

MORO

REVISED
COMPREHENSIVE LAND USE PLAN

THE COMPREHENSIVE LAND USE PLAN

MORO, OREGON

Prepared by

Mid-Columbia Economic Development-District

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For the
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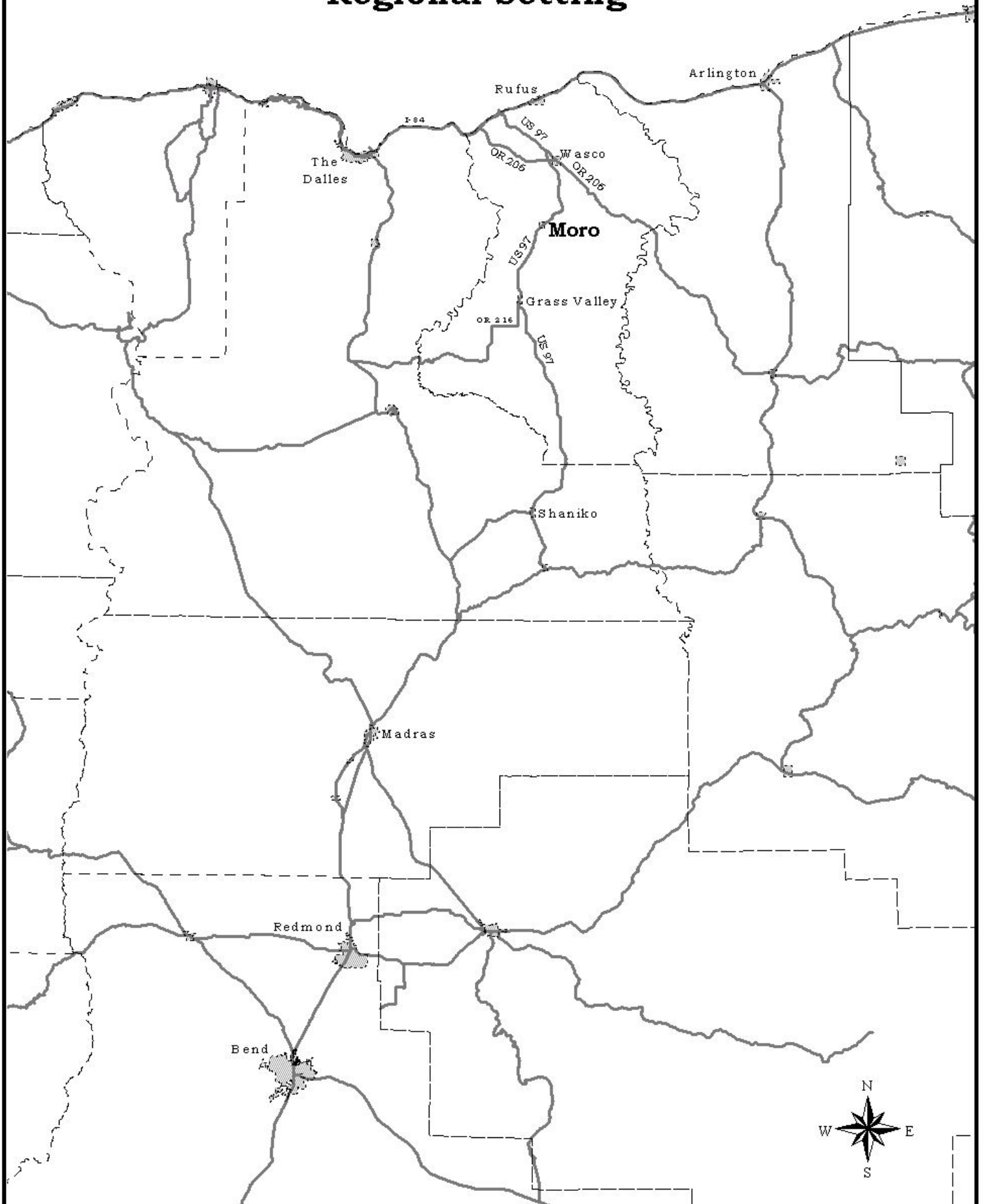
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Regional Setting



INTRODUCTION

PLANNING FOR MORO

This comprehensive plan was developed for the City of Moro to serve as the guiding document for all future land use decisions. It is designed to do several things: to insure the future livability, so that Moro is at least as nice to live in the future, if not better than it is today; to manage future growth and development so that it is orderly and is in harmony with the public desires of the area; and to conserve natural resources to provide for their wise utilization or preservation. It also will provide the basis for business, the public and individuals to make sound investment decisions. By knowing where and how development may occur, financial savings will be realized and development can proceed more rapidly while attaining the desired livability goals determined by the area.

Those living in Sherman County near the Deschutes and Columbia Rivers are fortunate to have an environment with natural resources that often provide an economic livelihood along with abundant scenic and natural amenities. However, poorly considered land use decisions leading to a disorderly and often uneconomic land use pattern can threaten this enviable way of life. We can no longer afford to make these arbitrary decisions regarding land uses, we must instead, consider land for what it really is, not a commodity to be bought and sold, but rather a resource, a non-renewable resource for which competition for its use is becoming increasingly intense.

Once land has been committed to a particular use it is often physically impossible, or economically impractical to reclaim it. Consequently, this and the high private costs of site development and the higher public costs of providing utilities and services make it essential that all options be carefully considered prior to land use decisions. Such is the purpose of this planning process.

PLANNING PROCESS

The basic questions that must be addressed in land use planning are as follows:

- A. What do we have today?
- B. What type of land use patterns do we want in the years to come?
- C. 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 combines the first three of these phases. The review phase indicates that the process is dynamic and ongoing rather than a static one-time event. Review of the comprehensive plan should be scheduled semi-annually with a total update

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

Citizen participation in the planning process is not only desirable, but essential if the community is to have a complete understanding of the comprehensive plan.

Residents from the City of Moro have had the chance to become involved at the earliest stages of the planning process, through 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 construction of the entire comprehensive plan.

Special purpose districts and agencies of all types have also had their opportunity to be involved. See Appendix (D).

COMPREHENSIVE PLAN DEFINITION, ORS 197.015

“Comprehensive Plan” means a generalized, coordinated land use map and policy statement of the governing body of a state agency, city, county, or special district that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational systems, recreational facilities, and natural resources and air and water quality management programs. "Comprehensive" means all-inclusive, both in terms of the geographic area covered and functional and natural activities and systems occurring in the areas covered by the plan. "General nature" means a summary of policies and proposals in broad categories and does not necessarily indicate specific locations of any area, activity, or use. A plan is "coordinated" when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible. "Land" includes water, both surface and subsurface, and the air.

PLANNING INTENT

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

1. To give direction to planning, to establish priorities for action, and to serve as guidelines for future decision-making.
2. To provide a standard by which accomplishments and progress can be measured; and
3. 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. The regulatory measures designed to implement the city's desires are also discussed in this plan.

PLAN AMENDMENTS

COMPREHENSIVE PLAN AMENDMENT PROCESS

This plan is not cast in concrete. It is a public plan by a changing society in developing and renewing, dynamic situation. The plan will be reviewed twice yearly to assure that it reflects the desires and needs of the people it is designed to serve, and that the plan is achieving the desired goals. However, it will not be changed dramatically capriciously at each review if individual, organizations, and public agencies are to be able to rely on it. With these reviews most adjustments will be small and easily accommodated. Those people and agencies, as well as the general public who were involved with the preparation of this plan, will be given the opportunity to be included in any review so their understanding and support of the plan will continue.

TYPES OF AMENDMENTS

A Comprehensive Plan Amendment may take the following forms:

1. Amendment of one or more policies of the plan. (Legislative Revision)
2. Amendment to the text of the plan. (Legislative Revision)
3. Amendment of a portion of the Comprehensive Plan map. (Legislative Revision or Quasi-Judicial Change)

LEGISLATIVE REVISIONS

Legislative revisions include land use changes that have widespread and significant impact beyond the immediate area such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships. The plan and implementation measures should be revised when public needs and desires change and when development occurs at a different rate than anticipated. Legislative revisions shall only be initiated by a member of the City Council.

QUASI-JUDICIAL

Quasi-Judicial changes are those which do not have significant effect beyond the immediate area of the change, i.e., narrow in scope and focusing on specific situations. Quasi-Judicial changes may be initiated by a property owner, by filing the application with the City Recorder and paying the plan change fee.

A public hearing shall be required before any quasi-judicial plan change takes place. The following criteria must be followed in deciding upon a plan change.

Substantive Criteria

1. The burden in all land use proceedings is upon the applicant.
2. In reviewing the record a court will look to the following in deciding upon a plan change.
 - A. The proposal is in accordance with the comprehensive plan goals and policies.
 - B. The public need is best served by changing the planned use on the property under consideration.

Procedural Process

1. Parties at a plan change hearing must have an opportunity to be heard and to present anti rebut evidence.
2. There must be a record, which will support the findings made by the City Council.
3. There must be no pre-hearing contacts on the subject of the hearing.

NOTIFICATION OF HEARING

1. Notice of Public Hearings shall summarize the issues in an understandable and meaningful manner.
2. Affected persons of plan changes shall have notice by record of mailing of proposed comprehensive plan changes. Affected persons of plan changes includes those owners of record of real property located within at least 300 feet of the proposed change.
3. Notice of a legislative or quasi-judicial public hearing shall be given by publishing a notice in newspapers of general circulation at least 30 days prior to the day on which the hearing is to be held.

CITIZEN PARTICIPATION

THE STATEWIDE GOAL

A comprehensive land use plan deals with almost every aspect of community activity, from recreation to commercial development, from industrial site designation to residential and agricultural placements. That is why citizen involvement is so important. To plan a community without the community doing the planning is just unworkable. The citizens of a given area must have the opportunity to express both their majority and minority feeling towards the future of their community if the plan is to have support and be workable.

The State of Oregon has recognized this very important aspect of community planning and has (in SB 100) mandated that citizen involvement be part of every comprehensive planning process in Oregon.

The statewide goal reads:

“To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the ongoing land-use process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies, and special purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.”

CITIZEN INVOLVEMENT PROGRAM

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

The committee for Citizen Involvement for Moro will consist of the Moro City Budget Committee. The CCI members shall be selected by an open, well-publicized process, and shall broadly represent the citizenry of the community. This body will be responsible for the implementation of the following activities and programs.

1. The formation of a Citizen Advisory Group consisting of members of the City Council, and any other interested citizens.

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

The primary purpose of the Citizen Advisory Group will be to advise and provide input to the City Council concerning land use issues relative to the City of Moro.

In addition to the aforementioned program, the following organizations will also be utilized when advantageous to further Citizen Involvement:

- Sherman County Club
- Library Board
- Mid-Columbia Grain Growers
- District 17 Grade School Board
- Sherman County Lions Club

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 1809, but also as the site of Sherman County High School, Moro serves administrative and educational functions which differentiate it from other Sherman County cities in terms of employment and income.

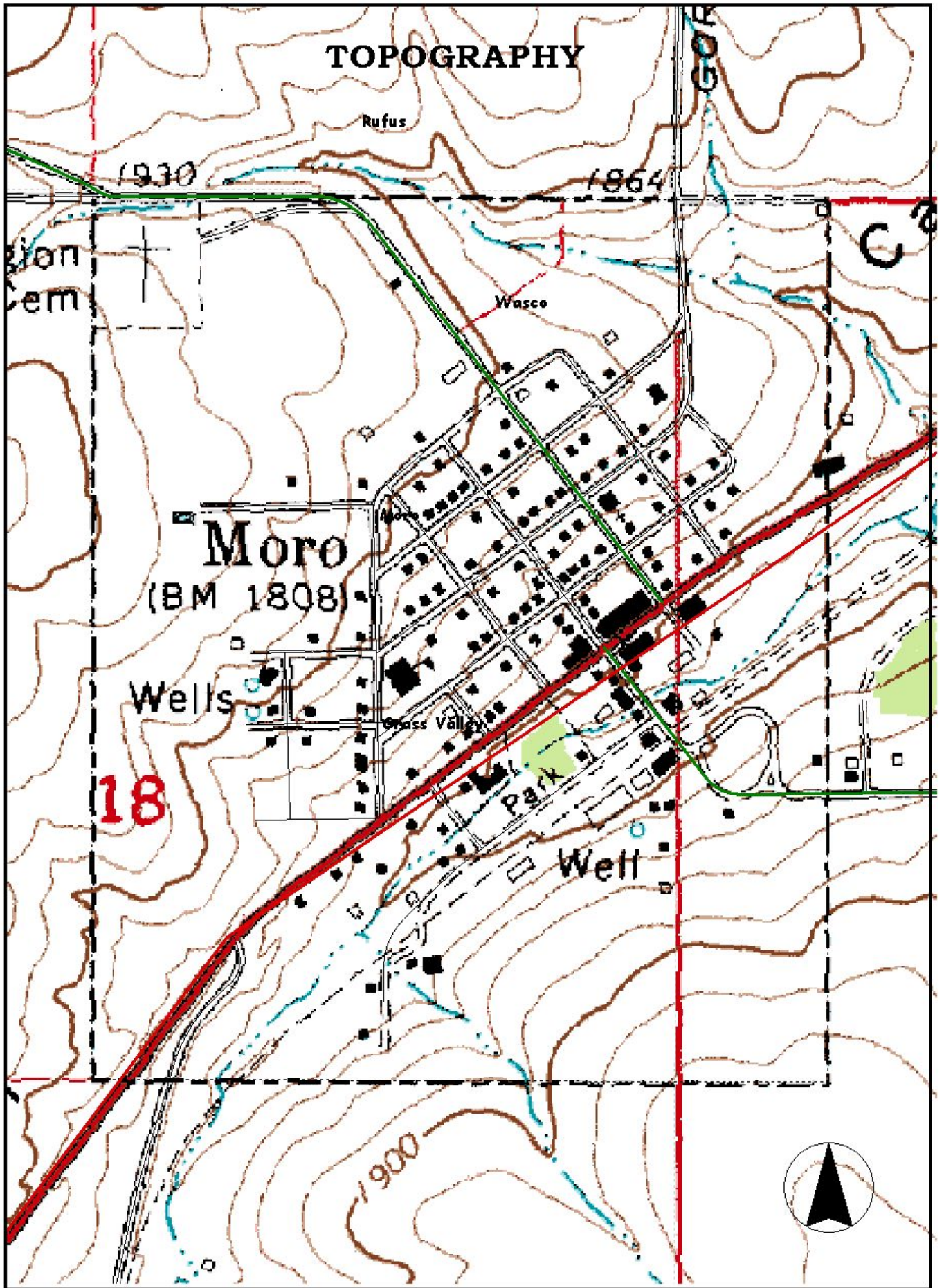
The Dalles is 42 miles distant and the nearest metropolitan area is Portland, 122 miles to the west. Because of the city's natural setting between the Deschutes and John Day Rivers and the rural atmosphere, people from more urban areas are now being attracted to Moro for retirement and recreational home 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 (see location map). 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

Distinctive local land surfaces influence atmospheric processes and result in unique climatological conditions. Sherman County's climate is determined by the major topographic features of the County (Columbia Gorge, Deschutes and John Day River Canyons, Gordon Ridge and Buck Hollow) and the continental and marine air masses.

The presence of the Columbia Gorge allows moist, cool marine air to pass over the County. These air masses moderate the temperature extremes that are typical of the continental air masses. As a result, rarely do the abnormally hot or cold spells persist for more than a few days (Sidor, 1966).

