



PLANNING COMMISSION

Council Chambers, 180 NE 2nd Street

Where Life is Sweet

January 14, 2026 at 7:00 PM

AGENDA

*Other ways of viewing or participating in live meetings are available through:
Zoom with Meeting ID: 825 0430 1946 Passcode: 458977 Telephone number to join is:1 253
215 8782; or submitting comments to meetings@hermiston.gov*

1. CALL TO ORDER - 7:00 PM

2. MINUTES

- A.** Minutes of the December 10, 2025, regular meeting

3. HEARINGS

- A.** Comprehensive Plan Map Amendment & Annexation 4N2813 TL 1300 - Farm City Pro Rodeo 1835 E Airport Rd

4. NEW BUSINESS

- A.** Final Plat- The HUB Hermiston LLC 4N2811AD Tax Lot 100 – 963 E Diagonal Blvd

5. PLANNER COMMENTS AND UNSCHEDULED COMMUNICATION

6. 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
December 10, 2025

Chairman Fialka called the regular meeting to order at 7:00PM. Present were Commissioners Misner, Caplinger, Saylor, Doherty, Kirkpatrick, Serrano, and Hamm. Commissioner Guerrero was excused. Staff in attendance included Planning Director C.F. Spencer, City Attorney Rich Tovey, and Planning Assistant Heather La Beau. Youth Advisors Cate Doherty and Jazmin Sanchez were also in attendance.

Former Youth Advisor Elizabeth Doherty was welcomed as she was attending the meeting while home from Stanford University for the holidays.

Minutes

Commissioner Saylor moved, and Commissioner Hamm seconded to approve the minutes of the November 12, 2025, regular meeting. Motion passed 7-0 with Commissioners Misner, Caplinger, Saylor, Doherty, Serrano, Kirkpatrick, and Hamm in favor.

Replat- Anderson 4N2815AB Tax Lots 13300 & 13400 – 625 W Division/610 W Johns Ave

Planning Director Spencer presented the staff report. This property line adjustment must be processed as a replat due to the property line being an exterior boundary of a subdivision.

Testimony

George Anderson 865 SW Angus Court- Mr. Anderson owned the property for 45 years and knows the lots well. Moving the property line will place the 40-year-old trees and all the irrigation sprinkler valves on the northern lot. A covenant will be recorded once the plat is filed to allow the trees to expand over each lot. The maintenance equipment for the yard was included in the sale of the properties along with instructions on proper maintenance.

Findings of Fact

Chapter 154: Subdivisions

Design Standards

§154.15 Relation to Adjoining Street System.

The property is serviced by W Division Ave, SW 6th St, and W Johns Ave. All street rights of way are already platted and no changes are proposed. All streets are fully improved to local residential street standards.

§154.16 Street and Alley Width.

W Johns Ave is 60' in width. SW 6th St and W Division Ave are 50' wide. All existing rights of way are in compliance with the city standards for local residential streets.

§154.17 Easements.

There is an existing 12-foot utility easement running east/west along the property line common to the existing Tax Lots 13300 and 13400. Following replatting the easement will be located entirely on the newly created Lot 1. There are existing six foot public utility easements along all street frontages. All easements are shown as required on the plat and no changes to the easements are necessary.

§154.18 Blocks.

Block length is not applicable to this replat. All existing streets are platted per the recorded plats.



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§154.19 Lots.

Lot 1 is approximately 19,130 square feet. Lot 2 is approximately 9,431 square feet. The minimum lot size in the R-1 zone is 8,000 square feet. Each lot exceeds the minimum lot width of 60 feet and minimum lot depth of 80 feet. Each lot meets or exceeds the R-1 dimensional standards. The minimum lot size is met for the R-1 zone.

§154.20 Character of Development.

The site currently contains a single-family dwelling, a detached garage, an accessory dwelling, and an outbuilding.

§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 property. The site is within 1,000 feet of Desert View Elementary School to the west on W Johns Ave.

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 fully improved to local residential standards. No additional improvements are required.

§154.62 Water Lines

Water is available in W Johns Ave, W Division Ave, and SE 6th St. In the event of residential development on Lot 2, all costs related to connecting the newly created Lot 2 to water shall be borne by the developer of said Lot 2.

§154.63 Sanitary Sewer System.

Sewer is available in W Johns Ave, W Division Ave, and SW 6th St. In the event of residential development on Lot 2, all costs related to connecting the newly created Lot 2 to sewer shall be borne by the developer of said Lot 2.

Preliminary Plat

Per §154.35(C) the preliminary plat shall show:

1. The location of present property lines, section lines and the lines of incorporated areas, streets, buildings, water courses, tree masses and other existing features within the area to be subdivided and similar information regarding existing conditions on land immediately adjacent thereto; **Shown as required**



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2. The proposed location and width of streets, alleys, lots, building and setback lines and easements; **Shown as required**
3. Existing sanitary and storm sewers, water mains, culverts and other underground structures within the tract or immediately adjacent thereto. The location and size of the nearest water main and sewer or outlet are to be indicated in a general way upon the plat; **The planning commission waives this requirement**
4. The title under which the proposed subdivision is to be recorded and the name of the subdivider platting the tract; **Shown as required**
5. The names and adjoining boundaries of all adjoining subdivisions and the names of recorded owners of adjoining parcels of unsubdivided land; **Shown as required**
6. Contours referred to a City Engineer's bench mark with intervals sufficient to determine the character and topography of the land to be subdivided, but in no case shall the intervals be more than one foot; **The planning commission waives this requirement**
7. North point, scale and date; **Shown as required**
8. Grades and profiles of streets and plans or written and signed statements regarding the grades of proposed streets; and the width and type of pavement, location, size and type of sanitary sewer or other sewage disposal facilities; water mains and other utilities; facilities for storm water drainage and other proposed improvements such as sidewalks, planting and parks, and any grading of individual lots; and **The planning commission waives this requirement**
9. All the above information unless waived by the Planning Commission.

The planning commission waives the requirements in 3, 6 and 8 above and directs the applicant to proceed to the final plat.

Chapter 157: Zoning

§157.025 Low Density Residential (R-1)

Lot 1 is approximately 19,130 square feet. Lot 2 is approximately 9,431 square feet. The minimum lot size in the R-1 zone is 8,000 square feet. Each lot exceeds the minimum lot width of 60 feet and minimum lot depth of 80 feet. Each lot meets or exceeds the R-1 dimensional standards. The minimum lot size is met for the R-1 zone. Uses permitted in the R-1 zone are listed in 157.025 of the Hermiston Code of Ordinances.

Conditions of Approval

1. 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.



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Commissioner Caplinger moved, and Commissioner Hamm seconded to approve the Findings of Fact as amended (noting the waiving of requirements 3, 6, & 8 of the preliminary plat). Motion passed 7-0 with Commissioners Misner, Caplinger, Saylor, Doherty, Serrano, Kirkpatrick, and Hamm in favor. Commissioner Hamm moved and Commissioner Saylor seconded the motion to approve the preliminary plat with the condition of approval. Motion passed 7-0 with Commissioners Misner, Caplinger, Saylor, Doherty, Serrano, Kirkpatrick, and Hamm in favor.

Planner comments and unscheduled communication

There were no planner comments other than well wishes for the season.

Chairman Fialka bid everyone a Merry Christmas and expressed his gratitude and appreciation for the staff's work throughout the busy year.

Adjournment

Chairman Fialka adjourned the meeting at 7:13PM.

DRAFT

HERMISTON IRRIGATION DISTRICT



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

December 8, 2025

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

RE: Replat of 4N2815AB 13300 & 13400 – George Anderson

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



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of January 14, 2026

Title/Subject

Comprehensive Plan Map Amendment & Annexation 4N2813 TL 1300 - Farm City Pro Rodeo
 1835 E Airport Rd

Summary and Background

The City of Hermiston has prepared an application to amend the comprehensive plan map designation, the zoning map designation, and to annex approximately 20 acres of land located at 1835 E Airport Road. The City of Hermiston and Farm City Pro Rodeo are working towards development of two RV parks to service the Eastern Oregon Trade and Event Center (EOTEC) and the local community. One RV park is planned for the EOTEC grounds and is not part of this application. A second RV park is planned for this site at 1835 E Airport Road and will occupy approximately one-third of the site. There is no current development plan for the balance of the site. It is likely that the northern portion of the site will develop with parking and/or athletic fields. The property is described as 4N 28 13 Tax Lot 1300.

