

CERTIFICATION

The following plan and land use regulation material is being submitted to DLCD as a Codified Plan under statutory and rule requirements. Attached are three copies of the following documents:

- (1) Comprehensive Plan (including inventory or other materials referenced in the plan)
- (2) Zoning Ordinance/Development Code
- (3) Subdivision Ordinance
Omitted; no change from original.
- (4) Comprehensive Plan Map (bearing date(s) of adoption)
In Comp. Plan between pages 47 & 48.
- (5) Zone Map (bearing date(s) of adoption)
In Comp. Plan between pages 47 & 48.
- (6) UGB Management Agreement (if not in the plan)
A UGB Management Area agreement with Clackamas Co. & Barlow is waiting the Commissioners' signatures; but is the same as
- (7) the Barlow Planning Area map in Comp. Plan between pgs. 47 & 48.
- (8)

I have reviewed the attached plan documents for City of BARLOW / _____ County which are referenced above. I certify that it is complete and accurate to the best of my knowledge, and includes all amendments made during the periodic review process.

Susan L. Barnett
NAME

City Recorder
TITLE

2/20/89
DATE

NOTE: Please indicate whether these documents are a new printing or an updated compilation of required materials.

<pr>CERTIFY.CODIFY.FORM

B A R L O W C O M P R E H E N S I V E P L A N

Amended 1987

Originally developed by

Barlow Committee for Citizen Involvement

and

J. Stefan Gonzalez
Planning Consultant

Revised and Adopted

December 10, _____, 1987

Funding for the Periodic Review and Barlow Comprehensive Plan Revisions provided by:

Department of Land Conservation and Development

RESOLUTION NO. 87-3

A RESOLUTION BY THE CITY OF BARLOW, OREGON, AMENDING AND
UPDATING THE CITY'S COMPREHENSIVE DEVELOPMENT PLAN

WHEREAS, the City Council of the City of Barlow, Oregon, adopted a Comprehensive Land Use Plan and Zoning and Subdivision Ordinances governing land use planning policies for the City, and planning recommendations to Clackamas County for adjacent rural lands on November 29, 1978; and

WHEREAS, the City Council adopted this Plan and Ordinances pursuant to the City Charter, and considered such Plan and Ordinances to be in compliance with the Land Conservation and Development Commission's Statewide Planning Goals and Guidelines; and

WHEREAS, the Barlow Comprehensive Plan establishes an Urban Growth Boundary contiguous with the existing Barlow city limits, and does not include any land presently under the jurisdiction of Clackamas County; and

WHEREAS, the Barlow Comprehensive Plan establishes a Planning Area, which includes adjacent rural lands presently under the jurisdiction of Clackamas County, with such Plan also establishing policies for intergovernmental coordination and cooperation with Clackamas County regarding land use planning activities within such Planning Area; and

WHEREAS, the Barlow Comprehensive Plan establishes policies regulating intergovernmental coordination and cooperation with affected State agencies, school districts and public utility companies; and

WHEREAS, the intent of the Barlow City Council is to provide for efficient and effective communications concerning land use planning matters governed or otherwise regulated by the Barlow Comprehensive Plan; and

WHEREAS, regulations of the Land Conservation and Development Commission requires periodic review and changes in the plan as may be required in order to more accurately reflect the city's development and current conditions within the city and planning area; now therefore, it is hereby

RESOLVED, by the Barlow City Council that the Barlow Comprehensive Plan of 1978 is hereby amended and updated as required by the Land Conservation and Development Commission; and such plan shall become effective on the date of the adoption of this resolution.

ADOPTED by the Barlow City Council at a meeting on the 10th day of December, 1987.

