



SPECIAL PLANNING COMMISSION MEETING

July 30, 2026 at 6:00 PM

Boardman City Hall Council Chambers

AGENDA

1. CALL TO ORDER

2. FLAG SALUTE

3. ROLL CALL

4. WELCOME BCP/BDC PAC MEMBERS

5. APPROVAL OF MINUTES

A. Planning Commission Meeting June 18, 2026

6. WORKSHOP

A. Workshop - Comprehensive Plan & Development Code Update

7. DISCUSSION ITEMS

A. Planning Official Update

8. PUBLIC COMMENT

INVITATION FOR PUBLIC COMMENT – The commission chair will announce that any interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The commission chair may limit comments to 3 minutes per person for a total of 30 minutes. Please complete a request to speak card prior to the meeting. Speakers may not yield their time to others.

A. Public Comment

9. COMMISSION COMMENTS

10. ADJOURNMENT

Zoom Meeting Link: <https://us02web.zoom.us/j/2860039400?omn=89202237716>

This meeting is being conducted with public access in-person and virtually in accordance with Oregon Public Meeting Law. If remote access to this meeting experiences technical difficulties or is disconnected and there continues to be a quorum of the council present, the meeting will continue.

The meeting location is accessible to persons with disabilities. Upon request of an individual who is deaf or hard of hearing, accommodations such as sign language or equipment for the hearing impaired must be requested at least 48 hours prior to the meeting. To make your request, please contact the City Clerk at 541-481-9252 (voice), or by e-mail at city.clerk@cityofboardman.com.



PLANNING COMMISSION MEETING

June 18, 2026 at 6:00 PM

Boardman City Hall Council Chambers

MINUTES

1. CALL TO ORDER

Commission Chair Barresse called the meeting to order at 6:00 PM

2. FLAG SALUTE

3. ROLL CALL

Commissioners Present: Commissioner Jolene Stensland
Commissioner Mike Connell, Commissioner Ragna TenEyck
Commission Chair Zack Barresse, Commissioner David Jones

Commissioners Absent: Commissioner Rod Taylor (Excused), Commission Vice Chair Sam Irons (Excused)

4. APPROVAL OF MINUTES

A. Planning Commission Meeting May 21, 2026

Move to approve the minutes of May 21, 2026

Motion made by Commissioner Connell, Seconded by Commissioner Stensland.

Voting Yea: Commissioner Stensland, Commissioner Connell, Commissioner TenEyck,
Commission Chair Barresse, Commissioner Jones

Timestamp: 1:09

5. PUBLIC HEARINGS

A. CONTINUED - RVW26-000024: AKS Engineering & Forestry LLC, applicant, Paul Walton & Joseph Timothy Walton, owner. Property is described as tax lots 1600 and 1601 of Assessor's Map 4N 25E 17AD and is zoned Residential Multifamily Sub District. The request is to approve a 240-apartment complex, along with amenity buildings and associated vehicle and bicycle parking, pedestrian facilities, landscaping, and open space. Criteria are found in the Boardman Development Code (BDC) Chapter 2.1 Residential District Section 2.1.400 Multi-Family and is being processed as a Type III decision.

Commissioner Chair Barresse opened the public hearing at 6:02 PM

Motion to add the attachments to the supplemental findings.

Motion made by Commissioner Stensland, Seconded by Commissioner TenEyck.

Voting Yea: Commissioner Stensland, Commissioner Connell, Commissioner TenEyck,
Commission Chair Barresse, Commissioner Jones

Motion to approve Site Design Review RVW26-000024 as presented.

Motion made by Commissioner Connell, Seconded by Commissioner TenEyck.

Voting Yea: Commissioner Stensland, Commissioner Connell, Commissioner TenEyck,
Commission Chair Barresse, Commissioner Jones

Commission Chair Barresse closed the public hearing at 6:50 PM.

Timestamp - 1:50

6. DISCUSSION ITEMS

A. Planning Official Update

Planning Official Carla McLane gave her staff report

Timestamp - 56:17

7. PUBLIC COMMENT

There was none.

8. COMMISSION COMMENTS

There was none.

9. ADJOURNMENT

Commission Chair Barresse adjourned the meeting at 7:47

Zack Barresse, Commission Chair

Planning Department

AGENDA

1. Welcome and Recap (10 min)

- a. Agenda Overview
- b. Project Recap and Timeline

2. Revised Future Land Use Map (20 min)

- a. Summary of Engagement and Feedback
- b. Overview of Map Changes

3. Draft Comprehensive Plan Goals & Policies (50 min)

- a. Overview of Chapters and Broad Policy Direction
- b. Key Policy Considerations and Discussion
 - *How should the West Glen neighborhood be designated in the Future Land Use Map?*
 - *Should the City provide water service outside city limits for public health reasons, even where full annexation and urban infrastructure are not yet in place?*
 - *Is the City on the right track in terms of UGB management and designating Urban Reserves?*

4. Draft Zoning Map and Zoning Amendments (30 min)

- a. Overview of Proposed Zone Structure for Comp Plan Implementation (Zones, Uses, and Standards)
- b. Key Policy Considerations and Discussions

5. Next Steps (10 min)

- a. Upcoming Milestones
- b. Adoption Timeline

Boardman Comprehensive Plan and Development Code Update

Engagement Phase 3 Summary
May 2026



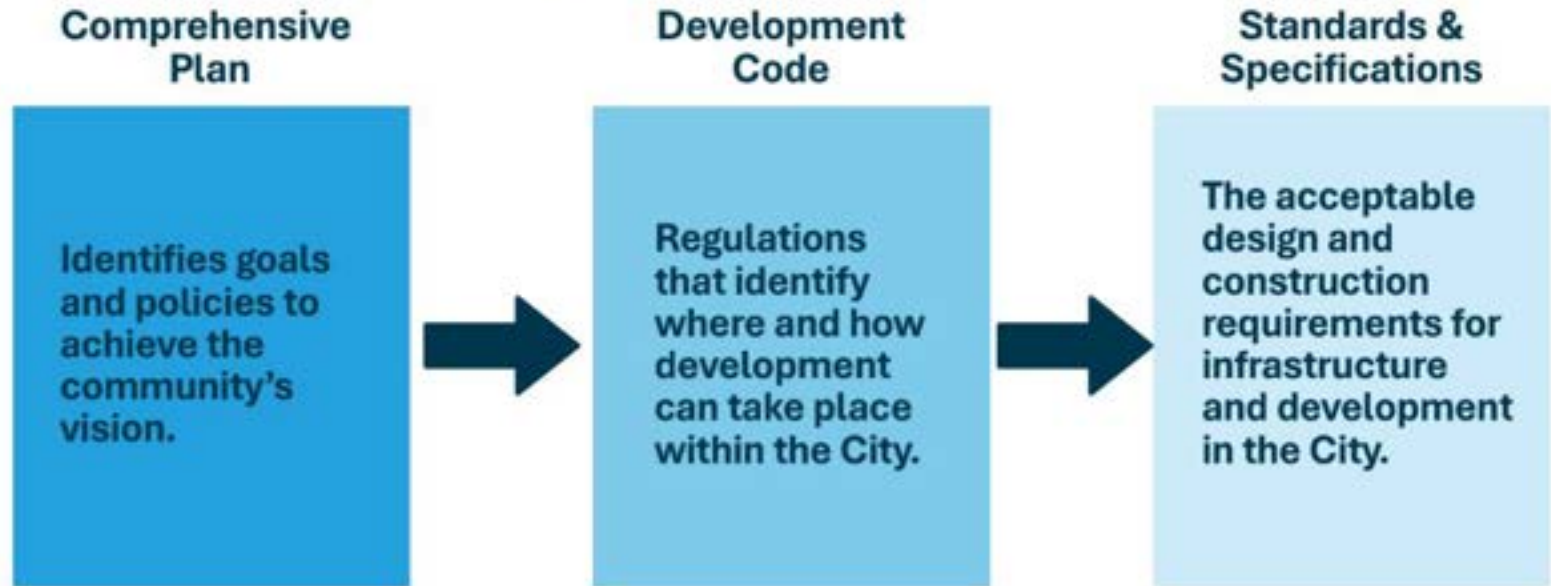
Content

- 01 Background**
- 02 Engagement Activity & Feedback**
- 03 Appendix**

01

Background

Comprehensive Plans provide policy direction for the City's regulations and standards



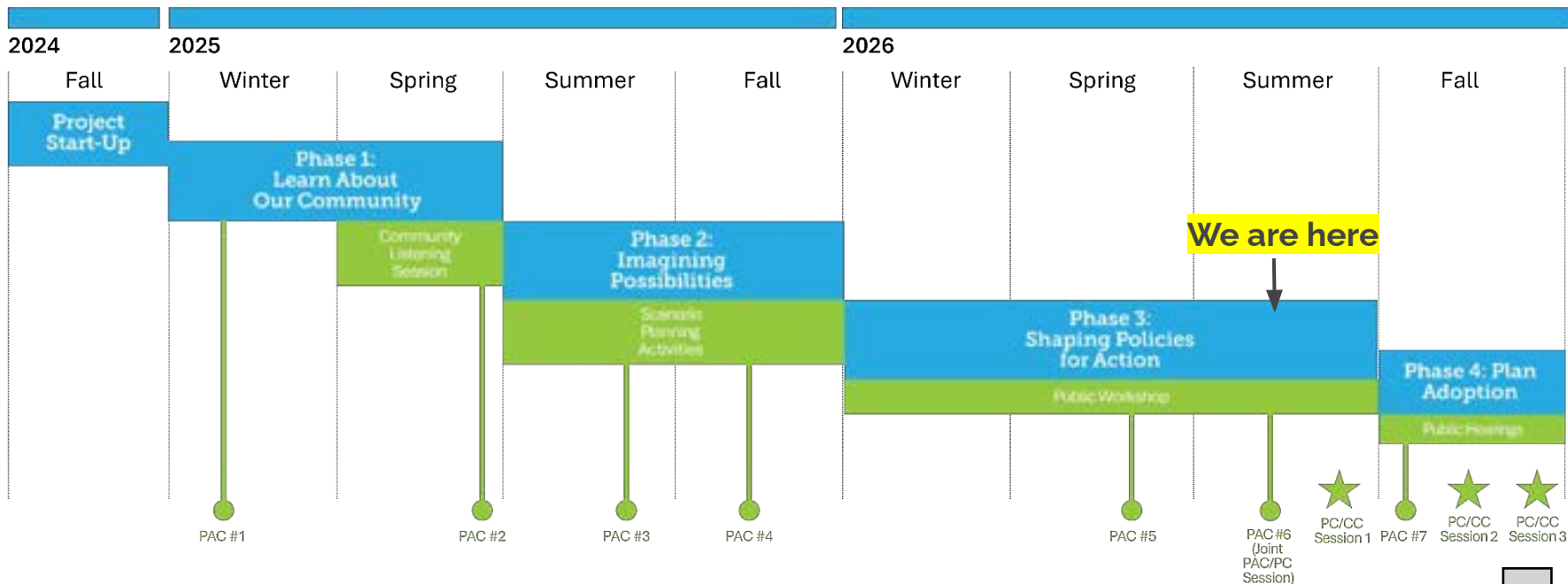
UPDATED APRIL 2026

Comprehensive Plan Update

Project Timeline



Public Involvement Event Public Advisory Committee Meeting ★ Planning Commission/City Council Session



Community Vision

*Discussed
in PAC
meetings 2
and 3*

In 20 years:

*Boardman is a **community rooted in connection**—to each other, to opportunity, and to the **land and river** that define our place.*

*Looking ahead, we envision a city that grows sustainably while expanding **access to housing, jobs, services, and public facilities** to support people through all stages of life.*

Our future includes safe, walkable, and bike-friendly streets and public spaces, strong ties to the Columbia River, and a commitment to honoring local heritage.

*This plan will guide Boardman's evolution as a place where families and people of all ages can thrive, careers can grow over a lifetime, and every member of the community feels a **lasting sense of belonging**.*

Translating Boardman's Heart and Vision on the Ground: A Draft Future Land Use Map

- The draft Future Land Use Map translates the community's vision and priorities into a spatial growth strategy for Boardman.
- The map is informed by community input and analysis of past, present, and future conditions.
- It balances the qualities that make Boardman feel like home, including neighborhoods, gathering places, and community life, with the jobs and industry that support the local economy.

02

Engagement Activity & Feedback

Engagement Phase 3: Participation Overview

In May 2026, City staff and the consultant team partnered to host an open house in Boardman where they presented a draft future land use map and asked the community for feedback.

Actualización del Plan de Crecimiento de Boardman

Acompáñenos a la Jornada de Puertas Abiertas

Boardman está creciendo y la ciudad tiene que actualizar el documento que regula cómo y dónde se harán las construcciones en el futuro. Le invitamos a este evento para compartir sus ideas sobre cómo y dónde debe crecer Boardman.

Mayo 19, 2026
5:00 - 7:00 PM

Riverfront Center
2 Marine Dr NE
Boardman, OR 97818



Escanee el código QR para más información de proyecto

Al final del evento podrá participar en la rifa de 5 tarjetas de regalo VISA con valor de \$25 cada una.

Para más información, contacte a:
Caita McLane, Planning Director
mcclanec@cityofboardman.com



Boardman Comprehensive Plan Update

Join us for an Open House!

Boardman is growing and we need your input!

Join us to share your ideas and help guide the update to the City's Comprehensive Plan.

May 19, 2026
5:00 - 7:00 PM

Riverfront Center
2 Marine Dr NE
Boardman, OR 97818



Scan the QR code to learn more about the project!

Stick around until the end of the event for a chance to win one of five \$25 Visa gift cards in our raffle!

