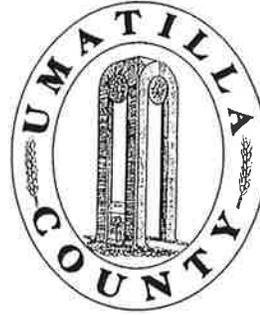


Umatilla County

Department of Land Use Planning



DIRECTOR
TAMRA MABBOTT

September 15, 2014

LAND USE
PLANNING,
ZONING AND
PERMITTING

MEMO

TO: Planning Commission

FROM: Tamra Mabbott

RE: September Hearings

CODE
ENFORCEMENT

SOLID WASTE
COMMITTEE

We have two hearings scheduled for the September 25th Planning Commission meeting. Both requests were submitted by the City of Hermiston. Both requests are also legislative which require a recommendation to the Board. Following is a summary.

SMOKE
MANAGEMENT

GIS AND
MAPPING

RURAL
ADDRESSING

PLAN AMENDMENT #P-112-14, co-adopt Plan Map Amendment submitted by the CITY OF HERMISTON. The city of Hermiston requests the county co-adopt a Comprehensive Plan Map amendment for a parcel of land owned by the city, intended to provide access for the Eastern Oregon Trade and Event Center (EOTEC) property. The city has approved a map change from urbanizable Future Commercial/Industrial to urban Commercial. The city intends to annex the land in the future but has asked the county to co-adopt the plan designation. The parcel is 19.5 acres in size and abuts Airport Road. This parcel will include a new roadway in the future, serving as the primary ingress and egress to the future EOTEC facility. City Findings are attached.

LIAISON, NATURAL
RESOURCES &
ENVIRONMENT

PLAN AMENDMENT #T-14-057, co-adopt City of Hermiston Transportation System Plan. The city of Hermiston recently completed a Periodic Review work task to update their Transportation System Plan (TSP). The City requests the county co-adopt their recent update as well as the existing TSP's, which would be necessary since the update builds upon and modifies the existing TSP. Upon adoption, city TSP, including development standards, will apply to new development in the Hermiston Urban Growth Area. This is important where county retains permitting and regulatory authority for "urbanizable" lands inside the UGB. Please see attached maps which highlight "urbanizable" areas.

The attached spreadsheet shows the 12 cities in Umatilla County and which cities the county has co-adopted the respective city TSP. Five city TSP's have not been adopted to date.

Attached to this request are the following exhibits:

1. August 20, 2014 email from City Planner Clinton Spencer, with 2014 amendments
2. May 1, 2014 memo from City Planner Clinton Spencer
3. 2003 TSP Amendment
4. 2000 TSP Final Report
5. 1999 City Transportation System Plan



Planning Department

180 NE 2nd Street
Hermiston, OR 97838
Phone: (541)567-5521
Fax: (541)567-5530
planning@hermiston.or.us

July 16, 2014

Tamra Mabbott
Umatilla County Planning Director
216 SE 4th Street
Pendleton, OR 97838

Re: Request for County Co-Adoption – EOTEC Overflow/Access Property

Dear Tamra:

On July 14, 2014 the Hermiston City Council adopted an amendment to the city comprehensive plan map for 19.5 acres on E Airport Road. This land is intended to provide access for the EOTEC site soon to begin construction. The city amended the map from urbanizable Future Commercial/Industrial to urban Commercial in anticipation of annexing the land. Pursuant to Section E(10) of the Hermiston Planning Area Joint Management Agreement, the city now refers this amendment to the county for co-adoption.

Attached to this letter you will find 15 copies of the county's land use application form, map amendment ordinance, and staff report with findings from the adoption process.

If you have any questions, please feel free to contact me at (541)567-5521.

Sincerely,

Clinton Spencer
City Planner

- For Office Use Only -

Application Fee (non-refundable):

The acceptance of the fee does not mean the application is determined to be complete at this time. \$ _____

Assigned Application #: _____

Umatilla County Department of Land Use Planning Land Use Request Application

This application must be submitted to the Umatilla County Department of Land Use Planning, 216 SE 4th ST, Pendleton, OR 97801, (541) 278-6252, and must be accompanied by a non-refundable application fee. Acceptance of the application and fee does not guarantee approval or a Determination of Completeness. **PLEASE COMPLETE THIS APPLICATION PRINTING CLEARLY WITH A BLACK INK PEN**

Section 1: Type of Application(s) to Submit

Complete the applicable Supplemental Application that corresponds with the application you are submitting.

Amendment: Comprehensive Plan Text/Map, Zoning Text/Map

Conditional Use (briefly describe) _____

Land Division Type I, Type II, Type III, Type IV

Land Use Decision Farm Dwelling, Non-Farm Dwelling, Lot of Record Dwelling
(OTHER LUD, briefly describe) _____

Pre-Application Dwellings on resource land (specify) _____

Variance Lot Size, Setbacks, Other (specify) _____

Section 2: Contact Information

Name of Applicant: City of Hermiston

Address: 180 NE 2nd Street

City, State, Zip: Hermiston, OR 97838

Telephone Number & Email Address: 541 567-5521 cspencer@hermiston.or.us

The APPLICANT is the ... Legal Owner, Contract Purchaser, Agent, Realtor

Name of Current Property Owner(s): same
If Property Owner is not the applicant.

Address: same

City, State, Zip: same

Telephone Number: same

Section 3: Property Information

Complete for all land use request applications.

1. Location of Property (Provide directions you would give someone to get to the property):

The property is located on the north side of E Airport Road, west of Ott Road and approximately 2000 feet east of Highway 395

2. Account Number(s) of Property:

Account # 116960

Account # _____

3. Map Number(s) of Property:

Township 4N Range 28E Section 13 Tax Lot 1400

Township _____ Range _____ Section _____ Tax Lot _____

Use separate sheet of paper for ENTIRE Legal Description and mark it "Exhibit A".

4. Has the Property or dwelling received a Rural Address? If so, what is it?

Yes
 No

5. Current size of the Property:

Note: A "TRACT OF LAND" is contiguous property within the same ownership. A Tract is viewed differently at times in terms of land use.

Acres 19.5 Acres

Acres _____

6. Current Zoning Designation:

There are some 22 zoning designations in Umatilla County.

EFU
 GF

Other Zone F1

7. Comprehensive Plan Designation:

A Comprehensive Plan Designation is different than a Zoning Designation in that it distinguishes land that should be developed for various uses, where zoning actually specifies the uses. There can be multiple zoning designations within a Comprehensive Plan Designation.

Agri-business
 Commercial
 Grazing/Forest
 Industrial
 Multi-Use

North/South Agriculture
 Orchard District
 Rural Residential
 Special Agriculture
 West County Irrigation District

8. Buildings on the Property:

Vacant

9. Current Use of the Property. If the use is farming, explain the types of crops grown.

Vacant

10. Surrounding Uses of the Property. If the use is farming, explain the type of crops grown.

Land to the north is vacant and planned for the Eastern Oregon Trade and Event Center. Land to the south is commercially developed. Land to the east is single-family residential. Land to the west is mostly vacant but contains several manufactured dwellings.

11. Does the Property reside in a Floodplain?
If so, a Floodplain Development Permit will need to be completed prior to construction.

- No, the Property is not in a floodplain.
 Yes, the Property is in a floodplain:

Zone _____

Community Number _____

Panel Number _____

12. If the Property is in a Floodplain then is it also located in a wetland as listed on the National Wetlands Inventory maps?

- Yes, provide documentation.
 No, the Property is not in a wetlands

13. How is ACCESS provided to the Property? (i.e. provide name of road that directly serves the Property.) What type of surface does the roadway have?

Name of Road or Lane

E Airport Road

- Paved, Gravel, Dirt

14. Will the Property need an Access Permit onto a County Road or State Highway? If so contact the County Public Works Department, 541-278-5424, or ODOT, 541-276-1241.

- Yes, if so please contact the proper authority and provide that documentation
 No, one already exists (provide a copy)

15. EASEMENTS: Are there any easements on the Property that provide the MAIN ACCESS for the Property OR adjacent properties? Are there any other easements on the property? Attach easement documentation.

Attach easement documentation:

- Access easements exist
 Utility line easements exist
 Irrigation easements exist
 Other easements exist: _____
 No, other easements exist.

16. Which Rural Fire District/Department covers your Property with fire protection?

Fire Services:

- East Umatilla
 Echo Rural
 Helix Rural
 Hermiston Rural
 Pendleton FD
 Pilot Rock FD
 Stanfield Rural
 Umatilla Rural

Private Companies:

- Meacham
 Milton-Freewater (subscriber)
 Tribal
 Not in a RFD
 Other, _____

17. Is the Property within an Irrigation District? If the property is served by an Irrigation District, a confirmation letter from that office discussing any concerns of the proposed development must be submitted with this application.

Irrigation District:

- Hermiston
 Stanfield
 West Extension
 Westland

- Hudson Bay or Walla Walla River Irrigation
 Not in an ID
 Other, _____

18. Describe the soils on the Property by listing the map name and land capability. Visit <http://websoilsurvey.nrcs.usda.gov> or contact NRCS at (541) 278-8049.

Map Unit	Description	Class
1B	Adkins fine sandy loam	
3A	Adkins fine sandy loam	

19. What type of water use(s) exist on the Property? If there are none currently, will there be water uses developed in the future?

- No current water uses exist
 Water Uses to be developed:
 Yes, there are water uses
 Domestic Well
 Irrigation Well
 Stock Well
 Other: _____

20. Are there Water Rights on the Property? If there are Water Rights, the water permit, certificate and/or other documentation from the Oregon Water Resources Department shall be included with this application.

- No current water rights exist
 Will apply for Water Rights
 Yes, there are water rights, please provide documentation (permit #, etc.)
 Surface Water Right, # _____
 Ground Water Right, # _____

21. What are the water needs of the proposed development? Provide an explanation that shows how the determination was obtained that shows daily usage of water for the development.

- Expected Water Usage:*
 Exempt Domestic Well (<15,000 gal daily)
 Exempt Commercial Well (<5,000 gal daily)
 Water Right required, estimated number of gallons to be used daily: _____ gallons
 No water is necessary for the development

22. What is the source of your water supply for the proposed development? Please explain your response on a separate sheet of paper.

- Water Source:*
 Surface Water, explanation attached
 Alluvial Groundwater, explanation attached
 Basalt Groundwater, explanation attached
 No water is necessary for the development

23. Who is the provider of the utilities for the Property?

Water well, or City of Hermiston
 Sewer septic, or City of Hermiston

Telephone Centurylink/EO Telecom

Electrical UEC

Garbage Disposal Sanitary Disposal

24. Provide a description of your proposal (*attach a description if necessary*):

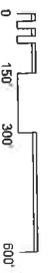
The land is proposed for conversion from urbanizable Future Commercial/Industrial to urban Commercial prior to annexation to the City of Hermiston for accessory use for the Eastern Oregon Trade and Event Center (EOTEC). The parcel will provide an access road to EOTEC and serve as overflow parking during the Umatilla County Fair.

CONCEPT SITE PLAN N

SCALE: 1" = 300'

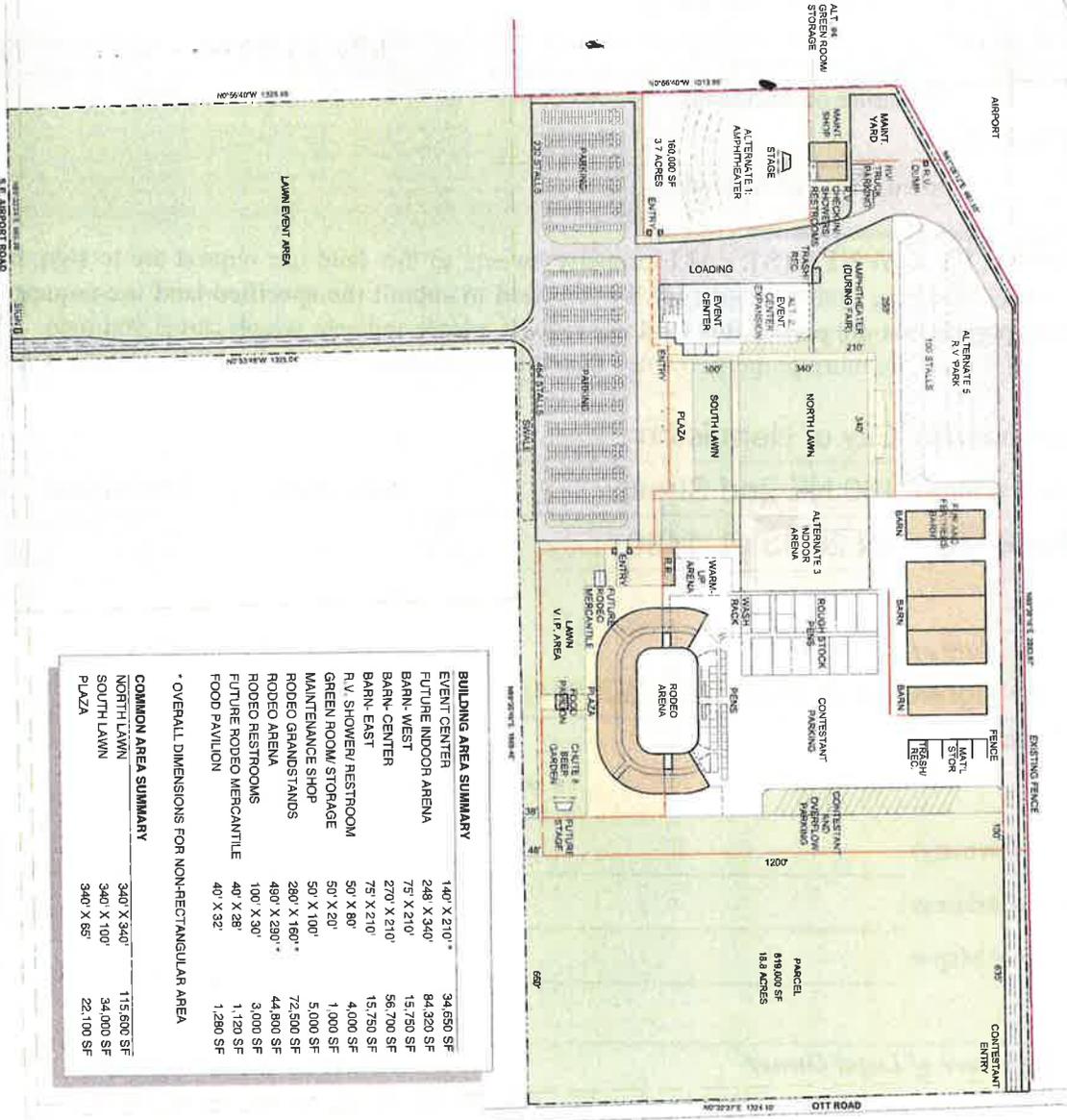
EASTERN OREGON TRADE AND EVENT CENTER

LRS PROJECT NO. 214001



© APRIL 21, 2014

NORTH



BUILDING AREA SUMMARY

EVENT CENTER	140' X 210'	34,650 SF
FUTURE INDOOR ARENA	248' X 340'	84,320 SF
BARN-WEST	75' X 210'	15,750 SF
BARN-CENTER	270' X 210'	56,700 SF
BARN-EAST	75' X 210'	15,750 SF
R.V. SHOWER/RESTROOM	50' X 80'	4,000 SF
GREEN ROOM/STORAGE	50' X 20'	1,000 SF
MAINTENANCE SHOP	50' X 100'	5,000 SF
ROODEO GRANDSTANDS	280' X 180'	72,500 SF
ROODEO ARENA	480' X 290'	44,800 SF
ROODEO RESTROOMS	100' X 30'	3,000 SF
FUTURE ROODEO MERCANTILE	40' X 28'	1,120 SF
FOOD PAVILION	40' X 32'	1,280 SF

* OVERALL DIMENSIONS FOR NON-RECTANGULAR AREA

COMMON AREA SUMMARY

NORTH LAWN	340' X 340'	115,600 SF
SOUTH LAWN	340' X 100'	34,000 SF
PLAZA	340' X 65'	22,100 SF

ALTERNATE SUMMARY

ALTERNATE 1	AMPHITHEATER
ALTERNATE 2	EVENT CENTER EXPANSION
ALTERNATE 3	INDOOR ARENA
ALTERNATE 4	GREEN ROOM
ALTERNATE 5	R.V. PARK

ORDINANCE NO. 2221

AN ORDINANCE AMENDING THE CITY OF HERMISTON COMPREHENSIVE PLAN MAP

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The following described real property situated in Umatilla County, Oregon shall be changed on the city comprehensive plan map from "Future Mixed Commercial/Industrial" to "Commercial (C)" to-wit:

West Half of Southwest Quarter of Section 13, Township 4 North, Range 28 East, Willamette Meridian, Umatilla County, Oregon.

SECTION 2. The findings of fact as adopted by the City Council on July 14, 2014 are incorporated herein by reference.

SECTION 3. The effective date of this ordinance shall be the thirtieth day after enactment.

PASSED by the Common Council this 14th day of July, 2014.

SIGNED by the Mayor this 14th day of July, 2014.


MAYOR

ATTEST:


CITY RECORDER



Planning Department

180 NE 2nd Street
Hermiston, OR 97838
Phone: (541)567-5521
Fax: (541)567-5530
planning@hermiston.or.us

To: Mayor and City Council
From: Clinton Spencer, City Planner
Subject: City of Hermiston Comp Plan Map Amendment and Annexation Request
Date: July 2, 2014

The City of Hermiston has submitted an application to amend the comprehensive plan map for 20 acres located on the north side of E Airport Road adjacent to the proposed Eastern Oregon Trade and Event Center. The property lies within the urbanizable portion of the urban growth boundary and currently has a future mixed commercial and industrial comprehensive plan map designation. The city proposes to amend the comprehensive plan from the current future mixed commercial and industrial overlay to a designation of Commercial. The property is described as 4N 28 13 Tax Lot 1400.

Following amendment of the comprehensive plan, the City proposes to annex the property with a Fairgrounds Overlay (FO) zoning designation. The city will hold simultaneous hearings on the proposed amendments and annexation. However, due to the nature of the city's management agreement for the urban growth boundary with Umatilla County, the comprehensive plan map amendment and annexation cannot be approved simultaneously. At this meeting, the city can adopt an ordinance amending the comprehensive plan map but the map amendment must also be adopted by Umatilla County before the annexation ordinance can be adopted.

The city published a notice of public hearing in the Hermiston Herald 20 days prior to the planning commission hearing. Additionally, notice was provided to all property owners within 300 feet of the property.

Applicant/Owner:

The property is owned by the City of Hermiston.

Property Location:

The property is located on the north side of E Airport Road. The property is described as 4N 28 13 Tax Lot 1400.

Existing Use:

The property is vacant.

Surrounding Uses:

The site is adjacent to the proposed EOTEC center to the north. Residential uses are nearby to the east. Commercial and industrial uses are nearby to the south and west.

Comp Plan Designation:

The land proposed for conversion lies within the

urbanizable portion of the urban growth boundary and has a Future Mixed Commercial/Industrial comprehensive plan map designation.

Surrounding Comp Plan Designations:

The land is entirely surrounded by land which is designated either Industrial or Mixed Commercial/Industrial on the comprehensive plan map.

Existing Zoning:

The land proposed for conversion has a zoning designation of Future Urban 10-Acre Minimum (FU-10).

Surrounding Zoning:

Land to the north has a zoning designation of Fairgrounds Overlay. Land to the west and south has a zoning designation of M-1 or C-2/M-1. Land to the east has a zoning designation of FU-10

Requested Comp Plan Map Designation and Requested Zoning:

Commercial on the comprehensive plan map and Fairgrounds Overlay on the zoning map.

Requirements

§157.226 of the Hermiston Code of Ordinances provides the method and approval criteria for granting or denying an amendment to the zoning map. The proposed amendment has been deemed a quasi-judicial change in that it involves the map and does not have widespread and significant impact beyond the immediate area of the proposed amendment. The following criteria as cited in §157.226(E) must be followed in deciding upon a quasi-judicial proceeding:

1. The burden in all land use proceedings is upon the applicant, whether a zone change, conditional use or variance is the subject of the hearing.
2. The requested zone change must be justified by proof that:
 - a. The change is in conformance with the comprehensive plan and also the goals and policies of the plan.
 - b. The showing of public need for the rezoning and whether that public need is best served by changing the zoning classification on that property under consideration.
 - c. The public need is best served by changing the classification of the subject site in question as compared with other available property.
 - d. The potential impact upon the area resulting from the change has been considered.
3. The courts will require a “graduated burden of proof” depending upon the more intensive land use that will occur as a result of the proposed rezoning.
4. Procedural process for a quasi-judicial hearing:

- a. Parties at a public hearing must have an opportunity to be heard, to present and rebut evidence.
- b. There must be a record which will support the findings made by the city council or planning commission.

Notice of the proposed action for a comprehensive plan map amendment or zoning map amendment shall be submitted to the Department of Land Conservation and Development 45 days prior to the date set for the initial hearing.

After the close of the initial evidentiary hearing, the planning commission shall make findings of fact and recommend to the city council adoption, revision or denial of the proposed amendments. Notice of the hearing before the city council shall be by one publication in the local newspaper. After the close of the public hearing, the city council shall make findings of fact and adopt, adopt with changes, or deny the proposed amendments.

§150.05 of the Hermiston Code of Ordinances provides the requirements for annexations. The requirements for annexations are as follows:

1. The proposal is in conformance with all applicable state annexation requirements.
2. The property is contained within the urban portion of the urban growth boundary as identified on the comprehensive plan.
3. The proposed zoning is consistent with the underlying comprehensive plan designation.
4. Findings of fact are developed in support or denial of the annexation.
5. All city services can be readily extended and the property owner is willing to bear costs associated with sewer, water and roads.

Draft Findings on Comprehensive Plan Map Amendment

The change is in conformance with the Comprehensive Plan and also the goals and policies of the plan

1. The property is identified as future mixed commercial/industrial on the comprehensive plan map.
2. The proposed change from urbanizable future commercial/industrial to urban Fairgrounds Overlay is consistent with the underlying map designation. The fairgrounds overlay zoning is designed to implement a mixed commercial/recreational area which can be used for exhibition centers, fairgrounds, rodeo arenas, and other commercial activities.
3. Property directly to the north has a Fairgrounds Overlay zoning designation. Land to the west, east, and south has either industrial or mixed commercial/industrial designations.
4. The planning commission and city council will hold public hearings regarding the proposed change in accordance with Policy 1 of the comprehensive plan.

5. The proposed zone change is consistent with development west and south of the subject property and consistent with the designated Transportation System Plan's designation as a major collector (Policy 21 & 30).
6. The applicant will extend water and sewer services to the property as required by Policy 23 of the Comprehensive Plan and the applicant has applied for annexation as required by said Policy 23.

The showing of public need for the rezoning and whether that public need is best served by changing the zoning classification on that property under consideration

7. The current fairgrounds have outgrown the location in the Hermiston downtown.
8. The fairgrounds have historically provided a valuable public service serving as a multi-use activity center hosting rodeos, fair activities, and community events. The property proposed for conversion and annexation is intended to provide access and accessory uses, such as overflow parking for the new Eastern Oregon Trade and Event Center.
9. Designating the property as Fairgrounds Overlay is the best way for EOTEC to provide public services during very large events on site.

The public need is best served by changing the classification of the subject site in question as compared with other available property.

10. The site in question is directly adjacent to the EOTEC site along its north boundary.
11. The proposed use as access and overflow parking for EOTEC is very difficult to locate on other property.
12. Lands to the north and west of EOTEC are within the boundary of the Hermiston airport and cannot be used for these purposes without harming aviation access to the airport.
13. Other lands to the south are not in public ownership and contain dwellings and agricultural uses. Conversely, the subject property is vacant, in public ownership, and has unrestricted access to Airport Road.

The potential impact upon the area resulting from the change has been considered.

14. The site is not intended for development with structures.
15. The site will be used to provide additional parking on an as-needed basis for the EOTEC facility adjacent to the north.
16. The site will also provide street access for the EOTEC facility aiding in the overall traffic circulation plan for EOTEC as detailed in the traffic impact study prepared for EOTEC in 2013.

Draft Findings on Annexation

1. The City has received consent to annexation from the property owners for approximately 20 acres of land.
2. Notice of public hearing was published in the local newspaper for two consecutive weeks prior to the planning commission hearing on May 21 and May 28, 2014. Notices were

also posted in four public places in the city for a like period. No comments or remonstrances have been received at this date as a result of the publication or posting.

3. Affected agencies were notified.
4. A public hearing of the planning commission was held on June 11, 2014. A public hearing of the city council was held on July 14, 2014. Comments received at each hearing were incorporated into the planning commission record.
5. The proposal is consistent with all applicable state annexation requirements.
6. Since the property is contiguous to the existing city limits, the annexation is in accord with Comprehensive Plan Policy 4 which promotes compact urban development within and adjacent to existing urban areas to insure efficient utilization of land resources and facilitates economic provision of urban facilities and services.
7. The annexation is consistent with the requirements of Comprehensive Plan Policy 5 relating to annexation.
8. Following adoption of conversion from urbanizable to urban status by the City of Hermiston and Umatilla County, the property will be located within the urban portion of the urban growth boundary (UGB) as identified on the comprehensive plan map.
9. Sewer and water will be available to service this property following extension by the city as part of the EOTEC development process.

Draft Findings on Zoning Designation

1. The applicant has proposed amending the comprehensive plan map designation for this property from Future Mixed Commercial/Industrial to Commercial for the property.
2. The city has held public hearings on June 11, 2014 and July 14, 2014 to consider the proposed map amendment.
3. The proposed Fairgrounds Overlay zoning designation corresponds with the underlying comprehensive plan map designation as amended by the City of Hermiston.

Staff Recommendation

Conversion of the property from Future Commercial/Industrial to Commercial is consistent with the intent of the plan designation as urbanization takes place. The proposed Fairgrounds Overlay zone is intended to permit fairgrounds and convention center type activities which are inherently commercial by nature.

Staff recommends that the city council approve the comprehensive plan map amendment at this meeting through the adoption of Ordinance No. 2221. Following co-adoption of Ordinance No. 2221 by Umatilla County, the city will then adopt an ordinance annexing the property.

ORDINANCE NO. 2221

AN ORDINANCE AMENDING THE CITY OF HERMISTON COMPREHENSIVE PLAN MAP

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The following described real property situated in Umatilla County, Oregon shall be changed on the city comprehensive plan map from "Future Mixed Commercial/Industrial" to "Commercial (C)" to-wit:

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SECTION 3. The effective date of this ordinance shall be the thirtieth day after enactment.

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SIGNED by the Mayor this 14th day of July, 2014.

MAYOR

ATTEST:

CITY RECORDER

4N2813000600A2
4N2813000600A6
4N2813000600A7
4N2813000600A4
4N2813000600A5

4N28130000100

4N2813C000100

4N2813C000900

0 375 750 1,500 Feet



4N28130000800

4N29180000500

4N291800001400

4N28130000900

4N28130001200

4N28130001000

4N28130001300

4N28130001400

E AIRPORT RD

4N2824A000201

4N2824A000200

4N28000000107

Proposed Site

ST 19TH ST

4N2824A000700

4N2824A000704

4N2824A000703

4N2824A000702

4N2824A000710

4N2824BB03300

4N2824BA00100

HIGHWAY 395 S

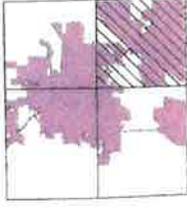
4N2824B000200

SHANNON WAY

KELLI BLVD

City of Hermiston Comprehensive Plan Map 2013

Southeast Quarter

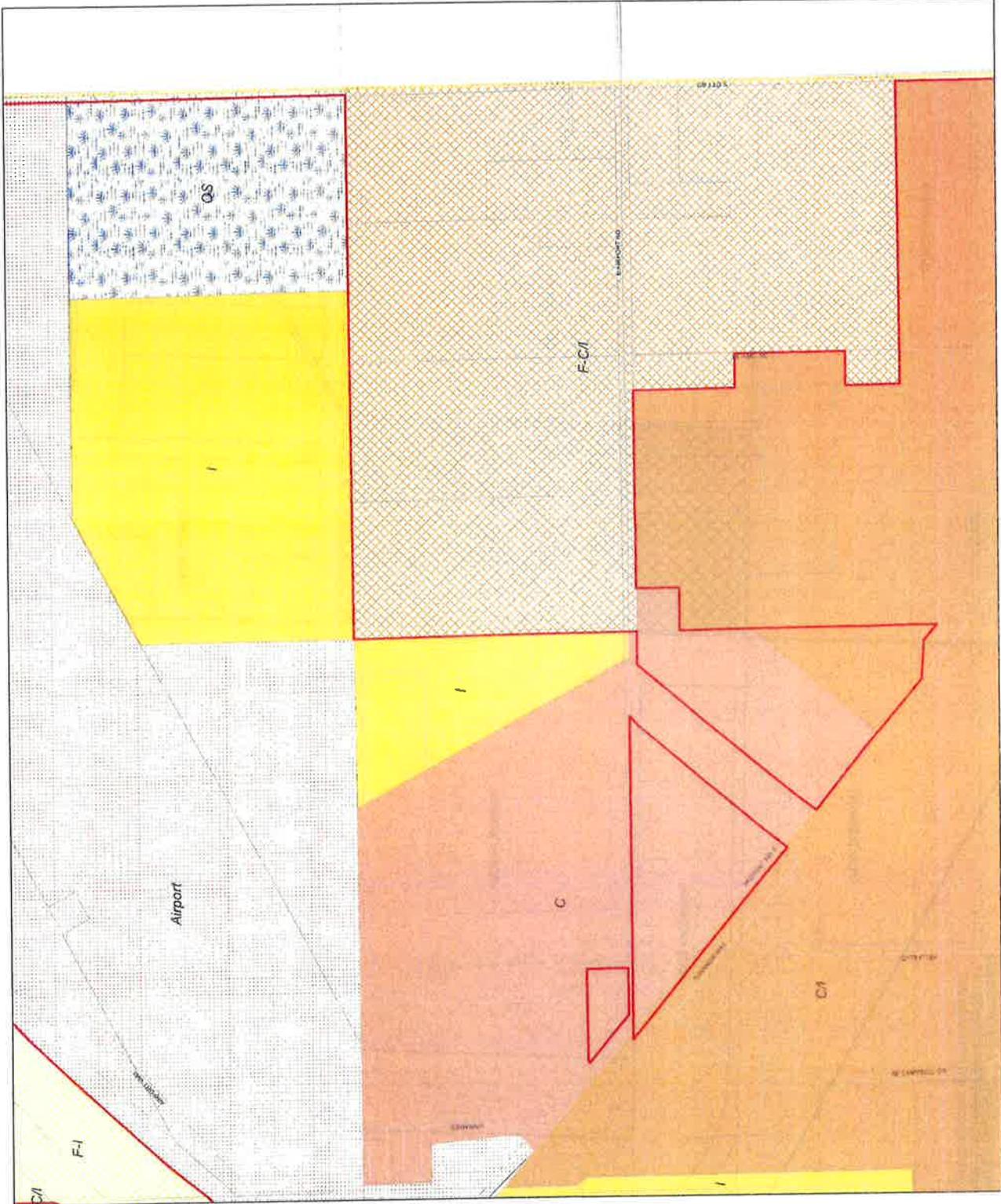


Legend

- City Limits
- Urban Growth Boundary
- Low Density Residential (R-1 & R-2)
- Medium Density Residential (R-3)
- Medium Density Mobile/Home Residential (R-4)
- Recreational Residential
- Future Residential
- Commercial (C-1 & C-2)
- Future Commercial
- Mixed Commercial/Industrial
- Future Mixed Commercial/Industrial
- Industrial (M-1 & M-2)
- Future Industrial
- Airport
- Open Space



City of Hermiston, Oregon
ES&I, Inc. 10/13



City of Hermiston Zoning Map 2013

Southeast Quarter

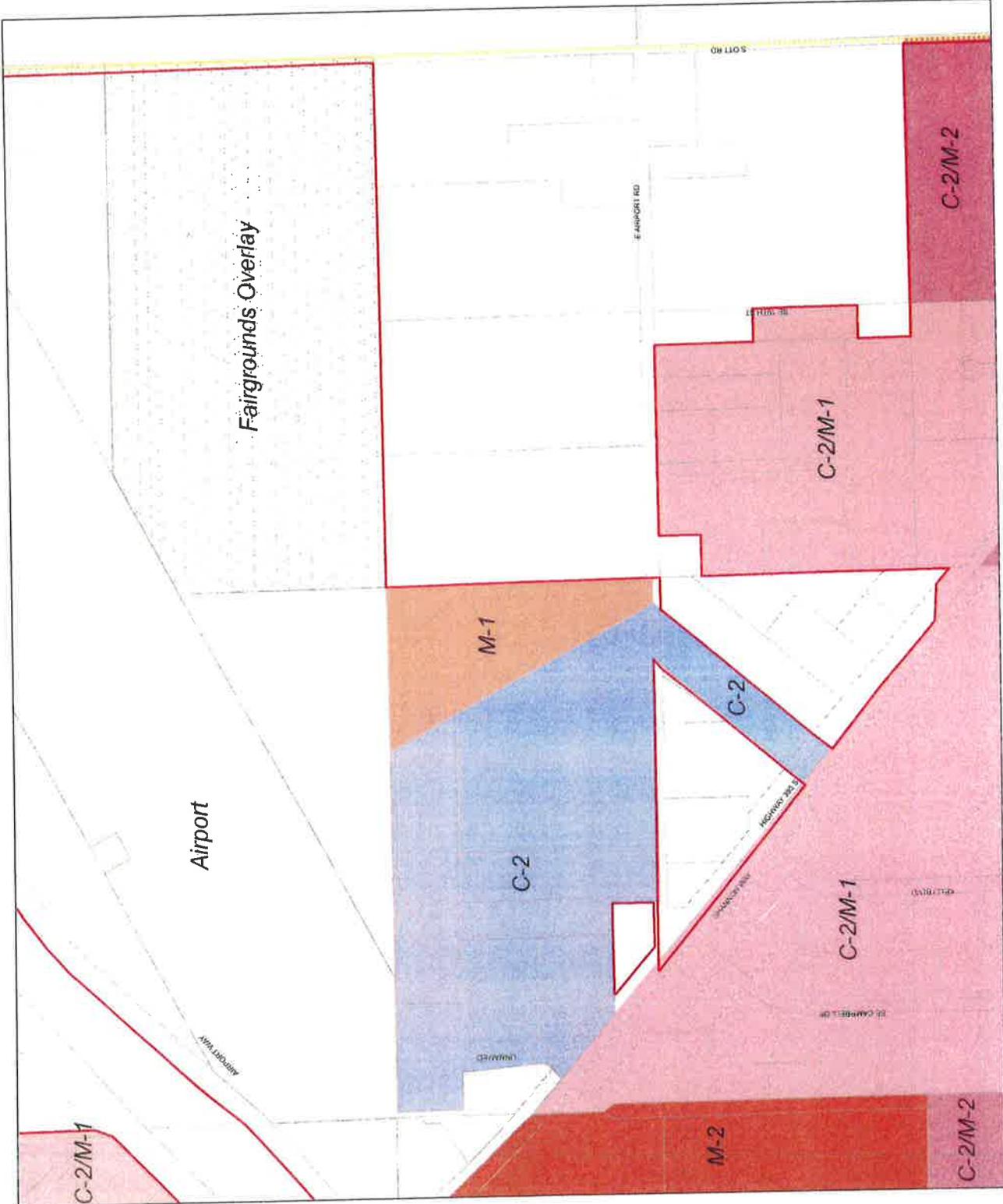


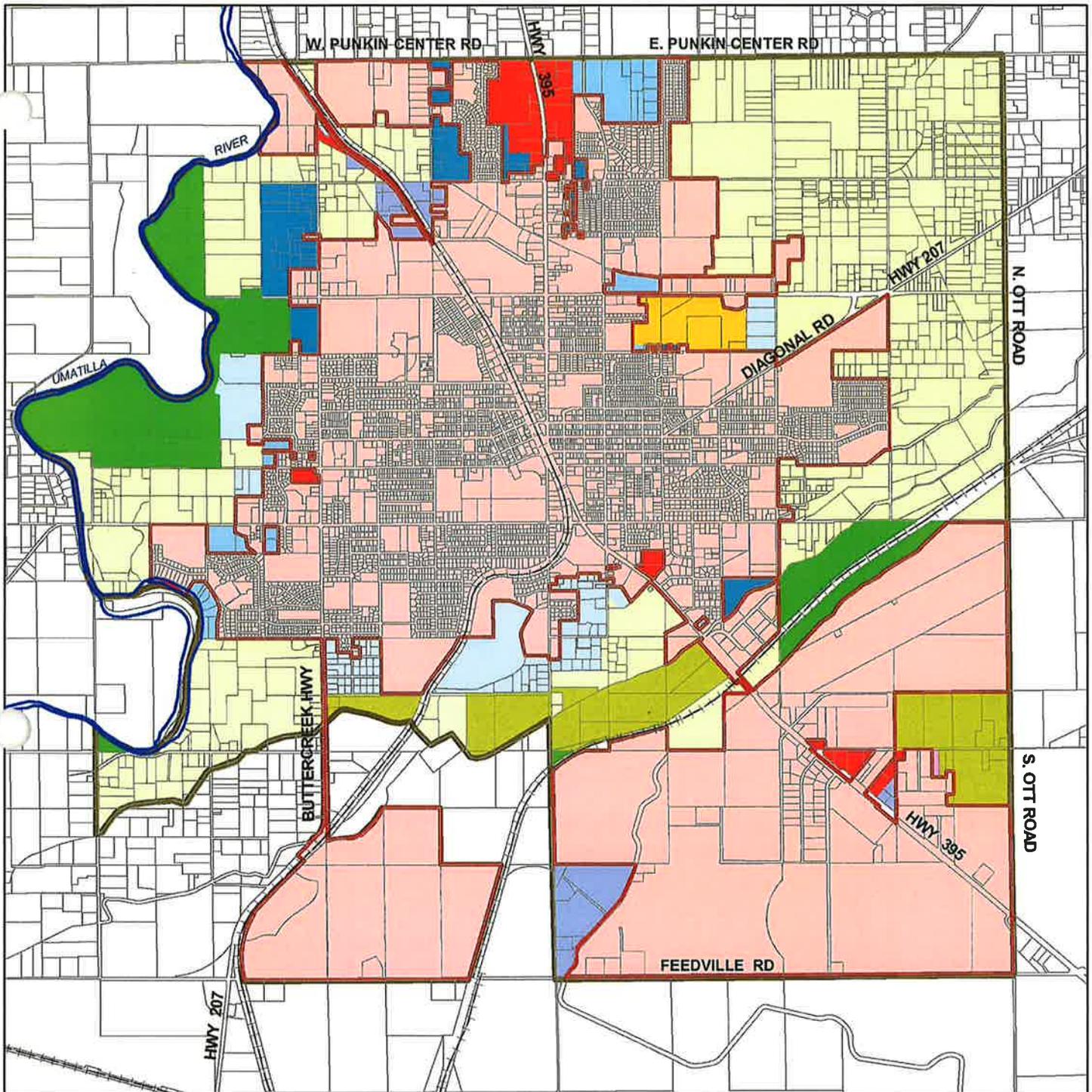
Legend

- R-1
- R-2
- R-3
- R-4
- R-R
- C-1
- C-2
- C-2/M-1
- C-2/M-2
- M-1
- M-2
- Airport
- OS
- Fairgrounds Overlay
- City Limits
- Urban Growth Boundary



Scale: 1 inch = 340 feet
Map prepared by: City of Hermiston
 2013, US Census
 Reprint: 10/13





CITY OF HERMISTON, OREGON URBAN GROWTH AREA LAND USE ZONES



Legend

- City Limits
- Urban Growth Boundary

County Jurisdiction

- Zone_FU-10
- Zone_F1
- Zone_F2

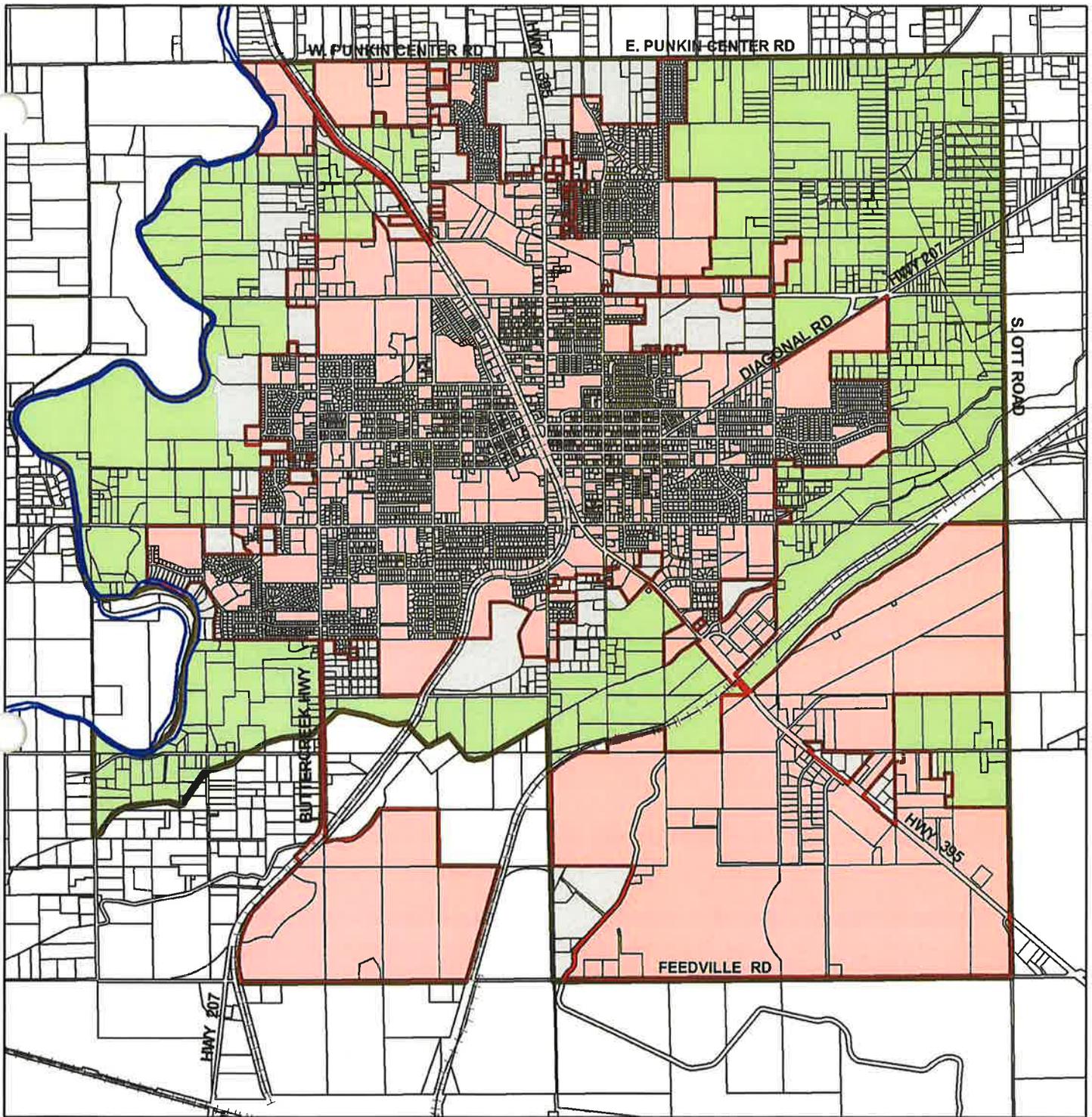
City of Hermiston Jurisdiction

- Zone_R1
- Zone_R3
- Zone_R4
- Zone_OS/CS
- Zone_M1
- Zone_C2/M1
- Zone_C2



DATE: 8/20/14

MAP DISCLAIMER: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of this data. Parcel data should be used for reference purposes only. Created by J. Alford, Umatilla County Planning Dept.



