



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

July 9, 2007

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Moro Plan Amendment
DLCD File Number 001-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office. Due to the size of amended material submitted, a complete copy has not been attached.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: July 20, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Doug White, DLCD Community Services Specialist
Jon Jinings, DLCD Regional Representative
Rene' Moore, City of Moro
Dan Meader, 409 Lincoln St., The Dalles, OR 97058

<paa> ya/

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

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For DLCD Use Only

Jurisdiction: **City of Moro**

Local file number: **001-07**

Date of Adoption: **6/5/2007**

Date Mailed: **7/2/2007**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 4/25/2007

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

This is the final adopted product of a TA Grant from the Department to update the City's Comprehensive Plan, the project is listed as TA-R-07-029. This is a general update of the Plan inventories and policies. The Comprehensive Map is unchanged, except for the adoption date.

Does the Adoption differ from proposal? Yes, Please explain below:

There were minor typographical and other errors corrected that were in the initial draft submitted to the Department.

Plan Map Changed from: **N/A**

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes **No**

If no, do the statewide planning goals apply?

Yes **No**

If no, did Emergency Circumstances require immediate adoption?

Yes **No**

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: **Rene' Moore, City Recorder**

Phone: **(541) 565-3535** Extension:

Address: **P.O. Box 231**

Fax Number: - -

City: **Moro**

Zip: **97039**

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to mara.ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

<http://www.lcd.state.or.us/LCD/forms.shtml>

Updated November 27, 2006

City of Moro
Ordinance No. 255

**AN ORDINANCE ADOPTING A NEW COMPREHENSIVE PLAN
AND COMPREHENSIVE PLAN/ZONING MAP FOR THE CITY AND
REPEALING THE CITY'S 1978 COMPREHENSIVE PLAN, AS
AMENDED BY ORDINANCE NO. 249, AND ALL SUBSEQUENT AMENDMENTS
TO THAT ORDINANCE AND DECLARING AN EMERGENCY**

The City of Moro hereby ordains:

LEGISLATIVE FINDINGS

1. The City has recently prepared and reviewed a new, updated Comprehensive Plan, along with a Comprehensive Plan/Zoning Map for the City. The Plan and Map was the subject of a town hall meeting on May 8, 2007.
2. Notice of the pending adoption of the updated Comprehensive Plan was submitted to the Department of Land Conservation and Development, as required.
3. Notice of the public hearing before the City Council was properly placed in the local newspaper.
4. The City Council conducted a public hearing on June 5, 2007. At the close of the public hearing, Council moved unanimously to adopt the new Comprehensive Plan.

**ADOPTION OF THE COMPREHENSIVE PLAN TEXT AND COMPREHENSIVE
PLAN/ZONING MAP**

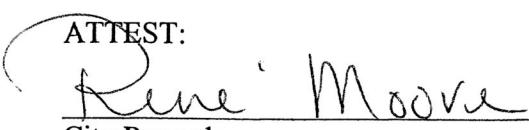
1. Repealer
The 1978 Comprehensive Plan, as amended by Ordinance #249, and all subsequent amendments to it are hereby repealed.
2. Adoption
Now therefore, common council of the City of Moro hereby adopts the Comprehensive Plan dated June 2007, along with the Comprehensive Plan/Zoning Map, also dated June 2007.
3. Emergency Clause
In as much as the health, safety, and economic well-being of the City is dependant upon the adoption of the new Comprehensive Plan, an emergency is deemed to exist, and this Ordinance shall be in full force and effect upon its approval by the Mayor.

ADOPTED this 5th day of June, 2007.

CITY OF MORO


Mayor

ATTEST:


City Recorder

CITY OF MORO
UPDATED
COMPREHENSIVE LAND USE PLAN

THIS PLAN WAS UPDATED THROUGH THE AID
OF A TECHNICAL ASSISTANCE GRANT
FROM THE
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT.

Prepared by

Dan Meader, Land Use Planner
TENNESON ENGINEERING CORPORATION

May 2007

ELECTED AND APPOINTED OFFICIALS

MORO CITY COUNCIL MEMBERS

John Waldron, Mayor
Dale Coles
Bert Perisho
Mike Smith
John Shafer

CITY STAFF

Renè Moore, City Administrator
John English, Director of Public Works
Jeff Baker, Attorney
Dan Meader, Land Use Planner
Anderson/Perry, City Engineer

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INTRODUCTION

2006 UPDATE

The original Comprehensive Land Use Plan for the City of Moro was completed in 1977 and 1978 and was adopted in late 1978. In 1978, the Land Conservation and Development Commission acknowledged and approved the City's Comprehensive Plan. That Plan has remained intact for nearly 30 years. In the autumn of 2005 and early in 2006, through a grant request filed, by Sherman County, on behalf of the County's four incorporated cities of Wasco, Moro, Grass Valley, and Rufus, the Department of Land Conservation and Development made funds available to the County to facilitate the update of each jurisdiction's Comprehensive Plan. This document represents the updated Plan for the City of Moro. Much of the information contained within the 1978 Plan and this 2006/07 update are common to all four cities and will appear in the updated plans of all.

ISSUES

The City of Moro, along with the other three incorporated cities and Sherman County, are on the threshold of a period of growth and prosperity in the County. Events are taking place that will bring modest growth to all of the communities and to the County. As will be presented in this Plan, there are a number of activities on the horizon that will significantly change the stagnant population growth rate of all entities. The issue facing the jurisdictions is how to handle this modest growth, what public facilities must be provided, how to encourage specific types of growth, and to determine what types of amenities will be needed.

PLANNING FOR MORO

This update process began by reviewing the current Plan and deleting the information that is no longer considered relevant in a Land Use Plan. Then, where possible, update the material for which new information or database is available, while keeping the material that is still valid for the jurisdiction. For example, the information on the history of Moro has not changed and that will simply be reprinted as it was in 1978.

The City has undertaken a number of small planning efforts over the years, including two periodic reviews and other minor updates. The City participated in the countywide transportation system plan in 2001 and that information is included in this update. This Plan draft was prepared by the City's long-time land use planner and was made available to the City Council and other interested parties for review and comment. There will be opportunities for public comment in one or more workshops culminating in a public hearing process leading to the final adoption of the updated Comprehensive Plan.

PLANNING PROCESS

The basic questions that are addressed in a land use planning process are as follows:

- What do we have today?
- What type of land use patterns do we want in the years to come?
- How do we achieve these aspirations?

In over simplified terms, the answers to these questions are sought through the planning process. Generally defined, the planning process includes researching of inventories, analysis, planning, implementation, and review. The formulation of this Plan completes four of these phases. The final phase, the review phase, provides that the process is dynamic and ongoing rather than a static one-time event. Review of the Comprehensive Plan should be scheduled annually with a total

update schedule for a three to five year period. The reviews and updates are necessary to include and reflect changing social values, attitudes, and competition for the use of the land.

Citizen participation in the planning process is not only desirable, but also essential if the community is to have a complete understanding of the Comprehensive Plan. Residents of the City of Moro have had the opportunity to become involved at the earliest stages of the planning process, through the writing and distribution of questionnaires, activity on the planning group, and various tasks assigned to complete the Plan. Many of these people have remained involved throughout the development of the entire Comprehensive Plan.

Special purpose districts and agencies of all types also have had their opportunity to be involved in the planning process.

PLANNING INTENT

The intent of this Plan is to establish a single coordinated set of policies that will act to provide for orderly development of Moro and the surrounding area. These POLICY statements are intended:

- To give direction to planning, to establish priorities for action, and to serve as guidelines for future decision-making;
- To provide a standard by which accomplishments and progress can be measured; and
- To promote a sense of common identity that will unite and strengthen the community so that they might maintain and improve the quality of life in the area.

Finally, it is the intent of the Plan to assist the general public, private enterprise, special purpose districts, federal, state and local agencies, city and county administrators, and all other special interests in understanding the desires of the citizens of Moro.

PLAN AMENDMENTS

COMPREHENSIVE PLAN AMENDMENT PROCESS

To simplify the Comprehensive Plan Amendment process, the City will utilize the same process as outlined in Article 7 in the City's Zoning Ordinance. The Zoning Ordinance procedure contains the required process for both legislative and quasi-judicial amendments. The Zoning Ordinance provides specific notice procedures for each type of amendment. The City also intends to adopt a single Land Use Map entitled "Moro Comprehensive Plan/Zoning Map".

