

City of Canby

City Council

City Council Work Session Retreat Notice

April 29, 2016

8:30 AM – 3:00 PM

Pappy's Greasy Spoon Restaurant

243 NW 2nd Avenue

Canby, Oregon

This work session retreat will be attended by the Mayor and City Council to have informal discussions regarding city programs. The Council will not be taking any action on this day.

For information regarding this work session retreat, please contact City Hall at 503.266.4021.

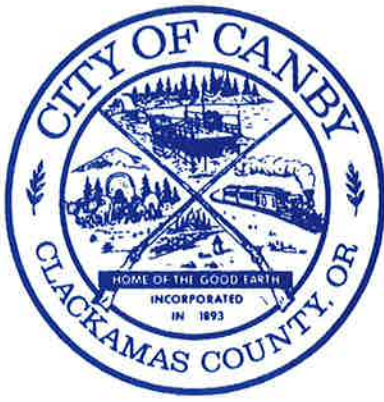
**The work session location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Kim Scheafer at 503.266.0733. A copy of this notice can be found on the City's web page at www.ci.canby.or.us.*

Canby City Council

Work Session Retreat



April 29, 2016



City of Canby

City Council Retreat

April 29, 2016
Agenda Overview

- | | |
|---------------|---|
| 7:30 – 8:30 | Breakfast |
| 8:30 – 9:15 | Park/School Partnership Discussion
Trip Goodall, Superintendent and Rick |
| 9:15 – 10:15 | Parks Continued |
| 10:15 – 10:30 | Break |
| 10:30 – 12:00 | City Streets |
| 12:00 – 1:00 | Lunch |
| 1:00 – 2:30 | Housing |
| 2:30 – 3:00 | Wrap Up (final thoughts) |

PARK OPERATIONS

Goals

- Stable Funding for Operations & Capital Improvements
- Expand Park Lands
- Expand Park Programs
- ---
- ---
- ---
- ---

Funding Options

- Systems Development Charges
- City General Fund
- Local Option Levy (5 year renewable)
- Permanent tax rate
- Park Maintenance Fee
- Park Bond (Other Capital needs)
- _____
- _____
- _____

Parks - City and Schools Partnership

Opportunities:

- Partnership with an Agency Sharing Common Vision
- Goodwill
- Shared Development and Operations Costs
- Joint Funding Campaign
- Park SDCs to support expansion
- Possible School Access to Funding for Capital and Operational Expenses
- _____
- _____
- _____

Challenges:

- Defining/Changing Priorities Could Hamper Long Term Success (Challenge to common Vision)
- Funding Capital Improvements
- Funding Ongoing Operations
- _____
- _____

Other Partners – Canby Park District, Volunteer Groups, (Other)

Opportunities:

- Partnership with an Agency Sharing Common Vision
- Goodwill
- Shared Development and Operations Costs
- Joint Funding Campaign

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Challenges:

- Defining Priorities
- Funding Capital Improvements
- Funding Ongoing Operations

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City Working Independently

Opportunities:

- Focus on Maintaining Existing City Parks and Expanding Park Inventory to Meet or Exceed Parkland goals.
- (One acre per 1000 residents?)
- Control Own Destiny
- Use Park SDCs for Park Expansion
- _____
- _____
- _____

Challenges:

- Funding Capital Improvements
- Funding Ongoing Operations
- _____
- _____
- _____

Park Operations Recommendations

- **Pursue local partnership option**
- **Develop draft IGA to include:**
 - Available capital resources - to potentially include
 - SDCs
 - Voter approved bonding for large capital projects
 - State/Federal grant programs
- **Defined program areas**
- **Maintenance and operations Strategy - to include**
 - Identification of maintenance and operational activities
 - Funding strategy – to potentially include
 - Local option levy
 - Agency contributions
 - State/Federal funds to support operations
 - Other



Canby Area Park and Recreation Survey

1. Have you participated in Canby Area recreation programs or services during the last 12 months?
(ie :Parks,Swim Center, Adult Center etc.)

☐ Yes

☐ No

2. If you participated in Canby Area recreation programs and/or services, how did you learn about them?
Please check all that apply.

☐ Friends or word of mouth

☐ Local Newspaper

☐ Community School

☐ Flyers @ City facilities

☐ Flyers from local school

☐ City Website

☐ Other (please specify)

3. Please tell us how you would prefer to obtain information about park and recreation services. (Check all that apply.)

☐ Friends or word of mouth

☐ Flyers @ City facilities

☐ Community School

☐ City Website

☐ Flyers from local school

☐ Local Newspaper

☐ Other (please specify)

4. If you did not participate in any Canby Area recreation programs or services, what are you reasons ? (Please check all that apply)

☐ I'm not aware of programs

☐ I'm concerned about my safety

☐ I'm not interested in programs

☐ I cannot afford the cost

☐ I participate in private programs

☐ The locations are not convenient

☐ The times are not convenient

☐ I need childcare in order to participate

☐ Other (please specify)

5. How many time in one month do you participate in the following activities? Enter number beside activity.

Walking

Relaxation/Enjoyment of Park	<input type="text"/>
Family Activities/Picnicking	<input type="text"/>
Playground Visit/Use	<input type="text"/>
Basketball	<input type="text"/>
Golfing	<input type="text"/>
Organized Sports	<input type="text"/>
Exercise/Weight Training	<input type="text"/>
Swimming	<input type="text"/>
Outdoors/Indoors	<input type="text"/>
Recreational Bicycling	<input type="text"/>
Radio-Controlled Models	<input type="text"/>
Exercise/Aerobics	<input type="text"/>
Exercising a Pet	<input type="text"/>
Baseball/Softball	<input type="text"/>
BMX Bicycling	<input type="text"/>
Tennis	<input type="text"/>
Soccer	<input type="text"/>
Gardening	<input type="text"/>
Rollerblading	<input type="text"/>
Skateboarding	<input type="text"/>
Disc Golf	<input type="text"/>
Other	<input type="text"/>

6. What age group should receive the highest priority for programs, services and facilities in the future? Please rank each choice from 1 to 7 using 1 for your highest priority and 7 for your lowest priority (or just indicate all ages should have equal priority).

<input type="text"/>	Infants and pre-schoolers (up to 4yrs)
<input type="text"/>	Children (5 to 14 yrs)
<input type="text"/>	Teens (15 to 18 yrs)
<input type="text"/>	Young Adults (19-23 yrs)
<input type="text"/>	Adults (25 to 54 yrs)

<input type="checkbox"/>	Older Adults (55 yrs +)
<input type="checkbox"/>	All Ages Should Have Equal Priority

7. How often in the last twelve months have you visited the following types of Canby Area Parks?

Below are some examples for each park type:

<u>Mini Park:</u>	Wait Park, Locust St. Park and Arneson Gardens behind Fred Meyer
<u>Neighborhood Park:</u>	Maple St. Park and Legacy Park
<u>Community Based Park:</u>	Canby Swim Center
<u>Special Use Facility:</u>	Canby Adult Center
<u>Regional Park:</u>	Willamette Wayside along the Willamette River and Molalla River State Park

	Visits per month
Mini-Park	<input type="text"/>
Neighborhood Park	<input type="text"/>
Community Based Park	<input type="text"/>
Community Pool	<input type="text"/>
Special Use Facility	<input type="text"/>
Regional Type Park	<input type="text"/>

8. If you do not use or infrequently use Canby Area parks, what are your reasons? (please check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> I don't know where parks are | <input type="checkbox"/> Transportation problems |
| <input type="checkbox"/> Not interested | <input type="checkbox"/> I feel unsafe |
| <input type="checkbox"/> Not conveniently located | <input type="checkbox"/> No programs |
| <input type="checkbox"/> Lack of time | <input type="checkbox"/> Parks lack adequate facilities |
| <input type="checkbox"/> Other (please specify) | |

9. If you frequent a park outside of the Canby area, please list the name and location of that park facility.

Name	<input type="text"/>
Location	<input type="text"/>

10. What particular feature of the above listed facility do you find most attractive"

11. On a scale of 1 to 5, with 1 being poor and 5 being excellent, please rate the overall appearance, maintenance and care of parks within the City of Canby?

- ☐ 1
 ☐ 2
 ☐ 3
 ☐ 4
 ☐ 5

12. Check up to 5 activities you would most like to do if the facilities were available in Canby Area parks.

- | | | |
|---|---|--|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Skateboarding | <input type="checkbox"/> Golfing |
| <input type="checkbox"/> Relaxation/Enjoyment of Park | <input type="checkbox"/> Radio-controlled Models | <input type="checkbox"/> Gardening |
| <input type="checkbox"/> Organized Sports | <input type="checkbox"/> Family Activities/Picnicking | <input type="checkbox"/> Rollerblading |
| <input type="checkbox"/> Exercise/Weight Training | <input type="checkbox"/> Playground Visit/Use | <input type="checkbox"/> BMX Bicycling |
| <input type="checkbox"/> Swimming Outdoors/Indoors | <input type="checkbox"/> Exercise/Aerobics | <input type="checkbox"/> Disc Golf |
| <input type="checkbox"/> Baseball/Softball | <input type="checkbox"/> Basketball | <input type="checkbox"/> Soccer |
| <input type="checkbox"/> Recreational Bicycling | <input type="checkbox"/> Exercising a pet/dog park | |
| <input type="checkbox"/> Other (please specify) | | |

13. How should sports fields (e.g. soccer, baseball, football) in Canby be developed in the future? Check all that apply.

- ☐ Develop multi-sports complexes
☐ Partner with Canby School District to increase the number of sports fields on school property
☐ Locate more sports fields evenly throughout Canby
☐ Develop sports complexes dedicated to one sport only
☐ Other (please specify)

14. Do you believe the Canby Area needs a community recreation center?

- ☐ Yes
 ☐ No

15. If you answered yes to the above question, what facilities would you like to have included in a community recreation center? You may check more than one.

- | | | |
|--|--|--|
| <input type="checkbox"/> Multi-use gymnasium | <input type="checkbox"/> Senior activity area | <input type="checkbox"/> Racquetball/Squash courts |
| <input type="checkbox"/> Teen activity area | <input type="checkbox"/> Tennis Courts | <input type="checkbox"/> Skateboard/BMX/Rollerblade park |
| <input type="checkbox"/> After school program areas | <input type="checkbox"/> Outdoor/indoor swimming pools | <input type="checkbox"/> Pickleball court |
| <input type="checkbox"/> Meeting space, kitchen and classrooms | <input type="checkbox"/> Children's play area | |
| <input type="checkbox"/> Exercise and aerobics room | <input type="checkbox"/> Performance stage | |
| <input type="checkbox"/> Other (please specify) | | |

16. How should facilities, programs and services be provided/funded by Canby in the future? You may check more than one.

- | | | |
|---|---|---|
| <input type="checkbox"/> Grants or donations | <input type="checkbox"/> Property taxes | <input type="checkbox"/> User fee on sewer bill |
| <input type="checkbox"/> Partnerships with private recreation providers | <input type="checkbox"/> Rental fees for facilities | <input type="checkbox"/> Park district |
| <input type="checkbox"/> Registration fees for classes and activities | <input type="checkbox"/> Residential construction tax/developer impact fees | <input type="checkbox"/> Partnership with school district |
| <input type="checkbox"/> Other (please specify) | | |

17. How should future park maintenance be funded? You may check more than one box.

- ☐ City budget
- ☐ Park district
- ☐ Public/private partnerships (city owns park facility, private entity or non-profit maintains)
- ☐ Monthly park maintenance fee dedicated to park maintenance only (like city street maintenance fee)
- ☐ Park levy (i.e. 5 year voter approved funding)
- ☐ Partnership with school district
- ☐ Other (please specify)

18. What is your age group? Choose one of the following options:

- | | | |
|-----------------------------|-----------------------------|------------------------------------|
| <input type="radio"/> 13-18 | <input type="radio"/> 35-44 | <input type="radio"/> 65 and older |
| <input type="radio"/> 19-23 | <input type="radio"/> 45-54 | |
| <input type="radio"/> 24-34 | <input type="radio"/> 55-64 | |

19. What is your gender?

- ☐ Male ☐ Female

20. How long have you lived where you currently reside?

- | | |
|------------------------------------|--|
| <input type="radio"/> Under a year | <input type="radio"/> 7 to 10 years |
| <input type="radio"/> 1 to 3 years | <input type="radio"/> 11 to 14 years |
| <input type="radio"/> 4 to 6 years | <input type="radio"/> 15 years or more |

21. Do you reside in a single-family home, condominium or apartment?

- | | |
|--|--------------------------------------|
| <input type="radio"/> Single-family home | <input type="radio"/> Apartment |
| <input type="radio"/> Condominium | <input type="radio"/> Duplex/triplex |

22. Are you a homeowner?☐ Yes☐ No**23. Please type in the number of children living in your household:**

Under 6 yrs of age

6-12 yrs of age

13-17 yrs of age

24. I am interested in volunteering to improve parks and recreation in Canby.☐ Yes!☐ Not at this time**25. Is there anything else you would like to tell us about your park and recreation needs?**

Your input will be used to help shape the future of parks and recreation in Canby. If you would like to be included on our parks and recreation mailing list, please fill in the information below.

26. Please enter your contact information below:

Name:

Address:

Phone:

Email:

[Prev](#)[Next](#)

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HOUSING

Goals

- Define City Role
- Identify Tools Available
- Expand Housing Inventory (Affordable, Market, Other)
- Build Downtown Mixed Use Development (Retail/Apartment)
- ---
- ---
- ---
- ---

City Block Mixed Use Development Goals

- Increased foot traffic supporting downtown businesses
- Add commercial/retail space in downtown core
- Increase number of market rate apartments in Canby
- Return public property to the City's tax rolls
- Avoid the requirement to maintain insurance coverage on unoccupied City Buildings
- _____
- _____
- _____

Mixed Use Development

Opportunities:

- Support downtown business.
- Move City property to tax roll – Generate additional tax revenue
- Improve walkability of downtown core
- Convert City Hall while Preserving its historic value
- Urban Renewal Agency/Private developer partnership (shared risk)
- City can avoid ongoing insurance and maintenance costs (vs holding property)

Challenges:

- Selling individual properties (not proceeding with block development) will likely forfeit any hope of significant downtown development.
- Addressing the gap between apartment rental income and construction costs
- Preleasing retail spaces
- Meeting investor and bank ROI and Risk requirements

SB 1533

Permits Inclusionary Zoning and Allows the City of Canby to Enact a Construction Excise Tax

- Canby may adopt land use regulations or permit conditions that establish the sale or rental price of housing units within the following parameters:
 - The City may require that up to 20% of units within a multifamily structure are sold or rented as affordable.
 - Affordable is defined as housing units affordable to households with incomes at 80% of the area median income or above.
 - Applies to sale or rental units in multifamily structures of 20 units or more (A multifamily structure is defined as a structure with three or more contiguous units).
 - The City must provide the option of an in-lieu fee instead of building the required affordable units.
 - The City must offer at least one of the following incentives
 - Whole or partial fee waivers or reductions
 - Whole or partial waivers of systems development charges
 - Other finance-based incentives
 - Full or partial property tax exemptions
 - The City may offer optional incentives: (Density adjustments, Expedited permitting, Modification of height, floor area, and other site-specific requirements, Other incentives).
 - The City may continue to adopt voluntary incentives.

SB 1533 - Continued

- Program only applies to new developments that have not already submitted a permit application.
- Program requires clear and objective standards.
- The City may impose a Construction Excise Tax (CET) on construction of new structures or construction adding square footage to an existing structure including:
 - Residential construction, at a rate of 1% of the value of the permit value of the construction
 - New commercial and industrial construction, with no cap on the rate of the CET.
- The City may retain 4% of CET revenues as a fee for administering the tax. After this fee, distribution is as follows:
 - 50% to developer incentives as outlined in the bill (fee waivers or reductions, SDC waivers or reductions, full or partial property tax reduction, other finance-based incentives).
 - 15% to Housing and Community Services Department for home ownership programs for down payment assistance
 - 35% for affordable housing programs and incentives as defined by the local jurisdiction
- For a CET imposed on commercial or industrial development:
 - 50% of revenues after the administrative fee must be expended on programs related to housing.
 - CET is not limited to 1% of the permit value.

