



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

July 9, 2007

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

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



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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: July 20, 2007

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

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

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

Cc: Doug White, DLCD Community Services Specialist
Jon Jinings, DLCD Regional Representative
Cassie Strege, City of Wasco
Dan Meader, 409 Lincoln St., The Dalles, OR 97058

<paa> ya/

FORM 2

DLCD

Notice of Adoption

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

In person electronic mailed

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For DLCD Use Only

Jurisdiction: **City of Wasco**

Local file number: **001-07**

Date of Adoption: **6/19/2007**

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

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

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

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

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

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

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

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

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

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

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

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

Local Contact: **Cassie Strege, City Recorder**

Phone: (541) 442-5515 Extension:

Address: **P.O. Box 26**

Fax Number: - -

City: **Moro**

Zip: **97065-**

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

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

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

Updated November 27, 2006

City of Wasco
Ordinance No. 305

**AN ORDINANCE ADOPTING A NEW COMPREHENSIVE PLAN
AND COMPREHENSIVE PLAN/ZONING MAP FOR THE CITY AND
REPEALING THE CITY'S 1978 COMPREHENSIVE PLAN, AS
ADOPTED BY ORDINANCE NO. 98, AND ALL SUBSEQUENT AMENDMENTS
TO THAT ORDINANCE AND DECLARING AN EMERGENCY**

The City of Wasco hereby ordains:

LEGISLATIVE FINDINGS

1. The City has recently prepared and reviewed a new, updated Comprehensive Plan, along with a Comprehensive Plan/Zoning Map for the City. The Plan and Map was the subject of a town hall meeting on April 17, 2007.
2. Notice of the pending adoption of the updated Comprehensive Plan was submitted to the Department of Land Conservation and Development, as required.
3. Notice of the public hearing before the City Council was properly placed in the local newspaper.
4. The City Council conducted a public hearing on June 19, 2007. At the close of the public hearing, Council moved unanimously to adopt the new Comprehensive Plan.

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

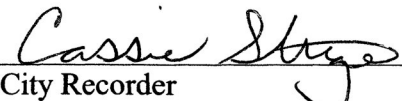
1. Repealer
The 1978 Comprehensive Plan, as adopted by Ordinance #98, and all subsequent amendments to it are hereby repealed.
2. Adoption
Now therefore, common council of the City of Wasco hereby adopts the Comprehensive Plan dated June 2007, along with the Comprehensive Plan/Zoning Map, also dated June 2007.
3. Emergency Clause
In as much as the health, safety, and economic well-being of the City is dependant upon the adoption of the new Comprehensive Plan, an emergency is deemed to exist, and this Ordinance shall be in full force and effect upon its approval by the Mayor.

ADOPTED this 19th day of June, 2007.

CITY OF WASCO


Mayor

ATTEST:


City Recorder

CITY OF WASCO
UPDATED
COMPREHENSIVE LAND USE PLAN

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

Prepared by

Dan Meader, Land Use Planner
TENNESON ENGINEERING CORPORATION

June 2007

ELECTED AND APPOINTED OFFICIALS

WASCO CITY COUNCIL MEMBERS

Karen Kellogg, Mayor
Ken DeGrange
Jim Manning
Eileen Wainwright
Jim Clifton
Fred Resen

CITY STAFF

Cassie Strege, City Clerk and Recorder
Terry Angle, City Engineer
Will Carey, Attorney
Dan Meader, Land Use Planner

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INTRODUCTION

2006 UPDATE

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

ISSUES

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

PLANNING FOR WASCO

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

The City has undertaken a number of small planning efforts over the years, including a Vision Statement for the City, which was completed in 1998, and an Industrial Land Needs Analysis in 2004-2005. The information contained in those reports will be incorporated by reference into this Comprehensive Plan Update. The Plan draft was prepared by the City's long-time land use planner and was made available to the City Council and other interested parties for review and comment. There will be opportunities for public comment in one or more workshops culminating in a public hearing process leading to the final adoption of the updated Comprehensive Plan.

PLANNING PROCESS

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

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

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

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

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

Residents of the City of Wasco have had the opportunity to become involved at the earliest stages of the planning process, through the writing and distribution of questionnaires, activity on the planning group, and various tasks assigned to complete the Plan. Many of these people have remained involved throughout the development of the entire Comprehensive Plan.

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

PLANNING INTENT

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

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

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

PLAN AMENDMENTS

COMPREHENSIVE PLAN AMENDMENT PROCESS

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

CITIZEN PARTICIPATION

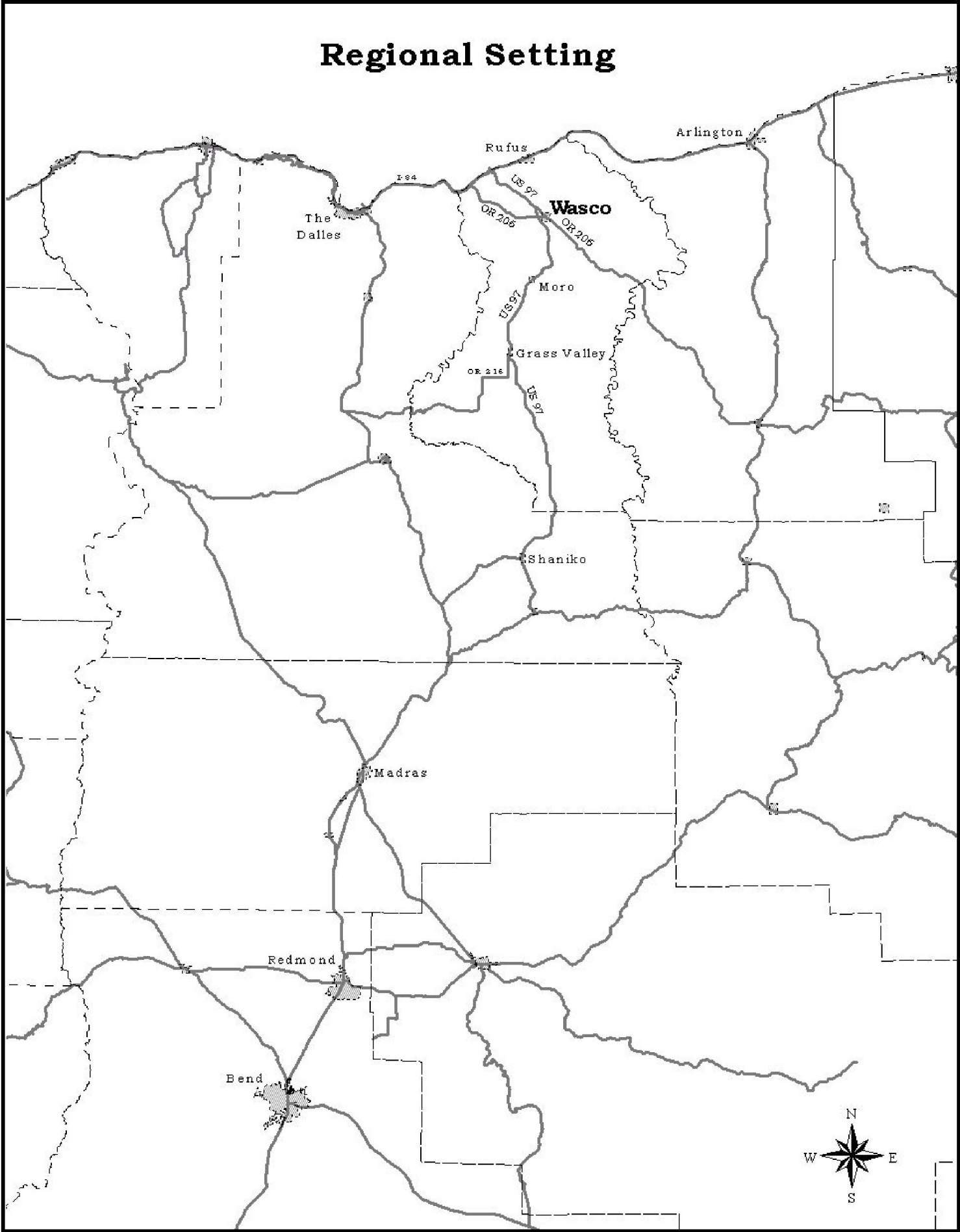
The City of Wasco does not have an established Planning Commission. The City Council is responsible for the administration of the Comprehensive Plan and Zoning and Subdivision Ordinances. The City Council has served in that capacity since the development of the City's Land Use Program in 1978. For a short time in the mid-1990s, a Planning Commission was established; however, given the size of the community, it is difficult to maintain a separate volunteer board, particularly when there has been little or no growth to consider. The City's Planning Commission has since been disbanded. In addition, the City Council is also designated as the Committee for Citizen Involvement. The City has adopted a specific citizen involvement program listed below.