The city proposes to annex the site in order to connect the proposed RV park to city services. It is necessary to comply with city policies to be within city limits prior to connecting to sewer or water services. The site is currently within the urbanizable portion of the urban growth boundary. The site has a Future Commercial/Industrial comprehensive plan map designation and is zoned F-1 Exclusive Farm Use. The city proposes to amend the comprehensive plan map designation to "Commercial" and amend the zoning map designation to Outlying Commercial and apply the Fairgrounds Overlay designation. The property is then proposed for annexation with the Outlying Commercial/Fairgrounds Overlay designations. A map illustrating the existing and proposed map designations on the property is attached to this report.

The property currently contains an existing single-family dwelling, outbuildings, and irrigated agricultural land. After annexation, the City of Hermiston will acquire ownership of the property and pursue development of an RV park using grant funding. Under the grant terms, the RV park shall be completed by December 31, 2026.

This area in south Hermiston is a mix of commercial, light industrial, and residential uses. To the north and west lies the Eastern Oregon Trade and Event Center. Further to the north is the Hermiston Municipal Airport and further to the west are commercial and light industrial businesses, residential uses, and vacant commercial and industrial land. To the east are several rural residential home sites, all of which share the same Future Commercial/Industrial

comprehensive plan map designation. To the south are rural residential and light industrial uses. The site topography is flat.

Conversion of the property from Future Commercial/Industrial to Commercial is considered an implementation of the existing comprehensive plan map designation and analysis of the acreage change in employment land versus the city's economic opportunities analysis is not necessary. The EOA assumes urbanizable land will develop with an urban commercial or industrial designation within the planning horizon.

In compliance with the Oregon Transportation Planning Rule, a trip generation letter was prepared by Kittelson and Associates. This trip generation analysis notes that the existing F-1 zoning designation allows a government owned RV park as a permitted use. The property after conversion and annexation will still permit a government owned RV park. The trip generation letter recommends that the city impose a condition of approval on the development that the site is limited to RV park development to limit trip generation to existing uses permitted in the F-1 zone. A copy of the letter from Kittelson and Associates is attached to this report. A condition of approval implementing the engineer's recommendation is attached to this report as part of the recommended conditions of approval.

Amendment of the comprehensive plan map designations and annexation does not automatically approve the use of the site as an RV park. An RV park is a use permitted in the C-2 and FO zones. However, approval of that use is subject to a separate land use review which will be prepared following approval of the map changes.

Access to the site is provided by E Airport Road and the EOTEC access road (a private street owned and maintained by the City of Hermiston). It is likely that the proposed RV park will receive access from both roads. E Airport Road is an urban major collector street. The road has been improved to major collector status from the intersection with Highway 395 to the west boundary of the site. Improvement of the site will necessitate continuation of these improvements to the east property line.

§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.

Chapter 156 of the Hermiston Code of Ordinances provides the procedures for amendments to the comprehensive plan. Specific criteria are not detailed within the code, but all amendments to the comprehensive plan and implementing ordinances are required to demonstrate compliance with the statewide planning goals and the Hermiston Comprehensive Plan policies.

Findings of fact demonstrating compliance with the requirements for amending the comprehensive plan map are attached as Exhibit A. Findings of fact demonstrating compliance with the annexation requirements are attached as Exhibit B. Recommended conditions of approval are attached as Exhibit C. Other evidence is also attached.

Public notice requirements have been satisfied through the following actions:

1. Notice was provided by direct mail to all property owners within 300 feet on December 17, 2045.
2. Notice was published in the East Oregonian on December 17 and 24, 2025.
3. A sign displaying a notice of public hearing was placed on the property on December 17, 2025.

Tie-In to Council Goals

The City Council has entered into an agreement to fund and construct an RV park on this site and a second RV park on the EOTEC property.

Fiscal Information

The agreement for the construction of two RV parks anticipates a total project cost of \$8 million.

Alternatives and Recommendation

Alternatives

The planning commission has several items to consider with the applications before the board.

The planning commission may choose to:

- Recommend approval of the comprehensive plan map amendments to the city council
- Recommend denial of the comprehensive plan map amendments to the city council
- Recommend an amendment of the map changes to different zoning to the city council
- Recommend approval of the annexation to the city council
- Recommend denial of the annexation to the city council
- Continue the hearing to allow additional evidence and testimony

Recommended Action/Motion

- Motion to adopt Comprehensive Plan Map & Zoning Map Amendment Findings of Fact
- Motion to adopt the Annexation Findings of Fact
- Motion to impose conditions of approval
- Motion to recommend approval of comprehensive plan map amendment to the city council
- Motion to recommend approval of annexation to the city council

Submitted By:

C.F. Spencer, Planning Director

Exhibit A

Findings of Fact

Comprehensive Plan Map and Zoning Map Amendment

1835 E Airport Road

January 14, 2026

Application to Amend the City of Hermiston Comprehensive Plan Map and associated Zoning Map, effecting a change to the zoning of the subject property.

Owner: Farm City Pro Rodeo

Applicant: City of Hermiston
180 NE 2nd Street
Hermiston, OR 97838
541 567-5025
planning@hermiston.gov

Purpose of This Application:

The City of Hermiston seeks to amend the comprehensive plan map and zoning map for a 19.5 acre parcel located at 1835 E Airport Road. The property is described as 4N 28 13 Tax Lot 1300. The property is located within the urbanizable portion of the Hermiston urban growth boundary (UGB) and is designated on the comprehensive plan map with a Future Commercial/Industrial map designation. Current zoning is F-1 on the Umatilla County zoning map.

The purpose of the application is to amend the Hermiston comprehensive plan map designation for this property from the urbanizable F C/I designation to the urban Commercial designation, implementing the planned intent of the comprehensive plan. Additionally, the property will be removed from the Umatilla County F-1 designation and amended to the Hermiston Outlying Commercial (C-2) designation and the Fairgrounds Overlay (FO) will be applied.

Finally, annexation to the City of Hermiston with the C-2 and FO designations is proposed.

Documents to be Modified:

- City of Hermiston Comprehensive Plan Map.
- City of Hermiston Zoning Map.

Current Use of the Property:

The property is currently occupied with a rural single-family homesite and multiple barns and outbuildings. The residential use occupies approximately 3.24 acres of the site. The remaining 16 acres are used for irrigated agriculture.

Surrounding Uses: This area south of Hermiston is a mix of commercial, light industrial, and residential uses. The area is urbanizing, spurred by the Eastern Oregon Trade and Event Center (EOTEC). The development on the subject property is approximately one half-mile from Highway 395. The site is adjacent to EOTEC on the north and west property lines. The Hermiston Airport is further to the north beyond EOTEC. Lands to the west beyond EOTEC are developed residentially but are zoned for commercial and industrial development. Lands to the south are light industrially and rural residentially developed. Lands to the west, north, and south are zoned for commercial and industrial development within the city limits. Lands to the east are zoned for agricultural use and are planned on the Hermiston comprehensive plan for future commercial and industrial use.

Required Review:

The City of Hermiston Zoning provisions, found as part of Title XV Land Usage, in Chapter 157 Zoning part 157.226 Amendments provides the requirements for amendment to the Zoning Map and at (E) provide the Approval Criteria. The City of Hermiston also provides application forms with procedures for both a Comprehensive Plan Map Amendment and a Zone Change. Both applications have several questions that reflect the Zoning ordinance provisions that will also be included here. As this is also a request to amend the Comprehensive Plan Map the 14 Statewide Planning Goals are also considered.

City of Hermiston Zoning 157.226 Amendments (E) Approval Criteria: The review criteria are listed in **bold** with responses in regular text.

(E) Approval criteria.

(1) The following criteria must be followed in deciding upon a quasi-judicial proceeding:

(a) The burden in all land use proceedings is upon the applicant, whether a zone change, conditional use or variance is the subject of the hearing;

Response: The applicant is submitting this application with supporting material to provide evidence for the governing body to consider.

(b) The requested zone change or conditional use must be justified by proof that:

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

Response: The City of Hermiston Comprehensive Plan has been acknowledged by the Land Conservation and Development Commission addressing the Statewide Land Use

Planning Goals. For this request Goals 1 Citizen Involvement, 2 Planning Process, 8 Recreational Needs, 9 Local Economy, 11 Public Services and Facilities, 12 Transportation, and 14 Urbanization are applicable. Goals 3 Agricultural Lands, 4 Forest Lands, 5 Natural Resources, 6 Air, Water, and Land Resource Quality, 7 Areas Subject to Natural Hazards, 10 Housing, 13 Energy Conservation, 15 Willamette River Greenway, 16, Estuarine Resources, 17 Coastal Shorelands, 18 Beaches and Dunes, and 19 Ocean Resources are not applicable.

