

ORDINANCE NO. 1032

AN ORDINANCE DECLARING THAT BLIGHTED AREAS EXIST WITHIN THE CITY OF CANBY, RECOGNIZING THE NEED FOR AN URBAN RENEWAL AGENCY TO FUNCTION WITHIN THE CITY OF CANBY AND PROVIDING FOR THE EXERCISE OF THE AGENCY'S POWERS BY THE CITY COUNCIL OF THE CITY OF CANBY.

WHEREAS, there exists within the City of Canby, Oregon, blighted areas as defined in ORS 457.010; and

WHEREAS, such blighted areas impair economic values and ad valorem tax revenues; and

WHEREAS, there is a need for an urban renewal agency to function in the City of Canby; and

WHEREAS, ORS 457.035 authorizes the creation of a public body to be known as the "Urban Renewal Agency" of the City of Canby'

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. Based on the Findings of Blight within Urban Renewal Area, marked Exhibit "A," attached hereto and incorporated by reference as full set forth herein, the City Council for the City of Canby, Oregon, hereinafter referred to as the City of Canby, hereby finds and declares that blighted areas, as defined in ORS 457.010, exist within the City of Canby.

Section 2. The City Council hereby declares and recognizes that there is a need for an Urban Renewal Agency to function within the City of Canby.

Section 3. The City Council further declares, pursuant to ORS 457.045(3), that all rights, powers, duties, privileges and immunities granted to and vested in an Urban Renewal Agency by the laws of the State of Oregon shall be exercised by and vested in the City Council of the City of Canby, provided, however, that any act of the governing body acting as the Urban Renewal Agency shall be considered the act of the Urban Renewal Agency only and not of the City Council.

Section 4. The corporate name of the agency provided by Ordinance shall be, and said agency shall be known as. "The Urban Renewal Agency of the City of Canby."

Section 5. The term of office of each member of the Urban Renewal Agency shall be concurrent with each member's individual term of office as a member of the City Council of the City of Canby.

SUBMITTED to the City Council of the City of Canby and read the first time at a regular meeting therefor on Wednesday, September 15, 1999, after the hour of 7:30 PM in the City Council Chambers located at 1555 SW 2nd Avenue, Canby, Oregon.




Chauncey F. Seifried, City Recorder Pro Tem

PASSED on the second and final reading by the City Council of the City of Canby at a regular meeting thereof on the 6th day of October 1999, by the following vote.

 5 YEAS

 0 NAYS



Scott Taylor, Mayor

ATTEST:



Chauncey F. Seifried, City Recorder Pro Tem

EXHIBIT A

Findings of Blight within Urban Renewal Area

1. Traffic and Circulation Conditions

The industrial area of the project lacks streets, curbs, and sidewalks. There is inadequate vehicular access to the industrial area, and inadequate connections between the commercial core of Canby, and the industrial area. The industrial area can not be developed to its potential until a funding mechanism is found to master plan and put an adequate street system in place.

Highway 99, and main line railroad tracks bisect the project, creating numerous circulation and safety problems within the project area.. A system for safe and convenient pedestrian and bicycle access to, and circulation within the project area is lacking.

2. Street, Curb and Sidewalk Conditions

Most of the streets, curbs and sidewalks in the commercial core areas are classified as in fair to poor to very poor condition in the Canby Transportation System Plan (TSP), August 1994. The TSP contains many improvement recommendations for pedestrian, bicycle and vehicular improvements to enhance traffic safety and circulation for all users. The commercial core areas lack adequate wheelchair access, safe pedestrian ways and handicapped parking.

As noted in the previous section, the industrial area lacks a system of streets, curbs, and sidewalks. The Industrial Area Master Plan (IAMP), October 1998, encompasses traffic circulation and infrastructure recommendations, but lacks specific site determinations, implementation process and funding mechanism to meet the IAMP objectives.

The TSP and IAMP both encourage suggest that curbs, sidewalks, paths, landscaping, safe intersections and traffic controls are essential to enhance the safety, access and efficiency aspects of pedestrian, bicycle and vehicular modes of transportation within the district.

3. Public Parking Conditions

The City of Canby has three public parking lots. The public parking lot at the Union Pacific leased area (south side of North First Avenue from North Ivy Street to North Elm Street), the parking lot at the Graham Building and the parking lot at City Hall are primarily used by area employee and mass transit patrons. Consequently, convenient customer parking in the commercial core area is grossly inadequate, and inconvenient and negatively affects business and values in the commercial core area.. The City Transportation System Plan reflects the need for additional parking to alleviate traffic flow impediments for customers in the commercial core area.