SB 1533 - Example

- 100 homes with an average value of \$350,000 were constructed
- Total construction value is \$35,000,000 - each home would be assessed a CET of \$3,500
- Total CET generated would be \$350,000 allocated as follows:
 - 4% or \$14,000 would come to the City for administration of the program,
 - Leaving a balance of \$336,000
 - 50% or \$168,000 would be used for developer incentives,
 - 15% or \$50,400 would be transferred to HCD for down payment assistance programs,
 - 35% or \$117,600 would be used by the local jurisdiction for affordable housing programs and incentives.

SB 1533 – Preemption of Voting on Annexation

- The legislative body of a city shall annex the territory without submitting the proposal to the electors of the city if:
 - The territory is included within an urban growth boundary adopted by the city; and
 - The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;
 - and The proposal conforms to all other requirements of the city's ordinances.
- The territory to be annexed must include any additional territory necessary to provide infrastructure and services required for development of the territory at the density planned in the City's Comprehensive Plan.
- The legislative body of the city is not required to hold the public hearing otherwise required by ORS 222.120 for an annexation under this section. *(I believe this simply means that the Council would not take testimony relating to support or opposition to the annexation for matters not relating to the requirements identified above, but would hold a public hearing to take testimony relating to whether the proposal meets the specified conditions of annexation).*
- When the legislative body determines that the criteria for annexation described above apply to territory proposed for annexation, the legislative body may declare that the territory is annexed to the city by an ordinance that contains a description of the territory annexed.
- Because the language in Section 2 of the bill is directive rather than permissive, (*shall annex versus may*), I believe the only circumstances a Council could successfully deny an annexation application is if it determines that the required criteria for the annexation have not been met.

222.120¹

Procedure without election by city electors

(1) Except when expressly required to do so by the city charter, the legislative body of a city is not required to submit a proposal for annexation of territory to the electors of the city for their approval or rejection.

(2) When the legislative body of the city elects to dispense with submitting the question of the proposed annexation to the electors of the city, the legislative body of the city shall fix a day for a public hearing before the legislative body at which time the electors of the city may appear and be heard on the question of annexation.

(3) The city legislative body shall cause notice of the hearing to be published once each week for two successive weeks prior to the day of hearing, in a newspaper of general circulation in the city, and shall cause notices of the hearing to be posted in four public places in the city for a like period.

Housing Recommendations

- Don't pursue implementation of SB1533 in the City of Canby
 - A financial analysis of revenue generated for administration of the program would infer that the City would be required to contribute general funds to support the cost.
 - Costs would be passed through contractors to individual homeowners, making individual home affordability even more problematic.
 - A CET on Commercial/Industrial properties would be a disincentive for new business to locate in Canby. (A 1% CET on a \$20 million valuation would cost the new business an additional \$200,000)
- Approximately 200 new multi-family units are in the planning stage and that number would rise to approximately 270 units if the downtown project proceeds. This significant increase in available housing will have an immediate positive impact for persons seeking to live in Canby, and is likely to result in a more balanced supply vs demand in the City's multi-family housing market.

Housing Recommendations

- Focus efforts on identifying opportunities to introduce smaller homes in well-designed planned development communities within the City.
- Opportunities
 - Makes homes affordable to a larger market by reducing overall construction costs.
 - Potential to create well planned housing developments focused on offering high quality smaller homes on smaller lots.
- Challenges:
 - Adapting zoning to support clustered housing
 - Identifying developers interested in pursuing this type of development
 - Identifying incentives that could be granted to developers without shifting cost burdens to other projects.

Housing

HOUSING

Because of the increasing urgency over the lack of housing availability across the state, several bills this session focused on creating tools and funds for housing development programs. The majority of attention was on four bills, considered a package to increase the land available for housing development and incentivize the development of housing. These four bills included: SB 1533, SB 1573 (see [Land Use – Passed Bills](#)), HB 4079 (see [Land Use – Passed Bills](#)) and HB 4143.

HOUSING – PASSED BILLS

SB 1533: Inclusionary Zoning and Construction Excise Tax

Effective Date: June 2, 2016

SB 1533 will return two tools to cities to encourage the development of housing. First, the bill partially lifts the preemption on mandatory inclusionary housing requirements. A city may adopt a mandate that multifamily housing projects of more than 20 units must include affordable housing units. However, the city cannot require that more than 20 percent of the units be affordable. In addition, the city must provide financial offsets for the developer as proscribed in the bill. SB 1533 also clarifies that cities can work with developers to provide more units or lower the threshold for affordability through a voluntary inclusionary housing program.

Further, SB 1533 lifts the preemption on construction excise taxes (CET). However, the bill limits the rate of a residential CET to 1 percent of permit valuation, a number set at the state level. Residential CETs must be spent in a specific manner: 15 percent is remitted to the state for the home ownership assistance program; 50 percent must be spent on the same types of financial offsets as can be used for an inclusionary housing program; and the remaining 35 percent must be used for a locally determined affordable housing program. Any CET on industrial or commercial buildings is uncapped, and one-half of these funds must be used on a locally determined affordable housing program. The other half may be spent at the city's discretion, provided it is outlined in the enacting ordinance.

SB 1582: State Housing Development Program

Effective Date: March 15, 2016

SB 1582 creates the Local Innovation and Fast Track Housing Program (the “LIFT Program”), which is directed to use state bond proceeds to develop state-owned low-income housing. During the 2015 session the Legislature obligated these bonds for housing projects, and SB 1582 establishes the program requirements for spending the bond funds. The bill also requires the Oregon Housing and Community Services Department to report to the Legislature on the progress of the LIFT Program for the next three years.

HB 4143: Renter Protection

Effective Date: March 15, 2016

HB 4143 provides protections for renters who are in month-to-month leases, modifies building code provisions for rental units, and increases the fine for a second violation of a smoking prohibition in a lease agreement. The bill prohibits landlords from increasing rent for the first year of a month-to-month lease,

and thereafter the landlord must provide 90 days' notice of an increase in rent. HB 4143 also clarifies that a rental unit must provide a secondary egress if it is required at the time the unit is built or renovated.

HOUSING – FAILED BILLS

SB 1575: Housing Land Use Omnibus Reform

SB 1575 was an omnibus bill that would have resulted in significant changes to a variety of housing policies and was intended to address perceived barriers to the development of more housing across Oregon. The bill included changes to the calculation of some system development charges, statewide land use goals, and buildable land inventories. In addition, it would have required cities to include housing impact statements for any decisions, including infrastructure plans, land use policies, or environmental protections. SB 1575 also allowed a very narrow version of inclusionary zoning and a very restricted construction excise tax, but also put more process restrictions on the use of these tools. Finally, the bill included permission for Metro to divide the region into sub-regions for housing analysis when examining the urban growth boundary.

HB 4001: Omnibus Housing Reform

HB 4001 was a comprehensive housing bill that: included a number of provisions revising landlord-tenant laws; proposed a partial lifting of the ban on mandatory inclusionary housing; and would have allowed cities to waive state and local building and zoning codes for temporary units in the case of a declared housing emergency or if the city had a low vacancy rate.

HB 4043: Tax Exemption for Sale of Low-Income Housing

HB 4043 would have exempted from state income tax any amount earned upon the sale of property below market value to a public housing authority. In addition, the bill would have raised recording fees and dedicated the funds to the state's general housing account, emergency housing account, and the home ownership assistance account.

HB 4064: Housing Mortgage Loan Fund

HB 4064 would have created a new fund within the Oregon Housing and Community Services Department to provide deferred loans to qualifying nonprofits which develop low income housing. The bill intended to provide more capital to Habitat for Humanity to allow each local chapter to increase its home-building capacity.

Land Use

OVERVIEW

Bills impacting land use decisions this session primarily focused on housing development, but a few technical fixes were also approved by the Legislature. Other bills that would relax land use for Eastern Oregon communities or address specific needs also received attention. Most controversial was the decision to override local governance choices by prohibiting a vote on annexation (see [SB 1573](#) below), which was passed as part of a package of bills related to housing.

LAND USE – PASSED BILLS

SB 1517: Wetland Land Use Process Pilot Project

Effective Date: January 1, 2017

SB 1517 allows Tillamook County to create, as a pilot project, a process for wetland creation on land designated as exclusive farm use (EFU). Wetland restoration is currently a permitted use of EFU lands and is not subject to land use review. As originally written, SB 1517 would have required specific findings about impacts to farming within the county if a wetland project occurred on farm land and shifted liabilities for problems related to these projects. The original language could have caused significant problems for water quality and temperature projects that use offsite wetlands restoration as part of the project. As amended, SB 1517 does not apply outside Tillamook County, nor to any new requirements for wetland creation or restoration in order to comply with a National Pollutant Discharge Elimination System permit.

SB 1573: Preemption of Voting on Annexation

Effective Date: March 15, 2016

SB 1573 preempts city laws that require a vote on annexations when a petition to annex meets specific requirements. The bill prohibits sending an annexation request to voters if: the petition is agreed to by 100 percent of the land owners to be annexed; at least one parcel is contiguous to the city's limits; the land to be annexed is entirely within the urban growth boundary; the land is part of an acknowledged comprehensive plan; and the petition conforms with all other requirements of the city's ordinances. The city can still hold a public hearing, and the council may approve or not approve the annexation. However, the request cannot be put to a vote of the electors.

HB 4018: Annexation Preemption for Unincorporated Area

Effective Date: April 7, 2016

HB 4018 prevents the unincorporated area of White City from annexing specific industrial properties if the area incorporates in the future. The bill extends the current prohibition until June 30, 2026. Originally, the bill prevented the city of Medford from annexing other industrial lands, but that portion of the bill was removed as the city had negotiated the issue with the property owners. The current prohibition on Medford annexing the listed properties will sunset on June 30, 2016.

HB 4079: Housing Land Use Pilot Project

Effective Date: March 15, 2016

HB 4079 requires the Oregon Land Conservation and Development Commission (LCDC) to create a pilot program for including lands within an urban growth boundary for affordable housing. Two cities will be allowed to participate in the pilot program, one with a population of less than 25,000 and the other with a population greater than 25,000. Cities seeking to participate in the program will have to show that they are making efforts to increase affordable housing available within their current boundaries using tools such as property tax exemptions and allowing accessory dwelling units. Qualifying projects will need to have the approval of the city and land owner, as well as a plan for the development of affordable housing. HB 4079 requires the city to demonstrate a need for the program, and that the project will provide affordable housing, is adjacent to the city's urban growth boundary, and is near public facilities such as transit corridors. Cities in Clackamas, Marion, Multnomah, Polk and Washington counties may not participate. Lands within the North Unit Irrigation District in Jefferson County are also not eligible for participation. No pilot project may exceed 50 acres in size, and the LCDC will have to create rules for the pilot project before cities may apply to participate.

HB 4126: UGB Land Study Process Fix

Effective Date: March 29, 2016

HB 4126 is a technical fix to the statute that amended the urban growth boundary (UGB) land evaluation process approved by the Legislature in 2013. The issue needing clarification is whether cities that had started a UGB analysis, but had not completed the process when the new rules became operative, could continue using the rules in place in 2013. HB 4126 stipulates cities that provided the Oregon Department of Land Conservation and Development notice of a UGB review prior to January 1, 2016 can proceed either under the rules for land selection that were in place on June 30, 2013 or under the rules adopted and operative as of January 1, 2016. This bill ensures that the few cities currently still trying to finalize a new UGB will avoid litigation which could further delay finalized UGB decisions.

LAND USE – FAILED BILLS

SB 1548: Housing Land Use Pilot Project

This bill did not receive a public hearing. (See [HB 4079, Land Use – Passed Bills](#))

SB 1588: Land Use Exemption for No Growth Counties

SB 1588 would have exempted certain counties, and the cities within them, from developing comprehensive plans in compliance with statewide land use goals. The areas exempted would have been limited to counties with a population less than 50,000 that had not grown in population since the prior census. Upon population growth the county's comprehensive plan would be required to meet statewide land use goals again.

Enrolled Senate Bill 1533

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with presession filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Senate Interim Committee on Workforce and General Government)

CHAPTER

AN ACT

Relating to affordable housing; creating new provisions; amending ORS 197.309, 320.170, 320.176 and 320.186 and section 1, chapter 829, Oregon Laws 2007; repealing section 9, chapter 829, Oregon Laws 2007; and prescribing an effective date.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 197.309 is amended to read:

197.309. (1) **As used in this section:**

(a) **"Affordable housing"** means housing that is affordable to households with incomes equal to or higher than 80 percent of the median family income for the county in which the housing is built.

(b) **"Multifamily structure"** means a structure that contains three or more housing units sharing at least one wall, floor or ceiling surface in common with another unit within the same structure.

[(1)] (2) Except as provided in subsection [(2)] (3) of this section, a [city, county or] metropolitan service district may not adopt a land use regulation or functional plan provision, or impose as a condition for approving a permit under ORS 215.427 or 227.178[,] a requirement, that has the effect of establishing the sales **or rental** price for a housing unit or residential building lot or parcel, or that requires a housing unit or residential building lot or parcel to be designated for sale **or rent** to [any] a particular class or group of purchasers **or renters**.

[(2)] (3) [This] **The provisions of subsection (2) of this section** [does] **do** not limit the authority of a [city, county or] metropolitan service district to:

(a) Adopt or enforce a [land] use regulation, [functional plan] provision or [condition of approval] **requirement** creating or implementing an incentive, contract commitment, density bonus or other voluntary regulation, provision or [condition] **requirement** designed to increase the supply of moderate or lower cost housing units; or

(b) Enter into an affordable housing covenant as provided in ORS 456.270 to 456.295.

(4) **Notwithstanding ORS 91.225, a city or county may adopt a land use regulation or functional plan provision, or impose as a condition for approving a permit under ORS 215.427 or 227.178 a requirement, that has the effect of establishing the sales or rental price for a new multifamily structure, or that requires a new multifamily structure to be designated for sale or rent as affordable housing.**

(5) **A regulation, provision or requirement adopted or imposed under subsection (4) of this section:**

(a) May not require more than 20 percent of housing units within a multifamily structure to be sold or rented as affordable housing;

(b) May apply only to multifamily structures containing at least 20 housing units;

(c) Must provide developers the option to pay an in-lieu fee, in an amount determined by the city or county, in exchange for providing the requisite number of housing units within the multifamily structure to be sold or rented at below-market rates; and

(d) Must require the city or county to offer a developer of multifamily structures, other than a developer that elects to pay an in-lieu fee pursuant to paragraph (c) of this subsection, at least one of the following incentives:

(A) Whole or partial fee waivers or reductions.

(B) Whole or partial waivers of system development charges or impact fees set by the city or county.

(C) Finance-based incentives.

(D) Full or partial exemption from ad valorem property taxes on the terms described in this subparagraph. For purposes of any statute granting a full or partial exemption from ad valorem property taxes that uses a definition of "low income" to mean income at or below 60 percent of the area median income and for which the multifamily structure is otherwise eligible, the city or county shall allow the multifamily structure of the developer to qualify using a definition of "low income" to mean income at or below 80 percent of the area median income.

(6) A regulation, provision or requirement adopted or imposed under subsection (4) of this section may offer developers one or more of the following incentives:

(a) Density adjustments.

(b) Expedited service for local permitting processes.

(c) Modification of height, floor area or other site-specific requirements.

(d) Other incentives as determined by the city or county.

(7) Subsection (4) of this section does not restrict the authority of a city or county to offer developers voluntary incentives, including incentives to:

(a) Increase the number of affordable housing units in a development.

(b) Decrease the sale or rental price of affordable housing units in a development.

(c) Build affordable housing units that are affordable to households with incomes equal to or lower than 80 percent of the median family income for the county in which the housing is built.

(8)(a) A city or county that adopts or imposes a regulation, provision or requirement described in subsection (4) of this section may not apply the regulation, provision or requirement to any multifamily structure for which an application for a permit, as defined in ORS 215.402 or 227.160, has been submitted as provided in ORS 215.416 or 227.178 (3), or, if such a permit is not required, a building permit application has been submitted to the city or county prior to the effective date of the regulation, provision or requirement.

