



PLANNING COMMISSION

Council Chambers, 180 NE 2nd Street

Where Life is Sweet

July 09, 2025 at 7:00 PM

AGENDA

*Other ways of viewing or participating in live meetings are available through:
Zoom with Meeting ID: 836 2582 6527 Passcode: 470746 Telephone number to join is: 1 253
215 8782; or submitting comments to meetings@hermiston.gov*

1. CALL TO ORDER - 7:00 PM

2. NEW BUSINESS

A. Elect Chair and Vice-Chair

3. MINUTES

A. Minutes of the June 11, 2025 regular Planning Commission meeting

4. HEARINGS

A. Annexation 4N2802BA Tax Lot 100 Jaber Investment, LLC 2455 NE 7th St

5. UNFINISHED BUSINESS

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

6. PLANNER COMMENTS AND UNSCHEDULED COMMUNICATION

7. ADJOURN

**** AMERICANS WITH DISABILITIES ACT NOTICE****

Please contact Hermiston City Hall, 180 NE 2nd Street, Hermiston, OR 97838 (Phone No. 541-567-5521) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TTY and TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900 or 711.



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.



PLANNING COMMISSION

Regular Meeting Minutes
June 11, 2025

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

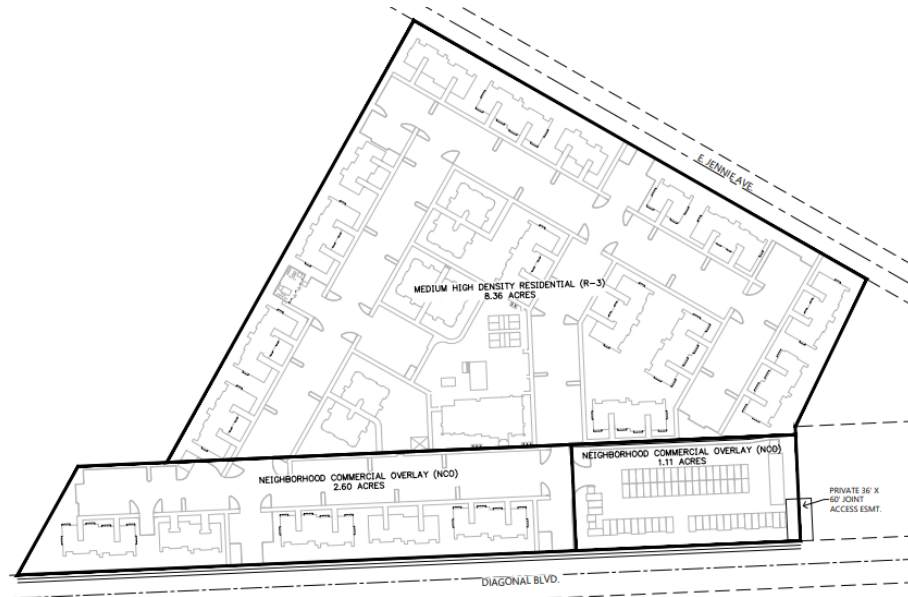
Middle Housing Adjustment

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
--------------------------	---------------------

Parking Mini Storage Units- One space per 1,000 square feet

Min. required 14 spaces	Shared parking with the multi-family units
-------------------------	--

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.



PLANNING COMMISSION

Regular Meeting Minutes

June 11, 2025

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.



PLANNING COMMISSION

Regular Meeting Minutes

June 11, 2025

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



PLANNING COMMISSION

Regular Meeting Minutes

June 11, 2025

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 areas 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.

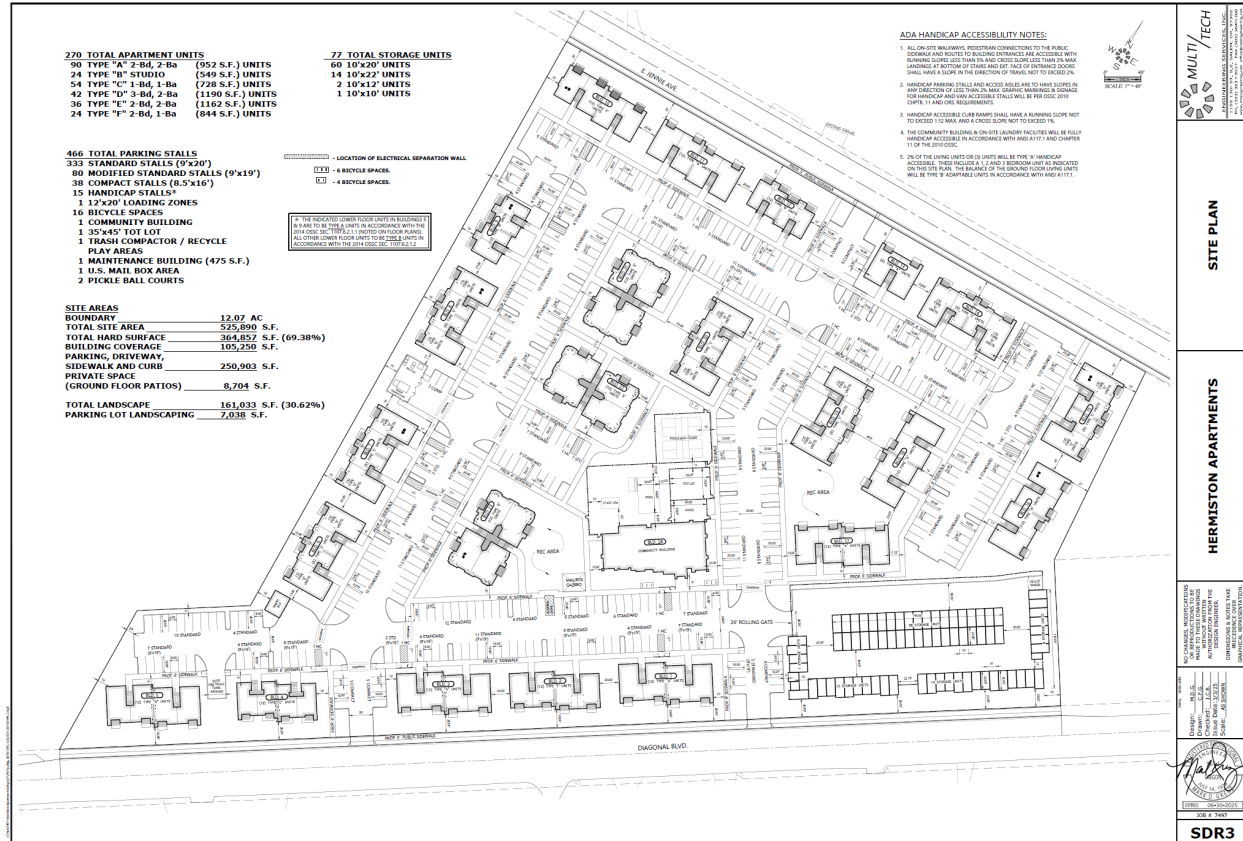


Figure 1: Draft Site Plan

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

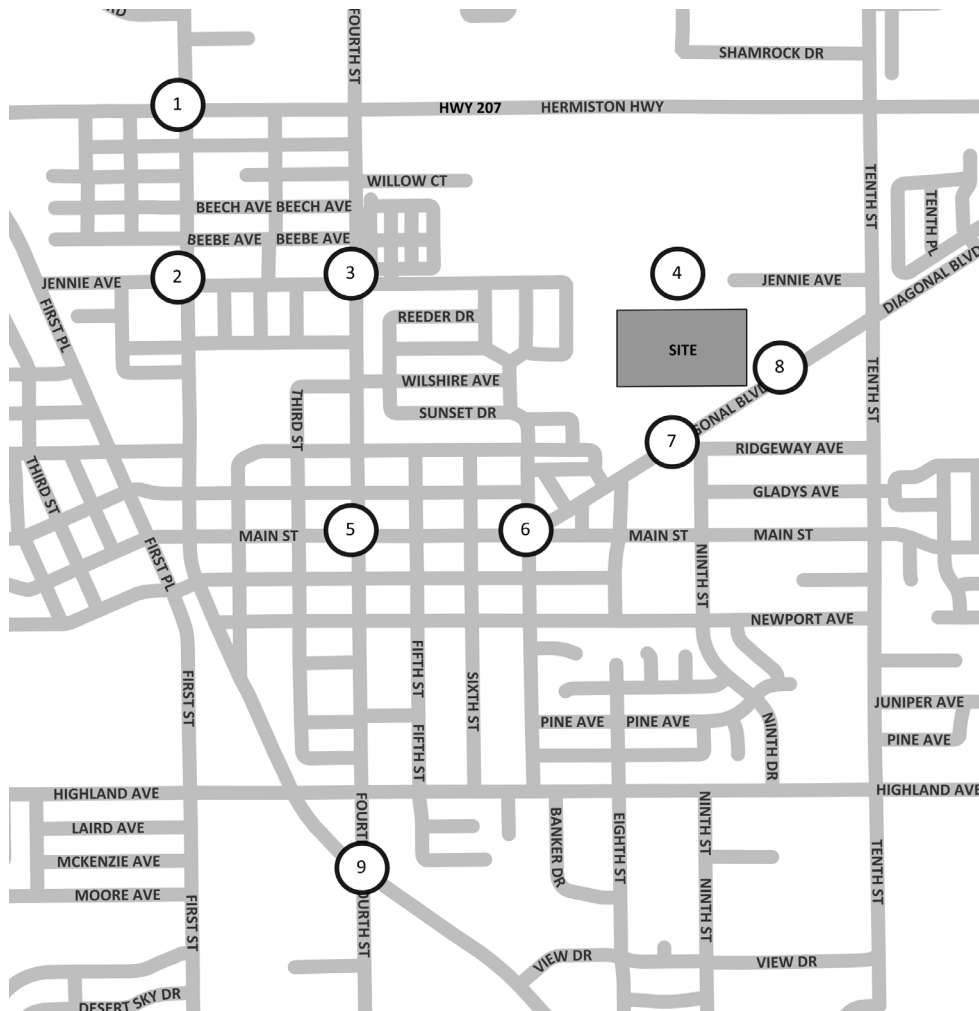


Figure 2: Study Area

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.

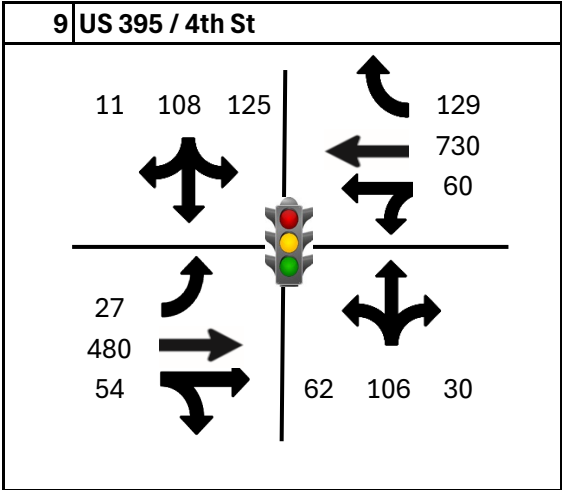
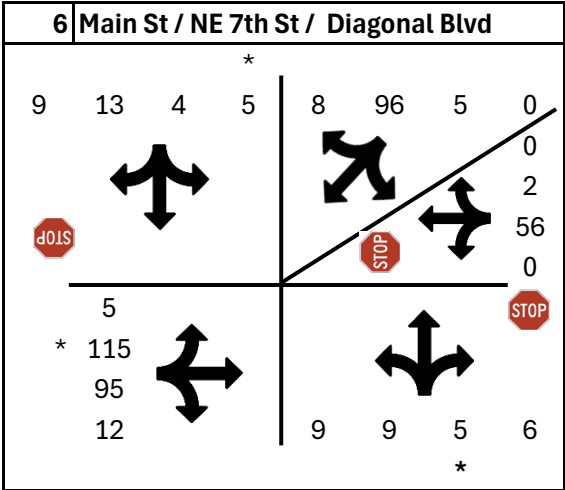
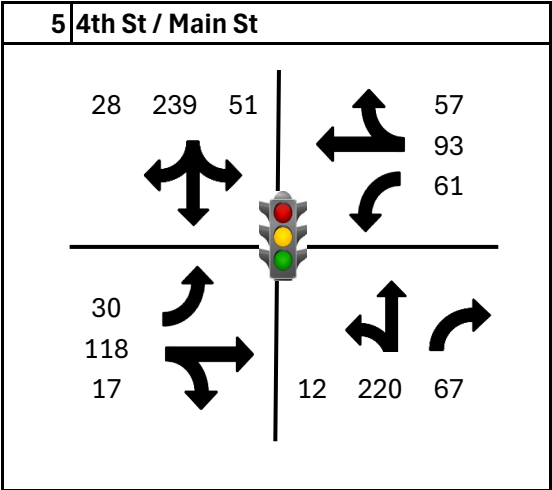
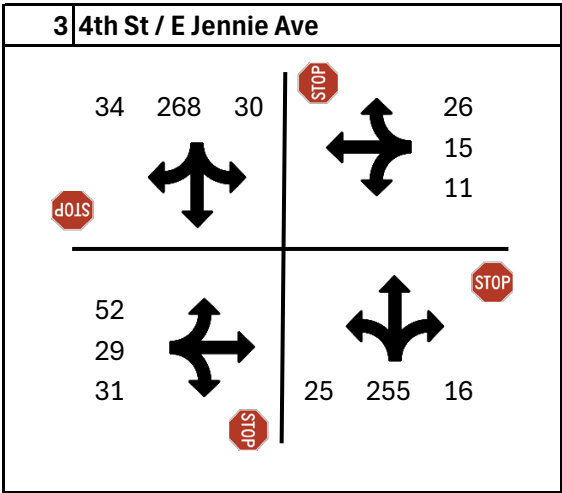
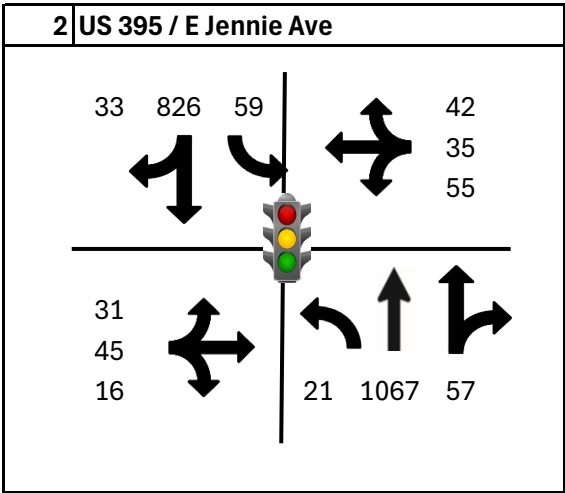
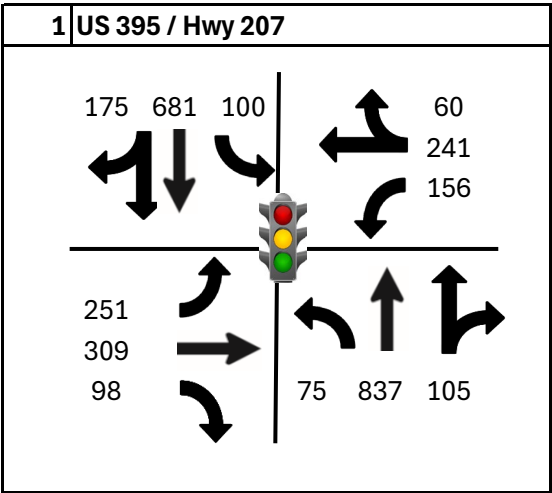
Existing Traffic Volumes and Operations

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 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

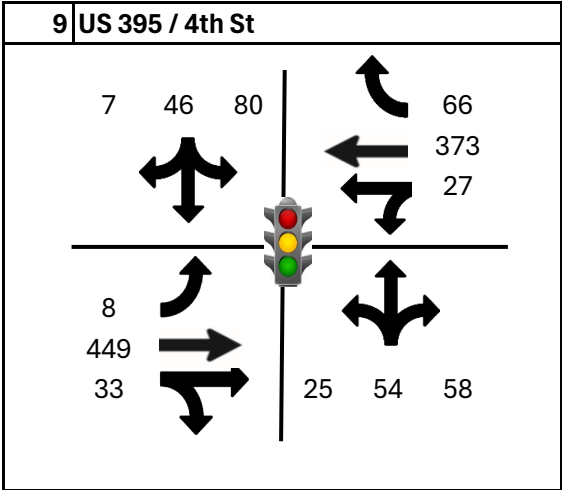
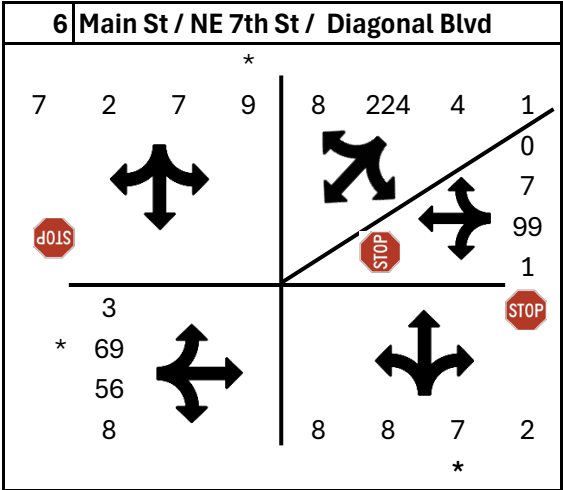
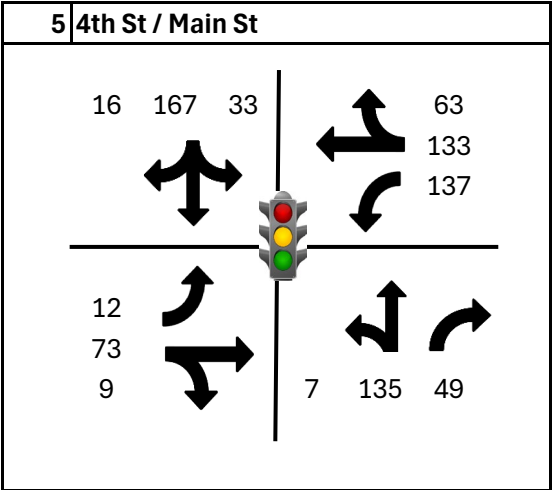
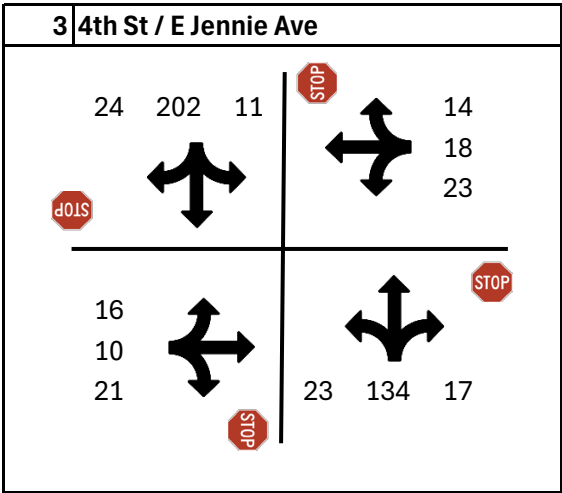
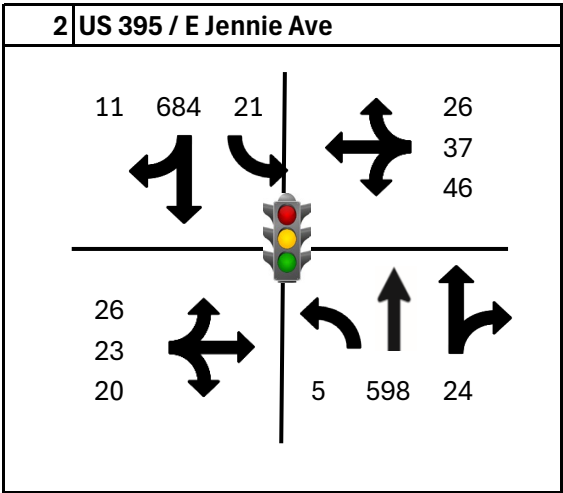
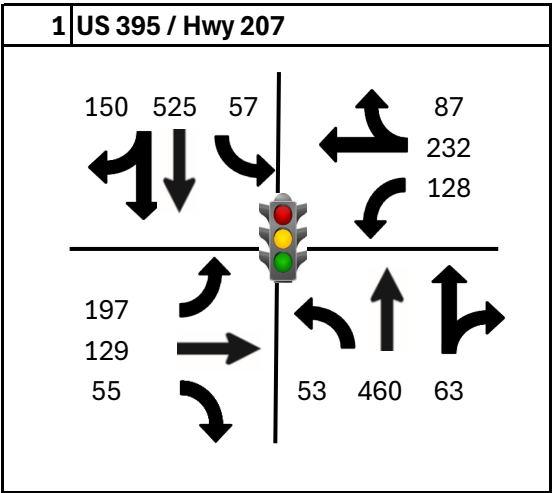
LOS = Level of Service of Worst Movement

ICU = Intersection Capacity Utilization

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

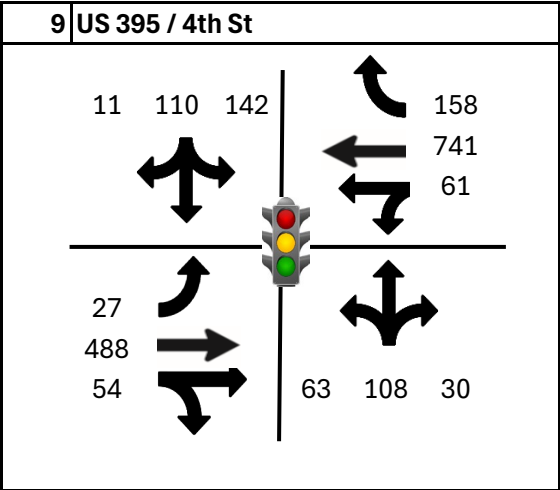
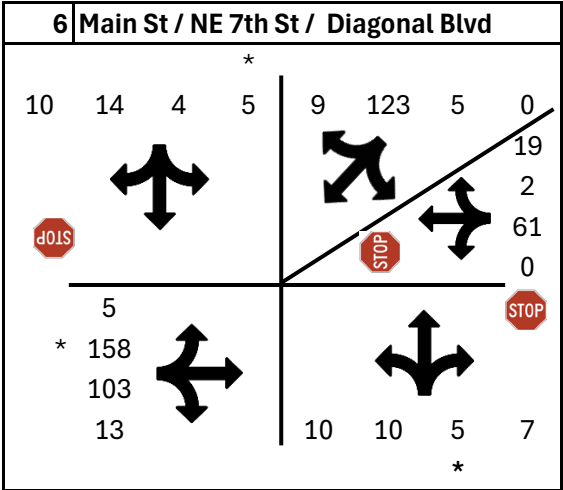
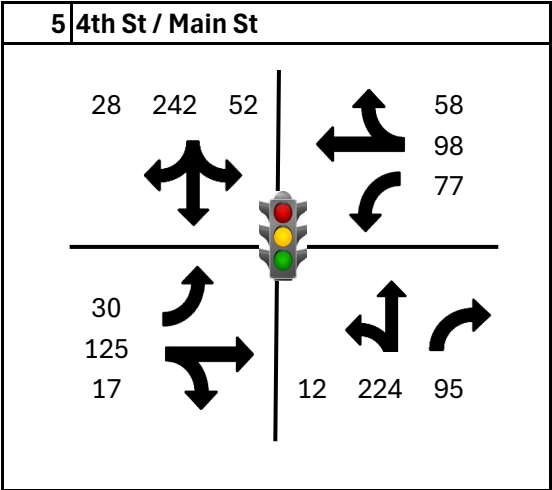
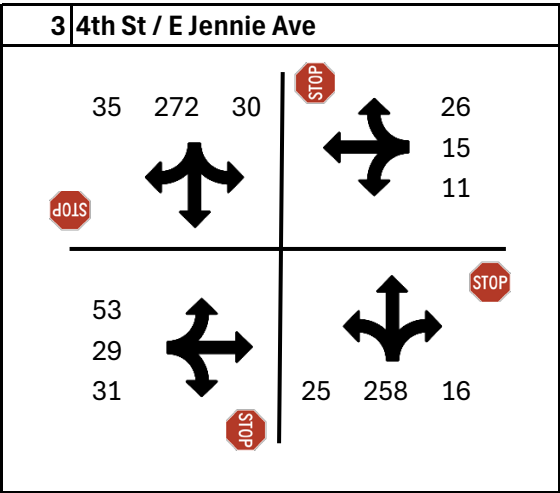
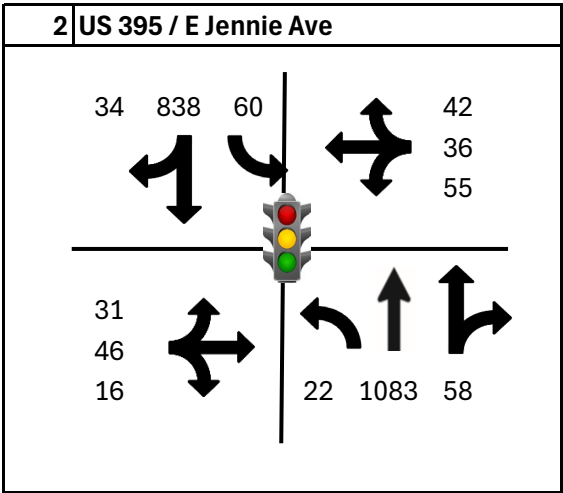
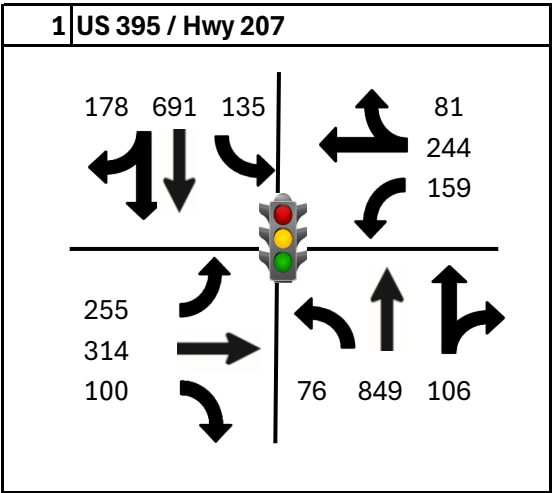
² Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, Washington DC, 2016.