ATTEST:

Susan Barnett
Susan Barnett, City Recorder

Michael L. Barnett
Michael L. Barnett, Mayor

CITIZEN AND AGENCY INVOLVEMENT PROGRAM

Membership - Barlow Committee for Citizen Involvement

Michael Barnett, Mayor
Lance Holmberg, Councilperson
William Walls, Councilperson
Doris Voultrin, Councilperson
Kerri Walls, Councilperson
Roger Starr, City Recorder

Planning Staff

J. Stefan Gonzalez, Planning Consultant
Kristina J. Gonzalez, Housing Consultant
Ruth P. Rhyne, Support Staff
Vianna Petersen, Secretary
Anne Hawkins, Secretary
Debbie Learman, Graphics

Citizen Involvement

George Skelton	Howard Thornton
Lila Johnson	Charles Harshman
Monte Miller	Karl Pugh
Arline Miller	John E. Jans
Richard E. Dye	Freeman Kauffman
Helen Dye	Elizabeth Kauffman
Mildred Stegmeier	Mr. Harold Winter
E. Davil Stegmeier	Mrs. Harold Winter
Verginia Miller	Marly Shinnberg

Agency Involvement

Federal Agencies

Depart. of Housing and Urban Development
Federal Insurance Administration
Soil Conservation Service
U.S. Army Corp of Engineers

State Agencies

Dept. of Water Resources

Dept. Of Environmental Quality
Dept. of Land Conservation and Development
Dept. of Commerce, Housing Division
 Building Code Division
Dept. of Transportation, Highway Division
 Parks Division
 Office of Historic Preservation
 Aeronautics Division
Dept. of Fish and Wildlife
Dept. of Geology and Mineral Industries
Dept. of Energy
Dept. of Revenue
Board of Health
Dept. of Forestry
Public Utilities Commissioner

Regional Agencies

Columbia Region Asso. of Governments
Tri-Met
League of Oregon Cities
Asso. of Oregon Counties
Metropolitan Service District
Bureau of Governmental Research and Service
Center for Population Research and Census,
 Portland State University

Clackamas County Agencies

Sheriff's Dept.
Road Dept.
Planning Dept.
Development Services Division
Parks Division

Special Districts

Canby Union High School District
School District No. 86
Canby Rural Fire Dept.

Other Cities

City of Canby

Public Utility Companies

Portland General Electric Company

Area customers receive from 50 to 60% of their telephone services through underground cables maintained by the Canby Telephone Association, and current plans suggest the remaining portion of overhead cables will be placed underground within 5 years. Anticipating an increased demand for services, the Canby Telephone Association placed over-sized transmission cables in the area, so further expansion of telephone services for the Barlow area will be possible from cables lying parallel to Knights Bridge Road and U.S. Highway 99E.

Findings of fact include:

1. A Bonneville Power Administration easement for electrical transmission towers passes through the west side of the planning area across SCS Class II soils currently under active agricultural production.
2. Portland General Electric Company provides 74% of Barlow's total annual energy need, and anticipates no immediate increase in the area's electrical consumption.
3. Northwest Natural Gas Company provides 10% of Barlow's total annual energy need, and anticipates no immediate need in the area's natural gas consumption.
4. Fuel oil provide's 15% of Barlow's total annual energy need, and is the predominant space heating fuel form.
5. A few wood-burning and trash-burning units supplement other space heating modes.
6. Canby Telephone Association provides telephone services to the Barlow area, and has over-expanded transmission capacity to accommodate an anticipated increased need for residential telephone services.

Highway and Mass-Transit Services

In line with the provisions of the LCDC Transportation Goal No. 12, an inventory of all automobile and truck routes was conducted to ascertain both the quality and capacity of local transportation routes. Two district highway types can be found in the Barlow area: primary and secondary arterials typified by U.S. Highway 99E and Barlow-Monitor Road, and collectors and local streets found within the Barlow City Limits.

Barlow's primary arterial is U.S. Highway 99E, the Pacific Highway, which has been designated a Federal Aid Primary route according to the Oregon State Highway Division's Table of Traffic Volumes, June 1976. Bisecting the planning area on an east-west axis, traffic volumes on Highway 99E have gradually increased from an average daily traffic count in 1971 of 8,100 vehicles north and 6,700 vehicles south of Barlow-Monitor Road to 8,400 and 6,900 vehicles (respectively) in 1976. As the Oregon Highway Division considers a four-lane highway congested when the average daily traffic count exceeds 30,000 vehicles on a throughway or 12,000 vehicles at and intersection. Signalization along Highway 99E at the intersection with Barlow-Monitor Road was completed in 1986. Other than regular maintenance, U.S. Highway 99E should not incur additional costs as no upgrading of facilities has been indicated on the Oregon State Highway Division's current Six Year Plan.