(b) If a multifamily structure described in paragraph (a) of this subsection has not been completed within the period required by the permit issued by the city or county, the developer of the multifamily structure shall resubmit an application for a permit, as defined in ORS 215.402 or 227.160, as provided in ORS 215.416 or 227.178 (3), or, if such a permit is not required, a building permit application under the regulation, provision or requirement adopted by the city or county under subsection (4) of this section.

(9)(a) A city or county that adopts or imposes a regulation, provision or requirement under subsection (4) of this section shall adopt and apply only clear and objective standards, conditions and procedures regulating the development of affordable housing units within its jurisdiction. The standards, conditions and procedures may not have the effect, either individually or cumulatively, of discouraging development of affordable housing units through unreasonable cost or delay.

(b) Paragraph (a) of this subsection does not apply to:

(A) An application or permit for residential development in an area identified in a formally adopted central city plan, or a regional center as defined by Metro, in a city with a population of 500,000 or more.

(B) An application or permit for residential development in historic areas designated for protection under a land use planning goal protecting historic areas.

(c) In addition to an approval process for affordable housing based on clear and objective standards, conditions and procedures as provided in paragraph (a) of this subsection, a city or county may adopt and apply an alternative approval process for applications and permits for residential development based on approval criteria regulating, in whole or in part, appearance or aesthetics that are not clear and objective if:

(A) The developer retains the option of proceeding under the approval process that meets the requirements of paragraph (a) of this subsection;

(B) The approval criteria for the alternative approval process comply with applicable statewide land use planning goals and rules; and

(C) The approval criteria for the alternative approval process authorize a density at or above the density level authorized in the zone under the approval process provided in paragraph (a) of this subsection.

(10) If a regulation, provision or requirement adopted or imposed by a city or county under subsection (4) of this section requires that a percentage of housing units in a new multifamily structure be designated as affordable housing, any incentives offered under subsection (5)(d) or (6) of this section shall be related in a manner determined by the city or county to the required percentage of affordable housing units.

SECTION 2. ORS 320.170 is amended to read:

320.170. (1) [*Construction taxes may be imposed by*] A school district, as defined in ORS 330.005, **may impose a construction tax only** in accordance with ORS 320.170 to 320.189.

(2) Construction taxes imposed by a school district must be collected, subject to ORS 320.179, by a local government, local service district, special government body, state agency or state official that issues a permit for structural improvements regulated by the state building code.

SECTION 3. Section 1, chapter 829, Oregon Laws 2007, is added to and made a part of ORS 320.170 to 320.189.

SECTION 4. Section 1, chapter 829, Oregon Laws 2007, is amended to read:

Sec. 1. (1) A local government or local service district, as defined in ORS 174.116, or a special government body, as defined in ORS 174.117, may not impose a tax on the privilege of constructing improvements to real property except as provided in [*sections 2 to 8 of this 2007 Act*] **ORS 320.170 to 320.189.**

(2) Subsection (1) of this section does not apply to:

(a) A tax that is in effect as of May 1, 2007, or to the extension or continuation of such a tax, provided that the rate of tax does not increase from the rate in effect as of May 1, 2007;

(b) A tax on which a public hearing was held before May 1, 2007; or

(c) The amendment or increase of a tax adopted by a county for transportation purposes prior to May 1, 2007, provided that the proceeds of such a tax continue to be used for those purposes.

(3) For purposes of [*this section and sections 2 to 8 of this 2007 Act*] **ORS 320.170 to 320.189**, construction taxes are limited to privilege taxes imposed under [*sections 2 to 8 of this 2007 Act*] **ORS 320.170 to 320.189** and do not include any other financial obligations such as building permit fees, financial obligations that qualify as system development charges under ORS 223.297 to 223.314 or financial obligations imposed on the basis of factors such as income.

SECTION 5. ORS 320.176 is amended to read:

320.176. (1) Construction taxes imposed [*under ORS 320.170 to 320.189*] **by a school district pursuant to ORS 320.170** may be imposed only on improvements to real property that result in a new structure or additional square footage in an existing structure and may not exceed:

(a) \$1 per square foot on structures or portions of structures intended for residential use, including but not limited to single-unit or multiple-unit housing; and

(b) \$0.50 per square foot on structures or portions of structures intended for nonresidential use, not including multiple-unit housing of any kind.

(2) In addition to the limitations under subsection (1) of this section, a construction tax imposed on structures intended for nonresidential use may not exceed \$25,000 per building permit or \$25,000 per structure, whichever is less.

(3)(a) For years beginning on or after June 30, 2009, the limitations under subsections (1) and (2) of this section shall be adjusted for changes in construction costs by multiplying the limitations set forth in subsections (1) and (2) of this section by the ratio of the averaged monthly construction cost index for the 12-month period ending June 30 of the preceding calendar year over the averaged monthly construction cost index for the 12-month period ending June 30, 2008.

(b) The Department of Revenue shall determine the adjusted limitations under this section and shall report those limitations to entities imposing construction taxes. The department shall round the adjusted limitation under subsection (2) of this section to the nearest multiple of \$100.

(c) As used in this subsection, "construction cost index" means the Engineering News-Record Construction Cost Index, or a similar nationally recognized index of construction costs as identified by the department by rule.

SECTION 6. ORS 320.186 is amended to read:

320.186. A school district may pledge construction taxes **imposed pursuant to ORS 320.170** to the payment of obligations issued to finance or refinance capital improvements as defined in ORS 320.183.

SECTION 7. Sections 8 and 9 of this 2016 Act are added to and made a part of ORS 320.170 to 320.189.

SECTION 8. (1) The governing body of a city or county may impose a construction tax by adoption of an ordinance or resolution that conforms to the requirements of this section and section 9 of this 2016 Act.

(2)(a) A tax may be imposed on improvements to residential real property that result in a new residential structure or additional square footage in an existing residential structure, including remodeling that adds living space.

(b) An ordinance or resolution imposing the tax described in paragraph (a) of this subsection must state the rate of the tax. The tax may not exceed one percent of the permit valuation for residential construction permits issued by the city or county either directly or through the Building Codes Division of the Department of Consumer and Business Services.

(3)(a) A tax may be imposed on improvements to commercial and industrial real property, including the commercial and industrial portions of mixed-use property, that result in a new structure or additional square footage in an existing structure, including remodeling that adds living space.

(b) An ordinance or resolution imposing the tax described in paragraph (a) of this subsection must state the rate and base of the tax.

(4) Taxes imposed pursuant to this section shall be paid at the time specified in ORS 320.189 to the city or county that imposed the tax.

(5)(a) This section and section 9 of this 2016 Act do not apply to a tax described in section 1 (2), chapter 829, Oregon Laws 2007.

(b) Conformity of a tax imposed pursuant to this section by a city or county to the requirements of this section and section 9 of this 2016 Act shall be determined without regard to any tax described in section 1 (2), chapter 829, Oregon Laws 2007, that is imposed by the city or county.

SECTION 9. (1) As soon as practicable after the end of each fiscal quarter, a city or county that imposes a construction tax pursuant to section 8 of this 2016 Act shall deposit the construction tax revenues collected in the fiscal quarter just ended in the general fund of the city or county.

(2) Of the revenues deposited pursuant to subsection (1) of this section, the city or county may retain an amount not to exceed four percent as an administrative fee to recoup the expenses of the city or county incurred in complying with this section.

(3) After deducting the administrative fee authorized under subsection (2) of this section and paying any refunds, the city or county shall use the remaining revenues received under section 8 (2) of this 2016 Act as follows:

(a) Fifty percent to fund developer incentives allowed or offered pursuant to ORS 197.309 (5)(c) and (d) and (7);

(b) Fifteen percent to be distributed to the Housing and Community Services Department to fund home ownership programs that provide down payment assistance; and

(c) Thirty-five percent for programs and incentives of the city or county related to affordable housing as defined by the city or county, respectively, for purposes of this section and section 8 of this 2016 Act.

(4) After deducting the administrative fee authorized under subsection (2) of this section and paying any refunds, the city or county shall use 50 percent of the remaining revenues received under section 8 (3) of this 2016 Act to fund programs of the city or county related to housing.

SECTION 10. Section 9, chapter 829, Oregon Laws 2007, is repealed.

SECTION 11. A city or county may not adopt a regulation, provision or requirement under ORS 197.309, as amended by section 1 of this 2016 Act, until the 180th day after the effective date of this 2016 Act.

SECTION 12. This 2016 Act takes effect on the 91st day after the date on which the 2016 regular session of the Seventy-eighth Legislative Assembly adjourns sine die.

Passed by Senate February 26, 2016

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Lori L. Bocker, Secretary of Senate

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Peter Courtney, President of Senate

Passed by House March 3, 2016

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Tina Kotek, Speaker of House

Received by Governor:

.....M.,....., 2016

Approved:

.....M.,....., 2016

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2016

.....
Jeanne P. Atkins, Secretary of State

Enrolled
Senate Bill 1573

Sponsored by Senator BEYER (Presession filed.)

CHAPTER

AN ACT

Relating to boundary changes; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2016 Act is added to and made a part of ORS 222.111 to 222.180.

SECTION 2. (1) This section applies to a city whose laws require a petition proposing annexation of territory to be submitted to the electors of the city.

(2) Notwithstanding a contrary provision of the city charter or a city ordinance, upon receipt of a petition proposing annexation of territory submitted by all owners of land in the territory, the legislative body of the city shall annex the territory without submitting the proposal to the electors of the city if:

(a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;

(b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;

(c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; and

(d) The proposal conforms to all other requirements of the city's ordinances.

(3) The territory to be annexed under this section includes any additional territory described in ORS 222.111 (1) that must be annexed in order to locate infrastructure and right of way access for services necessary for development of the territory described in subsection (2) of this section at a density equal to the average residential density within the annexing city.

(4) When the legislative body of the city determines that the criteria described in subsection (2) of this section apply to territory proposed for annexation, the legislative body may declare that the territory described in subsections (2) and (3) of this section is annexed to the city by an ordinance that contains a description of the territory annexed.

SECTION 3. This 2016 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2016 Act takes effect on its passage.

Passed by Senate March 1, 2016

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Lori L. Bocker, Secretary of Senate

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Peter Courtney, President of Senate

Passed by House March 3, 2016

.....
Tina Kotek, Speaker of House

Received by Governor:

.....M,....., 2016

Approved:

.....M,....., 2016

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M,....., 2016

.....
Jeanne P. Atkins, Secretary of State

Results of Affordable Housing discussion from C4 on April 7, 2016

From the question: What are challenges and opportunities within Clackamas County related to Affordable Housing?

Challenges	Opportunities	Housing Alternatives	Potential Policy Changes
<ul style="list-style-type: none"> • Land availability • Number of homes/rate of residential surplus • Access to transit, employment areas, and childcare • Transitioning generation communities (from young to old & old to young) • Low vacancy rate in Metro Area • Market demand for ideal communities (tend to be expensive) 	<ul style="list-style-type: none"> • Tenant rights • Community Development Block Grants (CDBG) • City/community surveys to assess needs and future planning • Local gentrification policies • Rental savings for home ownership down-payments/IAP 	<ul style="list-style-type: none"> • Tiny Homes • Cluster homes • Cottage housing • Smaller multi-story units • Converting large homes to 2-3 plex apartments 	<ul style="list-style-type: none"> • Zoning changes (conventional to form-based zoning) • Veteran property tax relief • Challenging the 30% threshold • Incentivize banks to release foreclosed homes • No-cause evictions • Model zoning • Incentivizing private sector to build affordable housing/meet housing demands

Type of Housing – by Length of Stay

Type of Housing	Description
Permanent Housing	This just means that there is no time limit on how long you can reside in the housing or receive the housing assistance. It is meant to be long-term. <i>“Permanent supportive housing” (or PSH) is just permanent housing that makes support services available to help you maintain your housing and access community resources.</i>
Transitional Housing	This means that there is a time limit on how long you can stay in the housing or receive the housing assistance. HUD defines transitional housing as stays of up to 24 months (but stays can be shorter).
Short-Term or Temporary Housing	This means that the housing situation is intended to be very short-term or temporary (30, 60, or 90 days or less).
Emergency Shelter	Provides a place to stay or bed to sleep in overnight if you become homeless or otherwise experience a housing crisis and have no place to go.

Type of Housing – by Type of Assistance

Type of Housing	Description
Affordable Housing	Typically, housing for which the occupant(s) pay no more than 30% of his or her income for gross housing costs, including utilities.
Workforce Housing	Generally, this is housing that is directed at occupants that have full-time wage paying jobs. Typically available to households earning from 60 percent to 120 percent of the area’s median income (AMI)
Market Rate Housing	Refers to properties that are rented or owned by people who pay market rent to lease the property or paid market value when they bought the property. There is no subsidy for the housing.
Subsidized Housing	A generic term covering all federal, state or local government programs that reduce the cost of housing allowing below-market rents for low-income people, persons with disabilities, and/or seniors. <i>Examples include: tax credits to encourage investment in housing which results in a reduction of the debt, giving tenants a rent voucher, helping homebuyers with down payment assistance.</i>
Nonprofit Housing	Refers to property developed by nonprofit corporations with a community board of directors and mission. Most housing developed by nonprofit housing developers is Subsidized Housing . Income generated from the housing is put back into the mission of the organization, rather than being distributed to stockholders or individual investors as would be the case in for-profit housing.
Public Housing	Refers to housing owned and operated by the local public housing authority (PHA) to provide affordable housing for very low-income families. Public housing serves generally tenants pay no more than 30% of their adjusted income for rent. Maintenance and operating funds are provided by HUD.

Type of Housing Subsidy

HUD Section 8 Program	Federal program targeted to Low- and Very-Low Income Households which provides monthly rental subsidies to subsidize the difference between the Household’s Gross Rent and the greater of 30 percent of the Household’s adjusted income
Section 8 - Tenant-Based Voucher	Provides a voucher to you to choose where you want to live in the community and lease from a private landlord that will accept the voucher. The program then pays an ongoing monthly subsidy to help you with your rent and utilities. You are usually required to pay at least 30% of your income toward your rent and utilities, and usually your subsidy is limited by fair market rent (FMRs). Since it is tenant-based, the assistance is tied to your voucher.

	<i>So, if you move, the voucher typically moves with you to another property.</i>
Section 8 - Project-Based Voucher	Project-based housing assistance requires you to live in a housing unit at the property that is being subsidized. You are usually required to pay at least 30% of your income toward your rent/utilities. <i>Since it is project-based, the assistance is tied to the property.</i> <i>Section 8 Public Housing</i>
Low Income Housing Tax Credit (LIHTC)	An indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing. The LIHTC gives investors a dollar-for-dollar reduction in their federal tax liability in exchange for providing financing to develop affordable rental housing. This equity contribution subsidizes low-income housing development, thus allowing units to rent at below-market rates. These rents remain at affordable rates for a period of 30 years.

Rent Types

Market Rent	The prevailing monthly cost for rental housing. It is set by the landlord without restrictions.
Fair Market Rent (FMR)	The estimates established by HUD of the Gross Rents (Contact Rent plus Tenant Paid Utilities) needed to obtain modest rental units in acceptable condition in a specific county or metropolitan statistical area. HUD generally sets FMR so that 40% of the rental units have rents below the FMR. I

Income Limits

Income Limits	Maximum Household income by area adjusted for Household size and expressed as a percentage of the Area Median Income. These are used to establish an upper limit for eligibility for specific housing programs, and other federal assistance programs.
Area Median Income (AMI)	This is a statistical number set at the level where half of all households have income above it and half below it. The HUD Regional Economist annually calculates and publishes this income data
Low Income	A household whose income does not exceed 80% of the area median income for the area
Very Low Income	A household whose income does not exceed 50% of the area median income for the area
Extremely Low Income	A household whose income does not exceed 30% of the area median income for the area

	30% Extremely Low Income	50% Very Low Income	60% Lower Income	80% Low Income	100% Median Income	120% Middle Income
Household Size	2016	2016	2016	2016	2016	2016
1	\$15,400	\$25,700	\$30,900	\$41,100	\$51,500	\$62,076
2	\$17,600	\$29,350	\$35,280	\$46,950	\$58,800	\$70,944
3	\$20,160	\$33,000	\$39,720	\$52,800	\$66,200	\$79,812
4	\$24,300	\$36,650	\$44,100	\$58,650	\$73,300	\$88,680
5	\$28,440	\$39,600	\$47,640	\$63,350	\$79,400	\$95,774
6	\$32,580	\$42,550	\$51,180	\$68,050	\$85,300	\$102,869
7	\$36,730	\$45,450	\$54,720	\$72,750	\$91,200	\$109,963
8	\$40,890	\$48,400	\$58,260	\$77,450	\$97,100	\$117,058

City Streets Goals

Opportunities:

- Maintain City Streets to improve overall safety & comfort of drivers
- Add sidewalks in areas which lack them
- Address ADA requirements in all street improvement projects
- Designate and stripe bike paths in approved roadways
- Work with County to improve county roads in City limits and take into City maintained street system when improvements are complete

Challenges:

- Funding to meet existing street maintenance needs
- Funding to support the improvements needed to transfer County roads to City

City and County Joint Effort to Improve County Roads in City

Opportunities:

- Update the cost estimates for each stretch of County Road in City
- Adopt a long term (10 year?) strategy for transfer of County Roads to City
- Develop IGAs with County for each County Road in City
- County may be able to perform engineering, design, and acquire easements where required using existing County Staff
- County support City efforts to obtain alternative funding sources to complete improvements.

