

# North Urban Renewal Plan

DRAFT



Adopted by the City of Boardman

Date

Ordinance No. \_\_\_\_\_

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

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## **I. DEFINITIONS**

“Agency” is the Boardman Urban Renewal Agency created under ORS 457.035 and 457.045.

“Area” means the properties and rights-of-way located within the North Urban Renewal Area.

“Blight” is defined in ORS 457.010(1)(a)(A-E) and identified in the ordinance adopting the North Urban Renewal Plan.

“City” means the City of Boardman, Oregon.

“City Council” or “Council” means the Boardman City Council.

“Comprehensive Plan” means the City of Boardman Comprehensive Plan and its implementing ordinances, policies, and standards.

“County” means Morrow County, Oregon.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within the North Urban Renewal Plan at the time of adoption. The county assessor certifies the assessed value after the adoption of the North Urban Renewal Plan.

“North Urban Renewal Plan” means a plan, as it exists or is changed or modified from time to time, as provided in ORS 457.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in the North Urban Renewal Plan, or portion thereof, over the assessed value specified in the certified statement.

“Maximum Indebtedness” means the maximum principal amount of indebtedness that may be incurred by a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal and tax increment financing.

“Plan” means the official plan for the North Urban Renewal Plan pursuant to ORS 457.

“Plan Area” means a blighted area included in the North Urban Renewal Plan under ORS 457.010.

“Planning Commission” means the Boardman Planning Commission.

“Project(s)” means any work or undertaking carried out under the North Urban Renewal Plan.

“Report Accompanying North Urban Renewal Plan” or “Report” means the official report that accompanies the North Urban Renewal Plan pursuant to ORS 457.087.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470 and refers to the funds that are associated with the division of taxes accomplished through the adoption of the North Urban Renewal Plan.

“Tax increment revenues” means the funds allocated by the assessor to the Boardman Urban Renewal Agency due to increases in assessed value over the frozen base within the area.

“Urban Renewal” means the statutory authority provided in ORS 457.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.010.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

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## II. INTRODUCTION

The North Urban Renewal Plan Area (Area) shown in Figure 1, consists of approximately 181 total acres, 145.55 acres of land in tax lots and 35.55 acres of public rights-of-way. The primary purpose of the North Urban Renewal Plan (Plan) is to address infrastructure deficiencies and provide economic development tools to promote future development.

It is anticipated that the Plan will take twenty years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing (TIF) for projects and programs) that may be issued for the Plan is twenty-seven million dollars (\$27,000,000).

Goals and objectives are intended to guide tax increment financing (TIF) investment in the Area over the life of the Plan. The project category descriptions and list of projects are intended to aid future decision makers when considering how best to expend funds generated by TIF.

The Plan is to be administered by the Boardman Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VI. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. Statutory References. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

**Table 1. Statutory References**

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V
ORS 457.085(2)(b)	V
ORS 457.085(2)(c)	XII
ORS 457.085(2)(d)	XI
ORS 457.085(2)(e)	XI
ORS 457.085(2)(f)	VIII
ORS 457.085(2)(g)	VII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VI
ORS 457.085(2)(j)	Not applicable

1.



## **A. Urban Renewal Overview**

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenue, the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established, are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