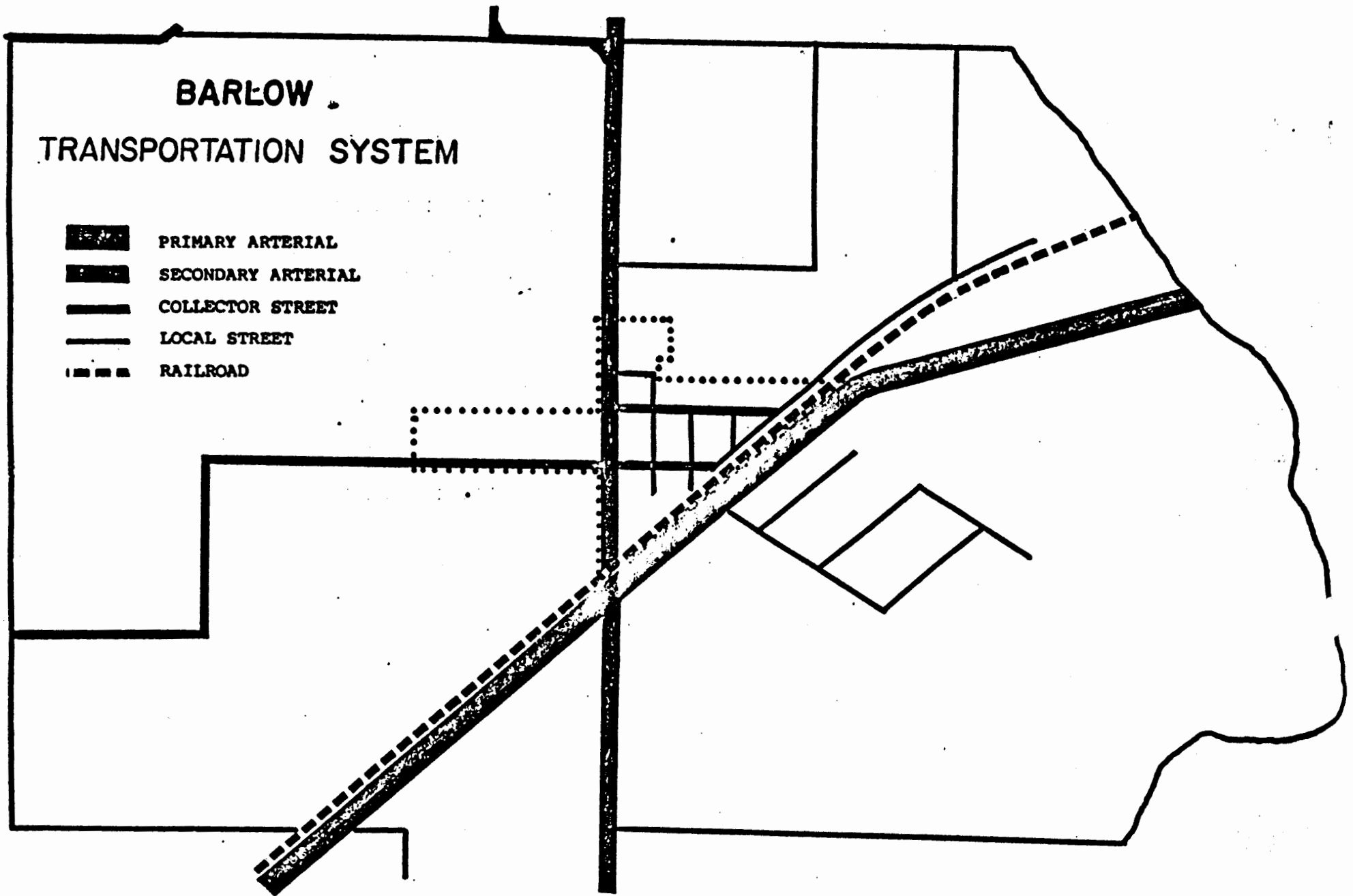
Barlow-Monitor Road, the area's only secondary arterial, carries the status of a County Road, and has been designated by the Oregon State Highway Division as a truck route to bypass downtown Canby. Increased urbanization in the Canby area has created new pressures on Barlow Road, for the average daily traffic count has increased from 1900 in 1975 to a rough count of 2726 vehicles per day in August 1977. To provide for more efficient traffic movement, the City of Canby developed plans to bypass Barlow Road by bridging the Pudding River, straightening and widening County Road 619, Arndt Road, which was to reduce traffic flows through Barlow and provide Canby residents with more direct access to Interstate Highway 5. Construction on this project was completed in 1985. Other than general maintenance, Clackamas County has indicated no intention to further develop Barlow-Monitor Road in the immediate future.

