

ORDINANCE NO. 1213

AN ORDINANCE AMENDING THE CANBY COMPREHENSIVE PLAN BY AMENDING THE PUBLIC FACILITIES AND SERVICES SECTION AND ADOPTING A NEW PUBLIC FACILITIES PLAN AND CAPITAL IMPROVEMENTS PLAN.

WHEREAS, the Planning Commission has proposed comprehensive plan amendments as authorized by CMC 16.88.180(A); and

WHEREAS, the Canby Planning Commission, after providing appropriate public notice, conducted a public hearing on the amendment, during which the citizens of Canby were given the opportunity to come forward to present testimony on the proposed changes; and

WHEREAS, the Planning Commission found that the standards and criteria of Section 16.88.180(C) of the Land Development and Planning Ordinance, concerning Comprehensive Plan Amendments, were met and recommended approval by a vote of 3-0 to the City Council; and

WHEREAS, the City Council, after reviewing the record of the Canby Planning Commission regarding the subject amendments, concluded that the Planning Commission's findings of fact and the amendment itself are appropriate.

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


- (1) CPA 06-01 is hereby approved and the Comprehensive Plan of the City of Canby is modified as detailed in Exhibits 1 and 2.

SUBMITTED to the Council and read the first time at a regular meeting thereof on June 7, 2006, ordered posted in three (3) public and conspicuous places in the City for a period of five (5) days, as authorized by the Canby City Charter; and to come up for final reading and action by the Canby City Council at a regular meeting thereof on June 21, 2006, commencing after the hour of 7:30 p.m., at the Council's regular meeting chambers at the Canby City Hall in Canby, Oregon.

ENACTED on the second and final reading by the Canby City Council at a regular meeting thereof on June 21, 2006 by the following vote:

YEAS 5

NAYS 0



Melody Thompson, Mayor

ATTEST:



Kimberly Scheafer, City Recorder Pro Tem

Public Facilities Plan

Prepared for the
City of Canby

April, 2006



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Canby Public Facilities Plan

April 2006

This project was made possible partly by financial assistance provided by the
Oregon Department of Land Conservation and Development

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1. Purpose Statement

Oregon Administrative Rules (OAR) 660-011-0010 through OAR 660-011-0045 require cities and counties in Oregon to develop and maintain Public Facilities Plans to help assure that urban development within their boundaries is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the community, and that facilities and services are provided in a timely, orderly and efficient arrangement. Public Facilities Plans also are intended to serve as a framework for urban and rural development within a city's urban growth boundary (UGB).

The Canby Public Facilities Plan (PFP) is intended to further the purposes of Statewide Planning Goal 11. The PFP includes the following information:

- Goals and policies for incorporation in the City's Comprehensive Plan to guide planning, constructing and financing public facilities.
- Narrative descriptions of existing and planned water, wastewater, storm drainage and transportation facilities.
- Capital improvement plan for future construction of facilities. The plan contains information about all facility costs, schedule and funding sources.
- General financing plan indicating how the City plans to finance current and planned facilities and services.

It is expected that this plan will be revised in the future to reflect updates to specific master plans, significant proposals for new development within or outside the city that prompt the need for review of public facilities plans, or other similar factors or events. One of the following plan policies states that the PFP will be updated periodically as needed.

2. Goals and Policies

The following are policies and implementation measures recommended for inclusion in the City's Comprehensive Plan under the sections *Public Facilities and Services Element*. They are organized by general topic. These policies and implementation measures intended to be consistent with state law and existing City policies and practices, are for promoting efficient and effective provision of urban services and protecting natural resources.

Goal 1: To assure the adequate provision of water services to meet the needs of the residents and property owners of Canby.

Policy No. 1 – *Canby shall maintain, repair or replace all current water system elements to continue providing an adequate level of water service.*

Implementation Measures

- A. Water treatment facilities must be upgraded to meet current needs, including the following improvements:
 - 1. Upgrade water treatment facilities.
 - 2. Repair Clearwell weld failures and compromised coatings.
 - 3. Replace and enlarge backwash ponds.
 - 4. Improve truck delivery access.
- B. Replace and repair pipes in fire flow deficient areas and areas where facilities have reached their estimated design life using a distribution system maintenance program.
- C. Capacity of the existing production pumps should be increased to meet peak day demand and improve efficiency.

Policy No. 2 – *Canby shall maintain, repair, replace and/or expand its water system to meet future adequate water service needs.*

Implementation Measures

- A. An application for additional water rights on the Willamette River is in process and intended for industrial and electric generation needs, but may be further developed to meet peak day demand well past 2040.
- B. Several treatment facility elements must be replaced or repaired, including the following:
 - 1. Replace system generators to provide sufficient and reliable backup power.
 - 2. Develop an emergency response plan that defines improvements to increase protection in compliance with federal regulations.

C. Storage capacity must be added to the current system.

Policy No. 3 – *Canby shall adopt and periodically update a capital improvement program for major water projects, and utilize all feasible means to finance any needed water system improvements in an equitable manner.*

Implementation Measures

- A. Develop a Water Master Plan Update that provides a capital improvement plan for the water system. The Water Master Plan Update was most recently completed in 2003. Capital improvement projects cited in the Master Plan are listed in Section 3 of this Public Facilities Plan.
- B. Pay for yearly pipeline costs using user fees and, when possible, use general obligation bonds to pay for large system improvements. Service Development Charges should be used to pay for system expansion needed to serve new development.

Goal 2: To assure the adequate provision of waste water services to meet the needs of the residents and property owners of Canby.

Policy No. 1 – *Canby shall maintain, repair or replace existing wastewater system elements, as needed, to continue providing the current level of wastewater services.*

Implementation Measures

- A. Replace or repair deteriorating collection systems.
- B. Improve or replace other existing facilities as needed in the future to ensure their reliability.

Policy No. 2 – *Canby shall maintain, repair, replace or expand its wastewater system to meet future wastewater service needs.*

Implementation Measures

- A. Construct new trunk and major sewers.
- B. Construct four new pump stations.
- C. Relocate, upgrade and/or expand pump stations in areas where additional capacity is needed.

Policy No. 3 – *Canby shall adopt and periodically update a capital improvement program for major wastewater projects, and utilize all feasible means of financing any needed wastewater system improvements in an equitable manner.*

Implementation Measures

- A. Develop a Wastewater Master Plan that provides a capital improvement plan for the wastewater system. The current Wastewater Collection System Master Plan was adopted by the City in 1999. Capital improvement projects included in the Master Plan are listed in section 3 of this Public Facilities Plan.
- B. Utilize user fees to pay for the operation and maintenance of existing facilities and to replace, upgrade and/or expand these facilities when necessary. Private development is expected to pay for the majority of new collection facilities through system development charges and the construction of new infrastructure.

Goal 3: To assure the adequate provision of storm drainage services to meet the needs of the residents and property owners of Canby.

Policy No. 1 – *Canby shall maintain, repair or replace existing storm drainage system elements, as needed, to continue providing the current level of storm drainage services.*

Implementation Measures

- A. Purchase a regional treatment site.
- B. Provide regional treatment and monitoring facilities.
- C. Maintain, expand or replace existing local facilities as needed, to ensure they continue to function reliably.
- D. Develop standards and requirements for on-site storm drainage facilities; incorporate into City development, public facility and other ordinances.

Policy No. 2 – *Canby shall maintain, repair, replace or expand its storm drainage system to meet future storm drainage service needs.*

Implementation Measures

- A. Decommission unacceptable drywells and water wells.
- B. Implement a catchbasin and drywell best management practices (BMP) plan.

Policy No. 3 – *Canby shall adopt and periodically update a capital improvement program for major storm drainage projects, and utilize all feasible means of financing any needed storm drainage system improvements in an equitable manner.*

Implementation Measures

- A. Develop a Storm Drainage Master Plan that provides a capital improvement plan for the storm drainage system. The Storm Drainage Master Plan was adopted by the City in 1994. Capital improvement projects cited in the Master Plan are listed in section 3 of this Public Facilities Plan.

- B. Storm drainage user fees will be collected monthly and system development charges (SDCs) will be assessed on development as it occurs. SDCs will be used to fund capital improvements to serve new development. User fees also will fund system operation and maintenance.

Goal 4: To assure the adequate provision of transportation services to meet the needs of the residents and property owners of Canby.

Policy No. 1 – Canby shall maintain, repair or replace existing transportation system elements, as needed, to continue providing an adequate level of transportation services.

Implementation Measures

- A. Install new traffic signals and upgrade existing signals at several intersections.
- B. Construct or upgrade sidewalks and paths.
- C. Install bike lanes as part of future street improvements.

Policy No. 2 - Canby shall maintain, repair, replace or expand its transportation system to meet future transportation service needs.

Implementation Measures

- A. Construct, widen or otherwise upgrade arterial streets, collector streets and neighborhood connectors.
- B. Improve the intersections identified in the Transportation System Plan.
- C. Complete bicycle, pedestrian and other improvements, consistent with the City's Transportation System Plan.