CITIZEN PARTICIPATION

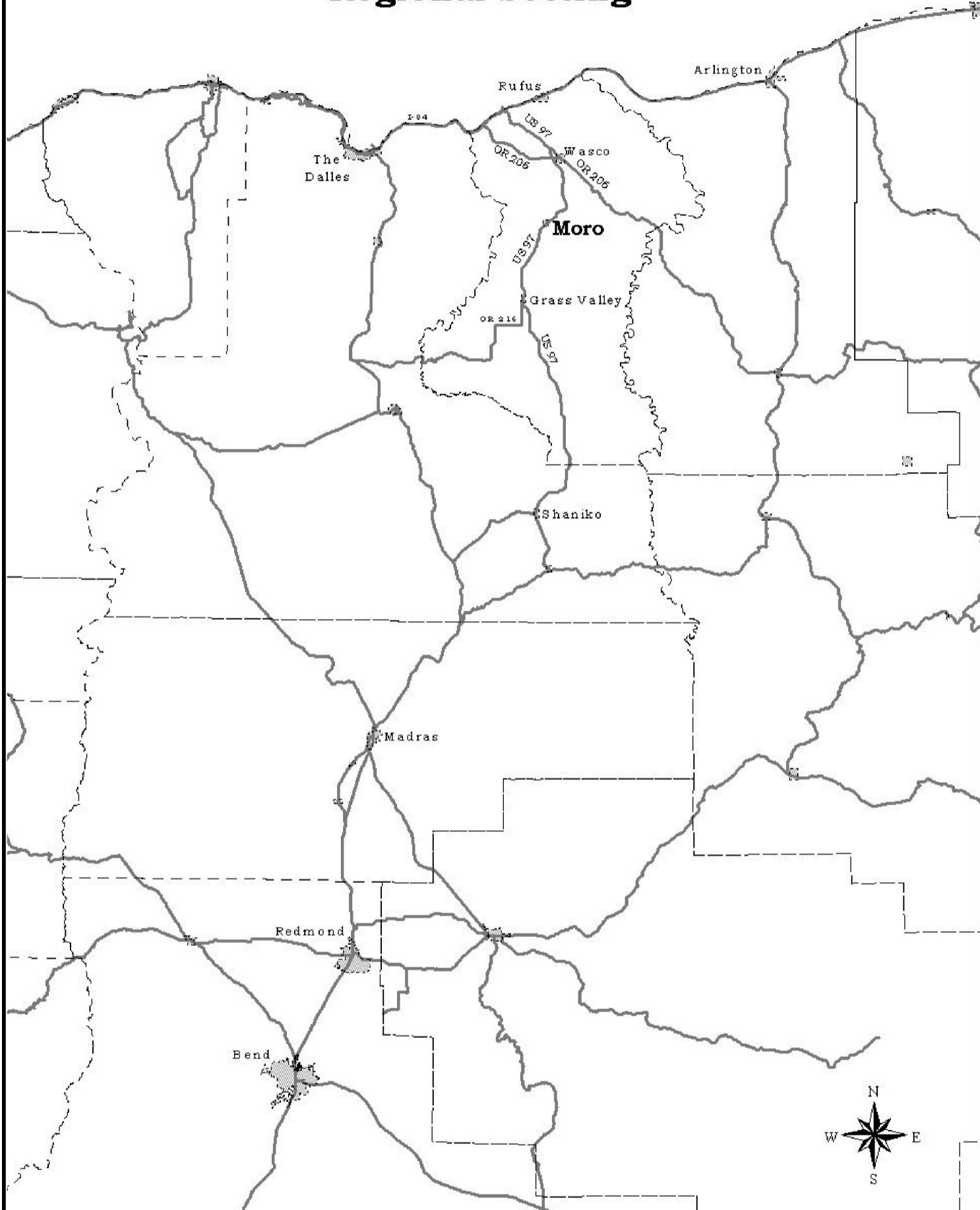
The City of Moro does not have an established Planning Commission. The City Council is responsible for the administration of the Comprehensive Plan and Zoning and Subdivision Ordinances. The City Council has served in that capacity since the development of the City's Land Use Program in 1978. Given the size of the community, it is difficult to maintain a separate volunteer board, particularly when there has been little or no growth to consider. In addition, the City Council is also designated as the Committee for Citizen Involvement. The City has adopted a specific citizen involvement program listed below.

CITIZEN INVOLVEMENT PROGRAM

The following program was developed and adopted by the City to insure citizen involvement in planning for the City of Moro.

- Notification to the general public of scheduled meetings of the City Council acting as the Committee for Citizen Involvement.
- When necessary to receive additional citizen input, it shall be solicited by public notice, press releases, or formal programs.
- Placement of all planning materials, including but not limited to plans, public reports, and related ordinances in the City Hall.
- Insure that all information gathered is made available to the general public.

Regional Setting



PHYSICAL CHARACTERISTICS

GENERAL PHYSICAL SETTING

The City of Moro is located in the high rolling plateau area of Sherman County, twenty miles south of the Columbia River and at an elevation of 1,870 feet. It is one of the larger small cities along U.S. Highway 97. Not only as the County Seat, since the separation of Sherman from Wasco County in 1889, but also as the site of Sherman County Jr./Sr. High School, Moro serves administrative and educational functions which differentiate it from other Sherman County cities in terms of employment and income.

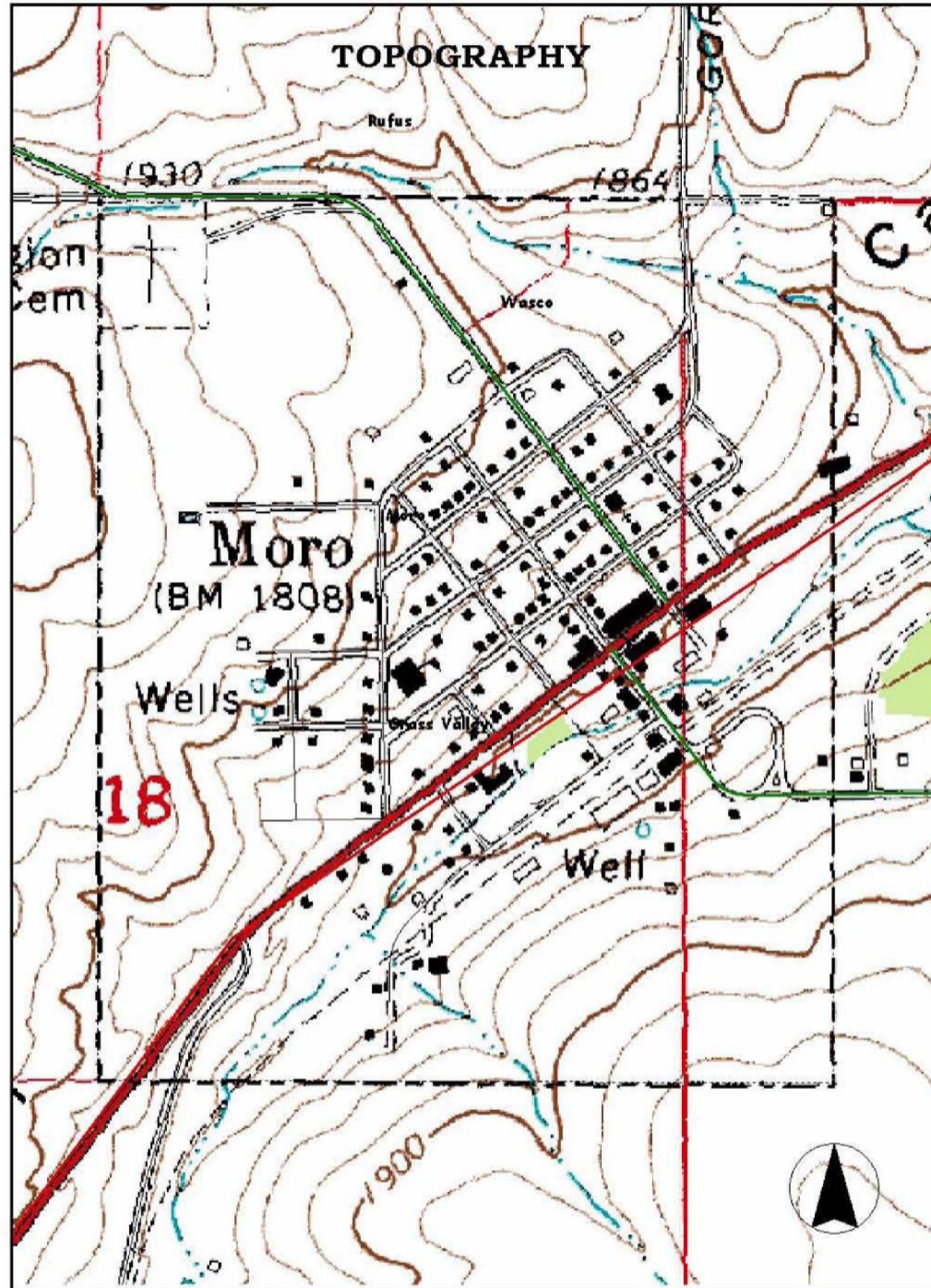
The Dalles is 42 miles distant and the nearest metropolitan area is Portland, 122 miles to the west. Because of the City's natural setting between the Deschutes and John Day Rivers and the rural atmosphere, people from more urban areas are now being attracted to Moro for retirement and recreational home sites. With its restaurant and hotel/motel facilities, and agricultural related business, Moro is able to function as an agricultural service center, supplying residents and tourists with goods and services.

Moro, located in Sherman County, is a member of the Mid-Columbia Economic Development District. The District is comprised of five counties: Hood River, Wasco, and Sherman Counties in Oregon and Klickitat and Skamania Counties in Washington. The District has three distinct geographical provinces of which the differences are abrupt and distinctive. The provinces are the Cascades, the High Plateaus, and the Columbia River Gorge. The High Plateaus are sparsely populated and contain mostly wheat land; it is in this regional province that Moro is located.

TOPOGRAPHY AND DRAINAGE

Moro is located in what is known as Barnum Canyon. Within the city limits there is an elevation change of 240 feet. Most of the urban development has occurred on the western slope of Barnum Canyon and to the west of U.S. Highway 97. Street development historically has been perpendicular to, or parallel with, the canyon slope. Vehicular traffic is only rarely disrupted when snow or ice forms on sloping streets. The topography has had only a moderate influence on existing land use patterns and will not significantly affect future land use patterns.

Some flooding may occur in very localized areas along the canyon bottom near U.S. Highway 97 during periods of rapid runoff.



CLIMATE

The monthly average low temperature in Moro is 0-14° Fahrenheit in January and February and the monthly average high is 98-99° Fahrenheit in July and August. The hottest month is July and the coldest month is January. The wettest month of the year is December. The average annual precipitation is 11.81 inches.

GEOLOGY AND NATURAL HAZARDS

Moro is located, as is all of Sherman County, on the Columbia Plateau. Geological units in Moro include Columbia River Basalt (Blue Basalt) and low land alluvial deposits along the drainage ways.

Flooding of the low-lying parts of the community is the only natural hazard, which warrants discussion. All other natural hazards are not likely to occur, with the exception of slides that should be minimal provided standard grading practices are followed.