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

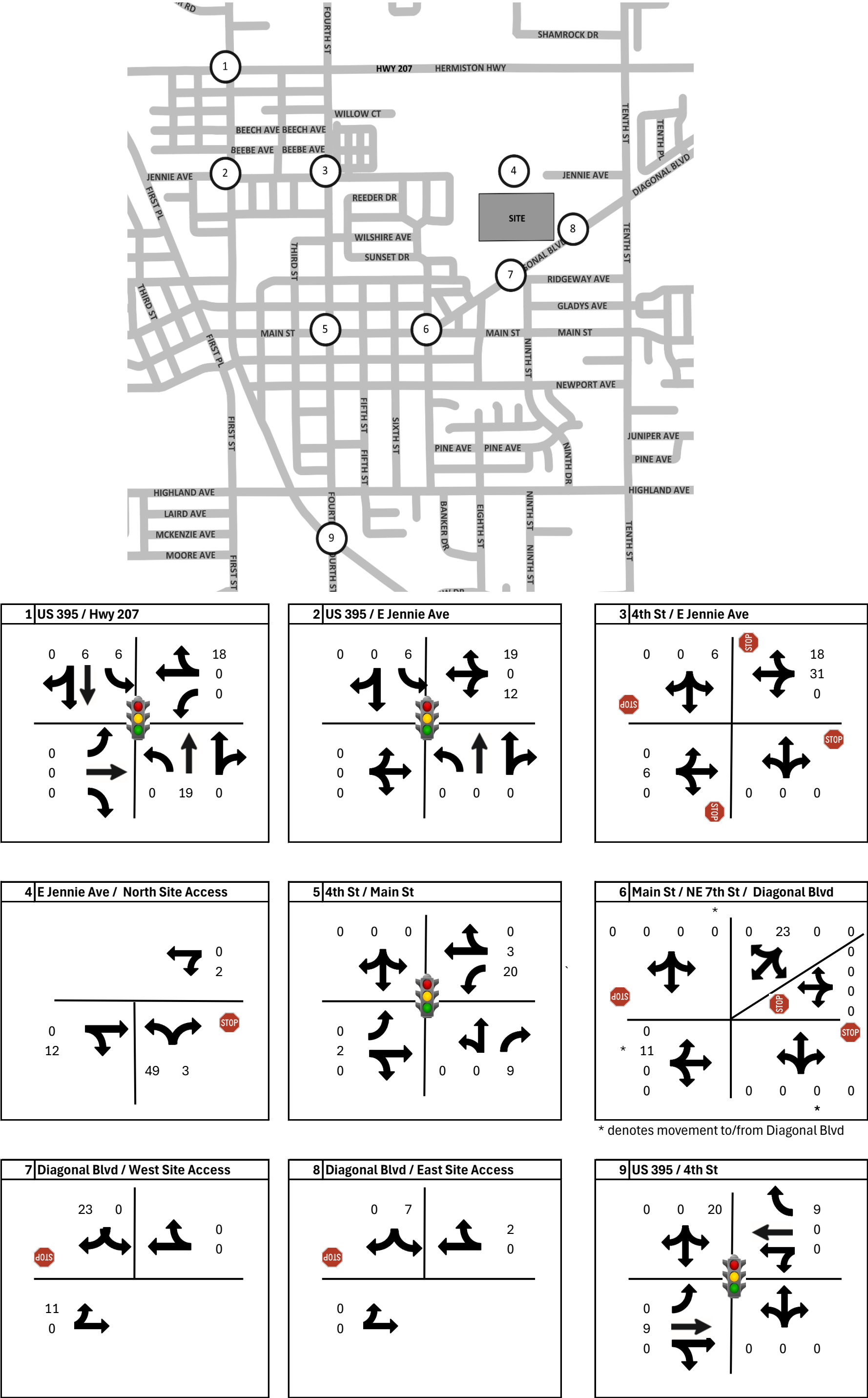
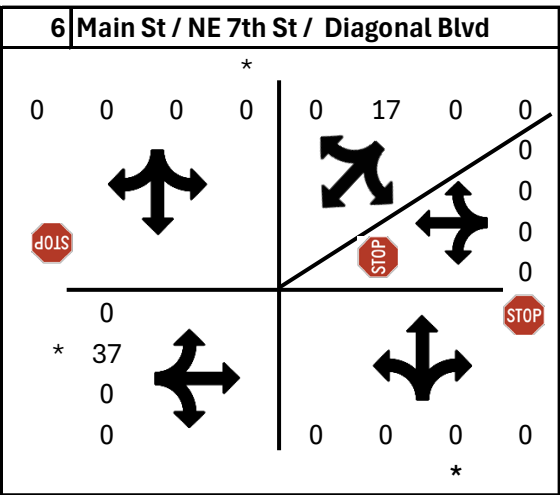
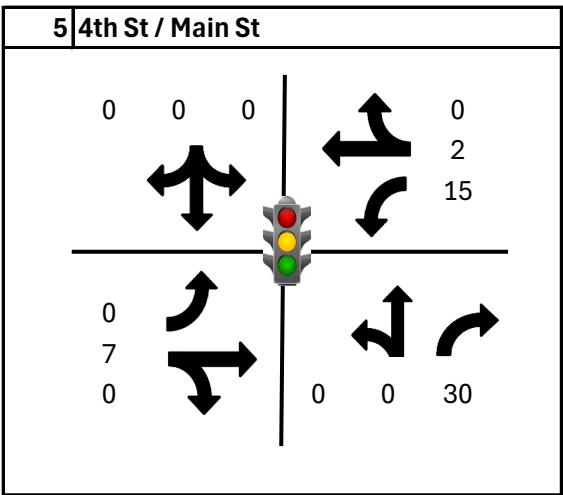
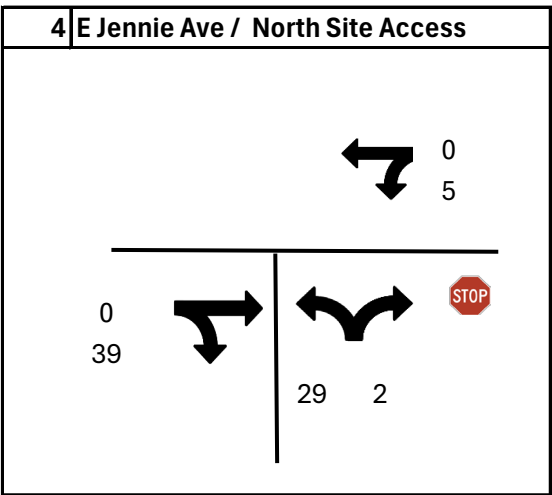
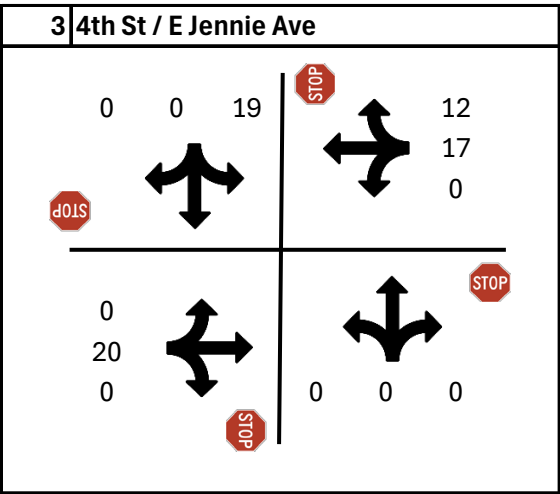
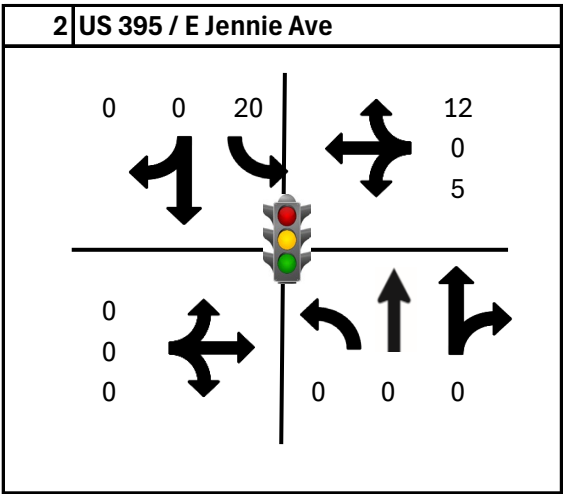
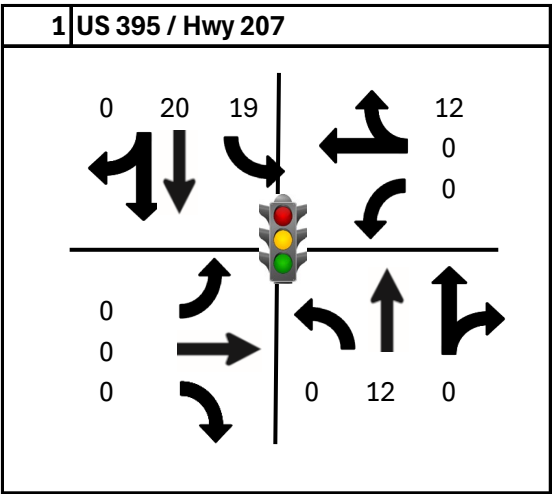
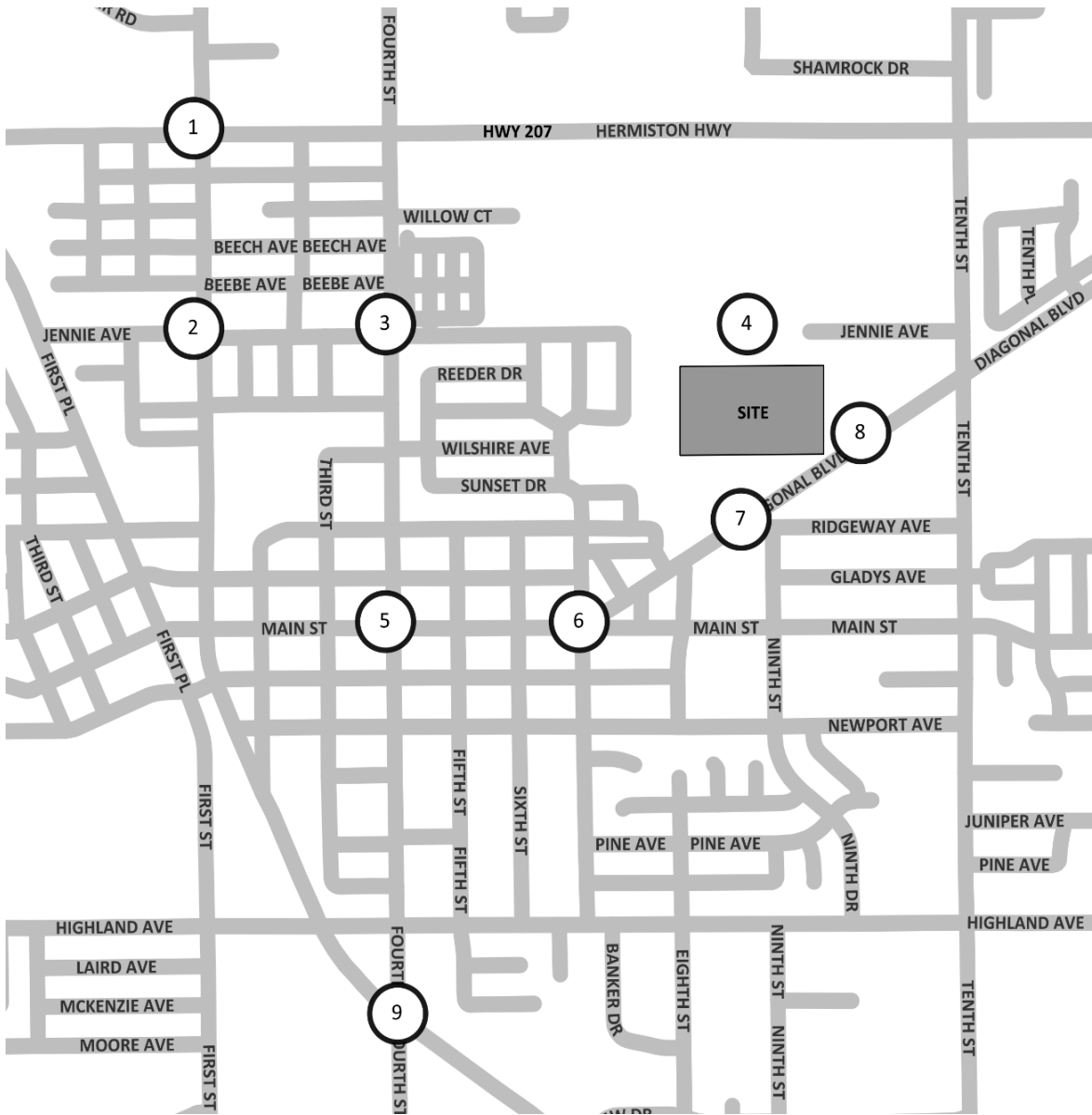
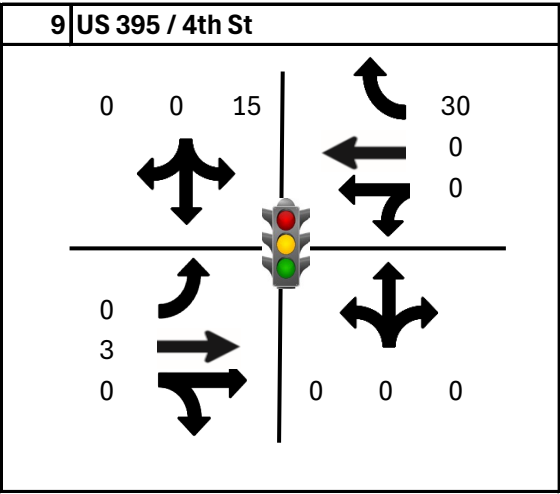
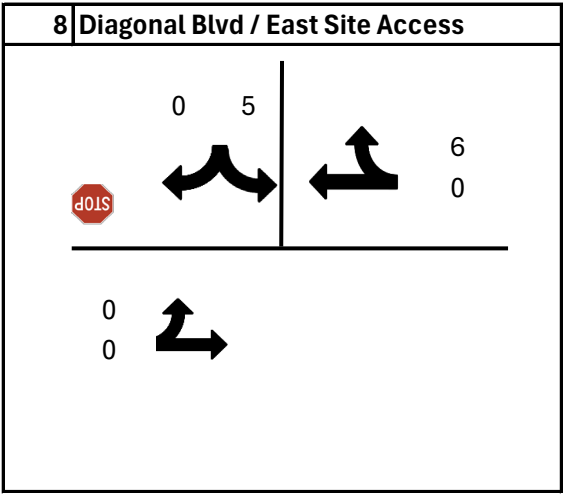
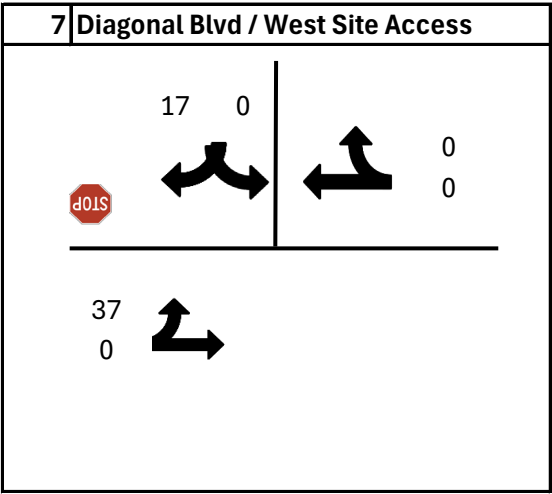


Figure 8: Site Generated Volumes PM Peak Hour



* 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.

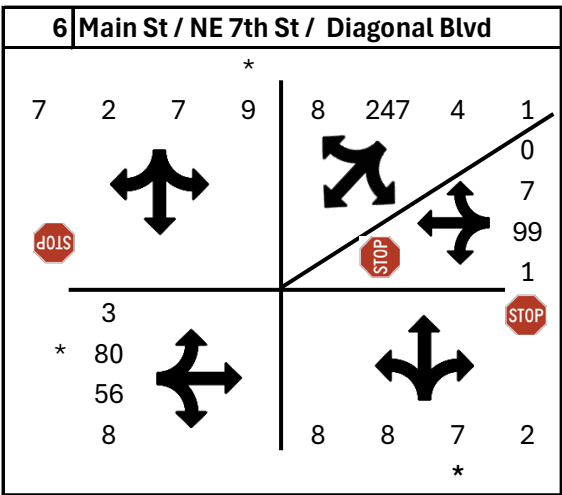
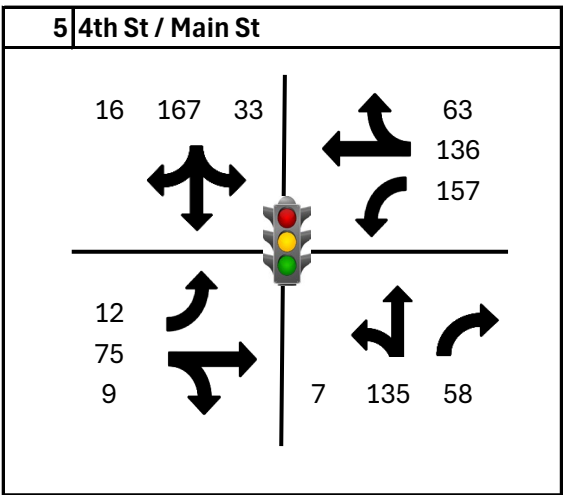
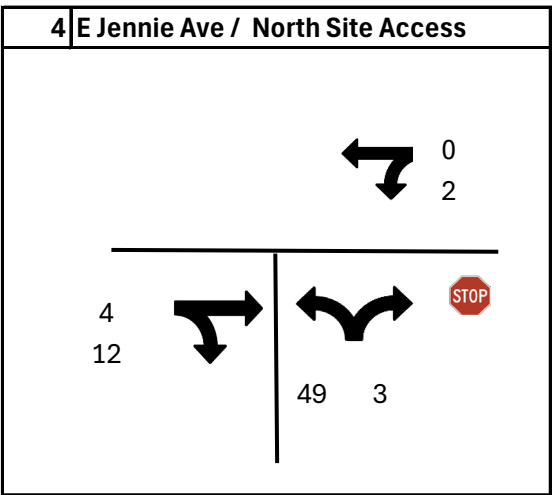
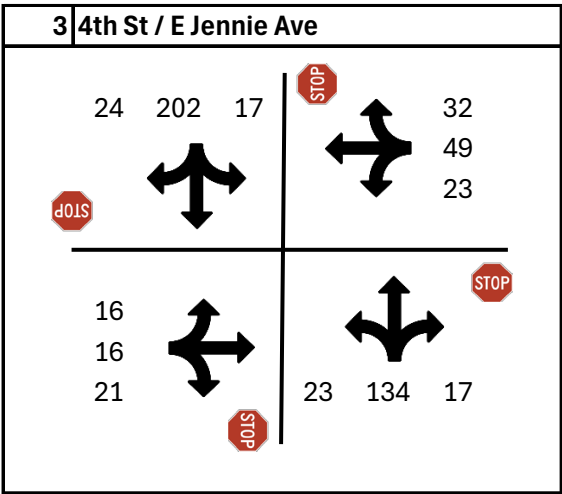
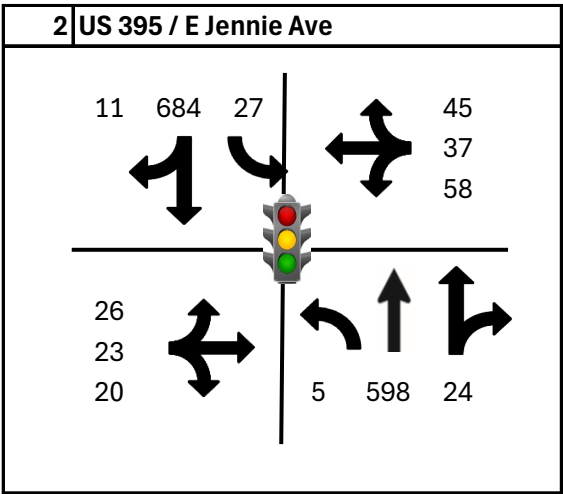
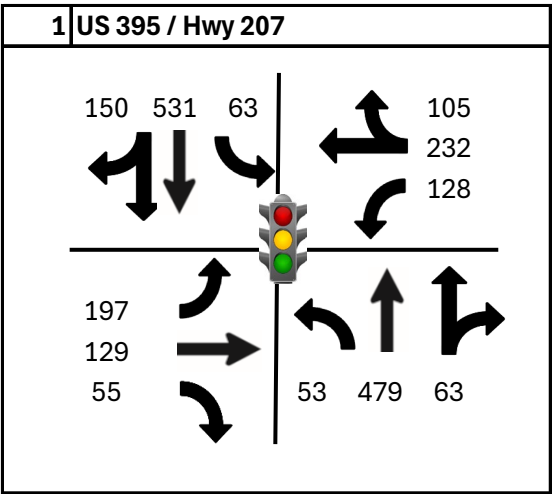
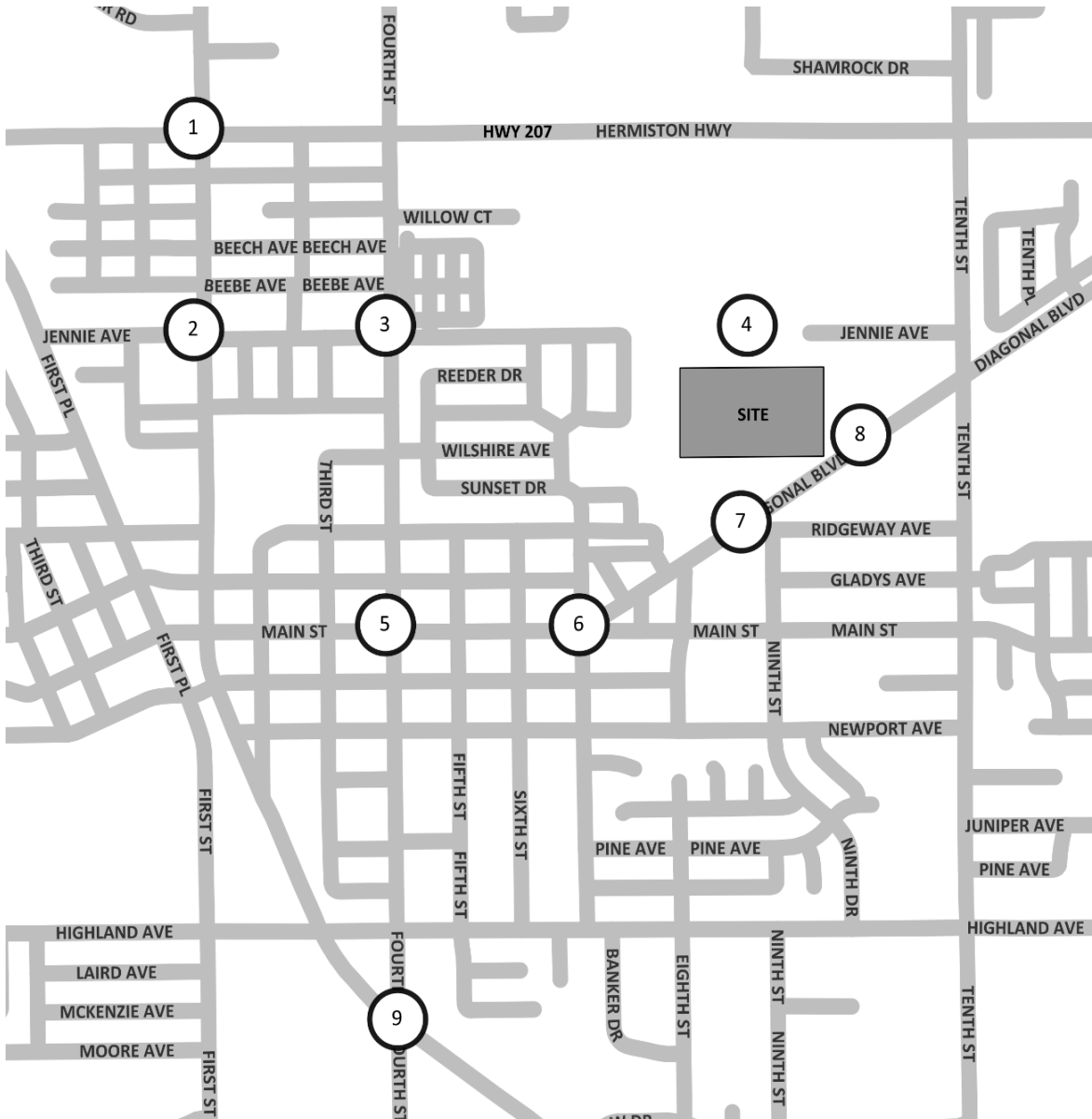
The intersection of US 395/Hwy 207 would experience a total entering volume of 2,185 vehicles in the AM Peak Hour and 3,251 in the PM Peak Hour. The project would add 49 trips during the AM Peak Hour, resulting in a development proportional share of 2.2%. It would also add 63 trips during the PM Peak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