For more information, contact:
Caita McLane, Planning Director
mcclanec@cityofboardman.com



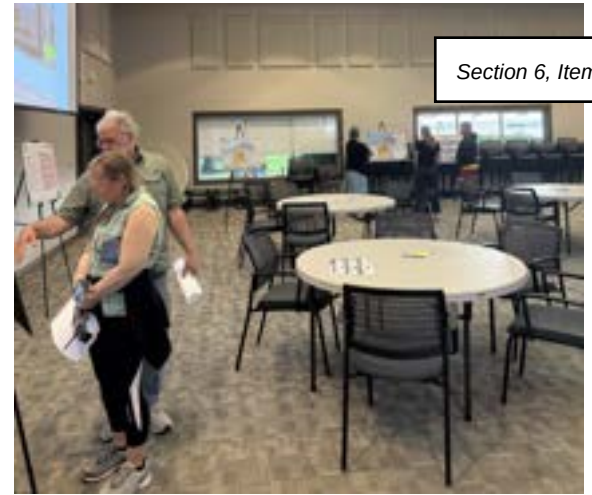
Engagement Phase 3: Participation Overview

About 20 community members took part in the open house and 28 community members responded to the online survey.

- **In person open house:** Port of Morrow Riverfront Center from 5-7pm
- **Online activities:** Community survey available in English and Spanish.

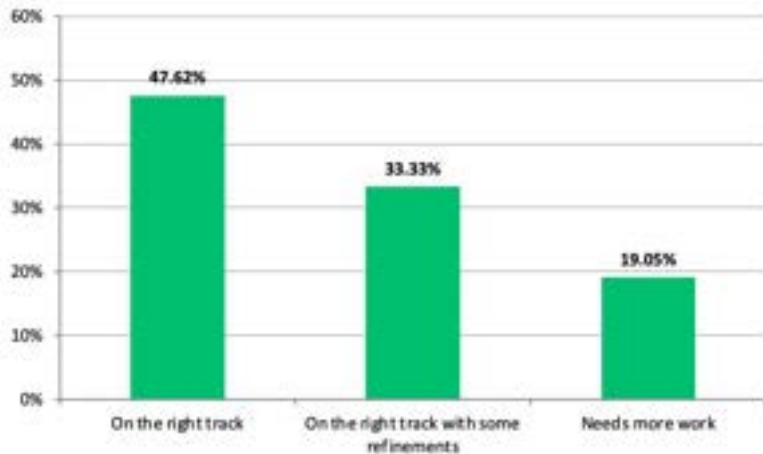
Engagement Phase 3: Open House Feedback

- Support for the draft future land uses and locations, with some refinements
- Desire for more retail, services, and small business spaces
- More mixed-use neighborhoods with neighborhood character and trees
- Providing recreational spaces with walking and biking trails
- Streetscapes that accommodate all modes of transportation comfortably

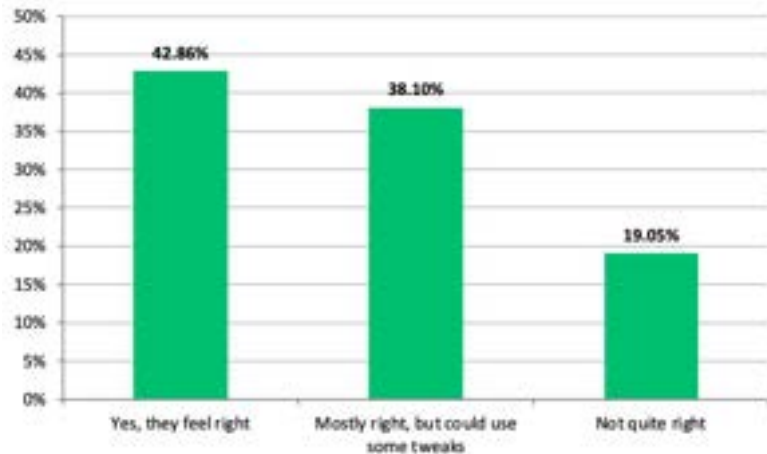


Engagement Phase 3: Online Survey

How well do these draft future land uses reflect the community vision?



Do these locations feel like the right fit for each future land use designation?



Engagement Phase 3: Online Survey Summary

- Support for the draft future land use locations, with some refinements
- Support for the future land uses capturing the desired mix of uses and characters
- More parks, playgrounds, and community-oriented spaces
- Desire for a more community center feel
- Diversity of commercial development with emphasis on local, small businesses
- Walkability of a new downtown area
- Beautification of Boardman
- Shaded areas, trees, vegetation
- An amphitheater, arts, markets, or other things to do outside of work
- Tourism opportunities and places for people driving through to stop by

03

Appendix

Engagement Phase 3: Online Survey

Online Survey English and Spanish

- Completed responses: 28

Translating Boardman's Heart and Vision on the Ground: A Draft Future Land Use Map

To understand how the community's vision for Boardman shows up on the ground, and where its "heart" lives, a draft future land use map translates community priorities into a spatial plan, informed by an analysis of existing and future conditions. It's designed to balance what makes Boardman feel like home, like its neighborhoods, gathering places, and community life, with the jobs and industry that keep the city thriving. The map outlines six different types of places that could shape how Boardman grows in the future, from neighborhoods and mixed-use areas to job centers and open spaces:

- Neighborhood Character
- Urban Character
- Community Character
- Employment Center
- Industrial Center
- Parks and Open Space

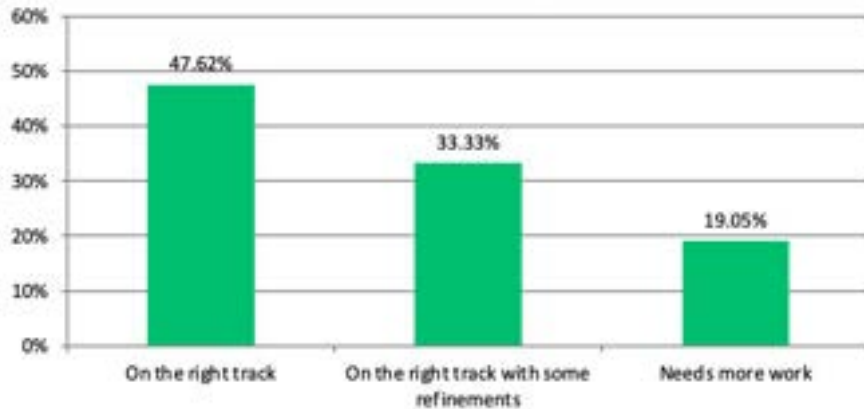
Take a look below to explore what each of these future land use designations could look like, and share your thoughts!



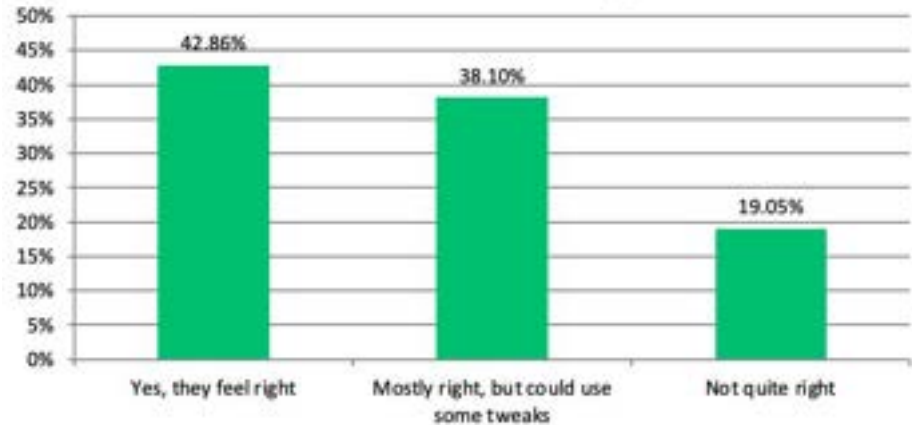
Engagement Phase 3: Survey Results

Online Survey (English and Spanish)

How well do these draft future land uses reflect the community vision?



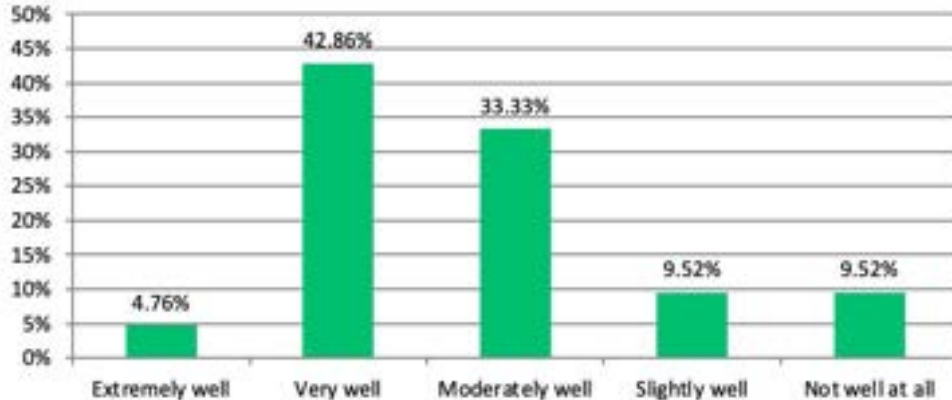
Do these locations feel like the right fit for each future land use designation?



Engagement Phase 3: Survey Results

Online Survey (English and Spanish)

How well do these draft future land uses capture the desired mix of uses and character?



Chapter 1: People

A quick orientation as you review this chapter.

This chapter covers Goal 1, citizen involvement. It's short, and the change from the current plan is more in spirit than in substance.

What's new or different: Rather than treating public involvement as standard notices and hearings, the chapter builds the program around who actually lives in Boardman today and sets inclusive, bilingual engagement and barrier removal as the baseline, with Spanish-language materials provided to the extent staff resources and capacity allow. It names the Planning Commission as the City's Citizen Involvement Committee and commits the City to building the civic capacity of residents who have not historically participated in planning.

Background

Boardman is a young, fast-growing, and increasingly diverse community, and who lives here shapes what meaningful civic participation has to look like. Hispanic and Latino residents make up roughly 70% of the population, about 63% of residents speak a language other than English at home, and nearly one in five households lacks reliable internet access — more than double the statewide rate. In a community like this, the standard tools of public involvement, English-language notices, evening hearings, and web-based comment forms, reach only a fraction of the people whose lives planning decisions affect.

Boardman's recent engagement experience bears this out. In launching this Comprehensive Plan update in 2024, the City formed a Public Advisory Committee and conducted bilingual outreach, and community listening sessions in May 2025 confirmed that language, work schedules, and unfamiliarity with planning processes have long limited participation for many residents. At the same time, local leaders stepped in to support outreach and translation, showing that the foundation for broader engagement is already here to build on.

As Boardman continues to grow, the City is committed to making sure planning decisions reflect the people who live here today and those who will call Boardman home in the future. The goals and policies that follow establish the City's program for getting there.

Applicable Statewide Planning Goals

- **Goal 1: Citizen Involvement**

Goals and Policies

Community and Equity

Overview

Statewide Planning Goal 1 requires every city to maintain a citizen involvement program with six elements: a broadly representative citizen involvement committee, two-way communication between residents and decision-makers, opportunities to participate at every phase of planning, technical information in accessible formats, mechanisms for residents to receive responses, and adequate funding for the program. In Boardman, the seven-member Planning Commission serves as the Citizen Involvement Committee, guiding this Comprehensive Plan update and overseeing the City's development regulations.

Meeting those requirements in Boardman means doing more than the minimum. A program built around English-language notices, evening hearings, and online tools would not reach most of the community. Here, bilingual materials and meetings are a baseline rather than an exception, engagement has to work around varying work schedules and uneven internet access, and the City must invest in building civic capacity among residents who have not historically taken part in planning. The goals and policies that follow establish the City's program for accessible, inclusive, and culturally responsive engagement across all phases of land use planning.

Goals and Policies

Goal 1.1: Establish and maintain a community engagement program that provides all Boardman residents with timely, accessible, and meaningful opportunities to participate in land use planning decisions.

Policy 1.1.1 The City shall maintain a citizen involvement program that provides residents with regular opportunities to participate in land use planning and policy decisions, including timely notification to affected property owners and public agencies.

Policy 1.1.2 The City shall ensure that public notices, meeting materials, and planning documents related to land use decisions are written in plain, accessible language and translated in Spanish to the extent staff resources and capacity allow.

Policy 1.1.3 The City shall use a mix of in-person and online engagement methods to reach residents with varying language abilities, work schedules, and levels of internet access.

Policy 1.1.4 The City shall maintain adequate staff capacity and budget to support an ongoing public involvement program consistent with the requirements of Oregon Statewide Planning Goal 1.

Policy 1.1.5 The City shall maintain consistency between the Comprehensive Plan, the Development Code, and other implementing policies to ensure that decisions made through public processes are reflected in adopted regulations.

Policy 1.1.6 The City shall periodically review and update this Comprehensive Plan to ensure it remains consistent with state requirements, reflects current community priorities, and is grounded in current data and conditions.

Goal 1.2: Ensure that community engagement in land use planning is inclusive, culturally appropriate, and reflective of the full diversity of Boardman's population.

Policy 1.2.1 The City shall actively work to remove barriers to participation in land use planning, including language, work schedule, transportation, and unfamiliarity with planning processes.

Policy 1.2.2 The City shall invest in building the civic capacity of community members, with particular emphasis on Boardman's Hispanic and Latino community, to participate meaningfully in land use planning, including supporting outreach leadership.

Policy 1.2.3 The City shall engage underserved and underrepresented groups to develop engagement strategies that reflect their cultural context and communication preferences.

Policy 1.2.4 The City shall coordinate with the Department of Land Conservation and Development (DLCD) to access guidance, technical assistance, and resources that support inclusive public involvement.

Policy 1.2.5 The Planning Commission, which serves as the City's Citizen Involvement Committee (CIC), shall actively seek to reflect the diversity of Boardman's population in its composition, including its racial, ethnic, linguistic, and socioeconomic makeup.

Policy 1.2.6 The City shall adhere to the land use planning principles and guidelines of the Land Conservation and Development Commission (LCDC) in all planning activities.

