



City of Boardman

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AGENDA **City of Boardman Planning Commission** **Wednesday, July 19, 2023** **Boardman City Hall Council Chambers** **7:00 PM**

Members of Commission: Jacob Cain, Chair
Jennifer Leighton
Sam Irons

Michael Connell
Ethan Salata

Zack Barresse, Vice Chair
Ragna TenEyck

Members of Staff: Carla McLane, Planning Official

Jackie McCauley, Acting Recorder

ZOOM Meeting Information is Available on the City's Website
Under [Agendas, Minutes & Videos](#)

CALL TO ORDER

FLAG SALUTE

I pledge allegiance to the flag of the United States of America and to the republic for which it stands: one nation under God, indivisible with liberty and justice for all.@

ROLL CALL

APPROVAL OF MINUTES

May 10, 2023

PUBLIC HEARINGS (Commission Action Required)

- Variance VAR-23-007: Kyle Stone applicant and owner. The subject property is described as tax lot 6800 of Assessor's Map 4N 25E 17AD and is zoned Residential. This request is to approve a variance to the setback of more than 10 percent for reasons related to slope. Criteria are found in the Boardman Development Code Chapter 5.1 Variances and is being processed as a Type III decision.
- Urban Renewal. City of Boardman, applicant. Multiple landowners. The Planning Commission will review the proposed North Boardman Urban Renewal Plan including its relationship to the Comprehensive Plan, and make a recommendation to the Boardman City Council. This is not a land use decision.

DISCUSSION ITEMS

- Boardman Development Code – if time allows

PUBLIC COMMENT

This time is set aside for persons wishing to address the Planning Commission on matters not on the agenda. Speakers will be limited to five minutes. If written material is provided at least eight copies of all information will be provided to the Planning Official or Recorder prior to the meeting. Action will not be taken at this meeting on public comments.

COMMISSION COMMENTS

ADJOURN

Future Meetings:

June 21, 2023 (if needed)

7:00 p.m.

City of Boardman Council Chambers

BOARDMAN PLANNING COMMISSION MINUTES - REGULAR MEETING – MAY 10, 2023

Commission Vice Chair Barresse called the meeting to order at 7:00 p.m. He led the flag salute and asked for roll call:

Commissioners
in Attendance: Jennifer Leighton, Sam Irons, Zack Barresse, Ethan Salata, and Mike Connell

Commissioners Absent: Jake Cain – Excused, Ragna TenEyck – Unexcused

Staff: Carla McLane - Planning Official, Jackie McCauley- Acting Recorder/Building Clerk, Rolf Prag – Special Projects Coordinator, and Toni Connell – Utility Clerk

Audience: Kristen Bates, Dave Krumbein-Willowfork Investments, Ramandeep Malhi- Willowfork Investments, Gurmit Gucman-Willowfork Investments, Karen Pettigrew, Alberto Vaca, Adalberto Vaca, Eloise Alvarez, and RHS Students: Tyrese Boyd, Eloy Ramos, Dayania Noriega, and Daniela Jimenez

APPROVAL OF MINUTES

March 22, 2023 – Regular Meeting

Commissioner Irons made a motion to approve the March 22, 2023 minutes as presented. Commissioner Salata seconded the motion. A roll call vote was taken: Commissioner Leighton-yes, Commissioner Irons-yes, Commissioner Salata-yes, Commissioner Connell-yes, and Commission Vice Chair Barresse-yes. The motion passed 5-0 with 2 absent.

PUBLIC HEARINGS

Public Hearing - SDR3-23-003 Site Design Review – Manufactured Home Park

Commission Vice Chair Barresse opened the Public Hearing at 7:02pm.

Commission Vice Chair Barresse read the purpose of the hearing: SDR3-23-003 Site Design Review. Willow Fork Investment, LLC, applicant and owner. The subject property is described as tax lot 6600 of Assessor's Map 4N 25E 17CD and is zoned Residential – Manufactured Home Park. This request is to approve a Manufactured Home Park development. Criteria are found in the Boardman Development Code Chapter 4.2 Development Review and Site Design Review along with provisions found in Chapter 2.1 Residential District and is being processed as a Type III decision.

Commission Vice Chair Barresse read the rules of conduct of the hearing and asked the commissioners if they wished to abstain from this hearing. There were none.

Commission Vice Chair Barresse asked if anyone in the audience wished to challenge any of the commissioners' impartiality. There were none.

Commission Vice Chair Barresse asked if there were any objections of the commission to hear the matter. There were none.

Staff Report – Planning Official McLane reviewed the staff report provided in the commissioner's packets. The proposed manufacture home park would have 55 new units and be located along Kunze Lane to the east of Driftwood RV Park. She reviewed all of development code standards the park would need to meet. She read her recommendations of approval for the project. She asked if there were any questions.

Commission Vice Chair Barresse asked how the utilities would connect to the project. It will connect from line coming through Bella Vista Estates.

Commissioner Connell asked if the surrounding property owners were made aware of the project. Yes, they received public notice.

Commissioner Salata asked about how water metering would work. There will be individual water meters for each space.

Correspondence – None, however Morrow County did express interest, but made no comments.

Public Testimony

Applicant - David Krumbein – Engineer for Willowfork Investments said the streets would be dedicated to the city by plat. The size of the units would be all a bit different, roughly a 20' x 50' size. There will be landscaping along Kunze Lane. He would like to get the city and the county together to make sure everyone is on board with this project and to sign an agreement. The developers of this project have signed an agreement with Bella Vista Estates Cooperative for an easement to tie into water and sewer on the south side of Bella Vista Estates. They plan to loop an 8" water line out to Kunze Lane.

Commissioner Salata asked if the manufactured homes would be new or used. They will be new.

Commissioner Connell asked if they would be for sale or rent. They will be for rent. The manufactured homes could be owned by the renters however. There will be a mix of both in the park.

Commissioner Salata asked what constitutes a unit, to meet the 10' setback between units. A unit is any structure, the manufactured home or the carport. Mr. Krumbein said in some instances, they may place carports in front of the homes because the lots are long and narrow.

Testimony In Favor – Alberto Vaca – Parents live at space 55 in Bella Vista Estates. Is not speaking in favor or against the project, just wanted more information about the project because his parents had received the hearing notice.

Testimony In Opposition – There were none.

Neutral Testimony – There were none.

Commission Vice Chair Barresse closed the public hearing at: 7:42 pm.

Deliberation by Commission of SDR3-23-003 Site Design Review – Manufactured Home Park

Commissioner Salata asked about the allowable age of manufactured homes in the park. Planning Official McLane said the city cannot require the age of a manufactured home inside of a manufactured home park, however the developers will be placing new homes.

Commissioner Salata made a motion to approved SDR3-23-003 as presented by applicant with all Precedent Conditions of Approval and all Subsequent Conditions of Approval from the staff report. Commissioner Leighton seconded the motion. A roll call vote was taken: Commissioner Leighton-yes, Commissioner Irons-yes, Commissioner Salata-yes, Commissioner Connell-yes, and Commission Vice Chair Barresse-yes. The motion passed 5-0 with 2 absent.

Commissioner Connell asked if the homes would be single or double-wide. Planning Official McLane said there will be a mix of both. She believes they will look much like the cabins River Lodge & Grill has placed at their hotel. She said Boardman's housing needs a little of everything. These types of project will be helping to meet the housing demand.

Commissioner Leighton asked if the developers will be putting in an 8" water line or a 12" water line; a 12" line would save money in developing in the long run. Planning Official McLane said the city and developers are still in discussion about this. It is hard to tell the future and where the city will need more water.

Discussion Items

Planning Official McLane said many of the city's plans such as the Boardman Development Code need a comprehensive review. The city has been updating the website to include the old comprehensive plans. There is also information on the website regarding update of the Natural Hazard Mitigation Plan. Next she would like to see the transportation plan and the Port Interchange Area Management Plan put on the website. Currently ODOT is offering grants for transportation projects. The city plans to apply for the transportation system plan and the Main Street IAMP.

Commission Vice Chair Barresse asked about a traffic study for the SAGE Center expansion project. Planning Official McLane said ODOT is involved because the SAGE Center is on Light Industrial Zoned property that falls within the Port IAMP. She said the SAGE Center will need to have a mitigation plan in place for when a large event is let out to direct traffic to right only from one parking lot and left only from another. Eventually all four off ramps at both interchanges will be right only.

Commissioner Connell asked about the crosswalk requirement at the SAGE Center. Planning Official McLane said nothing has been resolved yet, however discussion on this will happen before completion of the expansion.

Public Comment

None.

Commissioners Comments

None.

Meeting was adjourned at 8:11 p.m.

**PRELIMINARY FINDINGS OF FACT
PLANNING COMMISSION
VARIANCE VAR23-015**

REQUEST: To allow a rear yard setback variance of greater than 10 percent.

OWNER/APPLICANT: Kyle Stone
407 SW Kinkade
Boardman, Oregon 97818

PROPERTY DESCRIPTION: Tax Lot 6800 of Assessor's Map 4N 25 17AD.

ZONING OF THE AREA: Residential

PROPERTY LOCATION: South side of SW Kinkade Road between SW Willow Fork Drive and Cottonwood Loop SW.

- I. **GENERAL INFORMATION:** The applicant would like to place a shop in the backyard with his application indicating the location within the setback for a rear yard. Further conversation indicated that slope issues in the backyard would make meeting the setback difficult and cost prohibitive.
- II. **APPROVAL CRITERIA:** The application has been filed under the City of Boardman Development Code Chapter 5.1 Variances, more specifically 5.1.400 Class C Variances. The criteria are identified below in **bold** type with responses in regular type.

5.1.400 Class C Variances

- A. **Purpose.** The purpose of this section is to provide standards for variances which exceed the Class A and Class B variance criteria in Sections 5.1.200 and 5.1.300. Class C variances may be granted if the applicant shows that, owing to special and unusual circumstances related to a specific property, the literal application of the standards of the applicable land use district would create a hardship to development which is peculiar to the lot size or shape, topography, sensitive lands (Chapter 3.7), or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district); except that no variances to "permitted uses" or "prohibited uses" shall be granted.