The following City of Hermiston Comprehensive Plan Policies are considered:

- Policy 1: The City of Hermiston will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

Response: As this request will be heard by both the Planning Commission and City Council, with notice to adjoining landowners and affected agencies Goal 1 and Policy 1 are satisfied.

- Policy 2: The City of Hermiston will monitor and update periodically its comprehensive plan and implementing ordinances to respond to changing conditions.

Response: This request provides an opportunity for the City of Hermiston to evaluate this area of the urban growth boundary and consider implementing the urbanizable Future Commercial/Industrial designation as an urban Commercial designation.

- Policy 4: The City of Hermiston will promote compact urban development within and adjacent to existing urban areas to insure efficient utilization of land resources and facilitate economic provision of urban facilities and services.

Response: The proposal is adjacent to urban development or urban comprehensive plan map designations to the north, west, and south. The site is adjacent to city limits to the west and south. Urbanization and annexation of the site is a logical extension of the existing zoning and development pattern, further extending the city limits into land planned for urban development. It is not necessary to leave any rural land nor to create any islands of urbanizable land by extending the existing city limits and urban comprehensive plan map designation onto the subject property.

- Policy 19: The City of Hermiston will assure the availability of a sufficient supply of commercial land to accommodate 20-year projected need and strive to achieve the balanced distribution of commercial activities in neighborhoods, downtown, and along outlaying highways.

Response: Changing the comprehensive plan map designation of the property to Commercial is considered within the text of the 2024 Economic Opportunities Analysis. The EOA notes that Hermiston has 66 acres of Future Commercial/Industrial land within the urban growth boundary. These 66 acres are comprised of three sites, the subject property being one of these three sites. Changing the designation from Future

Commercial/Industrial to Commercial is the realization of the planned use of the property consistent with the comprehensive plan.

- Policy 20: The City of Hermiston supports economic development and job growth which will diversify and strengthen the mix of economic activity in the local marketplace and provide employment opportunities for local residents.

Response: The applicant intends to develop the property with a recreational vehicle park, defined as a commercial use in the C-2 zoning definitions. Development of a recreational vehicle park on the site supports the local economy providing tourism opportunities as well as affordable workforce housing opportunities for temporary workers.

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

Response: Public services are available within the existing Eastern Oregon Trade and Event Center to the north. The City plans to extend public infrastructure in the form of new water and sewer main lines south to E Airport Road as part of development of this property. There is adequate capacity in the existing lines within EOTEC to provide service for site development. Additionally, the extension of lines to E Airport Road consistent with 157.164(E) will provide public benefit and future utility access for properties south of E Airport Road as well as to the east and west of the site.

- Policy 31: The City of Hermiston will promote a balanced, well-integrated local transportation system which provides safe, convenient and energy-efficient access, and facilitates the movement of commodities.

Response: As part of the development of the EOTEC site, the city and county partnered to improve E Airport Road to collector status from the intersection with Highway 395 to the east boundary of EOTEC. Improvement of and development upon this parcel will continue widening and improvement of E Airport Road to collector status matching existing improvements.

- Policy 32: The City of Hermiston will protect the operation of the Hermiston Airport from conflicting land uses and encourage expansion of air and rail transportation to facilitate economic development.

Response: The site is within 2,000 feet of the Hermiston Municipal Airport runway and within the conical surface of the runway. As such, no structure may be erected on the site exceeding 150 feet in height. Future development approvals regarding site improvements will consider airport height limitations as part of the review process.

- Policy 34: The City of Hermiston will comply with the requirements of the Transportation Planning Rule with the adoption of the Transportation System Plan and related amendments to implementing ordinances.

Response: The City has commissioned a trip generation analysis compliant with the Transportation Planning Rule. The analysis demonstrates that the existing F-1 zoning in Umatilla County permits a recreational vehicle park as a conditional use and the proposed C-2 zoning with Fairgrounds Overlay also permits a recreational vehicle park as an outright use. There is no substantial change in potential trip generation between the two uses. However, a trip cap is recommended to ensure the compatibility of the analysis. Should the recreational vehicle park be abandoned as a development proposal, a new traffic impact analysis will be required as part of the land use application process.

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

Response: The usage pattern for EOTEC has shown an ongoing and immediate need for recreational vehicle spaces available for use in conjunction with events. Additionally, EOTEC fields inquiries from the general public as the availability of overnight spaces available for public use. The location of the site adjacent to the EOTEC grounds and the HEROES sports complex is an optimal location to provide spaces available for tournaments, tourism, and EOTEC users. The site location adjacent to the EOTEC complex on the north and west property lines demonstrates that this is the optimal site for additional EOTEC development as compared with other sites which will require shuttle service or vehicular trips to access the EOTEC site.

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

Response: The subject property is adjacent to the Eastern Oregon Trade and Event Center on two sides. The proposed use of the site for a recreational vehicle park and athletic fields is highly site specific. In the case of the RV park, the park is intended to service users of the EOTEC facility as well as the general public for overnight and extended use. EOTEC events such as the Umatilla County Fair require a large number of RV spaces to be available in conjunction with time limited events. These spaces must be located within walking distance of EOTEC. There are limited properties which meet the siting criteria. Of those sites which do meet the criteria, this subject property is the only one adjacent to public facilities and available for immediate servicing.

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

Response: The City has held public hearings before the planning commission and city council to consider the potential impact and solicit public input into the proposed

amendment to the comprehensive plan and zoning designations. The recreational vehicle park proposed for the site is an outright use under the Fairgrounds Overlay. A site plan review and public notice and comment is required for the subsequent land use application process. Potential impacts are considered in each land use process.

The proposed development of the site is subject to the recreational vehicle park standards contained in 157.147 of the Hermiston Code of Ordinances. These standards are intended to minimize the impacts of development on surrounding property and to protect the health and welfare of users within the RV park. All development will be fully compliant with the RV park standards and the development standards of the City of Hermiston.

The 14 applicable Statewide Planning Goals are also considered.

Goal 1 Citizen Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Response: The City of Hermiston Comprehensive Plan and Zoning Ordinance outlines the City's citizen involvement program that includes the activities of the Planning Commission and provides for the public hearing process with its required notice provisions. These notice provisions provide for adjoining and affected property owner notice; notice to interested local, state, and federal agencies; and allows for public comment to the process.

The city finds that this application is consistent with Goal 1.

Goal 2 Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: Goal 2 establishes the underlining process that a county or a city needs to utilize when considering changes to their Comprehensive Plans and development codes. This requested change of Comprehensive Plan and Zoning designation is also guided by Goal 2 requirements. This application meets those requirements for this request.

The city finds that this application is consistent with Goal 2.

Goal 3 Agricultural Lands: To preserve and maintain agricultural lands.

Response: The Goal 3 requires counties to preserve and maintain agricultural lands for farm uses. Counties must inventory agricultural lands and protect them by adopting exclusive farm use zones consistent with Oregon Revised Statute 215.203 et. seq. Goal 3 does not allow nonfarm uses like industrial development on lands zoned for exclusive farm use. This application is to consider modifications to the application of the Outlying Commercial zone within the city limits on lands that have already been identified for urban industrial and commercial uses. Per OAR 660-033-0020(1)(c), "Agricultural Land" does

not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Goal 3 or 4.

Goal 3 does not apply to this action.

Goal 4 Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Response: There are no forest lands in the City of Hermiston.

Goal 4 does not apply to this action.

Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources: To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The subject property does not have any overlays or other known cultural or historical sites. There are no wetlands inventoried on the subject property.

Goal 5 does not apply to this action.

Goal 6 Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

Response: Goal 6 addresses the quality of air, water, and land resources. In the context of comprehensive plan amendments, a local government complies with Goal 6 by explaining why it is reasonable to expect that the proposed uses authorized by the plan amendment will be able to satisfy applicable federal and state environmental standards, including air and water quality standards.

All development within the Hermiston urban growth boundary is required to comply with federal and state environmental standards (157.004). Compliance is a requirement of all land use applications.

Goal 6 does not apply to this action.

Goal 7 Areas Subject to Natural Hazards and Disasters: To protect people and property from natural hazards.

Response: There are no known natural hazards on the subject property, and it is located significantly above and outside the influence of the Umatilla River which has a history of flooding.

Goal 7 does not apply to this action.

Goal 8 Recreation Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The subject property is intended to provide additional recreational facilities following amendment to the comprehensive plan map and annexation. In compliance with Policy 18 of the comprehensive plan, the city will work to acquire additional parks and recreation facilities throughout the community. Development of this site with athletic facilities satisfies the city's comprehensive planning policy relative to recreation.