Chapter 2: Development

A quick orientation as you review this chapter.

The longest and most consequential chapter, covering housing (Goal 10), economic development (Goal 9), and land use and urbanization (Goals 2 and 14).

What's new or different: A major departure from the current plan, built on the City's new Economic Opportunities Analysis and Housing Capacity Analysis. The headline is that neither employment nor residential land supply fits within the current UGB, so the chapter commits the City to planning for a UGB expansion, the biggest single policy direction in the plan. It addresses data centers explicitly as both an economic driver and a strain on land, water, and energy, and positions the City's planning within the broader statewide conversation about data center impacts now underway at the state level.

The chapter adds several new policy directions that did not exist in the current plan. It replaces the blanket "Future Urban" holding zone with differentiated Comprehensive Plan Map designations for all urbanizable land within the UGB, so that infrastructure planning and eventual annexation are guided by each area's intended use. It sets annexation conditions and service-sequencing requirements, prohibits extending city water without a concurrent sewer commitment to address groundwater contamination concerns, and directs the City to coordinate land use authority over UGB lands outside the city limits to prevent rural-density parcelization that would foreclose planned urban development. It establishes a framework for designating urban reserves beyond the UGB to protect land needed for future growth, and also sets a direction toward a more compact, walkable city with a defined center.

Background

Boardman is growing quickly, and the pace of that growth is reshaping what the community needs from its land, infrastructure, housing, and economy. Today, Boardman has an estimated 6,150 residents within its Urban Growth Boundary, a 74% increase since 2010 and more than double the population of twenty years ago. Portland State University forecasts that population within the UGB could reach 6,656 by 2045, though two factors suggest that figure significantly understates the growth the city must plan for. First, the 2020 decennial census undercounted Boardman's population; while PSU has since corrected its annual population estimates, the coordinated forecast still carries that undercount forward. Second, the city is experiencing rapid, employment-driven growth that is outpacing historical trends, and at its current trajectory may reach the 2045 forecast before the end of this decade. The Comprehensive Plan must therefore plan for growth that is likely to outpace official projections, even as it meets the City's statutory planning obligations.

This growth is being driven in significant part by the expansion of the Port of Morrow and the rapid rise of hyperscale data center development as a major economic force. As of 2025,

Boardman is home to roughly 3,500 workers across approximately 150 businesses. The City's 2026 Economic Opportunities Analysis (EOA) forecasts nearly 2,300 new jobs by 2045, with approximately 33% in the data center sector directly and the remainder in construction, logistics, retail, health care, and other services. This growth is taking place within a broader statewide conversation about data center development. In 2025–2026, the Governor's Data Center Advisory Committee, DLCD, and the Oregon Legislature have been examining the cumulative land use, infrastructure, and energy impacts of data center expansion across Oregon, and the City's planning must be responsive to the state policy direction that emerges from that process.

The Port of Morrow, which employs approximately 8,000 workers across its facilities, remains the largest single driver of industrial land demand in the region. Boardman's economic strength has not yet translated into a community fully equipped to house and serve its workforce. Jobs substantially outnumber local housing units, with an estimated 1.3 jobs per household, yet roughly 70 to 80% of workers employed in Boardman commute from Hermiston, Umatilla, the Tri-Cities, and other communities. The City's 2026 Housing Capacity Analysis (HCA) documents a need for 728 net new housing units by 2046 across a full range of types, from single-family homes to multifamily apartments and manufactured homes. Today, 40% of renters are cost-burdened and 18% are severely cost-burdened, and the median home sale price of \$425,000 is affordable only to households earning roughly \$90,000 or more, which is a threshold only about 45% of local ownership households meet.

The employment land picture presents a parallel challenge. The EOA's Buildable Land Inventory found approximately 337 gross buildable acres in employment zones within the UGB. While this exceeds demand when data centers are excluded, no sites remain large enough for hyperscale data center development and no general industrial sites over 20 acres remain, which are gaps that constrain business recruitment. The EOA identifies a need for approximately 810 additional gross acres of employment land that cannot be accommodated within the current boundary.

Community input throughout this process reflected a clear desire for a more connected, walkable city and a defined “heart” of Boardman with gathering places, local businesses, and public amenities that reflects the city’s identity as a community, not just a job hub. The goals and policies that follow turn these conditions into the City's framework for housing, economic development, and growth management.

Applicable Statewide Planning Goals

- **Goal 2: Land Use Planning**
- **Goal 9: Employment**
- **Goal 10: Housing**
- **Goal 14: Urbanization**

Goals and Policies

Housing

Overview

Statewide Planning Goal 10 requires cities to plan for and accommodate housing needs across a range of types and affordability levels, and to maintain sufficient buildable residential land over a 20-year planning horizon.

Boardman's 2026 HCA, prepared in accordance with the Oregon Housing Needs Analysis (OHNA) program and OAR 660 Division 8, establishes the factual basis for housing policy in this plan. The OHNA production target requires 728 net new housing units by 2046, of which approximately 39% are needed for households earning below 60% of Area Median Income. The HCA projects that 40% of new units will be needed in multifamily structures of five or more units and 20% in middle housing types, a mix that the current housing stock and Development Code have not adequately supported. Boardman's distinctive local conditions, such as an average household size of 3.3 persons, a poverty rate of approximately 17%, a large agricultural workforce, and a predominantly Hispanic and Latino population, shape the type, size, and affordability of housing the community needs.

The goals and policies that follow establish the City's commitment to meeting its OHNA production target, removing code barriers to needed housing types, and addressing affordability across all income levels.

Goals and Policies

Goal 2.1: Maintain an adequate supply of buildable residential land to meet the City's 20-year housing production target and accommodate the full range of needed housing types.

Policy 2.1.1 The City shall maintain a sufficient supply of buildable residential land within the UGB to meet the 20-year housing production target established by the Oregon Housing Needs Analysis (OHNA) program and shall monitor land supply annually against that target.

Policy 2.1.2 The City shall permit, through Development Code standards and zoning map designations, all needed housing types, including single-family detached homes, middle housing types (duplexes, triplexes, cottage clusters, and townhomes), multifamily apartments, manufactured homes, and government-assisted units.

Policy 2.1.3 The City shall coordinate residential land supply planning with infrastructure capacity, including water, sewer, and transportation, and shall prioritize the extension of services to residential lands in a logical and cost-efficient sequence consistent with the conversion standards for urbanizable lands within the UGB.

Policy 2.1.4 The City shall support infill and redevelopment of underutilized residential land within the UGB as the preferred means of accommodating housing growth before pursuing UGB expansion for residential uses.

Goal 2.2: Ensure that Development Code standards permit and actively support the housing types needed to meet Boardman's projected demand, with particular emphasis on middle housing, multifamily, and manufactured homes.

Policy 2.2.1 The City shall adopt and maintain clear and objective Development Code standards for all needed housing types, including accessory dwelling units, duplexes, triplexes, fourplexes, cottage clusters, townhomes, and multifamily structures, consistent with the requirements of ORS 197A.400 and applicable middle housing statutes.

Policy 2.2.2 The City shall ensure that Development Code standards such as lot size minimums, setbacks, height limits, parking requirements, and design standards do not function as unnecessary barriers to the development of needed housing types, particularly middle housing and multifamily units.

Policy 2.2.3 The City shall permit manufactured homes on individual lots in residential zones on the same basis as site-built homes, and shall permit manufactured home parks in appropriate residential and mixed-use zones, consistent with state law requirements.

Policy 2.2.4 The City shall permit accessory dwelling units on all lots with a primary residential use, consistent with applicable state law, and shall maintain Development Code standards that facilitate rather than discourage their construction.

Goal 2.3: Address housing affordability across all income levels, with priority attention to households earning below 60% of Area Median Income.

Policy 2.3.1 The City shall use the OHNA production target income breakdown as the factual basis for housing affordability policy, recognizing that approximately 39% of Boardman's 20-year housing need is for households earning below 60% of Area Median Income, including extremely low-income households earning below 30% AMI.

Policy 2.3.2 The City shall actively seek state and federal funding, tax credit programs, and other financing tools to support the development of income-restricted affordable housing in Boardman, and shall work with nonprofit housing developers, the Oregon Housing and Community Services (OHCS), and other partners to bring affordable housing projects to the city.

Policy 2.3.3 The City shall maintain and support existing affordable housing properties and shall work with property owners and OHCS to prevent loss of affordability restrictions on these units.

Policy 2.3.4 The City shall use Development Code tools like density bonuses, reduced parking requirements, and expedited review to reduce barriers to the development of housing affordable to lower-income households.

Goal 2.4: Ensure that housing supply reflects the specific household characteristics of Boardman's community, including large family sizes, an agricultural workforce, and a predominantly Hispanic and Latino population.

Policy 2.4.1 The City shall ensure that Development Code standards permit and encourage the development of housing units large enough to serve family households.

Policy 2.4.2 The City shall maintain zoning provisions that permit agricultural worker housing and shall work with agricultural employers, farmworker housing nonprofits, and state agencies to support the development of additional farmworker housing units.

Policy 2.4.3 The City shall engage Boardman's Hispanic and Latino community in the design of housing programs and policies to ensure they reflect the community's actual needs and preferences.

Goal 2.5: Support housing development that is compatible with neighborhood character, connected to services, and resilient over time.

Policy 2.5.1 The City shall promote residential development in areas that are proximate to schools, parks, commercial services, and transit connections, and shall use zoning and Development Code standards to encourage walkable neighborhood patterns that reduce reliance on automobile travel.

Policy 2.5.2 The City shall ensure that new residential development in all zones meets applicable clear and objective design standards that maintain neighborhood compatibility and quality while not functioning as barriers to needed housing types.

Policy 2.5.3 The City shall encourage the rehabilitation and maintenance of the existing housing stock and that allow lawfully established residential uses made non-conforming by updated zoning to continue, be maintained, and transition to conforming uses through clear conversion pathways.

Policy 2.5.4 The City shall ensure that housing policies and economic development policies are mutually supportive, recognizing that adequate workforce housing across a range of types and price points is a prerequisite for employer recruitment and retention, as documented in the adopted EOA.

Economic Development and Employment

Overview

Statewide Planning Goal 9 requires cities to maintain an adequate supply of land for economic activities and to conduct an Economic Opportunities Analysis reconciling employment land supply with projected 20-year demand.

Boardman's 2026 EOA documents a significant land supply challenge. The EOA projects approximately 2,300 new jobs by 2045, with 65% in industrial uses and 35% in commercial uses. The Buildable Land Inventory found approximately 337 gross buildable acres in employment zones which is sufficient for general commercial and industrial demand, but with no sites large enough for hyperscale data centers and no general industrial sites over 20 acres. The EOA identifies a need for approximately 810 additional gross acres, including approximately 625 acres for data center development, that will require a UGB expansion to provide.

The goals and policies that follow establish the City's approach to maintaining adequate employment land supply, supporting infill and redevelopment, and ensuring that land use designations and Development Code standards support the full range of industries the community depends on.

Goals and Policies

Goal 2.6: Maintain an adequate supply of employment land to meet the City's 20-year economic development needs and support a diverse and resilient local economy.

Policy 2.6.1 The City shall maintain a current inventory of buildable employment land within the UGB, monitor supply against the 20-year employment land forecast established in the adopted EOA, and take action to address deficiencies when monitoring indicates that supply is insufficient to meet projected demand.

Policy 2.6.2 The City shall pursue a UGB expansion to provide the industrial and commercial land supply identified in the adopted EOA, including sites adequate in size and configuration to accommodate hyperscale data center development, general manufacturing, food processing, warehousing, and other target industries.

Policy 2.6.3 The City shall protect large industrial sites brought into the UGB for their identified industrial use and shall ensure that Comprehensive Plan designations and Development Code standards for these sites comply with the requirements of Oregon Statewide Planning Goal 9 and its administrative rules, including limitations on alternative uses of large-lot industrial land.

Policy 2.6.4 The City shall coordinate capital improvement planning and the Transportation System Plan with employment land planning to ensure that infrastructure

investments prioritize the sequencing and servicing of key employment subareas and sites.

Policy 2.6.5 The City shall work with the Port of Morrow to support development and retention of industrial uses on employment lands within and adjacent to the UGB, and shall ensure that land use designations, zone standards, and permitting processes support the Port's role as a regional economic driver.

Goal 2.7: Support infill, redevelopment, and intensification of existing employment areas to maximize the productivity of land already within the UGB.

Policy 2.7.1 The City shall encourage infill, redevelopment, and adaptive reuse of underutilized or obsolete properties in existing commercial and industrial zones as a complement and/or substitute for UGB expansion for employment uses.

Policy 2.7.2 The City shall identify opportunity sites within existing employment areas that are suitable for public-private catalyst projects and shall explore financing tools such as Tax Increment Financing, the Columbia River Enterprise Zone, and other incentive programs to bridge feasibility gaps and support desired development outcomes.

Policy 2.7.3 The City shall maintain Oregon Prospector listings and other site marketing materials to ensure that available employment land and buildings are accurately represented to site selectors and prospective businesses, and shall highlight the benefits of the Enterprise Zone and Urban Renewal districts in all relevant outreach.

Goal 2.8: Ensure that Comprehensive Plan designations, Development Code standards, and permitting processes support the full range of commercial and industrial uses the community depends on and position Boardman competitively for target industries.

Policy 2.8.1 The City shall ensure that Comprehensive Plan land use designations and Development Code zoning standards permit the mix of uses anticipated in existing and future employment areas, and shall update designations and standards when they no longer reflect the City's economic development vision or when they present unnecessary barriers to needed development.

Policy 2.8.2 The City shall adopt clear definitions, use permissions, and development standards in the Development Code for data centers and data center campuses consistent with the site characteristics and operational requirements identified in the adopted EOA.

Policy 2.8.3 The City shall maintain clear, objective, and predictable development regulations for industrial and commercial uses and shall review and streamline permitting processes on a regular basis to reduce cost and time burdens on businesses and employers.