Challenges:

- Developing partnership with County
- Allocating funds to perform required street/sidewalk (and other infrastructure) improvements

Street Maintenance Recommendations

- **Update cost estimates to upgrade County Roads to City Standard**
- **Develop a 10 year scenario to transfer County Roads within the City to City responsibility**
- **Meet with County Public Works Representatives to discuss long term IGA to facilitate street improvements with County responsible for:**
 - Engineering and design
 - Right-of-way acquisition
- **Evaluate potential funding sources**
 - Increase Street Maintenance Fee to \$6, allocating \$1 to improving the County Streets to City standard.
 - Review SDC eligible streets
 - Other

CLACKAMAS COUNTY - CITY OF CANBY
URBAN GROWTH MANAGEMENT AGREEMENT

Whereas, the City of Canby and Clackamas County have a mutual interest in coordinated comprehensive plans, compatible land uses and coordinated planning of urban public facilities; and

Whereas, the City and the County will make a good faith effort to reconcile any differences that may emerge from the above mutual interest; and

Whereas, information exchanges should concentrate on issues that may have a significant impact on either party and should not entail cumbersome procedural requirements that may increase the time necessary to expedite decision-making; and

Whereas, OAR 660-03-010 requires management of unincorporated areas within an urban growth boundary to be set forth in a statement submitted to the Land Conservation and Development Commission (LCDC) at the time of acknowledgment request; and

Whereas, OAR 660-11-015 requires the responsibility for the preparation, adoption and amendment of the public facility plan to be specified within the urban growth management agreement; and

Whereas, Statewide Planning Goal 2 requires coordination between City and County in comprehensive planning,

NOW, THEREFORE, THE CITY AND COUNTY AGREE AS FOLLOWS:

1. Boundary

- A. The Urban Growth Boundary Management Boundary (UGMB) shall include unincorporated land within the Urban Growth Boundary (UGB) and adjacent to the City, as shown on map Attachment "A" to this agreement.

2. Comprehensive Planning, Plan Amendments and Public Facilities Planning for Lands in Unincorporated UGMB

- A. The development of a Comprehensive Plan and Comprehensive Plan changes for the unincorporated areas within the UGMB shall be a coordinated City-County planning effort. The City shall be responsible for preparing all legislative Comprehensive Plan amendments in the UGMB. The County shall adopt the City land use plan designations for all unincorporated lands within the UGMB.

All quasi-judicial comprehensive plan amendments for lands within the unincorporated UGMB shall be approved by the City prior to County adoption.

- B. City shall be responsible for the preparation, adoption, and amendment of the public facilities plan within the UGMB required by OAR Chapter 660, Division II, Public Facilities Planning. Preparation and amendment of such public facilities plan shall provide for coordination with and participation by the County, County Service and any other special districts within the UGMB which may exist.
- C. The City will be exploring whether there is a need for an Urban Reserve Area adjacent to the Canby UGMB and need for public facility planning for such area. This effort will be coordinated with the County.

3. Development Proposals for Unincorporated UGMB Areas

- A. The County's zoning shall apply to all unincorporated lands within the UGMB. The County shall zone all unincorporated lands within the UGMB to Future Urbanizable (FU-10), Agriculture or Forest. The current zoning categories include EFU-20, RRFF-5, and GAD, which may require some modification in the future to an appropriate category such as FU-10. With provisions for City input, the County shall retain responsibility and authority for all implementing regulations and land use actions for all unincorporated lands within the UGMB unless the City and County execute a separate agreement for specific areas within the UGMB.
- B. The provision of public facilities and services shall be consistent with the adopted public facility plan for the unincorporated UGMB. For areas zoned FU-10 within the UGMB, the County shall issue no permit or otherwise authorize extension or connection of public facilities and services in violation of the FU-10 Zone.
- C. The County shall not form any new County Service Districts or support the annexation of land within the unincorporated UGMB to such districts or to other service districts without City approval.

4. County Notice to and Coordination with the City

A. The County shall provide notification to the City at least thirty-five (35) days prior to the first scheduled public hearing on all land use actions, quasi-judicial actions, proposed legislative changes to the County Comprehensive Plan or its implementing ordinances affecting land within the UGMB.

B. The County shall provide notification to the City at least fifteen (15) days prior to staff decision on applications for administrative actions as provided for in the County's Zoning and Development Ordinance for applications within the UGMB.

C. The County shall notify and invite City staff to participate in pre-application meetings on significant development proposals or Design Review Committee meetings on development proposals within unincorporated areas of the UGMB.

These meetings shall be set by the County after consultation with City staff on a mutually agreeable meeting time. All meetings shall occur within thirty (30) days from the date the city is contacted unless agreed otherwise.

D. Any amendments proposed by the County to the UGB, as shown on Attachment "A", will be jointly reviewed by the City and the County prior to submission to the State (DLCD).

E. The County shall enter all written comments of the City into the public record and shall consider the same in the exercise of its planning and plan implementation responsibilities.

5. City Notice to and Coordination with the County

A. The City shall provide notification to the County at least twenty (20) days prior to the first public hearing on all proposed annexations, capital improvement plans or extraterritorial service extension into unincorporated areas.

B. The City shall provide notification to the County at least twenty (20) days prior to the first public hearing on all land use actions, proposed legislative changes to the City Comprehensive Plan or quasi-judicial actions adjacent to or in close proximity to unincorporated areas.

- C. Any amendments proposed by the City to the UGB, as shown on Attachment "A", will be jointly reviewed by the City and the County prior to submission to the State (DLCD).

6. **City Annexations and Sewer, Water and Road Service**

- A. The City may undertake annexations in the manner provided for by law within the UGMB. City annexation proposals shall include adjacent road right-of-way to properties proposed for annexation. The County shall not oppose such annexations.

- B. For newly annexed areas, upon annexation, the City shall assume jurisdiction of County roads and local access roads except arterials that are within or abutting the area annexed.

As a condition of jurisdiction transfer for County roads and local access roads not built to City street standards on the date of the final decision on the annexation, the County agrees to pay to the City a sum of money equal to the cost of a two (2") inch asphaltic concrete overlay over the width of the then-existing pavement; however, if the width of pavement is less than twenty (20') feet, the sum shall be calculated for an overlay twenty (20') feet wide. The cost of asphaltic concrete overlay to be used in the calculation shall be the average of the most current asphaltic concrete overlay projects performed by each of the City and County. In the case of a large area, annexation or multiple annexations, within a one (1) year period, the County may spread payment to the City over several years not to exceed five (5) years. Arterial roads will be considered for transfer on a case-by-case basis. Terms of transfer for arterial roads will be negotiated and agreed to by both jurisdictions. The above described provisions are not intended to prevent alternative arrangements where mutually agreed to by the City and County.

- C. If the City adopts a Transportation System Development Charge (SDC) and if the SDC is to be used by the City in conjunction with annexation, or where annexation occurs through delayed annexation, the parties will renegotiate this agreement particularly regarding County payment to the City for roads specified in 5B above.

- D. The provision of public facilities and services shall be consistent with the adopted public facility plan for the unincorporated UGMB. For areas zoned FU-10 within the UGMB, the County shall issue no permit or otherwise authorize extension or connection of public facilities and services in violation of the FU-10 Zone.

- E. The City shall not extend sewers or water to any unincorporated areas within the UGMB without annexation to the City, or unless mutually agreed to otherwise by the City and County.
- F. City and County planning officials shall attempt to informally resolve any disputes regarding either party's performance or decisions under this agreement, or regarding the terms, conditions or meaning of this agreement. Disputes which are not resolved through this informal process shall be resolved by participation in the dispute resolution process administered by the Department of Land Conservation and Development (DLCD). Either party may request participation in the dispute resolution process upon ten (10) days prior written notice. DLCD shall conduct the dispute resolution process in accordance with its established process or the future provisions of any such process. Any and all cost of dispute resolution shall be assessed equally to both parties.

7. **Terms of Agreement**

It is hereby understood that this agreement may be amended in writing by the concurrence of both the City and County. Either party may terminate this agreement at any time after one-hundred twenty (120) days written notice to the other party.

IN WITNESS WHEREFORE, the respective parties have caused to be signed in their behalf to make and enter into this agreement this 4th day of November, 1992.

CITY OF CANBY

By Shawn Farrell

ATTEST:

By Marilyn Roberts

**CLACKAMAS COUNTY
BOARD OF COMMISSIONERS**

By Jude Hamme, et al

By Douglas Holy

By Edith J. J. J. J.

November 24, 2010

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

Mr. Darwin Tramel
City of Canby,
P.O. Box 930
Canby, OR 97013

**RE: CITY OF CANBY
CLACKAMAS COUNTY STREETS EVALUATION**

Dear Darwin:

At your request, we have examined five streets in the City of Canby where the roadways are under the jurisdiction of Clackamas County, to determine the feasibility of transferring jurisdiction to the City of Canby. In order for the City to accept jurisdiction, the public infrastructure should be developed to a level to assure minimal maintenance costs for the City after transfer. In Clackamas County, the highest roadway condition the City could expect would be a sound traveled surface but still without curbs or sidewalks. We would interpret a sound roadway as having a PCI index of 60 or greater.

The cost to improve these five roads to meet City standards will obviously be greater than that required to meet County standards. City standards would require wider streets with full curb and sidewalks. In accepting jurisdiction, the City will be accepting the obligation to ultimately improve these five roadways to City standards. This is typically accomplished through private development, however, much of the County road frontage is already developed as single family residential lots without shoulder paving, curbs or sidewalks. In these areas, the City may need to fund improvements with street reserves, development fees or by creation of local improvement districts.

The standards used to evaluate the street condition are based on the Pavement Condition Index (PCI) contained in the Network Pavement Condition Data Collection Report dated September 20, 2009, prepared by Adhara Systems, Inc. for the City of Canby. The City has typically only included streets near failure, those with a PCI rating of 20 or less, in the annual street maintenance project. At that level a 2" structural overlay is required at a minimum to maintain a serviceable roadway.

Our observations are summarized below with a more detailed evaluation contained in the attachment to this letter. Pricing of needed improvements is also contained at the end of this section.

1. N. MAPLE STREET between NE 14th Ave and north terminus:

The County jurisdiction covers approximately 7,000 feet of North Maple Street from NE 14th Avenue to NE 34th Avenue. The equivalent of approximately 850 feet of the roadway has curb and sidewalk improved to City standards. The responsibility for the unimproved frontage costs will be split between the City, for existing developed lots, and the developer, for remaining undeveloped property.

Mr. Darwin Tramel
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Approximately 3,500 feet of the west frontage remains outside of the current City limits.

The existing street improvements in the southerly half are in good condition with a PCI index of 70 or greater, and appear to have been resurfaced in the recent past. The northern half is a half street only approximately 3,500 feet long. This reach is in very poor condition, with a PCI index varying well below 20 and exhibits extensive alligator cracking. Even though this roadway has very low traffic volumes, if a structural overlay is not placed soon total reconstruction will be required to restore this half street.

No overlay or private development is needed in the southern half of this reach. A summary of needed improvements in the southern half includes ultimately upgrading this 2,650 feet to City standards at \$130 per foot.

The northern half of this reach will require 3,500 lineal feet of County overlay at \$24 per foot, 3,500 lineal feet of half street upgrade to City standards at \$65 per foot, and 3,500 lineal feet of complete half street improvements by private developers at a cost of \$120 per foot.

2. S. REDWOOD STREET between SE Township Rd and SE 13th Avenue:

This 2,700 foot section of roadway is fully improved with curbs and sidewalks, and all frontage lots are fully developed as single family residential plus a grade school. The roadway section is showing substantial deterioration, with extensive alligator cracking and numerous potholes. This roadway will require a maintenance overlay in the near future or, if delayed, a complete reconstruction. Current PCI index for this roadway varies from 10 to 30.

A summary of needed improvements includes only a County overlay for 2,700 lineal feet at \$24 per foot.

3. N. REDWOOD STREET between Territorial Rd and Hwy 99E:

This approximate 3,800 foot reach of roadway from Territorial Road to Highway 99E has substantial new development as well as some older developments with varying condition of the roadway. Approximately 3,400 feet on the west side and approximately 1,400 feet of the east side of this reach has been developed to City of Canby standards with curb and sidewalks.

The developed frontage is in relatively good condition with PCI index of approximately 50 - 70, and has no pressing maintenance needs, although, there are a substantial number of cracks in the roadway. This reach will likely require an overlay within the next 5 years to maintain an acceptable surface on this high traffic route.

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The undeveloped sections of N Redwood Street, on both the east and west sides, are showing substantial deterioration, with extensive alligator cracking and will require a maintenance overlay as soon as possible. The PCI index varies from the low teens up.

Ultimately all undeveloped frontage areas will have half street improvements by private development and should have minimal cost impacts on the City. In the interim, the City will likely need to overlay the roadway to maintain service.

A summary of needed improvements includes 3,800 feet of County overlay at \$24 per foot, and ultimately, an additional 2,400 feet of half street improvements by private development, at \$120 per foot, and 400 feet of half street improvements by the City at \$65 per foot.

4. N. PINE STREET between Territorial Rd and Hwy 99E:

Approximately 1,500 feet of this 4,400 foot reach of roadway has half street improvements including curb and sidewalk. Of the remaining frontage, approximately 1,800 feet of frontage is open ground subject to future development. This frontage would be constructed as private development occurs.

Completion of the remaining unimproved frontage will become the responsibility of the City and will require securing easements or dedications to construct many of the required sidewalks.

The roadway PCI index is in an acceptable range of approximately 60 or higher, and appears to have been resurfaced in the recent past. Although there are many large cracks, no maintenance overlays would be required in the near future as the road is in relatively good condition.

A summary of future improvements includes 5,500 lineal feet of frontage improvements by the City at a cost of \$65 per foot, and 1,800 feet of frontage improvements by private development at a cost of 120 per foot.

5. S. FIR STREET between SW 13th Ave and south terminus:

Of the total 2,000 foot reach of roadway, approximately 250 feet on the west side and 1,150 feet on the east side of S Fir Street south of SW 13th Avenue have been developed to City standards, and are in very good condition. The majority of the remaining property, approximately 1,800 feet on the west side and 800 feet on the east side, is undeveloped and outside of the current City limits. A gravel roadway currently extends south from the developed area approximately 800 feet to the end of the street.

This developed roadway has a PCI index of 80 and higher, indicating this roadway will have very

minimal maintenance demands until such time as additional residential development completes the needed improvements.

A summary of needed improvements includes only private development for a total of 2,600 feet of frontage at \$120 per foot.

ESTIMATES OF IMPROVEMENT COSTS

Planning level estimates of improvement costs were prepared for each street to improve each to the level of County standards and City of Canby standards. County standards were assumed to include a 2" structural overlay, where needed, with an estimated width of 24 feet, at a cost of \$75 per ton, or \$24 per lineal foot.

