



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: November 13, 2015

Jurisdiction: City of Moro

Local file no.: 001-15

DLCD file no.: 001-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 11/13/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A 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).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
File No.: 001-15 {23998}
Received: 11/13/2015

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Moro

Local file no.: **001-15**

Date of adoption: 10-6-2015

Date sent: 11/13/2015

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 9/1/2015

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Rene' Moore

Phone: 541-565-3535

E-mail: moro@embarqmail.com

Street address: 104 1 Street

City: Moro

Zip: 97039-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

The City approved to repeal the existing 2003 TSP and adopt the updated 2015 Transportation System Plan by reference into the Comprehensive Plan.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- | | | | |
|-------------|----|--------|--|
| Change from | to | acres. | A goal exception was required for this |
| change. | | | |
| Change from | to | acres. | A goal exception was required for this |
| change. | | | |
| Change from | to | acres. | A goal exception was required for this |
| change. | | | |
| Change from | to | acres. | A goal exception was required for this change. |

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

The City has modified its Subdivision Ordinance to reference new Street Design Standards. The City will also revise its Zoning Ordinance to correct a requirement regarding future development. Copies of the approved ordinances are attached to this notice.

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: ODOT, Sherman County, Sherman County Road Department, DLCDC

Identify supplemental information that is included because it may be useful to inform DLCDC or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

ORDINANCE NO. 260
CITY OF MORO, OREGON

**AN ORDINANCE AMENDING THE CITY'S ZONING ORDINANCE, ORDINANCE #241, AS
AMENDED BY ORDINANCE #250, TO IMPLEMENT THE
2015 TRANSPORTATION PLAN, AND ESTABLISH UPDATED STREET DESIGN
STANDARDS FOR ROADS AND STREETS IN THE CITY AND DECLARING AN
EMERGENCY**

WHEREAS, in late 2013 the County applied to the Oregon Department of Transportation for a grant to assist in updating the County's Transportation System Plan. The existing Plan at that time had been prepared in 2003 by ODOT Field Personnel and the County Planning and Economic Development Staff and was becoming outdated; and

WHEREAS, the Oregon Department of Transportation funded the project near the be of 2014 and began a selection process to select a qualified consultant to assist the County in preparing the updated Transportation System Plan; and

WHEREAS, Kittelson & Associates of Bend, Oregon, was selected and was given an official notice to proceed on December 19, 2014; and

WHEREAS, the scope of the work is to provide an updated Transportation System Plan which serves Sherman County and the four incorporated Cities of Moro, Wasco, Rufus and Grass Valley; and

WHEREAS, the consultants began work preparing the updated Transportation System Plan, and at regular intervals, provided the established Public Advisory Committee with a number of workshops to review the Plan material as it became available. There were three public workshops conducted beginning on March 18, 2015, the second on May 6, 2015, and the third on August 5, 2015; and

WHEREAS, the Department of Land Conservation and Development was notified of a Post Acknowledgment Plan Amendment on September 1, 2015; and

WHEREAS, the City Council conducted a public hearing on October 6, 2015, at the close of the public hearing, the City Council moved unanimously to amend the City's Zoning Ordinance to update the Street Design Standards for future street development in the City.

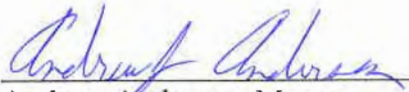
NOW, THEREFORE, the Common Council of the City of Moro hereby ordains:

The following Sections of the City's Zoning Ordinance are amended as follows:

Section 1: Section 4.9(1) is revised to read: For developments that are likely to generate more than 50 daily trips, the applicant shall provide adequate information, such as a traffic study or traffic counts, to demonstrate the level of impact on the surrounding road system.

EMERGENCY CLAUSE

Inasmuch as the safety, health, and welfare of the citizens of the City are impacted, it is important to have current plans in effect as quickly as possible. An emergency is deemed to exist and this ordinance shall begin full force and in effect upon approval by the City Council and signed by the Mayor.