Policy 2.8.4 The City shall coordinate with the Port of Morrow, GEODC, Business Oregon, the Boardman Chamber of Commerce, Morrow County, and other economic development partners to support business retention, expansion, and recruitment, with particular attention to the City's target industries as identified in the adopted EOA.

Goal 2.9: Support a diverse, resilient, and locally serving economy that expands access to jobs, services, and economic opportunity for Boardman residents.

Policy 2.9.1 The City shall support the growth of locally serving commercial uses like retail, dining, health care, and personal services by maintaining adequate commercial land supply, encouraging development at key commercial nodes, and using the Development Code to promote a walkable, mixed-use city center.

Policy 2.9.2 The City shall support small business development by facilitating connections between business owners and property owners, promoting incubator and flex space opportunities, and referring businesses to programs and partners that provide technical assistance, micro-lending, and workforce training.

Policy 2.9.3 The City shall support connections between local employers, Boardman public schools, Blue Mountain Community College, and state workforce training programs to develop the skilled workforce that existing and future industries require.

Policy 2.9.4 The City shall recognize that adequate workforce housing across a range of types and price points is a prerequisite for economic growth and employer recruitment, and shall ensure that housing and economic development policies are mutually supportive.

Land Use and Urbanization

Overview

Statewide Planning Goals 2 and 14 together establish Oregon's framework for growth management. Goal 2 requires land use decisions to be grounded in a factual basis, coordinated across jurisdictions, and implemented through consistent regulations. Goal 14 requires cities to manage growth within Urban Growth Boundaries, demonstrate a 20-year land supply adequate for all needs, and plan for an orderly transition from rural to urban uses.

Boardman's Comprehensive Plan was first adopted in 1976 and acknowledged by the state in 1978. The 2026 update is the first comprehensive revision in over 20 years and grounded in the findings of updated technical analyses such as the EOA (2026), HCA (2026), among others.

Those studies confirm that the current UGB does not contain sufficient supply to meet projected 20-year needs on either the employment or residential front, and that UGB expansion is the most likely mechanism for closing the gap. Boardman manages its UGB in coordination with Morrow County under a Joint Management Agreement. A significant share of land within the UGB but outside the city limits is currently subject to county zoning that permits rural-density development, including parcelization at densities as low as one dwelling unit per one acre. Development at these densities is difficult to reurbanize and can foreclose the efficient extension of urban services, undermining the City's ability to accommodate future growth at planned urban densities. Aligning the management of urbanizable land, both within the UGB and in areas needed for future expansion, with the City's long-term land needs is a central concern.

The goals and policies that follow establish the City's framework for maintaining a sound factual basis for land use decisions, managing land supply and growth within the UGB, coordinating the expansions that growth will require, and directing development toward a more compact and connected city.

Goals and Policies

Goal 2.10: Maintain a land use planning process and policy framework grounded in current data and community priorities, implemented through a consistent and regularly updated Comprehensive Plan and Development Code.

Policy 2.10.1 The City shall ensure that all land use decisions are grounded in a factual basis, including current demographic data, buildable land inventories, and the findings of the adopted EOA, HCA, Transportation System Plan, Parks Master Plan, and other supporting technical studies.

Policy 2.10.2 The City shall maintain consistency between this Comprehensive Plan, the Development Code, the Comprehensive Plan Map, and the Zoning Map, and shall update these documents in a coordinated manner to ensure that adopted policies are reflected in implementing regulations.

Policy 2.10.3 The City shall periodically review and update this Comprehensive Plan and its supporting technical studies to ensure they remain consistent with state requirements, reflect current community priorities, and provide an accurate factual basis for land use decisions.

Policy 2.10.4 The City shall plan for a city center that serves as Boardman's civic and commercial heart and shall use the Development Code and land use designations to support investment in this area.

Policy 2.10.5 The City shall maintain clear and objective development regulations that provide predictability for property owners, applicants, and the public, and shall review and update the Development Code on a regular basis to remove barriers to needed development and ensure alignment with current Comprehensive Plan policy.

Goal 2.11: Manage the Urban Growth Boundary to meet 20-year land needs, prioritizing infill and logical service extension within the existing boundary before pursuing expansion.

Policy 2.11.1 The City shall encourage orderly conversion of urbanizable lands within the UGB in a pattern that assures the economical extension of municipal services, prioritizing lands adjacent to existing development and infrastructure before converting lands at the fringe of the UGB.

Policy 2.11.2 The City shall manage growth so that urban development is served by water, sewer, transportation, and other public facilities before or concurrent with development, and shall not approve conversion of urbanizable lands within the UGB where the extension of services is not feasible within a reasonable timeframe.

Policy 2.11.3 The City shall avoid sprawl and leap-frog development by encouraging infill and compact development within existing urban areas before converting urbanizable lands within the UGB .

Policy 2.11.4 The City shall use the Comprehensive Plan Map, Zoning Map, and Development Code to direct growth to areas where services can be efficiently extended, where development is compatible with adjacent land uses, and where public investment in infrastructure can be maximized.

Policy 2.11.5 The City shall maintain a current inventory of buildable land within the UGB, monitor supply against 20-year needs as established in the adopted EOA and HCA, and shall initiate UGB amendment proceedings when the inventory indicates that supply is insufficient to meet projected demand.

Policy 2.11.6 The City shall encourage infill and redevelopment of underutilized land within the UGB as the preferred means of accommodating growth before pursuing UGB expansion for residential or commercial uses where feasible.

Policy 2.11.7 The City shall work with Morrow County to maintain and amend the Urban Growth Boundary consistent with the Joint Management Agreement, and shall seek to update that agreement, as opportunities allow, to reflect the findings of the adopted EOA and HCA and the land supply needs documented in this Comprehensive Plan update.

Policy 2.11.8 The City shall coordinate with the Port of Morrow, Oregon Department of Land Conservation and Development, Oregon Department of Transportation, and other state and regional agencies on land use decisions and UGB planning processes that affect areas of shared jurisdiction or regional significance.

Policy 2.11.9 The City shall maintain Comprehensive Plan Map designations for all urbanizable land within the UGB that identify the intended urban use of each area so land divisions, infrastructure planning, and eventual annexation are guided by the use for which each area is ultimately planned.

Policy 2.11.10 The City shall require, as conditions of annexation for urbanizable lands within the UGB, that: (a) the land is contiguous with existing city limits; (b) municipal water, sewer, and transportation facilities are available or can be extended concurrent with development; (c) the proposed development is consistent with the Comprehensive Plan Map designation for the area; and (d) the annexation supports the orderly and efficient extension of urban services consistent with the sequencing priorities of this plan.

Policy 2.11.11 The City shall not extend municipal water service to urbanizable lands within the UGB without concurrent provision of or a binding commitment to municipal sewer service, to mitigate groundwater contamination concerns as well as partial infrastructure investment that would entrench development patterns inconsistent with planned urban densities.

Policy 2.11.12 The City shall seek to assume land use and land division authority and responsibility for lands within the Urban Growth Boundary but outside the city limits in coordination with Morrow County and through an updated Joint Management Agreement, in order to prevent rural-density development that would foreclose planned urban use and density.

Policy 2.11.13 The City shall designate the West Glenn neighborhood on the Comprehensive Plan Map for commercial use with residential as an ancillary use, recognizing the area's established commercial character and trucking-related operations, and shall apply Development Code standards at annexation that accommodate existing commercial uses while permitting continued residential occupancy.

Goal 2.12: Plan ahead for the Urban Growth Boundary expansions that Boardman's projected residential and employment growth will require, including through the designation of urban reserves, and sequence those expansions to protect resource lands and ensure efficient provision of public services.

Policy 2.12.1 The City shall pursue a UGB expansion for employment lands consistent with the findings of the adopted EOA, which identifies a need for approximately 810 additional gross acres that cannot be accommodated within the current boundary.

Policy 2.12.2 The City shall evaluate residential UGB expansion needs on a periodic basis using the OHNA production target and current buildable land inventory as the primary measures of sufficiency, and shall initiate residential UGB expansion proceedings when the inventory of buildable residential land is insufficient to accommodate the remaining 20-year production target.

Policy 2.12.3 In evaluating and sequencing UGB expansions for either employment or residential uses, the City shall give preference to lands that minimize impacts to productive agricultural lands, are contiguous with existing development, can be efficiently

served by existing or planned infrastructure, and are consistent with the land use designations and transition standards of this Comprehensive Plan.

Policy 2.12.4 The City shall ensure that UGB amendments are supported by an adequate factual basis, including updated population and employment forecasts, buildable land inventories, infrastructure capacity analysis, and findings of consistency with Oregon Statewide Planning Goals and applicable administrative rules.

Policy 2.12.5 The City shall ensure that large industrial and employment lands brought into the UGB through expansion are designated for their identified use and protected consistent with the requirements of Oregon Statewide Planning Goal 9 and its administrative rules, including limitations on alternative uses of large-lot industrial land.

Policy 2.12.6 The City shall work with Morrow County to establish urban reserves outside the Urban Growth Boundary to identify lands suitable for orderly and efficient transition to urban use over the long term for both employment and residential purposes.

Policy 2.12.7 The City shall pursue urban reserve designation as a means of protecting lands needed for future urbanization from rural-density development and parcelization that would foreclose their efficient transition to urban use, and shall coordinate with Morrow County so that county zoning applied to designated urban reserve lands supports, rather than undermines, future urban development.

Policy 2.12.8 In identifying and prioritizing urban reserve lands, the City shall apply the criteria in Policy 2.12.3 and give preference to lands consistent with the employment and residential land needs documented in the adopted EOA and HCA, including lands in proximity to and served by the Port of Morrow.

Goal 2.13: Ensure that land use and urbanization decisions reflect the community's vision for a more compact, connected, and livable Boardman.

Policy 2.13.1 The City shall use land use designations, zoning standards, and infrastructure investments to promote a growth pattern that strengthens Boardman's city center, supports walkable neighborhoods, and reduces the dispersed, disconnected development pattern that has characterized much of the city's growth.

Policy 2.13.2 The City shall ensure that urbanizable lands designated for residential use on the Comprehensive Plan Map are zoned at annexation to permit the density and housing types needed to meet the OHNA production target, including middle housing and multifamily.

Policy 2.13.3 The City shall require community engagement and planning prior to the annexation of large land areas or significant UGB expansions to ensure that growth decisions reflect the community's vision and are informed by current residents.

Chapter 3: Services

A quick orientation as you review this chapter.

This covers parks and recreation (Goal 8) and public facilities (Goal 9), infrastructure, and transportation (Goals 11 and 12).

What's new or different: Much of this chapter is new because the City now has current plans to build on, like the first-ever Parks Master Plan (2025) and a new Transportation System Plan (2025). Public facilities policy still rests on the 2001 Public Facilities Plan as the acknowledged factual base, while several infrastructure updates are underway, including a Source Water Protection Plan, Water System Master Plan, and Water Management and Conservation Plan. The chapter treats water, sewer, stormwater, and transportation as a single coordinated system rather than as separate utilities, and adds new policy direction requiring that water system capacity planning be coordinated with land use and economic development decisions, so that commitments to large industrial users do not compromise the City's ability to serve its resident population.

Background

Boardman's service and infrastructure needs are being reshaped by the same forces driving its housing and employment growth: a rising resident population, a large in-commuting workforce, and a steady stream of visitors drawn to the Columbia River and the Port of Morrow. The systems that serve daily life in Boardman, like parks and recreation, water and sewer, streets and sidewalks, transit and freight, were largely designed for a smaller and more static community. Keeping pace with growth, closing service gaps, and planning the next generation of facilities is the central challenge this chapter addresses.

The past two years have brought the most significant modernization of Boardman's service and facility planning in more than two decades. The City and the Boardman Park & Recreation District adopted Boardman's first-ever Parks Master Plan in 2025, and the City adopted a new Transportation System Plan the same year, co-adopted by Morrow County in early 2026 to apply across the Urban Growth Boundary. Building on these, several focused efforts are now underway, including a refinement of the Main Street Interchange Area Management Plan (IAMP), a Source Water Protection Plan funded by the Oregon Health Authority, and updates to the City's Water System Master Plan and Water Management and Conservation Plan. Public facilities planning otherwise remains grounded in the City's 2001 Public Facilities Plan and earlier system plans, which this chapter carries forward while these updates are completed.

Parks and recreation

The City oversees eleven park sites totaling roughly 51 acres, less than a third of it developed, while the Park & Recreation District manages the city's major waterfront parks, campground,

pool, and recreation center, of which most of it is on leased land. The Parks Master Plan documents strong assets in waterfront access, disc golf, and a splash pad, alongside clear deficiencies: too few soccer and sports fields, limited trail mileage, undersupplied shade and restrooms, and significant walkable-access gaps in south and northeast Boardman, where many lower-income and family households live. The community has consistently asked for cleaner and safer parks, culturally inclusive and bilingual features, better connections across I-84 and the railroad, and more gathering spaces suited to Boardman's hot, windy climate.

Public facilities and infrastructure

Boardman provides municipal water, sanitary sewer, and storm drainage within its Urban Growth Boundary, and coordinates with the Port of Morrow, special districts, and private providers for other services. The City's drinking water is drawn from horizontal collector wells near the Columbia River; the City is permitted to pump up to 23 million gallons per day, supplying both the community and, by contract, Port of Morrow industries. Recent investments have substantially strengthened this system, including a new collector well, booster pump station, and storage reservoir that allow the City to pump its full water right. Building on that foundation, the City is updating its Water System Master Plan and Water Management and Conservation Plan and preparing a Source Water Protection Plan to safeguard its groundwater supply. On the wastewater side, the City completed a major expansion of its treatment lagoon and lift stations and is now advancing further improvements, including a collection system study, headworks and septage-receiving upgrades, and biosolids removal, to keep pace with demand. The City manages its stormwater system together with streets as a single drainage and right-of-way network, and continues to invest in stormwater improvements as the city grows. Beyond these utilities, the City provides police protection and coordinates with the Boardman Rural Fire Protection District for fire and emergency services; here too, facilities must keep pace with growth, and a new police station is among those being planned.