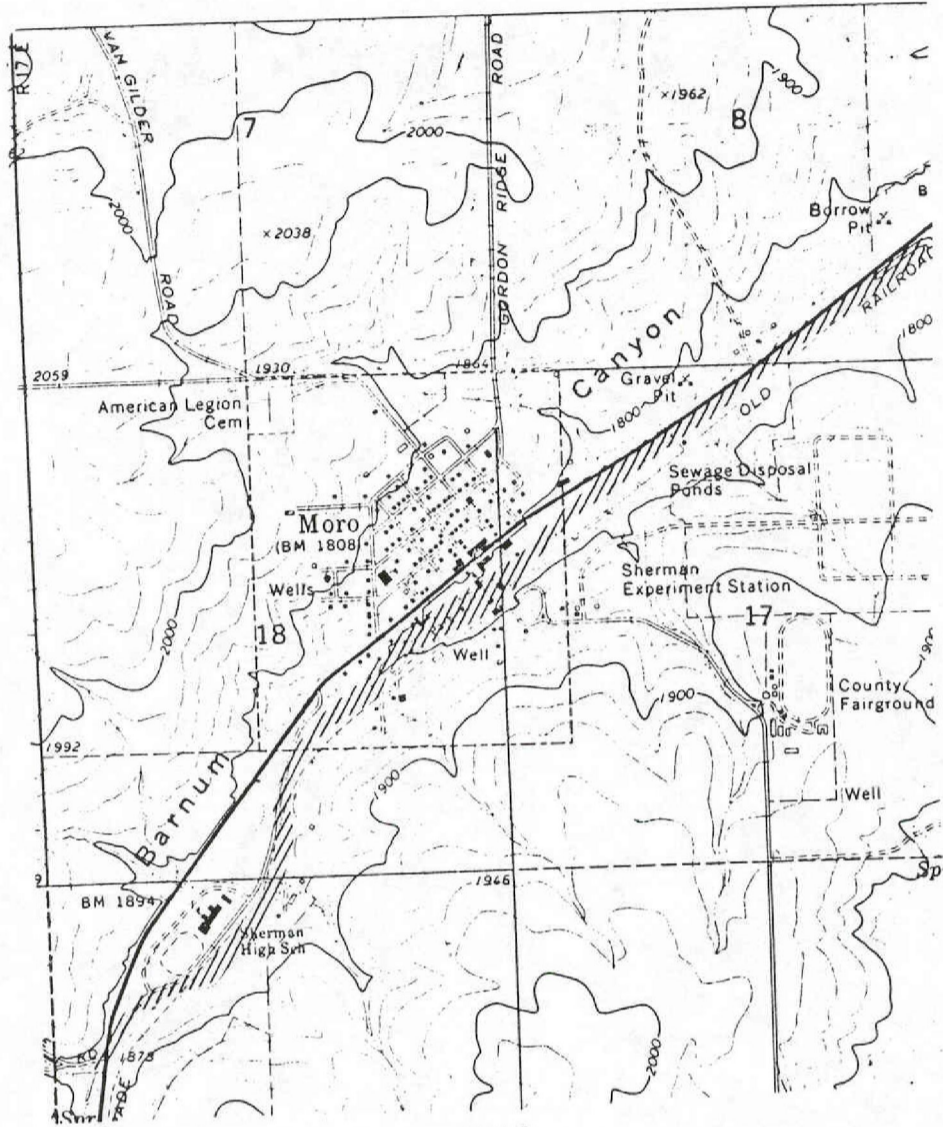
Flooding of the low-lying areas along the entire length of the Barnum Canyon drainage through Moro is mapped on the following page.

MINERAL AND AGGREGATE RESOURCES

There are not any developed aggregate or mineral sites located within the city limits of Moro. There are, however, sources of aggregate materials. These sites have not been developed due to the obvious conflicts that would arise during the operation of a rock crusher within an urban area. There is a developed gravel site immediately adjacent to the city limits on the north.

No known sources of precious stones or metals exist within the City.

MORO
GEOLOGIC HAZARDS



SCALE: 0 1 MILE

GEOLOGIC HAZARDS

HAZARD LEGEND

- DEEP BEDROCK SLIDE
- ROCKFALL AND ROCKSLIDE
- STEEP SLOPE FAILURE
- THICK TALUS
- LAND FLOODING
- TORRENTIAL FLOODING
- SPRINGS



Map Source: Geologic Hazards of Parts of Northern Hood River, Wasco and Sherman Counties, Oregon, By John D. Beaulieu, 1977

SOCIAL CHARACTERISTICS

HISTORY

Moro's history began before it had a name—when Henry Barnum, a New York painter suffering from ill health, settled in the area in 1868. There are several stories of how the name Moro was selected, but, according to Roy Kunsman in *They Paved the Way*, a Barnum descendent described a meeting held in his parents' home wherein names were submitted and drawn from a hat. Melissa Hampden drew the winning name and it was her entry, "Moro". Suggestions as to the derivation of the name vary: for the Moore Brothers, for the Illinois city of the same name, and—considered unlikely—for the Moors. None has been verified.

Moro was incorporated in 1897 and boasted a hotel, the Ellsworth, and a furniture store before the turn of the century. The good hearty meals served at the hotel by Mrs. Ellsworth were memorable. The coming of the Columbia Southern Railroad brought prosperity to the area, and Moro gained added importance when it became the county seat around the turn of the century when Sherman County was formed out of what had once been an extremely sizeable Wasco County.

With the advent of the auto, roads followed when the railroad's importance declined. Spearheading road development was influential Samuel Hill, son-in-law of the railroad magnate James J. Hill who also played a key role in Oregon's development. In 1914, the State of Oregon let a contract for a road to connect Moro and other Sherman County cities with the main roads and the ferry across the Columbia River. At the same time the county built a road to The Dalles by way of Fulton Canyon. Even into the 1920's, Sherman County citizens found it necessary to use Miller's toll bridge to reach The Dalles. The Sherman County Highway was completed by 1924 as a result of Moro and Wasco citizens' efforts in selling city bonds for curbing and grading. It was also

thought that the Columbia River Highway would go through Moro, which led to further optimistic building. Instead, development and growth followed the Columbia River, and Moro remained primarily an agricultural service center.

Another major influence on Moro as well as the rest of the county was the introduction of a central electric power system by 1921. Moro, Wasco, and Grass Valley sold shares in a company to bring the power. By 1939 a farmer-owned co-op was bringing power from the Bonneville Dam. The co-op was sold to the REA in 1940; by 1955 the REA and PP & L connected their systems.

Sherman County weathered the Depression by issuing its own county script to provide teachers and other public employees with something spendable. There was never more than \$300 of the script in use, but it helped to bring the County through difficult times. When a large bank, the First National, opened a branch in Moro in 1937, the County felt it had safely moved out of a depressed era.

By 1952 planning began toward establishing a County High School; Moro, Grass Valley and Kent had already emerged into one school. The new Sherman High School opened January 2, 1957. Another merger in which Moro participated was when its grain growers joined with those of Grass Valley to form Midco. This was done in order to ship by barge at the riverside shipping terminal of Biggs Junction.

In 1964, Sherman County experienced a devastating flood, losing many of its bridges. It took a week to reestablish electrical power to the County.

POLITICAL STRUCTURE AND ADMINISTRATIVE FACILITIES

Moro is administered by a Mayor and four Council members. The Council Members are elected for staggered four-year terms and the Mayor is for two-year terms. Regular meetings are held on the first Tuesday of every month. Current employees of the City of Moro are the City Administrator, Public Works Director, and a maintenance worker who is “on call” to assist with all public facilities of the City.

Moro is a member of the MCGOG Council of Governments for Administrative District 9. State Representative District 55 and State Senate District 28 include Moro, as does U.S. Representative District 2. The 7th Circuit Court has jurisdiction over Sherman County, including Moro. MCEDD provides economic development facilitation for its member jurisdictions. The four incorporated cities and the County is part of the Lower John Day partnership.

POPULATION CHARACTERISTICS

The City has a long and colorful history dating back to the 1800s. The City was originally incorporated in 1897. At one point, it had a population of nearly 700, together with a number of businesses including hotels, a bank, several drinking establishments, a school, opera house, and other businesses typical of the beginning of the Twentieth Century. The first census recording for the City was in 1930, when the population was listed at 350. The population declined during the war years, rose slightly in the 1970s, and has been in a three-decade decline since that time. The current population is just now at 350. What was once a vibrant commercial core in the center of the community is now eroding and deteriorating. There are two restaurants, no service station, a small market, and a farm equipment/supply store. The largest employer within the City is the Sherman County School District. The population history of the community is shown on the Table #1.

**Table #1
MORO POPULATION HISTORY**

Year	Population
1930	352
1940	309
1950	359
1960	327
1970	290
1980	336
1990	242
2000	337
2004	320
2005	320

POPULATION PROJECTIONS AND ALLOCATIONS

A major part of this Comprehensive Plan Update is to prepare new population projections for the incorporated cities in the County. In order to do so, a rather lengthy analysis is required. What follows is an explanation of that analysis; together with accompanying tables for the population projections and allocations for Sherman County and its incorporated cities. Under State Statute, the County has responsibility to prepare the projections and make the allocations to the incorporated cities and unincorporated area of the community. The best available information at the current time is a population projection prepared in 2004 by the Office of Economic Analysis in the State of Oregon Executive Department. That projection shows the County's population over the next 25 years as shown on Table #2 below.

**Table #2
SHERMAN COUNTY POPULATION PROJECTION
Office of Economic Analysis-2004**

Year	Population
2010	1933
2015	1986
2020	2043
2025	2081
2026	2085
2030	2102

As can be seen in the table, the Population Projections for the County are very low. Without some significant changes in the County, there will be little or no growth over the planning horizon of 20 years. The next step in the process is to review the population history of the County, the four incorporated cities, and the unincorporated area of the County over the last 25 years. Table #3 presents the populations obtained from U.S. Census Data and Portland State University for the County and the incorporated communities.

Table #3
Population History
SHERMAN COUNTY AND INCORPORATED CITIES
POPULATION 1980 - 2004

	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005
Sherman County	2,172	2,070	1,918	1,900	1,934	1,900	1,850	1,400	1,900	
Grass Valley	164	180	160	170	171	170	170	170	170	170
Moro	336	320	242	290	337	340	340	340	320	320
Rufus	352	375	295	295	268	270	270	270	270	270
Wasco	415	445	374	385	381	380	380	380	380	380
Unincorporated	905	750	747	760	777	740	690	740	760	

As can be seen from the table, population has generally declined in the last 25 years in all four of the incorporated cities and in the County as well. The next step in the process is to determine on average the percentage of the incorporated cities' populations in relationship with the overall County population. Table #4 represents the percentage of County population for each incorporated city and the unincorporated area in the County.

