



Cultivating
CANBY

BLOOMING WITH POSSIBILITY



CITY OF CANBY
COMPREHENSIVE PLAN

JUNE 2026

LETTER FROM THE MAYOR

Welcome to Canby, the Garden Spot!

Whether you grew up in one of the community's oldest farm families, just moved here, or are visiting for the day to attend the Clackamas County Fair or Swan Island Dahlia Festival, it's easy to see that Canby is a special place. Our town is a family-friendly town with close ties to the surrounding agricultural community, a strong network of homegrown small businesses, and high rates of volunteerism. Even as it has grown, Canby has preserved its small-town charm and local culture.

Canby is a unique community known for its array of services and small-town feel. While maintaining these qualities, Canby is quickly emerging as a regional distribution and manufacturing center that is complemented by a vibrant downtown and connected by a system of unique neighborhoods. Canby is expected to reach 25,000 people over the next 20 years. To guide this future growth and development, the City of Canby initiated Cultivating Canby as part of the Comprehensive Plan update which recognizes Canby's small-town atmosphere while fostering economic expansion.

I am pleased to introduce the Comprehensive Plan update that will provide policy guidance over the next 20 years and that embodies the Cultivating Canby vision and includes the following key themes:

- Housing for All
- Supportive and Welcoming Community
- Diverse and Prosperous Economy
- Infrastructure Improvements
- Resilient Public Infrastructure
- Network of Connected Greenspaces

The Comprehensive Plan will guide housing and employment land development, will provide policy direction for future City Council members, and will serve as a roadmap for Canby's continued success. I'm excited to see Canby's future bloom with possibilities.

Sincerely,



Brian Hodson, Mayor of Canby

ACKNOWLEDGEMENTS

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Susan Myers, Canby Resident
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GLOSSARY

Comprehensive Plan: A document adopted by the local government that provides the long-range land-use planning goals and policies of a city or county. The plan is composed of background information, goals and supporting policies, as well as a comprehensive plan map.

Density: A measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (people per acre).

Floodplain: The area subject to inundation by the base flood as identified on the Flood Insurance Rate Map (FIRM). The floodplain includes both the floodway and flood fringe. The base flood is one that has a 1 percent chance of being equaled or exceeded in any given year, also referred to as the “100-year flood.”

Oregon Revised Statutes: The laws passed by the Oregon Legislature (also referred to as “ORS” and “statutes”).

Oregon Administrative Rules: Oregon Administrative Rules (OARs), often called just “Administrative Rules,” are created by entities with rulemaking authority per Oregon Revised Statute (ORS) 183.310(9) to implement or interpret their specific statutes.

Planning Commission: A group of members of the public appointed by the governing body of a city to advise the governing body in matters pertaining to land use and comprehensive planning.

Resilience: The ability to adapt to changing conditions and recover quickly from disasters or hazard events.

Right-of-way: A recorded right to use or travel over a specified area or strip of land. Most commonly it refers to land on which a street, sidewalk, or railroad is located. It can also be occupied by utilities, transmission lines, oil or gas pipelines, drainageways, or similar facilities, although pathways for these facilities are more commonly referred to as easements.

Riparian Area: The area adjacent to a river, lake, or stream, consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem as defined in OAR 660-023-0090.

Special Area “J”: Area outside of Canby city limits, but within the Urban Growth Boundary, bounded on the west side by Highway 99E, to the south by SE 1st Avenue, to the east by Haines Road, and to the north by the UGB.

Urban Growth Boundary (UGB): A line drawn on planning maps to designate where a city expects to grow over a 20-year period. Restrictions in areas outside of a UGB protect farm and forest resource land and prohibit urban development.

Zoning: A measure by which the community is divided up into districts or zones. In each zone there are permitted uses and conditional uses, as well as regulations governing lot size, building bulk, placement, and other development standards.

Zoning Map: A map that shows parcel-specific zoning districts.



INTRODUCTION

WHAT IS A COMPREHENSIVE PLAN?

The “Cultivating Canby” Comprehensive Plan serves as the city’s primary land use guide, shaping growth and development over a 20-year period. Rooted in the community’s values, the Comprehensive Plan establishes goals and policies that inform decision-making on key issues impacting the city’s future.

The Comprehensive Plan establishes a policy framework built on a “factual basis” that helps inform other critical planning documents and implementation tools that together serve as a coordinated strategy for the city. The factual basis includes all background information and data used to inform policy. Ultimately, the Comprehensive Plan outlines the direction that the city will take when planning for land use, informing all of its land use decisions and actions, including how land is developed, and how services are provided.

The Plan is designed to be an inclusive, accessible resource for everyone engaged in Canby’s planning process—including government agencies, elected officials, the Planning Commission, developers, neighborhood groups, and community members representing diverse interests.

Summary of Oregon’s Statewide Planning Goals

Oregon’s statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan, and the zoning and land division ordinances needed to put the plan into effect. Comprehensive plans must be consistent with Statewide Planning Goals. The State’s Land Conservation and Development Commission (LCDC) review plans for such consistency. When the State Department of Land Conservation and Development (DLCD) and LCDC officially approves a local government’s plan, the plan is said to be ‘acknowledged.’ After acknowledgement, the Plan becomes the controlling guide for implementing ordinances—the laws that bring the plan to life. Oregon’s planning laws apply not only to local governments but also to special districts and state agencies.

The laws strongly emphasize coordination between such agencies, keeping plans and programs consistent with each other, the goals, and acknowledged local plans.



TWELVE OF OREGON’S NINETEEN STATEWIDE PLANNING GOALS ARE APPLICABLE TO CANBY. THESE INCLUDE:

- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Natural Resources, Scenic and Historic Areas, And Open Spaces
- Goal 6: Air, Water, And Land Resource Quality
- Goal 7: Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9: Economic Development
- Goal 10: Housing
- Goal 11: Public Facilities
- Goal 12: Transportation
- Goal 13: Energy Conservation
- Goal 14: Urbanization



How are Comprehensive Plans Used?

The Comprehensive Plan is implemented over time through a variety of tools and measures. The Plan's goals, policies, and strategies inform critical planning and regulatory documents used by the city that guide growth and development in Canby, specifically the Canby Development Code. Planning and regulatory documents provide the criteria that are used to make land use decisions by the city and directly shape the character of development.

A key element of the Comprehensive Plan is the Comprehensive Plan Map, which spatially designates future land uses in a way that best implements the goals and policies included in the Comprehensive Plan. The Comprehensive Plan Map serves as guidance for any updates that are made to the city's zoning map. The zoning map identifies the types, locations, and densities of future development or redevelopment and may be updated to align with the policy framework established in the Comprehensive Plan.

Implementation also occurs through area-specific and topic-specific plans that guide public investments. Area-specific plans focus on smaller sections of the city, such as the North Redwood Plan District.

Topic-specific or infrastructure plans, such as master plans for transportation, sanitary sewer, and water, address broader systems and services. These plans typically include background information, assessments of existing conditions, identified system deficiencies, overarching goals, potential capital improvement projects, and recommendations for policy or code amendments. Area and topic-specific plans also shape the work of city departments, like Planning and Public Works, by informing action plans and guiding departmental budgeting decisions.

All plans must align with the goals of the Comprehensive Plan and should not contradict its guiding principles. Components of these plans can be adopted by ordinance or resolution and may lead to updates or amendments to the Comprehensive Plan or its implementation tools to ensure they remain current over time.

The Comprehensive Plan also provides key guidance on partnership with neighboring agencies including Clackamas County, Oregon Department of Fish and Wildlife, National Trust for Historic Preservation, Oregon Division of State Lands, and the Army Corps of Engineers.

Goals, Policies, and Strategies

The heart of the Comprehensive Plan is the community's vision for the future. The goals and policies are a direct expression of the desires of the community, as captured through the city's community-wide visioning process, "Cultivating Canby."

Utilizing the framework of the Vision Statement and information from the factual base, the goals and policies of the Comprehensive Plan describe the long-term outcomes and direction on how the city will achieve the intended work of the Plan.

GOAL

Goals are long-term outcomes the City hopes to achieve by implementing the Comprehensive Plan. They are aspirational, expressing community members' collective desires and values.

POLICY

Policies set preferred direction and describe what must be done to achieve these broad goals. They are specific enough to help determine whether a proposed project or program would advance the values expressed in the goals.

STRATEGY

Some policies include strategies that outline specific steps to help implement the policy.





About Canby

HISTORY

The Canby area was originally inhabited by the Kalapuyan people. Non-indigenous settlement of the region began in the early 1800s, including the early settler James Baker, who arrived in 1838. Further settlement increased as Americans traveled across the country via the Oregon Trail. The U.S. Congress organized the Oregon Territory as an incorporated territory of the United States in August 1848 and passed the Donation Land Claim Act of 1850, leading to new waves of migrants, including Philander and Anna Lee, whose family was prominent in early Canby. The arrival of the Knight family in 1868 began the town's shift towards becoming a commercial center.



The Oregon and California Railroad was extended to Canby in 1870 and passenger rail service followed in 1871. In 1870, the town was platted with streets and blocks. The community's first commercial, public, and religious buildings were built during this period to serve the growing community. On February 15, 1893, Canby was officially incorporated with a population of 200. In 1908, the Clackamas County fair moved to its present location in the center of town. Ferry service across the Willamette River began in 1914 and completion of Highway 99E in 1920 dramatically increased access to Canby from the surrounding region.

As in much of the country, the local population and economy continued to grow in the years after World War II. This included a vibrant agricultural community and an influx of farmworkers and laborers. Swan Island Dahlias, a prominent flower grower, relocated from Swan Island in Portland to just outside Canby in the 1940s and became the largest dahlia grower in the U.S. In the 1960s and 1970s, new subdivisions north and south of the city's historic core dramatically expanded the geographic size of the community. The Southern Pacific Railroad closed its passenger depot in 1976, ending over 100 years of service to Canby.





In the 21st century, Canby has grown into a city of almost 19,000 residents and has a diverse local economy. Industries in Canby and its surrounding area include nurseries and small to mid-sized manufacturing for precision metals, high tech, and testing equipment. With the growth of Portland Metro area to the north, the community has attracted commuters and retirees, creating close connections between Canby and surrounding cities.

CANBY TODAY

EXISTING LAND USE AND DEVELOPMENT TRENDS

Development Regulations

The regulatory framework for land use in Canby is established by Oregon's Statewide Planning Goals and various state and local requirements. These state laws influence where and how new development can occur within the city limits and the Urban Growth Boundary (UGB). At the local level, the City's Comprehensive Plan designations, zoning districts, and development standards are codified in Title 16 of the Canby Municipal Code.

Local standards also govern residential, commercial, and industrial development; parking; historic and natural resources; signage and lighting; land divisions; annexations; and the land use permitting process. Together, the zoning map and development ordinance serve as the City's primary implementation tools for the Comprehensive Plan.

An Urban Renewal Agency also operates within the City. The Urban Renewal Agency's purpose is to undertake economic development activities in a defined geographic area called the Urban Renewal

Area. The Urban Renewal Agency undertakes economic development activities in accordance with its approved Urban Renewal Plan, which is consistent with the Comprehensive Plan.

Population and Development Trends

Canby has experienced steady population growth over the past two decades, though at varying rates. Between 2000 and 2010, the city's population grew at twice the county average, reflecting Canby's appeal as a family-oriented community with a small-town character. Growth slowed between 2010 and 2021 as buildable land within the UGB became more constrained. Even so, Canby reached a record population of 18,979 in 2022.

Recent development has primarily occurred on the city's north and east edges, where greenfield sites remain available. Downtown has seen incremental infill and redevelopment, supported by urban renewal investments.

Constraints

Several constraints limit Canby's ability to accommodate future growth within its current boundary and systems:

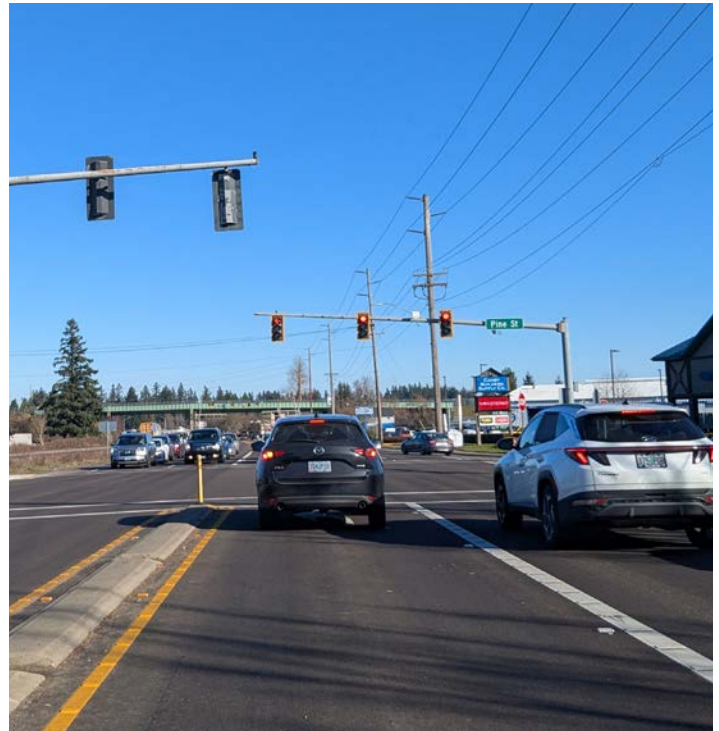
Limited Land Supply: The Housing Needs Analysis identifies a shortfall of 73 acres of residential land, while the Economic Opportunities Analysis shows deficits of 265–672 acres of employment land depending on growth scenarios.

Housing Affordability: Median home prices were \$528,500 in 2024, and more than half of renter households are cost-burdened. The city faces deficits of both market-rate and subsidized rental housing.

Infrastructure Capacity: Water supply limitations during low-flow seasons, wastewater treatment capacity thresholds, and growing electricity peaks present infrastructure challenges.

Environmental Risks: Floodplains along the Molalla and Willamette Rivers, steep slopes, wetlands, and seismic vulnerability constrain where development can occur safely.

Transportation Bottlenecks: At-grade rail crossings fragment the city, delay freight and emergency response, and limit efficient circulation. State projects on OR 99E and potential I-205 tolling could also increase traffic on local routes.



EMERGING PATTERNS AND PRESSURES

Looking ahead, Canby faces several development pressures and evolving trends that will shape the city's future:

Industrial and Manufacturing Growth: Nearly half of Canby's jobs are in industrial sectors, with continued growth projected in advanced manufacturing, construction trades, and health services. Pioneer Industrial Park remains a hub for large-lot industrial development.

Population and Housing Demand: With a population of nearly 19,000 in 2022, Canby is growing faster than the state average. Forecasts indicate the need for over 2,200 additional housing units in the next 20 years, creating strong pressure on limited land supply.

Mobility Needs: Rising vehicle miles traveled, limited transit connections, and lack of robust active transportation options underscore the need for investments in multi-modal mobility.

Sustainability Pressures: Summer electricity peaks, water supply vulnerabilities, and stormwater management challenges highlight the importance of energy conservation, green infrastructure, and compact growth.

Balancing Growth with Agriculture: Canby's UGB is surrounded by productive, high-value farmland. Future expansion decisions must carefully balance the need for residential and industrial land with preservation of agricultural uses and open space.



Comprehensive Plan Update Process

From the outset, the City of Canby designed a robust engagement program to reach a wide cross-section of Canby residents, businesses, and community partners. Engagement opportunities were offered in both formal and informal settings, recognizing that people participate in different ways.



Engagement methods included:

- **Community Conversations** with local service providers, faith communities, and civic organizations
- **Community Summits** that convened large groups of residents to refine the community vision, explore growth concepts, and map land use preferences
- **Tabling at community events** such as Music in the Park and the Canby Farmers Market to meet people where they gather
- **Online questionnaires and interactive mapping tools** that enabled broad participation and feedback from those unable to attend in person

This multifaceted approach ensured that planning conversations were accessible, equitable, and reflective of the community as a whole.

COMMUNITY MEMBERS REACHED:

560+

- 6 Community Summits
- 5 Online Surveys
- 11 Community Conversations
- 5 Tabling Events



COMMUNITY ENGAGEMENT ROUND 1

The first round of engagement, held in spring and summer 2023, introduced the planning process and invited residents to share their hopes for Canby's future. Participants responded to two central questions: *What do you love about Canby today?* and *What would you like to see change in the future?* Nearly 200 participants contributed more than 1000 unique comments through a series of community conversations and an online survey. From this input, a draft community vision was created to reflect the values and priorities expressed by residents. The following themes emerged from the engagement mentioned above. These themes included:

Preserving Small-Town Character and Farmland: Protecting farmland, natural areas, and Canby's small-town feel while managing growth at a thoughtful pace.

Housing for All: Expanding housing options to meet the needs of a growing and diverse population, while ensuring affordability and compatibility with existing neighborhoods.

Supporting a Diverse Economy: Attracting businesses that provide family-wage jobs, revitalizing downtown, and maintaining support for small, locally owned businesses.

A Supportive and Welcoming Community: Investing in community spaces, events, and services such as the Library, Canby Adult Center, and recreational programming to build social connections and foster inclusion.

Resilient Infrastructure and Transportation: Updating utilities, improving roadways, and expanding sidewalks, bike lanes, and transit options to keep pace with growth.

Parks, Trails, and Natural Connections: Expanding and connecting green spaces, trails, and recreation opportunities to promote health, livability, and environmental stewardship.





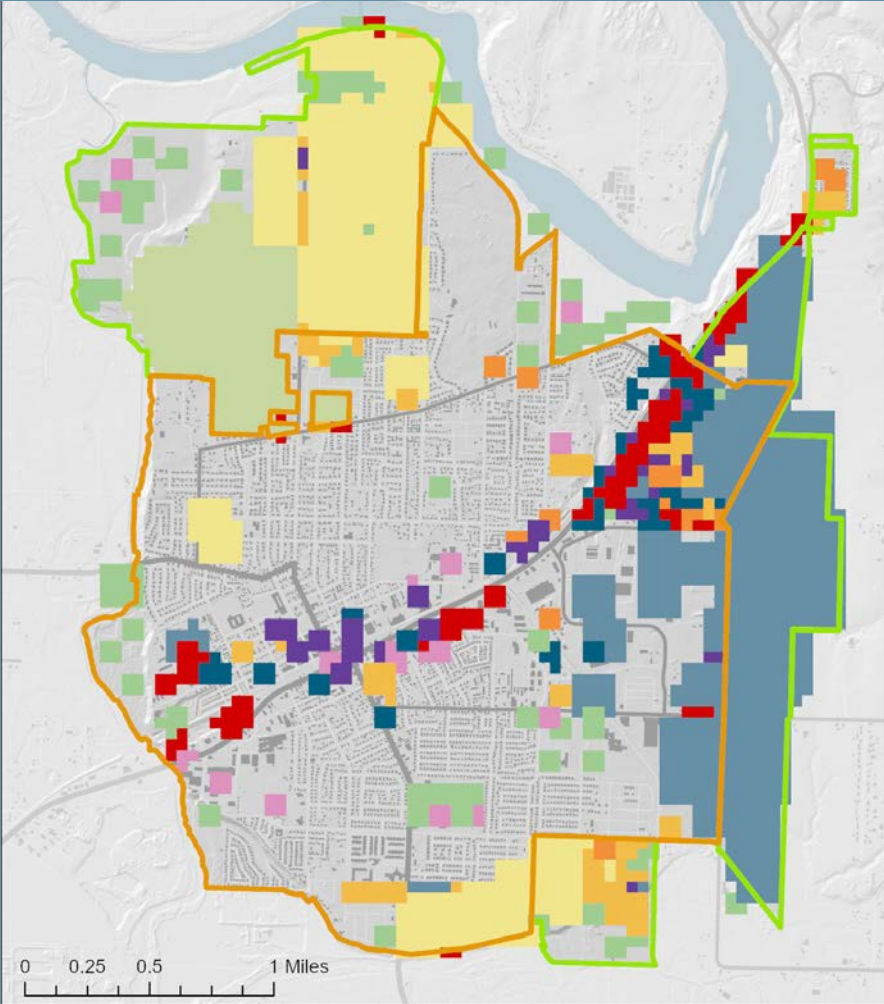
COMMUNITY ENGAGEMENT ROUND 2

The second round of engagement, conducted in fall 2023 and winter 2024, focused on translating community values into physical planning concepts. Residents participated in Community Summits #2 and #3, where more than 200 participants worked in groups to create maps illustrating potential growth scenarios.