Transportation

Boardman's street network reflects its history as a small highway community now growing rapidly on both sides of I-84. The TSP documents a system that remains relatively safe overall but faces mounting pressure at key intersections, particularly along Main Street and near the I-84 interchanges, as traffic from residential growth and Port activity increases. Several large infill parcels in south Boardman have limited access, and some areas are served by unpaved or substandard roads. Gaps in sidewalks and bike facilities limit safe walking and biking, and crossing I-84 and the rail corridor remains a barrier between neighborhoods. The City is actively advancing street and sidewalk improvements to begin closing these gaps, and freight, rail, and marine systems remain essential to the local economy and require continued protection and coordination.

Applicable Statewide Planning Goals

- **Goal 8: Recreation Needs**
- **Goal 11: Public Facilities and Services**
- **Goal 12: Transportation**

Goals and Policies

Parks and Recreation

Overview

Statewide Planning Goal 8 requires cities to plan for the recreational needs of residents and visitors and to provide for the siting of necessary recreational facilities. Boardman's 2025 Parks Master Plan, prepared jointly by the City and the Boardman Park & Recreation District, establishes the factual basis for the policies below.

A defining feature of that basis is that Boardman must serve far more people than its resident count. Its weighted weekday service population, including in-commuting workers and temporary lodging guests, was about 6,890 in 2024 and is projected to reach 10,450 by 2035, so demand for parks and recreation outstrips what residential population alone would suggest. Against that demand, the Master Plan sets a level-of-service target of 15 acres of developed parkland per 1,000 weighted service population and documents the system's principal gaps: undersupplied sports fields, limited trail connectivity, walkable-access deficits in south and northeast Boardman, and the need for shade, restrooms, and culturally inclusive amenities that reflect Boardman's predominantly Latino, family-oriented community.

The goals and policies that follow adopt the vision and goal framework of the Parks Master Plan and commit the City to an inclusive, accessible, and well-connected park system that keeps pace with growth.

Goals and Policies

Goal 3.1: Create an inclusive and accessible park system that ensures all residents, regardless of age, ability, background, or income, have access to safe, well-maintained parks and recreational opportunities.

Policy 3.1.1 The City shall implement the Boardman Parks Master Plan as the guiding framework for park acquisition, development, and improvement, and shall maintain a level-of-service target of at least 15 acres of developed parkland per 1,000 weighted service population.

Policy 3.1.2 The City shall prioritize closing walkable park-access gaps in underserved areas, particularly south and northeast Boardman, with the goal that all residents live within a 10-minute walk of a developed park.

Policy 3.1.3 The City shall ensure that parks and recreational facilities meet applicable accessibility standards, including ADA-compliant routes, restrooms, play areas, and water access, and shall incorporate universal and inclusive design in new and upgraded facilities.

Policy 3.1.4 The City shall provide culturally inclusive park features, including bilingual signage and wayfinding, and shall engage Boardman's Hispanic and Latino community and other underrepresented groups in the design of parks and recreation programs.

Goal 3.2: Enhance recreation and active lifestyles by expanding diverse, year-round recreational opportunities that support physical activity, wellness, and enjoyment for all ages.

Policy 3.2.1 The City shall work to address documented facility deficiencies identified in the Parks Master Plan, including soccer and diamond fields, sport courts, a skatepark, inclusive and toddler play areas, and expanded trail mileage.

Policy 3.2.2 The City shall expand and connect Boardman's trail network toward the Master Plan target of 4 to 10 miles, creating looped connections between neighborhoods, schools, civic spaces, and the Columbia River waterfront.

Policy 3.2.3 The City shall coordinate with the Boardman Park & Recreation District to support year-round indoor and outdoor recreation, including waterfront access, camping capacity, and recreation center facilities that serve residents, workers, and visitors.

Policy 3.2.4 The City shall provide shade, tree canopy, drinking water, and climate-adaptive design in parks and public spaces to ensure comfort and usability in Boardman's hot, windy climate.

Goal 3.3: Strengthen community engagement and partnerships by building strong relationships with residents, organizations, and businesses to support parks and recreation.

Policy 3.3.1 The City shall maintain and strengthen its partnership with the Boardman Park & Recreation District to coordinate planning, investment, and management across the two providers' complementary systems.

Policy 3.3.2 The City shall pursue partnerships with the Port of Morrow, the school district, employers, and community organizations to expand recreational access, shared use of facilities, and cultural and interpretive programming.

Goal 3.4: Support economic growth, tourism, and workforce development by leveraging parks to strengthen Boardman's economy, attract visitors, and create opportunity.

Policy 3.4.1 The City shall support the role of Boardman's waterfront parks, campground, and trails as regional recreation destinations that attract visitors and support local businesses, and shall coordinate recreation planning with economic development and tourism efforts.

Policy 3.4.2 The City shall recognize the recreational needs of Boardman's large in-commuting and temporary workforce, including after-hours access, lighting, and flexible facilities that serve workers seeking nearby activities after long shifts.

Goal 3.5: Improve park infrastructure, safety, and connectivity by investing in well-maintained, safe, and connected parks.

Policy 3.5.1 The City shall improve safe access to parks through sidewalk infill, lighting, improved crossings of I-84, the railroad, and truck corridors, and multilingual wayfinding that links parks, schools, neighborhoods, and the waterfront.

Policy 3.5.2 The City shall maintain parks to consistent safety, ADA, and design standards, and shall implement proactive maintenance practices that keep facilities clean, safe, and reliable as the system grows.

Goal 3.6: Ensure fiscal responsibility and long-term sustainability by securing diverse funding sources and prioritizing cost-effective investments.

Policy 3.6.1 The City shall establish a Parks System Development Charge so that new development contributes its proportionate share of the cost of park facilities needed to serve growth, supported by a methodology study.

Policy 3.6.2 The City shall modernize parkland and trail dedication standards so that new development dedicates usable, well-located parkland and trail corridors, prioritizing land dedication with fee-in-lieu used only where sites are unsuitable, and shall establish a Parkland and Trail Acquisition Fund to assemble larger, more functional sites.

Policy 3.6.3 The City shall pursue grants, partnerships, and other diverse funding sources to develop and maintain the park system, and shall phase improvements through a Capital Improvement Plan that prioritizes projects by community benefit, equity, safety, and readiness.

Goal 3.7: Preserve Boardman's history, culture, and community identity by integrating historical, cultural, and community elements into parks and programming.

Policy 3.7.1 The City shall protect existing and future parkland for permanent public use through formal dedication, recreation easements, deed restrictions, and Parks and Open Space zoning.

Policy 3.7.2 The City shall integrate public art, cultural interpretation, and storytelling into parks, including Indigenous and Old Boardman history, to celebrate the community's heritage, diversity, and identity.

Public Facilities, Infrastructure, and Transportation

Overview

Statewide Planning Goal 11 requires a timely, orderly, and efficient arrangement of public facilities and services as a framework for development, and Goal 12 requires a safe, convenient, and economic transportation system. In practice the two are inseparable: water, sewer, stormwater, and streets form a single interdependent system whose location, timing, and capacity together determine where and how the city grows. This section treats them as one framework rather than as separate utilities.

The factual basis spans documents of different vintages. Transportation policy is grounded in the 2025 Transportation System Plan, adopted as a technical element of this Comprehensive Plan and carried forward here through its six goals (Safety, Mobility, Accessibility and Connectivity, Community Focused, Sustainability, and Strategic Investment). Public facilities policy remains grounded in the City's 2001 Public Facilities Plan, with the Source Water Protection Plan, the Water System Master Plan and Water Management and Conservation Plan updates, wastewater improvements, and the Main Street IAMP Refinement now updating portions of that foundation.

The goals and policies that follow take a systems approach: they coordinate infrastructure and transportation investment around a shared growth framework, steward existing assets, advance safety and connectivity for all users and modes, serve the whole community equitably, protect natural and cultural resources, and fund the system responsibly over time.

Goals and Policies

Goal 3.8: Plan, extend, and time public facilities and the transportation system together as one coordinated framework that guides where and how Boardman grows.

Policy 3.8.1 The City shall assure the orderly provision of urban services to lands within the Urban Growth Boundary as they urbanize, requiring that urban development be served by full urban services provided before or concurrent with development.

Policy 3.8.2 The City shall prioritize development on land already served by utilities and the street network, discourage inefficient or premature development that cannot be adequately served, and promote efficient use of urban and urbanizable land within the UGB.

Policy 3.8.3 The City shall coordinate the timing and sequencing of water, sewer, stormwater, and street extensions with one another and with the conversion of urbanizable land within the UGB, so that investments in one system reinforce rather than outpace the others.

Policy 3.8.4 The City shall ensure that land use decisions account for their impacts on existing and planned public facilities and transportation facilities, consistent with the Transportation Planning Rule, and shall protect the function of facilities identified in the TSP and the Public Facilities Plan.

Policy 3.8.5 The City shall coordinate the provision of public services and transportation improvements with annexation, and shall maintain and periodically update long-range master plans for its water, sewer, storm drainage, and transportation systems to keep them consistent with current growth.

Policy 3.8.6 The City shall maintain an adequate supply of commercial and industrial land that is serviceable by water, sewer, storm drainage, and transportation infrastructure, consistent with state law and the findings of the adopted Economic Opportunities Analysis.

Goal 3.9: Preserve, maintain, and make the most of Boardman's existing infrastructure and transportation assets before building new ones.

Policy 3.9.1 The City shall preserve and maintain its existing water, sewer, stormwater, and transportation assets as a first-priority investment, monitoring their condition and financing regular, proactive maintenance rather than deferring repairs until failure.

Policy 3.9.2 The City shall identify capacity constraints across the transportation system and develop projects and strategies to address them, such as intersection improvements and alternative multimodal connections, prioritizing solutions that make fuller use of existing facilities.

Policy 3.9.3 The City shall complete and implement the Main Street Interchange Area Management Plan Refinement in coordination with ODOT to protect the long-term safety and function of the Main Street and I-84 interchange as traffic from residential growth and Port activity increases.

Policy 3.9.4 The City shall adopt and maintain utility and transportation design standards and construction specifications to allow for safe, orderly, and coordinated development, and shall comply with applicable state and federal regulations for utility and transportation systems.

Goal 3.10: Improve the safety, connectivity, and completeness of the multimodal transportation network for users of all ages, abilities, and modes.

Policy 3.10.1 The City shall address known safety issues at locations with a history of fatal or severe-injury crashes, and shall identify and prioritize transportation improvements that provide safe access for all users regardless of age, ability, or mode of transportation.

Policy 3.10.2 The City shall manage vehicular access to key transportation corridors consistent with engineering standards and access management principles, while maintaining reasonable access to adjacent land uses.

Policy 3.10.3 The City shall require a well-connected street network as development occurs, including the extension and improvement of local streets to City standards, to

support efficient urban development and travel between parts of the community, with particular attention to large infill parcels in south Boardman that currently have limited access and to areas served by unpaved or substandard roads.

Policy 3.10.4 The City shall provide new multimodal connections to and from Boardman's neighborhoods, schools, parks, transit stops, employment centers, and other key destinations, and shall address existing walking, biking, and rolling gaps in the network.

Policy 3.10.5 The City shall include bikeways and sidewalks on all new arterials and collectors within the UGB except limited-access freeways, retrofit existing streets on a prioritized schedule, and give maintenance of bikeways and pedestrian facilities equal priority to motor vehicle facilities, consistent with state design guidelines.

Policy 3.10.6 The City shall increase multimodal connectivity across I-84 and the rail corridor to reduce the barriers these facilities create between the north and south sides of the community.

Policy 3.10.7 The City shall support local and regional transit services through coordination with Morrow County, The Loop, and other providers, including the advancement of transit stop amenities and service hubs.

Goal 3.11: Provide facilities and a transportation system that serve the whole community equitably, with particular attention to underserved and vulnerable populations.

Policy 3.11.1 The City shall ensure that the transportation system provides multimodal access for underserved and vulnerable populations, including lower-income neighborhoods and transportation-disadvantaged residents, to schools, parks, employment centers, commercial centers, health and social services, and other essential destinations.

Policy 3.11.2 The City shall plan and locate public facilities and services to support a livable, fully connected community, and shall strengthen economic opportunities through the development of new transportation and infrastructure investments.

Policy 3.11.3 The City shall promote coordination among the City, the Port of Morrow, special districts, and other partners to make the most effective use of public facilities serving the planning area, and shall continue to work with the Boardman Rural Fire Protection District in its provision of fire protection services.

Policy 3.11.4 The City shall plan for police facilities and services that keep pace with growth, and shall coordinate with the Boardman Rural Fire Protection District and other partners to maintain adequate public safety services as the community expands

Goal 3.12: Protect Boardman's water supply, natural and cultural resources, and environmental quality as the system grows.

Policy 3.12.1 The City shall protect and enhance the quality and quantity of its drinking water supply by establishing wellhead protection measures, working with landowners and managers to protect water sources, implementing its Source Water Protection Plan, and adhering to applicable permitting requirements for new development and infrastructure.

Policy 3.12.2 The City shall plan for and establish standards for storm drainage detention and management as an environmental service, encouraging natural stormwater management techniques such as bio-swales, landscaping, retention ponds, and natural drainage ways where feasible, and shall minimize adverse impacts from construction-related erosion and sedimentation.

Policy 3.12.3 The City shall assure adequate provision for solid waste collection and disposal for the City and Urban Growth Boundary, whether provided by private contractors or public entities.

Policy 3.12.4 The City shall consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural and cultural resources.

Policy 3.12.5 The City shall coordinate water system capacity planning with land use and economic development decisions, ensuring that projected demands from residential growth and large industrial users are evaluated together and that the City's ability to serve its resident population is not compromised by commitments to industrial water supply.