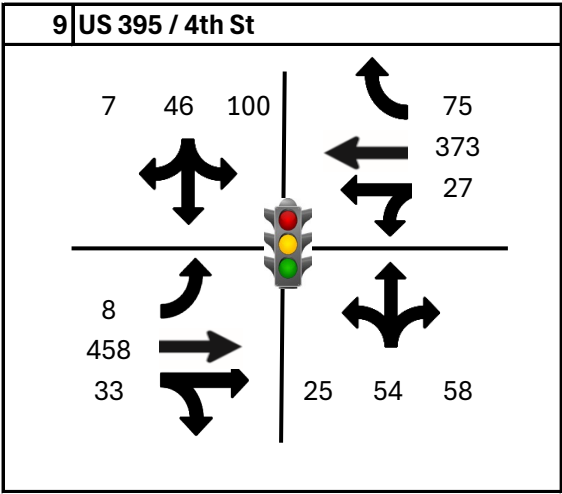
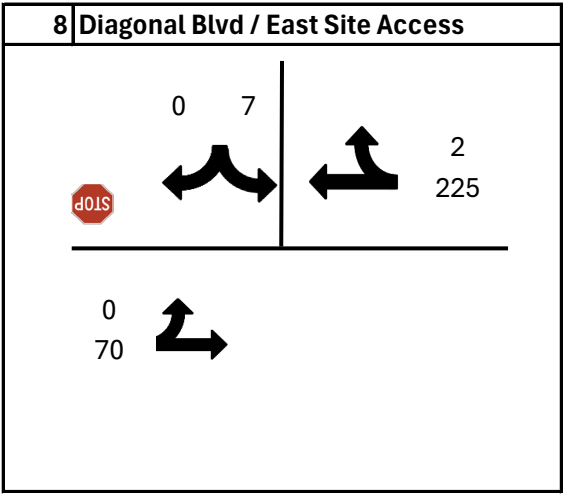
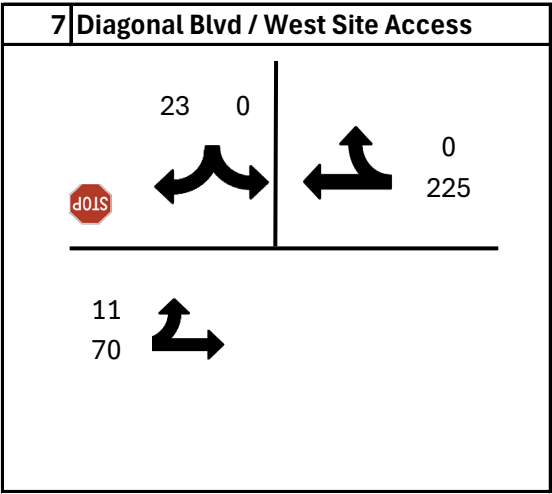
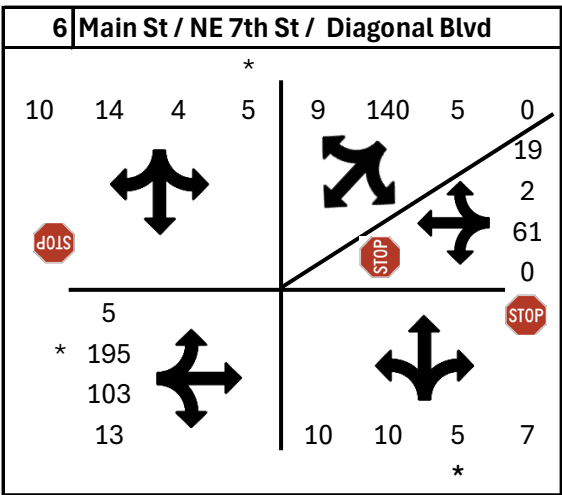
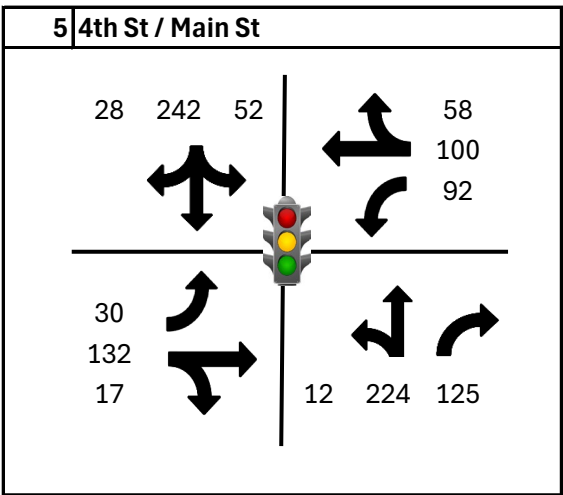
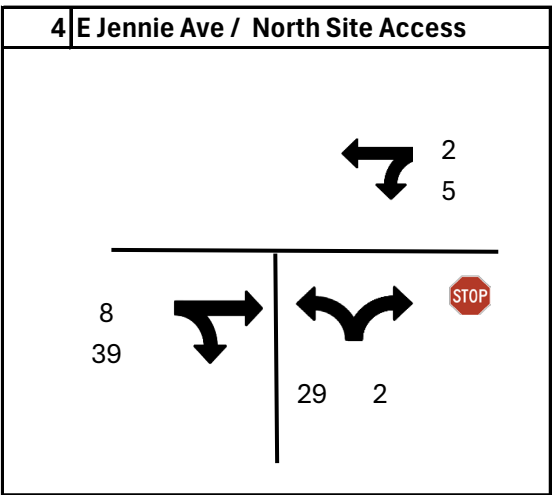
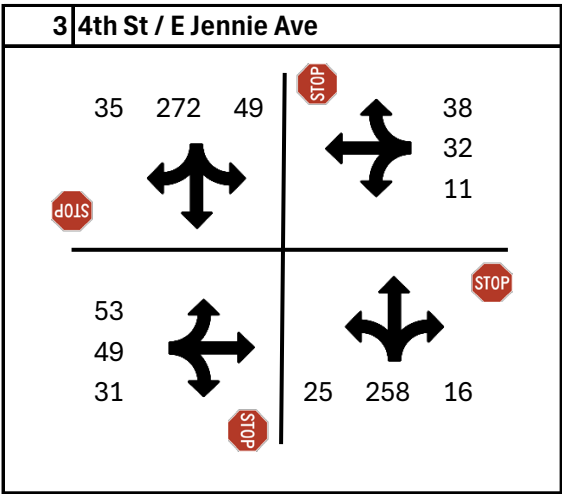
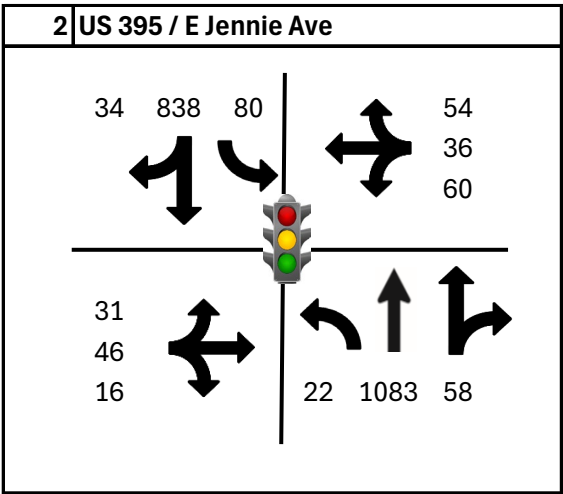
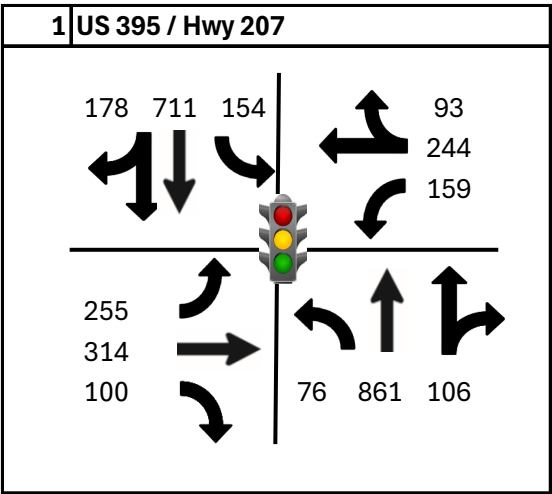
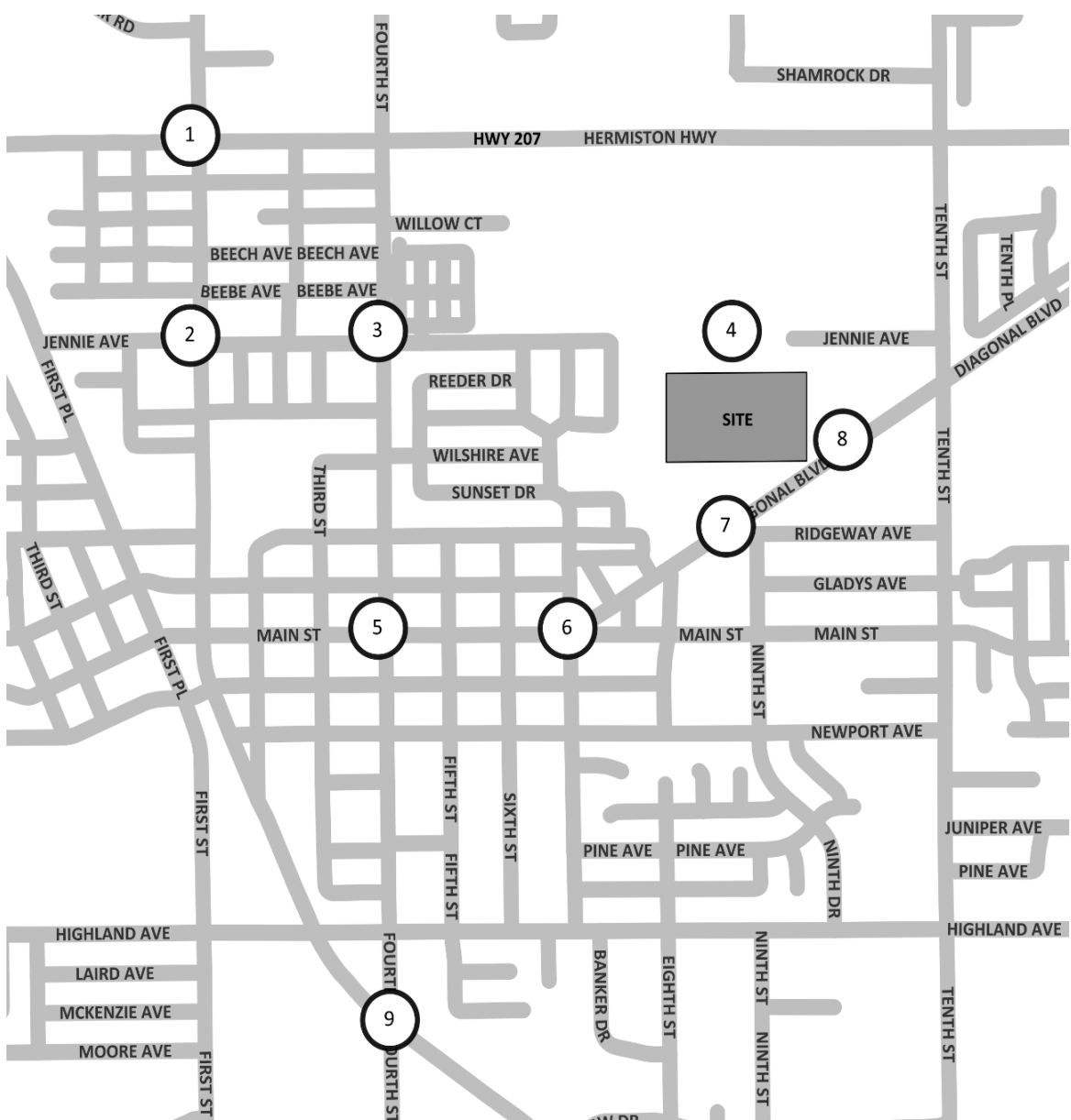
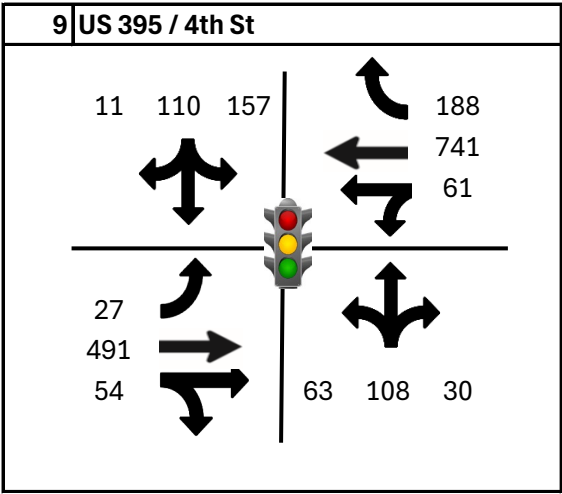
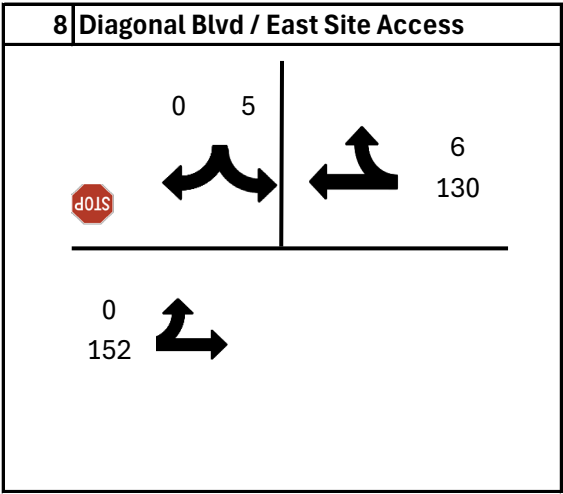
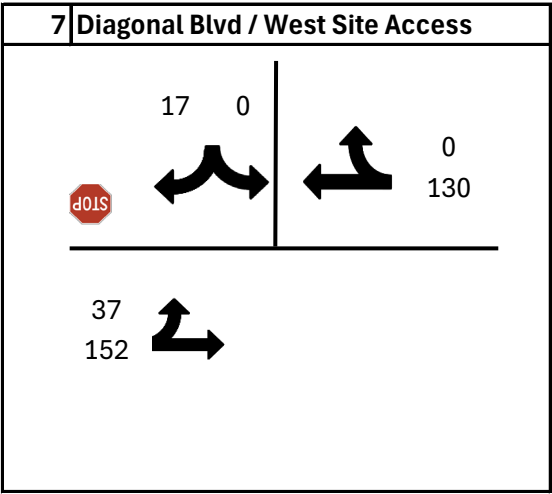


Figure10: 2026 Total Volumes PM Peak Hour



* 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

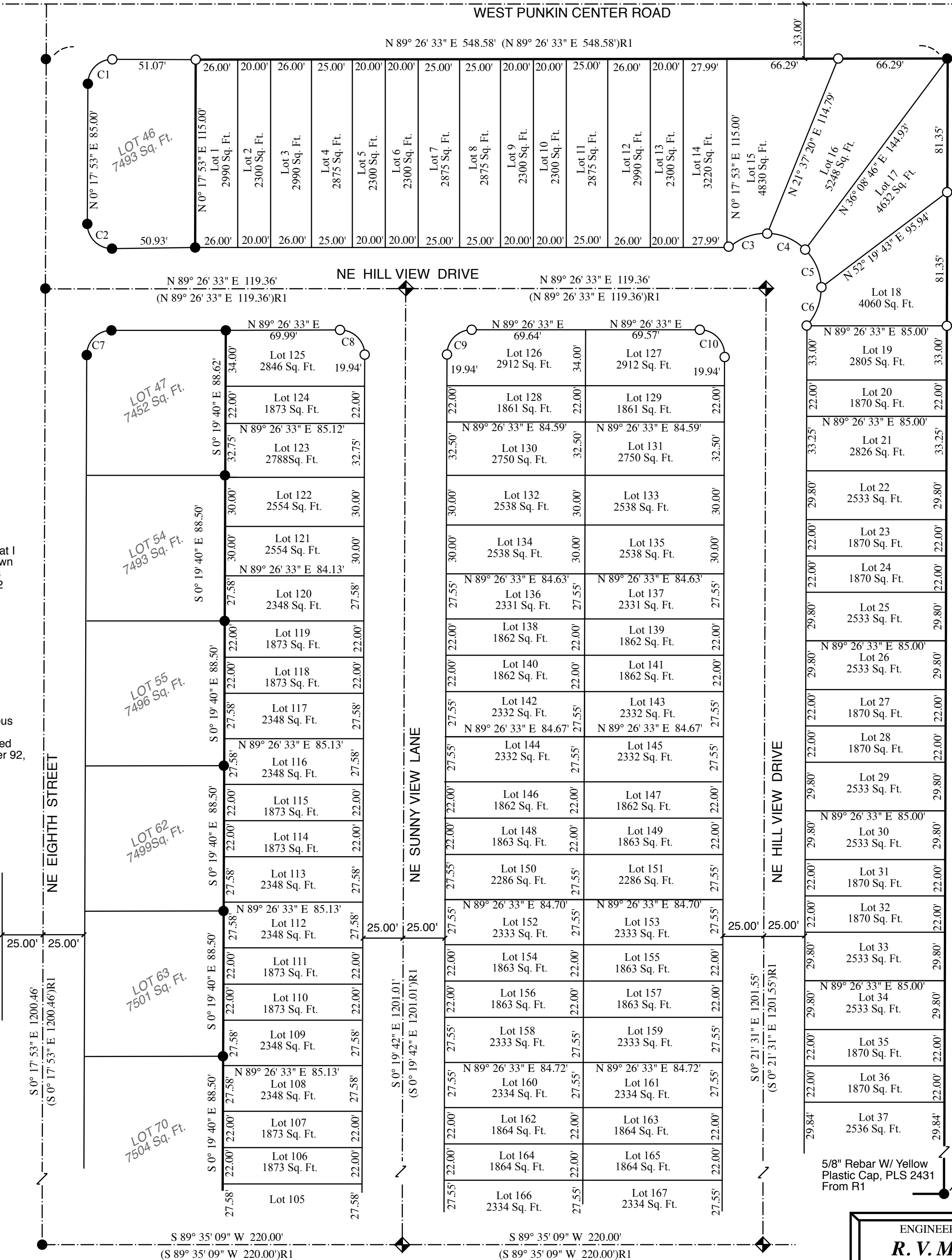
My Printed Name is

My Commission No. is

My Commission Expires

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - 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

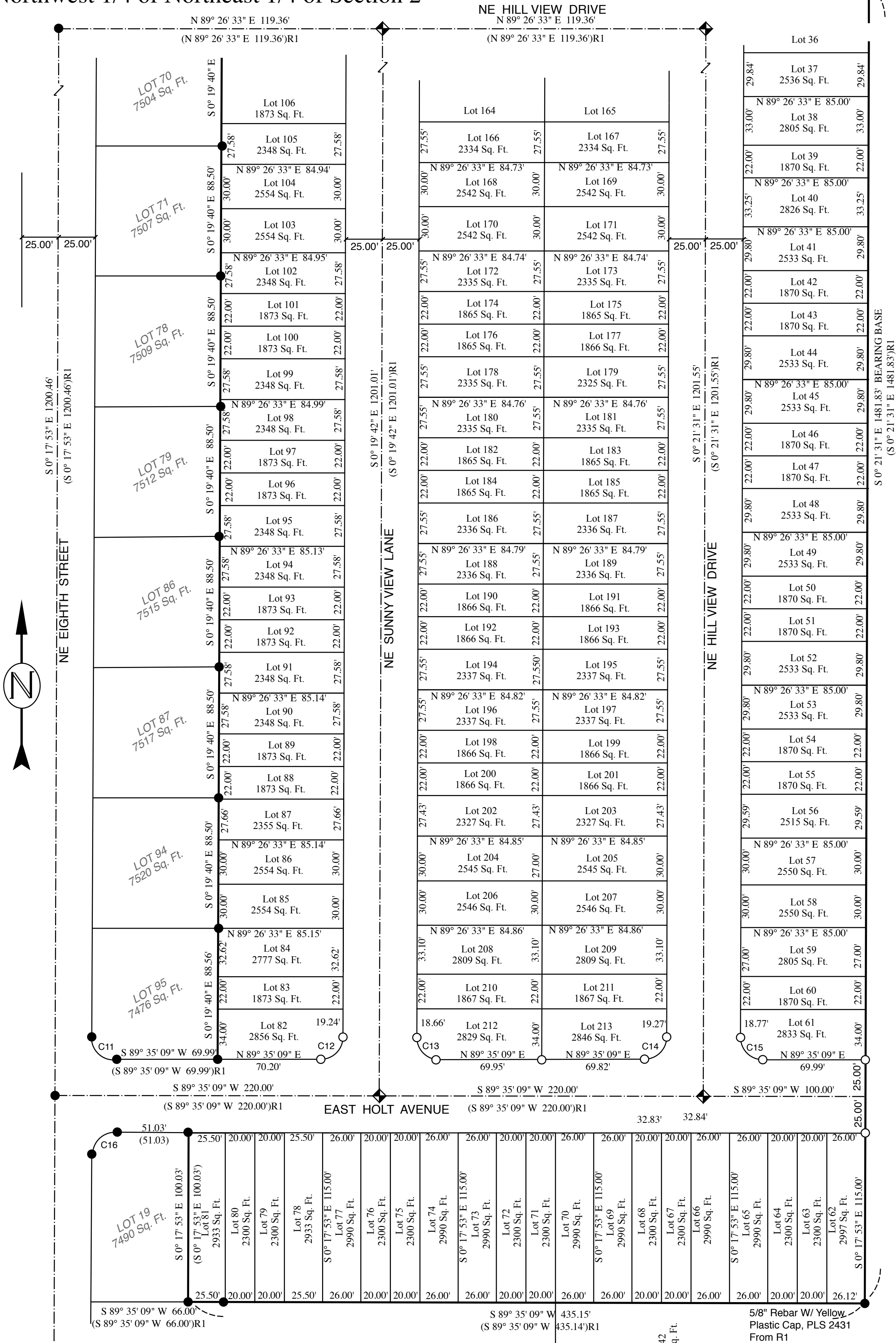
A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace City of Hermiston, Umatilla County, Oregon Township 4 North, Range 28 East, W.M. Northwest 1/4 of Northeast 1/4 of Section 2

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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

INITIAL POINT



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:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - 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

CURVE TABLE:					
No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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

INITIAL POINT



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.**

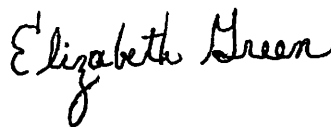
Acceptance of the replat plan will prove to be a great hardship to many current residents. It will force many to sell due to high density, traffic, noise, and the loss of the lifestyle they are seeking.