Through this process, residents explored how Canby might grow, where new development should occur, and which areas should be preserved. Several “big ideas” and land use concepts emerged, reflecting both opportunities and constraints.

**COMPOSITE MAP FROM
IN-PERSON WORKSHOPS**

At the workshops, small groups created maps proposing where different types of development should occur in the future. This map reflects a compilation of where participants placed desired land use types at Community Summits 2 and 3.



Mapping themes included:

Preserve Prime Farmland: Protecting areas with the most productive soils, especially in the northwest portion of the city.

Create an “Emerald Necklace” of Parks and Trails: Expanding the Logging Road Trail, connecting to Molalla River State Park, and completing a ring of green corridors around Canby.

Focus Housing by Type and Location: Locating low-density housing in the north, medium- and high-density housing near corridors such as Highway 99E and downtown, and ensuring a mix of options citywide.

Support Community Hubs: Clustering commercial, office, services, and housing together in key nodes to provide accessible daily needs and foster neighborhood identity.

Strengthen Downtown and the Riverfront: Encouraging mixed-use development, active storefronts, and greater walkability in the downtown core and along the Molalla River.

Plan for Transportation Alternatives: Exploring a potential bypass around Canby, improving Highway 99E, and creating safe and connected pedestrian and bicycle networks.

Plan for Community Facilities: Considering a new community or sports center, expanding recreational facilities, and improving infrastructure to support growth.

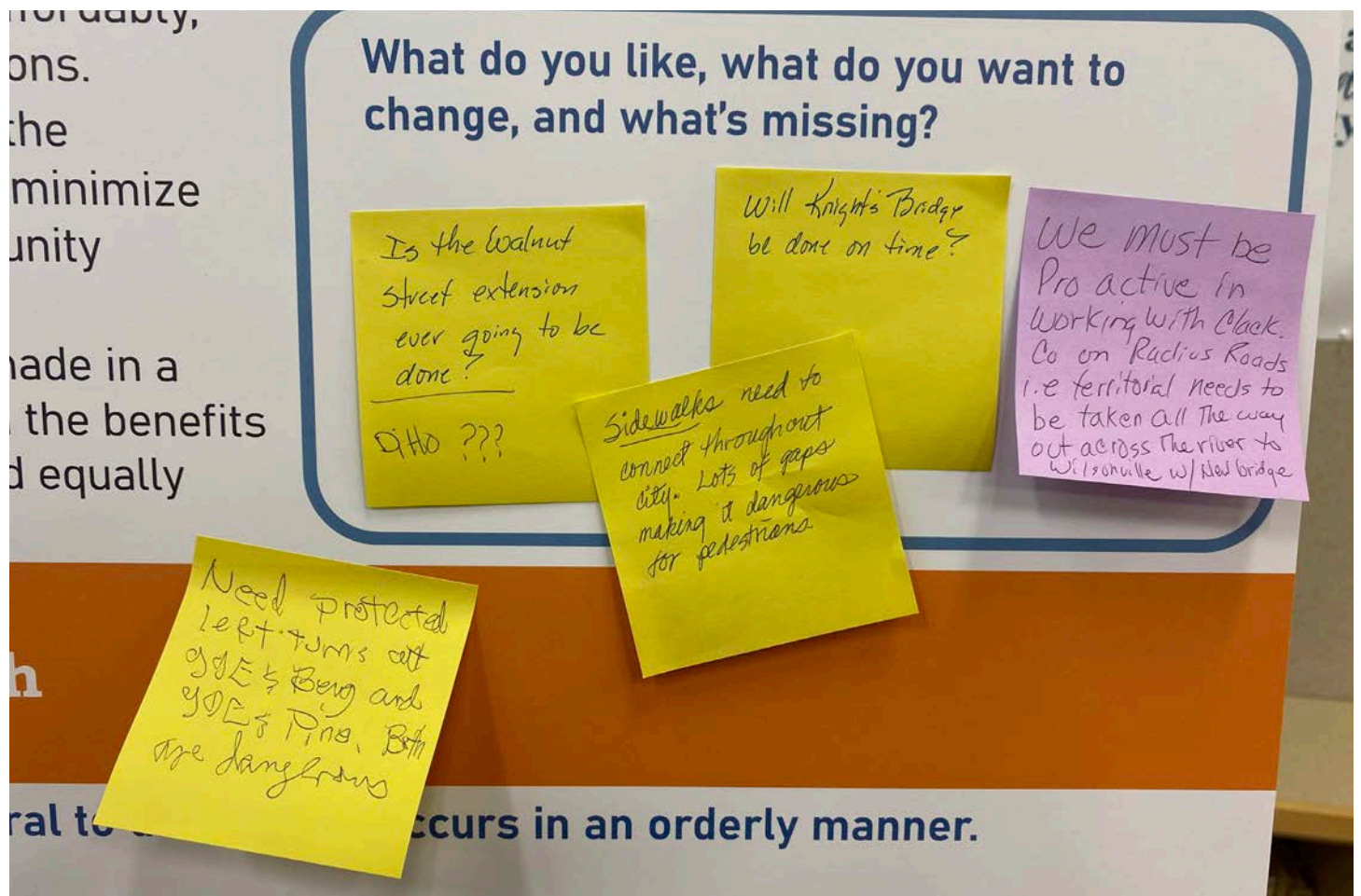
COMMUNITY ENGAGEMENT ROUND 3

The final round of engagement occurred in summer and fall 2024 and summer 2025. Community Summit #4 was held to provide an update on the Canby Urban Growth Boundary (UGB) Expansion process and to gain feedback from community members on the opportunities and constraints of Canby's transportation system through a mapping activity. Approximately 65 community members attended Summit #4 and 18 people completed an online survey.

Community Summit #5 presented and gathered feedback on draft elements of the Comprehensive Plan and Transportation System Plan (TSP). Approximately 32 community members participated in the Summit and 22 people completed the online survey.

ADVISORY COMMITTEES

The community engagement process also included 6 meetings of the Project Advisory Committee (PAC) and 3 meetings of the Technical Advisory Committee (TAC). The PAC comprises a broad representation of Canby stakeholders and community members who advise on the plan update process. The TAC provides technical feedback on the plan throughout the process and includes representatives from city department staff, county and state agency representatives and members from other transportation organizations.





CULTIVATING CANBY

Vision Statement

A final community vision was formulated from the community engagement processes described above. The vision guides Canby's goals and policies.

By 2045, the City of Canby includes...



Housing for All

Canby's safe and livable neighborhoods have a range of housing options that support all ages and income levels, with access to services and amenities. Residents across multiple generations can move in, move up, and age in place, ensuring families live and thrive in Canby.



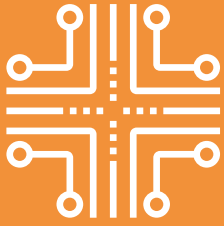
Supportive and Welcoming Community

Canby is a place where all people belong and diversity is embraced. Excellent schools, community organizations, and local events strengthen Canby's social fabric. The Canby Community Center and other entertainment and recreational spaces are 'hubs' within the city for youth, families, and seniors to gather and interact.



Diverse and Prosperous Economy

Canby's economy is driven by a variety of businesses that offer stable employment opportunities and higher-wage jobs that allow people to live and work in Canby. Surrounding industrial and agricultural industries put Canby on the map and continue to cultivate economic opportunity. A vibrant downtown and diverse local businesses provide great destinations and experiences. Residents and visitors enjoy the town's dining, shopping, and historic and cultural attractions.



Resilient Public Infrastructure


Canby's reliable public infrastructure meets the needs of our growing community. The transportation network prioritizes safety, connectivity, and accessibility, while reducing reliance on Highway 99E for local trips. Residents enjoy a network of complete streets that safely connect neighborhoods to parks, schools, downtown, the Molalla River, and other amenities. Utilities such as water, sewer, stormwater, and power support established neighborhoods and are strategically planned in developing areas of the city.



Network of Connected Greenspaces

Canby's agricultural heritage and natural landscape can be seen and felt throughout the city. Residents benefit from an interconnected system of parks and trails that promote health, recreation, and accessibility for all ages. Beautiful Wait Park at the heart of Canby is equipped with facilities that support local gatherings. Safe trails and paths, such as the Logging Road Trail, provide access to Canby's natural areas and the riverfront. A dense tree canopy is present throughout Canby, where residents and workers can seek shade while enjoying their natural surroundings.





CANBY COMPREHENSIVE PLAN

Goals & Policies



GOAL 1: CITIZEN INVOLVEMENT

Background

Oregon Statewide Planning Goal 1 establishes requirements for the City's community involvement program. Per Goal 1, the City of Canby (City) is responsible for providing *"the opportunity for citizens to be involved in all phases of the planning process."* The City must develop a community involvement program that addresses:

- Opportunities for widespread public involvement
- Effective two-way communication with the public
- The ability for the public to be involved in all phases of the planning process
- Making technical information easy to understand
- Feedback mechanisms for the policymakers to respond to public input
- Adequate financial support for public involvement efforts



Canby offers a variety of community engagement activities, primarily through volunteer opportunities, Civic Engagement Academy participation, public comment at civic meetings, and positions on Boards and Commissions. Existing Boards and Commissions include the following:

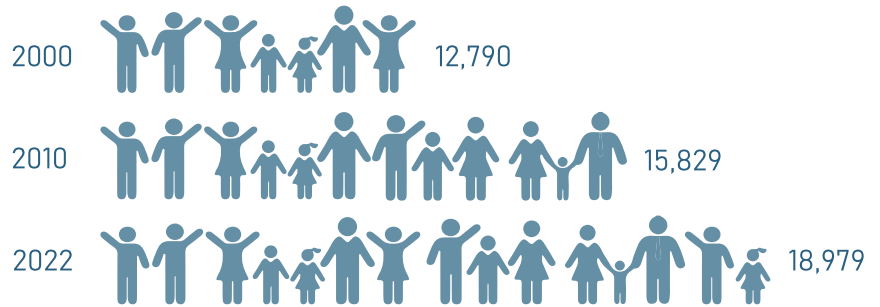
- City Council
- Bike and Pedestrian Committee
- City Budget Committee
- Canby Utility Board
- Heritage and Landmarks Commission
- Library Advisory Board
- Parks and Recreation Advisory Board
- Planning Commission
- Traffic Safety Commission
- Transit Advisory Committee
- Urban Renewal Agency Board
- Urban Renewal District Budget Committee

The 2024 Canby Housing Needs Analysis states that community outreach efforts should be designed to reach all residents including historically underserved populations who are not typically well represented during public meetings. Underserved populations include renters, low-income households, Hispanic/Latino residents, other racial and ethnic minorities and immigrant or refugee communities, veterans, people with disabilities, seniors, agricultural workers, and formerly and currently houseless people.

Community Demographics

In alignment with Oregon Statewide Planning Goal 1, community involvement efforts should be designed to reach a cross-section of the community that reflects Canby's demographics. In order to ensure full and fair participation by all potentially affected community members in the decision-making process, engagement activities and tools will focus on meeting all Canby community members. Below are identified populations which engagement activities will be tailored to as a way to enhance engagement.

The following demographic profile reflects the U.S. Census American Community Survey 5-Year Data 2017-2021 Data Profile. Approximately 17,695 people lived in Canby in 2019. According to Portland State University's Population Research Center, Canby attained a record-high population of 18,979 people in 2022.



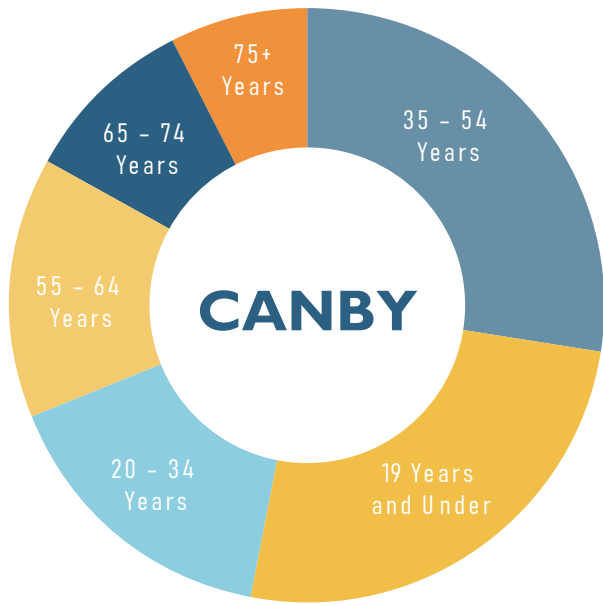
RACE AND ETHNICITY

According to 2017-2021 American Community Survey data, approximately 84% of Canby residents identify as White. The remainder of residents identify as Asian (1.4%) American Indian/Alaska Native (0.3%), and African American (0.5%). 7.5% identify with two or more races. Approximately 18% of Canby residents identify as Hispanic or Latino, significantly higher than the State of Oregon (13.6%).

RACE/ETHNICITY	CITY OF CANBY	OREGON
White	84.3%	80.7%
African American	0.5%	1.9%
Asian	1.4%	4.4%
Native Hawaiian and other Pacific Islander	0.0%	0.4%
American Indian or Alaskan Native	0.3%	1.1%
Two or more races	7.5%	7.7%
Hispanic or Latino (any race)	17.8%	13.6%

LANGUAGES SPOKEN AT HOME

Census data indicates that Canby aligns with Oregon's percentage of English speakers at 85%. The most spoken language other than English is Spanish (13.5%).



AGE

The City of Canby has a larger share of residents 19 years of age and under (25.7%) than the State of Oregon (23.1%) as well as a larger share of residents who are 55 to 64 years old (14.3%) than Oregon's share (12.9%). There is also a smaller share of residents who are between the ages of 20-34 (15.85%) than the State (20.3%). Canby's other age demographics are roughly in line with the State.

INCOME

From 2017-2021, the median household income in Canby was \$83,948, which is higher than the state median (\$70,084). About 29% of Canby households earn less than \$50,000 annually.

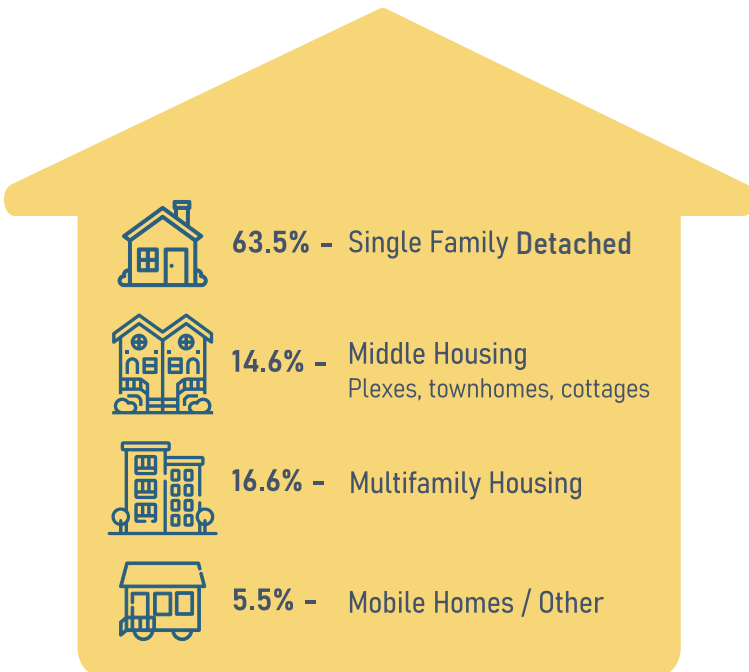


PEOPLE WITH DISABILITIES

Census data indicates that 13.8% of Canby residents live with a disability. This is lower than the Oregon state average of 14.4%.

HOUSING

Census data indicates that more than 63% of Canby residents live in a single-family home (detached single unit), which is very similar to the State of Oregon (63.3%). Around 15% of Canby residents live in middle housing (1 to 4 attached units) and another 17% occupy multifamily homes (5 or more attached units). Nearly 5% of residents live in a mobile home. Approximately 67% of Canby residents are homeowners and about 33% are renters.



UNDERSERVED POPULATIONS

Census demographic information indicates that Canby has a higher percentage (17.8%) of those who identify as Hispanic or Latino than Oregon (13.6%). There is also a larger proportion of those who speak Spanish (13.5%). This indicates that engagement materials should be translated into Spanish and engagement activity organizers should consider how choices about engagement activity locations can affect who is comfortable attending.

The City of Canby is also shown to have higher proportions of youth (19 and under) and seniors (65-75+). In order to reach these groups engagement activities should be centered around youth-oriented events and activities as well as held near senior living locations.

While the City of Canby does have a lower proportion (13.8%) of those with disabilities than Oregon (14.4%), engagement activities should be made accessible and easy to participate in. Accessibility in engagement should consider vision and hearing impairment accommodations, physical accessibility to engagement spaces, and transportation access to these locations.

Although Canby's median household income was higher than Oregon, approximately 29% of Canby households still earn less than \$50,000 a year. Access to technology to participate in engagement activities, as well as access to transportation and childcare during engagement activities should be considered when taking an equitable approach.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To provide the opportunity for community involvement in the City's planning processes.

POLICY NO. 1

Formally recognize the role of the Planning Commission as the City's Committee for Community Involvement (CCI) in meeting the six required community involvement components of Statewide Planning Goal #1, and to re-emphasize the City's commitment to ongoing community involvement.

- » *Strategy 1.1* Appoint members of the Planning Commission through an open, well-publicized public process. As required by State law, Planning Commission members will represent a diverse and balanced set of interests and ideas that reflect community priorities.
 - » *Strategy 1.2* Planning Commission meetings will encourage public in person and virtual participation, ensure accessibility, and with advance request, effort will be made to provide translation services to non-English speakers, sight and hearing challenged, the elderly, and other community members.
 - » *Strategy 1.3* Planning Commission meetings will continue to allow a public comment period to hear comments on any matters affecting the Comprehensive Plan or the City's planning program.
 - » *Strategy 1.4* Work with state regulators to formally recognize the Planning Commission as the City's Committee for Community Involvement. The Planning Commission will meet at least once annually as the CCI and share findings with the City Council.
-

POLICY NO. 2

Review and update the contents of the Comprehensive Plan every five years.

- » *Strategy 2.1* City Staff and Planning Commission will conduct a public review of the Comprehensive Plan a minimum of every seven years, to ensure it remains relevant and effective.
-

POLICY NO. 3

Encourage and support community engagement for all members of the Canby community, including those from historically marginalized communities and community members with barriers to participation (language, disability, income, age, technology).