HERMISTON CITY & URBAN GROWTH AREA



Legend

- City Limits
- Urban Areas
- Urban Growth Boundary
- Urbanizable Areas



DATE: 8/20/14

MAP DISCLAIMER: No warranty is made by Umatilla County as to the accuracy, reliability or completeness of this data. Parcel data should be used for reference purposes only. Created by J. Alford, Umatilla County Planning Dept.

Planning Department

180 NE 2nd Street
Hermiston, OR 97838
Phone: (541)567-5521
Fax: (541)567-5530
planning@hermiston.or.us

To: Planning Commission
From: Clinton Spencer, City Planner
Subject: Periodic Review Tasks 4 and 5
Date: May 1, 2014

Two more periodic review work tasks have been completed and are now ready for hearings and adoption. The city has been working on updates to the Transportation System Plan (TSP) and Public Facilities Plan (PFP). These documents are required under Statewide Planning Goals 12 and 11 respectively.

Transportation System Plan (Goal 12)

The TSP is a document which is continuously updated as traffic needs change. The TSP was originally adopted in 1997. It was amended in 1999, 2000, and 2003 as various ODOT projects came online. The amendment under consideration now, as developed by JRH transportation engineers is more of a housekeeping update. The 2013 TSP update served three major purposes: 1) update the traffic volume tables to reflect current traffic, 2) remove completed projects from the project list, and 3) increase the list of studied intersections and identify new projects.

The TSP looks at the potential land build-out in the city and UGB based on existing land inventories and tries to determine, what if any deficiencies will arise in the road infrastructure. All of the intersections studied currently operate within acceptable mobility standards. A total of 33 intersections were studied, mainly those where collector and arterial streets meet. Intersections where local residential streets meet other local residential streets are generally not studied. As growth projections are carried out to a twenty-year planning horizon, seven intersections fall below acceptable standards. Most of these intersections are already identified as needing improvements in the current TSP. The newly identified future deficiencies are as follows:

- E Elm and NW 11th Street
- Highway 395 and Theater Lane
- Highway 395 and Elm Avenue
- Diagonal and NE 10th
- E Main and 7th Street

Table 14 on page 17 of the report identifies the revised improvement list. This list is based on several factors. The main input into the list is current and projected traffic volumes. The study also looked at accident tables for the city. The last input is the public factor. The planning commission provided input to the engineers in September of 2012 at a publicly advertised worksession. Staff solicited input from the Hermiston Futures Taskforce in a taskforce meeting. The city also discussed the TSP update in the Hermiston Herald and on the radio, requesting the public to provide input into the transportation needs of the city. The project list reflects the input received through those channels as well. One notable inclusion in the list which is not necessarily driven by traffic modeling, but by public input is the future realignment of Harper Road and Geer Road. This intersection does not see sufficient traffic volume alone to merit inclusion, but the public support for the project does warrant inclusion. Similarly, both traffic analysis and public input placed improvements to E Elm and NW 11th Street at the top of the list for improvements.

The Department of Transportation raised several issues regarding the cost estimating and intergovernmental coordination with the TSP adoption in 2013. Subsequent to ODOT's concerns, staff made several changes to the TSP to better reflect the nature of the TSP update and to clarify that this does not represent a new TSP but rather an amendment to the existing and acknowledged TSP.

The report is consistent with the existing TSP, engineering analysis, and public input into where priorities should be placed in transportation upgrades. Staff recommends that the planning commission recommend that the city council incorporate the updated TSP into the comprehensive plan as a supplement to the previous TSP installments.

Public Facilities Plan (Goal 11)

A public facilities plan (PFP) is similar to a transportation plan in that it lines out broad goals for provision of public facilities to the city and UGB. However, it is not as detailed as a water or sewer master plan. The city has existing water and sewer master plans which establish much of the fine detail in where future improvements will be constructed. However, statewide planning goal 11 also requires the city to adopt a PFP.

The PFP utilizes a similar methodology to establish future utility needs. The existing demand and future growth potential are analyzed. This analysis is combined with the engineer's water and wastewater model for Hermiston's utility system. These results are used to create a broad capital improvement plan for the city's infrastructure. The system improvements are listed in Tables 17 and 18 on pages 21, 22 and 23. Figure 3 on page 24 provides a map, similar in scope to a TSP, where major line improvements will be needed in the future to adequately service growth areas.

Improvements in water and sewer infrastructure are typically funded either privately as part of a development, by the city in anticipation of future development, or jointly during a development phase. An example of a private development would be the Highland Summit subdivision which was required to build two sanitary sewer lift stations to adequately drain the subdivision. An example of city funded development would be the 3 million gallon water tank built on the Hermiston Butte in 2000 to replace an aging 1 million gallon tank. An example of a joint project would be the city and school district jointly

funding a new water booster station on W Joseph Avenue to initially provide fire flow to Armand Larive Middle School but to also provide water to the southwest section of the city over the next decade.

The PFP that has been drafted by Kennedy Jenks establishes a broad set of utility goals which are compliant with both the city's utility policies in the comprehensive plan and statewide planning goal 11. Staff recommends that the planning commission recommend to the city council that the PFP be adopted and incorporated into the city's comprehensive plan.

Draft Findings

Goal 1 and Policy 1. Citizen Involvement. The City will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

1. The planning commission held a worksession on the transportation system plan on September 12, 2012. The public was invited to participate.
2. City staff has solicited comments on the transportation system plan through public outreach in local media and citizen groups.
3. Notices of public hearing were published in the Hermiston Herald prior to the September 12, 2012 and May 21, 2014 meetings to discuss the transportation system plan and public facilities plan.

Goal 2 and Policy 3. Intergovernmental Coordination. The City of Hermiston will facilitate intergovernmental coordination so that decisions affecting local, state, and federal planning and development actions in the Hermiston area are rendered in an efficient and consistent manner.

4. Notice of proposed amendment was provided to the State of Oregon as required by law.
5. Notice of public hearing was provided to affected agencies as required by law.

Goal 12 and Policy 30. Transportation. The City of Hermiston will promote a balanced well-integrated local transportation system which provides safe, convenient and energy efficient access, and facilitates the movement of commodities.

6. The City of Hermiston is required to adopt a Transportation System Plan (TSP) and related amendments to the Hermiston Comprehensive Plan and implementing ordinances to comply with the requirements of the Transportation Planning Rule (OAR 660, Division 12).
7. Elements of the TSP were adopted by the Hermiston City Council in 1997, 1999, 2000, and 2003. The 2013 TSP will be added to and supplement these documents.
8. The 1997 Hermiston TSP, the 1999 and 2000 TSP Updates, the 2003 US 395 Corridor Refinement Plan, and the 2013 TSP update will guide transportation planning within Hermiston's urban growth boundary (UGB) for the next 20 years. The City of Hermiston TSP serves as the transportation element of the Hermiston Comprehensive Plan and the city will base its transportation policies, actions and investments on the adopted TSP.

Goal 12 and Policy 33. Transportation System Plan. The City of Hermiston will comply with the requirements of the Transportation Planning Rule, with the adoption of the Transportation System Plan and related amendments to implementing ordinances.

9. Adoption of the 2014 TSP update prioritizes improvements which update projects by level of necessity and removes projects which have been completed from the plan.

Goal 11 and Policy 23. Provision of Public Facilities. The City of Hermiston will plan for the timely and efficient provision of a full complement of urban services and facilities in all developed and developing areas within the community. Timely means a point within the 20-year timeframe when the city deems development appropriate for a given property based on factors including but not limited to the need for additional urban development within the urban growth boundary and the extent of undeveloped or underdeveloped land between the existing development and the subject property.

10. The 2014 public facilities plan provides a framework for insuring adequate urban services are available when development is ready within the urbanizing areas of the UGB.
11. The 2014 public facilities plan establishes that the city has adequate public facility capacity to accommodate the build-out and urbanization of the UGB following construction of additional improvements.

Goal 11 and Policy 24. Water, Sewer and Storm Drainage. The City of Hermiston will extend public water and sewer to all developing areas within the UGB; the city may extend public water to industrial lands exception areas outside the UGB: annexation will be a condition of such extensions except when a health hazard or pollution threat exists and except for water provision to industrial lands.

12. The 2013 public facilities plan creates a list of necessary capital improvement projects which are needed to insure adequate service of water and sewer to the developing areas of the UGB.

Staff Recommendation

The documents under consideration are required work tasks as part of the periodic review process. They have been reviewed by the relevant state agencies and no objections have been raised. Staff recommends that the planning commission recommend to the city council that the public facilities plan be incorporated into the comprehensive plan and the TSP update be incorporated into the existing TSP.

ORDINANCE NO. 2219

AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE 2014 TSP UPDATE.

WHEREAS, the Hermiston Planning Commission held a public hearing on May 21, 2014 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, the Hermiston City Council held a public hearing on June 9, 2014 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

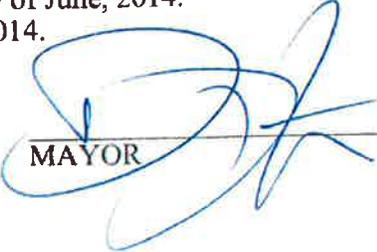
SECTION 1. The Hermiston Transportation System Plan is hereby amended to include the 2014 JRH Transportation System Plan Update.

SECTION 2. The 2014 JRH Transportation System Plan Update is attached as Exhibit A and is incorporated herein by reference.

SECTION 3. The findings of fact adopted by the city council on June 9, 2014 are incorporated herein by reference.

SECTION 4. The effective date of this ordinance shall be the thirtieth day after enactment.

PASSED by the Common Council this 9th day of June, 2014.
SIGNED by the Mayor this 9th day of June, 2014.


MAYOR

ATTEST:


CITY RECORDER

**HERMISTON
TRANSPORTATION SYSTEM PLAN
UPDATE**

HERMISTON, OREGON

JUNE 9, 2014



RENEWS 6/30/15



Crash histories at all locations were investigated to locate areas of safety concern. Locations where the crash rate exceeded one per million vehicles entering the intersection per year were identified for safety improvements.

3.0 BACKGROUND

This memorandum provides existing conditions and future year conditions for major roadways and intersections within Hermiston. This analysis evaluates roadways and intersections to determine which locations are projected to operate below adopted mobility standards by the end of the planning horizon. This memo identifies locations that will not meet mobility standards by the end of the planning horizon, identifies intersections with high crash rates, and locations that the City of Hermiston identified as having operational issues; followed by recommendations for improvements.

4.0 TRAFFIC VOLUME CALCULATIONS

4.1 Existing Traffic Volumes

To determine baseline traffic volumes, turning movement traffic counts were taken for major intersections within Hermiston during the years 2011-2012 in July, August, and October. "Major intersections" are those which have intersecting roadways of collector or higher classification and locations that were identified by the City of Hermiston and Oregon Department of Transportation (ODOT) as having a significant effect on the transportation system. These intersections are identified in Table 1.

4.2 Traffic Counts

Vehicle counts were taken at all of the studied intersections during the weekday PM peak period of 3:30-5:30 pm during July, August, and October. Previously taken vehicle counts at intersections in the area illustrated peak hours within that time frame, therefore this timeframe is appropriate. The vehicle counts are included in Appendix A.



Table 2: Seasonal Adjustment Factors

ATR and Count Month	Seasonal Adjustment Factor
ATR: 30-019 Stanfield	
July	1.0335
August	1.000*
October	1.0528

*August is peak month and therefore has no factor applied to it.

The 2012 PM peak hour-peak season traffic volumes are illustrated in Figure 1 and provided in Appendix B. The weekday PM peak hour is the time period usually representative of worst case traffic conditions.

5.0 FUTURE YEAR VOLUMES

Traffic volumes projected at the end of the planning horizon, year 2033, are calculated by evaluating historical growth in the city, projected population growth trends, and build out of available buildable lands.

5.1 Highway 395 Growth

Projected background growth on Highway 395 due to factors external to Hermiston were calculated using the ODOT Future Volume Tables (FVT). The FVT were also examined to project the anticipated Highway 395 growth through the city. The ODOT FVT provide year 2009-2010 and projected year 2033 traffic volumes. An average yearly growth rate of 0.06% per year at the Stanfield recorder and 0.95% per year at MP 3.30 just north of the city was calculated using these values. The growth rate calculations are provided in Appendix C. The yearly growth rate of 1.0% was applied to the through movements on Highway 395 as background traffic growth entering the city.

5.2 Available Buildable Lands

An evaluation of the Hermiston Buildable Lands Inventory illustrates that there is a substantial amount of vacant commercial and industrially zoned land available within the Urban Growth Boundary (UGB). The current projected development trends do not support the assumption that all the buildable lands can be developed within the next 20 years. In coordination with the City of Hermiston, as a reasonable conservative estimate, approximately 30% of the commercial and industrial land capable of development is projected to be built out within the 20 year planning horizon.



The acreage of buildable land within the UGB within the 20-year planning horizon is estimated at:

- Commercial Retail: 205 acres
- Commercial Office/Medical Office: 40 acres
- Commercial/Industrial: 900 acres
- Industrial: 210 acres
- Residential: 1075 acres

Appendix C includes a map illustrating the buildable lands within the UGB.

Commercial and Industrial Zoned Lots

There are approximately 245 acres of commercially zoned lots (commercial retail, commercial office and medical office) available for development. Most of the buildable commercial land is in the north and west sides of the City. The major roadways serving the commercial lands are Highway 395, Elm Street and 11th Street. Given land development code requirements for commercially zoned lots and the buildable potential of the lots, it is estimated that on average the commercial lots would generate 33 PM peak hour trips per acre of land. There will, of course, be some developments that generate more traffic per acre (fast food restaurants) and developments that generate less (specialty retail stores). The 33 trips per acre is a reasonable average number for this area.

There are approximately 210 acres of buildable industrial land and 900 acres of buildable commercial/industrial land. Most of the buildable commercial/industrial and industrial land is found within the southeast area of the city. These lots are accessible by Highway 395 and S. First Street. Traffic generated to these lots can be estimated using an ITE trip generation rate for the number of trips per acre at a typical rate of 7.96 trip/acre for industrial and 8.84 trips per acre for commercial.

Traffic estimated to be generated to the industrial and commercial lots during the PM peak hour are illustrated in Table 3.

Residentially Zoned Lots

The City Buildable Lands Inventory indicates that there are approximately 1075 vacant and developable residential acres which by code can allow up to 6000 single family and multiple family residential housing units. This estimation includes vacant parcels currently zoned for residential, uses which have not been platted, and those which have been platted and approved but not yet built. The City of Hermiston's buildable land inventory indicates that there is a need to

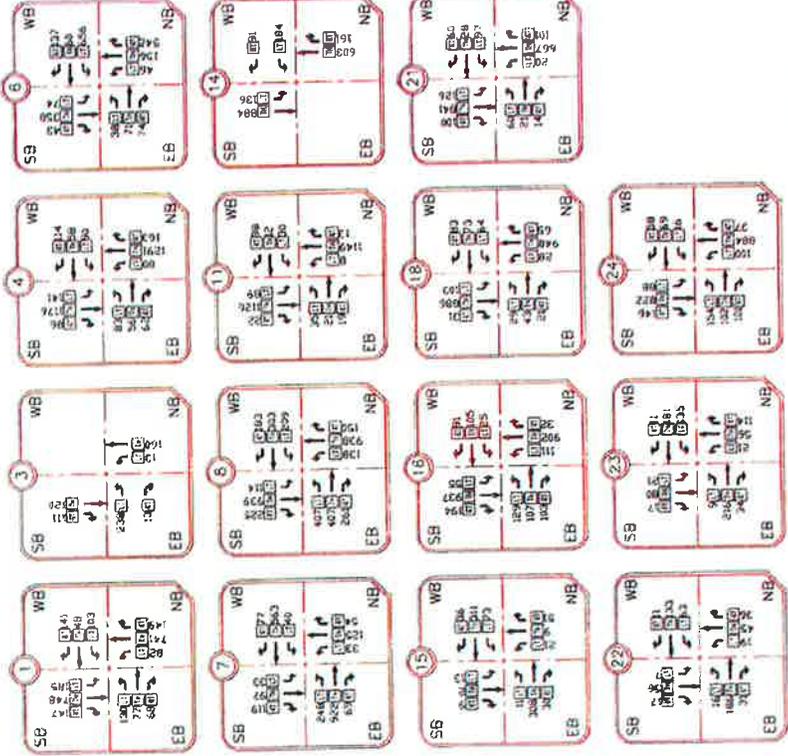
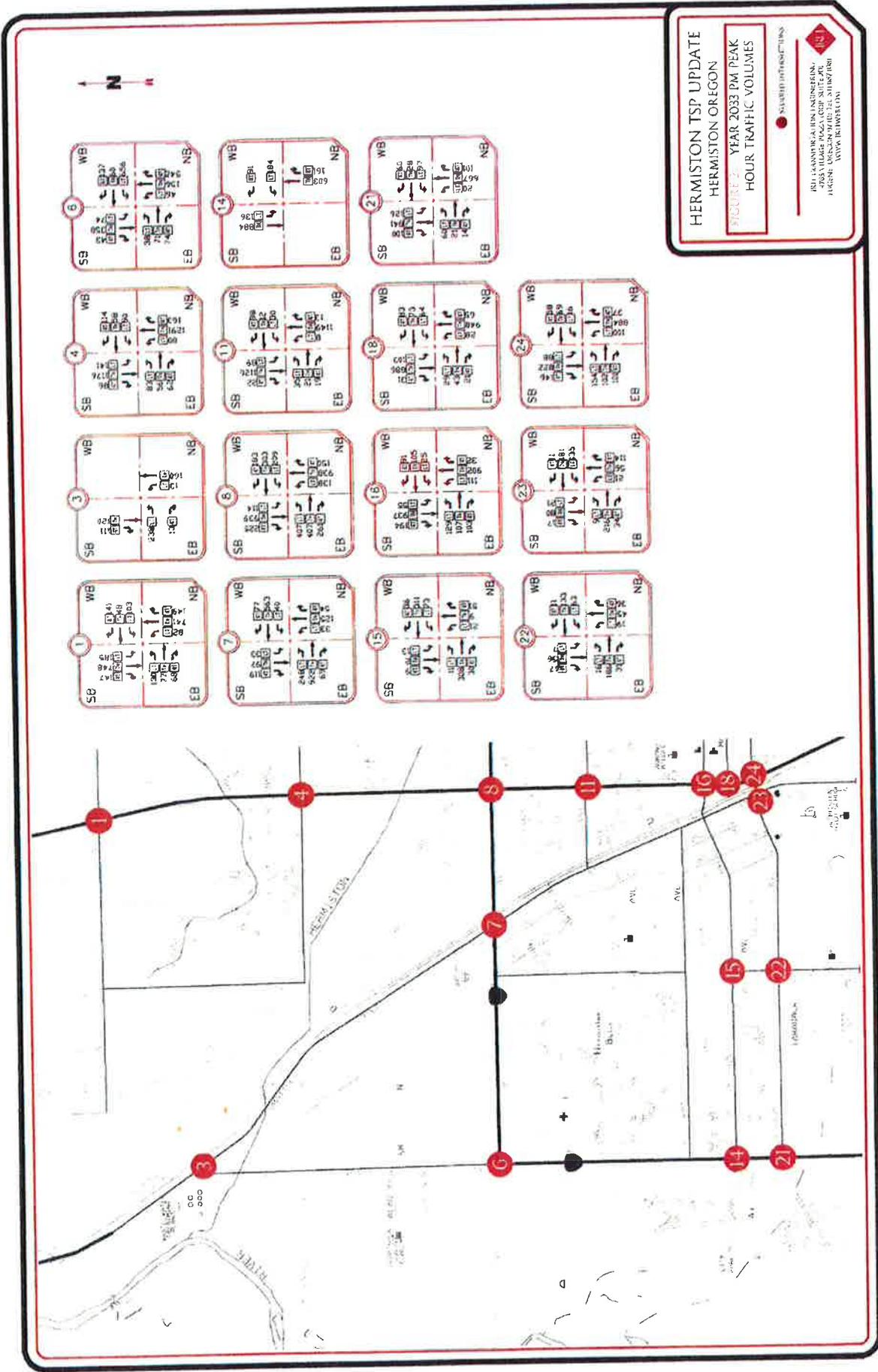




Table 6: Intersection Mobility Standard-ODOT Intersections

Intersections	Mile Post	Segment Designation	Speed	Control	Mobility Standard (v/c)
ODOT Intersections					
Highway 395 at Punkin Center Road	3.79	NHS,FR,TR	45	Signal	0.75
Highway 395 at Theater Lane	4.33	NHS,FR,TR	45	Signal	0.75
Highway 395 at Elm Avenue	4.83	NHS,FR,TR	45	Signal	0.80
Highway 395 at Jennie Avenue	5.09	NHS,FR,TR	30	Signal	0.80
Highway 395 at Gladys Avenue	5.40	NHS,FR,TR	30	Signal	0.80
Highway 395 at Main Street	5.46	NHS,FR,TR	30	Signal	0.80
Highway 395 at Hurlburt Avenue	5.53	NHS,FR,TR	30	Signal	0.80
Highway 395 at Highland Avenue	5.87	NHS,FR,TR	30	Signal	0.80
Highway 395 at SE 4 th Street	6.03	NHS,FR,TR	30	Signal	0.80
Highway 395 at Kelli Boulevard	7.45	NHS,FR,TR	30	Signal	0.80
Highway 207/Elm Avenue at SW 11 th Street	7.95	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90
Highway 207 at Hermiston Avenue	8.58	TR	30	Signal	0.85
Highway 207 at Orchard Avenue	8.70	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90
Highway 207 at Highland Avenue	8.95	TR	30	Signal	0.85
Highway 207 at Feedville Road	10.82	TR	30	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90

NHS=National Highway System
FR=State Freight Route
TR=Federally Designated Truck Route



Table 8: Intersection Operation Year 2012-ODOT Intersections

Intersections	Control	Mobility Standard (v/c)	Year 2012 Intersection Operation (v/c)
ODOT Intersections			
Highway 395 at Punkin Center Road	Signal	0.75	0.42
Highway 395 at Theater Lane	Signal	0.75	0.40
Highway 395 at Elm Avenue	Signal	0.80	0.74
Highway 395 at Jennie Avenue	Signal	0.80	0.48
Highway 395 at Gladys Avenue	Signal	0.80	0.55
Highway 395 at Main Street	Signal	0.80	0.47
Highway 395 at Huriburt Avenue	Signal	0.80	0.48
Highway 395 at Highland Avenue	Signal	0.80	0.55
Highway 395 at SE 4 th Street	Signal	0.80	0.41
			eastbound approach (stopped)
		Uncontrolled Approach 0.85	0.22
		Stopped Approach 0.90	southbound approach (uncontrolled)
Highway 395 at Kelli Boulevard	Stop		0.16
			southbound approach (stopped)
		Uncontrolled Approach 0.85	0.80
Highway 207/Elm Avenue at SW 11 th Street	Stop	Stopped Approach 0.90	westbound approach (uncontrolled)
			0.24
Highway 207 at Hermiston Avenue	Signal	0.85	0.54
			westbound approach (stopped)
		Uncontrolled Approach 0.85	0.22
		Stopped Approach 0.90	southbound approach (uncontrolled)
Highway 207 at Orchard Avenue	Stop		0.34
Highway 207 at Highland Avenue	Signal	0.85	0.54
			westbound approach (stopped)
		Uncontrolled Approach 0.85	0.26
		Stopped Approach 0.90	southbound approach (uncontrolled)
Highway 207 at Feedville Road	Stop		0.13



Table 10: Intersection Operation Year 2033-ODOT Intersections

Intersections	Control	Mobility Standard (v/c)	Year 2033 Intersection Operation (v/c)
ODOT Intersections			
Highway 395 at Punkin Center Road	Signal	0.75	0.67
Highway 395 at Theater Lane	Signal	0.75	0.80
Highway 395 at Elm Avenue	Signal	0.80	1.27
Highway 395 at Jennie Avenue	Signal	0.80	0.65
Highway 395 at Gladys Avenue	Signal	0.80	0.76
Highway 395 at Main Street	Signal	0.80	0.69
Highway 395 at Hurlburt Avenue	Signal	0.80	0.63
Highway 395 at Highland Avenue	Signal	0.80	0.72
Highway 395 at SE 4 th Street	Signal	0.80	0.62
Highway 395 at Kelli Boulevard	Signal	Uncontrolled Approach 0.85 Stopped Approach 0.90	eastbound approach (stopped) >2.0 southbound approach (uncontrolled) 0.23
Highway 207/Elm Avenue at SW 11 th Street	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	southbound and northbound approach (stopped) >2.0 westbound approach (uncontrolled) 0.54
Highway 207 at Hermiston Avenue	Signal	0.85	0.76
Highway 207 at Orchard Avenue	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	westbound approach (stopped) 1.08 southbound approach (uncontrolled) 0.58
Highway 207 at Highland Avenue	Signal	0.85	0.80
Highway 207 at Feedville Road	Stop	Uncontrolled Approach 0.85 Stopped Approach 0.90	westbound approach (stopped) 0.47 northbound approach (uncontrolled) 0.23



Vehicle Crash Evaluation

Oregon Department of Motor Vehicles (DMV) provided crash data for the period from year 2007 through year 2011, shown in Table 12. The crash data represents only the crashes that were reported to the DMV.

Table 12: Crash Data 2007 to 2011

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE INJURED	TRUCKS	DRY SURFACE	WET SURFACE	DAY	DARK	INTER-SECTION
YEAR: 2011											
ANGLE	0	15	10	25	21	0	23	2	21	4	22
BACKING	0	0	7	7	0	0	7	0	7	0	2
FIXED / OTHER OBJECT	0	1	5	6	1	0	6	0	2	4	2
HEAD-ON	0	2	0	2	3	0	2	0	0	2	0
MISCELLANEOUS	0	1	0	1	1	0	0	1	1	0	1
PARKING MOVEMENTS	0	0	1	1	0	0	1	0	0	1	0
PEDESTRIAN	0	2	0	2	2	0	1	1	0	2	1
REAR-END	0	29	31	60	37	2	56	3	48	12	19
SIDESWIPE - MEETING	0	0	3	3	0	1	3	0	1	2	1
SIDESWIPE - OVERTAKING	0	1	7	8	4	1	7	1	4	4	0
TURNING MOVEMENTS	0	23	23	46	36	0	41	5	40	6	24
YEAR 2011 TOTAL	0	74	87	161	105	4	147	13	124	37	72
YEAR: 2010											
ANGLE	0	20	8	28	26	0	21	7	23	5	26
BACKING	0	0	2	2	0	0	2	0	2	0	1
FIXED / OTHER OBJECT	0	3	7	10	3	0	5	5	4	6	2
HEAD-ON	0	1	1	2	2	0	2	0	0	2	0
MISCELLANEOUS	0	0	1	1	0	0	1	0	0	1	1
NON-COLLISION	0	1	0	1	1	0	1	0	1	0	0
PARKING MOVEMENTS	0	1	0	1	3	0	1	0	1	0	0
PEDESTRIAN	0	2	0	2	2	0	2	0	0	2	2
REAR-END	0	24	30	54	35	3	48	6	47	7	34
SIDESWIPE - MEETING	0	0	5	5	0	0	4	1	3	2	3
SIDESWIPE - OVERTAKING	0	1	6	7	1	1	6	1	5	2	1



COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE INJURED	TRUCKS	DRY SURFACE	WET SURFACE	DAY	DARK	INTERSECTION
YEAR: 2007											
ANGLE	0	6	10	16	7	0	12	4	13	3	15
BACKING	0	1	2	3	1	0	3	0	2	1	0
FIXED / OTHER OBJECT	0	4	2	6	7	1	5	1	2	4	2
HEAD-ON	0	1	0	1	1	0	1	0	1	0	0
MISCELLANEOUS	0	0	1	1	0	0	0	1	1	0	0
NON-COLLISION	0	1	0	1	1	0	0	1	1	0	0
PARKING MOVEMENTS	0	0	3	3	0	1	3	0	1	2	0
REAR-END	0	24	24	48	38	2	42	5	37	11	19
SIDESWIPE - MEETING	0	0	1	1	0	0	1	0	1	0	1
SIDESWIPE - OVERTAKING	0	2	8	10	7	1	10	0	7	3	0
TURNING MOVEMENTS	0	22	27	49	33	4	42	6	44	5	24
YEAR 2007 TOTAL	0	61	78	139	95	9	119	18	100	30	61
FINAL TOTAL	2	302	399	703	424	38	599	101	534	169	345

Crash data from year 2007 to year 2011 for each of the studied intersections were evaluated to determine locations where the crash rates are high and would warrant safety improvements. Intersection crash rates are illustrated in Table 13. The crash data is included in Appendix F. Crash data is compared to a threshold rate of 1.0 crashes per million entering vehicles. Intersection crash rates nearing this threshold should be evaluated for safety improvements.



IMPROVEMENT PROJECTS

Intersections that will not meet mobility standards through the year 2033 are:

- Highway 395 at Theater Lane
- Highway 395 at Elm Avenue
- Highway 207/Elm Avenue at SW 11th Street
- Diagonal at NE 10th Street
- Highway 207 at 11th Avenue
- Main Street at NE/SE 7th Street/Diagonal Street
- Highway 207 at Orchard Street
- Highway 395 at Kelli Boulevard.

Intersections with a high crash rate (rate approaching or exceeding 1.0) between the year 2007 and 2011 are:

- Highway 395 at Elm Avenue
- Highway 395 at Main Street
- Highway 395 at Highland Avenue
- Highway 395 at 4th Street

Additionally the following intersections were identified as having pedestrian safety issues or other operational issues that the City would like to be addressed:

- Highway 207/Elm Avenue at SW 11th Street
- Highland Avenue at 1st Street
- Highway 207/Elm Avenue at SW 11th Street
- Orchard at 1st Street
- W Harper Road at NW Geer Road



Table 14a: Long Term Projects Recommended for 2033 or Later

No.	Project Description
4A	Option 1: Construct Bridge Access Umatilla River and Connect with Punkin Center Rd.
4B	Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.

Update of 2003 TSP Project List

The January 2003 TSP Update listed twenty-two projects projected to be needed during the 20-year planning horizon. Since that time, ten projects were completed and two were dropped. Table 15 and Figure 3 indicate the current status of the projects adopted in the 2003 plan.

Table 15: Update of Projects Recommended in January 2003 TSP

No.	Project Description	Status
1	Improve West 11th St./Hermiston Ave. Intersection (New Traffic Signal, Intersection Rechannelization)	Done
2	Improve West 1st St./Highland Ave. Intersection (New Traffic Signal)	New Priority List 5
3	Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)	Done
4A	Option 1: Construct Bridge Access Umatilla River and Connect with Punkin Center Rd.	Moved to Long Term Improvement
4B	Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.	Moved to Long Term Improvement
5	Extend 4th St. from Elm Ave. to Punkin Center Rd. (Include New Signal at Elm Ave.)	Done
6	Extend 4th St. from Theater Lane to Punkin Center Rd.	Done
7	Improve West 4th St./Highland Ave. Intersection (New Traffic Signal)	Unprioritized List 23
8	Improve Elm Ave. from East 4th St. to Diagonal Rd. (Widen to 3 Lanes)	Done
9	Elm Ave./Diagonal Rd. Intersection Improvements	Done
10	Improve West 11th St. Adjacent to the Hospital (Widen to 3 Lanes)	Unprioritized List 24
11	Improve Elm Ave. from West 11th St. to Umatilla River Rd.	Done
12	Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lane)	Done
13	Improve West 11th St., north of Highland Ave. (Widen to 3 Lanes)	Done
14	Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization).	Done
15	Improve 10th St. from Columbia Dr. to Elm Ave.	Unprioritized List 15
16	Improve and Relocate 10th St. from Elm Ave. to Punkin Center Rd.	Unprioritized List 16
17	Theater Lane Upgrade from Highway 395 to East 10th St.	Unprioritized List 17



Table 17: Unprioritized Street System Improvement List

No.	Project Description	Status	Cost
14	Not Used		0
15	10th St. from Columbia Dr. to Elm Ave.	Widening	5,820,000
16	10th St. from Elm Ave. to Punkin Center Rd.	Widening	5,820,000
17	Theater Lane from Highway 395 to East 10th St.	Widening	4,989,000
18	Umatilla River Rd. from Hermiston Ave. to Elm Ave.	Upgrade	3,108,000
19	Highway 395/Port Ave. Intersection	New Traffic Signal	312,000
20	1st St. from Hermiston Ave. to Highland Ave.	Widening	1,559,000
21	Umatilla River Road from Elm Ave. to Punkin Center Rd.	Widening	2,078,000
22	1st St./Hermiston-Hinkle Rd. from Highland Ave. to Feedville Rd.	Widening	2,078,000
23	West 4 th St./Highland Ave. Intersection	New Traffic Signal	300,000
24	West 11 th St. Adjacent to The Hospital	Widen to 3 Lanes	250,000
TOTAL:			26,314,000

Tables 18 and 19 list the projects and projected costs for the South Hermiston Study Area and the US 395 Refinement Study Area. The South Area 2014 Project Costs are estimated at \$4,196,986 while the US 395 Refinement Area costs are estimate at \$84,494,000. Costs were calculated by using the original cost estimates and increasing them by an inflation rate of five percent per year. This is based on a judgment based weighted average of ODOT cost experience in Region 5. As with the 24 projects above, these are order of magnitude costs and should be used with caution.

Note: Projects 23 and 24 in Table 17 above, "Unprioritized Street System Improvement List" are not the same projects as Projects 23 and 24 in Table 18 below, "South Hermiston Study Area."