City standards were assumed to include curb & sidewalks where needed, minimum 36 foot street width with 4" HMAC over 10" crushed rock base section, anticipating that all utilities are already in-place. Assuming the existing roadway is in good condition, the City standards are limited to include only 8 feet of widening on each side, with curb and sidewalk where needed.

A summary of estimated costs to develop each street to City standards are as listed:

City of Canby
UNIT COST FOR ROADWAY IMPROVEMENTS
November 2010

IMPROVEMENT	SECTION	UNIT COST
Curb Construction	16" type 'C' curb	\$20 / lineal foot of street
Sidewalk Construction	5' wide by 4" depth	\$50 / lineal foot of street
Common Excavation	15" depth by 16' wide	\$10 / lineal foot of street
1" Crushed Rock Base	10" depth by 16' wide	\$20 / lineal foot of street
½" Dense Mix HMAC	4" depth by 16' wide	\$30 / lineal foot of street
36' Upgrade to City Standard	16' addl. AC, curb & SW	\$130 / lineal foot of street
18' Full Depth Half Street	4" AC, 10" base, curb & SW	\$120 / lineal foot

All City cost estimates assume the roadway is either in good condition or has received a structural overlay by the County to bring it up to good condition. Also, no costs have been included for engineering, contingencies or securing easements. Costs are basic construction costs only.

Estimates of improvement costs to bring each roadway up to minimal standards are listed in the following table. Street sections indicating a cost to Restore to County Standards are the highest priority. Also listed is a breakdown of City cost where existing development makes the curb, sidewalk and street widening the responsibility of the City. The last column is the cost that will be borne by private development for frontage currently undeveloped:

City of Canby
COUNTY ROADWAY CONSTRUCTION COST ESTIMATES
November 2010

ROADWAY	EFFECTIVE LENGTH	RESTORED TO COUNTY STANDARDS	IMPROVED TO CITY STANDARDS	
			CITY COST	PRIVATE COST
North Maple Street Improvements:				
-NE 14 th to NE 24 th Av	3,500	-0-	\$345,000	-0-
-NE 24 th to NE 34 th Av	3,500	\$85,000	\$230,000	\$420,000
South Redwood Street Improvements:				
-Township to SE 13 th A	2,700'	\$65,000	-0-	-0-
North Redwood Street Improvements:				
-Hwy 99E to Territorial	3,800'	\$90,000	\$25,000	\$290,000
North Pine Street Improvements:				
-Hwy 99E to Territorial	4,400	-0-	\$360,000	\$220,000
South Fir Street, SW 13 th Ave to south end:				
-SW 13 th Ave to End	2,000	-0-	-0-	\$310,000
TOTAL COSTS		\$240,000	\$960,000	\$1,240,000

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The City of Canby needs to also be aware of the existing undeveloped portion of N. Maple Street that is under the current jurisdiction of the City, from NE 10th Avenue to NE 14th Avenue. This area is fully built out, mostly without curb and sidewalks, or shoulder paving. Improvements to bring this 1,200 foot reach up to City standards are estimated to cost an additional \$160,000.

In an overview, the northern half of North Maple, South Redwood and the undeveloped portion of North Redwood Streets are the most pressing improvements that should be undertaken by the County or City to remain serviceable. North Pine Street and the southern half of North Maple Street, are in acceptable condition, but are simply lacking full City improvements. These roadways are narrow by City standards but adequate by County standards until additional residential development occurs.

Attached is more detailed description of each roadway defining the existing level of improvements. Let me know if you have any questions or concerns, or need anything additional.

Very truly yours,

CURRAN-McLEOD, INC.

A handwritten signature in black ink, appearing to read 'Curt', with a stylized flourish extending from the end.

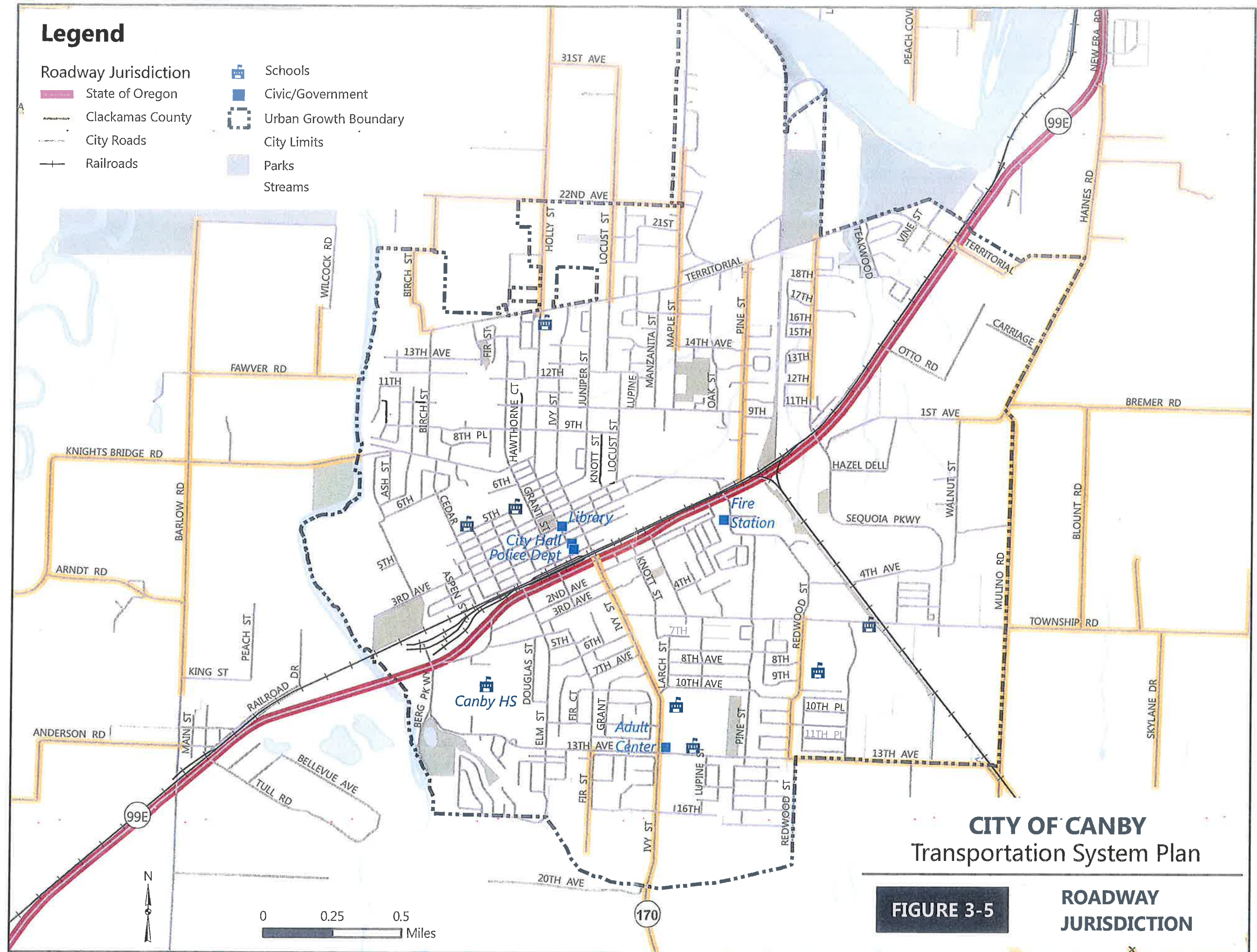
Curt J. McLeod, PE

Legend

Roadway Jurisdiction

- State of Oregon
- Clackamas County
- City Roads
- Railroads

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



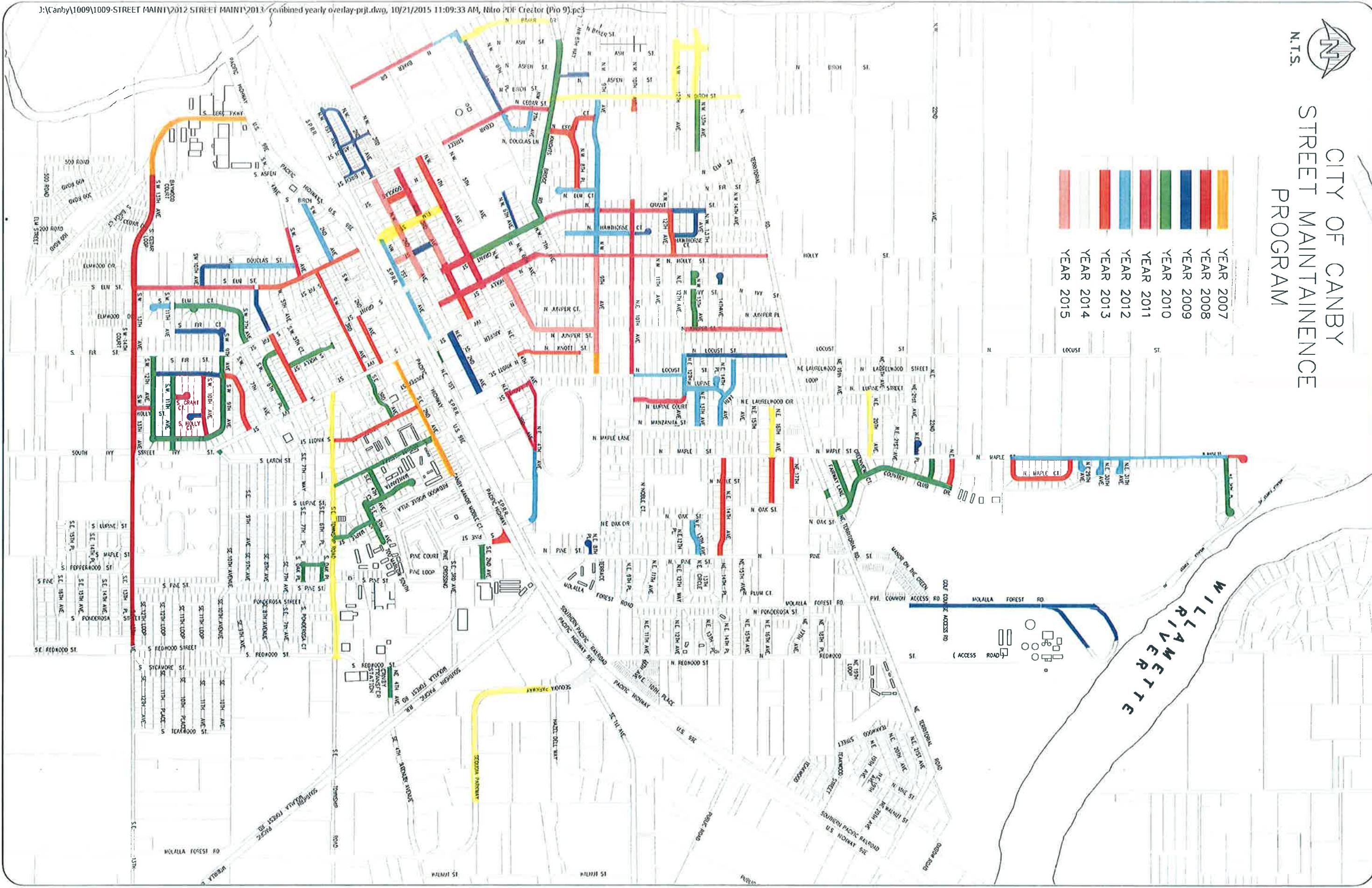
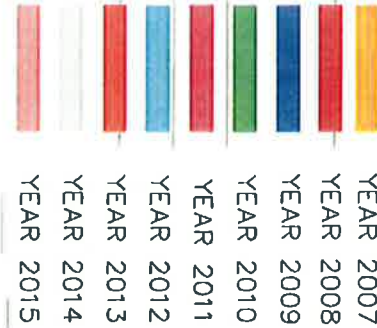
CITY OF CANBY Transportation System Plan

FIGURE 3-5

ROADWAY
JURISDICTION



CITY OF CANBY STREET MAINTAINENCE PROGRAM



CITY OF CANBY STREET MAINTENANCE PROGRAM

	YEAR 2016 (573,050 SF)
	YEAR 2017 (417,250 SF)
	YEAR 2018 (418,025 SF)
	YEAR 2019 (339,100 SF)
	YEAR 2020 (329,500 SF)





CITY OF CANBY

CITY COUNCIL VALUES AND GOALS

VALUES

Fiscal Responsibility and Financial Stability – We constantly strive for the proper use of public funds and resources. We are prudent in our fiscal policies and practices as we plan for long-term financial sustainability within the City.

Honesty, Ethics, Accountability – We adhere to the highest standards of honesty, ethical conduct and accountability that inspire public confidence and trust. These are the foundations of public trust and confidence.

Livability – As a City we honor the importance of maintaining the small town feel while continuing to address economic development, housing, parks, long-term planning, public safety and transportation.

Inclusive Community – We are committed to open communication and outreach to engage all segments of the community.

Exceptional Service – We are dedicated to providing exceptional customer service and delivery of public services to our whole community.

GOALS

Community

- Maintaining a small town feel as we grow
- Manage growth in a responsible and measurable manner, while continuing to improve the quality of life of our citizens
- Continue to enhance communication between City Hall and citizens in and around the City of Canby, including use of electronic and social media
- Integrate the adopted Community Vision Plan throughout City Goals, plans, and communications

Growth and Economic Development

- Identify and implement strategies for attracting additional tenants to industrial parks
- Identify and implement strategies for improving overall health of the business community
- Collaborate with Clackamas County Tourism and Event Center to encourage increased cultural and commercial activity
- Build on strategies to improve business development in downtown and other business areas
- Plan for future housing needs and development
- Develop plan to make Main Street Program and Economic Development office self-funding by close of the Urban Renewal District

Parks and Recreation

- Refine, revise, and update Parks Master Plan to include long-term recreation plan that includes community center, aquatic center, sports facilities, and Willamette River front recreation
- Identify future park lands
- Identify funding and strategic alliances for acquisition and improvement of park lands

Transportation, Public Safety, and Public Services

- Maintain and improve City infrastructure – stormwater, road maintenance, water, WWTP, and others
- Continue to provide quality public safety and services that enhance Canby's livability
- Develop strategy for improving and sustaining Canby Area Transit System
- Develop method to enable northern access for emergency services and economic development
- Develop strategy for implementing Transportation System Plan (TSP) with emphasis on neighborhood safety and economic development
- Develop and implement facilities plan to appropriately provide Library and City Hall services
- Encourage long-term services and infrastructure plans for NE and SE development
- Develop strategy for implementing Oregon 99E Corridor and Gateway Plan



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Implementing the Vision...

Canby's Past Successes

Canby has a long history of working together, determining what the community needs, getting lots of input, committing funding and getting things built to make the community better. A short list of the many Canby successes provides inspiration for the vision contained in this report.



- Major downtown streetscape improvements on 1st Avenue, 2nd Avenue and Wait Park.
- The funding and construction of Baker Prairie School
- Creation of the Canby Pioneer Industrial Park in 1999 that now has 17 businesses, 842 jobs and \$74 million in assessed value
- The Vietnam War Memorial and Canby Fire 911 Memorial
- Support of City Swim Center three-year local option levy – three times
- Formation of a Parks District Boundary
- The Logging Road Trail, Eco Park, Willamette Wayside and new facilities at Legacy Park.
- Support for Fire District Local Option Levy
- Canby Area Transit (CAT) local bus service that connects to Oregon City, Woodburn and Wilsonville.
- Local funding for roads from a local gas tax of \$.03 and a \$5 street maintenance fee
- New design standards that encourage attractive new development like the Canby Cinemas, the Andrus Office Building and Countryside Living.
- Façade improvement investments in seven buildings downtown with more to come.
- Attractive gateway signs and landscaping on Highway 99E
- Support for downtown by Canby Business Revitalization and Canby Main Street

There are countless other examples of how Canby pulls together to make things happen. Strong foundations have been laid in Canby's past visioning and planning efforts. See the visioning website at <http://www.ci.canby.or.us/visioning.htm> for highlights and complete documents. There is significant public and stakeholder input and support for these plans. Canby should be proud that many of the items identified have been completed or in the process of being implemented.

What are striking are many of the key assets and challenges the community recently identified during this vision process have been consistent over the years. This validates and strengthens the importance of the key areas of focus in this vision. There are also creative new ideas that reflect the needs of Canby's residents today.