» *Strategy 3.1* Develop materials in Spanish and other languages for public meetings, the City website, and other sources of public information.

» *Strategy 3.2* Develop and implement practices that promote inclusive and welcoming outreach, such as making efforts to go where the people are, supporting the attendance needs of families with young children, offering live interpretation at meetings, and being aware of the effect of meeting times and virtual options on public attendance.

» *Strategy 3.3* Partner with and leverage Canby's community organizations, faith-based organizations, and networks to help with outreach to all corners of the community.

» *Strategy 3.4* Work with homeowners associations and explore reinstating neighborhood associations to facilitate community engagement.

» *Strategy 3.5* Provide information about current and upcoming City initiatives at community events.



GOAL 2:
LAND USE PLANNING

Background

Under Goal 2 of Oregon’s Statewide Planning Program, Canby is required to have a Comprehensive Plan and implement land use regulations. A central component of the Land Use Element of the Comprehensive Plan is the land use map that shows the type, location, and arrangement of land uses and makes adequate provisions for economic development, housing, transportation, public facilities and services, and urbanization. The Land Use Element is the foundational element of the Comprehensive Plan that brings the policies of the other elements together. The Land Use Element is intended to meet the statutes of Statewide Planning Goal 2 by guiding the course of development. It is not intended to be specific to the degree that zoning is, but to adequately portray the City’s adopted goals for land use for many years to come. The City of Canby strives to promote vitality through good design, efficient use of land, and strategies and actions that ensure new development contributes to the city’s overall character and quality of life.

All land use types are regulated through the Zoning Map, and are based on underlying comprehensive plan designations, generally categorized as residential, commercial, industrial, institutional, or open space types. These include the following specific designations:

Low Density Residential: Distinguished by detached single family dwelling units, occasional duplex units, and incidental accessory uses, but also including approved “home occupation” type commercial activities, planned unit developments consisting of multiple family units which meet the overall density standard of the zone, developments having received a density bonus for special design features, mobile home subdivisions or parks, schools and other public uses. City R-1 zoning conforms with this category.

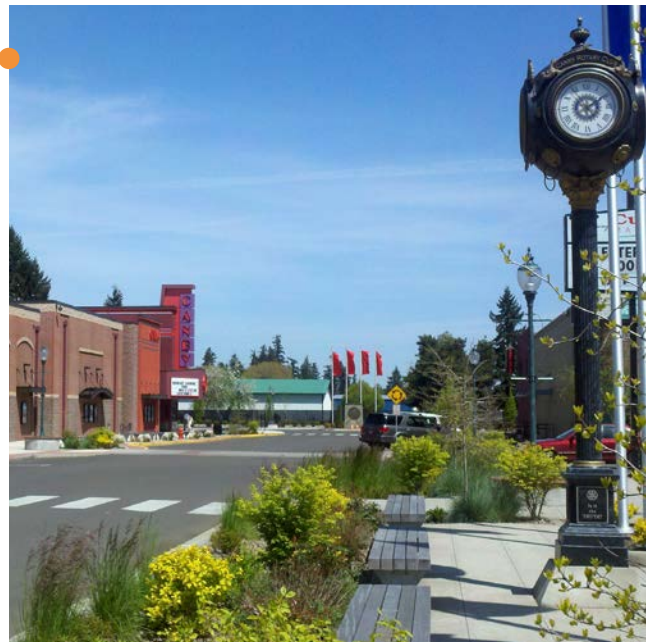


Medium Density Residential: Distinguished by two-family, three-family or single-family dwelling units and accessory uses, mobile home subdivision or parks and other uses permitted in areas designated for Low Density Residential use. City R-1.5 zoning conforms with this category.



High Density Residential: Intended to provide for the widest variety of housing opportunities. City R-2 zoning conforms with this category.

Downtown Commercial: Distinguished by business catering to foot traffic in city's established core area, encourages mixed use development and allows a wide range of commercial, community and civic uses, but also includes incidental attached residential units and pre-existing uses of various sorts. City C-1 zoning conforms with this category.



Residential/Commercial: Distinguished by a mixture of light commercial and residential activities connecting two areas of heavier commercial usage, this category is intended to provide a unique opportunity for mixed uses while maintaining a special focus on the access and traffic problems of S. Ivy Street. City C-R zoning conforms with this category with R-1.5 an allowable, less intensive interim zoning.



- **Highway Commercial:** Distinguished by allowing a wide range of commercial uses and catering to motor vehicle traffic. City C-2 zoning conforms with this category.

Commercial/Manufacturing: Distinguished by allowing a mixture of heavy commercial and light manufacturing operations. City C-M zoning conforms with this category, C-2 uses permitted outright are also allowed excluding dwelling units.

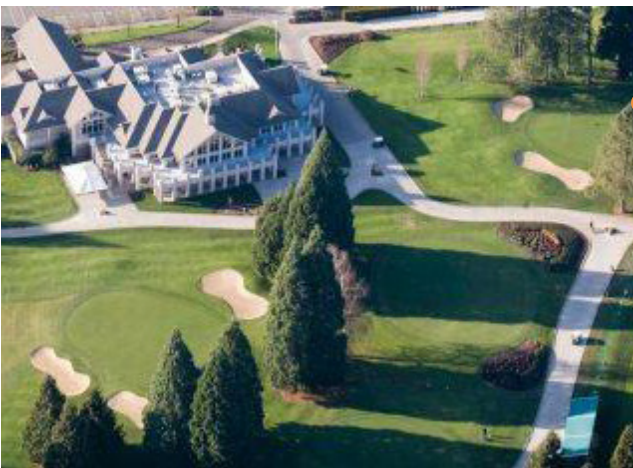


- **Light Industrial:** Generally distinguished by light manufacturing, storage, wholesale or heavy retail sales operations, and incidental caretaker facilities. City M-1 zoning conforms with this category.

Heavy Industrial: Generally distinguished by heavy manufacturing, storage, or wholesale operations screened by specific criteria. City M-2 zoning conforms with this category, with M-1 an allowable, less intensive, interim zoning.



- **Public Schools, Public Recreation, and Other Public Property:** Distinguished as those properties which are already held and are expected to remain in public ownership. The underlying city base zoning will apply to this comprehensive plan designation. This designation is used only to show existing public ownership, rather than to indicate specific properties which have been selected for future acquisition by public agencies. As part of the future anticipated city code update, a public facilities zone is anticipated to implement this comprehensive plan designation.



- **Private Recreation:** Distinguished as the golf course or related country club facilities. Incidental compatibly designed residential uses should be permitted in the future. City R-1 and PUD zoning conforms with this category.

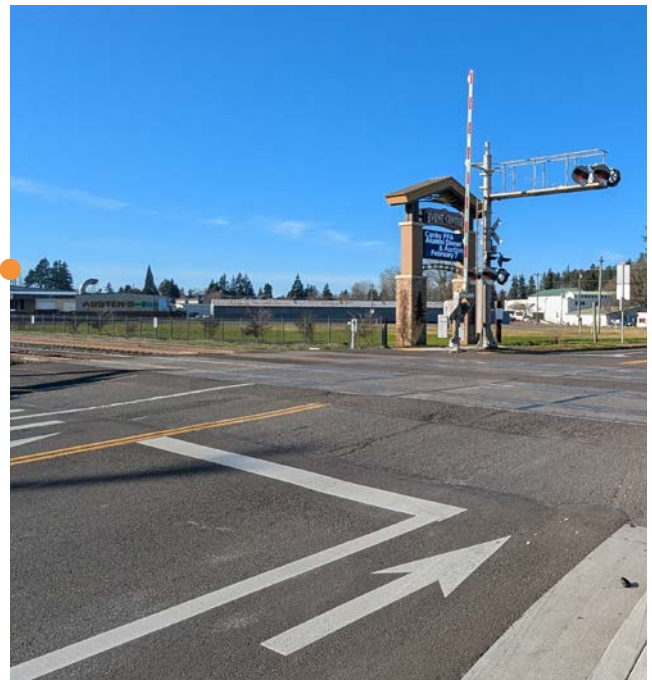
Flood Prone or Steep Slope: Distinguished as the area requiring special development regulation because of a history of flooding, or because of steep slopes on the perimeter of floodplains. Hazard Overlay Zone regulations within the Canby Municipal Code will apply in these areas.

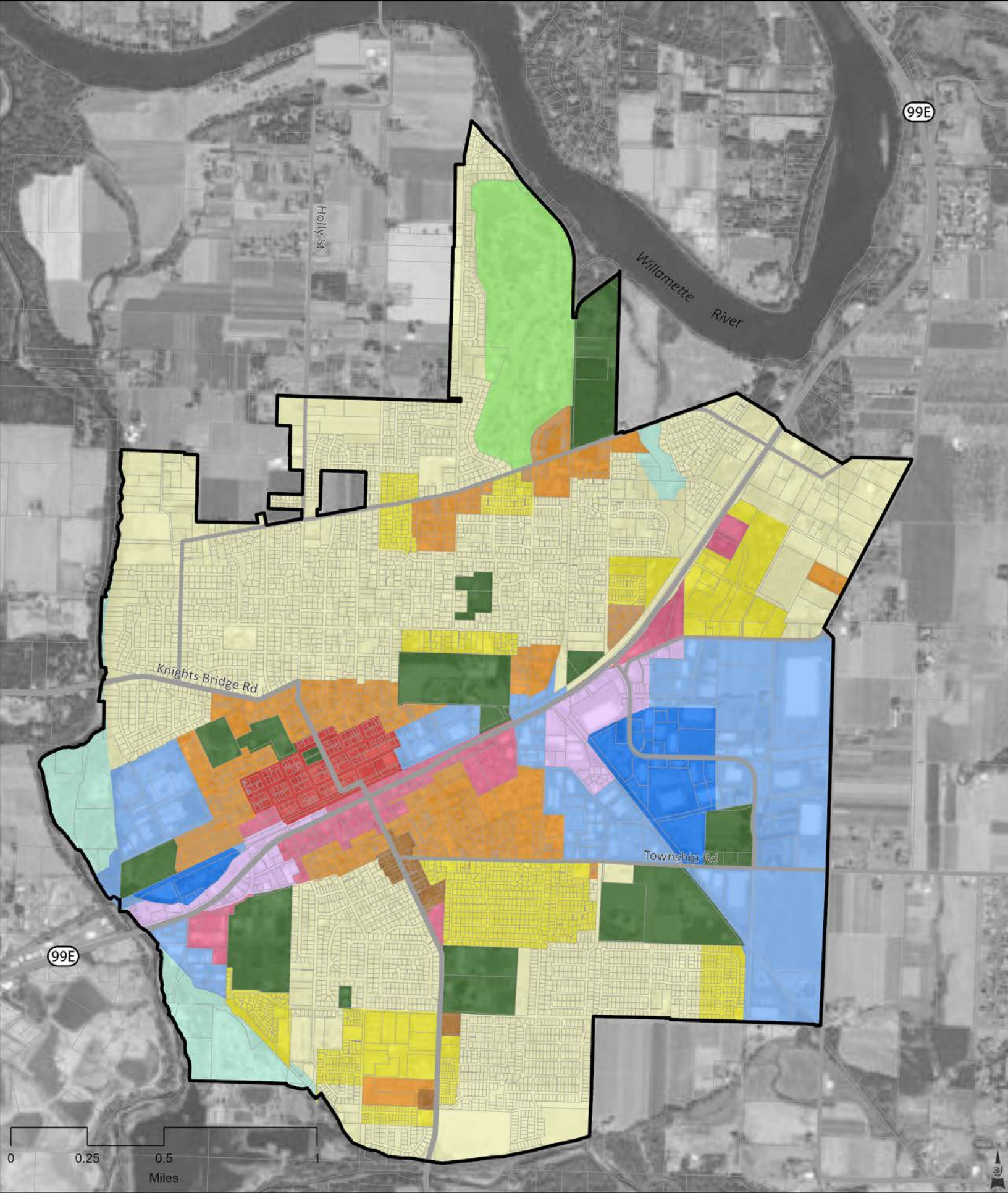
Industrial – Overlay: Distinguished by design guidelines and standards to be applied to the area contained in Canby's Industrial Area Master Plan and addressed in the Canby development code for the Pioneer Industrial Park. This area is generally bound by Highway 99-E and 1st Avenue to the north, Mulino Road to the east, SE 13th Avenue to the south, and Molalla Western Railroad to the west. Land uses are allowed in this area as per the underlying zone designations unless otherwise conditioned or prohibited by the master plan.

Downtown Canby – Overlay: Distinguished by design guidelines for the downtown area and reflected in the C-1 zoning standards. The area promotes mixed use development with strong emphasis on downtown design standard.



Credit: CTV Channel 5





Tax Lots
 UGB

Comprehensive Plan

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> LDR - Low Density Residential MDR - Medium Density Residential HDR - High Density Residential RC - Residential - Commercial | <ul style="list-style-type: none"> DC - Downtown Commercial HC - Highway Commercial CM - Commercial Manufacturing LI - Light Industrial | <ul style="list-style-type: none"> HI - Heavy Industrial P - Public Owned PR - Private - Recreational FL - Flood Prone/Steep Slopes |
|--|---|---|

GOALS, POLICIES, AND STRATEGIES

GOAL 1

To guide land use processes and decisions to encourage orderly and efficient development.

POLICY NO. 1

Organize land uses to promote compatible uses and provide buffers between incompatible uses.

- » *Strategy 1.1* Use portions of the zoning and subdivision regulations that encourage developers to utilize planned unit development procedures. Allow for creative design in terms of multiple use concepts and clustering of developments.
 - » *Strategy 1.2* Consider using tools such as “conditions of approval” in discretionary applications as a means of preventing, minimizing or mitigating conflicts between land uses, such as noise and light pollution, and traffic impediment and impacts.
 - » *Strategy 1.3* Allow flexibility in the review of subdivision designs, without requiring a variance for such things as unusual lot shapes and setback variances.
 - » *Strategy 1.4* Employ the Site Plan Review process, in compliance with city regulations and other aspects of public health and safety.
 - » *Strategy 1.5* Encourage preservation of downtown urban form in the Downtown Canby Overlay, Transitional Commercial, and Commercial Core subareas. Recognize role and importance of historic preservation in maintaining the downtown core.
-

POLICY NO. 2

Encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

- » *Strategy 2.1* Implement policies of the Housing Element to increase the range of housing opportunities and diversify housing types.
 - » *Strategy 2.2* Consider measures to increase the efficiency of land use within the current UGB prior to pursuing UGB expansion.
-

» *Strategy 2.3*

Use incentives to encourage development to improve designs and utilize Planned Unit Development procedures.

» *Strategy 2.4*

Encourage areas of higher density residential to be in close proximity to amenities, such as parks, public transit, schools, shopping, and services.

POLICY NO. 3

Require improvements concurrent with development as needed to ensure adequate public facilities and services.

» *Strategy 3.1*

Engage local school districts, public and franchise utilities, and other service-providing agencies when reviewing major development proposals and conducting neighborhood or area plans.

» *Strategy 3.2*

Ensure developments minimize adverse impacts on public facilities and services.

» *Strategy 3.3*

Ensure new development meets established performance standards as part of land use approvals.

POLICY NO. 4

Use Comprehensive Plan Map designations and updated Zoning Map designations to determine corresponding zoning and provide the basis for planning and public facility decisions.

» *Strategy 4.1*

Encourage other service-providing or public utility entities to utilize the Comprehensive Plan Map and text as the basis of long- range planning.

» *Strategy 4.2*

Rezone properties as necessary and appropriate to conform with the Comprehensive Plan Map, and in light of the potential development of new residential and employment zones that may occur from the anticipated Canby code update.

POLICY NO. 5

Recognize the unique character of certain areas of the city and utilize corridor planning, concept planning and master planning to promote land uses consistent with comprehensive plan designations.



GOAL 5:

NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

Background

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces is a broad goal that covers resources ranging from wildlife habitat to historic places. To protect and plan for these resources, local governments inventory identified resources in the community. Goal 5 requires the City of Canby to inventory riparian corridors, wetlands, wildlife habitat, federal wild and scenic rivers, state scenic waterways, groundwater resources, approved Oregon recreation trails, natural areas, wilderness areas, mineral and aggregate resources, energy sources, and cultural areas. Goal 5 also states that the City should determine significant sites for those resources and develop programs to protect natural resources and conserve scenic and historic areas and open spaces. Some Goal 5 resources rely on state or federal inventories, such as wild and scenic rivers, state scenic water ways, ground water resources, Oregon recreation trails, Sage Grouse habitat, and wilderness areas.

SOILS

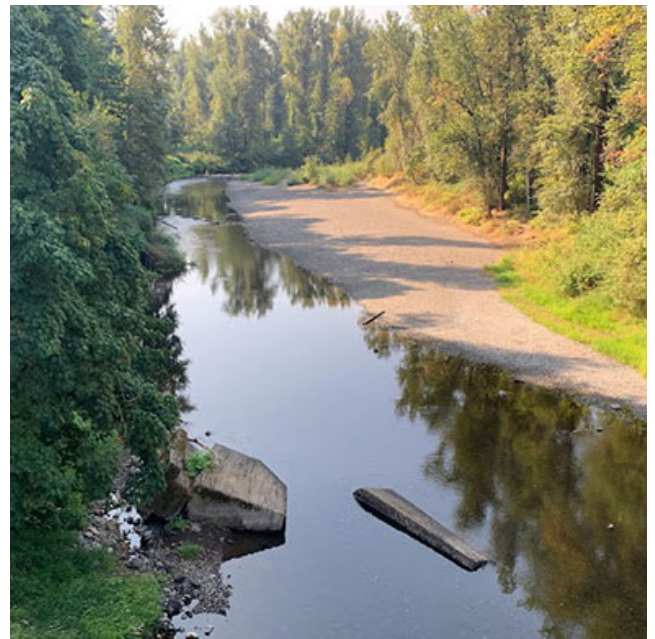
The individual properties of various soils are important considerations in evaluating development suitability. In general, soils which are fairly level, well drained, not subject to flooding, have high compressive strength, and do not shrink and swell with moisture, are the most suitable to support urban development. Two soils series comprise most of the potential Canby urban area. These include the Hillsboro Variant sandy loams and the Latourell loam, both of which are in areas of less than three percent slope. Both soils can easily support urban development although the Latourell is restricted slightly because of low strength.

Agricultural productivity is directly related to soil capabilities and properties. The Soil Conservation Service has, therefore, classified soils into “Land Capability Classifications.” Classifications are from Class I to Class VIII, with Class I having the fewest limitations and, therefore, the most productive capabilities. Soil Classes I through IV are best suited for cultivation, while Classes VI through VIII are most suitable for range, forestry, and wildlife. As a result, Class I and II soils are considered to be prime resources because their productivity is the highest.

In the Canby area, Class I and II soils are found almost exclusively. Only a small smattering of Class III and IV soils are to be found, and most of these occur where the slope begins to increase. Likewise, Class IV soils, and above, are only encountered in areas where the slope is excessively steep or along gravelly areas of the rivers.