Goal 3.13: Fund and invest in public facilities and the transportation system strategically and sustainably, so that growth pays its fair share and the system remains affordable over time.

Policy 3.13.1 The City shall fund and maintain its water, sewer, stormwater, and transportation systems through a stable, diverse mix of System Development Charges, utility rates, and user fees that equitably allocate costs to users, and shall prioritize investments through the Capital Improvement Plan.

Policy 3.13.2 The City shall require new development to contribute its proportionate share of the cost of the facilities and transportation improvements needed to serve it, and shall keep its System Development Charges current with actual costs.

Policy 3.13.3 The City shall pursue grants and collaborate with partnering agencies, including but not limited to ODOT, Morrow County, the Port of Morrow, and the Oregon Health Authority, to creatively fund infrastructure and transportation improvements and supporting programs.

Chapter 4: Nature

A quick orientation as you review this chapter.

This chapter covers natural resources (Goal 5), environmental quality (Goal 6), natural hazards (Goal 7), and energy conservation (Goal 13), organized in two halves: resource protection and climate/hazard resilience.

What's new or different: This chapter's factual picture changed the most since the current plan. The existing plan concluded Boardman faced no significant natural hazards; drawing on the County's 2024 Natural Hazards Mitigation Plan, this chapter recognizes drought, wildfire, extreme heat, and windstorm as real and growing risks, with extreme heat singled out as most relevant to daily life. It brings energy and the region's data-center concentration in as a resource question, encourages large energy users to participate in applicable large-load tariff programs, and aligns cultural-resource protection with new state rules on tribal coordination. Because this update is a post-acknowledgment plan amendment, the chapter carries forward the City's existing Goal 5 resource protections rather than reopening them (the factual basis will be documented in an appendix).

Background

Boardman's identity is inseparable from the Columbia River. The river supplies the city's drinking water, anchors its parks and waterfront, carries the freight that drives its economy, and shapes the natural systems that make the community livable. It is also a reminder of how much the land can change: the original townsite now lies beneath Lake Umatilla, relocated to higher ground in the 1960s when the John Day Dam was built. That history continues to shape Boardman's cultural identity and its relationship to the land and water around it.

The land around Boardman is working land. Irrigated agriculture, the industries of the Port of Morrow, and a growing role as a center for energy generation and data centers all draw on the same natural systems the community depends on, such as its water, its airshed, and the open, windswept landscape of the Columbia Plateau. As Boardman grows, the central challenge this chapter addresses is sustaining those resources while the demands placed on them increase.

That challenge is sharpened by a changing climate. Boardman's arid, windy setting has always meant hot summers, blowing dust, and a dependence on the river and groundwater, but those conditions are intensifying. Hotter and more frequent extreme-heat events, persistent drought, and wildfire in the surrounding landscape are emerging as the community's most significant natural hazards. This is a marked shift from earlier decades, when river flooding had been largely controlled and few other hazards were recognized. Protecting natural resources and building resilience to these hazards are two sides of the same effort to keep Boardman healthy, safe, and prepared for the future.

This chapter is organized into two sections. The first, Natural Resources and Environment, addresses the protection of Boardman's natural resources and the quality of its air, water, and land. The second, Climate Change and Natural Hazards, addresses the community's resilience to natural hazards and its commitment to conserving energy.

Applicable Statewide Planning Goals

- **Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces**
- **Goal 6: Air, Water, and Land Resources Quality**
- **Goal 7: Areas Subject to Natural Hazards**
- **Goal 13: Energy Conservation**

Goals and Policies

Natural Resources and Environment

Overview

Statewide Planning Goal 5 requires cities to inventory significant natural resources and adopt programs to protect them, and Goal 6 requires the maintenance and improvement of air, water, and land quality. In Boardman, these resources center on the Columbia River and its corridor: riparian areas, wetlands, fish and wildlife habitat, the groundwater that supplies the city's drinking water, aggregate resources, open space, and cultural areas.

Two developments since the last plan are reflected here. The State adopted new Goal 5 rules addressing cultural areas (OAR 660-023-0210) that strengthen coordination with tribes around archaeological and culturally significant sites. And the City's responsibilities under Goal 6, together with the Clean Water Act, call for continued attention to the water quality of the Columbia River, including protection of streamside vegetation and bank conditions. The goals and policies that follow retain the City's acknowledged Goal 5 resource inventory and protections (factual basis documented in Appendix 4-A), strengthen its support for fish and wildlife habitat and water quality, and align its cultural resource protections with current state law.

Goals and Policies

Goal 4.1: Protect, maintain, and where appropriate enhance Boardman's significant natural resources, including the Columbia River corridor, riparian areas, wetlands, fish and wildlife habitat, groundwater, aggregate resources, and open space.

Policy 4.1.1 The City shall continue to protect the Goal 5 resources inventoried in Appendix 4-A through ongoing identification and development review consistent with applicable regulations.

Policy 4.1.2 The City shall protect riparian corridors along the Columbia River and any other fish-bearing waters, using the safe harbor methodology as the basis for identifying corridor boundaries.

Policy 4.1.3 The City shall protect fish and wildlife habitat along the Columbia River, recognizing the value of riparian areas for shade, bank stability, and water quality, and shall draw on the Oregon Conservation Strategy, the Oregon Statewide Wildlife Action Plan, and technical assistance from the Oregon Department of Fish and Wildlife.

Policy 4.1.4 The City shall protect significant wetlands and, as resources permit, complete and adopt a Local Wetlands Inventory. In the interim, the City shall rely on the National Wetlands Inventory and the State's wetland notification process.

Policy 4.1.5 The City shall protect the quality and quantity of its groundwater and drinking-water supply, including wellhead protection and implementation of its Source Water Protection Plan, coordinating with developers and the State.

Policy 4.1.6 The City shall coordinate with Morrow County and the Port of Morrow to address aggregate resources if future UGB expansion encompasses areas with identified deposits..

Policy 4.1.7 The City shall work with Morrow County, the Port of Morrow, Boardman Park and Recreation District, the Bonneville Power Administration, and the U.S. Army Corps of Engineers to preserve and support the Columbia River Heritage Trail.

Policy 4.1.8 The City shall protect and enhance significant open space, including the Columbia River waterfront, in coordination with the U.S. Army Corps of Engineers, the Boardman Park & Recreation District, the Port of Morrow, and other partners.

Goal 4.2: Honor and protect Boardman's cultural areas and archaeological resources in coordination with the Confederated Tribes of the Umatilla Indian Reservation and other tribes with ancestral connections to the area.

Policy 4.2.1 The City shall continue to work with the CTUIR Cultural Resources Protection Program, and with other tribes identified by the State, to identify and protect cultural areas and archaeological sites.

Policy 4.2.2 The City shall notify tribes when a proposed development could affect a known or suspected archaeological site or culturally significant landscape feature, and when considering an Urban Growth Boundary expansion, and shall use tribal responses to inform recommendations to applicants.

Policy 4.2.3 The City shall include information about applicable state archaeological laws and permit requirements, including coordination with the State Historic Preservation Office (SHPO), on its development permit applications, and shall maintain a review procedure for development that may disturb archaeological sites.

Goal 4.3: Maintain and improve the quality of Boardman's air, water, and land resources as the community grows.

Policy 4.3.1 The City shall require development to comply with applicable city, county, state, and federal environmental standards, including air quality regulations administered by the Oregon Department of Environmental Quality (DEQ).

Policy 4.3.2 The City shall support the water quality of the Columbia River, including any applicable load allocations assigned by the Oregon Department of Environmental Quality (DEQ), through the protection and restoration of streamside vegetation and bank conditions, stormwater management, and erosion control during development.

Policy 4.3.3 The City shall manage stormwater as an environmental service, encouraging natural stormwater management techniques and minimizing water quality impacts from development.

Policy 4.3.4 The City shall preserve and wisely manage its natural and built environments, and shall encourage development techniques that protect air, water, and land quality and reduce dust and erosion.

Climate Change and Natural Hazards

Overview

Statewide Planning Goal 7 requires cities to protect people and property from natural hazards, and Goal 13 requires that land use and development conserve energy. Boardman addresses them together because the same arid, windy climate that drives the community's hazards also shapes how it uses energy, and because the region's role as a center of energy generation and consumption makes conservation a natural companion to resilience.

The City's understanding of its hazard exposure has changed significantly since the last plan, which concluded that Boardman faced no significant natural hazards. Through the 2024 Morrow County Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP), prepared with the County, its cities, and state and federal partners, the City now has a current, climate-informed picture of the risks it faces, including drought, wildfire, windstorm, extreme heat, and, to a lesser degree, flood and other hazards. Extreme heat stands out as the hazard most directly relevant to daily life and growth in Boardman, falling hardest on older adults, outdoor workers, and residents without air conditioning.

Energy conservation is addressed in this chapter as a complement to hazard resilience. Boardman sits within a regional hub of energy generation and large energy users, and the choices the City makes about how it grows, including how compactly it develops, how people travel, and how efficiently its buildings and public facilities operate, all influence how much

energy the community consumes. The goals and policies that follow commit the City to reducing hazard risk and conserving energy as it grows.

Goals and Policies

Goal 4.4: Protect people and property from natural hazards by aligning the City's planning and development with the adopted Morrow County Multi-Jurisdictional Natural Hazards Mitigation Plan.**

Policy 4.4.1 The City shall maintain the Morrow County Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP) as the City's natural hazards mitigation strategy, implement the mitigation actions identified in that plan for the City of Boardman, and participate in future updates of the plan.

Policy 4.4.2 The City shall consider natural hazard risk, including flood, wildfire, extreme heat, windstorm, and drought, in its land use decisions and in the location and design of public facilities, and shall consider measures to avoid or mitigate undue risk to people and property.

Policy 4.4.3 The City shall maintain its participation in the National Flood Insurance Program (NFIP) and apply its floodplain regulations to development in mapped flood hazard areas, recognizing that while regulation of the Columbia River has reduced flood risk, localized flood hazards remain.

Policy 4.4.4 The City shall coordinate with Morrow County, the Boardman Rural Fire Protection District, the Oregon Department of Forestry, and other partners to reduce wildfire risk in and around the community, including vegetation management in parks, trails, and the wildland-urban interface.

Policy 4.4.5 The City shall reduce the community's exposure to extreme heat by incorporating shade, tree canopy, cooling features, and heat-resilient design into parks, public spaces, and development, with particular attention to older adults, outdoor workers, and other residents most vulnerable to heat.

Policy 4.4.6 The City shall manage wind-blown dust and erosion by encouraging the stabilization and revegetation of disturbed and undeveloped land and by applying appropriate erosion and sediment control standards to development.

Policy 4.4.7 The City shall provide hazard information and emergency preparedness outreach in English and shall seek to make such materials accessible in Spanish, recognizing the needs of Boardman's predominantly Latino, family-oriented community and other vulnerable populations.

Goal 4.5: Conserve energy and resources, and ensure that large energy- and water-intensive development supports, rather than strains, the community's long-term

resilience.

Policy 4.5.1 The City shall promote compact, walkable development patterns that locate higher-density housing near schools, parks, shopping, and transit, reducing energy consumed in travel.

Policy 4.5.2 The City shall support alternatives to automobile travel, including the bikeways, sidewalks, and multimodal connections identified in the Transportation System Plan, as a means of conserving energy.

Policy 4.5.3 The City shall encourage energy-efficient building design, site planning, and development practices, and shall support the use of renewable energy, including solar, where appropriate.

Policy 4.5.4 The City shall support energy and water efficiency in its own facilities and operations, including its water and wastewater systems, and shall consider energy and operating cost in the design of public infrastructure.

Policy 4.5.5 The City recognizes that the Boardman area has become a regional center for data centers and other large energy- and water-intensive industrial uses, and that this growth brings both economic opportunity and new pressure on the community's water supply, energy infrastructure, and natural resources. The City shall plan for these uses deliberately, so that they strengthen rather than strain the community's long-term resilience.