The applicant has worked with staff to best meet the setback requirements however to do so would require a significant effort and cost to move sufficient dirt to meet the standard. After consultation it was determined that the best course would be to apply for a Class C Variance to allow a three-foot rear yard setback. The side yard setback can be achieved.

B. Applicability.

1. The variance standards are intended to apply to individual platted and recorded lots only.

2. An applicant who proposes to vary a specification standard for lots not yet created through a land division process may not utilize the Class C variance procedure.
3. A variance shall not be approved which would vary the “permitted uses” or “prohibited uses” of a land use district (Chapter 2).
4. Variance to Parking Standards (Chapter 3.3).
 - a. The City may approve variances to the minimum or maximum standards for off-street parking in Section 3.3.100 upon finding all of the following:
 - (1) The individual characteristics of the use at that location require more or less parking than is generally required for a use of this type and intensity;
 - (2) The need for additional parking cannot reasonably be met through shared parking with adjacent or nearby uses; and
 - (3) All other parking design and building orientation standards are met, in conformance with the standards in Chapter 2 and Chapter 3.
 - b. The City may approve a reduction of required bicycle parking per Section 3.3.200, if the applicant can demonstrate that the proposed use by its nature would be reasonably anticipated to generate a lesser need for bicycle parking.
 - c. The City may allow a reduction in the amount of vehicle stacking area required for drive-through facilities if such a reduction is deemed appropriate after analysis of the size and location of the development, limited services available and other pertinent factors.

This Variance is applicable to a platted lot, is not for a lot not yet created, and does not address a permitted or prohibited uses. It is also not concerned with parking standards.

C. Approvals Process and Criteria.

1. Class C variances shall be processed using a Type III procedure, as governed by Section 4.1.500, using the approval criteria in subsection 2, below. In addition to the application requirements contained in Section 4.1.500, the applicant shall provide a written narrative or letter describing his/her reasoning for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection 2.

This Variance request has been processed as a Type III with notice and a public hearing before the Planning Commission.

2. The City shall approve, or approve with conditions, an application for a variance based on finding that all of the following criteria are satisfied:
 - a. The proposed variance will not be materially detrimental to the purposes of this Code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity;
 - b. A hardship to development exists which is peculiar to the lot size or shape, topography, sensitive lands, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district);
 - c. The use proposed will be the same as permitted under this title, and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;

- d. Existing physical and natural systems, such as, but not limited to, traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject Code standard;
- e. The hardship is not self-imposed; and
- f. The variance requested is the minimum variance which would alleviate the hardship.

The proposed variance is not materially detrimental to this Code or applicable policies or standards. The Variance is being requested as the subject property does have a slope. There are no other development impediments. The Variance will not impact the proposed residential use. Physical and natural systems are not impacted by the use or this Variance. The Variance requested is the minimum needed to alleviate the hardship.

There is also a requirement for a 10-foot separation between buildings which is achieved in this instance. Should the neighboring property choose to place a large building immediately behind this proposed structure there would not be a conflict unless they also requested a Variance to be less than 7 feet from their property line.

Arden “Kent” Meisner did contact Planning staff and share that he is in support of the request. As the backyard neighbor he would be most impacted by this action.

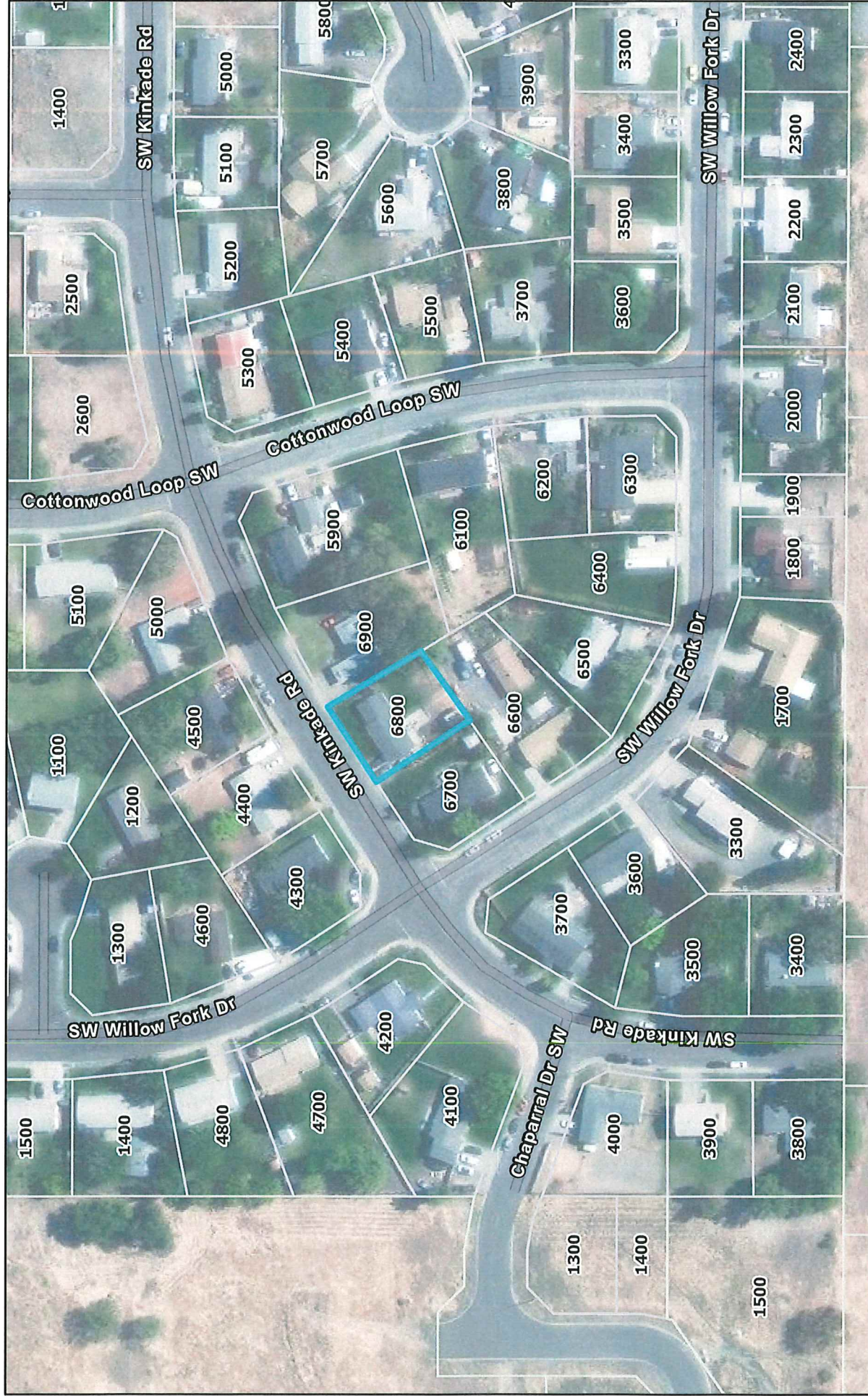
- III. **LEGAL NOTICE PUBLISHED:** East Oregonian
June 29, 2023
- IV. **PROPERTY OWNERS NOTIFIED:** June 29, 2023
- V. **AGENCIES NOTIFIED:** February 8, 2023
Glenn McIntyre, Building Official; Rolf Prag, Public Works Director; Marty Broadbent, Boardman Fire Protection District
- VI. **HEARING DATE:** July 19, 2023
Council Chambers
Boardman City Hall
200 City Center Circle
Boardman, Oregon 97818
- VII. **PLANNING OFFICIAL RECOMMENDATION:** The Planning Official recommends approval.