Policy No. 3 – Canby shall adopt and periodically update a capital improvement program for major transportation projects, and utilize all feasible means of financing any needed transportation system improvements in an equitable manner.

Implementation Measures

- A. Develop a Transportation System Plan that provides a capital improvement plan for the transportation system. The City of Canby adopted a Transportation System Plan in 2000. The plan identifies short-term and long-term transportation system improvements and includes a transportation financing plan. Capital improvement projects cited in the Plan are listed in section 3 of this Public Facilities Plan.
- B. Capital improvement costs will be paid for through state, regional and local gasoline taxes, user fees, property taxes, serial levies, local sales tax, debt funding, economic development funding and system development charges as identified in the TSP.
- C. Explore adoption of a combined street maintenance fee/gas tax.

Goal 5: To assure the adequate provision of parks and recreation services to meet the needs of the residents and property owners of Canby.

Policy No. 1 – *Canby shall maintain, repair or replace existing parks system elements, as needed, to continue providing an adequate level of park and recreational services.*

Implementation Measures

- A. Improve the level of maintenance in current city parks and recreation facilities.
- B. Standardize park and recreation amenities for ease of maintenance and aesthetics.
- C. Improve park and recreation signage.
- D. Improve access to facilities to comply with the Americans with Disabilities Act.
- E. Improve the perceived level and actual safety of parks and recreation facilities.

Policy No. 2 – *Canby shall maintain, repair, replace or expand its parks system to meet future park and recreation service needs.*

Implementation Measures

- A. Acquire and develop 141.2 additional acres of park and recreation facilities by 2020 to meet the community standard of 10 acres of developed parkland per 1,000 residents.
- B. Allocate land needed for mini-parks and neighborhood parks in rapidly developing areas on the edges of the city.
 - 1. Develop mini-parks (two acres or smaller) to serve 2,000 residents or a ¼-mile area. For a population of 20,000, this would be approximately 20 acres and 10 parks.
 - 2. Develop neighborhood parks (15-17 acres) to serve 5,000-7,000 people or a ¼ to ½-mile area. For a population of 20,000, this results in a need for about three neighborhood parks and about 45 acres.
- C. Identify potential trail connections and linkages to schools and other recreational sites in the Canby vicinity.
- D. Develop bike lanes to connect bicyclists to parks, natural areas and off-road bicycling opportunities.
- E. Develop connections between Canby parks, trails, the Molalla River State Park and the Willamette River, with a hub in Wait Park.

Policy No. 3 – *Canby shall adopt and periodically update a capital improvement program for major parks projects, and utilize all feasible means of financing any needed parks system improvements in an equitable manner.*

Implementation Measures

- A. Continue to update the City's Park and Recreation Master Plan, which identifies needed capital improvements and standards for the parks system. The City of Canby adopted a Park and Recreation Master Plan Update in 2002. Capital improvement projects listed in the Master Plan are listed in section 3 of this Public Facilities Plan.
- B. Utilize user fees to pay for the operation and maintenance of existing facilities and to replace, upgrade and/or expand these facilities when necessary. Use bonds to acquire additional land for new park facilities and to replace the existing pool facility.
- C. Explore creation of a separate park and recreation district to help provide and pay for new park facilities.

Goal 6: To assure the provision of a full range of public facilities and services to meet the needs of the residents and property owners of Canby

Policy No. 1 – *Canby shall work closely and cooperate with all entities and agencies providing public facilities and services, and ensure that public facilities and services are provided concurrently with future development.*

Implementation measures

- A. Work with land developers, property owners and other service providers to ensure that adequate public facilities and services are in place to meet the needs of new residents and businesses prior to approval and/or construction of new development.
- B. To minimize the cost of providing public services and infrastructure, discourage urban development that lacks adequate public services and promote efficient use of urban and urbanizable land within the city's urban growth boundary.
- C. Support only development that is compatible with the City's ability to provide adequate public facilities and services.
- D. Prioritize the extension of water, sewer, and transportation infrastructure within the UGB, as needed.
- E. Require all properties that receive urban services to either annex to the city or enter into an agreement for future annexation when contiguous to city limits.

Policy No. 2 – *Canby shall utilize all feasible means of financing needed public improvements and shall do so in an equitable manner.*

Implementation measures

- A. Allow for the creation of Local Improvement Districts and Advanced Financing Districts as a means of financing needed improvements where supported by local residents.

- B. Continue to use SDCs to pay for the costs of public facilities and services needed to serve new development. Consider adopting additional SDCs, as allowed by Oregon statutes, to pay for services not currently covered by SDCs.
- C. Use general obligation and revenue bonds, as appropriate, to help finance long-term capital improvements.
- D. Consider establishing additional special districts, if needed, to cover the cost of facilities or services that cannot be financed through user fees, SDCs, tax revenues or other existing funding mechanisms.
- E. Use fees to recover the cost of services to the greatest extent possible where services or facilities directly benefit users.
- F. Incorporate additional changes to capital improvement plans (CIPs) and associated SDC rates, as needed, as individual master plans are updated.

Policy No. 3 – *Canby shall coordinate with the Canby School District to help ensure that adequate sites are provided for public school and associated recreation facilities.*

Implementation measures

- A. Work with representatives of the school district, community schools office, and recreation-oriented groups to determine the best possible sites for future acquisition and development of schools and associated recreational facilities.
- B. Utilize the density bonus provisions of the planned unit development regulations to encourage developers to provide either public or private recreation facilities within their projects. If sufficient recreation opportunities are provided through this means, the amount of land needed for public acquisition can be reduced accordingly.

3. Public Facilities System Descriptions

3.1 Water System

Overview

The majority of water supplied to the city of Canby by Canby Utility is obtained from the Molalla River, with additional water supplied by groundwater sources. The three surface water intake points include the Molalla River infiltration gallery, the Main River Intake and the Old River Intake. Groundwater intake points include the Springs Gallery, the Collection Boxes and Well No. 10. All of these sources are located approximately 2.5 miles upstream from the confluence of the Willamette and Molalla Rivers. Figure 1 shows proposed upgrades the water transmission, storage, and treatment system.

The River Infiltration Gallery (RIG) and River Intake Pump Station were constructed in 1980 and consist of an infiltration gallery, wet well, and raw water pumps. Raw water from the river filters through river gravels into perforated collector pipes (Ranney collectors). The RIG has a capacity of about 7 million gallons per day. The collectors are connected to a common header that delivers the raw water to the 14-foot-diameter, 40-foot-deep pump station well. The Main River Intake (MRI) was constructed in 1997. It is a screened structure that takes water directly from the Molalla River to the wet well of the River Intake Pump Station. The MRI has a design capacity of 8 million gallons per day. The RIG/MRI facility serves as the primary water source for Canby.

The Old River Intake was constructed in the early 1970's and has a pump capacity of 900 to 1,000 gallons per minute (gpm). The intake is seldom used due to the higher quality raw water produced by the RIG/MRI facility and seasonal constraints that prevent using the pump during low river water levels. The point of intake for this water right has been transferred to the RIG/MRI facility, but water can be diverted at either location.

Construction of the concrete Springs Gallery began in 1944 at the gravels near the Molalla River. The Springs Gallery is approximately 18 feet in diameter and 24 feet deep with openings in the walls to permit groundwater infiltration. Between 1950 and 1951, a 30-inch diameter, 300-foot-long perforated corrugated metal collection pipe was buried in the same vicinity and was connected to the existing infiltration gallery. The Spring Gallery has a capacity of 1,000 to 1,200 gpm, but is used infrequently due to its low pH and moderate nitrate levels.

The concrete Collector Boxes, constructed around 1930, collect water from springs near the Molalla River at the base of the ridge and direct it into a cistern. The cistern discharges water into the Springs Gallery. This source was valved off due to trace-level contaminant concentrations in the 1990s and is not currently being used.

Well No. 10 pumps groundwater into the Springs Gallery and has a capacity of approximately 250 gpm. Due to low flow rates and reduced water quality, the well is not currently used.

Beck's Well is owned by John W. Beck and is used as a municipal irrigation supply for Canby Public Schools. The well is 10 inches in diameter and 160 feet deep. It produces between 400 and 600 gpm. The well is not used as a potable water source due to poor water quality issues.

Canby's water treatment plant can treat up to 6 mgd. The treatment of raw water is split into two process trains. Water flows through the unbaffled steel Clearwell, providing contact time for disinfection with chlorine. Production pumps supply the distribution system with treated water.

Water is distributed through approximately 66 miles of pipe ranging in size from 4 to 16 inches. Pipe material is predominantly PVC, ductile iron and steel, with some asbestos cement and copper. Many of the pipes in the system are approaching their design life, having been installed prior to 1960. Storage is provided by three reservoirs located in the southern and western portions of the city. Each storage facility has an adjacent pump station.

There is one pressure zone in the city of Canby. The production pumps at the treatment plant at the 13th Avenue reservoir maintain the average system pressure of 70 pounds per square inch. Pressure ranges across the system are based on pump total dynamic head and existing topography.