The Canby Visioning Process

Overview: The visioning process focused on hearing from as many people and collecting as many ideas as possible. Over the course of four months, residents and community leaders gathered at two large group meetings, and attended eight focus group meetings. They contributed ideas, developed vision statements, identified Canby's many assets and resources, pinpointed gaps, identified the top three gaps. Finally they developed preliminary recommendations for how to address them. All meeting details can be found at <http://www.ci.canby.or.us/visioning.htm>.



Purposes:

- To help community members think broader and longer term about how they want their home town to grow and develop over time in a way that works for them.
- To understand the broader community current and future needs and preferences
- To gain consensus and direction on top priority community investments and initiatives
- To build a common foundation for community and organizational leaders to work together to meet community needs and expectations over a longer term

Key Steps:

- The Kick off meeting on September 25th brought almost 100 community members together to learn about the Canby visioning process. Attendees included young and mature, newcomers and longtime residents, neighborhood leaders, ethnic groups, community leaders, business people and others from organizations that implement programs and projects in Canby. They generated ideas on what they valued about Canby and identified gaps. Attendees broke into small groups, wrote their ideas on notes, discussed them and reported back to the whole group.
- Next the ideas were sorted into 5 general themes including Development, Community, Parks and Recreation, Transportation and Public Safety and Small Town Feel.
- Focused Group Discussion Meetings were held October 15th, 16th, 23rd, and 24th to refine assets and gaps and begin developing themes. The groups met again December 3, 4, 10 and 11th to prioritize gaps and develop ideas for implementation.
- Professional staff added background and implementation information.
- This draft plan was unveiled at a community wide meeting January 9th, 2012 and was adopted by the City Council on March 20, 2013.

Next Steps:

- Develop specific proposals, seek strategic partners and pursue funding.
- Work with community, business and non-profit groups to work on parts of the vision in their area of focus
- Evaluate and update appropriate city plans and 5 year goals as needed to reflect the priorities and projects identified in the Canby Community Vision.
- Review vision annually to celebrate progress and successes, refine strategies and identify emerging opportunities to implement the vision.

Canby Vision Participants

This community effort to develop Canby's vision for the future inspired over 100 people to contribute their ideas and time. Below is a list of all of the people that attended one or more meetings over a four month period:



Heriberto Aguilar	Dell Donoho	Mariah Laitinen	Bernarda Rodriquez
Vicky Aguilar	Donna Douglass	Vicki Lang	Francisca Rodriquez
Rich Ares	Jon Dragt	Charlotte Lawrence	Mike Rowney
Bob Backstrom	Greg Ellis	Craig Lewelling	Yolanda Sanchez
Florence Ball	Maxine Elle	Carol Luce	Teresa Sasse
Richard Ball	Amee Foster	Wayne Markham	Laura Sattler
Kevin Batridge	Laney Fouse	Cindy McGarvey	Kim Scheafer
Liz Belz-Templeman	David Fuentez	Renate Mengelberg	John Serlet
Robert Bitter	Jim Gibson	Barb Menkel	Mike Shrock
Susan Bitter	Jason Gingerich	Carl Menkel	Shirley Simi
Corey Boehler	Naomi Gingerich	Mindy Montecucco	Jerry Simnitt
Joanie Brockman	Katrina Greer	Steve Montecucco	Roger Skoe
Bryan Brown	Nikki Harmon	Ed Montecucco	Don Smeback
Chaline Brown	Bill Harper	Paul Montecucco	John Steach
Scott Brown	Jerry Herrman	Kate Murphy	Heather Steach
Brandon Brown	Melody Heclofson	Stephanie Murphy	Jamie Stickel
Charles Burden	Tracie Heidt	Brendan Murphy	Maria Tellez
Randy Carson	Shawn Hensley	Susie Myers	Doug Thomas
Pam Casciato	Traci Hensley	Richard Oathes	Pam Thomas
Bob Cavanaugh	Brian Hodson	Tom O'Connor	Julie Wehling
Wendy Chadsey	Nathan Holmes	Tom Olson	Buzz Weygandt
Marie Champ	Steve Hursh	Greg Parker	Lisa Weygandt
Clint Coleman	Jose Iniguez	Allen Patterson	Judie Wilson
Deni Cooperrider	Gretchen Jawurek	Jack Pendleton	Eric Wilcox
Tim Dale	DeLane Johnson	Darlene Pieri	Amanda Zeiber
Walt Daniels	Roger Jordan	John Proctor	Francisco Zamora
Catherine Davis	Bill Kennemer	Roger Rief	Flores
Matilda Deas	Mary Kerr	Brad Riegg	
Bev Doolittle	Ted Kunze	Marcy Riegg	

Canby Aspirations

These aspirations are not arranged in in any priority order because different people and organizations will see these areas of focus differently.

<p>COMMUNITY</p> <ul style="list-style-type: none">• Keep small town feel by promoting connectivity with community and businesses• Increase and promote art and events that can build community cohesiveness and attract tourism to Canby• Better partnership with the school district, home schoolers and the Canby Community• Embrace diversity through inclusive communication, events and the arts	<p>PARKS AND RECREATION</p> <ul style="list-style-type: none">• Develop multi-purpose trails – Complete the Emerald Necklace and look for opportunities for external connections.• Upgrade parks in order to provide expanded recreation opportunities for all ages, abilities, ethnicities and interests• Acquire, develop and connect river front access for public recreation• Continue pursuing options to provide a complex to offer opportunities for recreation/programs.
<p>TRANSPORTATION AND PUBLIC SAFETY</p> <ul style="list-style-type: none">• Citizens and visitors in Canby should feel completely safe in their home or on foot, bicycle or auto within and across all areas of the City• Canby will have a safe attractive system of roads that are well maintained and support the efficient movement of people, goods and services• Develop a Railroad System that works for the community• Public Transportation System that is reliable, frequent, flexible, cost effective and meets the needs of the community	<p>GROWTH AND ECONOMIC DEVELOPMENT</p> <ul style="list-style-type: none">• Industrial and Business Growth Affording Economic Prosperity and Quality Job Creation While Maintaining Quality of Life and Improving the Overall Tax Base for the Community• Keep a Vital Active Centralized Downtown Avoiding Sprawl throughout Canby, Specifically Along Highway 99E• Pleasant, livable neighborhoods with tree lined, wide, safe streets; well-designed homes on various sized lots and not submitting to Metro’s pressure for higher density throughout Canby.

Community:

Canby values its small town attributes and wants to build on and preserve them. The community takes great pride in its unique identity, agricultural, historical and river based heritage and strong sense of community. It is not and does want to become a suburb of Portland. Priorities and aspirations that affect this widely held value are scattered throughout all sections of this vision. Canby's assets include well regarded and technologically advanced schools and arts and cultural events and facilities. The community has a strong agricultural heritage, cultural diversity, talented artists, and a sense of connection that is rare in larger areas.

SMALL TOWN COMMUNITY ASPIRATION:

Keep small town feel by promoting connectivity with community and businesses

PRIORITY GAP: Support local businesses

ACTION STEPS	RESOURCES
Reestablish local transit routes and weekend service. Continue free shopping shuttles twice daily and / or offer free bus passes or free ride promotions	Canby Area Transit
Ask (survey) local businesses on what they need and want	City business license database
Highlight local business in the Canby Herald, CTVS including home based businesses	Canby Main Street Program, Canby Herald
Extend business hours	
Promote the Farm Loop on the City web site, tournaments, 4 th of July, Car Show, Slice of Summer, etc.	County, City, Chamber web links

PRIORITY GAP: Promote connectivity and support better neighborhoods

ACTION STEPS	RESOURCES
Neighborhood associations for all residential areas Have a website with 1 st contact and information for Association Officers	Established associations can share best practices. The city can help with formation.
Develop programs and resources for disaster preparedness and neighborhood watch	City website, Canby Police Facility
Hold City wide block parties and City Night Out	
Establish Safe Houses and promote the use of "Walking School Busses"	
Have a Community Newsletter	

ARTS AND CULTURE ASPIRATION: *Increase, coordinate and promote art and events that can build community cohesiveness and attract tourism to Canby*

PRIORITY GAP: Expanding existing events and attractions

ACTION STEPS
Build and update an event calendar and distribute it on websites and print it regularly in Herald, etc.
Convene major event organizers annually to coordinate efforts, leverage resources, avoid conflicts, define roles and cross promote events.
Build community capacity to successfully hold events. <ul style="list-style-type: none"> • Teach event coordination skills and ensure event consistency each year. • Promote patience to allow events to grow • Collect feedback on events from attendees such as surveys
Promote Canby's agriculture and "Garden Spot" heritage and incorporate these attributes in existing and future events (marketing logos and message, local growers, products and vendors, garden tours, etc.)
Explore the feasibility of a establishing funding for events and attractions such as a lodging tax

PRIORITY GAP: Communication and Outreach

ACTION STEPS	RESOURCES
Create a general catch all location or resource for tourists and community members to visit (web-site/Kiosks) to find out what events are happening in Canby	Clackamas County Tourism and Cultural Affairs
Identify locations for kiosks such as the Clackamas County Fairgrounds, City Hall, Library, and Wait Park, Thriftway, Vietnam War Memorial and Grant & 1st Avenue. Kiosks could include a physical map and Chamber map.	Canby High School has graphic design and construction classes that could build kiosks
Promote events: <ul style="list-style-type: none"> • Distribute flyers in businesses, schools and to the public • Use local access TV • Develop highway banners • Market events outside of Canby, i.e. Portland area 	Event organizers, the Canby Chamber of Commerce, Clackamas County, Oregon Tourism Department
Develop website like "brownpapertickets.com" or "Portland dancing.com" that has current information about events. Link it to the City website	
Hold an annual event leaders coordinating meeting to set an annual calendar and cross promote events	

Have a roaming ambassador
Communicate with businesses about upcoming events so they can plan to accommodate more customers

PRIORITY GAP: Develop Additional Events

ACTION STEPS
Develop an Art Fair (like the Salem Art Fair)
Create a Multi-Cultural Festival that highlights food, dance and music
Create more youth oriented and athletic events - Learn when athletic events are planned in Canby and build on them (sports tournaments, bike rides, etc.)

OTHER ARTS AND CULTURE RELATED GAPS FOR FUTURE FOCUS

Funding, public art space and more art
--

EDUCATION ASPIRATION: *Better partnership with the school district, home schoolers and the Canby Community*

PRIORITY GAP: Funding

ACTION STEPS	RESOURCES
Pursue federal, state and local grants	Canby School District
Lobby the State Legislature to implement 2009 School Finance Committee recommendations	Parents and community leaders
Review existing allocations	Canby School District Budget Committee
Consider local option levy and bonds. Without them, local economic growth has no direct impact on school funding.	Canby residents
Promote local economic growth to increase tax revenues that support schools	

PRIORITY GAP: Expand Education Opportunities

ACTION STEPS
<ul style="list-style-type: none"> Expand the job shadow program to include speakers in class: Find volunteers, survey skills in the community and match with needs, communicate about resources already in place, support mentor programs: reading buddies, old and young and unite homeschooler population Provide continuing education classes Address increasing class sizes Expand college opportunities Locate a CCC Satellite Campus in Canby

PRIORITY GAP: Support at risk communities and the social/economically challenged

ACTION STEPS
Support and strengthen the Canby Center
Have a volunteer organization to match grants with needs (college and trade schools)
Have a Big Brother/Big Sister program
Support community partners that support education i.e. Canby Education Foundation

OTHER EDUCATION RELATED GAPS FOR FUTURE FOCUS**DIVERSITY ASPIRATION:**

Embrace diversity through inclusive communication, events and the arts

PRIORITY GAP: Better communication is needed

ACTION STEPS	RESOURCES
Display Spanish language posters at Hispanic businesses and churches	Event and program coordinators
Use Radio and OCTS	OCTS
Interpreter (shared among city agencies)	City of Canby
Text message broadcasts	
Information Kiosk w/videos for non-readers	
Get ideas and advice from other communities	
Send e-mail messages to church secretaries	
Make bilingual staffing a priority for customer contact positions.	
Expand support and awareness of “Bridging Cultures”	

PRIORITY GAP: More Personal Ambassadors and Connectors

ACTION STEPS	RESOURCES
Establish a neighborhood Association for South Canby (99-Township/Ivy Locust)	City of Canby can support formation and existing neighborhood associations can mentor.
National Night Out	
Create networking opportunities for people to “Meet and Greet” each other	
Cross connections with faith organizations and community clubs	
Centralized listing of available volunteers to match with opportunities	

OTHER DIVERSITY RELATED GAPS FOR FUTURE FOCUS

Add Hispanic music to Slice of Summer concerts
Expand bilingual program – Need more adult non English speakers
Diversity doesn’t just mean ethnic.
Canby needs a single organization/resource that supports diversity as its sole mission - Provide funding and volunteers

Parks and Recreation:

Canby has many existing parks and recreation amenities and more are planned for the future. The community has identified needs, resources and implementation steps that are detailed in the following plans: the 2009 Parks Master Plan Update, Parks Acquisition Plan, Willamette Wayside Master Plan, a Community Center Feasibility Analysis and a Land Dedication Ordinance.

The Canby Area Parks and Recreation District (CAPRD) is established and partners with the city on planning for recreation resources. Systems development charges are in place for park construction (but not maintenance) and grants. The existing park network provides a variety of recreational opportunities to appeal to diverse users. There is a network of trails, parks, open space and riverfront access to enhance in the future.

BIKE, PEDESTRIAN AND EQUESTRIAN ASPIRATION: *Develop multi-purpose trails – Complete the Emerald Necklace and look for opportunities for external connections.*

PRIORITY GAP: Lack of Trails for Bikes, Pedestrians, Equestrians, and complete Emerald Necklace



ACTION STEPS	RESOURCES
Implement Master Plans	Resources and details are found in the Parks and Recreation Master Plan, the Parks Acquisition Plan and Willamette Wayside Master Plan.
Address items that aren't covered in the Master Plan	Canby Planning Department
Sources of Funding include: <ul style="list-style-type: none"> • Grants: City – County – State • Private Donors • Land donations • Oregon Department of Fish and Wildlife • Tourism Organizations • Agri-tourism • Horse- County Planters Oreg.equ.trails • Donations (Easements/Opportunities) (Flexibility of Master Plan) 	Grant programs and technical assistance may be available from the Oregon State Parks, Oregon Department of Fish and Wildlife, Oregon Department of Transportation, Environmental Protection Agency, Clackamas County, National Parks Service, Department of Environmental Quality, US Department of Energy and Metro Green spaces.
Develop alternatives as needed	Canby Planning Department, Clackamas County

PRIORITY GAP: Logging Road Trail Improvements

ACTION STEPS	RESOURCES
Connect the Logging Road Bridge North and South to Highway 99E	State Highway Department and County STIP
Install ADA access ramps	Ongoing effort
Extend the trail to the Molalla River, South	A master plan exists and the County has taken the lead for convening Canby and Molalla stakeholders
Install landscaping and provide water	City of Canby and Canby Utility District
Install lighting for security reasons	City of Canby and Canby Utility District
Add signage	Ongoing as funds allow
Install park benches	Ongoing

OTHER BIKE, PEDESTRIAN AND EQUESTRIAN RELATED GAPS FOR FUTURE FOCUS

Fill in missing sidewalks where needed – sidewalks are prioritized in the Transportation Systems Plan
Support the creation of Oregon City – Canby Riverfront Bike Path if and when feasible.