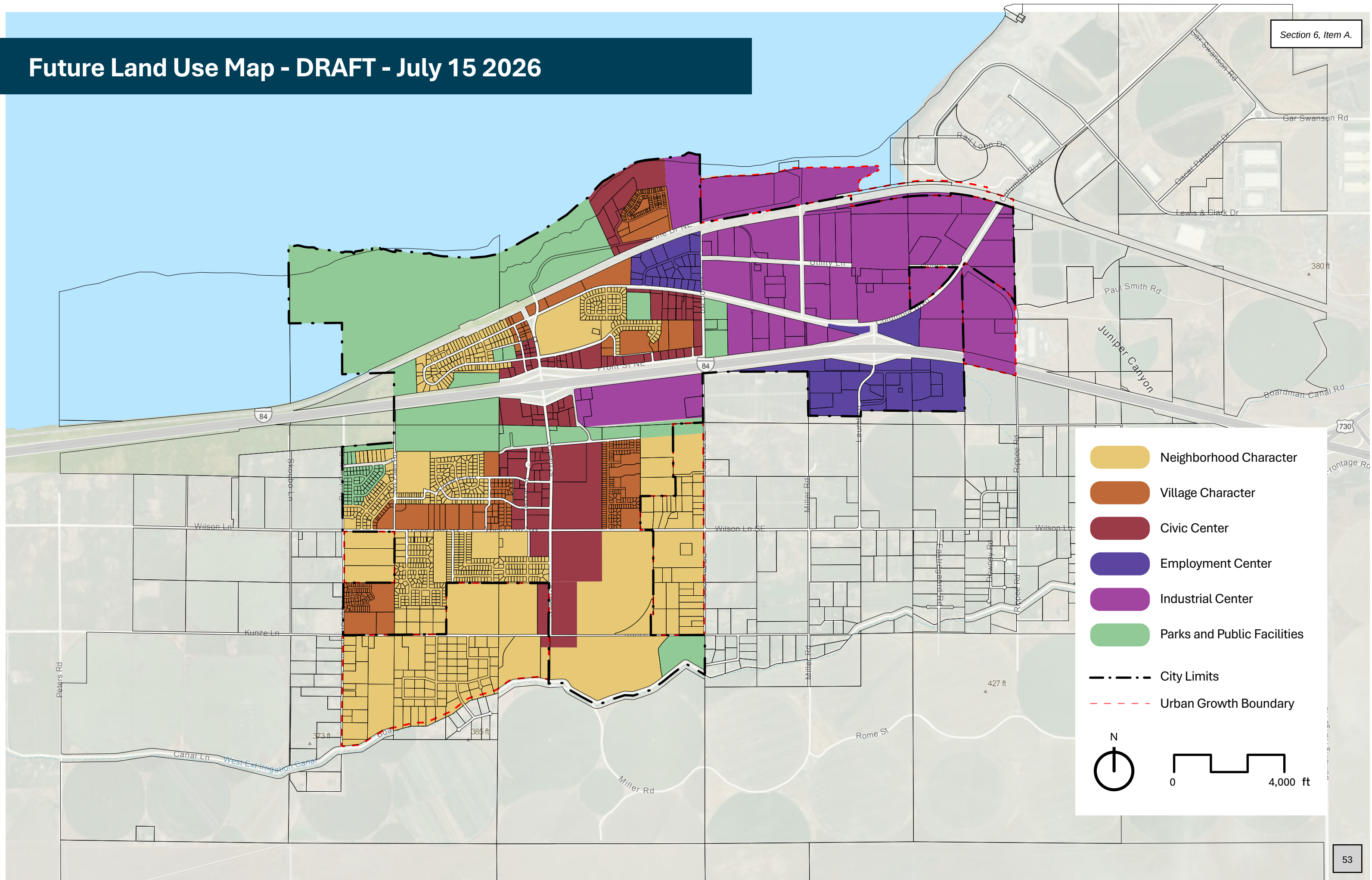
Policy 4.5.6 The City shall coordinate with the Port of Morrow, Morrow County, utility providers, and the State to understand and plan for the individual and cumulative water and energy demands of large industrial users within and adjacent to the UGB, and to ensure that the City's own drinking-water supply, groundwater resources, and residents' utility service are protected as a first priority.

Policy 4.5.7 The City shall evaluate clear and objective siting and development standards for data centers and other high-intensity water and energy users, which may address water-efficient cooling, on-site or contracted renewable energy, stormwater and waste heat management, noise, backup-generator emissions, and buffering from residential areas.

Policy 4.5.8 The City shall encourage large energy users to meet their demand with new clean energy resources, to participate in applicable large-load tariff programs established under state law, and to contribute to the resilience of the regional energy and water systems they rely on, so that the costs of growth are not shifted onto Boardman's households and existing businesses.

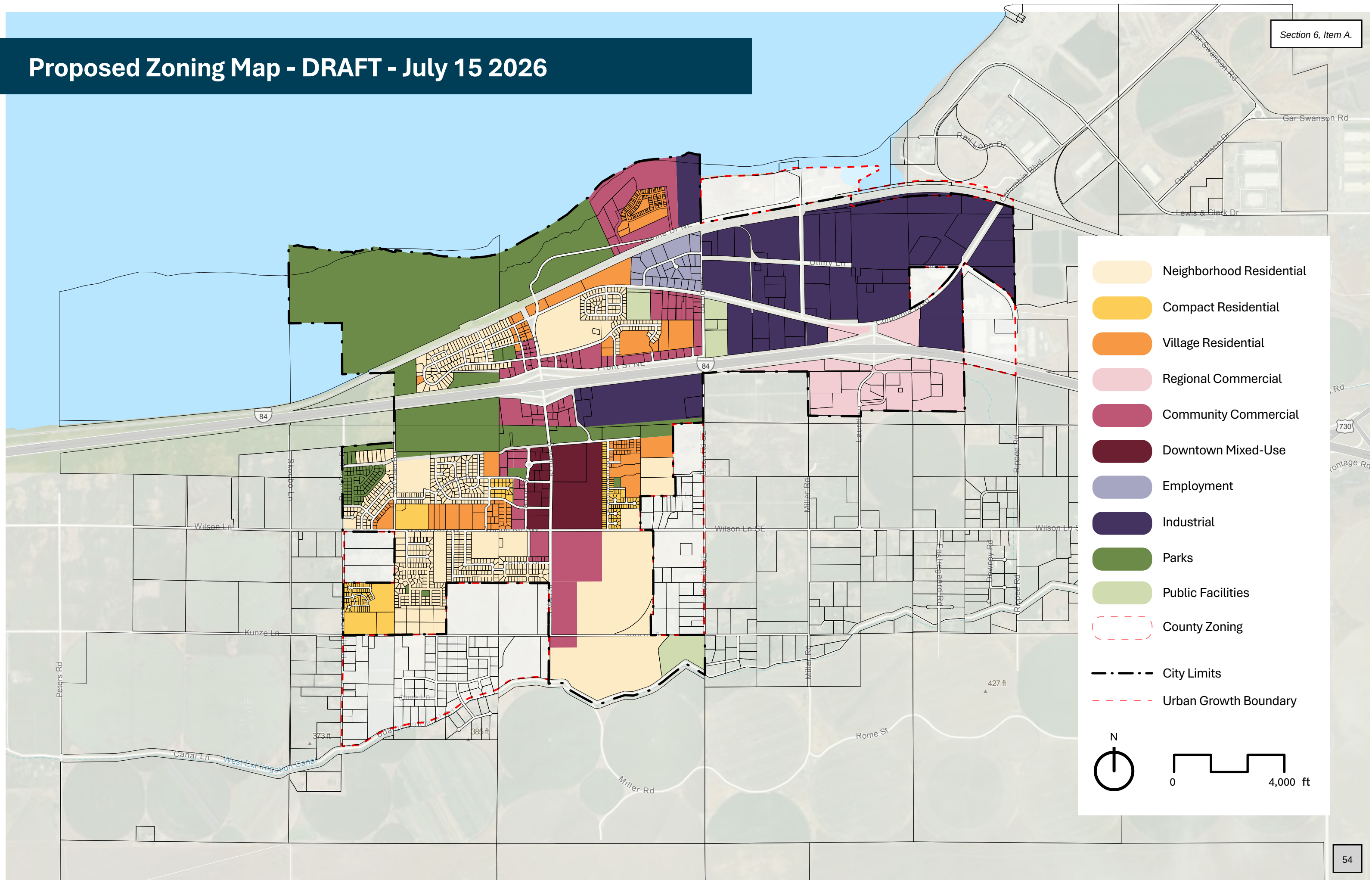
Future Land Use Map - DRAFT - July 15 2026

Section 6, Item A.



Proposed Zoning Map - DRAFT - July 15 2026

Section 6, Item A.



PERMITTED USES — PROPOSED ZONING (REVISED DRAFT) — City of Boardman

Legend	P			Permitted Outright			CU		Conditional Use		X		Not Permitted	
Use	RESIDENTIAL ZONES						COMMERCIAL ZONES			INDUSTRIAL ZONES		PUBLIC ZONES		
	NR	CR	VR	CC	RC	DMU	IND	EMP	POS	PF				
	Neighborhood Residential	Compact Residential	Village Residential	Community Commercial	Regional Commercial	Downtown Mixed-Use	Industrial	Employment	Parks and Open Space	Public Facilities				
RESIDENTIAL USES														
Single Unit Dwelling (Detached)	P	P	P	X	X	X	X	X	X	X				
Duplex	P	P	P	X	X	X	X	X	X	X				
Triplex	P	P	P	X	X	X	X	X	X	X				
Quadplex	P	P	P	P			P	P	X	X				
Cottage Cluster	P	P	P	X	X	X	X	X	X	X				
Townhouse (Single-Family Attached)	P(1)	P	P	P	P	P	X	X	X	X				
Multi-Unit Dwelling (5+ Units)	X	P	P	P	P	P	X	X	X	X				
Accessory Dwelling Unit (ADU)	P	P	P	X	X	X	X	X	X	X				
Manufactured Home (Individual Lot)	P	P	P	X	X	X	X	X	X	X				
Manufactured Home Park	P	P	P	X	X	X	X	X	X	X				
Recreational Vehicle Park	X	X	CU	X	P	X	X	X	X	X				
Bed and Breakfast Inn	CU	CU	CU	X	X	X	X	X	X	X				
Vacation Rental	CU	CU	CU	X	X	X	X	X	POS	X				
Single Room Occupancy	P	P	P	P	P	P	X	X	X	X				
Residential Home	P	P	P	X	X	X	X	X	X	X				
Residential Facility	X	X	P	P	P	P	X	X	X	X				
Family Child Care Home (≤16 Children)	P	P	P	P	P	P	X	X	X	X				
Home Occupations	P	P	P	CU	CU	CU	X	X	X	X				
Residential Caretaker Unit	X	X	X	X	P(2)	X	P(2)	X	X	X				
Mixed-Use Building / Development (Residential + Permitted Commercial)	X	X	P	P	P	P	X	X	X	X				
COMMERCIAL USES														
Retail Trade and Services	X	X	P(3)	P	P	P	P(4)	P	X	X				
Personal and Professional Services	X	X	P	P	P	P	X	P	X	X				
Eating and Drinking Establishments	X	X	P	P	P	P	P(5)	P	X	X				
Laundromats and Dry Cleaners	X	X	X	P	P	P	X	X	X	X				
Vehicle Repair	X	X	X	X	P(6)	X	X	P	X	X				
Quick Vehicle Servicing	X	X	X	P	P	X	P	P	X	X				
Entertainment / Amusement (Theaters, Clubs)	X	X	X	P	P	P	X	X	X	X				
Business / Professional Offices	X	X	P	P	P	P	P(5)	P	X	X				
Hotel / Motel	X	X	X	P	P	P	X	X	X	X				
Mobile Food Unit / Vendor Station	X	X	X	X	X	X	X	X	X	X				
Auto Sales	X	X	X	X	P	X	X	X	X	X				
Drive-Through Facilities	X	X	X	P	P	X	P	P	X	X				
Vehicle Sales / Storage / Parking Lot	X	X	X	X	P	X	X	P	X	X				
Medical and Dental Offices, Clinics, Laboratories	X	X	X	P	X	P	X	P(7)	X	X				
Hospitals	X	X	X	X	X	P	X	X	X	X				
Child Care Center (>16 Children)	X	X	P	P	P	P	X	P	X	P				
Kennel / Animal Hospital	X	X	X	X	P	X	X	X	P	X				
Vineyard / Garden Center / Nursery (with Retail/Wholesale)	X	X	X	X	P	X	X	X	P	X				
Agriculturally-Oriented Commercial Use	X	X	X	X	P	X	X	X	X	X				
Outdoor Storage/Sales	X	X	X	X	P	X	X	P	P	X				
Medical Marijuana Dispensary / Grow Facility	X	X	X	X	CU	X	X	X	X	X				
INDUSTRIAL USES														
Heavy Truck Servicing and Repair	X	X	X	X	P	X	P	P	X	X				
Wholesale Sales	X	X	X	X	P	X	P	P	X	X				
Heavy Manufacturing / Assembly / Processing of Raw Materials	X	X	X	X	X	X	P	X	X	X				
Light Manufacturing	X	X	X	X	P	X	P	P	X	X				
Warehousing and Distribution	X	X	X	X	P	X	P	P	X	X				
Research Facilities	X	X	X	X	X	X	P	P	X	X				
Mini-Warehouse / Self-Storage	X	X	X	X	X	X	X	P	X	X				
Junk Yard / Motor Vehicle Wrecking Yard	X	X	X	X	X	X	P	X	X	X				
Manufacturing and Production	X	X	X	X	X	X	P	X	X	P				
Ship Building and Repair	X	X	X	X	X	X	P	X	X	X				

PERMITTED USES — PROPOSED ZONING (REVISED DRAFT) — City of Boardman

Legend	P	Permitted Outright	CU	Conditional Use	X	Not Permitted				
Use	RESIDENTIAL ZONES			COMMERCIAL ZONES			INDUSTRIAL ZONES		PUBLIC ZONES	
	NR	CR	VR	CC	RC	DMU	IND	EMP	POS	PF
	Neighborhood Residential	Compact Residential	Village Residential	Community Commercial	Regional Commercial	Downtown Mixed-Use	Industrial	Employment	Parks and Open Space	Public Facilities
PUBLIC AND INSTITUTIONAL USES										
Cemeteries	X	X	X	X	X	X	X	X	X	X
Churches and Places of Worship	P	P	P	P	P	P	X	X	X	X
Clubs, Lodges, and Similar Uses	P(8)	P(8)	P(8)	P	P	P	X	X	X	X
Government Offices and Facilities	CU	CU	CU	P	P	P	P(9)	P	X	X
Libraries, Museums, Community Centers, Concert Halls	CU	CU	P(10)	X	X	P	X	X	P	X
Public Parking Lots and Garages	X	X	X	P(10)	P(10)	X	X	X	P(10)	P(10)
Basic Utilities	P(10)	P(10)	P(10)	P(10)	P(10)	P(10)	P	P	P	P
Telecommunications Equipment	P	P	P	P	P	P	P	P	P	P
Public Parks and Recreational Facilities	P(10)	P(10)	P(10)	P(10)	P(10)	P	P(10)	P(10)	P(10)	P(10)
Schools (Public and Private)	CU	CU	CU	CU	CU	CU	CU	CU	X	X
Vocational Schools Co-Located with Parent Industry	X	X	X	X	P	X	P	P	X	X
Water Supply / Treatment Facility	X	X	X	X	CU	X	P	X	X	P
Transportation Facilities and Improvements	P(11)	P(11)	P(11)	P(11)	P(11)	P(11)	P(11)	P(11)	P(11)	P(11)
ACCESSORY USES										
Accessory Uses and Structures	P	P	P	P	P	P	P	P	P	P

FOOTNOTES

- (1) Only up to 4 attached units shall be permitted.
- (2) One caretaker unit shall be permitted for each development, per §2.2.200.D.
- (3) Limited to neighborhood-serving retail uses.
- (4) Small scale retail and service commercial uses up to 10% of building in total floor area, for general use of industrial use employees and customers, e.g., restaurants, hair salons, banks, dry cleaners, book stores, coffee retailers.
- (5) Offices and other commercial uses that are integral to a primary industrial use (e.g., administrative offices, and wholesale of goods produced on location).
- (6) Shall not include repair and service of industrial vehicles and equipment; heavy trucks; towing or vehicle storage; wrecking/salvage and that those are industrial uses.
- (7) Permitted uses shall include medical and dental clinics and laboratories. Hospitals shall not be a permitted use.
- (8) Permitted only as part of an expansion of an existing use.
- (9) Must be government facilities where the public is generally not received.
- (10) Permitted as a Type II procedure subject to standards.
- (11) Only transportation facilities and improvements noted in the Transportation Systems Plan are permitted.

