



PLANNING COMMISSION

Regular Meeting Minutes

June 11, 2025

Chairman Fialka called the regular meeting to order at 7:01PM. Present were Commissioners Doherty, Misner, Caplinger, Guerrero, Saylor, Hamm, Kirkpatrick and Serrano. Staff in attendance included Planning Director C.F. Spencer, City Attorney Richard Tovey, Assistant City Manager Mark Morgan, and Planning Assistant Heather La Beau. No Youth Advisors were in attendance.

Minutes

Commissioner Hamm moved, and Commissioner Saylor seconded to approve the minutes of the May 14, 2025, regular meeting. Motion passed.

Zoning Map Amendment & Conditional Use Permit- The HUB Hermiston LLC 4N2811AD TL 100-963 E Diagonal Blvd

The planning commission is holding a hearing to consider amending the City's zoning map designation for land on the north side of E Diagonal Blvd, west of NE 10th St. The proposed amendment will add the Neighborhood Commercial Overlay zone (NCO) to the south 3.71 acres of the site described as 4N2811AD Tax lot 100. Also being considered is a request for a conditional use permit (CUP) from the applicant to allow multi-family residential units and mini-storage units in the NCO zone on the property. The applicant is Jeff Bolton of Multi-Tech Engineering.

There were no conflicts of interest declared. Chairman Fialka opened the hearing at 7:02PM and read the hearing guidelines. Planning Director Spencer presented the staff report. A supplemental report, including revised conditions of approval, ODOT testimony, and an amended Traffic Impact Analysis was provided to the commissioners and is attached. Two administrative land use decisions were also processed for this development. A site plan review and two middle housing land use adjustments (density increase and building height increase) were approved by staff, pending approval of the zoning amendment and CUP.

While staff supports the application, the planning commission may approve the rezone and CUP or delay their decision until ODOT has responded to the revised traffic report. Commissioners expressed concern burdening the developer with the responsibility to address an already over capacity intersection.

Assistant City Manager Mark Morgan explained the process for a Local Improvement District to complete the E Jennie Ave connection from 8th St to 10th St. A preliminary engineering report will be sent to the stakeholder properties within the next several weeks. The council will hold a hearing on adopting the LID in the fall with roadway construction completed by the end of 2026. This matches the timeline of the proposed development. The development's rear access onto E Jennie Ave will remain gated only until the roadway construction is complete.

Testimony

Mark Grenz Multi/Tech Engineering 1155 13th St SE Salem (via Zoom)- Mr. Grenz is the lead engineer and designer. Jeff Bolton is the project manager and attended via Zoom. The property owner has met several times with staff and is excited to provide needed housing for Hermiston. They've successfully completed over 12 similar projects throughout Oregon. The development is proposed to be built in a single phase for the residential units, community buildings and mini-storage units.



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The desired roof style necessitates the need for the additional building height. The buildings are fully sprinkled and there is sufficiently wide access space between buildings to provide aerial access for fire trucks. From the first to last building, the project is expected to take approximately 1 year. The development supports providing the funds for their proportionate share of the AM and PM Peak Hour trips for the 395/Elm intersection. They've worked with ODOT on similar arrangements in the past, both using ODOT's numbers for the amount and providing ODOT with numbers for agreement. Their traffic engineer has worked with ODOT on similar agreements and was previously a municipal traffic engineer. She is available to aid the city and developer with the discussions with ODOT. Storage units are a component that the owner frequently adds to the apartment projects to accommodate the residents' needs.

Commissioners expressed gratitude for the applicant's efforts in updating the traffic report in time for tonight's meeting and addressing the conditions.

There was discussion regarding the mini-storage component. The units will be available for residents and general public use. The leasing office for the residences and storage units will be the same. There is not direct access from Diagonal to the storage units, as the design is intended to reduce the number of accesses to the major collector, Diagonal Blvd.

It was noted the Findings provided by the applicant stated an incorrect number for the required parking spaces. There is a surplus of parking spaces provided.

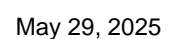
The existing shared access easement will remain at the east portion of the property and the building is positioned so it will not hinder access.

Commissioners also discussed parking lot fencing and the approval process for the rezone.

Chairman Fialka closed the hearing at 8:00PM.

Commissioner Saylor moved and Commissioner Misner seconded to make the project file a part of the record. Motion passed.

Findings of Fact



Per the information provided at the Pre-Design Meeting, the applicant is submitting the following applications:

Applications

Site Plan Review

Conditional Use

Middle Housing Adjustment

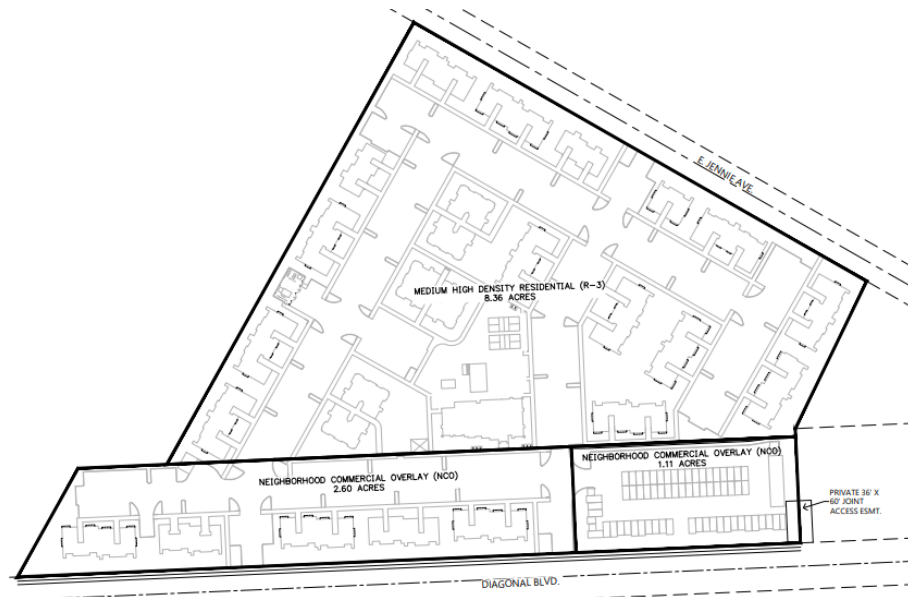
Middle Housing Adjustment

Zone Change

Proposal:

The subject property is 12.07 acres in size and zoned R3 (Medium Density Residential) and C2 (Outlying Commercial) with a Comprehensive Plan Designation of 'Medium Density Residential' and 'Commercial'.

The applicant is requesting a Zone Change for the 3.71 acres of Commercial (C2) zoned property to NCO (Neighborhood Commercial Overlay).



VICINITY INFORMATION:

The subject property is surrounded by the following uses:

North:	Outside City Limits; existing single-family dwellings and vacant land
East:	C2 (Outlying Commercial) zoned property; vacant land
South:	Across Diagonal Blvd, R1 (Low Density Residential) zoned property; existing single-family dwellings
West:	R3 (Medium-High Density Residential) zoned property; vacant land and existing commercial uses

ZONE CHANGE CRITERIA:

(1) Explain how the requested change is in conformance with the comprehensive plan and also the goals and policies of the plan:

Applicant Findings: The portion of the subject property being rezoned is identified as “Commercial” on the Comprehensive Plan. The applicant is requesting to rezone a portion of the property from C2 (Outlying Commercial) to NCO (Neighborhood Commercial Overlay, which will be compatible with the “Commercial” Comprehensive Plan Designation.

Development of the proportion of the subject property being rezoned to NCO will provide a needed type of housing (multi-family units) and commercial uses (mini-storage units) while facilitating a development that is creative and pedestrian friendly. The applicant is proposing the development of 270 apartments units, along with 68 storage units.

The proposal complies with the “Residential” and “Commercial” Goals and Policies of the Comprehensive Plan by creating an area that promotes commercial and residential services which strengthens the economic base by providing employment, goods and services, and a needed housing type.

Policy 19 Commercial Development:

Per the Comprehensive Plan, Page 20:

“Hermiston serves as a commercial center for the broader region, providing many retail and commercial service options not available in surrounding communities and also attracting customers from Washington State seeking to avoid the sales tax. This role has grown over the last two decades, and given the demand generated by continued population growth, the commercial sector is likely to remain the fastest growing part of the local economy over the coming decades.”

Storage units are in high demand and provide an option for the proposed multi-family units and the surrounding neighborhoods. There are 68 mini-storage units proposed within the NCO zone. The NCO helps in meeting the Goals and Policies of the City by adding more NCO zoned property in the area.

Policy 21 Housing:

Per the Comprehensive Plan, Page 26:

“As shown in Figure 5, the results show a need for 2,030 new housing units by 2040. Of the new units needed, roughly 62% are projected to be ownership units, while 38% are projected to be rental units. This is due to the forecast of a slightly higher homeownership rate.”

The proposed 270 units will help in meeting housing needs for the City of Hermiston. There will be 60 multi-family units located within the NCO zone of the subject property.

The proposal will provide housing that is needed and consistent with this area, while also providing storage units.

The subject property will not only be a site that will contribute to the housing needs, but it is also a site that can help improve the transportation circulation in the area. The subject property when developed has the potential to provide street improvements and access.

The subject property is within a developed and developing area of the City and does not convert the urban areas beyond the City limits. Specific development triggers specific facilities that are required to be connected to existing systems for looped service. Police, fire and applicable government services can be provided via the increase in property taxes as a result of new development. The proposal permits efficient, compact development to contain sprawl and preserves the land by developing under the requirements of the Code.

The City's adopted Comprehensive Plan, Residential Goals, Transportation Goal and Policies, along with adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed parcels.

The subject property is located within the Urban Growth Boundary and in the corporate City limits.

The proposal will promote infill development with the development of a property that is already served by City Services and all transportation to be developed with housing that is needed in Hermiston. Therefore, meeting the Residential and Housing Policies and code requirements for the City of Hermiston.

The following Statewide Planning Goals apply to this proposal:

Goal 1 – Citizen Involvement:

The City's adopted Comprehensive Plan General Development Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City of Hermiston. The City's Plan is acknowledged to be in compliance with this Goal. Notice of the proposal will be provided to property owners and public agencies. A public hearing to consider the request will be held by the Planning Commission and the City Council. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision. These procedures meet the requirements of this Goal for citizen involvement in the land use planning process. Therefore, the proposal complies with this Goal.

Goal 2 – Land Use Planning:

The City's adopted Comprehensive Plan implements the Statewide Land Use Planning Goal. The Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the goals, policies and procedures of the Comprehensive Plan and its implementing ordinance. A description of the proposal in relation to the intent of the Plan, its applicable goals and policies, the zone change considerations is part of this review. Facts and evidence have been provided that support and justify the proposed zone change. For

these reasons, the proposal conforms to the land use planning process established by this Goal. Therefore, the proposal complies with this Goal.

Goal 7- Areas Subject to Natural Hazards

The City's adopted Comprehensive Plan Goal and Policies implements the Statewide Natural Hazards Goal by identifying areas subject to natural hazards such as flooding. There are no natural hazards identified on the site. A Geological Assessment is not required for regulated activities. However, excavation, fills, construction of any building or structure for which permits are required is required to first obtain a permit or approval.

Natural drainage and run off due to redevelopment are addressed by the public construction storm drainage plans and building permits for individual structures as part of the site development process. Any new construction is subject to engineered building foundations. Therefore, the proposal complies with this Goal.

Goal 8 – Recreational Needs

The City's adopted Comprehensive Plan Goal and Policies implements the Statewide Recreation Needs Goal by encouraging conservation and identification of existing and needed park resources and funding mechanisms. At the time of development, the proposal will provide improved public pedestrian connections via hard-surfaced sidewalks. The proposed multi-family development will also provide open space for recreational use. Therefore, the proposal complies with this Goal.

Goal 10 – Housing

The City's adopted Comprehensive Plan Growth Management, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

"As shown in Figure 5, the results show a need for 2,030 new housing units by 2040. Of the new units needed, roughly 62% are projected to be ownership units, while 38% are projected to be rental units. This is due to the forecast of a slightly higher homeownership rate."

The proposed 270 units will help in meeting housing needs for the City of Hermiston. There will be 60 multi-family units located within the NCO zone of the subject property.

The rezone helps maximize the density while helping to meet housing needs within the Urban Growth Boundary. Therefore, the proposal complies with this Goal.

Goal 11 - Public Facilities and Services

The City's adopted Comprehensive Plan Goals and Policies implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed uses.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a bicycle and pedestrian access, provides significant opportunity to reduce vehicle miles traveled. The vehicle, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the urban area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

By providing adequate public facilities and services for the proposed use, the requirements of this Goal are met. Therefore, the proposal complies with this Goal.

Goal 12 – Transportation

The City's adopted Comprehensive Plan Goals and Policies implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The major streets are in place due to previous development. The subject property is located along Diagonal Boulevard (south) and Jennie Avenue (north). Both parcels will have access onto Diagonal Boulevard.

The City's engineer will address any issues the City foresees with this proposal. Any conditions placed on the site will require Code compliance, which will help ensure minimal to no impacts on the neighborhood.

A TIA is not required.

Therefore, the proposal complies with this Goal.

Goal 13 - Energy Conservation

The City's adopted Comprehensive Plan Goals and Policies implements the Statewide Energy Conservation Goal by encouraging conservation practices, alternative sources of energy and efficient use of energy. The site is located within the City limits and within proximity to City facilities which can be extended to serve any new development.

Development of the vacant site continues to provide for the orderly and economic extension of public facilities and services and thus is economically provided. The existing transportation network surrounding the subject property is in place. The transportation system provides efficient and convenient linkages for both motorized and non-motorized forms of transportation. Up-to-date building construction codes provide for energy-saving devices and conservation for any new structures.

New construction provides the opportunity to provide improved construction and building techniques which improves and conserves energy uses of the new buildings. Therefore, the proposal complies with this Goal.

Goal 14 – Urbanization

The City's adopted Comprehensive Plan Goals and Policies implements the Statewide Urbanization Goal and primarily addresses residential development within the City and UGB. The subject property is within the City and the UGB and is located in an urbanizing area of the city. Since infrastructure is needed to serve development, the development of the site will call for the extension of new sewer and water mains and construction of upgraded facilities. These can only happen by increasing the opportunity for development to pay for these infrastructure improvements which are appropriate for an urbanizing area. Therefore, the proposal complies with this Goal.

(2) Describe the public need for the rezoning and whether that public need is best served by changing the zoning classification on the property under consideration:

Applicant Findings: The economic, demographic, and social nature of this area has been in the process of changing over the years. The changes have brought in more commercial and residential uses in this area.

By allowing the rezone of 3.71 acres of C2 zoned property to NCO zoning, housing and commercial uses can be developed on the site. The proposed uses are compatible with the surrounding uses. The proposed zone change fits the development pattern of the vicinity. Both residential and commercial uses helps meet public need by providing needed housing and a needed commercial use (mini-storage units) in this area.

(3) Explain how the public need is best served by changing the classification of the site in question as compared with other available property:

Applicant Findings: The subject property will not only be a site that will contribute to the multi-family housing needs and commercial uses, but it is also a site that can help improve the pedestrian circulation in the area and street improvements.

The proposed NCO zone is consistent with the neighborhood and better suited for the site. Because it will also additional needed housing and commercial uses in the area. Therefore, the change is in the public's interest.

(4) Explain how the potential impact upon the area resulting from the change has been considered:

Applicant Findings: Once the site is developed, there will be street improvements and pedestrian circulation improvements. Area existing area was taken into consideration when looking at the rezone and the types of uses that can be developed on the site.

The Hub

Conditional Use

Owner/Developer:

The Hub Hermiston, LLC
Karl Ivonov
27375 SW Parkway Avenue
Wilsonville, OR 97070

Applicant's Representative:

Brandie Dalton, Land-Use Consultant
Multi/Tech Engineering Services
1155 SE 13th Street
Salem, Oregon 97302
(503) 363-9227
bdalton@mtengineering.net

Property:

4N 2811AD/Tax Lot 100
12.07 Acres
R-3 and C-2 Zoned

Background:

A Pre-Design Meeting for the subject property was held November 1, 2024, with the applicant's representatives and City staff to discuss the development of the site.

Per the information provided at the Pre-Design Meeting, the applicant is submitting the following applications:

Applications

Site Plan Review
Conditional Use
Middle Housing Adjustment
Middle Housing Adjustment
Zone Change

PROPOSAL:

The subject property is 12.07 acres in size and zoned R-3 (Medium Density Residential) and NCO (Neighborhood Commercial Overlay). The applicant is requesting a Conditional Use to allow multifamily units in the R-3 and NCO zone and allow mini-storage units in the NCO zone.

CONDITIONAL USE CRITERIA:

- 1. The proposal is in conformance with the comprehensive plan and zoning ordinance.**
- 2. The property is adequate in size and shape to accommodate the proposed use, together with all other zoning requirements and any additional conditions imposed by the planning commission.**
- 3. Public facilities are of adequate size and quality to serve the proposed use.**
- 4. The proposed use will prove reasonably compatible with surrounding properties.**

APPLICANT'S FINDINGS:

- (1) The subject property is identified as "Residential" and "Commercial" on the Comprehensive Plan.

The request is in conformance with intent of the Residential designation. Development of the subject property will provide a needed type of housing while facilitating a development that is creative and pedestrian friendly. The applicant is proposing the development of 270 apartments units, along with 68 storage units

The subject property is 12.07 acres in size and zoned R-3 (Medium Density Residential) and NCO (Neighborhood Commercial Overlay). The applicant is requesting a Conditional Use to allow 270 multifamily units in the R-3 (210 units) and NCO (60 units) zone, and allow 68 mini-storage units in the NCO zone.

The development is in compliance with the R-3 zone as noted below:

Density (Multi-Family Units)

R-3 Zone and NCO Zone: (12.07 acres)

Max Allowed-262 units

270 units provided (a middle housing adjustment has been requested)

Lot Coverage:

R-3 Zone and NCO Zone:

(multiple-family dwellings/mini-storage units)

Max Allowed 45%

Max Provided- 20%

SITE AREAS	
BOUNDARY	12.07 AC
TOTAL SITE AREA	525,890 S.F.
TOTAL HARD SURFACE	362,989 S.F. (69.02%)
BUILDING COVERAGE	104,190 S.F.
PARKING, DRIVEWAY, SIDEWALK AND CURB	250,146 S.F.
PRIVATE SPACE (GROUND FLOOR PATIOS)	8,704 S.F.
TOTAL LANDSCAPE	162,901 S.F. (30.98%)
PARKING LOT LANDSCAPING	6,892 S.F.

Setbacks:

R-3 Zone:

Setbacks

(multiple-family dwellings)

Front-15' required	20' to 22' provided
Side-5' required	8.8' provided
Rear-25' max required	10' to 21' provided

NCO Zone:

Setbacks

(mini-storage units)

Front-20' required	20' provided
Side-20' required	10' provided
Rear-25' max required	21' to 24' provided

(multiple-family dwellings)

Front-20' required	20' provided
Side-20' required	10' provided
Rear-25' max required	21' to 24' provided

Parking Multi-Family- Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per unit with less than three bedrooms.

Min. required 426 spaces	460 spaces provided
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Parking Mini Storage Units- One space per 1,000 square feet

Min. required 14 spaces	Shared parking with the multi-family units
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Both parcels will remain under the same ownership and will be considered one development with shared parking and amenities.

- (2) The subject property is 12.07 acres in size and zoned R-3 (Medium Density Residential) and C-2 (Outlying Commercial).

The R-3 portion of the site is about 8.60 acres in size and the NCO portion of the site will be 2.60 acres. The applicant is proposing to divide the subject property into 2 parcels. Parcel 1 consisting of 10.96 acres and Parcel 2 consisting of 1.11 acres.

Both Parcels sized to accommodate development, access, parking, and other code requirements, along with compliance with any Conditions of Approval.

- (3) The City's adopted facility plans, and construction requirements are the basis for the provision of facilities and any conditions of approval imposed on the development to meet service requirements.

All existing and proposed utilities have been identified. The Public Works Department is responsible for reviewing the proposal to determine the public facility construction and other requirements necessary to serve the development and provide for future development of any adjoining properties. All conditions of approval will be met at the time of development.

City water and sewer service can be available to the proposed parcels for future development.

- (4) The proposed apartments will not have a significant impact on the area.

The subject property is surrounded by the following uses:

North: Outside City Limits; existing single-family dwellings and vacant land
East: C2 (Outlying Commercial) zoned property: vacant land
South: Across Diagonal Blvd, R1 (Low Density Residential) zoned property: existing single-family dwellings
West: R3 (Medium-High Density Residential) zoned property: vacant land and existing commercial uses

The apartments will be compatible with the residential and commercial uses in the area by providing housing and storage units. Residential developments are more compatible in areas adjacent to services and amenities like schools (Sandstone Middle School), commercial uses, and recreational areas (Field of Dreams). The subject property is adjacent to a school and recreation areas like baseball fields, along with commercial uses to the east and west.