CITIZEN INVOLVEMENT PROGRAM

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

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

Regional Setting



PHYSICAL CHARACTERISTICS

GENERAL PHYSICAL SETTING

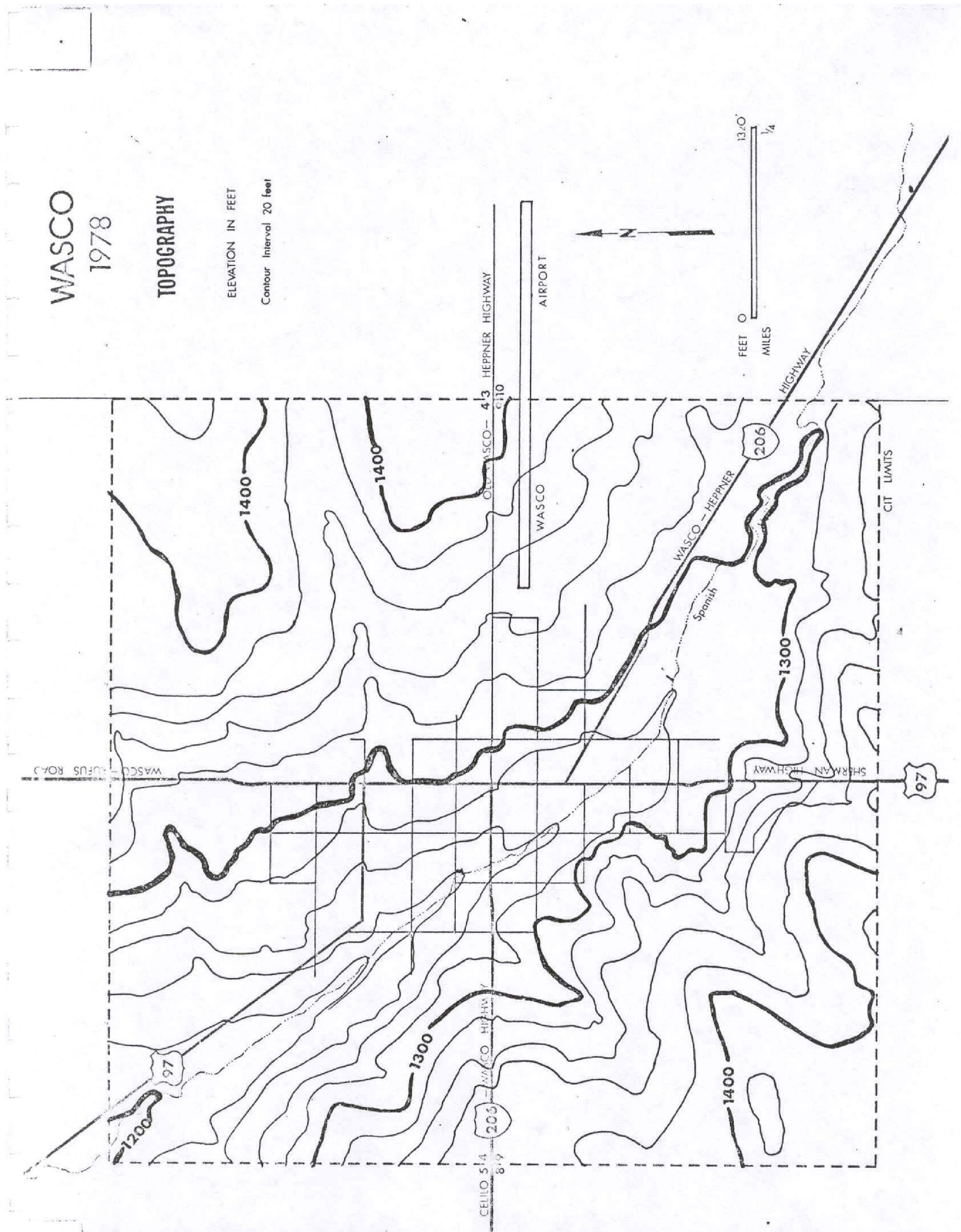
The City of Wasco is located on U.S. Highway 97, nine miles south of the Columbia River and Interstate 84. The Town is incorporated as a square mile containing 640 acres amid the rolling hills on the plateau above the Columbia River. U.S. Highway 97 was relocated in the 1960s and there are now three exits off that highway into Wasco. The relocated highway allows north and south through-traffic to move freely without passing through the middle of the City as it had done historically.

Wasco is a low-density agricultural service center surrounded in almost every direction by expansive wheat farms. The town is positioned between two rivers classified under Oregon's Scenic Rivers System—the Deschutes River and the John Day River. Because of the natural setting of the City and its proximity to fine fishing, as well as the rural atmosphere, people from more urban areas are now being attracted to the City for retirement and recreational homesites.

TOPOGRAPHY AND DRAINAGE

Topographically, Wasco is located in a draw known as Spanish Hollow. Within the City Limits there is an elevation change of over 240 feet (see topography map). Urban development has occurred mostly at the bottom of the draw along the major transportation corridors, i.e., highways and railroads. City streets extend upward in the cardinal directions from the hollow bottom. The hollow passes through the City in a northwest/southeast direction. 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 be a significant factor in the future.

Some flooding may occur in localized areas along the hollow bottom during periods of rapid runoff
(see hazards map).



CLIMATE

The monthly average low temperature in Wasco is 38° Fahrenheit and the monthly average high is 82° Fahrenheit. The hottest month is July and the coldest month is January. The wettest month of the year is December. The average annual precipitation is 10.8 inches.

GEOLOGY AND NATURAL HAZARDS

Wasco is located, as is all of Sherman County, on the Columbia Plateau. Geologic units near Wasco include Columbia River Basalt (Blue Basalt) and lowland alluvial deposits along the drainage ways.