RIPARIAN CORRIDORS AND WETLANDS

The Canby Wetlands and Riparian Inventory was adopted in 2003 and subsequently approved through the Department of Land Conservation and Development Post Acknowledgement Plan Amendment Process; however the wetlands inventory was not approved by the Department of State Lands, and thus will be updated when Canby completes a local wetland inventory. Canby is seeking grant money due to the expense of completing the inventory. The inventory identifies riparian corridors and wetlands in the Canby urban growth boundary (UGB). Riparian corridors are found along the Molalla River and within Clackamas County's 100-foot riparian setbacks from the Molalla River. The Statewide Wetlands Inventory identifies freshwater emergent wetlands and freshwater forested wetlands north of the city limits along the Willamette River.



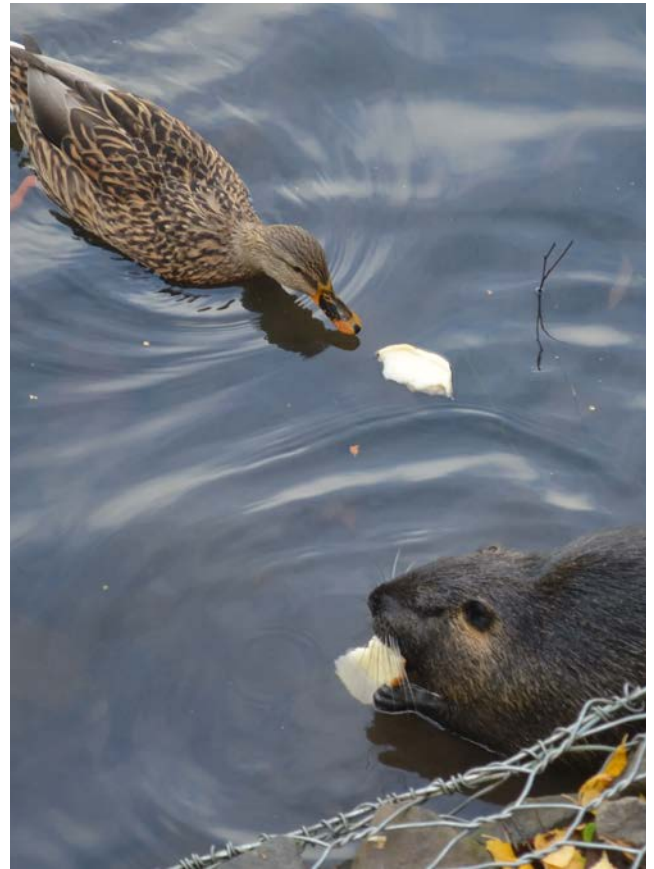
Chapters 16.130 and 16.140 of the Canby Municipal Code include specific definitions and provisions for the riparian corridors, definitions and provisions to protect identified wetland areas, and establish riparian overlay (RO) and wetland overlay (WO) regulations that provide additional measures for developing those resources. Until a local inventory is approved by the state, there are no locally significant wetlands and the overlay regulations rely on federal datasets based on ordinary high water.

Chapter 16 also includes a hazard overlay zone (H) that identifies areas with steep slopes or potential for flooding to ensure developments do not result in unacceptable levels of risk due to hazardous conditions.

WILDLIFE HABITAT

The Canby UGB and surrounding area include wildlife habitat identified by the Oregon Department of Fish and Wildlife (ODFW) for a number of species, including herons, hawks, owls, bats, songbirds, small mammals, and various reptiles and amphibians. Additionally, the Willamette and Molalla Rivers provide habitat for chinook salmon, Oregon chub, lamprey, and winter steelhead. Specifically, there are small Oak Habitats just west of Highway 99E and north of Territorial Road, and along the Molalla River. Wetlands are mainly found along the Molalla River, with one small wetland identified along Highway 99E north of SE 1st Avenue. Protection of riparian areas and wetlands is enforced through the City's riparian and wetland overlays. A Local Wetland Inventory will be necessary to document wildlife habitats within the Canby UGB.

The Clackamas County Comprehensive Plan includes a map of the Great Blue Heron Rookery located in Molalla State Park. Local policies recognize these high functioning habitats, and the impact development activities and long range planning intentions might have on them.



GROUNDWATER RESOURCES

Canby is bordered on the north by the Willamette River and on the west and south by the Molalla River. In addition, the Pudding River joins the Molalla northwest of the city. These surface waters provide recreational opportunities as well as scenic and open spaces.

A hydrogeologic investigation (James M. Montgomery, Consulting Engineers, Inc., September, 1979) of the Canby area indicates there are two primary aquifers that have been penetrated by wells. One is a shallow aquifer found in the recent alluvium, while the other is a deep aquifer found in the Lacustrine and Troutdale deposits. The shallow aquifer is directly influenced by surface flow from the rivers in the area, particularly the Molalla River, as field investigations have shown the aquifer elevation correlate closely to the changing surface elevations of the river. This aquifer appears to be about 10 feet in thickness and approximately 10 feet below the surface. The ground water storage in this aquifer is relatively small, only a few thousand acre-feet, due to the small depth of saturation and its aerial extent.

The 1979 investigation showed that, on the plateau area of Canby, the deep aquifer is located between 80 and 140 feet and consists of a series of lenses of saturated sands and gravels. Records of several wells near Canby indicated that groundwater levels in this aquifer had remained fairly stable while the seasonal fluctuation is 15 feet or less. It was estimated that in the Troutdale formation, and under the 2.8 square miles of the City of Canby, the aquifer contained in the magnitude of 60,000 acre-feet of groundwater. Within the same area in the Lacustrine deposits, groundwater was in the magnitude of 17,000 acre-feet.

The overall quality of the groundwater in 1979 appeared good. The chemical character was an average of 200 mg/L total dissolved solids, and mineral quality was also good. However, samples from the city's springs gallery near the Molalla River showed positive results from bacteria tests and was therefore treated. Bacteria was not a problem, however, with the deep aquifer. This information is outdated and will need to be updated.

According to the 2023 Canby Utility Water System Master Plan, groundwater sources include Springs Gallery, Collection Boxes, and Well Number 10, although only one source is in use. The Springs Gallery has an intake capacity of 1,000 gallons per minute (gpm). It has low pH and moderate nitrate levels. It is used to supplement surface water sources. The Collection Boxes are not in use due to high nitrate levels. Well No. 10 is not in use due to water quality issues including high sulfur and hardness.

The Federal Safe Drinking Water Act (SDWA) requires states develop Wellhead Protection Programs (WHPPs) to "protect wellhead areas within their jurisdiction from contaminants which may have any adverse effect on the health of persons." Oregon's Source Water Assessment Program includes delineation, source inventory, susceptibility determinations and public information, and set-aside funds from the Drinking Water State Revolving Loan Fund to accomplish this task.

MINERAL AND AGGREGATE

According to the Oregon Department of Geology and Mineral Industries (DOGAMI) mineral information layer for Oregon, the only significant mineral resources in Canby are sand and aggregate located along the Molalla River. These are located along the Pudding and Molalla Rivers. Along the Molalla River, these resources are found between Knights Bridge and Community Park.

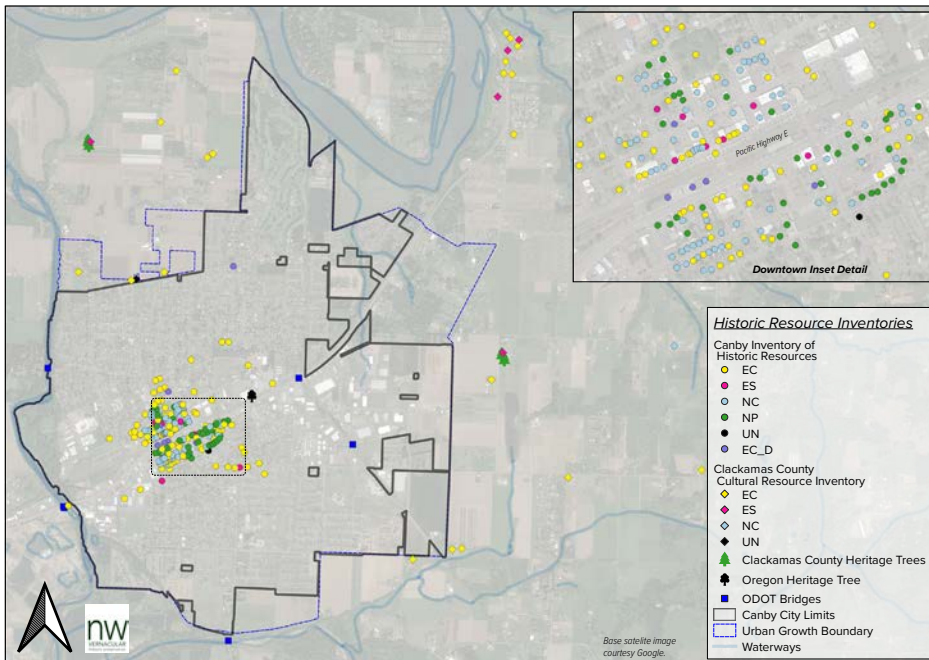
HISTORICAL RESOURCES

OAR 660-023-0200(8)(a) requires local government to protect National Register Resources, regardless of whether the resources are designated in the local plan or land use regulations, by review of demolition or relocation that includes, at minimum, a public hearing process that results in approval, approval with conditions, or denial and considers the following factors: condition, historic integrity, age, historic significance, value to the community, economic consequences, design or construction rarity, and consistency with and consideration of other policy objectives in the acknowledged comprehensive plan. There are no Nationally Registered resources within the current Canby Urban Growth Boundary in areas that have not been annexed to Canby.



The Canby Historic Preservation Plan, adopted in 2020, provides an in-depth inventory of historic resources within and surrounding the Canby UGB. The plan includes goals and policies for historic preservation in Canby, as well as an implementation plan for actions to improve and support historic preservation in the city. The Canby Heritage and Landmarks Commission maintains the City's inventory of historic resources; makes decisions on applications for historic districts, historic landmarks, and alteration or demolition of historic landmarks; and engages and educates the community on historic preservation.

Canby's Historic Preservation Plan lists five designated historic resources within city limits: the William Knight House, Historic City Hall, Pioneer Chapel, Bair House, and Mack House (mapped on pg. 107 of the Historic Preservation Plan). The Canby Depot, located at 888 NE 4th Avenue, is also a locally designated historic resource.



Historic Resource Inventories, Canby Historic Preservation Plan

The Oregon State Historic Site Database lists 492 historic buildings, four historic objects (including historic trees and a monument), six historic structures, and six historic sites in the Canby area. The Oregon State Historic Preservation Office (SHPO) establishes protection and limitations to development of these historic resources. The 2020 Historic Preservation Plan includes a historic resource inventory and designated and protected resources within the city. Protections are enforced through the Canby Historic Preservation Plan Chapter 16.110.

Historic resources are protected under the Historic Protection Overlay Zone:

Chapter 16.38.010: The Historical Protection Overlay Zone is intended to be used in conjunction with any of the city's underlying base zones, covering primarily residential and commercial zones to assure that the future development of the site will provide ample protection for identified historically architecturally significant structures, features or sites. The Historical Protection Overlay Zone is intended to be applied only to those specific properties which, because of generally recognized significance to the community, warrant protection, preservation, or enhancement of their historical or architectural characteristics. Additional to the regulatory aspects of this zoning, it should be noted that city staff will provide information or tax benefits and landmark requirements to interested persons. (Ord. 740 section 10.3.36(A), 1984)

SCENIC RESOURCES

Canby has no designated scenic resources within the UGB. Canby offers scenic resources to the community, including views of Mount Hood and the Molalla and Willamette Rivers. The 2002 Canby Park Acquisition Plan includes maintaining land based on Goal 5 Open Space, Scenic and Historic Areas, and Natural Resources as a goal of park acquisition and lists scenic vistas as a criterion in the Parkland Acquisition Scoring Matrix for land acquisitions.

The Oregon State Parks Department has not designated any state scenic waterways in Canby. Similarly, no scenic waterways have been designated by the National Wild and Scenic Rivers System by Congress.

OPEN SPACES

Canby's Comprehensive Plan Map designates public park zones, which include open space areas. The Parks and Recreation Master Plan notes that the City manages seven parks with natural area components, including the Arneson Garden, Community River Park, Eco Park, Nineteenth Avenue Loop Natural Area, Redwood Landing, Willamette Wayside Natural Area, and Willow Creek Park. The Parks and Recreation Master Plan also includes objectives to increase connectivity, accessibility, and community use of open spaces and natural areas, but it does not include specific targets to protect those natural resources. The Willamette Valley Country Club is a significant area of privately owned open space along the Willamette River and adjacent to the Willamette Greenway.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To identify and protect natural and cultural resources, scenic and historic areas, and open spaces.

POLICY NO. 1

Preserve, and where possible, encourage restoration of historic sites, buildings, and cemeteries. Support and develop an inclusive understanding of Canby's many histories that shaped the community's unique heritage, including Tribal history. The Canby area was originally inhabited by the Kalapuyan people.

- » *Strategy 1.1* Create and maintain a list of Historic Landmarks and an inventory of historic sites and structures. Encourage the designation of eligible properties as Historic Landmarks and expand the Historical Protection Overlay zone to properties which have a recognized historical significance.
 - » *Strategy 1.2* Encourage and support the preservation and restoration of locally designated and non-designated historic properties through leadership, public education and other resources. Discourage demolitions or partial demolitions of intact historic resources. The Heritage and Landmarks Commission, the decision-making body for resource designations and demolition review, should lead the City's efforts in this regard.
 - » *Strategy 1.3* Identify sites which should be recorded with the State of Oregon for record keeping or placed on record with the National Trust for Historic Preservation.
 - » *Strategy 1.4* Place special emphasis upon historically or architecturally significant structures under the Historical Protection Overlay zone in the development review process. It should be recognized that many of these structures were built prior to modern zoning and building regulations and may, therefore, require special consideration where a change in use or addition is proposed.
 - » *Strategy 1.5* Foster public understanding of historic preservation's community benefit.
-

Use the Historic Preservation Plan as a guide for historic preservation actions including, but not limited to:

» *Strategy 1.6*

- Heritage Areas action plan, page 65
- Inventory action plan, page 67
- Archaeological preservation, page 74
- Implementation measures, Chapter 5

» *Strategy 1.7*

The Comprehensive Plan goals, policies and strategies will take precedent over the goals, policies and strategies of the 2020 Historic Preservation Plan.

POLICY NO. 2

Investigate the possibility of protecting the visual character of Canby while avoiding or minimizing impacts to private property rights.

» *Strategy 2.1*

Enforce the sign control regulations of the Land Development and Planning Ordinance.

» *Strategy 2.2*

Use the Design Review Process for major commercial, industrial, and multiple unit residential development.

» *Strategy 2.3*

Encourage the placement of structures in a way that is sensitive of established view corridors.

POLICY NO. 3

Promote open space, with emphasis on wetlands and riparian areas, where appropriate and compatible with other land uses.

» *Strategy 3.1*

Use the density bonus provisions of the Land Development and Planning Ordinance to encourage cluster development that maximize open space.

» *Strategy 3.2*

In the development review process, encourage designs that surround hazardous or noisy areas with open space areas that can serve as buffers.

» *Strategy 3.3*

Consider adopting scenic values as criteria for development reviews within “Riparian,” and “Wetland” areas as regulated by the Wetlands and Riparian Preservation provisions of Canby Municipal Code.

» *Strategy 3.4*

Provide an inventory of significant natural areas that are historically, ecologically or scientifically unique, outstanding or important, as identified through the local wetland inventory.

POLICY NO. 4

Protect fish and wildlife habitats and manage them in accordance with state wildlife management plans and the riparian preservation chapter of Canby Municipal Code regulations.

» *Strategy 4.1*

Enforce Canby Municipal Code for flood-prone and steep slope areas to limit the densities and intensities of development in such areas. Adopt floodplain regulations consistent with the 2016 Oregon FEMA Biological Opinion or current federal law. Include consideration of fish and wildlife values within regulated “Riparian” and “Wetland” areas as regulated by Canby Municipal Code.

» *Strategy 4.2*

Encourage cluster development as a means of assuring large open space areas that might include private or public parks.

» *Strategy 4.3*

Cooperate with the Oregon Department of Fish and Wildlife in the management of fish and wildlife along the Molalla River.

POLICY NO. 5

Minimize the adverse impacts of new developments on endangered species and wetlands, riparian areas, and fish and wildlife habitats.

» *Strategy 5.1*

Assist the Oregon Department of State Lands and Army Corps of Engineers in enforcement of state and federal regulations related to any development activity which may adversely impact wetlands.

» *Strategy 5.2*

Provide protection of wetland resources as part of land use and development processes through the implementation of the development standards of the “Riparian” and “Wetland” overlay regulations for wetland that will be included in the next Canby local wetland inventory.

» *Strategy 5.3*

Protect and maintain the supply and quality of groundwater essential to clean water and natural vegetation by requiring erosion control measures.

» *Strategy 5.4*

Adopt development regulations regarding delineation of wetlands boundaries in connection with development near wetlands, consistent with Oregon law.

» *Strategy 5.5*

Work with Clackamas County on implementing their Erosion/Sedimentation Control Plan requirements for any development activity.

» *Strategy 5.6*

The City will utilize the State Wetland Inventory as a resource in determining wetland land use notices.

POLICY NO. 6

Preserve Canby's dense tree canopy where feasible and permitted by state law.

» *Strategy 6.1*

Explore the development of a Canby tree ordinance to encourage preservation of tree canopy on private property and deter removal of healthy trees.

» *Strategy 6.2*

Create policies that support retention of historic trees and landscapes that have significance to the city.

POLICY NO. 7

Support the preservation and identification of archaeological resources in the city through education and increased awareness and provide protection through inadvertent discovery plans if cultural resources are found.

» *Strategy 7.1*

Preserve and protect identified archaeological resources. Document archaeological resources where new development does not allow for preservation in place.

» *Strategy 7.2*

As directed by Oregon State rules and statutes, work with tribal governments, the Legislative Commission on Indian Services, and the Oregon SHPO to identify areas of high likelihood for archaeological resources and traditional cultural properties and develop policies to avoid and protect these resources so that they are not damaged.

» *Strategy 7.3*

Seek opportunities to educate community members, developers, and City Staff on the history of tribal presence and archaeological preservation techniques and opportunities. A high priority is training Public Works staff on how to recognize deposits in the field.



GOAL 6:

AIR, WATER, AND LAND RESOURCES QUALITY

Background

Oregon Statewide Planning Goal 6 regulates the City's role in maintaining and improving the quality of air, water, and land resources to ensure that no waste and process discharges violate, or threaten to violate, state or federal environmental quality standards. The City should regulate solid waste, thermal, noise, atmospheric or water pollutants, contaminants, or other associated waste products. Goal 6 directs the City to include the following aspects in local plans:

- Designate alternative areas for use in controlling pollution
- Designate areas for urban and rural residential use where sewage disposal is identified
- Buffer and separate land uses that create conflicting requirements and impact on resources
- Provide plans for the maintenance and improvement of resources that consider the carrying capacity of the area
- Coordinate plans impacting waste and process discharges with applicable air sheds and river basins

AIR QUALITY

Canby is adjacent to the Portland Attainment and Air Quality Maintenance Area, which consistently meets clean air levels set by the U.S. Environmental Protection Agency (EPA). The Oregon Department of Environmental Quality (DEQ) maintains an air quality monitoring station at Carus-Spangler Road, approximately six miles east of Canby, to measure particulates and ozone.