The apartments are required to provide open space and landscaping. Amenities like landscaped open space will help with the visual appeal of this area and reduce impacts on the neighborhood. The design standards are in place to help ensure compatibility with adjacent uses.

The proposed apartment development will provide a pedestrian path throughout the property. This pedestrian path (paved sidewalks) will increase the livability as well.



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Conditions of Approval

1. Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. At the discretion of the Planning Commission, an applicant whose property is located in the DH overlay area may obtain an exemption from this condition if he can demonstrate the proposed development is not constrained by development limitations and/or will not contribute to potential groundwater pollution. To obtain an exemption, the applicant must present documentation to this effect prepared by a registered engineer.
2. The applicant shall work with and receive certification from the Hermiston Irrigation District prior to issuance of any building permit.
3. All storm water shall be retained on site. Use of private dry wells and/or private swales as necessary is required. The city engineer will review the proposed drainage plan and storm report as part of the civil drawing review process.
4. Parking lot, mini-storage, and exterior lighting, where proposed, shall be designed not to interfere with adjacent residential uses.
5. Consistent with §157.164(D)(1) of the Hermiston Code of Ordinances the applicant shall be required to participate in a future improvement district to construct and dedicate all public facilities, such as water, wastewater, drainage, curb, gutter, sidewalk and street right-of-way adjacent to the development on E Jennie Ave.
6. Consistent with §157.164(D)(2) of the Hermiston Code of Ordinances the applicant shall be required to improve the E Diagonal Blvd frontage of the entire site with infill paving, curb, gutter, sidewalk, left turn lanes at each entrance to the site and drainage improvements. Design of the E Diagonal Blvd improvements shall be reviewed and approved by the city engineer.
7. Civil drawings shall be submitted to the city engineer for review and approval prior to issuance of a building permit. Civil drawings shall be prepared in accordance with the design guidelines for plan preparation contained in the city's standard plans and specifications located at: <https://www.hermiston.or.us/commdev/page/hermiston-design-standards-specifications-and-plans>
8. Signage shall be installed consistent with the provisions of §155.36 of the Hermiston Code of Ordinances (relating to installation of signage in the R-3 zone) which states:
 - a. Application. This section shall apply to all residential districts designated as Multi-Family Residential (R-3) and Multi-Structure Residential (R-4).
 - b. Size and height. Signs permitted in the R-1 and R-2 districts are permitted in the R-3 and R-4 zones. For multiple-family dwellings, permitted mobile home parks and conditional uses in the R-3 and R-4 zones, one identification sign totaling 32 square feet in area shall be permitted for each street frontage.
 - c. Location. Signs permitted in these residential districts may be located anywhere on the premises; however, no free-standing sign shall exceed eight feet in height or extend beyond a property line. Building-mounted signs shall be wall-mounted and shall not be erected on any building roof.
9. All areas for the standing and maneuvering of vehicles shall be paved with a hard surface of concrete or asphalt prior to the occupancy of any dwelling or mini-storage unit as applicable.
10. Applicant shall comply with all provisions of §92.12 of the Hermiston Code of Ordinances (relating to the control of blowing dust) during all phases of development.
11. Bicycle parking is shown on the site plan and shall be installed as shown in accordance with 157.150(L)(4) of the Hermiston Code of Ordinances.



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12. The west property line of the site is adjacent to residentially zoned property which is residentially occupied with a manufactured dwelling park currently under construction. Consistent with 157.179(B) of the Hermiston Code of Ordinances (Minimal Resident Disturbance), a sight-obscuring fence of at least five feet in height and not more than six feet in height shall be installed along the west property line of Tax Lot 100 wherever the parking lot is adjacent to the property line. It is recommended but not required that the fencing be installed along the entirety of the west and east property lines for resident privacy and security.
13. The developer shall enter into an agreement with the city to address future improvements to the Highway 207/Highway 395 intersection at E Elm Ave and N First St. The agreement will specify a fixed dollar amount equaling 1.9% of the cost of future improvement to add capacity to the interchange. At the discretion of the city, the developer may choose to defer payment until an interchange design is prepared by ODOT and cost estimates assigned.

Commissioner Hamm moved and Commissioner Doherty moved to adopt the Findings of Fact in support of adding the Neighbor Commercial Overlay to the south 3.71 acres of the site and in support of a conditional use permit for construction of 60 multi-family units and 69 mini storage units. Motion passed. Commissioner Doherty moved and Commissioner Hamm seconded to recommend approval of adding the Neighborhood Commercial Overlay zone to the south 3.71 acres of the site. Motion passed. Commissioner Doherty moved and seconded by Commissioner Kirkpatrick to approve the conditional use permit for 60 multi-family residential units and 68 mini-storage units, contingent upon approval of adding the Neighborhood Commercial Overlay to the south 3.71 acres of the site by the city council. Motion passed.

Commissioner Caplinger moved, and Commissioner Hamm seconded to impose the conditions of approval dated June 11, 2025, and included in the supplemental staff report. Motion passed.

Replat 4N2802AB Replat of Sunset Estates & Terra Nova Terrace

Planning Director Spencer presented the staff report. The replat is intended to subdivide the existing subdivision lots into common wall housing lots. Two, three and four-plex lots are proposed with each unit on a separate lot. A supplemental report including a revised plat and conditions of approval was provided to commissioners and is attached. ODOT has requested a trip generation report. Staff does not agree as the density increase due to the proposed replat is 6% and the total number of units is capped.

Testimony

Ron McKinnis 79980 Prindle Loop Rd- Mr. McKinnis has worked with this property for many years, working with various owners. The project has morphed some since 1990 when it was platted as single family lots into the current proposal of 2, 3, and 4 unit lots to meet the needs of the client. There are two floor plans provided, each with a single car garage and driveway parking. No additional off-street parking is currently proposed for the development.

Commissioners questioned the amount of on-street parking available with the number of driveways proposed. Mr. McKinnis responded that he had not performed the calculations.

Brad Beauchamp 4001 S Vancouver Kennewick WA– Mr. Beauchamp is the developer/builder attempting to purchase the property. As a Kennewick city councilor, he appreciates the commissioners for the important decision they must make. Mr. Beauchamp provided the attached pictures. These units are \$300,000 with granite counter tops. The same units in Kennewick are being appraised for \$410,000. He currently is developing five similar projects totaling over 1,000 units. They've worked in Grandview, Sunnyside, Benton City, Burbank, Boise, Twin Falls and as far south as Cedar City, Utah. The units are



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not considered "affordable housing" as there is no government subsidies. They strive to be "attainable housing"; however, he acknowledges that \$280-\$340k gets offensive calling it attainable. Their process is to go into a city, locate property then review the city's code to determine compliance and identify any pitfalls or land use actions required. Developers live in code, as it limits the risks when they know what can be built within the code. The proposed project on the subject property complies with existing code and does not have the risks that accompany variances or code changes. He agrees with the concerns brought up. They are not new but are still valid. Parking is an issue. This proposal includes a garage and two parking spaces in front of the garage for each unit. This meets the parking requirements in the code. Approval is sought at full density and here is the opportunity to eliminate lots for additional parking prior to final plat approval. Traffic seems to always be the number one concern. He stated they are willing to consider traffic calming measures for NE 8th St. Mr. Beauchamp agrees with staff's response to ODOT's request for a traffic study. He is not familiar with the neighbor's pressure issues. They install artificial turf at the units. The public works will address any pressure issues through the civil review process. The timeline is to build approximately 50 units at a time, taking about a year from start to finish.

Assistant City Manager Mark Morgan reported with the construction of the water tower in 2018 a change in water pressure was anticipated to affect some residents in the area. The area's pressure was previously provided by the Alora Heights Booster station with pressure between 80 – 100 psi. Some homes had pressure reducing valves. The new water tower provides pressure at 50-60 psi to the area. The minimum standard for the city water system is 40 psi. The city does not have any concerns with the ability to provide adequate pressure to homes in the area.

Kris Lerten 2238 NE 8th St- Mr. Lerten's property will be adjacent to the proposed project. He's the plumber who worked with Mr. Ables installing plumbing at most of the houses on the street. He states everyone on the street noticed a reduction in water pressure when the new water tower was constructed. He installed the pressure reducing valves but has since removed the valve on his property. The development was designed with the higher psi. The irrigation systems are not on the pressure reducing side. He states low flow sprinkler heads needed to be installed and that adjusting the flow of the existing sprinklers was not sufficient. Mr. Lerten agreed the homes are currently at the minimum pressure required by code. He questions if there will be enough volume with an additional 200 plus homes. He is also concerned about the amount of traffic that will be driving on NE 8th St, as the Cimmaron Terrace development traffic already drives on NE 8th St. Parking is a concern as the majority of people have more than one or two cars. He feels the properties on NE 8th St south of the development should have been notified. Staff responded that properties within 100' were notified as required and a sign was placed on the property.

Mr. Morgan explained when the tank was constructed, upgrades were made to the Alora Heights booster station. A larger pump was installed, providing continuous flow to fill the new tank. He is confident peak demand can be met. Infrastructure piping is sized adequately for an additional one million gallon water storage reservoir when future development warrants. Public Works standards is 40 psi minimum. The existing homes are currently between 50 and 60 psi.

Bob Greene 2260 NE 8th St- Mr. Green stated he has had to adjust the pressure valve unit on the interior of his home, however it doesn't affect his sprinkler system. There is not enough pressure for his sprinklers to push up. Each spring he contacts the city to ask them to increase the water level in the tank to increase the pressure enough to operate his sprinklers. He has invested in low pressure sprinklers and still has a problem. When asked, he stated the city has measured the pressure at his home at 45 psi. Mr. Green said he using the regulator valve to increase the pressure to 65 psi. He purchased the home assuming 60 individual single family homes would be built behind his property. The increased density, traffic, 2-story



PLANNING COMMISSION

Regular Meeting Minutes

June 11, 2025

units, and change from rural to urban setting are all concerns. He recommends the planning commission deny the proposal or table the decision and send notices to all individuals living on NE 8th St (not the required 100'), building only 1 story units in the new development, build an 8' sound wall between the two developments, and place a 100' grassland buffer between the developments. He thanked the commissioners for their consideration.

Mr. Beauchamp believes there are options to solve the traffic concerns. Many people are given inaccurate information regarding vacant areas adjacent to properties they are purchasing. Unfortunately, he hears this from many people on infill projects. Property rights are protected by code. The property is zoned R-4, which allows what is being proposed.

Commissioners discussed secondary access to the development, the traffic increase on NE 8th, water impact to existing and new customers, jurisdictional transfer of Punkin Center, plat approval criteria, notice requirements, easement vacations, and the TSP update. Commissioner Saylor moved, and Commissioner Guerrero seconded to make the project file a part of the record. Motion passed. After additional discussion, Commissioner Caplinger moved, and Commissioner Doherty seconded to table the topic to the July 9 meeting to address traffic flow. Motion passed 8-1. Commissioner Guerrero voted against.

Planner Comments and Unscheduled Communication

Commissioner Serrano shared she desired to serve on the planning commission to be a part of the decisions as Hermiston grows.

Commissioner Hamm invited everyone to the ribbon cutting on Saturday, June 14 at 11:00am for the Pickleball Complex located at Theater Sports Park.

Adjournment

Chairman Fialka adjourned the meeting at 10:00PM.



Where Life is Sweet

Members of the Planning Commission

STAFF REPORT

For the Meeting of June 11, 2025

Title/Subject

Supplemental Information

Rezone and Conditional Use Permit- 4N280211AD The Hub Multi-Family and Mini-Storage

Summary and Background

The staff report for this application indicated that the traffic impact analysis (TIA) for this project was reviewed by ODOT and Anderson Perry. Due to the lead time required for staff reports, ODOT had not yet completed their review at the time of report publication. ODOT submitted testimony on June 10 noting issues with the TIA. ODOT's analysis determined that the TIA used the incorrect v/c ratio (volume to capacity) for three intersections on Highway 395. Using a higher than standard ratio places more functionality in the intersections than currently exists with background traffic and makes gauging the impact of the development more difficult. Of particular concern to ODOT is the intersection of Highway 395 and Highway 207 (i.e. the 395/Elm intersection). Since this intersection operates beyond capacity now and continues to fail with any development, the TIA needs to address mitigation actions. ODOT recommends denial until the TIA is amended to address these concerns. A copy of the testimony from ODOT is attached to this memo.

Based upon the testimony from ODOT staff recommended to the applicant that the hearing be continued until the TIA concerns could be addressed. The applicant felt it could address the concerns with ODOT prior to the hearing and requested that the hearing be held as scheduled. Additional information, as presented to staff will be presented to the planning commission if available.

Submitted By:

C.F. Spencer, Planning Director

Conditions of Approval
The Hub Multi-Family and Mini-Storage Development
963 E Diagonal Blvd
June 11, 2025

Subject to the evidence and testimony presented at the public hearing, the following draft conditions of approval are proposed:

1. Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. At the discretion of the Planning Commission, an applicant whose property is located in the DH overlay area may obtain an exemption from this condition if he can demonstrate the proposed development is not constrained by development limitations and/or will not contribute to potential groundwater pollution. To obtain an exemption, the applicant must present documentation to this effect prepared by a registered engineer.
2. The applicant shall work with and receive certification from the Hermiston Irrigation District prior to issuance of any building permit.
3. All storm water shall be retained on site. Use of private dry wells and/or private swales as necessary is required. The city engineer will review the proposed drainage plan and storm report as part of the civil drawing review process.
4. Parking lot, mini-storage, and exterior lighting, where proposed, shall be designed not to interfere with adjacent residential uses.
5. Consistent with §157.164(D)(1) of the Hermiston Code of Ordinances the applicant shall be required to participate in a future improvement district to construct and dedicate all public facilities, such as water, wastewater, drainage, curb, gutter, sidewalk and street right-of-way adjacent to the development on E Jennie Ave.
6. Consistent with §157.164(D)(2) of the Hermiston Code of Ordinances the applicant shall be required to improve the E Diagonal Blvd frontage of the entire site with infill paving, curb, gutter, sidewalk, left turn lanes at each entrance to the site and drainage improvements. Design of the E Diagonal Blvd improvements shall be reviewed and approved by the city engineer.
7. Civil drawings shall be submitted to the city engineer for review and approval prior to issuance of a building permit. Civil drawings shall be prepared in accordance with the design guidelines for plan preparation contained in the city's standard plans and specifications located at:
<https://www.hermiston.or.us/commdev/page/hermiston-design-standards-specifications-and-plans>
8. Signage shall be installed consistent with the provisions of §155.36 of the Hermiston Code of Ordinances (relating to installation of signage in the R-3 zone) which states:
 - a. Application. This section shall apply to all residential districts designated as Multi-Family Residential (R-3) and Multi-Structure Residential (R-4).

- b. Size and height. Signs permitted in the R-1 and R-2 districts are permitted in the R-3 and R-4 zones. For multiple-family dwellings, permitted mobile home parks and conditional uses in the R-3 and R-4 zones, one identification sign totaling 32 square feet in area shall be permitted for each street frontage.
 - c. Location. Signs permitted in these residential districts may be located anywhere on the premises; however, no free-standing sign shall exceed eight feet in height or extend beyond a property line. Building-mounted signs shall be wall-mounted and shall not be erected on any building roof.
- 9. All areas for the standing and maneuvering of vehicles shall be paved with a hard surface of concrete or asphalt prior to the occupancy of any dwelling or mini-storage unit as applicable.
- 10. Applicant shall comply with all provisions of §92.12 of the Hermiston Code of Ordinances (relating to the control of blowing dust) during all phases of development.
- 11. Bicycle parking is shown on the site plan and shall be installed as shown in accordance with 157.150(L)(4) of the Hermiston Code of Ordinances.
- 12. The west property line of the site is adjacent to residentially zoned property which is residentially occupied with a manufactured dwelling park currently under construction. Consistent with 157.179(B) of the Hermiston Code of Ordinances (Minimal Resident Disturbance), a sight-obscuring fence of at least five feet in height and not more than six feet in height shall be installed along the west property line of Tax Lot 100 wherever the parking lot is adjacent to the property line. It is recommended but not required that the fencing be installed along the entirety of the west and east property lines for resident privacy and security.
- 13. The developer shall enter into an agreement with the city to address future improvements to the Highway 207/Highway 395 intersection at E Elm Ave and N First St. The agreement will specify a fixed dollar amount equaling 1.9% of the cost of future improvement to add capacity to the interchange. At the discretion of the city, the developer may choose to defer payment until an interchange design is prepared by ODOT and cost estimates assigned.



Oregon

Tina Kotek, Governor

Department of Transportation

Region 5, District 12

1327 SE 3rd Street

Pendleton, OR 97801

June 10, 2025

Clint Spencer, Planning Director VIA EMAIL: cspencer@hermiston.gov

City of Hermiston

180 NE 2nd Street

Hermiston, OR 97838

Subject: Proposed Zoning Map Amendment for 3.71 acres from Outlying Commercial (C-2) to Neighborhood Commercial Overlay (NCO) and Conditional Use Permit of 270-unit Multi-Family Complex, community building and maintenance building, 68- mini-storage units located at 963 E Diagonal Blvd.

The Oregon Department of Transportation (ODOT) has jurisdiction of US 395 and OR 207, including responsibility for managing access within these corridors. ODOT is committed to preserving the function of the transportation system and public infrastructure investments as the area infills and redevelops.

ODOT is concerned the proposed development could have significant impacts to US 395/OR 207 (Elm Street), US 395/Jennie Avenue, and US 395/4th Street. David Boyd, P.E., Region Access Management Engineer has marked with a red highlighter the analysis issues in the attached April 7, 2025 Traffic Impact Analysis (TIA) that need to be addressed:

Update the mobility standard for ODOT intersections to 0.85. The TIA identifies that US395/OR207 will be failing under Existing, Background, and Total development conditions. The TIA is lacking any recommended improvements to mitigate the impacts and erroneously identifies that "all intersections operate acceptably".

Also, it appears that the TIA did not use ODOT's Synchro template that would set the default values for the program. Please note, making these changes will influence the reported Volume/Capacity mobility standards and likely will make them all worse. Likewise, the development should not worsen/degrade the other ODOT intersections either.

As such, ODOT recommends denial of the application until the TIA is revised and acceptable recommendations incorporated with appropriate mitigation conditions to be implemented by the developer.

Ensuring the transportation system is managed effectively to support multi-modal choices in accordance with the City's Transportation System Plan as well as the 2000 US 395 North Corridor Plan is necessary to satisfy requirements of the ORS 660-012 Transportation Planning Rule.



Oregon

Tina Kotek, Governor

Department of Transportation

Region 5, District 12

1327 SE 3rd Street

Pendleton, OR 97801

ODOT welcomes the opportunity to meet with the City regarding future development plans and to review an updated TIA. Please enter this letter into the record of the proceedings and provide me with a copy of the decision. Thank you for the opportunity to comment on this proposal.

Rich Lani

District 12 Manager

Attachment: TIA with ODOT track changes

CJS

cc: Ken Patterson, ODOT Region 5 Manager

Shawn Maloney, Area Manager

David Boyd, Region Access Management Engineer

Tom Lapp, District 12

The Hub Hermiston

Traffic Impact Analysis
Hermiston, Oregon

Date:

June 11th, 2025

Prepared by:

Tegan Enloe, PE



CHAPTER 1: INTRODUCTION AND SUMMARY

The Hub Hermiston, LLC, proposes developing its land located on the south side of Jennie Ave on a vacant parcel to the east of Wilde Electric Motor Supply. The development proposes 270 apartment units and 22,000 SQFT of mini-warehouse storage. The development will have access to the surrounding network via two driveways on Diagonal Blvd and one on E Jeannie Ave.