Table 18: South Hermiston Study Area Access and Circulation Improvement Plan - May 2000 TSP Update – See Figure 4

No.	Project Description	Cost
23	Extend Evelyn Ave. west to US Highway 395.	109,000
24	Extend Evelyn Ave. west to New Hope Church, close New Hope access to US 395 and access the Evelyn Ave. Extension	296,986
25	Construct A-Line Canal Crossing	554,000
26	Complete 1First Phase of Gettman Road Extension	782,000
27	Complete Port Drive/US 395 Intersection improvements	396,000
28	Extend McKinley St. to Evelyn Avenue once access has been provided via Port Drive	396,000
29	Extend SE 4th Street and Gettman Road (2nd Phase)	752,000



	minor collector roadway along the SE 4th Street alignment. Upgrade and extend Experiment Station Road to this 4th Street alignment.	3,118,000
46	Develop a full access Intersection at US 395 to be served by a future extension of Able Drive. This Intersection should be limited to a right-in/right-out/left-in access when warranted by a traffic engineering study.	445,500
47	Develop a signalized access Intersection at the US 395 Airport Way Intersection when warranted by a traffic engineering study.	445,500
48	Develop a major collector roadway system upon redevelopment of the vacant land north of the airport, irrigation canal, and rail line.	6,237,000
49	Develop a major collector roadway to facilitate north/south travel within the northeast quadrant of the US 395 Refinement Plan study area.	6,534,000
50	Develop a series of minor collector roadways to facilitate circulation south of the Hermiston Airport.	6,682,000
51	Develop a series of minor collector roadways to facilitate circulation within the northeast quadrant of the US 395 Refinement Plan study area.	14,107,000
52	Develop a major collector backage road between Kelli Boulevard and Ott Road.	5,692,000
53	Extend Kelli Boulevard east of US 395 to connect into a minor collector roadway network.	2,178,000
54	Develop a multi-use path along the west side of US 395. This path will require a bridge crossing over the feed canal and rail line.	891,000
55	Signalize the US 395/Feedville Road Intersection when warranted by a traffic engineering study. (Improvement specific to the US 395 North Corridor Plan)	445,000
	TOTAL:	84,494,000

Revenue sources:

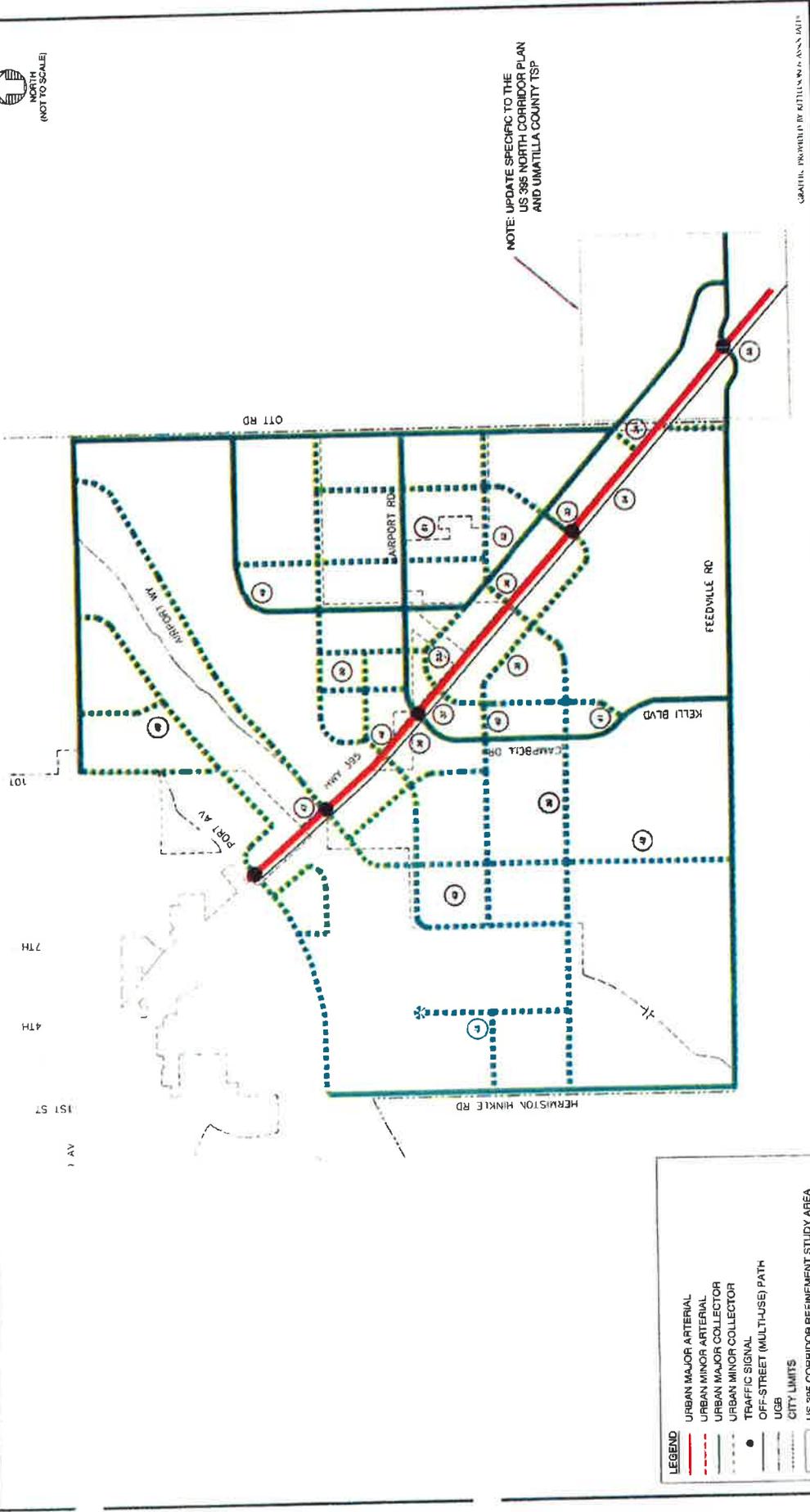
Finding the means for paying for public projects is often a difficult job. There are a number of potential sources which might be considered. These include the State Transportation Improvement Program (STIP). This is primarily generated by fuel taxes, weight, mile fees and vehicle registration fees. The money in the STIP is allocated by the State Transportation Commission with input from regional Area Transportation Commissions (ACTs), city and county governments and the general public.

- **Fuel Tax and Vehicle Registration Fees:**

A portion of all state gasoline and vehicle registration fees is sent directly to local jurisdictions. Although this amount at current tax levels is not large, it can be used for roadway improvements. Many jurisdictions have added a local tax to increase this revenue.

- **Ear-Marked Federal Funds:**

Although this source is subject to large fluctuations, having a good relationship with local members of Congress can help develop this source.



GRAPHIC PROVIDED BY KJTLIN W & ASS'NS DATE:

US 395 CORRIDOR STREET SYSTEM IMPROVEMENTS
JANUARY 2003 UPDATE



FIGURE 5

CORRESPONDS TO IMPROVEMENTS LISTED IN TABLE 1

LEGEND

- URBAN MAJOR ARTERIAL
- - - URBAN MINOR ARTERIAL
- URBAN MAJOR COLLECTOR
- - - URBAN MINOR COLLECTOR
- TRAFFIC SIGNAL
- OFF-STREET (MULTI-USE) PATH
- UGB
- CITY LIMITS
- US 395 CORRIDOR REFINEMENT STUDY AREA



Welcome to
Umatilla County

2003 TSP

Clinton Spencer <cspencer@hermiston.or.us>
To: Tamra Mabbott <tamra.mabbott@umatillacounty.net>

Wed, Aug 20, 2014 at 9:53 AM

Road standards applied within the UGB should follow the development standards in the city's zoning ordinance which both parties have adopted. These standards require a developing party to sign a consent agreement agreeing to participate in future street improvement project unless the city determines that waiting to install street improvements is not in the public interest. This requirement is set forth in 157.163(D) of the Hermiston Zoning Code. As a rule, when a property is adjacent to paving and a road grade has been engineered, then curb, gutter, sidewalks, and street drainage are installed. If a property is on an unimproved gravel road with no street improvements are adjacent, then an agreement is required. When the city is permitting urban projects, it is rare to require less than full improvement of a road because most if not all projects will require annexation to receive water and sewer services. Urbanizable projects by definition cannot receive city water and sewer services and thus a less than full urban standard is recommended.

The city's public works standards have both urban and rural design standards. Specifically ST07 is a rural road standard for paving only with no curbs or sidewalks.

Clinton Spencer
City Planner
(541)567-5521

YOU CAN GROW HERE.

From: Tamra Mabbott [mailto:tamra.mabbott@umatillacounty.net]
Sent: Wednesday, August 20, 2014 9:34 AM

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 All Plan Drawings.pdf
3399K

ORDINANCE NO. 2070

AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE US 395 CORRIDOR REFINEMENT PLAN.

WHEREAS, the City of Hermiston adopted a Transportation System Plan (TSP) and related amendments to the Hermiston Comprehensive Plan and implementing ordinances to comply with the Transportation Planning Rule (OAR 660, Division 12) in December, 1999; and

WHEREAS, the City of Hermiston adopted an amendment to the TSP to implement the South Hermiston Local Access and Circulation Plan in July, 2000; and

WHEREAS, the factual base for the Hermiston TSP is contained in the text of the TSP and will not be repeated here; and

WHEREAS, the Oregon Department of Transportation has proposed to construct a planted median barrier on Highway 395 from SE Kelli Blvd to E Feedville Road; and

WHEREAS, to mitigate the effects of the proposed planted median, a circulation plan is needed for future roadways to the east and west of Highway 395 south of SE Port Drive; and

WHEREAS, four public workshops were conducted to solicit on the proposed access and circulation plan for the south Hermiston area; and

WHEREAS, the Hermiston Planning Commission held public hearings on March 12, 2003 and May 14, 2003 to receive public testimony and consider amendments to the Hermiston TSP; and

WHEREAS, the Hermiston City Council held a public hearing on May 19, 2003 to receive public testimony and consider amendments to the Hermiston TSP; and

WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments; now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The 1999 Hermiston Transportation System Plan is hereby amended to include the US 395 Corridor Refinement Plan.

SECTION 2. The January 17, 2003 Hermiston Transportation System Plan Amendment submitted by Kittelson & Associates is attached as Exhibit A and is incorporated herein by reference.

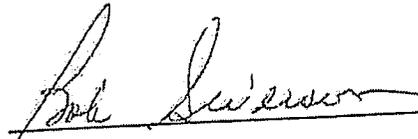
SECTION 3. That portion of the amendment areas inside the Urban and Urbanizable areas of the UGB shall be referred to Umatilla County for co-adoption.

SECTION 4. The effective date of this ordinance shall be the thirtieth day after enactment.

First reading in full on the 19th day of May, 2003.

PASSED by the Common Council this 9th day of June 2003.

SIGNED by the Mayor this 9th day of June, 2003.


MAYOR

ATTEST:


CITY RECORDER

EXHIBIT "A"
TO
ORDINANCE NO.2070

Section 1

Proposed
Transportation
System Plan
Amendments



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

MEMORANDUM

Date: January 17, 2003

Project #: 5504

To: Ed Brookshier, City of Hermiston
Teresa Penninger, ODOT Region 5

cc: Planning Project Team Members

From: Marc Butorac, P.E., P.T.O.E.
Matt Hughart, AICP

Project: US 395 (Port Drive to Feedville Road) Corridor Refinement Plan

Subject: Hermiston Transportation System Plan and US 395 North Corridor Plan Amendment

INTRODUCTION

In July 2000, the Oregon Department of Transportation's (ODOT) *US 395 North Corridor Plan* was adopted by the Oregon Transportation Commission. As part of this plan, a raised median was recommended along a portion of US 395 (Kelli Boulevard to Rosalyn Drive) to enhance the long-term travel safety and provide better access management. Thus, the *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec.* median project was placed on the Statewide Transportation Improvement Plan (STIP) and funded for the 2002-2003 fiscal year.

While the *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec.* STIP median project meets the objective of the *US 395 North Corridor Plan*, the City of Hermiston Transportation System Plan (TSP) has not been expanded to address the local access and circulation needs within the City of Hermiston's Urban Growth Boundary south of Port Drive. As a result, this area does not have an established or planned street network capable of supporting a highly access-controlled corridor. Based on this concern and the aesthetics of the raised median on US 395, the City of Hermiston requested that a refinement study be completed prior to the implementation of the median project. This project became known as the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. The overall goal of the refinement study is to develop a long-term circulation and corridor preservation strategy that will allow economic development based on quality development principles within the City of Hermiston Urban Growth Boundary, while maintaining the integrity and safety of the US 395 corridor.

This memorandum contains proposed amendments to the City of Hermiston Transportation System Plan that implements the work completed as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. The proposed amendment was developed to directly

supplement the various plan maps, street standards, and improvement projects previously identified in the May 2000 Transportation System Plan amendment that resulted in an updated transportation system plan for the City of Hermiston. The information in this memorandum is also intended to supplement and update ODOT's July 2000 *US 395 North Corridor Plan*. These plans will either be referred to or directly incorporated into the next published update of this plan.

US 395 (PORT DRIVE TO FEEDVILLE ROAD) CORRIDOR REFINEMENT PLAN

The *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan* has been funded jointly by the City of Hermiston and the Oregon Department of Transportation to address the overall management direction established by the *US 395 North Corridor Plan* and the short- and long-term access and circulation issues raised as part of the ongoing *US 395: Kelli Blvd. (Hermiston) – Rosalynn Dr. (Stanfield) Sec. STIP median project*. Through a series of technical correspondence and meetings, future highway access and roadway alignments were identified to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists within the area bounded by Port Drive, Hermiston-Hinkle Road, Feedville Road, and Ott Road.

PROPOSED TSP AMENDMENT/CHANGES TO MODAL PLANS

The last major update/modification to the City of Hermiston's Transportation System Plan was completed in May 2000. At that time, TSP amendments were adopted to implement elements of a sub-area plan known as the South Hermiston Access and Circulation Plan. Similar to this last update, an expanded set of access, circulation, pedestrian, and bicycle plans have been developed by the City, ODOT, and interested citizen stakeholders throughout the duration of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. To ensure the elements of these plans are carried out, the material will need to be incorporated into the City's Transportation System Plan, the *US 395 North Corridor Plan*, and the Umatilla County Transportation System Plan.

To fully implement the modified access and circulation plans, it will be necessary to supplement the following elements to the City of Hermiston's Transportation System Plan:

- Street Classifications and Traffic Signal Plan,
- Pedestrian Facility Plan,
- Bicycle Facility Plan, and
- Project Implementation Plan.

The following sections highlight the proposed changes to the City's TSP. The transportation components presented in these sections were developed to address the requirements of Oregon's Transportation Planning Rule (TPR). These recommendations have been developed in accordance with the findings presented in Technical Memorandums #1, #2, and #3, the interests of local citizen stakeholders and business owners, and City of Hermiston/ODOT staff.

Functional Classification and Traffic Signal Plan

The Hermiston Functional Classification and Traffic Signal Plan reflects the anticipated operational and circulation needs of the City and provides guidance on how to best facilitate that

travel through the TSP horizon year. Figure 1 illustrates the proposed updated Street Classifications and Traffic Signal Plan for the City of Hermiston. This plan is identical to the plan identified in the May 2000 TSP update (Figure 1 of the May 2000 Proposed Transportation System Plan Amendment prepared by Kittelson & Associates, Inc.), with the exception of the additional roadway alignments and traffic signals developed as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. A detailed description of these functional classification and signal components as they relate to the Functional Classification and Traffic Signal Plan are provided in the separate section of this memorandum titled "US 395 Corridor Refinement Plan Study Area."

Pedestrian Facility Plan

Providing connections between major activity centers is a key objective of the Hermiston Pedestrian Facility Plan. For the US 395 Corridor Refinement study area, this network of pedestrian connections is important for the following reasons:

- serving shorter pedestrian trips between adjacent activity centers such as businesses, commercial establishments, and existing/future transit services;
- meeting the City of Hermiston's recreational needs; and
- providing non-motorized transportation alternatives.

Figure 2 illustrates the proposed Pedestrian Facility Plan. This plan illustrates those existing urban arterial and collector street segments that currently do not have a sidewalk on either side of a given street, as well as future roadway alignments that will be developed with sidewalk facilities. It should be noted that this plan is identical to the plan identified in the May 2000 TSP update (Figure 2 of the May 2000 Proposed Transportation System Plan Amendment prepared by Kittelson & Associates, Inc.), with the exception of the additional pedestrian elements created as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*.

The City of Hermiston's current street standards call for sidewalks to be provided along all new urban arterial, collector, and local streets. As development and redevelopment occurs, and as City funding permits, sidewalk gaps in the existing roadway system will be filled.

The desire to develop a multi-use pathway system carries forward into this TSP amendment. Of particular interest is a multi-use path along the west side of US 395 that could potentially link to the existing multi-use path in the City of Stanfield. To link this path to the remainder of the City of Hermiston, a multi-use path bridge crossing of the irrigation canal and railroad tracks running along the north side of the study area will be required. A further description of this pedestrian plan component as it relates to the Pedestrian Facility Plan is provided in the separate section of this report titled "US 395 Corridor Refinement Plan Study Area."

Bicycle Facility Plan

The bicycle plan establishes a network of bicycle lanes and routes that are designed to connect the City's bicycle trip generators. Figure 3 illustrates the proposed updated Bicycle Facility Plan for the city of Hermiston. This plan is also identical to the plan identified in the May 2000 TSP update (Figure 3 of the May 2000 Proposed Transportation System Plan Amendment prepared by

Kittelson & Associates, Inc.), with the exception of the additional elements created as part of the *US 395 (Port Drive to Feedville Road) Corridor Refinement Plan*. A detailed description of these bicycle components as they relate to the Bicycle Facility Plan are provided in the separate section of this report titled "US 395 Corridor Refinement Plan Study Area."

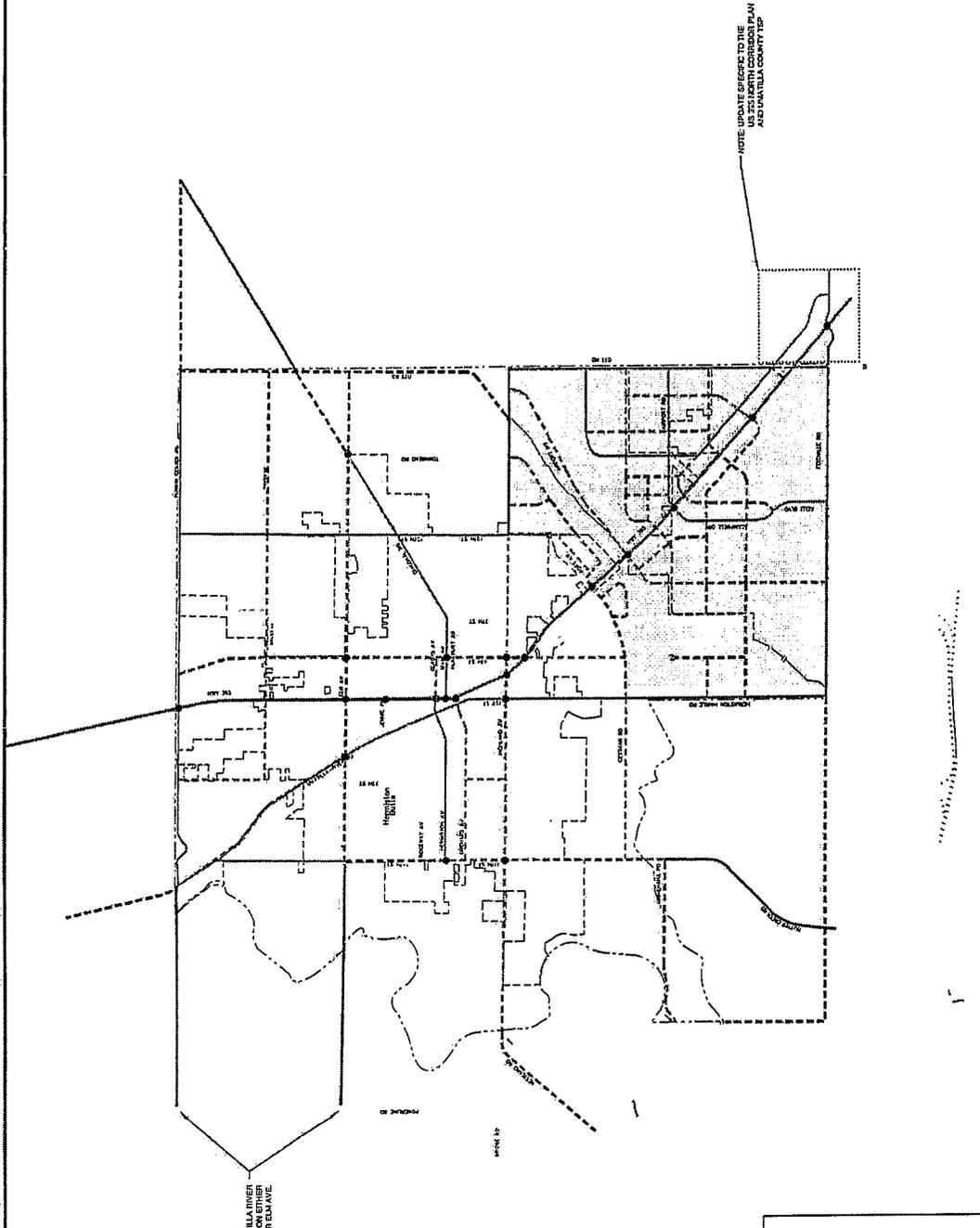
US 395 CORRIDOR REFINEMENT PLAN STUDY AREA

Recognizing the unique transportation needs of the study area defined in the US 395 Corridor Refinement Plan, transportation elements were developed to serve the local access needs of existing development while also providing future transportation (roadway, bicycle, and pedestrian) connections that support future growth. Each of the identified system treatments are intended to promote connectivity and efficient operations on the existing facilities while preserving the access integrity and safety of the US 395 corridor.

Transportation Improvement Projects

The May 2000 Transportation System Plan update identified nine additional roadway improvement projects for the 20-year planning horizon. These projects are summarized in Figures 4 and 5. As a result of consensus achieved through the *US 395 (Port Drive to Feedville Road) Corridor Refinement* planning efforts, twenty-two additional transportation improvement projects have been identified. These new improvements from the US 395 Corridor Refinement Plan are summarized in Figure 6 and Table 1. These projects include construction of new roadways and intersections, the extension of existing roadway corridors to provide better connectivity, implementation of access management measures as a result of the US 395 median project, and traffic control improvements. It should be noted that the order of projects listed in Table 1 do not reflect a prioritized ranking. Scheduling of the US 395 Corridor Refinement Study area projects is discussed in greater detail later in this memorandum.

The additional projects are expected to be implemented gradually over the planning horizon in conjunction with local development activities and so have been categorized as short-term, mid-term, and long-term needs.



LEGEND

- URBAN MAJOR ARTERIAL
- - - - URBAN MINOR ARTERIAL
- · · · URBAN MAJOR COLLECTOR
- · · · URBAN MINOR COLLECTOR
- · · · RURAL ARTERIAL
- · · · RURAL COLLECTOR
- TRAFFIC SIGNAL
- STUDY AREA BOUNDARY
- UGB
- CITY LIMITS
- US 305 CORRIDOR REFINEMENT STUDY AREA

NOTE: THE ALIGNMENT FOR FUTURE STREETS SHOULD BE CONSIDERED CONCEPTUAL. THE INTERSECTIONS AND THE STREET ALIGNMENTS MAY VARY DEPENDING ON RIGHT-OF-WAY AND TOPOGRAPHIC CONSTRAINTS.

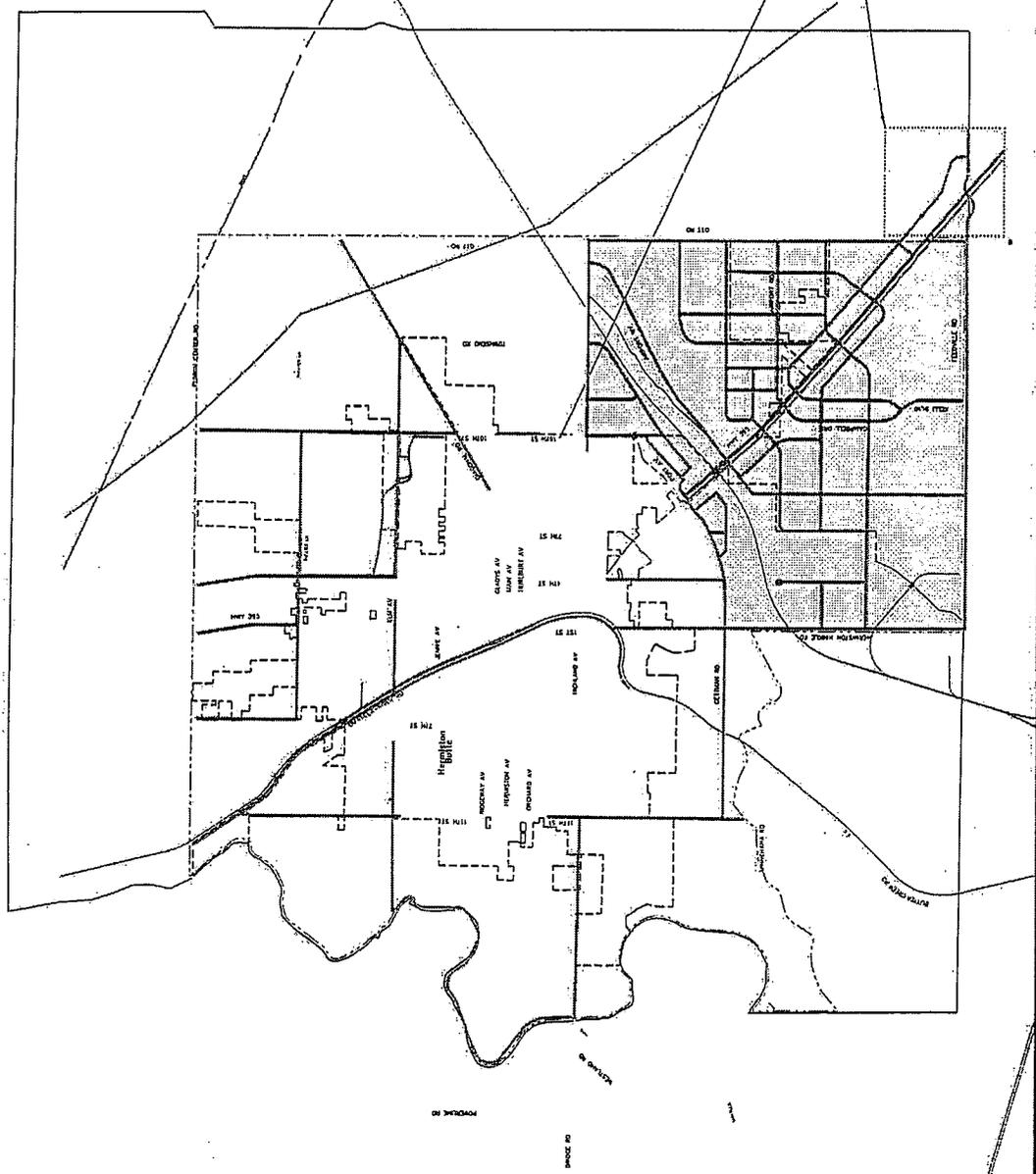
**STREET CLASSIFICATIONS AND TRAFFIC SIGNAL PLAN
JANUARY 2003 UPDATE**

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
JANUARY 2003



FIGURE
1

TSP, UPDATED APRIL 2003, UPDATED 05/05/03



NOTE: UPDATE SPECIFIC TO THE
 US 396 CORRIDOR REFINEMENT STUDY AREA
 AND LAVALIA COUNTY TSP

LEGEND

- PROPOSED SIDEWALK IMPROVEMENTS
 (Urban Arterials & Collectors)
- PROPOSED OFF-STREET (MULTI-USE)
 PATHWAY IMPROVEMENTS
- FUTURE OFF-STREET (MULTI-USE)
 PATHWAY BRIDGE
- STUDY AREA BOUNDARY
- UGB
- CITY LIMITS
- US 396 CORRIDOR REFINEMENT STUDY AREA

**PEDESTRIAN FACILITY PLAN
 JANUARY 2003 UPDATE**

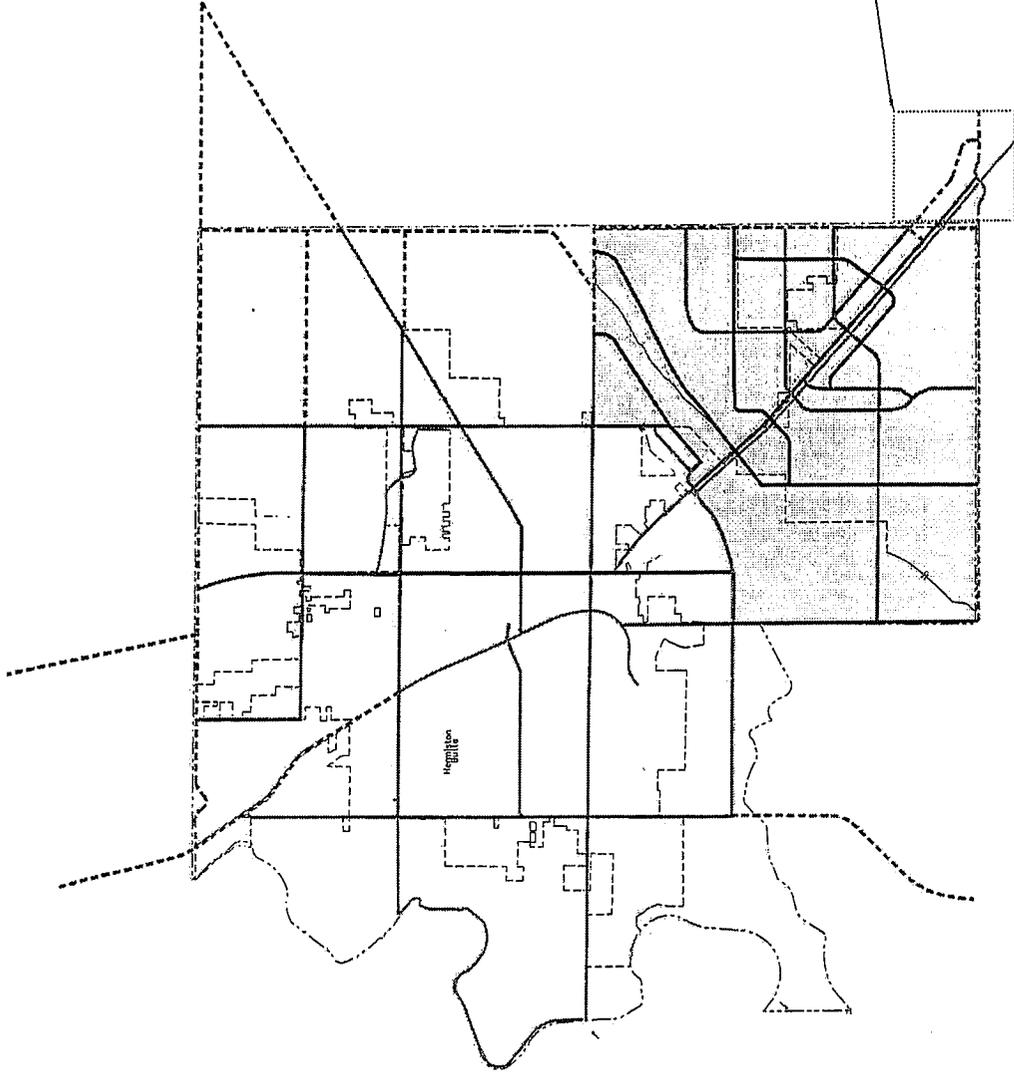
HERMISTON TSP AMENDMENT
 PROJECT LOCATION
 HERMISTON, OREGON

FIGURE
2

TSP_UPDW\FRIL_2003_UPDATE\2003\F2



NORTH
(NOT TO SCALE)



- LEGEND**
- ON-STREET BIKE LANE
 - - - SHOULDER BIKEWAYS
 - - - ON-STREET BIKE ROUTE
 - - - OFF-STREET (MULTI-USE) PATHWAY
 - - - STUDY AREA BOUNDARY
 - - - USB
 - - - CITY LIMITS
 - ▭ US 395 CORRIDOR REFINEMENT STUDY AREA

BICYCLE FACILITY PLAN JANUARY 2003 UPDATE

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
JANUARY 2003

FIGURE
3

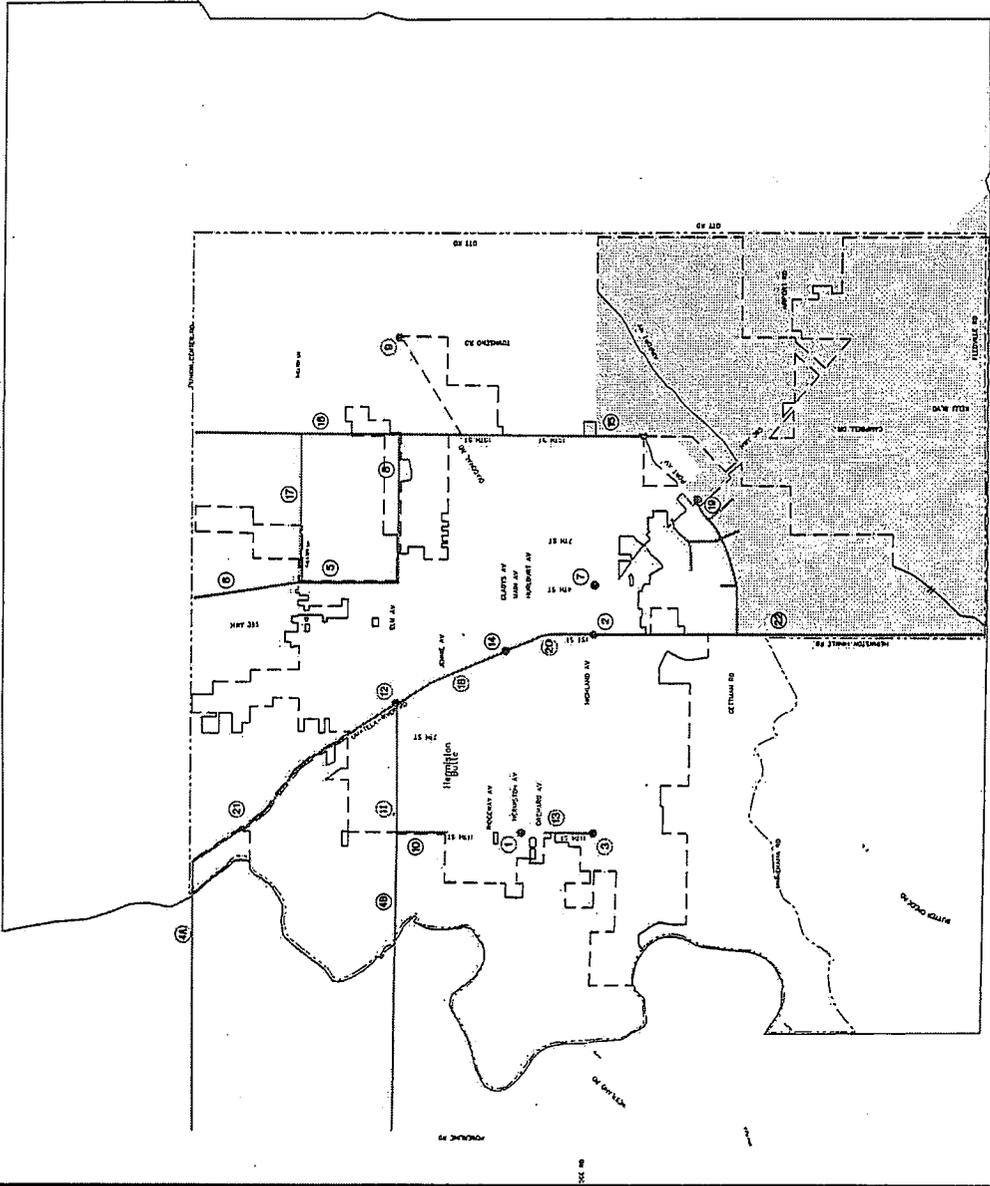


TSP_UPDATE/APRIL_2003_UPDATE/SS/STG



(NOT TO SCALE)

- ① Improve West 11th St./Hermiston Ave. Intersection (New Traffic Signal, Intersection Rechannelization)
- ② Improve West 1st St./Highland Ave. Intersection (New Traffic Signal)
- ③ Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)
- ④ Option 1: Construct Bridge Across Umatilla River and Connect with Punkin Center Rd.
- ④ Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.
- ⑤ Extend 4th St. from Elm Ave to Punkin Center Rd. (Include New Signal at Elm Ave.)
- ⑥ Extend 4th St. from Theater Lane to Punkin Center Rd.
- ⑦ Improve West 4th St./Highland Ave. Intersection (New Traffic Signal)
- ⑧ Improve Elm Ave. from East 4th St. to Diagonal Rd (Widen to 3 Lanes)
- ⑨ Elm Ave./Diagonal Rd. Intersection Improvements
- ⑩ Improve West 11th St. Adjacent to Good Samaritan Hospital (Widen to 3 Lanes)
- ⑪ Improve Elm Ave. from West 11th St. to Umatilla River Rd.
- ⑫ Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lanes)
- ⑬ Improve West 11th St., north of Highland Ave. (Widen to 3 Lanes)
- ⑭ Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization)
- ⑮ Improve 10th St. from Columbia Dr. to Elm Ave.
- ⑯ Improve and Relocate 10th St. from Elm Ave. to Punkin Center Rd.
- ⑰ Theater Lane Upgrade from Highway 395 to East 10th St.
- ⑱ Upgrade Umatilla River Rd from Hermiston Ave. to Elm Ave.
- ⑲ Improve Highway 395/Port Ave. Intersection (New Traffic Signal)
- ⑳ Upgrade 1st St. from Hermiston Ave. to Highland Ave.
- ㉑ Upgrade Umatilla River Road from Elm Ave. to Punkin Center Rd.
- ㉒ Upgrade 1st St./Hermiston-Hinkle Rd. from Highland Ave. to Fescueville Rd.
- 23-32 See Figure 5, South Hermiston Study Area
- 33-59 See Figure 6, US 395 Corridor, Street System Improvements