Planning

HDR Engineering prepared a Water Management and Conservation Plan for the City in September, 2003 that describes existing facilities, long-term needs, supply sources and potential curtailment plans for the water system. Existing water rights on the Molalla River and active potable groundwater sources are adequate to meet projected peak day demands until 2033. The estimated future demand is based on projections included in the City's 2003 Water Management and Conservation Plan. These projections assume that Canby's future service area will expand to include lands currently within the urban growth boundary but outside city boundaries. The 20-year population forecast corresponding to this scenario (buildout) is 22,329 residents by 2015 and 51,671 residents by 2040.

An application for additional water rights on the Willamette River is in process under the auspices of the Willamette River Water Coalition. The additional water right is intended for industrial and electric generation needs, but may be developed to meet peak day demand well past 2040.

Water system needs identified by the Canby Utility include:

Source

Additional water supply is needed in the long term as current water rights on the Molalla River will not be sufficient to meet the estimated 2040 peak demand. Future service will be limited by minimum stream flow and raw water intake and delivery capacities. Alternate sources include the Willamette River and groundwater wells.

Treatment

- The capacity of the River Intake Pump Station is not sufficient to meet current peak day demands.
- Older turbidity treatment units operate well with flows less than 2 mgd through the sedimentation basin. However, at buildout, a capacity of 4 mgd will be needed.
- A rapid mix process is needed to disperse chemicals upon addition. This generally improves coagulation, sedimentation and filtration, and reduces chemical use.
- Installation of baffling in the Clearwell is needed to provide adequate disinfection capacity.
- The Clearwell has weld failures and compromised coatings that need repair. Seismic analysis and improvements should be completed simultaneously.
- Existing backwash ponds flood due to inadequate capacity. They should be replaced and enlarged.
- The existing generator does not provide sufficient backup power for buildout conditions. The new Ultra Violet (UV) units will require backup power for reliability.
- Full size trucks cannot access the chemical feed area in the back of the treatment plant. Truck delivery access to the plant will need to be improved.
- Due to increased security concerns, a Vulnerability Assessment will need to be performed and an Emergency Response Plan developed to comply with federal regulations and define improvements to increase protection.

Distribution System

- Several fire flow-deficient areas have been identified related to inadequate pipe size.
- Several pipes have reached their estimated design life. A maintenance program for pipe replacement should be developed.

Storage and Pump Station

- The current system has a storage deficit of approximately 5.3 million gallons. Additional storage will be necessary.
- The existing production pumps are not able to supply the needed peak day demand with the largest unit out of service. In addition, the existing variable frequency drives produce excess harmonics, impacting pump performance.
- A comprehensive inspection and structural analysis of the tanks should be conducted to determine their vulnerability to seismic activity.

3.2 Wastewater Collection System

Overview

The City of Canby collects and treats sanitary sewage through a gravity and pressurized collection system that began to be constructed in 1955. The system uses gravity sewer lines ranging in size from six inches to 30 inches in diameter. Most of the old gravity sewers, installed before 1980, were constructed with concrete pipe and asbestos cement pipe. Most of the newer sewers were constructed with PVC pipe. The new Redwood interceptor sewer, which was constructed in 1989, is concrete sewer pipe ranging in size from 15 to 30 inches. The system is subdivided into drainage basins. Each basin corresponds to a particular interceptor or trunk sewer. Trunk sewers receive sewage from branch sewers.

The collection system utilizes seven sewage pump stations. Of the seven, six are owned and operated by the City. The seventh, Village of the Lochs Pump Station, is privately owned and operated by the Village of the Lochs. There are approximately 1,000 feet of pressure sewer or force mains in the collection system. The force mains are four inches in diameter. Figure 2 illustrates the proposed elements of the wastewater collection system.

Planning

The City adopted a Wastewater Collection System Master Plan prepared by Curran-McLeod, Inc., Consulting Engineers in 1999. The plan reviews existing facilities as well as planning criteria. The City of Canby must be able to provide sewage collection and treatment to all areas within its urban growth boundary (UGB). The City's Wastewater Master Plan identifies wastewater treatment needs for this service area with a planning horizon of the year 2015. Several pump stations and system extensions are either planned, under construction, or have been constructed since the plan was adopted.

In general, the condition of the sanitary sewer system is good. The collection system has no deficiencies related to excessive infiltration or inflow. Most sewers have excess capacity for both existing and future flows. However, numerous sections of sewers have been installed at relatively flat grades, including some at adverse grades. These sewers are subject to the accumulation of solids and require more frequent cleaning to prevent blockages. All of the existing pump stations are relatively new and in good working order.

Wastewater system needs identified include:

- The collection system along South 2nd Avenue between Elm and Knott Streets should be replaced within the next few years. These existing sewers have significant surcharging problems which will increase with new development. Approximately 2,080 feet of existing 8- to 10-inch sewers will be replaced with 10- to 18-inch sewers.
- Approximately 10 miles of new trunk or major sewers and as many as four new pump stations will be needed to serve the built-out service area. The station at 3rd Avenue and Baker Street will be relocated and upgraded, and the Willow Creek station will need to be expanded.

- Private development will pay for the majority of new collection facilities through the construction of infrastructure.

3.3 Storm Drainage System

Overview

The Canby area drainage system consists of eight basins that ultimately drain to the adjacent Molalla and Willamette Rivers. Numerous natural detention ponds and wetlands exist throughout this area. The majority of local drainage flows from impervious street and sidewalk surfaces within the public right-of-way. Contribution of runoff from private property is minimal due to the prevalence of subsurface storm water drywells and surface infiltration.

The existing drainage system is comprised of conveyance pipes, open ditches, drainage ways and drywells. The oldest element is a system of collection pipes varying in size from 10 to 20 inches. Smaller collection systems are located in numerous localized areas, which most frequently collect runoff for discharge in drywells common to a larger area. The stormwater disposal system consists of approximately 200 drywells, various areas of disposal trenches and 10 surface-water discharge points. In addition, the Oregon Department of Transportation (ODOT) has two substantial collection systems that discharge into the Molalla and Willamette Rivers. Figure 3 shows scheduled upgrades to the storm drainage system.

Planning

The City adopted a Storm Drainage Master Plan prepared by Curran-McLeod, Inc., Consulting Engineers in 1994. The plan evaluates the existing land use designations and typical storm drainage runoff, assuming ultimate build-out of land within the urban growth boundary. The information was modeled using synthetic rainfall events superimposed on the area to estimate peak discharge rates for each section of collection pipe and each basin. The plan divides capital improvements into three phases: 1-5 years, 5-10 years and 10-20 years.

The City of Canby is currently preparing Best Management Practices and an updated Master Plan for the continued use of drywells as the primary stormwater disposal method. New guidelines have already been implemented to require pre-treatment of all stormwater, and require DEQ registration and Rule Authorization for all injection well disposal systems.

Storm drainage system needs identified include:

- A. The City of Canby has completed construction of improvements to resolve the system deficiencies identified in Phase I of the 1994 Master Plan. Future improvements will expand the monitoring and treatment facilities to all surface-water disposal locations over the next 10 to 20 years pending the adoption of EPA/DEQ requirements to comply with the Phase II Stormwater Program or the Total Mass Daily Loading (TMDL) criteria adopted for the Willamette River and tributary basins.
- B. Approximately 50% of Phase I improvements are complete. The remaining Phase I work is to buy the regional treatment site.

- C. Phase II entails providing the regional treatment and monitoring facilities.
- D. Phase III includes decommissioning any unacceptable drywells, implementing a catchbasin and drywell BMP plan, and any potential domestic water well decommissioning.
- E. Ongoing planning efforts include the Master Plan update.

3.4 Transportation System

Overview

The city of Canby is located approximately 20 miles south of Portland on the Willamette River. State Route 99E (Pacific Highway) runs through and provides the most direct access to the City. Territorial Road forms the major east-west arterial route to the north of the city, while S. 13th Avenue is a major east-west arterial at the southern end of the city. Ivy Street (the Canby Marquam Highway) is the major north-south arterial. Holly Street connects Canby with West Linn, across the Willamette River to the north via the Canby Ferry. The Southern Pacific Railroad, which parallels Highway 99E, forms a major barrier to traffic of all modes wishing to travel from north to south.

The city of Canby has a well-planned collector and arterial street system to serve existing and future land development. Most of Canby's collectors and arterials have sidewalks on at least one side of the street. The majority of street intersections within the city of Canby are controlled by stop signs. The intersections of Highway 99E and Ivy Street, Hwy. 99E and Redwood/Sequoia, Grant Street, Elm Street, Fourth/Pine Streets and Berg Parkway, and the intersection of Ivy Street and 13th Avenue are the only locations controlled by a traffic signal. Several unsignalized intersections are currently operating at or near capacity along Highway 99E. Figure 4 shows proposed upgrades to the arterial/collector street system.