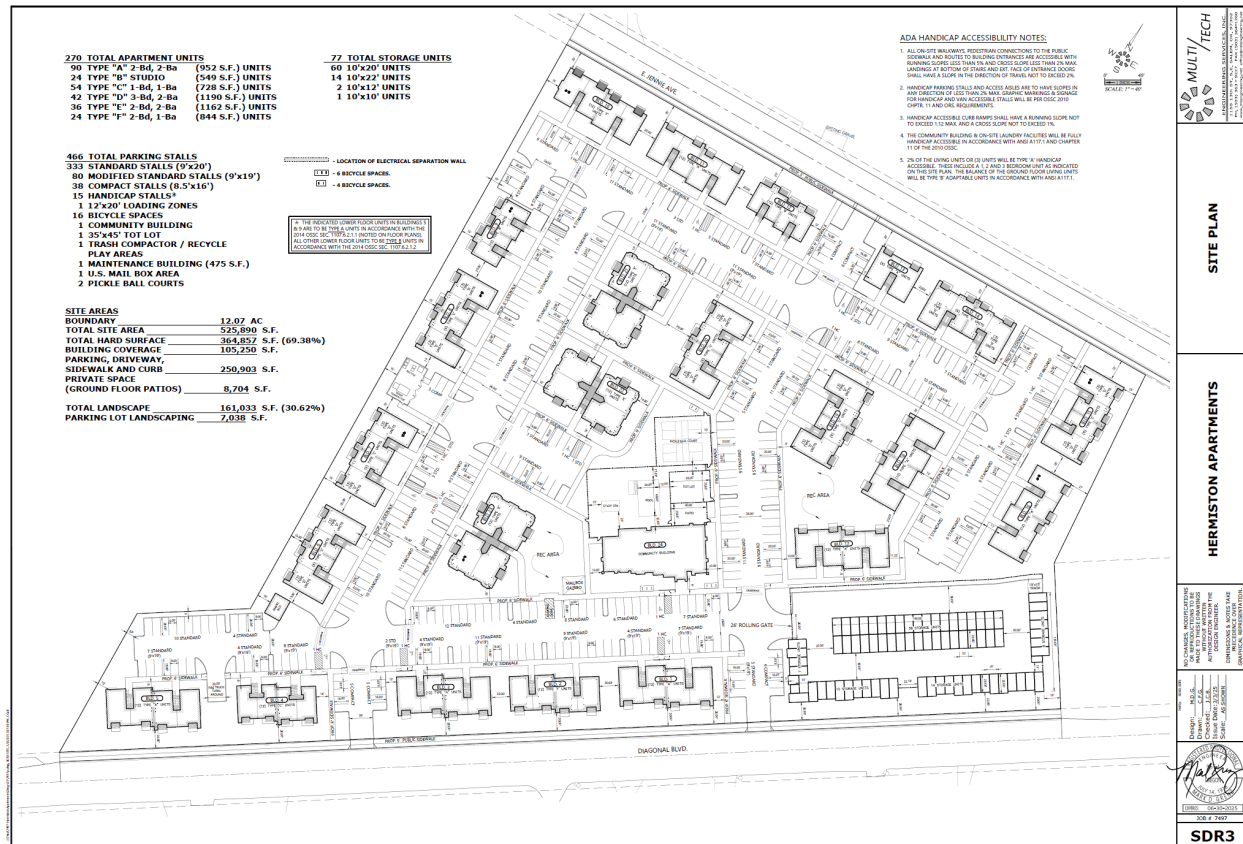


Figure 1: Draft Site Plan

Enloe Consulting, LLC has contracted with the applicant to prepare the traffic analysis for their proposed development as part of their land use application. The analysis will include information that addresses the traffic impact analysis (TIA) land use requirements. This analysis is focused on intersections identified as being in the study area below and shown in **Figure 2**.

- 1 US 395/ Hwy 207
- 2 US 395/Jennie Ave
- 3 Jennie Ave/4th St
- 4 Jennie Ave/North Driveway
- 5 Main St/4th St
- 6 Main St/Diagonal/7th St
- 7 Diagonal/West Access
- 8 Diagonal/East Access
- 9 US395/4th St

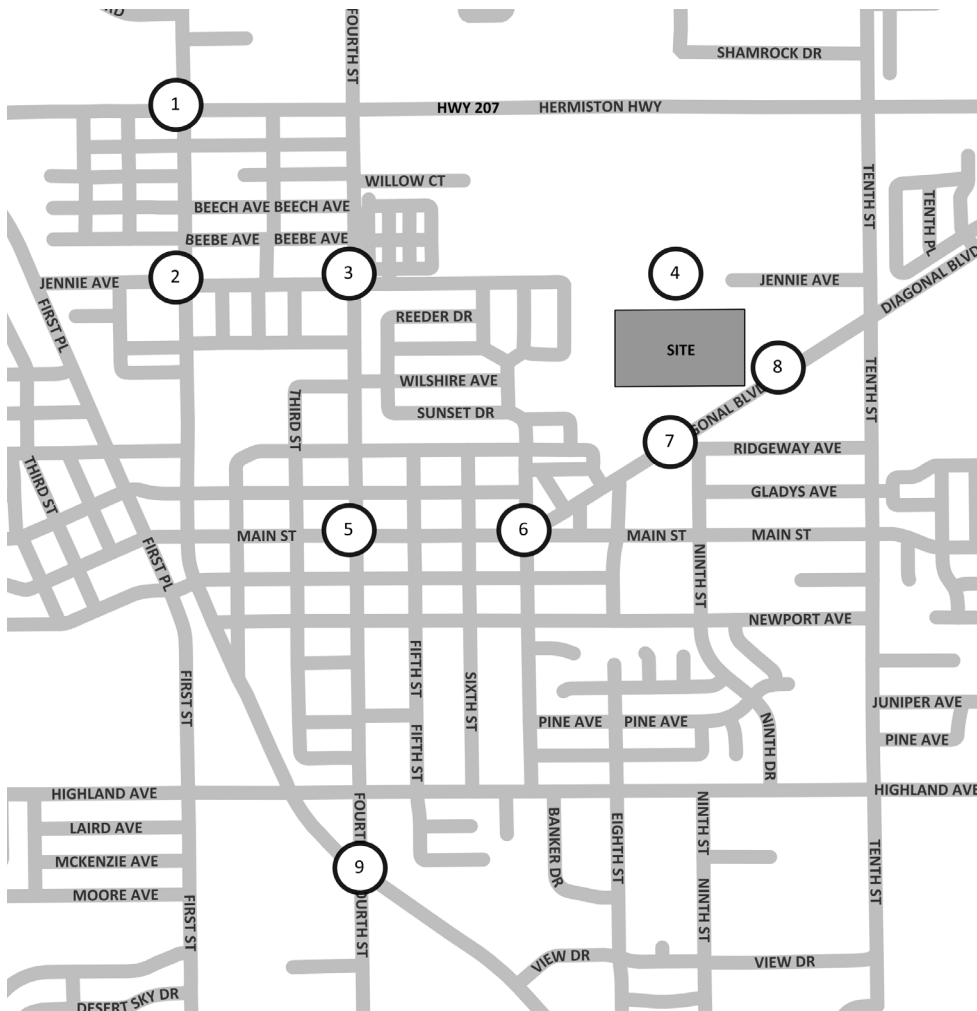


Figure 2: Study Area

Appendix A provides the site plan of the proposed development. **Table 1** lists important characteristics of the study area and proposed project.

Table 1: Key Study Area and Proposed Development Characteristics

Characteristics	Information
Study Area	
Number of Study Intersections	Nine
Analysis Period	Weekday AM & PM Peak Hour
Analysis Scenarios	2025 Existing Conditions, AM & PM Peak Hour 2026 Background Traffic, AM & PM Peak Hour 2026 Total Traffic (Background + Site), AM & PM Peak Hour
Project Site	
Existing Land Use	Vacant
Proposed Development	270 Apartments 22,000 SQFT of mini-warehouse
Project Access	The development will have access to the surrounding network via two driveways on Diagonal Blvd and one on E Jeannie Ave.

Existing Conditions and Intersection Operations

Transportation operations for the existing roadway network are evaluated to establish a baseline of performance. **Table 2** shows the existing intersection operations at the study intersections. All locations meet applicable mobility standards, with the exception of US 395/Hwy 207, which fails during the PM Peak Hour.

Table 2: 2025 Existing Traffic at Study Intersection Operations

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.82 V/C	<i>0.92 V/C</i>
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.48 V/C	0.58 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS B (SB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
9	US395/4th St	Signalized	0.85 V/C	0.48 V/C	0.70 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with ***bold/italicized***

Project Traffic Impact

The development is expected to be completed in 2026. To determine whether the proposed project will result in off-site traffic impacts, future traffic volumes are estimated. **Tables 3 and 4** provide the intersection operations for future scenarios with and without project traffic. All locations meet applicable mobility standards, with the exception of US 395/Hwy 207, which fails during the AM and PM Peak Hour in the background conditions and with the project.

Table 3: 2026 Background Intersection Operations (Without Project)

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.88 V/C	0.99 V/C
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.49 V/C	0.59 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS B (SB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
9	US395/4th St	Signalized	0.85 V/C	0.51 V/C	0.73 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with **bold/italicized**

Table 4: 2026 Total Intersection Operations (With Project)

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.91 V/C	1.02 V/C
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.52 V/C	0.61 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS C (SB)
4	Jennie Ave/North Driveway	Unsignalized (Two way stop)	LOS D	LOS A (NB)	LOS A (NB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
7	Diagonal/West Access	Unsignalized (Two way stop)	LOS D	LOS A (SB)	LOS A (SB)
8	Diagonal/East Access	Unsignalized (Two way stop)	LOS D	LOS B (SB)	LOS B (SB)
9	US395/4th St	Signalized	0.85 V/C	0.54 V/C	0.77 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with **bold/italicized**

Key Findings

Key findings associated with the proposed development include the following items:

- The proposed development would generate 109 (27 in, 82 out) AM peak hour trips and 140 (87 in, 53 out) PM peak hour trips.
- The intersection of US 395/Hwy 207 fails to meet mobility standards under the existing conditions, background conditions, and with the addition of the planned project. All other study intersections meet mobility standards with the addition of the project.
- Operations at the intersection of US 395/Hwy 207 can be brought back to background conditions mobility levels with the addition of dual eastbound left turn lanes. The developments proportional share for this mitigation would be between a 1.9-2.2% contribution.

CHAPTER 2: EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the project site, study area roadway network, and existing traffic volumes and operations.

Project Site

The Hub Hermiston, LLC, proposes developing its land located on the south side of Jennie Ave on a vacant parcel to the east of Wilde Electric Motor Supply. The development proposes 270 apartment units and 22,000 SQFT of mini-warehouse storage. **Figure 1** provides a draft layout of the proposed site plan. The development will have access to the surrounding network via two driveways on Diagonal Blvd and one on E Jeannie Ave.

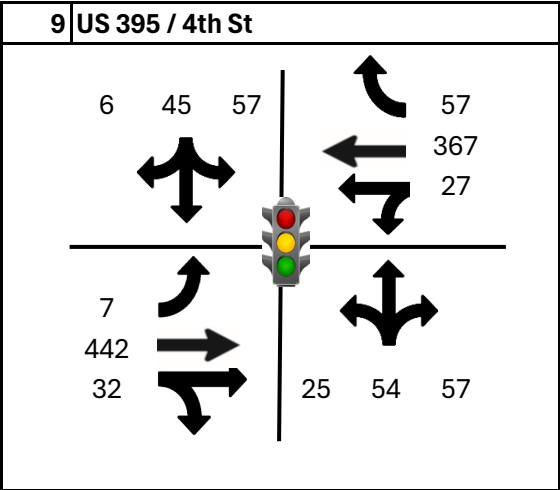
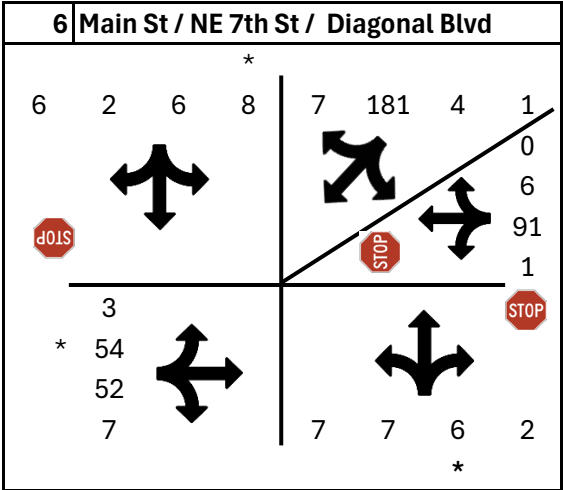
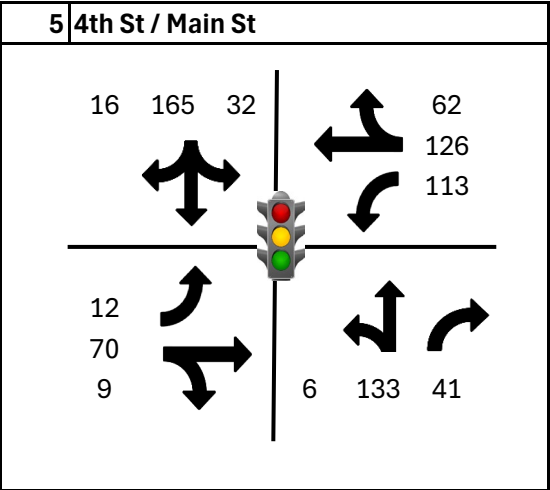
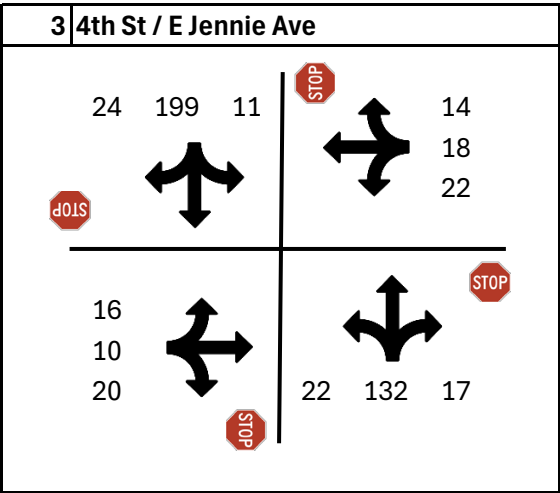
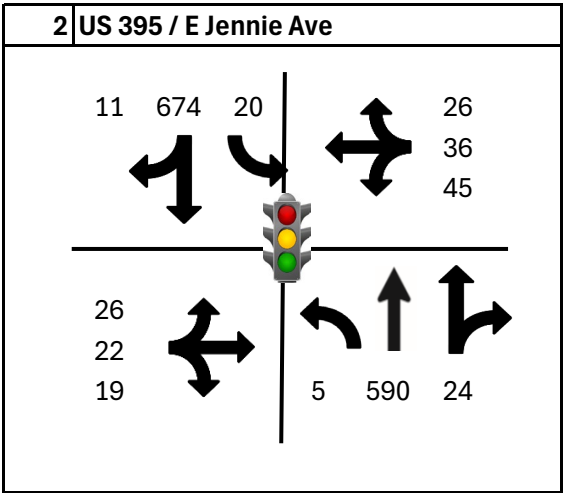
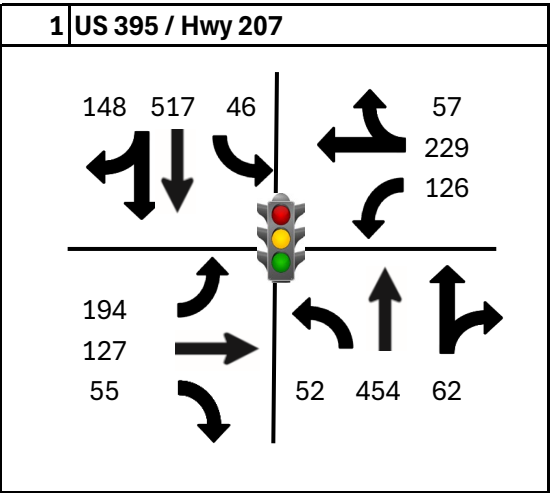
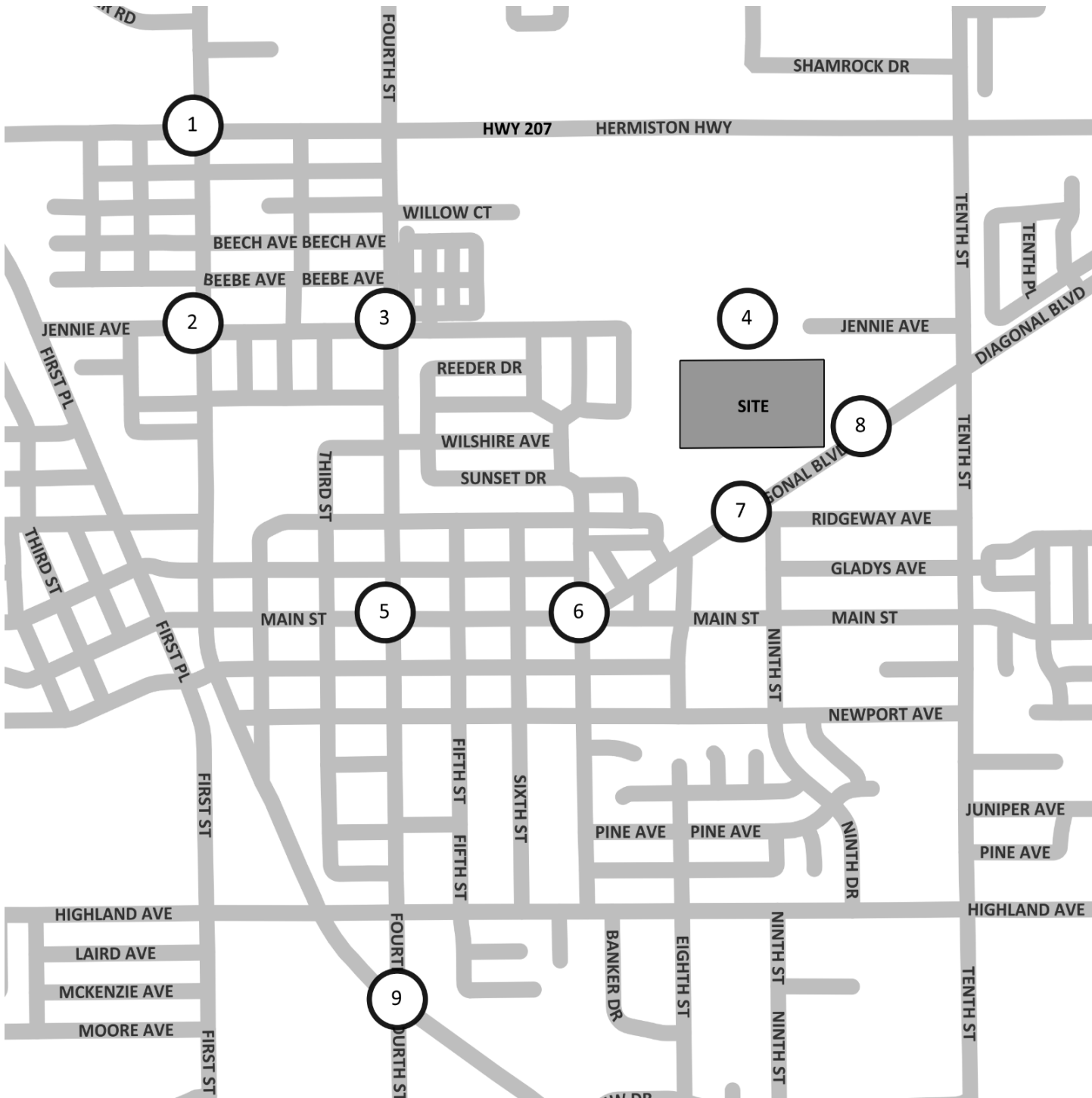
Existing Traffic Volumes and Operations

Existing AM and PM peak hour traffic operations are analyzed at the following study intersections:

- 1 US 395/ Hwy 207
- 2 US 395/Jennie Ave
- 3 Jennie Ave/4th St
- 5 Main St/4th St
- 6 Main St/Diagonal/7th St
- 9 US395/4th St