The maintenance and development of local streets is an immediate concern to Barlow residents, though the need for a significant re-surfacing of streets will not be necessary in the immediate future. In June of 1978, First Street was re-surfaced from Barlow Road to Maple Street; estimates indicate that Main Street will require re-surfacing within five to six years, and other local streets are anticipated to require work within ten years. As these estimates are based solely upon past performance, consideration might be given to undertaking a comprehensive study of transit and maintenance needs for the future.

Present traffic circulation patterns appear adequate, though further development in the area will necessitate a review of existing circulation patterns. As identified under the

BARLOW TRANSPORTATION SYSTEM

-  PRIMARY ARTERIAL
-  SECONDARY ARTERIAL
-  COLLECTOR STREET
-  LOCAL STREET
-  RAILROAD



Functional Road Classification System, First and Second Streets constitute collector streets, with all other streets identified as local streets. As all such streets are tied together, with but one deadend street within the city limits and two outside the city limits, the City's transportation maximizes energy efficiency.

As street maintenance and development is expensive, particularly for a community of Barlow's size, the city might consider, as part of an overall transportation study, an assessment of local financing capabilities for street improvement.

As Barlow lies outside the Metropolitan Service District, mass transit services operated by Tri-Met do not extend down to the City, though commuter buses operate between Canby and the Oregon City and Portland Metropolitan area. Due to Barlow's size, further expansion of such services into the area is not anticipated by Tri-Met. Though Greyhound Bus Company has regular runs along U.S. Highway 99E, there is no regularly scheduled stop in Barlow.

Special transportation for the elderly to a hot meal program is provided by Canby Loaves and Fishes. Supported by donations and fund-raising events, persons sixty years and over are transported by 11-passenger vans to the Center for hot meals without charge. The City of Barlow provides limited funding for the program through a city revenue sharing plan.

Other area transportation modes include taxi services provided by the Oregon City Taxi Companies, and chauffeur services for physically disabled persons provided by the Willamette Falls Ambulance Company.

Findings of fact:

1. U.S. Highway 99E, the Pacific Highway, constitutes Barlow's primary arterial, and is designated a Federal Aid Primary route according to the Oregon State Highway Division Traffic Volume Tables for 1976.
2. Other than general maintenance, the Oregon State Highway Division's Six Year Plan does not prioritize further expansion of U.S. Highway 99E.
3. Barlow-Monitor Road constitutes Barlow's second arterial.

4. The Average Daily Traffic Count for Barlow Road has increased from 1900 vehicles in 1975 to a rough count of 2726 vehicles per day in August 1977.
5. The City of Canby has bridged the Pudding River, straightening and widening County Road 619, Arndt Road, to facilitate traffic flows between Canby and Interstate Highway 5.
6. A definitive estimate on local street maintenance and development has not been undertaken for the City, though estimates by local citizens indicate that major re-surfacing work will be necessary within the next ten years.
7. As identified under the Functional Road Classification System, First and Second Streets constitute collector streets, with all other streets identified as local streets.
8. As Barlow lies outside the boundaries of the Metropolitan Service District, mass transit services operated by Tri-Met do not extend down to the City.
9. Barlow is not regularly serviced by any mass-transit firm.
10. Special transportation for persons sixty years and over to a hot meals program is provided by Canby Loaves and Fishes, with the City of Barlow providing limited funding through a city revenue sharing plan.
11. Other transit modes include taxi services provided by the Oregon City Taxi Companies, and chauffeur services provided for physically disabled persons by the Willamette Falls Ambulance Company.