Other transportation components include:

- Canby Area Transit (CAT) provides system services in Canby with links to the neighboring cities, including Oregon City, Wilsonville and Molalla. Service also is offered to link to Tri-Met services at the Oregon City Transit Station. CAT offers fixed-route service six days a week and is free to riders. All buses have bicycle racks and are ADA-compliant.
- Passenger rail service is provided daily (two trains/day) by AMTRAK to Portland and Salem, Oregon. Southern Pacific Railroad provides daily service (16 trains/day) for freight shipment. Spur-line freight service (lumber and feed) between Canby and Molalla is provided weekly by the Molalla Western Railway Company.
- Regional and international air service for passengers and freight is provided at the Portland International Airport which is located approximately 20 miles from Canby. The Aurora State Airport and Mulino Airport also provide local commercial service and private aircraft use.
- The Canby Ferry is operated year-round by Clackamas County and provides auto, bicycle and pedestrian service across the Willamette River. The ferry links Canby with Pete's

Mountain Road and West Linn to the north. Current use of the river as a transportation route is limited to barge shipment of sand and gravel as well as some floats of timber. Recreational boating on the Willamette River is popular year-round.

- Pipeline transportation in and through the Canby urban area includes transmission lines for electricity, cable television and telephone services, and pipeline transport of water, sewer and natural gas.

One traffic operations problem area was identified at Highway 99E and Territorial Road. This two-way, stop-controlled intersection experiences high volume traffic on Highway 99E. Single-lane approaches experience excessive delays during peak hours, and the eastbound left-turn movement is operating near capacity. The City of Canby has received a grant for \$2 million from ODOT to address the problems at this intersection. Improvements are scheduled for 2006.

No major traffic safety problems have been identified. However, the absence of sidewalks in some areas and lack of continuity in others creates a potential safety hazard for pedestrians in those locations. An absence of bicycle lanes or routes also creates potential hazards for cyclists. The City currently is developing a bicycle route plan for collector and arterial streets that will include posted routes as well as bicycle lanes and a recreational bicycle route network.

Planning

The city of Canby adopted a Transportation System Plan in 2000. The plan includes an analysis of existing conditions, identification of short-term and long-term transportation system improvements (prepared by Pavement Services, Inc), a transportation system description, a transportation finance plan and a description of the transportation system plan's compliance with the Transportation Planning Rule. Future transportation needs were identified based on an assessment of long-range impacts of local and regional growth of the transportation system and surrounding land uses. A planning horizon of buildout in 2015 was used to identify future demographic conditions from which traffic forecasts were developed. The study area includes all land within Canby's urban growth boundary.

Planned transportation system improvements include:

- Construction and widening/upgrading of arterial streets, collector streets and neighborhood connectors.
- Installation of new traffic signals and upgrading existing signals at several intersections.
- Reconfiguring of the intersection at NW 1st and Elm Street.
- Construction or upgrading of sidewalks.

The Capital Improvement Plan in this document provides specific details on these improvements.

Other transportation system improvements include:

- Installation of bike lanes for the following street segments:

- NE 2nd Avenue from Ivy Street to the dead-end at Thriftway and from Elm to Cedar.
 - NE 3rd Avenue from Holly Street to Pine Street/99E intersection.
 - NE 5th Avenue from Cedar to Elm Street.
 - N Elm Street from 99E to 5th Avenue.
 - Remove bike lanes from Grant Street between 1st and 3rd, but leave lanes across 99E and the railroad tracks and extending to the south and from 3rd Avenue to Knights Bridge.
- ⇒ Construction of a multi-use path on the north side of the railroad tracks from Redwood Street to Ivy Street.

3.5 Parks System

Overview

The City of Canby has a variety of park and recreation facilities, as well as public spaces available to residents and visitors including:

Name	Size	Classification	Facilities
13 th Avenue Park	5.7 acres	Neighborhood park	Undeveloped with a master plan for full development. Currently used as a soccer field and maintained by Canby Kids.
19 th Avenue Loop	1.8 acres	Mini-park	Picnic tables and footbridge in a wooded upland area overlooking Willow Creek Wetland protected area.
Arneson Garden	1.8 acres	Mini-park	Benches, trash cans, visitor information board, wheelchair-accessible trails, bike rack.
Canby Adult Center	6,175 sq. ft.	n/a	Billiards room, cafeteria, library, computer room, exercise room, multi-purpose room, library, video lounge, meals-on-wheels, classes, tax, health and legal consultation and transportation services.

Name	Size	Classification	Facilities
Canby Community Park Wetland Protected Open Space and Trail	14.5 acres	Community park	Boat ramp on Molalla River, pond, trail, one play area, one informal play field, picnic tables, benches, grills, amphitheater, shelter, rest rooms, trash cans and Boy Scouts headquarters. Wetland area being restored through community-wide effort.
Canby Swim Center	25-yard pool	n/a	Indoor pool with ADA lift, dressing room with toilets and showers, lobby, bleachers, lap, recreation and competitive swimming, swim lessons, water exercise and pool rentals.
Eco Park	19 acres	Community park	Undeveloped park with established nature trails.
Locust Street Park	1 acre	Mini-park	Two play areas, one full basketball court, restrooms, covered picnic tables, drinking fountain, trash cans and benches.
Logging Road Trail Willamette Wayside Fish Eddy Property	3 miles 15 acres 20 acres	Multi-use trail with protected open space along Willamette River	A paved, multi-use trail traversing the city. At the Willamette River terminus, the Willamette River Wayside and Fish Eddy offer nature experiences in protected open space.
Maple Street Park	9 acres	Neighborhood park	Two tennis courts, two ball fields, two handball courts, two basketball courts, four horseshow pits, two play areas, benches, bleachers, picnic tables, restrooms, concession stand, trash cans, grills, shelter, bicycle rack and announcer's booth.
Skate Park (Phase I of Canby Regional Park)	14 acres	Community park	A paved parking lot, a large skate park with three separate skate bowls, drinking fountain, portable toilets and a bike rack. Master plan calls for ball field and picnic area development in Phase II.
Wait Park	2 acres	Mini-park	Gazebo, benches, restrooms, picnic tables, fountains, trash cans, bicycle rack, water and electrical outlets and two play areas.

Name	Size	Classification	Facilities
Willow Creek Wetland	4.6 acres	Protected open space	Protected wetland area adjacent to residential development.

In addition to city facilities, the Canby School District and Clackamas County Fairgrounds allow area residents limited use of their facilities and grounds. Outside the city limits, Molalla River State Park and two private golf courses offer additional recreation opportunities.

The Blue Heron Recreational District was formed about 30 years ago in the Canby area, but lacks a permanent funding source. As a result, it has been relatively limited in its ability to acquire and provide recreational opportunities. The City will explore options to garner the necessary support within the community to fund the district.

Figure 5 shows proposed upgrades to the parks system.

Planning

The City of Canby adopted a Park and Recreation Master Plan Update prepared by the Community Planning Workshop of the University of Oregon in 2002. The City of Canby consulted guidelines from the National Recreation and Park Association and the Oregon Parks and Recreation Department to assess the current level of services for Canby park and recreation resources. A systems approach was used to determine park adequacy. This approach emphasizes locally identified needs and desires rather than applying a blanket standard that may or may not respond to community growth and desires. These park and recreation planning guidelines are not to be considered rigid regulations, but provide a framework for the community to assess existing and needed recreation areas and facilities and levels of service. This assessment provides a baseline to compare Canby's future supply of parks.

The parks and recreation system was assessed in six different ways:

1. Current park acreage
2. Current park acreage by type of park
3. Current supply of recreation facilities
4. Services area guidelines
5. Comparison with the 1997 Parks Master Plan Update
6. Comparison with population projections. The use patterns, participation rates, demographic data and community input form the basis for projecting demand and establishing guidelines to meet that demand.

Currently, there are 5.38 acres of city-owned parkland in Canby per 1,000 residents (developed and undeveloped parkland). Projections for this plan are based on an Urban Growth Boundary area to serve the city in 2020. A figure of 10 acres per 1,000 residents has been adopted as the

city's overall park standard. Based on this park standard, Canby will need 210 acres of parkland, or 141.2 acres of new parkland, to serve the projected population in 2020.

Identified parks system needs include:

Improvement and Maintenance

- Improve the level of maintenance in current city parks and recreation facilities.
- Move towards standardized park and recreation amenities for ease of maintenance and aesthetics. Recycled plastic benches, garbage receptacles, drinking fountains, picnic tables, lighting, restrooms, irrigation and some play equipment have been identified as desired amenities.
- Improve park and recreation signage, including identifying entrances to Canby's parks where they are obscure or in poor condition, and directional signage along main arterial streets.
- Improve universal access. Bathrooms in some parks may need upgrades to comply with the Americans with Disabilities Act. Currently, Wait Park, Maple Street Park and Canby Community Park are not fully accessible.
- Improve the perceived level and actual safety of Canby's parks and recreation facilities.

Acquisition, Development and Trail Connections

- Acquire and develop 141.2 additional acres of park and recreation facilities by 2020 to meet the community standard of 10 acres of developed parkland per 1,000 residents.
- Allocate land needed for neighborhood parks in rapidly developing areas on the edges of the city. Residents living in the southeast areas within the urban growth boundary are most underserved.
- Identify potential trail connections and linkages to schools and other recreational sites in the Canby vicinity. A map generated at an August, 2000 community forum identifies Canby Transportation System Plan recommendations and recommended bike and multi-use trails as conceptual planning tools.
- Develop bike lanes to connect bicyclists to parks, natural areas and off-road bicycling opportunities. The Canby Transportation System Plan identifies needed bike lanes.
- Connect Eco Park/Logging Road Trail with the Molalla River State Park.
- Develop a hub of trails and parks in Wait Park.
- Develop connections between the Willamette River and Canby.