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

The potential for flooding along Spanish Hollow Creek is severe (see map). Under unusual circumstances, the runoff from the agricultural lands that drain into Spanish Hollow cause flooding within the City. The culverts under several of the streets are inadequate to convey high discharges of water, and abrupt turns in the channel further slow the flow of water. The culvert at the intersection of Ellis Avenue and the Sherman County Highway was clearly inadequate during the 1964 flood (Bealieu, 1977).

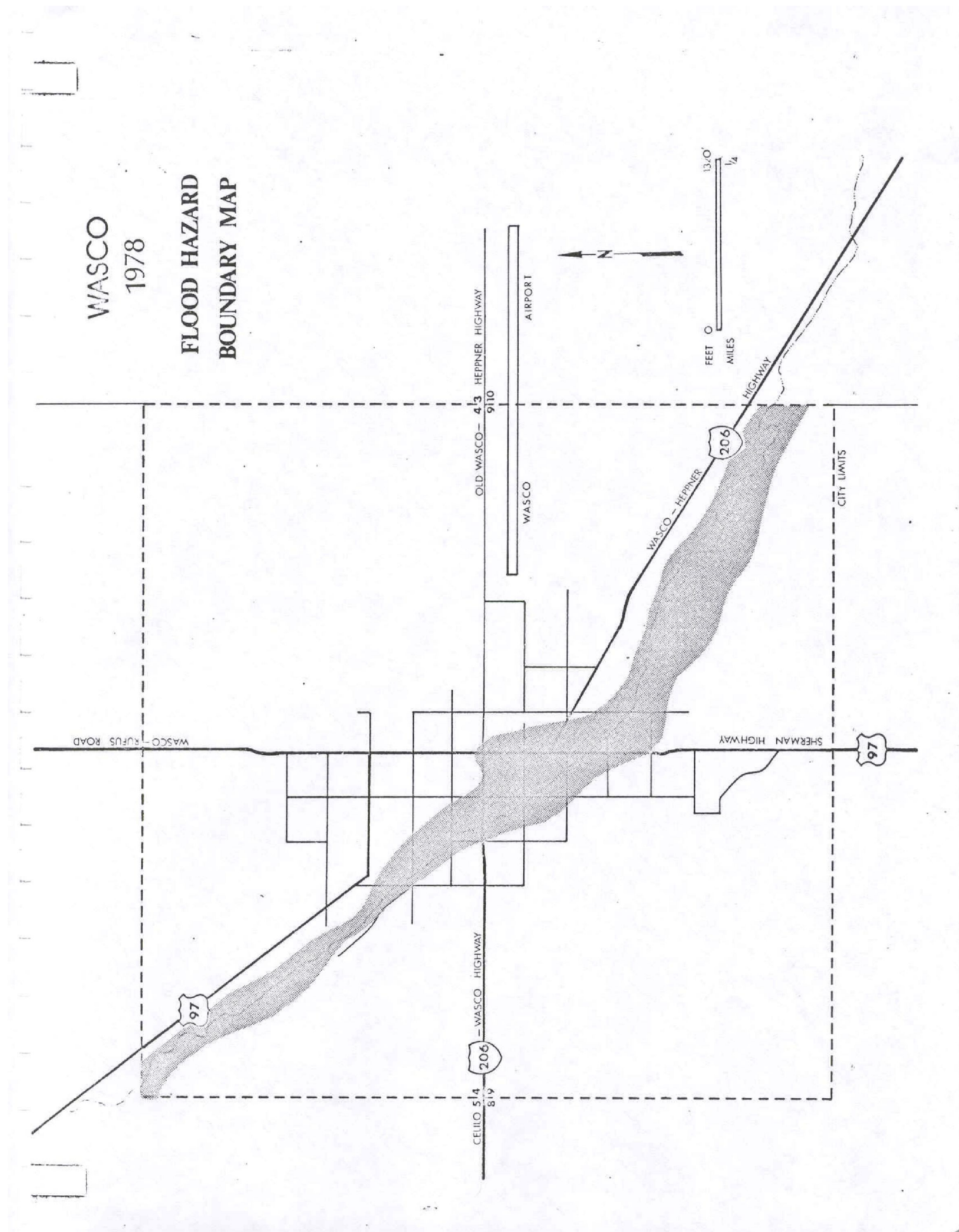
Poor maintenance of the channel limits its capacity to safely carry lesser discharges of runoff that occur more frequently. Bank overflow could be reduced if scattered debris, deposits of mud, and vegetation not necessary for bank stability were removed. Assuming favorable cost-benefit ratios it

is recommended that the stream channel be evaluated from a hydraulic engineering standpoint and that appropriate modifications be made, if practical (Bealieu, 1977).

MINERAL AND AGGREGATE RESOURCES

There are no developed aggregate or mineral sites located within the City Limits of Wasco. 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. Two developed gravel sites are within two miles of the City.

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



SOCIAL CHARACTERISTICS

HISTORY

The City of Wasco started out as “Spanish Hollow” with a Post Office Commission being received there in 1870 by Jesse Eaton. He was succeeded in 1882 by Wilson M. Barnett, who changed the name to Wasco (an Indian name meaning a maker of horn basins) for the county in which it was formerly situated, when the post office was moved to the southeast corner of Clark Dunlap's land that was laid out as a townsite. Wasco considered itself to be the first city in Sherman County to incorporate (in 1898 with a population of 300); however, when it was found that the incorporation was incorrectly handled, the City had to reincorporate in 1905.

Like many cities of its era, Wasco suffered a disastrous fire (in 1903), losing a sizeable store, an opera house, and a residence. In this instance, the City survived.

With the advent of the auto, roads followed, influenced by Samuel Hill, son-in-law of 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 Wasco 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 1920s, 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 Wasco and Wasco citizens' efforts in selling city bonds for curbing and grading. It was also thought that the Columbia River Highway would go through Wasco. In a wave of optimism, trees were planted and a \$50,000 hotel built. Instead, development and growth followed the Columbia River and Wasco remained primarily an agricultural service center.

Another major influence on Wasco, as well as the rest of the County, was the introduction of a central electric power system by 1921. Wasco, Moro, 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.

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

POLITICAL STRUCTURE AND ADMINISTRATIVE FACILITIES

Wasco is administered by a Mayor and five Council members, which are elected for staggered two-year terms. Regular meetings are held on the third Tuesday of every month. Salaried employees of the City of Wasco are the Recorder/Treasurer, and a maintenance technician to assist with water, sewer, and park maintenance.

Wasco is a member of the Council of Governments for Administrative District 9. State Representative District 55 and State Senate District 28 include Wasco, as does U.S. Representative District 2. The 7th Circuit Court has jurisdiction over Sherman County, including Wasco. Wasco is also a member of the Mid-Columbia Economic Development District (MCEDD). The District is comprised of five counties: Hood River, Wasco, and Sherman Counties in Oregon and Klickitat

and Skamania Counties in Washington. MCEDD provides economic development facilitation for its member jurisdictions.