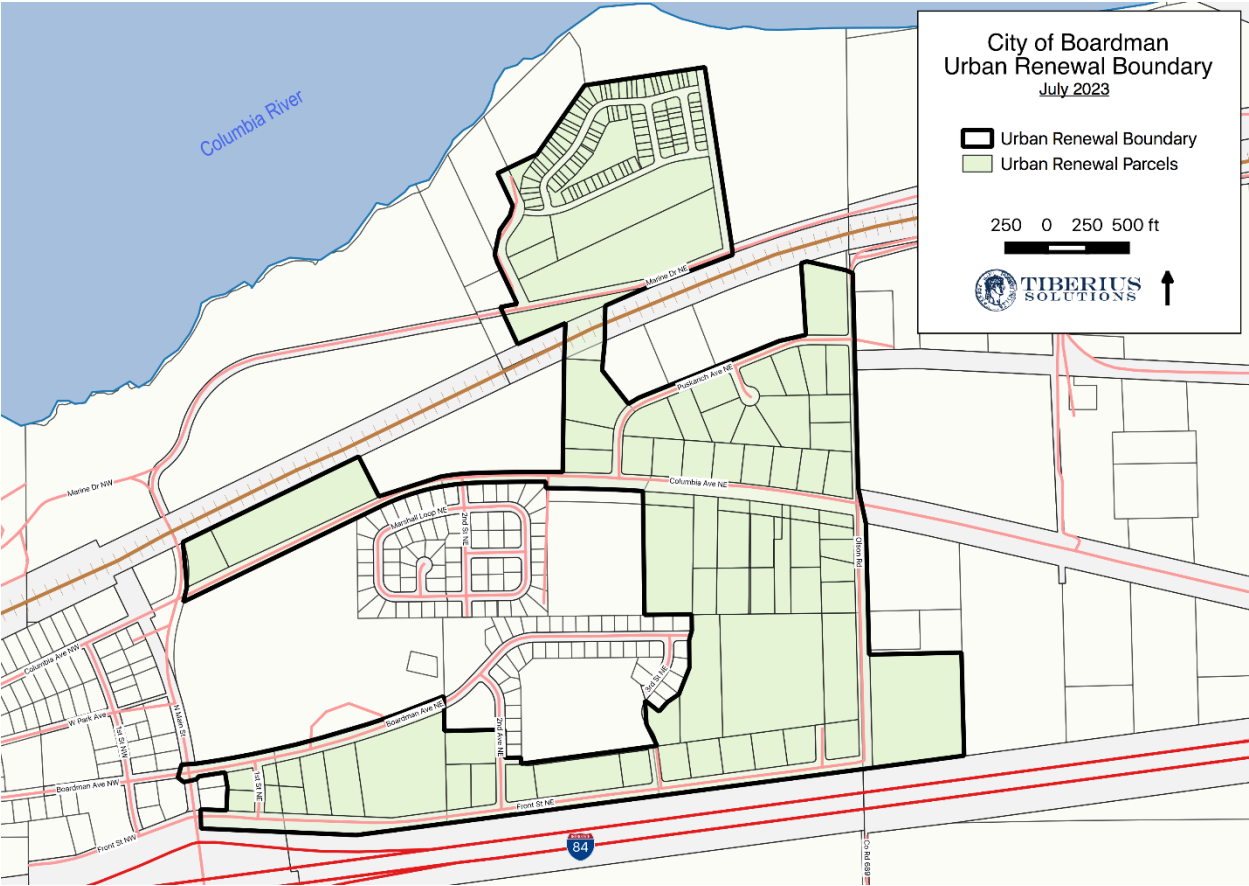
The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The North Urban Renewal Area meets the definition of blight due to the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying North Urban Renewal Report (Report).

## **B. Report Accompanying the Plan**

The Report provides the analysis and contains the information required to meet the standards of ORS 457.087, including financial feasibility. These requirements include:

- A description of the physical, social, and economic conditions in the Area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

Figure 1. Boundary



Source: City of Boardman

### III. MAXIMUM INDEBTEDNESS

Maximum Indebtedness ("MI") is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is twenty-seven million dollars (\$27,000,000). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

### IV. PLAN GOALS

The goals were developed in consultation with the city staff. The tax increment projects identified in Sections V and VI of the Plan are the specific means of implementing the goals. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

Goal 1: Eliminate blight in the Area by upgrading inadequate infrastructure.

Objective 1: Provide funding for the construction of infrastructure improvements supporting development and redevelopment within the Area.

Goal 2: Facilitate economic development and job creation through the provision of adequate infrastructure and development incentives in the Area.

Objective 1: Provide funding for the construction of infrastructure improvements supporting development and redevelopment within the Area.

Objective 2: Provide economic development incentives to facilitate development of parcels in the Area.