Jacob Cain, Chair
Planning Commission

Date

ATTACHMENTS:
Vicinity Map
Applicant’s Plot Plan
Applicant Pictures

Vicinity Map/Subject Property

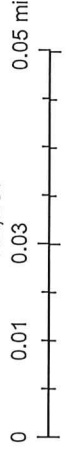


6/23/2023, 9:33:52 AM

CityLimits

Taxlots

1:2,257

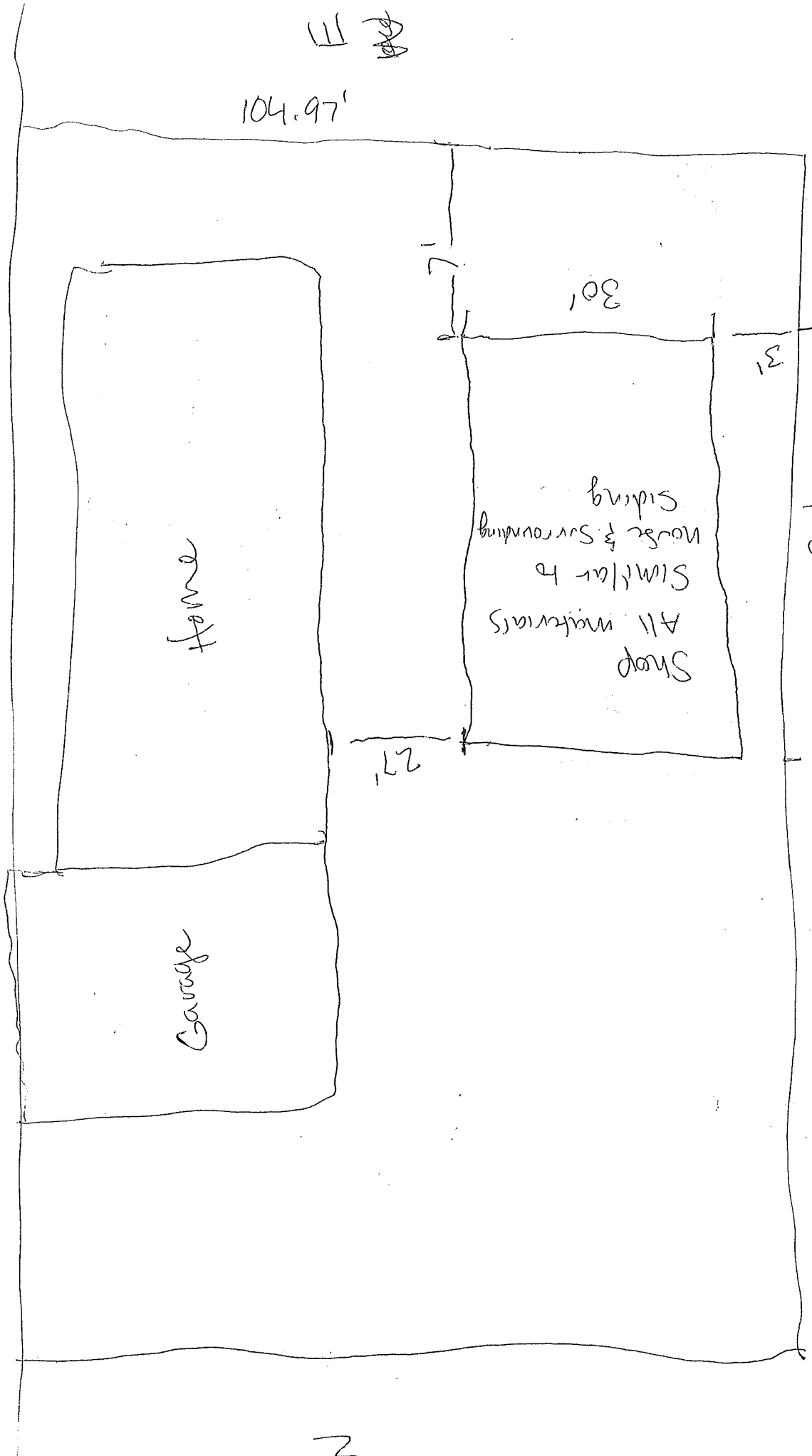


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MEMORANDUM

To: Planning Commission
From: Carla McLane, Planning Official
Date: July 13, 2023
RE: North Boardman Urban Renewal District

Good afternoon! Enclosed with this memorandum are three items – a PowerPoint presentation, the North Boardman Urban Renewal Plan, and a Report Accompanying the North Boardman Urban Renewal Plan. I am no expert in how urban renewal districts are formed and I am just learning about the potential benefits of an urban renewal district to a community.

There are currently two urban renewal districts in Boardman, both south of Interstate 84 and called the West Urban Renewal and Central Urban Renewal districts. The proposed North Boardman Urban Renewal district would be the third district and the only one north of Interstate 84.

The PowerPoint provides a great overview of the proposal and the Planning Commission's role. As part of the process alignment or consistency with the City's planning documents is required with that evaluation found in the Plan document. The Report provides the financial and other statistical analyses.

The consultant assisting the City with this project, Elaine Howard, will be joining the Planning Commission meeting via Zoom to answer questions and provide an overview. As you review the attached should any questions arise please do reach out.

North Boardman Urban Renewal Plan

DRAFT



Adopted by the City of Boardman

Date

Ordinance No. _____

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

List of Participants

Mayor

Paul Keefer

City Council

Heather Baumgartner

Cristina Cuevas

Karen Pettigrew

Brenda Profitt

Richard Rockwell

Isaac Williams

Boardman Urban Renewal Agency

Paul Keefer, Commission Chair

Heather Baumgartner

Cristina Cuevas

Karen Pettigrew

Brenda Profitt

Richard Rockwell

Isaac Williams

Planning Commission

Position 1 Jacob Cain

Position 2 Jennifer Leighton

Position 3 Mike Connell

Position 4 Ragna TenEyck

Position 5 Zach Barresse

Position 6 Sam Irons

Position 7 Ethan Salata

City Manager Pro Tem

Richard Stokoe

Planning Official

Carla McLane

Finance Director

Marta Barajas

Consulting Team

Elaine Howard Consulting, LLC

Elaine Howard

Scott Vanden Bos

Tiberius Solutions LLC

Nick Popenuk

Ali Danko

Rob Wyman

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I. DEFINITIONS

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

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

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

“City” means the City of Boardman, Oregon.

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

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

“County” means Morrow County, Oregon.

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

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

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

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

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

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

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

“Planning Commission” means the Boardman Planning Commission.

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

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

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

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

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

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

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

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

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

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II. INTRODUCTION

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

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

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

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

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

Table 1. Statutory References

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

1.

A. Urban Renewal Overview

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

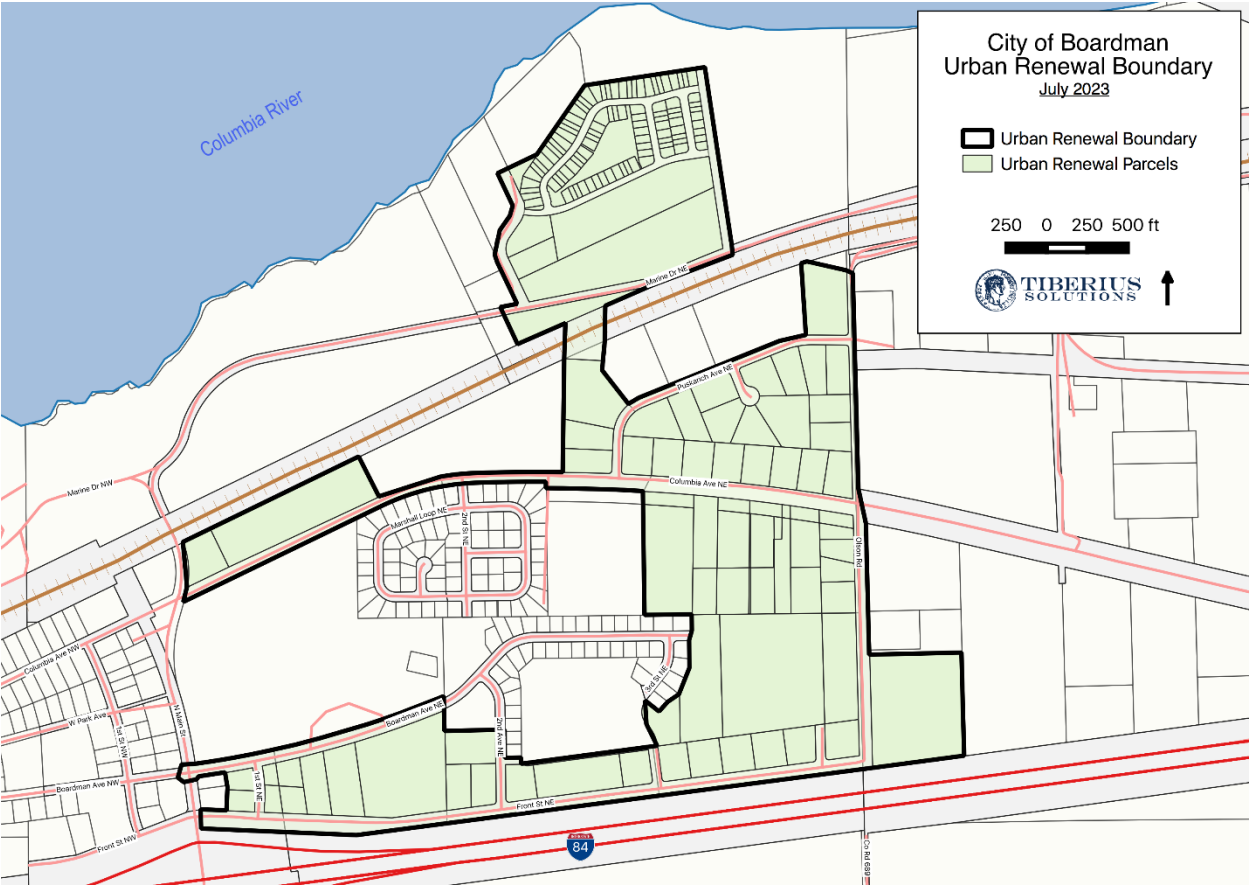
The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets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

B. Report Accompanying the Plan

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

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

Figure 1. Boundary



Source: City of Boardman

III. MAXIMUM INDEBTEDNESS

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

IV. PLAN GOALS

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

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

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

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

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

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

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

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

Table 2. Relationship of Projects to Goals

Project Category	Goals
Infrastructure Improvements	1,2
Economic Development Incentives	1,2
Administration	1,2,3

V. PROJECTS

The projects to be undertaken in the Area are infrastructure upgrades and economic development incentives. Although specific numbers (i.e. 1,059 linear feet) have been used in the project description, those numbers are not absolute and may be changed as the project is undertaken in the future.

A. Infrastructure Improvements

1. NE Boardman Avenue to Olson Road

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

2. NE Front Street Improvements

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

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

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

4. 2nd Avenue NE to Columbia Avenue NE

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

5. Columbia Avenue NE to Boardman Avenue NE

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

6. Main Street Intersection Improvements

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

7. Provide other transportation improvements as necessary.

B. Economic Development Incentives

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

These include, but are not limited to:

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

C. Administration

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

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

VI. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

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

Substantial Amendments are amendments that:

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

B. Minor Amendments

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

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

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

VII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property acquisition for public improvements

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

B. Property acquisition from willing sellers

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

C. Land disposition

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

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

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

VIII. RELOCATION METHODS

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

IX. TAX INCREMENT FINANCING OF PLAN

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

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

A. General Description of the Proposed Financing Methods

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

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

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

B. Tax Increment Financing

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

X. ANNUAL REPORT

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

XI. RELATIONSHIP TO LOCAL OBJECTIVES

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

A. Boardman Comprehensive Plan

CHAPTER 1: CITIZEN INVOLVEMENT

GOAL I: CITIZEN INVOLVEMENT POLICIES

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

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

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

CHAPTER 2: LAND USE PLANNING

GOAL II: LAND USE PLANNING POLICIES

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

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

CHAPTER 6 AIR, WATER AND LAND RESOURCES QUALITY

GOAL 6: AIR, WATER AND LAND RESOURCE POLICIES

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

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

CHAPTER 9 ECONOMIC NEEDS

Goal 9: ECONOMIC POLICIES

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

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

CHAPTER 10 HOUSING

Goal 10: Housing Policies

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

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

CHAPTER 11 PUBLIC FACILITIES

GOAL XI: PUBLIC FACILITIES POLICIES

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

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

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

CHAPTER 12 TRANSPORTATION

GOAL 12: TRANSPORTATION POLICIES

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

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

B. Boardman Transportation System Plan

Goal 1

Promote a balanced, safe, and efficient transportation system.

Objectives

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

Goal 2

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

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

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

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

Goal 3

Promote alternative modes of transportation.

Objectives

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

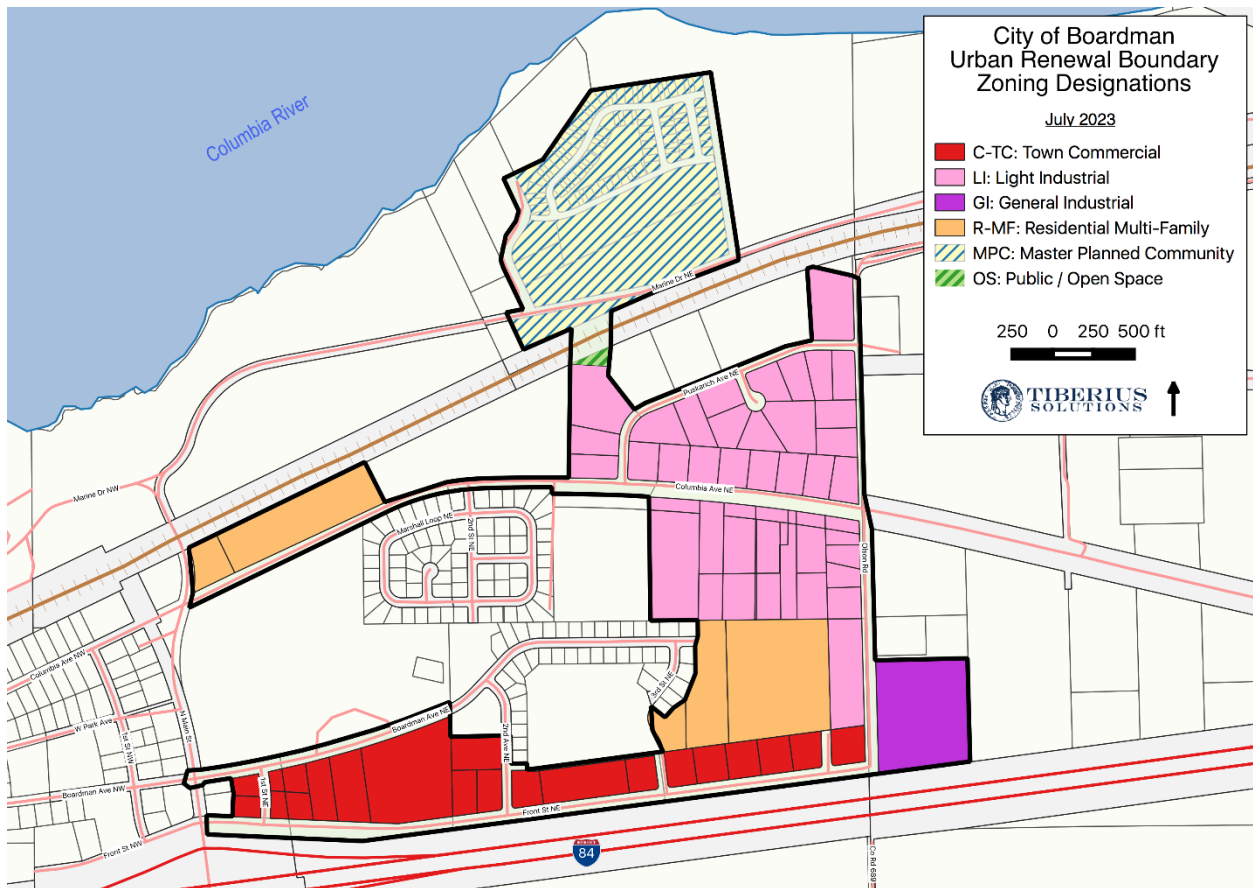
Goal 4

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

1. Evaluate new innovative funding sources for transportation improvements.

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

Figure 2 - Zoning Designations



Source: City of Boardman

C. City of Boardman Development Code

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

Residential

2.1.100 Purpose

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

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

2.1.400 - Multi-Family Sub District (MF)

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

Commercial

2.2.100 Purpose

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

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

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

2.2.180 Tourist Commercial Sub District

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

General Industrial

2.3.100 Purpose

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

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

Light Industrial

2.4.100 Purpose

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

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

Master Planned Developments

4.5.100 Purpose

The purposes of this Section are to:

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

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

XII. LEGAL DESCRIPTION

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

Report Accompanying the North Boardman Urban Renewal Plan

This document remains draft until the City Council adoption of the North Boardman Urban Renewal Plan.

DRAFT



Adopted by the City of Boardman

Date

Ordinance No. _____

List of Participants

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I. DEFINITIONS

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

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

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

“City” means the City of Boardman, Oregon.

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

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

“County” means Morrow County, Oregon.

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

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

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

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

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

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

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

“Planning Commission” means the Boardman Planning Commission.

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

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

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

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

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

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

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

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

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

II. INTRODUCTION

The Report Accompanying the North Boardman Urban Renewal Plan (Report) contains background information and project details that pertain to the North Boardman Urban Renewal Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Boardman City Council (City Council) as part of the approval of the Plan.

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

1. A description of the physical, social, and economic conditions in the Area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
2. Reasons for selection of the plan Area; (ORS 457.087(2))
3. The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
4. The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
5. The estimated completion date of each project; (ORS 457.087(5))The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
6. A financial analysis of the plan; (ORS 457.087(7))
7. A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.0857(8)) and
8. A relocation report.(ORS 457.087(9))

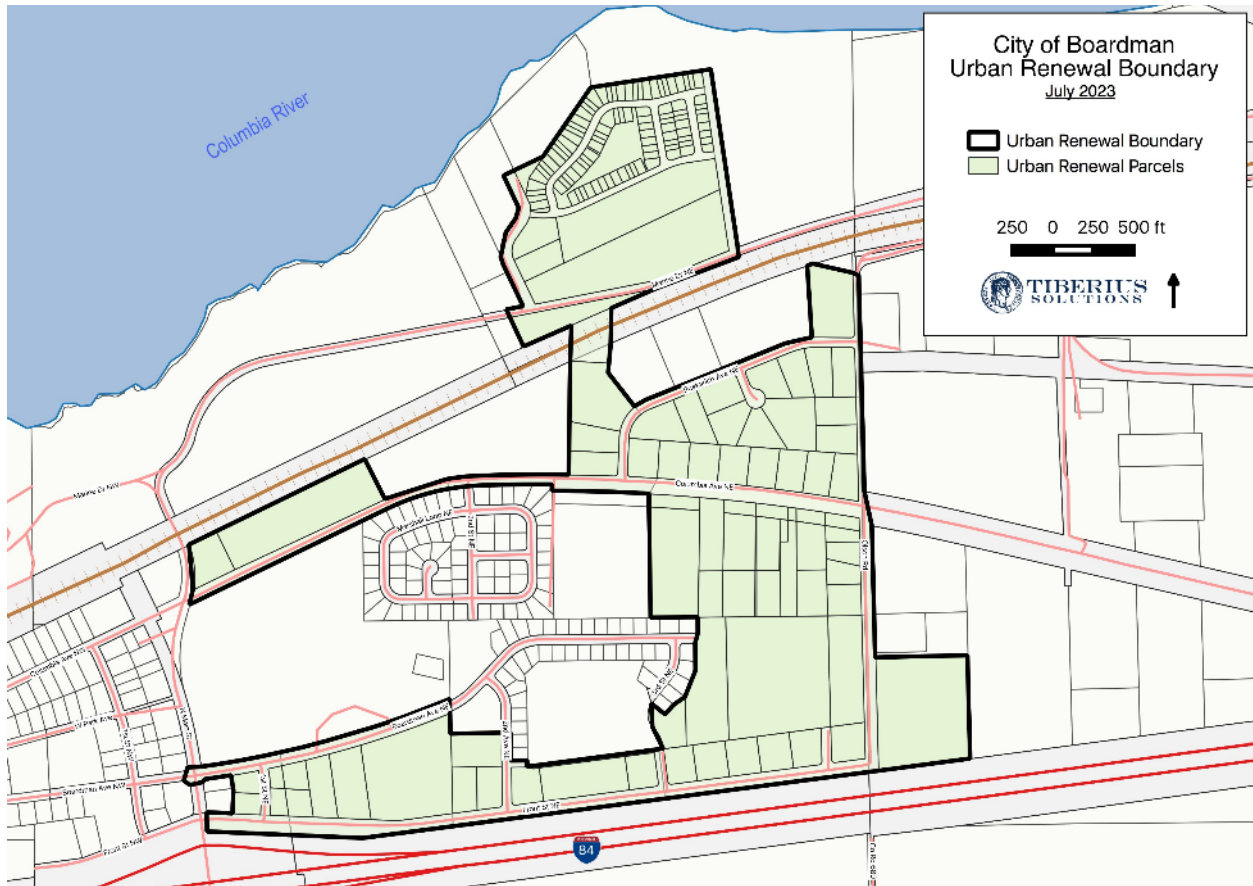
The relationship between the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference shown is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

The Report provides guidance on how the Plan might be implemented. As the Boardman Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different times than assumed in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan.

Table 1. Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VII
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

Figure 1. North Boardman Urban Renewal District Boundary



Source: City of Boardman

III. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the North Boardman Urban Renewal Area (Area) are described below, including how they relate to the existing conditions in the Area. The infrastructure projects are intended to facilitate development in the Area by providing a more efficient transportation system, improved utility lines and access to parcels in the Area. The economic development incentives are intended to help facilitate development within the Area.

Although specific numbers (i.e. 1,059 linear feet) have been used in the project description, those numbers are not absolute and may be changed as the project is undertaken in the future.

A. Infrastructure Improvements

1. NE Boardman Avenue to Olson Road

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

EXISTING CONDITIONS:

Boardman Avenue does not presently connect to Olson Street. This connection will provide a complete transportation network, access to parcels, better access to parks facilities in the Area and help facilitate development of the Area. The TSP, Section 4 lists this project as a potential future project.

Alternative #7 – Extend NE Boardman Avenue to Olson Road

The extension of Boardman Avenue east to Olson Road would enhance the city's east-west connectivity while permitting more direct pedestrian and bicycle access between Riverside High School and the residential areas to the east. This connection would further facilitate east-west circulation if Olson Road is extended across Interstate 84, as recommended in Alternative #3.

East-West Connectivity Recommendations

The extension of Boardman Avenue to Olson Road is recommended for implementation in the mid- to long-term future and should be coordinated with any future development activity in the area.

2. NE Front Street Improvements

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

EXISTING CONDITIONS:

NE Front Street is presently a two-lane street without curb, gutter, sidewalk and lighting improvements.

3. Alley from 2nd Avenue NE to 3rd Street NE

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

EXISTING CONDITIONS:

This alley does not exist.

4. 2nd Avenue NE to Columbia Avenue NE

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

EXISTING CONDITIONS:

This section of 2nd Avenue does not exist. The transportation network is incomplete, not allowing for traffic flow from Boardman direction on 2nd to Columbia Avenue.

5. Columbia Avenue NE to Boardman Avenue NE

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

EXISTING CONDITIONS:

This street does not presently exist. It will provide an additional piece of the transportation network connecting Boardman Avenue NE to Columbia Avenue.

6. Main Street Intersection Improvements

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

EXISTING CONDITIONS:

There is no existing traffic device at North Main Street and Boardman Avenue. As this area develops, a device will be required.

7. Provide other transportation improvements as necessary.

EXISTING CONDITIONS:

Other transportation improvements may be required over the life of the Plan.

B. Economic Development Incentives

- 1. Provide economic development incentives to facilitate development in the Area. These include, but are not limited to:**

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

EXISTING CONDITIONS:

There are many properties within the Area that are either undeveloped or underdeveloped. These properties provide prime opportunities for economic development and the creation of jobs for Boardman residents. When developed, the city owned property will become taxable and return value to the taxing districts. This is the same for the cemetery property. The north side of Boardman could benefit from a variety of economic development opportunities including a new hotel.

C. Administration

- 1. Financing fees and any long-term borrowing costs.**
- 2. General administration including annual reporting, financial statements and administration of the Plan.**

EXISTING CONDITIONS:

This area in Boardman is not presently in an urban renewal Area, so requires no administrative responsibilities from the urban renewal agency. Once an urban renewal plan with its associated requirements for administration exists for the Area, there will be a need for administrative funds to be allocated for that administration.

IV. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Table 2 shows the costs of the projects in Fiscal Year Ending (FYE) 2023 constant dollars as provided by Anderson Perry in July of 2023.

These estimates will be refined in the annual budgeting process, acknowledging of the limiting total cost factor of the maximum indebtedness. Different allocations may be made to different line items within the Plan.

Table 2. Estimated Cost of Each Project in Constant FYE 2023 and Year of Expenditure Costs

TIF Area Projects	Constant FYE 2023 \$
Extend Boardman Avenue to Olson Street, including pavement, curb, gutter, sidewalks and lighting.	\$1,565,237
Improve NE Front Street, including pavement, curb, gutter, sidewalks and lighting.	\$2,895,170
Alley from 2 nd Avenue NE to 3 rd Street NE	\$273,424
2 nd Avenue NE to Columbia Avenue NE	\$353,934
Columbia Avenue NE to Boardman Avenue NE	\$856,398
Intersection Improvements North Main Street and Boardman Avenue.	\$1,000,000
Other traffic improvements	\$2,000,000
Economic Development Toolkit	\$2,000,000
TOTAL:	\$10,944,163

Source: Anderson Perry, City of Boardman

This financial analysis did not assume the use of long-term debt. However, the Agency may decide to incur debt to allow projects to be finished earlier in the life of the Plan. This debt may include intergovernmental loans, bank loans or other forms of loans for the Agency.

The scenario presented in this Report is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible.

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through Fiscal Year End (FYE) 2044 are calculated based on projections of the assessed value within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2025 and beyond assume an annual growth rate of 3% for existing assessed value in the Area plus specific exception value assumptions for future development within the Area. These assumptions were provide by Boardman staff and relied on exiting permit data and discussions with potential developers.

If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the Area to fund projects listed in the Plan over the anticipated duration of the Plan.

Table 3 shows the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, delinquencies, and truncation loss. The first year of tax increment collections is anticipated to be FYE 2025. The narrative analysis for Table 3 is shown below:

- Total AV is the estimated total assessed value of the Area on an annual basis.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment applied is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing Areas according to their permanent rate due to revenue sharing. In this Plan, there is no assumption for revenue sharing as the financial projections do not meet the statutory thresholds.
- Tax rate is the total permanent rate levy for the Area.
- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.”
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation.
- Current Year Net reflects subtracting the 5% adjustment factor from Gross TIF.
- Prior Year Net is the tax increment revenue that was delinquent the prior year and is paid by the assessor’s office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Total TIF is the amount of tax increment revenues estimated to be received by the Agency.

Table 3. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total AV	Frozen Base AV	Increment Applied	Increment Shared	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2025	7,503,383	5,129,862	2,373,521	-	16.4893	39,138	(1,957)	37,181	-	37,181
2026	25,338,579	5,129,862	20,208,717	-	16.4893	333,228	(16,661)	316,566	558	317,124
2027	31,163,469	5,129,862	26,033,607	-	16.4893	429,276	(21,464)	407,812	4,748	412,561
2028	36,916,494	5,129,862	31,786,632	-	16.4893	524,139	(26,207)	497,932	6,117	504,050
2029	48,844,090	5,129,862	43,714,228	-	16.4893	720,817	(36,041)	684,776	7,469	692,245
2030	69,733,812	5,129,862	64,603,950	-	16.4893	1,065,274	(53,264)	1,012,010	10,272	1,022,282
2031	79,674,556	5,129,862	74,544,694	-	16.4893	1,229,190	(61,459)	1,167,730	15,180	1,182,910
2032	83,091,921	5,129,862	77,962,059	-	16.4893	1,285,540	(64,277)	1,221,263	17,516	1,238,779
2033	85,564,886	5,129,862	80,435,024	-	16.4893	1,326,317	(66,316)	1,260,001	18,319	1,278,320
2034	104,219,927	5,129,862	99,090,065	-	16.4893	1,633,926	(81,696)	1,552,230	18,900	1,571,130
2035	107,326,732	5,129,862	102,196,870	-	16.4893	1,685,155	(84,258)	1,600,897	23,283	1,624,181
2036	110,526,740	5,129,862	105,396,878	-	16.4893	1,737,921	(86,896)	1,651,025	24,013	1,675,038
2037	113,822,749	5,129,862	108,692,887	-	16.4893	1,792,270	(89,613)	1,702,656	24,765	1,727,422
2038	117,217,638	5,129,862	112,087,776	-	16.4893	1,848,249	(92,412)	1,755,837	25,540	1,781,376
2039	120,714,374	5,129,862	115,584,512	-	16.4893	1,905,908	(95,295)	1,810,612	26,338	1,836,950
2040	124,316,013	5,129,862	119,186,151	-	16.4893	1,965,296	(98,265)	1,867,031	27,159	1,894,191
2041	128,025,700	5,129,862	122,895,838	-	16.4893	2,026,466	(101,323)	1,925,143	28,005	1,953,149
2042	131,846,678	5,129,862	126,716,816	-	16.4893	2,089,472	(104,474)	1,984,998	28,877	2,013,875
2043	135,782,285	5,129,862	130,652,423	-	16.4893	2,154,367	(107,718)	2,046,649	29,775	2,076,424
2044	139,835,960	5,129,862	134,706,098	-	16.4893	2,221,209	(111,060)	2,110,149	30,700	2,140,849
TOTAL:						28,013,158	(1,400,656)	26,612,498	367,534	26,980,037

Source: Tiberius Solutions

VI. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

The maximum indebtedness is \$27,000,000 (Twenty-Seven Million). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$27,000,000 is \$26,980,037 and is from permanent rate tax levies. The difference between the total amount of tax increment revenues and maximum indebtedness is due in part to rounding, and in part to being conservative with the financial data available. If the Agency decides to accelerate projects in the future by using loans, then the interest on those loans is not calculated as part of the maximum indebtedness and may be repaid through tax increment proceeds.

Table 4 shows a summary of the financial capacity of the Area, including how total TIF revenue translates to the ability to fund urban renewal projects in constant 2023 dollars in five-year increments. Table 5, Table 6 and Table 7 show more detailed tables on the allocation of tax revenues to debt service. Table 8, Table 9 and Table 10 show potential allocations to projects and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2044, a 20-year time frame for taking division of tax revenues. If growth in assessed value is slower than projected, the Agency may not be able to complete all projects in the Plan in this timeframe and would therefore continue taking division of tax proceeds until the Agency reaches the maximum indebtedness. If growth in assessed value is more robust than the projections, it may take a shorter period. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 4. TIF Capacity of the Area in FYE 2023 Constant Rounded Numbers

Net TIF	\$27,000,000
Maximum Indebtedness	\$27,000,000
Capacity (2023\$)	\$11,000,000
Years 1-5	\$1,400,000
Years 6-10	\$3,400,000
Years 11-15	\$3,400,000
Years 16-20	\$2,800,000

Source: Tiberius Solutions

Table 5. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2031

	Total	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources								
Beginning Balance		-	-	-	-	-	-	-
TIF: Current Year	26,612,499	37,181	316,566	407,812	497,932	684,776	1,012,010	1,167,730
TIF: Prior Years	367,535	-	558	4,748	6,117	7,469	10,272	15,180
Total Resources	26,980,034	37,181	317,124	412,561	504,050	692,245	1,022,282	1,182,910
Transfer to URA Projects Fund	(26,980,034)	(37,181)	(317,124)	(412,561)	(504,050)	(692,245)	(1,022,282)	(1,182,910)
Total Expenditures	(26,980,034)	(37,181)	(317,124)	(412,561)	(504,050)	(692,245)	(1,022,282)	(1,182,910)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 6. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2039

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	1,221,263	1,260,001	1,552,230	1,600,897	1,651,025	1,702,656	1,755,837	1,810,612
TIF: Prior Years	17,516	18,319	18,900	23,283	24,013	24,765	25,540	26,338
Total Resources	1,238,779	1,278,320	1,571,130	1,624,181	1,675,038	1,727,422	1,781,376	1,836,950
Transfer to URA Projects Fund	(1,238,779)	(1,278,320)	(1,571,130)	(1,624,181)	(1,675,038)	(1,727,422)	(1,781,376)	(1,836,950)
Total Expenditures	(1,238,779)	(1,278,320)	(1,571,130)	(1,624,181)	(1,675,038)	(1,727,422)	(1,781,376)	(1,836,950)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 7. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2044

	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources					
Beginning Balance	-	-	-	-	-
TIF: Current Year	1,867,031	1,925,143	1,984,998	2,046,649	2,110,149
TIF: Prior Years	27,159	28,005	28,877	29,775	30,700
Total Resources	1,894,191	1,953,149	2,013,875	2,076,424	2,140,849
Transfer to URA Projects Fund	(1,894,191)	(1,953,149)	(2,013,875)	(2,076,424)	(2,140,849)
Total Expenditures	(1,894,191)	(1,953,149)	(2,013,875)	(2,076,424)	(2,140,849)
Ending Balance	-	-	-	-	-

Source: Tiberius Solutions

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2044, a 20-year program of tax increment collections.

The amount of money available for projects in 2023 constant dollars for the Area is approximately \$11,000,000. See Table 2 for the individual project analysis.

Table 8, Table 9 and Table 10 show the approximate \$11,000,000 of 2023 constant dollars for projects inflated over the life of the Area, totaling the maximum indebtedness of \$27,000,000. All costs shown in Table 8, Table 9 and Table 10 are in year-of-expenditure dollars, which are adjusted by 7.0% annually to account for inflation. This inflation rate is the rate recommended by Anderson Perry, the engineering firm hired by the City to provide the cost estimates. If actual inflation is lower than this amount, the Agency will be able to either spend money on additional projects or terminate the Area earlier as all projects will be completed.

The 7% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457.

Table 8. Programs and Costs in Year of Expenditure Dollars, Through FYE 2031

	Total	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources								
Beginning Balance		-	-	-	-	-	-	-
Transfer from TIF Fund	26,980,034	37,181	317,124	412,561	504,050	692,245	1,022,282	1,182,910
Total Resources	26,980,034	37,181	317,124	412,561	504,050	692,245	1,022,282	1,182,910
Expenditures (YOE \$)								
Other Projects	(26,980,034)	(37,181)	(317,124)	(412,561)	(504,050)	(692,245)	(1,022,282)	(1,182,910)
Total Expenditures	(26,980,034)	(37,181)	(317,124)	(412,561)	(504,050)	(692,245)	(1,022,282)	(1,182,910)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 9. Programs and Costs in Year of Expenditure Dollars, Through FYE 2039

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Transfer from TIF Fund	1,238,779	1,278,320	1,571,130	1,624,181	1,675,038	1,727,422	1,781,376	1,836,950
Total Resources	1,238,779	1,278,320	1,571,130	1,624,181	1,675,038	1,727,422	1,781,376	1,836,950
Expenditures (YOE \$)								
Other Projects	(1,238,779)	(1,278,320)	(1,571,130)	(1,624,181)	(1,675,038)	(1,727,422)	(1,781,376)	(1,836,950)
Total Expenditures	(1,238,779)	(1,278,320)	(1,571,130)	(1,624,181)	(1,675,038)	(1,727,422)	(1,781,376)	(1,836,950)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 10. Programs and Costs in Year of Expenditure Dollars, Through FYE 2044

	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources					
Beginning Balance	-	-	-	-	-
Transfer from TIF Fund	1,894,191	1,953,149	2,013,875	2,076,424	2,140,849
Total Resources	1,894,191	1,953,149	2,013,875	2,076,424	2,140,849
Expenditures (YOE \$)					
Other Projects	(1,894,191)	(1,953,149)	(2,013,875)	(2,076,424)	(2,140,849)
Total Expenditures	(1,894,191)	(1,953,149)	(2,013,875)	(2,076,424)	(2,140,849)
Ending Balance	-	-	-	-	-

Source: Tiberius Solution

VIII. REVENUE SHARING

Revenue sharing targets defined in ORS 457.470 are not projected to be reached as the threshold set (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not projected to be met during the expected life of the Plan.

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (10% = \$2,700,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (12.5% = \$3,375,000). If this threshold is met, revenue for the Area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached earlier.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing Areas consists of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2044 and are shown in Table 11 and Table 12.

The Morrow School District and the Intermountain Education Service Area are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 11 and Table 12 show the projected impacts to permanent rate levies of taxing Areas as a result of this Plan. Table 11 shows the general government levies, and Table 12 shows the education levies.

Table 11. Projected Impact on Taxing Area Permanent Rate Levies - General Government

FYE	Morrow County	Umatilla-Morrow Radio District	Health District	Port of Morrow	City of Boardman	Boardman Fire Protection District	Boardman Cemetery	Boardman Park	Unified Rec District	Vector Control	Oregon Trail Library	Subtotal
2025	(9,323)	(383)	(1,364)	(190)	(9,496)	(1,683)	(64)	(674)	(1,028)	(428)	(572)	(25,206)
2026	(79,519)	(3,269)	(11,635)	(1,617)	(80,994)	(14,355)	(546)	(5,748)	(8,770)	(3,652)	(4,877)	(214,984)
2027	(103,450)	(4,253)	(15,137)	(2,104)	(105,369)	(18,675)	(711)	(7,478)	(11,409)	(4,751)	(6,345)	(279,682)
2028	(126,391)	(5,197)	(18,494)	(2,571)	(128,735)	(22,816)	(868)	(9,137)	(13,939)	(5,805)	(7,752)	(341,704)
2029	(173,581)	(7,137)	(25,399)	(3,531)	(176,801)	(31,335)	(1,192)	(12,548)	(19,144)	(7,972)	(10,647)	(469,286)
2030	(256,338)	(10,539)	(37,508)	(5,214)	(261,093)	(46,274)	(1,761)	(18,531)	(28,270)	(11,773)	(15,722)	(693,024)
2031	(296,615)	(12,195)	(43,402)	(6,033)	(302,118)	(53,545)	(2,037)	(21,443)	(32,713)	(13,623)	(18,193)	(801,917)
2032	(310,624)	(12,771)	(45,451)	(6,318)	(316,387)	(56,074)	(2,134)	(22,455)	(34,258)	(14,266)	(19,052)	(839,791)
2033	(320,539)	(13,179)	(46,902)	(6,520)	(326,486)	(57,864)	(2,202)	(23,172)	(35,351)	(14,722)	(19,660)	(866,597)
2034	(393,962)	(16,198)	(57,645)	(8,013)	(401,270)	(71,118)	(2,706)	(28,480)	(43,448)	(18,094)	(24,163)	(1,065,098)
2035	(407,264)	(16,745)	(59,592)	(8,284)	(414,819)	(73,520)	(2,797)	(29,441)	(44,916)	(18,705)	(24,979)	(1,101,062)
2036	(420,017)	(17,269)	(61,458)	(8,543)	(427,808)	(75,822)	(2,885)	(30,363)	(46,322)	(19,291)	(25,762)	(1,135,539)
2037	(433,152)	(17,809)	(63,380)	(8,810)	(441,187)	(78,193)	(2,975)	(31,313)	(47,771)	(19,894)	(26,567)	(1,171,051)
2038	(446,681)	(18,365)	(65,360)	(9,086)	(454,967)	(80,635)	(3,068)	(32,291)	(49,263)	(20,515)	(27,397)	(1,207,628)
2039	(460,616)	(18,938)	(67,399)	(9,369)	(469,161)	(83,151)	(3,164)	(33,298)	(50,800)	(21,155)	(28,252)	(1,245,302)
2040	(474,969)	(19,529)	(69,499)	(9,661)	(483,780)	(85,742)	(3,262)	(34,336)	(52,383)	(21,815)	(29,132)	(1,284,107)
2041	(489,753)	(20,136)	(71,662)	(9,962)	(498,838)	(88,411)	(3,364)	(35,405)	(54,013)	(22,494)	(30,039)	(1,324,075)
2042	(504,980)	(20,762)	(73,890)	(10,271)	(514,348)	(91,160)	(3,469)	(36,505)	(55,692)	(23,193)	(30,973)	(1,365,243)
2043	(520,664)	(21,407)	(76,185)	(10,590)	(530,323)	(93,991)	(3,576)	(37,639)	(57,422)	(23,913)	(31,935)	(1,407,646)
2044	(536,819)	(22,072)	(78,549)	(10,919)	(546,777)	(96,907)	(3,687)	(38,807)	(59,204)	(24,655)	(32,926)	(1,451,321)
TOTAL:	(6,765,257)	(278,153)	(989,911)	(137,606)	(6,890,757)	(1,221,271)	(46,468)	(489,064)	(746,116)	(310,716)	(414,945)	(18,290,263)

Source: Tiberius Solutions

Table 12. Projected Impact on Taxing Area Permanent Rate Levies – Education

FYE	Morrow School	Intermountain ESD	BMCC	Subtotal	Total
2025	(9,097)	(1,388)	(1,491)	(11,975)	(37,181)
2026	(77,586)	(11,839)	(12,714)	(102,140)	(317,124)
2027	(100,935)	(15,402)	(16,541)	(132,878)	(412,561)
2028	(123,319)	(18,818)	(20,209)	(162,345)	(504,050)
2029	(169,362)	(25,844)	(27,754)	(222,959)	(692,245)
2030	(250,107)	(38,165)	(40,986)	(329,258)	(1,022,282)
2031	(289,406)	(44,162)	(47,426)	(380,994)	(1,182,910)
2032	(303,074)	(46,248)	(49,666)	(398,988)	(1,238,779)
2033	(312,748)	(47,724)	(51,251)	(411,723)	(1,278,320)
2034	(384,386)	(58,655)	(62,991)	(506,032)	(1,571,130)
2035	(397,365)	(60,636)	(65,118)	(523,119)	(1,624,181)
2036	(409,808)	(62,535)	(67,157)	(539,499)	(1,675,038)
2037	(422,623)	(64,490)	(69,257)	(556,371)	(1,727,422)
2038	(435,824)	(66,505)	(71,420)	(573,749)	(1,781,376)
2039	(449,420)	(68,579)	(73,648)	(591,648)	(1,836,950)
2040	(463,424)	(70,716)	(75,943)	(610,084)	(1,894,191)
2041	(477,849)	(72,917)	(78,307)	(629,073)	(1,953,149)
2042	(492,706)	(75,185)	(80,742)	(648,632)	(2,013,875)
2043	(508,009)	(77,520)	(83,249)	(668,778)	(2,076,424)
2044	(523,771)	(79,925)	(85,832)	(689,528)	(2,140,849)
TOTAL:	(6,600,819)	(1,007,253)	(1,081,702)	(8,689,773)	(26,980,037)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section

Table 13 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated in FYE 2045.

The Frozen Base is the assessed value of the Area established by the County Assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 13. Additional Revenues Obtained after Termination of TIF - FYE 2045

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Morrow County	Permanent	4.1347	21,210	574,233	595,443
Umatilla-Morrow Radio District	Permanent	0.1700	872	23,610	24,482
Health District	Permanent	0.6050	3,104	84,023	87,127
Port of Morrow	Permanent	0.0841	431	11,680	12,111
City of Boardman	Permanent	4.2114	21,604	584,885	606,489
Boardman Fire Protection District	Permanent	0.7464	3,829	103,661	107,490
Boardman Cemetery	Permanent	0.0284	146	3,944	4,090
Boardman Park	Permanent	0.2989	1,533	41,512	43,045
Unified Rec District	Permanent	0.4560	2,339	63,330	65,669
Vector Control	Permanent	0.1899	974	26,374	27,348
Oregon Trail Library	Permanent	0.2536	1,301	35,220	36,521
Subtotal	Gen. Govt.	10.9248	56,042	1,517,252	1,573,294
Education					
Morrow School	Permanent	4.0342	20,695	560,275	580,970
Intermountain ESD	Permanent	0.6156	3,158	85,495	88,653
BMCC	Permanent	0.6611	3,391	91,814	95,205
Subtotal	Education	5.3109	27,244	737,584	764,828
TOTAL:		16.2357	83,286	2,254,836	2,338,122

Source: Tiberius Solutions

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal Area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2023 values), including all real, personal, manufactured, and utility properties in the Area, is projected to be \$5,129,862. The frozen base is the assessed value of the Area at the time it is adopted. The Morrow County Assessor will establish the frozen base once the urban renewal plan is adopted.

The frozen base assessed value of the Central Urban Renewal Area is \$3,153,630. The frozen base of the Southwest Urban Renewal Area is \$7,920,750.

The Central Urban Renewal Area has excess value of \$11,178,884. The Southwest Urban Renewal Area has excess value of \$5,771,205. Excess value is the amount of assessed value over the frozen base. The total assessed value of the City of Boardman as stated in the Morrow County Assessor SAL 4a for FYE 2023 was \$700,786,158.

The percentage of total City assessed value in urban renewal Areas is 2.37%, below the 25% threshold. ORS 457.160 (2)(b) states "For municipalities having a population of less than 50,000, according to the latest state census:

- A. The assessed value for the urban renewal areas of the plan, when added to the total assessed value previously certified by the assessor for other urban renewal plans of the municipality for which a division of ad valorem taxes is provided, exceeds a figure equal to 25 percent of the total assessed value of that municipality, exclusive of any increased assessed value for other urban renewal areas and without regard to adjustments made pursuant to [ORS 457.435](#)."

The Area contains approximately 181.1 acres, including public rights-of-way. The Central Urban Renewal Area contains 168.6 acres. The Southwest Urban Renewal Area contains 157.5 acres. The City of Boardman contains 2,839 acres. This puts 17.86% of the city's acreage in an urban renewal area, which is below the 25% threshold.

Table 14. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
A. Central Urban Renewal Area	168.6	\$3,153,630
B. Southwest Urban Renewal Area	157.5	\$7,920,750
C. North Boardman Urban Renewal Area	181.1	\$5,129,862
D. Total Acreage/Assessed Value in URDs	507.2	\$16,204,242
E. Excess Value		\$16,950,089
F. City of Boardman	2,839	\$700,786,158
% of City Acreage =(D/F)	17.87%	
% of City Assessed Value =(D/(F-E))		2.37%

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions, City of Boardman, and Morrow County Department of Assessment and Taxation SAL 4a and SAL 4e (FYE 2023)

XI. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 181.10 total acres in size, which is composed of 78 individual parcels encompassing 145.55 acres, and an additional 35.55 acres in public rights-of-way. An analysis of FYE 2023 property classification data from the Morrow County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial (69.76%) accounts for the most prevalent land use within the area. This was followed by Residential (16.76%). Detailed land use designations in the area can be seen in Table 15.

Table 15. Land Use in the Area

Land Use	Tax Lots	Acres	Percent of Acres
Commercial	73	101.53	69.76%
Residential	2	24.40	16.76%
Industrial	2	19.31	13.27%
Tract	1	0.31	0.21%
TOTAL:	78	145.55	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions received from the Morrow County Department of Assessment and Taxation (FYE 2023)

2. Zoning and Comprehensive Plan Designations

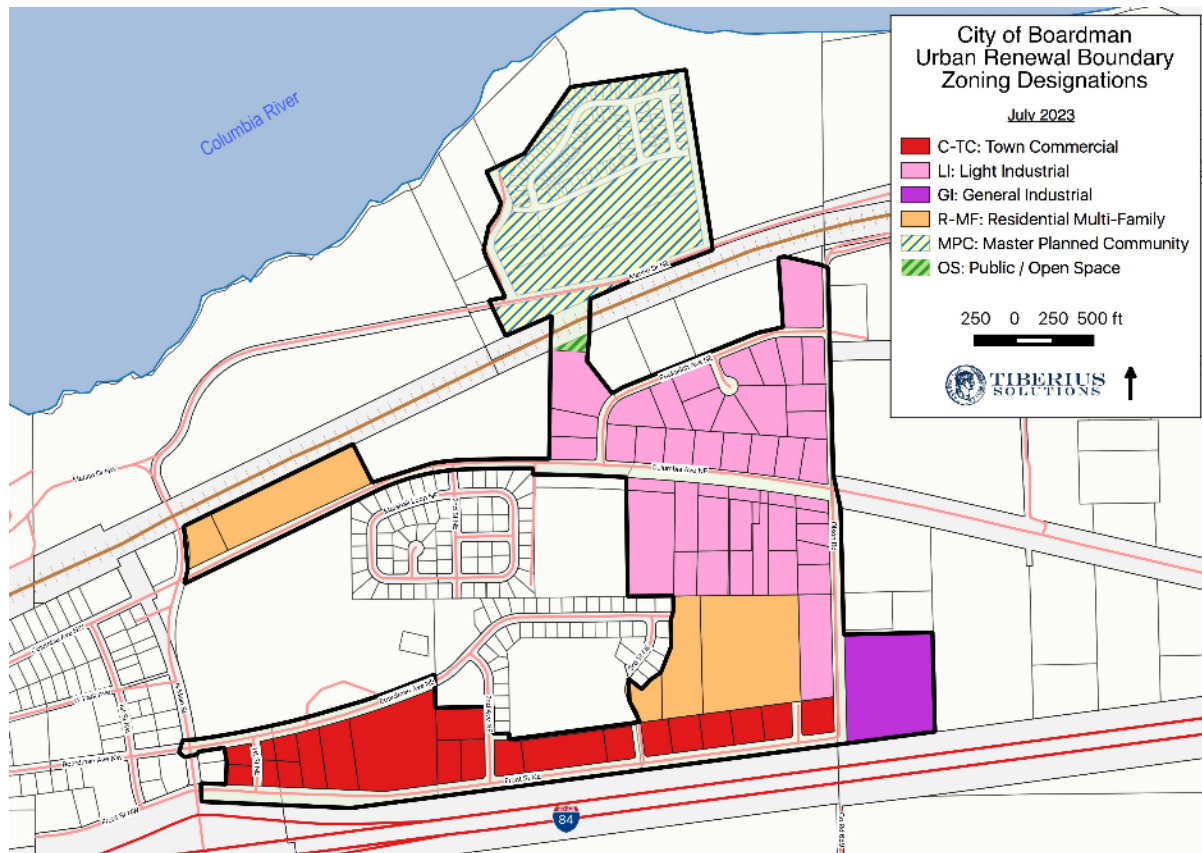
The Zoning and Comprehensive Plan Designations are the same in the city of Boardman. The most prevalent zoning and comprehensive plan designation by acreage in the Area is Tourist Commercial (53.86%). The second most prevalent zoning and comprehensive plan designation in the Area is Residential Multi-family (16.90%). Detailed zoning and comprehensive plan designations in the Area can be seen in Table 16.

Table 16. Zoning and Comprehensive Plan Designations in the Area

Plan Designation	Tax Lots	Acres	Percent of Acres
Tourist Commercial	68	78.39	53.86%
Residential Multi-family	6	24.6	16.90%
Master Planned Community	1	22.94	15.76%
Light Industrial	2	19.31	13.27%
Tract Vacant	1	0.31	0.21%
TOTAL:	78	145.55	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions received from the Morrow County Department of Assessment and Taxation (FYE 2023)

Figure 2. Boardman Urban Renewal Area Zoning Designations



Source: City of Boardman

B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan**. There are projects identified by the City of Boardman in itemizing blighting conditions in the Area. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections III and IV of this Report.

1. Transportation

The Capital Improvement Plan projects for the Area are shown below in Table 17.