The city finds that this application is consistent with Goal 8.

Goal 9 Economy: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: Goal 9 requires local governments to adopt comprehensive plans and policies that contribute to a stable and healthy economy. Hermiston has a Comprehensive Plan that has been acknowledged to comply with Goal 9. Specifically, the city has adopted an economic opportunities analysis as of 2024 which has been acknowledged by the State of Oregon. The 2024 EOA specifically identifies this site as a location for future economic development. As noted above, a recreational vehicle park is a considered a commercial use in the city's zoning definitions. In the absence of development as an RV park, the proposed change still designates this land for commercial use, thereby implementing the comprehensive planning of this site for future commercial and industrial development.

The city finds that this application is consistent with Goal 9.

Goal 10 Housing: To provide for the housing needs of citizens of the state.

Response: Housing is not specifically considered as part of this application. Commercial land is not considered as part of city's residential land inventory. The 2021 residential buildable land inventory demonstrates that the subject property is not included in nor necessary for the provision of housing through the 20-year planning horizon.

Goal 10 does not apply to this action.

Goal 11 Public Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: Goal 11 requires local governments to plan and develop a timely, orderly, and efficient arrangement of public facilities and services. The city has adopted a public facilities plan as of September 2025. The public facilities plan demonstrates that there is

adequate capacity to service development within the urban growth boundary through the 20-year planning horizon with minor system upgrades. System upgrades are planned within the city capital improvement plan and funded through the city-wide system development charge fee. Development is required to pay into the SDC fees at the time of permitting thereby paying a proportionate share into future system upgrades.

The city finds that this application is consistent with Goal 11.

Goal 12 Transportation: To provide and encourage a safe, convenient and economic transportation system.

Response: Goal 12 requires local governments to provide and encourage a safe, convenient, and economic transportation system, implemented through the Transportation Planning Rule. A trip generation report prepared by a registered traffic engineer is attached to these findings as evidence of compliance with the Transportation Planning Rule. As noted in the report, no significant change in trip generation is generated between those uses permitted in the F-1 and C-2 zones when subjected to a trip cap.

The city finds that this application is consistent with Goal 12.

Goal 13 Energy: To conserve energy.

Response: Goal 13 directs local jurisdictions to manage and control land and uses developed on the land to maximize the conservation of all forms of energy, based on sound economic principles. The site is situated adjacent to EOTEC and intended to minimize the need for vehicular trips for RV park users to access EOTEC events and athletic events.

Goal 13 does not apply to this action.

Goal 14 Urbanization: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: Goal 14 prohibits urban uses on rural lands. To locate urban uses on rural lands, local governments must either expand their urban growth boundaries to add property or take a Goal 14 exception setting forth reasons why urban development should be allowed on rural lands. This application is to change the Comprehensive Plan and Zoning Map designation on lands within the urban growth boundary allowing commercial uses on the subject property. By locating urban uses on land within the urban growth boundary, the city is eliminating the need to expand the UGB onto rural lands to accommodate urban development.

The city finds that this application is consistent with Goal 14.

The city finds that this application is consistent with the applicable Statewide Planning Goals.

Conclusion: This narrative provides evidence that the proposal complies with the Statewide Planning Goals and with the City of Hermiston Comprehensive Plan. No change to traffic impacts based on this application is anticipated with actual traffic impacts analyzed at the time of development.

Exhibit B**Findings of Fact****Annexation****1835 E Airport Road****January 14, 2026**

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 19.5 acres of land and an election was deemed not necessary by the city council on October 27, 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 December 17 and 24, 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 December 17, 2025. (HZO §157.229(B))
5. Affected agencies were notified. (ORS 222.005)
6. A public hearing of the planning commission was held on January 14, 2026. 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 January 7 and 14, 2026. 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 January 26, 2026. 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. Following amendment from Future Commercial/Industrial to Commercial as approved by the planning commission on January 14, 2026, 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 "C" on the comprehensive plan. The C designation is a urban commercial comprehensive planning designation corresponding to the C-2 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 Outlying Commercial zoning designation. The Fairgrounds Overlay zone is also proposed.
13. The proposed Outlying Commercial and Fairgrounds Overlay zoning designations are an implementing zoning designation for the C 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 January 14, 2026, 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 within the Eastern Oregon Trade and Event Center. At the time of connection, the City is responsible for all connection fees, and extension of the sewer line to the southernmost property line at E Airport Road.
16. A 12" water main is available to service this property within the Eastern Oregon Trade and Event Center. Sufficient capacity exists in this water line to serve any potential development on this parcel. At the time of connection, the City is responsible for all connection fees, and extension of the water line to the southernmost property line at E Airport Road.
17. A traffic impact analysis has been prepared considering the traffic impacts generated by a recreational vehicle park, athletic fields, and parking. 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. Partial improvement along E Airport Road along the entire frontage of the subject parcel is necessary as a condition of subsequent development. E Airport Road is classified as a major collector street and major collector improvements to match those immediately west of the site will be required as a condition of subsequent development.

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

Exhibit C**Recommended Conditions of Approval****1835 E Airport Road****January 14, 2026**

Subject to the testimony presented at the public hearing and the deliberations of the planning commission, the following draft conditions of approval are presented.

1. At such time that development occurs on this parcel, E Airport Road adjacent to the parcel frontage shall be improved to major collector status with improvements matching those installed in E Airport Road adjacent to the west boundary of the site.
2. A trip-cap of 645 average daily trips and 107 PM peak hour trips shall be imposed on the property following annexation. Compliance with the trip cap will require the following actions:
 - a. Each application for development authorization within amended area submitted to the city shall be accompanied by a trip generation letter indicating the average daily and peak hour trips generated for the proposal.
 - b. Each trip generation letter shall indicate available peak hour trips remaining at completion of construction for the proposal.
 - c. At such time that the peak hour trips exceed 107 PM trips, the city shall no longer issue building permits until a revised traffic impact analysis is prepared. The requirement to prepare a new traffic impact analysis shall run with the land.
3. Development of an RV park on the property shall be considered a separate land use decision. Consideration of an RV park approval is a limited land use decision subject to approval under the Hermiston Code of Ordinances.



851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

DRAFT TECHNICAL MEMORANDUM

November 21, 2025

Project# 32259

To: Clint Spencer, City of Hermiston Planning Director
From: Nicholas Meltzer, PE; Matt Hughart, ACIP
CC: Joshua Lott, PE, Anderson Perry Project Engineer
RE: Hermiston RV Park Transportation Planning Rule (TPR) Compliance

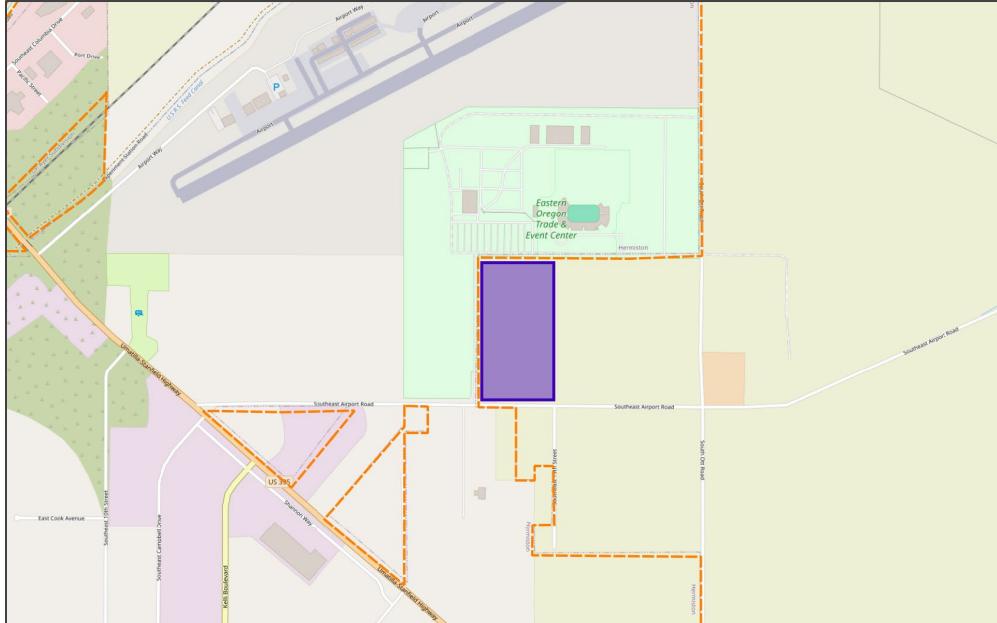
The City of Hermiston is annexing land within the Urban Growth Boundary (UGB) and outside the existing city limits. As part of the annexation, the land is proposed to be zoned C-2 ("Outlying Commercial Zone"). This memo outlines the proposed rezoning compliance with the Transportation Planning Rule (TPR) per Oregon Administrative Rule (OAR 660-012-0060)

As summarized herein, the proposed zoning does not result in a significant affect on the transportation system, assuming that a limitation on the land is placed that limits future development of the property to include a publicly owned park/field/community space and a 100-space Recreational Vehicle park and/or the equivalent of 107 weekday PM peak hour trips or 645 daily trips.