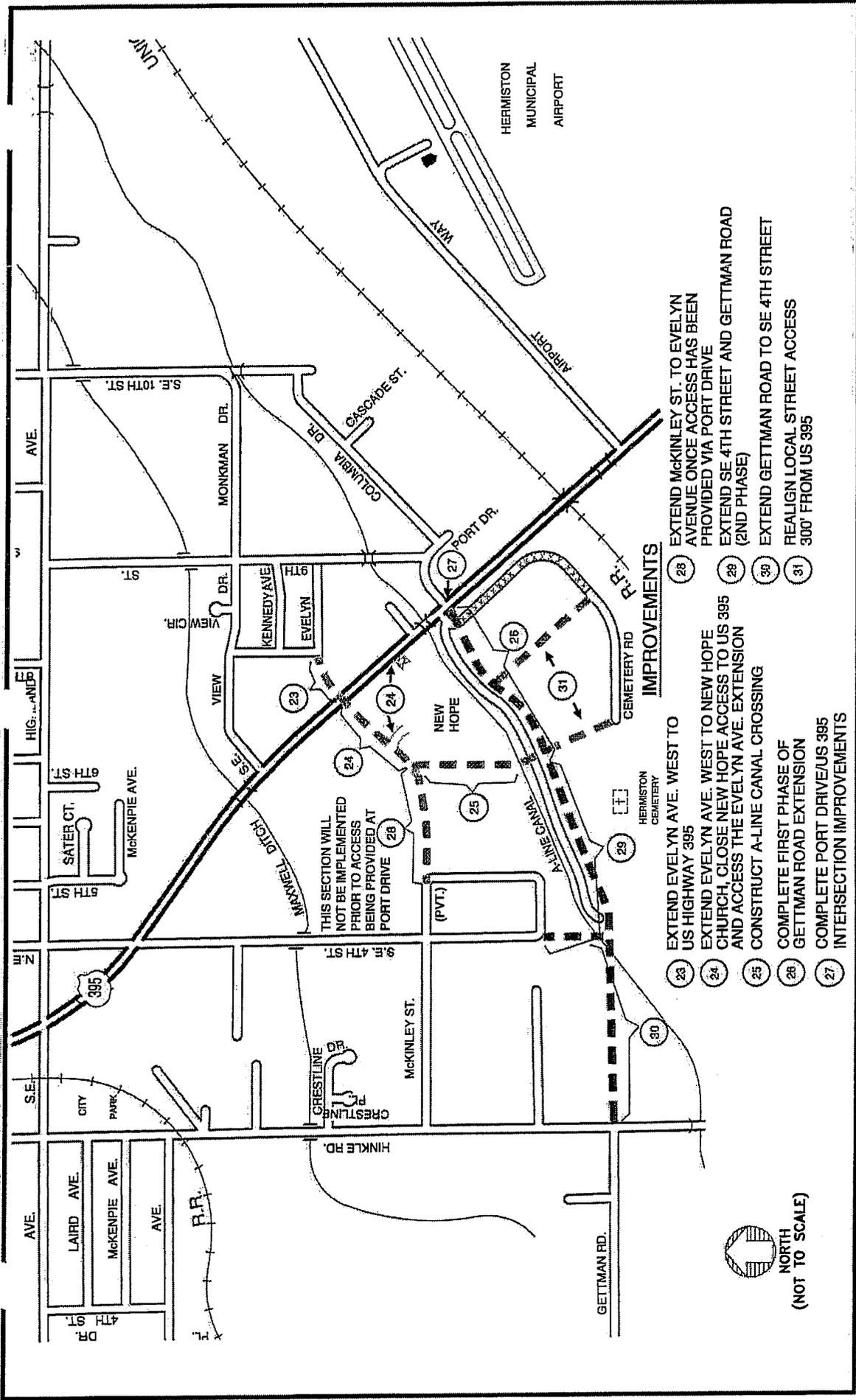
LEGEND

- IMPROVEMENT LOCATIONS
- STUDY AREA BOUNDARY
- UGB
- CITY LIMITS
- US 395 CORRIDOR REFINEMENT STUDY AREA

**REFINED STREET SYSTEM IMPROVEMENTS
JANUARY 2003 UPDATE**

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
JANUARY 2003

TSP_UPDATE/PHIL_2003_UPDATE/SS03R04



SOUTH HERMISTON STUDY AREA ACCESS AND CIRCULATION IMPROVEMENT PLAN MAY 2000 TSP UPDATE

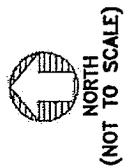
HERMISTON TSP AMENDMENT
HERMISTON, OREGON
JANUARY 2003

FIGURE
5

TSP_UPDATEAPRIL_2003_UPDATE6504F05

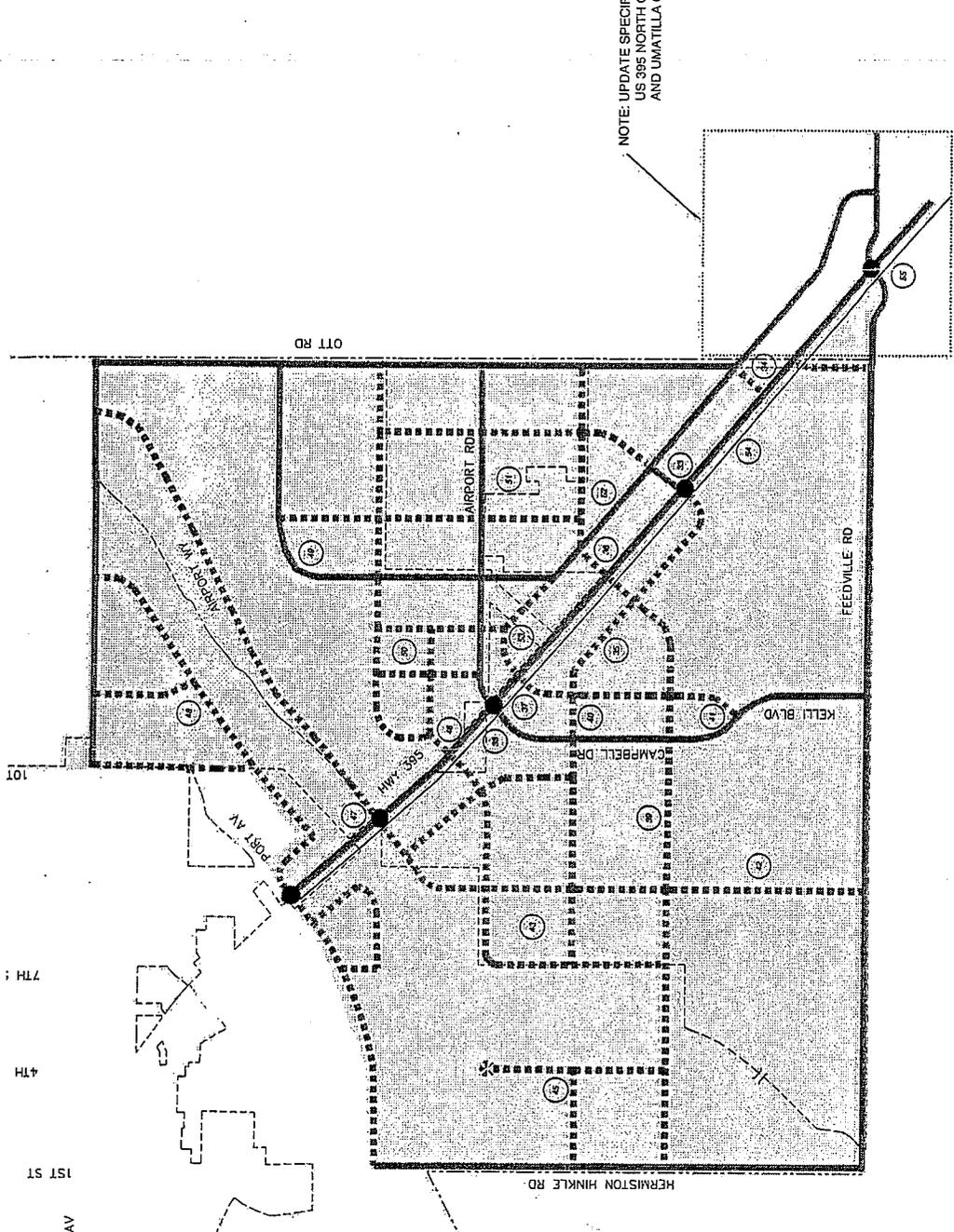
- IMPROVEMENTS**
- 23 EXTEND EVELYN AVE. WEST TO US HIGHWAY 395
 - 24 EXTEND EVELYN AVE. WEST TO NEW HOPE CHURCH, CLOSE NEW HOPE ACCESS TO US 395 AND ACCESS THE EVELYN AVE. EXTENSION
 - 25 CONSTRUCT A-LINE CANAL CROSSING
 - 26 COMPLETE FIRST PHASE OF GETTMAN ROAD EXTENSION
 - 27 COMPLETE PORT DRIVE/US 395 INTERSECTION IMPROVEMENTS
 - 28 EXTEND MCKINLEY ST. TO EVELYN AVENUE ONCE ACCESS HAS BEEN PROVIDED VIA PORT DRIVE
 - 29 EXTEND SE 4TH STREET AND GETTMAN ROAD (2ND PHASE)
 - 30 EXTEND GETTMAN ROAD TO SE 4TH STREET
 - 31 REALIGN LOCAL STREET ACCESS 300' FROM US 395

THIS SECTION WILL NOT BE IMPLEMENTED PRIOR TO ACCESS BEING PROVIDED AT PORT DRIVE



LEGEND

- NEW MINOR COLLECTOR
- NEW LOCAL STREET
- xxx — STREET CLOSURE



NOTE: UPDATE SPECIFIC TO THE
US 395 NORTH CORRIDOR PLAN
AND UMATILLA COUNTY TSP

- LEGEND**
- URBAN MAJOR ARTERIAL
 - URBAN MINOR ARTERIAL
 - URBAN MAJOR COLLECTOR
 - URBAN MINOR COLLECTOR
 - TRAFFIC SIGNAL
 - OFF-STREET (MULTI-USE) PATH
 - UGB
 - CITY LIMITS
 - US 395 CORRIDOR REFINEMENT STUDY AREA

CORRESPONDS TO IMPROVEMENTS LISTED IN TABLE 1

**US 395 CORRIDOR
STREET SYSTEM IMPROVEMENTS
JANUARY 2003 UPDATE**

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
JANUARY 2003

FIGURE
6

TSP_UPDATED/APRIL_2003/UPDATED/SS/RET

**Table 1
Recommended 20-Year Street Improvement Projects
US 395 Corridor Refinement Study Area**

Fig 6 Id #	Project Description	Priority	Estimated Cost (Yr. 2002 \$)	Potential Funding Source(s)
33	Provide a signalized access portal to US 395 (when warranted by a traffic engineering study) at the current Wal-Mart Distribution Center access to be served by a major collector roadway east of US 395 and a minor collector west of US 395.	Near-term	\$225,000	AMG, PDF, TEP, SDC, GF
34	Realign the north and south approaches to Ott Road such that they intersect US 395 at a complete 90-degree angle. The future intersections should be limited to right-in/right-out driveways to help preserve access management along the highway.	Mid-term, but not before Improvements #33 and #52	\$550,000	AMG, PDF, TEP, SDC, GF
35	Develop a minor collector backage road that runs parallel to US 395 between Kelll Boulevard and the Wal-Mart Distribution Center truck access road.	Near-term, but not before Improvements #33.	\$1,750,000	PDF, LID, GF
36	Re-construct a limited access right-in/right-out driveway to US 395 near the current Hermiston Foods driveway to be served by minor collector roadways on both sides of the highway.	Mid-term, following Improvements #33, #35, & #52	\$25,000	AMG, TEP, SDC, PDF, STIP
37	Re-construct a limited access intersection (left-in/right-in/right-out) at the US 395/Kelll Boulevard intersection.	Mid-term, following the completion of Improvements #33, #35, #38 & #40	\$25,000	AMG, TEP, SDC, PDF, STIP
38	Signalize the US 395/Campbell Drive/Airport Road intersection when warranted by a traffic engineering study.	Mid-term	\$225,000	STIP, PDF, LID, GF
39	Develop a minor collector roadway to facilitate east/west travel between Hermiston-Hinkle Road and US 395.	Long-term	\$5,375,000	PDF, LID, GF
40	Upon redevelopment of adjacent land parcels, develop a minor collector connection between Campbell Drive and Kelll Boulevard.	Mid-term	\$275,000	PDF, GF, LID
41	Extend Campbell Drive at major collector standards south and east to Kelll Boulevard (1 st Phase). Realign a portion of Kelll Boulevard so that it intersects the extension of Campbell Drive (2 nd Phase).	Long-term	\$1,075,000	GF, LID, TEP
42	Develop a minor collector roadway to facilitate north/south travel between US 395 and Feedville Road.	Long-term	\$3,700,000	PDF, LID, GF
43	Develop a series of minor collector roadways to ensure circulation and connectivity upon redevelopment of the large agriculture plots within the western study area.	Long-term	\$5,825,000	PDF, LID, GF

Fig 6 Id #	Project Description	Priority	Estimated Cost (Yr. 2002 \$)	Potential Funding Source(s)
44	#44 not used			
45	Upon the redevelopment of the Hermiston Agriculture Experiment Station, provide a new minor collector roadway along the SE 4 th Street alignment. Upgrade and extend Experiment Station Road to this 4 th Street alignment.	Long-term	\$1,575,000	PDF, LID
46	Develop a full access intersection at US 395 to be served by a future extension of Able Drive. This intersection should be limited to a right-in/right-out/left-in access when warranted by a traffic engineering study.	Long-term, following the completion of Improvements #43 & #47	\$225,000	STIP, AMG, PDF
47	Develop a signalized access intersection at the US 395/Airport Way Intersection when warranted by a traffic engineering study.	Long-term, following completion of elements of Improvement #43	\$225,000	GF, SDC, TEP, PDF, STIP
48	Complete a minor collector roadway system upon redevelopment of the vacant land north of the airport, irrigation canal, and rail line.	Mld-term	\$3,150,000	PDF, SDC, LID, TEP
49	Develop a major collector roadway to facilitate north/south travel within the northeast quadrant of the US 395 Refinement Plan study area.	Mld-term	\$3,300,000	PDF, SDC, LID, TEP
50	Develop a series of minor collector roadways to facilitate circulation south of the Hermiston Airport.	Mld-term	\$3,375,000	PDF, SDC, LID, TEP
51	Develop a series of minor collector roadways to facilitate circulation within the northeast quadrant of the US 395 Refinement Plan study area.	Long-term	\$7,125,000	PDF, SDC, LID, TEP
52	Develop a major collector backage road between Keill Boulevard and Ott Road.	Near-term	\$2,875,000	PDF, SDC, LID, TEP
53	Extend Keill Boulevard east of US 395 to connect into a minor collector roadway network.	Near-term	\$1,100,000	PDF, SDC, LID
54	Develop a multi-use path along the west side of US 395. This path will require a bridge crossing over the feed canal and rail line.	Mld-term	\$450,000	GF, STIP, TEP
55	Signalize the US 395/Feedville Road Intersection when warranted by a traffic engineering study. (Improvement specific to the US 395 North Corridor Plan)	Long-term	\$225,000	STIP

Note: Potential Funding Sources Include the Following:

- STIP - State Transportation Improvement Program (ODOT)
- GF - City of Hermiston General Fund
- SDC - City of Hermiston Transportation System Development Charge
- TEP - Transportation Enhancement Program
- PDF - Private Development Funds
- AMG - Access Management Grant
- LID - Local Improvement District
- County - Umatilla County
- LSN - Local Street Network

Implementation Requirements

The order of implementing the US 395 (Port Drive to Feedville Road) Corridor Refinement Plan projects were developed jointly by the City of Hermiston and ODOT to ensure the integrity of the US 395 corridor as well as local access and circulation. This implementation strategy is outlined in the following bullet points.

- Access improvements to US 395 will need to occur on an incremental basis depending upon the rate and location of new development.
 - The signalization of the US 395/Campbell Drive/Airport Road intersection (*Improvement #38*) in the near to mid-term will begin to shape future circulation patterns within the US 395 study area.
 - The signalization of the US 395/Wal-Mart Distribution Center driveway (*Improvement #33*) should occur when traffic signal warrants merit installation. The need for signalization will likely be facilitated by roadway *Improvements #35 and #52*.
 - *Improvement #36* will occur upon redevelopment of adjacent land parcels and the completion of *Improvements #35 and #52*.
 - The signalization of the US 395/Airport Way intersection (*Improvement #47*) will occur when upon the completion of future roadways associated with *Improvement #43* and when traffic signal warrants merit installation.
 - The future extension of Able Drive (*Improvement #46*) and its future intersection with US 395 should be limited to a right-in/right-out/left-in access upon the completion of *Improvements #43 and #47*.
 - The limited access modifications to the US 395/Kelli Boulevard (*Improvement #37*) should occur after completion of *Improvements #33, #35, #38, and #40*.
 - The limited access modifications to the US 395/Ott Road (*Improvement #34*) should occur after the completion of *Improvement #33 and #52*.
 - The signalization of US 395/Feedville Road (*Improvement #55*) should occur when traffic signal warrants merit installation. This is likely to be a long-term improvement that will be required upon the redevelopment of the large agricultural plots of the western US 395 study area. This improvement project is specific to the US 395 North Corridor Plan.
- The majority of the circulation roadways and necessary right-of-way can begin to be acquired and constructed upon the redevelopment of individual land parcels. Specific projects that should occur on a phased basis include the following:
 - To facilitate future circulation and access patterns, right-of-way and roadways associated with *Improvement #53* should begin to be acquired and constructed in the near term.
 - Future circulation roadways such as *Improvements #35 and #52* should occur upon the redevelopment of adjacent land parcels. These roadways will serve as

parallel roads to US 395 and will need to be planned in conjunction with future access opportunities to US 395 (*Improvements #33, #34, #36, #37 and #53*).

- *Improvement #40* should occur upon the redevelopment of adjacent land parcels to help facilitate access *Improvement #37*.
- *Improvement #41* should occur after signalization of the US 395/Campbell Drive intersection (*Improvement #38*) and the redevelopment of adjacent land parcels.

We trust that this memorandum adequately outlines the material proposed to be amended to the City of Hermiston's TSP and the *US 395 North Corridor Plan*. Should you have any questions or comments with respect to this information, please call us.

Planning Department
180 NE 2nd Street
Hermiston, OR 97838
Phone: (541) 567-5521
Fax: (541) 567-5530
E-Mail: planning@hermiston.or.us

To: Mayor and City Council
From: Steven E. Sokolowski, City Planner *SS*
Subject: Amendment to the Hermiston Transportation System Plan - South
Hermiston Local Access and Circulation Plan
Date: July 17, 2000

HERMISTON TRANSPORTATION SYSTEM PLAN AMENDMENT

INTRODUCTION

This memorandum summarizes the proposed amendment to the City of Hermiston Transportation System Plan that implements the recently completed South Hermiston Local Access and Circulation Plan. The proposed amendment was developed to supplement the various plan maps, street standards, and improvement projects previously identified in the December 1999 Hermiston TSP Implementation Study prepared by Kittelson and Associates, Inc., which resulted in an updated transportation system plan for the City of Hermiston.

South Hermiston Access and Circulation Plan

The South Hermiston Access and Circulation Plan was a joint planning effort undertaken by the City of Hermiston and ODOT in December of 1999. Through a series of technical correspondence and meetings, future access connections and roadway alignments were identified to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists within the area bounded by SE Hinkle Road, SE 9th Street, SE Highland Avenue, and SE Airport Way.

PROPOSED TSP AMENDMENT/CHANGES TO MODAL PLANS

The most recent changes to the City of Hermiston's Transportation System Plan were adopted in December of 1999. At that time, the South Hermiston Access and Circulation Plan was not yet completed and so was not included in the amendments. Now that the access and circulation plan has been agreed to by the City and ODOT, it is imperative that the material be incorporated into the City's TSP to ensure that it is fully implemented as local development activities continue.

To fully implement the access and circulation plan, it will be necessary to supplement the City TSP's Roadway Functional Classification and Traffic Signal Plan, Pedestrian Facility Plan, and Bicycle Facility Plan. The following changes to the City's Transportation System Plan are recommended to ensure the South Hermiston Access and Circulation Plan is properly developed.

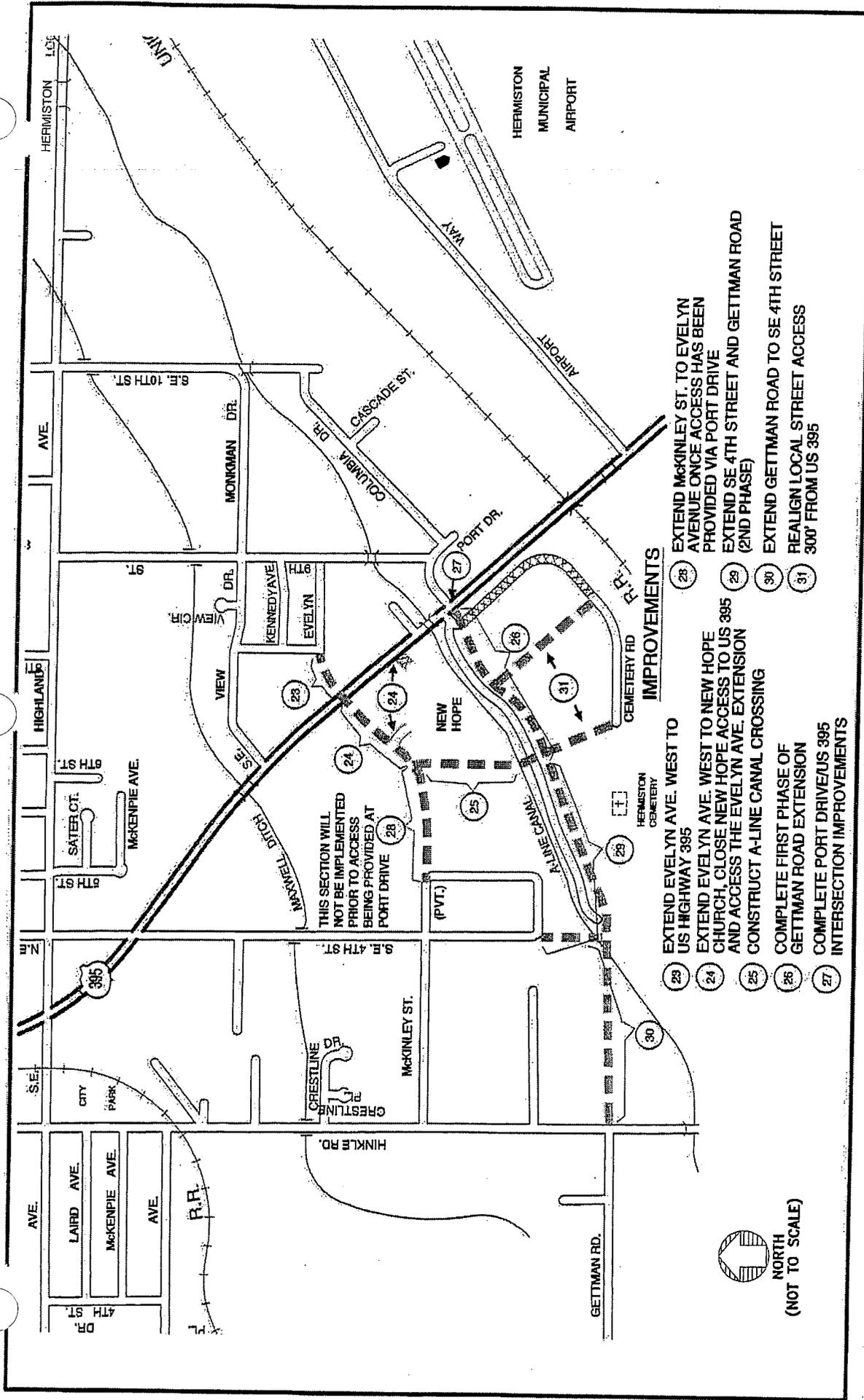
Functional Classification and Traffic Signal Plan

Figure 1 illustrates the updated Functional Classification Plan and Traffic Signal Plan for the City of Hermiston. With two exceptions identified in the Area of Special Concern, Figure 1 is identical to the plan identified in the December 1999 TSP update (Figure 1 of the December 1999 Update Memorandum prepared by Kittelson and Associates, Inc.). The two changes to the currently adopted Functional Classification Plan are:

1. Classification of the Gettman Road Extension as an Urban Minor Collector between U.S. Highway 395 and SE Hermiston-Hinkle Road.
2. Classification of the SE 4th Street as an Urban Minor Collector between U.S. Highway 395 and the Gettman Road Extension.

The new Gettman Road Extension and SE 4th Street are expected to enhance local access and roadway connectivity in the area that they serve. Gettman Road (west of Hermiston-Hinkle Road) and Port Avenue are both currently classified as Urban Minor Collectors in the City's TSP. It is thus appropriate to provide continuity in road function and design by classifying the new roadway segment as an Urban Minor Collector as well. Similarly, SE 4th Street provides connectivity between an Urban Major Arterial (U.S. Highway 395) and an Urban Minor Collector (Gettman Road) and thus serves a collector role.

The enhanced connectivity opportunities offered by the expanded roadway network should also address more regional needs by reducing congestion at the intersection of Highway 395/SE 4th Street. Both SE Fourth Street and Hermiston-Hinkle Road provide north-south access into Hermiston and offer attractive routes to and from the downtown area. However, there is not an available east-west connection south of Highland Avenue, requiring significant out-of-direction travel. As an example, vehicles at Highway 395/Port Drive have to travel north to Highland Avenue and then south on SE 4th Street or SE Hermiston-Hinkle Road. The proposed circulation system addresses this issue by developing a network of east-west roadways that provides critical links.



THIS SECTION WILL NOT BE IMPLEMENTED PRIOR TO ACCESS BEING PROVIDED AT PORT DRIVE

IMPROVEMENTS

- 23 EXTEND EVELYN AVE. WEST TO US HIGHWAY 395
- 24 EXTEND EVELYN AVE. WEST TO NEW HOPE CHURCH, CLOSE NEW HOPE ACCESS TO US 395 AND ACCESS THE EVELYN AVE. EXTENSION
- 25 CONSTRUCT A-LINE CANAL CROSSING
- 26 COMPLETE FIRST PHASE OF GETTMAN ROAD EXTENSION
- 27 COMPLETE PORT DRIVE/US 395 INTERSECTION IMPROVEMENTS
- 28 EXTEND MCKINLEY ST. TO EVELYN AVENUE ONCE ACCESS HAS BEEN PROVIDED VIA PORT DRIVE
- 29 EXTEND SE 4TH STREET AND GETTMAN ROAD (2ND PHASE)
- 30 EXTEND GETTMAN ROAD TO SE 4TH STREET
- 31 REALIGN LOCAL STREET ACCESS 300' FROM US 395

SOUTH HERMISTON STUDY AREA ACCESS AND CIRCULATION IMPROVEMENT PLAN
MAY 2000 TSP UPDATE

HERMISTON TSP AMENDMENT
 HERMISTON, OREGON
 MAY 2000

FIGURE **5**

TSP_UFD03957F005

LEGEND

- NEW MINOR COLLECTOR
- NEW LOCAL STREET
- xxx --- STREET CLOSURE



Pedestrian Facility Plan

The proposed Pedestrian Facility Plan, which illustrates those arterial and collector street segments that currently do not have a sidewalk on either side of a given street, is shown in Figure 2. With two exceptions, this figure is identical to the plan identified in the December 1999 TSP update (Figure 3 of the December 1999 Update Memorandum prepared by Kittelson and Associates, Inc.). The two changes to the currently adopted Pedestrian Facility Improvement plan are:

1. Provision of sidewalk facilities on the Gettman Road Extension between U.S. Highway 395 and SE Hinkle Road as per the Urban Minor Collector Road Standards identified in the TSP.
2. Provision of sidewalk facilities on SE 4th Street between Highway 395 and the Gettman Road Extension as per the Urban Minor Collector Road Standards identified in the TSP.

Bicycle Facility Plan

The proposed Bicycle Facility Plan, which illustrates all the designated bike lanes or routes in the City, is shown in Figure 3. This figure is identical to the plan identified in the December 1999 TSP update (Figure 4 of the December 1999 Update Memorandum prepared by Kittelson and Associates, Inc.), with two exceptions. The two changes to the currently adopted Bicycle Facility Improvement Plan are:

1. Provision of on-street bike lanes on the Gettman Road Extension between U.S. Highway 395 and SE Hinkle Road as per the Urban Minor Collector Road Standards identified in the TSP.
2. Provision of an on-street bike route along SE 4th Street between U.S. Highway 395 and the Gettman Road Extension as per the Urban Minor Collector Road Standards identified in the TSP.

South Hermiston Study Area

Recognizing the unique transportation needs of the sub-area identified in the South Hermiston Access and Circulation Study, system changes were developed to serve the local access needs of existing developments while also providing network connections that support future growth. Each of the identified system treatments is intended to further promote connectivity in south Hermiston while ensuring safe and efficient operations on the existing facilities and preserving the integrity of the U.S. Highway 395 corridor.

Transportation Improvement Projects

The December 1999 TSP update identified a refined list of 22 street system improvements for the 20-year planning horizon. As a result of the consensus achieved through the South Hermiston Access and Circulation Plan, nine additional roadway improvement projects have been identified.

South Hermiston Local Access and Circulation Plan
Staff Report
Page 8

All of these additional improvements are contained within the South Hermiston Study Area and are summarized in Figures 4 and 5 as well as in Table 1. The projects listed in Table 1 and the corresponding figures include construction of new roadways and extension of existing facilities to provide better connectivity, implementation of access management measures, and traffic control improvements. It should be noted that the order of projects in Figure 4 does not reflect a prioritized ranking, though Figure 5 presents the South Hermiston Study Area projects in the order that they should be implemented. Scheduling of the South Hermiston Study Area projects is discussed in detail later in this letter.

The additional projects are expected to be implemented gradually over a 20-year planning horizon in conjunction with local development activities and so have been categorized as short-term, mid-term, and long-term needs. The City of Hermiston and ODOT have developed an implementation order for the projects to ensure that they are constructed such that the Evelyn Avenue/Highway 395 intersection does not become overburdened prior to the initial development of the westside circulation system (which will allow traffic from the Evelyn Avenue Extension to access the Port Drive/Highway 395 intersection via the "A" Line Canal crossing and the initial extension of Gettman Road).



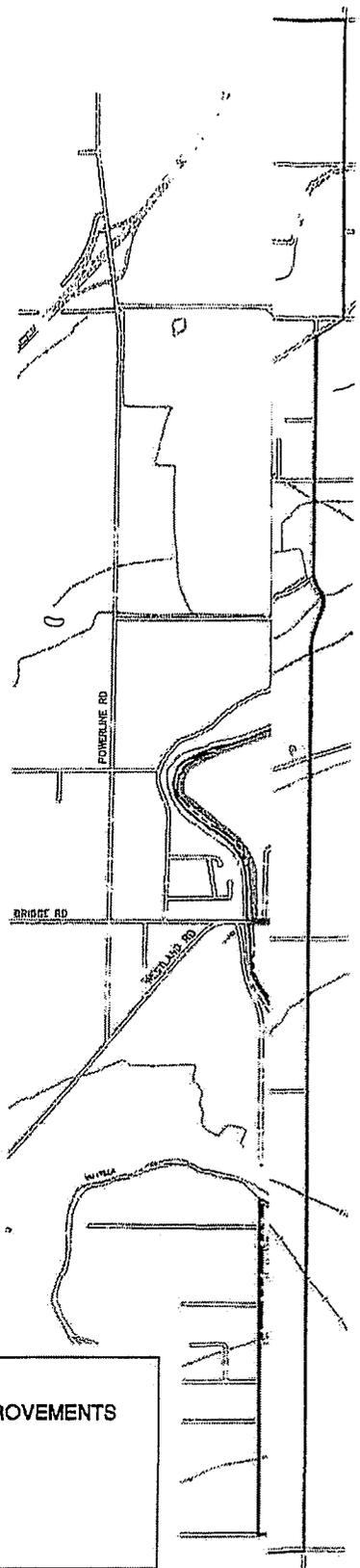
NOTE: NEW UMATILLA RIVER
BRIDGE CROSSING ON EITHER
PUNKIN CENTER RD. OR ELM AVE.

POWELL RD

LEGEND	
	URBAN MAJOR ARTERIAL
	URBAN MINOR ARTERIAL
	URBAN MAJOR COLLECTOR
	URBAN MINOR COLLECTOR
	RURAL ARTERIAL
	RURAL COLLECTOR
	TRAFFIC SIGNAL
	STUDY AREA BOUNDARY
	UGB
	CITY LIMITS
	SOUTH HERMISTON STUDY AREA

T CLASSIFICATIONS AND
C SIGNAL PLAN
100 UPDATE

ON TSP AMENDMENT ON, OREGON	FIGURE 1	
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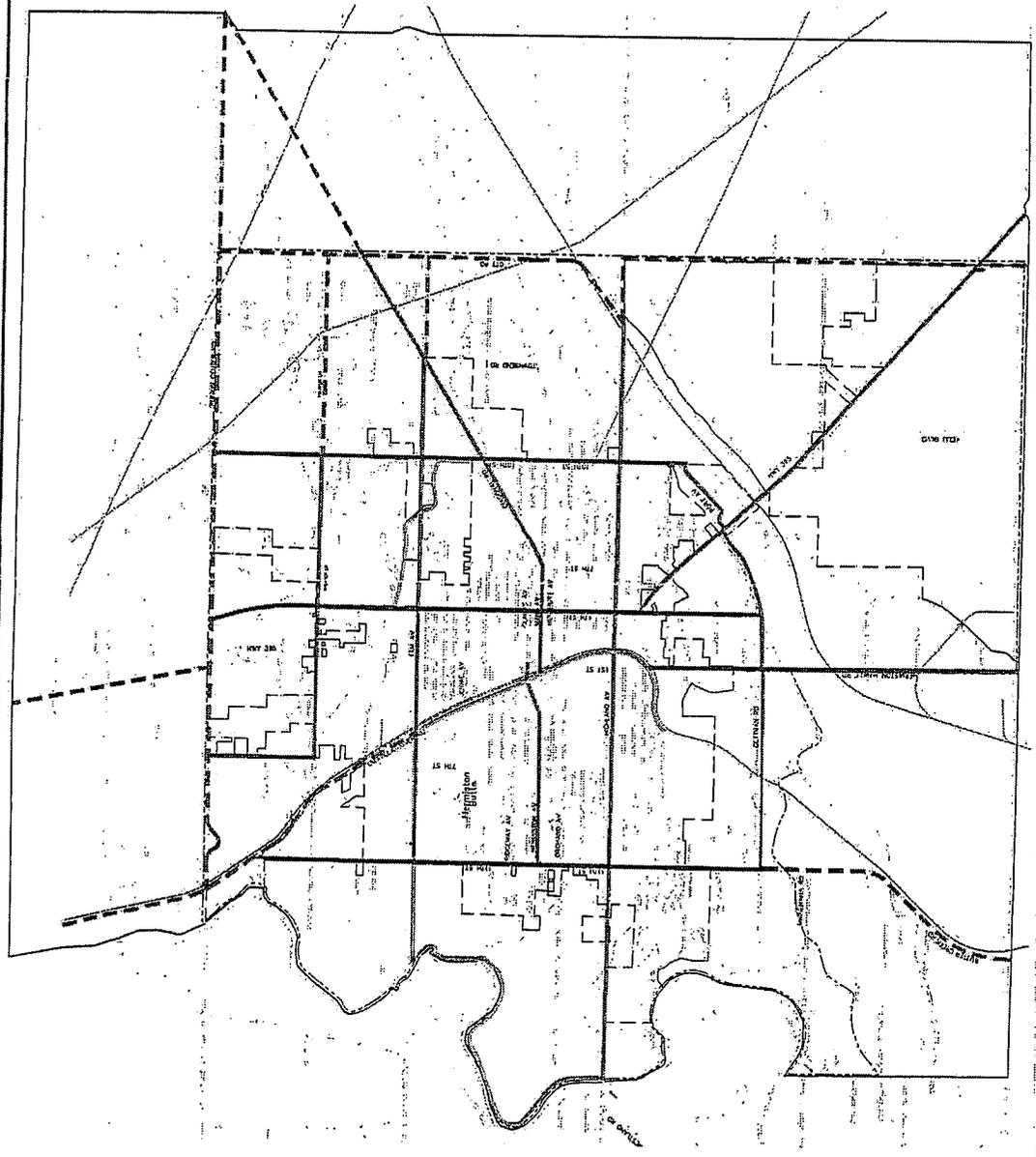


LEGEND	
	PROPOSED SIDEWALK IMPROVEMENTS (Urban Arterials & Collectors)
	PROPOSED OFF-STREET PATHWAY IMPROVEMENTS
	STUDY AREA BOUNDARY
	UGB
	CITY LIMITS

TRIAN FACILITY PLAN 2000 UPDATE

IN TSP AMENDMENT
N, OREGON

FIGURE	
2	



- LEGEND**
- ON-STREET BIKE LANE
 - SHOULDER BIKEWAYS
 - ON-STREET BIKE ROUTE
 - OFF-STREET PATHWAY
 - STUDY AREA BOUNDARY
 - UGB
 - CITY LIMITS

**BICYCLE FACILITY PLAN
MAY 2000 UPDATE**

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
MAY 2000

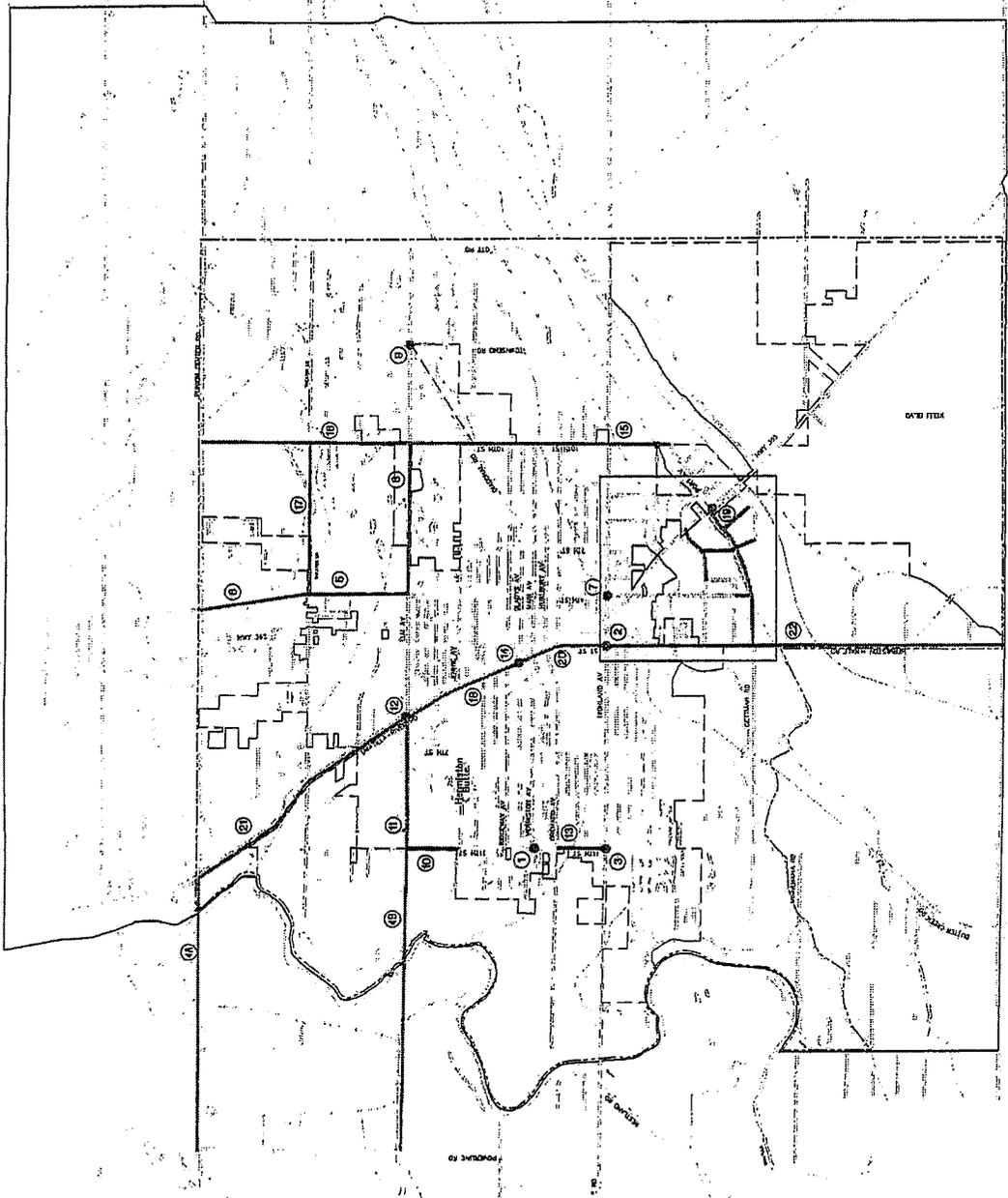
FIGURE **3**

TSP_UPDATE37103



- 1 Improve West 11th St./Hermiston Ave. Intersection (New Traffic Signal, Intersection Rechannelization)
- 2 Improve West 1st St./Highland Ave. Intersection (New Traffic Signal)
- 3 Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)
- 4a Option 1: Construct Bridge Across Umatilla River and Connect with Pankin Center Rd.
- 4b Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.
- 5 Extend 4th St. from Elm Ave to Pankin Center Rd. (Include New Signal at Elm Ave.)
- 6 Extend 4th St. from Theater Lane to Pankin Center Rd.
- 7 Improve West 4th St./Highland Ave. Intersection (New Traffic Signal)
- 8 Improve Elm Ave. from East 4th St. to Diagonal Rd (Widen to 3 Lanes)
- 9 Elm Ave./Diagonal Rd. Intersection Improvements
- 10 Improve West 11th St. Adjacent to Good Samaritan Hospital (Widen to 3 Lanes)
- 11 Improve Elm Ave. from West 11th St. to Umatilla River Rd.
- 12 Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lanes)
- 13 Improve West 11th St. north of Highland Ave. (Widen to 3 Lanes)
- 14 Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization)
- 15 Improve 10th St. from Columbia Dr. to Elm Ave.
- 16 Improve and Relocate 10th St. from Elm Ave. to Pankin Center Rd.
- 17 Theater Lane Upgrade from Highway 395 to East 10th St.
- 18 Upgrade Umatilla River Rd from Hermiston Ave. to Elm Ave.
- 19 Improve Highway 395/Port Ave. Intersection (New Traffic Signal)
- 20 Upgrade 1st St. from Hermiston Ave. to Highland Ave.
- 21 Upgrade Umatilla River Road from Elm Ave. to Pankin Center Rd.
- 22 Upgrade 1st St./Hermiston-Hide Rd. from Highland Ave. to Feechilla Rd.