POPULATION CHARACTERISTICS

The City has a long and colorful history dating back to the 1800s. The City was originally incorporated in 1898 and then reincorporated in 1905. At one point, it had a population of nearly 700, together with a number of businesses including three hotels, a bank, several drinking establishments, a school, opera house, and other businesses typical of the beginning of the Twentieth Century. The first census recording for the City was in 1930, when the population was listed at 400. The population declined during the war years, rose slightly in the 1970s, and has been in a three-decade decline since that time. The current population is just 400, as of the 2006 certification. What was once a vibrant commercial core in the center of the community is now rapidly eroding and deteriorating. There is but one restaurant, no service station, a small market and drug store, a barbershop, and three farm equipment/supply stores, two of which are located on the outskirts of the City outside the downtown core area. The largest employer within the City is the North Sherman Elementary School. The population history of the community is shown on the Table #1.

**Table #1
WASCO POPULATION HISTORY**

Year	Population
1930	400
1940	303
1950	305
1960	348
1970	412
1980	415
1990	374
2000	381
2004	380
2005	341

POPULATION PROJECTIONS AND ALLOCATIONS

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

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

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

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

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

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

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

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

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

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

Table #5
Sherman County Population Allocation

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

Conclusion

The foregoing information, showing a projected population of the City of Wasco of 419 in the 20 year planning period horizon, is based upon the best available data at the time the material is prepared. The best available data is the 2004 statewide population projections prepared by the Office of Economic Analysis. As this is written in the late fall early winter of 2006, local civic leaders, including City officials, County officials, and state agency officials believe that Sherman County and its four incorporated cities are at the threshold of an unprecedented period of growth and prosperity. As will be presented in the Economic Opportunities Analysis, which follows, there are a number of activities being proposed or which are underway in the County and in each of the

four communities, which will lead to greater populations than forecasted in this Population Allocation Analysis.

ECONOMIC CONDITIONS

OVERVIEW

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

A recent tabulation for the City of Wasco indicated a total of 81 jobs available in the community. The major employer is the North Sherman Elementary School, which offers K through 6th grade educational services. The declining population has left the downtown core area of the City severely depleted in terms of goods and services offered to the public. There is simply not enough population to support a grocery store of any size, a service station, or other common goods and services offered in small communities. The City has attempted to bolster the economy over the years—with no appreciable success. However, that is changing as will be seen in the following economic opportunities analysis.

ECONOMIC TRENDS

Sherman County

Sherman County, beginning in the early years of the 21st Century, recognized an unforeseen windfall (no pun intended) with the development of major wind farm facilities in the County. The immediate results were two fold. The property tax income stream, created by over 700 wind

machines, at over 1.25 million dollars in value each, created a sizable annual revenue stream for public use and improvements in the County. In addition, the operation and maintenance of the wind farms created a significant job market for high-tech maintenance people and thus a significant impact on the small communities, in terms of job creation and housing to serve the new technicians. The City of Wasco's population is now well over 1,000 and nearby Moro, the County seat, has approximately 800 persons. Rufus on Interstate 84, is approaching 700 people and Grass Valley, with the completion of its central wastewater collection and treatment facilities, has now grown to over 400. All four cities boast the latest technical advances, including modern cell phone towers, fire and police protection apparatus, communications facilities, and social services.

ECONOMIC OPPORTUNITIES ANALYSIS FOR SHERMAN COUNTY AND THE CITY OF WASCO

The City of Wasco is located approximately nine miles from the interstate and, as such, is not a primary location for general industrial development. A recent analysis for industrial lands concluded that there was not enough demand to justify an expansion of the City's Urban Growth Boundary at that time to require additional industrial lands for new development. Since that time there is a probable need for some industrial lands to provide areas of service for a burgeoning new industry in Sherman County—that of wind farms. Currently, there are approximately 75 wind machines located within an approximately three-mile radius of Wasco. It is anticipated that within the next ten years there will be more than 700 such machines. The City will be the primary beneficiary of the construction populations and the operation and maintenance people for these wind power projects. This is a case of natural resources—the ever-present westerly wind—providing a new product to an existing economic base. It is recognized there will be similar projects in nearby Gilliam County and also in the State of Washington, but this area of Sherman County is destined to become a major wind farm energy generator for the State of Oregon. Because of that, a new economic era of prosperity is at the threshold for Sherman County.

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

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

DEVELOPMENT OPPORTUNITIES

In the last couple of years, Sherman County has experienced the benefit of being in the right location and updated technology. The use of renewable resources, including wind energy, has come to the forefront in many of the Eastern Oregon and Washington counties along the Columbia River at the east end of the Columbia Gorge. The prevailing westerly winds provide, with new

technology, the ability for significant development of wind farm activity. Two of these developments have occurred in a location known as Klondike, which is just 4 miles east of Wasco in Sherman County. The first project consisted of 16 towers generating 24 megawatts of power. A second project, known as Klondike II, will add 75 megawatts with a total of 50 new units. Currently in the planning stages are an additional estimated 200 units to be added in this same area. The long-range plans are for a total of almost 700 wind turbines to be located in the Klondike area behind Wasco in Sherman County. It is anticipated that the growth will occur over the next ten years and there will be a number of spin-off businesses that will impact Wasco and the northern part of Sherman County. Nearby Gilliam and Morrow Counties in Oregon and Klickitat County in Washington are also experiencing similar developments. The tax credits and the energy requirements of the nation are making these facilities profitable.

These developments will have an immediate and long-term impact on Sherman County and provide the opportunity for additional economic development in and around the City of Wasco. Already local businesses are ramping up to provide goods and services to the construction workers involved in Klondike II. The Wasco Lean-To plans to initiate food-catering services to the workers for those facilities and other businesses will follow suit. Recent conversations with industry leaders indicate there will be spin-off businesses that will need large areas of land in order to store equipment and supplies for servicing these facilities. One industry representative likened it to the kind of development that has occurred in conjunction with the wind farm activity near Palm Springs, California. There will be the need for warehouses for storing equipment, for blade cleaning companies for in place blade renovations, hydraulic cranes for high lift cleaning operations, specialty equipment facilities for high above ground repairs, helicopter landing facilities, and operation and maintenance equipment for these types of facilities. These are not necessarily labor-intensive operations and will require significant amounts of land. These types of facilities would

not be appropriate inside the existing city limits of Wasco or any other community. These operations are better to be on the outskirts of the community where public facilities can be made available to them but not impede on the residential character of the town of Wasco.

Types of businesses anticipated include a crane company for high lift maintenance of the wind turbine facilities; support vehicle fleet, which will need operation and maintenance; a large-scale hardware and supply storage facility for typical electrical components, wiring, nuts, bolts, and other supplies; operation and maintenance companies; and other types of businesses. A need for 45 to 52 acres of industrially zoned land to accommodate these support services is anticipated. Interesting to note is that it is anticipated that with the wind turbines will come approximately 150 maintenance workers to keep the machines up and running. The primary location of these people to live will be Wasco, followed by Moro and Rufus.

SHERMAN COUNTY ECONOMIC DEVELOPMENT

Perhaps the most dramatic change in economic outlook for Sherman County has been the advancement of wind farm technology and its applicability to Sherman County. What started as a small 26-unit wind machine facility near the Klondike area south of the City of Wasco has grown now to 75 units with industry analysis projecting well over 700 units in northern Sherman County by the end of the decade. The economic impact of this natural resource development is significant in at least three phases to the County, perhaps more. The first phase is the actual construction of the towers. A number of construction jobs are currently being filled by both outside interests and local personnel. Additional jobs in the area create significant spin-off results. The second phase is the direct benefit to Sherman County of an enhanced property tax revenue stream, which will significantly increase the ability of the County to solve its own problems without relying upon state or federal government assistance. The County's tax base will increase significantly with the

completion of all the wind machines, which are valued at approximately \$1.25 million each. The County is already utilizing some of the tax money to provide public improvements throughout the County. The third impact will be long-term and will probably have more significant impact than the other two. Industry analysis projects there will be at least 100 to 150 jobs created for the operation, maintenance, and repair of the wind machines. Indeed, through the efforts of the Mid-Columbia Council of Governments and the Columbia Gorge Community College, an Associates Degree in Wind Machine Technology and Repair is now being proposed and such classes were offered this Fall term at Columbia Gorge Community College.