BACKGROUND

The subject site is located on E Airport Road, between US 395 and S Ott Road. It is bounded by Hermiston city limits on two sides and adjacent to the Umatilla County Fairgrounds. The site is shown in Figure 1. The proposed use of the site is park and recreation space to be owned and operated by the City of Hermiston.

Figure 1 Proposed Site of Park and Recreation Space Outlined in Purple



POLICY AND PLANNING CONTEXT

The current zoning for the site is F-1 (Exclusive Farm Use), under Umatilla County's Zoning Ordinance. Section 3.012 (7) of the Ordinance allows "Parks, playgrounds, community centers or recreational vehicle parks owned and operated by a governmental agency or a non-profit community organization (in the Hermiston Urban Growth Area only)." As noted earlier, the proposed use of the approximate 19-acre site includes a publicly owned park/field/community space and a 100-space RV Park.

The City of Hermiston is proposing to rezone the site to C-2 Outlying Commercial. A review of the permitted uses associated with the C-2 zoning provides the following guidance:

- All uses permitted under the C-1 zoning are allowed outright in C-2; of these, the higher potential trip generators include a variety of retail uses, clinics, and food uses. These could be generalized by the shopping center land use category within the *Trip Generation Manual*, as published by the Institute of Transportation Engineers.
- RV parks are an outright permitted use and subject to the requirements of Section 157.147 (this site appears to comply with the provisions of this section).
- Government structures or land uses including but not limited to a public park, playgrounds, recreational building, fire station, library or museum are allowed as conditional uses.

If one were to posit that the 19.5 acres of C-2 would be reasonably developed with a maximum floor area ratio (FAR) of 0.25, this could enable 212,350 square feet of retail space. This level of development could equate to 11,408 weekday trips, of which 971 are estimated to occur during the weekday PM peak hour¹. This level of trip generation far exceeds that of the intended use of the property by an RV park and a publicly owned park/field/community space. As such, the City is proposing a land use limitation to limit the future use of the site assuming the zone change is approved.

APPLICABLE TPR CRITERIA

Two sections of Oregon's TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the site assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional quantitative analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system.

We further note that Table 1, Policy 1F.5 of the Oregon Highway Plan establishes the following thresholds for determining significance:

¹ As estimated using the *Trip Generation Manual* (11th Edition, as published by the Institute of Transportation Engineers). The 12th Edition was recently published and if these rates were used, this level of development would result in 7,727 daily trips and 868 weekday PM peak hour trips, which would yield the same conclusions related to the TPR.

- Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,000 for state facilities is not considered significant where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway
 - The annual average daily traffic is less than 15,000 for a three-lane highway
 - The annual average daily traffic is less than 10,000 for a four-lane highway
 - The annual average daily traffic is less than 25,000 for a five-lane highway

If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

TRIP GENERATION COMPARISON

To test for a potential significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing versus the proposed zoning designations. As noted above, the existing zoning designation of the property is F-1 and per Section 3.012 of the County's Zoning Code, the highest trip generations permitted on the site are churches, schools, and community centers or RV parks operated by a governmental agency or non-profit organization.

The City's C-2 zoning permits a variety of high trip-generating retail uses. With no trip limits on the C2 uses, the proposed zoning designation has the potential to result in a significant impact per the TPR and OHP Policy 1F.5 based on the estimated trip generation potential. If a land use limitation of parks, playgrounds, community centers or RV Parks operated by a government agency were applied to the zone change, we estimate a trip potential of up to 645 daily trips, or 107 trips in the PM Peak Hour. As this increase is less than the 1,000 trip daily trip threshold for a two lane facility with a volume less than 5,000, the OHP policy identifies there is no significant affect. For this reason, a land use limitation is proposed.

For the purposes of developing a land use limitation associated with public uses, the trip generation was estimated for a variety of uses that could be developed under the zoning and consistent with the land use limitation. This shown in Table 1 using average trip rates (per ITE guidance) obtained from the *Trip Generation Manual, 11th Edition*.

Table 1. Estimated Trip Generation

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour Trips
Campground/RV Park	416	100 Spaces	290*	27
Soccer Complex	488	4 fields	285	66
Public Park	411	5 acres**	92	23
Community Center	495	5,000 sq. ft. GFA	144	13
Library	590	5,000 sq. ft. GFA	360	41
Soccer Complex and RV Park		100 RV Spaces AND 4 Soccer Fields	575	93

*ITE does not identify daily trip making. However, if one were to use a motel rate as a proxy, the percentage of PM trips that occur as a function of the daily trip is 9.3 percent. Based on this ratio, one could posit that the RV park could generate 365 daily trips.

**Public Parks can vary widely in intensity of use. ITE includes trip generation information for other independent variables including number of employees and daily visitors. The fitted curve equation was used to provide more accurate estimates.

Any two of the uses in Table 1 could be combined with an RV Park on the site and result in less than 1,000 daily trips. Using the thresholds in the Oregon Highway Plan described above, the amendment is not deemed to have a significant affect if the average daily trips are more than 400 but less than 1,000 for facilities where the average daily traffic is less than 5,000 for a two-lane highway.

COMPLIANCE WITH THE APPLICABLE OREGON ADMINISTRATIVE RULE CRITERIA

OAR Section 660-12-0060 of the TPR sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 2 summarizes the criteria in Section 660-012-0060 and the applicability to the proposed limited zone change.

Table 2. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	Yes
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	Yes
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

As shown in Table 2, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, four are applicable to the proposed land use action. These criteria are provided below in italics with our response shown in standard font.

OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed change in zoning designation could result in an increase in daily trip making although no changes to the City's functional street classification designations or standards are warranted by the change in designation. The intended function of the adjacent facilities are appropriate for use by F-1 and C-2.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (c) below, unless the amendment meets the balancing test in subsection (c) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (c), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

Response: The City of Hermiston is establishing a land use limitation associated with the site to limit future use to 107 weekday PM peak hour trips or 645 daily trips. This reasonable accommodation ensures the site can be developed without triggering a significant affect under the Oregon Transportation Planning Rule. This land use limitation allows for a combination of public uses.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The Applicant is coordinating the proposed zone change with County and ODOT staff.