Table #4
Percentage of County Population
SHERMAN COUNTY AND INCORPORATED CITIES
POPULATION 1980 - 2004

	1980	1985	1990	1995	2000	2001	2002	2003	2004	25 Year Average
Grass Valley	7.6	8.6	8.3	8.9	8.8	8.9	9.2	8.9	8.9	8.7
Moro	15.4	15.4	15.2	15.3	17.4	17.9	18.4	17.9	16.8	16.6
Rufus	16.2	18.1	15.3	15.5	13.9	14.3	14.6	14.3	14.3	15.2
Wasco	19.1	21.5	19.5	20.3	19.7	20	20.5	20	20	20.1
Unincorporated	41.7	36.4	41.7	40	40.2	38.9	37.3	38.9	40	39.4

In Table #4, a 25-year average for each jurisdiction is determined, which will be used in the final allocation process. Table #5 then presents the population allocation for the next 25 years for each incorporated city and the unincorporated area, based upon the historical average of population of each jurisdiction within the County. Moro's population is shown to rise only slightly, to a total of 419, by the year 2026. The County's population is only slightly over 2,100 at about 200 more persons than in 2006.

Table #5
Sherman County Population Allocation

	2010	2015	2020	2025	2026	2030
Sherman County	1933	1986	2043	2081	2085	2102
Grass Valley	168	173	179	181	181	183
Moro	321	330	339	345	346	349
Rufus	294	302	310	317	317	320
Wasco	389	399	411	418	419	423
Unincorporated	761	786	804	820	822	827

Conclusion

The foregoing information, showing a projected population of the City of Moro of 346 in the 20-year planning period horizon, is based upon the best available data at the time the material is prepared. The best available data is the 2004 statewide population projections prepared by the Office of Economic Analysis. As this is written in the late fall/early winter of 2006, local civic leaders, including City officials, County officials, and state agency officials believe that Sherman County and its four incorporated cities are at the threshold of an unprecedented period of growth and prosperity. As will be presented in the Economic Opportunities Analysis, which follows, there are a number of activities being proposed or which are underway in the County and in each of the four communities, which will lead to greater populations than forecasted in this Population Allocation Analysis. The new population certification from PSU for 2006 has just been released. The population of Moro is now listed at 351, which is slightly more than the 20-year projection.

ECONOMIC CONDITIONS

OVERVIEW

The City of Moro serves as a small farming community providing goods and services to ranches and farms within an approximately five to seven mile driving radius from the City. It is approximately nine miles from Wasco, and nine miles from Grass Valley. Wasco and Grass Valley are also Rural Service Centers. Biggs Junction is a transportation hub located at the crossroads of Interstate 84 and U.S. Highway 97. Biggs Junction primarily provides goods and services to the traveling public.

A recent tabulation for the City of Moro indicated a total of 127 jobs available in the community. The major employer is the Sherman County School District, which offers K through 12th grade educational services. The declining population has left the downtown core area of the City severely depleted in terms of goods and services offered to the public. There is simply not enough population to support a wider variety of retail goods and services offered in small communities. The City has attempted to bolster the economy over the years—with no appreciable success. However, that is changing as will be seen in the following economic opportunities analysis.

ECONOMIC TRENDS

Sherman County

Sherman County, beginning in the early years of the 21st Century, recognized an unforeseen windfall (no pun intended) with the development of major wind farm facilities in the County. The immediate results were two-fold. The property tax income stream, created by over 700 wind machines, at over 1.25 million dollars in value each, created a sizable annual revenue stream for public use and improvements in the County. In addition, the operation and maintenance of the

wind farms created a significant job market for high-tech maintenance people and thus a significant impact on the small communities, in terms of job creation and housing to serve the new technicians. The City of Wasco's population is now well over 1,000 and nearby Moro, the County seat, has approximately 800 persons. Rufus, on Interstate 84, is approaching 700 people and Grass Valley, with the completion of its central wastewater collection and treatment facilities, has now grown to over 400. All four cities boast the latest technical advances, including modern cell phone towers, fire and police protection apparatus, communications facilities, and social services.

ECONOMIC OPPORTUNITIES ANALYSIS FOR SHERMAN COUNTY AND THE CITY OF MORO

The City of Moro is located approximately 18 miles from the interstate and, as such, is not a primary location for general industrial development. The City has just redesignated approximately 15-acres of land to house a new natural foods distribution center specializing in natural foods. The operation takes advantage of the agricultural products grown in Sherman County and imports other agricultural products for nationwide distribution. Once underway, the operation expects a beginning employment base of 55. This will have a significant impact of the City's economic base.

Sherman County's location in North-Central Oregon places it some distance away from the Portland urban market. Most industries that might locate in Sherman County would do so in response to the availability of some natural resource. It is not likely that an industrial operation involved in a fabrication or other manufacturing process would look to Sherman County because of the distance to markets and the transportation costs involved. Interstate 84, providing direct freeway access to the Portland urban area, is available on the north end of the County. There is also the Union Pacific Railroad, which parallels Interstate 84, into the Portland market and on easterly through the State. There is also river transport available, although there are no current docking areas in Sherman County other than near the John Day Dam, which is approximately two

miles upriver from the City of Rufus. Sherman County does ship wheat to the Portland market via barge, truck, and train cars.

The four cities are located approximately nine miles apart, with Rufus being located on Interstate 84. Wasco is nine miles south on Highway 97 at the beginning of the plateau. The City of Moro is located nine miles south of Wasco, and Grass Valley is located nine miles south of Moro. All four cities have limited amounts of public facility infrastructure. Rufus, Wasco, and Moro all have wastewater collection and treatment facilities, but Grass Valley does not. All four have domestic water systems. Cell phone service in Wasco and Moro is difficult in the downtown core areas. Additional repeater towers are needed to serve those locations.

DEVELOPMENT OPPORTUNITIES

In the last couple of years, Sherman County has experienced the benefit of being in the right location and updated technology. The use of renewable resources, including wind energy, has come to the forefront in many of the Eastern Oregon and Washington counties along the Columbia River at the east end of the Columbia Gorge. The prevailing westerly winds provide, with new technology, the ability for significant development of wind farm activity. Two of these developments have occurred in a location known as Klondike, which is just 3 miles south of Wasco in Sherman County. The first project consisted of 16 towers generating 24 megawatts of power. A second project, known as Klondike II, will add 75 megawatts with a total of 50 new units. Currently in the planning stages are an additional estimated 200 units to be added in this same area. The long-range plans are for a total of almost 700 wind turbines to be located in the Klondike area behind Wasco in Sherman County. It is anticipated that the growth will occur over the next ten years and there will be a number of spin-off businesses that will impact Wasco and the northern part of Sherman County. Nearby Gilliam and Morrow Counties in Oregon and Klickitat County in

Washington are also experiencing similar developments. The tax credits and the energy requirements of the nation are making these facilities profitable.

These developments will have an immediate and long-term impact on Sherman County and provide economic development within the County. The City of Moro serves as the County seat and many County employees live there. The recent decision to site Azure Farms, a natural foods distributor, the fourth largest in the nation, in Moro will have an increasing impact on the City. The owners, once the construction of the 65,000 square foot warehouse facility is completed, anticipate an employee workforce of approximately 55. These will all be family-wage jobs, and over time most of the workers will probably relocate to Moro.

The town leaders have expressed a desire for more commercial development in the City and have been working to facilitate economic development. It is anticipated there will be spin-off businesses from the natural foods distributor in the City. In addition, the City may gain some benefit from the motor vehicle racing facility located near Grass Valley, some 9 miles to the south. It is also anticipated that there will be the need for motels and restaurants to serve the racing public.

The revenue stream, contributed by the wind farm industry, will be most felt in and around Moro due to it being the County seat. It is anticipated that additional County facilities would be constructed in Moro as the need warrants.

SHERMAN COUNTY ECONOMIC DEVELOPMENT

Perhaps the most dramatic change in economic outlook for Sherman County has been the advancement of wind farm technology and its applicability to Sherman County. What started as a small 26-unit wind machine facility near the Klondike area south of the City of Wasco has grown

now to 75 units with industry analysis projecting well over 700 units in northern Sherman County by the end of the decade. The economic impact of this natural resource development is significant in at least three phases to the County, perhaps more. The first phase is the actual construction of the towers. A number of construction jobs are currently being filled by both outside interests and local personnel. Additional jobs in the area create significant spin-off results. The second phase is the direct benefit to Sherman County of an enhanced property tax revenue stream, which will significantly increase the ability of the County to solve its own problems without relying upon state or federal government assistance. The County's tax base will increase significantly with the completion of all the wind machines, which are valued at approximately \$1.25 million each. The County is already utilizing some of the tax money to provide public improvements throughout the County. The third impact will be long-term and will probably have more significant impact than the other two. Industry analysts projects there will be at least 100 to 150 jobs created for the operation, maintenance, and repair of the wind machines. Indeed, through the efforts of the Mid-Columbia Council of Governments and the Columbia Gorge Community College, an Associates Degree in Wind Machine Technology and Repair is now being proposed and such classes were offered this fall term at Columbia Gorge Community College.

Conversations with Sherman County Judge Gary Thompson indicate that, through the County Judge's office and the efforts of the County Planner/Economic Coordinator's office, a number of activities are in the works for each of the incorporated communities in Sherman County. Most notable, and a project that has been underway for approximately 18 months, is the development of a sports car racing facility approximately two miles east of the City of Grass Valley. The racetrack facility is modeled after the Thunder Hill Park in Willows, California. It will offer a variety of activities to the entire Pacific Northwest and, once underway, will have a major impact on the

tourism facilities needed in Grass Valley and nearby Moro. The permitting process for the project is complete and the actual construction should begin this year.

ECONOMIC DEVELOPMENT ACTIVITIES

A number of people were interviewed for the purposes of this economic opportunities analysis, including County Judge Gary Thompson, County Economic Development Coordinator Georgia Macnab, and John Arens of the Mid-Columbia Council of Governments. There are a number of activities that have been instituted within the last 18 months that will lead to increased economic development opportunities in Sherman County.

City of Moro. The County provided its Economic Development Coordinator and Planning Consultant to assist the City of Moro in sitting the nation's fourth-largest organic foods distributor in the City. The operation had outgrown its facilities in nearby Wasco County and when the farm was not successful in gaining approvals to enlarge in that County, the owners sought development permits in the City of Moro. The county staff assisted them through a public review process, including a town hall meeting and public hearings before the Moro City Council—and the industrial development was approved. The development will bring an estimated 55 family-wage jobs to Moro, an almost 50% increase in jobs available in the community.