Goal 3: Provide resources to adequately administer the North Urban Renewal Plan.

Objective 1: Administer the Plan including the projects, financial accounting, budgeting and reporting as required by State Statute.

**Table 2. Relationship of Projects to Goals**

<b>Project Category</b>	<b>Goals</b>
Infrastructure Improvements	1,2
Economic Development Incentives	1,2
Administration	1,2,3

### V. PROJECTS

The projects to be undertaken in the Area are infrastructure upgrades and economic development incentives. Although specific numbers (i.e. 1,059 linear feet) have been used in the

project description, those numbers are not absolute and may be changed as the project is undertaken in the future.

## **A. Infrastructure Improvements**

### **1. NE Boardman Avenue to Olson Road**

This project includes approximately 1,059 linear feet (LF) of new road that will stretch from NE Boardman Avenue to Olson Road. The project will include installation 2,118 LF of concrete curb and gutter, 1,412 square yards (SY) of concrete sidewalk, 1,059 LF of new 8-inch sewer line, new curb ramps, and all other work required to finish the project.

### **2. NE Front Street Improvements**

This project will improve NE Front Street from N Main Street to Olson Road. This stretch of road is a little over 4,000 LF and will include full width and length asphalt overlay, approximately 5,513 SY of new concrete sidewalk, over 8,270 LF of new curb and gutter, 4,135 LF of new 8-inch water line, new driveway approaches, new curb ramps, and all other work required to finish the project.

### **3. Alley from 2nd Avenue NE to 3d Street NE**

This project consists of building an alley from 2nd Avenue NE to 3rd Street NE. This stretch of road will be approximately 938 LF and will include approximately 439 tons of asphalt concrete pavement mixture, base rock, a new cement concrete driveway, and all other work required to finish the project.

### **4. 2nd Avenue NE to Columbia Avenue NE**

Approximately 379 LF of new road will be installed to complete the connection between Front Street NE and Columbia Avenue NE. This project will require approximately 266 tons of asphalt concrete pavement mixture, 758 LF of concrete curb and gutter, 505 SY of concrete sidewalk, 488 LF of new 8-inch sewer line, and all other work required to finish the project.

### **5. Columbia Avenue NE to Boardman Avenue NE**

This includes approximately 977 LF of new roadway between Columbia Avenue NE and Boardman Avenue NE. The project will include approximately 686 tons of asphalt concrete pavement mixture, 1,954 LF of new concrete curb and gutter, 1,303 SY of concrete sidewalk, 977 LF of new 8-inch sewer line, curb ramps, and all other work required to finish the project.

## **6. Main Street Intersection Improvements**

Intersection improvements include new traffic signals, roadwork, sidewalk work, striping and signage, and all other work required for the improvements.

## **7. Provide other transportation improvements as necessary.**

## **B. Economic Development Incentives**

### **1. Provide economic development incentives to facilitate development in the Area.**

These include, but are not limited to:

- City owned property.
- Cemetery owned property.
- Encourage development of a new hotel.

## **C. Administration**

### **1. Financing fees and any long-term borrowing costs.**

### **2. General administration including annual reporting, financial statements and administration of the Plan.**

## **VI. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### **A. Substantial Amendments**

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Boardman, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

- (1) Add land to the North Urban Renewal Plan boundary except for an addition of land that totals not more than a cumulative 1% of the area of the North Urban Renewal Plan boundary; or
- (2) Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

### **B. Minor Amendments**

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

### **C. Amendments to the Boardman Comprehensive Plan and/or Boardman Development Code**

Amendments to the Boardman Comprehensive Plan ("Comprehensive Plan") including the Transportation Systems Plan and/or Boardman Development Code that affect the Plan and/or the Plan Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated by either staff or the consultant as part of the substantial amendment process.

## **VII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired, it will be identified in the Plan through a Minor Amendment, as described in Section VI. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

### **A. Property acquisition for public improvements**

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to the institution of eminent domain procedures.