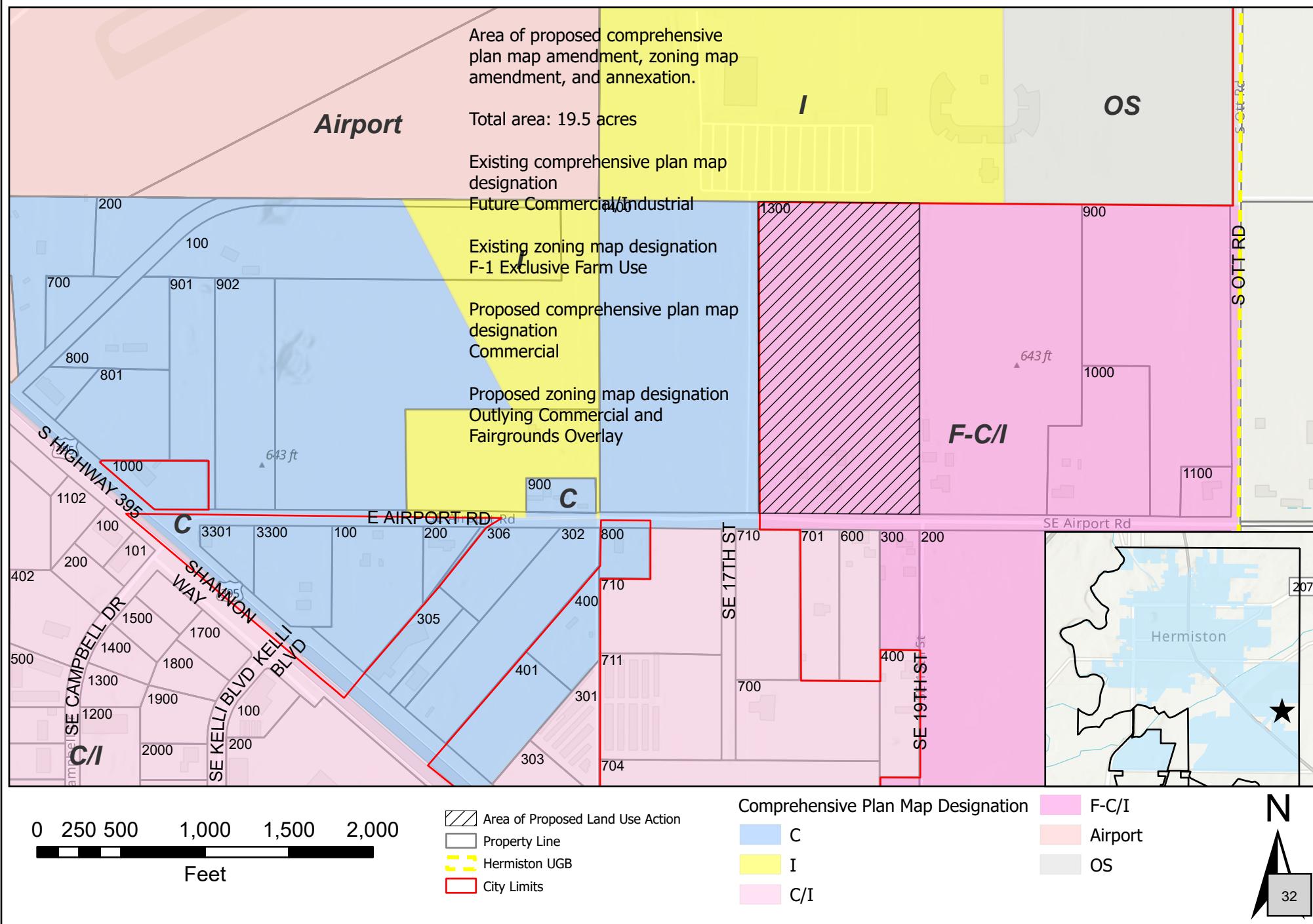
CONCLUSIONS

As discussed herein, there are adequate facilities to accommodate the proposed change in zoning, assuming a limitation is placed on the future use of the C-2 zoned lands. This proposed limitation is associated with a land use limitation that limits trips to 107 in the PM Peak and 645 daily. Using the thresholds in the Oregon Highway Plan, the amendment is not significant if the average daily trips are more than 400 but less than 1,000 for facilities where the average daily traffic is less than 5,000 for a two-lane highway. As such, there are no significant affects on the transportation system as defined by the TPR.

The City of Hermiston is proposing an enforceable, ongoing land use restriction that would demonstrably limit development to levels no greater than the proposed 100 space RV Park and associated park/field/community space.

We note that future development review is anticipated under separate cover to address topics including but not limited to assessment of intersection operation and safety.

Comprehensive Plan Map Amendment and Annexation - 4N 28 13







September 30, 2025

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

RE: 1835 E. Airport Road—4N2813 TAX LOT 1300

Dear Clint:

In relation to the property located at 1835 E. Airport, and adjacent to the current EOTEC property, recently purchased by the Farm-City Pro Rodeo Company, please authorize the City of Hermiston to act on our behalf in all matters pertaining to annexation and map amendments. We recognize that an officer of the Farm-City Pro Rodeo Company board will still be required to sign all applications.

Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in blue ink that reads "Dennis L. Barnett".

Dennis L. Barnett
Treasurer



975 SE 4th St.
Hermiston, OR 97838
(541)564-8500





Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of January 14, 2026

Title/Subject

Final Plat- The HUB Hermiston LLC 4N2811AD Tax Lot 100 – 963 E Diagonal Blvd

Summary and Background

Jeff Bolton of Multi-Tech Engineering has submitted a final plat for a minor partition of land located at 963 E Diagonal Blvd. The proposed partition creates two parcels of land on the area approved by the city for multi-family housing and mini-storage in July of this year. The applicant is seeking a partition for financing purposes on the overall project. The property is owned by The Hub Hermiston LLC. The property is split zoned. The north portion of the property is zoned Medium Density Residential (R-3) and the Diagonal Road frontage in the south portion of the property is zoned Outlying Commercial (C-2). The proposed partition creates two lots. The lot line common to the two parcels will split the multi-family development and follow a travel lane within the multi-family parking area. Following partitioning, Parcel 1 will have 192 units on 8.1 acres and Parcel 2 will have 78 multi-family units and the mini-storage on 3.98 acres.

The planning commission's approval of the preliminary plat was subject to two conditions of approval. The Hermiston Irrigation District (HID) has reviewed the plat, however their signature is still required on the final plat. The planning commission's approval of the conditional use permit for the development was subject to thirteen conditions of approval. All of the adopted conditions remain in effect and no modification is necessary for this partition.

The criteria that are applicable to the decision to accept the final plat are contained in 154.46 of the Hermiston Code of Ordinances. The final plat findings and conditions of approval are attached to this report as Exhibit A. The map showing the property boundary, adjacent streets, and parcels is attached as Exhibit B. An aerial photo is attached as Exhibit C. The final plat as prepared by the surveyor is attached as Exhibit D. Conditions of approval from the conditional use permit are attached as Exhibit E.

Tie-In to Council Goals

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

Fiscal Information

Producing an accurate statement of fiscal impact is not possible until the property is fully constructed. Similar multi-family developments in the county are valued at over \$20,000,000, producing approximately \$250,000 in annual property tax revenue.

Alternatives and Recommendation

Alternatives

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

Recommended Action/Motion

Staff recommends the planning commission approve the final plat.

Motion to approve the final plat.

Submitted By:

C.F. Spencer, Planning Director

Exhibit A**Findings of Fact & Conditions of Approval****The HUB Hermiston LLC Final Plat****963 E Diagonal Blvd****January 14, 2026****Chapter 154: Subdivisions****Final Plat**

Per §154.46 of the Hermiston Code of Ordinances, the final plat shall show:

- (A) The boundary lines of the area being subdivided, with accurate distances and bearings. **Shown as required**
- (B) The lines of all proposed streets and alleys with their width and names. **Shown as required**
- (C) The accurate outline of any portions of the property intended to be dedicated or granted for public use. **Shown as required**
- (D) The line of departure of one street from another. **Shown as required**
- (E) The lines of all adjoining property and the lines of adjoining streets and alleys with their widths and names. **Shown as required**
- (F) All lot lines together with an identification system for all lots and blocks. **Shown as required**
- (G) The location of all building lines and easements provided for public use, services or utilities. **Shown as required**
- (H) All dimensions, both linear and angular, necessary for locating the boundaries of the subdivision, lots, streets, alleys, easements, and other areas for public or private use. Linear dimensions are to be given to the nearest 1/10 of a foot. **Shown as required**
- (I) All necessary curve data. **Shown as required**
- (J) The location of all survey monuments and benchmarks together with their descriptions. **Shown as required**
- (K) The name of the subdivision, the scale of the plat, points of the compass, and the name of the owners or subdivider. **Shown as required**

(L) The certificate of the surveyor attesting to the accuracy of the survey and the correct location of all monuments shown. **Shown as required.**

(M) Private restrictions and trusteeships and their periods of existence. Should these restrictions or trusteeships be of such length as to make their lettering on the plat impracticable and thus necessitate the preparation of a separate instrument, reference to such instrument shall be made on the plat. **No restrictions are proposed and none are referenced on the plat**

(N) Acknowledgment of the owner or owners to the plat and restrictions, including dedication to public use of all streets, alleys, parks or other open spaces shown thereon, and the granting of easements required. **Shown as required.**

(O) Certificates of approval for endorsement by the city council and certificate indicating its submission to the planning commission, together with approval for endorsement by other local, county and/or state authority as required by Oregon statutes. **Shown as required.**

Chapter 157: Zoning

§157.027 Medium-High Density Residential (R-3)

All the proposed lots are created in conformance with the requirements of the R-3 zone. All the proposed lots exceed the minimum lot size of 5,000 square feet. All proposed lots are at least 60 feet wide and 80 feet deep. The lot sizes proposed for the development exceed the minimum size required in the R-3 zone for multi-family dwellings. Uses permitted in the R-3 zone are listed in §157.027 of the Hermiston Code of Ordinances.

157.043 Neighborhood Commercial Overlay (NCO)

The NCO zone does not have dimensional standards for lots. The lot sizes proposed for the development are adequate for multi-family dwellings. Uses permitted in the NCO zone are listed in §157.043 of the Hermiston Code of Ordinances.