City of Wasco. Wasco, in 2004 and 2005, looked at the possibility of increasing its Urban Growth Boundary to include new industrial lands. There was not adequate justification at that time to do so. There is a modest amount of industrial land available in the City now. As indicated earlier in this section, it is anticipated that most of the workers needed for the operation and maintenance of the wind machines will in all likelihood reside in Wasco. This will lead to

additional housing and increased population in the community to add support for increased commercial goods and services.

City of Rufus. The City of Rufus is beginning to look at its opportunities, one of which is that Rufus is located on one of the widest and windiest parts of the Columbia River. As such, it could offer some of the best windsurfing in the world. Efforts are underway to provide an adequate beach for windsurfing, which would make the community much more tourist oriented than it currently is. There are a number of other efforts to secure more economic development for the community, including the new location for Auscrete, an Australian concrete manufacturer, in the City's industrial park.

ECONOMIC DEVELOPMENT LEADERS

Conversations with Georgia Macnab, the Economic Development Coordinator, indicate her office is continuing to provide information to entities interested in relocating in Sherman County. In addition, her office strives to keep up with the necessary permit approval process for the wind machine industry and spin-off activities, including aggregate extraction, aggregate processing, and temporary batch plant placement.

Mr. John Arens of the Mid-Columbia Council of Governments noted in an interview the formulation of an Associates Degree program at the Columbia Gorge Community College for individuals wishing to learn the basics and intricacies of wind machine operation and maintenance. The program was made available this year.

INDUSTRIAL AND OTHER EMPLOYMENT OPPORTUNITIES FOR THE REGION

The primary new industrial jobs that will be available in the Sherman County area are the aforementioned wind farm wind machine operation and maintenance personnel, but each of the cities will have the ability to create these certain types of jobs. The City of Grass Valley, if it provides sewer service, can expect to have two or perhaps three motels, at least two more restaurants, and at least two more service stations and other tourism activities in the community in conjunction with the sports car racing facility. Moro can anticipate additional housing needs and additional service industry needs with the introduction of the organic food distributor personnel. The City of Wasco will also need additional housing to meet the requirements of the anticipated operation and maintenance personnel for the wind machines. The additional population will create the ability to support additional commercial activities. It is anticipated the City of Rufus will need additional tourism facilities, including motels and restaurants.

INVENTORY OF COUNTY'S INDUSTRIAL LANDS

There is a limited amount of industrial lands in the County and in the four incorporated cities. What follows is a brief analysis of the lands available in the County.

Biggs Junction

There are only approximately 12 acres of industrial land lying vacant on the westerly side of the unincorporated community of Biggs. The property has served as a quarry site in the distant past and could be made available for industrial development. However, there is no community water system. Although there is a new wastewater treatment facility, there is a limited amount of capacity in the plant. That is the only industrial land currently designated on the Sherman County Comprehensive Plan Map outside of the incorporated cities.

The incorporated communities, including Rufus, Wasco, Moro, and Grass Valley, have the following site available.

City of Rufus

Rufus has approximately 60 acres of industrial land surrounding its wastewater treatment facilities. Water and sewer services are available. The Auscrete concrete facility will use approximately 5 of those acres for its development. The Rufus industrial land is owned by the City of Rufus and is capable of being provided with City water and sewer. It is located on old Highway 30, which runs parallel to Interstate 84.

City of Wasco

Wasco has approximately 40 acres of industrial land lying in the easterly side of the City, adjacent to the Wasco-Condon Highway. The property is owned by one family and is capable of being served with City water and sewer. There is residential development on the westerly side of the property and to the east lies the Wasco State Airport.

City of Moro

The City of Moro now has two tracts of industrial land. The only tract up until this year lies at the southerly boundary of the City in a triangular piece containing approximately 12 acres. The property is capable of being served with sewer and water and is adjacent to Highway 97.

The new tract of industrial land that Azure Farms is developing contains approximately 15 acres and will contain a distribution center complex of approximately 60,000 square feet. It is unlikely the property owner would be interested in allowing any other type of development on the land. It is anticipated that the natural food distributor will use that entire site at some point.

City of Grass Valley

City of Grass Valley has approximately 13.5 acres of industrial land located in the southern side of the City. The property is actually designated commercial/industrial and will allow a host of land uses. The property is capable of being served with water, although the City does not currently have a wastewater collection and treatment facility available.

NET LAND DEMAND

A Quantitative Land Needs Analysis for Sherman County and its four incorporated cities is difficult to forecast. It must be recognized that almost all of the land that is currently available as industrial land was designated as such over 25 years ago in the original plan formulations for the four cities and the County. To this date, very little of that land, which had been and still is designated industrial, has been used. It is anticipated that future industrial land needs will be handled on a case-by-case basis, such was the case for the City of Moro and the location of the natural food distribution operation. In this case, the City designated an additional 15 acres that was under the ownership of the applicant inside the city limits as industrial and that property is currently developing.

The absorption record of the County is almost non-existent. Therefore, projecting future industrial lands needs is difficult and for the most part unnecessary until more specific needs are manifested.

SHERMAN COUNTY DEVELOPMENT ACTIVITIES

The county has adopted a Rural Renewable Energy Development Zone (RREDZ) for all of Sherman County. The purpose of the RREDZ designation is to encourage new business investment, job creation, higher incomes for local residents, and greater diversity of economic activity through a limited duration tax incentive. The Rural Renewable Energy Development Zone

offers the standard property tax abatement of an enterprise zone to the qualified property improvements of renewable energy projects. The standard tax abatement period is for 3 years on all qualifying improvements. Any land value will continue to be taxed during the exemption period, and an additional year or two may be added to the tax abatement period depending on the investment and the average wage for any additional employees. This tax abatement is also subject to County Court approval.

SHERMAN DEVELOPMENT LEAGUE

The County Court has appointed a group of citizens who have volunteered to serve on the Sherman Development League (SDL), a non-profit corporation which has formed in conjunction with the wind farm development. The League is funded primarily by monies made available to them from the County Court, and the funds are derived in lieu of taxes from the wind energy farm operators. The SDL has currently awarded over \$375,000 to assist local groups with meeting their needs in Sherman County.

The Sherman County Development League is a 501C3, whose mission is to provide charitable support, through grants and loans, to enhance the social, cultural, and educational environment in Sherman County. SDL also serves as a fiscal sponsor in implementing community development and self-help projects, which enhance the quality of life for the residences within Sherman County.

While the SDL has supported and initiated many projects over the years, this is the first set of grants it has awarded. The second round of grant applications and/or loans will be sought in the fall of 2007.

NEW JOBS PROJECTION

At a recent meeting in Sherman County, sponsored by the Mid Columbia Economic Development District (MCEDD), County and City officials, contractors, developers, and perspective employers were invited to discuss housing issues. It was noted that none of the four cities have a viable rental housing base, nor are there adequate numbers of houses for sale. The general consensus of the meeting was that more housing would be desperately needed. The employers who attended indicated the following numbers of employees would be hired within the next year.

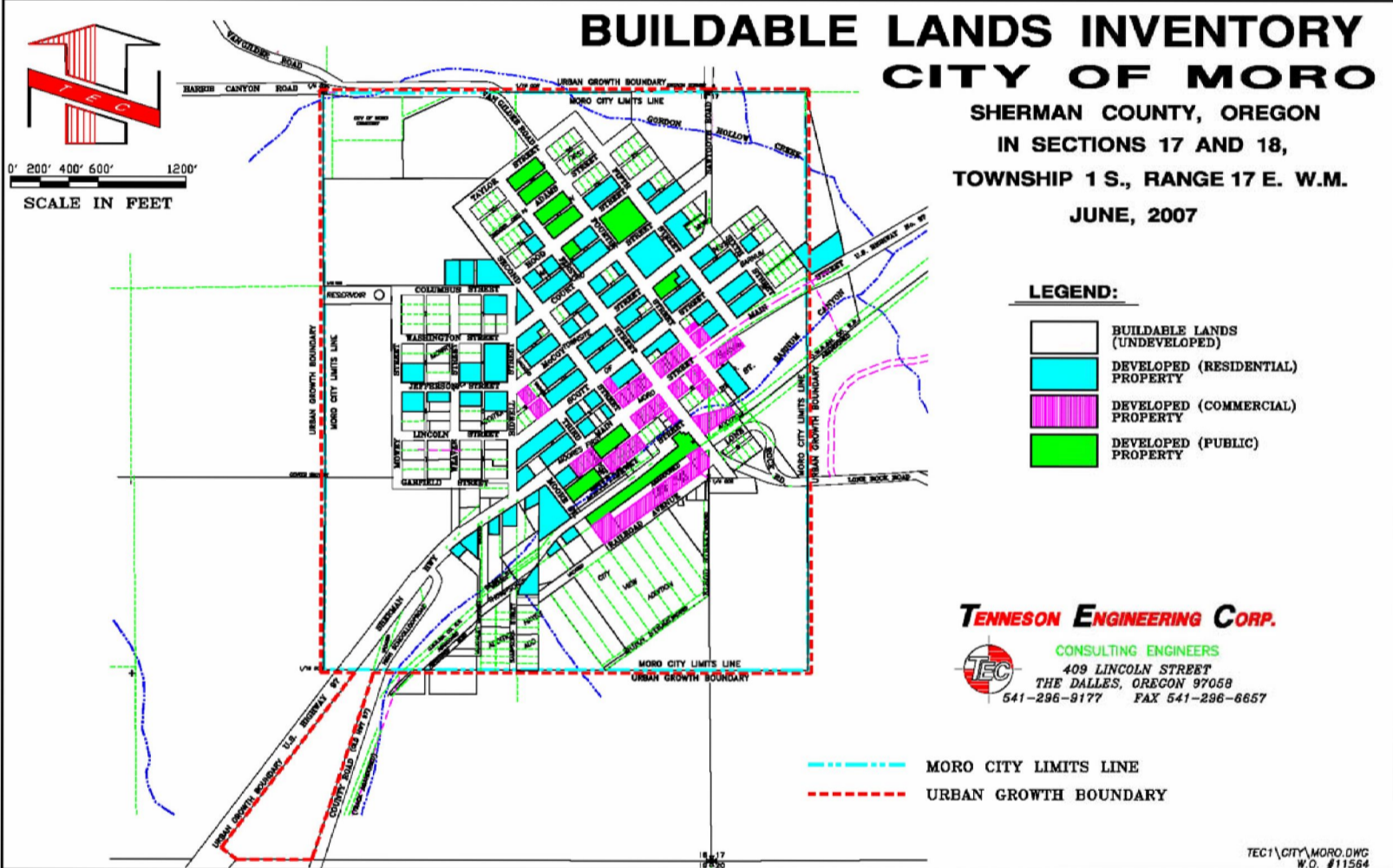
**Table #6
Jobs Projection**

Name of Employer	# of Jobs	Location
Azure Farms	55	Moro
PGE	25	Wasco
PPM	25	Wasco
BP	20	Wasco
Auscrete	10-45	Rufus

The wind farm producers, including PGE, PPM, and BP will establish operations and maintenance facilities in the fields surrounding Wasco. It is not anticipated the employees will work directly in the City, however, the City will feel the impact of new jobs that nearly match their existing workforce. It is anticipated that a fair portion of the new Azure Farms employees will begin to locate in Moro. It is expected that many of the available vacate residential lots will be developed as a result of this infill.