Listed below are the monthly average maximum, monthly average minimum and average monthly mean temperatures recorded at the Sherman County Experiment Station for the crop years 1972 to 1977, 1967 to 1971 and the thirty year average from 1931 to 1960.

TABLE 1

AVERAGE MAXIMUM, AVERAGE MINIMUM AND AVERAGE MEAN TEMPERATURES
(In degrees F.) for each month of the crop years
1972-1977, 1971-1976 and 1931-1960

Maximum

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1972-1977	90	81	62	56	57	58	64	72	83	93	98	97
1971-1976	91	80	60	54	56	56	63	69	85	95	99	98
1931-1960	91	77	62	56	52	57	66	76	87	92	99	97

Minimum

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1972-1977	34	24	19	11	0	14	22	19	29	39	42	41
1971-1976	34	24	21	10	10	20	19	24	30	39	41	42
1931-1960	33	26	17	15	5	10	20	26	30	37	42	41

Mean

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1972-1977	59.8	49.3	39.4	33.8	30.2	35.5	40.6	45.5	52.7	61.7	56.7	67.5
1971-1976	60.2	47.5	40.0	32.8	31.4	37.1	40.8	44.0	54.4	62.4	60.0	68.1
1931-1960	61.2	50.6	38.8	33.7	29.7	34.6	41.4	48.3	55.6	61.4	68.9	67.5

Source: Monthly Weather Reports, Sherman Experiment Station

Precipitation (in millimeters)

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Total
1972-1977	12.2	14.2	37.3	40.1	34.3	19.6	24.6	14.5	19.3	13.5	8.6	16.8	255.0
1967-1971	8.6	20.1	48.5	39.1	47.8	14.7	17.8	18.5	16.5	17.5	1.8	8.1	259.1
1931-1960	12.7	28.2	41.1	21.7	45.5	31.8	27.4	19.3	21.3	22.4	4.3	4.3	300.0

The incidence of sunshine or solar radiation in the County varies considerably between summer and winter. The monthly average percent possible sunshine ranges from approximately 80% in July to 20% in December. In turn, the average daily solar radiation on a horizontal surface varies between approximately 370 British Thermal Units (BTU) per square foot per day in December to 2300 BTU per square foot per day in July: Reynolds, 1974.

Rarely is the wind not present in Sherman County. The relative velocities in different locations throughout the County varies tremendously. In the northern part of the County within two miles of the Columbia Trench and along the breaks of the Deschutes the wind is typically more powerful than in any other area of the County. Listed below is the wind information collected at the Sherman County Experiment Station.

TABLE 2

MONTHLY AVERAGE WIND VELOCITY (in MPH)

As recorded at the Sherman Experiment Station

For the crop years 1931-1960, 1967-1971 and 1972-1977

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1972-1977	4.1	3.4	3.1	3.6	3.7	3.9	4.8	5.4	5.0	4.0	5.6	5.0
1967-1971	4.1	3.8	3.3	3.8	4.3	4.0	4.5	5.4	5.4	4.7	4.6	4.6
1931-1960	4.5	3.7	3.5	3.8	3.7	4.0	4.9	6.0	6.1	5.8	6.0	5.6

TABLE 3

MONTHLY AVERAGE WIND VELOCITY (in meters/second)

As recorded at the Sherman Experiment Station for

The crop years 1931-1960, 1967-1971 and 1972-1977

Period	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1972-1977	1.83	1.52	1.39	1.61	1.65	1.74	2.15	2.41	2.24	2.24	2.50	2.02
1967-1971	1.83	1.70	2.51	1.70	1.92	1.79	2.01	2.41	2.41	2.10	2.06	2.06
1931-1960	2.01	1.65	1.56	1.70	1.65	1.79	2.19	2.68	2.73	2.59	2.68	2.50

Evaporation records are maintained at the Sherman County Experiment Station. The loss of soil moisture or surface water through evaporation are both important factors in the production of dryland crops and irrigated crops, especially when a reservoir is utilized for water storage. Listed below is the average monthly evaporation of water from a free water surface for the 1972-1977, 1967-1971 and 1931-1960 crop years.

TABLE 4

EVAPORATION (in inches)

Period								Crop Year
	Sep	Oct	Apr	May	Jun	Jul	Aug	Total
1972-1977	7.72	3.7	5.59	7.81	10.36	12.77	11.56	59.51
1967-1971	7.74	3.94	5.12	8.62	10.03	13.40	12.30	61.16
1931-1960	6.20	2.85	4.86	6.99	8.53	11.35	9.84	50.62

TABLE 5

EVAPORATION (in millimeters)

Period								Crop Year
	Sep	Oct	Apr	May	Jun	Jul	Aug	Total
1972-1977	196.1	94.0	142.0	198.4	263.1	324.4	293.6	1511.6
1967-1971	196.6	100.1	130.3	218.9	254.8	340.4	312.4	1553.5
1931-1960	157.5	72.4	123.4	177.5	216.7	288.3	249.9	1285.7

AIR QUALITY

Sherman County is located within the Central Oregon Intrastate Air Quality Control Region (Region 190). Air quality sampling stations within this region, are located in The Dalles, Bend, Klamath Falls and at the Oregon Institute of Technology (located about 2 miles north of Klamath Falls). The data collected at the sampling stations were evaluated with respect to the National Ambient Air Quality Standards listed below:

<u>Contaminant</u>	<u>Federal Standards (micrograms/cubic meter)</u>	
Suspended Particulate	(1) .75 ug/M3 annual	(1) 60 ug/M3 annual geometric mean
	(2) 260 ug/M3 max. 24-hr	(2) 150 ug/M3 max. 24-hr concentration (a)
Sulfur-Dioxide	(1) 80 ug/M3 max. 24-hr concentration (a)	
	(2) 365 ug/M ³ max. 24-hr concentration	(2) 1300 ug/M ³ max. 3-hr average (a)

(a) Not to be exceeded more than once/year

The primary and secondary annual geometric mean standards for suspended particulates have been exceeded within the region. The primary standard was exceeded in 1971 at the Klamath Falls sampling station but has not been exceeded since at Klamath Falls or at any other station. The primary and secondary standards for sulfur dioxide have not been exceeded within the Region (Department of Environmental Quality, 1975).

Suspended soil particulates are considered to be the primary cause for air quality degradation in the region. Microscopic examinations of the samples collected at the Klamath Falls station indicate that wind borne dust is responsible for 55% of the average sample. It is anticipated that a similar percentage of wind entrained dust would be present in other samples in different locations within the region.

The major emission sources of particulate emissions in the county are Sherman County Grain Growers (74.3 tons/year), Mid-Columbia Grain Growers at Grass Valley (33.0 tons/year), Mid-Columbia Grain Growers at Moro (46.0 tons/year) and light duty motor vehicles (36.1 tons/year). Light duty motor vehicles are the only major source of sulfuric oxide emissions within Sherman County.

Sherman County air quality is excellent and is anticipated to continue at such high levels in the future.

SOILS

Soil is one of the major inputs into the agricultural production process. It is also one of the physical properties of the earth that is most frequently taken for granted.

The physical properties of any given soil are determined by the combination of five factors: (1) the physical and mineralogical composition of the parent material; (2) the climate under which the soil material has accumulated and has existed since accumulation; (3) organisms, chiefly vegetation; (4) the relief, or lay of the land; and (5) the length of time the forces of development have acted upon the material (Soil Conservation Service, 1964). The combination of these factors has resulted in the development of seven soil phases within the city limits of Moro.

The Walla Walla soil series contains five of the seven soil phases: Walla Walla silt loam, very deep, 7 to 20 percent north slopes (WaBN); Walla Walla silt loam, very deep, 3 to 7 percent slopes (WaA); Walla Walla silt loam, deep, 7 to 20 percent north slopes (WbBs); Walla Walla silt loam, moderately deep, 7 to 20 percent south slopes (WcBs) and Walla Walla silt loam, moderately deep, 20 to 35 percent north slopes (ScCn). The other two soil phases are: Starbuck very stony silt loam, 7 to 40 percent south slopes (StCs) and Hermiston loam, 0 to 5 percent slopes (HeA).

Each soil phase is unique. Because of this uniqueness, each soil reacts differently to external forces caused by nature or by man. In urbanizing areas, five developmental factors are especially important land relate directly to the various soil phases and the properties thereof. Listed below are the seven soil phases that occur within Moro, the five developmental factors or uses that are especially important in urbanizing areas, the relative rating of the soil with respect to the use and the most restrictive feature in each particular case.

Use	Soil	Rating	Restrictive Feature
Septic Tank Absorption Fields	WaA	Slight	
	WaBN	Moderate	Slope
	WcBs	Severe	Slope
	WcCN	Severe	Slope
	WbBN	Severe	Slope
	StCS	Severe	Slope, Depth to Rock, Stones
Dwellings Without Basements	HeA	Moderate	Floods
	WaA	Moderate	Low Strength
	WaBN	Moderate	Slope, Low Strength
	WcBS	Severe	Slope
	WcCN	Severe	Slope
	WbBN	Severe	Slope
StCS	Severe	Slope, Depth to Rock, Stones	
Dwellings with Basements	HeA	Severe	Floods
	WaA	Moderate	Low Strength
	WaBN	Moderate	Slope, Low Strength
	WcBS	Severe	Slope
	WcCN	Severe	Slope
	WbBN	Severe	Slope
StCS	Severe	Slope, Depth to Rock, Stones	
Small Commercial Buildings	HeA	Severe	Floods
	WaA	Moderate	Slope, Low Strength
	WaBN	Severe	Low Strength
	WcBS	Severe	Low Strength
	WcCN	Severe	Low Strength
	WbBN	Severe	Low Strength
StCS	Severe	Slope, Depth to Rock, Stones	
Local Roads and Streets	HeA	Severe	Floods
	WaA	Slight	
	WaBN	Moderate	Slope
	WcBS	Severe	Slope
	WcCN	Severe	Slope
	WbBN	Severe	
StCS	Severe	Slope, Depth to Rock, Stones	
	HeA	Severe	Frost Action

Source: Soil Interpretation Sheets for Oregon

In addition to the physical constraints that a particular soil phase might place upon an urban development or use, another factor to be considered is the capability classification and the quantity of grain that each soil phase will produce.

The capability classification is a general soil classification, which indicates the relative suitability of soils for farming. It is a practical grouping founded upon the limitations of the soils, the risk of damage when they are used and the way they respond to treatment.

The capability classification is based upon the capability class and the subclass. The capability class is designated by Roman numerals I through VIII. Class I soils have the fewest limitations, the widest range of use and the least risk of damage when they are used. Class I soils are the best agricultural lands in the state. Class VIII soils are on the other end of the scale and are the poorest soils in the state. The soils in between have progressively greater natural limitations.

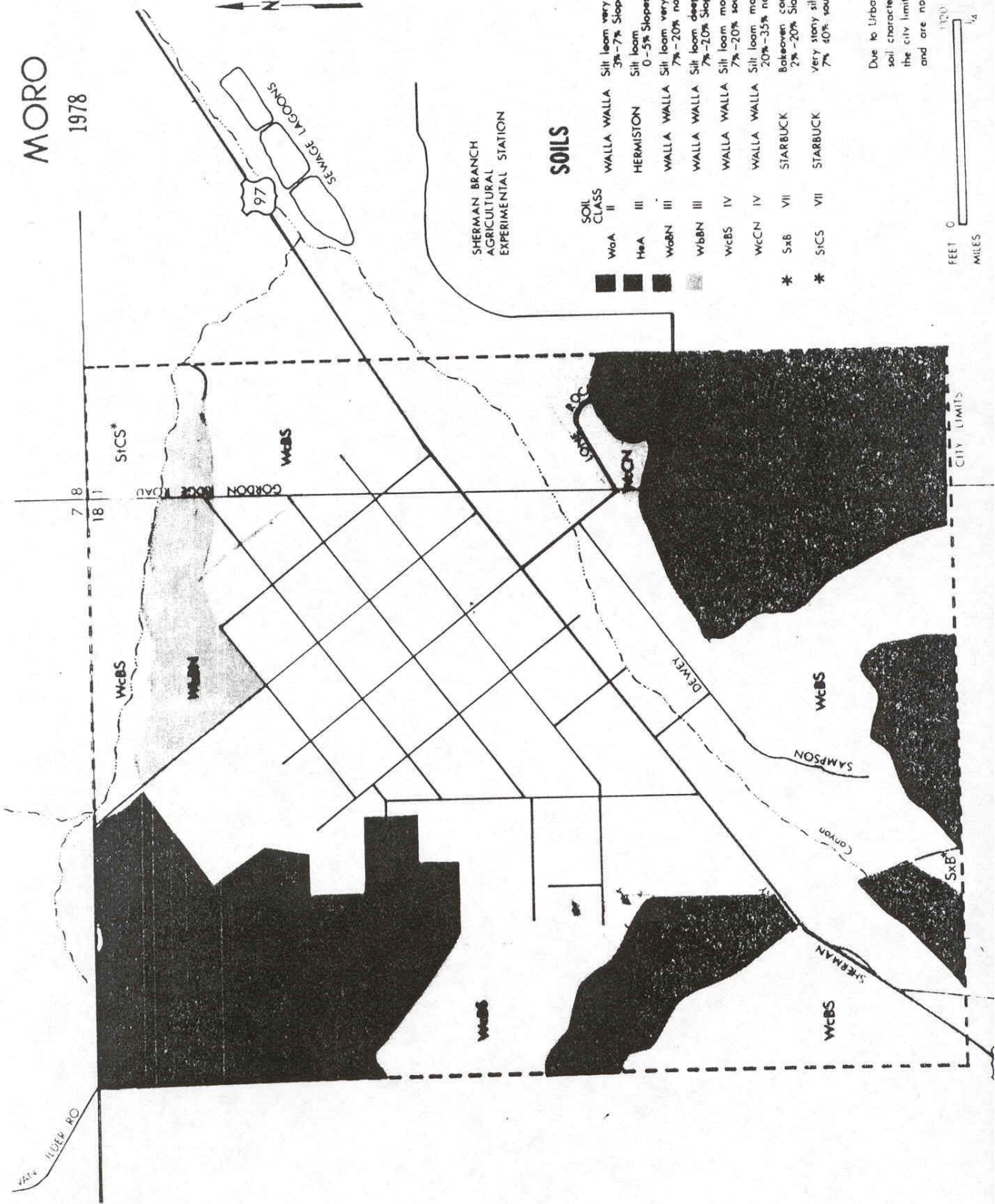
The subclasses indicate the principle limitation within the class. Subclass “e” indicates that soil erosion is the main limitation, unless close growing plant cover is maintained. Subclass “s” indicates that the soil is shallow, droughty or stony and class "c" is used to indicate that the chief limitation is climate (too cold or too dry).

Listed below are the soils that occur within the city limits of Moro, their respective capability classification and the approximate dry-land wheat yield per acre.

Soil	Capability Classification	Average Wheat Yield/Acre
WaA	IIC	50 Bu
WaBN	IIIe	50 Bu
WcBS	IVe	17 Bu
WcCN	IVe	29 Bu
WbON	IIIe	47 Bu
StCS	VIIIs	-(range)
HeA	IIIIs	25 Bu

Source: Sherman County Soil Survey

MORO 1978



SHERMAN BRANCH
AGRICULTURAL
EXPERIMENTAL STATION

SOILS

SOIL CLASS	SOIL NAME	Soil Description
WaA	WALLA WALLA	Silt loam very deep 3% - 7% Slopes
HeA	HERMISTON	Silt loam 0 - 5% Slopes
WcBN	WALLA WALLA	Silt loam very deep 7% - 20% north Slopes
WcBN	WALLA WALLA	Silt loam deep 7% - 20% Slopes
WcBS	WALLA WALLA	Silt loam moderate 7% - 20% south Slopes
WcCN	WALLA WALLA	Silt loam moderately deep 20% - 35% north Slopes
Sx6	STARBUCK	Bakeoven complex 2% - 20% Slopes
SICS	STARBUCK	Very stony silt loam 7% 40% south Slopes

Due to Urbanization some
soil characteristics within
the city limits have changed
and are no longer classified



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 which should be minimal provided standard grading practices are followed.