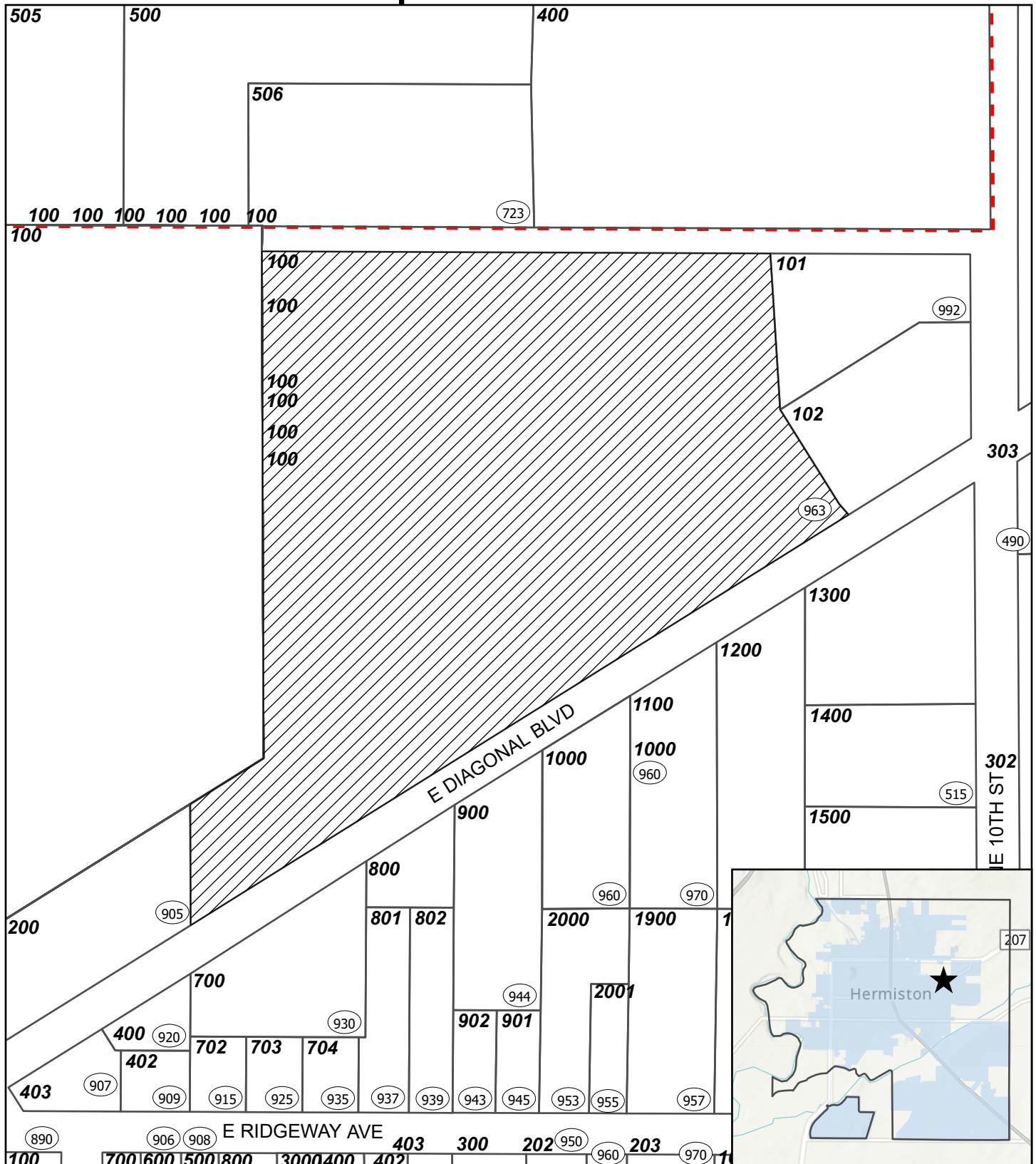
§157.101 Development Hazard Overlay

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.

Conditions of Approval

1. Applicant shall work with and receive certification from the Hermiston Irrigation District prior to final plat approval. Applicant should be aware that the City of Hermiston will not sign the final plat until the irrigation district has been satisfied and signs the final plat.
2. All conditions of approval from the June 12, 2025 site plan approval and July 11, 2025 conditional use approval shall remain in effect.

Notice of Proposed Land Use Action



0 100 200 300 400
Feet

N
40

Notice of Proposed Land Use Action

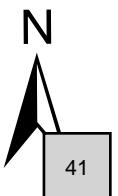


Legend

-  Area of Proposed Land Use Action
-  Property Line
-  City Limits
-  Urban Growth Boundary

0 100 200 300 400

Feet



PARTITION PLAT No.

PARTITION OF PARCEL 1, PARTITION PLAT 2021-15
IN THE NE 1/4 SEC. 11, T. 4 N., R. 28 E., W.M.
CITY OF HERMISTON, UMATILLA COUNTY, OREGON
FOR: THE HUB HERMISTON, LLC.BY:
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E. SALEM, OREGON 97302
503-363-9227

SURVEYOR'S CERTIFICATE:

I, ROBERT D. HAMMAN, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON, HEREBY CERTIFY THAT I HAVE SURVEYED AND MARKED WITH PROPER MONUMENTS THE LAND SHOWN HEREON, THE BOUNDARY OF WHICH IS DESCRIBED AS FOLLOWS:

PARCEL 1, PARTITION PLAT NO. 2021-15, SITUATED IN THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 28, EAST OF THE WILLAMETTE MERIDIAN, CITY OF HERMISTON, UMATILLA COUNTY, OREGON, AND CONTAINING 12.08 ACRES, MORE OR LESS. THE INITIAL POINT IS THE 5/8" IRON ROD WITH A BLUE PLASTIC CAP SCRIBED "GRIFFIN, RSI LS93754" AT THE NORTHWEST CORNER OF SAID PARTITION PLAT.

REGISTERED
PROFESSIONAL
LAND SURVEYOROREGON
JULY 13, 2004
ROBERT D. HAMMAN
64202LS

EXPIRES: 6-30-2027

ROBERT D. HAMMAN, 64202LS

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO PARTITION INTO TWO DISTINCT PARCELS OF LAND, THAT REAL PROPERTY DESCRIBED AS PARCEL 1, PARTITION PLAT 2021-15, UMATILLA SURVEY RECORDS, AND APPROVED BY THE CITY OF HERMISTON PLANNING COMMISSION ON NOVEMBER 12, 2025.

THE BASIS OF BEARINGS IS ALONG THE NORtherly RIGHT-OF-WAY LINE OF DIAGONAL BOULEVARD, BETWEEN THE MONUMENT AT THE SOUTHEAST CORNER OF PARCEL 3 OF PARTITION PLAT 2021-15, AND THE MOST SOUTHERLY CORNER OF THE SUBJECT PROPERTY. I FOUND AND HELD THE UNDISTURBED MONUMENTS SHOWN HEREON AS THEY FIT RECORD DATA WITHIN ACCEPTABLE TOLERANCES FOR THIS SURVEY. ONE MONUMENT ALONG THE WEST LINE OF THE SUBJECT PROPERTY, AS NOTED HEREON, WAS FOUND ON THE SURFACE OF THE GROUND, SO I HELD RECORD DISTANCES TO SET A NEW MONUMENT AT THE RESPECTIVE CORNER.

DECLARATION:

KNOW ALL MEN BY THESE PRESENTS THAT THE HUB HERMISTON, LLC., AN OREGON LIMITED LIABILITY COMPANY, BEING THE OWNER OF THE LAND DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON ATTACHED, HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED INTO TWO PARCELS OF LAND IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92 OF THE OREGON REVISED STATUTES. WE HEREBY ACKNOWLEDGE AND GRANT THE SHARED ACCESS EASEMENT TO THE BENEFIT OF PARCELS 1 & 2 PER THIS PLAT, AS WELL AS THE PUBLIC SIDEWALK EASEMENT, & THE PUBLIC WATER EASEMENTS SHOWN HEREON.

BY: THE HUB HERMISTON, LLC.