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

























Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of July 9, 2025

Title/Subject

Annexation 4N2802BA Tax Lot 100 Jaber Investment, LLC 2455 NE 7th St

Summary and Background

Ibrahim Jaber of Jaber Investment, LLC has submitted an application to annex approximately 3.69 acres of land located at 2455 NE 7th St. The property lies on the south side of E Punkin Center Road approximately 150 feet west of NE 8th St. The property is within the urban portion of the urban growth boundary and is adjacent to city limits along the east property line. The applicant wishes to annex the property to connect to city services enabling residential development.

The property is described as 4N2802BA Tax Lot 100. The property has a comprehensive plan map designation of Medium Density Residential (M) which corresponds to the Medium-High Density Residential (R-3) zoning designation. The applicant requests annexation with an R-3 zoning designation. The property abuts R-4 land to the east that is developed with single family dwellings. Land to the south and west is zoned M on the comprehensive plan map and contain rural residential dwellings. Land to the north is not within the city's urban growth boundary and is a mix of rural residential and agricultural uses. The land has been located within the city's urban growth boundary since the adoption of the city comprehensive plan in 1984. The original 1984 comprehensive plan designated this property as M for residential development and no amendment to the comprehensive plan map designation affecting this parcel has been identified since that date.

The property is adjacent to E Punkin Center Road. E Punkin Center Road is a county road with paving adjacent to the site. Improvements to E Punkin Center Road are required at time of development of the property. The applicant has submitted a site plan application and proposes to construct a 76 unit apartment complex.

The property contains a 40' private easement along the east property line. This easement is locally known as NE 7th Street and provides private access for four dwellings and out buildings south of the site. Development staff have researched the easement and determined that the easement is not suited for conversion to a public street in the future. The distance from the easement to NE 8th Street to the west is 150 feet and cannot provide safe access to Punkin Center and meet access spacing standards. Therefore, no dedication of this easement is required as a condition of annexation.

Utilities are available in the vicinity of the site. A 16" water main extends along the entire E Punkin Center Road frontage of the site, extending from the municipal water tower to the east to NE 4th Street to the west. Sufficient capacity exists in this water line to serve any potential development on this parcel and is designed to accommodate significant additional development in the northeast quadrant. Sewer is extended to E Punkin Center Road at NE 8th Street approximately 150 feet to the east. The sewer is of sufficient depth to extend to the west property line of the site and has adequate capacity to accommodate development.

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

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

The site development itself is not a criteria for approval or denial of annexation. Subsequent site development is a limited land use decision subject to additional notice and comment. As noted above, the city has received an application for construction of multi-family housing on the property. This is a permitted use under the current zoning and subject to administrative review and approval.

Public notice requirements have been satisfied through the following actions:

1. Notice was provided by direct mail to all property owners within 100 feet on June 18, 2025.
2. Notice was published in the East Oregonian on June 18 and 25, 2025.
3. A sign displaying a notice of public hearing was placed on the property on June 18, 2025.

Tie-In to Council Goals

Annexation is part of the ministerial duties of the city government.

Fiscal Information

The property has an assessed value of \$96,440. Following annexation, an additional \$659 will be paid in property taxes to the city annually.

Alternatives and Recommendation

Alternatives

The planning commission may choose to

- Recommend approval of the annexation
- Recommend denial of the annexation

Recommended Action/Motion

Staff recommends that the planning commission recommend the city council approve the annexation of the property.

- Motion to make the project file a part of the record
- Motion to adopt the findings of fact
- Motion to impose conditions of approval
- Motion to recommend approval of annexation to the city council

Submitted By:

C.F. Spencer, Planning Director

Exhibit A

Findings of Fact for Jaber Investment, LLC Annexation

July 9, 2025

2455 NE 7th St

The planning commission shall make a recommendation to the city council upon determination that the annexation complies with the applicable criteria in §150.05 of the Hermiston Code of Ordinances relating to annexation.

- A.** §150.05(1) *The proposal is in conformance with all applicable state annexation requirements.*

Response:

1. The proposed annexation of the subject property is aligned with the City of Hermiston Comprehensive Plan, acknowledged as compliant by the State of Oregon, and codified in Code Section 156.02 of Title XV.
2. The City has received consent to annexation from the property owner for approximately 3.7 acres of land and an election was deemed not necessary by the city council on June 9, 2025 (*ORS 222.120(1)*)
3. Notice of public hearing was published in the local newspaper for two consecutive weeks prior to the planning commission hearing on June 18 and 25, 2025. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record. (*ORS 222.120(3)*)
4. Notice of public hearing was physically posted on the property on June 18, 2025. (*HZO §157.229(B)*)
5. Affected agencies were notified. (*ORS 222.005*)
6. A public hearing of the planning commission was held on July 9, 2025. Comments received at the hearing are incorporated into the planning commission record. (*ORS 222.120(2)*)
7. Notice of public hearing of the city council was published in the local newspaper for two consecutive weeks prior to the city council hearing on July 16 and 23, 2025. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record. (*ORS 222.120(3)*)
8. A public hearing of the city council was held on August 11, 2025. Comments received at the hearing are incorporated into the record. (*ORS 222.120(2)*)

The planning commission finds the proposal is consistent with all applicable state annexation requirements in ORS 222:

- a. The city has received consent from the property owners within the affected area
- b. An election has been deemed not necessary since consent from more than half the owners has been received
- c. The property is contiguous with the existing city limits
- d. All statutorily required notices have been published and posted

B. §150.05(2) *The property is contained within the urban portion of the urban growth boundary as identified on the comprehensive plan.*

Response:

- 9. Since the property is contiguous to the existing city limits, the annexation is in accord with Comprehensive Plan Policy 4 which promotes compact urban development within and adjacent to existing urban areas to ensure efficient utilization of land resources and facilitates economic provision of urban facilities and services.
- 10. Annexation is consistent with Policy 5 which requires the city to establish a program for annexation and efficient and orderly provision of public services.
 - a. Property is contained within the urban portion of the UGB (See Finding 11 below)
 - b. Proposed development is consistent with applicable comprehensive plan policies and map designations (See Finding 11 below)
 - c. All city services can be extended readily (See Findings 15-18 below)
 - d. Property owner(s) is willing to bear costs associated with extension of sewer, water and roads except for major facilities -- e.g. sewer pump station or major water main -- necessary to facilitate later growth. (See Findings 15-18 below)
 - e. Proposal is consistent with all applicable state requirements including ORS Chapter 222 governing annexations and Chapter 225 governing utility extensions. (See Findings 1-8 above)
- 11. The property is located within the urban portion of the urban growth boundary (UGB) as identified on the comprehensive plan map. The property is designated as "M" on the comprehensive plan. The M designation is a medium density residential comprehensive planning designation corresponding to the R-3 zoning designation on the city zoning map.

The planning commission finds that the property is contained within the urban portion of the urban growth boundary.

C. §150.05(3) *The proposed zoning is consistent with the underlying comprehensive plan designation*

Response:

12. The applicant has submitted an application to annex the property with an R-3 zoning designation.
13. The proposed Medium-High Density Residential (R-3) zoning designation is an implementing zoning designation for the M comprehensive plan map designation.

The planning commission finds that the proposed zoning is consistent with the underlying comprehensive plan map designation.

D. §150.05(4) *Findings of fact are developed in support or denial of the annexation.*

Response:

14. This document, consisting of three pages of findings adopted by the planning commission on July 9, 2025 serves as findings of fact in support of annexation.

E. §150.05(5) *All city services can be readily extended, and the property owner is willing to bear costs associated with sewer, water, and roads.*

Response:

15. Sewer is available to service this property at NE 8th St and E Punkin Center Road. At the time of connection, the applicant is responsible for all connection fees, and extension of the sewer line to the western most property line.
16. A 16" water main extends along the entire E Punkin Center Road frontage of the site, extending from the municipal water tower to the east to NE 4th Street to the west. Sufficient capacity exists in this water line to serve any potential development on this parcel.
17. A traffic impact analysis has been prepared considering the traffic impacts generated by a medium-high residential development at the potential maximum density for the parcel size. All intersections studied continue to operate at mobility targets following development. No additional off-site mitigation measures are necessary as a result of development of the parcel.
18. Half-street improvement to E Punkin Center Road along the entire frontage of the subject parcel is necessary as a condition of subsequent development. E Punkin Center Road is classified as a major collector street and major collector improvements, including rebuilding of the road to centerline, curb, gutter, sidewalk, and drainage improvements will be required as a condition of development.

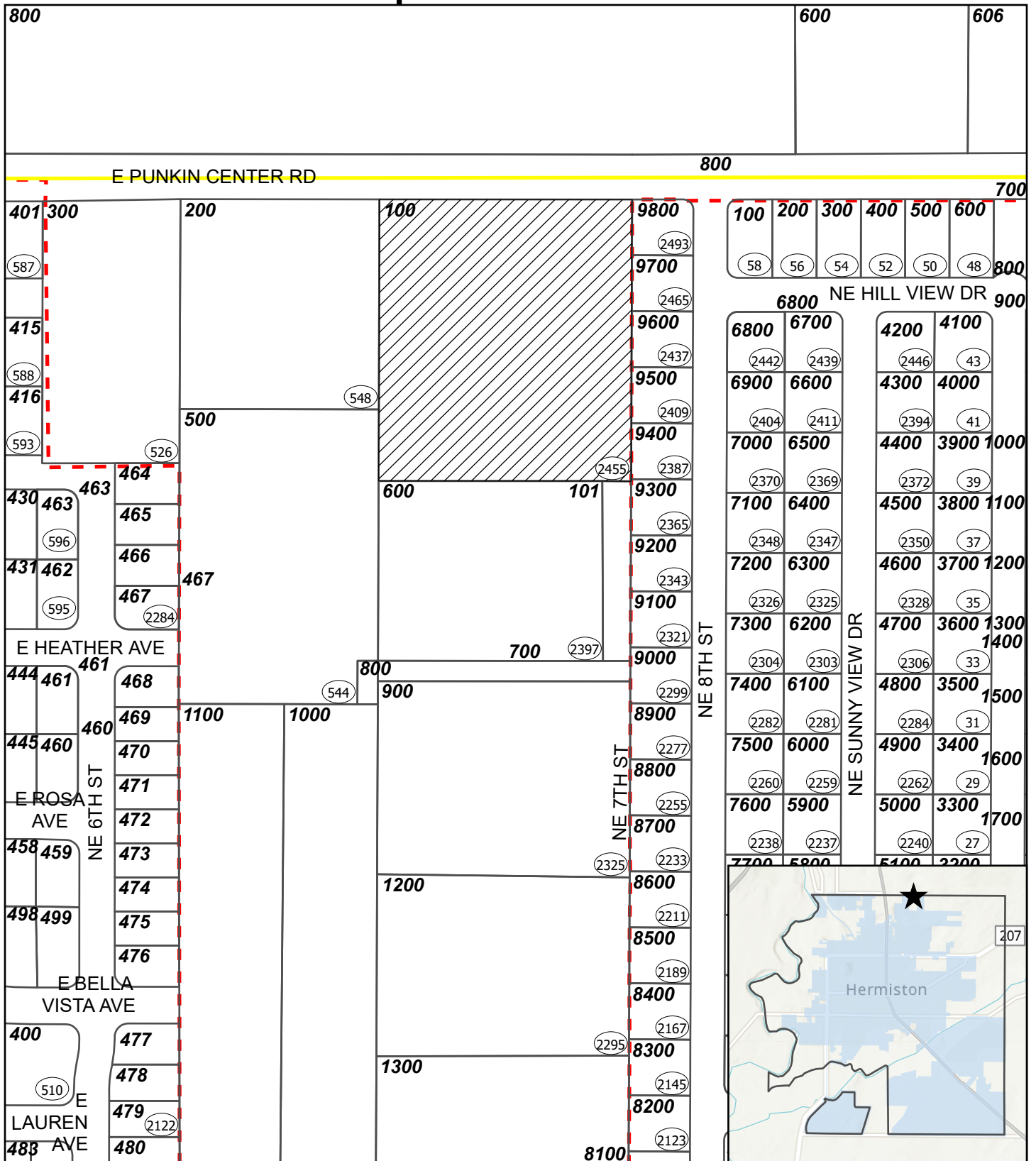
The planning commission finds that all city services can be readily extended and the property owner is will to bear costs associated with sewer, water, and roads.

Exhibit B**Conditions of Approval for Jaber Investment, LLC Annexation****July 9, 2025****2455 NE 7th St**

Subject to the deliberations of the planning commission following the public hearing, the following draft conditions of approval are presented:

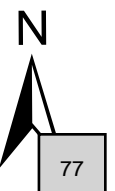
1. The property lies within an area subject to potential groundwater pollution hazards due to excessively well-drained soils. Therefore, the outdoor storage of hazardous chemicals and the underground storage of gasoline and diesel fuels are prohibited per §157.101(B) of the Hermiston Code of Ordinances. Per §157.101(D) of the Hermiston Code of Ordinances, a developer may receive an exemption from this requirement upon submission of evidence from a registered engineer that the storage will not contribute to groundwater pollution.
2. At such time that construction occurs on the property which triggers the development standards of 157.163 of the Hermiston Code of Ordinances, street improvements are required along that property's frontage on E Punkin Center Road. Street improvements shall be consistent with minor collector improvements in ST-10 of the public works standards.

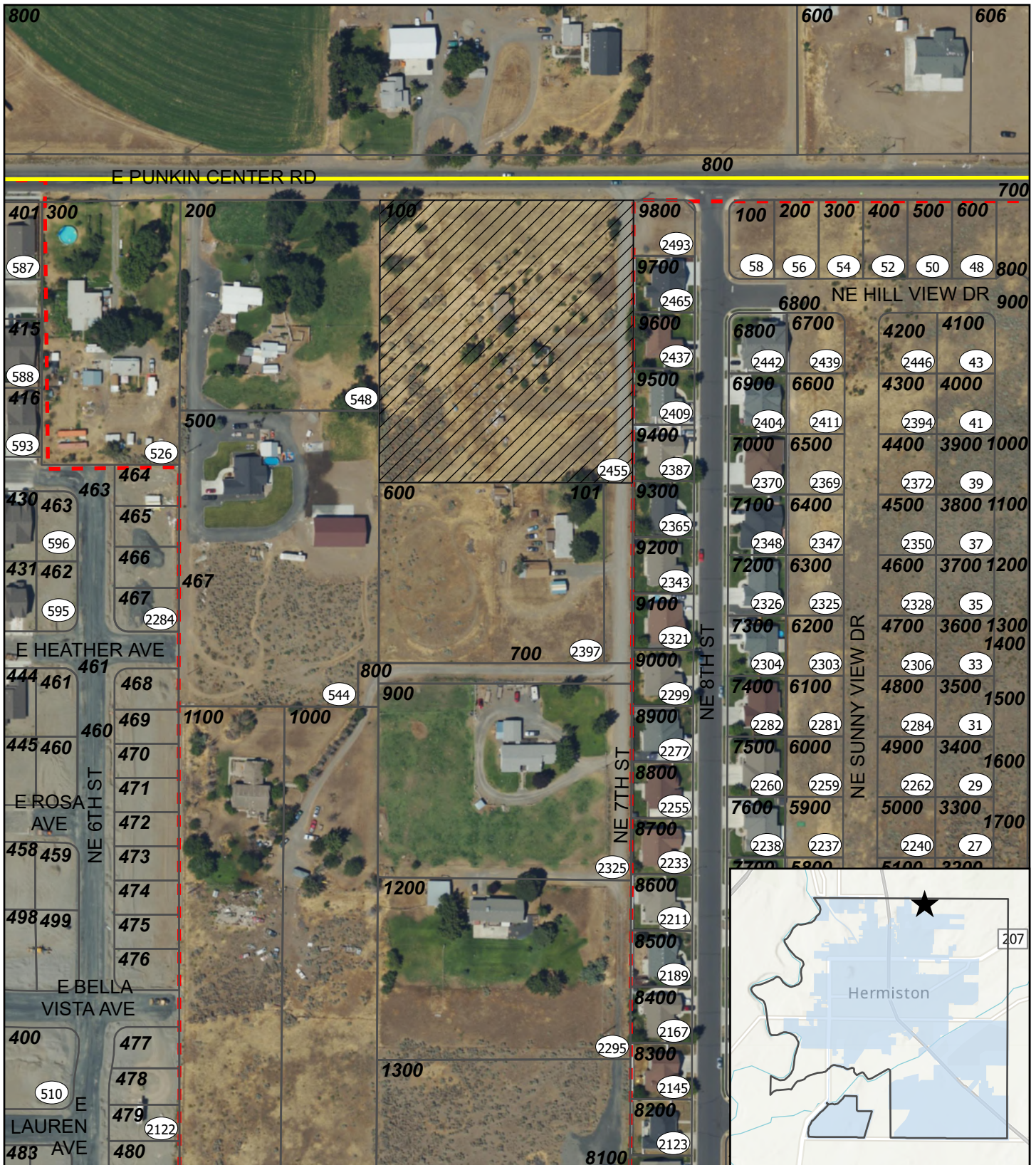
Notice of Proposed Land Use Action







Legend

- Area of Proposed Annexation
- Property Line
- City Limits
- Urban Growth Boundary

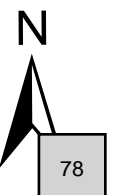




Legend

-  Area of Proposed Annexation
-  Property Line
-  City Limits
-  Urban Growth Boundary

0 100 200 300 400
Feet



CITY OF HERMISTON

APPLICATION FOR ANNEXATION

Pursuant to the provisions of ORS Chapter 222 and Chapter 150 of the Hermiston Code of Ordinances, application is hereby made to annex the following described property:

Name of Applicant: Ibrahim Jaber / Jaber Investment LLC Phone: 509-420-0420

Mailing Address: 2318 S 1st St, Yakima, WA 98903

Contact Person: Christine Batayola Phone: 509-308-0805

Mailing Address: 1632 W Sylvester St, Pasco, WA 99301

Name of Owner (If Different): Jaber Investment LLC / Ibrahim Jaber Phone: 509-420-0420

Mailing Address: 2318 S 1st St, Yakima, WA 98903

Legal Description: Assessor's Map No: 4N2802BA Tax Lot No: 100

Subdivision (If Applicable): _____

Street Address: 2455 NE 7th St, Hermiston, OR

Current Comprehensive Plan Designation: M Proposed Zoning Designation: R-3

Land Area (In Acres): 3.5

Existing Use of Property:

Number of Single-Family Units: 0 Number of Multi-Family Units: 0

Number of Commercial Units: 0 Number of Industrial Units: 0

Public Facilities or Other Uses: _____

Population: Owners: _____ Tenants: _____ Voters: _____

Please Include the Names and Ages of All Residents: _____

No current residencies.

Surrounding Use of Property:

North: Residential

South: Residential

East: Residential

West: Residential

Current Year Taxes: 1,418.67 Previous Year Taxes: 1,459.95

Total Assessed Valuation: 220,100

Please provide a general description of the property including topography, vegetation, drainage basins, flood plain areas, etc.:

The property is characterized by a predominantly level terrain with gentle inclines. Sparse grassland, few large trees. Natural drainage, property not located in a known high-risk flood zone. Water well located within the interior of the lot.

APPLICATION FOR ANNEXATION - PAGE 2

Please explain why the annexation has been proposed:

The annexation of 2455 NE 7th St. is proposed to facilitate the development of apartment units. Project will provide residential living for community in Hermiston. Annexing the property will ensure access to city services, infrastructure, and utilities, for efficient development.

If the property is undeveloped, please describe plans for future development. This description should describe whether the development will be residential, commercial or industrial and include building types, public facilities, number of units, etc.:

The property is currently undeveloped, with plans for future residential development. Proposed development will consist of 76 apartment units in 6 3-story buildings, 1 4-unit building, and a building with an office and community room. Site improvements include parking, landscaping, storm water facilities and connections to public utilities, including water, sewer, power, and communications.

Does the proposed development conform to the uses allowed under the proposed zoning designation? Yes.

Please provide the following information regarding services and utilities:

Location and size of the nearest water line:

12 feet from North property line, 16" ductile iron water line.

Location and size of the nearest sewer line:

130 feet from East property line, 8" PVC sewer line

Proximity of other facilities (storm drains, gas lines, irrigation lines, etc.):

No storm drain lines within 500 feet.

The time at which services can be reasonably provided by the city or other district:

At time of connection.

The estimated cost of extending such facilities and/or services and the method of financing:

Only utility that will need to be extended is the sewer main. That is estimated to cost \$60k and will be paid with private funds.

Availability of the desired service from any other unit of local government (list service and government):

None.

Please indicate the roads that adjoin the parcel or will provide service to the parcel:

E Punkin Center Rd adjoins the north side and a private access easement, designated as NE 7th St, is on the east side of the property.

APPLICATION FOR ANNEXATION - PAGE 3

Please indicate the condition of the roads and any improvements that are projected:

E Punkin Center Rd is a paved public road in good condition. Development will include widening, curb, gutter, sidewalks, and storm drainage across the frontage. NE 7th St is a private gravel road, the only proposed improvement is a driveway out E Punkin Center Rd.