### **B. Property acquisition from willing sellers**

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

### **C. Land disposition**

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

## **VIII. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

## **IX. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on debt. In this Plan, the debt is anticipated to be a contractual obligation to provide developer incentives and agreement to reimburse the Agency for preparation of and administration of the Plan.

Tax increment revenues equal the annual permanent rate property taxes imposed on the cumulative increase in assessed value within the North Urban Renewal Plan over the total assessed value at the time the North Urban Renewal Plan is adopted. Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.

### **A. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, State or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the planning and implementation of this Plan, including preparation of the Plan.

### **B. Tax Increment Financing**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Plan Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

## **X. ANNUAL REPORT**

The Agency shall file Annual Reports in compliance with ORS 457.460.



## **XI. RELATIONSHIP TO LOCAL OBJECTIVES**

The numbering of the policies within this section reflects the numbering that occurs in the original document. There is no set standard for the findings in an urban renewal plan. In analyzing the findings, the projects and the resulting development have been compared to the Boardman Comprehensive Plan.

### **A. Boardman Comprehensive Plan**

#### **CHAPTER 1: CITIZEN INVOLVEMENT**

##### **GOAL I: CITIZEN INVOLVEMENT POLICIES**

The City has adopted several development review procedures requiring citizen involvement, including notification to property owners and notice to public agencies. In addition, the Comprehensive Plan has specific policies relating to citizen involvement. These are as follows:

4. The Planning Commission is officially designated as the Citizen Involvement Committee.

**Finding:** The Agency met to review the draft Plan, the Planning Commission reviewed the Plan for conformance to the Comprehensive Plan. The Planning Commission is the officially designated Citizen Involvement Committee.

#### **CHAPTER 2: LAND USE PLANNING**

##### **GOAL II: LAND USE PLANNING POLICIES**

2. The City encourages the development of infill and redevelopment of existing land in order to balance the need to expand the Urban Growth Boundary (UGB).
3. The City has adopted the City of Boardman Development Code, a unified zoning and subdivision land use code to facilitate the development process and implement the land use goals of the City as outlined in the Comprehensive Plan.
8. The City will continue to work with the Port of Morrow to encourage development of industrial lands within the Urban Growth Boundary.

**Finding:** The Plan is proposing funding for the installation of a transportation network and the provision of development incentives that will help facilitate development of land within the Area, which is inside of the city limits. The City will continue to work with the Port of Morrow.

#### **CHAPTER 6 AIR, WATER AND LAND RESOURCES QUALITY**

##### **GOAL 6: AIR, WATER AND LAND RESOURCE POLICIES**

1. The city will require all development to comply with city, county, state, and federal environmental rules, regulations and standards.
2. Preserve manmade and natural environments and resources and encourage wise management and proper development techniques.

**Finding:** All development will be required to comply with Chapter 6 of the Comprehensive Plan regarding air, water and land resources quality.

#### **CHAPTER 9 ECONOMIC NEEDS**

## **Goal 9: ECONOMIC POLICIES**

1. Advance the position of Boardman as a regional center for industry, power generation, commerce, recreation, and culture.
2. Encourage tourist commercial activity near Interstate 84.
3. Allow for the creation of industrial park development with adequate off-street parking, landscaping, and site screening.
4. Promote cooperation among the city, the Port of Morrow, and other interested parties to facilitate the most effective uses of public facilities serving the planning area

**Finding:** The Plan is proposing funding for the installation of an improved transportation network that will serve the commercial development in the Area and will facilitate increased development within the Area by providing access to parcels that have been underdeveloped and undeveloped. The Plan also proposes funding to provide the ability to provide economic development incentives will help foster new economic development in the Area.