STORMWATER QUALITY

The city does not currently have stormwater quality treatment requirements and is not a regulated small Municipal Storm Sewer System subject to the EPA Phase II Stormwater Rule. However, Canby's 2022 Stormwater Master Plan (SWMP) provides guidance for stormwater management systems to preserve stormwater runoff and water quality. The existing stormwater system consists of gravity storm drainage pipes, open drainage ways, trench drains, and underground injection control devices. Canby's Public Works Design Manual prohibits runoff from private properties to the public right-of-way. The SWMP indicates that areas designated for discharge into the public system include the downtown commercial zone with zero setback requirements and areas where it is not feasible to percolate stormwater due to high seasonal groundwater levels.



WATER QUALITY

Canby Utility provides and maintains water service in Canby. The 2024 Water Quality Report published by Canby Utility includes details on the current quality of the drinking water provided to residents, noting that tap water met or exceeded all EPA standards. All drinking water in Canby comes from the Molalla River, so the water quality of the Molalla River and watershed is imperative to the health of Canby residents. The Water Quality Report notes that two groundwater sources are no longer in use due to water quality concerns: the Springs Gallery and the John Beck site.

The 2023 Water System Master Plan reports the need for a new supply of water to meet the future growth for residents, businesses, local industry, and for use in fire protection. A new state-of-the-art treatment plant will produce safe water year-round. Canby Utility is planning for and designing the new water treatment plant and water intake on the Willamette River.

A source water assessment completed by the Oregon DEQ and the Oregon Health Division found that sensitive areas in Canby with potential to impact water quality if contamination occurs include areas with high soil permeability, high soil erosion potential, and high runoff potential, and areas within 1,000 feet from rivers or streams. Potential sources of contamination identified in the assessment include irrigated and non-irrigated crops, areas for grazing animals, parking lots and other road surfaces, car washes, gas stations, utility stations, rail lines, stormwater outfalls, manufacturing and industrial businesses, waste/recycling stations, mining and gravel pits, housing with improper disposal of household chemicals, golf courses, and other miscellaneous business uses.

LAND RESOURCES QUALITY

As indicated on soils maps for Canby, two soil series account for most of land within the Canby UGB. Soils are primarily Class I and II, with some Class III and IV soils located in steeply sloping areas close to the surrounding rivers. According to the U.S. Land Use and Soil Classification, Class I and II soils have slight to moderate limitations that restrict use, while Class III and IV soils have severe to very severely limited uses. Maps of wetland and riparian areas in Canby identify areas where hydric soils are located, primarily along the Willamette and Molalla Rivers. Additionally, the map identifies where significant wetlands are located within the UGB. Canby Municipal Code Chapter 16 establishes a Wetland Overlay Zone (WO) and includes specific limitations on development in areas where significant wetlands are located.



NOISE

Noise has been identified as an increasingly significant problem in Canby due to compatibility problems between residential and industrial uses, particularly the industrial area at the southeast end of the city, along the railroad right-of-way. This area has some existing industry and is in proximity to residential areas. Industrial noise, generally at night, has been an annoyance to some residents.

The City is aware that noise could become more of an issue in the future and that compatibility between industrial activities and residential use must be evaluated carefully in future development projects. The city noise ordinance in Title 9.48 regulates noise from construction and is the basis for establishing noise regulations for land use development approvals. Title 9.48 should be revisited to evaluate if changes are needed to address increasing noise issues. It is critical that all development activities, whether through public or private sector, meet federal, state, and local standards. It is the intent of the Comprehensive Plan that the quality of these resources be maintained or enhanced.

GOALS, POLICIES, AND STRATEGIES

GOAL 1

To maintain and improve the quality of air, water, and land resources.

POLICY NO. 1

Maintain and protect surface and groundwater resources.

» *Strategy 1.1*

Within the city limits, failing septic systems will be required to connect to city sewer. Existing properly functioning septic systems will be permitted to remain in use but connection to city sewer will be encouraged. The city will develop an incentive program for conversion of existing septic systems within the city limits and urban growth boundary. For city limits and urban growth boundary areas and annexations, require new development to connect city sewer associated with annexation. Require sewer connection agreements with annexations, with stipulated timelines for city sewer connection for existing development.

» *Strategy 1.2*

Work with Clackamas County sanitarians to assure that sanitation requirements are met within the city's UGB.

» *Strategy 1.3*

Encourage the use of pervious surfaces options in new development to prevent the negative ecological effects of urban stormwater runoff.

» *Strategy 1.4*

Respond to directives issued in a Total Maximum Daily Load (TMDL) Implementation Plan for any waterways within the city that are declared water quality limited by the Department of Environmental Quality.

POLICY NO. 2

Promote land-use patterns that encourage residential development close to local destinations (parks, schools, shopping, jobs) to reduce vehicle miles traveled and associated emissions.

POLICY NO. 3

Maintain noise pollution code provisions that meet city standards and consider additional noise generation requirements for industries to reduce noise impacts to nearby residential areas.

» *Strategy 3.1* Develop and enforce noise reducing elements, including hours of operations in commercial and industrial developments where noise is documented to be above city standards to buffer and/or absorb sound.

» *Strategy 3.2* Review and update code provisions as needed to enhance noise pollution protections.

POLICY NO. 4

Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems and hazards to wildlife.

» *Strategy 4.1* Review and update code provisions as needed to reduce light pollution.

POLICY NO. 5

Explore measures to prevent nuisance odors from causing negative impacts to residents and businesses.

POLICY NO. 6

Educate residents about and encourage them to prevent nonpoint source pollution.



GOAL 7: **AREAS SUBJECT TO NATURAL HAZARDS**

Background

Canby's role in natural hazard planning is to adopt a comprehensive plan that includes inventories, policies, and implementation measures to reduce risk to people and property from natural hazards.

Requirements for areas subject to natural disasters and hazards are set by Oregon Statewide Planning Goal 7. The goal requires that local governments evaluate the risk based on a hazards inventory and an assessment of:

- Frequency, severity and location of the hazard
- Effects from the hazard on existing and future development
- Potential for development in the hazard area to increase the frequency and severity of the hazards
- Types and intensities of land uses allowed in the hazard area

The City of Canby participated in preparing the 2024 Clackamas County Multi-Jurisdictional Natural Hazard Mitigation Plan (NHMP). The NHMP helps the County plan for actions that can lessen the impact of disasters on communities and reduce their post-disaster recovery timeframe. It identifies risks and community vulnerabilities associated with natural disasters and outlines long- and short-term strategies for protecting people and property. The NHMP includes an addendum specific to Canby that contains mitigation plan goals and strategies. The City of Canby Hazard Mitigation Advisory Committee (HMAC) reviewed and revised the City's addendum,

with focus on the NHMP's risk assessment and mitigation strategy (action items). The HMAC served as the local review body for the NHMP update. The City adopted the NHMP and Canby Addendum in 2024 which included several maps, including but not limited to Landslide Susceptibility Exposure, and Active Crustal Faults.

Natural hazard planning processes should allow for community member review and comment, and should be adopted or amended as necessary within the Comprehensive Plan.

DROUGHT

The HMAC determined that the city's probability for drought is moderate and that its vulnerability to drought is low. Due to the climate of Clackamas County, past and present weather conditions have shown an increasing potential for drought.



EARTHQUAKE HAZARDS

CASCADIA SUBDUCTION ZONE

The Clackamas County NHMP ranks natural hazards based on historic data, level of vulnerability, maximum threat that the hazard could have, and probability of occurrence. The HMAC determined that the city's probability for a Cascadia Subduction Zone (CSZ) earthquake is moderate and that its vulnerability to a CSZ earthquake is high. Within the Northern Willamette Valley/Portland Metro Region, three potential faults and/or zones can generate high-magnitude earthquakes. These include the Cascadia Subduction Zone, Portland Hills Fault Zone, and Gales Creek-Newberg-Mt. Angel Structural Zone.

The city's proximity to the CSZ potential slope instability and the prevalence of certain soils subject to liquefaction and amplification combine to give the city a high-risk profile. Due to the expected pattern of damage resulting from a CSZ event, the Oregon Resilience Plan divides the state into four distinct zones and places the city predominately within the "Valley Zone" from the summit of the Coast Range to the summit of the Cascades. Within the Northwest Oregon region, damage and shaking is expected to be strong and widespread - an event will be disruptive to daily life and commerce, and the main priority is expected to be restoring services to businesses and residents.

CRUSTAL

The HMAC determined that the city's probability for a crustal earthquake is low and that its vulnerability to crustal earthquake is high. There are two potential crustal faults and/or zones near the city that can generate high-magnitude earthquakes: the Gales Creek-Mt. Angel Structural Zone and Portland Hills Fault Zone. Other faults include the Canby-Molalla fault (running through the city's east edge intersecting Highway 99E) and Oatfield fault (just to the east of the city on the eastern side of the Willamette River), and the Mt. Hood Fault in eastern Clackamas County.

FLOOD-PRONE AREAS

The HMAC determined that the city's probability for flooding is high and that its vulnerability to floods is moderate. The Federal Emergency Management Agency (FEMA) regulatory floodplains for the Molalla and Willamette Rivers are relatively narrow areas on each side of the channels. On the Willamette River, the floodway is generally confined within high stream banks. On the Molalla River, the floodways cover a somewhat larger area that is usually located on the outside bank from Canby.

The City is obligated to regulate development in these flood-prone areas under the National Flood Insurance Program (NFIP). The NFIP identifies two types of flood-prone areas which require special development regulations. The first is the "Floodway" area which is the most hazardous area where the direct rapidly moving floodwaters are found.

The second area, the "Special Flood Hazard Area" is the property outside the floodway where some development can be allowed, provided that it is elevated above flood levels and meets other federal standards and regulations. Canby SFHAs are identified on the City's Comprehensive Plan Map with the Flood Prone/Steep Slopes designation. SFHAs are regulated development areas and include the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. These are shown on a Flood Insurance Rate Map (FIRM). This is also known as the 100-year floodplain.

TOPOGRAPHY, SLOPES AND LANDSLIDES

The City of Canby is located on relatively flat terrain and, with few exceptions, has only gentle changes in the topography of less than 30 feet within the city limits and urban growth boundary (UGB), between 140 to 170 feet above mean sea level. The southwest portion of the city drops abruptly at the Molalla River to an elevation of approximately 80 feet. At the northern UGB, the topography gradually slopes to the Willamette River, dropping from an elevation of approximately 130 feet to 100 feet at the city's wastewater treatment facility. To the east of Canby, the topography changes very little until beyond the urban growth boundary, where the ground has undulating gentle hills in the southeastern areas and steep rocky cliffs in the northeastern areas along the Willamette River.

The HMAC determined that the city's probability for landslides is high and that their vulnerability to landslides is moderate. Although catastrophic landslides have not occurred in Canby, steep slopes do exist along the banks of the Molalla River and extend south from 6th Street up to the northern city limits. Highway 99E, north of Canby, is especially vulnerable to landslides with multiple incidents of rockslides shutting down lanes in 2007, 2010, and 2015. Most of Canby demonstrates low to moderate landslide susceptibility exposure.

SEVERE WEATHER

Severe weather can account for a variety of intense, and potentially damaging hazard events. These events include extreme heat, windstorms, and winter storms.

The HMAC determined that the city's probability for extreme heat events is high and that its vulnerability is low. A severe heat episode or "heat wave" occurs about every two to three years, and typically lasts two to three days. A severe heat episode can be defined as consecutive days of upper 90s to around 100. Severe heat hazard in the Portland metro region can be described as the average number of days with temperatures greater than or equal to 90-degrees, or 100-degrees, Fahrenheit.

The HMAC determined that the city's probability for windstorm is moderate and that its vulnerability to windstorm is low. Windstorms typically occur during winter months and are sometimes accompanied by flooding and winter storms. Other severe weather events that may accompany windstorms are generally negligible for Canby.

The HMAC determined that the city's probability for winter storm is moderate and that its vulnerability to winter storm is moderate. Severe winter storms can consist of rain, freezing rain, ice, snow, cold temperatures, and wind.

VOLCANIC EVENT

The HMAC determined that the city's probability for a volcanic event is low and that its vulnerability to a volcanic event is low. A volcanic event that affects the western portion of the County is likely to affect Canby. Several volcanoes are located near Canby, the closest of which are Mount Hood, Mount Adams, Mount Saint Helens, Mount Rainier, and the Three Sisters. Due to Canby's relative distance from volcanoes, the city is unlikely to experience the immediate effects that eruptions have on surrounding areas (i.e., mud and debris flows, or lahars). Depending on wind patterns and which volcano erupts, however, the city may experience ashfall.

WILDFIRE

The HMAC determined that the city's probability for wildfire is low, and that its vulnerability to wildfire is moderate. The Clackamas County Community Wildfire Protection Plan (CWPP) serves as the wildfire resource for the NHMP. Residences and businesses that border occluded woodlands with slopes greater than 25% are at the greatest risk of loss or damage from wildfires. A great deal of infrastructure is exposed to wildfire hazard, including Canby's primary water source, water treatment facilities, and Public Works Building.

VULNERABLE POPULATIONS

Natural hazard planning should include consideration of vulnerable populations, which tend to experience the most significant impacts, such as seniors, disabled individuals, women and children, and people living in poverty. According to the NHMP, high percentages of vulnerable populations are identified at adult foster homes, health facilities, low-income housing, and schools. Specific facilities with at risk populations include Canby Adult Center, Countryside Living, Hope Village, Providence Health Center, Rackleff House, Riverside RV Park, Village on the Lochs, Ackerman Elementary School, Baker Prairie Middle School, and Canby High School. Planning for residential and employment opportunities for these populations should prioritize land availability and services located outside of hazard-prone areas.

GOALS, POLICIES, AND STRATEGIES

GOAL 1

To protect lives and property from natural hazards.

POLICY NO. 1

Restrict development in areas of identified natural hazards.

- » *Strategy 1.1* Regulate property divisions to prevent the creation of lots in areas which are inaccessible or unbuildable because of steep slopes, landslide areas and other mapped natural hazards.

 - » *Strategy 1.2* Encourage developers to use creative design methods to cluster development in areas outside of mapped natural hazard areas.

 - » *Strategy 1.3* Use Chapter 70 of the Uniform Building Code to assure adequate safety for developments on steep slopes and continue to use the Canby Public Works Design Standards that require geotechnical review by a Registered Engineer in the State of Oregon.

 - » *Strategy 1.4* Establish mitigation projects and policies that reduce losses and repetitive damages from recurring disasters while promoting insurance coverage for severe hazards.

 - » *Strategy 1.5* Improve hazard identification and risk assessment information to inform and provide recommendations for enhanced resilience in new development and promote preventative measures for existing development in areas vulnerable to natural hazards.

 - » *Strategy 1.6* Participate in and actively support the National Flood Insurance Program.

 - » *Strategy 1.7* Periodically update flood regulations to implement new federal requirements that regulate development within the 100-year floodplain.

 - » *Strategy 1.8* Develop regulations to encourage more than one ingress and egress for evacuation in and adjacent to natural hazard areas.
-

POLICY NO. 2

Incorporate natural hazard mitigation planning and activities into watershed planning, natural resource management, natural systems enhancement, and land use planning to protect life, property, and the ecological system.

POLICY NO. 3

Strengthen emergency operations by enhancing communication, collaboration, and coordination of natural hazard mitigation activities and policies across agencies at all levels and regions of government, sovereign tribal nations, and the private sector.

POLICY NO. 4

Prioritize restoration of critical services following a natural hazards event.

» *Strategy 4.1* Endeavor to locate key public facilities and facilities serving vulnerable populations outside hazard areas.

» *Strategy 4.2* Endeavor to establish backup capabilities during emergencies for key public services and facilities, such as water, sewer, police, fire, and hospital infrastructure.

POLICY NO. 5

Prioritize investment in retrofitting infrastructure to minimize service losses during extreme weather or natural hazard events.

» *Strategy 5.1* Consider requiring new development to locate service lines underground.

» *Strategy 5.2* Work with the Clackamas County Building Department to encourage updating building codes to require seismic retrofitting and other earthquake mitigation measures in compliance with the Oregon Structural Specialty Code.

POLICY NO. 6

Encourage partnerships to implement strategies in the Natural Hazards Mitigation Plan.

» *Strategy 6.1* Improve communication, coordination, and participation among and with public agencies, community members, community lifelines, and private sector organizations to prioritize and implement hazard mitigation activities and policies and build upon recent hazard response plans.

» *Strategy 6.2* Enhance efforts toward identifying and optimizing opportunities across state agencies, surrounding communities, and private entities for resource sharing, mutual aid, and funding sources/support.

POLICY NO. 7

Build community resilience and awareness and reduce the effects of natural hazards and climate change through community-wide engagement, collaboration, resource-sharing, learning, leadership-building, and identifying mitigation project-related funding opportunities.

» *Strategy 7.1* Mitigate the inequitable impacts of natural hazards by directing resources and efforts to build resilience and engagement in the most vulnerable communities least able to prepare, respond, and recover.

» *Strategy 7.2* Strengthen efforts aimed at increasing engagement, outreach, and collaboration with community and cultural organizations and agencies that are dedicated to providing services and support to vulnerable and underserved communities.

» *Strategy 7.3* Work with the Canby Fire District to provide wildfire education for wooded properties within the Canby UGB to reduce wildfire risks.



GOAL 8: RECREATIONAL NEEDS

Background

Canby's role in Oregon Statewide Planning Goal 8 is to plan for the recreational needs of residents and visitors. Goal 8 prioritizes non-motorized forms of recreation, recreation areas that serve high-density populations with limited transportation options and limited financial resources, and recreation areas that are available to the public for free or at a low cost.

The City does not have a formal parks and recreation program or department and does not employ a professional parks and recreation administrator. The Comprehensive Parks and Recreation Master Plan (Parks Plan), adopted in 2022, provides a framework for future recreational planning efforts and includes an evaluation of system development charges (SDCs) for parks and recreation.