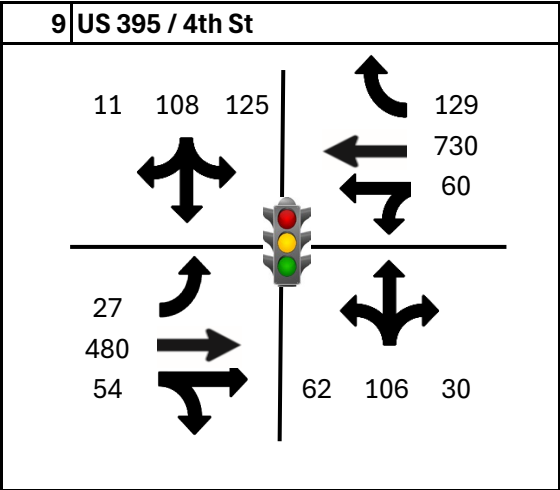
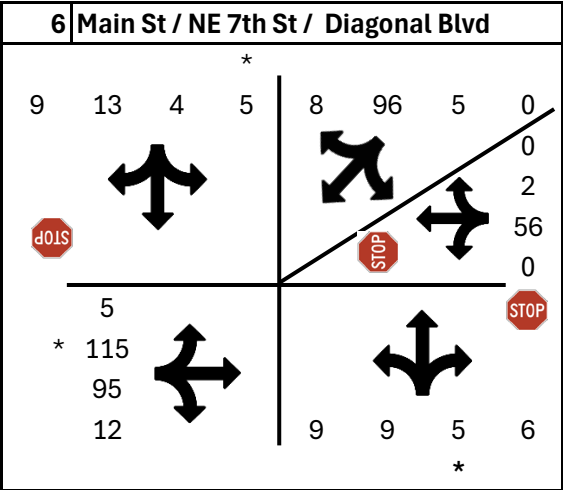
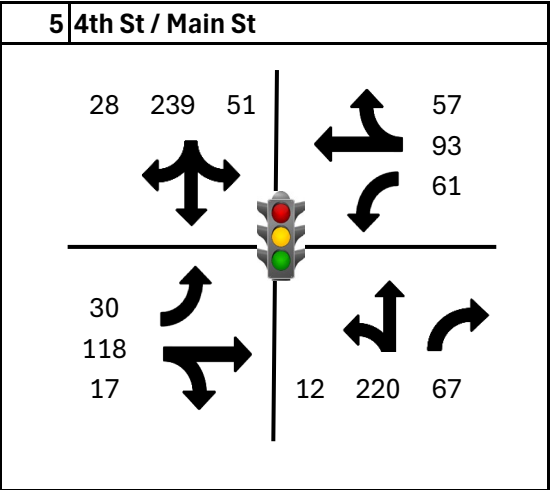
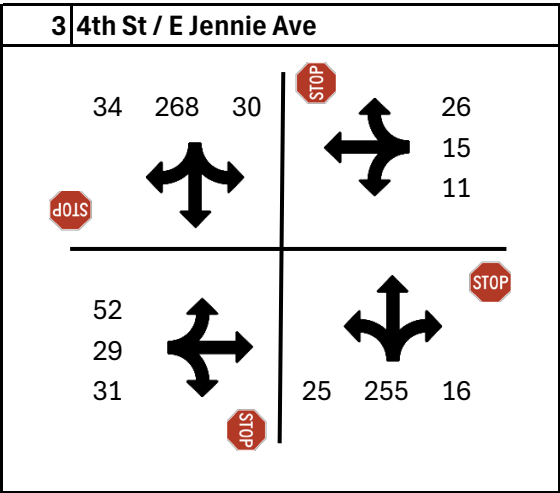
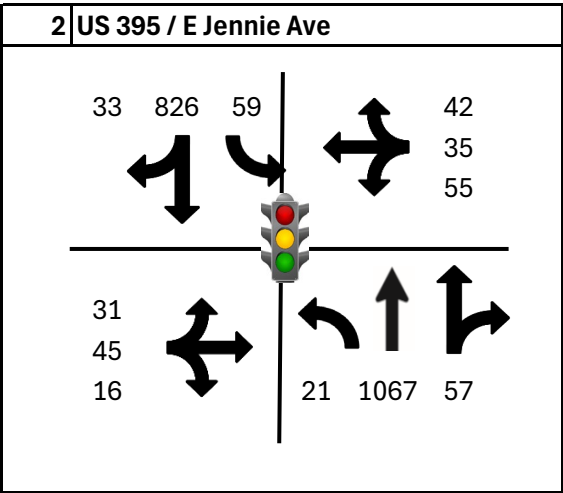
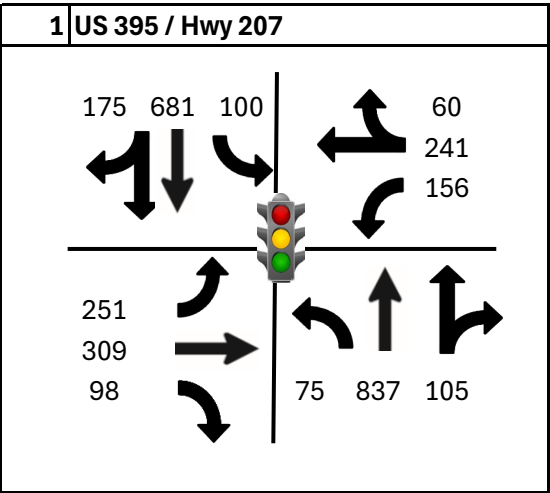
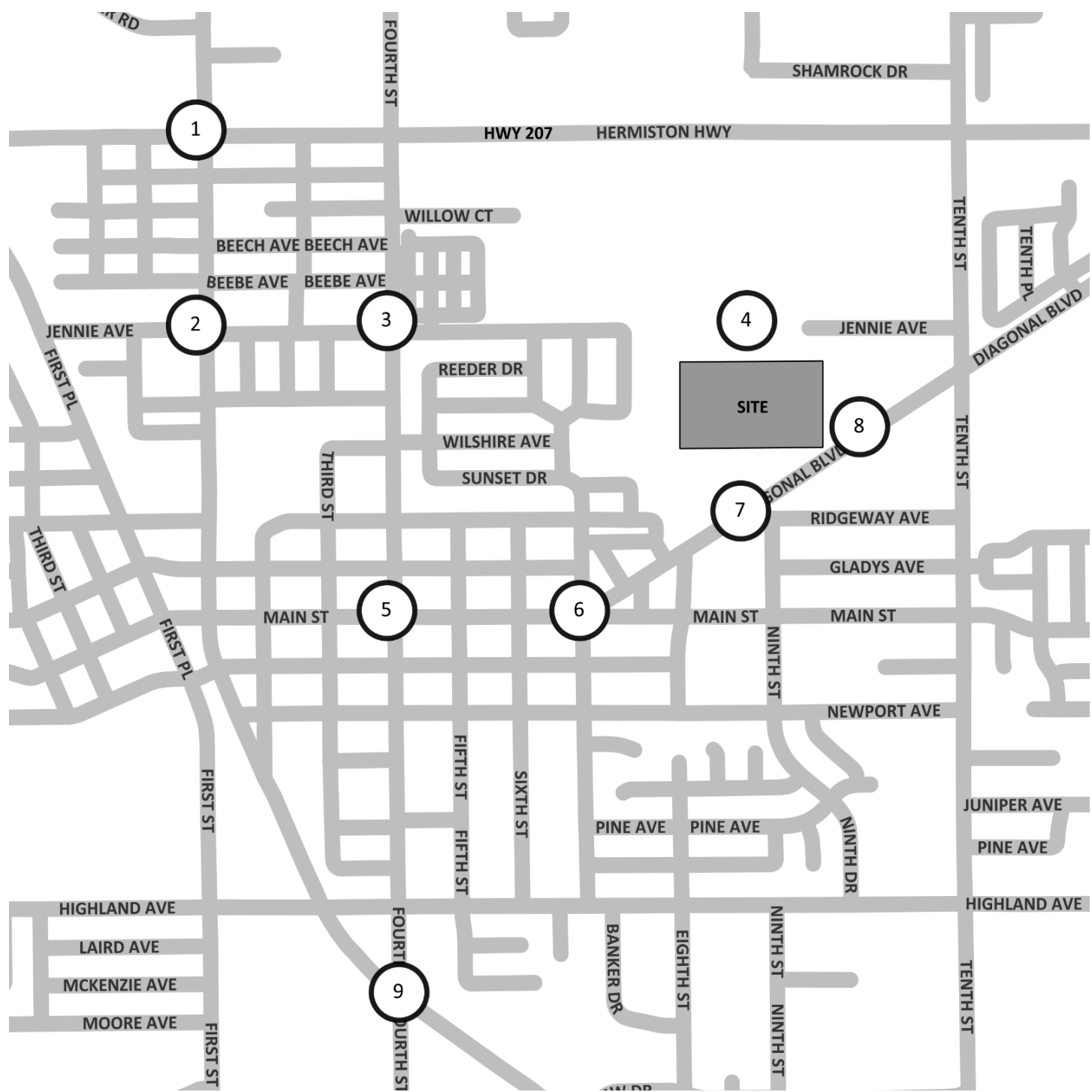
Traffic counts were collected in March 2025 for use in this study. The AM peak hour for the network is identified as 7:30 AM – 8:30 AM. The PM peak hour for the network is 3:35 – 4:35 PM. A 1.07% seasonal adjustment factor is applied to the count data to account for seasonal variation in travel patterns. Additional details on seasonal adjustment factor calculations can be found in **Appendix D**. The peak hour traffic volumes analyzed under existing conditions are shown in **Figures 3 and 4**, with the detailed traffic counts included in **Appendix B**.

Figure 3: 2025 Existing Volumes AM Peak Hour



* denotes movement to/from Diagonal Blvd

Figure 4: 2025 Existing Volumes PM Peak Hour



* denotes movement to/from Diagonal Blvd

Existing Operating Conditions

Existing traffic operations at the project study intersections are evaluated for the AM and PM peak hours. The estimated operational results of each study intersection are shown in **Table 5**. The 2016 Highway Capacity Manual (HCM) methodology¹ is used to evaluate operations at two-way and all-way stop controlled study intersections. The intersection of Main St/Diagonal Blvd/7th St has a unique configuration with five intersection approaches, which means the HCM analysis cannot be applied. Instead, the Intersection Capacity Utilization (ICU) is used to estimate operations at this location. Signalized intersections are evaluated using the HCM 2000 methodology.

Appendix C provides detailed reports summarizing these results. **Appendix D** provides information on how the volumes were developed for analysis. All locations meet applicable mobility standards, with the exception of US 395/Hwy 207, which fails during the PM Peak Hour.

Table 5: 2025 Existing Traffic at Study Intersection Operations

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.82 V/C	0.92 V/C
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.48 V/C	0.58 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS B (SB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
9	US395/4th St	Signalized	0.85 V/C	0.48 V/C	0.70 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with **bold/italicized**

¹ Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, Washington DC, 2016.

Crash Analysis

The five most recent years of crash records (Jan 1, 2012- Dec 31, 2022) for the study area were obtained from Oregon Department of Transportation (ODOT's) online database. A copy of these records is provided in **Appendix E**. Crashes identified by ODOT as intersectional for the two cross streets and/or occurred within 500 feet of the study intersection were included in the analysis for the study intersections.

Crash rates are calculated for the study intersections. Intersection crash rates are compared with ODOT's 90th percentile crash rates from Exhibit 4-1 of ODOT's Analysis Procedures Manual (APM) and are summarized in **Table 6**. All study intersections with recorded crash data have crash rates below the corresponding 90% Percentile Crash Rate.

Three pedestrian crashes are recorded in the study area. The intersection of US 395/Hwy 207 has one pedestrian crash recorded in 2019 that resulted in an "injury c- minor injury". The intersection of US 395/Jennie Ave has one pedestrian crash recorded in 2019 that resulted in an "injury b- moderate injury", and another in 2022 that resulted in an "injury c- minor injury".

There was one "injury a- severe injury" crash recorded in the study area in 2018. It occurred at the intersection of US 395/Hwy 207 during an angle crash.

Table 6: Crash Rate Analysis

No.	Intersection	AADT	5 Year Crash Total (2018-2022)	Crash Rate (crashes/MEV)	Intersection Type	90 th Percentile Crash Rate
1	US 395/ Hwy 207	28,860	40	0.759	4SG	0.860
2	US 395/Jennie Ave	21,370	16	0.410	4SG	0.860
3	Jennie Ave/4th St	7,390	3	0.222	4ST	0.408
5	Main St/4th St	9,280	5	0.295	4SG	0.860
6	Main St/Diagonal/7 th St	4,540	-	-	4ST	0.408
9	US395/4th St	17,960	8	0.244	4SG	0.860

Note: AADT is estimated assuming the intersection PM Peak Hour traffic is approximately 10% of the AADT.

Locations exceeding 90th percentile crash rates are shown with ***bold/italicized***

1 – The intersection of Main St/Diagonal/7th St is a unique configuration with 5 legs, 3 of which are stop controlled. The closest match for the critical crash rate data provided by ODOT is for a 4ST classification, which is applied for the purposes of this study.

CHAPTER 3: BACKGROUND TRAFFIC

The development is expected to be completed in 2026. To account for traffic growth a 1.5% growth rate is used to forecast the existing traffic volumes to future background traffic volumes on roads within the study area. Additional details on growth rate calculations can be found in **Appendix D**. The City has identified the Diamond Run development as an in-process development and requested it be included in the background conditions analysis. The Diamond Run traffic impact analysis provided PM Peak Hour volumes. AM Peak Hour volumes were generated using current ITE Trip Generation manual methodology for use in this study. Background traffic volumes are shown in **Figures 5 and 6**.

Background Intersection Operations

The background traffic operations of each study intersection are shown in **Table 7**. The 2016 Highway Capacity Manual (HCM) methodology² is used to evaluate operations at two-way and all-way stop controlled study intersections. The intersection of Main St/Diagonal Blvd/7th St has a unique configuration with five intersection approaches, which means the HCM analysis cannot be applied. Instead, the Intersection Capacity Utilization (ICU) is used to estimate operations at this location. Signalized intersections are evaluated using the HCM 2000 methodology.

Appendix F provides detailed reports summarizing these results. All study intersections meet existing mobility standards, with the exception of US 395/Hwy 207, which continues to fail during the AM and PM Peak Hour background conditions.

Table 7: 2026 Background Intersection Operations (Without Project)

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.88 V/C	0.99 V/C
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.49 V/C	0.59 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS B (SB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
9	US395/4th St	Signalized	0.85 V/C	0.51 V/C	0.73 V/C

V/C = Volume to Capacity Ratio

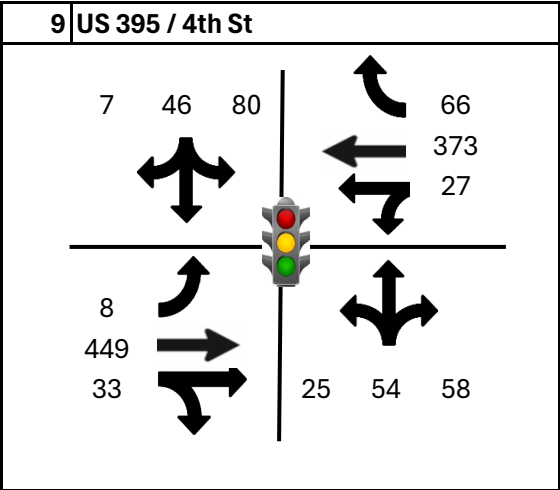
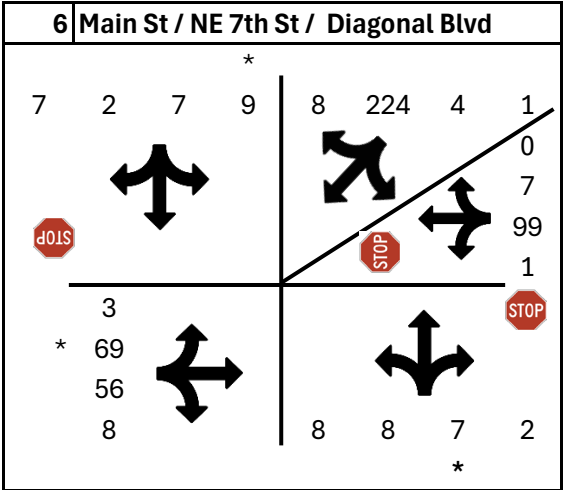
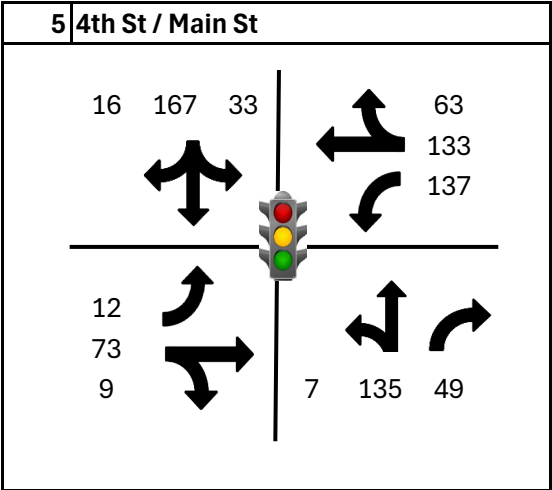
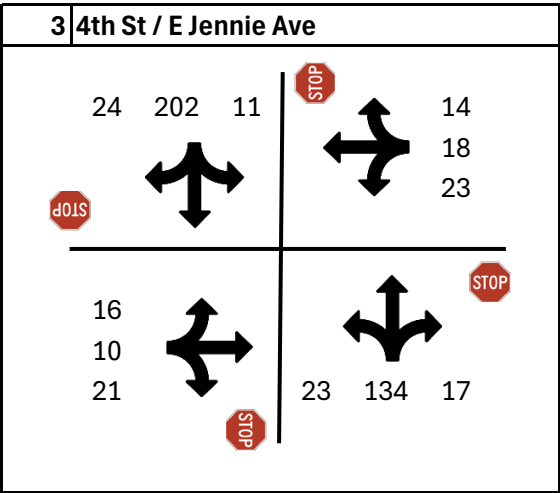
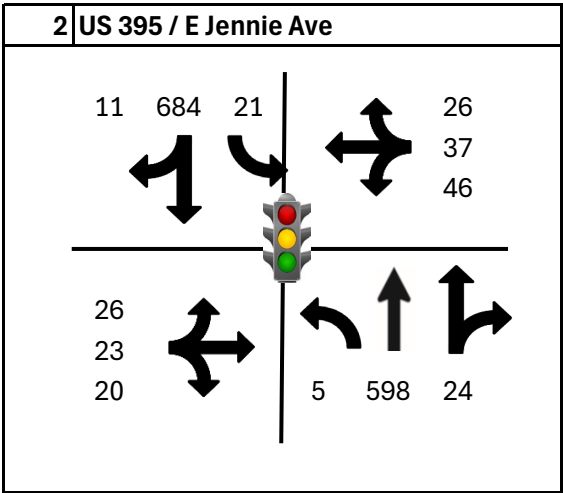
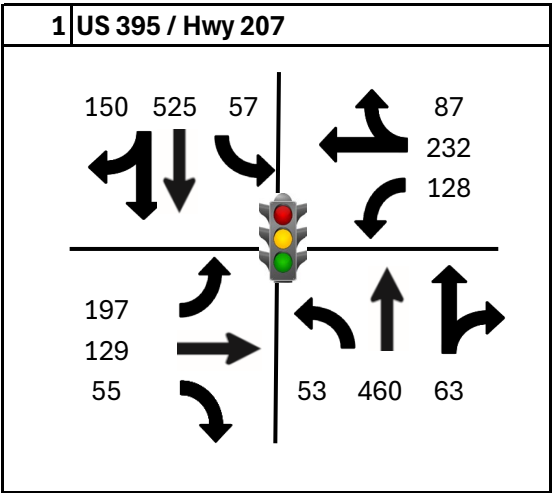
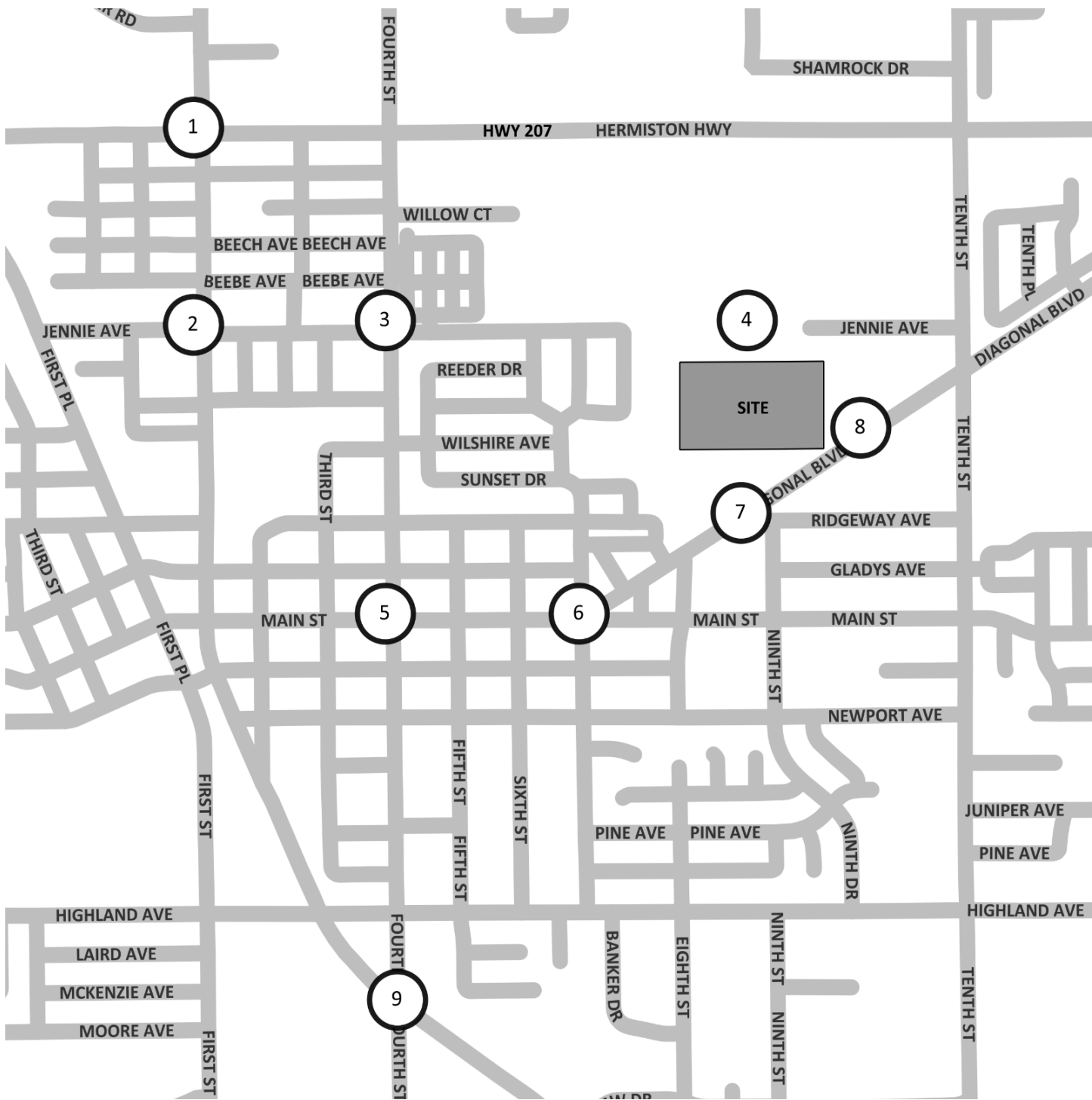
LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with **bold/italicized**