## **CHAPTER 10 HOUSING**

### **Goal 10: Housing Policies**

1. The City shall provide a variety of living environments to meet regional housing needs for those of different family size and income.
3. Encourage new development concepts to meet changing housing demands and to provide self-contained recreation facilities.
4. Locate high-density multiple-family developments in areas to offer a buffer between single-family residential and commercial or industrial uses, close to schools and shopping, and with quick access to arterial streets.
8. The City shall promote where possible, the evolution of safe and aesthetically pleasing residential neighborhoods that are efficiently integrated with business and commercial property, schools, parks, public facilities and other urban development.
9. The City shall give consideration to development of alternative residential construction both in form and layout for such reasons as aesthetics, energy conservation, reduced development costs and provision of open space.
11. The City shall encourage residential development within city limits in areas which are appropriate for urban development.

**Finding:** The Plan is proposing funding for the installation of an improved transportation network and provision of economic development incentives for the Area. Any new commercial development that occurs as a result of the transportation improvements and the provision of incentives will help serve the new residential units and promote the construction of new units within the Area promoting a safe, aesthetically pleasing residential neighborhood.

## **CHAPTER 11 PUBLIC FACILITIES**

### **GOAL XI: PUBLIC FACILITIES POLICIES**

2. To minimize the cost of providing public services and infrastructure, the City shall discourage inefficient development without adequate public services and promote efficient use of urban and urbanizable land within the City's urban growth boundary, including requiring all urban development to be served by full urban services.
3. The City shall support development that is compatible with the City's ability to provide adequate public facilities and services.

6. The City shall prioritize development of land serviced by utilities and require the extension of water, sewer and storm drainage facilities for all urban level development within the UGB.
11. The City shall establish and maintain a range of funding mechanisms for building new water, sewer, storm drainage and transportation infrastructure and maintaining existing infrastructure.
15. The City shall maintain an eight (8) year supply of commercial and industrial land that is serviceable by water, sewer, storm drainage and transportation infrastructure.

**Finding:** The provision of a new funding mechanism through the urban renewal plan will facilitate the installation of an adequate transportation network and associated utility improvements in the Area. The Plan will also provide the ability to facilitate development which will allow for the use of land that is undeveloped and underdeveloped, but within the city limits. These activities funded through the urban renewal plan will also help the city maintain an 8 year supply of commercial and industrial land that is served by water, sewer, storm drainage and transportation infrastructure.

## **CHAPTER 12 TRANSPORTATION**

### **GOAL 12: TRANSPORTATION POLICIES**

4. The City of Boardman will plan and develop a network of streets, accessways and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.

**Finding:** An improved transportation network within the Area will provide increased safety in the transportation network and for ease of travel and travel methods for all modes of transportation, including pedestrians and bicyclists.

### **B. Boardman Transportation System Plan**

#### **Goal 1**

Promote a balanced, safe, and efficient transportation system.

#### *Objectives*

1. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.
2. Protect the qualities of neighborhoods and the community.
3. Provide for adequate street capacity and optimum efficiency.
4. Promote adequate transportation

## Goal 2

Ensure the adequacy of the roadway network in terms of function, capacity, level of service, and safety.

3. Identify existing and potential future capacity constraints and develop strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.

4. Evaluate the need for modifications to and/or the addition of traffic control devices.

7. Identify existing and potential future safety concerns as well as strategies to address those concerns.

## Goal 3

Promote alternative modes of transportation.

### *Objectives*

1. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the study area.