23-32 See Figure 5, Area of Special Concern



LEGEND

- IMPROVEMENT LOCATIONS
- STUDY AREA BOUNDARY
- UGB
- CITY LIMITS
- SOUTH HERMISTON STUDY AREA

**REFINED STREET SYSTEM IMPROVEMENTS
MAY 2000 UPDATE**

HERMISTON TSP AMENDMENT
HERMISTON, OREGON
MAY 2000

FIGURE
4

NSP_010305076

Table 1

**Recommended 20-Year Street Improvement Projects
 South Hermiston Study Area**

Improvement	Project Description	Priority	Cost (Yr. 2000 \$)	Potential Funding Source
23	Extend Evelyn Avenue west to US Highway 395.	Near-term	\$55,000	GF, SDC, TEP, LID, AMG, LSN, PDF
24	Extend Evelyn Avenue from US Highway 395 to the westerly property line of the New Hope Church, close the existing New Hope Church site-access driveway on US 395, and provide access to the church via the Evelyn Avenue extension.	Near-term	\$150,000	PDF
25	Construct the north-south "A" Line Canal crossing along the westerly property line of New Hope Church.	Near-term	\$280,000	GF, SDC, TEP, LID, AMG, LSN, PDF
26	Construct the Gettman Road extension (Phase 1) between the "A" Line Canal crossing and US Highway 395.	Near-term	\$395,000	GF, SDC, TEP, LID, AMG, LSN, PDF
27	Complete necessary geometric improvements at the Port Drive/Highway 395 intersection to accommodate full turning movements (i.e., horizontal and vertical alignment modifications).	Near-term	\$200,000	GF, SDC, TEP, LID, AMG, LSN, PDF

South Hermiston Local Access and Circulation Plan
 Staff Report
 Page 12

28	Extend McKinley Street to Evelyn Avenue following the completion of Phases "23" through "27".	Mid-term	\$200,000	PDF
29	Relocate the local access connection to Cemetery Road approximately 300 feet or more west of US Highway 395.	Mid-term	\$380,000	GF, SDC, TEP, LID, AMG, LSN, PDF
30	Extend SE 4th Street to Gettman Road and construct Gettman Road (Phase 2) between SE 4th Street and the north-south "A" Line Canal crossing.	Mid-term	\$245,000	LSN, GF, LID
31	Extend Gettman Road from Hinkle Road to SE 4th Street (Phase 3).	Long-term	\$215,000	LSN

Note: Potential funding sources include the following:

- STIP – State Transportation Improvement Program (ODOT)
- AMG – Access Management Grant
- GF – City of Hermiston General Fund
- LID – Local Improvement District
- SDC – City of Hermiston Transportation System Development Charge
- County – Umatilla County
- TEP – Transportation Enhancement Program
- LSN – Local Street Network
- PDF – Private Development Funds

Special - Special funding authorization from U.S. Government

As indicated in Table 1, the estimated total cost of the additional roadway improvements is approximately \$2.1 million in existing (year 2000) dollars. The total cost of the entire roadway improvement program is estimated at \$29.4 million with these improvements (assuming three percent inflation between the 1999 cost estimates and the year 2000 cost estimates).

It should be noted that the cost estimate provided in Table 1 includes the recommended bicycle and pedestrian system improvements on the southern portion of SE 4th Street and SE Gettman Road (between US Highway 395 and SW 1st Street) as the pedestrian and bicycle amenities are assumed to be included in the estimated

roadway construction costs. The additional cost to infill sidewalks along SE 4th Street between US Highway 395 and the existing southern terminus of the road is \$56,000. This project brings the total cost for recommended 20-year pedestrian improvement projects to approximately \$2.9 million (again assuming three percent inflation between the 1999 cost estimates and the year 2000 cost estimates).

The order of implementing the South Hermiston Study Area projects #23 through #31 and conditions surrounding that implementation were developed jointly by the City of Hermiston and ODOT to ensure the integrity of the Highway 395 corridor as well as local access and circulation and is outlined in the following bullet points.

Implementation Requirements

The eastside Evelyn Avenue connection can be constructed now upon agreement with the City of Hermiston of all conditions and the issuance of a permit.

The westside Evelyn Avenue connection can be constructed upon agreement with the City of Hermiston on all conditions on a phased basis. This phasing is shown graphically in Figure 5 and is listed below:

- 55,000 1. (Improvement #23) Extension of Evelyn Avenue west to the New Hope Church westerly property line.
- 150,000 2. (Improvement #24) Closure of the New Hope Church access to Highway 395 with new access developed to the west of Evelyn Avenue extension identified in #1 above.
- 280,000 3. (Improvement #25) North-South crossing of the "A" Line Canal westerly of the New Hope Church property connection to #1 above.
- 345,000 4. (Improvement #26) Connection between #3 above and the Port Drive intersection requiring approximately 300 feet of new street along the "A" Line Canal.
- 200,000 5. (Improvement #27) Improvements to the Port Drive intersection allowing the westerly movement of traffic along the "A" Line Canal to the west property line of the New Hope Church, then north to the westerly extension of Evelyn Avenue.
- 200,000 6. (Improvement #28) Extension of the West Evelyn Avenue Extension (#1 above) to a connection with McKinley Street.
- 200,000 to 300,000 7. (Improvement #19) Signalization of the Port Drive/Highway 395 intersection when traffic signal warrants merit installation.
- 380,000 8. (Improvement #29) Westerly extension of a new roadway along the canal from the New Hope Church west property line to the extension of SE 4th Street, including connection to SE 4th Street.

- 245,000 9. (Improvement #30) Easterly extension of Gettman Road from Hinkle Road to SE 4th Street.
- 215,000 10. (Improvement #31) Local access to Cemetery Road realigned 300 feet or more from U.S. Highway 395.

The reservations of access along Highway 395 between Highland Avenue and Port Drive that currently serve undeveloped properties should be closed. All access to these properties should be via an off-system street. Once agreement is reached on these closures, the actual closure will occur when properties are developed.

The reservations of access that currently serve developed properties will be allowed until the times these properties redevelop.

For the church property being developed at this time on the west side of Highway 395, as soon as the westerly extension of Evelyn Avenue is completed to the west property line of the church, the church's access will be reconnected to this street. Their highway access will then be closed.

The next signalized intersection on U.S. Highway 395 south of 4th Street will be the Port/Cemetery Road intersection.

Potential traffic conflict conditions at the Evelyn Street and 395 intersection will be alleviated by improvements to the Port Drive and Highway 395 intersection. These improvements together with street extensions from Port Drive to the westerly extension of Evelyn Avenue at the northwest corner of the church, prior to connection of west Evelyn Avenue with McKinley Street, will ensure intersection modifications will be implemented at Port Drive.

DRAFT FINDINGS

Subject to the comments and considerations of the public hearing, the following findings are presented:

Goal 1 and Policy 1. Citizen Involvement. The City will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

1. Public notice requirements have been met by publication in the local newspaper. No objections were received as a result of those publications.

Goal 2 and Policy 3. Intergovernmental Coordination. The City of Hermiston will facilitate intergovernmental coordination so that decisions affecting local, state, and federal planning and development actions in the Hermiston area are rendered in an efficient and consistent manner.

2. The notice of proposed amendment was sent to the Department of Land Conservation and Development on May 24, 2000, more than 45 days prior to the first evidentiary hearing in accord with Oregon Administrative Rules, Chapter 660, Division 18. The notice to DLCD listed Umatilla County and the Oregon Department of Transportation as affected agencies. To date, no comments or objections have been received as a result of that mailing.
3. The South Hermiston Access and Circulation Plan was a joint planning effort undertaken by the City of Hermiston and ODOT in December of 1999. Through a series of technical correspondence and meetings, future access connections and roadway alignments were identified to provide for the safe and efficient movement of vehicles, pedestrians, and bicyclists within the area bounded by SE Hinkle Road, SE 9th Street, SE Highland Avenue, and SE Airport Way. Now that the access and circulation plan has been agreed to by the City and ODOT, it is imperative that the material be incorporated into the City's TSP to ensure that it is fully implemented as local development activities continue.

Goal 12 and Policy 30. Transportation. The City of Hermiston will promote a balanced well-integrated local transportation system which provides safe, convenient and energy-efficient access, and facilitates the movement of commodities.

4. The City of Hermiston is required to adopt a Transportation System Plan (TSP) and related amendments to the Hermiston Comprehensive Plan and implementing ordinances to comply with the requirements of the Transportation Planning Rule (OAR 660, Division 12).
5. The 1997 Hermiston Transportation System Plan (TSP), the 1999 TSP Update, and the 2000 TSP Amendment (proposed South Hermiston Local Access and Circulation Plan amendment) will guide transportation planning within Hermiston's urban growth boundary (UGB) for the next 20 years. The 2000 TSP Amendment will be incorporated into the City of Hermiston TSP. The City of Hermiston TSP serves as the transportation element of the Hermiston Comprehensive Plan and the City will base its transportation policies, actions and investments on the adopted TSP.

6. To fully implement the access and circulation plan, it will be necessary to supplement the City TSP's Roadway Functional Classification and Traffic Signal Plan, Pedestrian Facility Plan, and Bicycle Facility Plan. The following changes to the City's Transportation System Plan are recommended to ensure the South Hermiston Access and Circulation Plan is properly developed.
7. The new Gettman Road Extension and SE 4th Street are expected to enhance local access and roadway connectivity in the area that they serve. The enhanced connectivity opportunities offered by the expanded roadway network should also address more regional needs by reducing congestion at the intersection of Highway 395/SE 4th Street.

PLANNING COMMISSION ACTION

Following a public hearing on July 12, 2000, the planning commission recommended that the city council adopt the 2000 amendment to the Transportation System Plan through the implementation of the South Hermiston Local Access and Circulation Plan.

RECOMMENDED CITY COUNCIL ACTION

Staff recommends that the city council accept the planning commission recommendation and adopt the 2000 amendment to the Transportation System Plan based on the findings of fact. Staff also recommends that the city council adopt Ordinance No. 2019 which amends the TSP through the implementation of the South Hermiston Local Access and Circulation Plan.

ORDINANCE NO. 2019

AN ORDINANCE AMENDING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE ADOPTION OF THE SOUTH HERMISTON LOCAL ACCESS AND CIRCULATION PLAN AND DECLARING AN EMERGENCY.

WHEREAS, the Hermiston Planning Commission held a public hearing on July 12, 2000 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, the Hermiston City Council held a public hearing on July 24, 2000 to receive public testimony and consider an amendment to the Hermiston Transportation System Plan, and

WHEREAS, notice of the Planning Commission and City Council hearings was provided to the Department of Land Conservation and Development and published in a newspaper of general circulation in accordance with statutory requirements and local ordinance requirements for notice of legislative amendments, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The 1999 Hermiston Transportation System Plan is hereby amended to include the South Hermiston Local Access and Circulation Plan (SHLACP).

SECTION 2. The May 23, 2000 Hermiston Transportation System Plan Amendment submitted by Kittelson & Associates Inc. is attached as Exhibit A and is incorporated herein by reference.

SECTION 3. Inasmuch as it is necessary for the health, safety, comfort and convenience of the people of the City of Hermiston that the SHLACP for Evelyn Avenue east of HWY 395 have immediate effect, an emergency is hereby declared to exist, and that portion of SHLACP for Evelyn Avenue east of HWY 395 as adopted by this ordinance shall be in full force and effect from and after passage and approval of this ordinance.

SECTION 4. That portion of SHLACP inside the Urban and Urbanizable area of the UGB shall be referred to Umatilla County for co-adoption.

PASSED by the Common Council this 24th day of July, 2000.
SIGNED by the Mayor this 24th day of July, 2000.

MAYOR

ATTEST:

CITY RECORDER

AFFIDAVIT OF POSTING

STATE OF OREGON)
) ss.
County of Umatilla)

I, Robert D. Irby, being first duly sworn, depose and say that I am the duly appointed and acting City Recorder for the City of Hermiston, Umatilla County, Oregon.

That at least two business days before the first reading of Ordinance No. 2019, I posted a written notice at Hermiston City Hall, 180 N.E. 2nd Street, Hermiston, Oregon, that a copy of Ordinance No. 2019 was then and there available for public inspection in the office of the City Recorder.

That I provided each Council member with a copy of said ordinance before the first reading of said ordinance.

Robert D. Irby, City Recorder

Subscribed and sworn to or affirmed before me this 24th day of July, 2000.

Notary Public for Oregon
My Commission Expires: _____

City of Hermiston

1999

**Transportation
System Plan
Update**



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING
610 S.W. ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

HERMISTON TSP IMPLEMENTATION STUDY TRANSPORTATION PLAN & PROGRAM MODIFICATIONS-Revised

Date: December 1, 1999

Project #: 3337

To: Steve Sokolowski, City of Hermiston
From: Alan Danaher, Kittelson & Associates, Inc.

cc: Teresa Penninger, ODOT Region 5

INTRODUCTION

This memorandum summarizes the identified changes to the various plan maps, street standards, and improvement projects and priorities in the Hermiston Transportation System Plan (TSP), from the 1997 TSP prepared by David Evans & Associates, Inc. The plan and program modifications reflect an updated 20-year needs assessment for seven critical intersections in Hermiston (documented in a separate technical memorandum), modifications to the street functional classification map pedestrian/bicycle facility improvements maps, the development of a truck routing plan, and preparation of modified cross section standards for different street classifications. This memo also identifies updated project priorities and costs.

The identified modifications to the Hermiston TSP contained in this memo were reviewed with the City of Hermiston and ODOT Region 5 staff, and then presented to the Hermiston Planning Commission and City Council in a joint work session on August 19, 1999. This memo also reflects changes which surfaced in the Planning Commission review and approval of the TSP in its October 13, 1999 meeting. Separate from this document, the consultant team has developed specific language modifications to the Hermiston Comprehensive Plan, and Zoning and Subdivision Ordinances, to actually implement the recommendations in the TSP.

CHANGES TO MODAL PLANS

Roadway

Figure 1 identifies the updated street functional classification plan for Hermiston. The plan keeps the different street classifications identified in the 1997 Plan for arterials and collectors,

namely:

- Urban Major Arterial,
- Urban Minor Arterial,
- Urban Major Collector,
- Urban Minor Collector,
- Rural Arterial, and
- Rural Collector.

The differences in the current plan from the 1997 plan are the following:

1. With the recent redesignation of the 11th Street/Elm Avenue corridor as Highway 207 through Hermiston, these two streets were upgraded to minor arterial status.
2. Theater Lane is upgraded to a collector from the local street designation in the 1997 TSP, given the emerging residential development along this roadway, and the collector function it plays. This roadway is shown as an urban minor collector east to East 10th Street, and a rural collector between 10th Street and Ott Road.
3. Port Avenue is designated as a minor collector to connect East 10th Street to Highway 395 at the south end of Hermiston. This would also allow for an improved connection to serve the industrial park off Highway 395, with a future traffic signal at Highway 395 and Port Avenue.
4. Ott Road becomes a rural collector instead of the urban collector designation in the 1997 TSP, as this roadway is outside of the Hermiston Urban Growth Boundary.
5. Gettman Road is designated as an urban minor collector instead of the local road designation in the 1997 TSP.
6. Minnehaha Road is designated as a rural collector instead of the urban minor collector designation in the 1997 TSP, as this roadway is outside of the Hermiston Urban Growth Boundary.
7. If Punkin Center Road is eventually chosen as the preferred alignment for the new Umatilla River bridge crossing, and if that project proceeds, this roadway within the City of Hermiston should be upgraded to a major collector from the minor collector designation in the 1997 TSP. Outside of the City, the Punkin Center Road corridor (Country Lane) should then become a rural arterial designation, given the direct connection to I-82. In the 1997 TSP, both Punkin Center Road and Elm Avenue were

shown as optional corridors for the crossing, and that has not changed at this time. The upcoming Umatilla River Bridge Crossing Study sponsored by the City of Hermiston will further evaluate both alignment alternatives, and make a final recommendation on a crossing location which will be incorporated into the updated TSP.

If the Punkin Center Road alignment is not chosen for the new Umatilla River bridge crossing, then the section of this roadway between Theater Lane and Umatilla River Road should be upgraded to a minor collector, from the local street designation in the 1997 TSP.

Truck Routing Plan

Figure 2 shows the proposed truck routing plan through Hermiston. Such a plan was not included in the 1997 TSP. The plan shows the two state highways through Hermiston - Highway 395 and Highway 207 (on the new 11th Street/Elm Avenue route), as designated truck routes, consistent with their function as major through traffic facilities. These routes should have adequate pavement sections to accommodate heavier truck loadings.

Pedestrian Facility Improvement Plan

Figure 3 shows a revised set of pedestrian facility improvements in Hermiston. The map shows those arterial and collector street segments that currently do not have a sidewalk on either side of the street. The State Transportation Planning Rule encourages the provision of sidewalks along such streets. This is a more extensive set of sidewalk improvements than that identified in the 1997 TSP, that just focused on a few street segments.

The plan also shows existing and proposed off-street pathways of use to bicycles. This includes a new trail on the east side of the Umatilla River between Elm and Highland Avenues (identified in the City's newly adopted Parks and Recreation Plan), as well as a pathway along Hermiston Ditch. No off-street pathways were included in the 1997 TSP.

Bicycle Facility Improvement Plan

Figure 4 shows a bicycle facility plan for Hermiston, which reflects bike lanes or routes designated on all arterial and collector streets in the City. The State Transportation Planning Rule encourages the provision of these facilities on these types of streets. The intent would be to develop bike lanes in the future (where not currently present) on all new and reconstructed streets, where adequate right-of-way is available and costs are reasonable, and if not possible, then designated as bike routes.

CHANGES TO STANDARDS

Street Standards

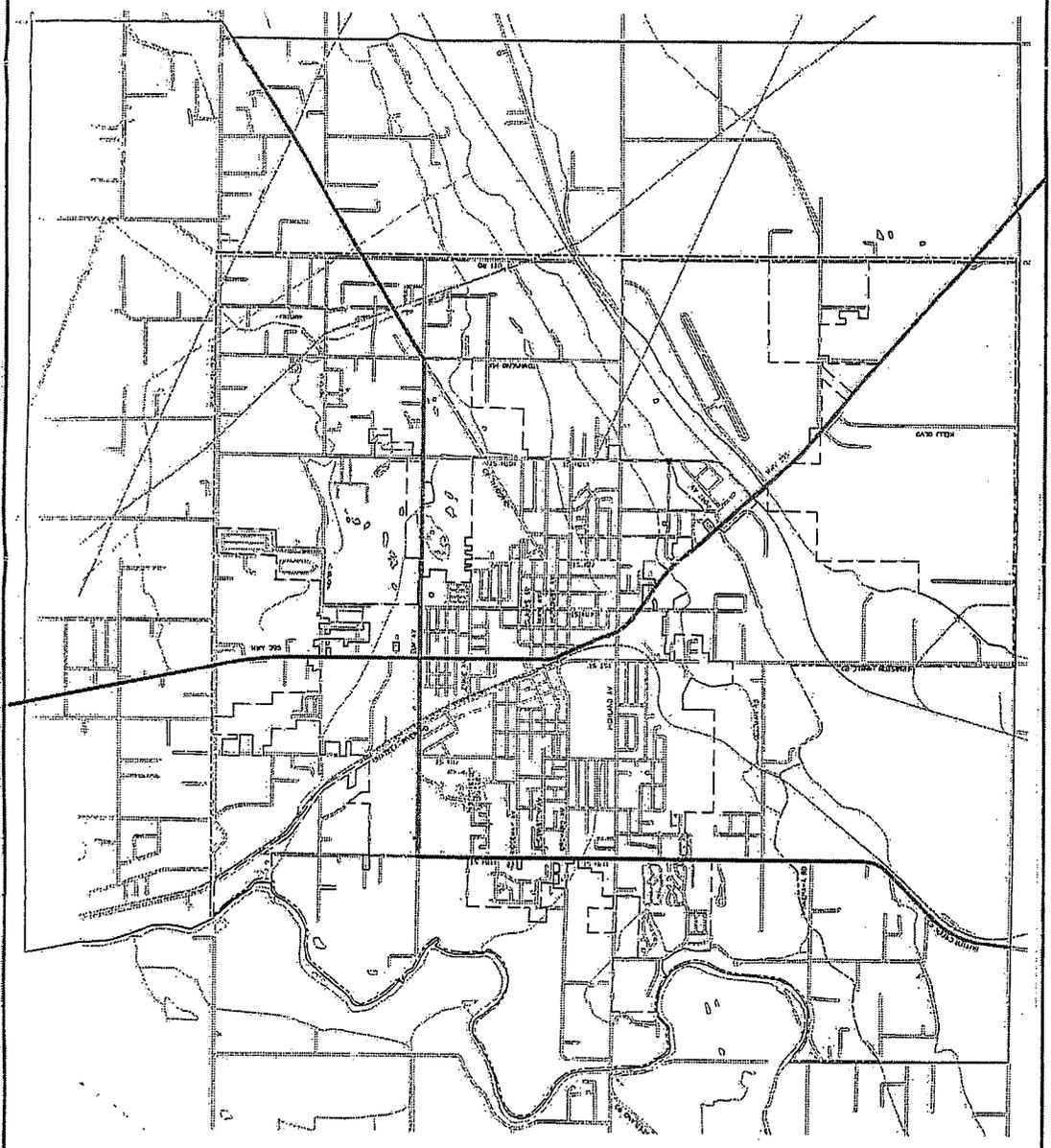
Roadway Cross Section

The cross section standards for the different street classifications in the Hermiston TSP were modified from those in the 1997 TSP to reflect the possible provision of parkway strips with detached sidewalks on streets, as well as some minor modifications in travel and bike lane widths. Tables 1 through 4 identify the proposed standards for urban arterials, urban collectors, urban local streets, rural arterials, rural collectors, and rural local roads. Changes from the 1997 TSP are as follows:

Urban Major Arterial - Different street and right-of-way widths are identified for major arterials (currently only Highway 395 is a designated major arterial in Hermiston) within the Central Business District (CBD) vs. outside of the CBD. The street width reflects a proposed five lane section, with attached eight foot sidewalks in the CBD, and six foot sidewalks outside the CBD. Outside the CBD, sidewalks are shown to be detached from the curb, with a parkway strip in between. The 1997 TSP identified only one cross section standard for major arterials, with eight foot attached sidewalks

Urban Minor Arterial - Different street and right-of-way widths are identified whether or not parking is provided. A minor arterial would only have three lane section, with six foot sidewalks. Either attached or detached sidewalks are allowed, though detached sidewalks (with parking strip) are preferred. The 1997 TSP identified optional cross sections with and without a center left turn lane.

Urban Major Collector - Different street and right-of-way widths are identified with vs. without parking being provided. Only one street cross section for major collectors was in the 1997 TSP. The major collector cross section identifies a center left turn lane being provided, as well as the option for parkway strips (with the strips preferred), both of which were not proposed in the 1997 TSP. Sidewalks are also shown to be six feet wide, vs. five feet in the 1997 TSP.



LEGEND

- DESIGNATED TRUCK ROUTE
- STUDY AREA BOUNDARY
- UGB BOUNDARY
- CITY LIMITS

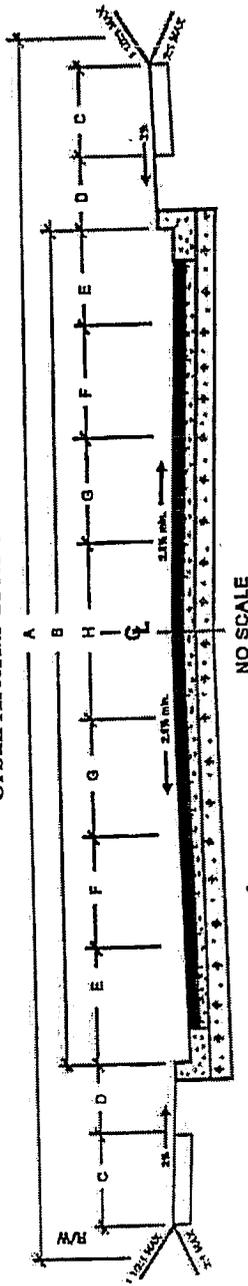
PROPOSED TRUCK ROUTES

HERMISTON TSP IMPLEMENTATION STUDY
HERMISTON, OREGON
REVISED - NOVEMBER, 1999



RECR03/033

Table 1
Urban Arterial Cross Sections



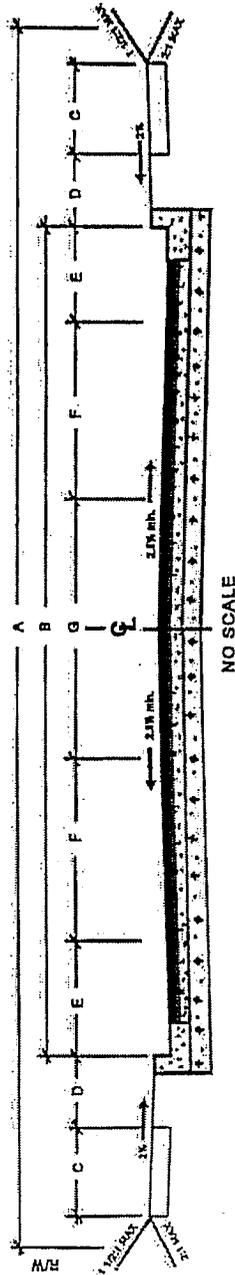
NO SCALE

DESIGN SPEED = 35-45 M.P.H.

Road Classification	Criteria	Right-of-Way (Feet)	Paved Width (Feet)	# of Lanes	Side-walk (Feet)	Planting Strip (Feet)	Parking Lane (Feet)	Bike Lane (Feet)	Curb Travel Lane (Feet)	Travel Lane(s) (Feet)	Median or Center Turn Lane	Travel Lane(s) (Feet)	Curb Travel Lane (Feet)	Bike Lane (Feet)	Parking Lane (Feet)	Planting Strip (Feet)	Side-walk (Feet)
Major Arterial	In CBD	90	74	5	8	0	0	6	12	12	14	12	12	6	0	0	8
	Outside CBD	86-98	74	5	6	0-6*	0	6	12	12	14	12	12	6	0	0-6*	6
Minor Arterial	With Parking	74-86	62	3	6	0-6	8	5	12	-	12	-	12	5	8	0-6	5-8
	Without Parking	58-70	46	3	6	0-6*	0	5	12	-	12	-	12	5	0	0-6*	6

* Planting strip preferred

Table 2
Urban Collector Cross Sections

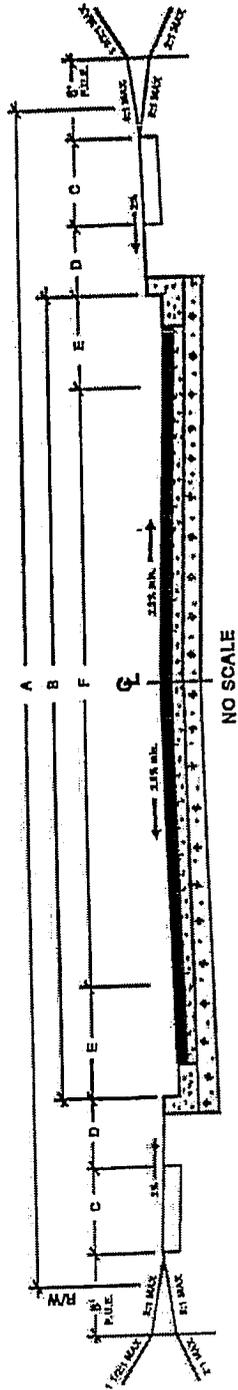


DESIGN SPEED = 35 M.P.H.

Road Classification	Criteria	Right-of-Way (Feet)	Paved Width (Feet)	# of Lanes	Side-walk (Feet)	Planting Strip (Feet)	Parking Lane (Feet)	Bike Lane (Feet)	Travel Lane(s) (Feet)	Center Turn Lane	Travel Lane(s) (Feet)	Bike Lane (Feet)	Parking Lane (Feet)	Planting Strip (Feet)	Side-walk (Feet)
Major Collector	With Parking	68-80	58	3	6	0-5	7	5	11	12	11	5	7	0-5	6
	Without Parking	54-66	44	3	6	0-5*	0	5	11	12	11	5	0	0-5*	6
Minor Collector	With Bike Lanes	56-66	46	2	5	0-5*	7	5	11	0	11	5	7	0-5*	5
	Without Bike Lanes	48-58	38	2	5	0-5*	8	0	11	0	11	0	8	0-5*	5

* Planting strip preferred

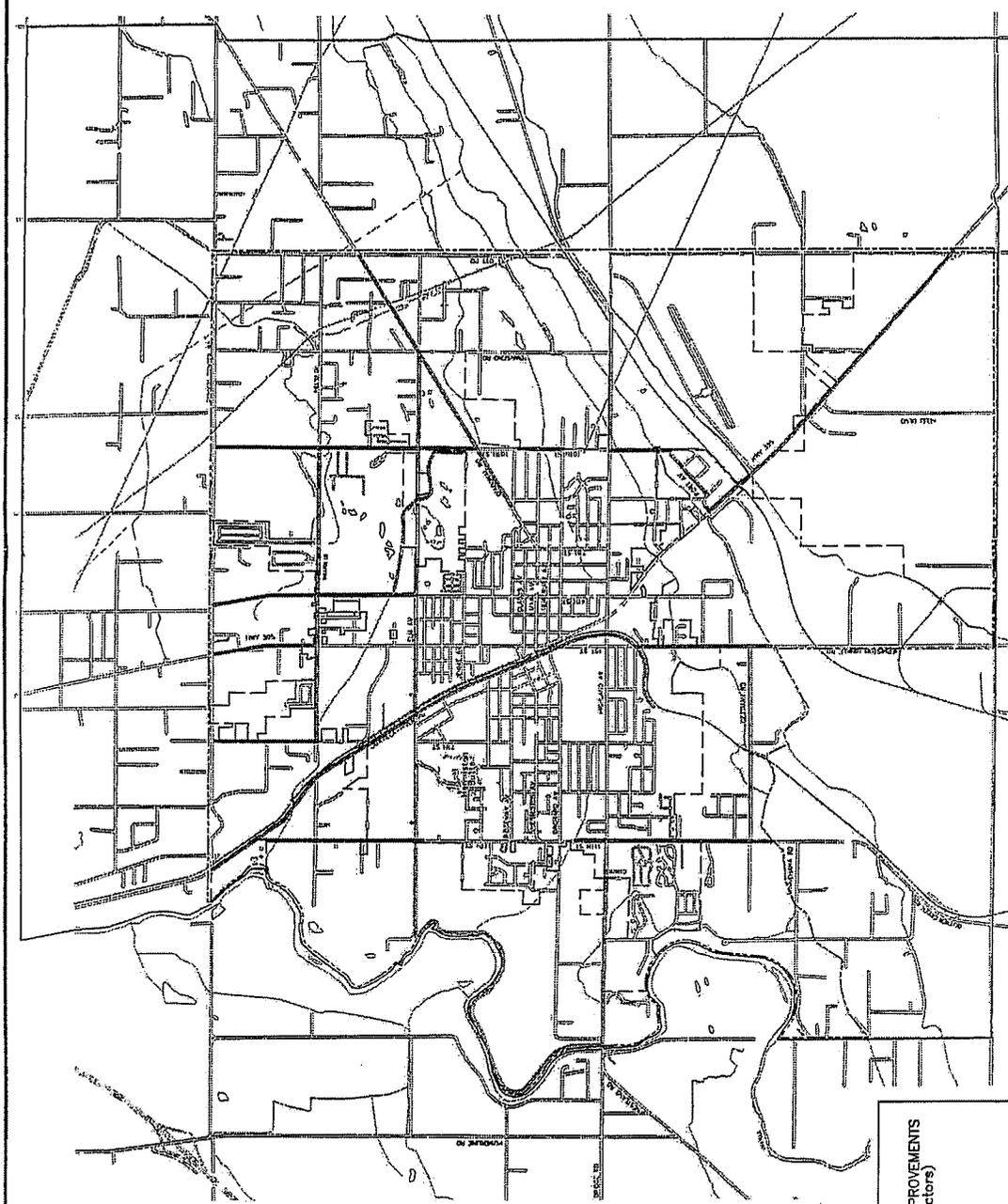
Table 3
Urban Local Street Cross Sections



DESIGN SPEED = 25 M.P.H.

