

**PRELIMINARY FINDINGS OF FACT
PLANNING COMMISSION
AMENDMENT LND24-000005**

REQUEST: To amend the Main Street “Downtown” Development Plan (MSDDP) to remove the City Developed Alternative street design standards, replace the Downtown District with the Commercial District, and accomplish other minor housekeeping changes.

APPLICANT: City of Boardman
Planning Official
Post Office Box 229
200 City Center Circle
Boardman, Oregon 97818

- I. **GENERAL INFORMATION:** The proposed amendment is specifically designed to facilitate pending improvements to South Main Street. The current version of the MSDDP has as a City Developed Alternative street design standard that incorporates a walking path down the center of the street. This design standard is not only a safety concern but also doesn’t meet current design standards allowable in the State of Oregon. Without this change the proposed design of South Main Street could be compelled to comply with this standard, something that is not the current desire of Planning, Public Works, or Engineering staff. The other changes that are included is replacing Dillabaugh with Tatone, replacing the Downtown District with the Commercial District in Appendix A, and some other minor housekeeping items.

There is also a lack of clarity as to which version of the MSDDP that was adopted in 2001 so staff are working from the version that is on the website as it has been the one publicly available for the past couple of years. The difference between that version and others that have been located are minor and will be called out in the redlined version.

- II. **PROCEDURE:** This amendment to the MSDDP is being processed using Type IV procedures found within the Boardman Development Code. The Type IV process requires a hearing before the Planning Commission with a recommendation to the City Council. The final hearing will occur before the City Council.
- III. **APPROVAL CRITERIA:** The request has been filed under the BDC Chapter 4.1 Types of Applications and Review Procedures, more specifically 4.1.600 Type VI Procedures (Legislative). The criteria are identified below in **bold** type with responses in regular type.

G. Decision-Making Considerations. The recommendation by the Planning Commission and the decision by the City Council shall be based on consideration of the following factors:

1. Approval of the request is consistent with the Statewide Planning Goals.

The Statewide Planning Goals applicable to this request are Goal 1, Citizen Involvement; Goal 2, Coordination; Goal 9, Economic Needs; Goal 11, Public Facilities; and Goal 12, Transportation.

Goal 1 requires the City to “develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.” Because the proposed

legislative amendment will be heard by both the Planning Commission and the City Council, there will be at least two opportunities for public comment to the proposed change. This is consistent with the City's acknowledged citizen involvement program. (Goal 1, Policy 4: The Planning Commission is officially designated as the Citizen Involvement Committee.)

Goal 2 requires the City to adopt a comprehensive plan and implement the plan through its development code and by extension other planning level documents. The proposed amendment is consistent with the comprehensive plan as described in these findings. (Goal 2, Policy 3: The City has adopted the City of Broadman 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.) Staff would assert that the MSDDP would function similarly to provide guidance to the land use development process.

Goal 9 requires the City to provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of its citizens. The proposed amendment is consistent with this Goal as it further clarifies how South Main Street will be developed and staff find that improvements to South Main Street can have the effect of facilitating development in the areas zoned for commercial purposes south of Interstate 84. Goal 11, Policy 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.)

Goal 11 requires the City to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development. While the Comprehensive Plan Public Facilities chapter does not discuss transportation at length, it does discuss transportation as part of the overall infrastructure that needs to be planned for and developed for the City to grow and prosper. The proposed amendment facilitates the development of public transportation infrastructure by providing design standards and the South Main Street project will include other public facility improvements. (Goal 11, Policy 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. Goal 11, Policy 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.)

Goal 12 requires the City to plan for transportation facilities and is implemented through the City's Transportation System Plan, including the MSDDP. The proposed amendment implements the MSDDP by facilitating the improvements to South Main Street as well as other streets in the planning area. (Goal 12, TSP Policy: Dedication of right-of-way, authorization of construction and the construction of facilities and improvements for improvements designated in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.)

For these reasons, the criterion is met.

2. Approval of the request is consistent with the Comprehensive Plan.

The Boardman Comprehensive Plan (BCP) has a variety of policies that support the proposed amendment and the process used to achieve it. Goal 1 policies support citizen involvement and the public hearing process. Goal 1, Policy 4, designates the Planning Commission as the City's official Citizen Involvement Committee. Therefore, review by the Planning Commission ensures compliance with the comprehensive plan.

Goal 2, Policies 4 through 6, requires the City to acknowledge the city center and the MSDDP as the mechanism to facilitate commercial development. The proposed amendment clarifies street design standards and will facilitate the development of South Main Street with a focus on both vehicular and pedestrian safety.

Goal 9 requires the City to provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of its citizens. The proposed amendment is consistent with the Comprehensive Plan as it would allow the City to develop the necessary infrastructure in support of employment lands. (Goal 11, Policy 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.)

Goal 11 supports public facilities planning including assuring that urban services, which includes streets, are available to lands available for development. Goal 11, Policy 1, requires the City ensure that urban services, including water, sewer and storm drainage services and transportation infrastructure, are available to serve industrial lands within the City. The proposed amendment allows for the safe installation of public infrastructure that provides for these urban services. To that end, the improvement of South Main Street can have the effect of encouraging other improvement and development in the commercial areas south of Interstate 84.

Further, Goal 11, Policy 12 provides that the City shall monitor the condition of water, sewer, storm drainage and transportation infrastructure and finance regular maintenance of these facilities. This amendment to the MSDDP will allow the City to develop South Main Street utilizing a street design standard that is allowable and safe.

Finally, Goal 12, Policy 1, designates the Transportation System Plan (TSP) as part of the comprehensive plan, and the MSDDPs street design standards can be considered an extension of the TSP. Thus, because the amendment advances the MSDDP, it is consistent with Goal 12, Policy 1. In addition, Goal 12 requires the City plan and develop a network of streets to provide circulation within the community, which will be enhanced by the reconstruction of South Main Street.

For these reasons, the criterion is met.

- 3. The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.**

No specific property is affected by the proposed amendment. The intent is to amend the MSDDP with a focus on the street design standards to allow South Main Street, and other streets affected by the Plan, to be built to a standard that is allowable and safe. Other public facilities such as water, wastewater, and certain utilities will be addressed as part of the design of South Main Street as that project moves from design to construction meeting the requirements of this criterion.

For these reasons, the criterion is met.

- IV. LEGAL NOTICE PUBLISHED:** June 25, 2024
East Oregonian
- V. DLCD 35-DAY NOTICE:** April 5, 2024
- VI. AGENCIES NOTIFIED:** Dawn Hert, Department of Land Conservation and Development; Teresa Penninger, Oregon Department of Transportation
- VII. HEARING DATES:** Planning Commission
July 18, 2024
Council Chambers
Boardman City Hall
200 City Center Circle
Boardman, Oregon 97818
- City Council
August 6, 2024
Council Chambers
Boardman City Hall
200 City Center Circle
Boardman, Oregon 97818
- VIII. PLANNING OFFICIAL RECOMMENDATION:** The Planning Official recommends the Planning Commission forward the request to the City Council with a 'do adopt' recommendation.

Zack Barresse, Chair
Planning Commission

Date

ATTACHMENTS:

- Redline Version of the MSDDP.