BUILDABLE LANDS INVENTORY CITY OF MORO

SHERMAN COUNTY, OREGON
IN SECTIONS 17 AND 18,
TOWNSHIP 1 S., RANGE 17 E. W.M.
JUNE, 2007



HOUSING

EXISTING CONDITIONS

The housing stock in the City of Moro dates to before the turn of the 20th Century and to new homes being constructed or placed within the last year. There have been approximately 3 units constructed or placed since the 2000 census data was obtained. The actual housing count by the City Recorder's office indicates a total of 161 units. In that, there is one 3-unit apartment complex, and one, possibly two, apartments above a downtown commercial building. There are a number of mobile homes and manufactured dwellings throughout the City. The City allows manufactured dwellings that meet the City's standards as outright permitted uses in its residential zones. The City has no mobile home park. The Buildable Lands Map was originally prepared in 1998 and was updated during this Comprehensive Plan Update. There are approximately 86 lots available and over 170 acres of vacant land in the Residential Zone, which may be urbanized over time. Many of the platted lots so not have utility services or improvements.

The significant aspect of the buildable lands inventory is the amount of vacant, undeveloped land inside the corporate city limits. There is an ample amount of acreage to accommodate future residential growth.

The important issue on this update is the lack of housing availability in the City. There are virtually no homes for sale, nor are there rentals available. With full operation of Azure Farms Distribution Center, the City should begin to see some new subdivision development. New subdivisions will be required to provide a full range of public services, including streets, water, storm sewer, telephone, and power service. Existing platted lots will be required to provide these services before building permits are issued.

COMMUNITY FACILITIES AND SERVICES

COMMUNITY SERVICES

Police Protection

City of Moro does not have a peace officer on staff. The City relies upon the County Sheriff's office to provide police protection if needed. There are deputies living in and near the City that can be called and the County seat is in Moro, some 9 miles to the South.

Fire Protection

The City works cooperatively with the Moro Rural Fire Department. The City supports the eight volunteer firemen and pays a portion of their worker's compensation, power bills, fire truck fuel, education, along with some maintenance and supplies.

The City of Moro and the Moro Rural Fire Department maintain a 6,200 square foot building that house a City Pumper, Rural Pumper, Rural Brushing, Rural Tanker, and Rural Command Vehicle along with two Ambulances.

The Moro Rural Fire Department covers the entire county if need be, under a mutual aid agreement, signed by all parties involved.

EDUCATION FACILITIES

Schools

Sherman County School District

Sherman County School District was created in 1994 when the school districts of Sherman County unified into one county-wide school district. The District operates two K-6 elementary schools and

a 7-12 junior senior high school. North Sherman Elementary in Wasco serves roughly 80 students. South Sherman Elementary in Grass Valley currently serves approximately 55. Sherman Jr./Sr. High School, with a student enrollment of around 140, is situated in Moro, the county seat. The District employs two building principals, one for the Jr./Sr. High School and one to serve the two elementary schools.

For the 2006-2007 school year, the district had a total budget of \$5.29 million and a staff of 63, including 32 teachers, 27 support staff, and four administrators. The district's transportation program is operated by a private contractor.

The district has one outstanding bond issue of \$520,000 for a new high school gymnasium which will be retired in 2012.

Sherman County School District is considered both rural and remote. The two elementary schools are separated by 18 miles and are approximately 35 miles from the nearest elementary school outside the district. Sherman Jr./Sr. High School is roughly 45 miles from the nearest high school. The nearest city of any size is The Dalles, located in Wasco County. Sherman County School District is the only school district in the county. There are no private schools and very few children are home schooled.

Sherman County School District is one of six districts in the three counties served by North Central Education Service District (ESD). The ESD provides staff and/or funding necessary to address the district's special education needs. The ESD also provides funding for music, foreign language and technology. Further services provided by NCESD include curriculum development staff, media services, and library and print services.

Elementary Schools

Students in grades Kindergarten-6 attend one of the District's two elementary schools. South Sherman Elementary, located in Grass Valley, serves students living in Moro, Grass Valley, Kent and surrounding areas. North Sherman Elementary, located in Wasco, serves students living in Wasco, Rufus, Biggs, and surrounding areas. Transportation is provided by Mid Columbia Bus Company.

South Sherman currently serves approximately 55 students while the North Sherman student count is around 80. Kindergarten is offered on a full-day basis 4 days a week. While most classes in both schools are combinations, classes generally range fewer than 20. Each school has its own media center, computer labs, high speed Internet, interactive video, on-line classes and video on-demand services. Both music and foreign language instruction are offered. Test scores routinely exceed state averages in all test categories.

Each school has an excellent gymnasium and physical education facilities. Students in grades 5-6 have the opportunity to participate in a variety of interscholastic sports activities including football, volleyball, basketball and track and field.

Students in each school have access to breakfast and lunch programs. For working parents, supervised day care is offered after school at both schools. The day care is offered by a private, licensed non-profit organization.

Sherman Jr./Sr. High School

Sherman Jr./Sr. High School, with an enrollment of approximately 140, provides a rich curriculum for such a small school. Students enjoy a wide range of course offerings including music, foreign

language, both visual and performing arts, and advanced sciences and mathematics. Students have access to both academic and mental health counseling. Class sizes typically run fewer than 20 students.

Technology is well integrated into the curriculum. Up-to-date computer and science labs, a modern, well-equipped media center, high speed Internet, interactive video, on-line classes and video on-demand services are all available to support and augment instructional programs.

Test scores routinely exceed state averages in all test categories. Graduating seniors have access to outstanding local scholarship opportunities and a high percentage of graduates go on to pursue post-secondary education.

The Jr./Sr. High School enjoys a new state-of-art all-weather track facility, a new baseball field, a new gymnasium complex which sports two basketball courts and a state-of-art weight training facility. The school competes athletically in the Big Sky Conference and has a 1-A classification as determined by Oregon School Activities Association. Students in grades 7-12 have the opportunity to participate in interscholastic athletic activities including football, volleyball, basketball, cheerleading, wrestling, baseball, tennis, and track and field.

The school offers both a breakfast and lunch program. Transportation services are provided by Mid Columbia Bus Company.

Sherman Jr./Sr. High School enjoys strong community support and serves as a center for the County's social functions.

Library

The new 7,000 ft. Sherman County Public/School Library will triple the space with a more efficient design for collections, patrons, and staff. It will have a separate entrance for students and the public. There will be laptop access to the Internet and online services for all patrons. It will present more educational programs for kids, students, and adults in the planned community room. The new building will increase collections including adding additional books, magazines, CDs, DVDs, and provide study rooms for quiet group study or individual research.

The library currently enables checkout of materials from your home computer and renewal of books from home. The currently deliver books, magazines, etc. to senior citizens at Potlatch and the Senior Center and provides Department of Motor Vehicle Forms and student testing for license mastery. It holds theme-based summer reading programs each year for ages 3-10, which includes cultural programs such as storytellers, musicians, and magicians. The library hosts an annual Read Aloud encouraging local community members and students to read passages of their favorite books or from their own pen. SCP/SL is open to the public and students 52 hours each week.

Historical Sites

The only listed Historical Site in Moro is the Sherman County Courthouse, constructed in 1901.

MAINTENANCE AND REFUGE DISPOSAL

Streets and Park Maintenance

The City of Moro maintains the City Park consisting of three city blocks. The City is in the process of installing a new play structure in the park. The park also houses public restrooms and basketball court. The City maintains their streets all of which are surfaced and hires independently for blade patching. The State maintains Highway 97, which goes through town. In June 2002, the City's Main Street (Highway 97) had a complete makeover with the streets being widened, bike lanes

installed, brick bulb-outs, tree wells, and trees planted along with a new concrete mural wall in the park showing the history of Moro.

Solid Waste Disposal

Federal and state laws require solid waste to be disposed of in a sanitary landfill. Solid waste is collected at the County's transfer station above Biggs and then transferred to the regional landfill at Arlington.

COMMUNICATION FACILITIES

Postal Service

The Post Office in Moro receives and dispatches mail six days a week, Monday through Saturday, with mail arriving from Portland. Routes originate each day from Moro for delivery to the rural areas. Postal lock boxes are available for City residents. Window service is available Monday through Friday, 8:00 A.M. to 5:00 P.M.

Telephone Service

Embarq, formally known as Sprint, is now providing telephone service. The City's location in the draw makes cell phone service intermittent at best. If one wishes to make a cell phone call in the City it is currently necessary to drive outside of town to a local ridge top. Cell phone repeater towers are desperately needed in several locations in Sherman County.

Newspaper

Condon Times and *The Dalles Chronicle* are distributed by county delivery to homes in the community. A motor route driver delivers copies of the Oregonian in Sherman County on Sundays.

Health Facilities

There is a visiting nurse practitioner in the Moro Medical Center. All other health issues are generally taken to the City of The Dalles, some 30 miles to the west.