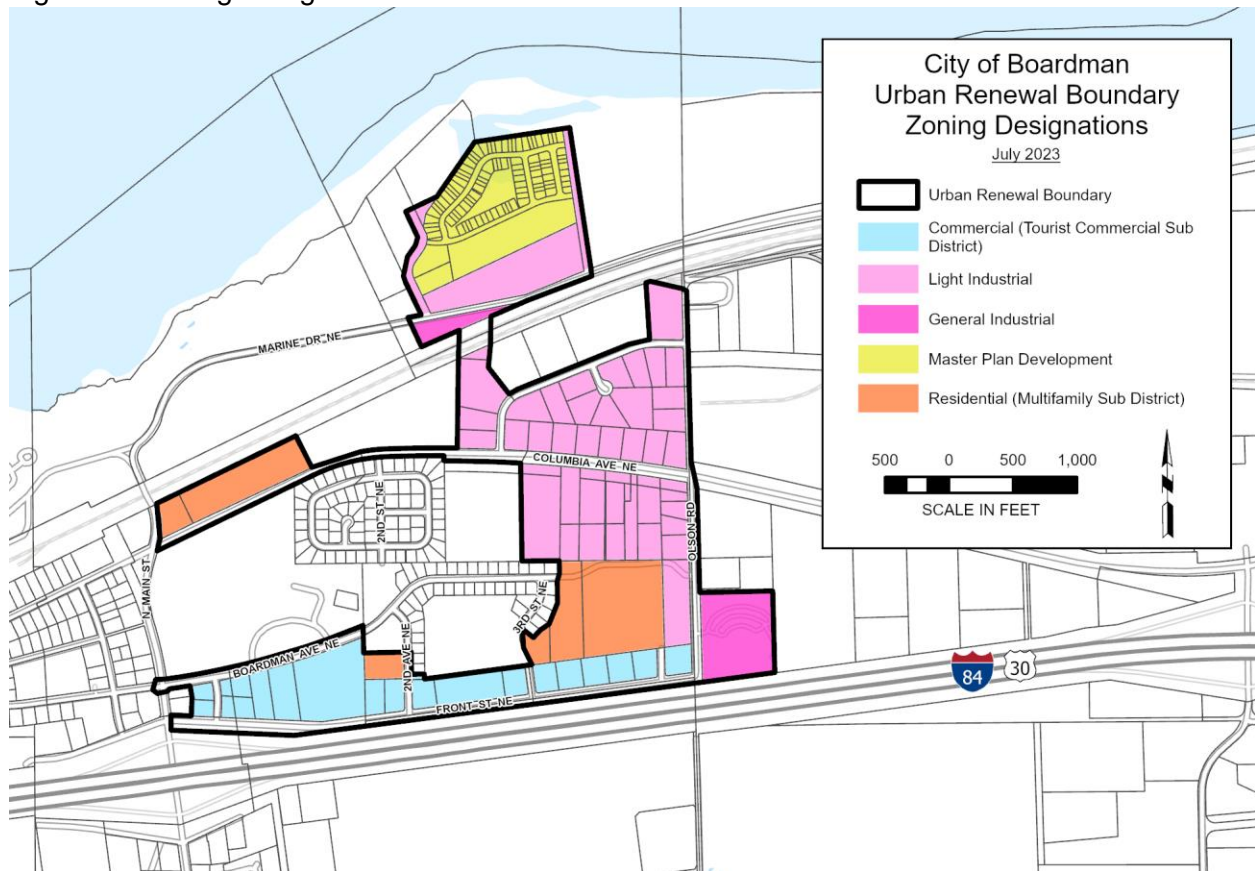
## Goal 4

Identify and prioritize transportation improvement needs in the City of Boardman, and identify a set of reliable funding sources that can be applied to these improvements.

1. Evaluate new innovative funding sources for transportation improvements.

**Finding:** The Plan will provide funding for an improved transportation network within the Area which will provide increased safety in the transportation network and for ease of travel and travel methods for all modes of transportation, including pedestrians and bicyclists. The provision of a connected transportation network will eliminate blight, facilitate economic development and job creation, and provide better infrastructure for the community.

Figure 2 - Zoning Designations



Source: anderson perry

## **C. City of Boardman Development Code**

Chapter 2 of the City of Boardman Development Code covers Land Use Districts including the zoning in the Area. The properties to be included in the Area have zoning designations of Commercial: Tourist Commercial Sub-district, Residential: Multi-Family Housing Sub-district and Light Industrial, General Industrial, Master Planned Community and Public/Open Space.

### **Residential**

#### **2.1.100 Purpose**

The Residential District is intended to promote the livability, stability and improvement of the City of Boardman's neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles:

- Make efficient use of land and public services, and implement the Comprehensive Plan, by providing minimum lot areas.
- Accommodate a range of housing needs, including owner-occupied and rental housing.
- Provide for compatible building and site design at an appropriate neighborhood scale.
- Reduce reliance on the automobile for neighborhood travel and provide options for walking and bicycling. Provide direct and convenient access to schools, parks and neighborhood services.