Road Classification	Criteria	Right-of-Way (Feet)	Paved Width (Feet)	Sidewalk (Feet)	Planting Strip (Feet)	Parking Lane (Feet)	Travel Way (Feet)	Parking Lane (Feet)	Planting Strip (Feet)	Sidewalk (Feet)
	Traditional/ Parking Both Sides	A 42-50	B 32	C 5	D 0-4*	E 8	F 16	E 8	D 0-4*	C 5
Local Residential	Traditional/ Parking One Side	34-42	24	5	0-4*	8	16	-	0-4*	5
Local Commercial & Residential		54-62	44	5	0-4*	10	24	10	0-4*	5

* Planting strip preferred



LEGEND

- PROPOSED SIDEWALK IMPROVEMENTS
(Urban Arterials & Collectors)
- PROPOSED OFF-STREET
PATHWAY IMPROVEMENTS
- LOT AREA BOUNDARY
- CITY LIMITS

**PROPOSED SIDEWALK IMPROVEMENTS
ON ARTERIALS & COLLECTORS**

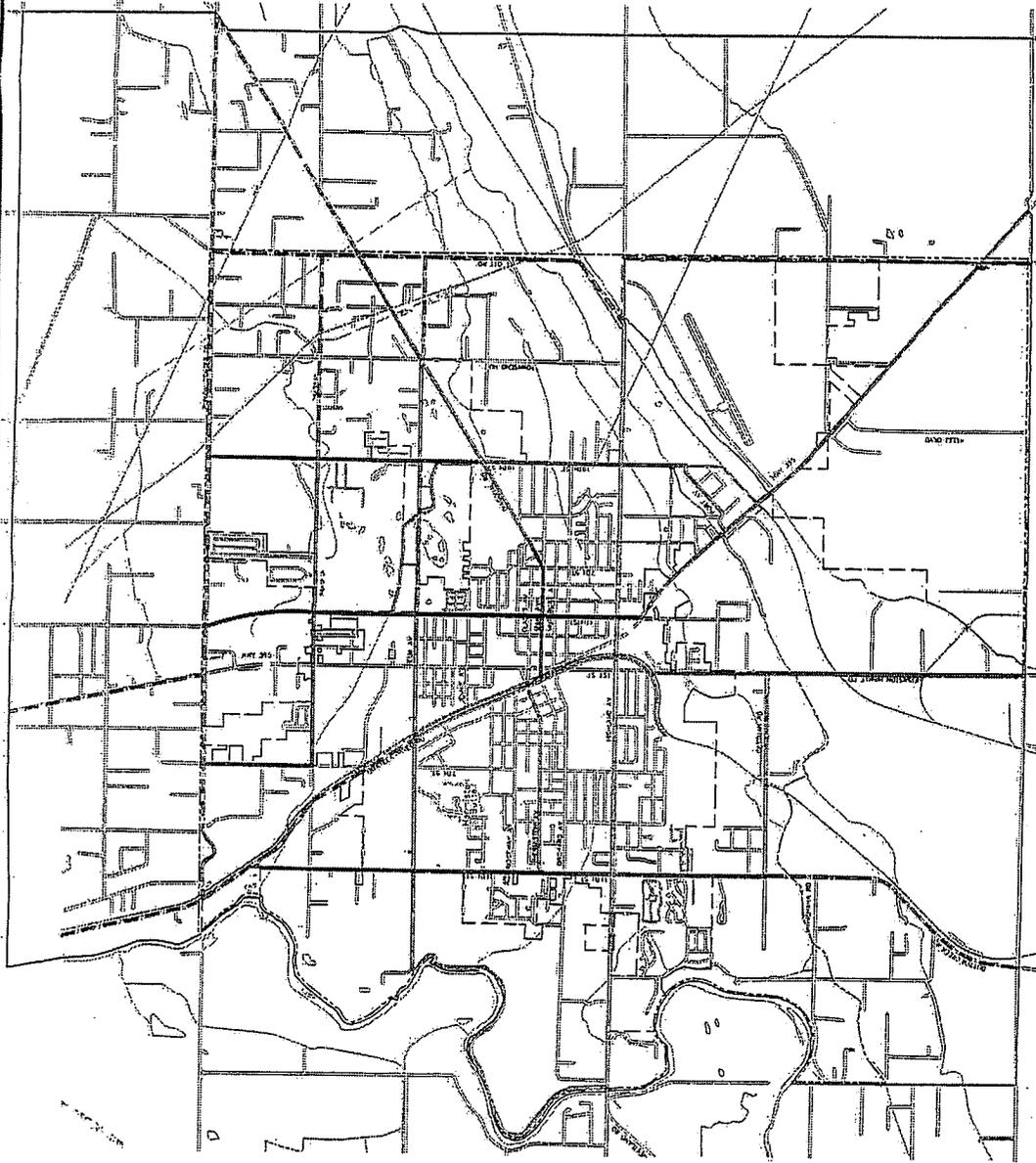
HERMISTON TSP IMPLEMENTATION STUDY
HERMISTON, OREGON
REVISED—NOVEMBER 1999



FIGURE
3

TECHNICAL 3337F03


NORTH
(NOT TO SCALE)



LEGEND
ON-STREET BIKE LANE
SHOULDER BIKEWAYS
ON-STREET BIKE ROUTE
OFF-STREET PATHWAY
STUDY AREA BOUNDARY
UGB
CITY LIMITS

PROPOSED BICYCLE FACILITIES

HERMISTON TSP IMPLEMENTATION STUDY
HERMISTON, OREGON
REVISED—NOVEMBER 1999

FIGURE
4

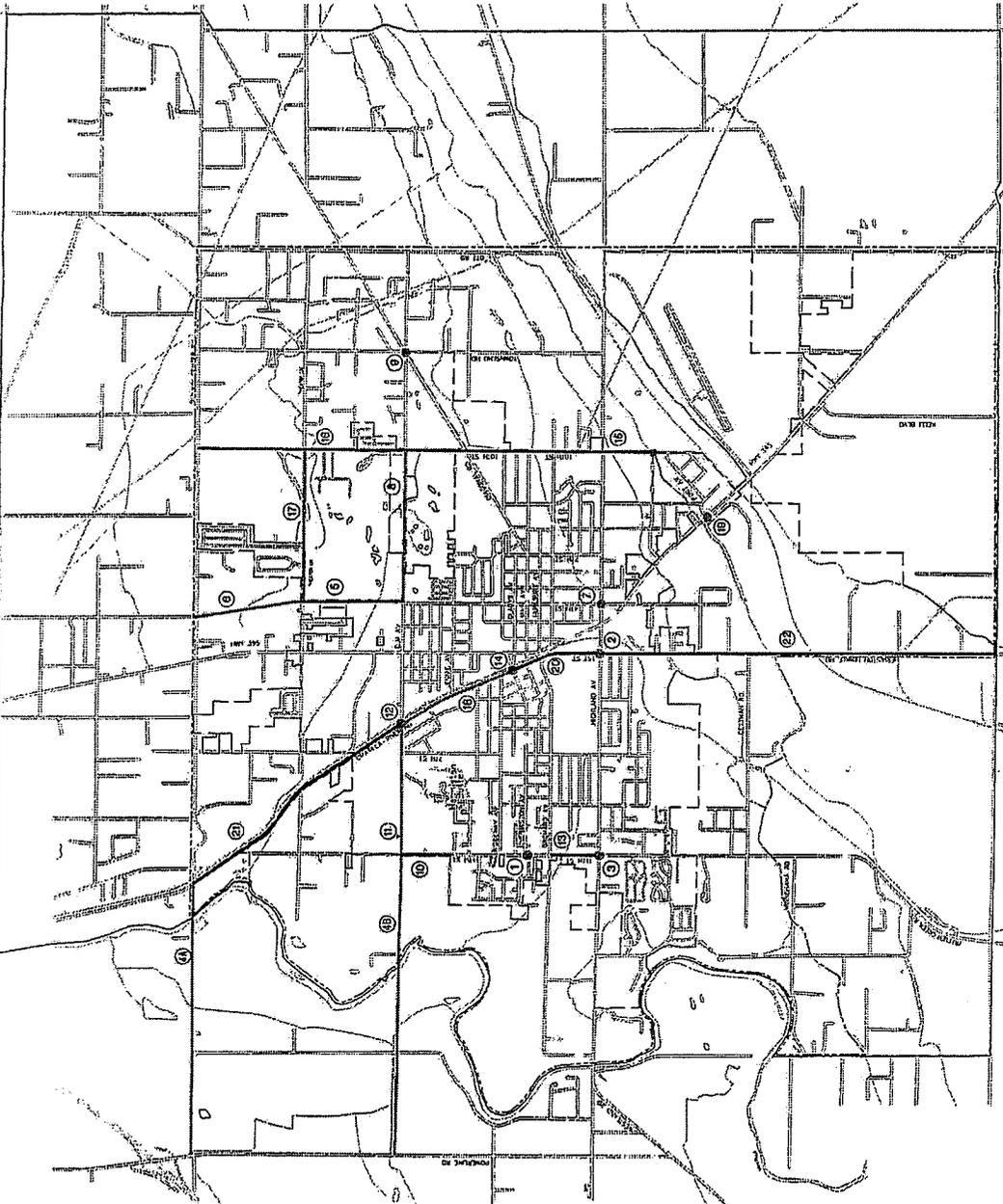


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NORTH
(NOT TO SCALE)

- ① Improve West 11th St./Hermiston Ave. Intersection (New Traffic Signal, Intersection Rechannelization)
- ② Improve West 1st St./Highland Ave. Intersection (New Traffic Signal)
- ③ Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)
- ④ Option 1: Construct Bridge Across Umatilla River and Connect with Punkin Center Rd.
- ⑤ Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.
- ⑥ Extend 4th St. from Elm Ave to Punkin Center Rd. (Include New Signal at Elm Ave.)
- ⑦ Extend 4th St. from Theater Lane to Punkin Center Rd.
- ⑧ Improve West 4th St./Highland Ave. Intersection (New Traffic Signal)
- ⑨ Improve Elm Ave. from East 4th St. to Diagonal Rd (Widen to 3 Lanes)
- ⑩ Elm Ave./Diagonal Rd. Intersection Improvements
- ⑪ Improve West 11th St. Adjacent to Good Samaritan Hospital (Widen to 3 Lanes)
- ⑫ Improve Elm Ave. from West 11th St. to Umatilla River Rd.
- ⑬ Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lanes)
- ⑭ Improve West 11th St., north of Highland Ave. (Widen to 3 Lanes)
- ⑮ Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization)
- ⑯ Improve 10th St. from Columbia Dr. to Elm Ave.
- ⑰ Improve and Relocate 10th St. from Elm Ave. to Punkin Center Rd.
- ⑱ Theater Lane Upgrade from Highway 395 to East 10th St.
- ⑲ Upgrade Umatilla River Rd from Hermiston Ave. to Elm Ave.
- ⑳ Improve Highway 395/Port Ave. Intersection (New Traffic Signal)
- ㉑ Upgrade 1st St. from Hermiston Ave. to Highland Ave.
- ㉒ Upgrade Umatilla River Road from Elm Ave. to Punkin Center Rd.
- ㉓ Upgrade Umatilla River Road from Highland Ave. to Fecavilla Rd.



LEGEND
 ——— STUDY AREA BOUNDARY
 - - - - - USG
 - - - - - CITY LIMITS



152-33-033705

Urban Minor Collector - Different street and right-of-way widths are identified with vs. without bike lanes, assuming parking on both sides of the street would be allowed. In the 1997 TSP, bike lanes were not identified on minor collectors. Only one cross section for minor collectors was in the 1997 TSP. The minor collector cross section includes the option for parkway strips (with the strips preferred), as well as six foot sidewalks (five-foot sidewalks were identified in the 1997 TSP).

Urban Local Street - The proposed new cross section standards for urban local residential streets only address "traditional" width sections. The development of a narrower street width option for local streets, though consistent with the State Transportation Planning Rule's intent to have street right-of-way as consolidated as possible, was not adopted by the Hermiston Planning Commission when it adopted the TSP. It was felt that narrow streets would not be compatible with the larger number of pickups and sport utility vehicles used by Hermiston residents. The traditional width sections are identified for parking on one or both sides of the street, and are similar in width to the local street standards in the 1997 TSP (32 foot pavement width with parking on both sides, and 24 feet with parking on one side). Unlike the 1997 TSP standards, the "traditional" standards incorporate a parkway strip, which is really preferred given the frequency of driveways along local streets, and the difficulty of meeting ADA (Americans for Disabilities Act) maximum grade requirements with attached sidewalks at driveways. The local street standards also include a standard for commercial/industrial streets, with a wider pavement section provided given the higher number of trucks being accommodated on such streets. The 1997 TSP did not distinguish between local residential and commercial/industrial street standards.

Rural Arterial - The proposed rural arterial cross section is similar to that in the 1997 TSP, except that eight foot shoulders are identified as the standard as opposed to 6-8 feet.

Rural Collector - The proposed rural collector cross section is the same as that in the 1997 TSP.

Rural Local Road - The proposed rural local road cross section is similar to that in the 1997 TSP, except that a possible shoulder widening up to four feet (as opposed to two feet) is identified.

Intersection Curb Returns

One street standard not addressed in the 1997 Hermiston TSP is the required size of curb returns at urban street intersections. This is critical so as to provide for adequate turning movements for certain vehicles, yet at the same time not make intersections too large such that pedestrian crossings can be facilitated. Table 5 identifies a minimum curb return radius for the lowest

street classification of two intersecting streets. Minimum curb returns vary from 15 feet for local street intersections, to 30 feet for major arterial intersections.

Table 5
Minimum Curb Return Radii (Feet)
Edge of Pavement/Curb

Lowest Street Classification of Two Intersecting Streets	Minimum Curb Return Radius
Major Arterial	30 feet
Minor Arterial	30 feet
Major Collector	25 feet
Minor Collector	25 feet
Local Residential Street	15 feet
Local Commercial/Industrial Street	30 feet

Access Management Standards

Access management standards are needed to ensure both the safety and efficiency of traffic flow for vehicles traveling on the roadway system. Managing the access of roadways benefits the overall roadway system by increasing safety, increasing capacity, and reducing travel times. Controlling access must not become too restrictive, however, as to prohibit local businesses and home owners deserved access to the roadway system. Overall, access management must balance the needs of through traffic, local traffic, and pedestrians/bicycles on a particular roadway. By the nature of Hermiston's proposed roadway functional classification system, arterials require the highest access management standards, while collectors and local street require less restrictive access management standards.

Table 6 identifies the minimum access spacing standards for different street classifications in Hermiston. For the two state highways through the City (Highways 395 and 207), the access spacing standards included in the new 1999 Oregon Highway Plan apply. Still at issue which should be addressed as part of the development of the final Highway 395 North Access Management Plan is if sections of Highway 395 and 207 would qualify as a designated Special Transportation Area (Highway 395) or Urban Business Area (Highway 207) where reduced access spacing standards could be applied. There is also an access standard variation process

identified in the State Highway Plan that the City of Hermiston could pursue if the identified spacing standards on these two facilities are considered to be excessive, and STA and/or UBA classifications are not approved. For the other arterial, collector, and local streets in the City, a graduating reduced set of spacing standards are proposed.

Table 6
Proposed Access Spacing Standards

Roadway Functional Classification	Area ¹	Minimum Spacing			
		Traffic Signals (miles)	Public Intersections (feet)	Private Driveways (feet)	Median Opening (feet)
Major Arterial - State Highway (Highway 395)	Urban	1/2	990 (40-45 mph) 770 (30-35 mph)	990 (40-45 mph) 770 (30-35 mph)	990 770
	STA	1/4	300	175	300
Minor Arterial- State Highway (Highway 207)	Urban	1/2	750 (40/45 mph) 600 (30/35 mph)	750 (40/45 mph) 600 (30/35 mph)	750 600
	UBA	1/4	630 (40/45 mph) 425 (30/35 mph) 350 (≤ 25 mph)	630 (40/45 mph) 425 (30/35 mph) 350 (≤ 25 mph)	630 425 350
Other Minor Arterial	All	1/4	400	250	NA
Major Collector	All	1/4	300	150	NA
Minor Collector	All	1/4	200	100	NA
Local Residential Street	All	NA	150	50	NA
Local Commercial/Industrial Street	All	NA	150	50	NA

Notes: 1. "Urban" refers to "Urban Other" category in the 1999 Oregon Highway Plan.
"STA" refers to inside a designated Special Transportation Area, per the 1999 Oregon Highway Plan (assumed to be if established the Hermiston central business district area).
"UBA" refers to "Urban Business Area" category in the 1999 Oregon Highway Plan.
"All" refers to all street segments inside the Hermiston urban growth boundary.
NA - Not applicable

SPECIFIC PROJECTS

Roadway

Figure 5 and Table 7 identify 18 different road improvement projects over the next 20 years in the Hermiston area. The projects include roadway widening and intersection channelization and

traffic control improvements. The projects are identified into short-term, mid-term, and long-term need, similar to how road improvements were prioritized in the 1997 TSP. An alternate prioritization scheme would be 0-5 years for short-term, 6-10 years for mid-term, and 11-20 years for long-term, pending estimated funding availability (the subject of a separate technical memorandum). Most of the identified roadway projects were in the 1997 TSP, and for these, the costs have been increased from those presented in the TSP document by 10% to reflect existing (1999) dollars. The estimated total cost of the roadway improvements is \$26.464 million in existing dollars.

Pedestrian/Bicycle

Tables 8 and 9 identify the updated cost for different pedestrian and bicycle facility improvements. The project list is similar to that identified in the 1997 TSP, with the addition of off-street pathways identified in the Hermiston Parks and Recreation Plan, which were not addressed in the 1997 TSP. The pedestrian facility improvements - adding sidewalks to at least one side of all arterial and collector streets, and the new off-street pathways along the Umatilla River, the Union Pacific Railroad, and Hermiston Ditch, are estimated to cost \$2.743 million in existing dollars. The bicycle facility improvements - adding bike lanes on streets that are not shown to be widened in the roadway improvements are estimated to cost \$946,000 in existing dollars. Both the pedestrian and bicycle project costs were increased by 10% from the cost estimates in the 1997 TSP to reflect 1999 conditions.

Table 7
Recommended 20-Year Street Improvement Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
Improvement 1 11th Street and Hermiston Avenue	Signalization/intersection rechannalization	Near-term	\$240,000	STIP
Improvement 2 1st Street Highland Avenue Intersection	Signalization	Near-term	\$200,000	GF, STIP
Improvement 3 11th Street at Highland Avenue Intersection	Add left turn lanes	Near-term	\$230,000	STIP
Improvement 4 Construction of the Umatilla River Bridge along Punkin Center Road	Bridge construction and street upgrade	Near-term	\$6,300,000	Special
Improvement 5 East 4th Street Extension from Elm Avenue to Theater Lane	Street extension/signal at Elm Avenue	Near-term	\$1,254,000	STIP, SDC
Improvement 6 East 4th Street Extension from Theater Lane to Punkin Center Road	Street extension	Mid-term	\$1,495,000	STIP, SDC
Improvement 7 East 4th Street/Highland Avenue Intersection	Signalization	Mid-term	\$200,000	STIP
Improvement 8 Upgrade Elm Ave from East 4th Street to Diagonal Road	Widening to ODOT standard	Mid-term	\$1,000,000	STIP
Improvement 9 Improvement Elm Avenue/Diagonal Road Intersection	Intersection reconfiguration/signal or roundabout	Mid-term	\$1,320,000	STIP, County
Improvement 10 Improve West 11th Street adjacent to hospital	Widening to ODOT standard	Mid-term	\$120,000	STIP
Improvement 11 Improve Elm Avenue near hospital	Widening	Mid-term	\$210,000	STIP

Table 7 (continued)
Recommended 20-Year Street Improvement Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
Improvement 12 Improve Elm Avenue/ Umatilla River Road Intersection	Turn lanes/signal modification	Mid-term	\$300,000	STIP
Improvement 13 Improve West 11th Street north of Highland Avenue	Widening to ODOT standard	Mid-term	\$250,000	STIP
Improvement 14 1st Place and Hermiston Avenue intersection	Intersection rechannelization/new signal	Mid-term	\$950,000	STIP
Improvement 15 East 10th Street upgrade from Columbia Drive to Elm Avenue	Widening	Long-term	\$2,800,000	STIP
Improvement 16 East 10th Street upgrade form Elm Avenue to Punkin Center Road	Widening	Long-term	\$2,800,000	STIP
Improvement 17 Upgrade Theater Lane from Highway 395 east to 10th Street	Widening	Long-term	\$2,400,000	STIP
Improvement 18 Upgrade Umatilla River Road between Elm Avenue and Hermiston Avenue	Widening	Long-term	\$1,495,000	STIP
Improvement 19 Improve Hwy. 395/ Port Drive intersection	New signal	Long-term	\$150,000	STIP
Improvement 20 Upgrade 1st Street from Hermiston Avenue to Highland Avenue	Widening	Long-term	\$750,000	STIP
Improvement 21 Upgrade Umatilla River Road from Elm Avenue to Punkin Center Road	Widening	Long-term	\$1,000,000	STIP
Improvement 22 Upgrade 1st Street/Hermiston-Hinkle Road from Highland Avenue to Feedville Road	Widening	Long-term	\$1,000,000	STIP
Total			\$26,464,000	

Note: Potential funding sources include the following:
STIP - State Transportation Improvement Program (ODOT)
GF - City of Hermiston General Fund
SDC - City of Hermiston Transportation System Development Charge
Special - Special funding authorization from U.S. Government

TEP - Transportation Enhancement Program
LID - Local Improvement District
County - Umatilla County

Table 8
Recommended 20-Year Pedestrian Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
Hwy. 395 (Theater Lane to SE Port Drive)	Sidewalk repair, curb ramps, driveway management and refuge islands (four lanes)	Near-term	\$25,000	STIP, TEP
East 4th Street (Elm Avenue to Highland Avenue)	Sidewalk infill, 28 curb ramps	Near-term	\$59,000	GF, SDC, LID
East Main Street (East 7th Street to East 10th Street)	Sidewalks	Near-term	\$140,000	GF, SDC, LID
East 10th Street (Elm Avenue to Highland Avenue)	Sidewalk infill	Near-term	\$205,000	GF, SDC, LID
Umatilla River Trail (Elm to Highland Avenues)	Off-street pathway on east side of river for pedestrians and bicycles	Near-term	\$650,000	TEP
Highland Avenue (SW 11th Street to SE 5th Street)	Sidewalk infill	Mid-term	\$14,000	GF, SDC, LID
Hermiston Avenue (West 11th Street to 1st Place)	Sidewalk infill, 36 curb ramps	Mid-term	\$56,000	GF, SDC, LID
1st Street (Hermiston Avenue to Highland Avenue)	Sidewalk infill, 10 curb ramps	Mid-term	\$57,000	GF, SDC, LID
Orchard Avenue (West 11th Street to Highway 395)	Sidewalk infill, 18 curb ramps	Mid-term	\$75,000	STIP
Elm Avenue (West 7th Street to Highway 395)	Sidewalks	Mid-term	\$123,000	GF, SDC, LID
Diagonal Road (Main Street to NE 10th Street)	Sidewalks	Mid-term	\$140,000	GF, SDC, LID
West 11th Street (Linda Avenue to Joseph Avenue)	Sidewalk infill	Mid-term	\$179,000	GF, SDC, LID
1st Place (Elm Avenue to Hermiston Avenue)	Sidewalks	Long-term	\$154,000	GF, SDC, LID
Jennie Avenue (1st Place to NE 4th Street)	Sidewalks	Long-term	\$129,000	GF, SDC, LID
1st Street (Highland Avenue to SE 4th Street Ext.)	Sidewalk infill with curbs, 18 curb ramps	Long-term	\$137,000	GF, SDC, LID

Table 8 (continued)
Recommended 20-Year Pedestrian Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
Pathway Along Union Pacific Railroad (Elm Ave. To south of Highland Ave.)	Off-street pathway for pedestrians and bicycles	Long-term	\$400,000	TEP, GF
Hermiston Ditch Pathway (E. 4th Street to E. 10th Street)	Off-street pathway for pedestrians and bicycles	Long-term	\$200,000	TEP, GF
Total			\$2,743,000	

Note: Potential funding sources include the following:

STIP - State Transportation Improvement Program (ODOT)

TEP - Transportation Enhancement Program (ODOT)

GF - City of Hermiston General Fund

SDC - City of Hermiston Transportation System Development Charge

LID - Local Improvement District

Table 9
Recommended 20-Year Bicycle Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
West 11th Street (Elm Avenue to Highland Avenue)	Stripe bike lanes (6B-11-11-6B north of Linda Ave., 7P-6B-12-12-6B south of Linda Ave.)	Near-term	\$4,600	STIP
Hurlbur Avenue (Highway 395 to East 4th Street)	Stripe bike lanes (5B-11-11-5B-8P)	Mid-term	\$1,200	GF,SDC
East 4th Street (Main Street to Highway 395)	Stripe bike lanes (6P-4.5B-10-10-4.5B north of Highland Ave., 7P-4.5B-10-10-4.5B-7P) south of Highland Ave.	Mid-term	\$2,300	STIP
Orchard Avenue (SW 11th Street to SW 7th Avenue)	Stripe bike lanes (7P-5B-10-10-5B)	Mid-term	\$2,300	GF,SDC
Orchard Avenue (SW 7th Street to Highway 395)	Stripe bike lanes (7P-5B-12-12-6B)	Mid-term	\$2,300	GF, SDC
East 4th Street (Elm Avenue to Main Street)	Stripe bike lanes (6B-11-11-6B)	Mid-term	\$2,900	STIP,GF, SDC
Elm Avenue (West 7th Street to Highway 395)	Stripe bike lanes (street width varies; widen west of RR tracks for 800 ft from 21 to at least 34 ft) (6B-11-11-6B)	Mid-term	\$28,600	STIP,GF, SDC
1st Place (Elm Avenue to Hermiston Avenue)	Widen from 24 to 34 ft with 6-ft shoulders, repave, and stripe for shoulders (6Sh-11-11-6Sh)	Mid-term	\$171,000	GF, SDC
East 10th Street (Elm Avenue to Highland Avenue)	Widen 34 ft (from 26, 20 and 32-ft segments) and stripe 6-ft bike lanes (6B-11-11-6B)	Mid-term	\$217,000	GF, SDC
Hermiston Avenue (West 11th Street to 1st Place)	Stripe bike lanes (7P-5B-12-12-6B) west of 8th St.	Long-term	\$4,200	GF, SDC
Diagonal Road (NE 7th Street to NE 10th Street)	Stripe bike lanes (5.5B-11-11-5.5B)	Long-term	\$2,700	GF, SDC
NE 10th Street (Theater Lane to Elm Avenue)	Widen from 22 to 32 ft with 5-ft shoulder (wider if >2000 ADT), and stripe for shoulders (5Sh-11-11-5Sh)	Long-term	\$99,300	GF, SDC

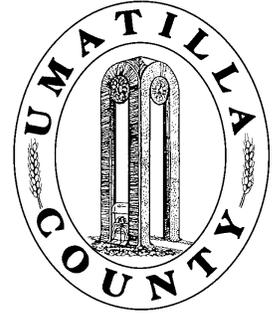
Table 9 (continued)
Recommended 20-Year Bicycle Projects

Location	Project Description	Priority	Cost (Existing \$)	Potential Funding Source
Theater Lane (NW Geer Road to NE 7th Street Alignment)	Widen from 22 to 32 ft with 5-ft shoulders (wider if >2000 ADT), and stripe for shoulders (5Sh-11-11-5Sh)	Long-term	\$175,000	GF, SDC
Highland Avenue (Umatilla River to SW 11th Avenue)	Widen from 28 to 34 ft with 6-ft shoulders, repave, and stripe for bike lanes (5B-12-12-5B) Shoulder/Bike Lane	Long-term	\$223,000	GF, SDC
Total			\$946,000	

Note: Potential funding sources include the following:
STIP - State Transportation Improvement Program (ODOT)
TEP - Transportation Enhancement Program (ODOT)
GF - City of Hermiston General Fund
SDC - City of Hermiston Transportation System Development Charge
LID - Local Improvement District

Umatilla County

Department of Land Use Planning



**DIRECTOR
TAMRA
MABBOTT**

October 13, 2014

**LAND USE
PLANNING,
ZONING AND
PERMITTING**

MEMO

**CODE
ENFORCEMENT**

TO: Planning Commission

**SOLID WASTE
COMMITTEE**

FROM: Tamra Mabbott

**SMOKE
MANAGEMENT**

RE: October Hearings

**GIS AND
MAPPING**

**RURAL
ADDRESSING**

The October agenda includes three legislative hearings, each to co-adopt amendments adopted by the City of Pendleton. These amendments will apply to lands within the city of Pendleton Urban Growth Area.

**LIAISON,
NATURAL
RESOURCES &
ENVIRONMENT**

The City provided notice to landowners and county staff has as well.

The three amendments include:

1. Co-adopt Comprehensive Plan map. The map does not change any zoning but clarifies the plan designation that the city has adopted, to assure the city and county maps are consistent.
2. Population Projections. The city commissioned a study to their population which includes growth inside the UGB. The purpose of the study was to allow the city to have current data for use in developing long range plans for the city and UGB. The new state program identifies Portland State University as the official demographer to disaggregate the US Census data among cities within each county. Previously, this responsibility was the county. The city of Pendleton adopted the new projects prior to the legislation enacted that assigned the task to PSU.
3. Co-adopt Exhibit F of the City's Periodic Review. This includes amendments to the city's zoning code that will apply to lands within the UGB which city administers.



MEMORANDUM

To: Evan McKenzie, Planning Director, City of Pendleton
From: Jesse Winterowd
Date: May 25, 2011
Re: **Technical Memorandum 1: 2033 Population Projection (Task 3.1)**

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Background and Context	1
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Findings and Results	3

BACKGROUND AND CONTEXT

This memorandum, **Tech Memo #1: 2033 Population Projection** provides a 20-year population projection¹ and determines the number of housing units that will be needed during the 20-year planning period.

Establishing a 20-year coordinated population projection is the critical first step in a UGB evaluation process.² Pendleton's existing coordinated population projection was established by Umatilla County in 1999 and projects population through 2020. Periodic Review Work Task 3.1 calls for Winterbrook to extend Pendleton's coordinated population projection through 2033.

Pendleton has two options³ for updating its coordinated population projection:

- 1) Ask the County⁴ to prepare an updated county-wide coordinated population projection.

¹ The 20-year planning period is assumed to begin in 2013, by which time Pendleton is expected to adopt amendments to its 20-year urban growth boundary (UGB).

² OAR 660-024-0040(1): "The UGB must be based on the adopted 20-year population forecast for the urban area [...]"

³ Pendleton cannot use the "safe harbor" option to extend the existing coordinated growth rate (OAR 660-024-0030(4)(a)), since the existing coordinated projection is over 10 years old.

Winterbrook Planning

310 SW Fourth Avenue, Suite 1100

Portland, OR 97204

503.827.4422 ■ 503.827.4350 (fax)

jesse@winterbrookplanning.com

- 2) Use the “safe harbor” population projection allowed by OAR 660-024-0030(4)(b) – the “county share” safe harbor.⁵

Given the relatively short timeframes of this process, the relatively slow population growth rate, and no indication by Umatilla County that it is updating its coordinated population projection in the very near future, using the “county share” safe harbor is the only viable option for establishing a 2033 population figure.

METHODOLOGY

This section of the memo describes methods used to determine Pendleton’s 2033 population projection and the number of housing units that will be needed during the 20-year planning period.

Population Projection

OAR 660-024-0030(4)(b) provides a fairly straight-forward path to determining a future population:

- 1) Determine the most recent urban area population estimate. A city’s “urban area” is the area inside its UGB – both inside and outside its city limits.
 - a. The 2010 US Census population for Pendleton city limits is 16,612.
 - b. GIS analysis indicates 28 dwelling units, housing an estimated 75 people⁶, in unincorporated areas of the UGB.
 - c. Pendleton’s 2010 urban area population is estimated to be 16,687.

⁴ OAR 660-024-0030(1): “Counties must adopt and maintain a coordinated 20-year population forecast for the county and for each urban area within the county consistent with statutory requirements for such forecasts under ORS 195.025 and 195.036.”

⁵ OAR 660-024-0030(4)(b): A city and county may adopt a 20-year forecast for an urban area consistent with this section. The forecast is deemed to comply with applicable goals and laws regarding population forecasts for purposes of the current UGB evaluation or amendment provided the forecast:

(A) Is adopted by the city and county in accordance with the notice, procedures and requirements described in section (1) of this rule;

(B) Is based on OEA's population forecast for the county for a 20-year period commencing on the date determined under OAR 660-024-0040(2); and

(C) Is developed by assuming that the urban area's share of the forecasted county population determined in subsection (B) of this rule will be the same as the urban area's current share of county population based on the most recent certified population estimates from Portland State University and the most recent data for the urban area published by the U.S. Census Bureau.

⁶ Most recent US Census information (2005-2009 American Community Survey) for Pendleton indicates 2.34 persons per household.

- 2) Determine the most recent county population estimate. The 2010 US Census population for Umatilla County is 75,889.
- 3) Determine current urban area share of County population. The Pendleton urban area currently contains 22% of Umatilla County's population.
- 4) Determine forecast County population for the target year of 2033. The Office of Economic Analysis (OEA) long term county forecast indicates a 2030 Umatilla County population of 95,844. The OEA forecast indicates a 2030-2035 Umatilla County average annual growth rate of 1.05%. Applying the growth rate for three years results in a 2033 Umatilla County population of 98,895.
- 5) Apply current Pendleton urban area share (22%) to County 2033 population (98,895). This results in a Pendleton urban area safe harbor population of 21,746 in 2033 – an increase in Pendleton's urban area population of 5,059.

Needed Housing Units

OAR 660-024-0040 provides safe harbors for household size and vacancy rate.⁷ The latest available US Census information as of the date of this memorandum is the 2010 US Census.

- The safe harbor household size is 2.67 persons per household.
- The safe harbor vacancy rate is 8.5%.

Application of the safe harbor household size and vacancy rate to the population increase of 5,059 results in a need for 2,071 new housing units through 2033.

FINDINGS AND RESULTS

Based on the OAR 660-024-0030(4)(b) methodology, the 2033 safe harbor population for Pendleton is 21,746, a population increase of 5,059. As documented above, this translates into 2,071 additional needed housing units that must be provided during the 20-year planning period.

⁷ OAR 660-024-0040(8)(a) "A local government may estimate persons per household for the 20-year planning period using the persons per household for the urban area indicated in the most current data for the urban area published by the U.S. Census Bureau."

OAR 660-024-0040(8)(e) "A local government outside of the Metro boundary may estimate its housing vacancy rate for the 20-year planning period using the vacancy rate in the most current data published by the U.S. Census Bureau for that urban area that includes the local government."



MEMORANDUM

To: Evan McKenzie, Pendleton Planning Director
 From: Greg Winterowd
 Date: June 21, 2011
 Re: **Technical Memorandum 5: Draft Residential Policy and Code Amendments**

Contents

Background and Context	1
What This Memorandum Does	1
Related Memoranda	1
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Comprehensive Plan	2
Zoning Ordinance	4

BACKGROUND AND CONTEXT

Statewide Planning Goal 10 (Housing) requires that cities project housing needs for the 20-year planning year by housing type and density, based on a comparison of housing costs and household incomes.

What This Memorandum Does

This memorandum, **Tech Memo 5: Draft Residential Policy and Code Amendments** recommends relatively minor changes to the Pendleton Comprehensive Plan and Zoning Ordinance necessary to meet local housing goals and applicable statewide planning rules. Tech Memo #5 is based on the results of Tech Memos 1-4.

Related Memoranda

- **Tech Memo #1: 2033 Population Projection** serves as the basis for determining the number of housing units that will be needed during the 20-year planning period. As indicated in *Tech Memo #1*: Pendleton’s coordinated “safe harbor” 2033 population projection is 21,746 – an increase of 5,059 people during the planning period. This population increase translates to 2,071 new dwelling units.

- **Tech Memo #2: Residential Land Needs Analysis** determines housing need by type and density and public/semi-public land needs (that are typically met on land designated for residential use) in a combined Residential Land Needs Analysis (RLNA).
 - Pendleton will need to allocate approximately 368 gross buildable acres to meet housing needs during the 20-year planning period (259 acres for LDR, 72 acres for MDR, and 37 acres for HDR).
 - An estimated 102 gross buildable acres will be needed for parks, schools and religious institutions during the 20-year planning period.

The total Year 2033 residential land needs amounts to 470 gross buildable acres.

- **Tech Memo 3: Buildable Lands Inventory** determines the amount of buildable land within each of Pendleton’s residential zones. Tech Memo #3 memorandum considers Pendleton’s unique topographical conditions and the cost of providing urban services to determine the amount of truly buildable land within Pendleton’s existing UGB. (See also Tech Memos 9: Natural Features Inventory; 7: Development Constraints on Soils with High Bedrock; and 8: Flash Flood Hazard Zones).
- **Tech Memo 4: Residential Capacity Analysis** compares the results of this memo with the results of Tech Memo 3 to determine how much buildable land must be re-allocated within Pendleton’s UGB to meet identified housing and public / semi-public land needs, and whether additional residential land is needed within the Pendleton UGB.

RECOMMENDATIONS

Comprehensive Plan

The following text should be added to the Pendleton Comprehensive Plan:

Pendleton’s 2033 projection population is 21,746 – an increase of some 5,059 people. As documented in Tech Memo #1, this translates into additional 2,071 needed housing units that must be provided during the 20-year planning period. Additional buildable land (approximately 102 acres) will be needed for parks, schools and religious institutions.

To accommodate planned growth, the Comprehensive Plan map shall allocate at least 470 gross buildable acres for residential and public/semi-public uses in the Low, Medium and High Density Residential plan designations:

- **LDR: 315 gross buildable acres**
- **MDR: 98 gross buildable acres**

- **HDR: 57 gross buildable acres**

Draft Residential Land Designation Policies:

The following policies are intended to assist the City in identifying areas within the UGB that are suitable to meet different types of housing need.

The Planning Commission shall consider –but need not be absolutely bound by – the following criteria when making recommendations to the City Council regarding the designation of residential land within the Pendleton Urban Growth Boundary:

- 1. High Density Residential generally shall be designated in areas with:**
 - a. Direct access to a Collector or Arterial Street;**
 - b. Within a short walking distance (one quarter mile) of downtown or from an existing or planned commercial area where everyday shopping needs can be met;**
 - c. Within short walking distance from a public park, recreational facility or public school;**
 - d. On land with slopes of less than 15%;**
 - e. On land that is not predominantly constrained by the 100-year floodplain or by soils with shallow bedrock;**
 - f. On land that can be provided efficiently with sanitary sewer, water and storm drainage.**
- 2. Medium Density Residential generally shall be designated in areas with:**
 - a. Access to a Collector or Arterial Street without driving through established Low Density Residential neighborhoods;**
 - b. Within one half mile of downtown or from an existing or planned commercial area where everyday shopping needs can be met;**
 - c. Within one-half mile of a public park, recreational facility or public school;**
 - d. On land with slopes of less than 20%;**
 - e. On land that is not substantially constrained by the 100-year floodplain or soils with shallow bedrock;**
 - f. On land that can be provided efficiently with sanitary sewer, water and storm drainage.**
- 3. Low Density Residential generally shall be designated in areas with that do not meet suitability criteria for High or Medium Density Residential designation.**

Zoning Ordinance

To meet “safe harbor” density and mix standards, the following minor amendments to the City’s Low, Medium and High Density Residential zones are necessary:

1. Amend the Low, Medium and High Density Residential zones (Article 5, Section 22) to adjust the following density ranges:

Dwellings in all Zones

Regardless of the minimum lot sizes listed above, all residential development must comply with the density ranges listed below:

Low Density Residential (R-1) –	4–3.9 to 9 dwelling units per buildable acre (minimum average lot size on buildable portion of the site = 11,000 square feet per unit)
Medium Density Residential (R-2) –	5–6 to 18 dwelling units per buildable acre (minimum average density on buildable portion of the site = 7,260 square feet per unit)
High Density Residential (R-3) –	4–12 to 35 dwelling units per acre (minimum average lot size on buildable portion of the site = 3,630 square feet per unit)

2. Amend the Medium Density Residential Zone (Article 5, Sections 17.H and 18H) to:

17.H: List **manufactured dwelling parks** as a permitted use; and

18.H: Exclude manufactured dwelling parks from the conditional use list.

(Ref: ORS 197.480, OAR 660-024-0040(8)(d) and OAR 660-024a, Table 1¹)

¹ Note: OAR 660-024a, Table 1: Housing Mix and Density Safe Harbors should be read with 197.480 Planning for parks; procedures; inventory.

OAR 660-024a, Table 1: * * * Medium Density Residential: A residential zone that *allows* attached single family housing, manufactured dwelling parks and other needed housing types in the density range of 6-12 units per net buildable acre. The specified mix percentage is a minimum; a local government may allow a higher percentage.

