



CITY COUNCIL

AGENDA

MONDAY, MARCH 11, 2024

Where Life is Sweet

COUNCIL CHAMBERS - 180 NE 2ND ST.

Other ways of viewing or participating in live meetings are available through:
YouTube at: <https://bit.ly/HermistonYoutube>

Zoom with Meeting ID: 841 0675 8958 Passcode: 075556 Telephone number to join is: 1 253 215 8782; or submitting comments to meetings@hermiston.gov

1. CALL REGULAR MEETING TO ORDER – 7:00 PM

2. DECLARATION OF QUORUM

3. FLAG SALUTE

4. RECOGNITIONS AND PRESENTATIONS

A. Recognition- Recognizing the dedicated staff of the Street Department for their role in protecting public safety, the economy, and the environment.

B. Presentation- Hermiston School District Updates

5. CITIZEN INPUT ON NON-AGENDA ITEMS

Anyone wishing to bring anything before the council that is not on the agenda is asked to please do the following: 1. Please limit comments to not more than FIVE minutes; 2. State your name and address; 3. Direct your comments to the Chair.

6. CONSENT AGENDA

A. Committee Vacancy Announcements

B. Hermiston Urban Renewal Agency (HURA) Annual Report

C. Minutes of the January 8, 2024, Public Infrastructure Committee meeting

D. Solid Waste Advisory Committee minutes of the February 26, 2024 regular meeting

E. Minutes of the February 26th City Council Work Session, Regular, & HURA Meeting

7. ITEMS REMOVED FROM CONSENT AGENDA

8. PUBLIC HEARINGS

- A.** Annexation & Comprehensive Plan Amendment- Hermiston Home Works, Inc 4N2813 TL 200 & 500 - 1295 SE 10th St (Ordinance No. 2356 & 2357)

9. ORDINANCES AND RESOLUTIONS

- A.** Ordinance No. 2356- Comprehensive Plan Amendment- Hermiston Home Works, Inc 4N2813 TL 200 & 500 - 1295 SE 10th St (See Public Hearing Section)
- B.** Ordinance No. 2357- Annexation of Hermiston Home Works, Inc 4N2813 TL 200 & 500 - 1295 SE 10th St (See Public Hearing Section)
- C.** Resolution No. 2316- Airport Hangar Construction
- D.** Resolution No. 2317- Solid Waste Rate Adjustment

10. COMMITTEE REPORTS

- A.** City Committee and Liaison:

Airport Advisory, Budget, Hispanic Advisory, Library Board, Parks and Recreation, Planning Commission, Recreation Projects Fund, Faith-Based Advisory, Community Enhancement, Community Accountability, Public Safety, Public Infrastructure, Transit Planning, EOTEC, Stepping Stones Alliance (not a City Committee).

- B.** Council President's Report
- C.** Council Report
- D.** Youth Advisory Report
- E.** Manager's Report

11. 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.



Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of March 11, 2024

Title/Subject

Recognizing the dedicated staff of the Street Department for their role in protecting public safety, the economy, and the environment.

Summary and Background

The City's Street network is one of the most fundamental parts of our community's infrastructure, upon which nearly all aspects of our local economy depend.

City streets and sidewalks connect students to classrooms, workers to jobs, businesses to customers and suppliers, and local industries to global markets.

Upwards of 30,000 people per day depend on Hermiston city streets to help them get to their destinations, and our Street Department staff help ensure that they arrive safely by diligently maintaining thousands of Stop signs, street signs, traffic control devices, crosswalks, pavement markings, and many more.

In addition to making sure the roadways are safe when the weather is nice, our dedicated Streets crew is always prepared to respond when the snow flies to make sure that the streets remain passable and safe throughout the winter months. This requires constant attention to changing conditions, and many very late nights and very early mornings away from their own families, clearing snow and ice, to help the rest of us continue on with our lives getting the kids to school, making critical appointments, or heading to work to earn a living. Just one day of school or business closures costs Hermiston area families approximately \$2.3 million in lost wages. Those wages are protected by our Street Department Staff clearing, plowing, and de-icing over 150 miles of roadway, or nearly 25 miles each.

Of course, snow isn't the only precipitation which falls on our City Streets, which is why our staff work constantly to maintain more than 400 drywells, collection boxes, piping, lift stations, and other infrastructure to manage stormwater runoff across the 3,000 acre expanse of the City. Constant street sweeping keeps our community looking clean and prevents material from creating blockages and floods, but more importantly, this serves a critical function in keeping our area's water clean. Pollution from dripping vehicles that attaches to dirt, sand, and debris is prevented from entering our community's rivers, streams, and groundwater thanks to the continued work of our staff.