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

ECONOMIC DEVELOPMENT ACTIVITIES

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

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

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

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

ECONOMIC DEVELOPMENT LEADERS

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

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

INDUSTRIAL AND OTHER EMPLOYMENT OPPORTUNITIES FOR THE REGION

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

INVENTORY OF COUNTY'S INDUSTRIAL LANDS

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

Biggs Junction

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

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

City of Rufus

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

City of Wasco

Wasco has approximately 40 acres of industrial land lying in the easterly side of the City, adjacent to the Wasco Condon Highway. The property is owned by one family and is capable of being

served with City water and sewer. There is residential development on the westerly side of the property and to the east lies the Wasco State Airport.

City of Moro

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

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

City of Grass Valley

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

NET LAND DEMAND

A Quantitative Land Needs Analysis for Sherman County and its four incorporated cities is difficult to forecast. It must be recognized that almost all of the land that is currently available as industrial land was designated as such over 25 years ago in the original plan formulations for the four cities and the County. To this date, very little of that land, which had been and still is, designated industrial, has been used. It is anticipated that future industrial land needs will be

handled on a case-by-case basis, such was the case for the City of Moro and the location of the natural food distribution operation. In this case, the City designated an additional 15 acres that was under the ownership of the applicant, inside the city limits as industrial and that property is currently developing.

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

SHERMAN COUNTY DEVELOPMENT ACTIVITIES

The county has adopted a Rural Renewable Energy Development Zone (RREDZ) for all of Sherman County. The purpose of the RREDZ designation is to encourage new business investment, job creation, higher incomes for local residents, and greater diversity of economic activity through a limited duration tax incentive. The Rural Renewable Energy Development Zone offers the standard property tax abatement of an enterprise zone to the qualified property improvements of renewable energy projects. The standard tax abatement period is for 3 years on all qualifying improvements. Any land value will continue to be taxed during the exemption period, and an additional year or two may be added to the tax abatement period depending on the investment and the average wage for any additional employees. This tax abatement is also subject to County Court approval.

SHERMAN DEVELOPMENT LEAGUE

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

The SDL has currently awarded over \$375,000 to assist local groups with meeting their needs in Sherman County.

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

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

NEW JOBS PROJECTION

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

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

The wind farm producers, including PGE, PPM, and BP will establish operations and maintenance facilities in the fields surrounding Wasco. It is not anticipated the employees will work directly in the City, however, the City will feel the impact of new jobs that nearly match their existing workforce.

HOUSING

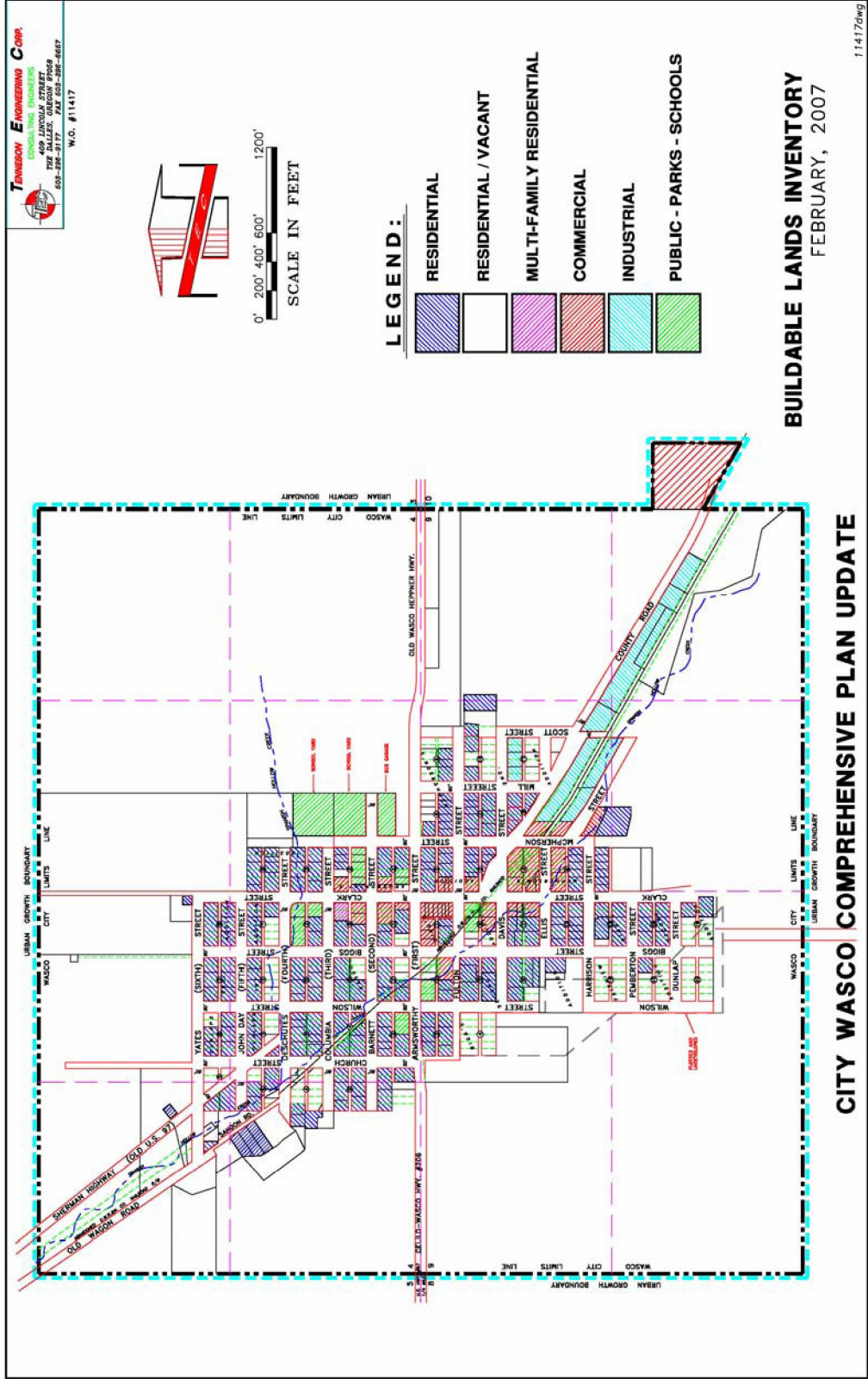
EXISTING CONDITIONS

Housing stock in the City of Wasco dates from the turn of the 20th Century to new homes being constructed or placed within the last year. The 2000 census indicated a total of 199 units. There have been approximately 7 units constructed or placed since the 2000 census data was obtained. The actual housing count by the City Recorder's office indicates a total of 194 units. In that, there are 2 structures containing multiple family units, a four-plex and one, possibly two, apartments above a downtown commercial building. There are a number of mobile homes and manufactured dwellings throughout the City. The City allows manufactured dwellings that meet the City's standards as outright permitted uses in its residential zones. The City has one mobile home park, along with a small 2-unit older mobile home park near the downtown core area. The Buildable Lands Map was originally prepared in 1998 and was updated during the Industrial Lands Analysis of 2004 and 2005, and has been yet updated again for this Comprehensive Plan. There are approximately 70 lots available and over 400 acres of vacant land in the Residential-1 Zone, which may be urbanized over time.