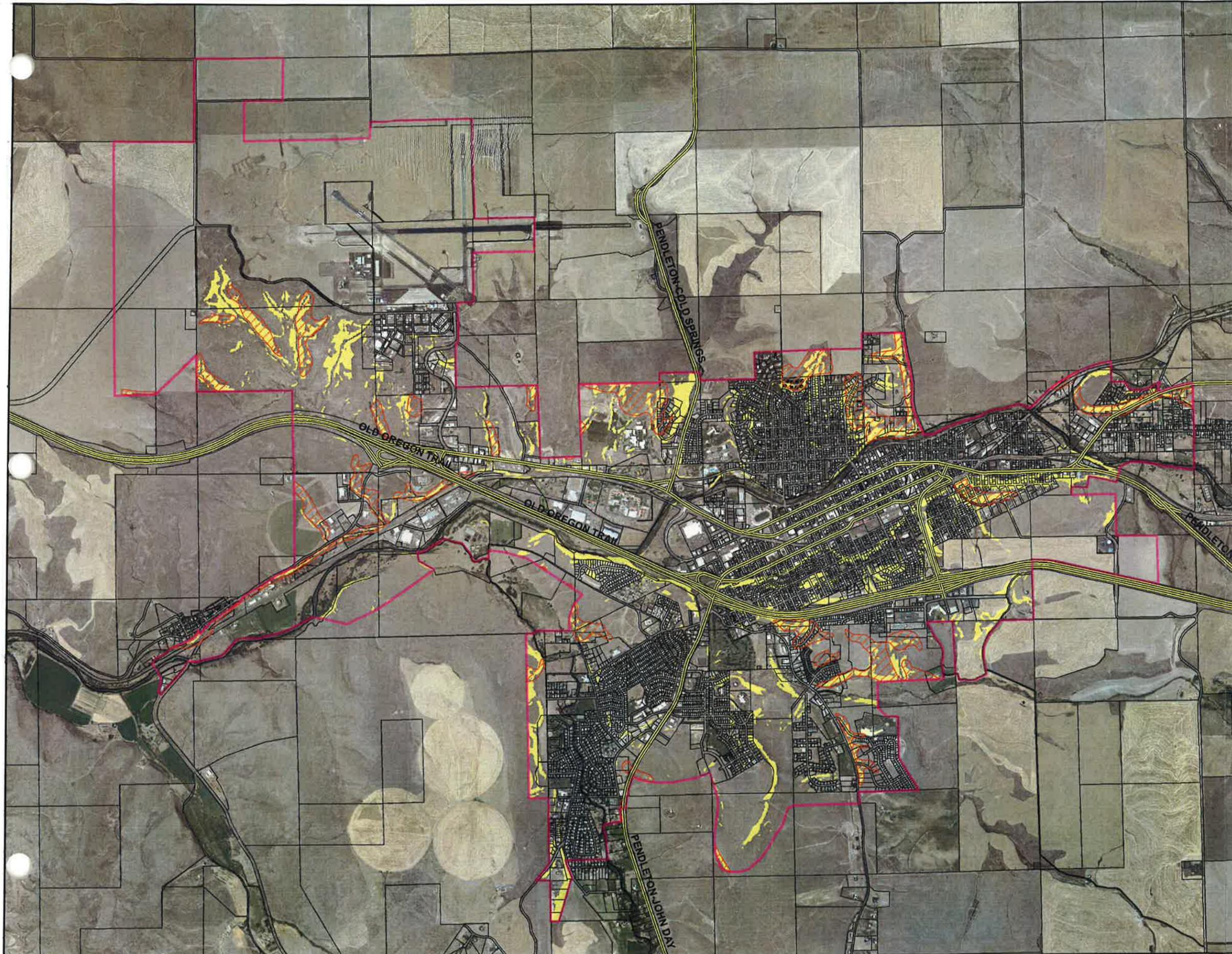
OAR 660-02400040(8)(d) If a local government allows manufactured dwelling parks required by ORS 197.475 to 197.490 (sic) in all areas planned and zoned for a residential density of six to 12 units per acre, a separate estimate of the need for manufactured dwelling parks is not required.

ORS 197.480: (1) Each city and county governing body shall provide, in accordance with urban growth management agreements, for mobile home or manufactured dwelling parks as an allowed use, by July 1, 1990, or by the next periodic review after January 1, 1988, whichever comes first: (a) By zoning ordinance and by comprehensive plan designation on buildable lands within urban growth boundaries; and (b) In areas planned and zoned for a residential density of six to 12 units per acre sufficient to accommodate the need established pursuant to subsections (2) and (3) of this section. * * *



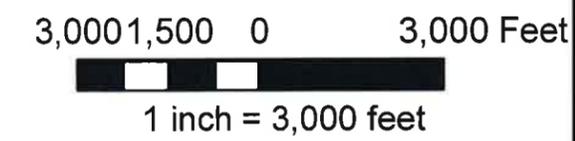
City of Pendleton
Periodic Review
April 2011

Map C-1: High Bedrock and Steep Slopes



Legend

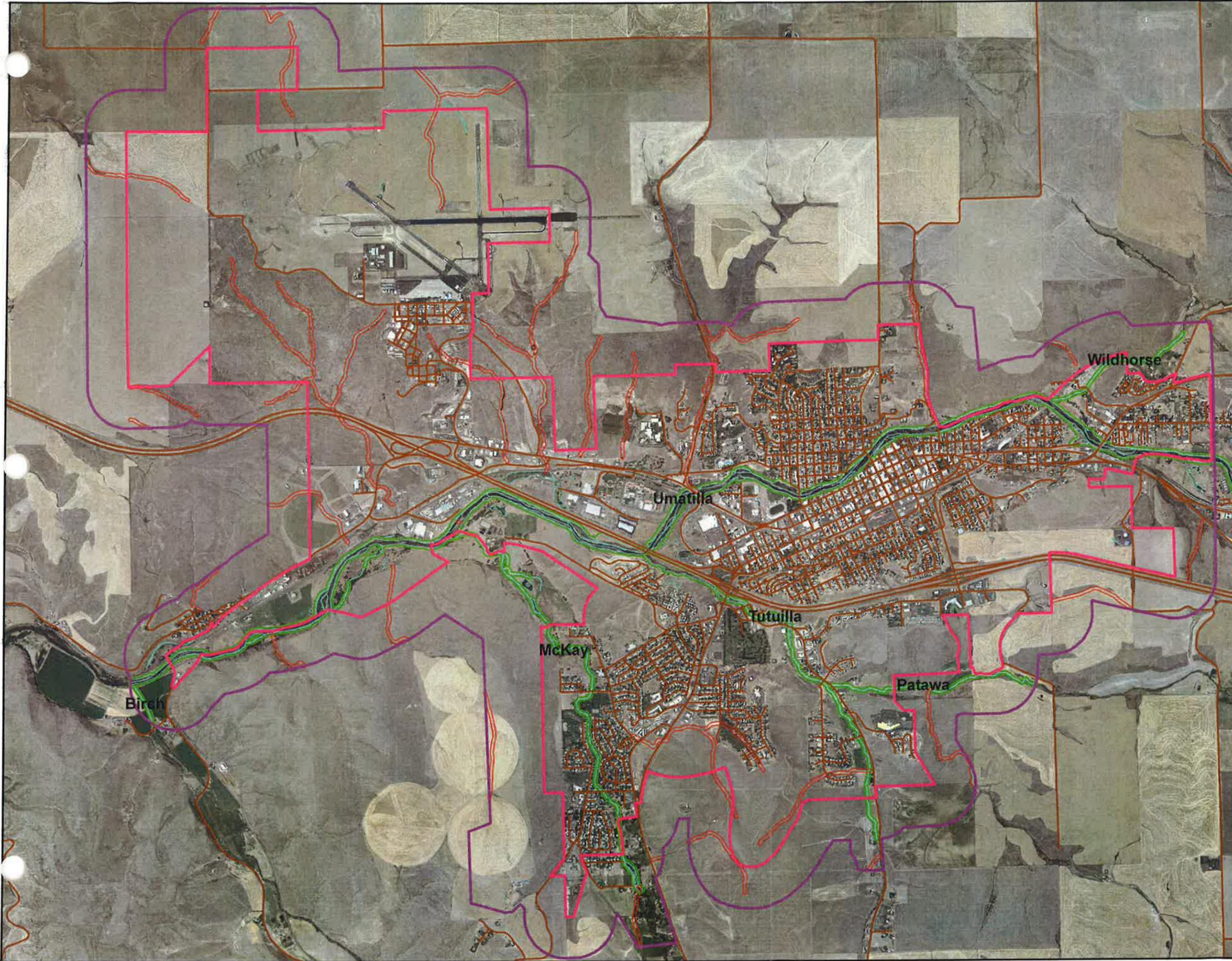
- UGB
- Highways
- High Bedrock Soils UGB
- Parcels
- Slopes 25%+ UGB



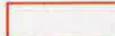


City of Pendleton
Periodic Review
April 2011

Map C-2: Riparian Corridors, Potential Wetlands and Wildlife Habitat Areas



Legend

-  Study Area Rev
-  UGB
-  streets
-  Flash Flood / Habitat Buffer
-  Riparian Areas
-  State Wetlands

3,000 1,500 0 3,000 Feet



1 inch = 3,000 feet

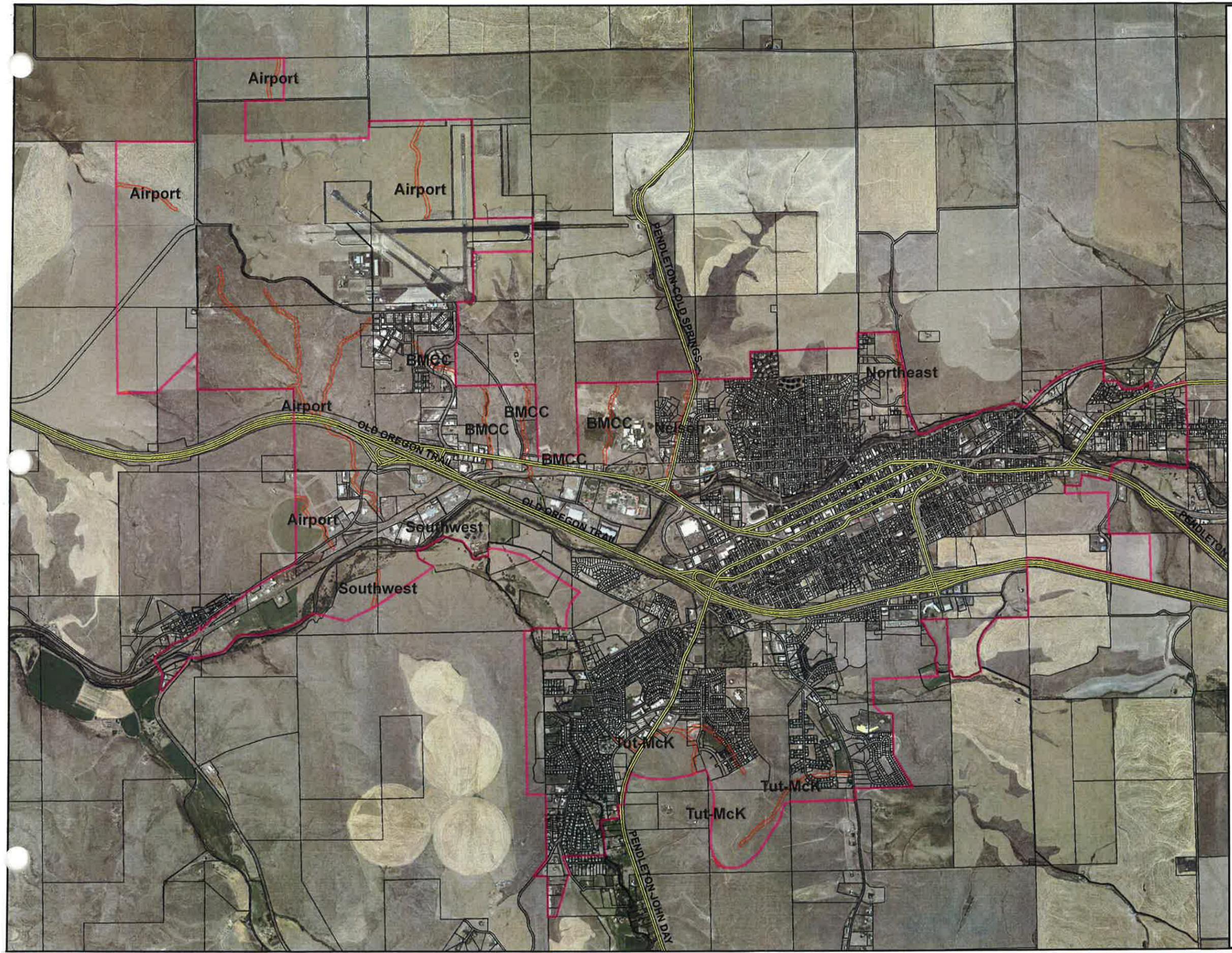


WINTERBROOK PLANNING
Community, Resource, Planning



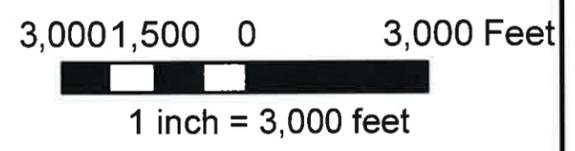
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Map C-2a: Intermittent Streams / Wildlife Movement Corridors



Legend

- UGB
- Highways
- Parcels
- Flash Flood / Habitat





City of Pendleton
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Map C-3: Intermittent Streams, Steep Slopes, Floodplain and Flash Flood Hazard

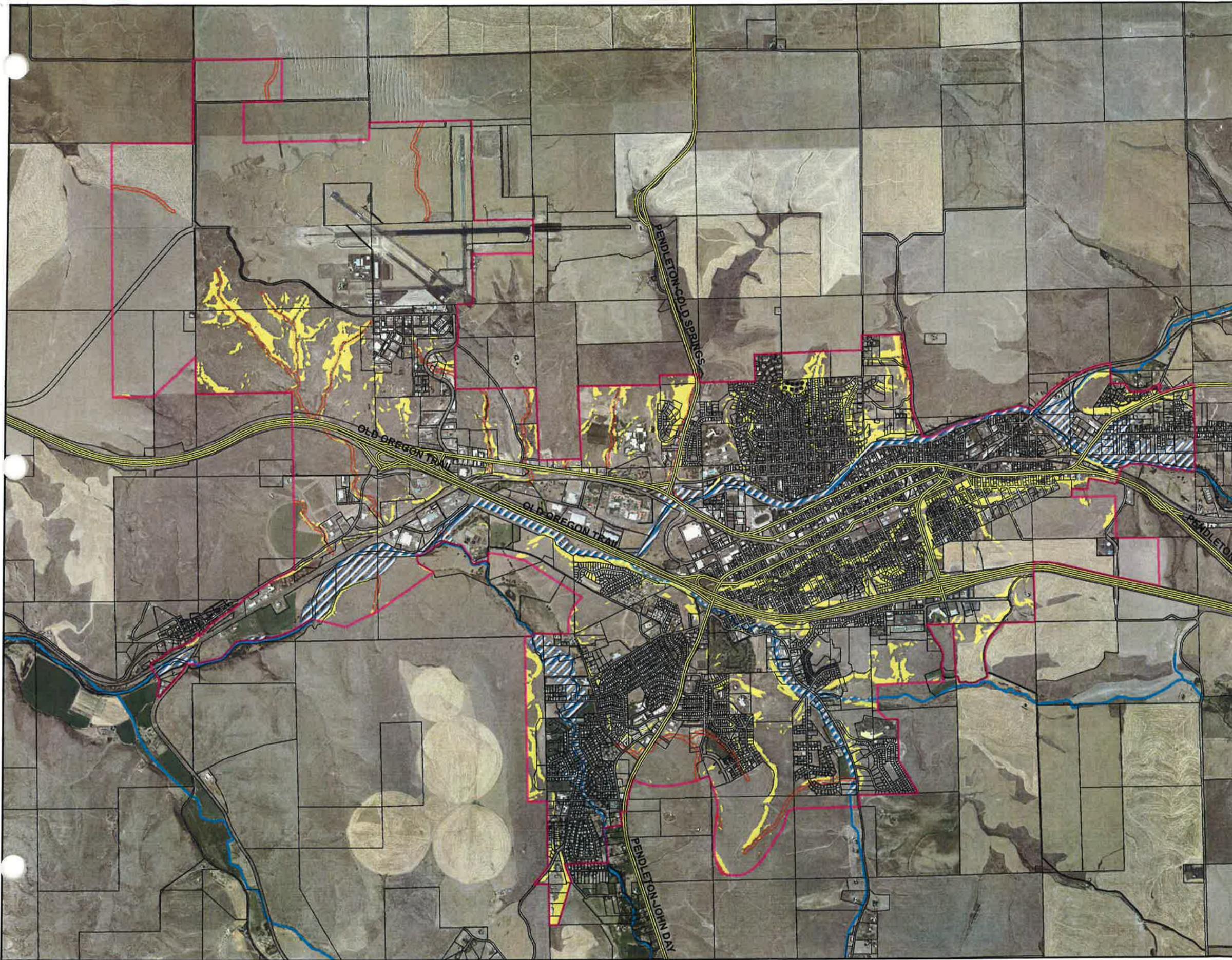
Legend

- UGB
- Highways
- Parcels
- Slopes 25%+ UGB
- Flash Flood / Habitat UGB
- Floodplain UGB
- Fish Bearing Streams

3,000 1,500 0 3,000 Feet
1 inch = 3,000 feet



WINTERBROOK PLANNING
Community, Resource, Planning



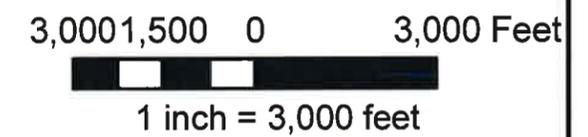


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April 2011

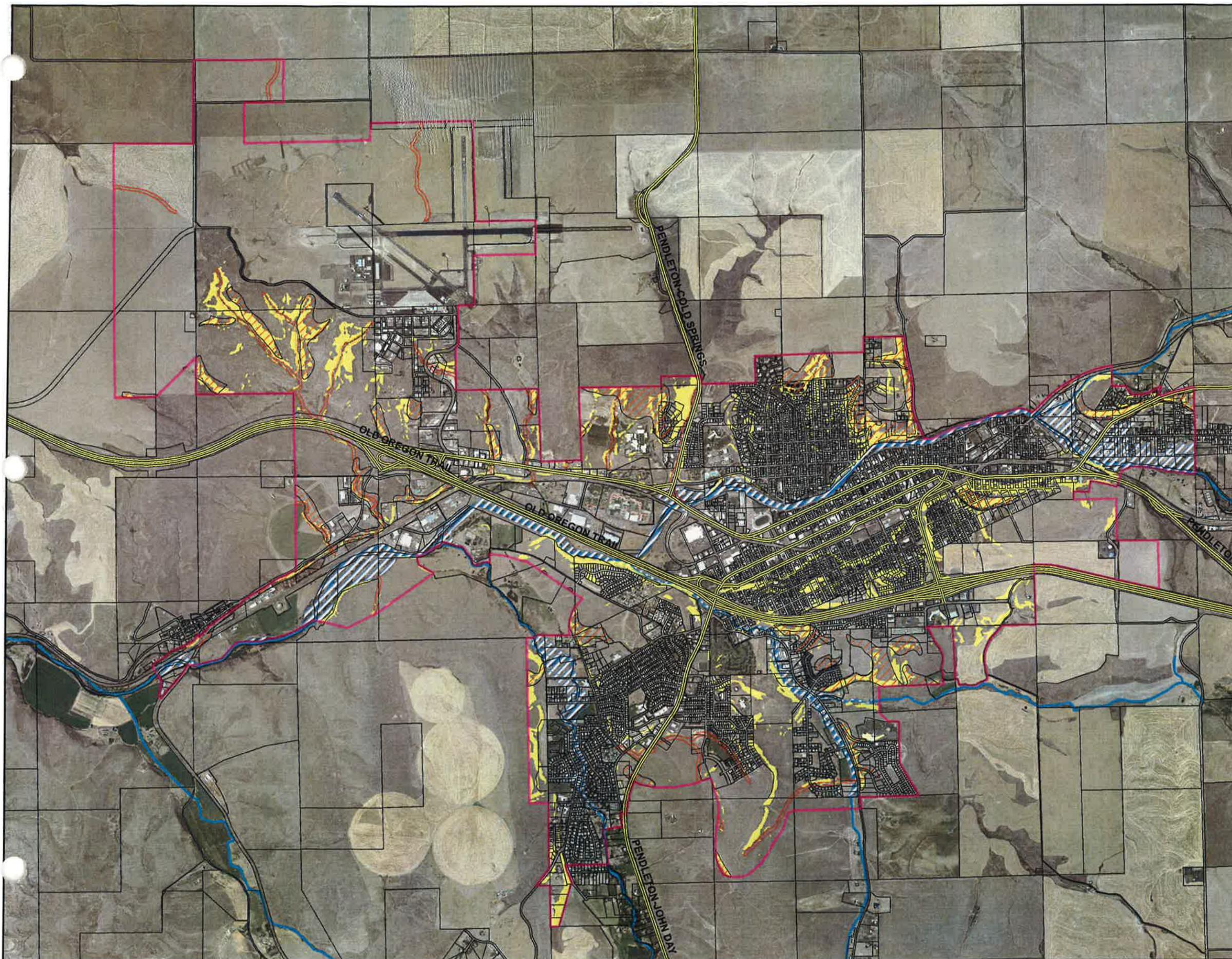
**Map C-4:
Natural Features**

Legend

- UGB
- Highways
- High Bedrock Soils UGB
- Parcels
- Slopes 25%+ UGB
- Flash Flood / Habitat UGB
- Floodplain UGB
- Fish Bearing Streams



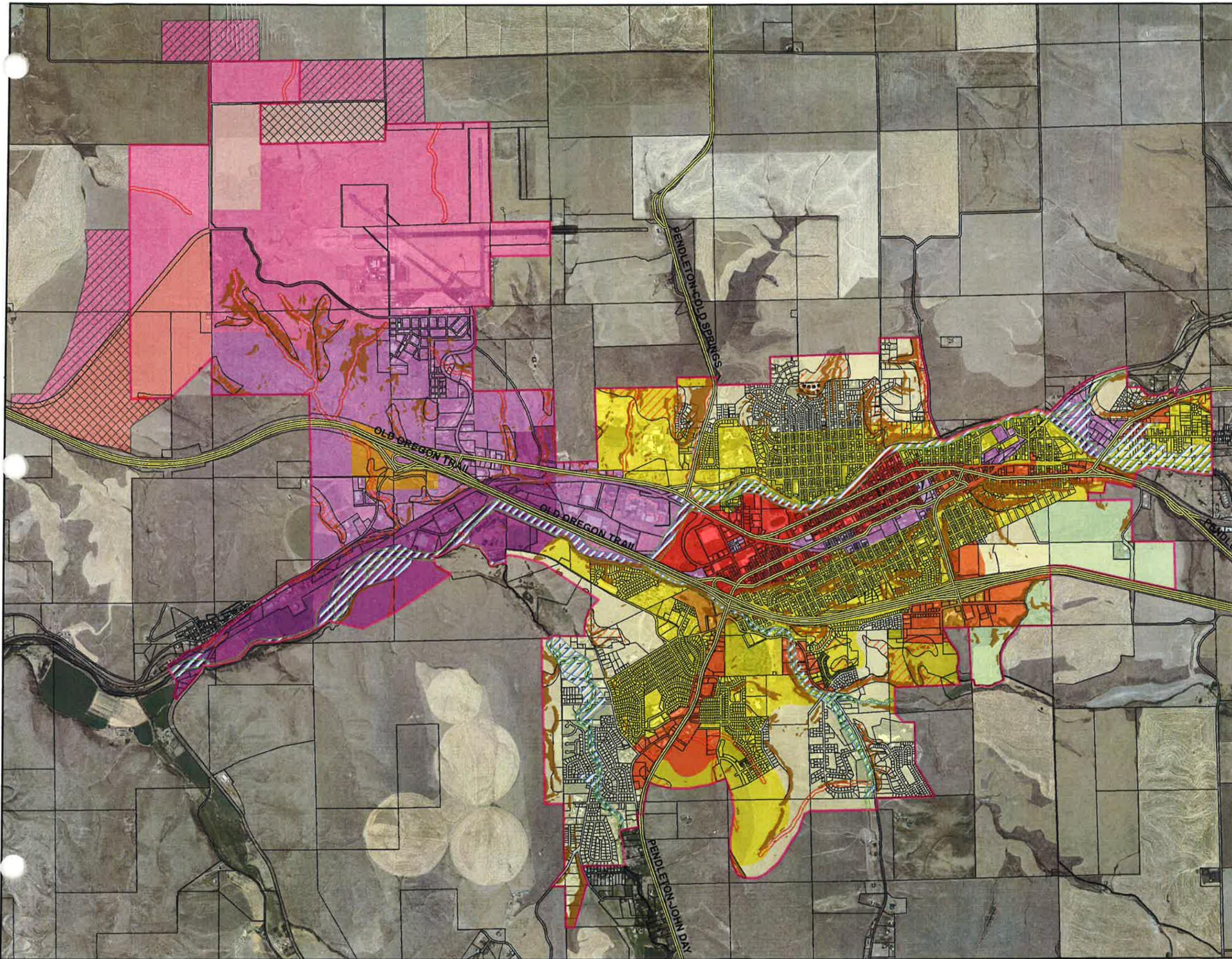
WINTERBROOK PLANNING
Community, Resource, Planning



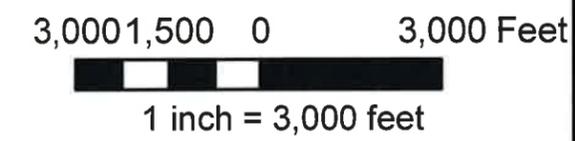


City of Pendleton
Periodic Review
April 2011

Map C-4.1: Natural Features and Comprehensive Plan



Legend	
UGB	Comprehensive Plan Designation
Highways	Unknown
High Bedrock Soils UGB	Airport Industrial
Riparian Areas	Airport IRA
Flash Flood / Habitat UGB	Business Park
Slopes 25%+ UGB	Business Park IRA
Floodplain UGB	Regional Distribution
Parcels	Regional Distribution IRA
	General Commercial
	Service Commercial
	Tourist Commercial
	Light Industrial
	Heavy Industrial
	Low Density Residential
	Medium Density Residential
	High Density Residential
	Develop_high_br



Ordinance 3836 (Exhibit F)

Opportunity Area & Central Mixed Use Zoning Ordinance Amendments

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Note to reader:

Proposed Zoning Ordinance amendments are presented in legislative format. **Bold font indicates proposed new text.** ~~Lined through font indicates text proposed for removal from the existing ordinance.~~ The proposed Zoning Ordinance amendments are intended to implement the proposed Central Mixed Use, Residential Opportunity Area and Mixed Use Opportunity Area Comprehensive Plan designations and policies.

Section 5. Subdistricts

Subdistricts and their accompanying regulations shall apply in addition to the regulations of the basic zone. If a conflict in regulations or standards occurs between the land use zone and an overlay zoning subdistrict, the provisions of the subdistrict shall take precedence. Subdistricts shall be designated by adding the following suffixes to the symbol of the parent zone:

<u>Subdistrict</u>	<u>Suffix</u>
Airport Hazard	AHZ
Flood Hazard	F-H
Prison/Hospital Industrial	P/HIS
Airport Industrial	AI
Business Park	BP
Regional Distribution Center	RDC
Class A Manufactured Housing	MHA
Class B Manufactured Housing	MHB
Historic Conservation	HC
Mixed Use Development	MXD
Opportunity Area	OA
Planned Unit Development	PUD
Umatilla River	U-R
Riparian Corridor and Wetland	RCW
Limited Use Development	L-U

ARTICLE IV. RESIDENTIAL ZONES

This Article describes the purpose, land use and locational standards for the Low Density, Medium Density and High Density Residential zones. However, in designated Opportunity Areas, the residential purpose, land use and locational standards found in Sections 13 - 21 of this Article may be modified by a Master Development Plan (MDP) approved by the Planning Commission pursuant to Article XV Opportunity Area Subdistrict.

LOW DENSITY RESIDENTIAL ZONE (R-1)

SECTION 13. DESCRIPTION AND PURPOSE. To provide for the transition of large, sparsely settled areas from rural or agricultural characteristics to urban one-family residential use and to provide areas where a partial agricultural atmosphere is retained. **Within a designated Opportunity Area, land within the R-1 zone is suitable for the range of urban land uses authorized by a Master Development Plan approved by the City pursuant to Article XV Opportunity Area Subdistrict.**

SECTION 14. USES PERMITTED OUTRIGHT. In a Low Density Residential Zone R-1, the following uses and their accessory uses are permitted outright:

- A. City Park;
- B. Condominium;
- B. Dwelling, duplex; or two single family dwellings on a minimum lot size of 6,000 square feet (subject to the provisions of Section 22), provided the distance between principal buildings is a minimum of ten feet;
- C. Dwelling, single family (attached or detached);
- D. Keeping of livestock (except swine), fowl, rabbit and bees primarily for personal, noncommercial use, provided that:
 - (1) in the case of livestock, it shall be kept in an enclosure having a minimum area of 2,500 square feet for each animal kept therein.
 - (2) in the case of rabbits or other like animals or fowl, animals or fowl shall be kept in an enclosure having not less than fifteen (15) square feet for each animal or fowl.
 - (3) in any event no structure, building, corral, or enclosure erected or maintained for purposes of keeping livestock, rabbits or fowl shall be located within one hundred (100') feet of a dwelling, school, church, hospital, public playground or public building;
- E. Manufactured Home, Class A, provided that it is located within a Class A or Class B Manufactured Housing Subdistrict, and Class B, provided that it is located within a Class B Manufactured Housing Subdistrict, both subject to the requirements of Sections 31 and 32 of this Ordinance.
- F. Residential Homes and Residential Facilities;
- G. Townhouse.
- H. **Within a designated Residential or Mixed Use Opportunity Area, conditional uses listed in Section 15 shall be permitted when authorized by an approved Master Development Plan.**
- I. **Within a designated Mixed Use Opportunity Area, other urban uses shall be permitted when authorized by an approved Master Development Plan.**

(Section 14, as amended by Ord No. 3276, passed September 27, 1983; Ord No. 3363, passed March 3, 1987; Ord No. 3440, passed March 20, 1990; Ord No. 3453, passed February 20, 1991; Ord No. 3494, passed December 7, 1993; Ord No. 3592, passed January 19, 1999; and Ord 3835, passed ___ 2013).

SECTION 15. CONDITIONAL USES PERMITTED. In a Low Density Residential (R-1) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance:

- A. Agricultural Production and Services (SIC Major Groups 01 - 07);
- B. Animal Clinic, Kennel, or Hospital;
- C. Cemetery;
- D. Church;
- E. Day Nursery, Social Services (SIC Major Group 83);

- F. Dwelling, multi-family, provided that (1) Housing development shall not exceed ~~more than~~ nine (9) dwelling units per gross acre; and **(2) City development standards are met.** ~~The primary access shall be via a street that is improved or will be improved to City standards prior to occupancy of any unit, unless otherwise approved by the Planning Commission;~~
- ~~(3) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm water to serve the development shall be totally at the expense of the developer and consistent with applicable City policies and ordinances;~~
- ~~(4) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~
- ~~(5) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirements of Sections 119-121 of this Ordinance) prior to issuance of a building permit;~~
- ~~(6) An agreement, recorded by the property owner, shall be instituted that will prohibit the parcel of land approved for multi-family use under this Section from being further developed or subdivided for purposes of sale or building development. Lands left undeveloped or in open space shall be maintained by the property owner so as not to conflict with the provisions of Ordinance No. 2422 (Section 16 and other applicable sections);~~
- G. Governmental structure or land use, public and semi-public use; or structures, including, but not limited to: SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;
- H. Home occupation; as provided in Section 29 of this Ordinance;
- I. Hospital and Health Care Facility, SIC Groups 805 and 806;
- J. Light Industrial Uses (SIC Major Groups 25, 27, 36, 38, and 39, and SIC Groups 205, and 357);
- K. Manufactured Home Park, Manufactured Home Subdivision, Vacation Trailer Parks (Individual Conditional Use permits not required for each unit within approved parks or subdivisions);
- L. Neighborhood Commercial, see Article V, Section 28, for details;
- M. Schools and Colleges (SIC Major Group 82);
- N. Transportation and Communication Facilities (SIC Major Groups 40, 4221, 4225, 45, 46, 4783, 48 and 49).

(Section 15, as amended by Ord No. 3276, passed September 27, 1983; Ord No. 3278, passed November 22, 1983; Ord No. 3363, passed March 3, 1987; Ord No. 3440, passed March 20, 1990; Ord No. 3453, passed February 20, 1991; and Ord No. 3570, passed October 21, 1997; and Ord 3835, passed ___ 2013.)

MEDIUM DENSITY RESIDENTIAL ZONE (R-2)

SECTION 16. DESCRIPTION AND PURPOSE. To provide for land areas to be used predominately for dwellings of varying types within a moderate density range, together with related uses.

- A. Within the Central Mixed Use Plan Designation, the R-2 zone also provides opportunities for adaptive re-use of historic structures and for expansion of existing commercial and light industrial uses.
- B. Within a designated Opportunity Area, land within the R-2 zone is suitable for the range of urban land uses authorized by a Master Development Plan approved by the City pursuant to Article XV Opportunity Area Subdistrict.

SECTION 17. USES PERMITTED OUTRIGHT. In a Medium Density Residential (R-2) zone, the following uses and their accessory uses are permitted:

- A. City Park;
- ~~B. Condominium;~~
- B. Dwelling, duplex; or two single family dwellings on a minimum lot size of 5,000 square feet (subject to the provisions of Section 22), provided the distance between principal buildings is a minimum of ten feet.
- C. Dwelling, single family (attached or detached);
- D. Manufactured Home, Class A provided that it is located within a Class A or Class B Manufactured Housing Subdistrict, and Class B, provided that it is located within a Class B Manufactured Housing Subdistrict, both subject to the requirements of Sections 31 and 32 of this Ordinance.
- E. Residential Homes and Residential Facilities;
- F. Townhouse;
- G. Manufactured Home Park, Manufactured Home Subdivision, Vacation Trailer Parks.
- H. Within the Central Mixed Use Plan Designation, adaptive commercial or industrial re-use of an historic structure if approved by the Historic Preservation Commission.
- I. Within a designated Residential or Mixed Use Opportunity Area, conditional uses listed in Section 18 shall be permitted when authorized by an approved Master Development Plan.
- J. Within a designated Mixed Use Opportunity Area, other urban uses shall be permitted when authorized by an approved Master Development Plan.

(Section 17, as amended by Ord No. 3363, passed March 3, 1987; Ord No. 3440, passed March 20, 1990; Ord No. 3453, passed February 20, 1991; Ord No. 3494, passed December 7, 1993; Ord No. 3592, passed January 19, 1999; Ord 3814 passed September 20, 2011; and by Ord 3835, passed ___ 2013).

SECTION 18. CONDITIONAL USES PERMITTED. In a Medium Density Residential (R-2) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance:

- A. Cemetery;
- B. Church;
- C. Day Nursery, Social Services (SIC Major Group 83);
- D. Dwelling, multi-family, **up 18 dwelling units per net buildable acre, subject to City development standards.** ~~subject to the condition that:~~

- ~~(1) Housing development shall not exceed more than 18 dwelling units per gross acre;~~
- ~~(2) The primary access shall be via a street that is improved or will be improved to City standards prior to occupancy of any unit, unless otherwise approved by the Planning Commission; 2011-09-20 (11) (3) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm water to serve the development shall be totally at the expense of the developer and consistent with applicable City policies and ordinances;~~
- ~~(4) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~
- ~~(5) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirements Sections 119-121 of this Ordinance) prior to issuance of a building permit;~~
- ~~(6) An agreement, recorded by the property owner, shall be instituted that will prohibit the parcel of land approved for multi-family use under this section from being further developed or subdivided for purposes of sale or building development. Lands left undeveloped or in open space shall be maintained by the property owner so as not to conflict with the provisions of Ordinance No. 2422 (Section 16 and other applicable sections);~~
- E. Governmental Structure or land use, public and semi-public use or structures, including, but not limited to: SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;
- F. Home Occupation (as provided in Section 29 of this Ordinance);
- G. Health Services (SIC Major Group 80);
- H. Within the Central Mixed Use Plan Designation, expansion of existing, lawfully established commercial or light industrial uses on the same or adjacent property;**
- J. Neighborhood Commercial, see Article V, Section 28, for details;
- K. Schools and Colleges (SIC Major Group 82);
- L. Transportation and Communication Facilities (SIC Major Groups 40, 4225, 45, 46, 48, and 49).

(Section 18, as amended by Ordinance No. 3276, passed September 27, 1983; Ord No. 3278, passed November 22, 1983; Ord No. 3363, passed March 3, 1987; Ord No. 3440, passed March 20, 1990; Ord No. 3453, passed February 20, 1991; Ord No. 3494, passed December 7, 1993; Ord No. 3570, passed October 21, 1997; and Ord No. 3615, passed January 4, 2000; Ord. 3814 passed September 20, 2011; and Ord 3835, passed ___ 2013.)

HIGH DENSITY RESIDENTIAL ZONE (R-3)

SECTION 19. DESCRIPTION AND PURPOSE. To provide for residential units, at increased densities, offering varying forms of urban living. **Zoning of land for R-3 shall be based on applicable criteria in the Comprehensive Plan.** ~~In judging the suitability of areas for high density development, it should be determined that:~~

~~A. The development has good access to arterial streets, shopping facilities, schools and major employment centers in order to provide maximum convenience for residents of the area;~~

~~B. Traffic generated by the high density development will not be required to travel through areas of lesser density en route to principal community facilities;~~
~~C. The development can be provided with municipal services at a level adequate to meet the demand for concentrated service.~~

- A. Within the Central Mixed Use Plan Designation, the R-3 zone also provides opportunities for adaptive commercial or industrial re-use of historic structures when approved by the Historic Preservation Commission.**
- B. Within designated Opportunity Areas, the R-3 zone is suitable for urban land uses authorized by a Master Development Plan approved by the City pursuant to Article XV Opportunity Area Subdistrict.**

SECTION 20. USES PERMITTED OUTRIGHT. In a High Density Residential Zone R-3, the following uses and their accessory uses are permitted outright.