Parkland and Recreation Projects

- Develop Phase II of the Canby Regional Park with multiple sports fields, lighting for night-time play, and a dual-use parking area.
- Develop the 13th Avenue Park site into a neighborhood park.
- Develop the Eco Park site as a nature park for recreation and nature enjoyment.
- Acquire, protect and restore sensitive riparian and wetland areas along the Molalla River, particularly the Canby Utilities property, and create the necessary rights-of-way to connect Canby Community Park to Knight's Bridge with a trail system, benches and river access (the "Molalla River Greenway" concept).
- Construct an additional swimming pool. The Canby Swim Center is currently at or near maximum capacity.
- Develop currently-owned public property designated for parks, recreation and open space and acquire new property as opportunities arise. Suggested property includes the Marshall House property and remaining portions of the Willow Creek Wetland.

4. Capital Improvements Plan (CIP)

Overview

The City of Canby's Public Facilities Plan calls for significant investment in infrastructure to accommodate expected growth and development over the next 20 years. A summary of planned improvements is presented in Table 1 below. The level of investment is based on cost estimates for planned projects in the City's adopted master plans for water, sewer, and transportation. A list of all planned public facility projects is included in Appendix A. It indicates the location, estimated cost, source of funding, and estimated timeframe for each capital improvement project. All cost estimates are expressed in year 2004 dollars.

It should be noted that a PFP project list may be adopted as part of the Comprehensive Plan, but there is no obligation on the part of the City to build the projects as described in the PFP or to meet the timeframe listed for the projects. The project list may be included as part of the Comprehensive Plan to show anticipated infrastructure needs based on known regulatory requirements and current assumptions about growth and the direction of future development. The list is intended only to provide a general indication of the facilities needed to support future growth. If growth trends change, or if new regulations are imposed on the city, or if technologies emerge that satisfy needs using different methods than those assumed in master plans, the City may revise its public facilities investment strategy without amending the Comprehensive Plan or PFP.

Public Facility	Short-term (Yr. 1 – 5)	Medium-term (Yr. 6 – 10)	Long-term (Yr. 11 – 20)	Total
Water				
<i>Source and Intake</i>	\$52,900	\$207,600	\$1,039,700	\$1,360,100
<i>Treatment</i>	\$1,841,800	\$8,918,400	\$0	\$10,760,200
<i>Distribution and Pricing</i>	\$1,636,800	\$1,383,900	\$3,367,000	\$6,387,700
<i>Storage and Pump Station</i>	\$4,747,900	\$5,281,700	\$15,254,000	\$25,283,600
Water Total	\$8,279,400	\$15,791,600	\$19,660,700	\$42,731,700
Wastewater				
<i>Collection System</i>	\$855,300	\$356,800	\$1,115,700	\$2,327,800
<i>Treatment Plant</i>	\$934,900	\$326,900	\$1,207,300	\$2,469,100
<i>System Planning</i>	\$36,800	\$175,300	\$50,000	\$262,100
Wastewater Total	\$1,827,000	\$859,000	\$2,373,000	\$5,059,000
Storm Drainage				
<i>Master Plan Phase I</i>	\$357,300	\$0	\$0	\$357,300
<i>Master Plan Phase II</i>	\$0	\$1,106,750	\$0	\$1,106,750
<i>Master Plan Phase III</i>	\$369,400	\$211,900	\$663,000	\$1,244,500
<i>System Planning</i>	\$127,680	\$193,200	\$0	\$320,880
Storm Drainage Total	\$854,380	\$1,511,850	\$663,000	\$3,029,430

Public Facility	Short-term (Yr. 1 – 5)	Medlum-term (Yr. 6 – 10)	Long-term (Yr. 11 – 20)	Total
Transportation				
<i>New Streets</i>	\$18,794,000	\$14,246,400	\$11,895,100	\$44,935,500
<i>Street Widening/Upgrading</i>	\$7,715,700	\$24,932,200	\$11,901,900	\$44,549,800
<i>Traffic Signal Projects</i>	\$3,148,700	\$503,000	\$0	\$3,970,500
<i>Sidewalk Projects</i>	\$261,100	\$816,500	\$0	\$1,077,600
Transportation Total	\$29,919,500	\$40,498,100	\$23,797,000	\$94,533,400
Parks				
Parks Total	\$35,118,700	\$20,412,100	\$0	\$55,530,800
Total Investment	\$75,998,980	\$79,072,650	\$20,412,100	\$201,884,330

No schedule is provided for parks projects and selected transportation projects.

5. Financing and Implementation Plan

The City of Canby uses a combination of strategies to finance the development and maintenance of its public works infrastructure. The following discussion provides an overview of the financial structure in place to support Canby's infrastructure and development and ongoing maintenance needs.

5.1 Water System

Canby's water system is managed as a municipal enterprise by Canby Utility, which means the service is operated as a business enterprise and is self-supporting. The utility is debt-free. Yearly pipeline maintenance and improvements are paid for by user fees. In 2004, Canby Utility secured a \$2.9 million bond to pay for improvements to the water treatment plant, storage and distribution system, and filtering capability. The 20-year capital improvement plan (CIP) included in this Plan includes 19 projects totaling approximately \$30 million. In addition, Canby Utility plans to construct the following longer-range projects:

- A second new reservoir at the water treatment plant site is scheduled for development in 2035
- A groundwater and/or aquifer storage and recovery sources scheduled for development in 2039
- System looping improvements scheduled for 2040
- Upgrades to the downtown north service area scheduled for 2040

Canby Utility charges an SDC to pay for water infrastructure. The methodology was last updated in 2004. It includes both a reimbursement component for existing fixed assets and an improvement component for capacity-building projects.

5.2 Wastewater System

Canby's wastewater system also is managed as a municipal enterprise. The City maintains a "Sewer Construction Reserve Fund" accrued from user fees and SDCs to finance improvements and new facilities.

Revenues from user fees are used to pay for all costs associated with the system. This includes the operation and maintenance of the wastewater treatment plant and collection system, as well as all of the capital expenses needed to replace, upgrade or expand the plant and collection system. To pay for the capital expenses of replacing existing facilities, the user fee includes a factor for the depreciation of equipment and structures, including sewers. Likewise, the user fee includes a factor for the capital expenses which are expected to be required for ongoing operation of the treatment plant.

All SDC fees are related to the capital cost of providing new capacity. The SDC is comprised of two components, a reimbursement fee and an improvement fee. The reimbursement fee essentially reimburses the system for the cost of existing capacity, including financing costs.

The improvement fee provides a mechanism to collect funds for future needed capacity building. The magnitude of the SDC is based on the cost of service and facilities. For reimbursement, all existing capacity is inventoried, the cost identified and then prorated according to the amount of capacity used for a new connection. Improvements are inventoried, costs estimated and the cost again prorated by the amount of capacity consumed by a new connection.

The CIP for wastewater included in this plan assumes that a combination of user fees and SDCs will be adequate to fund projected future improvements.

5.3 Storm Drainage System

Canby's Storm Drainage System is also paid for through a combination of user fees and SDCs. User fees are collected monthly for use of the storm water system. Systems development charges (SDCs) are assessed on development as it occurs. Storm drainage improvements by private development which are identified in the Capital Improvement Plan are eligible for credits to offset the on-site SDC charges, in accordance with Oregon Revised Statutes. User fees and SDCs will be used to fund capital improvements as well as system operation and maintenance for the next 10 years.

The user fee is based on total annual utility costs and on trip rates. The SDC charge on new development will be \$0.42 per trip generated. This fee is based on the Phase I capital costs. The SDC revenues can be used only for capital purchases and debt service. The SDC revenue is used for cash acquisitions of capital and for debt service on the revenue bonds issued to build the Phase I improvements and for monitoring.

The CIP for wastewater included in this plan assumes that a combination of user fees and SDCs will be adequate to fund projected future improvements.

5.4 Transportation System

The City of Canby Transportation System plan identifies needed transportation system improvements over the next 20 years, including new streets, street widening, new traffic signals and bike lane and sidewalk projects. The total cost of these improvements is estimated to be about \$47.2 million. Of this total cost, approximately \$8.4 million is expected to be funded by the State of Oregon and Clackamas County for improvements to facilities under their jurisdiction; the remaining \$38.8 million will be the responsibility of the City and its residents, including new development.

Funding sources are divided into the following seven categories:

1. City: The City of Canby is responsible for approximately \$1.3 million (3%) of the project costs, mostly for costs that are related to maintenance of existing surfaces.
2. County: Clackamas County is allocated a share of the signal at Territorial and Hwy. 99E, covering less than 1% of total costs.
3. State: The State of Oregon is expected to help fund a share of several projects on or near Hwy 99E. These costs total \$7.9 million, or 16.7% of the \$47.2 million total.