GENERAL PARKS ASPIRATION: *Upgrade parks in order to provide expanded recreation opportunities for all ages, abilities, ethnicities and interests*

PRIORITY GAP: Expand Funding and Resources

ACTION STEPS	RESOURCES
Voters can support a tax measure to fund the existing Canby Parks and Recreation District	North Clackamas County Parks and Recreation District and Tualatin Hills Park and Recreation district can serve as resource model.
Explore feasibility of implementing a Park Maintenance Fee (Paid monthly by residents) and user fees	
Coordinate with community groups and help recruit volunteers for specific projects to enhance the community.	Groups that can take the lead on these efforts include the Canby Livability Coalition, Scouts, 4H, School District, Wilderness International, churches, SOLV, and Canby Garden Club
Support, coordinate and promote existing clean-up day efforts	Organizations that have led clean-up efforts include Canby Livability Coalition, Canby Disposal Annual Cleanup days, SOLV, neighbor to neighbor day, etc.
Landscaping services are offered by the County work release program	
Manage groups such as OICC, wilderness groups and church groups	

PRIORITY GAP: Parks District –Canby Area Parks and Recreation District (CAPRD)

ACTION STEPS	RESOURCES
Re-energize the CAPRD Board	Ongoing
Fund Tax Base/Trust of Fund Managers (Schools, Community)	CAPRD in leadership role
Reduce the size of the district to match the Canby urban growth boundary	CAPRD in leadership role

PRIORITY GAP: Water Fountains, Features and other amenities

ACTION STEPS	RESOURCES
Develop a plan that identifies water fountain or feature location options (in sunny spots) the infrastructure that is needed, and water.	Stakeholders include the City, School District, Canby Utility, and Fire District (Safety).
Next, identify appropriate technology, select a designer and architecture style, specify funding, find a project manager and determine how ongoing maintenance will be managed	Detailed in existing Parks Plans
Create and interactive water park and add a hot tub to the city pool	
Add a PDX Playdate indoor play area	

PRIORITY GAP: Camping Facilities

ACTION STEPS	RESOURCES
Understand ordinance requirements of the City, County, and State.	Chamber, Tourism Commission, Travel Oregon
Identify possible locations	Fairgrounds, City, Willamette Wayside, etc.
Provide short term camping facilities	RV Association
Preserve and expand camping facilities at the fairgrounds and work to add camping options at Molalla River State Park	Fairgrounds Board and Clackamas County.
Consider sites along rivers and provide for boats	Oregon Marine Board, Willamette River Trail funds may available.
Work with private camping organizations	KOA
Identify funding sources	State Grants, American Heritage, Oregon State Parks, Molalla River keepers
Address public safety concerns	police/fire


RIVER RECREATION AND AMMENITIES ASPIRATION: *Acquire, develop, and connect river front access for public recreation activities*

PRIORITY GAP: Funds

ACTION STEPS	RESOURCES
Create an Amphitheatre to hold music events that can generate revenue	A small amphitheater exists at community park.
Pursue corporate sponsors	
Revenue from operations	
Commuter Corridor – Water Taxi	
Establish user fees – and / or an annual pass program	
Look at best practices from other communities	
Offer amenities near the river including education (painting, Tai Chi, etc.), paddle boats, food, gas, a riverfront restaurant and bike rentals.	

Note: 80 acres adjacent to the Willamette have been acquired, and sites along the Molalla and Willamette have been identified in the Parks Acquisition Plan and Willamette Wayside Master Plan.

PRIORITY GAP: River Access

ACTION STEPS	RESOURCES
Create a public boat launch and dock	The Oregon Marine Board has funds for boat docks along the Willamette and the Willamette Water Trail is holding a spot on the map for Canby
Create and improve pedestrian river access points (with a fishing dock if possible) on the Willamette and Molalla Rivers	
Acquire new land to expand river access as opportunities arise.	
Provide access for kayaks and canoes at Community Park and a take-out point at Knights Bridge Park	Community Park provides access and the county has Knights Bridge access
Offer boat rentals	
Promote seasonal river rafting from the Molalla River to the Willamette River	
Address safety concerns: i.e. provide life vests and lifeguards	
Know the specifics of the river such as hazards, water treatment intake, river flow and currents	
Riverside camping	Partner with the Boy Scouts


OTHER RIVER RECREATION GAPS FOR FUTURE FOCUS

Land – Details available in the Parks Acquisition Plan
Knowledge – Networking
Improve the Holly Road to River Connection with better bike access. The Transportation Systems Plan already identifies Holly to 22 nd as a Bike Boulevard

COMMUNITY RECREATION/SPORTS COMPLEX ASPIRATION STATEMENT:

Continue pursuing options to provide a complex to offer opportunities for recreation/programs.

PRIORITY GAP: An Umbrella Organization is needed

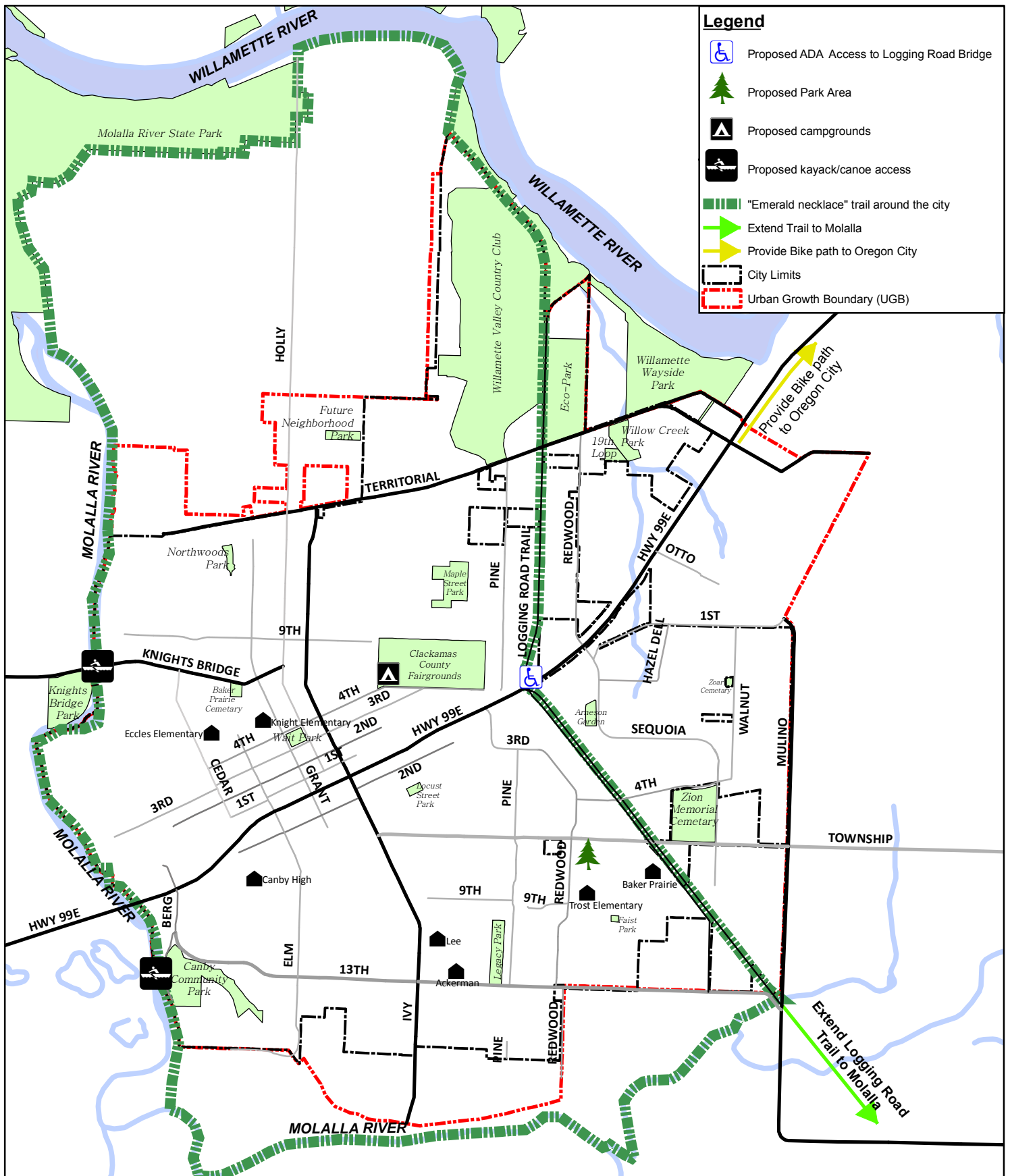
ACTION STEPS	RESOURCES
Look at challenges with Canby Parks and Recreation District (CAPRD) to learn why voters denied funding for it twice	
Assess what CAPRD can and is willing to do now	
Make decisions on a permanent tax base vs. serial levy funding, leadership and the boundary	
Work with CAPRD or other entity to manage the center.	
Learn from successful districts and update the plan	CAPRD has conducted feasibility analysis and met with North Clackamas Parks and Recreation District
Develop a community task force	
Look at a broader area and funding sources (State/County) including federal and state grants	
Provide a better explanation of the District, the Plan, and the Benefits to the Community.	
Address Inside Canby vs. Outside Issues – Duplication of City Staff	

PRIORITY GAP: Funds

ACTION STEPS	RESOURCES
Develop a Property Tax Levy to fund the Parks and Recreation Complex	CPRD
Other revenue sources include user fees and concessions	
Pursue corporate sponsors (Nike, Spalding, Canby Telcom)	
Consolidate with school facilities and share maintenance costs and responsibility	
The complex could have multiple locations. This could provide better parking and access	
Provide recreation options for all ages such as inside basketball, track classes, gym space, etc.	The City has a list of amenities from public research, tours and analysis

Canby Visioning

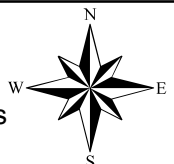
Parks & Recreation Priority Gaps



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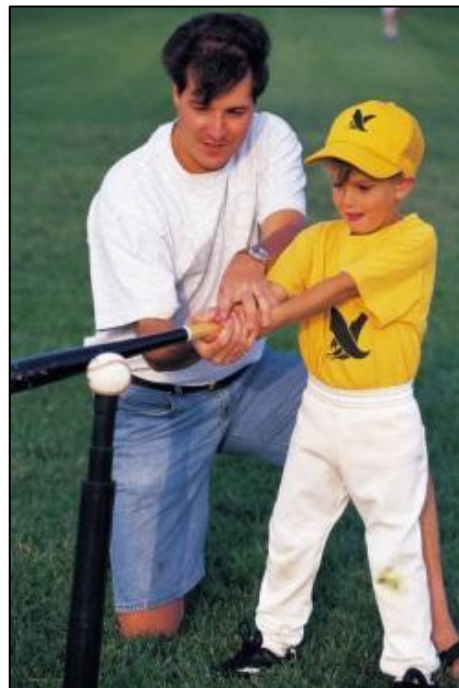
January 2013

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PRIORITY GAP: Locations

ACTION STEPS	RESOURCES
Identify locations, assess options and inspire the community to support it. Ideas include: Willamette Wayside Park (Wetlands) southern part of town	School district property for new school in future outside of town.
Partner with the School District to look at excess school property	Potential exists at Trost and Baker Prairie Schools (Sites may be needed for future school uses)
Determine what we need such as a big Olympic size pool	There is a feasibility analysis with amenities
Lead Partners – Work with large land owners to donate or sell strategic sites.	Ongoing discussions with property owners and schools




Transportation and Public Safety

Canby has many attributes to build on including wide roads, a local funding source for road maintenance, good street lighting, the Logging Road Trail and a growing network of bike lanes and sidewalks. Canby Area Transit is a locally funded and controlled bus service with fixed routes and good connections to neighboring communities. The Union Pacific mainline and a local rail provider support industrial use. Recently updated transportation plans guide future investments and beautification efforts. Public safety strengths include great police and fire service with new facilities, excellent emergency response capability, community policing programs and proactive gang enforcement.

PUBLIC SAFETY ASPIRATION: *Citizens and visitors in Canby should feel completely safe in their home or on foot, bicycle or auto within and across all areas of the City.*

PRIORITY GAP: Sidewalks, crosswalks and crossing lights are needed

ACTION STEPS	RESOURCES
Identify where sidewalks, crosswalks and crossing light are needed and their highest priority in the following areas: <ul style="list-style-type: none"> • High pedestrian and vehicle traffic • School routes • Business districts • Parks 	This sidewalk projects are described and prioritized in the pedestrian chapter of the Transportation System Plan.
Coordinate proactively and negotiate with the State and County to develop more sidewalks. Determine jurisdiction involved.	The City has successfully received county block grants for sidewalk easements during each funding cycle.
Determine who owns the property next to the street (for easements)	City and County Geographic Information System mapping and assessor records
Funding options for sidewalks could include: <ul style="list-style-type: none"> • Creating Local Improvement Districts • Offer low interest rate improvement financing from the City to fund sidewalk improvements To maximize efficiency, reduce costs and expedite sidewalk installation in high priority areas: <ul style="list-style-type: none"> • Consider bonding for sidewalk improvements using city 3 cent gas tax revenues • Consider increasing the city gas tax by 1 cent with revenues dedicated to sidewalk improvements. 	<p>The city could take the lead in revenue raising efforts and implement sidewalk improvements at City Council direction.</p> 

Crosswalks are needed in key areas <ul style="list-style-type: none"> • Crosswalks are a high priority at Township and Ivy and downtown at 3rd, 2nd and Elm • Get statistics on other problem areas and reassess what still needs attention
Promote the “Walking School Bus”; a group of chaperoned school children walking together to school.
Safe pedestrian and school routes can be marked on sidewalks
Continue grants for crosswalk enforcement

PRIORITY GAP: Ongoing Funding to support public safety

ACTION STEPS
Promote growth to strengthen the tax base and generate systems development charge revenue.
Check the communities tolerance for raising gas tax and utility fees
Identify possible funding source options, excluding property taxes
Identify funding partners
Make the case to the public for additional needs
Possible public safety levy
Explore the idea of a Public Safety District
Form a community action committee
Form a public safety foundation

PRIORITY GAP: Pro Active Gang Enforcement

ACTION STEPS
Continue participating in regional gang enforcement efforts
Continue providing gang enforcement with adjoining agencies

OTHER PUBLIC SAFETY RELATED GAPS FOR FUTURE FOCUS

County, City and State Coordination
Night Time Patrol
Education (or a Mentor System) (Police, Fire, or Other) about how to be safe
Signal cameras to catch drivers running red lights
Homeless safety net for Emergency Response



ROADS ASPIRATION: *Canby will have a safe, attractive system of roads that are well maintained and support the efficient movement of people, goods and services.*

PRIORITY GAP: County, City and State Coordination

ACTION STEPS	RESOURCES
Regular meetings to discuss issues and solutions, set priorities and identify resources and coordinate with adjoining jurisdictions wherever possible.	The City can host meetings with Clackamas County and ODOT once per year
Develop project descriptions, plans, designs and proposals for top priority projects so they are ready as funding becomes available. Priority should be based on number of accidents or injuries, road condition, and potential for jobs and economic development.	The 2010 Transportation Systems Plan has details

PRIORITY GAP: City takes jurisdiction of County roads in the City

ACTION STEPS	RESOURCES
Determine the cost of bringing the road up to city standards	Refer to the Transportation System Plan
Priority should be given to roads that are: <ul style="list-style-type: none"> • Major arterials • Pathways to business districts • Mulino Road bottleneck at overpass Township/13th area 	A map of County Roads is in the Transportation System Plan. The extension of Sequoia to 13 th should resolve the Township / 13 th bottleneck issue.
Develop a proactive plan for road transfer that outlines budgets, action steps, financial resources such as tax revenues and grants (Fed, State, and County) and the public benefit.	<ul style="list-style-type: none"> • The Transportation System Plan provides guidance • Coordinate with the county on combining resources to achieve a transfer

OTHER ROADS RELATED GAPS FOR FUTURE FOCUS

Inconsistent bike lanes – the Transportation System Plan includes a bike plan
Make Hwy 99E look as beautiful as downtown – the newly adopted Highway 99E Gateway Plan provides guidance
Better I-5 Connection – Including a connection from the Industrial Park

RAILROAD ASPIRATION: *Develop a railroad system that works for the community.*

PRIORITY GAP: Rush Hour Congestion

ACTION STEPS	RESOURCES
Timed lights (with S. Ivy and Township light)	Some signals have already been reset. Congestion and options have been addressed in the Transportation System Plan
Right turning bays	
Underground train	

PRIORITY GAP: Emergency response bypass needed

ACTION STEPS
Examine Logging Trail Bridge for heavy load vehicles, re-engineer/repair/upgrade
An overpass or underpass on one street at least is needed such as Berg Parkway Bridge

Note: the Fire District has indicated that no additional bypass is needed at his time. This has only been needed 9 times in last 2 years and the delay is about 1 minute for each blockage with no fatalities.