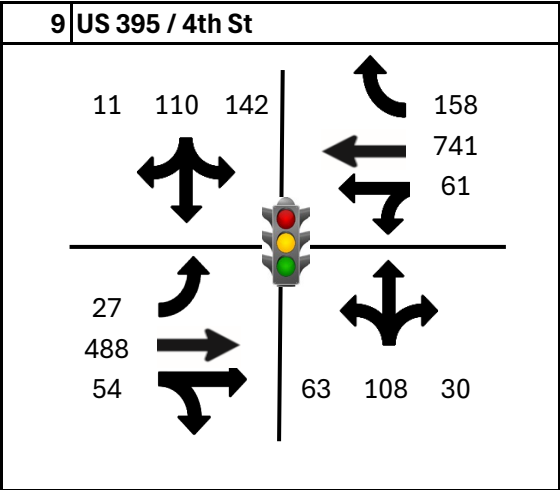
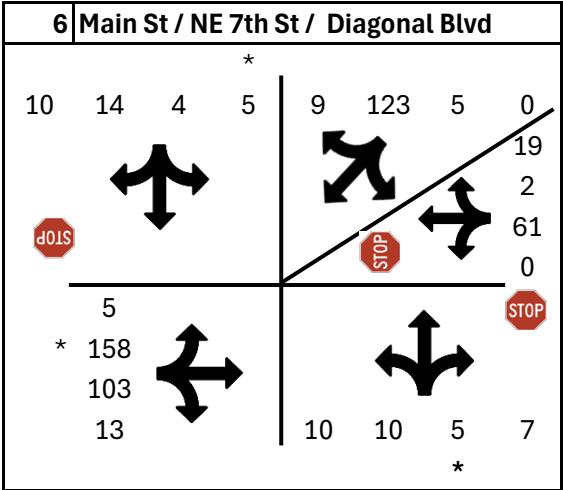
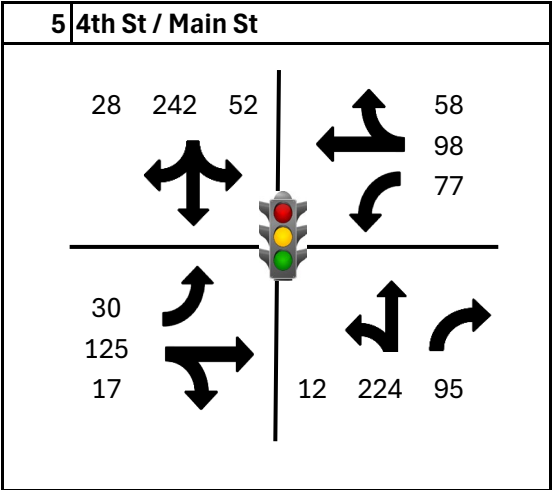
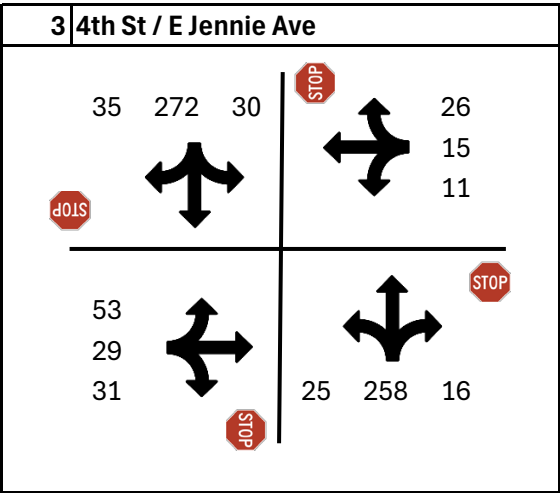
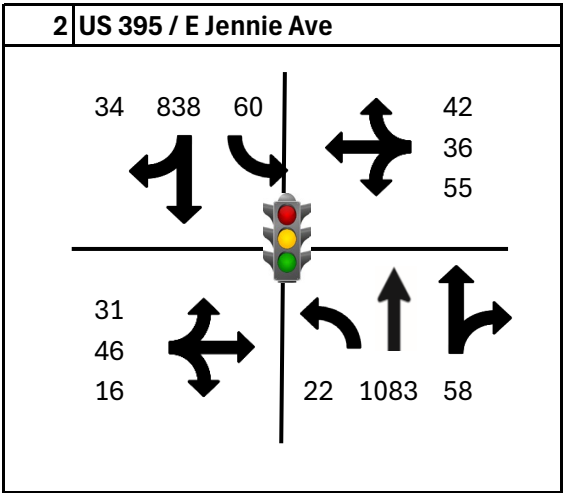
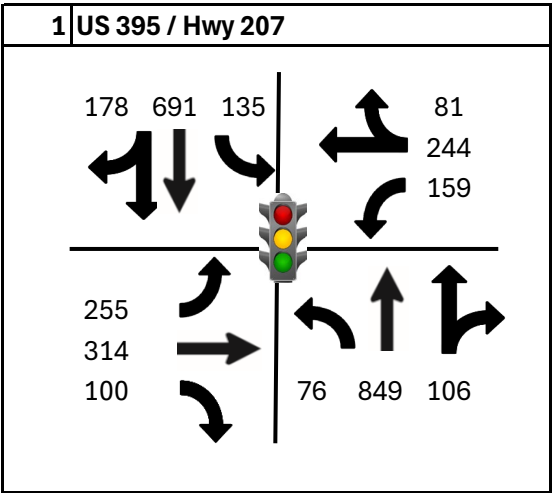
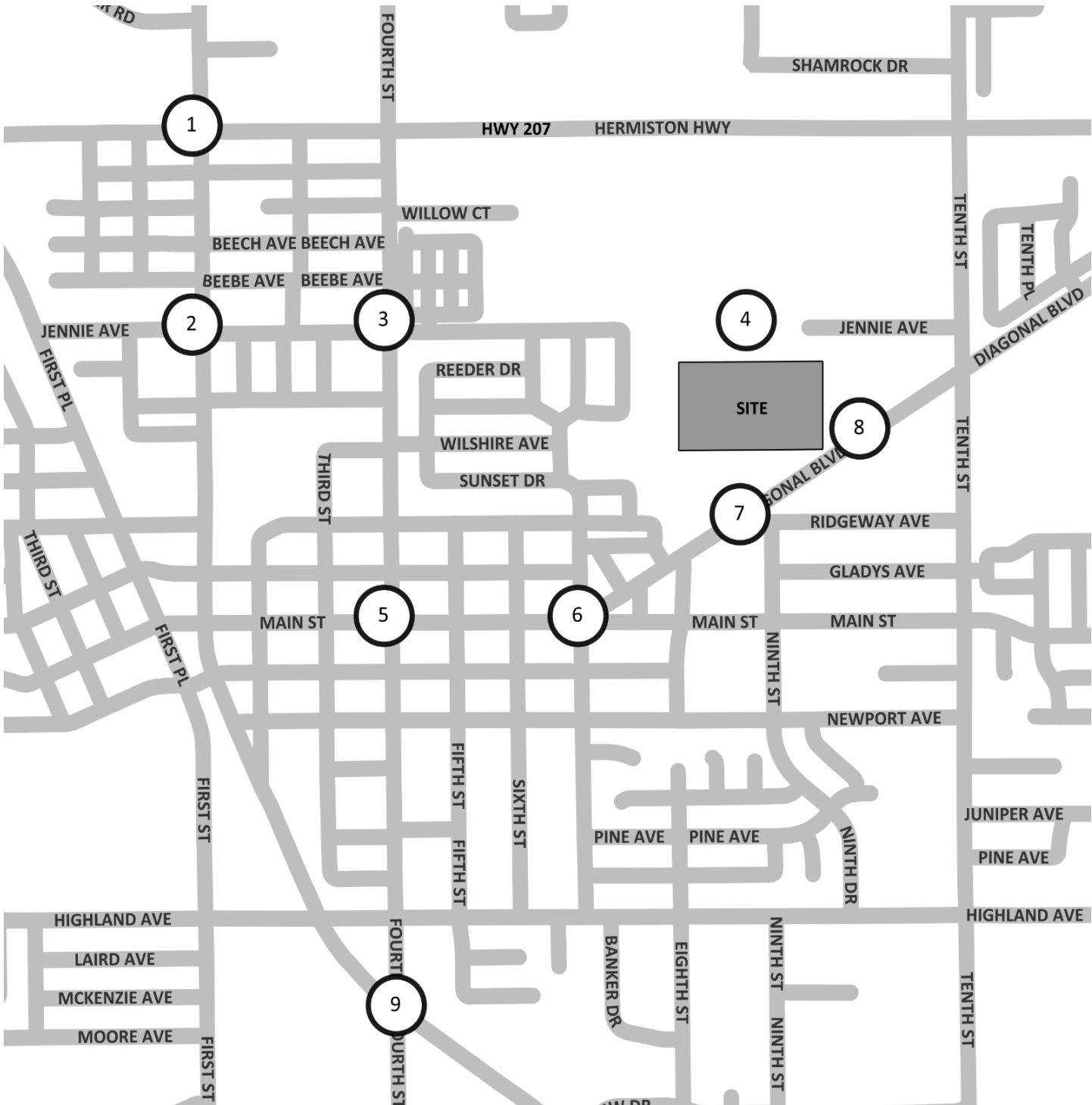
² Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, Washington DC, 2016.

Figure 5: 2026 Background Volumes AM Peak Hour



* denotes movement to/from Diagonal Blvd

Figure 6: 2026 Background Volumes PM Peak Hour



* denotes movement to/from Diagonal Blvd

CHAPTER 4: PROJECT IMPACTS

This chapter reviews the impacts that the proposed development would have on the study area transportation system. The focus of the impact analysis is on the following study intersections:

- 1 US 395/ Hwy 207
- 2 US 395/Jennie Ave
- 3 Jennie Ave/4th St
- 4 Jennie Ave/North Driveway
- 5 Main St/4th St
- 6 Main St/Diagonal/7th St
- 7 Diagonal/West Access
- 8 Diagonal/East Access
- 9 US395/4th St

Trip Generation

Trip generation is used to estimate the number of vehicle trips added to the roadway network by a development during a specified period. In this case, the AM and PM peak hour periods are studied. Trip generation estimates are established using data and methodology provided by the Institute of Transportation Engineers (ITE).³

Trip generation values for the proposed development are estimated using the ITE Trip Generation Manual, 11th Edition. Land Use Code 220: Multi-Family Low-Rise is used to estimate trips for the proposed apartment units. Land Use Code 151: Mini-Ware is used to estimate trips for the proposed storage units. Trip generation values are provided in **Table 8**.

Table 8: Trip Generation Summary

Land Use	Size	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing Low Rise (220)	270 Units	26	81	107	86	51	137
Mini-Warehouse (151)	22k SQFT	1	1	2	1	2	3
TOTAL		27	82	109	87	53	140

³ *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.
Enloe Consulting, LLC

Trip Distribution

Trip distribution provides an estimation of where trips from the development originate and end on the study area network. This is represented as percentages where large portions of the trips generated enter and exit the project study area. The trip distribution percentages are included in **Appendix D**. **Figures 7 and 8** show the trips generated by the study distributed on the network.

Figure 7: Site Generated Volumes AM Peak Hour

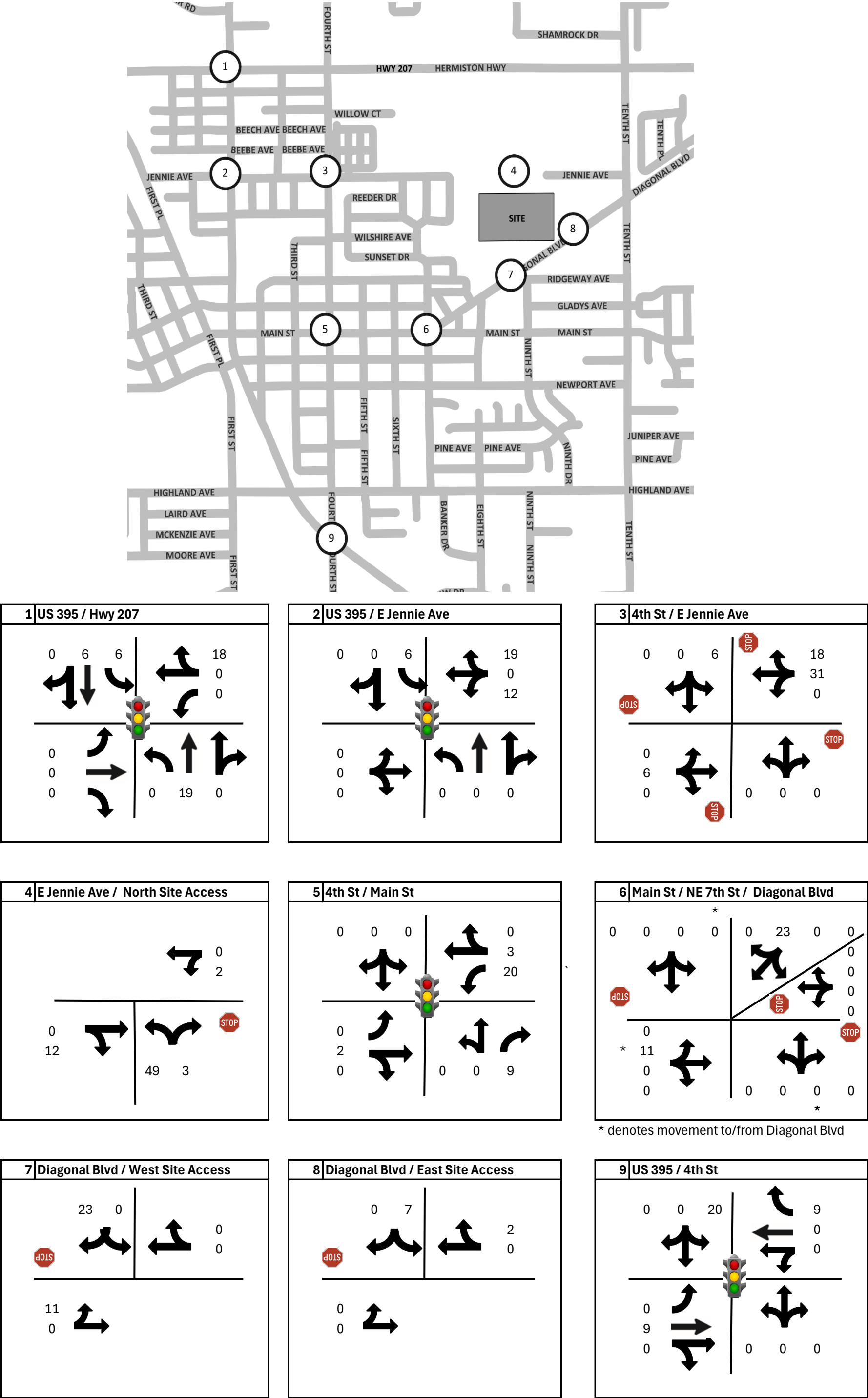
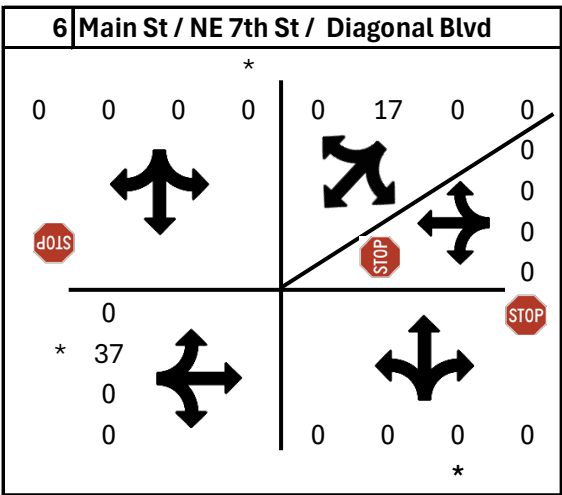
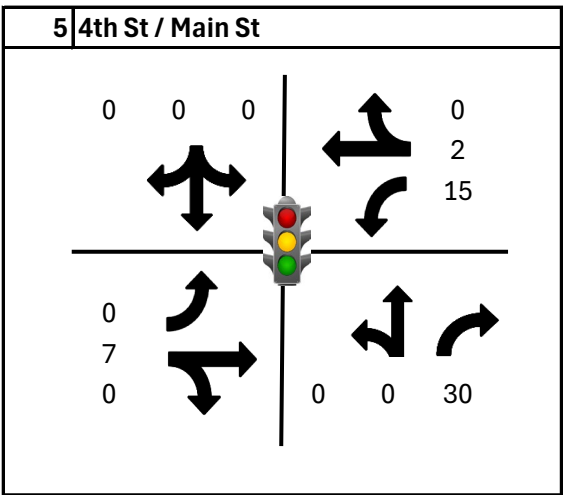
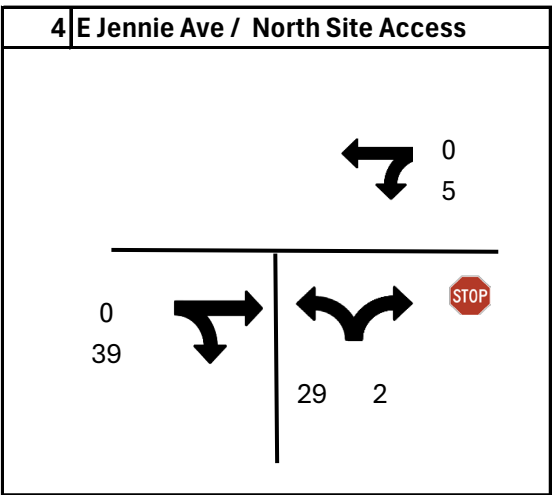
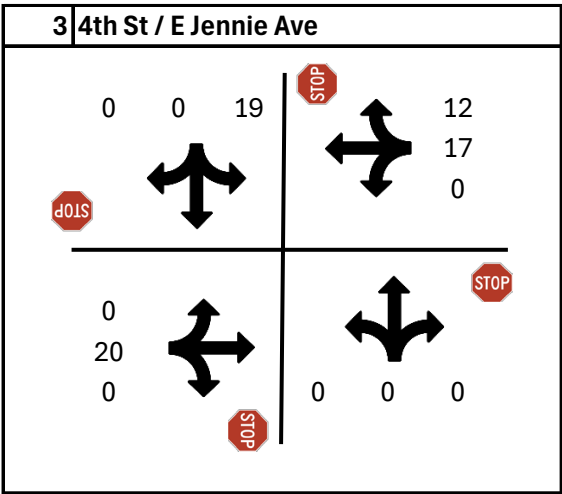
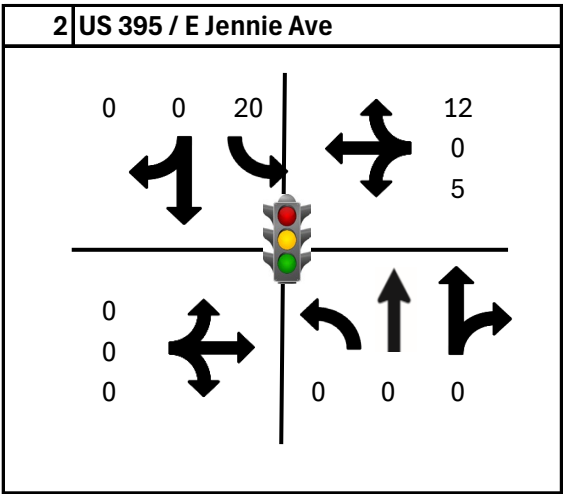
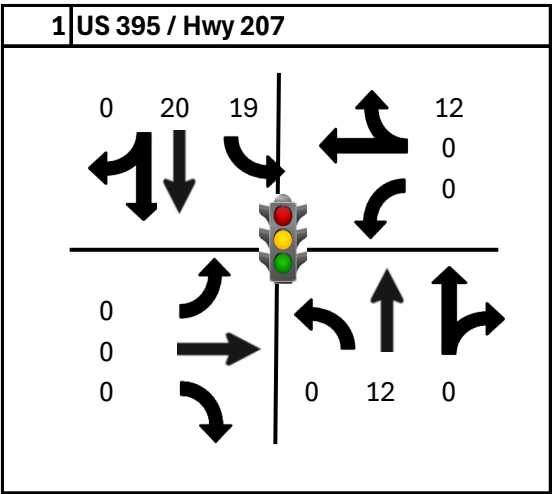
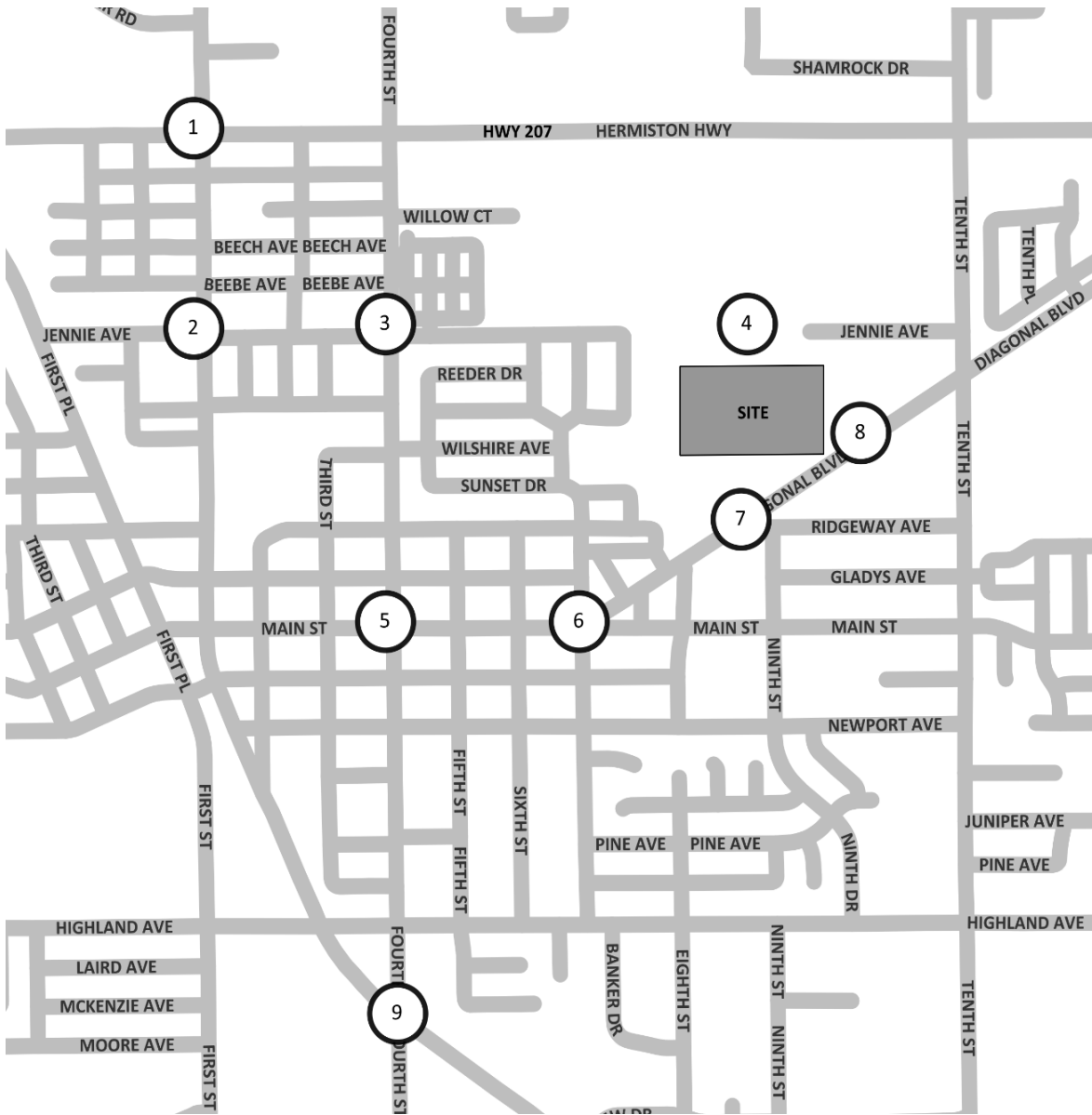
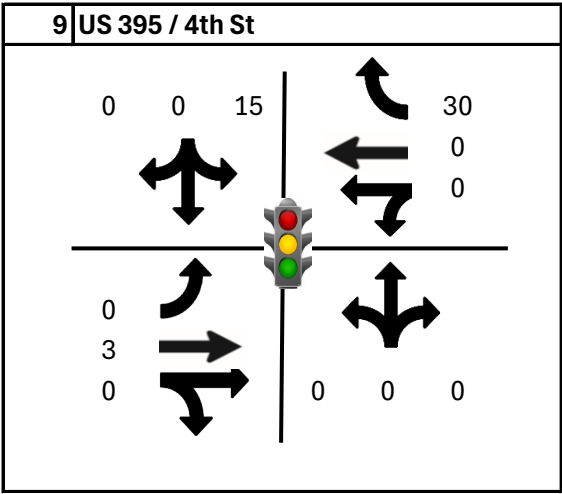
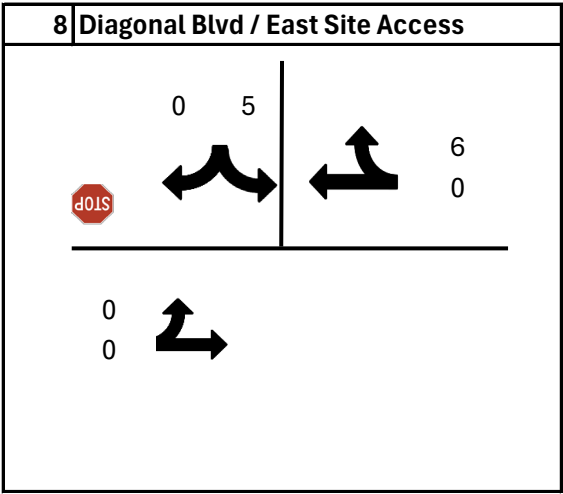
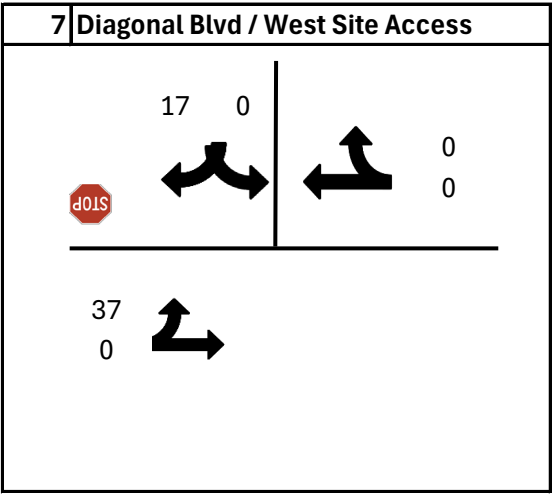