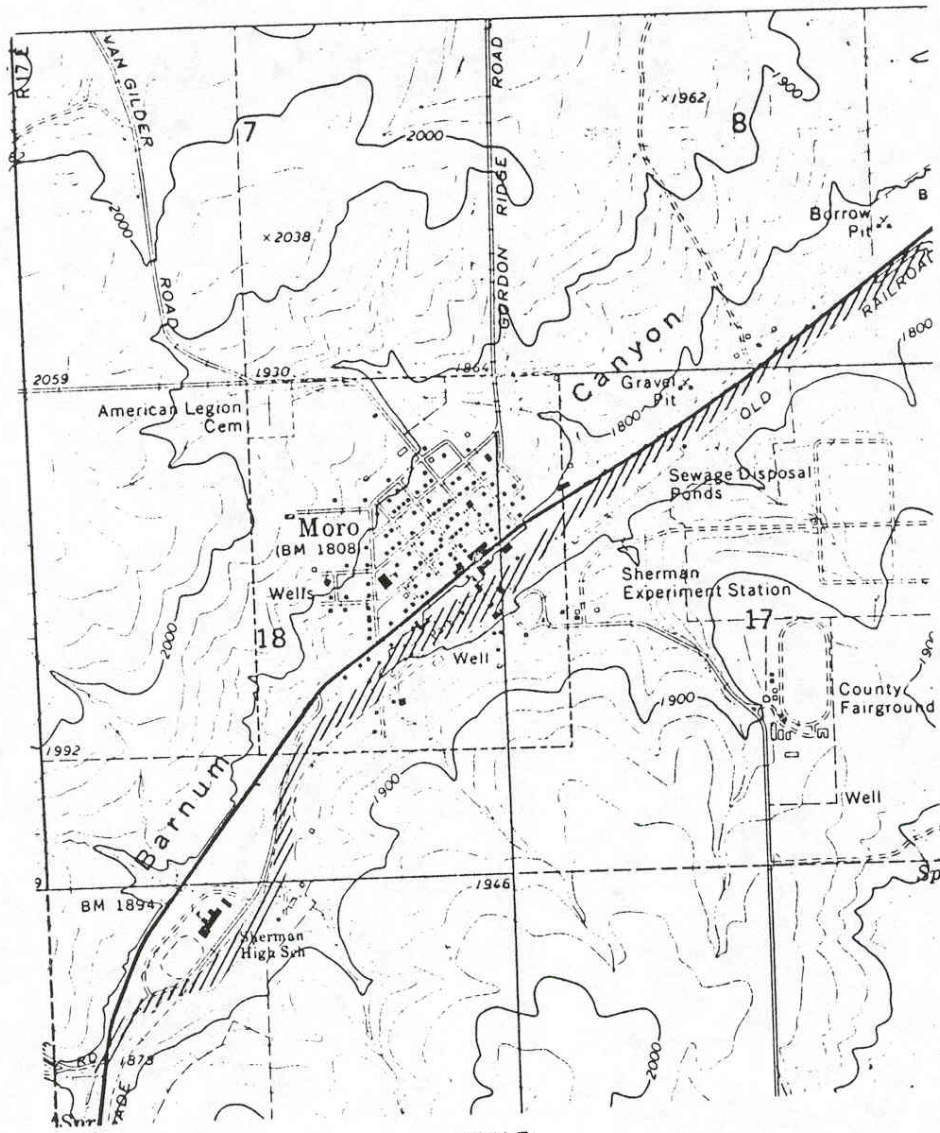
Flooding of the low-lying areas along the entire length of the Barnum Canyon drainage through Moro is mapped on the following page.

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 |  THICK TALUS |
|  ROCKFALL AND ROCKSLIDE |  LOWLAND FLOODING |
|  STEEP SLOPE FAILURE |  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 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.

Presently, Moro's population is 300, by 1976 count in the 1977-1978 Oregon Blue Book.

POLITICAL STRUCTURE AND ADMINISTRATIVE FACILITIES

Moro is administered by a Mayor who is elected every two years and a City Council consisting of four members who are elected for four-year terms with two rotating off every two years. The Council meets as a committee of the whole except for when ad hoc committees are created for special projects. Regular Meetings are held on the 2nd Tuesday of every month at 8:00 P.M.

The City hires a maintenance man who is on twenty-four hour call and whose responsibilities are as follows: to make minor road repairs, check the water pump and sewage ponds, regulate the water flow, send water samples to the State twice a month, maintain weed control, flush fire hydrants once a month, and start the fire trucks once a week.

ATTITUDE SURVEY SUMMARY

The City of Moro had a high percentage of returned, completed questionnaires, forty-four out of 135 households representing an estimated population of 300. In answer to question one, comparing Moro with other communities, excellent and good were the predominant answers -and none regarded it as "poor". Qualitative judgements in a questionnaire of this type raise the problem of values. Several respondents made note of this and said that what would be only "fair" in comparison to all cities was "excellent" for a small town.

A high level of satisfaction was registered with regard to Local Services, most ranging from average to excellent, except for the areas of fire and police protection. With the obvious void in resident medical and dental services, the rating of "poor" was to be expected. Under the Health and Safety heading, only in the area of dog control was dissatisfaction pronounced. Weed control and sidewalk maintenance were two other areas for which improvement was desired; but satisfaction with trash collection was high. Otherwise, Health and Safety components were given average marks. Employment opportunities were regarded average to poor with more of the latter responses. Government Services were, on the whole, thought to be average or somewhat below average.

Recreation is, perhaps, a judgmental area but a consensus did develop wherein opportunities for children and, youth were felt to be poor. Fields for sports and meeting place availability were regarded as quite average or better. Under "General", air, climate, friendliness, and freedom from natural disasters had high ratings, restaurants were considered largely average but shopping facilities were noted to be of limited supply. Most would be interested in paying higher taxes, if needed, for recreational and/or cultural activities for all age groups; and most would approve of an annual maximum city tax rate of \$1-2 (per thousand dollars of property), some willing to go over \$6 if necessary. A property tax levy for a specific purpose received the greatest support, followed by acceptability of an increased property tax base. No one replied in favor of encouraging heavy

industry locating in Moro, and some would also discourage light industry or having Moro be a residential community for people working elsewhere. Some of those who would discourage a base of retired people qualified their answers with the reasoning that Moro is far from medical services. On the other hand, there was strong encouragement for new business enterprises and having Moro continue to be a community for people who work there.

There was majority response in favor of removing dilapidated buildings; but historic preservation interest exists for the County Courthouse and the Grade School, and there were some additional nominations (see Appendix C). ,

Scarcely a questionnaire failed to answer Question 53 to suggest new businesses for Moro. The most pressing needs would appear to be for a general variety store, a theater, a service station with garage for auto repairs, and an expressed wish for existing gasoline facilities to remain open for longer or more frequent hours. A beauty salon, drug store, and medical facilities were also mentioned by several people. These requests were reiterated in the final portion of the questionnaire wherein general comments about Moro were invited.

Regarding transportation, there was some interest expressed in weekly or monthly bus service to The Dalles. Most, however, appear to accept that providing one's own transportation, unless a senior citizen, is a fact of life in Moro.

The matter of little or no choice of housing for new residents is addressed more thoroughly in the Housing Section. Although fewer than one-third of those replying suggested mobile homes as a solution, the price ranges most popular for new homes to buy, under \$20,000 or \$20,000- 30,000, almost necessitate mobile home occupancy unless established residents who are able to do so built new homes and sell existing property within these lower figures. Rentals are sorely needed. Many favor allowing mobile homes to be sited as if any other single dwelling but qualified it to say they were in favor only if standards were high. Nearly half would encourage low-income housing but not to the extent of the city spending its money for it.

Reasons cited by recent residents for moving to Moro were almost equally divided between employment opportunity and the salubrious air/climate/weather/environment. A small, quiet, low cost community with a friendly atmosphere appealed to others, and still others were drawn by family and/or friends, or as a good place in which to raise a family. Replies also were nearly equal between those coming from long term residents of Moro (over ten years) and those living there less than ten years.

The recreational facility most desired and needed was a swimming pool, and there were suggestions as to how this might be accomplished: making it part of the Sherman County High School with public swimming hours for a fee; cooperating with other cities. After requests for a recreation center, a park received the next highest mention but in that instance the situation called more for expansion or development of the existing city day park than construction of a new one. Most residents wish to see Moro's features of natural beauty protected by ordinance, particularly the trees.

Except for five who felt all streets needed improvement, basically satisfaction was registered. Opinions were totally divided in regard to a direction of growth for the city, should expansion occur.

Occupations of respondents were represented by a good balance between agriculture, education, professional/managerial, and retired. Construction was the only major occupation either non-existent in Moro or not represented. Comments appeared on a majority of the questionnaires, indicating the interest and concern of Moro's citizens. Strong feelings were expressed for having animal control, a better variety of businesses, the need for a swimming pool, and sidewalk repair and maintenance. Recent efforts to physically upgrade Moro and improve maintenance within the city were noted and applauded. Through the efforts of a few concerned citizens, latent civic pride appears to be emerging, and nearly one-third of the responding householders expressed willingness to work on a citizen group in developing a land use plan. Most residents are happy with Moro for what it is a small community serving a prosperous farm area, enjoying the benefits of being county seat and location of the county high school, and wishing its growth to be sufficient to offer an improving list of services without losing its semi-rural independent atmosphere.

POPULATION CHARACTERISTICS

Population count for the City of Moro was estimated at 300 in 1976 according to the July 1, 1976 Population Estimates for Oregon Counties and Incorporated Cities, compiled and published by Portland State University. The 1970 Census of population showed 290 in Moro, indicating an increase of 3.4 percent during the six-year period. By 1980 the estimated population figure is 310.

Reasons for Moro's population stability are attributed to its generally balanced age distribution; the fact that the city is the county seat and home of Sherman County High School, both of which offer a stable base of administrative and educational jobs; and, in its present state, Moro offers quiet, low-cost living with a modicum of services.

The following U. S. Census figures and estimates demonstrate gentle fluctuations in population rather than a distinct trend.

Year	Moro Population	Percent Change
1930	352	
1940	309	-12. 2%
1950	359	+16. 2%
1960	327	-8.9%
1970	290	-11.3%
1976	(Estimated) 300	+ 3.4%
1980	(Estimated) 310	+ 3.3%

Sherman County's 1970 population of 2,139 is 307 people or 12.5 percent less than the population of 1960. The net projection for the county is for an estimated 3.8 percent decrease by 1980 because the population and work force has aged. In 1970, at the time of the last census, the breakdown by age and sex of Moro's population of 290 was as follow:

<u>Age</u>	<u>Male</u>	<u>Female</u>
Under 5	14	7
5 - 9	10	3
10 - 15	27	25
16 - 17	9	5
18 - 20	1	3
21 - 24	5	8
25 - 34	14	6
35- 44	21	25
45 - 54	16	13
55 - 64	17	17
65 - 74	9	15
75 - +	6	4
Totals	149	141

Moro enjoys an unusually well balanced age distribution within its population of 300 citizens. Where no secondary schooling exists there is a natural out-migration in the late teens and early twenties. Counter to other cities within Sherman County, Moro has a higher population of mid-twenty and early-thirty aged residents. This can be attributed to the administrative and educational employment available in Moro. These jobs, in turn, generate more local services, which further aid in attracting or retaining a youthful segment in the population.

Migration for the State of Oregon

1940 - 1950	Heavy-in-migration
1950 - 1960	Small in-migration
1960- 1970	18% growth for the state, attributed primarily to in-migration
1970 - 1975	Accelerated in-migration

With its stable population, Moro is running counter to the trend for the State of Oregon.

An accurate population projection to 1980 is difficult due to several factors. The small number of individuals involved influence statistics in an unrealistic manner. The overall nonagricultural employment picture is not clear, and the population picture of the county is directly reliant upon the amount and location of services, which the existing communities elect to provide. Source: Mid-Columbia Solid Waste Plan: Generation, Disposal and Management for Wasco, Hood River and Sherman Counties, MCEDD, November 1975.

Pacific Northwest Bell Telephone using Portland State University figures has attempted a population projection for Sherman County and its figures are as follows:

<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
2100	2200	2200	2300	2300

Growth indicators and population trends reveal that north Sherman County, particularly those cities located within close proximity to the Columbia River and Hwy 1-80N, will receive the bulk of population increase. Cities situated within central and southern Sherman County will remain in a stable condition with only a slight upward increase in population and each cities' economic base.¹ With its location just eighteen miles south of the Columbia River, and the base provided by its administrative and educational facilities and opportunities, Moro is likely to share in a portion of the population expansion projected for the northern area of Sherman County. There is also the likelihood of growth from the industrial areas of Klickitat County in Washington, and workers at the John Day Dam.

ECONOMIC CONDITION

Economics is the study of interrelationships between the production, distribution and consumption of goods and services. An evaluation of the interrelationships that exist within a city, county or region may explain why certain events occurred. For instance, employment opportunities determine the size of most cities (counties and regions) except for tourist resorts and retirement villages. Employment types also affect the relationship.

Employment types can be broadly broken into two categories, basic and non-basic. Basic employment are those types which produce goods for consumption outside of the area. Demand for these basic goods is determined by influences outside of the community. Small grain production provides the majority of the basic employment within the County. The production of goods for sale outside of the area and the sale thereof causes a flow of money into the local economy and determines the level of non-basic employment opportunities within the area. Non-basic employment are those types which serve the demands of the local populous.

The non-basic sector does not generate new income. Rather, it relies upon money available within the service area. A drug or grocery store is a good example of a non-basic employer.

In 1765 a group of economic philosophers known as the Physiocrats held that all wealth originated in agriculture. Only there, as a gift of nature, did productive effort yield a surplus over cost (Galbraith, 1977). In Sherman County, this simplistic view of economics would apply if not for the presence of the tourist industry, and the Federal government. These industries and the agricultural sector make up the basic sectors within Sherman County.

Ordinarily economic analysis for cities within Sherman County would be done on a countywide basis for the expedient reason that most economic data are available only for counties. However,

¹ Toronto, J. Val and Associates, Comprehensive Water and Sewer Plan, July 1971.

what applies to the county, as a whole must be modified to describe Moro's unique position as County Seat and as home of Sherman County High School.

Who are the major employers in Moro?

Although approximately 29% of all employed persons within the county are involved in the agricultural industry --and this figure represents a decline of 59% between 1940 and the last Census in 1970, the other major employer of Moro is the governmental service/educational service bloc which accounted for half a million dollars in salaries in 1975 and employed, on the year-round average, sixty people. It must be noted, however, that not all people receiving salaries in Moro live in Moro.