Airport Services

Although the Barlow area lacks airport facilities, aviation services can be obtained either at Oregon City, Portland, Aurora or Canby. The Oregon State Aeronautics Division indicated that no commercial airport facilities were anticipated in the area in the immediate future. Findings of fact:

1. Airport facilities and services are available in either Oregon City, Portland, Canby and Aurora. Oregon State Aeronautics Division indicated that no

other commercial airport facilities were anticipated in the area in the immediate future.

Railroad Facilities and Services

The Southern Pacific Railroad Company maintains the existing right-of-way, deserted Barlow station grounds and crossing signal at the intersection of Barlow Road and U.S. Highway 99E, and provides rail services to Barlow through the Canby switch yards approximately .5 track miles northeast of the City. Although Southern Pacific personnel do not anticipate the immediate expansion of existing facilities, area residents have suggested a tentative proposal for expansion: the development of a spur track to service potential industrial lands southwest of the City.

Motorists and pedestrians can presently cross the railroad tracks at Barlow Monitor crossing which is equipped with a flashing signal and gates to warn travellers of approaching rail traffic.

Some residents have argued for industrial development of land adjacent to the tracks and west of the City as the area offers a good location for siting of a rail spur. The old station grounds could be used as a switching area (switching services are available from the Canby yard .5 track miles away). These residents further argue that employment opportunities will be enhanced for Barlow residents. Opposition to the proposal is based upon the arguments that no need for such development has been demonstrated; that the land is currently under active agricultural production; that the land lies within the 100-year flood plain; that development might further complicate traffic problems at the Barlow crossing due to increased industrial traffic; that area soils are poorly suited for septic tank installation; and that such development might result in the diminution of Barlow's rural character. Although Southern Pacific Railroad personnel indicated a willingness to construct such facilities at the developer's expense, a guarantee of sufficient traffic to warrant installation of a switch and spur would be required prior to such development.

Findings of fact include:

1. Railroad facilities owned by the Southern Pacific Railroad Company include the existing right-of-way, deserted Barlow station grounds and the crossing signal at Barlow Road.

2. Railroad services are available through the Canby switch yards approximately .5 track miles northeast of Barlow.
3. Southern Pacific Railroad personnel do not anticipate additional expansion of existing facilities and services.
4. An addition of gates to the preexisting flashing signal at Barlow Road has increased safety at the intersection.
5. Some residents have argued for industrial development of land west of Barlow due to high suitability for installation of a railroad switch and spur.
6. Opposition to the proposal is based upon the land's agricultural suitability, potential for flooding, increased industrial traffic, poor septic suitability, and potential impact on the community's rural character.

Bicycle and Pedestrian Facilities

As past construction in Barlow took place without benefit of a sidewalk provision, the City lacks urban-type pedestrian facilities, though graveled paths adjacent to the city streets have proven adequate for pedestrian travel in the past. The City also lacks identified bikepaths. Although the City recognizes the need to provide for such facilities, the location and quality of these facilities is an issue which might best be addressed in a comprehensive transportation study. Findings of fact:

1. Barlow lacks identified pedestrian and bicycle paths.

Community and Governmental Facilities and Services

As the City of Barlow must support the needs of 110 people for governmental facilities and services, a full time staff person is unwarranted; consequently, services must be provided through either the City Recorder or a contracting agency. Responsibilities of the City Recorder include: explanation and administration of City ordinances and regulations, the assessment of City water bills, and administration of all City planning ordinances, including the Comprehensive Plan, Zoning and Subdivision Ordinances.

Barlow residents obtain all necessary building and mobile home siting permits from the Clackamas County Development Services

Division, as well as septic tank suitability evaluations and siting permits, as Development Services acts as the authorized agent for the Department of Environmental Quality.

Governmental Services are dispensed from the Barlow City Hall on Main Street in Barlow. In event a person requests services which require formal city approval, the Barlow City Council meets regularly on every second Thursday of the month.

Findings of fact:

1. The Barlow City Recorder is responsible for the explanation and administration of City ordinances and regulations, including all planning ordinances.
2. Clackamas County Development Services Division provides all building, mobile home siting and septic tank siting permits for the City.
3. The Barlow City Council meets regularly on every second Thursday of the month to conduct city business.