UTILITIES

Electric Service

Residents of the City of Moro receive their electricity from Pacific Power and Light Company out of Hood River, Oregon. Service is reviewed on a three or five-year basis with the City Council and the service area by mutual agreement, and the utility company pays a three-percent franchise tax. PP&L Co. has 345 miles of wire and four substations within the County—Wasco, Grass Valley, Moro, and Gordon Hollow. Wasco Electric Co-op, Inc. serves a portion of the rural area surrounding Moro.

Water System

The City of Moro operates off of three wells: Hart Well draws from the 2nd aquifer at 280' and pumps 49 GPM, City Hall Well draws from the 3rd aquifer at 500' and pumps 200 GPM, Cemetery Well draws from the deep basalt (3rd) aquifer at 400 GPM.

The City's water reservoir stands 65 feet, holds 365,000 gallons of water, and is controlled by a telemetry system housed and controlled in the City Hall office.

The City recently has installed water meters to all residents and will be switching over to a meter read billing system. Some major distribution lines were replaced during the installation of meters.

Sanitary Sewer Service

Currently the City operates a conventional gravity wastewater collection system and a three-cell facultative lagoon. Currently the City's wastewater collection and treatment system serves a population of 350 residents.

The City was issued a Mutual Agreement and Order to address past and future violations of the City's WPCF Permit. Compliance issues were addressed being related to irrigating treated wastewater outside of the irrigation and active growing season. This is due to the lack of sufficient storage during the seasons where irrigation is not allowed.

The City is currently working with U.S. Department of Agriculture Rural Utilities Service for funding to improve the current wastewater system. The selected improvements will consist of a 5 million gallon storage pond to provide sufficient winter period storage. A rehabilitated irrigation pump station and the addition of approximately 11 new acres of irrigation, along with some replacement of sewer pipe throughout needed parts of town.

TRANSPORTATION SYSTEM PLAN

In the year 2001, the City of Moro and the other three incorporated cities of Sherman County, including Wasco, Grass Valley, and Rufus, and Sherman County, in cooperation with the Department of Land Conservation and Development and the Oregon Department of Transportation, through the Transportation Growth Management Program, developed a complete Transportation System Plan for the County and the four incorporated cities. The Transportation System Plan was

prepared by the Sherman County Planning and Economic Development Department, with a significant amount of input from interested citizens of the four communities and the County at large. The Plan is the first such effort to be undertaken in the County and is considered a milestone in marking the path for future development in the County and its communities.

The Transportation System Plan replaces the transportation element of this Comprehensive Plan and deletes the 30+ year-old information from this Plan. The Transportation Plan is a stand-alone document. It is published in a separate form and is available at City Hall, in the County Planning office, and in the County Court office. The Transportation System Plan recognizes the unique circumstances of Moro and the other incorporated communities and establishes realistic requirements in the future planning and improvement standards for new development. The Plan recognizes the existing street patterns and incorporates these into new street design standards matching that which currently exists in each community. Further, the Plan provides a listing of future improvement projects for each community and provides an easier mechanism for updating those capital improvement projects on an annualized basis. It is intended that each community's Capital Improvement Programs, including street improvements, be updated during the budget cycle each fiscal year.

ENERGY

There are no known energy sources in the City of Moro. There are no geothermal or hydropower opportunities. The City is on the southern edge of the burgeoning wind farm development of Sherman County. There are no known plans for wind farm development near the City at this time.

URBANIZATION

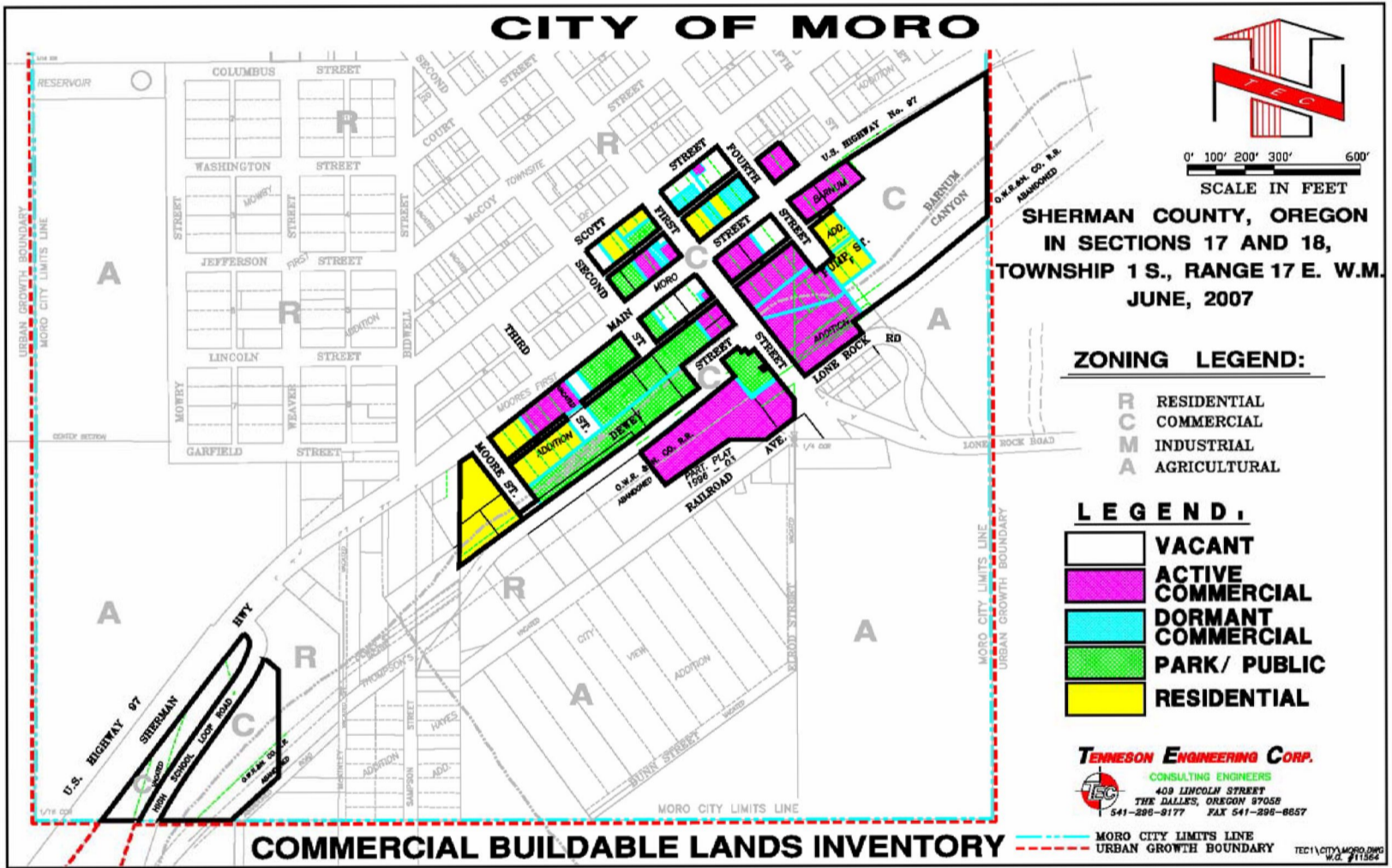
The City's Urban Growth Boundary, with one minor exception, is coterminous with the City's corporate city limits. There is a small 12-acre parcel fronting on Highway 97, running to the southwest corner of the City, which is planned industrial. There are approximately 170-acres of vacant, undeveloped land on the periphery of the developed portions of the City and a number of platted, but yet, undeveloped lots in the City. The need to expand the Urban Growth Boundary is not evident at the present time. However, there has been some discussion of bringing the County Fairgrounds property into the Urban Growth Boundary in order to it with provide services and to allow a variety of additional land uses on that site.

COMMERCIAL DEVELOPMENT

The City's commercial zones lie primarily along US Highway 97 through the City and in the lower portions to the Southeast of the main street. The conducted Buildable Lands Inventory shows a number of tracts, or parcels, which lie vacant and/or dormant. The properties that are considered dormant have structures on them that may, or may not, be redeveloped and no discernable commercial activity is taking place at this time. There are tracts, at both the South and North ends of town, which could serve for motels and there are half-blocks in the City that could also serve for small motel facilities. These are mentioned because the development of the Oregon Raceway Racing facility in Grass Valley will bring the need to provide motel facilities in the area. The City of Grass Valley does not have a municipal sewer system, so without that it is unlikely that such facilities would be built there, and Moro is the probable location for such. In addition, it would be probable to see additional upgraded restaurant facilities to serve both the participants and spectators at racing events. The City may wish to consider, in corporation with the property owner, redesignating the industrially designated property in the Urban Growth Boundary as Commercial to allow the development of Highway facilities. Such a redesignation, and subsequent rezoning,

would require a Traffic Impact Study and close cooperation with the Oregon Department of Transportation.

CITY OF MORO



0' 100' 200' 300' 600'
SCALE IN FEET

SHERMAN COUNTY, OREGON
IN SECTIONS 17 AND 18,
TOWNSHIP 1 S., RANGE 17 E. W.M.
JUNE, 2007

ZONING LEGEND:

- R RESIDENTIAL
- C COMMERCIAL
- M INDUSTRIAL
- A AGRICULTURAL

LEGEND:

- VACANT
- ACTIVE COMMERCIAL
- DORMANT COMMERCIAL
- PARK/ PUBLIC
- RESIDENTIAL

TENNESON ENGINEERING CORP.
CONSULTING ENGINEERS
409 LINCOLN STREET
THE DALLES, OREGON 97058
541-296-8177 FAX 541-296-8857

COMMERCIAL BUILDABLE LANDS INVENTORY

--- MORO CITY LIMITS LINE
- - - URBAN GROWTH BOUNDARY

TEC\CITY\MORO.DWG
WC: #11064

POLICY STATEMENTS

City of Moro

GOALS AND POLICIES

Part I. Introduction

Goal I.

- A. To prepare, adopt and revise this plan in conformance with ORS Chapter 197 and the statewide planning goals.

Part II. Plan Revision

Goal II.

- A. To Update the plan and keep it current with the changing needs and desires of the community.

Policies II.

1. That the goals, policies and map shall be reviewed on a five-year basis.
2. That the resource information shall be updated every 5 years or when new and important information becomes available.