PRIORITY GAP: Noise

ACTION STEPS
Complete a quiet zone application for approval by ODOT and Union Pacific Railroad (phase one).
Install improvements required for quiet zone approval at Elm, Grant and Ivy.



OTHER RAILROAD RELATED GAPS FOR FUTURE FOCUS

Foot Bridge over 99E added at Mid-Span of Blocks
Whistle Stop for Visitors to Get Off and Visit



PUBLIC TRANSPORTATION ASPIRATION: *Public Transportation System that is reliable, frequent, flexible, cost effective and meets the needs of the community.*

PRIORITY GAP: Too limited coverage area and schedules

ACTION STEPS
Examine current routes – Conduct targeted surveys to identify needs and preferences
Pursue additional funding ideas that could include: <ul style="list-style-type: none"> Increasing employment because transit is funded by payroll taxes Encourage employers to buy CAT transit passes for their staff at reduced costs as an incentive or benefit– similar to the TriMet Passport Program in Portland Expanding the transit area beyond city limits to collect additional payroll taxes Explore the feasibility of advertising on buses to generate additional revenue.
Offer free bus passes or free ride incentives

PRIORITY GAP: Communication with the community about available services

ACTION STEPS
Have OCTS advertise CAT routes and schedules
Distribute posters and signs
Volunteers can serve as ambassadors
Have kiosks at city events
Talk to key leaders
Utilize churches, neighborhood associations and schools
Make bilingual staffing a priority
Send out mailings
Complete Spanish language expansion
Advertising at movie theater (etc.)

PRIORITY GAP: Shelters and/or good landings

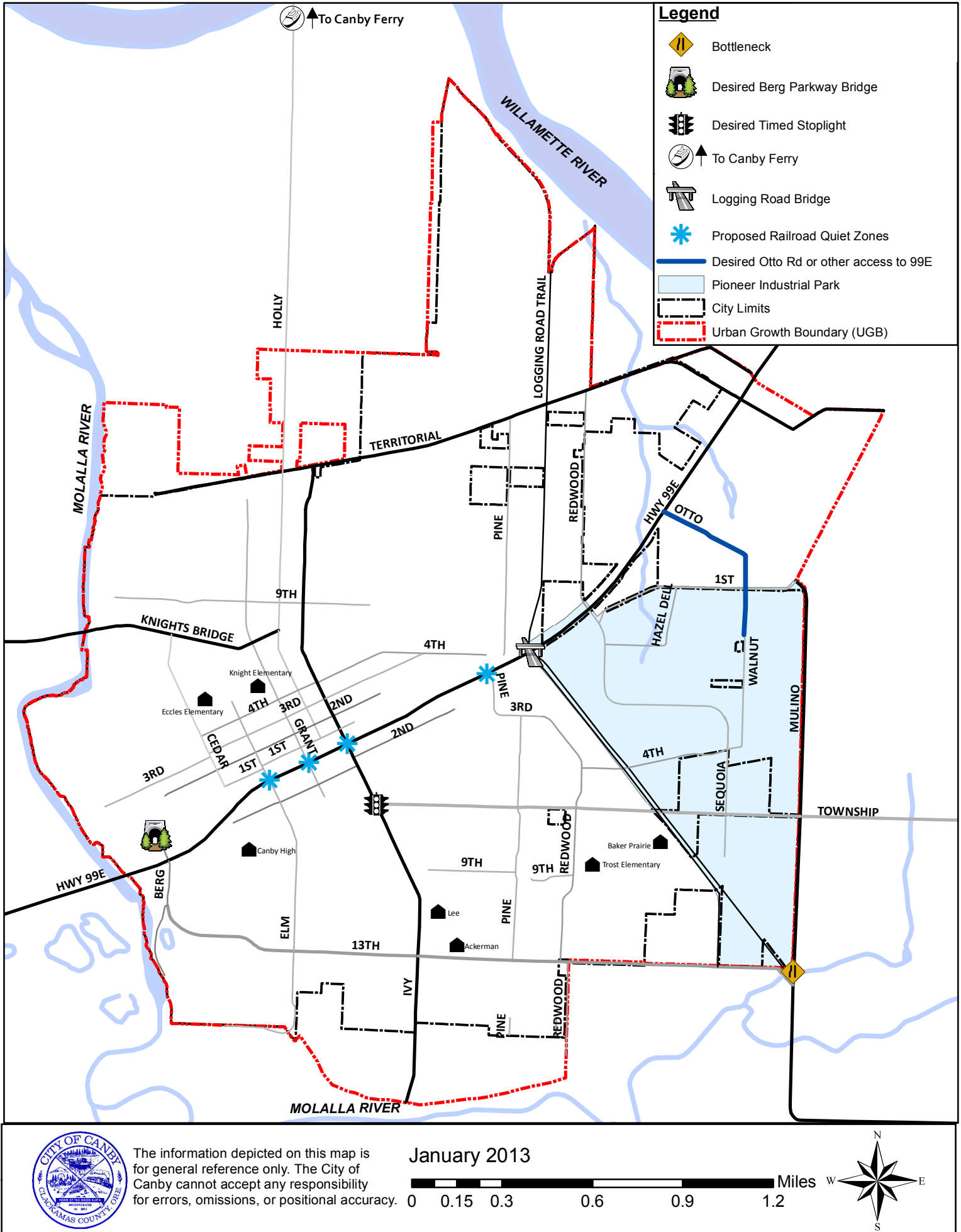
ACTION STEPS
Funding - Explore opportunities to use federal transit funds
Finish the installation of bus signs and stop locations. Add to bus stop poles, seats and lights
Move shelters as necessary
Build small shelters: Make small shelters a building requirement?
Redevelop a fixed route (with additional funding)

OTHER PUBLIC TRANSPORTATION RELATED GAPS FOR FUTURE FOCUS

Better and safer pedestrian access to bus stop locations
Need on-demand service (like Taxi) or quick response Dial a Ride
Improve visibility and access of CAT

Canby Visioning *Transportation & Public Safety*

Priority Gaps



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January 2013

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Growth and Economic Development

The community identified great strengths to build on in the future. The community has strong agricultural roots and role as an agricultural hub and strong sense of community. Its historic and pedestrian friendly downtown features recent streetscape improvements. A wide variety of locally owned businesses and services fulfill most needs locally. The community offers a wide variety of parks, attractions, events and youth activities for residents and visitors. The community offers a variety of attractive residential and commercial areas with wide streets and larger lots that are bike and pedestrian friendly. Design standards promote quality development and existing plans provide a strong foundation for strategic development areas. The Canby Pioneer Industrial Park provides many employment options with sites and infrastructure in place to accommodate new businesses. There are some programs and resources in place to support businesses.

Canby values its small town attributes and wants to build on and preserve them as Canby continues to grow.


BUSINESS AND EMPLOYMENT ASPIRATION: *Industrial and Business Growth Affording Economic Prosperity and Quality Job Creation While Maintaining Quality of Life and Improving the Overall Tax Base for the Community*

PRIORITY GAP: Foster a positive business building environment

ACTION STEPS
This concern reflects the past history with Milgard Manufacturing
Work toward a seamless and clear process <ul style="list-style-type: none">• Work to reduce hoops while maintaining the integrity of what the community wants• Do a case study with new businesses to understand issues and work to address them• Meet with new business owners to find out how the planning and building process went
Identify specific barriers that people are facing and perceptions
Build Sequoia Extension from south of Township to 13 th Avenue –planned for 2013. The community is happy that this project is moving forward and demonstrates that Canby delivers on promises.
Understand why Canby annexation issues might restrict development
Encourage property owners to keep property well maintained



PRIORITY GAP: Plan for longer term Industrial Urban Reserve areas to the east and north of Mulino road for future employment land.

ACTION STEPS	RESOURCES
Identify property that is best for industrial development - Hire a professional like an engineer to develop an assessment and recommendation	City of Canby and Clackamas County supported by developers and DLCD. Timing: Begin planning at least in 5 Years – It will take 5 years or longer to expand and serve this area.
Validate future sites and prioritize them	
Identify existing conditions and attributes in future employment areas such as agriculture land trusts sensitive wetland or wildlife habitat areas, historic buildings, and general aviation airport impacts. Plan wisely to adequately buffer, preserve and possibly enhance these features as redevelopment occurs.	
Create a task force to inform and guide the process	
Develop compelling reasons for landowners to buy in. Enlist a team of existing landowners in and adjacent to the park to help communicate benefits	
Expand the Canby Urban Growth Boundary (Consider a phased approach)	City of Canby in partnership with Clackamas County and Oregon Department of Land Conservation and Development.
Prepare land for development <ul style="list-style-type: none"> • Develop an Industrial Master Plan that identifies main road locations • Plan, fund and build needed infrastructure • Develop an incentive program for landowners and businesses • Develop a proactive business recruitment strategy • Plan to expedite land absorption 	City of Canby with potential grants from DLCD 

PRIORITY GAP Attract high tech green industries

ACTION STEPS
Focus on attracting well-paying jobs (\$60 - \$120,000 with benefits)
Infrastructure: Continue to fund, build and improve infrastructure in the Industrial Park <ul style="list-style-type: none"> • Road improvements and utilities for Walnut Street, Township Road, Mulino Road and 1st Avenue • Build Otto Road or other access to Highway 99E • Fiber optics and high band width are important for high tech • Determine and pursue funding options for implementation
Business recruitment and targeted outreach to these industries. <ul style="list-style-type: none"> • Partner with Greater Portland, Inc., Business Oregon, and OEDA to leverage city resources

<ul style="list-style-type: none"> • Recruitment should have a national and regional focus • Communicate what is special about for Canby • The Canby Community Response Team promotes Canby and meets with businesses • Leverage networking with existing employers to attract like-minded businesses, suppliers and industry clusters • Promote larger sites (50+ acres) to appropriate leads such as brokers and large users. • Respond to Leads from the state, region, county and local businesses • Promote industrial sites and buildings on state, regional, county and city websites
<p>Create an attractive community</p> <ul style="list-style-type: none"> • Support educational and arts amenities to be attractive to those industries. • Have a variety of housing options to be affordable at a variety of price points to accommodate these employees
<p>Explore tax incentives. Note: Canby already offers System Development Charge rebates for job creation and 15 year property tax abatement on investments over \$25 million</p>

OTHER BUSINESS AND EMPLOYMENT RELATED GAPS FOR FUTURE FOCUS

Encourage expansion of medical facilities to provide 24/7 service and/or a medical complex
Continue to address the imbalance of jobs to residents

FOCUS AND EXPAND DOWNTOWN ASPIRATION: *Keep a Vital Active Centralized Downtown Avoiding Sprawl throughout Canby, Specifically Along Highway 99E*

PRIORITY GAP: Attract more small businesses, restaurants, a brew pub, and night life options, at a variety of price points and have the Chamber of Commerce downtown.

ACTION STEPS	RESOURCES
Promote Canby attributes, financing options and technical assistance to new and existing businesses.	The Canby Main Street Program focuses on attracting and supporting downtown businesses. The new Canby Revolving Loan Program provides loans to local businesses. An online resource “Tools for Business Success” provides a wide range of information to address business’s needs.
Implement a business attraction program to court new businesses	A recent Canby Retail Market Analysis provides details on gaps, amenities, strategies and marketing materials.
Implement a marketing program to encourage Canby residents to shop, dine and support local businesses	The Canby Main Street Program has developed marketing brochures and coordinates downtown events to attract residents and visitors.

Strong community support for expanding lodging options including a hotel, bed and breakfast, RV and camping facilities
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PRIORITY GAP: Further update relatively new design standards to ensure that new development has a similar historic flavor of the current downtown and to retain and develop a cohesive downtown look.

ACTION STEPS

Develop inducements and technical assistance resources for building owners to update the appearance of their buildings according to the new design standards. Encourage a historic look to new development projects and façade improvements. Avoid being too restrictive.

Define the desired historic look or era. (Prime examples: City Hall, Canby Pub, and Nails 2C.)
--

Identify strategic area of focus such as in the core downtown area from NW 1 st and 2 nd Avenues between Ivy and Elm Streets.

PRIORITY GAP: Integrate mixed use office and/or residential over retail and within Downtown zone.

ACTION STEPS

Encourage higher density residential development in and near the downtown core so more residents can walk to shops, restaurants, services and access bus service.

Encourage high quality development through flexibility and inducements in the zoning and development code

Launch proactive outreach efforts to quality developers and evaluate the potential of appropriate incentives to attract them.

Notes: Mixed use development is allowed in the adopted downtown plan and zoning ordinance. Many of the current downtown buildings are one story but new development can be encouraged to provide second stories and mixed use. Financing mixed use projects can be challenging for lenders. The Canby Revolving Loan program funds new construction and expansion, code related upgrades, internal retrofits, etc.

Neighborhoods abutting the downtown zone to the north, west and northeast are currently zoned high density residential. An incentive program is needed to encourage redevelopment in these areas.

OTHER “FOCUS AND EXPAND DOWNTOWN” RELATED GAPS FOR FUTURE FOCUS

Destination site statue, fountain, water feature and public art

Explore demand and opportunities to expand the Farmers Market

RESIDENTIAL ASPIRATION: *Pleasant, livable neighborhoods with tree lined, wide, safe streets; well-designed homes on various sized lots and not submitting to Metro’s pressure for higher density throughout Canby.*

PRIORITY GAP: More Detailed Long Term Planning

ACTION STEPS
Develop concept plans and master plans for future residential areas in Canby’s Urban Growth Boundary with substantial community and property owner input.
Reward and enforce consistent development standards for future residential development that encourages sidewalks, street trees, and common areas.
Deal with increased traffic generated by new growth <ul style="list-style-type: none"> • Adopted traffic calming program for neighborhoods need to be funded • Reinvigorate the Traffic Safety Committee to work on this issue.
Work with the community, property owners, the county and state to identify and prioritize areas for future residential development. Strategic areas include the land between N Holly and N Maple as well as 2700 extending North and West to the Molalla and Willamette Rivers. Update the City’s Buildable Lands Needs Analysis to facilitate this process.
Develop conceptual plans for future residential development and work with the State and County to designate the area for eventual development, and expand the Urban Growth Boundary as population growth warrants it.

Notes: Urban, rural and undesignated lands were established around Canby in a region wide planning effort with input from the community. No urban reserve planning has been done to date, specifically for Canby. Clackamas County has land use authority over these areas under an urban growth management agreement with the City of Canby that outlines how they will be good stewards consistent with local goals.

PRIORITY GAP: Resist Metro Pressure for High Density and Small Lots

ACTION STEPS
Recognize current zoning codes – Evaluate them to ensure a variety in lot sizes and add safeguards if needed. (Our code currently allows a variety of lot sizes in a subdivision but does not require them)
Don’t change the zoning code to promote higher residential density.
Allow lot sizes of up to 12,000 to 15,000 sq. ft. (Estate Lots)

Notes: Metro has no control over Canby’s land use process or designation of its urban growth boundary. The city works with the Oregon Department of Land Conservation and Development to make sure city preferences meet state land use law requirements.

PRIORITY GAP: Control residential growth so it's not too fast

ACTION STEPS
Already done through voter approved annexation in Canby
More restriction is not allowed by State Law

Note: Canby has voter approved annexation that allows citizens to control the pace of growth. It is against state law for cities to have moratoriums on growth and they are required to provide infrastructure to accommodate it.

OTHER RESIDENTIAL RELATED GAPS FOR FUTURE FOCUS

Encourage preservation of historic residential homes
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Growth & Economic Development Priority Gaps



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Stephanie Murphy -
Parks and Recreation
Mary Kerr -
Transportation and Public Safety
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Roger Jordan
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Canby City Council

Mayor Brian Hodson
Rich Ares
Tim Dale
Clint Coleman
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Laney Fouse
Angeline Lehnert
Matilda Deas
Bryan Brown
Jamie Stickel
Carla Ahl

Community Supporters and Contributors

Canby Herald
Canby Fire District Leaders
Canby School District Leaders
Parks and Recreation Board

Location Hosts:

Cutsforth Town Hall
Canby Police Facility

Notes: