

Chapter V NATURAL RESOURCES

HISTORY

The year 1992 was recognized for celebration as the 75th anniversary of the Town or City of Boardman. In the Spring of 1916 E.P. Dodd, a developer from Hermiston, purchased and platted the original town site plat. The 40 acres were purchased from the easterly portion of the 160-acre homestead of Sam Boardman, who had filed homestead rights in 1903. Some might contend that 1903 began the saga of the City while others would note that official incorporation of the City of Boardman, although begun in 1921, was not official until 1927.

We do know that although Lewis and Clark camped in our area, permanent settlement in arid north Morrow County was nearly a century away. From the first wagon train in 1843 opening the Oregon Trail, only 15 miles to the south, our beginnings were six decades away. It is true that some wagon trains as early as 1847 followed the river route from the Walla Walla area to the Dalles. At Castle Rock, seven miles west of Boardman, there was a small community serving as the northern terminus of the freight road to south Morrow County. Until 1916 when both were moved to Boardman, Castle Rock had both a school and a Post Office. With few exceptions, however, even the advent of the railroad mainline in the late nineteenth century did little to stimulate permanent local settlement.

It was to be water, and the dream of water to the land, which drew Sam Boardman to the area in 1903. Even so, it must have seemed an interminable struggle through Bureau of Reclamation funding until the West Extension Irrigation Canal was first operational in June of 1916—to late for the crop season. It was from 1917 to the early 1920's that the first influx of family farmers and townspeople settled in and around the Boardman community.

The City's namesake, Sam Boardman, was born in Massachusetts in 1874. Trained as a civil engineer, Mr. Boardman was active with at least two northwest railroads prior to filing on his local homestead in 1903. He was subsequently involved in a variety of railroad and highway engineering projects in Oregon and Washington. After World War I and into the 1920's, Sam was at times a supervisory engineer in upgrading U.S. Highway 30 (now Interstate 84) in this area from little more than a wagon road first to a gravel road and by 1925 to a paved highway. In 1929, Sam Boardman become Oregon's first State Parks Superintendent. He pioneered the development of park waysides and rest stops. During his 21 year tenure until his retirement in 1950, the number of Oregon State Parks increased fourfold while the total acres dedicated to State Parks multiplied some 48 times to over 66,000 acres in 1950.

Church life came early to Boardman. Mrs. Sam (Annabelle) Boardman was an early leader in establishing a primitive Church. By 1916, services were held in a building moved from Castle Rock to a site on the Sam Boardman homestead. This building also doubled as a school by the Fall of 1916. Original enrollment was eleven students. The Boardman Community Church has been continuously active since the original site on Main Street in "Old Boardman" to its present site on Second Street N.W. today. A Seventh Day Adventist Church was built prior to 1922 and was later converted to a Lutheran Church. The Catholic

Church was erected in 1929. The land for both churches was donated by E.P. Dodd of Hermiston. In 1989, the Boardman area had five church locations (Community, Baptist, Lutheran, Assembly of God, and Latter Day Saints) with other congregations holding meetings at the High School and the Grange Hall.

As mentioned before, the first school opened in 1916. Later, primary grades were held in the Community Church until the permanent school building was available in 1917. Grades 1 through 12 (and later Kindergarten) were held in the picturesque building until it was replaced by what is now Riverside High School. The old school was razed in 1967 as part of the inundation of old Boardman by the John Day Pool (Lake Umatilla). In 1959, the Boardman Public School District merged into the newly created Morrow County School District. Later, grades seven through twelve of Irrigon and Boardman attended Riverside Junior/Senior High School while grades K through 6 of both areas attended A.C. Houghton Grade School in Irrigon. Today, elementary students of Boardman attend Sam Boardman Elementary in Boardman, seventh and eighth grades attend Columbia Junior High in Irrigon, while Riverside High School continues to house grades 9 through 12 for both communities.

Civic improvements began early in Boardman with the elevated water tank and city water works developed by Fredinand Emberger as a private venture. When filled with water, the overburdened tank collapsed. In 1921, the town (not the City) was incorporated with George Blayden as the first Mayor. A commercial well was drilled and a diesel powered pumping plant installed and meters added. The first City Hall was built near the old school grounds. This City well was near the eastern boundary of Old Boardman and can still be seen in the northwest portions of the Boardman Marina Park to which it still supplies irrigation water.

Younger people today can scarcely imagine living without electricity; however, the first electric plant in Boardman began in 1926 with only a few customers and rather sporadic service. In 1930, Paul Hatch purchased the plant and extended some lines outside the City—principally southward to the canal along what is now Paul Smith Road. Ernie Peck later owned the electric plant, which operated until the R.E.A. (Umatilla Electric Cooperative Association) began building lines and hooking up customers in 1939. Turning on the lights and putting away the kerosene lamp was an exciting day for every family in the area. During the first 46 years of dynamic growth and improving service of the “co-op”, Boardman had outstanding representation on the “electric board” by Nels Kristenson and then Arthur Allen. Clearly, the agricultural expansion through center pivot irrigation would not have happened without electricity at a reasonable price.

Although the first telephone lines in Morrow County followed the freight line from Castle Rock to Heppner in 1888, it was 1919 before Walter Meade built the first local lines. From 1920 to 1948, the Chafee family operated the telephone company. Bill Garner bought the company in 1948 and extended service to many more homes. Dial phones were installed in 1957 when Eastern Oregon Telephone purchased the franchise. Service today is provided by Telephone Utilities, a subsidiary of Pacific Telecom, Inc.

Leadership and planning were apparent in early Boardman. In 1920, the Executive Committee of the Commercial Club was given the task of selecting a suitable cemetery property (although the Cemetery District came much later). They also located an “aviation” field and a community park. In 1919, the Greenfield Grange was organized with 70 Charter members. The Parent Teachers Association formed the same year and was instrumental in assuring hot school lunches and promoting school-community relationships. Many early fraternal and sorority organizations thrived for some time but are no longer active; however, the Ladies Aid of the Community Church has been continuously active since 1919. Although formed much later, the Tillicum Club has added much to community life. The predecessor of the present Chamber of Commerce was organized in 1956 and was very active in working closely with the City Planning Committee in moving the entire City of Boardman to its present location.

With the introduction of irrigation water to the newly leveled farmland, early crops of alfalfa and field corn for silage were phenomenal. Bumper crops of watermelons and cantaloupes thrived in the sandy soil. Most farms committed a portion of their acreage to animal pasture. Cows were milked, the milk separated, the hogs fed and the cream cans set out for pick up by the creamery truck. So it was through the Great Depression of the 1930’s. During this time, the farmland was being depleted. Shallow ground over the basalt resulted in poor drainage, combined with over irrigation for many years rendered much of the land suitable only for salt grass pasture because of the alkali percolated up by the overuse of water. By the 1940’s, most farm owners were working at outside jobs to make a living. A notable exception to this trend was the Miller Brothers (Russell and Bob), who adopted new farming methods and by 1956 shipped approximately 175 rail cars of early potatoes to market.

It is arguable whether O.H. Warner or Charles Blayden, our first Mayor, were the first residents in the new town in 1916. In any event, the Warners built the Highway Inn as the forerunner of the tourist commercial trend, which by the 1950’s was the most important economic activity of the City of Boardman. Several of the present businesses of Boardman are in the same family ownership in their third location because of relocation of the highway and then the entire town; these are Russell Oil Co. (Seth and Alta Russell) Dewey’s Chevron (Dewey and Jeanne West), Boardman Texaco (Arthur and Mabel Allen) and Dodge City Inn (Joe and Alice Tatone).

From the 1920’s through the 1960’s, the population of the City of Boardman remained relatively constant at about 125 residents even though the population of Morrow County actually declined by 15 percent. In the early 1960’s preparations began to move the entire City to higher ground in anticipation of completion of the John Day Dam and the creation of Lake Umatilla behind it. By 1967, the railroad, the highway and the entire new City were in place.

The relocation of the City of Boardman during the 1960’s was remarkably well planned and a well administered undertaking. First under Mayor Joe Tatone and then under Mayor Dewey West, who was also the Relocation Project Director, a new City literally arose from a sand blow. The legal vehicle, given special legislative authority, was the Boardman Urban

Renewal Agency. Broad citizen involvement was constant; however, local leadership in concert was the key.

CH2M-Hill was hired as planning consultant and engineer to assemble the master plan. Commercial and residential lots were platted with mobile homes allowed only in certain selected lots in the original plat. In order to acquire acreage from land owned by the railroad, the need had to be justified. This explains the large size of residential lots north of the freeway and west of Main Street. Strong and persistent local leadership also explains the beautiful 31-acre Riverside High School campus as a “replacement in kind” for the old school.

A new City Hall, now the Public Safety Building, was built. A new deep water well with about a 500-gpm capacity was drilled along with construction of the elevated reservoir with 125,000-gallon capacity. A sewage collection system and lagoon were constructed north of Marine Drive downstream from the present Horizontal Collector Well Sites. Even though both the sewer and water system had to be updated within 15 years to accommodate expansion, they were the maximum affordable at the time.

Major keys to the dynamic growth of Boardman during the decade of the late 60’s to the late 70’s were three: (1) development of almost 100,000 acres of new irrigation ground with center pivot irrigation; (2) siting and construction of Portland General Electric generation plant with assessed valuation in excess of one-half billion dollars; and (3) siting a development of agri-business facilities at the Port of Morrow.

The growth spiral of the City of Boardman and the economic recession of the 1980’s cannot be understood without pointing out the role and close tie between the City of Boardman and the Port of Morrow. Like twins joined at the hip, the dreams for future growth ought to have been identical. From its beginnings in 1958, the first generation Port Commissioners such as Garland Swenson of Ione and Dewey West of Boardman and others clearly were men of vision. During its first decade, the Port of Morrow purchased and packages about 4,000 acres of industrially developable land with 3-1/2 miles of prime waterfront on the Columbia River—essentially all of this without paid staff! In 1969, Rupert Kennedy was hired as the first Port Manager. By 1971, strong promotional efforts began to pay off with inquiries of power generation and agri-industrial sites. By 1974, both the french fry plant and potato flake plant were under construction and the PGE power plant was almost a certainty. With a port interchange and a barge terminal on the Port’s basic plan for the future, Boardman was forced to gear up to meet these growth challenges. Since Rupert Kennedy’s retirement in 1978, the next decade—with the notable exception of the container terminal—resulted in major employment losses at the Port industries. In 1976, Morrow County ranked 6th in per capita income for all counties in the United States. By 1988, Boardman was in the depths of recession. With recapitalization, redirection, and a management change, public confidence in the Port of Morrow has been restored. The future of the Port of Morrow and, consequently, the City of Boardman again looks bright.

The Year 1992 marks three-quarters of a century of progress in our community. In the last 35 years, 1965 to 2000 the population within the City has multiplied twentyfold. We have the infrastructure in place to welcome three times our 3,000 residents. More importantly, we have the will and the leadership to do so. Let's get on with the task!

PHYSICAL LOCATION

Any comprehensive model for the future must contain a recollection and critique of the past. It is not trite, in this context, to remind ourselves that we will best visualize and realize our hopes for the future by understanding the vision and accomplishments of those who have gone before. We are mindful that Boardman's recent history is unique. While many rural communities have declined in population, ours have multiplied twentyfold. Along the way, and with virtual unanimity of citizen support, we have the infrastructure already in place to accommodate three times our 3,000 residents. Our legacy from the past is a success story. We know of no other City better poised to meet future growth. Our commitment for the future, then, is more in building on the past than in major redirection at this time.

Comprehensive Plans, generally speaking, are written by persons who are greatly influenced by the dictates of "Senate Bill 100" and the proliferation of agencies and regulation emanating there from. Prior to the contemplation of this landmark legislation, the leadership and citizenry of Boardman determined in concert that forward planning was the path to our future. After all, our City of "Old Boardman" lies beneath the waters of the Columbia River.

The Columbia River and waterfront properties are the most predominant elements of the City's environment. The Columbia River serves as a source of supply for the City's domestic water as well as providing the opportunities for swimming, boating, fishing and windsurfing. The waterfront property is available for picnicking, camping and other possible recreational activities such as playfields and ball fields. No real liabilities exist for the Columbia River and waterfront property except that if the property were privately owned it would be prime land for luxury residential development as well as commercial activities such as restaurants overlooking the river. The wildlife refuge offers an area for preservation of the aquatic life in and around Boardman. It could be a possible deterrent to an economical discharge point for storm drainage. The planning area is bisected in an east-west direction by three major facilities—the railroad, Interstate 84, and the Bonneville Power Administration transmission lines. The City is bounded on the south by the West Extension Irrigation Canal. The railroad, freeway and the Bonneville Power Administration (BPA) transmission lines contribute major cost factors in providing basic City services to any areas of the City.

Construction costs for water sewer lines increase significantly because of required underground crossing. The freeway and the Bonneville Power Administration transmission lines breaks up the continuity of the community by dividing it into three geographical areas and, presently, vehicular movements between the areas are limited to two crossings one mile apart, at Main Street and Laurel Lane. The BPA easement leaves a strip of relatively undevelopable land through otherwise prime residential and commercial area.

While the freeway, railroad and BPA easements are all deterrents to Boardman's development in certain ways, their presence, combined with the Columbia River, are vital to Boardman's present status and are a prerequisite for the area's potential development as a major Eastern Oregon agri-industrial and commercial center.

In this Chapter, titled "Natural Resources", we want to emphasize that our citizens are always our greatest natural resource. We wish to personally honor some who have ably represented us in the past. We accept the risk of overlooking deserving citizens; however, we also note that many of those cited are also numbers among the 22 who have served as Mayors of Boardman.

GOAL 5 RESOURCES FINDINGS

Statewide Planning Goal 5 identifies 15 natural resources include the following:

1. Riparian corridors
2. Wetlands
3. Wildlife habitat
4. Federal Wild and Scenic Rivers
5. State Scenic Waterways
6. Groundwater Resources
7. Natural Areas
8. Oregon Recreational Trails
9. Wilderness Areas
10. Mineral and aggregate deposits
11. Energy resources
12. Cultural areas
13. Historic Resources
14. Open Space
15. Scenic Views and Sites

As per Goal 5, OAR 660-015-0000(5), the natural resources identified above as 1-12 are required to be inventoried according to the provisions in OAR 660-023-0030. Although these resources are listed separately, they often overlap, for example wetlands and riparian areas are often part of the same natural resource area. Natural resources including Historic Resources, Open Space and Scenic Views and Sites should be identified by the jurisdiction on a voluntary basis and are not required by OAR 660-023-0030 to be inventoried.

Riparian Areas

Riparian areas provide numerous and complex functions that affect both aquatic and terrestrial systems. Many ecological functions of riparian areas are also provided by wetlands, flood plains, and vegetated upland areas. Riparian areas provide a buffer zone between upland uses and water resources, protecting or enhancing water quality, preventing erosion, and moderating flood flows. Riparian areas often provide important wildlife habitat and contribute to in-stream habitat for fish. The City's riparian areas are defined by the Safe Harbor standards pursuant to OAR 660-023-0090 (5)(a) through (d), Riparian Corridors.

The standards in OAR 660-023-0090 (5) (a) through (d) indicate that a riparian area is defined as follows:

- a. Along all streams with average annual stream flow greater than 1,000 cubic feet per second (CFS) the riparian corridor boundary shall be 75 feet upland from the top of each bank.
- b. Along all lakes, and fish-bearing streams with average annual stream flow less than 1,000 cfs, the riparian corridor boundary shall be 50 feet from the top of bank.
- c. Where the riparian corridor includes all or portions of a significant wetland as set out in OAR 660-023-0100, the standards distance to the riparian corridor boundary shall be measured from, and include, the upland edge of the wetland.
- d. In areas where the top of each bank is not clearly defined, or where the predominant terrain consists of steep cliffs, local governments shall apply OAR 660-023-0030 rather than apply the safe harbor provisions of this section.

The only know riparian areas within the Boardman Urban Growth Boundary are located along the Columbia River. The City recognizes that the Development Code implementation element of these Safe Harbor standards within Chapter 3.7 seeks to satisfy State standards for Goal 5. Should the City complete additional studies regarding riparian locations within the City of Boardman, the City will work to incorporate these studies into the Comprehensive Plan.

All identified Water Areas are associated with the control of the Columbia River by the US Army Corps of Engineers, federal actions concerning the control of the operation of the Columbia/Snake River Dam System are beyond city policy or action. All actions concerning these waters are reviewed for compliance of federal and state regulations concerning water.

The Columbia River forms the City's boundary to the north. The only riparian area in the City is adjacent to the Columbia River. In this location, there are fish and wildlife areas and habitat within the City and its Urban Growth Boundary. The Umatilla National Wildlife Refuge, managed by the U.S. Fish and Wildlife Service along the west side of the City straddles Interstate 84 within the city limits and is shown on the City's Natural Resources Map.

The Columbia River is the only watershed within the city or its Urban Growth Boundary. As such, federal actions concerning the operation of the Columbia/Snake River System and compliance with federal regulations concerning the operations are maintained through review by federal, state and local agencies.

Chapter 3.7 of the City's Development Code contains regulations and standards to guide development on these areas. In addition to any measures applying to riparian areas and

flood plains, wetlands are also subject to a notification process required by the State of Oregon and set forth in the City's Development Code.

Wetlands

OAR 660-023-0100, identifies a wetland as an area that is inundated or saturated with surface water or ground water at a frequency and a duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The Wellhead Protection Delineation Study was completed in 1992 by the City of Boardman through a Wellhead Protection Demonstration Project Grant from the US Environmental Protection Agency. This study is incorporated into the Comprehensive Plan by reference. The Study indicates areas within the City of Boardman where wetlands or those containing aggregate/mineral resources are located as shown on the City of Boardman Natural Resources Map. The City will mitigate any land use impacts associated with development on these sites. Significant identified wetland areas are also within federally controlled properties owned by the US Army Corps of Engineers and administered by the US Fish and Wildlife Service. All actions concerning wetlands on these lands are reviewed for compliance with federal regulations concerning wetlands. As resources allow, the City will complete a Local Wetlands Inventory (LWI) in compliance with OAR 660-023-0100 and OAR 141.086.0110, and will adopt the findings as part of this Chapter of the Comprehensive Plan and with policies for this Chapter as appropriate.

Once the LWI is completed it will be adopted by reference as part of city of Boardman Comprehensive Plan. In addition, Chapter 3.7 of the City's Development Code will be modified to contain regulations and standards to guide development on these areas. In addition to any measures applying to riparian areas and flood plains, wetlands are also subject to a notification process required by the State of Oregon and set forth in the City's Development Code.

Wildlife Habitat

Wildlife habitat is an area upon which wildlife depend in order to meet their requirements for food, water, shelter and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites.

As per OAR 660-023-0110, the City is required to identify any areas designated as wildlife habitat using the safe harbor standards which state that wildlife does not include fish and that significant wildlife habitat includes those areas defined by OAR 660-023-0110 (4) (a-e).

The Umatilla Wildlife Refuge, managed by the U.S. Fish and Wildlife Service along the west side of the city straddles Interstate 84 within the City. The area is low lying, marshy land with standing water year round. The refuge is the habitat for a variety of aquatic, wild fowl and wildlife. The area also functions as a natural buffer between the freeway and residential development; however, due to its urban location, this area is not considered significant wildlife habitat.

Federal Wild and Scenic Rivers

As per OAR 660-023-0120, the City is required to identify any areas designated as a federal Wild and Scenic River (WSR). No waterways located in the City of Boardman are identified as a Wild and Scenic River and therefore, this Chapter does not contain any policies pertaining to the preservation of this natural resource.

Oregon Scenic Waterway

As per OAR 660-023-0130, the City is required to identify any areas designated as an Oregon Scenic Waterway (OSW). The Columbia River, which extends along the north boundary of the City has not been included in the State's list of potential scenic waterways, nor has it been identified under the federal program. There are no other waterways within the City's Urban Growth Boundary. Therefore, no waterways located in the City of Boardman are identified as Oregon Scenic Waterways and therefore, this Chapter does not contain any policies pertaining to the preservation of this natural resource.

Groundwater Resources

As per OAR 660-023-0140, groundwater is any water, except capillary moisture, beneath the land surface or beneath the bed of any stream lake, reservoir, or other body or surface water. This OAR identifies local jurisdictions to protect areas defined as significant groundwater resources defined in OAR 660-023-0140 (5). The City of Boardman's delineated wellhead protection area does not meet this definition. However, the City will protect this resource through the provisions in Chapter 3.4 through Chapter 3.7 and Chapter 4.2 of the City's Development Code as well as in accordance with OAR 340-040.

The Wellhead Protection Delineation Study was completed in 1992 by the City of Boardman with a US Environmental Protection Agency Wellhead Protection Demonstration Project Grant. This delineation was reviewed by the Oregon Health Division, Oregon Department of Environmental Quality and Oregon Water Resources Department for technical validity. US Army Corps of Engineers. This study is incorporated into the Comprehensive Plan by reference. The Study indicates areas within the City of Boardman as wetlands or those containing aggregate/mineral resources and are noted on the City of Boardman Natural Resources Map. The City will mitigate any land use impacts associated with development on these sites.

Groundwater resources are protected using several different management tools. Included in these tools are, Source Water Protection strategies through the numerical model delineation of a Wellhead Protection Area of the City's existing sources of water, Stormwater Management strategies using natural conditions while being in compliance with federal and state regulations. Chapter 3.4 of the City's Development Code contains Public Facilities Standards supporting protection of groundwater resources, Chapter 3.5 contains the Stormwater Management regulations and standards, Chapter 3.6 contains Environmental Performance regulations and standards, and Chapter 3.7 of the City's Development Code contains regulations and standards to guide protection of those areas defined on the Natural Resource Map as "Sensitive Lands" areas. In addition, the City's ~~plan~~ policies are requiring

new development within the city limits to be served by the public water and sewer systems in accordance with Chapter 3.4 of the Development Code.

To date, the City has not identified any areas within the City as significant groundwater resources as defined by PAR 660-023-140; however, the City has included a policy in this Chapter to protect groundwater resources as a natural resource in the City of Boardman.

Natural Areas

According to OAR 660-023-0160, a natural area is one that is listed in the Oregon State Register of Natural Heritage Resources. To date, the City of Boardman does not contain any Natural Heritage Resources and therefore, has not included any policies in this Chapter to protect natural areas as a natural resource in Boardman.

Oregon Recreational Trails

To date, the City of Boardman does not contain any trails designated as an Oregon Recreational Trail; however, the City does contain the Columbia River Heritage Trail which is identified through the city and its Urban Growth Boundary along the shores of the Columbia River. This Recreational Trail is part of the Lewis and Clark Trail system in the State of Oregon. The Oregon heritage Trail is to be located on Port of Morrow properties and land held by the US Army Corps of Engineers as it crosses through the city limits and its Urban Growth Boundary. The City has identified the Oregon Recreational Trail as a natural resource in Boardman and has included a policy to identify this.

Wilderness Areas

As per OAR 660-023-0170, a wilderness area are those areas designated as wilderness by federal government. There are no federal or state identified wilderness areas within the City or its Urban Growth Boundary. There are no wilderness areas identified in the City or its Urban Growth Boundary and because the City was relocated in the mid-1960's, there are no historic area sites or structures and objects located in the present City or its Urban Growth Boundary.

Mineral and Aggregate Deposits

Geologic maps prepared by the State Department of Geology and Mineral Industries reviewed by the City of Boardman, have identified mineral or aggregate resources within the City because of annexation since the last Periodic Review. There are crushed and uncrushed aggregate resource sites owned by the Port of Morrow within the City and its Urban Growth Boundary. The City of Boardman Wellhead Protection Delineation (1992) also indicates the general locations of possible mineral/aggregate deposits within the City's Urban Growth Boundary.

Energy Resources

Neither the State Department of Energy nor the State Department of Geology and Mineral Industries has identified any natural energy resources within the City. The City is unaware of any natural energy resources within the Urban Growth Boundary. There are energy producing resources within the city limits in the form of natural gas fired steam turbine co-

generation facilities. These turbines produce 550 mega-watts of electricity and the steam by-product is used as a resource by the Port of Morrow industrial tenants. Within the Urban Growth Boundary, an additional natural gas fired turbine produces an additional 32 mega-watts of electricity. These resources are addressed and protected through other elements of the Comprehensive Plan.

Cultural Resources

Through the review of different cultural resource studies, conducted as part of construction or development, there has been only two identified sites containing Native American resources. One is located within the Urban Growth Boundary and one identified site within the City limits. These studies, conducted by the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Preservation Program identified sites 35MW13 which is located within the Urban Growth Boundary on land owned by the Port of Morrow and JDRS 79(1) which is an abandoned portion of the old US Highway 730.

Historic Resources

After discussions with the State Parks Division of the Oregon Department of Transportation and a review conducted by the City, it has been determined that no historic areas or sites, structures or objects exist within the City and/or its UGB, as the City was relocated in the mid 1960's and the old city is inundated by the Columbia River.

Open Space

OAR 660-023-0220 defines open space as parks, forests, wildlife preserves, natural reservations or sanctuaries and public or private golf courses. The City's most desirable area for open space preservation is the Corps of Engineers waterfront property. The area extends for a distance of more than a mile along the Columbia River with an average property depth of 1,000 feet. Preservation in its natural state would severely restrict its full potential. Preserving the area for open space and recreational activities would be a more fitting land use. A multi-million dollar marina and park site is situated on 74 acres on the west end of the property. The park site is equipped with campsites, windbreaks, utilities, restrooms, picnic facilities with shelters, petroglyph display, landscaping, parking, boat launch and dock, and a swimming area. The facility presently serves both tourist and Boardman area residents alike. Further development of the remainder of the property, about 75 acres, into recreational uses such as playfields, beaches, campsites and swimming, is encouraged. The City's horizontal collector wells, for its domestic water are placed adjacent the Columbia River at two locations within the area defined above. Due to the rural nature of Morrow County, the City has not designated any open space lands other than what is noted for the Bonneville Power Administration easement and other public ownership, including US Army Corps of Engineers property adjacent to the Columbia River, which is administered by several federal agencies including the US Fish and Wildlife Service, Bureau of Indian Affairs, the US Army Corps of Engineers and one local agency, the Boardman Parks and Recreation District.

Scenic Views and Sites

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Revised: 4/10/03

Due to the City's topography, vegetation, and existing infrastructure development, the City believes there are limited scenic views, none of which could be considered outstanding.

GOAL V: NATURAL RESOURCE POLICIES

1. The City shall continue to protect its identified Goal 5 Resources, as defined in this Chapter, through continued identification and inventory of these resources combined with development and construction review adhering to federal, state and local land use and development regulations and policies. The following policies have been drafted in order to assist the City in the preservation of areas identified in this chapter by the City as an important natural resource as follows:

- Riparian corridors
- Wetlands
- Wildlife habitat
- Groundwater Resources
- Oregon Recreational Trail
- Mineral and aggregate deposits
- Cultural areas
- Open Space

2. The City shall identify riparian areas pursuant to the Safe Harbor methodology pursuant to OAR 660-023-0090 (5)(a) through (d), Riparian Corridors. Chapter 3.7 of the City's Development Code contains the regulations and standards in which to implement this policy. A corresponding map, Natural Resources Map will include these areas and the zoning map will indicate an overlay zone to depict the identified areas.

3. The City understands the importance of preserving significant wetlands in the City of Boardman. As resources permit, the City will seek assistance to develop a Local Wetlands Inventory (LWI) in accordance with OAR 141.086.0110 for adoption as part of the City's Comprehensive Plan. In the interim, the City will utilize the National Wetlands Inventory (NWI) and other available resources to identify and preserve significant wetlands within the City. Chapter 3.7 of the City's Development Code contains the regulations and standards in which to implement this policy. A corresponding map, Natural Resources Map will include these areas and the City's zoning map will indicate an overlay zone to depict the identified areas.

4. The City understands the importance in preservation of wildlife habitat in the City of Boardman. As per OAR 660-023-0040 (Safe Harbor); the City has determined that wildlife does not include fish, and that significant wildlife habitat is only those sites where one or more conditions as described by OAR 660-023-0110(4) (a) through (e).

5. The City understands the importance of preserving and protecting groundwater resources and wellhead areas in the City of Boardman consistent with OAR 660-023. Chapters 3.4 through 3.7 of the City's Development Code contains the regulations and standards in which to implement this policy. The City will work with developers and the State of Oregon to assure protection of the groundwater resources within the Urban Growth Boundary of the

City of Boardman in accordance with OAR 340-040. A corresponding Natural Resources Map will include these areas and the City's Zoning Map will indicate an overlay zone to depict the identified areas.

6. The City will continue to work with the Port of Morrow on the development of aggregate resources located on its property in side the Urban Growth Boundary.

7. The City acknowledges that the Columbia River Heritage Trail located along the Urban Growth Boundary along the shores of the Columbia River is part of the Lewis and Clark Trail system in the State of Oregon. The City will work with the State to preserve and support this trail system as necessary.

8. The City will continue to work with the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Preservation Program to identify natural resource sites and aid in their preservation.

9. Through development and adoption of a cooperative and urban services agreement, the City shall work with the Boardman Parks and Recreation District to promote and enhance existing parks and open space areas within the City.