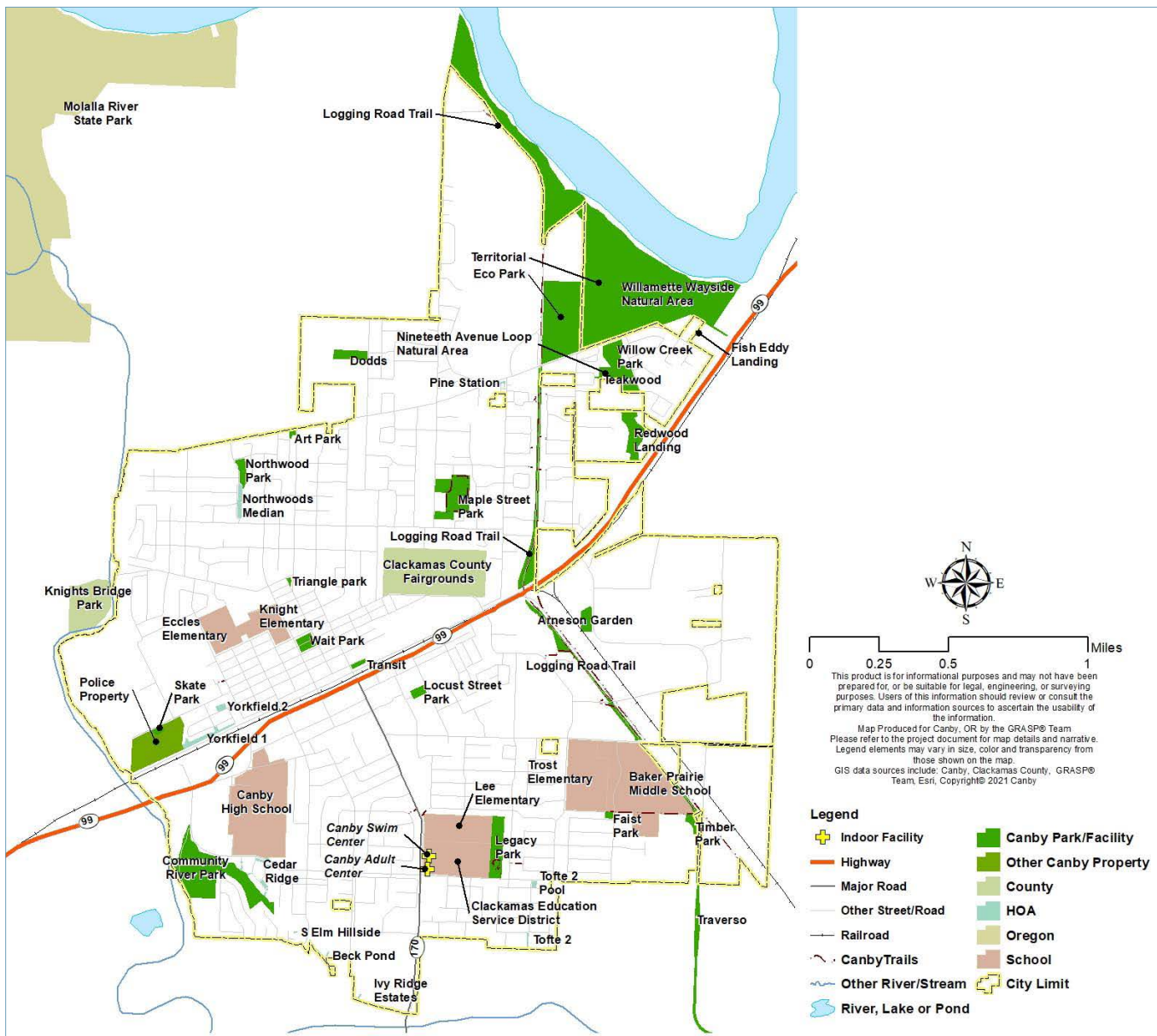


The plan includes an inventory of existing facilities, an evaluation of the current level of service (LOS) and operations, and an action plan to achieve the City's recreational goals and objectives.

Canby has 23 developed parks/facilities with 70 recreational components, such as athletic facilities, parks, and trails, and has a number of underdeveloped or undeveloped park spaces. The former Canby Adult Center and the Swim Center are city-owned facilities on Canby School District property. Some of the key city-owned assets that provide recreational opportunities and services for the community include the Willamette Wayside Natural Area, Three Sisters Ranch, Community River Park, and Eco Park. In addition, there are 22 alternative provider parks and facilities, with another 74 recreational components. These include homeowner associations, schools, and state or county parks within or adjacent to Canby.

Undeveloped or underdeveloped properties make up over two-thirds of parkland owned by the city. These sites include Fish Eddy Landing, Three Sisters Ranch, and Traverso properties. The Parks Plan notes that, although development or improvements to these properties would increase service to a great number of community members, the properties may be best suited as passive natural and open spaces.





Source Canby Parks Plan, Appendix G, pg. 230.

According to the Parks Plan, Canby's park properties are well distributed across the city. In terms of walkable access, almost 3/4 of the city's land area has access to services that exceed a target value of components appropriate to the city. Low-scoring areas (22 percent of the city) have access to some recreation, but not the target level. Over 90 percent of community members have access to recreation opportunities within a 10-minute walk of their homes. An analysis of the LOS with census data indicates that parks are generally well placed. While the percentage of underserved residents is low, there are several opportunities to increase the LOS by

addressing low-scoring properties. Analysis shows that nearly 100 percent of residents have access to target service levels within 1 mile.

The City establishes its standards for LOS through its systems development charge program and/or its development code.

GOALS, POLICIES, AND STRATEGIES

GOAL 1

To create a financially resilient organizational structure to deliver parks and recreation programs and services that position the city for growth.

POLICY NO. 1.1

Evaluate options to create a Parks and Recreation Department with an efficient organizational structure.

» *Strategy 1.1.1* Consider creating staff positions to support parks and recreation as population grows.

POLICY NO. 1.2

Explore opportunities for sustainable funding for parks and recreation.

» *Strategy 1.2.1* Advise and support the Canby Area Parks and Recreation District (CAPRD), a special district run by the Clackamas County Board of Commissioners, to assist with funding parks and recreation services.

» *Strategy 1.2.2* Update the City's Parks and Recreation Land Dedication and system development charges methodology.

» *Strategy 1.2.3* Regularly update the City's Park and Recreation Master Plan, which identifies needed capital improvements and standards for the parks system.

» *Strategy 1.2.4* 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.

» *Strategy 1.2.5* Explore creation of a separate park and recreation funding source to help provide and pay for new park facilities and maintenance.

» *Strategy 1.2.6* Work with community partners, such as the Canby Parks and Recreation Advisory Board, CAPRD and the Canby School District to explore feasibility for a new recreation complex.

» *Strategy 1.2.7* Identify and pursue grants to help fund the development and maintenance of parks facilities.

POLICY NO. 1.3

Improve and enhance marketing, communication, and public engagement for parks and recreation facilities and services.

GOAL 2

Enhance and expand healthy recreation opportunities provided by the City and community partners.

POLICY NO. 2.1

Explore and offer recreation programs that meet the desires and needs of the Canby community, in the city and UGB.

POLICY NO. 2.2

Enhance recreation center and aquatic opportunities for the Canby community.

POLICY NO. 2.3

Coordinate with the Canby School District to help ensure that adequate sites are provided for public schools and associated recreation activities.

» *Strategy 2.3.1* Work with representatives of the school district, school offices, and recreation-oriented groups to determine the best possible sites for future acquisition and development of schools and associated recreational facilities.

» *Strategy 2.3.2* 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.

GOAL 3

Expand and enhance community member park experiences.

POLICY NO. 3.1

Maintain existing park and recreation facilities.

» *Strategy 3.1.1* Improve the level of maintenance in current city parks and recreation facilities.

» *Strategy 3.1.2* Standardize park and recreation amenities for aesthetics and ease of maintenance.

» *Strategy 3.1.3* Expand and enhance amenities in parks when they are functioning below expectations.

POLICY NO. 3.2

Expand and enhance connected trails and open spaces.

GOAL 4

Provide and enhance access to parks and facilities for all Canby community members.

POLICY NO. 3.1

Seek opportunities to acquire and develop land to meet identified park and recreation needs.

» *Strategy 4.1.1* Acquire and develop land for park and recreation facilities by 2043 to meet the community standard of 10 acres of developed parkland per 1,000 residents.

» *Strategy 4.1.2* Provide high-quality recreational facilities to meet the needs of the growing community.

» *Strategy 4.1.3* Identify potential locations for larger community parks to serve the entire community.

» *Strategy 4.1.4* Site and open a permanent off-leash dog park.

» *Strategy 4.1.5* Explore opportunities to provide river access for swimming and other water-based recreation activities.

POLICY NO. 4.2

Provide parks and trails that provide access to and connectivity between Canby's natural and riverfront areas.

» *Strategy 4.2.1* Develop pedestrian trails and bike lanes to connect parks, natural areas, and off-road bicycling opportunities.

» *Strategy 4.2.2* Develop connections between Canby parks, trails, the Molalla River State Park and the Willamette River with a hub in Wait Park.

» *Strategy 4.2.3* Create connections to county, regional, and state trail systems.

» *Strategy 4.2.4* Pursue funding to expand the Logging Road pedestrian and bike trail beyond SE 13th Avenue.

POLICY NO. 4.3

Help ensure current and future programs, facilities, and communications comply with the Americans with Disabilities Act (ADA) and are accessible and fully inclusive, regardless of ability.

» *Strategy 4.3.1* Improve park and recreation signage to include the location of ADA access.

» *Strategy 4.3.2* Evaluate and improve as necessary the ease of physical access to facilities in compliance with ADA standards.

POLICY NO. 4.4

Foster a sense of safety and belonging to welcome community members of all demographics to enjoy parks and recreation facilities.

» *Strategy 4.4.1* Improve park and recreation signage and reservation forms to include the multiple languages spoken in the community.

» *Strategy 4.4.2* Explore opportunities to host city-endorsed cultural events in city-owned facilities.

» *Strategy 4.4.3* Explore partnerships with local nonprofits and the library for hosting outreach activities and resource fairs in local parks.

» *Strategy 4.4.4* Improve the perceived level and actual safety of parks and recreation facilities.



GOAL 9: **ECONOMIC DEVELOPMENT**

Background

Consistent with the Statewide Planning Goal 9, this element provides economic development goals and policies for Canby.

Per Oregon Statewide Planning Goal 9, the City of Canby is responsible for having enough land available to realize economic growth and development opportunities. The 2023 Economic Opportunities Analysis (EOA) fulfills the specific requirements for economic analysis under Goal 9 and findings from the EOA are incorporated, as appropriate, into the Canby Comprehensive Plan.



The city's role in regional and statewide commerce is significant, in part because of its location on the Willamette River, proximity to Highway 99E and Interstates 5 and 205, and the Union Pacific Railway, as these corridors serve as routes for the exchange of goods and services within the region. Metro has identified Canby as a Neighboring City which is defined as having a significant number of residents who work or shop in the Portland metropolitan area. Canby has several advantages for continued industrial and commercial expansion.

The existing conditions and trends from the EOA for several important categories of the city's economic environment are summarized below:

Occupations: Canby workers are far more likely to be employed in manufacturing occupations as compared with the county and state. In 2019, nearly 22 percent of Canby's jobs were in manufacturing, compared with 11 percent in the county and 10 percent in Oregon. Construction (15 percent), retail trade (11 percent), educational services (8 percent), accommodation and food service (8 percent), and health care (8 percent) also represent significant shares of jobs in Canby.

Income: Income levels for Canby's residents tend to be below those of Clackamas County but well above statewide figures. Between 2010 and 2020, median household and family incomes for Canby residents increased measurably but were outpaced slightly by growth rates observed statewide and in Clackamas County. In 2020, the median household income within Canby was much higher for owner-occupied households (\$91,523) than for renter households (\$49,677).



Employment: Employment in Canby has increased significantly in recent years. The total number of jobs covered by unemployment insurance increased from 6,718 jobs in 2018 to 7,028 jobs in 2023. Half of Canby's employment is in the strong and growing industrial sector, which added 1,348 jobs between 2014 and 2020. The services sector accounted for 38 percent of employment in the city, followed by the retail trade sector, which accounted for 11 percent of all jobs in 2020.

Employers: In 2020, there were 11 private employers in Canby that employed between 100 and 350 workers. Canby has been successful at adding employers of all sizes. Between 2009 and 2020, the number of employer establishments in Canby increased from 481 to 616 (over 12 per year on average). Significant growth has occurred in small, medium, and very large business categories.

Target Business Clusters: The list of target industries for Canby includes several existing and emerging clusters, including:

- Advanced manufacturing: metals and machinery
- High tech manufacturing and testing: electrical components, battery storage, etc.
- Construction trades
- Wholesale trade
- Health services

In addition to these target industries, Canby is likely to attract additional demand for commercial retail, professional and business services, entertainment/recreation, business-to-business supply chains, and warehousing and distribution entities.

The EOA also provides an Industrial and Commercial/Office Land Needs Assessment. The industrial sector is anticipated to continue to grow as the city has 145 acres of available undeveloped industrial land, within proximity or adjacent to the Union Pacific mainline railroad, Oregon Pacific railroad, Highway 99E or the Pioneer Industrial Park. Commercial growth is anticipated to continue in downtown and highway commercial zones, with 17 acres of undeveloped commercial land. Other drivers of economic activity in Canby include the Clackamas County Fairgrounds, which attracts a significant number of events to the city including the annual fair and other major activities and concerts.

THE ADOPTED COMMUNITY DEVELOPMENT MISSION STATEMENT FOR THE EOA IS:

Canby shall retain and enhance its unique sense of community and livable neighborhoods. Canby continues to be a great location for businesses to thrive and expand. Canby's downtown is inviting and safe, with innovative businesses that meet the community's needs. Canby's employment centers attract a diverse mix of businesses that offer quality jobs and benefits. The Highway 99E Corridor is designed as a safe and attractive gateway that invites visitors to explore Canby. The City of Canby proactively plans for and invests wisely in infrastructure and services that enable the community to manage growth in a sustainable manner.

The following goals and policies and strategies implement this community mission statement.

GOALS, POLICIES, AND STRATEGIES

GOAL 1

To promote increased industrial development at appropriate locations.

POLICY NO. 1.1

Plan for Industrial expansion areas east and north of Mulino Road.

» *Strategy 1.1.1* Plan for industrial expansion areas adjacent to the Pioneer Industrial Park.

» *Strategy 1.1.2* Identify and construct transportation and other needed infrastructure that serve industrial business expansion.

POLICY NO. 1.2

Retain and attract businesses that provide quality jobs with high wages and high levels of employment per acre.

POLICY NO. 1.3

Support changes in zoning districts to best promote high wage jobs over the next 20 years.

POLICY NO. 1.4

Maintain or increase the requirement for employees per acre within the Pioneer Industrial Park and future industrial expansion areas.

POLICY NO. 1.5

Develop regulations for zone changes that ensure impacts on employment levels and higher wage jobs are considered as part of rezoning of employment lands.

POLICY NO. 1.6

Protect employment land from conversion to residential uses in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.

- » *Strategy 1.6.1* Review and develop funding opportunities for off-site infrastructure improvements to support expansion of businesses through the use of public, private and/or public-private financing methods for businesses that provide high wage jobs and/or a high number of jobs per acre.
-

POLICY NO. 1.7

Support expansion and diversity of health services.

- » *Strategy 1.7.1* Work with local and regional health care providers to ensure that additional outpatient treatment facilities are available as the local population expands.
-

GOAL 2

To encourage commercial development downtown and other appropriate locations.

POLICY NO. 2.1

Expand lodging options.

- » *Strategy 2.1.1* Identify potential locations for a future hotel along Highway 99E.
-

- » *Strategy 2.1.2* Help facilitate partnerships between landowners and hotel operators.
-

POLICY NO. 2.2

Attract downtown redevelopment with integrated mixed-use buildings consistent with the Downtown Design Standard objectives.

- » *Strategy 2.2.1* Ensure downtown Canby remains visually and functionally attractive.
-

» *Strategy 2.2.2* Support compatible densification within the Downtown Canby Overlay zone that strengthens historic development patterns, and the coordination and connection between the commercial areas on both sides of Highway 99E.

» *Strategy 2.2.3* Evaluate opportunities to incentivize vertical mixed-use developments using techniques such as public parking, advance financing of off-site infrastructure and limited multifamily tax abatement.

» *Strategy 2.2.4* Pursue funding to support downtown improvements that enhance walkability.

» *Strategy 2.2.5* Pursue funding to continue the façade improvement program.

POLICY NO. 2.3

Update design standards and provide incentives for building renovations.

» *Strategy 2.3.1* Implement effective design standards in core areas and along Highway 99E.

» *Strategy 2.3.2* Create development codes that promote attractive highway commercial development servicing the needs of the community.

» *Strategy 2.3.3* Update development code standards to promote business consistent with design standards.

GOAL 3

To encourage economic programs and projects which will lead to an increase in local employment opportunities.

POLICY NO. 3.1

Foster a positive business environment and permitting process.

POLICY NO. 3.2

Provide incentives for targeted job creation and major private investment.

- » *Strategy 3.2.1* Support reasonable business incentive programs offered by Business Oregon, such as the Strategic Investment Program that provides limited tax abatement for major private investments.
 - » *Strategy 3.2.2* Sponsor annual business summit meetings and events held by the Canby Chamber of Commerce.
-

POLICY NO. 3.3

Support workforce training and development.

- » *Strategy 3.3.1* Work with the Clackamas Workforce Partnership to connect workforce training opportunities and programs with local community residents and businesses.
-

POLICY NO. 3.4

Expand opportunities for the development of workforce housing.

- » *Strategy 3.4.1* Evaluate and implement code amendments that lower the barrier to the development of middle housing types, such as plexes, townhomes, courtyard apartments, cottage clusters, and accessory dwelling units.
-

POLICY NO. 3.5

Use innovative techniques to fund roads and infrastructure.

- » *Strategy 3.5.1* Update local system development charges to fund capacity expansion projects.
 - » *Strategy 3.5.2* Implement equitable transportation utility revenue generation that fully captures the impacts created by various business and industrial types on local streets and related maintenance costs.
 - » *Strategy 3.5.3* Explore and create special assessments, such as local improvement districts to recapture the value created by major public or private investments in infrastructure.
-

POLICY NO. 3.6

Support arts & visitation, including heritage- and bicycle-tourism.

» *Strategy 3.6.1* Implement master plan projects that include trails, pathways, parks, river access, and camping/RV facilities.

» *Strategy 3.6.2* Work with partners, such as Clackamas County, the Canby Parks and Recreation Advisory Board and the Canby School District to explore feasibility for a new sports complex.

» *Strategy 3.6.3* Expand funding resources and pursue state grants.

» *Strategy 3.6.4* Support the growth and diversification of heritage tourism.

POLICY NO. 3.7

Support, monitor and participate in local and regional economic development organization activities that help Canby define its role within the larger region.

POLICY NO. 3.8

Play an active role in regional and state-sponsored economic planning processes to ensure that local business expansion needs are fully understood and can be addressed within the broader market area, if not within the Canby UGB.



GOAL 10: HOUSING

Background

Oregon Statewide Planning Goal 10 outlines the requirements of the City to comply with the Housing Element and contribute to providing for the housing needs of the state. Goal 10 requires that the City conduct an inventory of its buildable lands. The City adopted its most recent buildable land inventory and Housing Needs Analysis (HNA) in 2024 for the planning period from 2023 to 2043.

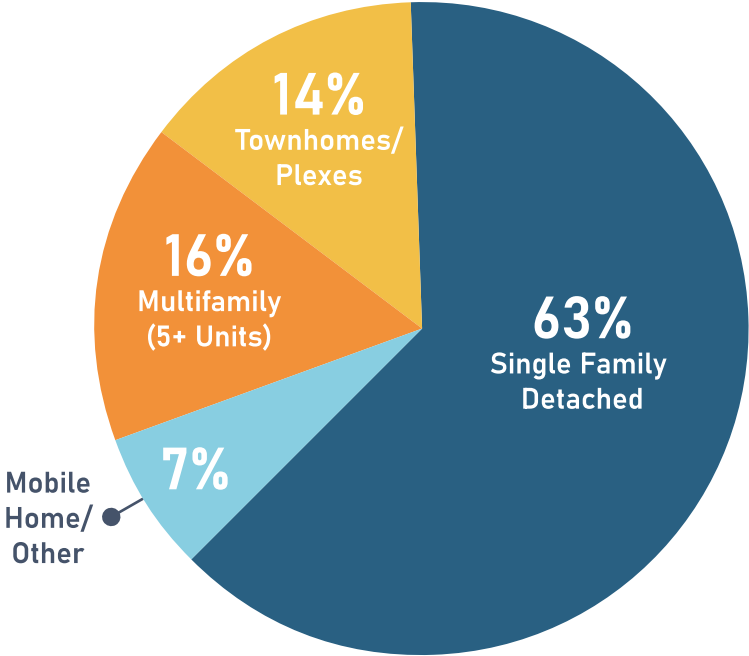




HOUSING INVENTORY

In 2019, Canby had 6,608 total housing units. The city offers a variety of housing types for a range of income levels, although the availability of middle housing options and affordable rental units is limited. Most existing housing units in Canby are single-unit detached homes (63 percent). This also reflects current trends in new housing construction, as about two-thirds of new housing construction between 2010 and 2022 was for new detached homes, while only about one-third of new construction was for middle housing options, including townhomes, duplexes, multi-unit apartments, and manufactured homes.