#### **2.1.400 - Multi-Family Sub District (MF)**

**A. Purpose/Intent Statement.** The Multi Family Sub District is designed to provide land for larger multiple family housing developments. Multi-Family Housing is housing that provides 4 or more dwellings on an individual lot (e.g., multi-plexes, apartments, condominiums, etc.). New multi-family developments shall comply with all of the following standards.

### **Commercial**

#### **2.2.100 Purpose**

The primary purpose of the Commercial District is to create standards that allow for a variety of commercial uses in the Commercial areas of the City of Boardman. This Chapter also creates three Sub Districts---Tourist Commercial, City Center and Service Center. The Tourist Commercial Sub District provides additional standards for the areas of the City adjacent to Interstate 84. The Service Center Sub District provides standards for commercial and light industrial uses located west of the City. The City Center Sub District provides additional standards to create a concentrated and centralized commercial center to serve as the "heart" of the community. The City Center Sub District is created as an optional Sub District that may apply to certain geographic areas within the Commercial District. This geographic area has been designated to form the "center" of Boardman's commercial activities. This chapter provides standards for the orderly creation and expansion of the Commercial District by adherence to the following principles:

- Effective and efficient use of land and urban services;
- Direct commercial and retail development to a concentrated and localized area;

- Provide a mix of uses which provides a destination within the community and encourages walking over driving;
- Create connection with the balance of the community by directing connected transportation routes to commercial areas of the city;
- Provide for additional service employment opportunities.

### **2.2.180 Tourist Commercial Sub District**

**A. Purpose.** The purpose of the Tourist Commercial Sub District is to accommodate development of commercial facilities catering to the traveling public at the I-84 interchange. Retail services shall be limited to that necessary to serve travelers, in order to avoid competition with the Commercial District; Service Center Sub District and City Center Sub District businesses. The base standards of the Commercial District apply, except as modified by the standards of this Sub District.

## **General Industrial**

### **2.3.100 Purpose**

The General Industrial District accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

- Provide for efficient use of land and public services;
- Provide transportation options for employees and customers;
- Locate business services close to major employment centers;
- Ensure compatibility between industrial uses and nearby commercial and residential areas;
- Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

## **Light Industrial**

### **2.4.100 Purpose**

The Light Industrial District accommodates a range of light manufacturing, industrial-office uses, automobile-oriented commercial uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in downtown or main street areas. The district's standards are based on the following principles:

- Ensure efficient use of land and public services.
- Provide a balance between jobs and housing, and encourage mixed-use development.
- Provide transportation options for employees and customers.
- Provide business services close to major employment centers.
- Ensure compatibility between industrial uses and nearby residential areas.
- Provide appropriately zoned land with a range of parcel sizes for industry.
- Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.

## **Master Planned Developments**

### **4.5.100 Purpose**

The purposes of this Section are to:

1. Implement the Development standards of Chapter 2 by providing a means for planned developments;
2. Encourage innovative planning that results in more mixed use development, improved protection of open spaces, and transportation options and site phasing of development;
3. Encourage developments that recognize the relationship between buildings, their use, open space, and transportation options, providing varied opportunities for innovative and diversified employment environments;
4. Facilitate the efficient use of land;
5. Promote an economic arrangement of land use, buildings, circulation systems, open space, and utilities;
6. Preserve to the greatest extent possible the existing landscape features and amenities, that may not otherwise be protected through conventional development;
7. Encourage energy conservation and improved air and water quality and;
8. Assist the City in planning infrastructure improvements.

**Overall Finding:** The potential development in the Plan including the land uses, maximum densities and building requirements will conform to the Boardman Development Code. The Plan makes no changes to any zoning code.

## **XII. LEGAL DESCRIPTION**

This will be inserted prior to any final adoption of this Plan.