Please indicate if any new roads will be created or extended through the property:

No new roads will be created or extended through the property.

If the property is presently included within the boundaries of any of the following types of governmental units, please indicate by stating the name or names of the governmental units involved.

Rural Fire District: Umatilla County Fire District #1 Irrigation District: Urban Growth Boundary
 School District: Hermiston School District Drainage District: None
 Library District: None Parks and Recreation District: None
 Special Road District: None

Please indicate which services are presently being received in the territory (For example, are residents receiving municipal water or sewer services?):

No municipal services are being received.


ADDITIONAL INFORMATION TO BE FURNISHED AND ATTACHED TO APPLICATION:

1. Evidence that applicant is owner or purchaser of the property or has written permission of such owner to make an application for the proposed use.
2. Two copies of a site plan (11" x 17") drawn to scale, showing the location of the property concerned, the location of all proposed building(s), highways, streets and alleys.
3. A metes and bounds legal description of the entire property proposed for annexation. A metes and bounds legal description of each individual parcel is not sufficient.

The above statements are true to the best of my beliefs and knowledge. As applicant, I understand that the city council, planning commission and annexation advisory committee request the attendance of me, or my representative, at the meeting(s) where this request is scheduled for consideration and that the city council, planning commission and annexation advisory committee retain the right to approve or deny this request and impose those conditions as may be necessary to lessen probable adverse impacts based upon the testimony provided at the hearing.

I am the ☒ owner/ ☐ owner(s) authorized representative.

(If authorized representative, attach letter signed by owner or owners.)



Signature of Applicant



Date

OUT OF POCKET EXPENSES FOR PUBLICATION COSTS AND RECORDING FEES WILL BE BILLED LATER

For further information, please feel free to contact the planning department at the Hermiston City Hall, 180 N.E. 2nd Street, Hermiston, Oregon 97838, or telephone (541) 667-5025. The City's fax number is (541) 567-5530.

OFFICE USE ONLY

Date Filed: _____

Fee: \$900.00

Received By: _____

Date Paid: _____

Meeting Date: _____

Receipt No: _____



Christopher
M Clemow



RENEWES 31 DECEMBER 2025

TRANSPORTATION IMPACT ANALYSIS

To

City of Hermiston

For

Punkin Center Residential
Development

Prepared

April 7, 2025

C&A Project Number

20241205.00

TABLE OF CONTENTS

I.	EXECUTIVE SUMMARY	1
II.	INTRODUCTION	2
	Property Description and Proposed Land Use Actions	2
	Transportation Analysis Description	2
	Study Area	2
	Analysis Scenarios	2
III.	EXISTING CONDITIONS	3
	Existing Site Conditions	3
	Roadway Facilities	3
	Safety Analysis	3
	Existing Traffic Counts	4
	Seasonal Adjustment and 30 th Highest Hour Volumes	4
IV.	DEVELOPMENT TRIP GENERATION	5
V.	DEVELOPMENT YEAR CONDITIONS	6
	Background Growth	6
	Development Year Traffic Volumes	6
VI.	INTERSECTION ANALYSIS	7
	Analysis Scope	7
	Analysis Description	7
	Intersection Operations Analysis	8
	Operations Analysis Discussion	8
	Intersection Queuing Analysis	9
	Queuing Analysis Discussion	9
VII.	CONCLUSION	10
VIII.	APPENDICES	11
A.	Figures	
B.	Crash Data	
C.	Traffic Count Summaries	
D.	Operation and Queuing Analyses	

LIST OF TABLES

Table 1 – Existing Roadway Characteristics	3
Table 2 – Intersection Crash Rates	4
Table 3 – Development Trip Generation	5
Table 4 – Intersection Operations Analysis	8
Table 5 – Intersection Queuing Analysis	9

LIST OF FIGURES

Design Layout

1. Study Area
2. Base Traffic Volumes - AM Peak Hour
3. Base Traffic volumes – PM Peak Hour
4. Development Year Traffic Volumes - AM Peak Hour
5. Development Year Traffic Volumes - PM Peak Hour

I. EXECUTIVE SUMMARY

The following summarizes the analysis and findings contained in this Transportation Impact Analysis (TIA).

1. The subject property is proposed to be annexed into the City of Hermiston and zoned *Medium-High Density Residential* (R-3) consistent with the Hermiston Comprehensive Plan. The proposed specific development includes 76 apartments, which are consistent with the current zoning.
2. The proposed land use actions are consistent with the Hermiston TSP assumptions and do not significantly affect an existing or planned transportation facility. As such, the Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060 are satisfied without additional analysis.
3. The property currently has access to the public roadway system via a 40-foot-wide access easement along the east side of the property, identified as NE 7th Street. However, this is not a public roadway and will not be designated as one. As such, it is assumed that future property/development access will be direct to E Punkin Center Road, further west.
4. The observed crash rates at the study intersections are less than the 1.0 CMEV threshold and the 90th percentile of the reference population. As such, the intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.
5. The proposed 76-unit apartment development generates 512 daily, 30 AM peak hour, and 39 PM peak hour trips.
6. All study intersections are anticipated to operate within agency mobility targets, and all approach movements are anticipated to have adequate queue storage in all analysis scenarios. Overall, no mitigation is necessary to provide adequate operations or queue storage for the proposed development.
7. It is further noted that the east- and westbound left-turn lanes at the US 395/Punkin Center Road intersection are nearing storage capacity, and additional striped storage may need to be considered in the future.

II. INTRODUCTION

Property Description and Proposed Land Use Actions

The subject 3.50-acre property is at 2455 NE 7th Street, Hermiston, Oregon, and is described as tax lot 100 on Umatilla County Assessor's Map 4N2802BA. The property currently has access to the public roadway system via a 40-foot-wide access easement along the east side of the property, identified as NE 7th Street. However, this is not a public roadway and will not be designated as one. As such, it is assumed that future property/development access will be direct to E Punkin Center Road, further west. The study area is illustrated in Figure 1 in Appendix A.

The property is proposed to be annexed into the City of Hermiston and zoned *Medium-High Density Residential* (R-3) consistent with the Hermiston Comprehensive Plan. The proposed specific development includes 76 apartments, which are consistent with the current zoning. The Design Layout is attached in Appendix A.

Transportation Analysis Description

The proposed zoning is consistent with the existing Comprehensive Plan map designation, the amendment does not change the Comprehensive Plan, and the proposed zoning is consistent with the Hermiston Transportation System Plan (TSP). As such, the proposed land use actions are consistent with the Hermiston TSP assumptions and do not significantly affect an existing or planned transportation facility. As such, the Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060 are satisfied without additional analysis.

The proposed land use actions do include a specific development application. As such, a transportation impact analysis (TIA) is necessary to address the criteria identified in the following:

- City of Hermiston Municipal Code requirements outlined in Chapters 156.09 and 157.150, and
- Oregon Department of Transportation (ODOT) TIS requirements.

Study Area

Based on the development trip generation and distribution described later in this analysis, as well as correspondence with City of Hermiston staff, the following project area intersections and development access are evaluated and illustrated in Figure 2 in Appendix A.

- US 395 / Punkin Center Road
- E Punkin Center Road / NE 4th Street
- E Punkin Center Road / Site Access
- E Punkin Center Road / NE 8th Street
- E Punkin Center Road / NE 10th Street

Analysis Scenarios

The proposed 76-unit apartment development is anticipated to be constructed in two phases and fully occupied by 2028. As such, analysis scenarios include:

- 2025 Existing Conditions
- 2028 Pre-Development Conditions
- 2028 Post-Development Conditions

III. EXISTING CONDITIONS

Existing Site Conditions

The subject 3.50-acre property is at 2455 NE 7th Street, Hermiston, Oregon. The property currently has access to the public roadway system via a 40-foot-wide access easement along the east side of the property, identified as NE 7th Street. However, this access is not a public roadway, nor will it be designated as one. As such, it is assumed that future property/development access will be direct to E Punkin Center Road, further west.

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics in the study area.

TABLE 1 – EXISTING ROADWAY CHARACTERISTICS						
Roadway	Functional Classification	Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
US 395	Urban Major Arterial – Hermiston Statewide Highway - ODOT	5	45	Partial	No	No
Punkin Center Road	Urban Major Collector	2	45	No	No	No
NE 4 th Street	Urban Minor Arterial	2	35	No	Yes	No
Sagebrush Road	Local	2	Not Posted	No	No	No
NE 5 th Street	Local	2	25	East Side	No	Yes
NE 8 th Street	Local	2	25	Yes	No	Yes
Alpine Drive	Local	2	Not Posted	No	No	No
Bode Lane	Local	2	Not Posted	No	No	No
NE 10 th Street	Urban Major Collector	2	45	No	No	No

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the number and types of crashes occurring and the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as the “crash rate.” Specific to intersections, it is typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (CMEV). A critical crash rate analysis is then performed by comparing the subject intersection to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 CMEV or the 90th percentile rates require further analysis.

Crash data for the study area intersections were obtained from the Oregon Department of Transportation (ODOT) for five years from January 1, 2019 through December 31, 2023. The following table presents the study intersection crash rates and critical crash analysis. All crash data and crash rate calculations are provided in Appendix B.

TABLE 2 – INTERSECTION CRASH RATES										
Intersection	2019	2020	2021	2022	2023	Total	Crash Rate (crashes/mev)	Reference Population		Over or Under Crash Rate?
								Description ¹	90 th %ile Crash Rate	
US 395 / Punkin Center Road	3	2	4	6	3	18	0.457	Urban 4SG	0.860	Under
Punkin Center Road / NE 4 th Street	1	0	1	2	2	6	0.519	Rural 4ST	1.080	Under
Punkin Center Road / NE 8 th Street	1	0	0	0	0	1	0.122	Rural 3ST	0.475	Under
Punkin Center Road / NE 10 th Street	0	0	0	0	0	0	0.000	Rural 3ST	0.475	Under

¹ 3ST is defined as a three-leg minor stop-control intersection, 4ST is a four-leg minor stop-control intersection, and 4SG is a four-leg signalized intersection.

The observed crash rates at the study intersections are less than the 1.0 CMEV threshold and the 90th percentile of the reference population. As such, the intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.

Existing Traffic Counts

Existing traffic counts were obtained on February 27, 2025, during the AM and PM peak hours. Existing (base) traffic counts are included in Appendix C and are illustrated in Figures 2 and 3 in Appendix A.

Seasonal Adjustment and 30th Highest Hour Volumes

Seasonal adjustments account for the variation in traffic volumes during the year. As required for intersections under ODOT jurisdiction, the February 2025 traffic counts were adjusted to the 30th highest hour volume (30HV) consistent with procedures identified in the ODOT Analysis Procedures Manual (APM) Version 2, Chapter 5.5.1 – On-Site Automatic Traffic Recorder (ATR) Method. This method is used when an ATR is within or near the project area.

In the study area, ATR 30-019 – Stanfield is located on US395; Umatilla-Stanfield Highway NO. 54; 0.12 miles NW of Feedville Road (NW Stanfield). Using this ATR data, a seasonal adjustment of 1.06 was applied to the February 27, 2025 Base traffic counts to obtain 2025 30HV volumes. Seasonal adjustment assumptions are included in Appendix C, and 2025 30HV volumes are illustrated in Figures 2 and 3 in Appendix A.

IV. DEVELOPMENT TRIP GENERATION

The subject property is currently undeveloped. The proposed specific development includes 76 apartments.

Trip generation for the proposed development is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition, and is presented in the following table.

TABLE 3 – DEVELOPMENT TRIP GENERATION									
Land Use	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise) ¹	220	76 DU	512	7	23	30	24	15	39

¹ Trip generation is estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As identified in the table above, the proposed 76-unit apartment development generates 512 daily, 30 AM peak hour, and 39 PM peak hour trips.

V. DEVELOPMENT YEAR CONDITIONS

Background Growth

Based on a review of the Hermiston Transportation System Plan (TSP) and discussions with City staff, background traffic growth for the study area is assumed to be 1.5% per year on all roadways.

Development Year Traffic Volumes

The proposed 76-unit apartment development is anticipated to be constructed in two phases and fully occupied by 2028.

Accordingly, the 2025 30HV volumes were adjusted to the 2028 development year using a 1.5% annual compounded growth rate. Detailed background growth rate calculations are included in Appendix C and are illustrated in Figures 4 and 5 in Appendix A.

Trip Distribution and Traffic Assignment

Development trip generation, as identified in the previous section of this TIA, was distributed onto the roadway system based on existing intersection volumes, surrounding land uses, and engineering judgment. The resulting trip distribution and development traffic assignment are illustrated in Figures 4 and 5 in Appendix A.

VI. INTERSECTION ANALYSIS

Analysis Scope

The following project area intersections and development accesses are evaluated:

- US 395 / Punkin Center Road
- E Punkin Center Road / NE 4th Street
- E Punkin Center Road / Site Access
- E Punkin Center Road / NE 8th Street
- E Punkin Center Road / NE 10th Street

Analysis Description

Existing intersection AM and PM peak hour factors (PHFs) are used for all intersections in all analysis scenarios.

Intersection operation characteristics are generally defined by two key metrics: the volume-to-capacity (V/C) ratio and the level-of-service (LOS). At signalized intersections, the v/c ratio is a measurement of an intersection's ability to accommodate critical movements, while LOS is based on the average control delay per vehicle for the entire intersection. At unsignalized intersections, the v/c ratio and LOS are calculated for intersection approach movements yielding right-of-way.

The City of Hermiston mobility standard for signalized and unsignalized intersections is LOS D or better.

Table 6 of Policy 1F in the *Oregon Highway Plan* (OHP), as updated through January 2023, provides ODOT mobility targets for state roadways. In the study area, US 395 is classified as a *Freight Route on a Statewide Highway*, inside the urban growth boundary of a non-metropolitan planning organization (MPO).

At the Punkin Center Road intersection, US 395 has a posted speed of 45 MPH, and the intersection mobility target is a v/c ratio ≤ 0.80 .

Intersection Operations Analysis

Unsignalized intersection operations analyses were performed using the Transportation Research Board's *Highway Capacity Manual* 6th Edition methodologies using Trafficware's *Synchro* software (Version 11). Signalized intersection operations analyses were performed per the Transportation Research Board's *Highway Capacity Manual* 6th Edition, 2000, and 2010 methodologies using Trafficware's *Synchro* software (Version 11) and practices outlined in the ODOT Analysis Procedures Manual V2 necessary to calculate the intersection v/c ratio.

The proposed 76-unit apartment development is anticipated to be constructed in two phases and fully occupied by 2028. As such, analysis scenarios include:

- 2025 Existing Conditions
- 2028 Pre-Development Conditions
- 2028 Post-Development Conditions

The following table summarizes the analysis results of weekday AM and PM peak hour operations. Data output sheets from all operations calculations are attached in Appendix D.

TABLE 4 – INTERSECTION OPERATIONS ANALYSIS								
Intersection	Critical Movement Lane Group	Mobility Target	AM Peak Hour			PM Peak Hour		
			2025 Existing	2028 Pre-Development	2028 Post-Development	2025 Existing	2028 Pre-Development	2028 Post-Development
US 395 / Punkin Center Road	Intersection	v/c ≤ 0.80	0.31	0.35	0.35	0.53	0.59	0.60
E Punkin Center Road / NE 4 th Street / Sagebrush Road	NB L NB T/R SB L/T/R	LOS D	B B B	B B B	B B B	C B B	C B C	C B C
E Punkin Center Road / Site Access	NB L/R	LOS D	—	—	B	—	—	B
E Punkin Center Road / NE 8 th Street	NB L/R	LOS D	B	B	B	B	B	B
E Punkin Center Road / NE 10 th Street	NB L/R	LOS D	B	B	B	B	B	B

Operations Analysis Discussion

As identified in the table above, all study intersections are anticipated to operate within agency mobility targets in all analysis scenarios. Overall, no mitigation is necessary to provide adequate operations for the proposed development.

Intersection Queuing Analysis

Queuing analysis was performed to evaluate queue storage adequacy. 95th percentile queues were estimated using Trafficware's *SimTraffic* software (Version 11) and ODOT *Analysis Procedure Manual* methodologies. Available storage is rounded to the nearest five feet, and queue demand is rounded to the nearest 25 feet, which corresponds to the average length of a queued vehicle.

The following table summarizes the analysis results of weekday AM and PM peak hour queuing. Data output sheets from all queuing calculations are contained in Appendix D.

TABLE 5 – INTERSECTION QUEUING ANALYSIS								
Intersection	Critical Movement Lane Group	Queue Storage Available (Feet) ¹	AM Peak Hour			PM Peak Hour		
			2025 Existing	2028 Pre-Development	2028 Post-Development	2025 Existing	2028 Pre-Development	2028 Post-Development
US 395 / Punkin Center Road	NB L	225+	50	50	50	50	50	50
	NB T/R	1,000+	100	100	100	175	200	200
	SB L	250+	50	50	50	125	150	150
	SB T/R	1,000+	100	100	100	125	150	150
	EB L	85	50	75	75	50	75	75
	EB T/R	1,000	50	50	50	100	75	100
	WB L	90	75	75	75	75	75	75
	WB T/R	1,000	100	100	100	100	125	150
E Punkin Center Road / NE 4 th Street / Sagebrush Road	NB L	75	50	50	50	50	75	75
	NB T/R	1,000+	50	50	50	75	50	50
	SB L/T/R	1,000+	50	50	50	50	50	50
	EB L/T/R	1,000	25	25	25	25	25	25
E Punkin Center Road / Site Access	WB L/T/R	500	25	25	25	25	50	25
	NB L/R	75	—	—	50	—	—	50
E Punkin Center Road / NE 8 th Street	WB L/T	350	—	—	25	—	—	25
	NB L/R	1,000+	50	50	50	50	50	50
E Punkin Center Road / NE 10 th Street	WB L/T0	750	25	25	25	25	25	25
	NB L/R	1,000+	75	75	75	75	75	75
	WB L/T	900	25	50	25	25	25	25

¹ Available queue storage is measured to the nearest upstream intersection for continuous lanes between intersections and to the end of full-width storage for turn lanes.

Queuing Analysis Discussion

As identified in the table above, all study intersection approach movements are anticipated to have adequate queue storage in all analysis scenarios to accommodate the 95th percentile vehicle queues. It is further noted that the east- and westbound left-turn lanes at the US 395/Punkin Center Road intersection are nearing storage capacity, and additional striped storage may need to be considered in the future. Overall, no mitigation is necessary to provide adequate queue storage for the proposed development.

VII. CONCLUSION

The following summary and recommendations are based on materials contained in this analysis.

1. The subject 3.50-acre property is at 2455 NE 7th Street, Hermiston, Oregon, and is described as tax lot 100 on Umatilla County Assessor's Map 4N2802BA. The property currently has access to the public roadway system via a 40-foot-wide access easement along the east side of the property, identified as NE 7th Street.
2. The property is proposed to be annexed into the City of Hermiston and zoned *Medium-High Density Residential* (R-3) consistent with the Hermiston Comprehensive Plan. The proposed specific development includes 76 apartments, which are consistent with the current zoning.
3. The proposed land use actions are consistent with the Hermiston TSP assumptions and do not significantly affect an existing or planned transportation facility. As such, the Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060 are satisfied without additional analysis.
4. The 40-foot-wide access easement along the east side of the property, identified as NE 7th Street, is not a public roadway and will not be designated as one. As such, it is assumed that future property/development access will be direct to E Punkin Center Road, further west.
5. The observed crash rates at the study intersections are less than the 1.0 CMEV threshold and the 90th percentile of the reference population. As such, the intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.
6. The proposed 76-unit apartment development generates 512 daily, 30 AM peak hour, and 39 PM peak hour trips.
7. All study intersections are anticipated to operate within agency mobility targets in all analysis scenarios. Overall, no mitigation is necessary to provide adequate operations for the proposed development.
8. All study intersection approach movements are anticipated to have adequate queue storage in all analysis scenarios to accommodate the 95th percentile vehicle queues. It is further noted that the east- and westbound left-turn lanes at the US 395/Punkin Center Road intersection are nearing storage capacity, and additional striped storage may need to be considered in the future. Overall, no mitigation is necessary to provide adequate queue storage for the proposed development.



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of July 9, 2025

Title/Subject

Continued from June 11, 2025 Regular Meeting

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

Summary and Background

The planning commission considered the preliminary replat of Sunset Estates and Terra Nova Terrace at the June 11 regular meeting. Due to concerns raised by ODOT regarding transportation impacts, the planning commission chose to continue the consideration of the preliminary plat to the July 9 meeting.

The planning commission took testimony at the June 11 meeting. Preliminary plat approval is a limited land use decision and not subject to a hearing. The planning commission may choose to accept additional testimony at this meeting but is not required to accept testimony or evidence beyond that requested by the planning commission when continuing the consideration.

Limited land use decisions are a specific action in Oregon land use law. They are a classification of decision in addition to legislative and quasi-judicial decisions. While they are subject to consideration of design and compliance with code, they are not discretionary decisions. Limited land use decisions, especially platting, are subject to applicable code requirements and should be approved provided the planning commission can find there is sufficient evidence of compliance with the applicable standards. The ORS defining limited land use decisions reads in ORS 197.015:

“Limited land use decision”:

- a) Means a final decision or determination made by a local government pertaining to a site within an urban growth boundary that concerns:
 - a. The approval or denial of a tentative subdivision or partition plan, as described in ORS 92.040 (1).
 - b. The approval or denial of an application based on discretionary standards designed to regulate the physical characteristics of a use permitted outright, including but not limited to site review and design review.
- b) Does not mean a final decision made by a local government pertaining to a site within an urban growth boundary that concerns approval or denial of a final subdivision or partition plat or that determines whether a final subdivision or partition plat substantially conforms to the tentative subdivision or partition plan.

There are examples of land use actions meeting each of the classifications in a) above. Preliminary plats explicitly fall under subsection a and are considered by the planning commission under the authority in ORS 92 and Chapter 154 of the local code. Site plan reviews are an example of subsection b. These are discretionary permits where administrative approval is based on the site design characteristics and determination of compliance with the zoning ordinance. In both cases, provided that it is determined that there is sufficient evidence of compliance with the relevant code provisions, approval is granted.

Issues were raised at the June 11 meeting which were and were not relevant to the approval criteria in the municipal code. Issues such as traffic generation, block length, and points of access are issues that are within the scope of the municipal code and can be considered in the context of approval criteria and conditions of approval. Issues such as water pressure and building height are not able to be addressed except in a very limited scope. Water pressure shall be sufficient to meet the needs of the development proposed and has been reviewed by the public works staff as meeting the minimum requirements of the public works standards. Building height and its effect on privacy is a subjective matter. Under existing zoning in the R-4, each of the existing lots can have a three story structure up to 35 feet in height constructed on it by right. It is permitted under existing standards regardless of whether or not the replat is approved.

Recent statutory language has been implemented clarifying rules around housing. These are referred to as “needed housing” in the statutes. Needed housing is considered detached and attached single-family, manufactured housing, multi-family housing, worker housing, affordable housing and several other housing types. ORS 197A has a complete breakdown of the rules governing needed housing approvals. However, it is important to note that there are two specific statutory points at issue. The first point is that cities may only apply “clear and objective” standards to the approval of needed housing (ORS 197A.400). Referring back to the relevant criteria mentioned above, there is not a clear and objective way to define “privacy” in the code. It will always be a subjective issue where one party’s acceptable privacy is another party’s unacceptable level of privacy. The planning commission should be mindful to consider relevant issues and consider whether they are clear and objective. A minimum lot area, a five foot setback, 45% lot coverage, these are examples of clear and objective measures. The second point is that conditions of approval placed upon needed housing shall not have the cumulative effect of discouraging needed housing through unreasonable cost or delay. The trend statewide is towards less regulation over housing development rather than more at this point in time.

The staff report from June 11 is attached to this report. The relevant approval criteria were addressed in that report and it is not necessary to restate the criteria in this report. The preliminary plat is prepared in accordance with the criteria in Chapters 154 and 157 of the Hermiston Code of Ordinances, specifically also in compliance with 157.152 relating to the design of common wall housing. The applicant has submitted additional information addressing traffic impacts and consideration under the standards of the city’s Transportation System Plan.