Housing Units by Housing Type, City of Canby, 2019



TENANCY

Of the existing 6,608 housing units in 2019, most of the occupied housing units are occupied by owners (68 percent), while renter-occupied units account for 32 percent of housing units. Owner-occupied units tend to be single-unit detached and manufactured homes. Renter-occupied units tend to be townhomes, multiplex homes, and multi-unit homes.

HOUSING ATTAINABILITY AND AFFORDABILITY

Housing attainability for households earning at or below the local median family income (MFI) levels was evaluated using U.S. Department of Housing and Urban Development (HUD) guidelines, assuming that the median family income (MFI) for Clackamas County was \$80,484 as of 2019. In Canby, a household earning 80 percent to 120 percent of the MFI should be able to afford between \$1,610 to \$2,415 in monthly rent and between \$279,000 to \$419,000 for a mortgage when spending 30% of their income on housing.

Home values in Canby have increased significantly in recent years and continue to rise. As of 2024, the median home value in Canby was \$528,500, which is comparable to other cities in the region, but is well above mortgage attainability for the 80 percent to 120 percent MFI income levels.

HUD considers households to be cost burdened if they pay more than 30 percent of their income on housing, and severely cost burdened if they pay more than 50 percent of their income on housing. According to the HNA, over half (52 percent) of renter households in Canby are cost burdened.

RESIDENTIAL LAND USE AND BUILDABLE LAND

There are 1,746 acres zoned for residential use in the city. Properties intended for residential development in the city include the following Comprehensive Plan land use designations:

- Rural Residential: 308 acres
- Low Density (LDR): 1,453 acres
- Medium Density (MDR): 149 acres
- High Density (HDR): 230 acres
- Residential Commercial (RC): 11 acres
- Downtown Commercial (DC): 38 acres

The 2024 residential buildable land inventory found that, of the 1,746 acres designated for residential use (including mixed-use designations that allow housing), 1,461 acres are developed and 282 acres are buildable. Total buildable vacant land includes 115 acres of partially constrained vacant land, 2.3 acres of buildable vacant land, 163.9 acres of partially vacant buildable land, and 3.4 acres of redevelopable land.

The following goals, policies and strategies are reflective of this community vision and the adopted 2024 Housing Needs Analysis.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To provide for the housing needs of Canby residents.

POLICY NO. 1

Monitor residential land development and maintain a 20-year residential land supply sufficient to accommodate growth and provide needed housing.

POLICY NO. 2

Manage residential development in coordination with the provision of utilities, public facilities, and a functional transportation network.

POLICY NO. 3

Affirmatively further fair housing by encouraging the development of housing for renters, the elderly, those living with disabilities, low-income community members, and other protected classes, and integrate the housing into a variety of residential areas throughout the city.

- » *Strategy 3.1* Maintain clear and objective housing development standards and criteria for a range of housing types to meet housing needs.

 - » *Strategy 3.2* Encourage development of smaller, more attainable units that provide opportunities for first-time homebuyers.

 - » *Strategy 3.3* Encourage medium and high-density residential zone designations in areas being annexed by the city.

 - » *Strategy 3.4* Implement open space requirements as permitted by state law for multi-unit housing developments.

 - » *Strategy 3.5* Support changes in residential zoning districts and development standards to best accommodate needed housing over the next 20 years.
-

POLICY NO. 4

Develop criteria and a process for identifying land to rezone to meet the deficit of land for multi-unit housing development.

» *Strategy 4.1* Encourage upzoning parcels in Area J to allow more medium and high-density housing.

» *Strategy 4.2* Support development of sufficient utility capacity to serve anticipated growth over the next 20 years.

» *Strategy 4.3* Identify priority areas for upzoning, such as sites along transportation corridors, with sufficient utilities capacity, within and adjacent to downtown, and near community amenities, like schools and parks.

POLICY NO. 5

Identify opportunities to streamline the process and standards for designing and approving developments.

POLICY NO. 6

Provide incentives to encourage developers to build a variety of housing types including incentives to support the development of income-restricted housing.

» *Strategy 6.1* Modify system development charge (SDC) fee schedules with scaled charges based on home size.

» *Strategy 6.2* Pursue a variety of development code amendments to remove regulatory barriers to development of a variety of housing types, including reducing minimum lot sizes, increasing building heights, updating allowed uses in residential zones, and updating design standards.

» *Strategy 6.3* Provide a 10-year SDC Payment Plan option for developers using the Bancroft Bonding Act which allows local governments to finance public improvements through bonding for up to 10 years.

» *Strategy 6.4* Offer a full or partial SDC waiver for regulated affordable housing.

» *Strategy 6.5* Allocate some Construction Excise Tax funds to support the provision of affordable housing.

POLICY NO. 7

Inventory and encourage preservation of naturally occurring affordable housing.

- » *Strategy 7.1* Prepare an inventory of subsidized and naturally occurring affordable housing to support proactive policies intended to preserve the affordable housing stock.
-

- » *Strategy 7.2* Preserve and support development of existing manufactured housing parks.
-

POLICY NO. 8

Work with the Clackamas County Housing Authority and other public, private, and nonprofit partners to address supply of affordable housing and to assist those experiencing homelessness.



GOAL 11: PUBLIC FACILITIES AND SERVICES

Background

The City of Canby is committed to providing its residents with safe and accessible public facilities and services to support the community's growth and quality of life. The City's ability to deliver services in a timely, orderly, and efficient manner has a direct impact on future growth of the city. Not all of the community's public facilities and services are provided by the City, as some services are provided by Canby Utility and private utilities.



Per Oregon Statewide Planning Goal 11, cities are responsible for creating facility master plans to meet current and long-range needs within the UGB. The plans should be used supplementally to support the public facilities policies identified in the Comprehensive Plan. The public facility plans should plan for public services to urbanizable areas that do not yet have facilities. Cities should provide facilities including: police protection, sanitary facilities, storm drainage facilities, energy and communication services, and community governmental services. Elements required in the public facility plan include an inventory of all significant public facility systems, a list of public facility projects to support the Comprehensive Plan, cost estimates of each public facility project, a map or description of each project's general location, a statement identifying the provider of each system, an estimated timeline for implementation, and a discussion of available funding mechanisms. The City plans for and regulates many public facilities and services through capital facilities plans and public works design standards and specifications. Adopted plans are identified in the sections below and are supporting documents to the Comprehensive Plan. A variety of funding streams are used to pay for new and improved facilities.

Consistent with Oregon Statewide Planning Goal 11, this Element focuses on the following facilities and services provided by the City or in close partnership with local utilities:

- Water
- Wastewater
- Storm drainage
- Fire protection and emergency services
- Police protection
- Library services
- Utilities (natural gas, telephone, and broadband)
- Electricity



WATER

Canby Utility provides water services to all areas within Canby city limits and the urban growth boundary (UGB). The Molalla River is the community's primary water source. Groundwater is sourced from the Springs Gallery. According to the 2023 Water System Master Plan, Canby Utility's Molalla water treatment plant has the capacity to treat 8 million gallons per day (mgd). Storage is provided by three ground level finished drinking water storage reservoirs with a total usable capacity of 4.6 million gallons. The service area is comprised of a single pressure zone. Canby Utility operates two distribution system pump stations, the Cedar Treatment Plant Pump Station and the 13th Avenue Pump Station. The distribution system consists of approximately 87 miles of pipe ranging in diameter from 4 to 16-inch, with 6 and 8-inch diameter pipes being most numerous.

The Master Plan forecasts a maximum daily demand of more than 9 million gallons per day (mgd) by 2045 with an ultimate buildout demand of nearly 17 mgd, a figure based on a projected population of 46,420 in the Canby Utility water service area (current UGB). While Canby Utility has water rights to the Molalla River and adequate intake capacity, the Molalla River's ability to meet long-term demands is limited due to low summer water levels.

Therefore, Canby Utility is exploring other long-term supply options. Over the 20-year planning horizon, there is an anticipated storage deficit of nearly two million gallons, requiring additional storage capacity. Improvements to water treatment facilities will also be required to support the urban area.

WASTEWATER

The sanitary sewer and stormwater systems are owned by the City of Canby, and one bill is provided to customers for both services. According to the 2020 Wastewater Facilities Plan Update, the existing collection system consists of approximately 21 miles of gravity sewer lines ranging from 6 to 30 inches. The city has eight sewage pumping stations, seven are owned and operated by the City of Canby and one is under private ownership. The Wastewater Treatment Facility was installed in 2014. Based on the average wastewater flow per capita (including residential, commercial, and industrial sources) of 60 gallons per day, and the Plan's 2040 population projection of 25,748 people, the wastewater collection and treatment systems will not exceed their current capacity within the 20-year planning window. Amendments to the UGB will require an updated evaluation of wastewater system demands and capacity.



STORMWATER

The 2022 Stormwater Master Plan includes details on the existing stormwater system and provides planning for the provision of stormwater collection, disposal and funding to implement the Plan. There are currently 435 drywells and approximately 125,000 feet of storm pipeline within the Canby stormwater system. There are eight drainage basins within city limits, six of which are under the City's jurisdiction with discharge to the Molalla River and the Willamette River; the remaining two basins are under the jurisdiction of the Oregon Department of Transportation.

The City of Canby does not currently have stormwater quality treatment requirements, and the city is not a "regulated" small Municipal Storm Sewer System (MS4) subject to the EPA Phase II Stormwater Rule. Projects to improve stormwater collection and disposal deficiencies in the system are included in the City's Five-Year Capital Improvement Plan.



POWER

Canby Utility owns and operates the electric distribution facilities serving customers within the Canby area. The Canby Utility electrical service is surrounded by the service territory of Portland General Electric (PGE). All electric power sold by Canby Utility is provided by the Bonneville Power Authority with transmission service provided by PGE. All major equipment in the Canby Utility system is less than 20 years old.

Historically, the electric system in Canby is a winter-peaking system caused by cold weather events; however, summer peaks have been growing consistently over the last 10 years as extreme heat events occur more frequently. The Canby Utility Electric System Five-Year Planning Study found that the system has enough transformer and distribution system capacity to serve historic and projected peak demand over 5 years. However, transmission constraints on power supply coming into Canby through the BPA-PGE service provider have been identified. Although the BPA-PGE service provider has plans to upgrade its transmission capacity that supplies the region over the next 10 years, it is important that new developments coordinate with Canby Utility to ensure available electric capacity. The 5-year plan includes specific recommendations for system improvements and plans for maintenance of existing infrastructure to support the needs of a growing population.

NW Natural is the regional natural gas service provider and primary service provider in Canby. The distribution system comprises both larger main lines and smaller service lines that ultimately connect to individual residences and businesses. NW Natural collaborates with developers and contractors for installing gas mains in subdivisions and service lines to buildings.

EMERGENCY SERVICES

The Canby Fire District (officially Canby Rural Fire Protection District #62) is a special service district in Clackamas County, Oregon, that provides fire, rescue, and advanced life support (ALS) ambulance transport services to the cities of Canby and Barlow, as well as surrounding rural areas. A fire substation was constructed in 2022 on the north side of the city to account for access and emergency response issues created by trains. The Canby Fire District has approximately 55 career and volunteer firefighters and medics, supported by additional administrative and command staff.

The Canby Police Department provides the Canby community with a full range of police services 24 hours a day, seven days a week. The Department is located on the west side of Canby. The Clackamas County Department of Communications, also known as C-COM, provides 9-1-1 Emergency and Non-Emergency dispatch services to Canby officers. The Canby Police Department has an authorized force of 30 sworn police officer positions, which includes the Chief and two Captains, and six non-sworn positions.

LIBRARY

Canby Public Library is a department of the City of Canby and member of the Libraries in Clackamas County (LINCC) consortium. The building that currently houses the combined Canby Public Library and City Hall (known as the Canby Civic Center and Public Library) was completed in fall 2016. The library provides information, resources, assistance, programming, and access to technology. The 2024-2027 Strategic Plan does not identify any facility needs.

SUPPORTIVE PUBLIC FACILITIES SERVICES

Other public facilities available within the UGB that are privately owned and operated include natural gas, telephone, and broadband. Essential agencies in the city to support the public facilities include: bridges, Canby Disposal, Canby Ferry, communication towers, gas lines, NW Natural pipeline, telephone fiber, Pacific Pride storage tanks, power lines, railroads, transportation networks, and water/wastewater systems.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To ensure the adequate provision of water services to meet the needs of the residents and property owners of Canby.

POLICY NO. 1.1

Work with Canby Utility to ensure the maintenance, repair, or replacement of water system elements to provide an adequate level of water service.

POLICY NO. 1.2

Work with Canby Utility to 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.

POLICY NO. 1.3

Work with Canby Public Utility to plan for and acquire water sources sufficient to support population and economic growth.

GOAL 2

To ensure the adequate provision of wastewater services to meet the needs of the residents and property owners of Canby.

POLICY NO. 2.1

Maintain, repair, or replace all current wastewater system elements to provide an adequate level of wastewater service.

» *Strategy 2.1.1* Replace or repair deteriorating collection systems.

» *Strategy 2.1.2* Improve or replace other existing facilities as needed in the future to ensure their reliability.

» *Strategy 2.1.3* Construct new trunk and major sewers.

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- » *Strategy 2.1.4* Construct new pump stations, consistent with the City's Public Facilities Plan.

 - » *Strategy 2.1.5* Relocate, upgrade and/or expand pump stations in areas where additional capacity is needed.

 - » *Strategy 2.1.6* Require the owners of any failing septic systems within the city to connect to the city's sewer system.

 - » *Strategy 2.1.7* Use the City's adopted industrial wastewater discharge permit process to comply with city, state and federal clean water standards.
-

POLICY NO. 2.2

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.

- » *Strategy 2.2.1* Continue to update a Wastewater Facilities Plan that provides a capital improvement plan for the wastewater system.

 - » *Strategy 2.2.2* Utilize user rates 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 ensure the adequate provision of storm drainage services to meet the needs of the residents and property owners of Canby.

POLICY NO. 3.1

Prioritize on-site stormwater management except where the City determines it to be inefficient or infeasible.

- » *Strategy 3.1.1* Provide regional treatment and monitoring facilities as needed.

 - » *Strategy 3.1.2* Maintain, expand or replace existing local facilities as needed, to ensure they continue to function reliably.
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- » *Strategy 3.1.3* Develop standards and requirements for on-site storm drainage facilities; incorporate into City development, public facility and other ordinances.
-

POLICY NO. 3.2

Maintain, repair, replace or expand storm drainage facilities in the public right of way to meet future storm drainage service needs.

- » *Strategy 3.2.1* Decommission unacceptable drywells and water wells not meeting City adopted standards.
-

- » *Strategy 3.2.2* Implement a catch basin and drywell best management practices (BMP) plan.
-

POLICY NO. 3.3

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.

- » *Strategy 3.3.1* Develop a Storm Drainage Master Plan that provides a capital improvement plan for the storm drainage system.
-

GOAL 4

To ensure 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. 4.1

Work closely and cooperate with all entities and agencies providing public facilities and services and ensure that they are provided concurrently with future development.

- » *Strategy 4.1.1* Work with regulators, 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 and infill development.
-

» *Strategy 4.1.2* 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.

» *Strategy 4.1.3* Develop needed utility capacity and support development that is compatible with the City's ability to provide adequate public facilities and services.

» *Strategy 4.1.4* Notify the Department of Land Conservation and Development when updating adopted public utility plans.

POLICY NO. 4.2

As part of its annual budgeting process, review the public facilities plan to ensure the adequate provision of public services and facilities.

» *Strategy 4.2.1* Planning, Public Works and other department directors will review the public facilities plans for consistency with annual budgets and capital improvement plans.

» *Strategy 4.2.2* Develop a City budget to address needed public facility improvements.

POLICY NO. 4.3

Utilize all feasible means of financing needed public improvements and do so in an equitable manner to support housing and employment needs.

» *Strategy 4.3.1* Allow for the creation of Local Improvement Districts and Advanced Financing Districts as a means of financing needed improvements consistent with City code provisions.

» *Strategy 4.3.2* Use SDCs to pay for the costs of public facilities and services needed to serve new development.

» *Strategy 4.3.3* Modify SDC fee schedules with scaled charges based on home size.

» *Strategy 4.3.4* Use general obligation and revenue bonds, as appropriate, to help finance long-term capital improvements.

» *Strategy 4.3.5* 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.

» *Strategy 4.3.6* Use fees to recover the cost of services to the greatest extent possible where services or facilities directly benefit users.

» *Strategy 4.3.7* Incorporate additional changes to the Capital Improvement Plan as needed as individual master plans are updated.

POLICY NO. 4.4

Support the retention of Canby School District schools within city limits and within walking distance of residential neighborhoods and downtown to encourage multi-modal trips, support the city's commercial core, and reinforce community character.

» *Strategy 4.4.1* Coordinate with the Canby School District on long-term facility planning.



GOAL 12: TRANSPORTATION

Background

Transportation infrastructure is key to the future growth of the city as it provides for the flow of goods, services, and people throughout Canby and the region.

In compliance with Statewide Goal 12, the City of Canby Transportation Element in combination with the 2025 Transportation System Plan (TSP) guides development and management of the city's transportation facilities for the next 20 years. Taken together, the city's transportation plan is required by Goal 12 to meet the following requirements:

- Considers all modes of transportation
- Is based on an inventory of transportation needs
- Considers social consequences of using different transportation modes
- Avoids principal reliance upon any one mode of transportation
- Minimizes adverse social, economic and environmental impacts and costs
- Conserves energy
- Meets the needs of the transportation disadvantaged by improving transportation services
- Facilitates the flow of goods and services
- Conforms with comprehensive land use plans



The City's urban growth boundary (UGB) has about 80 lane miles of streets, eight traffic signals, 46 lane miles of bike lanes, 100 linear miles of sidewalks and two miles of paved trails for walking and biking.

KEY STREETS

Major streets within the Canby UGB include:

- OR 99E (ODOT facility), which runs east-west through the center of the city. The road provides a major connection with Oregon City and Portland to the north, and Woodburn and Salem to the south.
- Territorial Road (Canby jurisdiction) runs east-west through the northern portion of the city. It connects to OR 99E in the northeast corner of the Canby UGB.
- Sequoia Parkway (Canby jurisdiction) runs north-south connecting the Pioneer Industrial Park to OR 99E.
- Knights Bridge Road (Canby jurisdiction) runs east-west from the western city limits to N Holly Street, West of Canby, Knights Bridge Road connects to Arndt Rd and then to I-5.

Other key streets that connect to OR 99E and/or provide access to neighborhoods are Holly Street, Ivy Street, SW 13th Avenue, Redwood Street, Pine Street, Mulino Road, and Township Road.

COMMUTER TRIPS

Much of the traffic in the Canby UGB, especially during the more congested weekday peak times, is related to employment. Residents in Canby who are employed predominantly commute to work outside of the UGB (85 percent), while jobs in Canby are overwhelmingly filled by people who live outside of the UGB (82 percent).