Andrew Anderson, Mayor

ATTEST



Rene' Moore, City Administrator

ORDINANCE NO. 261
CITY OF MORO, OREGON

**AN ORDINANCE AMENDING THE CITY'S COMPREHENSIVE PLAN, ADOPTED BY
ORDINANCE 249-A, AT GOAL 12,
REPEALING AND DELETING THE REFERENCE TO
THE 2003 TRANSPORTATION SYSTEM PLAN AND ADOPTING BY REFERENCE
THE 2015 TRANSPORTATION PLAN,
AND DECLARING AN EMERGENCY**

WHEREAS, in late 2013 the County applied to the Oregon Department of Transportation for a grant to assist in updating the County's 2003 Transportation System Plan. The plan at that time had been prepared in 2003 by ODOT Field Personnel and County Planning and Economic Development Staff and was becoming outdated; and

WHEREAS, the Oregon Department of Transportation funded the project in the beginning of 2014 and began a selection process to select a qualified consultant to assist the County in preparing the updated Transportation System Plan; and

WHEREAS, Kittelson & Associates of Bend, Oregon, was selected and was given an official notice to proceed on December 19, 2014; and

WHEREAS, the scope of the work is to provide an updated Transportation System Plan which serves Sherman County and the four incorporated Cities of Moro, Wasco, Rufus and Grass Valley.

WHEREAS, the consultants began work preparing the updated Transportation System Plan and, at regular intervals, provided the established Public Advisory Committee with a number of workshops to

review and comment on the Plan material as it was available. There were three workshops conducted beginning on March 18, 2015, with the second on May 6, 2015, and the third on August 5, 2015.

WHEREAS, the Department of Land Conservation and Development was notified of a Post Acknowledgment Plan Amendment on September 1, 2015; and

WHEREAS, the Moro City Council conducted a public hearing on October 6, 2015, at the close of the public hearing, the City Council moved unanimously to repeal the reference to the 2003 Plan and adopt by reference, the 2015 Transportation System Plan in the Goal 12 section of the City's Comprehensive Plan

NOW, THEREFORE, the Common Council of the City of Moro hereby ordains:


SECTION 1. The 2003 Transportation System Plan, prepared by ODOT Field Personnel and County Staff, is hereby repealed and deleted from the County's Comprehensive Plan.

SECTION 2. The 2015 Transportation System Plan, attached as Exhibit 1, prepared by Kittelson & Associates, is hereby adopted as a stand-alone document serving as Goal 12 of the City's Comprehensive Plan. The 2015 Transportation System Plan Goals and Policies may be reprinted under Goal 12 of the City's Comprehensive Plan. The discussion on Pages 40-41 of the Comprehensive Plan is hereby amended to reference the 2015 Transportation System Plan update, copy attached as Exhibit 2.

SECTION 3. The Goals and Policies Section of the Comprehensive Plan, Goal VI, Policy VI (11) is amended to read: That roads or streets created in subdividing or land parceling shall be designed to tie into existing road systems and over all road design approved by the City Council. **The adopted Street Design Standards are shown in the 2015 Transportation System Plan.**

EMERGENCY CLAUSE

Inasmuch as the safety, health, and welfare of the citizens of the City are impacted, it is important to have current plans in effect as quickly as possible. An emergency is deemed to exist and this ordinance shall begin full force and in effect upon approval by the City Council and signed by the Mayor.



Andrew Anderson, Mayor

ATTEST


Rene Moore, City Administrator

Exhibit 2

TRANSPORTATION SYSTEM PLAN

In the year **2015**, the City of Moro and the other three incorporated cities of Sherman County, including Wasco, Grass Valley, and Rufus, and Sherman County, in cooperation with the Department of Land Conservation and Development and the Oregon Department of Transportation, through the Transportation Growth Management Program, developed a complete **updated** Transportation System Plan for the County and the four incorporated cities. The Transportation System Plan was prepared by **Kittelson & Associates, a well-known transportation engineering firm**, with a significant amount of input from interested citizens of the four communities and the County at large. The Plan is the **second** 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 **2015** Transportation System Plan replaces the transportation element of this Comprehensive Plan and **updates the 12** year-old information in this Plan. The Transportation **System** 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.