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

The City undertook, in the late 1990's, a Vision Statement for the City, in which future growth, based on the existing development pattern of the City, was projected to allow the City a holding capacity of 4,000 to 6,000 persons. City residents indicated they would not be in favor of such

growth and indeed the Vision Statement indicated a general consensus of having a population of around 1,500 persons. The Vision Statement will be incorporated, by reference, into this Comprehensive Plan and is also discussed at the end of the Urbanization element.



COMMUNITY FACILITIES AND SERVICES

COMMUNITY SERVICES

Police Protection

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

Fire Protection

The City is the home of the North Sherman Rural Fire Protection District, which serves all of Northern Sherman County. They have just completed an approximately 7,000 square foot fire station, located in the City. They have between 10-12 pieces of equipment and there are approximately 10-15 volunteer fire personnel who are on call, should the need arise.

EDUCATION FACILITIES

Schools

The City's school serves kindergarten through 6th grade. There are currently 78 students and _____ teachers. The 7th through 12th grade students all attend Sherman High School in Moro.

Library

City provides a library located in City Hall. It is staffed by volunteer personal and the library is open 5-days a week. There are now online computer services available with two stations being available.

Historical Sites

Wasco itself has one listing in the Statewide Inventory of Historic Sites and Buildings. The Columbia Southern Railroad Passenger Station and Freight Warehouse was added to the National Register of Historic Places on February 19, 1991.

MAINTENANCE AND REFUGE DISPOSAL

Streets and Park Maintenance

The City of Wasco pays for maintenance of its City Park, consisting of 0.5 acres, and the Depot Park, containing approximately 12,000 square feet, and for maintaining its streets, all of which are surfaced. The County (Sherman) does the actual street repair work, except for patching which is hired independently.

Solid Waste Disposal

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

COMMUNICATION FACILITIES

Postal Service

The Post Office in Wasco receives and dispatches mail six days a week, Monday through Saturday, with mail arriving from Portland. Routes originate each day from Wasco 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

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

Newspaper

The Dalles Chronicle is distributed by county delivery to homes in the community. A Sunday motor route driver delivers copies of the Oregonian in Sherman County on Sundays. Wasco also receives the Condon Times-Journal.

Health Facilities

There is a visiting nurse facility located at the County seat in Moro. The Sherman County Health District manages the Moro Medical Clinic. All other health issues are generally taken to the City of The Dalles, some 30 miles to the west.

UTILITIES

Electric Service

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

Water System

The City's water system was completely renovated in 2002 and 2003. In the first phase, two 150,000 gallon steel reservoirs were constructed on the hillside overlooking the community on a portion of the Smith property just South of the City Limits. The Phase 2 development included the construction of approximately 24,000 lineal feet of domestic water main in a variety of sizes, together with 230 new residential and commercial connections. The entire system is now metered and includes the provision of fire hydrants to provide adequate fire protection for the community. The City maintains "as built" drawings of the system in City Hall

The City utilizes two wells, which have the ability to provide a significant amount of water. It is noted that the City's current water right allows a peak withdrawal of 1.282 cubic feet per second (cfs). The City has applied for an extension to develop an additional water right to allow a total of 1.57 cfs as the need occurs. That request has been submitted to the Water Resources Department. That increase would add approximately 180,000 gallons per day of additional water to the City's system.

The entire developed portion of the City is now served with new water mains. The developed portion of the City of Wasco lies in a hollow with all four corners of the incorporated, but yet undeveloped, portions of the City lying above the developed portion of the City. With the reservoirs at a high point in the City, all of the City can be served with the existing system.

Sanitary Sewer Service

The City's wastewater collection and treatment system was originally constructed in the 1960s. It has not been significantly updated since that time. It consists of a concrete pipe collection system, together with a four-cell treatment lagoon in the lower portion of the City. The City completed

some upgrades in 2005, including removal of biosolids from the aeration lagoon, installation of aeration equipment, construction of a storage lagoon, and irrigation application of reclaimed water on an 8-acre irrigation site near the City. The City maintains sewer system plans at City Hall. With the new improvements, the capacity of the treatment system will be over 36,000 gallons a day. Monthly flow rates currently estimate the use at approximately 28,800 gallons, leaving approximately 7,200 gallons per day of additional capacity. Any significant development in the City requiring water for either residential development or industrial development will require some additional upgrades to the City's treatment system.

TRANSPORTATION SYSTEM PLAN

In the year 2001, the City of Wasco and the other three incorporated cities of Sherman County, including Moro, Grass Valley, and Rufus, and Sherman County, in cooperation with the Department of Land Conservation and Development and the Oregon Department of Transportation, through the Transportation Growth Management Program, developed a complete Transportation System Plan for the County and the four incorporated cities. The Transportation System Plan was prepared by the Sherman County Planning and Economic Development Department, with a significant amount of input from interested citizens of the four communities and the County at large. The Plan is the first such effort to be undertaken in the County and is considered a milestone in marking the path for future development in the County and its communities.

The Transportation System Plan replaces the transportation element of this Comprehensive Plan and deletes the 30+ year-old information from this Plan. The Transportation Plan is a stand-alone document. It is published in a separate form and is available at City Hall, in the County Planning office, and in the County Court office. The Transportation System Plan recognizes the unique circumstances of Wasco and the other incorporated communities and establishes realistic

requirements in the future planning and improvement standards for new development. The Plan recognizes the existing street patterns and incorporates these into new street design standards matching that which currently exists in each community. Further, the Plan provides a listing of future improvement projects for each community and provides an easier mechanism for updating those capital improvement projects on an annualized basis. It is intended that each community's Capital Improvement Programs, including street improvements, be updated during the budget cycle each fiscal year.

ENERGY

There are no known energy sources in the City of Wasco. There are no geothermal or hydropower opportunities. However, the City is in the heart of the burgeoning wind farm development of Sherman County. Most of the construction workers, technicians, and managers for the wind farm system will locate in the City as time progresses. The following information, taken from the City's Industrial Land Needs Analysis, provides perhaps the best overview of the wind energy development in the County, at the present time.

URBANIZATION

The City's Urban Growth Boundary is coterminous with existing City limits. As the Buildable Lands Inventory has shown, there is adequate amount of lands inside the corporate city limits for residential development. As the Industrial Needs Analysis shows, there may be better-suited land for industrial development, lying outside the existing city limits adjacent to US Highway 97. US Highway 97 is the main north-south corridor through central Oregon and there may be the need at some time to provide some industrial development adjacent to that transportation corridor. Beyond this, there is no need at the present time for any Urban Growth Boundary expansion.

VISION STATEMENT

The City has completed a Vision Statement in 1998, which was an extensive look at what could be possible in the City and where or what the residences foresaw for their community. That Vision Statement is incorporated, by reference, into this Comprehensive Plan, but a few words regarding the focus of the City is appropriate here.