Staff recommends approval of the preliminary plat.

Tie-In to Council Goals

Approval of plats is a matter of administration by city ordinances.

This development satisfies council goal 1.7 - *Attract market-rate rental housing developments to increase middle housing inventory*

Fiscal Information

There is no impact to the city from the approval of the plat. Each attached dwelling is expected to be priced near \$250,000 to \$300,000 and generate approximately \$1,873 in tax revenue annually.

Alternatives and Recommendation**Alternatives**

The planning commission may choose to approve or deny the preliminary plat.

Recommended Action/Motion

Staff has reviewed the proposed plat and found that it is prepared in accordance with all requirements of 154.35(B) of the Hermiston Code of Ordinances. Staff recommends the planning commission approve the preliminary plat subject to the conditions of approval.

- Motion to approve the findings of fact
- Motion to approve the conditions of approval
- Motion to approve the preliminary plat subject to the conditions of approval

Submitted By:

C.F. Spencer, Planning Director



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

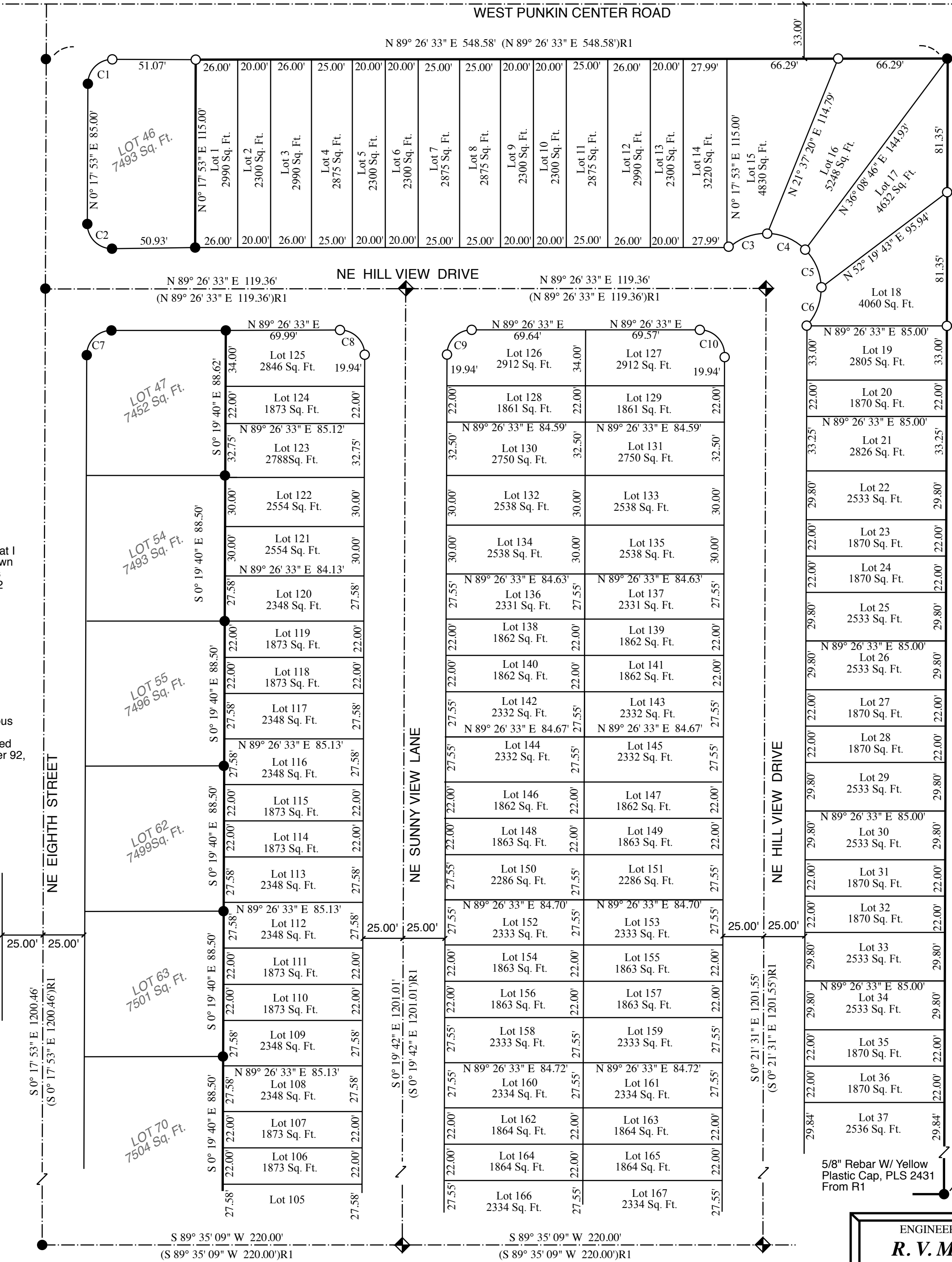
My Printed Name is

My Commission No. is

My Commission Expires

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - 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

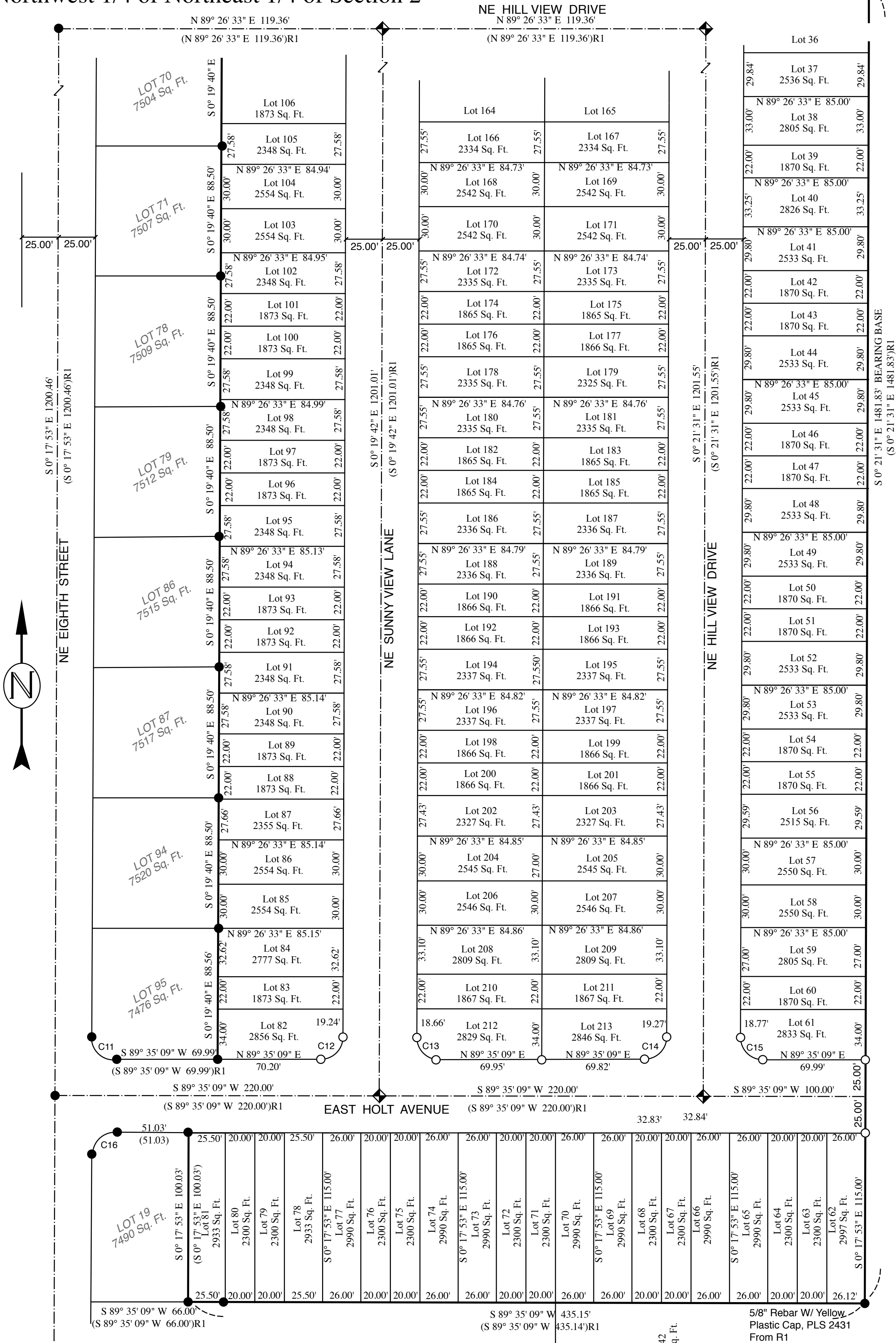
A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace City of Hermiston, Umatilla County, Oregon Township 4 North, Range 28 East, W.M. Northwest 1/4 of Northeast 1/4 of Section 2

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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

INITIAL POINT



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:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - 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

CURVE TABLE:					
No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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

INITIAL POINT



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.**

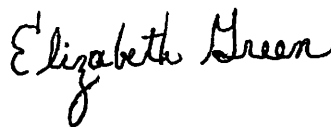
Acceptance of the replat plan will prove to be a great hardship to many current residents. It will force many to sell due to high density, traffic, noise, and the loss of the lifestyle they are seeking.

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



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of June 11, 2025

Title/Subject

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

Summary and Background

Ron McKinnis has submitted a preliminary replat application for Sunny View Terrace, a replat of Lots 20, 27-25, 48-53, 56-51, 64-69, 72-77, 80-85, 88-93, and 96-98 of Sunset Estates and Lots 1-7 of Terra Nova Terrace. The intent of the replat is to replat and subdivide the existing lots into common wall housing lots consistent with the provisions of §157.152 of the Hermiston Code of Ordinances. Common wall housing is similar to multi-family housing and incorporates elements of townhouse housing as well. In essence, the replat creates two-, three-, and four-plex lots where each housing unit is on a separate lot. These lots may be owner-occupied or rental units. The townhouse portion of Cimmaron Terrace south of E Theater Lane is the same concept proposed in Sunny View Terrace.

The replat is not considered a middle housing land division under ORS 92.031. Middle housing land divisions allow expedited administrative approval of land divisions specifically to create middle housing lots. Early discussions with the developer proposed a duplex development splitting each existing lot in half and would qualify for middle housing land divisions. The creation of three- and four-plex lots do not qualify for middle housing status. Under the state rules, Hermiston is only obligated to provide two-family developments for middle housing as a city with a population between 2,500 and 25,000. However, the city's common wall code serves a similar purpose but is not subject to the statewide "shall approve" requirement for which a middle housing land division qualifies.

The property is owned by the Holt Revocable Living Trust and Larry and Diana Ables. The property is zoned Multi-Structure Residential (R-4). Land to the west is developed with urban density single-family dwellings and rural single-family estates. Land to the south is currently vacant but is approved for the Upland Meadows single-family subdivision which is currently starting construction. Land to the east is used agriculturally and contains single-family estates. Land to the north is outside the urban growth boundary and is used agriculturally and contains single-family estates. The Sunset Estates subdivision is a development approved by the city in the 1990s but which remained undeveloped until 2008 when the NE 8th Street fronting lots were improved and developed with single-family housing. This portion of Sunset Estates has continued to remain an undeveloped future phase but is proposed for sale and development now.

Common wall housing is a relatively new code provision added to the zoning ordinance by the city in 2011 during the city's periodic review process. After considering the use of the planned unit development process to create the common wall townhouse development in Cimmaron Terrace, it was determined that the PUD process introduced too much subjectivity into what is a common housing type in other cities. Thus, the common wall housing code allows for the creation of multi-family housing with each unit on a separate lot, provided that the overall density of the multi-unit structure remains in compliance with the density standard for multi-family housing in the zone in which it is located. For example, four common wall townhouses would require a minimum of 8,000 square feet for the aggregate of the four lots upon which they are sited. In order to assist the planning commission in visualizing the common wall housing, staff has prepared a supplemental map using the preliminary plat. This supplemental map uses polygons to represent the distribution of common wall units in the development. Since the code requires additional width at the end of each structure to accommodate sideyard setbacks, it is easier to identify the future layout of dwellings using these polygons.

157.152 COMMON WALL HOUSING.

- (A) Common wall, attached single-family housing shall be allowed in the R-2, R-3, R-4 and RR zones. Attached single-family housing shall not be allowed in the R-1 zone.
- (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.
- (C) There shall be no setback for attached units where abutting a common wall. The sideyard setback on each end of a common housing block shall be the same as that in the underlying zone.
- (D) Front and rear setbacks shall be the same as those in the underlying zone.
- (E) Lot coverage requirements shall be calculated for the aggregate of all common wall attached units and shall be the same as the coverage requirement in the underlying zone.
- (F) Where common wall dwellings abut a lot line, all provisions of the building code for zero lot line housing shall apply.
- (G) Where common wall dwellings are proposed, each dwelling shall be serviced by an individual water meter and sewer connection. Group metering and connections are not allowed.
- (H) All units with a common wall must be constructed concurrently and be under the same ownership at the time of initial construction.
- (I) Common walls must follow the property line and have no openings.

Public notice was provided for the proposed partition. Notice of land use action was mailed to property owners within 100 feet on May 28, 2025. A sign informing the public of the proposal was placed on the property on May 28, 2025.

The criteria that are applicable to the decision to accept the proposed partition are contained in 154.15 through 154.66, 157.028, 157.101, and 157.152 of the Hermiston Code of Ordinances.

The findings of fact are attached to this report as Exhibit A. The conditions of approval are attached as Exhibit B. The map showing the property boundary and adjacent streets and parcels is attached as Exhibit C. The preliminary plat as prepared by the surveyor is attached as Exhibit D. An aerial photo for the planning commission's reference is attached as Exhibit E. A supplemental map indicating the proposed common wall dwelling counts are attached as Exhibit F.

Tie-In to Council Goals

Approval of plats is a matter of administration by city ordinances.

This development satisfies council goal 1.7 - *Attract market-rate rental housing developments to increase middle housing inventory*

Fiscal Information

There is no impact to the city from the approval of the plat. Each attached dwelling is expected to be priced near \$250,000 to \$300,000 and generate approximately \$1,873 in tax revenue annually.

Alternatives and Recommendation

Alternatives

The planning commission may choose to approve or deny the preliminary plat.

Recommended Action/Motion

Staff has reviewed the proposed plat and found that it is prepared in accordance with all requirements of 154.35(B) of the Hermiston Code of Ordinances. Staff recommends the planning commission approve the preliminary plat subject to the conditions of approval.

- Motion to make the project file a part of the record
- Motion to approve the findings of fact
- Motion to approve the conditions of approval
- Motion to approve the preliminary plat subject to the conditions of approval

Submitted By:

C.F. Spencer, Planning Director

Exhibit A
Findings of Fact
Sunny View Terrace Replat
July 9, 2025

Chapter 154: Subdivisions

Design Standards

§154.15 Relation to Adjoining Street System.

The property is serviced by NE Hill View Drive, NE Sunny View Lane, and E Holt Ave. Each street is entirely unimproved within the boundary of the replat. All street rights of way are already platted and no changes are proposed. E Holt Ave provides connectivity to future residential development to the east.

§154.16 Street and Alley Width.

All existing rights of way are 50 feet in width and in compliance with the city standards for local residential streets.

§154.17 Easements.

There are existing 6-foot utility easements along all lot lines that are not shown on the preliminary plat. During the act of replatting, easements may be vacated and as there are no utilities in the undeveloped subdivision, staff recommends eliminating all side and rear lot line easements and requiring only the statutorily permitted 10-foot front lot line utility easement on the front lot line on the final plat. ORS 92.044 only permits cities to require easements abutting a street.

§154.18 Blocks.

Block length is not applicable to this replat. All existing streets are platted per the recorded plat for Sunset Estates.

§154.19 Lots.

The lots range in size from 1,800 to 5,200 square feet. The majority of the lots are between 1,800 and 2,300 square feet. All lots are currently vacant. The lot sizes are below those permitted for single- and two-family housing in the R-4 zone. However, the lots are designed in compliance with the common wall housing requirements of

157.152. Under 157.152 the minimum lot area is calculated using the density standard for the underlying zoning. Two-unit lots require a combined minimum lot area of 5,000 square feet spread between two lots. Three-unit lots require a combined minimum lot area of 7,500 square feet. Four-unit lots require a combined minimum lot area of 8,000 square feet.

The two, three, and four-unit lots are designed in compliance with the minimum lot area requirements.

§154.20 Character of Development.

The development is currently vacant. Uses permitted in the R-4 zone are listed in 157.028 of the Hermiston Code of Ordinances. The intent of the development is to construct attached, common wall single-family housing. The density of the development is increased over the existing platted lots from 65 to 219. However, under the R-4 zoning all lots are able to accommodate at least a tri-plex dwelling and the potential density is at least 195 dwellings.

§154.21 Parks, School Sites and the Like.

The comprehensive plan and parks master plan do not indicate a need for any additional parks or schools in the vicinity of the proposed partition.

Minimum Improvements Required

§154.60 Permanent Markers

Permanent markers shall be set as shown on the final plat in accordance with ORS 92.050 through 92.080.

§154.61 General Improvements

All streets are unpaved with no improvements. The civil improvements for this development are currently in review. All general improvements shall be completed prior to a certificate of occupancy issuance for any dwelling.

§154.62 Water Lines

Water is available in NE Hill View Drive and E Holt Ave. Each lot is planned for connection to the municipal water supply. Water system extensions and fire hydrant locations must be approved by the city engineer. The development will be serviced by the existing water improvements in Sunset Estates and extended eastward in NE Hill View Drive and E Holt Ave.

§154.63 Sanitary Sewer System.

Sewer is available in NE Hill View Drive and E Holt Ave. Each lot is planned for connection to the sanitary sewer system. The sewer layout must be approved by the city sewer superintendent and the city engineer. The development will be serviced by the existing sewer improvements in NE 8th St and extended eastward in NE Hill View Drive and E Holt Ave.

Chapter 157: Zoning

§157.028 Multi-Structure Residential (R-4)

The lots range in size from 1,800 to 5,200 square feet. The majority of the lots are between 1,800 and 2,300 square feet. All lots are currently vacant. The lot sizes are below those permitted for single- and two-family housing in the R-4 zone. However, the lots are designed in compliance with the common wall housing requirements of 157.152. Uses permitted in the R-4 zone are listed in 157.028 of the Hermiston Code of Ordinances.

Under the existing zoning and lot layout, all lots are 7,500 square feet or greater. Each existing lot is able to accommodate a tri-plex dwelling and has a potential density of 195 units.

§157.152 Common Wall Housing

Under 157.152 the minimum lot area is calculated using the density standard for the underlying zoning. Two-unit lots require a combined minimum lot area of 5,000 square feet spread between two lots. Three-unit lots require a combined minimum lot area of 7,500 square feet. Four-unit lots require a combined minimum lot area of 8,000 square feet.

The two, three, and four-unit lots are designed in compliance with the minimum lot area requirements.

§157.101 Development Hazard Overlay

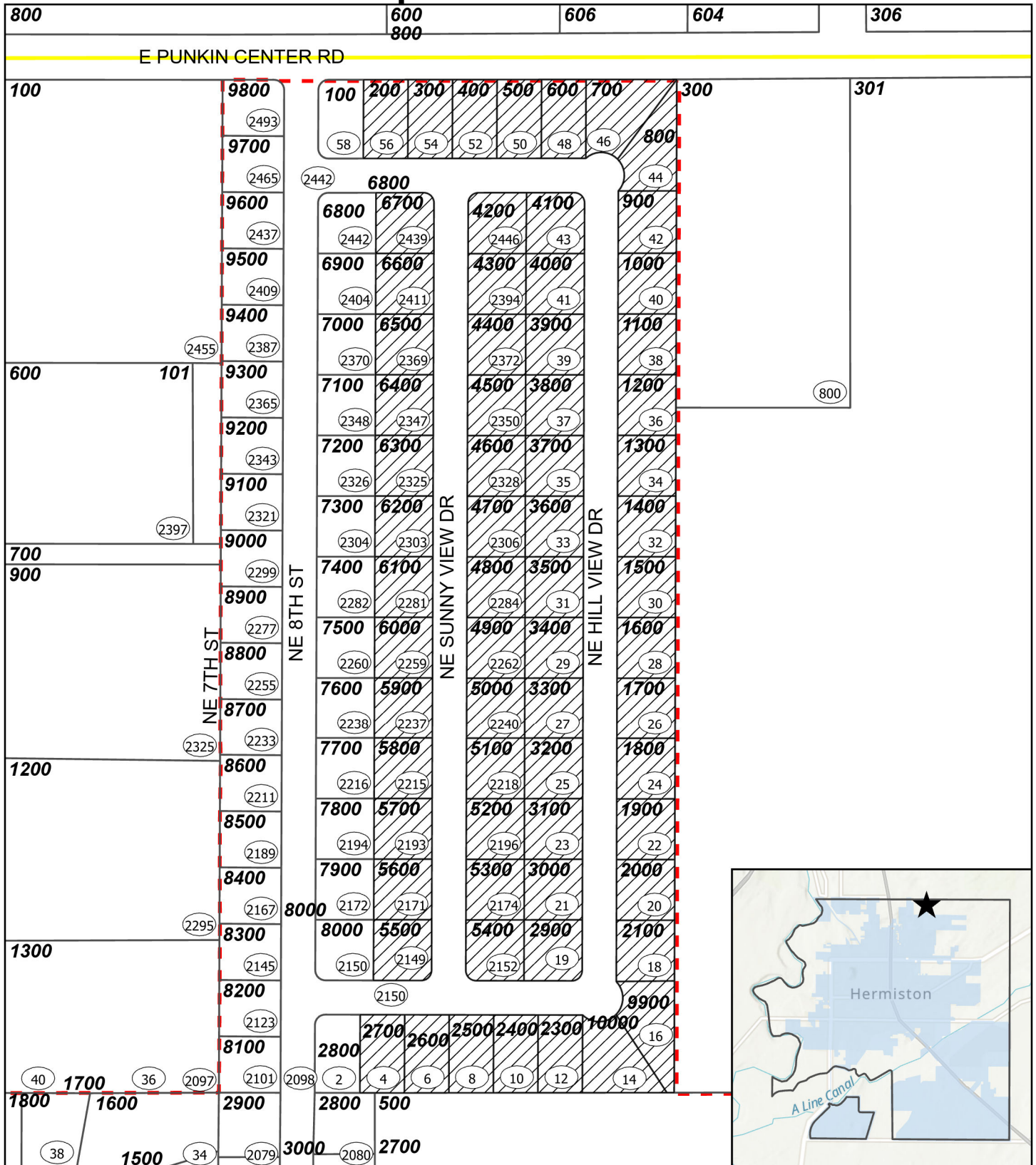
Comprehensive Plan Figure 12 identifies portions of this subdivision as subject to groundwater pollution hazards due to excessively well-drained soils. In accord with 157.101 of the Hermiston Code of Ordinances, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. Any additional requirements or prohibitions necessary to mitigate groundwater pollution problems must be developed in conjunction with the Departments of Environmental Quality and Water Resources. At the discretion of the planning commission, the applicant may obtain an exemption to the above requirements if a registered engineer presents documentation which demonstrates that the proposed development will not contribute to potential groundwater pollution.

Exhibit B
Conditions of Approval
Sunny View Terrace Replat
July 9, 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.