4. Parks, and Open Space Conditions

The City of Canby main parks within the district are the Regional Park (undeveloped), Community Park (requires upgrades), Wait Park (needs improvements) and Industrial Parks (undeveloped).. The City of Canby Park and Recreation Master Plan (PRMP) addresses the development, upgrades and improvements to parks and open space.

5. Pedestrian and Bicycle Ways

The Logging Road Trail (from South East 13th Avenue to North East Territorial Road) requires new public access from the Logging Road Industrial Park to accommodate pedestrian and bicycle traffic. A safe and useful North South connection across 99E highway is non-existent. A safety corridor using the existing Logging Road 99E overpass or building a new overpass nearer the downtown core requires funding and public participation. The existing bicycle and pedestrian at the traffic controlled intersections are unsafe, unfriendly for pedestrians and bicyclists, and directly affects the flow of traffic on 99E Highway.

6. Water and Sewer Services Conditions

There are no water and sewer services in the Industrial area at this time. Planning and new construction are required in order to provide services for normal low volume water users and low level industrial waste dischargers. Sanitary sewer lift stations are necessary due to the topography of the area. Provisions and funding for high volume water users are not available and, therefore, require additional funding of additional water treatment and water service infrastructure. Concurrently, capital investments for treatment handling facilities and collection system improvements will be needed to meet the handling of medium to high level of industrial wastes.

The water and sewer services in the commercial areas are currently adequate, but will require upgrades on an as needed basis under present plans and funding resources.

7. Electric Power Service Conditions

The current capacity of the Twilight substation, power distribution and electric service structures are adequate to serve the commercial and industrial areas within the district under the Canby Utility Board (City owned) 57 Kv power system. However, if high power loads in excess of current capabilities are required in the industrial area, substantial upgrades and investments are necessary, including the upgrade of the power system to a 115 Kv power system.

8. Storm Drainage Collector System Conditions

There is no storm drainage system in the industrial area. The industrial area requires an elaborate and costly system due to federal and state laws and regulations and the area subsurface soil conditions, which prohibit the traditional dry well collection and disposal system.

At this time, the storm drainage collection system is adequate in the commercial areas, although replacements and upgrades are a constant endeavor.

9. Conditions – Environmental and Geotechnical

No special conditions are noted at this time.

10. Conditions – Public Facilities

Canby's Police Station, City Hall, Public Library, and Municipal Court all are located within the urban renewal area. They are an important source of public usage for the urban renewal area, and they are crucial to the viability of the downtown section of the renewal area. The newest of the facilities, the Public Library, is 25 years old. All these municipal facilities are in need of modernization, expansion, and major repairs.

11. Building Conditions

A survey of exterior building conditions in the Canby Area were conducted in July, 1999. A total of 401 buildings were counted in the project area. Building conditions were graded on the following scale:

Condition "A" New, near new or well maintained older buildings.

Condition "B" Buildings needing rehabilitation and improved maintenance. Without a detailed interior inspection and "cost work-up", the feasibility of buildings graded "B" being rehabilitated to comply with current building codes appears to be physically possible but economically questionable.

Condition "C" Buildings in poor condition, and which may be difficult or impossible to rehabilitate economically.

Table 4 presents the information from the building conditions surveys:

Total number of buildings in area	401
Buildings in C Condition	15
Percentage in C condition	3.74%

The condition of buildings in the area is generally good to average.

IIB – Social and Economic Conditions

The area includes Canby's traditional downtown core. There are few vacancies in the downtown core area, but aside from a supermarket expansion, there is little sign of new investment, or a thriving business environment. This condition indicates static, or declining property values in the downtown core area. This indicator is further confirmed by the low ratio of improvement to land values in the area. The overall value of land to improvements in the Renewal Area is very low for an area that includes much of the city's commercial core. Based on preliminary true cash values for the 1999 tax year, land represents approximately \$27.789 million in value, while improvements represent approximately \$59.321 million. (Note: the frozen base values for the area will be based on assessed values, which are not available at this time.) The ratio of improvement to land value is only 2.13 to 1. Mature urban areas, especially those containing the community's commercial core, are expected to exhibit improvement to value ratios in the 4:1 or 5:1 range. It has been noted that the Renewal Area contains a high percentage of land acreage either vacant, or under-developed. The very low improvement to value ratio emphasizes the validity of statement. The low level of improvement values in the area means that the tax revenues produced by the area are well below their potential, and the area therefore is not carrying its proper share of the local tax burden.