Table 17. Transportation Capital Improvement Projects in Area

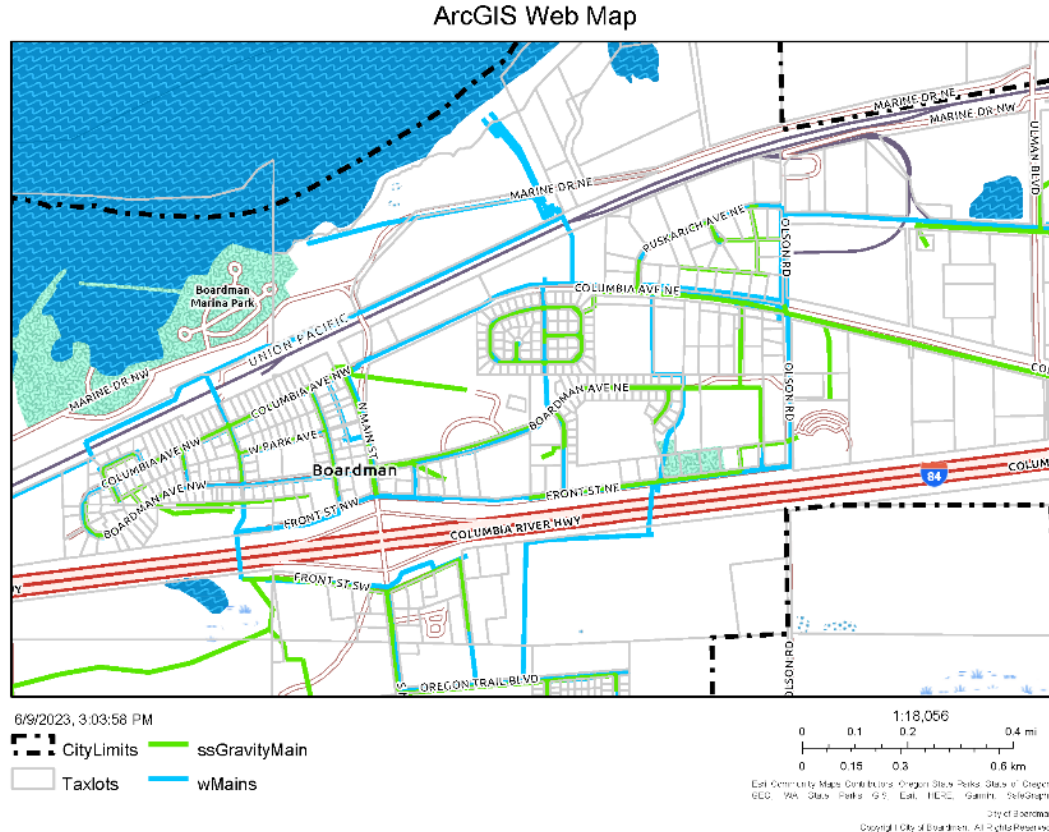
CIP #	Project
11905	NE 2 nd Street Connection
13405	NE 4 th Street Connection
13305	NE Boardman Avenue Extension
15305	NE 4 th Street Connection

Source: Boardman Capital Improvement Plan

2. Water, Sanitary Sewer and Storm Water

Figure 3 shows the existing water sewer, fire hydrants and manholes within the Area. There are no deficiencies that require urban renewal assistance in the Area.

Figure 3. Water and Sewer lines within Area



C. Social Conditions

According to information from the Morrow County Assessor's office, the Area contains two parcels containing 24.4 acres that have residential uses. While there is construction in the Area, most of this acreage is not yet occupied. Since there are such limited residents in the Area, the following demographics are presented for the City of Boardman as a whole.

- According to the US Census 2016-2020 update, there are 1,109 households with 3.4 persons per household. Boardman has a population of 3,748. Sixty-eight percent of the residents speak Spanish at home.
- The largest Boardman racial/ethnic groups are Hispanic (66.9%) followed by White (29.4%) and Black (1.4%).
- In 2021, the median household income of Boardman households was \$61,442. However, 16.8% of Boardman families live in poverty.
- The median age for Boardman residents is 28.9 years young.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Morrow County Department of Assessment and Taxation for FYE 2023 including all real, personal, manufactured, and utility properties, is estimated to be \$5,129,862.

2. Building to Land Value Ratio

Table 18 shows the improvement to land ratios (I:L) for properties within the Area. In the Area, 64 tax lots representing 77.89% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. Over 67% of the parcels are shown as vacant, with no improvements on the properties. A reasonable I:L ratio for properties in the Area is 2.0. Only 10 of the 57 tax lots in the Area, totaling 11.20% of the acreage have I:L ratios of 2.0 or more. In summary, the area is underdeveloped and not contributing significantly to the tax base in Boardman.

Table 18. Improvement to Land Ratios in the Area

Improvement to Land Ratio	Tax Lots	Acres	Percent of Acres
No Improvement Value	57	98.47	67.65%
0.01-0.50	5	9.15	6.28%
0.51-1.00	2	5.77	3.96%
1.01-1.50	3	14.19	9.75%
1.51-2.00	2	1.67	1.15%
2.01-2.50	2	2.00	1.37%
2.51-3.00	2	1.68	1.15%
3.01-4.00	2	2.50	1.72%
> 4.00	3	10.13	6.96%
TOTAL:	78	145.55	100%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions received from the Morrow County Department of Assessment and Taxation (FYE 2023)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing Areas that levy taxes within the Area (affected taxing Areas) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for improving the transportation network and providing funding to help facilitate development in the Area.

It is anticipated that these improvements will catalyze development on the undeveloped parcels in the Area and improve safety for all transportation modes.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

XII. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. The outcome of implementing these projects is anticipated to be an increase to the economic growth in Boardman by providing infrastructure improvements to improve the safety and functioning of the transportation network in the Area, providing upgraded utility systems and the ability to provide incentives for economic development in the Area.

XIII. RELOCATION REPORT

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits. At the writing of this Report, the Agency anticipates acquiring right of way in the Area.

BOARDMAN PLANNING COMMISSION



ROADMAP

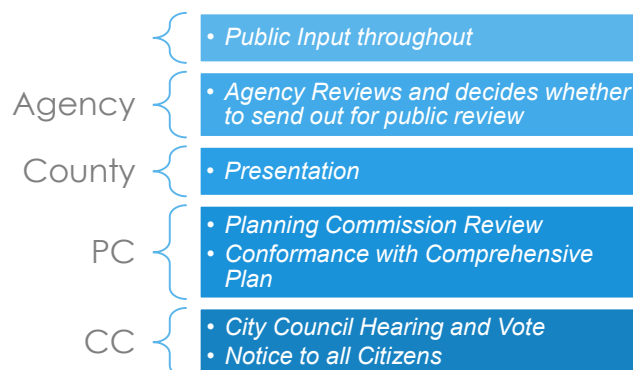
1. Role of Planning Commission
2. Plan Overview - Boundary, Projects and Financials and Comprehensive Plan Goals
3. Process/Next Steps
4. Consider Motion

ROLE OF PLANNING COMMISSION

To review the proposed North Boardman Urban Renewal Plan for conformance with the Boardman Comprehensive Plan and make a recommendation to the Boardman City Council.

Elaine Howard Consulting LLC

HOW IS A PLAN ADOPTED?



Elaine Howard Consulting LLC

BOUNDARY



Elaine Howard Consulting LLC

STATUTORY LIMITATIONS

	Acreage	Assessed Value
A. Central Urban Renewal Area	168.6	\$3,153,630
B. Southwest Renewal Area	157.5	\$7,920,750
C. North Boardman Urban Renewal Area	181.1	\$ 5,129,862
D. Total Acreage/Assessed Value in URDs	507.2	
E. Excess Value		\$16,950,089
F. City of Boardman	2,839	\$700,786,158
% of City Acreage =(D/F)	17.87%	
% of City Assessed Value =(D/(F-E))		2.37%

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PROJECTS

1. Transportation Projects
 - Extend NE Boardman Avenue to Olson Road, including pavement, curb, gutter, sidewalks and lighting.
 - Improve NE Front Street, including pavement, curb, gutter, sidewalks and lighting.
 - Alley from 2nd Avenue NE to 3rd Street NE
 - 2nd Avenue NE to Columbia Avenue
 - Columbia Avenue NE to Boardman Avenue NE
 - North Main Street and Boardman Avenue intersection improvements
 - Provide other transportation improvements as necessary.
2. Economic Development Incentives

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ESTIMATED COSTS OF PROJECTS

TIF Area Projects	Constant FYE 2023 \$
Extend Boardman Avenue to Olson Street, including pavement, curb, gutter, sidewalks and lighting.	\$1,565,237
Improve NE Front Street, including pavement, curb, gutter, sidewalks and lighting.	\$2,895,170
Alley from 2 nd Avenue NE to 3 rd Street NE	\$273,424
2 nd Avenue NE to Columbia Avenue NE	\$353,934
Columbia Avenue NE to Boardman Avenue NE	\$856,398
Intersection Improvements North Main Street and Boardman Avenue.	\$1,000,000
Other traffic improvements	\$2,000,000
Economic Development Toolkit	\$2,000,000
TOTAL:	\$10,944,163

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PROJECT LOCATIONS



FINANCIAL FORECASTING

Net TIF	\$27,000,000
Maximum Indebtedness	\$27,000,000
Capacity (2023\$)	\$11,000,000
Years 1-5	\$1,400,000
Years 6-10	\$3,400,000
Years 11-15	\$3,400,000
Years 16-20	\$2,800,000

GENERAL GOVERNMENT - Rounded Totals through FYE 2044 20 years

Morrow County	\$6,765,000
Umatilla Morrow Radio District	275,000
Health District	990,000
Port of Morrow	140,000
City of Boardman	6,900,000
Boardman Fire District	1,250,000
Boardman Cemetery	46,000
Boardman Park	490,000
Unified Recreation District	750,000
Vector Control	310,000
Oregon Trail Library	415,000

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EDUCATION – Rounded Totals through FYE 2044 - 20 years

Intermountain ESD	\$1,000,000
Blue Mountain Community College	1,000,000
Morrow School District	6,600,000

Schools are funded through the State School Fund on a per pupil basis: Urban Renewal indirectly impacts them.

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COMPREHENSIVE PLAN GOALS

- Citizen Involvement
- Land Use Planning
- Air, Water and Land Resources Quality
- Economic Needs
- Housing
- Public Facilities
- Transportation

Boardman Transportation System Plan

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NEXT STEPS & SCHEDULE

- | | |
|-------------------------|-------------|
| 1. Planning Commission | July 19 |
| 2. County briefing | July/August |
| 3. City Council hearing | August 1 |
| 4. City Council vote | September 5 |

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SUGGESTED MOTION

“I move that the Boardman Planning Commission finds, based upon the information provided in the staff report and the provided attachments, that the North Boardman Urban Renewal Plan conforms with the Boardman Comprehensive Plan

Optional additional language:

and further recommends that the Boardman City Council adopt the proposed North Boardman Urban Renewal Plan.”

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