Part III. Citizen Participation

Goal III.

- A. To provide the opportunity for all citizens to participate in the planning process.

Policies III.

1. That all land use planning meetings shall be open to the public.
2. That all land use planning meetings shall be advertised in the general circulation newspapers.
3. That any residents of the community shall be allowed to participate as a member of the planning committee.

Part IV. Physical Characteristics

Goal IV.

- A. To prevent soil erosion and maintain water quality in areas of urban development within the city limits.

Policies IV.

1. That the best practical methods be used to prevent soil runoff when building or road construction occurs within the city limits.

2. That Barnum Canyon Creek be kept clean and free of debris which can, during periods of rapid runoff, cause additional flooding to occur
3. That the City will limit conflicting uses along Barnum Creek to protect the riparian habitat.

B. To preserve historical sites and buildings that are worthy of historic preservation.

Policy IV.

1. That the city shall encourage the preservation of the Sherman County Courthouse as an historic building.
2. That the city will limit conflicting uses of identified historical structures.

Part V. Social Characteristics

Goal V.

A. To improve the economy of Moro and the state.

Policies V.

1. That development shall be encouraged which will improve employment opportunities, providing desirable living conditions in the area are not diminished by such development.
2. That those employment opportunities shall be encouraged which are compatible with existing and anticipated uses of land as shown in the plan.
3. That the impacts of major development project proposals shall be consistent with or enhance the social, environmental and economic quality and rural character of the community.
4. That a coordinated effort between regional agencies and the county to stimulate economic development, at the level the City of Moro desires, be encouraged.
5. That decisions related to employment opportunities shall take into account (1) alternative sites for proposed uses and (2) alternative uses for possible sites.
6. That environmental effects to air, water and land resources quality shall be considered in addition to social economic factors when making economic planning decisions.
7. That the City shall encourage the Northeast Sherman County irrigation development project.

8. That the City shall encourage the location of a consolidated agency service center within Moro.

Part VI. Community Facilities and Services

Goal VI.

- A. To provide for efficient development and maintenance of public facilities and services.

Policies VI.

1. That the city shall cooperate with the school districts to provide for adequate school facilities.
2. That the city shall provide the best police protection practicable.
3. That the city shall continue efforts to create a fire district to improve fire protection within city limits.
4. That the city shall continue to support the library monetarily.
5. That the city shall cooperate with the County to schedule a regular visit by nurse practitioner.
6. That the city shall apply for State Grant in Aid or Land and Water Conservation funds to improve the ball field located in the City Park when matching funds are available.
7. That the city shall not provide water or sewer service outside the urban growth boundary.
8. That development which may generate the need for urban services and facilities shall be approved only in those areas where such services and facilities are available or anticipated.
9. That public facilities and various agency services shall be designed and maintained so as to be as visually attractive as possible.
10. That water and sewer services shall be planned for in those areas where urban development is most suitable and desirable,
11. That roads created in subdividing or land parceling shall be designed to tie into existing road systems and overall road design approved by the City Council.
12. That street rights-of-way and all other public lands shall be evaluated for public use prior to being vacated. These uses may be agricultural or park, open space and other public uses.

13. That the capital improvements program for future public improvements, including streets, water, sewer, and other public facilities, shall be re-evaluated on an annual basis during the budgeting process. The annual capital improvements program is considered those projects which are worthwhile and could be completed within a foreseeable timeframe. The Capital Improvement Project list may be adopted by the City by resolution and attached to the Comprehensive Plan. Assistance shall be obtained from the Mid-Columbia Economic Development District or other sources for completing the grant application procedures where required. (Ord No. 249)
14. The City shall require all development to comply with State and Federal environmental rules, regulations and standards.
15. The city shall coordinate with ODOT in implementing its improvement program.
16. The Transportation System Plan and Land Use Review Policies (Ord No. 249)
 - A. The Sherman County Transportation System Plan, including the City of Moro, is an element of the City Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
 - B. All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.
 - C. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
 - D. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation System Plan, the classification of the roadway, and approved road standards shall be allowed without land use review.
 - E. For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.
17. Local-State Coordination Policies (Ord No. 249)

- A. The City of Moro shall coordinate with the Oregon Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and The City of Moro Comprehensive Plan.
 - B. The City of Moro shall provide notice to ODOT of land use applications and development permits for properties that have direct frontage or direct access onto a state highway. Information that should be conveyed to reviewers includes project location, proposed land use action, and location of project access points.
 - C. The City of Moro shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.
18. Protection of Transportation Facilities Policies (Ord No. 249)
- A. The City of Moro shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
 - B. The City of Moro shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
 - C. The City of Moro shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
 - D. The City of Moro shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
 - E. The City of Moro shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
19. New developments such as commercial operations or new residential subdivisions that require more capacity than the City currently has available in its public facilities may, as an option, provide the funding for completing the necessary improvements.

Part VII. Housing

Goal VII.

- A. To provide for housing needs of the existing and future residents of Moro.

Policies VII.

1. That the city shall allow for the location of mobile homes in all planned residential areas.
2. That a range of housing prices and variety of housing types and locations shall be encouraged.
3. That areas where residential development exists shall be protected from incompatible land uses.

Part VIII. Land Use

Goal VIII.

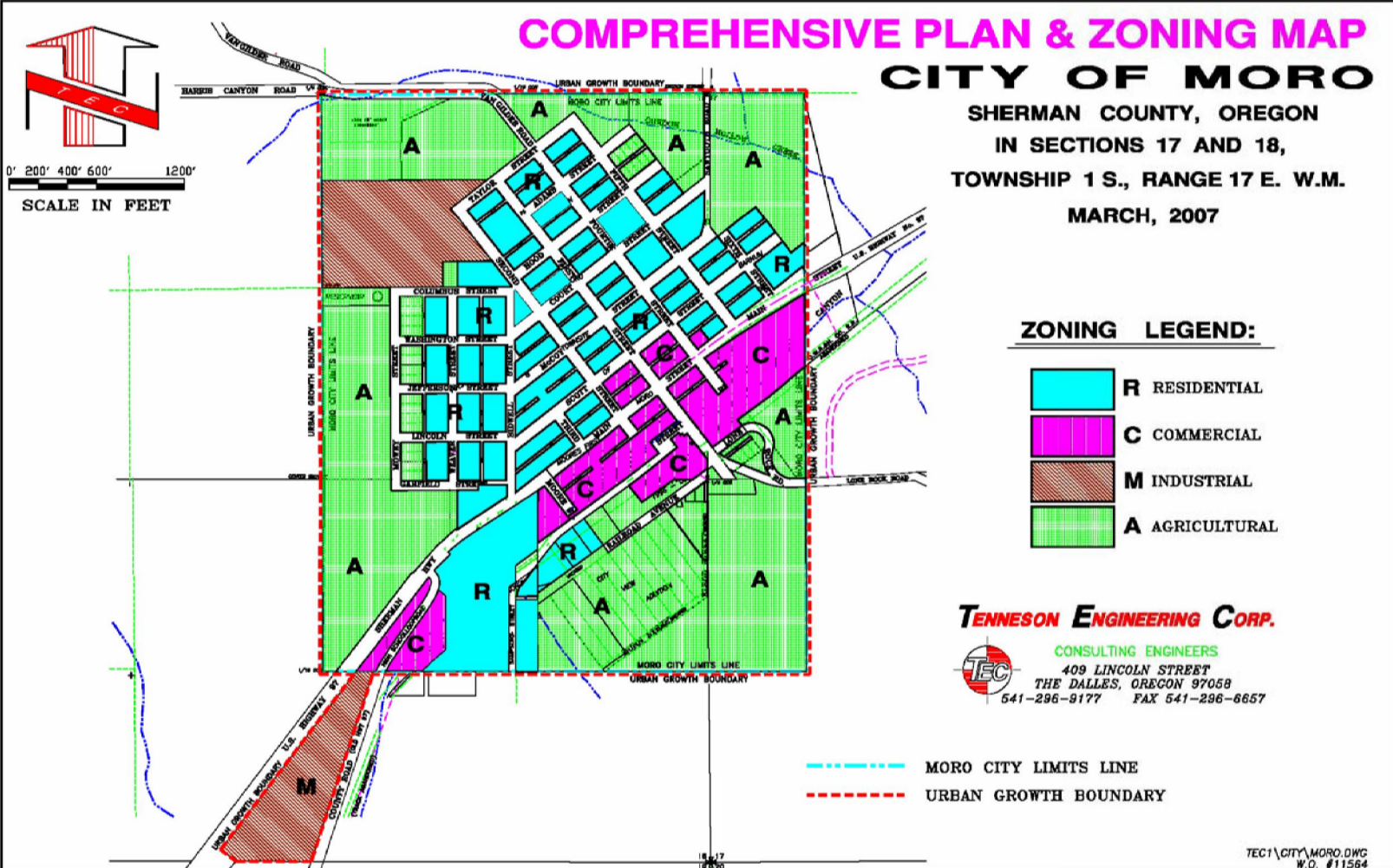
- A. To provide for an orderly and efficient transition from rural to urban use.

Policies VIII.

1. That projected city growth shall remain inside the designated urban growth boundary, unless an Urban Growth Boundary expansion, under the term of Oregon Statewide Planning Goal 14 is undertaken.
2. That the costs for water, sewer, streets and other improvements deemed necessary by the City Council for unimproved land being converted to urban uses shall be borne by the developer.
3. That commercial and high-density residential development shall be located in areas where access, sewer, water and other related facilities and services can best accommodate such development.
4. That planning decisions shall be made on a factual basis and that such base be updated at the time of major plan revisions
5. That partitioning or subdividing shall be approved only for parcels adjacent or having approved access to a public street or road.
6. Public services to existing platted lots, which are otherwise undeveloped, shall be provided by the applicant or developer.

COMPREHENSIVE PLAN & ZONING MAP CITY OF MORO

SHERMAN COUNTY, OREGON
IN SECTIONS 17 AND 18,
TOWNSHIP 1 S., RANGE 17 E. W.M.
MARCH, 2007



ZONING LEGEND:

- R RESIDENTIAL
- C COMMERCIAL
- M INDUSTRIAL
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