Therefore, because of all of this, and the many other ways that they help make life sweeter in Hermiston, we want to recognize and thank:

- Adam Cline, Municipal Service Lead
- Alan Phillips, Municipal Service Worker
- Gabriel Zacharias, Mechanic
- Isaac Barajas, Municipal Service Worker
- Jacob Noyes, Municipal Service Worker
- Ron Sivey, Street Superintendent

- **Tie-In to Council Goals**

Focus Area- Wellness: a Healthy Community

Fiscal Information

N/a

Alternatives and Recommendation

Alternatives

Recommended Action/Motion

Submitted By:

Mark Morgan, Assistant City Manager



PUBLIC ANNOUNCEMENT

The City is accepting applications for the following Committees:

1) Planning Commission

- Positions 7, 8, and 9: 3-year term ending March 31, 2027 (Advertised as of 02/01/2024)

Deadline to apply for all Committees: Open Until Filled

Interested persons are asked to submit an application to City Hall, 180 NE 2nd Street, Hermiston, or at lalarcon-strong@hermiston.or.us . Application forms are available at City Hall or on the City’s website at <https://hermiston.or.us/volunteer> . If you have questions, please call Lilly Alarcon-Strong at 541-567-5521.

Proposed appointment and confirmation of these positions are made by the City Council. All appointments to city boards and commissions shall be made in accordance with the ordinances and city charter. Appointees shall not be full-time employees of the city, shall not be elected officials of the city, shall not be appointed to more than two boards or commissions at a time, and shall not sell to the city or its boards and commissions over which the council has appointive powers and budget control either directly as a prime contractor or supplier, or indirectly as a first-tier subcontractor or supplier. Sales shall be construed to mean sales, services or fees aggregating \$7,500 or more in any one calendar year. Preference for appointees shall be given to city residents.



Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of March 11, 2024

Title/Subject

Hermiston Urban Renewal Agency (HURA) Annual Report

Summary and Background

The annual report of activity for the urban renewal districts during the 2022-23 fiscal year has been prepared and is ready for filing. Under ORS 457, the annual report must be filed with the governing body of the city containing the urban renewal districts each year.

ORS 457.460 requires all urban renewal districts to prepare an annual report of financial activities. This statutory requirement states that the report shall be submitted to the governing body of the municipality in which the district is located. The attached report details the revenue brought in and expended by the urban renewal agency from July 2022 to June 2023 and details the impact the districts' tax collection had on all other taxing districts. Taxes collected by the district had negligible impact on all districts within the City of Hermiston forgoing the most revenue with 1.47% of total revenue foregone.

This year's annual report details revenue and expenditures for two urban renewal areas, the downtown URA, and the southwest URA. To date, the southwest URA has not received tax revenue, but is expending loan money for infrastructure design in advance of the Prairie Meadows development. Next year the annual report will expand to include the North URA as well.

Tie-In to Council Goals

The urban renewal districts are involved in projects directly related to multiple council goals. Housing, downtown revitalization, and livability.

Fiscal Information

There is no fiscal impact from accepting the report.

Alternatives and Recommendation

Alternatives

The city council may choose to accept the report for filing or may reject the report.

Recommended Action/Motion

Staff recommends the city council accept the report for filing.

Motion to approve the report for filing.

Submitted By:

Clinton Spencer

ANNUAL REPORT FOR FISCAL YEAR ENDING JUNE 30TH, 2023

2022/2023

Hermiston Urban Renewal Agency

This report fulfills the requirement, prescribed in ORS 457.460, for the filing of an annual report detailing the financial activity of an urban renewal area established in Oregon.

ANNUAL REPORT FOR FISCAL YEAR ENDING JUNE 30TH, 2023

HERMISTON URBAN RENEWAL AGENCY

Hermiston Urban Renewal Agency History

The Hermiston Urban Renewal Agency was formed by the City of Hermiston in 2013. The agency board is made up of the Mayor and City Council. This year's report includes two districts.

Downtown Hermiston Urban Renewal District

The Downtown Hermiston Urban Renewal Plan adopted on August 26, 2013 establishes the purpose of the downtown urban renewal district as follows:

- Revitalize the City Center by alleviating conditions of blight and underinvestment
- Create public improvements including open space, community meeting space, and street improvements
- Encourage new public and private investment
- Increase the taxable value of property in the city
- Improve the utilization of land within specific areas of the community

The maximum indebtedness established for the Downtown Hermiston Urban Renewal district is \$4,000,000. This amount is the total amount of funds which can be spent on projects, programs, and administration in the urban renewal district over the life of the urban renewal plan. As of June 30th, 2023, \$1,918,968.63 had been spent on projects, \$52,222.22 had been spent on administration, and total indebtedness was \$1,125,000.