The Vision Statement, through a series of meetings and a citywide questionnaire, sought to match the lifestyle of the community with the residences wants and needs for goods, services, and an optimum population for the community. Based on a study completed in North Dakota, regarding the population numbers necessary to sustain various goods and services in a rural farm setting, the City essentially came to a consensus of types of goods and services it would like see, including a grocery store, pharmacy, service station, bank, more than one restaurant facility, hardware and other types of commercial activities, and found that it could sustain most of those with the population approaching 1,500. The current population is only 400 so there is quite a ways to go. However, noted in the Vision Statement the current incorporated limits of the City would sustain a population of between 4,000 and 6,000 people if the currently required 5,000 square foot minimum lot size, for residential growth, was maintained. The City opted to increase the minimum lot size in the nonplatted areas and in that manner, control the ultimate population of the community.

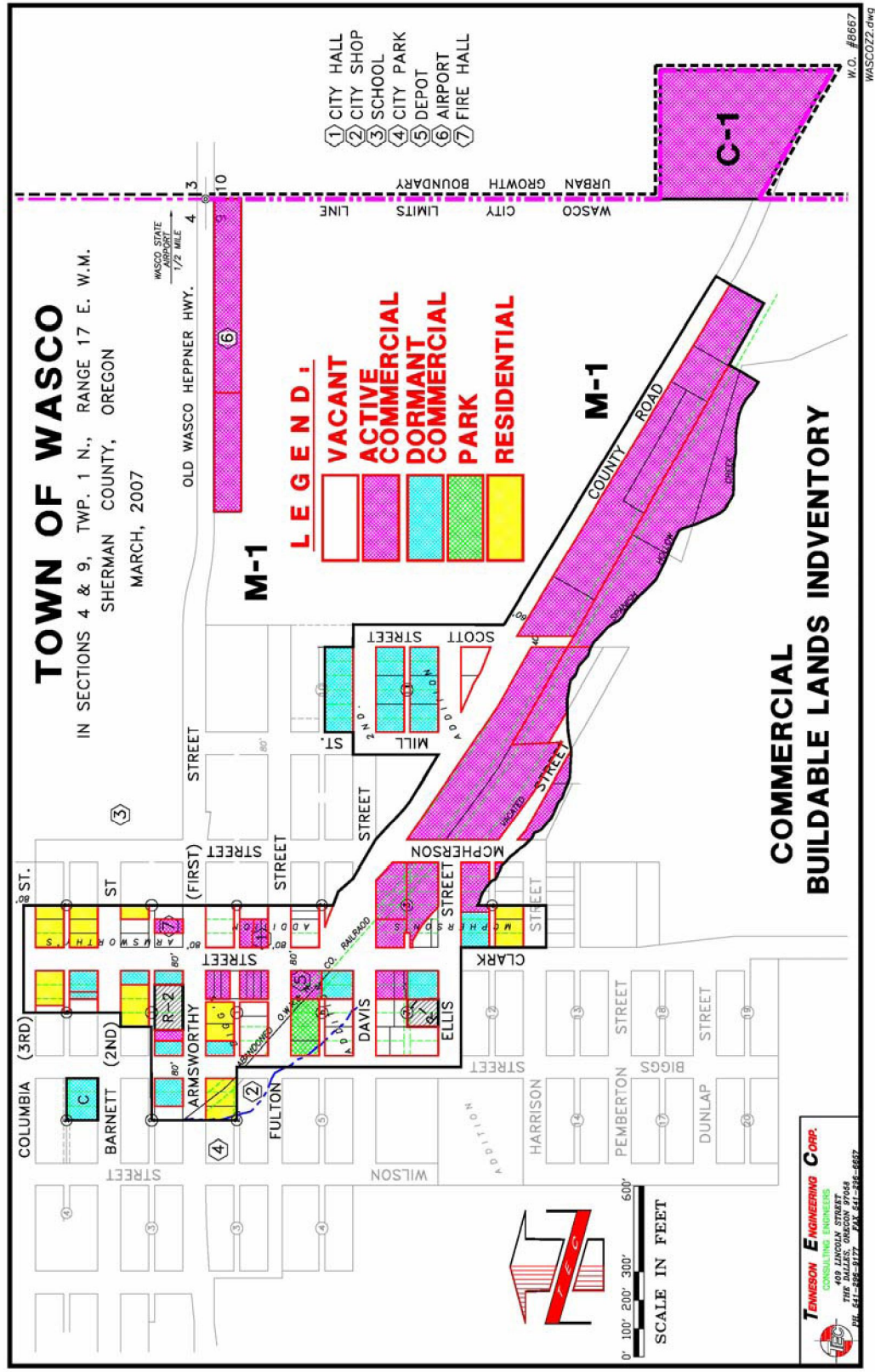
It is noted in the Economic Analysis that Wasco and all of the incorporated cities in Sherman County are on the threshold of a new era of growth and prosperity. The wind farm phenomena will continue to grow in North Sherman County and with it will be increased revenues, through property taxation and increased jobs and economic activity in every city. Wasco will receive the earliest benefits of that growth, because it is the center of the wind farm development.

There has not been a subdivision development in the City of Wasco, nor any other incorporated community in Sherman County for nearly 30 years. It appears that such development is on the immediate horizon in Wasco, Moro, and Rufus. Wasco will adhere to its adopted Comprehensive Plan in implementing ordinances, in reviewing future development, and noting that there is only room in the existing waste water treatment system for approximately 70 more homes. The City will begin looking at ways to immediately upgrade that facility. One way of accomplishing that is to work with the Sherman Development League and the Sherman County Court to ensure that matching funds are available for any feasibility studies that may be available through the State and Federal governments.

COMMERCIAL DEVELOPMENT

Another issue that will present itself to the City is the soon-to-be expected increase in commercial development. The existing commercial core, lying centered on Clark Street and Armsworthy Street is a scatteration of existing commercial facilities, outdated and unused buildings, and some single-family dwellings. The City will soon see requests to rezone outlying residential properties to commercial because of the cost of the land and the ease of development. The City will resist those requests until such times as shown that the existing commercial area is no longer capable of being developed. It is noted that as of this writing there are at least 12 vacant lots and at least 12 properties capable of being redeveloped, because of the dilapidated or unused structures on the property. The Commercial Zone Buildable Lands map shows the active commercial development, the dormant commercial structures, and the vacant commercial lots. The City wishes to keep the “village” concept intact where the center of the community is the hub of the community. Wasco will not allow new commercial lands to be developed until the existing commercial area has been committed to development. One way to provide an incentive is to not require off street parking for the existing portions of the commercial zone. There is precious little land in the platted lots for

“off street parking” and not requiring it will be foreseen as a benefit to those developing the land. New developments that require rezoning the existing residential land should be required to provide off street parking, as required by the zoning ordinance. The downtown commercial area should begin to grow and prosper.



POLICY STATEMENTS

City of Wasco

FINDINGS, GOALS AND POLICIES

Part I. Introduction

Findings I.

1. The State of Oregon has mandated that every city and county prepare 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.
3. The amendment procedures are the same as outline in the City's Zoning Ordinance.

Part III. Citizen Participation

Findings III.