Overall, the employment picture for Sherman County is reflected in the following tables:

	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
1. Agriculture	565	440	357	234
2. Forestry & Fisheries	0	0	5	
3. Mining	1	1	5	
4. Contract Construction	41	87	59	110
5. Manufacturing	7	8	0	27
Food & Kindred Products	0	0	0	4
Textile Mill Products	0	0	0	
Apparel	0	0	0	
Lumber, Wood Products, Furn.	2	1	0	
Printing & Publishing	2	3	0	6
Chemicals & Allied Products	0	0	0	17
Electrical & Other Machinery	3	3	4	
Motor Vehicles & Equipment	0	0	0	
Other Transportation Equipment	0	0	0	
Other Miscellaneous	0	1	0	
6. Railroad & PR Express	26	30	37	16
7. Trucking & Warehousing	12	10	14	5
8. Other Transportation	15	10	13	
9. Communications	0	0	0	
10. Utilities & Sanitary Services	3	8	0	4
11. Wholesale Trade	24	31	25	35
12. Food & Dairy Products Stores	25	23	25	25
13. Eat, and Drink Places	8	36	40	61
14. Motor Vehicle Retailing and Service Stations	*	*	*	28
15. Other Retail Trade	57	53	50	38
16. Finance, Real Estate, Insurance, Banking	5	7	9	15
17. Hotels & Other Personal Services	20	20	18	20
18. Private Households	36	11	16	4
19. Business & Repair Services	13	14	12	10
20. Entertainment & Recreational Services	1	3	8	6

21. Medical, Other Professional & Health Services	56	48	134	5
22. Public Administration	28	26	12	36
23. Elementary, Secondary schools-Government	*	*	*	114
24. Armed Forces	0	0	0	0
25. Industry Not Reported	19	17	8	6
Total	962	883	851	807

*Industry Not Listed

Source: US Census of Population

In 1977 the number of employed persons expanded to 860 people. Listed below is the number of people employed in all occupations.

Employed Persons - 1977

<u>Occupation</u>	<u>Total</u>
All occupations - 1977	860
Prof., technical & related	94
Engineers	5
Medical & health workers	6
Teachers, elem. & sec. schools	67
Other professional	16
Managers & administrators, nonfarm	84
Sales	17
Retail stores	17
Other sales workers	49
Clerical	59
Sec., stenos., & typists	10
Other clerical workers	49
Craftsmen, foremen & related	102
Construction craftsmen	35
Mechanics & repairmen	23
Machinists & other metal craftsmen	0
Other craftsmen	44
Operatives except transport	54
Durable goods mfg.	0
Non-durable goods mfg.	4
Non-manufacturing	50
Transport equip. operatives	54
Laborers, nonfarm	44
Service, exc. pvt. household	104
Cleaning & food service	84
Protective service	5
Personal health & other services	15
Private household workers	4
Farm Workers	244

Source: Oregon Employment Division

What are the economic trends in Moro?

Even though, generally, employment has declined within the agricultural sector it is still, by far, the most important element of the County's economy. Between 1969 and 1973 this sector accounted for approximately 38% of the total personal income within the County.

Moro would customarily be defined as central place town, located as it is along a natural transportation route, serving as an agricultural service center, and offering services for tourists, a its past history indicates. Central place towns generally tend to decline in importance with the increased mobility of the farmer but Moro is atypical in this respect because of the composition of its employment opportunities and their specific requirements with the following characteristics:

1. The nature of employment within the governmental and educational sphere requires a higher per capita level of education.
2. The higher educational level combined with the jobs available results in a higher average income.
3. The availability of non-agricultural jobs results in the median age level being considerably lower than in neighboring cities within the county.
4. The age and income level of citizens results in young families who require more in goods and services than in those cities where the predominant age level is that of retired people.

The attitude opinion survey raised two paradoxes, which face a city such as Moro. The interest is strong to preserve Moro as a "good place in which to raise a family", yet the most commonly expressed need is for recreational facilities and activities for youth. Another paradox results from the attraction of retired farm people to the semi-rural atmosphere which most wish to preserve, yet the expressed feeling that Moro should not be primarily a retirement community because service needed most by the elderly, viz. medical and social, do not exist.

What are the economic trends in Moro?

For the county, the following table shows the local government payroll in 1972 of which a goodly portion emanates from Moro.

Local Government Payroll
(County, City, School and Special Districts)
October 1972

Number of employees	132
Oct. 1975 payroll (in thousands)	\$ 67
Full-time equivalent employment:	
Total	95
Education	71
Highways	9
Public welfare	1

Because growth and development of the Mid-Columbia region is anticipated primarily in the areas along the Columbia River and I-80N, Moro could benefit from its position just 20 miles south of this projected growth area. Decrease in major construction projects in this area has accounted for some of the drop in population and income; however, local government has increased slightly with new federal social programs and local law enforcement and administrative offices. Agricultural employment is decreasing because of larger and fewer farms and because of mechanization in agricultural production as reflected in the following density figures:

Farm Statistics
Sherman County 1969

Approximate Land Acres		531,072
Number of Farms		209
Land in Farms (acres)		466,658
Average Size of Farm (acres)		2,232.8
Cropland (acres)		286,080
Farm Woodland (acres)		1,010
Irrigated Land in Farms (acres)		1,486
Population Density		
Land (square miles)		830
Population Density (Average no.		
persons/square mile)	1975	2.6
	1970	2.6
	1960	3.0

Source: Oregon Economic Statistics 1977, Bureau of Business Research University of Oregon; Eugene

As the County Seat in a farming area where average income is considered to be high (\$8,650 in 1974), discussion of "poverty" may seem to be amiss. However, taking into account the definition of "poverty"* and reflecting upon the figures presented in Table 6, it is apparent that while not a large number of people are afflicted with low income status, the percentage is considerably higher than that in the neighboring counties in COG 9. Moro again is able to offset these countywide statistics by virtue of its lower median age level.

TABLE 6
COUNTY POVERTY LEVEL CHARACTERISTICS

	HOOD RIVER	SHERMAN	WASCO
Below Poverty Level			
Age 60 and over	522	102	648
Age 65 and Over	426	84	503
% of 60 and over (state)	0.3%	0.2%	1.0%
% of all persons	24.1%	28.8%	20.4%
% of 65 and over			
(Non-institutionalized)	29.2%	38.4%	23.8%
unrelated individuals	46.5%	92.9%	60.8%
in families	53.5%	7.1%	39.2%
125% of Poverty Level			
Age 65 and over	126	11	197
% of 65 and older	8.6%	5.0%	9.3%
65 and older with income			
below 125% Poverty Level	552	95	700
% of 65 and older	37.3 %	43.4%	33.1%
75% of Poverty Level			
Age 65 and over	191	56	337
% of 65 and older	13.1%	25.6%	16.0%

Source: 1970 Census

Sutton, Keith, "A Resource Abused: A Comparative Analysis of Those 45 and over in the Mid-Columbia's Labor Force," February 9, 1978.

* As defined in the 1970 census, the poverty level, for an unrelated person 65 years or over, is an annual income of less than \$1,750 and for a two person family 65 or over, it is an annual income of less than \$2,195. This means less than \$145 per month for a single person and less than \$182 per month for a couple.

Since these levels are generally considered extremely low, Table 6 also shows the elderly 65 years and older who fall below 125 percent of the census poverty level. This grouping allows a single elderly person an annual income of \$2,187 or \$182 per month, and an elderly couple annual income of \$2,744, or \$229 per month. Within this grouping, 125 percent of census poverty level and below, there are 1,487 elderly people or 39 percent of the total elderly population. More than one out of every three elderly persons falls in this revised poverty category.

What do the residents of Moro feel is needed?

Citizens responding to the survey conducted in Moro place maintenance of environment as a prime concern --while, at the same time acknowledging a desire for increased goods and services, additional job and recreational opportunities, and a coordinated effort to stimulate economic development at an unacceptable rate. The intrusion of heavy industry was something all felt should be avoided, despite the ripple effect basic industry has upon any community's economy, i.e. for every 100 jobs in basic industry, 75 jobs in related employment follow.

Irrigation of farm land would bring, "A dramatic change in the agricultural pattern of Sherman County could be brought about through large scale irrigation projects; however, studies indicate that intensive agricultural practices would have to be employed in order to produce economically viable units based upon probable water cost according to the Sherman County Mid-Columbia Plan of 1974-1995. The year 1995 is regarded as a possible target date for such a project to be in operation, with some serious reservations.

Moro has indicated a strong interest in pursuing studies in conjunction with regional planning bodies to ascertain the feasibility of a Northeast Sherman County irrigation development project. Studies are also desired for the location of a consolidated service center in Moro. Additional policies relating to economic development in Moro, which have been developed in light of the inventories of this plan and the public opinion survey, are located in the "policies" portion of this plan.

What is the future for Moro?

With present wheat productivity, industrial development is not warranted in the cities of Sherman County, which do not border on the Columbia River. The MCEDD Industrial Site Survey of October 1976 describes Sherman County as being an agriculturally based area which does not want major industrial development, cannot support it, and realistically does not have any quantity of suitable lands for such. Land is and will remain in agriculture." Such attitudes were borne out by the opinion survey, which appears as Appendix C.

An inventory and analysis of Tourist and Recreational Facilities in the Mid-Columbia Economic Development District made for the Western Interstate Commission for Higher Education (WICHE) program in 1971 provided the observation, "The one town that does have potential to expand its tourist facilities is ...Moro. It is one of the larger small towns along U. S. 97 and presently offers nice restaurant and motel facilities. Moro seems to be an excellent spot for municipal or private parks catering to the travel trailer and pickup camper travelers from California in the summer months. The area is also popular with rockhounds."

Remaining a young, viable community in which most jobs are government or education-related, but with a good balance between agriculture, education, professional/managerial and retired people is how Moro views its future.

COMMUNITY FACILITIES AND SERVICES

PROTECTIVE FACILITIES

The Oregon Revised Statutes state that the Sheriff is the chief executive officer and conservator of the peace of the County (ORS 206.010). The Sheriff is responsible for the maintenance of peace in the County and for the enforcement of the law. The Sherman County Sheriff's office is staffed by the Sheriff, one full-time and one half-time deputy, one trainee deputy, as well as a full-time secretary to carry out this responsibility.

The 1977-78 Sheriff's Department budget was for a total of \$66,465.46. Roughly 80% of the total budget was County funds, 16% federal funds (Comprehensive Employment Training Act Funds - CETA) and 4% was derived from the Oregon State Marine Board. These monies provided for the employment of the Sheriff's staff, office upkeep and the maintenance of the offices' equipment (two patrol units, a pickup, a jeep, and a boat). The Sheriff's office also leases an unmarked unit.

Since January of this year (1977), 292 incidents have occurred which required the attention of the Sheriff's office. 92 of these resulted in an assignment of a case number. 33% of these cases were related to traffic accidents, 29% to theft and/or burglary, 11% to criminal mischief and/or disorderly conduct, 12% to drug and/or alcohol charges and 15% miscellaneous. The great majority of these offenses took place in the Biggs-Rufus area and were committed by non-residents of the County.

The County Sheriff's office works very closely with the Oregon State Police. Cooperation between these two departments is very good. However, in the field coordination is somewhat limited due to the fact that the State Police radio net is exclusively for their own use. In order for contact to be made between a County unit and the State Police, a call must be made by radio to the Wasco County Sheriff's office (who along with Klickitat County and Sherman County monitor one another's calls) and then a telephone call must be placed from the Wasco office to the State Police. This is somewhat inefficient and at times results in misinformation being forwarded.

In addition, the State Police reports that relate to Sherman County's law enforcement are not always forwarded to the County Sheriff. This results in the County Sheriff not possessing complete information relating to law enforcement.

On the whole, cooperation between all of the law enforcement agencies in the area, including Washington State, is excellent. But with the elimination of the above-mentioned difficulties, all of the agency's efforts would be even more productive.

FIRE PROTECTION

Fire threatens the life and property of all citizens within the County. Fire departments have been formed in each of the incorporated cities within the County and Kent. All of the departments rely upon volunteers for manpower.

The table below describes the current situation in each of the departments.

<u>Fire Department</u>	<u>City Equipment</u>	<u>Rural Equipment</u>
Rufus	Pumper - 225 gal Tanker - 1500 gal	Pumper - 800 gal
Wasco	Pumper - 500 gal Pumper- 300 gal	Pumper - 500 gal with 750 gal tank Tanker- 1500 gal
Moro	Pumper - 500 gal Pumper - 750 gal* Tanker - 1000 gal*	Pumper - 750 gal Tanker - 1000 gal*
Grass Valley	Pumper - 400 gal	Pumper - 1000 gal
Kent		Pumper - 550 gal

* Cooperative ownership and maintenance

<u>Fire Department</u>	<u>No. Volunteers</u>	<u>No. Fire Hydrants</u>	<u>Fire Rating</u>
Rufus	20	2	9A
Wasco	15	18	9
Moro	15	40	8
Grass Valley	15	18	10
Kent	15	0	10

City equipment can only be utilized for the suppression of fires within the incorporated city boundaries. Rural equipment is used for city, as well as, county fires. Excellent cooperation exists between all of the city and rural fire departments.

In addition to the publicly owned county and cities' fire equipment, many individual farmers possess fire-fighting equipment. Generally, these are 120 to 200 gallon capacity pump rigs mounted upon four-wheel drive pickups.

The Bureau of Land Management provides fire protection on the national resource lands (BLM) and will also respond to fires, which threaten public lands. Initial attack is by helicopter from the

BLM district office in Prineville. Response time is approximately 45 minutes (flying time is 30 minutes). The helicopter is dispatched with three fire fighters.

The railroad companies which operate along the Columbia and Deschutes Rivers maintain equipment for use on fires caused by their activities.

The potential for wild fires within the County is generally high and is extreme within the John Day and Deschutes River Canyons. Even during the winter, the potential is real, especially within the Canyons.

EDUCATIONAL FACILITIES

Schools:

Within Sherman County there are five grade school districts (Rufus, Wasco, Kent, Moro and Grass Valley), a countywide high school district and a countywide intermediate education district. The total operating budget for these districts in the 1976-1977 fiscal year was \$1,283,856.70.

The average cost of operation per pupil in the county in the 1976-77 fiscal year was \$2,803.18. In the state of Oregon, in the 1976-1977 fiscal year, the estimated average cost per pupil was \$1,617.73. Listed on the following page are the school districts in Sherman County, their respective operating budget for both the 1975-1976 and 1976-1977 fiscal years and the cost of operation per pupil for each fiscal year.

TABLE 7
COST OF EDUCATION

<u>School Districts</u>	<u>Operating Budget</u>		<u>Cost/Pupil</u>	
	<u>1975-1976</u>	<u>1976-1977</u>	<u>1975-1976</u>	<u>1976-1977</u>
Moro	\$156,856	\$174,860	\$1912.88	\$2241.79
Wasco	\$188,908	\$198,346	\$2332.20	\$2155.93
Grass Valley	\$101,525	\$110,100	\$1664.34	\$2117.46
Kent	\$92,189	\$90,721	\$2426.03	\$2109.79
Rufus	\$133,860	\$129,869	\$2307.93	\$2823.24
Sherman High School	\$483,814	\$515,556	\$3081.62	\$3507.18
Total	\$213,753	\$283.857	\$2523.40	\$2803.18
State Average			\$1443.82	\$1617.73*

* Estimated - Oregon Department of Education

Pupil transportation accounted for approximately 10% of the total operating costs within the County during the 1976-1977 fiscal year. These costs varied from 17% of the total budget at Kent to 5.1% at Rufus.

The student-teacher ratio in Sherman County during the 1976-1977 school year was 12.7:1. Within the entire state the average student-teacher ratio is 19.8:1.

Listed below is the 1977 school year student-teacher ratio for each school.