4. **LID: Local Improvement Districts** are planned to cover \$508,350 in sidewalk projects.
5. **Grants:** The Oregon Department of Transportation has funded grants for some street projects in the past. It is assumed that \$1.1 million of these grants will be available for certain projects (approximately 2.3% of total costs).
6. **New Development:** Developers of new projects and properties are required to provide frontage improvements along their properties. This is anticipated to be a major source of improvements in the future, providing almost \$21 million (44%) of the total costs identified in this plan.
7. **System Development Charges:** The City imposes a charge on all new development to cover the costs of projects required due to growth. This SDC is in addition to any on-site costs included in #6 above, and pays for off-site projects all over town. System Development Charges are expected to cover \$14.8 million (31%) of total costs.

Seventy-five percent of total project costs are assessed to new development with the remainder covered by public agencies.

5.5 Parks System

Improvements to Canby's parks system are funded in one of two ways. Parks that serve areas of new development are paid for through SDCs. Projects that are not eligible for SDC funding are paid for through general fund. Especially large capital improvements are funded through bonds. In 2007, an \$8 million bond will be used to acquire additional acreage for park land. In 2012, an \$8 million bond will be used to replace the existing pool.

6. Plan Implementation

The City of Canby's Public Facilities Plan is implemented through a combination of local plans, infrastructure standards and development codes. Implementing plans include:

- Water Master Plan Update, September, 2003
- Wastewater Collection System Master Plan, December, 1999
- Storm Drainage Master Plan, December, 1994
- Transportation System Plan, April, 2000
- Park and Recreation Master Plan Update, January, 2002

Infrastructure design standards include:

- Canby Municipal Code, Title 12. Streets, Sidewalks and Public Places
- Canby Municipal Code, Title 13. Public Services
- Canby Municipal Code, Title 16. Planning and Zoning (regulations and design standards)

Financing is supported by:

- City of Canby and Canby Utility System Development Charges Methodologies
- Canby Municipal Code, Title 4. Public Improvements
- Canby Municipal Code, Title 13. Public Services
- Annual City budget authorization

City of Canby Comprehensive Plan

DRAFT PUBLIC FACILITIES AND SERVICES ELEMENT

Like other cities, Canby must be able to provide adequate public facilities and services to support the community's growth and quality of life. To date, Canby has been successful in its efforts to adequately provide services and facilities. The community's ability to continue this trend will have a direct bearing on future growth. The community's public facilities and services are not all provided by the City. The State, the County, Canby Utility, Canby Fire District, Canby School District, private utilities, and private non-profit groups are also directly involved. This Public Facilities and Services Element is intended to realistically delineate the improvements which will be needed to accommodate the level of growth forecasted in the Plan. To do this, Canby will have to constantly strive to upgrade existing facilities and services while also finding new and, perhaps, innovative methods of meeting ever-increasing demands.

For the purposes of this Comprehensive Plan and consistent with Oregon statutes and administrative rules, this element of the Plan focuses on those facilities covered under Statewide Goal 11 (Public Facilities) and which are provided primarily by the City or in close partnership with local utilities, including the following:

- Water
- Wastewater
- Storm Drainage
- Transportation

For each of these types of services, the Plan includes policies, findings and other information related to existing conditions, future plans, identified capital improvements and financing strategies and sources. This information also is listed for parks and recreation, although this element could be incorporated in a separate section of the Comprehensive Plan in the future. Additional but less detailed information is included for several other types of public services, including fire, police, and utilities. Other facilities (e.g., permitting, building inspection and other administrative services) are not addressed in this element of the Plan.

In addition to describing existing and future planned facilities, this chapter identifies potential tools for financing future improvements. A variety of techniques have been used historically and will be used in the future to pay for new and improved facilities and to spread those costs out over time. They may include:

- *Taxes and General Funds* - Funds for some improvements are included in the annual budget of the City or special district and are funded through property or other tax

revenues. For example, state allocation of gas taxes to the City are used to fund a portion of the cost of local transportation system improvements.

- *General Obligation Bonding* - This method often is used to pay for major capital improvement projects that are needed to expand facilities and are expected to be constructed and implemented over time. Such bonds must be approved by a vote of residents of a special district or City and are repaid from tax revenues over time. Some of Canby's water facility system improvement projects have been funded this way in the past.
- *Revenue Bonding* - Revenue bonds can be sold to make the improvements, with the bonds repaid from user fees or other revenues. For example, this method can be used to fund recreation facilities where future user fees can be used to repay the bonds.
- *Special Levies* - This can be used to finance operations or maintenance of specific facilities over a discrete time period. Special levies require voter approval.
- *User Fees or Charges* - These may include fees for services such as water or wastewater collection, use of recreational facilities, utility connection fees or other charges. User fees can help to assure that facility costs are paid by those who directly benefit.
- *Exactions* - Canby typically requires developers to pay for or construct facilities that directly serve their developments such as sewer and water lines, local streets, or improvements needed to adjacent collector or arterial roads.
- *Tax Increment Financing (Urban Renewal)* - A special taxing district is formed and property taxes in excess of the specified base amount are used to cover the costs of improvements. Canby currently has one Urban Renewal District encompassing the Pioneer Industrial Park and commercial districts. Funds are planned to be used for industrial park improvements, downtown infrastructure projects, municipal facilities, and utility upgrades.
- *System Development Charges (SDCs)* - These charges can be used to finance improvements necessary to serve new growth or development. They typically are assessed at the time of development or connection to city services. Canby currently charges SDCs for water, parks and recreation, stormwater, and transportation services and facilities. State law does not allow cities to charge SDCs for any additional services.
- *Local Improvement Districts (LIDs)* - These districts can be formed and approved by local property owners and used to finance improvements in a specific area such as a road or sidewalk extension or upgrade. They require approval of a majority of property owners in a given area and typically are initiated by property owners, rather than by the City.
- *Advanced Financing Districts (AFDs)* - Similar to LIDs,

Goal 1: To assure the adequate provision of water services to meet the needs of the residents and property owners of Canby.

Finding No. 1

Canby Utility manages the delivery of water services to the City of Canby. The Molalla River Infiltration Gallery and Main River Intake facility serves as the primary water source for Canby. Water is drawn from the Molalla River, distributed through approximately 66 miles of pipe and stored in three reservoirs located with adjacent pump stations. The existing pump station is not currently sufficient to meet peak day demands. In addition, many of the pipes in the system are approaching the end of their design life.

Policy No. 1 - Canby shall maintain, repair or replace all current water system elements to continue providing an adequate level of water services.

Implementation Measures:

- A) Water treatment facilities must be upgraded to meet current needs, including the following improvements:
- 1) Upgrade water treatment facilities.
 - 2) Repair Clearwell weld failures and compromised coatings.
 - 3) Replace and enlarge backwash ponds.
 - 4) Improve truck delivery access.
- B) Replace and repair pipes in fire flow deficient areas and areas where facilities have reached their estimated design life using a distribution system maintenance program.
- C) Capacity of the existing production pumps should be increased to meet peak day demand and improve efficiency.

Finding No. 2

The City of Canby and, therefore, Canby Utility's future service area are projected to include lands currently within the urban growth boundary but outside City boundaries. The population is forecasted to 22,329 residents by 2015 and 51,671 residents by 2040. Existing water system elements are inadequate to meet future water demands for these population levels. Additional water supply will be needed in the long term as current water rights on the Molalla River will not be sufficient to meet the estimated 2040 peak demand. Future service will be limited by minimum stream flow and raw water intake and delivery capacities. Alternate sources include the Willamette River and groundwater wells.

Policy No. 2- Canby shall maintain, repair, replace and/or expand its water system to meet future adequate water service needs.

Implementation Measures:

- A) An application for additional water rights on the Willamette River is in process and intended for industrial and electric generation needs, but may be further developed to meet peak day demand well past 2040.
- B) Several treatment facility elements must be replaced or repaired, including the following:
 - 1) Replace system generators to provide sufficient and reliable backup power.
 - 2) Develop an emergency response plan that defines improvements to increase protection in compliance with federal regulations.
- C) Storage capacity must be added to the current system.

Finding No. 3

The City of Canby must plan and pay for needed water facilities and services. A timeline and cost estimates should be developed for capital improvements to the water system. In addition, a number of funding sources should be explored to generate the necessary revenue in a fair and logical manner.

As the City continues to grow, the demand for different public facilities and services will grow. The City, and other related service-providing entities, will have to be creative in their approach to funding, using all possible means of assuring that adequate services are provided.

Policy No. 3 - Canby shall adopt and periodically update a capital improvement program for major water projects and utilize all feasible means to finance needed water system improvements in an equitable manner.

Implementation Measures:

- A) Continue to update a Water Master Plan Update that provides a capital improvement plan for the water system. The Water Master Plan Update was most recently completed in 2003. Capital improvement projects cited in the Master Plan are listed in section 3 of the Public Facilities Plan.
- B) Pay for yearly pipeline costs using user fees and, when possible, use general obligation bonds to pay for large system improvements. System Development Charges should be used to pay for system expansion needed to serve new development.