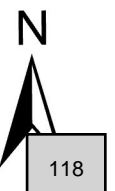
Notice of Proposed Land Use Action



Legend

-  Area of Replat
-  Property Line
-  City Limits
-  Urban Growth Boundary

0 100 200 300 400
Feet



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 authorize 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

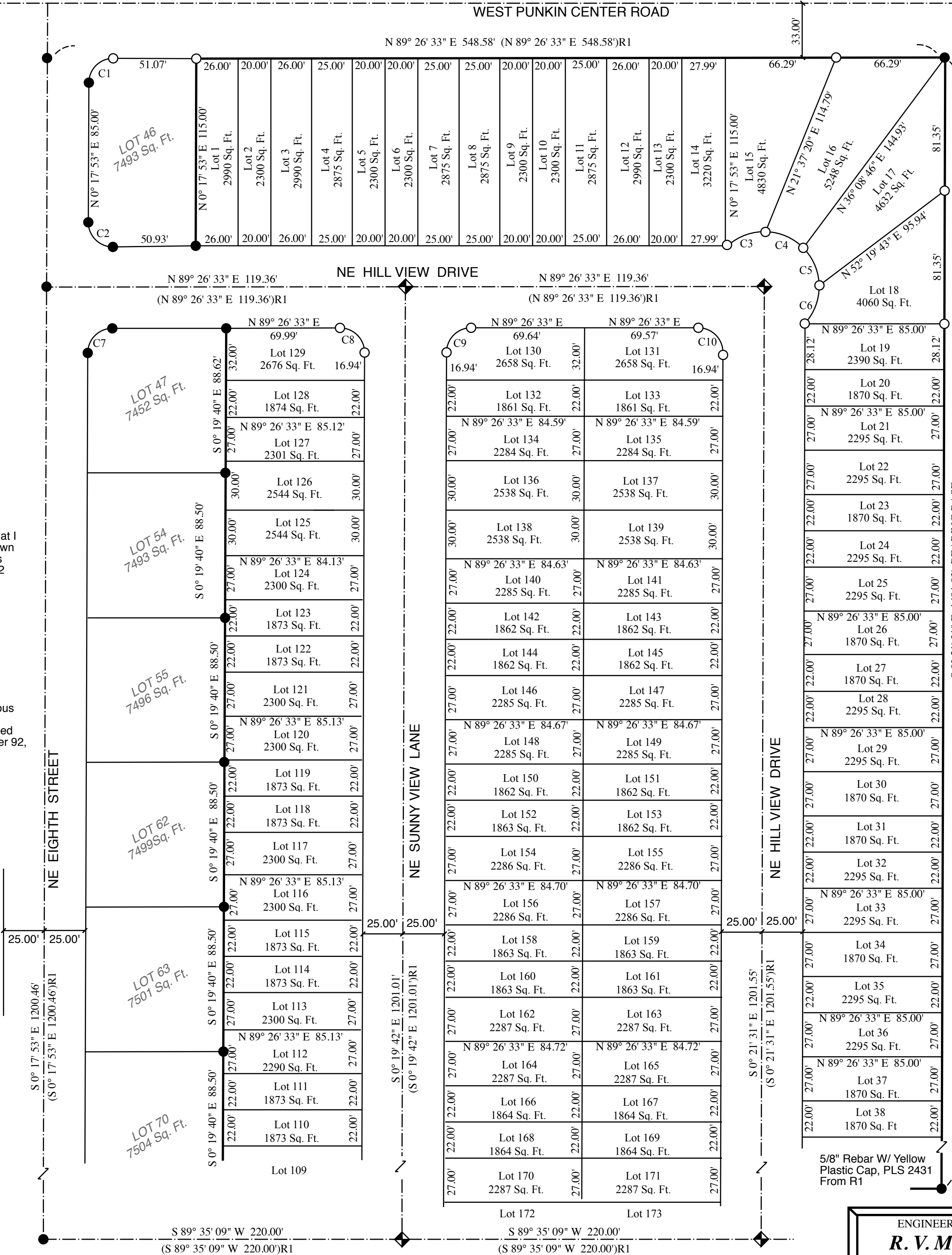
My Printed Name is _____

My Commission No. is _____

My Commission Expires _____

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - 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

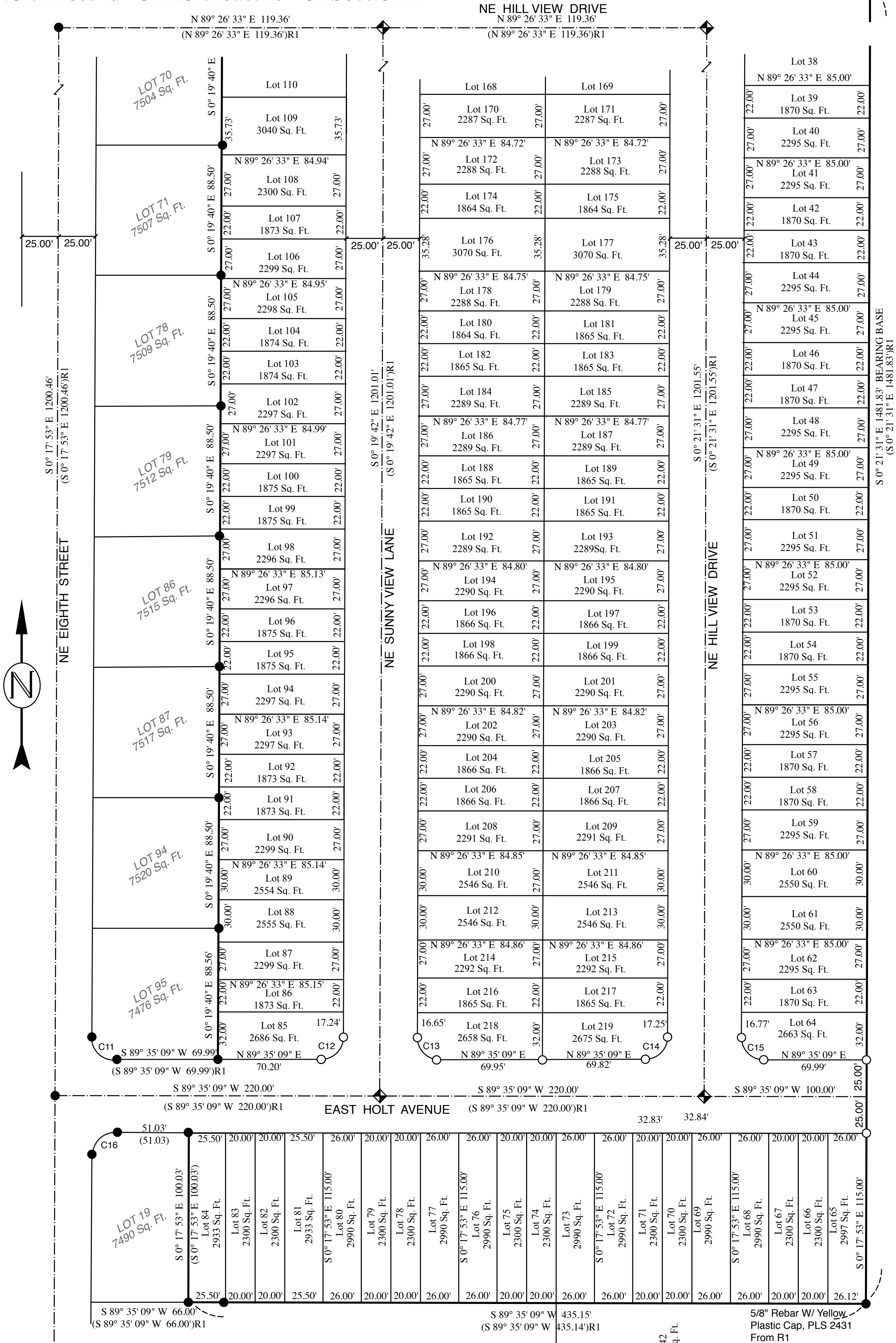
A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace City of Hermiston, Umatilla County, Oregon Township 4 North, Range 28 East, W.M. Northwest 1/4 of Northeast 1/4 of Section 2

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	89°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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. 05-16-25

ENGINEERING - LAND SURVEYING - WATER RIGHTS

R. V. McKINNIS ENGINEERING

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



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

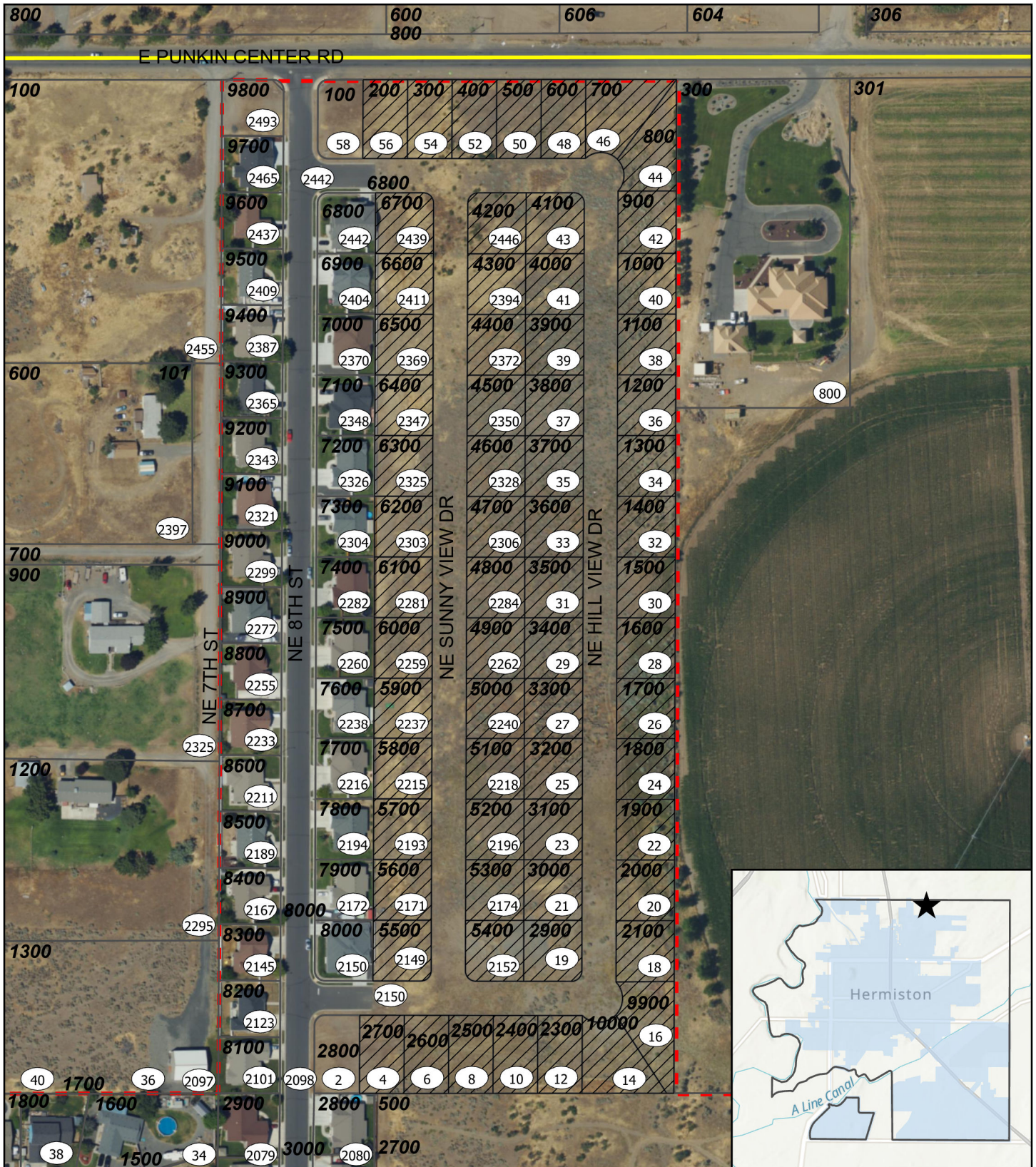
OREGON
RONALD V. McKINNIS
JAN. 23, 1990
2431

Expires 12-31-26

LEGEND

- SET MONUMENTS - 5/8" X 30" Iron Rebar W/ Yellow Plastic Caps Stamped - L.S. #2431
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - Section / Street Center Line
- (000)R0 Record - Per Reference Noted

SCALE 1" = 50 Ft.
April, 2025



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 authorize 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:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	25.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 67°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°57'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'



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
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - Section / Street Center Line
- (000)R0 Record - Per Reference Noted

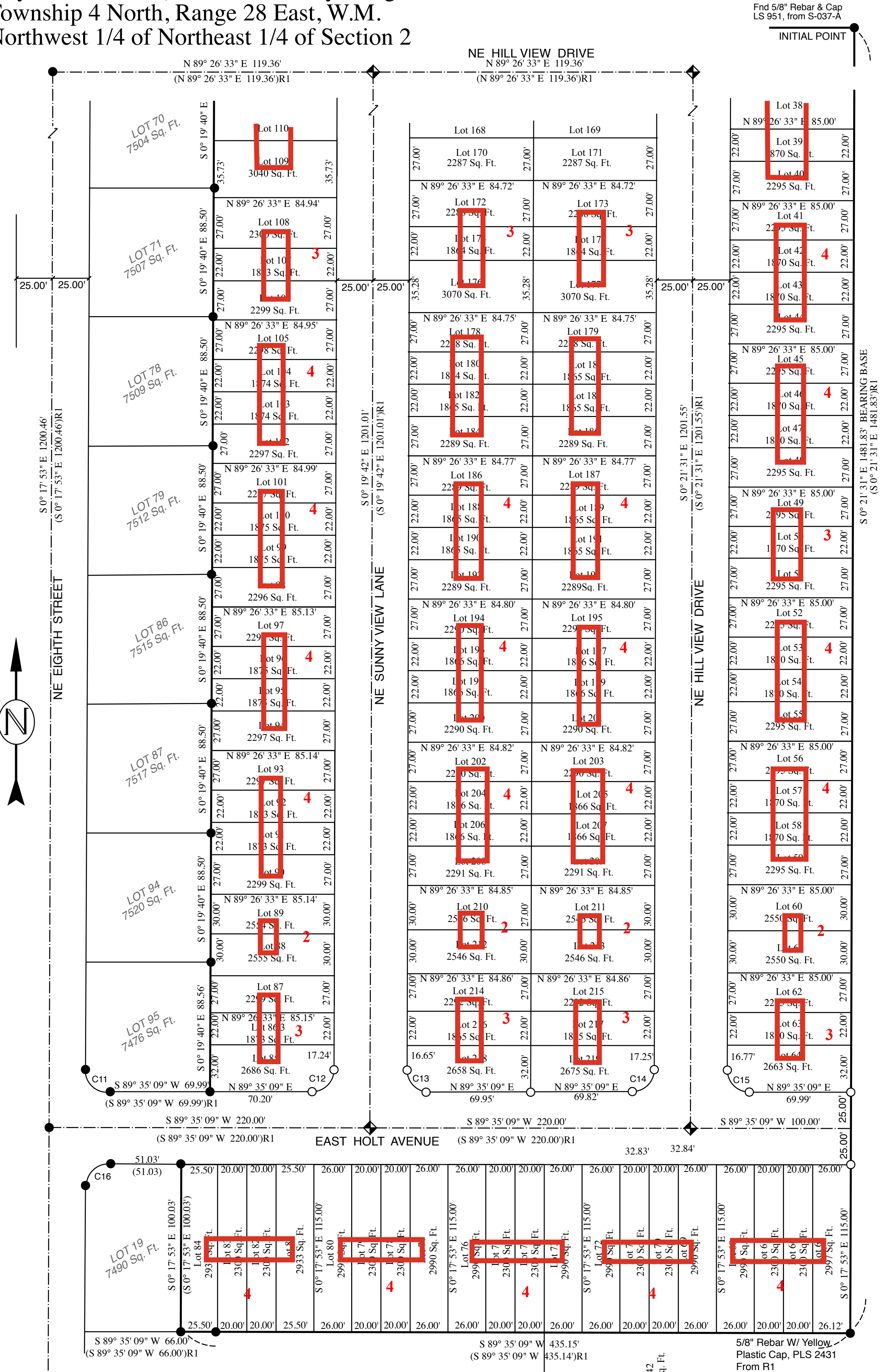
SCALE 1" = 50 Ft.
April, 2025

ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. MCKINNIS ENGINEERING
79980 Prindle Loop Road
Hermiston, Oregon 97838
(541) -567-2017

SUNNY VIEW TERRACE

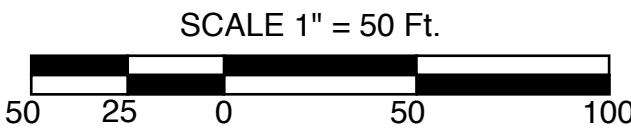
A Replat of Lots 20, 27-45, 48-53, 56-61, 64-69, 72-77, 80-85, 88-93, & 96-98 of Sunset Estates And Lots 1-7 of Terra Nova Terrace
City of Hermiston, Umatilla County, Oregon
Township 4 North, Range 28 East, W.M.
Northwest 1/4 of Northeast 1/4 of Section 2

CURVE TABLE:					
No.	Length	Radius	Delta	Chord Bearing	Chord Lgth.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.46'	15.00'	89°36'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'06" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'39"	N 45°23'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'



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



ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. McKINNIS ENGINEERING
79980 Prindle Loop Road
Hermiston, Oregon 97838
(541) -567-2017

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

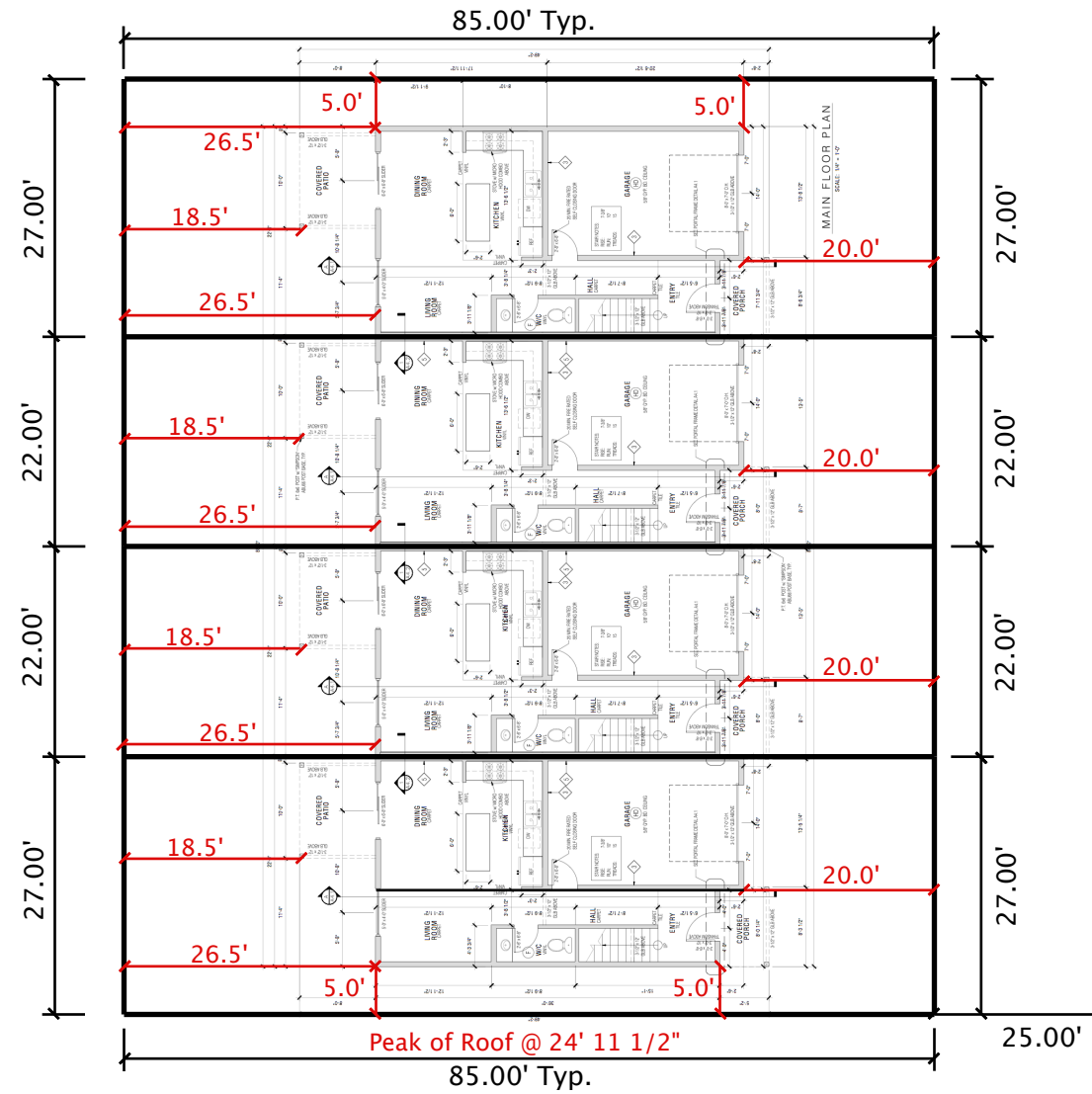
OREGON
RONALD V. McKINNIS
JAN. 23, 1990
2431

Expires 12-31-26

LEGEND

- SET MONUMENTS - 5/8" X 30" Iron Rebar W/ Yellow Plastic Caps Stamped - L.S. #2431
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- - - Section / Street Center Line
- (000)R0 Record - Per Reference Noted

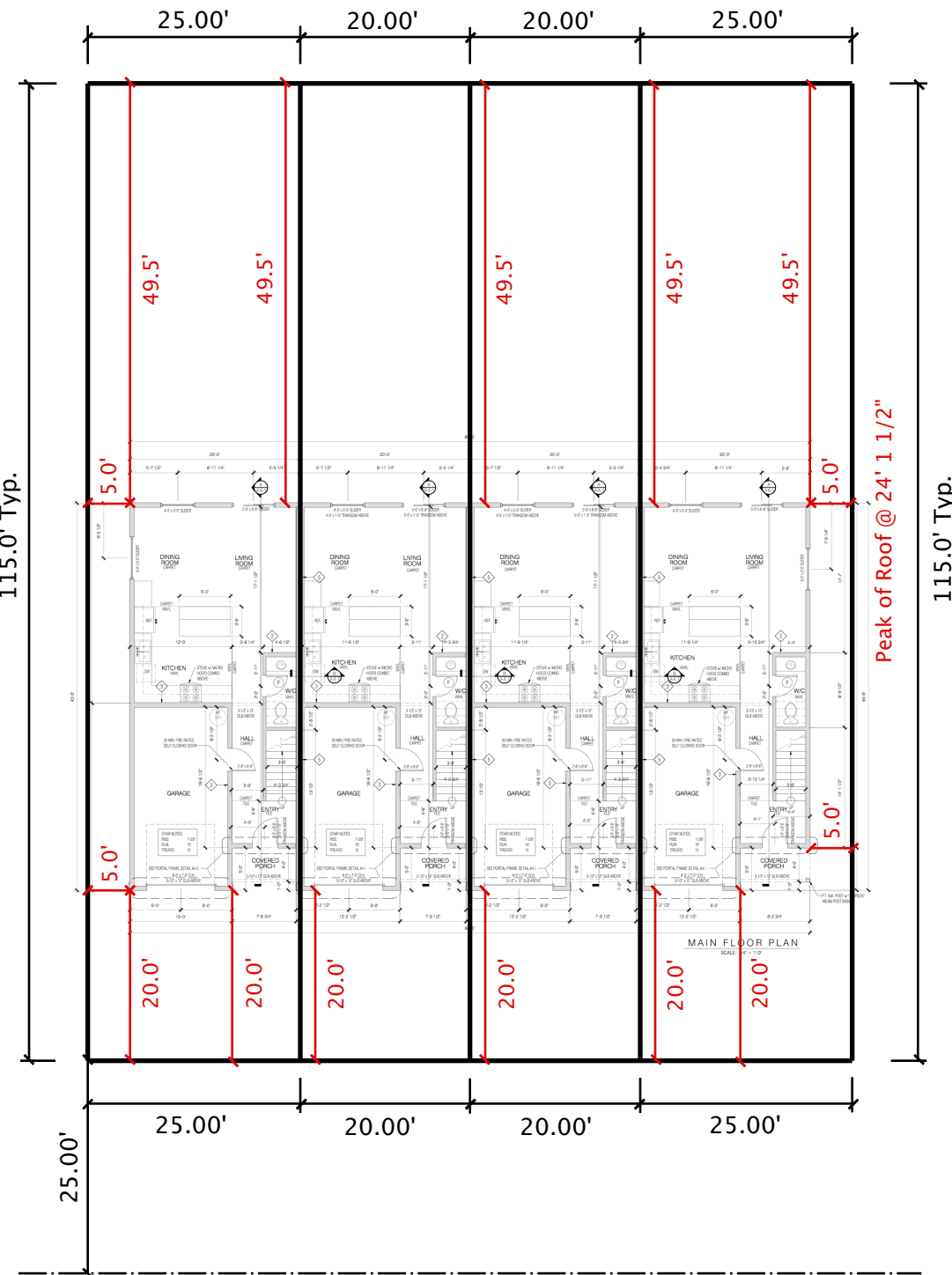
SCALE 1" = 50 Ft.
April, 2025



BROWNSTONE TYPICAL
SCALE 1"=20'

C.L. STREET

115.0' Typ.