TABLE 8
SHERMAN COUNTY SCHOOLS

District	Student-Teacher Ratio
Moro	13.3:1
Wasco	15.1:1
Grass Valley	13.0:1
Kent	14.3:1
Rufus	10.2:1
Sherman High School	11.7:1

Sherman County in 1974-1975 was one of the top five counties in Oregon with respect to revenue collected per pupil. In that year 71.69% of the taxes collected in Sherman County went to the schools. It is interesting to note that in that same year Sherman County was one of the six counties in Oregon, which paid the lowest teacher salaries. In the 1974-1975 school year Sherman County paid on the average less than \$9,700 per teacher (Loy, 1976).

The verbal and mathematical abilities of Sherman County graduating high school seniors have in the past been slightly below that of those of the state of Oregon and the nation as a whole, as measured by the Scholastic Aptitude Test. This test is taken by all seniors who plan to attend college. However, the scores of the 1975, 1976 and 1977 Sherman County graduating students have been rising. Whereas, the average scores for all students in the state and the nation as a whole have declined in the last year (Oregon School Board Association, 1977).

High school placement tests, given to all eighth graders, indicate that Sherman County eighth graders have a slightly better than average aptitude in basic educational skills. The composite test scores for the 1975 to 1981 graduating high school classes indicated that two classes were above average, four average and one below average. These composite scores indicate the language-arts, mathematical and reading abilities of eighth graders. A separate science score indicates that three classes were above average, three average and one below average.

During the 1977-1978 school year a slightly different logistical arrangement was instituted within three of the school districts in the County. Kent School District began sending students in kindergarten, seventh and eighth grades to Grass Valley for instruction. Students within these grades are admitted on a tuition basis.

Moro and Grass Valley School Districts effectuated a cooperative educational program. Under this arrangement students in grades one through four within Grass Valley School District are being transported to Moro for instruction. In turn, kindergarten students and pupils in grades fifth through eighth in Moro School District are bused to Grass Valley Grade School for instruction.

Library:

Residents of Moro have access to a small, volunteer-operated library whose annual budget is \$648, of which \$500 comes from the City and the balance from the State. The library is located in the Barnum Masonic Building and is open five hours per week. It serves a population of 31 with 3,713 volumes of which 1,806 were loaned last year.

Additional library facilities in the area include The Dalles Wasco Public Library which offers cards to non-residents for \$3.00 per year and has a total of approximately 200 subscribers from Sherman County; the State of Oregon's inter-library loan service through which books may be borrowed on a mail order basis with Library paying the postage; and through requests made to Oregon State University, under a temporary program funded until December 31, 1977.

Historical Sites:

Moro has three entries in the 1976 statewide Inventory of Historic Sites and Buildings: the Masonic Lodge Hall (Eureka Lodge No. 121 of the A.F. and A.M.) which is presently privately owned and occupied on the first floor by the Branding Iron Cafe; the Moro Elementary School, two blocks west of Highway 97, still in use, and with the construction date 1917 appearing over the main entrance; and the Moro Hotel, erected in 1918 and also still in use.

Nearby Grass Valley has two listings: the Methodist Church and the Mack Canyon Archeological Site which is five miles northwest of Grass Valley and appears in the National Register.

The Statewide Inventory is prepared under the direction of the Oregon State Historic Preservation Office, Parks and Recreation Branch, Department of Transportation. The Inventory in which the enumerated sites appear is the pool for which nominations to the National Register of historic places are drawn. At present there is no statewide legislation to protect such sites.

MAINTENANCE AND REFUSE DISPOSAL

Streets and Park Maintenance:

Minor road repairs in Moro are made by a maintenance man who is on twenty-four hour call and paid by the City. Other repairs to streets are performed by Sherman County and financed with City funds, except for U.S. Highway 97. The City of Moro also pays to maintain its two-acre City-owned park.

Refuge Disposal:

Federal and State laws require solid waste to be disposed of in a sanitary landfill. A sanitary landfill is not a dump. A landfill is designed to allow for the disposal of solid wastes in a manner, which eliminates odors, and the propagation of houseflies. All wastes are compacted, then covered with a layer of soil. The County has developed a landfill site southwest of Biggs off of the Zell/Welk road. This site is open to the public from 2:00 P.M. to 7:00 P.M. during the summer months (April, May, June, July, August and September) and from 2:00 P.M. to 5:00 P.M. during the winter. This site is also used for the disposal of wastes collected by the County franchised collection service.

Sherman County has expended \$2,409.02 for construction of the initial trench (\$1149.62), operation of the site since June 17, 1977 (\$802.71) and miscellaneous expenditures related to the initial development of the site (\$376.69).

Each of the incorporated cities within Sherman County granted the County Court the authority to enter into an agreement with an individual or individuals for the collection hauling and disposal of garbage from the unincorporated, as well as the incorporated areas of Sherman County. The existing franchise with Elmer McKinney of Condon, Oregon provides for the weekly collection, of refuse throughout the incorporated areas of the County and at Biggs Junction, and at least once a month in all other areas of the County.

The following table is the current rate schedule for collection and disposal of solid wastes.

TABLE 9
COLLECTION RATES

<u>Charge</u>	<u>Frequency and Quantities of Refuse</u>
\$4.50/month	weekly, 2 - 32 gallon trash cans
\$4.00/month	weekly, 1 - 32 gallon trash can
\$3.00/month	twice/month, 1 - 32 gallon trash can
\$3.50/month	three times/month, 1 - 32 gallon trash can
\$2.00/month	monthly, 1 pickup
\$.25	each additional 32 gallon trash can per pickup
\$2.50	50 gallon barrel
\$4.00	2 - 50 gallon barrels
\$1.00	each additional 50 gallon barrel

TABLE 10
DISPOSAL RATES AT THE LANDFILL SITE

<u>Cost</u>	<u>Type and Quantities of Refuse</u>
\$1.00	1- 2, 32-gallon trash cans
\$2.00	2- 4, 32-gallon trash cans
\$.50	each additional can
\$2.00	small pickup
\$3.00	large pickup
\$1.00/yard	truck loads
\$10.00	car bodies
\$.25	tires
\$2.00	appliances

In July of 1977, 55, 87, 81, and 96 households in the cities of Grass Valley, Moro, Rufus and Wasco, respectively, purchased services from the franchise operator 20 percent or 63 of these households received only monthly pickup.

The existing landfill site, at current use rates, should last approximately 5 years. An adjoining area would provide the county with a disposal site for approximately 10 years provided utilization continues at the historic levels.

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 via Hiway Star Route Truck traveling from The Dalles to Antelope where it waits until afternoon and returns to The Dalles stopping at each Post office for the afternoon mail dispatches to Portland, The Dalles and other destinations. 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:

Pacific Northwest Bell serves Moro residents with 285 private or two-party telephone lines. In the area surrounding Moro there may be "suburban service" which can include four-party lines. There has been an average gain in the Moro area of twenty-one subscribers per year over the last five years. A plus four was reported for 1976, and by October 1977, a net addition of one.

Newspaper:

The majority of Moro residents are reached by the Sherman County Journal, a weekly newspaper mailed on Wednesdays to 175 residents. The Dalles Chronicle is delivered by paperboy to 72 homes in the community, the Oregon Journal is sent to 17 subscribers, and the daily Oregonian is received by 69 homes. A Sunday motor route driver delivers 751 copies of the Oregonian in Sherman County on Sundays but there are no figures to tell how many go to Moro alone. The Dalles Reminder is mailed to 48 homes each Wednesday, and 70 more copies are "dropped" for pickup by residents.

HEALTH AND RECREATION FACILITIES

Health Facilities:

Resident medical and dental services do not exist in Moro. The nearest hospital and clinic facilities are located in The Dalles. One nurse from the Wasco-Sherman County Public Health Department is responsible for health services to schools and families. A few licensed and non-licensed nurses perform services on an occasional or informal basis in the community.

Medical needs are met by the Emergency Medical Services System, which consists of a combination of individuals, institutions, equipment and procedures working together for the effective delivery of emergency medical care. EMS oversees Quick Response Teams and Ambulance and Mobile Intensive Care Units, and encourages cities to use the telephone dialing of 9-1-1 to enable stricken residents or their families to reach a combined regional answering and central dispatch center. At present the ambulance service number for Moro is 565-3622.

Mental health facilities for Sherman County are centered in Moro in the Sherman County Courthouse as part of the Mid-Columbia Center for Living. Services are threefold. A consultant from The Dalles is provided for school consultation. Appointments for other counseling may be arranged by calling the Clerk at the Courthouse in Moro and there is 24-hour emergency service available by contacting the sheriff. Fees are determined on a sliding scale basis and adjusted according to family income, family size and other factors. The Center is a cooperative effort by Federal, State and County to provide local mental health services to residents of Hood River, Wasco and Sherman Counties.

Recreation Facilities:

There are a wide variety of recreational opportunities available within Sherman County. The most significant of these are in some way related to the natural resources that lie within the boundaries of the County.

The Columbia, John Day and Deschutes Rivers and the canyon lands of the John Day and Deschutes are the principle areas within the County where recreational activities occur.

Approximately 86 percent of all the recreational activities that took place within the County during the 1975 calendar year were somehow associated with these areas (see the following table).

TABLE 11
TOTAL TRIPS RECEIVED (in 100's)
1975

<u>Activity</u>	<u>Total Trips</u>	<u>Percentage</u>
Camping	2157	12.2
Picnicking	833	4.7
Swimming	883	5.0
Sightseeing and Driving for Pleasure	4414	25.0
Fishing	1032	5.9
Boating	566	3.2
Water Skiing	398	2.3
Hiking and Walking	3849	21.8
Hunting	212	1.2
Outdoor Games	938	5.3
Bicycling	916	5.2
Golfing	216	1.2
Horseback Riding	302	1.7
Outdoor Sports and Cultural Events	500	2.8
Snow Activities	25	.1
Others	378	2.1
Total	17619	99.7

The trip data for 1975 was utilized to project recreation use rates in 1990 (see the following table). This data was developed by the use of a straight line projection from the 1975 data and then adjusted for travel distance, county attractiveness, leisure time, personal income and mobility.

TABLE 12
TOTAL TRIPS ANTICIPATED (in 100's)
1990

<u>Activity</u>	<u>Total Trips</u>	<u>Percentage</u>
Camping	2902	12.5
Picnicking	1077	4.6
Swimming	1170	5.0
Sightseeing and Driving for Pleasure	5933	25.5
Fishing	1189	5.1
Boating	827	3.6
Water Skiing	591	2.5
Hiking and Walking	4862	20.9
Hunting	258	1.1
Outdoor Games	1334	5.7
Bicycling	1269	5.5
Golfing	305	1.3
Horseback Riding	394	1.7
Outdoor Sports and Cultural Events	636	2.7
Snow Activities	32	.1
Others	486	2.1
Total	23265	99.9

The Sherman County citizenry has specific types of recreation activities, which they as a group (age, income, and leisure time) pursue. The following table provides some insights into the rates of participation for particular types of recreation activities that Sherman Countians are believed to participate in.

TABLE 13
RECREATION ACTIVITIES - SHERMAN COUNTY
1975

<u>Activity</u>	<u>Activity Occasions</u>	<u>Percentage</u>
Camping	4994	2.9
Picnicking	8470	5.0
Pool Swimming	12114	8.8
Non-Pool Swimming	7590	4.4
Sightseeing	26620	15.6
Fishing	13420	7.9
Motor Boating	4510	2.6
Float Boating	1034	.6
Water Skiing	3036	1.8

(Recreation Activities cont.)

<u>Activity</u>	<u>Activity Occasions</u>	<u>Percentage</u>
Pleasure Walking	39842	23.3
Hiking	6226	3.6
Hunting	2222	1.3
Outdoor Games	9570	5.6
Bicycling	13016	8.1
Golf	1144	.6
Tennis	3542	2.1
Horse Back Riding	5148	3.0
Downhill Skiing	1320	.7
X-Country Skiing	198	.1
Snow Activities	1092	1.1
Off Road Vehicle	1650	.9
Other	770	.4

Source: Regional Recreation Data Program for the Northwest, 1975

The projected 1990 use rates are identical for those of 1975. According to the analysis, the population of Sherman County will be approximately the same as the 1975 level and therefore, the use rates will remain the same. The top four recreation activities, listed in order of the greatest participation in Sherman County, are pleasure walking, sightseeing, pool swimming and bicycling.

Pleasure walking, bicycling and pool swimming are activities most frequently pursued by the under 13 age group. Sightseeing is an activity all age groups participate in. The 50-64 age group class finds pleasure in walking, second only to golfing. Pleasure walking is the most frequently sought recreation activity of the 65 and older age group. These types of recreation activities are those that might be expected to be pursued by the Sherman County citizenry, which is heavily weighted by the 0-19 age class and the 50-64 age class.

The Statewide Comprehensive Outdoor Recreation Plan, 1976 assessed the availability of recreational facilities within the county and determined the need for additional facilities. If these shortages were fulfilled, the Sherman County recreating public and instate and out of state visitors would find their demands for recreation facilities full met.

TABLE 14
SUPPLY AND NEED OF RECREATION FACILITIES

<u>Facility</u>	<u>Unit</u>	<u>Activity</u>	<u>Supply</u>	<u>1975 Gross Need</u>	<u>1975 Net Need</u>
Campsite	site	camping	139	485	346
Picnic Table	table	picnicking	126	104	(22)
Indoor Pool	sq. ft.	swimming	0	119	119
Outdoor Pool	sq. ft.	swimming	0	227	227
Desig. Swim. Beach	lin. ft.	swimming	300	73	(227)
Boat Launch	number	boating	4	0	(4)
Walking Trails	miles	pleas walking	.4	.5	.2
Hiking Trails	miles	hiking	0	.6	.6
Bike Trails	miles	bicycling	0	.4	.4
Mult. Use Trails	miles	various	2.3	1.7	(.6)
Ballfields	no./pop.	softball etc.	1	1	0
All-purpose Court	no./pop.	badminton etc.	1	1	0
Golf Holes	number	golf	0	9	0
Tennis Courts	number	tennis	1	1	0
Neighborhood Parks	acres		8.5	6.3	2.2
Community Parks	acres		2.9	13	10.1
District Parks	acres		51	33	(18)
Regional Parks	acres		80	55	(25)
Mult. Res. Area	acres		158	71.5	(86.5)
Wayside	acres		4	6.6	2.6

* () Facilities in excess

The following is a list of recreation sites and the activities that are available at the respective areas within Sherman County.