Goal 2: To assure the adequate provision of waste water services to meet the needs of the residents and property owners of Canby.

Finding No. 1

The City of Canby collects and treats sanitary sewage through a gravity and pressurized collection system and gravity sewer lines. A number of sewage pump stations provide pressure to the collection system. Numerous sections of sewers have been installed at relatively flat grades, including some at adverse grades. These sewers are subject to the accumulation of solids and require more frequent cleaning to prevent blockages.

Policy No. 1 - Canby shall maintain, repair or replace all current wastewater system elements to continue providing the current level of wastewater services.

Implementation Measures

- A) Replace or repair deteriorating collection systems.
- B) Improve or replace other existing facilities as needed in the future to ensure their reliability.

Finding No. 2

The City of Canby must be able to provide sewage collection and treatment to all areas within its urban growth boundary (UGB), which includes land expected to be developed over a 20 year period. Additional pump stations and system extensions will be needed to meet future needs in these developing areas.

Policy No. 2- Canby shall maintain, repair, replace or expand its wastewater system to meet future wastewater service needs.

Implementation Measures

- A) Construct new trunk and major sewers.
- B) Construct new pump stations, consistent with the City's Public Facilities Plan.
- C) Relocate, upgrade and/or expand pump stations in areas where additional capacity is needed.

Finding No. 3

The City of Canby must plan and pay for future needed wastewater facilities and services. A timeline and cost estimates should be developed for capital improvements to the wastewater system. A number of funding sources should be explored to generate the necessary revenue in a fair and logical manner.

Policy No. 3 - Canby shall adopt and periodically update a capital improvement program for major wastewater projects and utilize all feasible means of financing needed wastewater system improvements in an equitable manner.

Implementation Measures

- A) Continue to update a Wastewater Master Plan that provides a capital improvement plan for the wastewater system. The current Wastewater Collection System Master Plan was adopted by the City in 1999. Capital improvement projects included in the Master Plan are listed in section 3 of the City's Public Facilities Plan.
- B) Utilize user fees to pay for the operation and maintenance of existing facilities and to replace, upgrade and/or expand these facilities when necessary. Private development will pay for the majority of new collection facilities through system development charges and the construction of infrastructure.

Goal 3: To assure the adequate provision of storm drainage services to meet the needs of the residents and property owners of Canby.

Finding No. 1

The City of Canby storm drainage system is comprised of conveyance pipes, open ditches, drainage ways and drywells. Smaller collection systems are located in numerous localized areas, which most frequently collect runoff for discharge in drywells common to a larger area. Canby is unique in that the majority of local drainage is derived from the impervious street and sidewalk services within the public right-of-way and that the most of the storm water is collected using drywells rather than piped disposal.

Policy No. 1 - Canby shall maintain, repair or replace all existing storm drainage system elements to continue providing the current level of storm drainage services.

Implementation Measures

- A) Purchase a regional treatment site as needed.
- B) Provide regional treatment and monitoring facilities as needed.
- C) Maintain, expand or replace existing local facilities as needed, to ensure they continue to function reliably.
- D) Develop standards and requirements for on-site storm drainage facilities; incorporate into City development, public facility and other ordinances.

Finding No. 2

The City of Canby will continue to use existing drywells as the primary stormwater disposal method in areas that are already developed. State regulations require pre-treatment of all stormwater and DEQ registration and rule authorization for all injection well disposal systems. The City will identify a preferred future method for storm water drainage, if necessary, in order to remain compliant with DEQ regulations.

Policy No. 2- Canby shall maintain, repair, replace or expand its storm drainage system to meet future storm drainage service needs.

Implementation Measures

- A) Decommission unacceptable drywells and water wells.
- B) Implement a catchbasin and drywell best management practices (BMP) plan.

Finding No. 3

The City of Canby must plan and pay for needed storm drainage facilities and services. A timeline and cost estimates should be developed for capital improvements to the storm drainage system. A number of funding sources should be explored to generate the necessary revenue in a fair and logical manner.

Policy No. 3 - Canby shall adopt and periodically update a capital improvement program for major storm drainage projects and utilize all feasible means of financing needed storm drainage system improvements in an equitable manner.

Implementation Measures

- A) Develop a Storm Drainage Master Plan that provides a capital improvement plan for the storm drainage system. The Storm Drainage Master Plan was adopted by the City in 1994. Capital improvement projects cited in the Master Plan are listed in section 3 of the City's Public Facilities Plan.
- B) Storm drainage user fees will be collected monthly and systems development charges (SDCs) will be assessed on development as it occurs. SDCs will be used to fund capital improvements to serve new development. User fees also will fund system operation and maintenance.

Goal 4: To assure the adequate provision of transportation services to meet the needs of the residents and property owners of Canby.

Finding No. 1

The City of Canby has a well-planned collector and arterial street system to service existing and future land development. Most of Canby's collectors and arterials have sidewalks on at least one side of the street. The majority of street intersections within the City of Canby are controlled by stop signs. State Route 99E (Pacific Highway) runs through and provides the most direct access to the City. Territorial Road forms the major east-west arterial route to the north of the City, while S. 13th Avenue is an arterial at the southern end of the City. Ivy Street (the Canby Marquam Highway) is the major north-south arterial.

Several unsignalized intersections are currently operating at or near capacity along Highway 99E. The absence of sidewalks in some areas and lack of continuity in others creates a potential safety hazard for pedestrians. The City's bicycle lane system is not fully developed at this time, forcing cyclists to share lanes with vehicles on some of Canby's higher traffic streets.

Policy No. 1 - Canby shall maintain, repair or replace all existing transportation system elements to continue providing an adequate level of transportation services.

Implementation Measures

- A) Install new traffic signals and upgrade existing signals at intersections, where warranted by the results of traffic studies and availability of funds for design and construction.
- B) Construct or upgrade sidewalks and paths.
- C) Install bike lanes as part of future street improvements on arterial and collector streets.

Finding No. 2

Future transportation needs have been identified based on an assessment of long-range impacts of local and regional growth of the transportation system and surrounding land uses. The City's Transportation System Plan (TSP) used a planning horizon of buildout in 2015 to identify future demographic conditions, on which traffic forecasts are based. The study area includes all land within Canby's UGB.

Policy No. 2- Canby shall maintain, repair, replace or expand its transportation system to meet future transportation service needs.

Implementation Measures

- A) Construct widen or otherwise upgrade arterial streets, collector streets and neighborhood connectors.
- B) Improve the intersections identified in the Transportation System Plan.

Finding No. 3

The City of Canby must plan and pay for needed transportation facilities and services. A timeline and cost estimates should be developed for capital improvements to the transportation system. A number of funding sources should be explored to generate the necessary revenue in a fair and logical manner.

Policy No. 3 - Canby shall adopt and periodically update a capital improvement program for major transportation projects and utilize all feasible means of financing needed transportation system improvements in an equitable manner.

Implementation Measures

- A) Develop a Transportation System Plan that provides a capital improvement plan for the transportation system. The City adopted a Transportation System Plan in 2000. The plan identifies short-term and long-term transportation system improvements and includes a transportation financing plan. Capital improvement projects cited in the Plan are listed in section 3 of the City's Public Facilities Plan.
- B) Capital improvement costs will be paid for through state, regional and local gasoline taxes, user fees, property taxes, serial levies, local sales tax, debt funding, economic development funding, economic development funding and system development charges as identified in the TSP.
- C) Explore adoption of a combined street maintenance fee/gas tax.

Goal 5: To assure the adequate provision of parks and recreation services to meet the needs of the residents and property owners of Canby.

Finding No. 1

The City of Canby has a variety of park and recreation facilities, as well as public spaces available to residents and visitors including two neighborhood parks, three community parks, three mini-parks, one recreation center, one swim center, one multi-use trail and two protected wetlands. The Molalla River State Park and Blue Heron Recreational District provide additional open spaces outside the city limits. There are currently 5.38 acres of city-owned parkland in Canby per 1,000 residents (developed and undeveloped parkland).

Policy No. 1 - Canby shall maintain, repair or replace all current parks system elements to continue providing an adequate level of park and recreational services.

- A) Improve the level of maintenance in current city parks and recreation facilities.
- B) Standardize park and recreation amenities for ease of maintenance and aesthetics.
- C) Improve park and recreation signage.
- D) Improve access to facilities to comply with the Americans with Disabilities Act.
- E) Improve the perceived level and actual safety of parks and recreation facilities.

Implementation Measures

Finding No. 2

Projections for park and recreation facilities are based on an Urban Growth Boundary area to serve the City in 2020. A figure of 10 acres per 1,000 residents has been adopted as the City's overall park standard.

Policy No. 2- Canby shall maintain, repair, replace or expand its parks system to meet future park and recreation service needs.