1. This Plan was developed by the citizens of Wasco in conformance with the statewide goal on citizen involvement (Goal I).
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 and community bulletin boards.
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 Wasco soil classes II through IV exist and farming operations occur.
3. Agricultural uses are consistent with open-space preservation.
4. Wasco has one building listed on the Statewide Inventory of Historic Sites and Buildings. The Columbia Southern Railroad Passenger Station and Freight Warehouse is on the National Register of Historic Places.
5. Wasco historically, and at present, enjoys a high quality physical environment.
6. The Oregon legislature has enacted laws relating to air, land, and water quality.
7. Portions of low-lying areas along Spanish Hollow Creek are subject to occasional flooding, and with the exception of a minimal tendency toward slides, that is the only identified geologic hazards in Wasco.

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 Spanish Hollow Creek be kept clean and free of debris, which can, during periods of rapid runoff, cause additional flooding to occur.
3. The City shall require compliance with the federally mandated Flood Plain Management Program.

Part V. Social Characteristics

Findings V.

1. This Plan was developed to conform with the statewide goal on the economy (Goal 9).
2. Agriculture is the primary industry in Sherman County.
3. Employment for residents of Wasco is generally outside the City itself.
4. Residents indicate that heavy industry is not desired but that light industry and new businesses should be encouraged.

Goal V.

- A. It To improve the economy of Wasco 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 Wasco 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. Commercial development shall be encouraged to locate in the existing commercial zone of the City. Several strategies are available to the City to insure that these are as follows:
 - A. New commercial development locating in the existing commercial zone on platted lots, shall not be required to provide off-street parking, as would be required for new development in new areas of the City.

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. Wasco is cooperating with the Sherman County Sheriff's Department for police protection.
3. Wasco's fire fighting capability, as judged by the citizens is average or above.
4. Wasco has an 8 fire fighting rating.
5. Residents rate the library and schools as average and above average, respectively.
6. There are no major medical facilities located within the County. Emergency medical services are dispatched locally.
7. Wasco's transportation system consists of US Highway 97, recently re-routed one mile from the City, OR 206, and two county roads, and city streets.
8. Adequate 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 support the 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 continue to cooperate with the county to schedule a regular visit by a nurse from the Moro Medical Clinic.
6. That the City shall apply for State Grant in Aid or Land and Water Conservation funds to improve or develop recreational facilities.
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. The Transportation System Plan and Land Use Review Policies (Ord No. 302)
 - A. The Sherman County Transportation System Plan, including the City of Wasco, 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 to 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.

12. Local-State Coordination Policies (Ord No. 302)

- A. The City of Wasco 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 Wasco Comprehensive Plan.
- B. The City of Wasco 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 Wasco 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.

13. Protection of Transportation Facilities Policies (Ord No. 302)

- A. The City of Wasco shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
- B. The City of Wasco shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
- C. The City of Wasco shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
- D. The City of Wasco 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 Wasco shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

14. 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. 302)

Part VII. Housing

Findings VII.

1. This section relates to the statewide goal on housing (Goal 10).
2. Sufficient single-family dwellings both to rent and to buy are limited in Wasco.
3. 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 Wasco.

Policies VII.

1. That the City shall allow for the location of manufactured dwellings in all planned residential areas.
2. That a range of housing prices and variety of housing types and locations shall be encouraged.
3. Those 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. Few additional acres of residential land will be needed by the year 2006 based on the City's current density and growth rate.
3. Other land uses maybe expected to increase significantly 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 could 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.

TOWN OF WASCO

IN SECTIONS 4 & 9, TWP. 1 N., RANGE 17 E. W.M.
SHERMAN COUNTY, OREGON



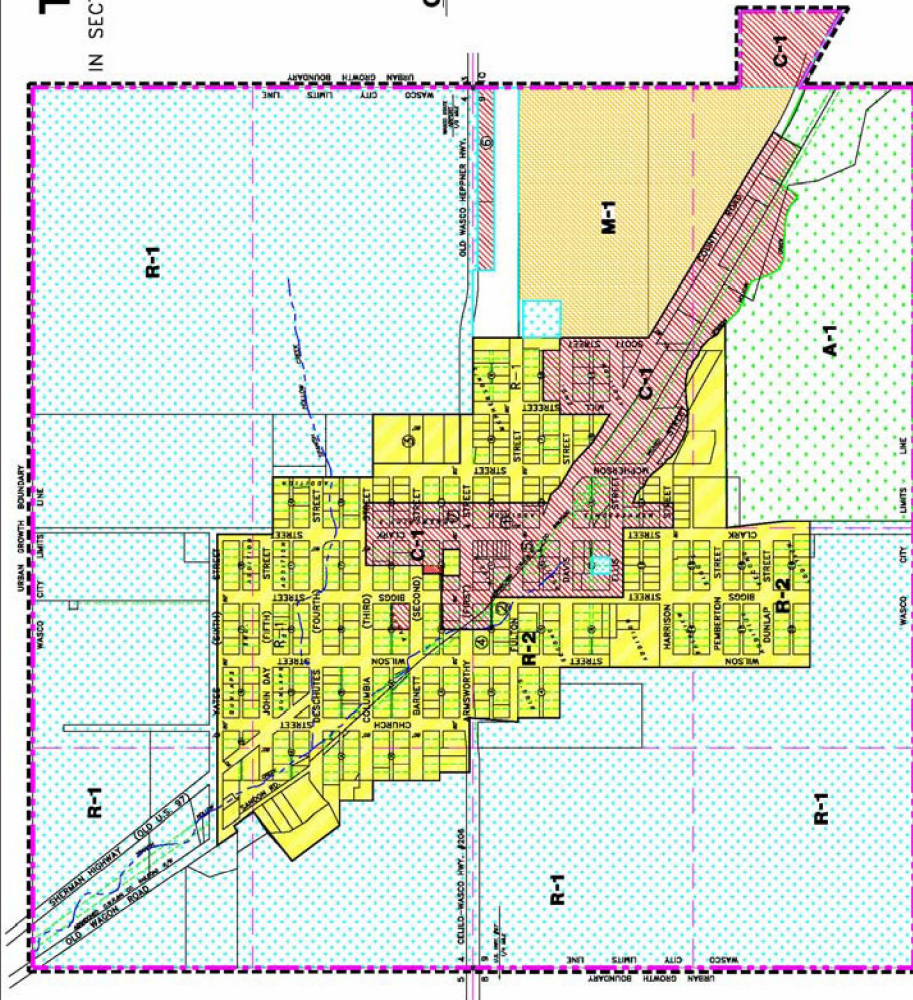
0' 200' 400' 600' 1200'
SCALE IN FEET

FEBRUARY, 2007

COMPREHENSIVE PLAN AND ZONING MAP

	AGRICULTURAL	A-1
	RESIDENTIAL	R-1
	RESIDENTIAL	R-2
	COMMERCIAL	C-1
	INDUSTRIAL	M-1
	OPEN SPACE/PUBLIC FACILITIES	OS/PF

- ① CITY HALL
- ② CITY SHOP
- ③ SCHOOL
- ④ CITY PARK
- ⑤ DEPOT
- ⑥ AIRPORT
- ⑦ FIRE HALL



CITY OF WASCO COMPREHENSIVE PLAN UPDATE

W.C. #8667
TENNESON ENGINEERING CORP.
408 LINCOLN STREET
THE DALLES, OREGON 97128
PH. 541-896-8117 FAX 541-896-8687
WASCO22.dwg