Figure 8: Site Generated Volumes PM Peak Hour



* denotes movement to/from Diagonal Blvd



Future Traffic Volumes with the Proposed Development

The estimated trips associated with the proposed development are added to the background volumes to estimate the total traffic scenario volumes. **Figures 9 and 10** show the 2026 total traffic volumes used for the opening year analysis.

Table 9 lists the study intersection total traffic operating conditions for the AM and PM peak hours. The 2016 Highway Capacity Manual (HCM) methodology⁴ is used to evaluate operations at two-way and all-way stop controlled study intersections. The intersection of Main St/Diagonal Blvd/7th St is has a unique configuration with five intersection approaches, which means the HCM analysis cannot be applied. Instead, the Intersection Capacity Utilization (ICU) is used to estimate operations at this location. Signalized intersections are evaluated using the HCM 2000 methodology.

Appendix G provides detailed reports for the operational results. All study intersections meet mobility standards except for US 395/Hwy 207, which fails in both the AM and PM Peak Hours.

Table 9: 2026 Total Intersection Operations (With Project)

No.	Intersection	Traffic Control	Operating Standard	AM Peak Hour	PM Peak Hour
1	US 395/ Hwy 207	Signalized	0.85 V/C	0.91 V/C	1.02 V/C
2	US 395/Jennie Ave	Signalized	0.85 V/C	0.52 V/C	0.61 V/C
3	Jennie Ave/4th St	Unsignalized (All way stop)	LOS D	LOS B (SB)	LOS C (SB)
4	Jennie Ave/North Driveway	Unsignalized (Two way stop)	LOS D	LOS A (NB)	LOS A (NB)
5	Main St/4th St	Signalized	LOS D	LOS B (EB)	LOS B (EB)
6	Main St/Diagonal/7 th St	Unsignalized (Two way stop)	LOS D	ICU LOS A	ICU LOS A
7	Diagonal/West Access	Unsignalized (Two way stop)	LOS D	LOS A (SB)	LOS A (SB)
8	Diagonal/East Access	Unsignalized (Two way stop)	LOS D	LOS B (SB)	LOS B (SB)
9	US395/4th St	Signalized	0.85 V/C	0.54 V/C	0.77 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with ***bold/italicized***

⁴ Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, Washington DC, 2016.

Mitigation

The intersection of US 395/Hwy 207 fails to meet mobility standards under the existing conditions and background conditions for the PM Peak Hour, as well as with the addition of the proposed project (total traffic conditions).

The critical movements at the intersection are identified as the eastbound left and the southbound left turns. **Table 10** summarizes the operational results under the unmitigated background and total traffic conditions, as well as reviews mitigation options.

Table 10: US 395/ Hwy 207 Intersection Operations

Treatment	Operating Standard	AM Peak Hour	PM Peak Hour
2026 Background Unmitigated	0.85 V/C	0.88 V/C	0.99 V/C
2026 Total Unmitigated		0.91 V/C	1.02 V/C
2026 Total Dual SB Left Turn Lanes		0.90 V/C	0.96 V/C
2026 Total Dual EB Left Turn Lanes		0.76 V/C	0.86 V/C

V/C = Volume to Capacity Ratio

LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

Locations exceeding mobility standards are shown with **bold/italicized**

The addition of southbound dual left turn lanes would mitigate the intersection to background conditions operations for the PM Peak Hour. However, the addition of eastbound dual left turn lanes would improve operations back to below the background condition V/C levels for both AM and PM Peak Hours and very close to meeting overall mobility targets for the intersection.

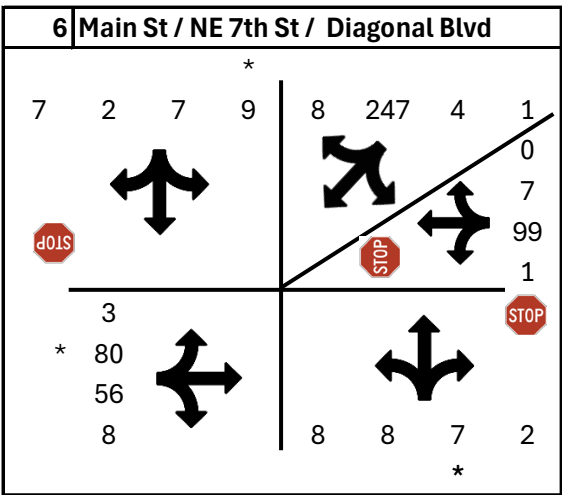
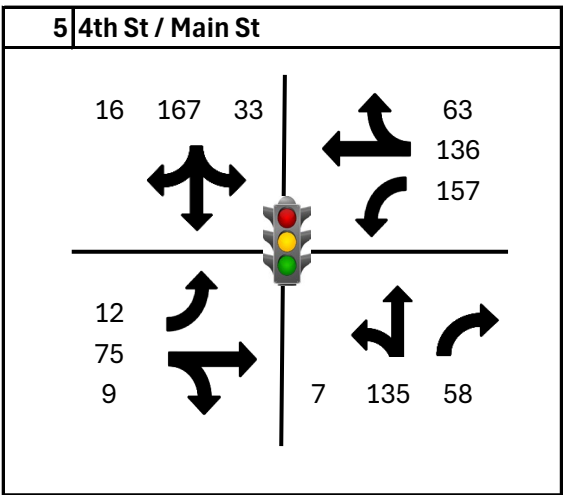
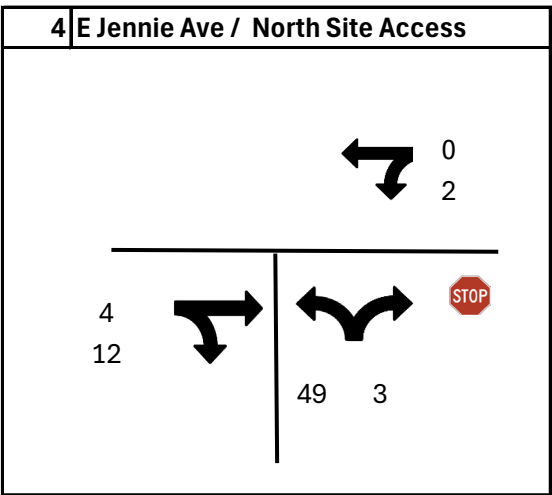
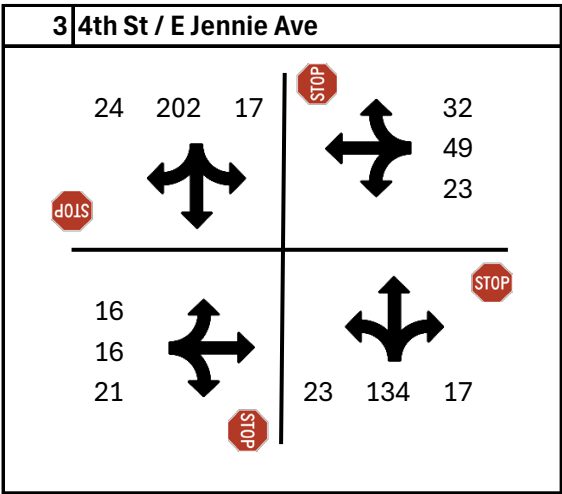
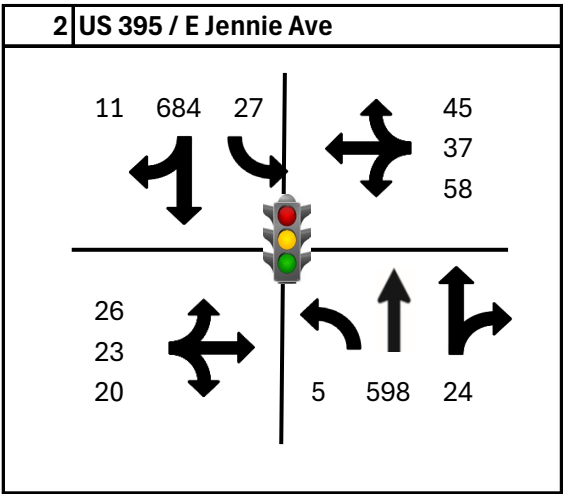
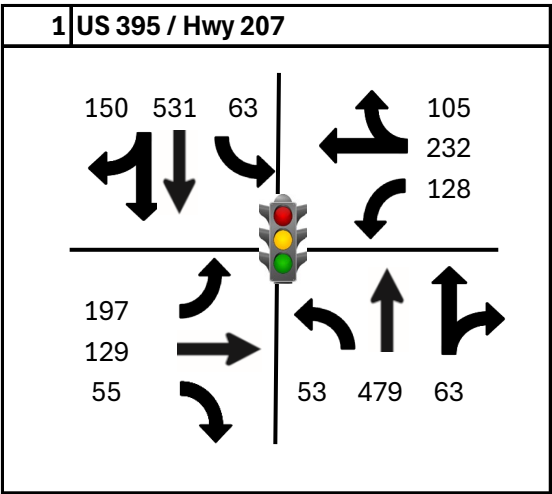
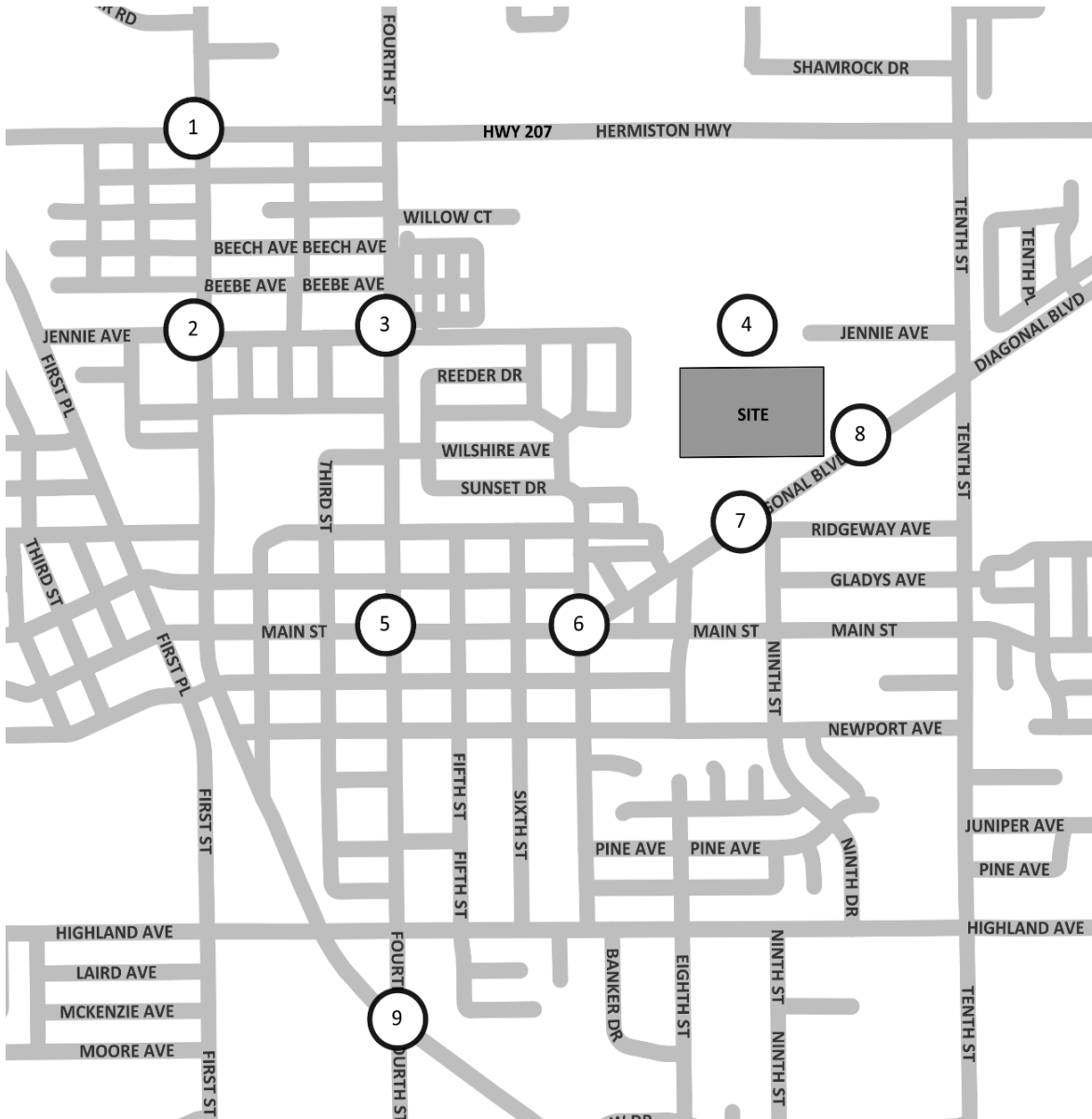
The intersection of US 395/Hwy 207 would experience a total entering volume of 2,185 vehicles in the AM Peak Hour and 3,251 in the PM Peak Hour. The project would add 49 trips during the AM Peak Hour, resulting in a development proportional share of 2.2%. It would also add 63 trips during the PM Peak Hour, which results in a development proportional share of 1.9%.

Key Findings

Key findings associated with the proposed development include the following items:

- The proposed development would generate 109 (27 in, 82 out) AM peak hour trips and 140 (87 in, 53 out) PM peak hour trips.
- The intersection of US 395/Hwy 207 fails to meet mobility standards under the existing conditions, background conditions, and with the addition of the planned project. All other study intersections meet mobility standards with the addition of the project.
- Operations at the intersection of US 395/Hwy 207 can be brought back to background conditions mobility levels with the addition of dual eastbound left turn lanes. The developments proportional share for this mitigation would be between a 1.9-2.2% contribution.