MEMORANDUM

To: Mayor Keefer and members of the City Council
Cc: Brandon Hammond, City Manager
From: Carla McLane, Planning Official
Date: June 30, 2026
RE: Planning Department Monthly Update

I write this on my last day as the Planning Official for the City of Boardman. While I will still be in the building for a bit yet wrapping up the strategic planning efforts, it is somewhat bittersweet as my role changes. There is excitement to see Stephanie assume the role of Planning Official and Arely grow into more responsibility as Planner II. Boardman is in good hands to shepherd and oversee the growth that continues to occur. And as the strategic planning effort concludes Boardman will be well positioned to tackle what comes next. As I close this introduction, I want to thank Karen Pettigrew and Rick Stokoe for the confidence they had in me when I originally joined the Boardman team and Brandon for taking the risk of tackling the strategic planning effort.

Strategic Planning Program: You can follow these projects at [this location](#) on the City’s website. For more information on the various projects, see below:

Completed or Nearly Completed Projects:

- **Transportation System Plan (TSP):** Both the City’s TSP and the County’s co-adoption have been appealed. You can follow the TSP Update [here](#).
- **Parks Master Plan (PMP):** The PMP has been appealed. You can follow the PMP [here](#). You can find the new Parks Page on the City of Boardman website [here](#)!
- **Economic Opportunity Analysis (EOA):** The adoption documents are posted [here](#).

Projects Underway or Soon To Be:

- **Boardman Development Code (BDC) and Comprehensive Plan (CP):** The next PAC meeting will be on July 30, which will be a joint meeting with the Planning Commission. It is tentatively planned to start at 5:00 pm and run about two hours. You can follow the CP/BDC PAC [here](#).
- **Housing Capacity Analysis (HCA):** The next step of this work relies on inputs concerning water, wastewater, and transportation so we are a bit delayed waiting for some final input from our City Engineer and the various projects that are being led by him. You can follow the HCA [here](#).
- **Main Street Interchange Area Management Plan Refinement (MS IAMP):** A lot has happened in just a month with this project. The appointed Technical Advisory

Committee (TAC) and PAC have had their first meeting, and we have finalized the first technical memorandum. The next meeting is tentatively scheduled for late July. You can follow the MS IAMP project [here](#).

Other Programmatic work: Work is also progressing on other projects with a planning focus. Those include the:

- **System Development Charge (SDC) Update:** The next staff level meeting with the consultant team will be held in late July. Information from flow from that conversation to the City Council later this summer.
- **Boardman Municipal Code (BMC):** With the Code Compliance and Hearings Officer work on the July City Council agenda we are moving into a period of concerted effort on updates to the BMC.

Planning Reviews and Approvals: My intent here will be to add Planning Department actions that end in an approval for development. I will be cautious to protect the City Council’s role as the appeal body for any local decisions. And if there haven’t been any decisions this section may be blank.

- ✓ Work continues in the Planning Department with both residential and commercial activity.
- ✓ The Planning Commission approved a 240-unit multi-family development on Wilson Lane at their regular meeting on June 18.
- ✓ Planning staff is looking at how food trucks and pods have been historically approved with the outcome to be a review and approval purpose that will include clear and objective standards.



Subject: Request to Include Questions and Comments in the Record – July 30, 2026
 Joint Planning Commission / Public Advisory Committee Workshop
 Chair and Commissioners,

Please include the following questions and comments in the record for the July 30, 2026 Joint Planning Commission and Public Advisory Committee workshop.

As I reviewed the workshop materials, I also reviewed the Oregon Department of Land Conservation and Development's May 7, 2025 Housing Needs Analysis Rulemaking Advisory Committee meeting. During that meeting, DLCD staff and committee members discussed an important planning principle that appears directly relevant to the City's current Comprehensive Plan update: there is an important distinction between land that is merely planned or mapped for future development and land that is actually becoming "development ready" through engineering, infrastructure planning, capital improvements, utility extensions, and other implementation actions. The discussion also emphasized the importance of coordinating planning documents, engineering decisions, and capital improvement programming so property owners understand when long-range planning begins affecting specific properties.

The workshop packet explains that the Comprehensive Plan establishes City policy, the Development Code determines where and how development may occur, and standards and specifications govern infrastructure design and construction. Because numerous planning documents—including the Comprehensive Plan, Transportation System Plan (TSP), Main Street IAMP, Parks Master Plan, Public Facilities Plan, Housing Capacity Analysis (HCA), Buildable Lands Inventory (BLI), Employment Opportunities Analysis (EOA), and Capital Improvement Plan (CIP)—appear to be advancing on overlapping timelines, I respectfully request clarification regarding where the City believes planning ends and implementation begins.

1. Main Street IAMP implementation

The draft policies state that the City intends to complete and implement the Main Street IAMP refinement.

During DLCD's rulemaking discussion, staff explained that infrastructure planning, engineering, and capital improvement programming are among the actions that move land from long-range planning toward implementation.

Accordingly:

What specific actions does the City consider to be part of "implementation"?

Does implementation include:

- selecting a preferred improvement or alignment;
- engineering and design;
- identifying right-of-way;
- estimating acquisition costs;
- adopting a funding strategy;
- adding projects to the Capital Improvement Plan;
- restricting property access;
- acquiring easements or land; or
- authorizing construction?

At what stage will affected property owners receive individual notice?

2. Conceptual versus committed projects

What objective standard will the City use to distinguish between:

- a conceptual facility;
- a preferred facility;
- a programmed facility;
- a funded facility; and
- a committed construction project?

At what point may City staff, consultants, or decision-makers rely upon a mapped road, park, trail, utility, or transportation facility when making property-specific decisions?

3. Separate notice and appeal opportunities

Which future implementation decisions will receive separate public notice and hearing opportunities?

Please identify whether separate notice will be provided for:

- IAMP adoption;
- preferred transportation alignments;
- Development Code amendments;
- zoning-map amendments;
- Public Works Standards;
- Capital Improvement Plan projects;
- access-management decisions;
- park or trail acquisition;
- utility extensions;
- right-of-way acquisition; and
- property-specific development conditions.

4. Identification of affected properties

Before the Comprehensive Plan is adopted, will the City prepare a parcel-level map identifying private tax lots that could be affected by:

- planned rights-of-way;
- future access changes;
- park or trail corridors;
- utility extensions;
- public-facility locations;
- easements;
- land acquisition; or
- required dedications?

If not, when will that property-level analysis occur?

5. Relationship among planning documents

How will the City reconcile differences among the:

- Transportation System Plan;
- Main Street IAMP;
- Parks Master Plan;
- Housing Capacity Analysis;
- Buildable Lands Inventory;
- Employment Opportunities Analysis;
- Public Facilities Plan;
- Capital Improvement Plan;
- Future Land Use Map;
- Development Code; and
- Public Works Standards

if they contain different facility locations, transportation assumptions, utility assumptions, service areas, or growth projections?

Which document controls if conflicts exist?

6. Changes to technical documents

If a technical document relied upon by the Comprehensive Plan is later amended, withdrawn, remanded, or materially changed, what process will the City use to review and amend dependent Comprehensive Plan policies?

Will the City commit to reconsidering policies that rely upon factual assumptions that later change?

7. Protection of TSP facilities

If the Comprehensive Plan requires land-use decisions to protect facilities identified in the Transportation System Plan, what does “protect” mean for private property?

Could that policy result in:

- denial or limitation of access;
- required right-of-way dedication;
- setbacks from future facilities;
- development limitations;
- reservation of land;
- transportation improvement payments; or
- conditions requiring construction of improvements?

What standards prevent conceptual transportation facilities from functioning as de facto property restrictions before those facilities have been fully adopted, engineered, funded, and approved?

8. Park and trail acquisition

Will future parkland and trail dedication standards apply only to new subdivisions and development applications, or could they also affect existing properties?

What process will govern:

- voluntary acquisition;
- easements;
- appraisals;
- negotiations;
- Council authorization; and
- possible condemnation?

9. Capital Improvement Plan

During DLCD's discussion, committee members emphasized the importance of distinguishing between conceptual infrastructure and projects that have progressed into capital programming and implementation.

For each project placed into the Capital Improvement Plan, will the City disclose:

- project location;
- affected tax lots;
- project phase;
- right-of-way needs;
- estimated acquisition costs;
- engineering costs;
- construction costs;
- funding source;
- responsible agency;
- projected schedule; and
- whether voluntary acquisition or condemnation may be required?

10. Future Land Use Map assumptions

For each area proposed for additional growth or changed land-use designation:

- what transportation facilities;
- water facilities;
- sewer facilities;
- parks;
- trails; and
- public facilities

are assumed to support that growth?

Where are those facilities expected to be located?

Are those assumptions fully consistent with the TSP, Main Street IAMP, HCA, BLI, Public Facilities Plan, and Capital Improvement Plan?

11. Implementation matrix

Will the City prepare an implementation matrix before adoption identifying:

- each Comprehensive Plan goal and policy;
- implementing document;
- responsible department;
- responsible agency;
- adoption schedule;
- funding source;
- required land-use action;
- public notice process; and
- possible effects on private property?

12. Advance notice to affected owners

Will the City commit to providing advance written notice before:

- selecting a preferred route;
- identifying private property for acquisition;
- restricting access;
- adding a property-specific project to the Capital Improvement Plan;
- commissioning final engineering;
- applying for construction funding; or
- imposing dedication or easement conditions?

13. Coordination among planning documents

DLCD's Rulemaking Advisory Committee repeatedly discussed the importance of coordinating land-use planning, engineering, infrastructure planning, and capital improvements so that planning documents provide predictable guidance to both local governments and affected property owners.

Because the Comprehensive Plan, Transportation System Plan, Main Street IAMP, Development Code, Housing Capacity Analysis, Parks Master Plan, Public Facilities Plan, and Capital Improvement Plan are all moving on overlapping schedules, how will the City ensure that one planning process does not create property-specific commitments before related plans have been completed, reconciled, and independently adopted?

14. Development readiness

The DLCD rulemaking discussion introduced the concept of "development-ready" land, recognizing that infrastructure planning, engineering, utility extensions, and capital improvements can move land from long-range planning toward implementation.

Oregon Housing Needs Analysis, Rulemaking Advisory Committee meeting
Accordingly:

At what point does the City consider a transportation, utility, park, trail, or public facility shown in the Comprehensive Plan, Transportation System Plan, Main Street IAMP, Parks Master Plan, Public Facilities Plan, or Capital Improvement Plan to be "development ready" rather than conceptual?

What objective criteria will the City use to determine when a project has transitioned from planning into implementation?

How will affected property owners be notified when that transition occurs?

15. West Glen water service

The agenda asks whether the City should provide water outside city limits for public-health purposes.

Please identify:

- the geographic area under consideration;
- proposed water lines;
- booster facilities;
- easements;
- roads;
- sewer facilities;
- annexation assumptions;
- funding mechanisms; and
- whether providing water outside city limits creates an expectation of future urban development or annexation.

16. Request for written responses

Because many of these questions involve implementation sequencing rather than issues that can reasonably be answered during limited oral testimony, I respectfully request written responses or identification of where these issues will be addressed in future staff reports, findings, maps, policies, implementation documents, or capital improvement planning.

17. Public Facilities Plan consistency

Because the Comprehensive Plan appears to rely on future public facilities, will the City identify which Public Facilities Plan projects are:

- existing;
- funded;
- programmed;
- conceptual; or
- dependent upon future grants, partnerships, or third-party participation?

How will those distinctions be disclosed to the public before Comprehensive Plan adoption?

18. Funding assumptions

For each transportation, water, sewer, park, or trail project referenced in the Comprehensive Plan:

- What funding source is anticipated?
- Has funding been secured?
- Is funding merely anticipated?

- Does implementation depend upon grants, SDC revenue, urban renewal revenue, state funding, federal funding, private participation, or future Council appropriations?

If funding assumptions change, how will the Comprehensive Plan be reevaluated?

19. Property-owner participation

Before selecting preferred transportation routes, trail corridors, utility corridors, or public-facility locations affecting specific properties, what opportunities will affected owners have to:

- review alternatives;
- submit information;
- suggest modifications; and
- participate before decisions become recommendations?

20. Alternatives analysis

Before identifying preferred transportation routes, trails, utility corridors, or public facilities, will the City prepare and publicly disclose alternatives analyses explaining:

- alternatives considered;
- reasons alternatives were rejected;
- costs;
- impacts to private property; and
- reasons the preferred alternative was selected?

17. Record clarity

To assist the public in understanding the relationship among these planning efforts, will the City identify, either during this workshop or before adoption, where each of the foregoing questions will ultimately be answered (e.g., Comprehensive Plan policies, findings, staff reports, Development Code, Public Facilities Plan, Capital Improvement Plan, Public Works Standards, future land-use proceedings, or separate implementation actions)?

Please confirm receipt of this email and include it in the record for the July 30, 2026 workshop.

Thank you,

Jonathan Tallman