TABLE 15
SHERMAN COUNTY PARKS AND FACILITIES

<u>Neighborhood Parks</u>	<u>Administering</u>	<u>Total Acres</u>
Grass Valley City Park	Local	2.0
Moro City Park	Local	2.0
Wasco City Park	Local	0.5
DeMoss Memorial	Local	4.0
<u>District Parks</u>		
LePage Park	Federal (Army Corps)	51.0
<u>Waysides</u>		
Biggs Recreation Area	Local	4.0

(Table 15 continued)

<u>Regional Parks</u>	<u>Administering</u>	<u>Total Acres</u>
Grass Valley City Park	Local	2.0
Deschutes River State Rec. Area	State	80.0
<u>Multiple Resource Area (Natural)</u>		
John Day River	State (Fish & Wildlife)	84.0
Sherars Bridge	State (Fish & Wildlife)	52.3
<u>Multiple Resource Area (Recreation)</u>		
Beavertail	Federal (BLM)	35.0
Dike 112	Federal (BLM)	3.0
Gert	Federal (BLM)	5.0
Homestead Site	Federal (BLM)	4.0
Jones Canyon	Federal (BLM)	7.0
Macks Canyon	Federal (BLM)	19.0
Oakbrook	Federal (BLM)	3.0
Rattlesnake Canyon	Federal (BLM)	5.0
Twin Springs	Federal (BLM)	5.0
John Day Dam Visitor Facility	Federal (Army Corps)	72.0
<u>Special Resource Area</u>		
J. Beuther	Private	16.0
Twin Lakes Fishing Club	Private	6.0
<u>Facilities</u>	<u>Name</u>	<u>Number</u>
Campsites	Deschutes River Recreation Area	34
	Beavertail	21
	Dike #2	3
	Gert	5
	Homestead Site	4
	Jones Canyon	7
	Macks Canyon	19
	Oakbrook	3
	Rattlesnake Canyon	5
	Twin Springs	5
Picnic Tables	Grass Valley City Park	4
	Moro City Park	4
	Wasco City Park	4
	Biggs Recreation Area	10
	DeMoss Memorial	15
	Deschutes River State Rec. Area	25

(Table 15 continued)

<u>Facilities</u>	<u>Name</u>	<u>Number</u>
Picnic Tables	LePage Park	15
	John Day Dam Visitor Facility	49
Ball Fields	Moro City Park	1
Designated Swimming Beach	LePage Park	300 ft
Hiking Trails I	Deschutes River State Rec. Area	3 mi
Paved Lanes	Biggs Recreation Area	1
	LePage Park	2
Unpaved Lanes	Deschutes River State Rec. Area	1
	John Day Dam Visitor Facility	1
Multiple Use Trails	John Day Dam Visitor Facility	2.3 m
All Purpose Courts	Moro Community Presbyterian Church	1
Tennis Courts	Sherman High School	1

Designated Scenic Highways

	Hwy. #	Milepost	to	Milepost
I-80N	2	99.85		106.46
		110.10		114.55
OR216	290	8.30		11.00
OR206	300	5.00		14.95
US 97	42	0.50		5.00
		10.00		16.00
		22.00		27.00
		30.00		48.81

There are numerous proposals by a diversity of agencies and groups for recreation developments within Sherman County. The Oregon Department of Transportation, Parks and Recreation Branch has plans to further develop the Deschutes State Park. Current plans for development of the park identifies 21 additional camping sites, swimming beaches and fish cleaning area as well as the acquisition of 2 miles of river frontage for a foot trail and fishing access.

The Bureau of Land Management organized an independent Advisory Board, which had the following suggestions for development along the Deschutes River. The Advisory Board Committee suggested a walking trail be developed along the east side of the River from the Deschutes River State Park to Macks Canyon and prohibit the use of private recreation vehicles on the existing road from River mile 0-20. The group also suggested the development of parking and trailhead facilities on the Canyon rim above Harris Canyon along Gordon Ridge and to improve the old foot trail to connect this trailhead facility with the River.

The Committee also suggested that over-night camping be limited to the developed camping sites at Beavertail and Macks Canyon and plan for high-density public use at these sites. The Advisory Board Committee believed that public access was desirable along the riverbank from the mouth to Buck Hollow. The long-term goal would be for the public to acquire, through fee title, all lands adjacent to the River, as it becomes available.

The Oregon State Game Commission developed a Master Plan for Angler Access in 1969. Within it the Commission suggested that a boat launch was needed at the Deschutes State Park and a public access trail was needed from the boundary of the State Park upstream four miles. The Commission also believed that trail access was desirable across 2015 feet of private land in order to legally allow public access from the Bureau of Land Management holdings to Macks Canyon downstream six and one-half miles.

The Oregon State Game Commission has also identified two potential reservoirs within the County. These two sites would provide recreation opportunities similar to those at Bibby Pond. One site, Buckhollow Reservoir, would require the acquisition of five acres of land and would provide a rainbow trout fishery in an area where lakes and reservoirs are nonexistent. This potential reservoir is located approximately six miles south of Kent.

The second potential site, Rosebush Creek Reservoir, is located four miles east of Grass Valley and would require the acquisition of three acres of land. This site could provide a reservoir for warm water sport fishing. At both sites, the Commission believed that a gravel boat ramp would be a desirable development along with toilets and a parking area.

The Army Corps of Engineers identified within the John Day Lock and Dam Master Plan, 22 camping sites at LePage Park suitable for development.

At the site of Sherman County High School, the opportunity to watch interscholastic sports in an additional recreational activity available to Moro residents.

UTILITIES

Electric Service:

Residents of the City of Moro receive their electricity from Pacific Power and Light out of Pendleton, Oregon. Service is reviewed on a five-year basis with the City Council and the service area by mutual agreement, and the utility company pays a three-percent franchise tax. There is one lineman representative in the City of Moro and a total of 120 residential and commercial customers

are served within the city limits. The high school and a portion of the rural area surrounding Moro are served by Wasco Electric Co-op Inc, operating out of The Dalles.

Transportation: (Ord No. 249)

In the year 2001, the City of Moro and the other three incorporated cities of Sherman County, including Grass Valley, Wasco, 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.

Water System:

Moro's original water system was 'thought to have been developed c. 1915, utilizing shallow wells north of the city on Barnum Canyon Creek as a source of supply. When these wells became inadequate, c. 1947, well number two, between Jefferson and Lincoln streets near the, western limits of the city, was drilled to a depth of 274 feet with, ten feet of 10" steel casing being installed. The balance of the well log indicates rock and is not cased. A ten horsepower, 55 gpm pump was also installed. This well acted as the primary source of supply until the drilling of a new well in the fall of 1977. This well is connected by a new 6" line to the pump to the reservoir.

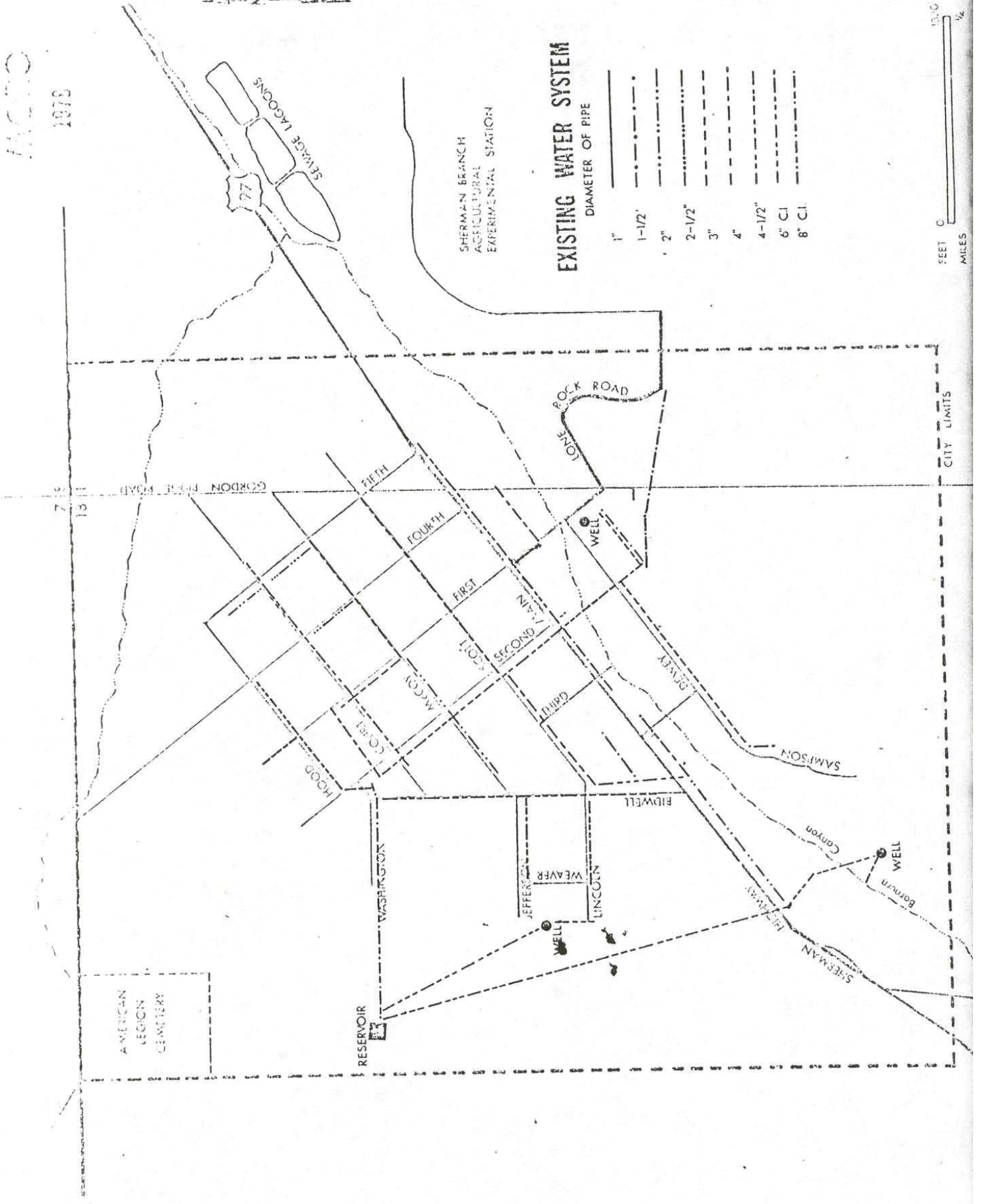
Meanwhile, well number one, located near the intersection of Railroad Avenue and Dunn Street, was drilled in 1952 to a depth of 480 feet. Because the well is in solid rock, again no casing was installed. The 6'1 diameter well was equipped with a 30 horsepower, 130 gpm pump which is activated by a time clock.

The distribution system consists primarily of 4" and smaller galvanized pipe with some 6" and 8" cast iron line. Generally, the distribution system appears to be well laid out for domestic needs as the lines are looped and intertied to form a network of piping. In the 1930's the WPA replaced the

entire system of 1" to 4 1/2" galvanized threaded pipe. The 6" and 8" cast iron mains were installed in 1937 and 1938. This system of piping is currently providing service to approximately 300 residents through 140 un-metered "services", owned and operated by the City of Moro.

The Fire Rating Bureau of the State of Oregon has established that 2000 gpm should be the minimum fire flow and that the ultimate desirable flow should be 2500 gpm. These flows are partially predicted on the type of existing structure, which appears to be the controlling factor necessitating these high rates of flows for fire protection for a small community.

ACTO
1979



Water storage in Moro consists of a single two cell concrete rectangular reservoir, 200,000 gallons, built in 1927. This structure is built into the side hill with a concrete roof and screened vents on the west end of Washington Street. Recent usage indicates that one cell has been used for ordinary domestic consumption with the other cell being reserved for fire protection, rather than for clearing or repair work as originally intended. It has been recommended that water stored for prolonged periods not be utilized for domestic consumption.

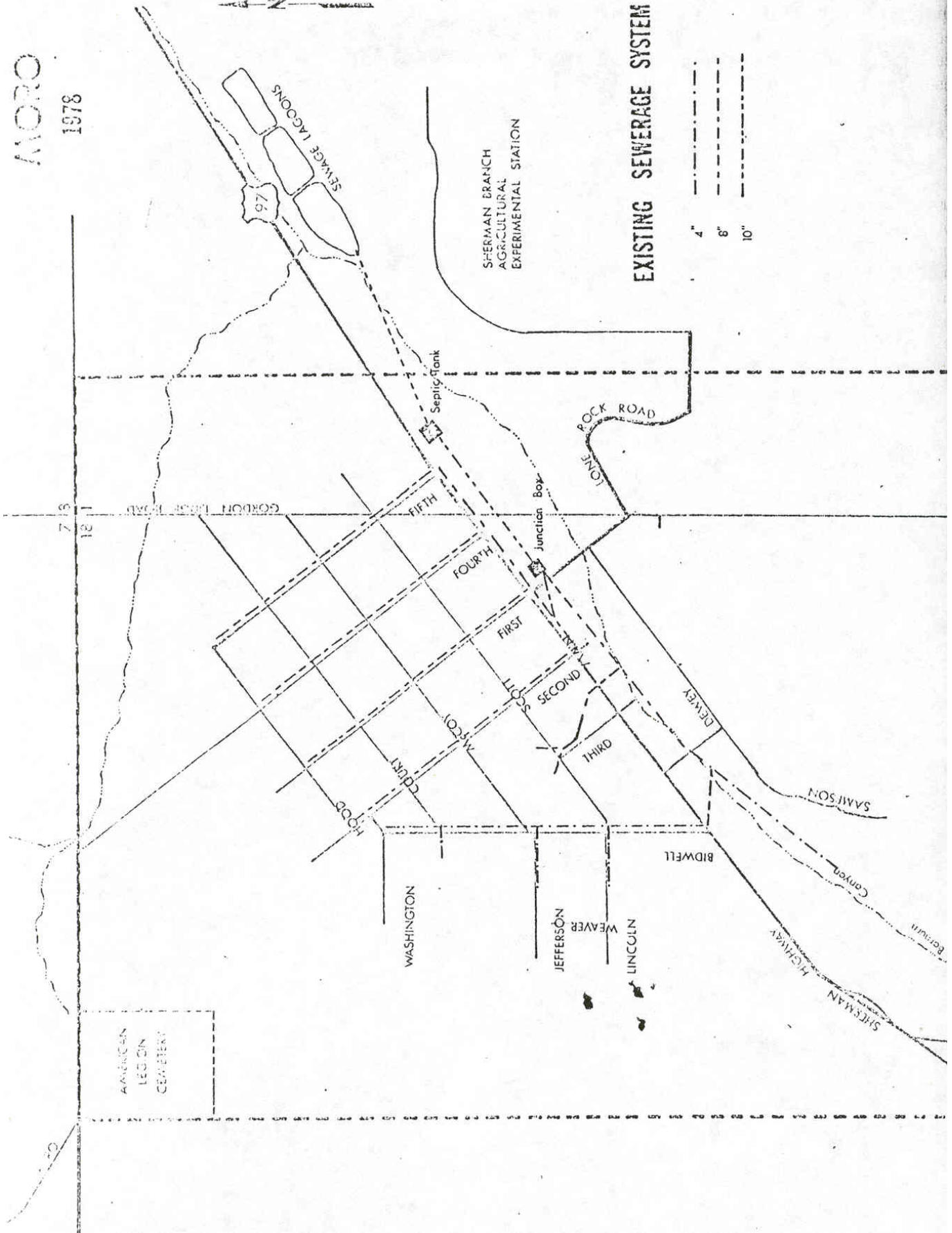
A fairly stable population of around 300 is indicated for the community of Moro as befits its existence as a fairly typical city in a county, which also has a population whose projections remain stable. Therefore, the existing system source - storage and distribution capacity- should be sufficient to meet the city's needs in the foreseeable future, necessitating only a line replacement program's establishment to maintain adequate service for both domestic and fire flow. The reservoir should be operated in such a way as to allow for periodic turnover of water to avoid stagnation.

Sewer System:

Moro is one of three cities in Sherman County having a collector type sewer system. The system originated in 1918 utilizing 4" through 10" in diameter terra cotta clay pipe with mortar joints. Some cast iron and asbestos cement pipe has been used in repairing defects and for extensions to the system. Infiltration has been minimal and should post no major problems.

Treatment facilities have, until 1970, consisted of one three-cell septic tank 60 feet long, 40 feet wide, and 10 feet in depth. The tank effluent would overflow into Barnum Canyon Creek creating a potential health hazard. With funds procured from the Department of Environmental Quality in 1969, three adjoining lagoons have been created along the northeast part of the city and Moro's sewage treatment problems should be basically solved for the planning period. A map of the sewer system is shown on the next page.