- A. Boarding and lodging house;
- B. City Park;
- ~~C. Condominium;~~
- C. Dwelling, duplex; or two single family dwellings on a minimum lot size of 5,000 square feet (subject to the provisions of Section 22), provided the distance between principal buildings is a minimum of ten feet;
- D. Dwelling, multi-family, provided that: (1) Housing development shall not exceed more than 35 dwelling units per gross acre; **and (2) City development standards are met.**
- ~~(2) Accesses to the site shall be via a collector, arterial, or minor street (as designated in the Comprehensive Plan) that is improved or will be improved to City standards prior to occupancy of any unit, unless otherwise approved by the Planning Commission;~~
- ~~(3) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm water to serve the development shall be totally at the expense of the developer, and consistent with applicable City policies and ordinances;~~
- ~~(4) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~
- ~~(5) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirements of Sections 119-121 of this Ordinance) prior to issuance of a building permit;~~
- E. Residential Home and Residential Facility;
- F. Townhouse;
- G. Within the Central Mixed Use Plan Designation, adaptive commercial or industrial re-use of historic structures if approved by the Historic Preservation Commission;**
- H. Within a designated Residential or Mixed Use Opportunity Area, conditional uses listed in Section 18 shall be permitted when authorized by an approved Master Development Plan.**

I. Within a designated Mixed Use Opportunity Area, other urban uses shall be permitted when authorized by an approved Master Development Plan.

(Section 20, as amended by Ord No. 3440, passed March 20, 1990; Ord No. 3453, passed February 20, 1991; and Ord No. 3592, passed January 19, 1999; and Ord 3835, passed ___ 2013.)

SECTION 21. CONDITIONAL USES PERMITTED. In a High Density Residential (R-3) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance.

- A. Church; (12) 2011-09-20
- B. Day Nursery, Social Services (SIC Major Group 83);
- C. Governmental Structure or Land Use, public and semi-public use or structures, including, but not limited to SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;
- D. Home Occupation (as provided in Section 29 of this Ordinance);
- E. Health Services (SIC Major Group 80);
- F. Lodge, private club (SIC Group 864);
- G. Neighborhood Commercial, see Article V, Section 28, for details;
- H. Schools and colleges (SIC Major Group 82);
- I. Transportation and Communication Facilities (SIC Major Groups 40, 4225, 45, 46, 48, and 49).
- J. Business and professional services (SIC Major Groups 73, 81, 87 and 89).
- K. Within the Central Mixed Use Plan Designation, expansion of existing, lawfully established commercial or light industrial uses on the same or adjacent property.**

ARTICLE V. GENERAL PROVISIONS FOR RESIDENTIAL ZONES

This Article sets forth development standards that apply within Residential zones. However, in designated Opportunity Areas, the dimensional standards of Sections 22 – 25 may be modified by an approved Master Development Plan (MDP) pursuant to Article XV Opportunity Area Subdistrict.

* * *

ARTICLE VI. COMMERCIAL ZONES

This Article describes the purpose, land use and locational standards for Commercial zones. However, in designated Opportunity Areas, the purpose, land use and dimensional standards found in Sections 34 – 42 of this Article may be modified by a Master Development Plan (MDP) approved by the City pursuant to Article XV Opportunity Area Subdistrict.

CENTRAL MIXED USE COMMERCIAL ZONE (C-MU)

SECTION 34. DESCRIPTION AND PURPOSE. To provide for land areas and uses that preserve and enhance the City's core area and historic structures, within which will occur the greatest concentration of retail, and business, government and residential activity.

SECTION 35. USES PERMITTED OUTRIGHT. In the Central Mixed Use Commercial (CMU) zone, the following uses and their accessory uses are permitted outright provided that the gross floor area of the proposed building is less than 25,000 square feet, except as provided in Section 45 of this Ordinance.

- A. Automobile and vehicle dealers, repairs, services, and service stations (SIC Major Groups 55, and 75, except 752), except within the "Central Area Parking District";
- B. Business and Personal Service (SIC Major Groups 472, 72, 73, 76 (except 769), and 89);
- C. Commercial Amusement and Recreation (SIC Major Groups 78 and 79);
- D. Communication Facilities (SIC Major Group 48);
- E. Residential uses **subject to City development standards.** (including Class A and Class B Manufactured Homes), and residential facilities. **There is no maximum density, provided that: (1) one parking space per unit is provided within 250 feet of a public building entrance; and (2) for new construction, 10% of the site is reserved for accessible and usable open space.**
~~outside the "Central Area Parking District," subject to the condition that:~~
 - ~~(1) Housing development shall not exceed more than 160 dwelling units per gross acre;~~
 - ~~(2) Primary access shall be via a collector or arterial street (as designated in the Comprehensive Plan) that is improved or will be improved to City standards prior to occupancy of any unit, unless otherwise approved by the Planning Commission;~~
 - ~~(3) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm sewer to serve the development shall be totally at the expense of the developer and consistent with applicable City policies and ordinances;~~
 - ~~(4) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~
 - ~~(5) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirements of Sections 119-121 of this Ordinance) prior to issuance of a building permit. One (1) off-street parking space per residential unit shall be required; said spaces being located no more than 250 feet from the building they serve. All private off-street parking locations shall be approved by the Planning Commission;~~
- F. Residential uses (including Class A and Class B Manufactured Homes) or residential facility within the "Central Area Parking district", but does not occupy space on the ground floor;
- F. Eating and Drinking Establishments, Food Stores (SIC Major Groups 54 and 58);

- G. Financial, Law, Insurance, and Real Estate Offices (SIC Major Groups 60, 61, 62, 63, 64, 65, 67, and 81); 2011-09-20 (19)
- H. General Retail (SIC Major Groups 53, 56, 57, 59 (except 598), and Groups 523 and 525);
 - i. Governmental, public or semi-public use or structure--including, but not limited to: (SIC Major Groups 43, 91, 92, 93, 94, 95, 96, and 97);
 - j. Health, **Educational and Social Services** (SIC Major Group 80, **82 and 83** except 806);
- K. Hotels, Boarding and Rooming Houses (SIC Major Group 70, except 703);
- L. Membership Organizations (SIC Major Group 86);
- M. Parking Area and garage, public or private (SIC Group 752);
- N. Printing and Publishing (SIC Major Group 27);
- O. Transit Facilities (SIC Major Group 41).
- P. Museums & Art Galleries (SIC Major Group 841, Code 8412)
- Q. Leather work and fabrication of an artisanal nature, including but not limited to:
 - (1) Leather and Sheep Lined Clothing (SIC 2386)
 - (2) Leather and Leather Products (SIC Group 31; not including 311/3111, Leather Tanning and Finishing)
 - (3) Saddles, tack and related products
- R. Brewpubs
- S. Breweries and wineries, with a production volume of less than 50,000 gallons per year, provided a tasting room is open to the public on a regular basis.
- T. Distilleries with a production volume of less than 12,000 gallons per year.

U. Animal Clinics, Kennels and Hospitals within fully enclosed facilities.

(Section 35, as amended by Ord No. 3440, passed March 20, 1990, Ord No. 3652, passed September 4, 2001, and Ord No. 3657, passed January 15, 2002; Ord No. 3776, passed September 16, 2008; and Ord No. 3792, passed February 7, 2009; and Ord 3835, passed ___ 2013.)

SECTION 36. CONDITIONAL USES PERMITTED. In the Central Mixed Use Commercial (CMU) zone, **any permitted use with a gross floor area of more than 25,000 square feet and** the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance:

- A. Automobile and vehicle dealers, repairs, services, and service stations (SIC Major Groups 55 and 75, except 752); within the "Central Area Parking District."
- B. Building materials, retail (SIC Major Group 52, except 523 and 525);
- C. City Park;
- D. Contractors (SIC Major Groups 15 and 17);
- E. Dwelling, caretaker or manager only;
- ~~F. Residential uses (including Class A and Class B Manufactured Homes) within the Central Parking District, or residential facility, subject to the condition that:~~
 - ~~(1) Housing development shall not exceed more than one hundred sixty (160) dwelling units per gross acre;~~
 - ~~(2) The use does not occupy space above a permitted ground floor use;~~
 - ~~(3) Primary access shall be via a collector or arterial street (as designated in the Comprehensive Plan) that is improved or will be improved to City standards prior to occupancy of any unit, unless approved by the Planning Commission;~~

~~(4) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use approved by the Planning Commission (subject to the requirements of Sections 119-121 of this Ordinance) prior to issuance of a building permit. One (1) off-street parking space per residential unit shall be required; said spaces being located no more than 250 feet from the building they serve. All private off-street parking locations shall be approved by the Planning Commission;~~

~~G. Educational Services (SIC Major Group 82);~~

F. Hospitals (SIC Major Group 806)

G. Zoos (SIC 8422) and **Animal clinics, kennels and hospitals utilizing outdoor areas for surgery, holding and/or boarding'**

~~J. Social Service Organizations (SIC Major Group 83);~~

H. Transportation Services (SIC Major Group 40, 42, 4783, 49).

I. Breweries and wineries, with a production volume of more than 50,000 gallons per year, provided a tasting room is open to the public on a regular basis.

J. Distilleries with a production volume of more than 12,000 gallons per year.

K. Within the Central Mixed Use Plan Designation, expansion of existing, lawfully established light industrial uses on the same or adjacent property.

(Section 36, as amended by Ord No. 3440, passed March 20, 1990, Ord No. 3652, passed September 4, 2001, Ord No. 3657, passed January 15, 2002, Ord No. 3704, passed June 15, 2004; Ord No. 3776, passed September 16, 2008; Ord No. 3792, passed February 7, 2009; and Ord 3835, passed ___ 2013.)

SERVICE COMMERCIAL ZONE (C-3)

SECTION 40. DESCRIPTION AND PURPOSE. To provide areas for retail and service uses, and housing opportunities which that are accessible to the entire community.

SECTION 41. USES PERMITTED OUTRIGHT. In a Service Commercial (C-3) zone, the following uses and their accessory uses are permitted outright, except as provided in Section 45 of this Ordinance:

- A. Auto Repair, Services, and Garages (SIC Major Groups 50 and 75);
- B. Business and Personal Services (SIC Major Groups 472, 72, 73, 76 except 769, and 89);
- C. Commercial Amusement and Recreation (SIC Major Groups 78 and 79);
- D. Contractors (SIC Major Groups 15 and 17);
- E. Dwelling, multi-family, or residential facility, subject to **City development standards. The maximum density shall be 80 dwelling units per net buildable acre provided that: (1) One parking space per unit is provided within 250 feet of a public building entrance; and (2) For new construction, 10% of the site is reserved for accessible and usable open space.**
the condition that:

~~(1) Housing development shall not exceed eighty (80) dwelling units per gross acre;~~

~~(2) The use occupies space above a permitted ground floor use;~~

~~(3) The primary access shall be via a collector or arterial street (as designated in the Comprehensive Plan) that is improved or will be improved to City standards prior to occupancy of any unit, unless approved by the Planning Commission;~~

~~(4) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm sewer to serve the development shall be totally at the expense of the developer and consistent with applicable City policies and ordinances;~~

~~(5) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~

~~(6) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirements of Sections 119-121 of this Ordinance) prior to issuance of a building permit. One (1) off-street parking space per residential unit shall be required; said spaces being located no more than 250 feet from the building they serve. All private off-street parking locations shall be approved by the Planning Commission;~~

- F. Eating Establishment and Food Stores (SIC Major Group 54 and 5812);
- G. Financial, Law, Insurance, and Real Estate Offices (SIC Major Groups 60, 61, 62, 63, 64, 65, 66, 67, and 81);
- H. General Retail (SIC Major Groups 52, 53, 55 except 554, 56, 57, and 59 except 598);
- I. Health Services (SIC Major Group 80 except 806);
- J. Transit Facilities (SIC Major Group 41)
- K. Communication Facilities (SIC Major Group 48);**
- L. Drinking Establishments (SIC code 5813);**
- M. Dwelling, caretaker or manager only;**
- N. Educational Services (SIC Major Group 82);**
- O. Governmental, public or semi-public use or structures--including, but not limited to: SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;**
- P. Hospitals (SIC 806);**
- Q. Hotels, Motels, Mobile Home Parks, other lodging (SIC Group 70);**
- R. Membership Organizations (SIC Major Group 86);**
- S. Museums, Art Galleries, Zoos (SIC Major Group 84);**
- T. Printing and publishing (SIC Major Group 27);**
- U. Railroad Facilities (SIC Major Group 40);**
- V. Service Station (SIC Group 554);**
- W. Social Service Organizations (SIC Major Group 83);**

X. Transportation Service (SIC Major Groups 47, except 472, and 49);

(Section 41, as amended by Ord No. 3440, passed March 20, 1990, Ord No. 3657, passed January 15, 2002.; and Ord 3835, passed ___ 2013.)

SECTION 42. CONDITIONAL USES PERMITTED. In the Service Commercial (C-3) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance:

~~A. Communication Facilities (SIC Major Group 48);~~

~~B. Drinking Establishments (SIC code 5813);~~

~~C. Dwelling, caretaker or manager only;~~

~~D. Dwelling, multi-family, or residential facility, subject to the condition that:~~

~~(1) Housing development shall not exceed eighty (80) dwelling units per gross acre;~~

~~(2) The use does not occupy space above a permitted ground floor use;~~

~~(3) The primary access shall be via a collector or arterial street (as designated in the Comprehensive Plan) that is improved or will be improved to City standards prior to occupancy of any unit, unless otherwise approved by the Planning Commission;~~

~~(4) Public facilities and services are available to the site and are deemed adequate by the City to meet the requirements of this use. Any extension or oversizing of sewer/water and/or storm sewer to serve the development shall be totally at the expense of the developer and consistent with applicable City policies and ordinances;~~

~~(5) That a sum be paid (for parks and recreation purposes) in accordance with the Subdivision Ordinance prior to issuance of a building permit;~~

~~(6) A site plan (indicating vehicular access and movement, parking, landscaping and fencing or buffering) shall be submitted to and approved by the Planning Commission (subject to the requirement of Sections 119-121 of this Ordinance) prior to issuance of a building permit. One (1) off street parking space per residential unit shall be required; said spaces being located no more than 250 feet from the building they serve. All private off street parking locations shall be approved by the Planning Commission;~~

~~E. Educational Services (SIC Major Group 82);~~

~~F. Governmental, public or semi-public use or structures including, but not limited to: SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;~~

~~G. Hospitals (SIC 806);~~

~~H. Hotels, Motels, Mobile Home Parks, other lodging (SIC Group 70);~~

~~I. Membership Organizations (SIC Major Group 86);~~

~~J. Museums, Art Galleries, Zoos (SIC Major Group 84);~~

~~K. Printing and publishing (SIC Major Group 27);~~

~~L. Railroad Facilities (SIC Major Group 40);~~

~~M. Service Station (SIC Group 554);~~

- ~~N. Social Service Organizations (SIC Major Group 83);~~
- ~~O. Transportation Service (SIC Major Groups 47, except 472, and 49);~~
- A. Warehousing, motor freight (SIC Major Group 42).
- B. Within the Central Mixed Use Plan Designation, expansion of existing, lawfully any established light industrial use on the same or adjacent property.**

(Section 42, as amended by Ord No. 3276, passed September 27, 1983; and Ord No. 3440, passed March 20, 1990, Ord No. 3657, passed January 15, 2002; and Ord 3835, passed ___ 2013.)

* * *

SECTION 45. LOT COVERAGE. There shall be no maximum lot coverage regulations for commercial zones; however, **new residential buildings in commercial zones shall provide at least 10% of the building site as accessible open space and meet applicable parking standards. The 10% open space standard does not apply to redevelopment of existing or historic structures if on-site space is not available.** ~~the construction of any commercial building over 25,000 square feet shall require authorization by the Planning Commission under the conditional use provisions of Sections 131-137 of this Ordinance, even if the use is permitted outright.~~

ARTICLE VIII. INDUSTRIAL ZONES

This Article describes the purpose, land use and locational standards for the Industrial zones. However, in designated Opportunity Areas, the purpose, land use and dimensional standards found in Sections 51 – 53 of this Article related to the Light Industrial Zone may be modified by an approved Master Development Plan (MDP) pursuant to Article XV Opportunity Area Subdistrict.

LIGHT INDUSTRIAL ZONE (M-1)

SECTION 51. DESCRIPTION AND PURPOSE. Except as modified in Sections 58-60, to provide, enhance and protect areas to accommodate a wide range of manufacturing and allied uses that need generally flat topography and easy access to arterials and internodal shipping facilities, and to reserve industrial sites near the airport for specific employment uses identified in the Pendleton Economic Opportunities Analysis (EOA).

- A. Within the Central Mixed Use Plan Designation, the M-1 zone may also provide opportunities for adaptive re-use of historic structures and for expansion of existing, lawfully-established commercial and residential uses.**

B. Within designated Mixed Use Opportunity Areas, M-1 land with an approved Master Development Plan is suitable for land uses allowed in other zones within that Opportunity Area, where consistent with applicable Comprehensive Plan performance standards.

(Section 51, as amended by Ord No. 3760, passed October 16, 2007; and Ord 3835, passed ___ 2013.)

SECTION 52. USES PERMITTED OUTRIGHT. In a Light Industrial (M-1) zone, the following uses and their accessory uses are permitted outright:

- A. Air Transportation Facilities (SIC Major Group 45);
- B. Automobile and vehicle dealers, repairs, services and service stations (SIC Major Groups 55 and 75);
- C. Building Materials, retail (SIC Major Group 52);
- D. Business Services (SIC Major Groups 73 and 89);
- E. Communication Facilities (SIC Major Group 48);
- F. Contractors (SIC Major Groups 15 and 17);
- G. Light Industrial (SIC Major Groups 20 except 2077, 22, 23, 24, 26 except 261, 27, 282, 283, 284, 307, 31, 36, 37, 38 and 39);
- H. Repair Services (SIC Major Group 76);
- I. Transportation Facilities and Services (SIC Major Groups 40, 41, 42 and 47);
- J. Wholesaling (SIC Major Groups 50 and 51).
- K. Solid Waste Transfer Stations, if the solid waste transfer station: (1) Is not within 1,000 feet of an existing residential structure or residential zone, or (2) The location of the transfer station has been approved by a vote of the people approving the facility.
- L. Within the Central Mixed Use Plan Designation, expansion of existing, lawfully established residential and commercial uses on the same or adjacent property.**

(Section 52, as amended by Ord No. 3305, passed August 21, 1984; Ord No. 3363, passed March 3, 1987; Ord No. 3428, passed May 2, 1989; Ord No. 3518, passed June 20, 1995; and Ord 3835, passed ___ 2013.)

SECTION 53. CONDITIONAL USES PERMITTED. Except as modified in Sections 58-60, in a Light industrial (M-1) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of Sections 131-137 of this Ordinance:

- A. Commercial Amusement and Recreation (SIC Major Group 79);
- B. Eating and Drinking Establishments (SIC Major Group 58);
- C. Fuel and Ice Dealers (SIC Group 598);
- D. Governmental, public, or semi-public uses or structure, including, but not limited to SIC Major Groups 43, 91, 92, 93, 94, 95 and 96;
- E. Hotels, motels, other lodging (SIC Major Group 70);
- F. Junk yard, wrecking yard;
- G. Light Industrial (SIC Major Groups 281, 285, 286, 287, and 289);

- H. Mining (SIC Major Group 14);
- I. Petroleum pipeline facilities;
- J. Sanitary landfills, solid waste disposal or treatment facilities;
- K. Transportation Equipment (SIC Major Group 37);
- L. Utilities (SIC Major Group 49);
- M. Horticultural Services (SIC Groups);
- N. Social Services (SIC Major Group 83);
- O. Dwelling, Caretaker or Manager Only. This use is subject to the condition that this use not result in the application of any ordinance, charter provision, or other regulation that would limit, hinder, or prevent the continued operation of any preexisting use.
- P. Animal Clinic, Kennel, or Hospital

Section 53, as amended by Ord No. 3276, passed September 27, 1983; Ord No. 3305, passed August 21, 1984; Ord No. 3428, passed May 2, 1989; Ord No. 3518, passed June 20, 1995; Ord No. 3584, passed June 2, 1998; Ord No. 3660, passed February 5, 2002, Ord No. 3698, passed May 4, 2004, Ord No. 3706, passed May 18, 2004, Ord No. 3760, passed October 16, 2007; and Ord 3835, passed ____ 2013.)

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AIRPORT INDUSTRIAL SUBDISTRICT

SECTION 58. AIRPORT INDUSTRIAL SUBDISTRICT.

A. Purpose. The Airport Industrial Subdistrict (AI) is intended to reserve designated Light Industrial (M1) sites near the Pendleton Airport for targeted industrial users as called for in the Pendleton Comprehensive Plan (Industrial Plan Table A-AI) and the Pendleton Economic Opportunities Analysis (EOA).

B. Application. This subdistrict applies to the following sites shown on Table 58-AI below:

Table 58-AI. Airport Industrial Subdistrict Sites – Pendleton UGB

Site Name	Gross Acres	Suitable Acres	Site Need	Location / Comment
Site I-A	133	70	General Industrial	Within original UGB; City owned lease-only land north of the Barnhart Road Extension
Site I-OE (Pinkerton)	25	15	General Industrial	Within 2001 UGB; north of the Barnhart Road Extension
Pinkerton 1-N	160	106	Large Site + General Industrial	West of Stage Gulch Road, north of the Barnhart Road Extension
Miller 1-W	42	25	Large Site + General Industrial	Retain to meet general industrial needs; east of Stage Gulch Road, north of Daniel Road

C. Permitted Uses. Permitted uses allowed in the M1 Zone and listed in Section 52 also are allowed in the AI Subdistrict.

D. Conditional Uses. ~~Most~~ Conditional uses listed in the M1 zone and listed in Section 52 may be allowed in the A1 Subdistrict except: ~~commercial amusement and recreation (SIC Major Group 79); eating and drinking establishments (SIC Major Group 58); hotels, motels, other lodging (SIC Major Group 70);~~

- (1) Junk yard, wrecking yard; mining (SIC Major Group 14); and animal clinic, kennel, or hospital **are not allowed in the A1 Subdistrict; and**
- (2) **Cumulatively, no more than 10% of the gross land area within the A1 Subdistrict may be devoted to Commercial amusement and recreation (SIC Major Group 79); eating and drinking establishments (SIC Major Group 58); hotels, motels, other lodging (SIC Major Group 70).**

E. Development Parameters. The industrial development standards listed in Section 57 apply in the A1 Subdistrict, except that the following industrial sites listed in Industrial Plan Table A shall reserve at least one industrial development area of 50 acres to meet the needs of a major industrial user:

- (1) Industrial Site 1-N (Pinkerton); and
- (2) Industrial Site 1-W (Miller).

F. Site Plan Review. The site plan for proposed development within the A1 Subdistrict shall be reviewed and approval by the Director of Planning and Building prior to the issuance of a building permit for any building or parking area. The site plan shall consider vehicular/truck access and movement, parking, landscaping and fencing or buffering.

(Section 58, as added by Ord No. 3760, passed October 16, 2007; and Ord 3835, passed ___ 2013.)

ARTICLE XV. OPPORTUNITY AREAS SUBDISTRICT (OA)

Note to reader:

If the OA Subdistrict is adopted, Section 96 Mixed Use Development Regulations (MXD) Subdistrict would be repealed in its entirety. This Subdistrict has not been used since its adoption in 1987.

Section 96. Opportunity Area (OA) Subdistrict

A. Description and Purpose. The Opportunity Area Subdistrict is intended to implement applicable Comprehensive Plan Opportunity Area performance standards by:

- (1) Encouraging a range of housing types and densities ranging from work force to executive housing;
- (2) Providing greater flexibility in the development review process to respond to changing market conditions;
- (3) Providing incentives for better development design, provision of amenities, and creation of other public or private facilities or open spaces;
- (4) Encouraging a diversity of compatible land uses and densities;

- (5) Providing a mechanism for the creative master planning of larger parcels of land within Opportunity Areas rather than relying on traditional zoning to meet community objectives;
- (6) Encouraging the efficient and timely development of streets, utilities, open spaces and housing units; while protecting designated natural and historical resources.

B. Applicability. The Opportunity Areas Subdistrict may be applied to land within Opportunity Areas designated on the Pendleton Comprehensive Plan map at the request of the property owner(s).

(1) There are two Mixed Use Opportunity Areas (MOAs) and three Residential Opportunity Areas (ROAs) each of which has specific performance standards:

- (a) East Side MOA (285 gross acres near Hwy 11 Interchange)
- (b) Hospital MOA (94 gross acres near St. Anthony Hospital)
- (c) McKay Creek ROA (115 gross acres south of SW 28th Drive)
- (d) South Central ROA (251 gross acres south of Olney Cemetery)
- (e) Patawa Creek ROA (191 gross acres south of I-84 / west of SE 3rd St)

(2) Property owners within a designated Opportunity Area have the choice of (a) developing under existing zoning or (b) developing under the provisions of this Subdistrict.

(3) Each Opportunity includes specific performance standards that must be addressed in proposed master development plan.

C. Master Plan Required. To take advantage of the flexibility offered by the OA Subdistrict, the applicant must submit a Master Development Plan (MDP) for review by the Planning Commission.

(1) Once an MDP is approved for a specific area, it replaces existing zoning for that area.

(2) The applicant (the property owner or authorized agent) shall be responsible for submitting an MDP that meets the criteria and standards of this section.

(a) The MDP must be prepared by a planning professional (an architect, landscape architect, civil engineer or land use planner) and shall:

- (i) Cover at least 20 gross acres;
- (ii) Have the written consent of all property owners who will be subject to the MDP; and

(iii) Include all contiguous land under the ownership of the MDP applicant(s), within the OA Subdistrict.

(b) Where feasible, the MDP should cover the entire Opportunity Area.

However, if some property owners within the Opportunity Area are unwilling to be co-applicants for the MDP, the applicant(s) must prepare

a Facility Feasibility Plan (FFP) for the remainder of the Opportunity Area that is not part of the MDP application.

(c) The FFP must be prepared in consultation with the City Engineer and must show how:

- (i) Transportation, sewer, water and storm drainage facilities can feasibly be provided to the remainder of the Opportunity Area that is not under the applicant's control; and
- (ii) Relevant Opportunity Area performance standards can reasonably be met in the future.

(d) The applicant(s) must document a good faith effort to meet with, consider and accommodate the comments of non-applicant property owners within the relevant Opportunity Area.

(3) The Community Development Director may require special studies to ensure that identified slope, landslide, flash flood or flood hazards are satisfactorily addressed.

(4) In order for the MDP application to be deemed complete for purposes of Planning Commission review, it must include the information required by Section 133 and be specific enough to demonstrate that the performance standards of Section 96.D are or can be met.

D. Performance Standards. Land uses permitted outright or conditionally in any of the underlying zones within the applicable Opportunity Area may be authorized by an approved MDP provided the Planning Commission determines that all of the following performance standards are or can be met.

(1) The MDP has been prepared by a planning professional and:

- (a) Covers at least 20 gross acres;
- (b) Includes all contiguous land under the ownership of the MDP applicant(s) within the OA Subdistrict; and
- (c) Is consistent with the recommendations of any natural hazard studies required by the Community Development Director.

(2) The location of transportation, sanitary sewer, storm water and water facilities are consistent with the Transportation System Plan and the Public Facilities Plan.

(3) All public improvements are designed to meet City standards as determined by the City Engineer, unless otherwise approved in the MDP by the Planning Commission.

(4) The average density of residential development within the MDP ranges from 6 – 35 dwelling units per net buildable acre. The minimum density standard does not apply to “constrained” lands as defined in Tech Memo 3.1 (Winterbrook, 2012), public rights-of-way, or historic landmark properties.

- (5) The MDP and FFP must comply with all applicable subdistrict standards, including but not limited to the Riparian Corridor and Wetland Subdistrict, the Flood Hazard Subdistrict, and the Historic Preservation Subdistrict. Modification of subdistrict standards may only occur as prescribed in the applicable Subdistrict, and is not permissible through the MDP process.
- (6) If required, the FFP has been prepared by a design professional in consultation with the City Engineer and demonstrates that:
 - (a) Transportation and public facilities can feasibly be provided to the remainder of the Opportunity Area that is not under the applicant's control; and
 - (b) The performance standards of this Section can reasonably be met in the future for the remainder of the Opportunity Area.
- (7) Where Ordinance #3481 or Oregon Transportation Planning Rule (OAR 660-012-0060) thresholds are met, a Transportation Impact Study (TIS) shall be prepared based on land uses authorized by the MDP.
- (8) To exceed the 18 units per buildable acre (the maximum allowed in the MDR district), density transfer is permitted from inventoried natural features (wetlands, riparian corridors, flash flood zones, flood plains, steep slopes, and high bedrock areas) to buildable land, provided that the natural feature is shown as open space on the MDP.
- (9) No minimum lot size or internal setback requirements apply (other than those required by the building code and public safety); however, the master plan must specify proposed lot size and other dimensional standards.
- (10) Street standards may be modified if approved by the Community Development Director and if determined sufficient for safe access by the Fire Marshall.
- (11) The MDP must provide for graduated density at the perimeter of the site to ensure compatibility with existing urban-level development; in particular, if urban-level single-family residential development abuts the site, the MDP must show single family development along the common property line.
- (12) The MDP must arrange land uses and building heights to maintain views of surrounding hills from adjacent properties.
- (13) The MDP must avoid garage-dominated homes by meeting the following standards:
 - a. The width of the street-facing garage cannot be greater than the width of the home;
 - b. garages must be set back 20' from property line to allow for parking; and
 - c. parking is not allowed in front or side yards.

(14) The MDP must provide for the long-term maintenance and funding of common open space.

F. Procedure. An application for MDP approval shall be reviewed by the Planning Commission under Type III procedure in accordance with Section 131.

- (1) For the Planning Director to deem an MDP application complete for purposes of Planning Commission review, all of the information required by Section 96.C must be provided by the applicant(s).
- (2) The staff report to the Planning Commission must evaluate compliance with applicable review standards set forth in Sections 96.D, and identify the specific dimensional standards (for example, lot size, building height, building setback, lot coverage, street width, housing density, etc.) that are proposed to be modified by the MDP.
- (3) The Planning Commission shall approve, deny or approve with conditions the final decision approving the MDP. The Planning Commission's decision shall identify specifically the dimensional standards that are modified in the MDP.
- (4) An approved MDP within an Opportunity Area shall replace applicable zoning for that area. However, existing Zoning and Subdivision Ordinance dimensional and development standards shall apply to any future development proposal covered by the approved MDP unless exceptions to these standards are specifically identified in the Planning Commission's decision.
- (5) An approved MDP is valid for five (5) years from the date of approval *unless* a phased MDP is approved by the Planning Commission. The maximum duration of a phased MDP is fifteen (15) years.
- (6) Future MDP applicants must consider, but are not bound by, the FFP prepared for any portion of an Opportunity Area that does not have an approved MDP.

(Section 96, as amended by Ord No. 3394, passed July 7, 1987; and Ord 3835, passed ___ 2013.)



Comprehensive Land Use Plan Map

Legend

- Urban Growth Boundary
- City Limits
- Major Roads
- Highways
- Parcels

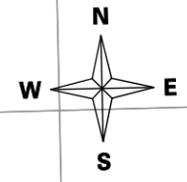
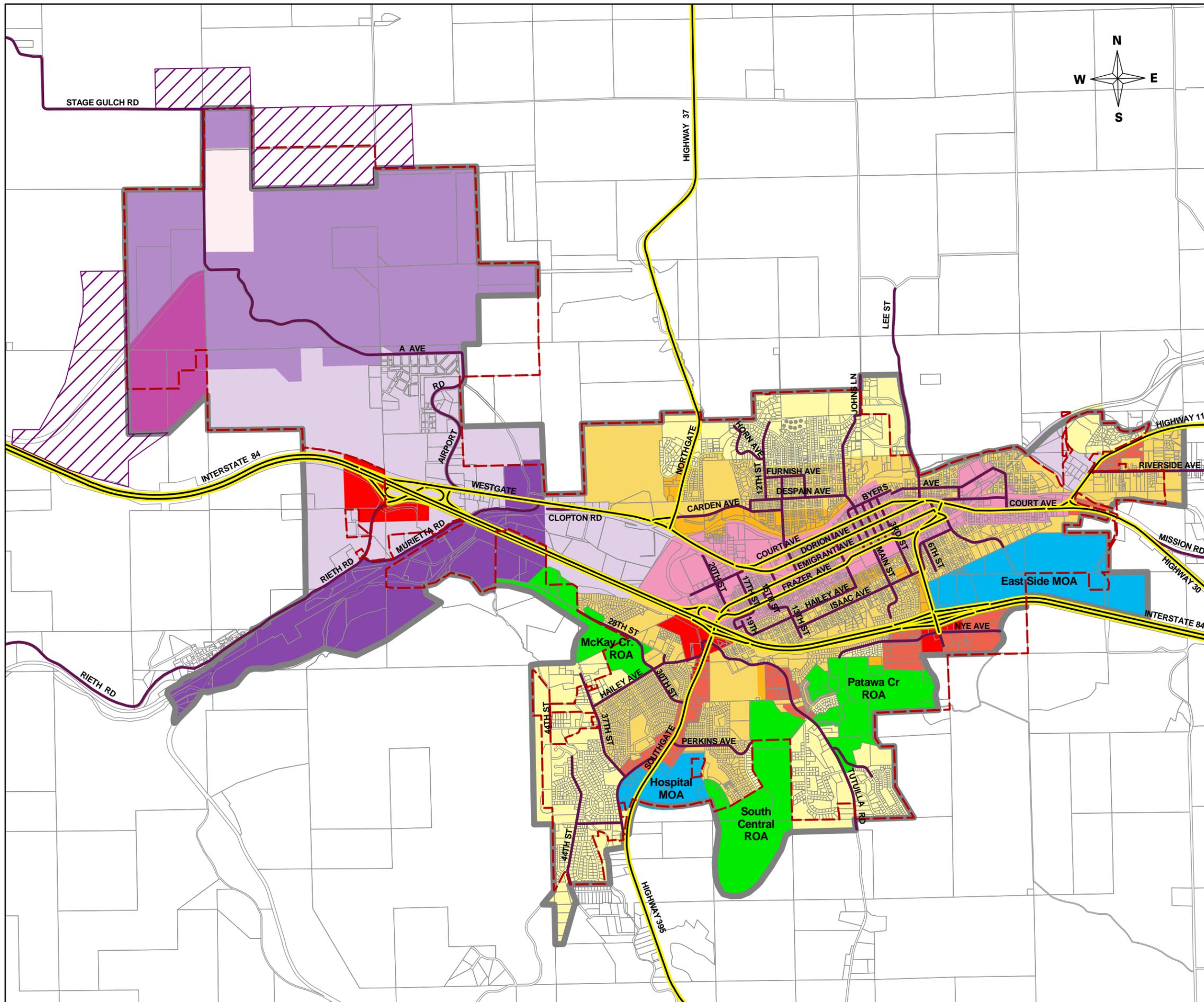
Comprehensive Plan Designations

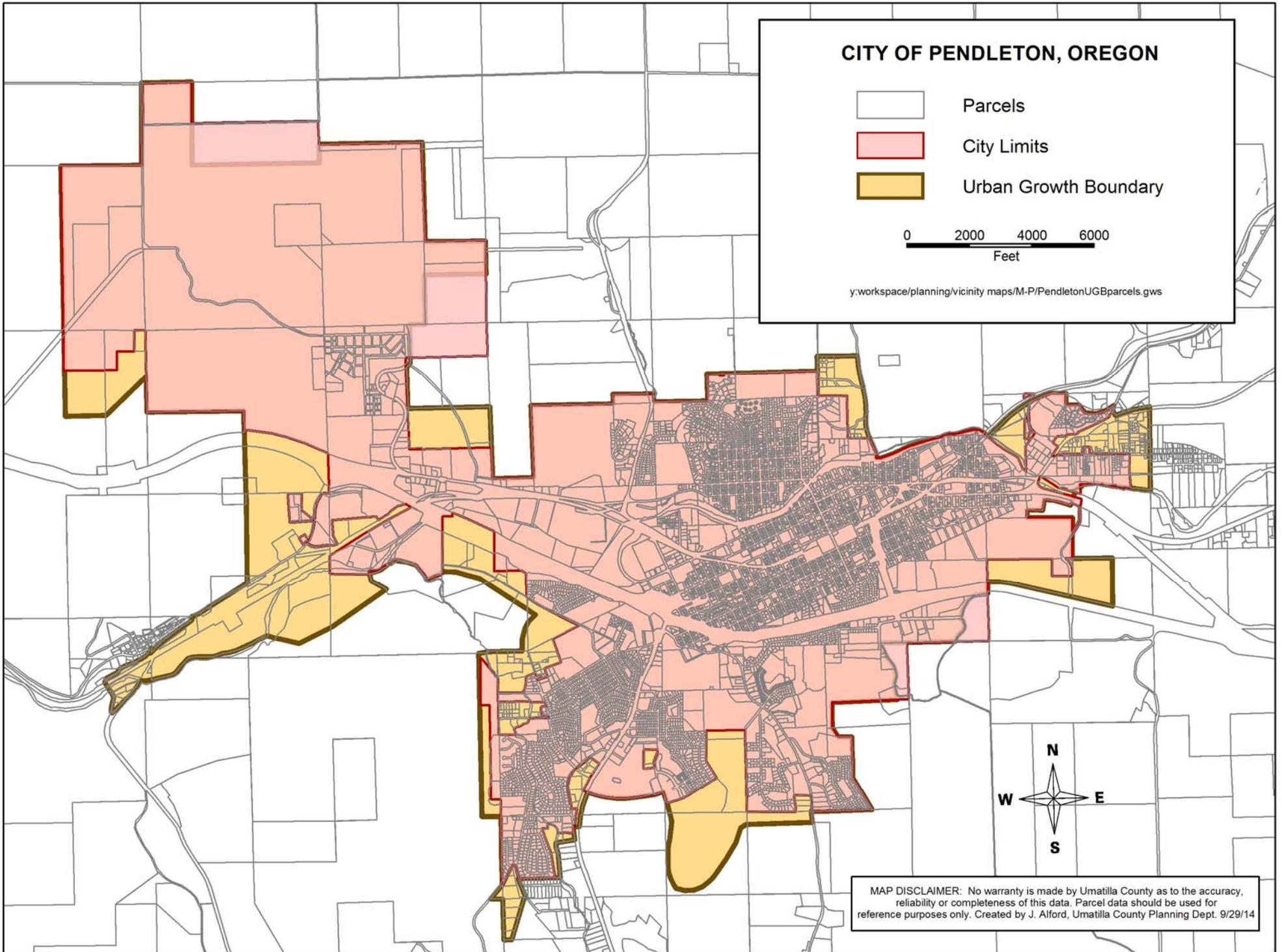
- Industrial Reserve
- Central Commercial Mixed Use
- Mixed Use Opportunity Area
- Residential Opportunity Area
- Heavy Industrial
- Light Industrial
- Airport Industrial
- Business Park
- Regional Distribution
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Service Commercial
- Tourist Commercial

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Feet

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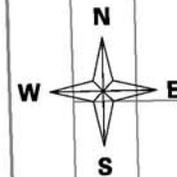


CITY OF PENDLETON, OREGON

- Parcels
- City Limits
- Urban Growth Boundary

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Feet

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