Figure 9: 2026 Total Volumes AM Peak Hour



* denotes movement to/from Diagonal Blvd

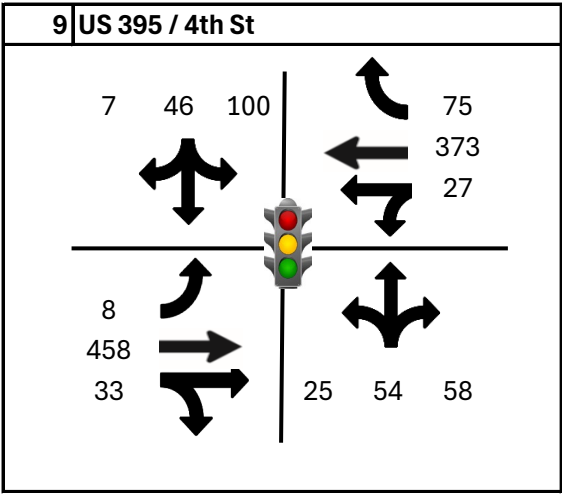
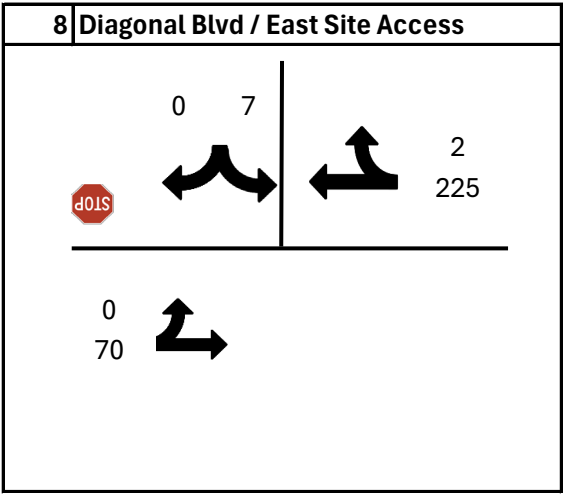
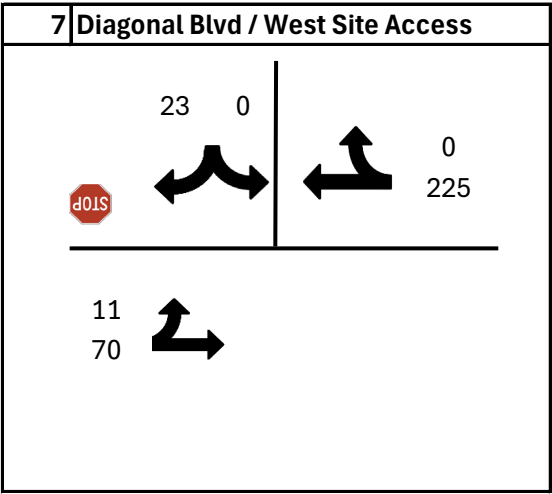
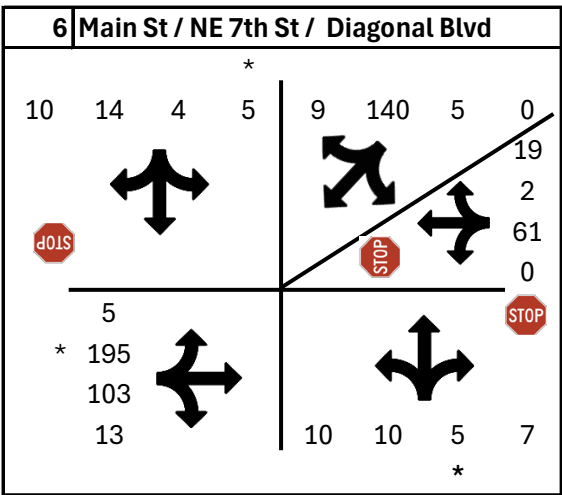
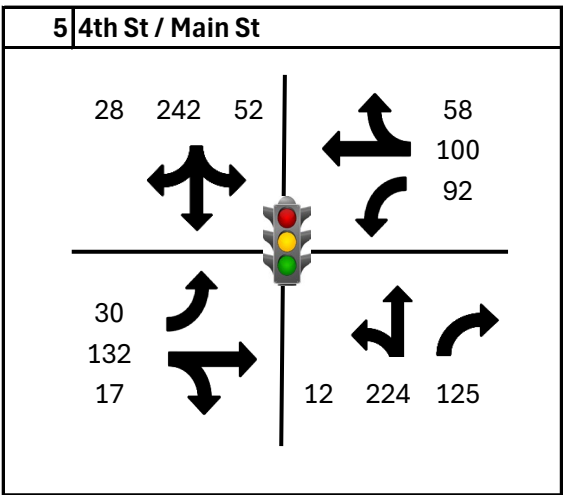
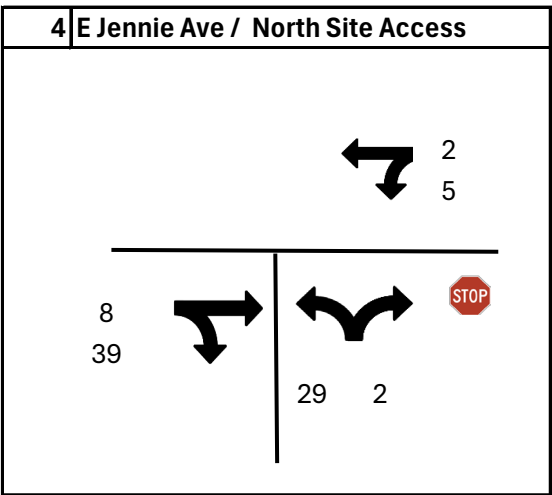
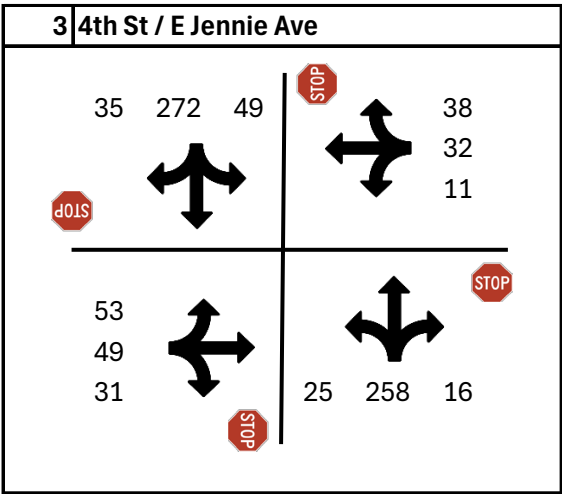
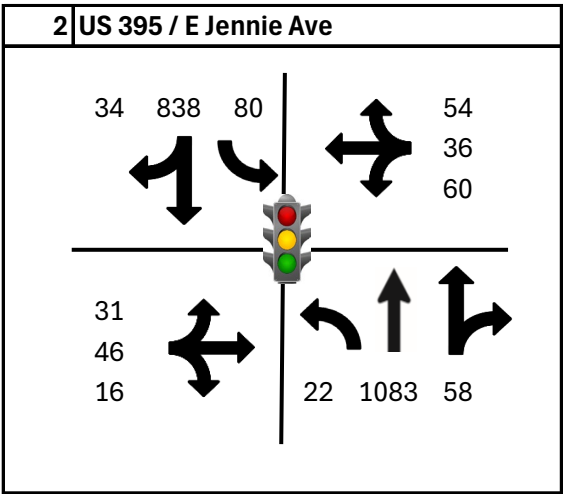
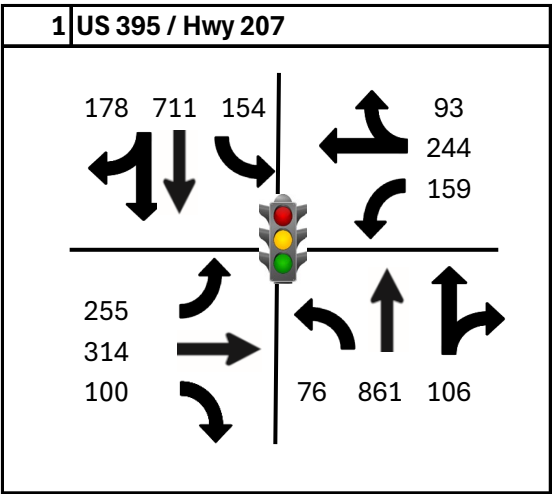
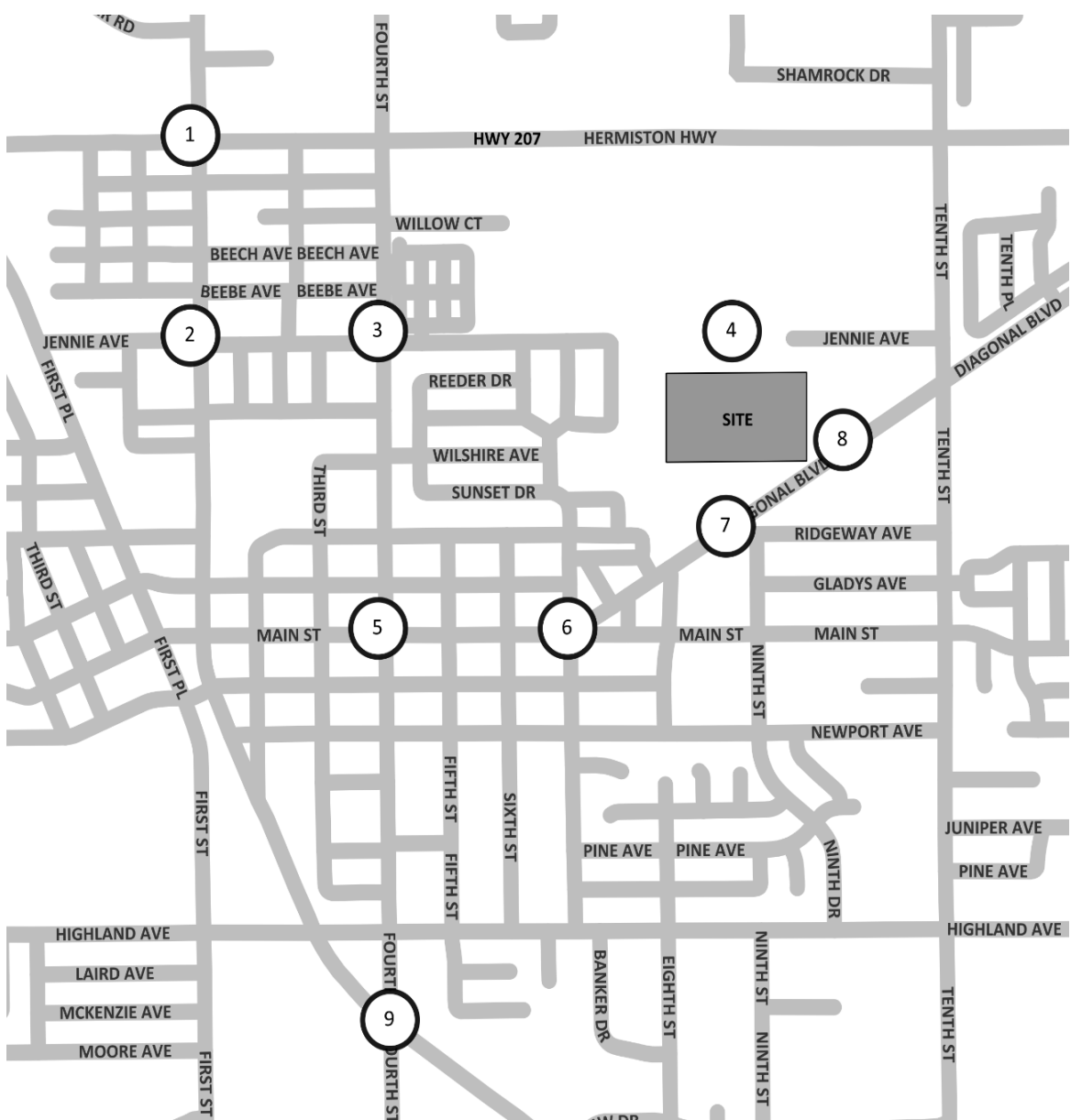
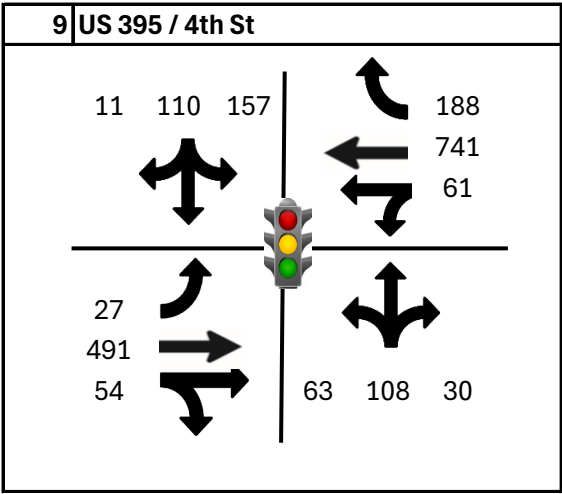
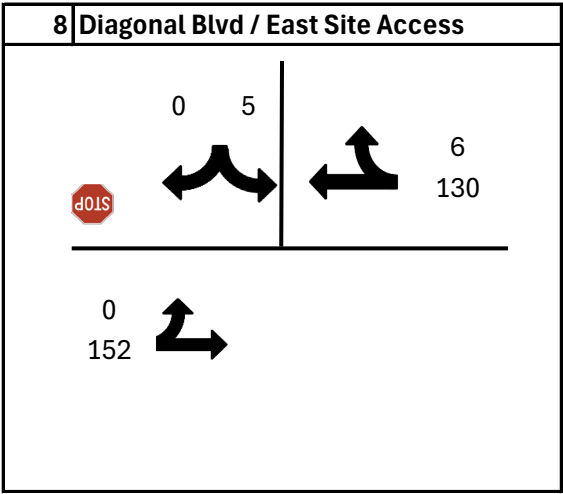
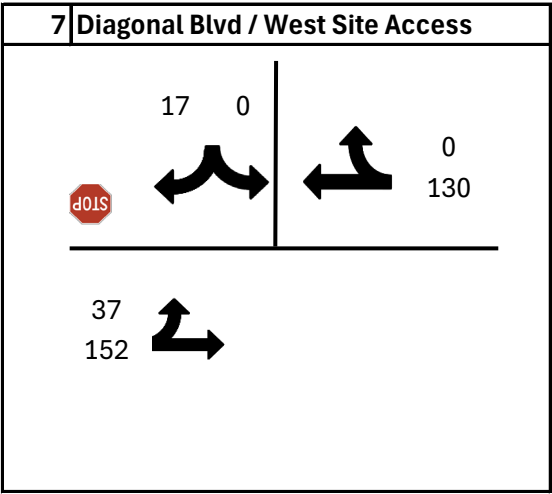


Figure10: 2026 Total Volumes PM Peak Hour



* denotes movement to/from Diagonal Blvd





Where Life is Sweet

Members of the Planning Commission

STAFF REPORT

For the Meeting of June 11, 2025

Title/Subject

Supplemental Information

Replat- 4N2802AB Replat of Sunset Estates & Terra Nova Terrace

Summary and Background

The staff report for this replat issued on June 4 identified an issue with tri-plex lots in the development. The tri-plex lots had an area deficiency, and the staff report recommended that the planning commission require the deficiency to be fixed or a new plat to be submitted. The applicant has submitted a revised plat which increases the lot sizes for the tri-plex lots to meet the 7,500 square foot minimum. The aggregate of all three-family lots now varies between 7,501 and 7,525 square feet. Two- and four-family lots continue to comply with minimum lot size requirements of 5,000 and 8,000 square feet respectively. Staff recommends that condition #5 in Exhibit B to the staff report be removed and subsequent conditions renumbered accordingly.

Revised maps have been prepared by staff indicating the potential layout of common wall dwellings on the site. The overall number of lots has been reduced from 219 to 213 in order to comply with the aggregate minimum lot size requirement.

Testimony has been submitted to the planning commission from ODOT and from Bob and Becky Green (2260 NE 8th St). Additional testimony may be submitted between the preparation of this memo and the date of the meeting and copies will be provided at the meeting if received.

The letter from ODOT raises issues surrounding trip generation and type of development post-replatting. The planning commission may choose to require a trip generation report be prepared as requested by ODOT. Staff does not agree that a trip generation report is merited due to lack of change to the base zoning of the site. Under current zoning, each lot has the potential to develop with a three-unit lot and some lots have the potential to develop with a five-unit lot. Thus the existing density supports up to 200 units and the proposed development increases the unit density to 213, an increase of 6%. The functional change is in the configuration of lot lines rather than the density of the site. To this point, ODOT testifies that they are unsure of the number of units on each lot following replatting. However, the city code specifies that each lot is limited to one dwelling per 157.152. Additional duplex or higher units are not permitted on the lots after replatting. Therefore, the density is capped at 213 units and lot coverage requirements will prevent construction of accessory dwellings on the lots. A copy of the staff acknowledgement of testimony and clarifying response is attached to this memo. To reiterate, staff does not support preparation of a trip generation memo as the density is increasing only by 6% over the existing

density and no change to a zoning regulation, zoning map, or comprehensive plan map is proposed which would trigger the requirements of OAR 660-012-0060. However, based upon the deliberation of the planning commission and public testimony, the planning commission may choose to disregard the staff recommendation and require additional evidence as deemed necessary.

The Green letter raises concerns related to aesthetics, density, property value, traffic, utilities, and open space. The issues raised do not relate specifically to code provisions but should be considered by the planning commission as part of the deliberative process. The city is not able to enforce or honor promises made by former landowners and must treat each application subject to the rules in place governing the zoning and development process. Conditions of approval shall be roughly proportional to the impact of development and imposed through establishment of a nexus between the exaction and the impact.

Submitted By:

C.F. Spencer, Planning Director

Exhibit B
Conditions of Approval
Sunny View Terrace Replat
June 11, 2025

Subject to the and testimony presented to and the deliberation of the planning commission, the following conditions of approval are proposed:

1. Applicant must sign an improvement agreement and shall install grading, storm drainage, curb and gutter, sidewalks, street paving, and all service utilities for this development. All improvements for each phase shall comply with city standards and specifications and shall receive final approval from the city engineer.
2. Applicant shall work with and receive certification from the Hermiston Irrigation District prior to final plat approval. The applicant should be aware that the City of Hermiston will not sign the final plat until the Hermiston Irrigation District has signed the final plat.
3. Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels.
4. Easements of ten feet in width shall be provided on all lot lines abutting a public street.
5. Streetlights shall be installed at the applicant's cost. Once installed, the City will assume the monthly service charges.
6. Applicant shall comply with all provisions of 92.12 of the Hermiston Code of Ordinances (relating to the control of blowing dust) during all phases of construction.

SUNNY VIEW TERRACE

A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace City of Hermiston, Umatilla County, Oregon Township 4 North, Range 28 East, W.M. Northwest 1/4 of Northeast 1/4 of Section 2 for: North 44 Homes 4618 South Reed Street Kennewick, Washington, 99337

LEGAL DESCRIPTION:

Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates and Lots 1-7 of Terra Nova Terrace all located in the Northwest Quarter of the Northeast Quarter of Section 2, Township 4 North, Range 28, East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon;

RECORD SURVEYS:

- R1 - McKinnis for Holt, Sunset Estates, Book 13, Page 086, 1996
- R2 - McKinnis for Holt, Holt Addition, Book 15, Page 034, 2007
- R3 - Edwards for Holmes, C.S. #S-037-
- R4 - McKinnis for City of Hermiston, Terra Nova Terrace, Book 18, Page 046, 2025

SURVEYORS CERTIFICATE & NARRATIVE:

I, Ronald V. McKinnis, being a Registered Professional Land Surveyor of the State of Oregon, certify that I have correctly surveyed and monumented the lands more particularly described in the Legal Description shown hereon according to Oregon Revised Statutes, Chapter 92 of the State of Oregon. The INITIAL POINT of this survey is a 5/8" Rebar with a Yellow Plastic Cap, PLS 951 set at the Northeast corner of newly created Lot 12 being the Northeast corner of this Plat.

This Survey is Based on my surveys for Holt, Sunset Estates & Holt Addition, and my survey for the City of Hermiston, Terra Nova Terrace. My Bearing Base is the East Line of the Sunset Estates Subdivision. Having only completed Phase 1 of this Subdivision in 2006, only the Exterior monuments were set for these Lots of this Subdivision. The purpose of the survey was to Replat All of Phase 2 of Sunset Estates by dividing all remaining lots of Phase 2 in half to allow construction of Zero Lot Line Duplexes on each property. This survey was conducted with a Trimble R8 RTK Total Station.

OWNERS DECLARATION / DEDICATION:

Know All Men By These Presents, that the owners of the lands shown on this plat do hereby Recognize previous dedications to the Public of Hill View Drive, Sunny View Lane, and NE Holt Avenue. We also Dedicate or Recognize the previous Utility easements as portrayed upon this Plat. We acknowledge that they have caused this Plat to be created, we authorizes that this Plat be prepared in accordance with provisions of ORS Chapter 92, and we recognizes this Plat as the Official Map and Plat of the Replat as designated by the County Official, and filed in the County of Umatilla, State of Oregon.

Edith A. Holt, Trustee, Holt Revocable Living Trust
Owner

Larry D. Ables Diana L. Ables
Ables & Ables, LLC, Purchasing Agent

On this day of 2025, the above individuals appeared personally before me and are known to me to be the identical individuals who executed this plat and acknowledged that they did so freely and voluntarily of their own will.