MORO
1978



HOUSING

EXISTING CONDITIONS

According to the 1977 Land Use Map, in Moro there are 103 residences (defined as houses) and 32 mobile homes, or a total of 135, housing units, representing 15 percent of the housing in Sherman County.

The following Table reflects the critical housing shortage, which exists within the District and Sherman County. A large proportion of the rental units which have been vacant for over "two months must be considered substandard.

TABLE 16
RENTAL UNITS

	Sherman	COG ² District 9
Vacant for Rent	35	393
% of Rental Units	10.6%	9.4%
Vacant Less Than 2 Months for Rent	4	183
% of Rental Units	1.2%	4.4%

Source: 1970 Census Information

It must be noted that a vacancy factor of under 5.0 percent allows for little selection when meeting an individual family's needs. For example, the vacancy statistics do not reflect availability of three bedroom homes for rent in Moro. If this happens to be a family's requirements, the factor of choice is limited to perhaps two or three structures and chances are that none of those are entirely satisfactory due to price, lack of facilities or disrepair.

Although on the surface the following Table of Rents appears to below, the price for the unit acquired is higher than for the same unit located in the more populated areas of the state.

² Council of Governments, District 9 (Hood River, Wasco, Sherman Counties)

TABLE 17
COUNT OF RENTER-OCCUPIED UNITSS FOR WHICH RENT IS
TABULATED BY MONTHLY CONTRACT RENT*

	Sherman	COG District 9
1. With cash rent less than \$40	25	257
2. With cash rent \$40 - \$59	33	645
3. With cash rent \$60 - \$79	52	901
4. With cash rent \$80 - \$99	18	542
5. With cash rent \$100 - \$119	8	265
6. With cash rent \$120 - \$149	0	149
7. With cash rent \$150 - \$199	0	34
8. With cash rent \$200 - \$299	0	1
9. With cash rent \$300 or more	0	0
10. Without payment of cash rent	27	283
Total Renter Occupied	163	3077

*Contract rent is tabulated for all renter-occupied and vacant-for-rent units except one-family houses on a place of ten acres or more.

The median rents for Hood River, Wasco and Sherman Counties are \$51.70, \$71.33, \$63.84, respectively.

The following table indicates the number of units, which have been vacant for over six months. These, for the most part, are substandard and unmarketable.

TABLE 18

	Sherman	COG District 9
Vacant for Sale Only	7	118
\$ of Year Round Units	.8%	.9%
Vacant for Sale - Less Than Six Months	1	65
% of Year Round Units	.1%	.5%

This table reveals the critical housing shortage, which exists. If an existing unit enters the market with a reasonable price, it changes hands rapidly. Here again, choice is limited and if an appropriate unit is not available; it is necessary to utilize temporary quarters until the time that a suitable unit can be obtained. As a result, many have resorted to the mobile home or modular unit as an alternative to over-priced substandard units.

The following is a table of house values.

TABLE 19
COUNT OF OWNER-OCCUPIED UNITS FOR WHICH VALUE
IS TABULATED BY VALUE*

	Sherman	COG District 9
1. Less than \$5,000	44	346
2. \$5,000 - \$9,999	78	1383
3. \$10,000 - \$14,999	47	1635
4. \$15,000 - \$19,999	15	1218
5. \$20,000 - \$24,999	10	503
6. \$25,000 - \$34,999	5	307
7. \$35,000 - \$49,999	2	101
8. \$50,000 or more	0	23
Total owner occupied	201	5516

*Value is tabulated for owner-occupied and vacant-for-sale-only one-family houses which are on a place of less than ten acres and have no business or medical office on the property. Value is not tabulated for mobile homes, trailers, cooperatives or condominiums.

The presence or absence of substandard housing is yet another yardstick in assessing the housing of a community. A substandard house within an enumeration district is a unit having three or more visible deficiencies. Within Sherman County 149 such units were counted, representing 17.2% of the total. Moro had 25 such units or 18.9% of its total. Countywide, there were few serious deficiencies.

TABLE 20
TABLE OF HOUSING DEFICIENCIES

<u>No. of Deficiencies</u>	<u>No. Having Def./ % of Total</u>	<u>City of Moro</u>
0	412/47.5%	62/47.0%
1	97/11.2%	17/12.9%
2	77/8.9%	16/12.2%
3	71/8.2%	18/13.6%
4	62/7.2%	7/5.3%
5	16/1.8%	0/0%
Mobile Homes	132/15.2%	12/9.0%
Migrant Housing	0	0
Total Housing	876/100%	132/100%
Vacant Six Months or More	87	19

Many workers at the John Day Dam, the substation above Rufus, and the Allen Tom Ranch do not live in Sherman County because of lack of adequate housing. This detracts from the county and city tax bases as well as retail trade establishment.

In the calendar year 1977, Moro reported no new housing permits and a total of five mobile home permits. (Building Codes Division, State of Oregon).

Source: Housing Study and Proposed Housing Implementation Plan, MCEDD, June 1971.

HOUSING NEEDS

City and county needs have been enumerated in the tables of the previous section describing existing conditions in Moro. Individual response to the survey conducted in 1977 by MCEDD (see Appendix C) showed very few needing major repairs, indicating homes to be in good condition with regard to plumbing, heating (most had central heat), electricity, roof and foundation. The "repair" most indicated wishing to remedy was that of added insulation which actually is more in the category of an improvement.

Because of the employment offered by the county and the school district, a distinct need for additional housing - to buy and to rent - is felt in Moro. House ownership is the overwhelming choice of residents. To meet the need, pricewise, mobile home parks and the siting of mobile homes as if they were like other single family dwellings appear as the most likely ready solution to the housing shortage. The fact that Moro has more young families among its residents than similar size communities within Sherman County also dictates the preference for houses to buy or rent as opposed to the keenly felt need for mobile homes in areas more apt to be oriented toward retirement living. It was also determined that the income level for city residents was one, which would allow for upgrading of housing if more housing were developed.

HOUSING SURVEY

In the forty-four returned questionnaires, most of which were rather thoroughly answered, thirty-one respondents indicated being satisfied with their own housing, and few indicated need for major or multiple repairs. All but four recognized the need for more housing for new residents if Moro is to progress. Of the four, three had no opinion and only one voiced opposition to added housing or growth. Sixteen households reported one to four children under age eighteen living at home, and twenty-four had none. A substantial number reported a family earned income in excess of \$10,000 per year. Twenty-nine questionnaires reported the age of the head of the household to be thirty-five years or older for present residents, a high degree of satisfaction with current housing prevailed. Only eight wished to move to different housing and then only if it cost the same or a "little more".

The survey can be used to support development of local housing programs, documentation for federal or state grant assistance, and of course, compliance with Senate Bill 100 (Comprehensive Planning Requirements).

LAND USE

EXISTING LAND USE

The relationships and patterns of existing land uses are products of historic influence, the regional transportation system and to some extent the topography of the area: A detailed land use survey was completed in July 1977. The results are presented on the "Existing Land Use" map and analyzed in the following text. Basically, there are eight categories, of land used identified within the Moro city limits.

- 1) Residential
- 2) Commercial
- 3) Institutional/Governmental
- 4) Communication/Utility
- 5) Recreation
- 6) Transportation
- 7) Agricultural/Range
- 8) Open Space/Vacant

The City of Moro consists of approximately 610 acres in its incorporated boundaries of this total 493.8 acres or 81.0 percent is undeveloped; 458.9 acres or 75.3 percent is agricultural and 34.9 acres or 5.7 percent is open space or vacant.

The developed portion of the city consists of 116.2 acres or 19.0 percent of the total land area of the developed portion 30.5 acres or 26.2 percent is in residential use; 19.7 acres or 16.9 percent is in institutional/governmental; and 58.2 acres or 50.2 percent is related to transportation. These figures and others on additional land use categories, along with their totals, can be found on the following page.

Residential Land:

Residential uses are all concentrated within the City limits and most are located where full utilities are available. Most of the residential acreage is made up of single family homes. Vacant land within the developed portion of the city does exist; however, most of this land is currently not for sale.

Commercial Land:

Commercial uses are somewhat spread out over a relatively large area but tend to concentrate along Highway 97 between Second and fourth Streets. Approximately 5.0 acres or 4.3 percent of the developed portion of the city is in commercial use. Vacant lots and some vacant buildings are available in the commercial area but to a limited extent.

Recreational:

Recreational facilities occupy 2.3 acres or 2.0 percent of the developed area of the city. This total consists of parks and school playground.

Institutional/Governmental:

This use occupies 19.7 acres or 16.9 percent of the total developed area of Moro. A large portion of this acreage figure is derived from the American Legion Cemetery and County Courthouse.

Transportation:

This category of land use occupies the largest area of all uses in the developed area of the city. Included in this category are all roads and parking areas.

LAND USE NEEDS

It is necessary to make some estimate of future land use needs in order to prepare a land use plan for Moro. The estimates developed in this section are based upon the current population growth rate the present trends in the economy the policies as developed and the personal knowledge of the citizens in Moro as to existing and future needs.

Residential Needs:

It is expected that between 4 to 6 acres of residential land will be needed by the year 2000 to accommodate the additional people expected at that time. This estimate is based upon the following assumptions:

1. New residential development will continue to be primarily single family dwellings.
2. The average lot size will be 10,000 square feet.
3. The average number of persons per dwelling will be three.

New residential developments will be determined by the ability of the site to be serviced by roads, sewer, and water. More than the expected 4 to 6 acres have been planned as residential to provide choice in the market place.

Commercial Needs:

Commercial development has been identified as desirable by the citizens of Moro. To provide for such development and a choice of location in which business can locate the area as shown on the "Land Use Map" has been planned for commercial development.

Transportation:

The increase demand in transportation related uses will increase as the residential and commercial uses increase. No other transportation demands are foreseen.

Recreational:

To evaluate current and future needs certain standards must be set. The standard of 12 acres per 1000 population is accepted, as a reasonable basis for park needs. The acreage for outdoor recreation areas should be distributed as follows:

Neighborhood Parks	2 acres per 1000 population
Community Parks	5 acres per 1000 population
Citywide Parks	5 acres per 1000 population

It is unreasonable to assume that the distribution will be attained exactly as outlined above. However, it is a measure of needs, a target to be aimed at. Whether the objectives will be achieved is open to conjecture; yet the goals are realistic and not impossible to achieve.

The tables below indicate current recreation acreage and acreage needs to the year 2000.

TABLE 21
EXISTING RECREATION AREAS

Neighborhood Parks	0.3 acres
Community Parks	0.0 acres
Citywide Parks	2.0 acres

TABLE 22
ADDITIONAL PARK ACREAGE NEEDS 1976-2000

Park Type	1976 Acreage/Needs	1980 Needs	1990 Needs	2000 Needs
Neighborhood	.3/.6	.62	.66	.70
Community	0/1.5	1.55	1.65	1.76
Citywide	2.0/1.5	1.55	1.65	1.76
Total	2.3/3.6	3.72	3.96	4.22

Source: MCEDD

Table 23

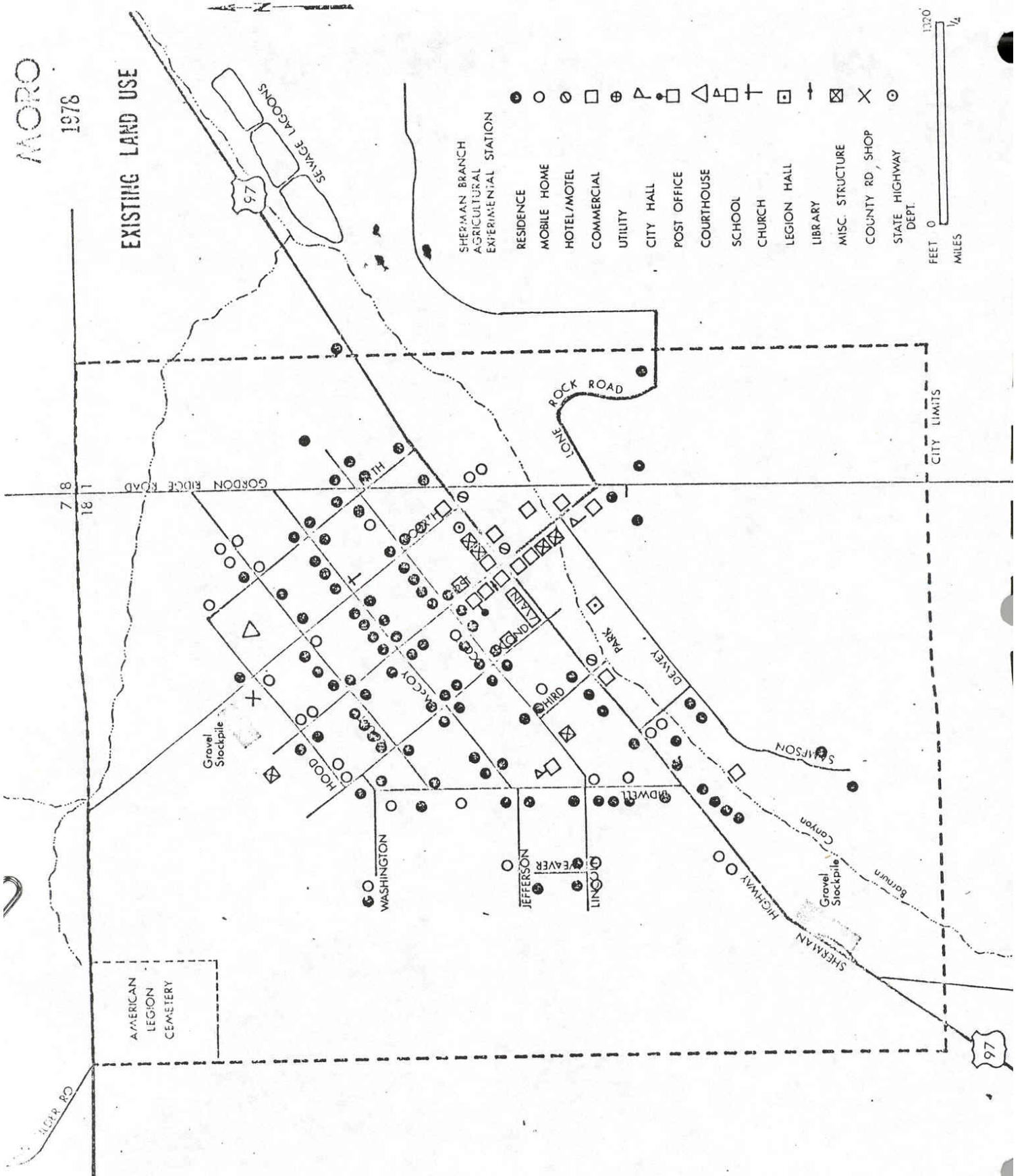
EXISTING LAND USE, CITY OF MORO, 1977

LAND USE CLASSIFICATION	AREA IN ACRES	PERCENTAGE OF TOTAL LAND AREA	PERCENTAGE OF DEVELOPED LAND
Developed			
Residential	30.5	5.0	26.2
Commercial	5.0	0.8	4.3
Institutional/Governmental	19.7	3.2	16.9
Communication/Utility	0.5	0.1	0.4
Recreational	2.3	0.4	2.0
Transportation	58.2	9.5	50.2
Total Developed	116.2	19.0	100.0
Undeveloped			
Agricultural/Range	458.9	75.3	.
Open Space/Vacant	34.9	5.7	.
Total Undeveloped	493.8	81.0	
Total Land Area	610.0	100.0	100.0