C.L. STREET
MESA TYPICAL
SCALE 1"=20'

TOWNHOUSE LAYOUTS
TYPICAL For
NORTH 44 HOMES
SUNNY VIEW TERRACE

Rev. 05-20-2025

ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. McKINNIS ENGINEERING



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





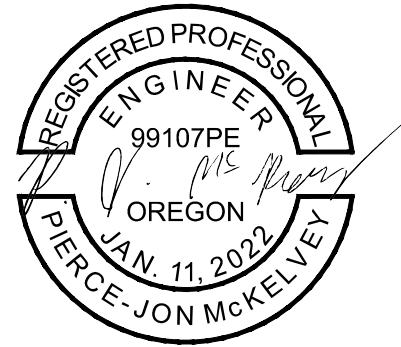
July 1, 2025

Brad Beauchamp
North 44 Homes
4618 S Reed Street
Kennewick, Washington 99337

Via email: bmbdevelopment@yahoo.com

Regarding: Trip Generation Report
Sunny View Terrace
Township 4 North, Range 28, East W.M., Northwest 1/4 of Northeast 1/4 of Section 2
Hermiston, Oregon 97838
Apex Project 25009128

07/01/2025



RENEWS: DECEMBER 31, 2024

Dear Mr. Beauchamp:

Apex Companies, LLC (Apex), has prepared this trip generation report to support the proposed Sunny View Terrace project (Project) in Hermiston, Oregon.

PROJECT DESCRIPTION

The Project is located near the intersection of NE 8th Street and E Punkin Center Road in Hermiston, Oregon. The site is currently zoned as multi-structure residential zone (R-4) and the applicant is proposing 213 townhome units. The site plan is shown on Figure 2.

TRIP GENERATION

The number of trips generated by the proposed Project is based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th edition (September 2021), land use code 215 (Single-Family Attached Housing). The trip generation results are summarized in Table 1 and the calculation details are attached. The site trips are presented for the average weekday and the PM peak hour between 4:00 pm and 6:00 pm.

Table 1. ITE Trip Generation—Sunny View Terrace

Land Use (ITE Code)	Single-Family Attached Housing (215)
Independent Variable	Dwelling Units
Size	213
Average Daily Trips (ADT)	1,573
Peak Hour Trips	PM Peak Hour
Enter	73
Exit	51
Total Peak-Hour Trips	124

Brad Beauchamp
Trip Generation Report for Sunny View Terrace
July 1, 2025
Page 2 of 2

The Project is anticipated to generate 1,573 vehicle trips during a typical weekday and 124 during the PM peak hour.

Proposed Trip Distribution and Assignment

The proposed distribution of trips is based on a review of the current and future land uses within the study area. The proposed trip distribution patterns can be summarized as follows:

- 50% to and from the north of U.S. Route 395 (US 395) / Punkin Center Road
- 5% to and from the west of US 395 / Punkin Center Road
- 10% to and from the south of US 395 / Theater Lane
- 5% to and from the west of US 395 / Theater Lane
- 25% to and from the south of 4th Street / State Route 207 (SR 207)
- 5% to and from the west of 4th Street / SR 207

The distribution patterns above represent an external distribution of the primary trips entering and exiting the study area. The proposed trip distribution is shown in detail in Figure 3.

CLOSING

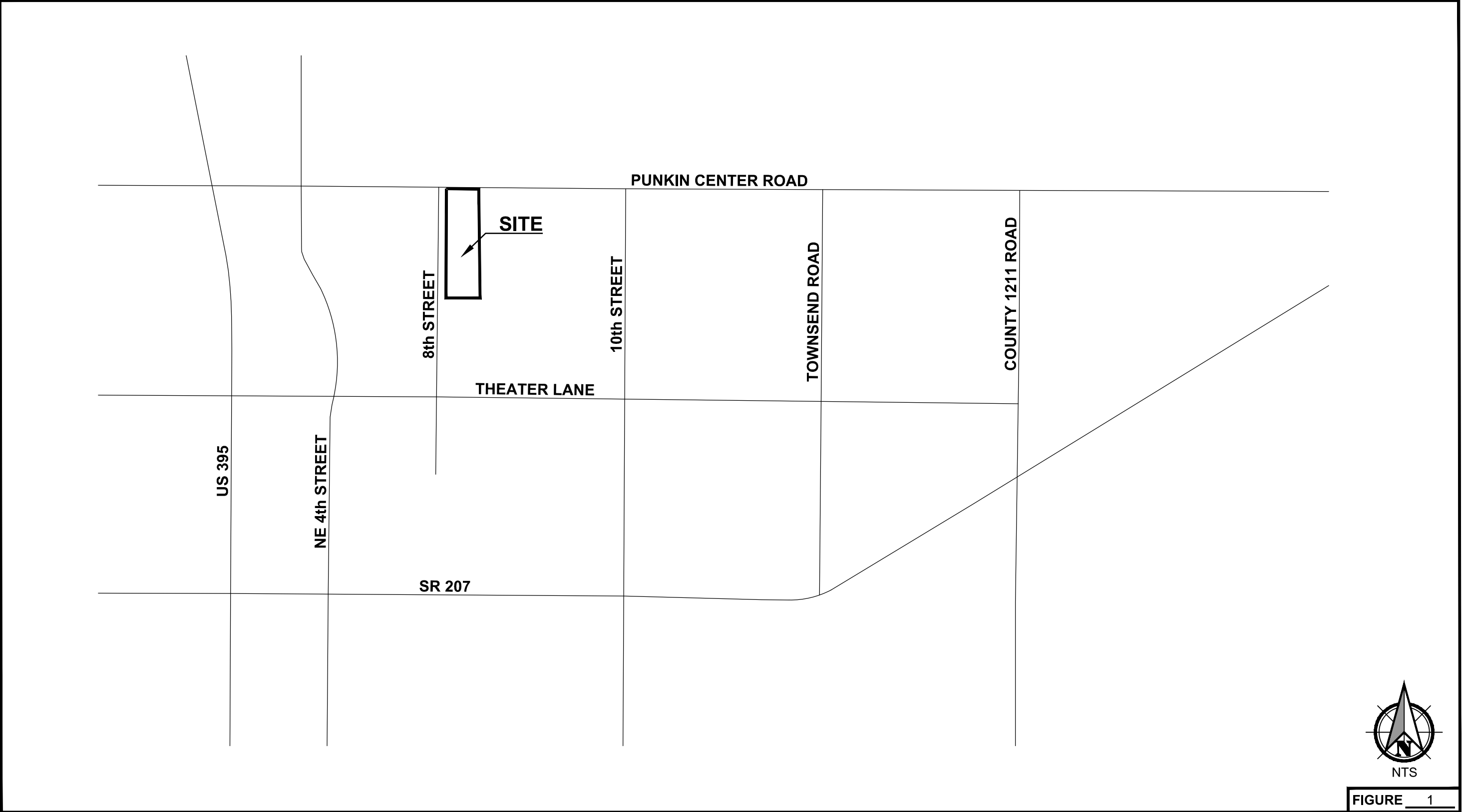
Please feel free to contact me at 360.213.0418 or pj.mckelvey@apexcos.com with any questions or comments.

Sincerely,

Pierce-Jon McKelvey, PE
Project Traffic Engineer

Attachments: Figure 1. Vicinity Map
Figure 2. Site Plan
Figure 3. Trip Distribution and Assignment
Trip Generation Calculations

ES:PJM:rg



Vicinity Map
Sunny View Terrace

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 Kennenwick, 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. #3-037
- 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 herein 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 2005, 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 authorize that this Plat be prepared in accordance with provisions of ORS Chapter 92, and we recognize 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:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgh.
C1 -	23.49'	15.00'	89°44'26"	N 44°34'20" E	21.17'
C2 -	23.63'	15.00'	90°15'34"	S 45°20'32" E	21.23'
C3 -	28.66'	33.71'	43°35'20"	N 69°07'34" E	25.03'
C4 -	25.66'	33.71'	43°41'31"	S 87°16'29" E	25.04'
C5 -	25.67'	33.71'	43°38'27"	S 23°40'51" E	25.05'
C6 -	25.67'	33.71'	43°38'27"	S 19°5'35" W	25.05'
C7 -	23.49'	15.00'	89°44'26"	N 45°08'19" E	21.16'
C8 -	23.62'	15.00'	90°13'44"	S 45°26'35" E	21.26'
C9 -	23.38'	15.00'	89°18'46"	N 44°19'41" E	21.26'
C10 -	23.56'	15.00'	90°00'24"	S 45°26'34" E	21.26'

SUNNY VIEW TERRACE PAGE 1

NTS

Site Plans
Sunny View Terrace

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

CURVE TABLE:

No.	Length	Radius	Delta	Chord Bearing	Chord Lgh.
C11 -	23.59'	15.00'	89°53'02"	S 45°21'22" E	21.24'
C12 -	23.40'	15.00'	89°08'14"	N 44°47'07" E	21.26'
C13 -	23.38'	15.00'	89°18'46"	S 44°59'09" E	21.26'
C14 -	23.58'	15.00'	90°13'44"	N 44°52'51" E	21.22'
C15 -	23.58'	15.00'	90°02'58"	N 45°29'11" W	21.22'
C16 -	23.53'	15.00'	90°06'58"	S 44°38'35" W	21.19'

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

RONALD V. MCKINNIS

JAN. 28, 1980

2431

Expires 12-31-26

LEGEND

- SET MONUMENTS - 5/8" X 30" Iron Rebar W/ Yellow Plastic Caps Stamped - L.S. #2431
- ◆ SET MONUMENTS - Brass Cap in Monument Box Stamped - L.S. #2431
- Found Monuments - From R1 or as Noted
- ⊗ Calculated Point - Not Set
- SUBDIVISION BOUNDARY
- Section / Street Center Line
- (000)RO Record - Per Reference Noted

SCALE 1" = 50 Ft.
April, 2025

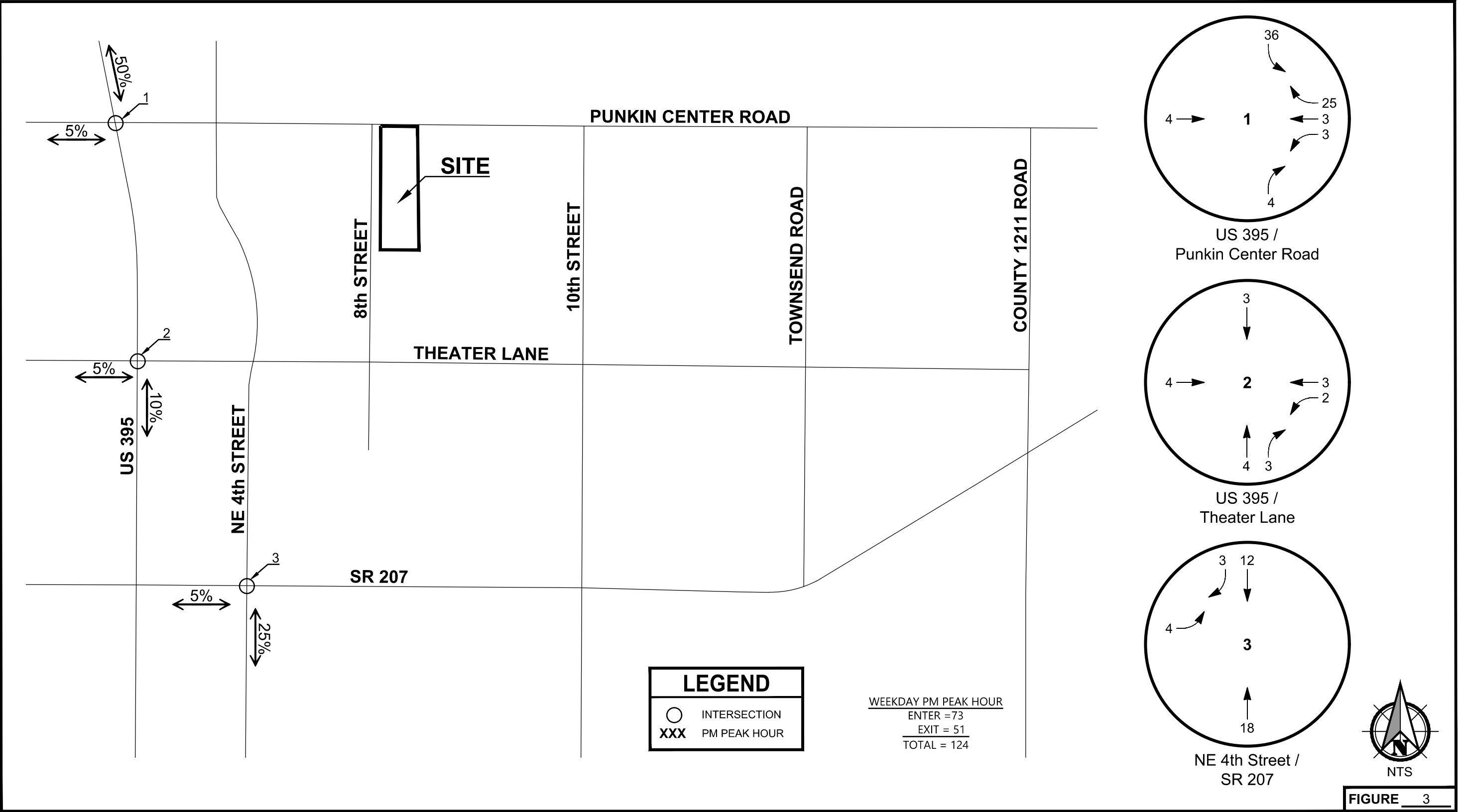
ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. MCKINNIS ENGINEERING
79980 Prindle Loop Road
Hermiston, Oregon 97838
(541) 567-2017



NTS

FIGURE 2

SUNNY VIEW TERRACE PAGE 2



Trip Distribution and Assignment

Sunny View Terrace

Query

Filter

Data Plot and Equation

DATA STATISTICS

Section 5, ItemA.

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

215



LAND USE GROUP:

(200-299) Residential

LAND USE :

215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

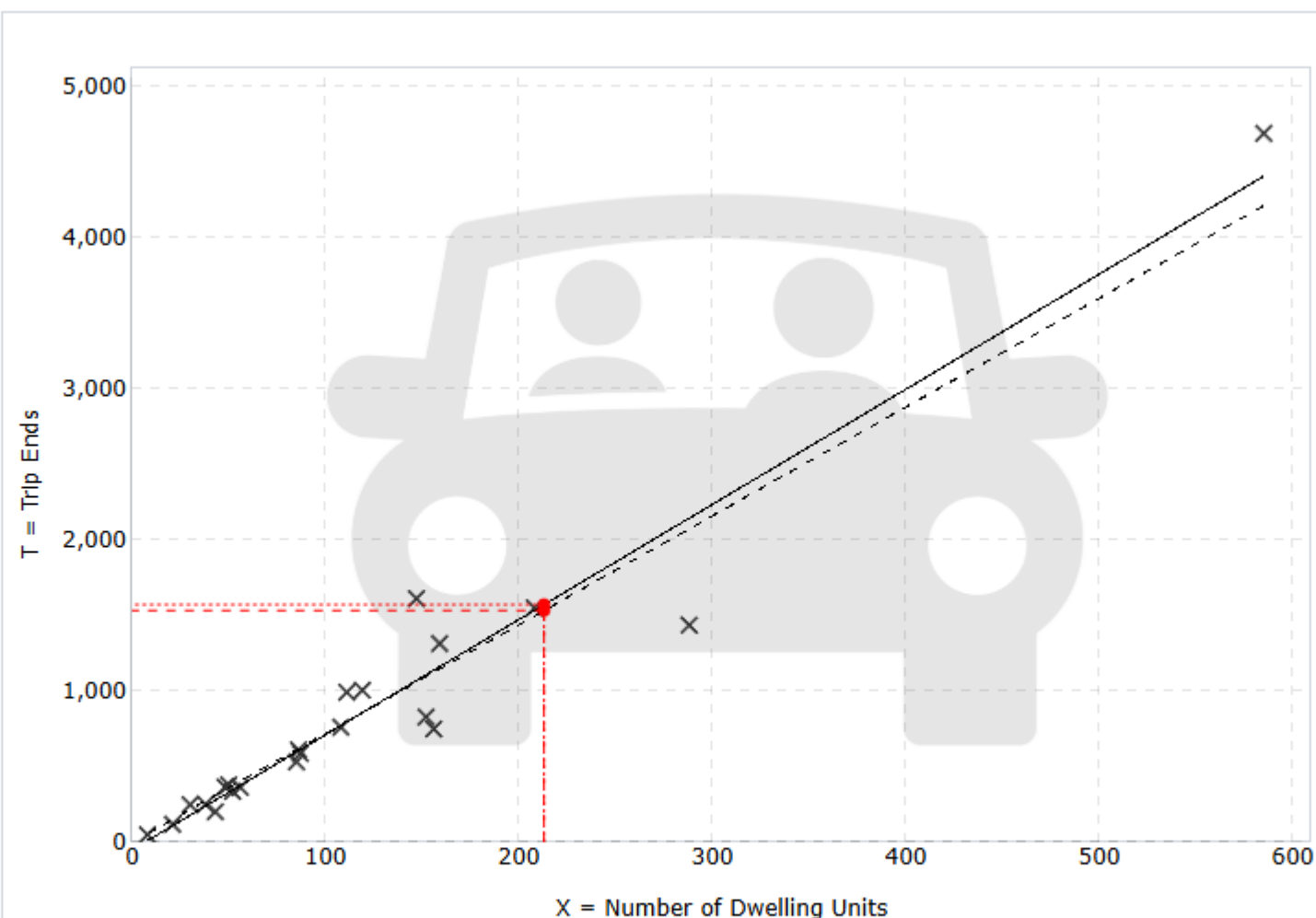
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

213

Calculate



Reset Zoom

Restore

X Study Site

— Fitted Curve

- - - Average Rate

Land Use:

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

22

Avg. Num. of Dwelling Units:

120

Average Rate:

7.20

Range of Rates:

4.70 - 10.97

Standard Deviation:

1.61

Fitted Curve Equation:

 $T = 7.62(X) - 50.48$ R^2 :

0.94

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 1534 (Total), 767 (Entry), 767 (Exit)

Fitted Curve: 1573 (Total), 786 (Entry), 787 (Exit)

130

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

215



LAND USE GROUP:

(200-299) Residential

LAND USE :

215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:

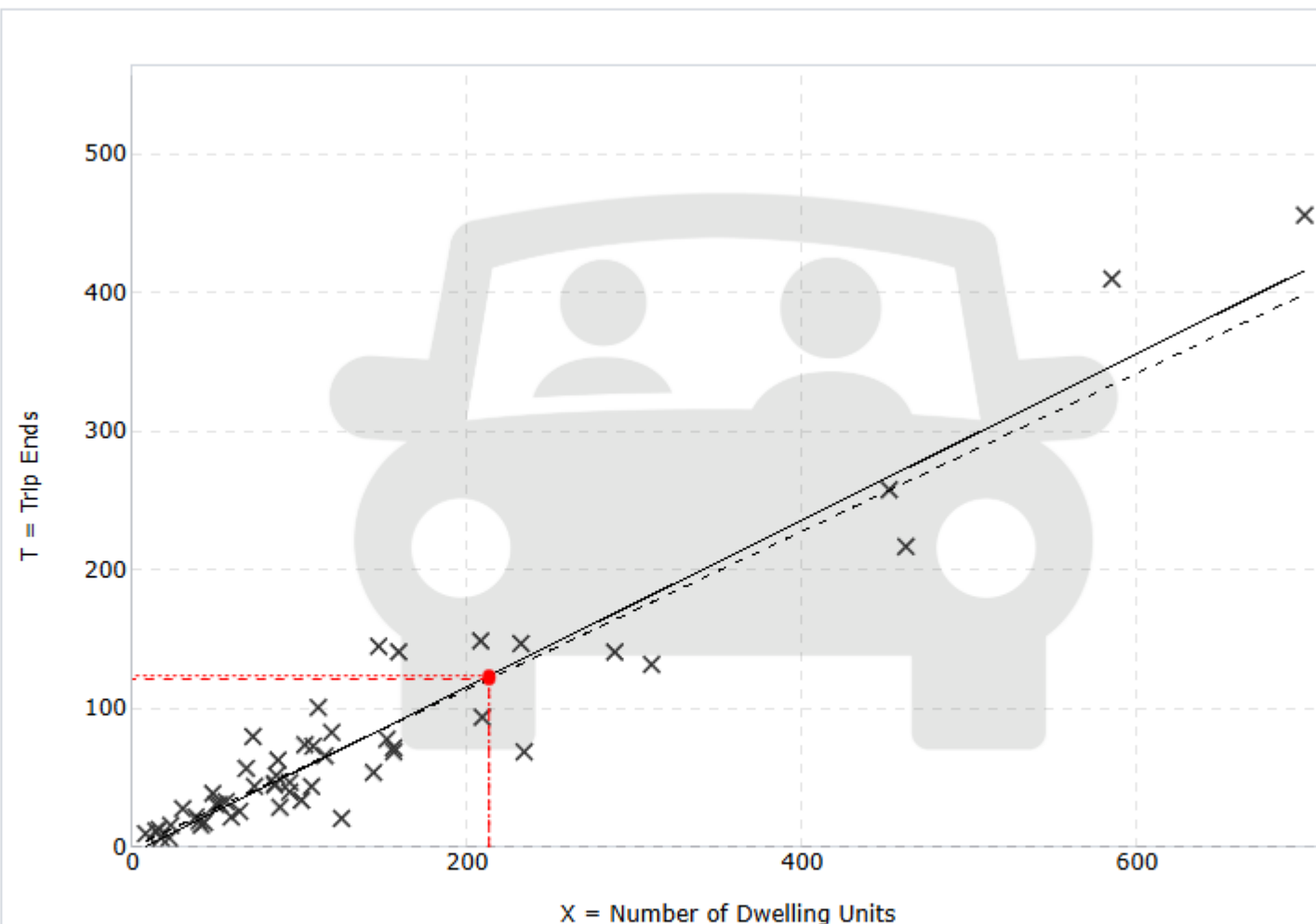
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

213

Calculate

Data Plot and Equation



x Study Site

— Fitted Curve

- - - Average Rate

Reset Zoom

Restore

DATA STATISTICS

Section 5, ItemA.

Land Use:

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

51

Avg. Num. of Dwelling Units:

136

Average Rate:

0.57

Range of Rates:

0.17 - 1.25

Standard Deviation:

0.18

Fitted Curve Equation:

 $T = 0.60(X) - 3.93$ R²:

0.91

Directional Distribution:

59% entering, 41% exiting

Calculated Trip Ends:

Average Rate: 121 (Total), 72 (Entry), 49 (Exit)

Fitted Curve: 124 (Total), 73 (Entry), 51 (Exit)