Before me: Notary Public for Oregon

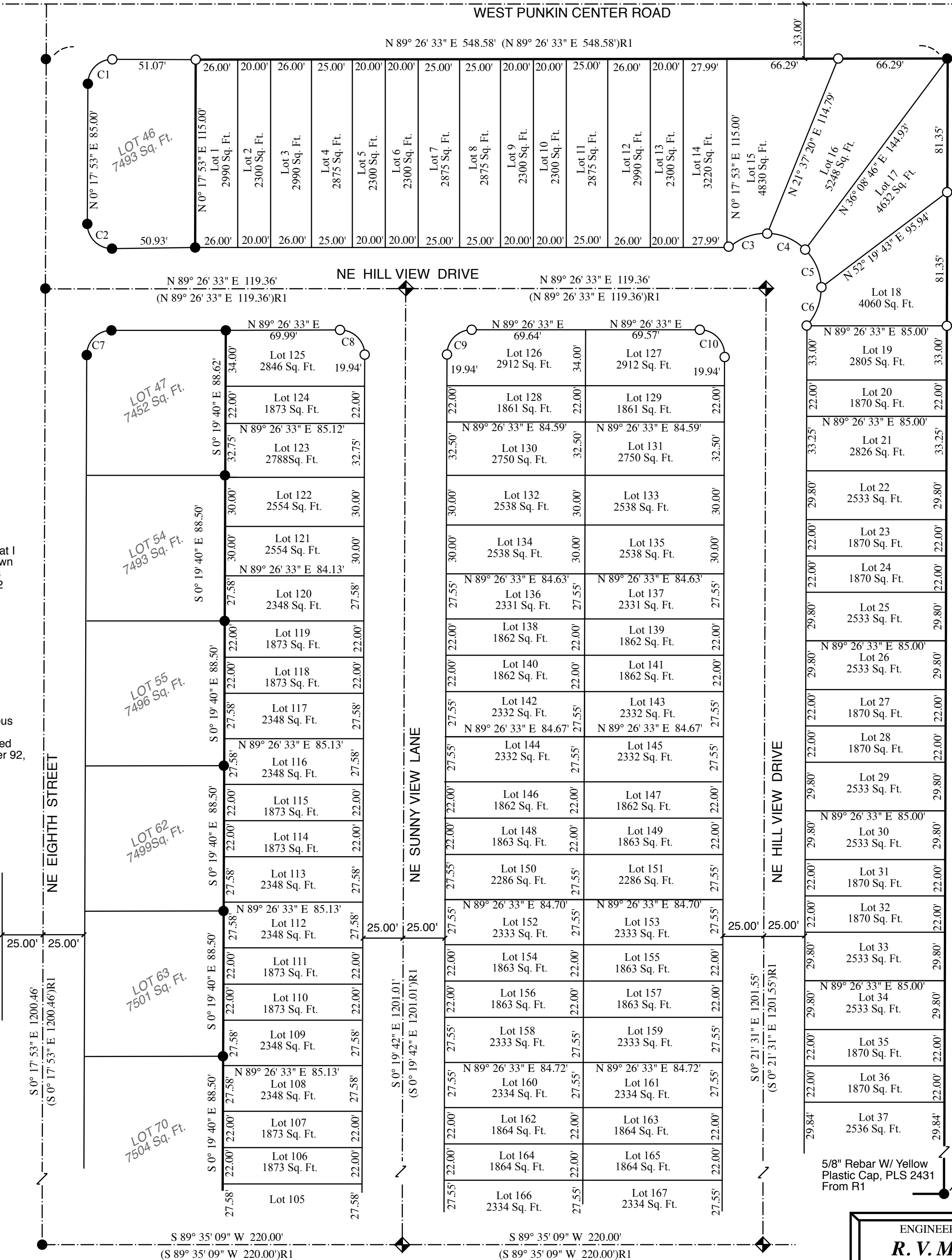
My Printed Name is

My Commission No. is

My Commission Expires

CURVE TABLE:

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I certify that this is a true and exact copy of the Original Replat as filed for Edith A. Holt & Ables & Ables, LLC in Umatilla County, Oregon

Ronald V. McKinnis, PLS #2431



REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
RONALD V. MCKINNIS
JAN. 23, 1990
2431
Expires 12-31-26

LEGEND

- SET MONUMENTS - 5/8" X 30" Iron Rebar W/ Yellow Plastic Caps Stamped - L.S. #2431
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- - - Section / Street Center Line
- (000)R0 Record - Per Reference Noted

SCALE 1" = 50 Ft.
April, 2025

ENGINEERING - LAND SURVEYING - WATER RIGHTS

R. V. MCKINNIS ENGINEERING

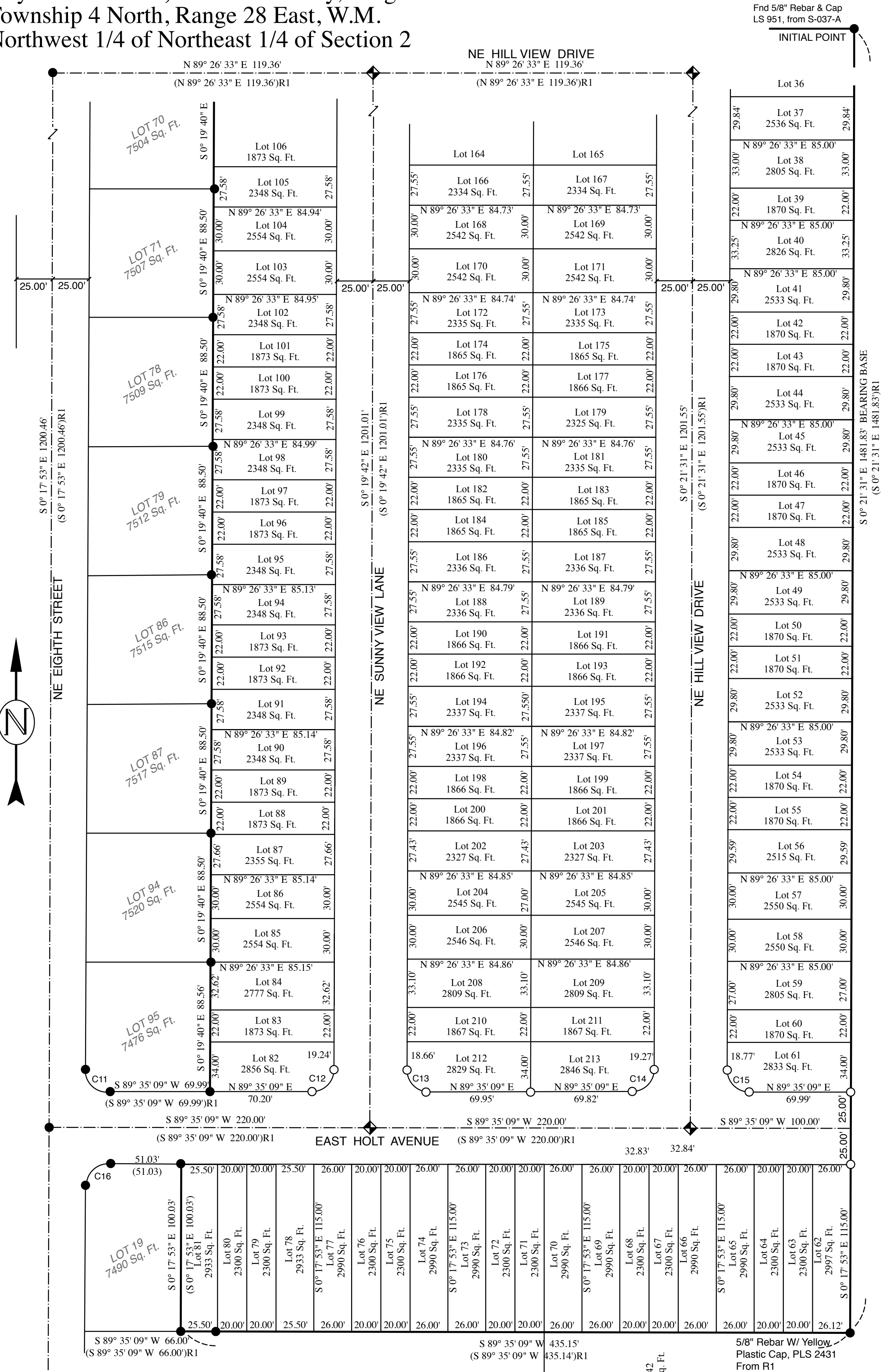
79980 Prindle Loop Road
Hermiston, Oregon 97838
(541) -567-2017

SUNNY VIEW TERRACE

A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace City of Hermiston, Umatilla County, Oregon Township 4 North, Range 28 East, W.M. Northwest 1/4 of Northeast 1/4 of Section 2

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LEGAL DESCRIPTION:

Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates and Lots 1-7 of Terra Nova Terrace all located in the Northwest Quarter of the Northeast Quarter of Section 2, Township 4 North, Range 28, East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon;

RECORD SURVEYS:

- R1 - McKinnis for Holt, Sunset Estates, Book 13, Page 086, 1996
- R2 - McKinnis for Holt, Holt Addition, Book 15, Page 034, 2007
- R3 - Edwards for Holmes, C.S. #S-037-
- R4 - McKinnis for City of Hermiston, Terra Nova Terrace, Book 18, Page 046, 2025

SURVEYORS CERTIFICATE & NARRATIVE:

I, Ronald V. McKinnis, being a Registered Professional Land Surveyor of the State of Oregon, certify that I have correctly surveyed and monumented the lands more particularly described in the Legal Description shown hereon according to Oregon Revised Statutes, Chapter 92 of the State of Oregon. The INITIAL POINT of this survey is a 5/8" Rebar with a Yellow Plastic Cap, PLS 951 set at the Northeast corner of newly created Lot 12 being the Northeast corner of this Plat.

This Survey is Based on my surveys for Holt, Sunset Estates & Holt Addition, and my survey for the City of Hermiston, Terra Nova Terrace. My Bearing Base is the East Line of the Sunset Estates Subdivision. Having only completed Phase 1 of this Subdivision in 2006, only the Exterior monuments were set for these Lots of this Subdivision. The purpose of the survey was to Replat All of Phase 2 of Sunset Estates by dividing all remaining lots of Phase 2 in half to allow construction of Zero Lot Line Duplexes on each property. This survey was conducted with a Trimble R8 RTK Total Station.

OWNERS DECLARATION / DEDICATION:

Know All Men By These Presents, that the owners of the lands shown on this plat do hereby Recognize previous dedications to the Public of Hill View Drive, Sunny View Lane, and NE Holt Avenue. We also Dedicate or Recognize the previous Utility easements as portrayed upon this Plat. We acknowledge that they have caused this Plat to be created, we authorizes that this Plat be prepared in accordance with provisions of ORS Chapter 92, and we recognizes this Plat as the Official Map and Plat of the Replat as designated by the County Official, and filed in the County of Umatilla, State of Oregon.

Edith A. Holt, Trustee, Holt Revocable Living Trust
Owner

Larry D. Ables Diana L. Ables
Ables & Ables, LLC, Purchasing Agent

On this day of 2025, the above individuals appeared personally before me and are known to me to be the identical individuals who executed this plat and acknowledged that they did so freely and voluntarily of their own will.

Before me: Notary Public for Oregon

My Printed Name is

My Commission No. is

My Commission Expires

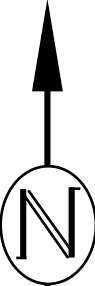
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April, 2025

ENGINEERING - LAND SURVEYING - WATER RIGHTS

R. V. MCKINNIS ENGINEERING

79980 Prindle Loop Road
Hermiston, Oregon 97838
(541) -567-2017

SUNNY VIEW TERRACE

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And Lots 1-7 of Terra Nova Terrace
City of Hermiston, Umatilla County, Oregon
Township 4 North, Range 28 East, W.M.
Northwest 1/4 of Northeast 1/4 of Section 2

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Fnd 5/8" Rebar & Cap
LS 951, from S-037-A

INITIAL POINT



I certify that this is a true and exact copy
of the Original Replat as filed for
Edith A. Holt & Ables & Ables, LLC
in Umatilla County, Oregon

Ronald V. McKinnis, PLS #2431

SCALE 1" = 50 Ft.



PAGE 2 of 2
Rev. 06-06-25

APPROVALS:

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

Umatilla County Surveyor

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

City of Hermiston
Planning Commission Chair

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

City of Hermiston
City Council, Mayor

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

Hermiston Irrigation District

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

Umatilla County Tax Assessor

I certify that I have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

Umatilla County Tax Collector

We certify that We have examined and
approved this Subdivision Plat on this

____ day of _____, 2025

Umatilla County Commissioner

Umatilla County Commissioner

Umatilla County Commissioner

Umatilla Office of County Records
Recording Information
SEAL

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
RONALD V. MCKINNIS
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ENGINEERING - LAND SURVEYING - WATER RIGHTS

R. V. McKINNIS ENGINEERING

79980 Prindle Loop Road
Hermiston, Oregon 97838
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HERMISTON IRRIGATION DISTRICT



366 East Hurlburt Avenue
Hermiston, OR 97838-2445
Office: 541-567-3024
Mobile: 541-571-7698
E-mail: Office@HermistonID.org

June 3, 2025

Clint Spencer, Planning Director
City of Hermiston
180 NE 2nd Street
Hermiston, OR 97838

RE: Replat of Sunset Estates and Terra Nova Terrace Submitted by Ron McKinnis

Director Spencer,

The District has reviewed the properties listed above. These parcels are located within the Hermiston Irrigation District boundary, however, there are no water rights, easements, or District facilities on these properties.

HID has no objection to the replat. Thank you for the opportunity to comment on this request.

Respectfully,

Karra

Karra Van Fossen
Water Right Specialist

June 9, 2025

Planning Commission
City of Hermiston
180 NE 2nd Street
Hermiston, OR. 97838

RE: Notice of Limited Use Decision – Sunny View Terrace Replat

Planning Commission:

We have received notification of an application to replat lots located on NE Sunny View Lane. Lots are zoned Multi-Structure Residential (R-4). The following is a response to said replat application and the probable effect to our property and those of our neighbors.

We adamantly opposed the proposed replat application for the following reasons:

- It will decrease the original lot size to approximately 1/4 of its current listing (65 to 219).
- It will increase the density and population of the overall new development by 4 times the previous plan.
- Two-story condominium housing will ultimately reduce the surrounding property values.
- It will decrease current resident visibility and privacy in the backyard of adjacent properties.
- It will substantially increase traffic on 8th street because of entrance and exit from the development.
- It creates a greater hazard for children because of increased traffic.
- It will change the neighborhood from a rural-style, single family residential community to a more urban, congested living environment.
- Utilities of existing homes will be impacted by additional large-scale development. (Many residents currently have difficulty with water pressure for sprinkler lines from the newly installed city water tank. We are one of them. This will not help our situation.)
- No grass space is allocated for children to play.

It should be noted that the original purchase of our property was made only after reviewing the masterplan and receiving assurances from the developer and real estate agent that the plan would be retained. The original plan should not be changed. We would not have purchased the property otherwise. Many of our neighbors have made similar statements.

Optional Recommendations for Planning Commission Consideration:

1. Table the decision and ask for additional input from residents on the south and west sides of 8th St., from Theatre Rd. to Punkin Center Rd. They will clearly be affected by the changes and should have an appropriate voice in this determination.
2. Modify all new units to be built directly behind 8th St. Change these units from two-story to one-story units for more privacy of current residents.
3. Require repaving of 8th St. at developer's expense to support heavy equipment and vehicles necessary for development and construction.
4. Build an 8 ft. sound wall between existing properties and any new development. This is to be paid by the developer.
5. Create a 100 ft. barrier of parkland between existing lots on 8th St. and any new development to the East.
6. **Ultimately, deny the proposed replat entirely and retain current specifications for further development.**

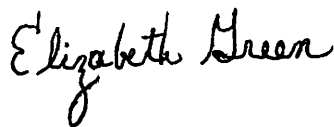
Acceptance of the replat plan will prove to be a great hardship to many current residents. It will force many to sell due to high density, traffic, noise, and the loss of the lifestyle they are seeking.

Great concern has been expressed by most residents on 8th St., with the belief that these changes will have a negative impact on their families. **We have lived in this neighborhood for 10 ½ years. These changes will affect us personally and force us from the lifestyle and neighborhood we have chosen to live.** For this we are deeply saddened. We reserve the right to seek legal counsel to protect our property interests if necessary.

Sincerely,



Bob & Becky Green
2260 NE 8th St.
Hermiston, OR.
97838





Oregon

Tina Kotek, Governor

Department of Transportation

Region 5, District 12

1327 SE 3rd Street

Pendleton, OR 97801

June 5, 2025

Clint Spencer, Planning Director VIA EMAIL: cspencer@hermiston.gov
City of Hermiston
180 NE 2nd Street
Hermiston, OR 97838

Subject: Proposed Replat Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, and 96-98 of Sunset Estates and Lots 1-7 of Terra Nova Terrace located on NE Sunny View Lane/NE Hill View Drive

The Oregon Department of Transportation (ODOT) has jurisdiction of US 395 and OR 207, including responsibility for managing access within these corridors. ODOT is committed to preserving the function of the transportation system and public infrastructure investments as the area infills and redevelops.

ODOT is concerned the proposed development could have impacts to Punkin Center/US 395 and Theater Lane/US 395, and 4th Street/OR 207 (Elm Street). David Boyd, P.E., Region Access Management Engineer has relayed that going from 65 lots to 219 lots of Multi-Structure Residential (R-4) may be an increase of 1,000 or more trips. In addition, it is unclear whether the proposed lots would also convert from two-unit/lots to an unknown number of unit/lots with higher trip generation uses.

At a minimum for a rezone, we recommend a Traffic Generation Report (TGR) be conducted. If the TGR shows an increase in traffic between 400 and 1,000 Average Daily Trips (ADT), then following Oregon Highway Plan Action 1F.5, there are different thresholds for Annual ADT and highway configurations that will need to be evaluated. Similarly, if the increase is over 1,000 ADT, a Traffic Impact Analysis (TIA) would be recommended.

Ensuring the transportation system is managed effectively to support multi-modal choices in accordance with the City's Transportation System Plan as well as the 2000 US 395 North Corridor Plan is necessary to satisfy requirements of the ORS 660-012 Transportation Planning Rule.

ODOT welcomes the opportunity to meet with the City regarding future development plans and the timing of a TIA. Please enter this letter into the record of the proceedings and provide me with a copy of the decision. Thank you for the opportunity to comment on this proposal.

Rich Lani
District 12 Manager

CJS

cc: Ken Patterson, ODOT Region 5 Manager
David Boyd, Region Access Management Engineer
Tom Lapp, District 12

From: [Clinton Spencer](#)
To: [LANI Richard](#)
Cc: [JARVIS-SMITH Cheryl](#); [BOYD David W](#); [LAPP Thomas](#); [HOWLAND Paul L](#); [MARTIN Kelli N](#); [Byron Smith](#); [Heather LaBeau](#); [Rich Tovey](#)
Subject: RE: Hermiston Replat- Sunny View Terrace Development Review comments
Date: Thursday, June 5, 2025 4:40:38 PM

Rich,

Thank you for these comments and I will present them to the planning commission for consideration. I did want to make sure that ODOT is properly interpreting the action being done here because middle housing is a new concept in state statute. This is a middle housing development creating owner occupied lots for units. No zone change is being proposed here. Under the current zoning there are 65 lots of 7,500 square feet. Each lot has the capability to accommodate a tri-plex now and the actual potential density in the area is 195 units. The developer is looking to make each unit available for sale so the units are proposed for common wall attached dwellings on lots between 1,800 and 2,500 square feet. There will be a mix of two-, three-, and four-plex units. Using the advantages in the city's zoning ordinance where 7,500 square feet is required for three units but 8,000 square feet is required for four units, they are increasing the density a little from 195 to 219. I have requested a revised plat which will likely lower the density to around 210 for some compliance issues.

I wanted to make sure that ODOT is understanding that 65 is not the potential density that exists today. The other phase of the development did develop with a mix of single-family and two-family housing, but single-family is not required under the zoning and developers have always had the option to construct at least three units per lot by right.

Under the city's common wall housing code in 157.152, each lot is permitted only one dwelling unit. Thus, the development will result in 219 attached single-family units, not 219 lots, each with the potential to accommodate additional multi-family units. *(B) Where common wall housing is proposed, the minimum lot area shall be calculated using the density standards of the underlying zone for the number of units. At no time may there be more common wall units than would be allowed for traditional single lot multi-family housing.*

I hope this helps to clarify the development proposal. Feel free to reach out with any questions.

From: LANI Richard <Richard.LANI@odot.oregon.gov>
Sent: Thursday, June 5, 2025 1:05 PM
To: Clinton Spencer <cspencer@hermiston.gov>
Cc: JARVIS-SMITH Cheryl <Cheryl.JARVIS-SMITH@odot.oregon.gov>; BOYD David W <David.W.BOYD@odot.oregon.gov>; LAPP Thomas <Thomas.Lapp@odot.oregon.gov>; HOWLAND Paul L <Paul.L.HOWLAND@odot.oregon.gov>; MARTIN Kelli N <Kelli.N.MARTIN@odot.oregon.gov>
Subject: Hermiston Replat- Sunny View Terrace Development Review comments





