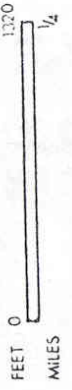
Source: MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT

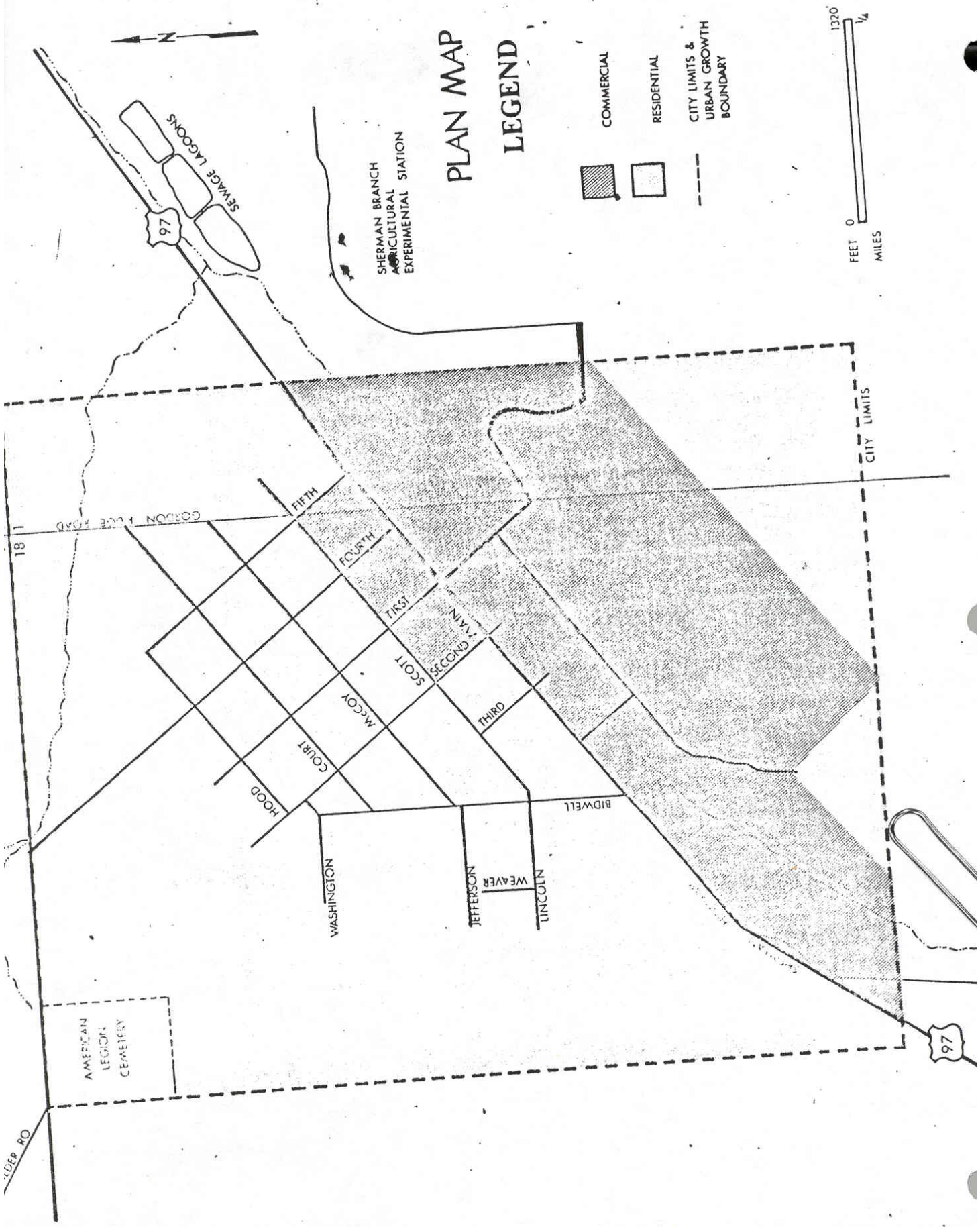
MORO 1978

EXISTING LAND USE







- SHERMAN BRANCH AGRICULTURAL EXPERIMENTAL STATION
- RESIDENCE
- MOBILE HOME
- HOTEL/MOTEL
- COMMERCIAL
- ⊕ UTILITY
- △ CITY HALL
- POST OFFICE
- COURTHOUSE
- SCHOOL
- CHURCH
- LEGION HALL
- LIBRARY
- ⊗ MISC. STRUCTURE
- COUNTY RD. SHOP
- STATE HIGHWAY DEPT.





PLAN MAP

LEGEND

-  COMMERCIAL
-  RESIDENTIAL
-  CITY LIMITS & URBAN GROWTH BOUNDARY
-  CITY LIMITS



POLICY STATEMENTS

City of Moro

FINDINGS, GOALS AND POLICIES

Part I. Introduction

Findings I.

1. The State of Oregon has mandated that every city and county prepares a comprehensive land use plan.

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

Findings II.

1. The land use map and policies developed in this plan will be based on projecting existing conditions to the year 2000.
2. It is understood that existing conditions may change before the planning period has ended, making a plan change necessary.

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 six-month basis.
2. That the resource information shall be updated every 5 years or when new and important information becomes available.

Part III. Citizen Participation

Findings III.

1. This plan was developed by the citizens of Moro in conformance with the statewide goal on citizen Involvement (Goal 1).
2. Citizen participation is vital in the planning process and implementation of the plan.
3. The plan reflects the need and desires of the community.

4. Participation in public affairs at its current level is adequate and a formal organization for citizen participation would not significantly increase the opportunity for participation in community affairs or service to the public.

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

Findings IV.

1. This plan was developed in light of the statewide goals relating to agricultural lands. (Goal 3); open space, scenic and historic areas and natural resources (Goal 5); air, water and land resource quality (Goal 6); and areas subject to natural disasters (Goal 7).
2. Within the city limits of Moro soil classes II through VI exist and farming operations occur.
3. Agricultural uses are consistent with open-space preservation.
4. Three historic buildings (Masonic Lodge Hall, Moro Elementary School and Moro Hotel) have been identified and entered on the 1976 Statewide Inventory of Historic Sites and Buildings.
5. The County Courthouse has been identified by residents of Moro as worthy of historic preservation.
6. Moro residents have identified trees and Barnum Canyon Creek as resources, which should be protected.
7. Moro historically and at present enjoys a high quality physical environment.
8. The Oregon legislature has enacted laws relating to air, land and water quality.
9. Portions of low-lying areas along Barnum Creek are subject to occasional flooding and that this is the only identified geologic natural hazard in Moro.

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. The City shall also support nomination of this structure to the National Register of National Historic Sites.
- 2. That the city will limit conflicting uses of identified historical structures.

Part V. Social Characteristics

Findings V.

- 1. This plan was developed to conform with the statewide goal on the economy (Goal 9).
- 2. Moro, as County Seat of Sherman County, enjoys diversification of job opportunities atypical of other cities within the County.
- 3. The location of a consolidated county high school in Moro broadens its socio-economic role.
- 4. Moro is an employment center for citizens beyond its city borders.
- 5. The population of Moro includes a higher proportion of youth and young adults than other cities within the County.
- 6. Tourist potential exists in Moro because it is located on a well-traveled north-south highway corridor.

7. Trucking is the only transportation alternative for moving goods and products.
8. The governmental service/educational service block is a major employment characteristic of Moro.
9. Citizens of Moro favor the addition of new business enterprises and light industry.
10. Heavy industry does not exist in Moro nor is it desired by residents.
11. Agriculture accounted for 38% of personal income within Sherman County between 1969-1973.
12. Population density within agricultural areas of the County is gradually decreasing.
13. Irrigation of farmland would change the agricultural pattern of Sherman County.
14. Sherman County residents over the age of 65 have a higher percentage living below the poverty level than in Hood River and Wasco Counties. (COG #9).

Goal V.

- A. It 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 IV. Community Facilities and Services

Findings VI.

1. This section relates to Goal 11, Public facilities and Services, and to Goal 12; Transportation.
2. Moro is cooperating with the Sherman County Sheriff's Department for police protection.
3. Moro's fire fighting capability, as judged by the citizens is only average. At present, improvements to the water system are being made.
4. Moro has an 8 fire fighting rating.
5. Residents rate the library and schools as average and above average, respectively.
6. The sanitary landfill now being used is adequate to meet the needs of Moro through the planning period (AD 1993).
7. There are no major medical facilities located within the county. Emergency medical services are dispatched from Moro.
8. Moro's transportation system consists of State Highway 97 and local county and city streets; transportation alternatives for individuals are limited to special groups.
9. Inadequate water storage capability exists.

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 ballfield 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.

Part VII. Housing

Findings VII.

1. This section relates to the statewide goal on housing (Goal 10).
2. A distinct need for single family dwellings both to rent and to buy is evident in Moro.
3. Approximately 24 percent of existing housing stock in Moro consist of mobile homes.
4. Respondents to the attitude survey indicated tile preference that mobile homes should be allowed to locate in all residential areas zoned residential.

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

Findings VIII.

1. This section relates to statewide Goal 14, Urbanization.
2. There are 30.5 acres of residential land within the city limits.
3. Four to six additional acres of residential land will be needed by the year 2000 based on the city's current density and growth rate.
4. Other land uses are not expected to increase greatly within the planning period.

Goal VIII.

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

Policies VIII.

1. That additional city growth shall remain inside the designated urban growth boundary.

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.

IMPLEMENTATION

PLAN IMPLEMENTATION

The success or failure of this comprehensive land use plan is dependent upon those who administer or implement the policies within the plan. Recognizing both the importance of planning and the necessity of implementing the plans, the Oregon Supreme Court has fairly recently begun to clarify several fundamental planning issues.

In Fasano v. Board of County Commissioners of Washington County (March 1973), the court recognized:

“The basic instrument for county or municipal land use planning is the comprehensive plan. The plan has been described as a general plan to control and direct the use and development of property in a municipality.”

In a second case, Baker v. City of Milwaukee (April 1975), the court refined the Fasano interpretation to:

“...a comprehensive plan is the controlling land use planning instrument for a city. Upon passage of comprehensive plan, a city assumes a responsibility to effectuate that plan and conform prior conflicting zoning ordinances to it. We further hold that the zoning decisions of a city must be in accord with that plan and zoning ordinance which allows a more intensive use than that prescribed in the plan must fail.”

As a result of these two cases, it is clear that the local comprehensive land use plan is the fundamental statement of local land use policy; and as such, all other municipal ordinances and policies affecting land use must be made compatible to it. Specifically, the city's zoning and subdivision ordinances should be reviewed and modified where necessary, to conform to the comprehensive plan.

ZONING

Zoning is essentially a means of insuring that the land uses of a community are properly, situated in relation to one another, providing adequate space for each type of development. This allows the control of development density in each area so that property can be adequately serviced, and no public or private health problems occur. It also directs new growth or proposed future growth into appropriate areas and protects existing property by requiring that new or future development be compatible with the existing land uses.

Prior to the granting of any zone change, it must be determined whether the proposed zone and intended use are recognized by the local land use plan--its policies and its maps. If the change is not recognized, the plan must be modified before the zone change can be considered. For smaller communities such as Antelope both of these actions can be accomplished at the same meeting.

Before any zone change may take place the following criteria outlined in the Fasano v. Board of County Commissioners of Washington County must be followed.

Substantive Criteria

1. The burden in all land use proceedings is upon the applicant. Whether a rezoning, conditional use permit, variance, etc. is the subject of that proceeding.
2. In reviewing the record, a court will look to the following in deciding upon a rezoning:
 - A. The proposal is in accordance with the comprehensive plan not only in terms of land use, but also in terms of the goals.
 - B. Whether there is a showing of public need for the rezoning; whether that public need is best served by changing the zoning classification on that property under consideration.

Procedural Process

1. Rezoning is an exercise of quasi-judicial, rather than legislative power; !thus, the following must be strictly observed;
 - A. Parties at a rezoning hearing must have an opportunity to be heard, to present and rebut evidence.
 - B. There must be a record, which will support the findings made by the zoning authority.
 - C. There must be no pre-hearing contacts on the subjects of the hearing.
2. The courts will require a "graduated burden of proof" depending upon the drastic nature of the proposed rezoning. Thus, changing a single-family zone to duplex will be easier than changing it to commercial or manufacturing use.

These measures may seem harsh, but consider that it will help to insure that decisions made by the Moro City Council will not be arbitrary but will be based on an evaluation of the facts. Thus, such decisions will be more just and aimed at the public benefit.

SUBDIVISION

Subdivision regulations may serve a wide range of purposes. Often they are a means of insuring that new residential developments have adequate water supplies, sewage systems, drainage ways, and right-of-way or access and safe street designs. They also provide a means of securing adequate records of land titles and assuring the prospective purchaser of a lot or parcel that he will receive a buildable, properly oriented, well-drained lot, provided with adequate facilities in a subdivision whose value will hold up over the years. These regulations should reflect and reinforce the policies outlined in the comprehensive land use plan.

OTHER IMPLEMENTATION TOOLS

Capital Improvements Program:

Many capital improvements programs are a list of all projects "by priority" for the development of public improvements such as streets, parks and utilities. They should include a priority schedule for capital expenditures, based on community needs and policies. The program should be re-analyzed each year, revising estimated expenditures to account for inflation and the changing financial capability of the community. A functional capital improvement program will create a coordinated approach by which the city can provide additional water supply and sewage disposal systems, streets, recreational area, and other community facilities.

The City of Moro's capital improvement program prioritizes public improvements but does not list the actual costs of each project. The following is that prioritized list developed by the community of Moro.

1. Water System Improvements – Storage and Line Improvements
2. Fire Fighting Equipment Improvement – 1000 gpm Pump Truck
3. Sewer Mains
4. Street Improvements

Building Codes:

Building codes provide a variety of construction standards for all buildings. These standards relate to health, safety and appearance of structures. They usually contain sections concerning the removal or rehabilitation of buildings deemed to be public nuisances. Such codes aid in maintaining the safety of buildings within a community. These standards are enforced through the State Building Inspector with offices in the Commerce Building located in The Dalles.

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APPENDIX

"A"

ENVIRONMENTAL ASSESSMENTS

Generally, the Moro Comprehensive Land Use Plan will have few if any negative environmental or biological effects on the city or its surrounding area.

The more damaging and long lasting environmental effects result from the lack of long range planning and the use of the land with short-sighted development projects, uses of the land where there is no surrounding compatibility, and the complete disregard for the capabilities of the land. The City of Moro has tried to avoid these types of land uses.

"B"

DEVELOPMENT

In 1973, the Oregon Legislature adopted Senate Bill 100 and established the Land Conservation and Development Commission. This commission has developed 14 Goals and Guidelines for each jurisdiction to comply with before their Comprehensive Plan can be officially in compliance with the State. These Goals are:

1. Citizen Involvement
2. Land Use Planning
3. Agricultural Lands
4. Forest Lands
5. Open Space, Scenic and Historical Areas and Natural Resources
6. Air, Water and Land Resources
7. Areas Subject to Natural Disasters and Hazards
8. Recreation Needs
9. Economy of the State
10. Housing
11. Public Facilities and Services
12. Transportation
13. Energy Conservation
14. Urbanization

The community of Moro has done its best, in this plan, to comply with the 14 Goals and Guidelines of the Department of Land Conservation and Development.

CITY OF MORO

COMPREHENSIVE LAND USE PLAN

**June 2003 revision to incorporate
Transportation System Plan**

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