Implementation Measures

- A) Acquire and develop land for park and recreation facilities by 2020 to meet the community standard of 10 acres of developed parkland per 1,000 residents.
- B) Allocate land needed for mini-parks and neighborhood parks in rapidly developing areas on the edges of the City.
- C) Identify potential trail connections and linkages to schools and other recreational sites in the Canby vicinity.
- D) Develop bike lanes to connect bicyclists to parks, natural areas and off-road bicycling opportunities.
- E) Develop connections between Canby parks, trails, the Molalla River State Park and the Willamette River with a hub in Wait Park.

Finding No. 3

Policy No. 3 - Canby shall adopt and periodically update a capital improvement program for major parks projects and utilize all feasible means of financing needed parks system improvements in an equitable manner.

Implementation Measures

- A) Continue to update the City's Park and Recreation Master Plan, which identifies needed capital improvements and standards for the parks system. The City of Canby adopted a Park and Recreation Master Plan Update in 2002. Capital improvement projects listed in the Master Plan are listed in section 3 of the City's Public Facilities Plan.
- B) Utilize user fees to pay for the operation and maintenance of existing facilities and to replace, upgrade and/or expand these facilities when necessary. Use bonds to acquire additional land for new park facilities and to replace the existing pool facility.
- C) Explore creation of a separate park and recreation district to help provide and pay for new park facilities.

Goal 6: To assure the provision of a full range of public facilities and services to meet the needs of the residents and property owners of Canby

Finding No. 1

The City of Canby is only one of many entities providing essential facilities and services to the people of this community. However, as the unit of government responsible for coordinating all such activities within the corporate limits, the City must play an active part in assuring that all of the needed facilities and services are available to serve the public. This also entails a responsibility to ensure that the City's growth and development are not allowed to exceed the community's ability to provide the necessary facilities and services.

Some of the various entities providing public services and facilities in Canby include:

Fire District #62 - The City contracts with the districts for service within the City limits. The District covers 52 square miles with a population of 32,000. In addition to fire prevention, suppression and rescue, Canby Fire provides advanced life support ambulance services and swift water rescue teams. Fire fighting and ambulance assistance is provided by local volunteers who are trained in fire suppression and emergency medical techniques.

The services provided by the Fire District appear to adequately meet Canby's needs, other than delays in response time which sometimes are caused by trains blocking City streets. As Canby continues to grow, it may be necessary to hire larger professional fire fighting and ambulance services crews with less emphasis on volunteers.

A more immediate concern is for emergency response efforts and the access problems created by trains. Due to economic constraints, it is not likely that any viable underpass or overpass will be constructed in the near future, so the possibility of constructing a fire substation on the north side of town should be seriously considered. There are no capital improvement plans at this time, with the exception of a proposed project to improve the District's Emergency Operations Facility.

Canby Telephone Association - The local telephone cooperative, with about 10,000 paying customers, serves an area of approximately 85 square miles in and around Canby with voice and broadband services. The Association has a franchise agreement with the City for the provision of telecommunication and cable television services. The Association plans to provide cable television service by the end of 2005. Close coordination between the City and the Association should prove to be mutually beneficial as the community continues to grow, reducing costs for each entity in the process.

Northwest Natural Gas - Northwest Natural Gas provides pipeline service to much of Canby and surrounding areas. Northwest Natural Gas serves more than 2,000 customers within the city limits of Canby as of 2005. It is important that the City work closely with the gas company to assure that new developments have the option of being supplied with natural gas, if such service is available.

Canby Utility Board - Created by City Charter Revision in 1970 and amended in 1982, the Utility Board provides electrical and water service to City customers. Control of the Water Department was formally returned to the City Council by the 1982 Charter Amendment, but the actual operation of the utility remains the responsibility of the Utility Board by agreement between the City Council and the Board.

Canby receives all of its electrical energy from the Bonneville Power Administration. User fees pay for all system maintenance and improvements, including upgrading the size of and treating transmission lines. New construction is paid for through hookup and line extension fees. The electricity system consists of utility poles, primary wire, secondary wire and associated transformers. Seventy percent of system lines are underground. The five year average for expenditures was \$1.8 million between 2000 and 2005.

Canby Public Library - The library is currently open seven days a week for a total of 49 hours. However, a budget shortfall of \$50,000 for 2005-2006 may force the library to cut library hours to 25 per week. The library serves more than 16,000 card carrying patrons from in and outside the city boundaries. The library moved into a new facility in 1990. A recent facility needs assessment shows that the library needs additional space.

Canby Police Department - The City Police Department was recognized by the State of Oregon as a fully accredited police agency in June of 2004. The Department is served by professional officers and support staff and is augmented by reserve officers who are available for back-up duty. The Police Station is located within Canby's urban renewal area and is in need of modernization, expansion and repairs.

Policy No. 1 - Canby shall work closely and cooperate with all entities and agencies providing public facilities and services and ensure that public facilities and services are provided concurrently with future development.

Implementation measures:

- A) Work with land developers, property owners and other service providers to ensure that adequate public facilities and services are in place to meet the needs of new residents and businesses prior to approval and/or construction of new development.
- B) To minimize the cost of providing public services and infrastructure, discourage urban development that lacks adequate public services and promote efficient use of urban and urbanizable land within the City's urban growth boundary.
- C) Support only development that is compatible with the City's ability to provide adequate public facilities and services.

- D) Prioritize the extension of water, sewer, and transportation infrastructure within the UGB, as needed.
- E) Require all properties that receive urban services to either annex to the City or enter into an agreement for future annexation when contiguous to City limits.

Finding No. 2

The City of Canby is responsible for assuring the provision of adequate services and facilities for current and future residents. In order to ensure these services and facilities, the City should review the public facilities plan on an annual basis. In particular, the City should identify project priorities and allocate necessary resources to these priorities.

Policy No. 2 - As part of its annual budgeting process, Canby will review the public facilities plan to ensure the adequate provision of public services and facilities.

Implementation measures:

- A) Planning, Public Works and other department directors should review the public facilities plan for consistency with annual budgets and capital improvement plans.
- B) Define annual budgets or improvement plans as needed to ensure consistency on recommended changes to the public facilities plan.

Finding No. 3

Financing the needed public facilities and services is expected to continue to be a challenge for the City of Canby as it implements this Comprehensive Plan. The City will have to combine all possible methods of financing in a rational and creative manner to have sufficient funds to adequately implement this Plan. This will mean not only generating a tremendous amount of revenue for public projects, but it will also mean making sure that revenue is taken from the most fair and logical sources. Where new development is to be primarily benefited by expanded facilities, it is appropriate for that development to pay the bulk of the cost. Where the whole community benefits, the whole community should share the cost of new or expanded facilities or services.

As the City is responsible for assuring the adequacy of services and facilities to new developments, it makes sense also that the City would attempt to ensure that the costs for each developer are as equitable as possible. Such equity is not only important in the interest of fairness, but can actually have beneficial impact on community growth. Effective, efficient and equitable provision and financing of such services will put all developers and citizens on a level playing field.

Policy No. 3 - Canby shall utilize all feasible means of financing needed public improvements and shall do so in an equitable manner.

Implementation measures:

- A) Allow for the creation of Local Improvement Districts and Advanced Financing Districts as a means of financing needed improvements where supported by local residents.
- B) Continue to use SDCs to pay for the costs of public facilities and services needed to serve new development.
- C) Use general obligation and revenue bonds, as appropriate, to help finance long-term capital improvements.
- D) Consider establishing additional special districts, if needed, to cover the cost of facilities or services that cannot be financed through user fees, SDCs, tax revenues or other existing funding mechanisms.
- E) Use fees to recover the cost of services to the greatest extent possible where services or facilities directly benefit users.
- F) Incorporate additional changes to the CIP as needed as individual master plans are updated.

Finding No. 4

Public recreation and school sites are of special significance in a rapidly growing community. It is essential to plan ahead to provide adequate areas, at appropriate locations, for future school and associated recreational facilities. Canby has been fortunate that school and recreation sites have been generally able to keep pace with growth in the past. The City should continue to work with the school district, recreational groups and other citizens associations to identify future sites needed for schools and associated recreational facilities (i.e. playing fields).

Policy No. 4 - Canby shall coordinate with the Canby School District to help ensure that adequate sites are provided for public school and associated recreation facilities.

Implementation measures:

- A) Work with representatives of the school district, community school's office, and recreation-oriented groups to determine the best possible sites for future acquisition and development of schools and associated recreational facilities.
- B) Utilize the density bonus provisions of the planned unit development regulations to encourage developers to provide either public or private recreation facilities within their projects. If sufficient recreation opportunities are provided through this means, the amount of land needed for public acquisition can be reduced accordingly.

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, KIMBERLY SCHEAFER, being first duly sworn, depose and say that I am the City Recorder Pro Tem for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 7th day of June, 2006, the Council for said City of Canby held a regular City Council Meeting, at which meeting Ordinance No. 1213 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 8th day of June, 2006, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

- 1. Canby City Hall Bulletin Board - outside
- 2. Canby Public Library Bulletin Board
- 3. Canby Post Office

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 21st day of June, 2006.

Kimberly Scheafer

Kimberly Scheafer
City Recorder Pro Tem

Subscribed and sworn to before me this 8th day of June, 2006.



Melissa A. York

Notary Public For Oregon
My Commission Expires: 6-19-09