KIRIL IVANOV, SOLE MEMBER,
THE HUB HERMISTON, LLC.STATE OF OREGON
COUNTY OF _____ } SS

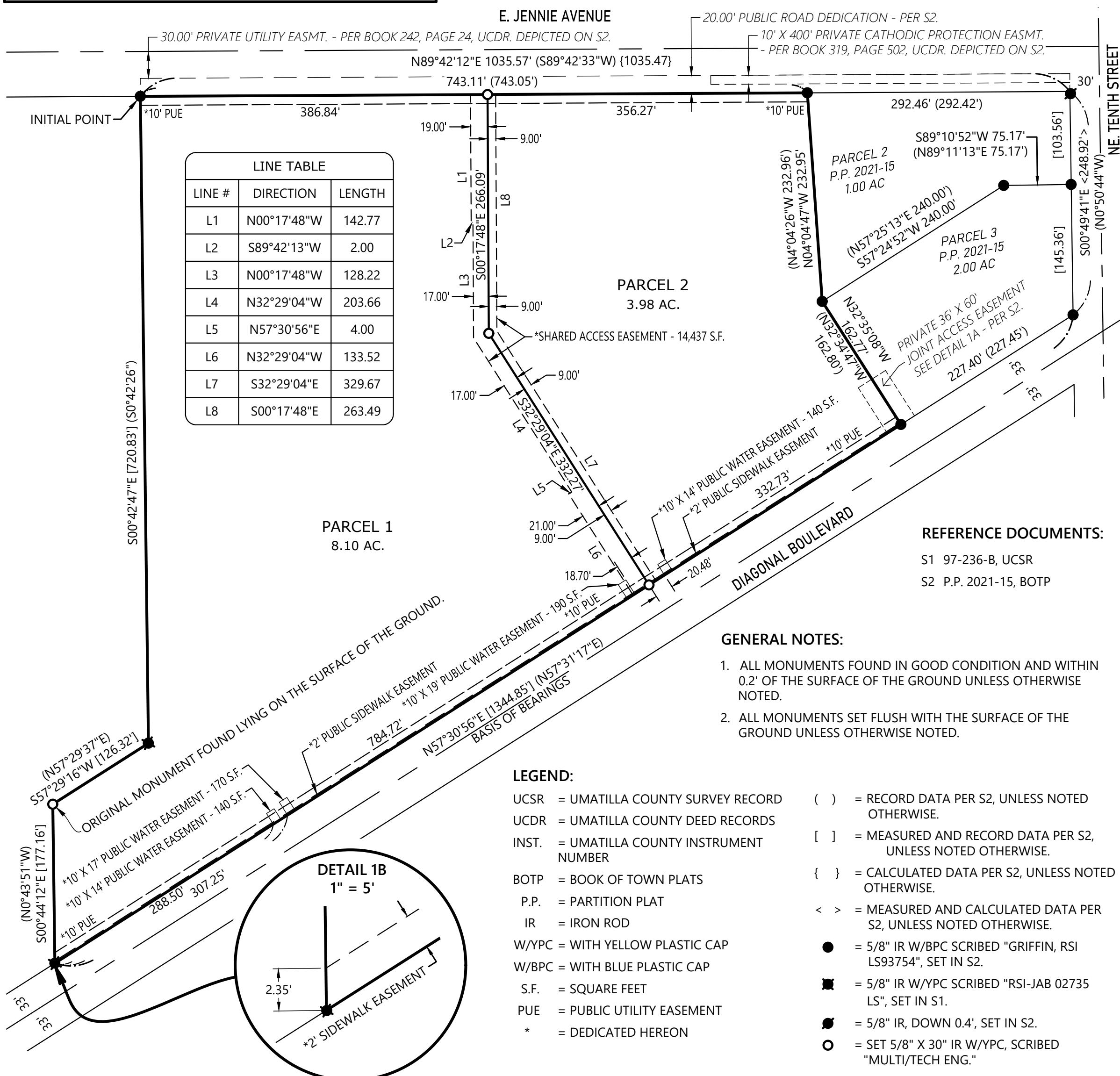
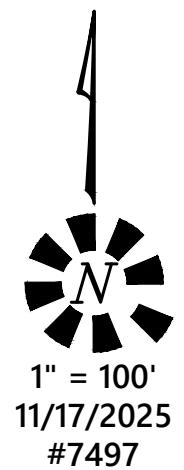
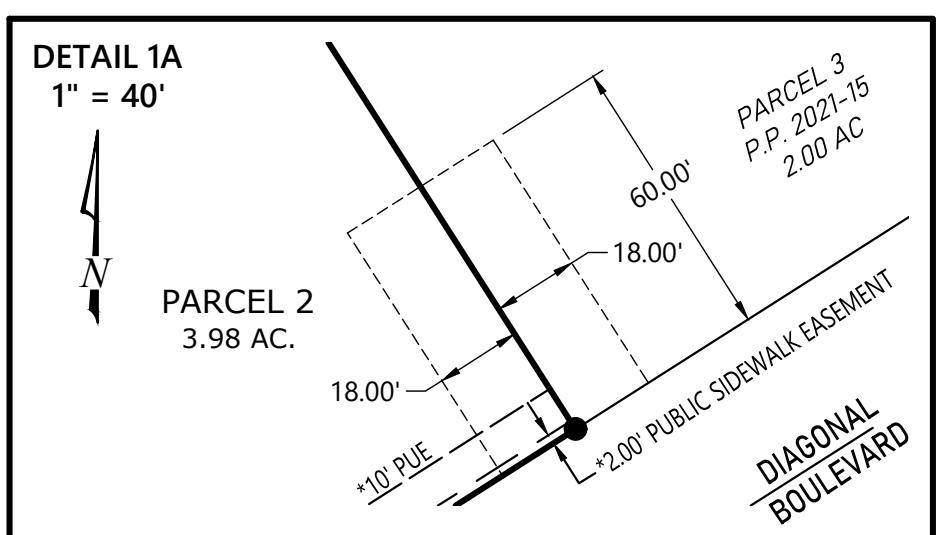
ON THIS _____ DAY OF _____, 2026, THAT KIRIL IVANOV AS THE SOLE MEMBER OF THE HUB HERMISTON LLC. DID PERSONALLY APPEAR BEFORE ME, A NOTARY PUBLIC FOR OREGON, AND THE ABOVE-NAMED PERSON WHO ACKNOWLEDGED THE FOREGOING INSTRUMENT TO BE THEIR VOLUNTARY ACT AND DEED.

NOTARY SIGNATURE

NOTARY PUBLIC - OREGON

COMMISSION NO. _____

MY COMMISSION EXPIRES: _____



GENERAL NOTES:

1. ALL MONUMENTS FOUND IN GOOD CONDITION AND WITHIN 0.2' OF THE SURFACE OF THE GROUND UNLESS OTHERWISE NOTED.
2. ALL MONUMENTS SET FLUSH WITH THE SURFACE OF THE GROUND UNLESS OTHERWISE NOTED.

LEGEND:

UCSR = UMATILLA COUNTY SURVEY RECORD
UCDR = UMATILLA COUNTY DEED RECORDS
INST. = UMATILLA COUNTY INSTRUMENT NUMBER
BOTP = BOOK OF TOWN PLATS
P.P. = PARTITION PLAT
IR = IRON ROD
W/YPC = WITH YELLOW PLASTIC CAP
W/BPC = WITH BLUE PLASTIC CAP
S.F. = SQUARE FEET
PUE = PUBLIC UTILITY EASEMENT
* = DEDICATED HEREON

() = RECORD DATA PER S2, UNLESS NOTED OTHERWISE.
[] = MEASURED AND RECORD DATA PER S2, UNLESS NOTED OTHERWISE.
{ } = CALCULATED DATA PER S2, UNLESS NOTED OTHERWISE.
< > = MEASURED AND CALCULATED DATA PER S2, UNLESS NOTED OTHERWISE.
● = 5/8" IR W/BPC SCRIBED "GRIFFIN, RSI LS93754", SET IN S2.
■ = 5/8" IR W/YPC SCRIBED "RSI-JAB 02735 LS", SET IN S1.
● = 5/8" IR, DOWN 0.4", SET IN S2.
○ = SET 5/8" X 30" IR W/YPC, SCRIBED "MULTI/TECH ENG."

APPROVALS:

CITY OF HERMISTON - PLANNING
THE ACCOMPANYING PLAT IS HEREBY APPROVED
THIS _____ DAY OF _____, 2026.

CITY OF HERMISTON PLANNING COMMISSION
HERMISTON IRRIGATION DISTRICT
THE ACCOMPANYING PLAT IS HEREBY APPROVED
THIS _____ DAY OF _____, 2026.

MANAGER - HERMISTON IRRIGATION DISTRICT
UMATILLA COUNTY SURVEYOR
THE ACCOMPANYING PLAT IS HEREBY APPROVED
THIS _____ DAY OF _____, 2026.

UMATILLA COUNTY SURVEYOR
UMATILLA COUNTY TAX COLLECTOR
TAXES HAVE BEEN PAID IN FULL APPROVED
THIS _____ DAY OF _____, 2026.

UMATILLA COUNTY TAX COLLECTOR

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.