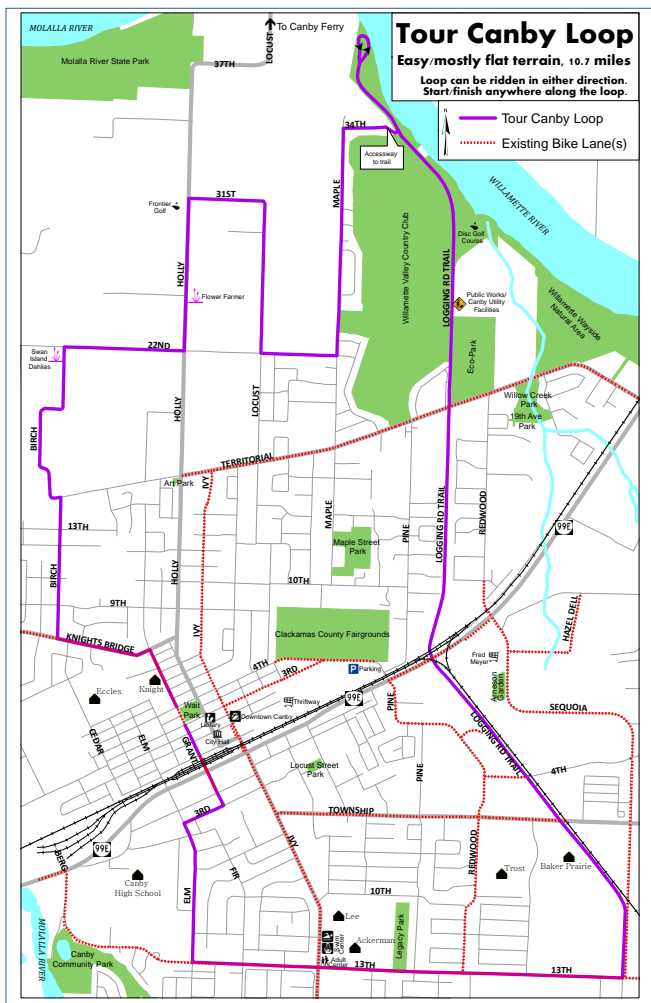
On average, **about 73 percent** of employed residents in Canby commute to work **using single-occupant motor vehicles**. About **7 percent** of residents **carpool** to work and the remaining **20 percent** work from home, walk, take transit, or **use some other means of travel**.



PEDESTRIAN CONDITIONS

The sidewalk network is relatively complete within the current city limits. Most new residential developments have a full sidewalk system with few gaps. There are still major gaps in the system where there are sidewalks only on one side of the road or no sidewalks at all. Critical sidewalk gaps in the Canby UGB are found along a few segments of OR 99E.

Of the streets within one-quarter mile of existing transit service, about 11 of the total 55 street miles lack a sidewalk (or 20 percent of the street miles). There are also about 33 miles of missing sidewalk near community amenities including places of commerce, schools, parks, and libraries, which is about 21 percent of all potential sidewalks in these areas. Notably, there is a gap in the sidewalk near Howard Eccles and William Knight elementary school as well as Canby Community Preschool.



Tour Canby Loop Bike Route

There is a 2.5-mile paved trail within Canby referred to as the Logging Forest Trail or Molalla Forest Road Trail which serves both pedestrians and bicyclists. Vehicle traffic is not allowed on the trail. In 2017, a property south of Canby containing a 3.3-mile segment of the former Molalla Forest Road was donated to the City. However, only a preliminary exploration of how this corridor could be developed for future recreational purposes has been conducted.

BICYCLE NETWORK

Most local streets in Canby have slow speeds and few vehicles on them. When traffic is light and speeds are slow, most people feel comfortable bicycling in the shared roadway. Of the approximately 90 lane miles of potential bikeways along arterials and collectors in the Canby UGB, there are currently about 46 lane miles of bike lanes, and about 44 lane miles without bike facilities. The northwest part of the city, west of Ivy Street and north of OR 99E, has the lowest share of completed bikeways.



TRANSIT

Canby is served by three transit agencies: Canby Area Transit (CAT), South Clackamas Transportation District (SCTD) and South Metro Area Regional Transit (SMART), offering four fixed bus routes and two types of paratransit service. Bus routes connect Canby to Woodburn, Oregon City, Wilsonville, Molalla, and the greater Portland Metro area via TriMet. CAT's Canby Loop, which is free to ride, includes 32 stops throughout Canby and operates Monday-Saturday. The Canby Loop service is funded from a combination of state grants and financial support from local businesses. The city's main transit facility is the Canby Transit Center.



About 73 percent of the total households in the Canby UGB have access to one of these routes, defined as living within 1/4 mile of a bus stop. Households that lack access are outside of city limits in the northwestern and southeastern portions of the UGB. About 65 percent of households in the current city limits have access to CAT routes.

RAIL CROSSINGS

There are two rail lines in Canby: Union Pacific railroad tracks parallel OR 99E, and the Oregon Pacific Railroad line that runs southeast-northwest through Canby parallel to the Logging Road Trail. All railroad crossings have lights and gates that activate when trains approach, and some have additional overhead warning lights. These crossings do not have physical barriers providing protection for people walking and biking on sidewalks and bike lanes. The Union Pacific crossings typically see about 15 daily train movements, including 9 freight trains and 6 passenger trains each day.

The long train lengths block the road, pedestrian, and bikeway crossings at times during the day, making it difficult for people to get around them and creating long delays. This blockage creates a barrier between the northern and southern sides of Canby, especially because there are no grade-separated crossings of the Union Pacific tracks in the city.

GOALS, POLICIES, AND STRATEGIES

GOAL 1

Provide and encourage a safe, convenient, and economic transportation system that applies transportation standards and regulations to the construction and operation of all transportation facilities to ensure they are designed appropriately, and the system functions as intended in the TSP.

POLICY NO. 1

Provide a transportation system that is convenient, accessible, reliable and connects people to destinations throughout the city and beyond.

» *Strategy 1.1* Provide direct, continuous, and connected transportation facilities to minimize out-of-direction travel and decrease travel times for all users.

» *Strategy 1.2* Increase the proportion of trips made by walking, bicycling, transit and carpooling.

» *Strategy 1.3* Complete all gaps in the bicycle and pedestrian networks, including trails.

» *Strategy 1.4* Increase household and job access to transit.

» *Strategy 1.5* Increase household and job access to low stress bike and walk networks.

» *Strategy 1.6* Increase travel options that serve popular destinations, such as schools, services, and parks.

POLICY NO. 2

Provide a transportation system that is safe and secure for people of all ages and abilities.

- » *Strategy 2.1* Reduce fatal and serious injury crashes for all modes of travel.

 - » *Strategy 2.2* Reduce crashes involving pedestrians and bicyclists by improving conditions along and across streets and at other conflict points with motor vehicles.

 - » *Strategy 2.3* Ensure that pedestrian and bike facilities are well maintained and clear of debris, obstacles, and obstructions.

 - » *Strategy 2.4* Provide attractive streetscapes that encourage active transportation, appropriate traffic volumes, vehicle speeds, and safety for all users.

 - » *Strategy 2.5* Reduce the transportation system's vulnerability to natural disasters and climate change.
-

POLICY NO. 3

Protect the natural, cultural, and developed environments and encourage healthy and active living for all through comfortable and convenient, lower-polluting transportation alternatives.

- » *Strategy 3.1* Reduce vehicle miles traveled per capita.

 - » *Strategy 3.2* Improve public health by promoting and providing safe, comfortable, and convenient active transportation options to meet daily needs and access services.

 - » *Strategy 3.3* Design all transportation facilities to be welcoming and attractive for all people walking and bicycling, including the provision of street trees and buffering from vehicles.

 - » *Strategy 3.4* Increase household access to parks, open spaces, and natural areas, including street tree and tree canopy preservation.
-

» *Strategy 3.5* Use sensitive design and mitigation approaches to natural, cultural, and developed resources.

» *Strategy 3.6* Reduce transportation-related air pollutants.

POLICY NO. 4

Eliminate transportation related disparities and barriers and make affordable for all users.

» *Strategy 4.1* Reduce household transportation costs by providing walkable neighborhoods, active transportation options, and reduced reliance on motor vehicle travel.

» *Strategy 4.2* Develop a multimodal transportation system that allows all users to access employment, education, and services.

» *Strategy 4.3* Develop a low stress bike and walk network for users of all ages and abilities.

» *Strategy 4.4* Promote transportation investments that offer system connectivity and efficiency benefits and avoid, minimize, and mitigate negative impacts.

» *Strategy 4.5* Prioritize infrastructure investments that serve those with the least access to transportation resources and with the greatest mobility needs.

POLICY NO. 5

Manage and optimize the transportation system to ease congestion so people and goods can affordably, reliably, and efficiently reach their destinations.

» *Strategy 5.1* Build an integrated and connected system of roadways, freight routes, transit and bicycle and pedestrian facilities.

» *Strategy 5.2* Build infrastructure and capacity to support emerging technologies to increase travel options, such as connected, automated, shared, and electric vehicles.

» *Strategy 5.3* Leverage technological advances to increase efficiency of travel across all modes for all road users.

» *Strategy 5.4* Increase the number of people and businesses with access to travel information.

» *Strategy 5.5* Increase the number of households and businesses with access to outreach, education, incentives, and other tools that increase shared trips and use of travel options.

POLICY NO. 6

Strategically design, operate and maintain the transportation system to maximize assets, minimize costs, and enhance the surrounding community through right-sized infrastructure.

» *Strategy 6.1* Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.

» *Strategy 6.2* Build transportation infrastructure that is sized appropriately and that encourages economical operation and maintenance.

» *Strategy 6.3* Align the function of transportation facilities with the design of the cross-section to enhance the adjacent land uses through right sized infrastructure, including parking for all users.

» *Strategy 6.4* Develop new revenue sources to prepare for increased travel demand, that balance fairness and equity across the community.

» *Strategy 6.5* Monitor and track progress of the Transportation System Plan investments, including the long-term feasibility projects that connect outside of Canby, to provide progress updates and needed actions.

» *Strategy 6.6* Coordinate with ODOT and the State Transportation Improvement Plan for Highway 99E to understand road improvement plans and timelines for the state controlled highway.

POLICY NO. 7

Transportation system decisions are made in a transparent and collaborative manner, and the benefits and burdens of investments are distributed equally among all users.

- » *Strategy 7.1* Create a multimodal transportation system that seamlessly connects to existing and planned infrastructure in surrounding communities.

- » *Strategy 7.2* Make transportation investment decisions using a performance-based planning and programming framework that is aligned with local goals and supported by meaningful public engagement, multimodal data, and analysis.

- » *Strategy 7.3* Improve coordination and cooperation among the owners and operators of the transportation system to enhance the efficiency of roadways and multimodal facilities and encourage improved transit service.



GOAL 13:

ENERGY CONSERVATION

Background

Canby's role in contributing to energy conservation and sustainable development is guided by Oregon Statewide Planning Goal 13. According to Goal 13, land use plans should consider measures that maximize energy efficiency, minimize the depletion of non-renewable energy sources, encourage recycling and re-use of vacant land, and plan increasing density gradients along high-capacity transportation corridors. Land use plans should use techniques that can impact energy efficiency, including lot size, dimensions, and siting controls; building height bulk and surface area; density of uses; availability of light, wind, and air; compatibility of and competition between land use activities; and systems and incentives for the collection, re-use, and recycling of metallic and nonmetallic waste. In addition, the City should consider the existing and potential capacity of renewable energy sources to yield useful energy output, such as water, solar, wind, geothermal heat, and municipal, forest, and farm waste.

The City of Canby recognizes that energy consumption is affected by many factors including land use patterns, building location and orientation, transportation modes, and protection of natural resources. In compliance with Statewide Goal 13 the City is committed to energy conservation, especially with the continued rise in cost of non-renewable energy sources and the continued decrease in cost paired with the increased availability of renewable energy sources.

UTILITIES

The electrical system in Canby is managed by Canby Utility. The utility buys its power from the Bonneville Power Administration. There is generally a proportional linear relationship between the customer count growth of the electricity system and the overall growth in energy use.

The City has adopted the Oregon State Structural Safety Code which sets insulation standards for buildings to conserve energy.

BUILT ENVIRONMENT

As stated in Goal 13, an important aspect for cities to include for energy conservation and sustainable development practices is the re-use and development of vacant land. The efficient use of land and the type of development that will occur on vacant lands is considered in the Land Use Element to ensure sustainable growth patterns supporting the projected population and economic growth over 20 years. Efficient land use is more sustainable and promotes energy efficiency.

TRANSPORTATION

Transportation is a major factor in Canby's energy consumption, due in part to the large number of commuters. The Transportation System Plan (TSP) notes that use of personal motor vehicles is the predominant transport mode in Canby. The TSP also notes that freight traffic plays a critical role in Canby's economy and designated truck routes in the transportation system contribute to a more efficient system.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To conserve energy and encourage the use of renewable resources in place of non-renewable resources.

POLICY NO. 1

Reduce land use patterns that increase the amount of vehicle trips and miles traveled.

- » *Strategy 1.1* Promote application of zoning designations based on access to transportation, access to and capacity of infrastructure, site size, development constraints, and other relevant criteria.

 - » *Strategy 1.2* Provide adequate land for industrial and commercial development to expand local employment opportunities and reduce the need for commuting.

 - » *Strategy 1.3* Promote creative solutions to current electrical transmission challenges by supporting Battery Energy Storage System for industrial use to promote development.

 - » *Strategy 1.4* Support the efforts of transit providers to provide Canby residents with transit options to access jobs, schools, parks, shopping, and other destinations in Canby and neighboring cities.

 - » *Strategy 1.5* Invest in infrastructure projects that facilitate active modes of transportation, including walking and biking.
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POLICY NO. 2

Promote energy efficiency and the use of renewable resources.

- » *Strategy 2.1* Promote the use of alternative generation sources for industrial development to reduce the need for electrical power reliance from outside energy providers.

 - » *Strategy 2.2* Encourage the use of rebate and energy conservation programs, such as the Canby Utility rebate and energy conservation program, in supporting the repair and rehabilitation of buildings.
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GOAL 14: URBANIZATION

Background

The City of Canby's Urban Growth Boundary (UGB) is based on requirements of Statewide Planning Goal 14. The UGB must accommodate 20-years of population growth and land needed for housing, employment opportunities, and livability or public use. The UGB separates urban from rural areas. The UGB identifies the general area in which city facilities and services will be extended and the general area in which annexation will occur from the present through the 20 year planning period. The UGB does not require that all land within the boundary be annexed during the planning period. Rather, it shows the City's willingness to supply urban services to the area if annexation criteria are met. Canby's UGB is based partially on the other Comprehensive Plan element policies that assure maximum efficiency of land use within and on the fringe of existing city limits. Goal 14 includes provisions that prevent "leapfrog" development by assuring that urbanization occurs in a logical process.

The City's role in guiding urban land use and implementing urban expansion includes:

- Use the type, location, and phasing of public facilities and major transportation facilities to direct urban expansion
- Adopt and maintain local land use controls and ordinances to accommodate increased public demands as urbanizable lands become more urbanized
- Use the Clackamas County – City of Canby Urban Growth Management Agreement as a detailed management program to assign implementation roles and responsibilities to government bodies

The land available within the Canby UGB is an important aspect of the Urban Growth Element to ensure that the city has adequate land to support long-term growth and urbanization while protecting existing rural lands. The UGB was established in its current form to consider the flood-prone and steeply sloping properties along the Molalla and Willamette Rivers. Additionally, the UGB preserves potential agricultural productivity to the northwest of the city. Additional properties have been excluded from the UGB due to the difficult nature of providing public services due to the natural topography.

In 1992, the City of Canby entered into an Urban Growth Management Agreement (UGMA) with Clackamas County. The UGMA coordinates the management of land brought in by modifications to the UGB or Urban Reserve Areas (URA) through amendments to the City and County's Comprehensive Plans. The purpose of the UGMA is to ensure that land in the UGB still under county jurisdiction can be urbanized in an orderly and efficient manner, and prevent parcelization and significant rural developments.

Canby has an estimated deficit of approximately 600 acres of land in the UGB to support residential, parks, and employment needs combined for the 20-year population and employment forecasts. A "Sequential Urban Growth Boundary" process for Canby was approved by DLCD and provides a schedule for planned UGB expansion.

Virtually all of the land around Canby is agricultural, with Class I and II soils and a history of good productivity. Nearly all of the surrounding land has been actively farmed at some point in the past, and much of it continues to be farmed.



GOALS, POLICIES, AND STRATEGIES

GOAL 1

To ensure the transition from rural to urban uses occurs in an orderly manner.

POLICY NO. 1

Coordinate growth and development plans with Clackamas County as defined in the Clackamas County-City of Canby Urban Growth Management Agreement (UGMA), and other government and tribal agencies.

- » *Strategy 1.1* Periodically review and update the UGMA. Proposed changes to the urban growth management area shall be based upon an analysis of both short-term and long-term need for urban expansion in accordance with state law. This area, lying immediately outside the urban growth boundary, represents the general geographical area where Canby and Clackamas County will continue to coordinate planning activities, including those pertaining to requests for changes in land use.
 - » *Strategy 1.2* Comprehensive Plan changes for the unincorporated areas within the Urban Growth Management Boundary will be coordinated City-County planning efforts.
 - » *Strategy 1.3* Take an active role in the land use planning and development process for lands located in the UGMA. Intergovernmental agreements with Clackamas County will be used for planning, land division, land uses, and management of land uses and provision of public facilities and services within the area of interest.
 - » *Strategy 1.4* Provide timely notice to DLCD of annexation and UGB amendments, as required in OAR 660-018.
 - » *Strategy 1.5* Encourage preservation of downtown urban form in the Downtown Canby Overlay Transitional Commercial and Commercial Core subareas. Recognize role and importance of historic preservation in maintaining the downtown core.
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POLICY NO. 2

Use accepted growth management techniques in a manner that will implement the Comprehensive Plan vision, goals, and policies.

- » *Strategy 2.1* Update and amend the urban growth boundary when conditions satisfy adopted local and state standards for urban growth boundary amendments.
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» *Strategy 2.2*

Areas eligible for annexation should be located within the Canby Urban Growth Boundary and contiguous to the existing city limits.

» *Strategy 2.3*

Development code regulations relating to annexation should ensure evaluation of the ability to provide adequate urban services to property proposed to be annexed.

» *Strategy 2.4*

Where such public facilities as sewer and water lines are provided within a road right-of-way, annexation should be encouraged simultaneously on both sides of the road to assure maximum efficiency in the use of those services and to reduce development costs.

POLICY NO. 3

Ensure the efficient and effective provision of infrastructure to serve newly annexed areas.

» *Strategy 3.1*

Canby's Annexation Development Map should continue to require Development Concept Plan (DCP) for properties for annexed properties to ensure adequate city infrastructure and development patterns.

Supporting Documents

- 2026 Canby Transportation System Plan
- 2025 Canby Housing Production Strategy
- 2024 Clackamas County Natural Hazard Mitigation Plan; City of Canby Addendum
- 2024 Canby Housing Needs Analysis
- 2023 Canby Economic Opportunities Analysis
- 2023 Canby Water System Master Plan
- 2022 Canby Stormwater Master Plan
- 2022 Canby Parks and Recreation Master Plan
- 2020 Canby Wastewater Facilities Plan
- 2020 Canby Historic Preservation Plan