A full copy of the Downtown Hermiston Urban Renewal Plan and Report may be found on the City of Hermiston website located at: <https://www.hermiston.or.us/commdev/page/urban-renewal-district-documents>

Projects

A façade grant was paid in the 2022/2023 fiscal year.

1. Grant for exterior improvements at 395 E Main St
 - \$40,000 awarded in Jan 2023

A façade grant was approved that has not yet been awarded in the 2022/2023 fiscal year.

1. Grant for exterior improvements at 205 S Hwy 395
 - \$20,000 approved in Mar 2023

Administrative costs include public notice costs, recording fees, supplies, and loan repayments. Many of these administrative costs are one-time expenditures which are not repeated on an annual basis.

- Total cost of non-capital expenditures (including debt service) was \$117,767.87.

Financial Reporting

Pursuant to ORS 457.460, a detailed accounting of the financial activity related to urban renewal areas is required to be reported on an annual basis. The following financial information conforms to the requirements of this statute.

Money Received

In FY 2022/2023 the Umatilla County Assessor calculated that the Downtown Hermiston Urban Renewal District would receive \$336,870.82 from the division of taxes. The actual tax revenue received was \$331,481.32, a smaller amount due to compression, underpayments, and delinquencies.

A total of \$ 157,875 was on-hand on July 1, 2022, as cash forward from the 21/22 fiscal year.

Money Expended

Revenues received through tax collection and interagency loan were expended as shown in the table below.

| Item | Urban Renewal General Fund |
|-------------------------------|----------------------------|
| Beginning Fund Balance | \$157,875.00 |
| Façade Grant Outlay | \$50,000 |
| Festival Street | \$508.71 |
| Wayfinding Signs | \$10,055.58 |
| SE 2 nd St Gateway | \$57,709.25 |
| Loan Repayments | \$110,687 |
| Administrative Outlay | \$7,080.81 |
| Ending Fund Balance | \$132,781 |

Estimated Revenue

The estimated revenues for the 2023/2024 fiscal year are \$298,290 from current tax revenues.

Proposed Budget for 2023/2024 Fiscal Year

A budget listing the revenues to be received due to urban renewal tax increment collection, money to be spent, and what projects/expenses the money will fund is shown in the table below.

| Item | 2023/2024 Urban Renewal General Fund |
|-------------------------------|--------------------------------------|
| Resources | |
| Non-Revenue Receipts | \$496,000 |
| General Taxes | \$298,290 |
| Delinquent Taxes | \$0 |
| Cash Forward | \$176,676 |
| From Other Agencies | \$50,000 |
| <i>Total Resources</i> | <i>\$1,020,966</i> |
| Expenditures | |
| SHURA Engineering & Design | \$496,000 |
| Façade Grants | \$20,000 |
| Festival Street | \$3,000 |
| SE 2 nd St Gateway | \$360,000 |
| Parking Improvements | \$3,000 |
| Non-Departmental | \$138,966 |
| <i>Total Expenditures</i> | <i>\$1,020,966</i> |

Impact on Taxing Districts

The revenues forgone by local taxing districts due to urban renewal are shown in the table below. This information is from the Umatilla County Department of Assessment and Taxation. The numbers are after truncation and compression losses.

Urban renewal agencies do not create additional tax. Instead during the agency's lifespan, overlapping taxing districts forgo a portion of their permanent rate. Once the urban renewal agency is terminated, the taxing jurisdictions receive the full permanent rate of taxes.

| Taxing District | Revenue Forgone 2022/2023 | Total Taxes Received 2022/2023 | % of Total Taxes to UR |
|---------------------------------|---------------------------|--------------------------------|------------------------|
| Umatilla County | \$54,111.67 | \$21,674,058.06 | 0.25% |
| City of Hermiston | \$115,691.53 | \$7,849,917.52 | 1.47% |
| School District #8 Hermiston | \$92,852.82 | \$11,584,782.16 | 0.80% |
| Intermountain ESD | \$11,660.87 | \$4,469,349.31 | 0.26% |
| BMCC | \$12,447.00 | \$4,799,798.40 | 0.26% |
| Port of Umatilla | \$2,882.46 | 1,170,984.73 | 0.25% |
| Umatilla County Fire District 1 | \$33,148.31 | \$4,991,511.88 | 0.66% |
| County Radio District | \$3,144.50 | \$1,203,557.58 | 0.26% |
| Cemetery District 8 Hermiston | \$1,742.55 | \$229,620.74 | 0.76% |
| W Umatilla Mosquito Control | \$3,799.61 | \$875,836.66 | 0.43% |
| Total | \$331,481.32 | \$58,849,414.04 | 0.56% |

Southwest Hermiston Urban Renewal District

The Southwest Hermiston Urban Renewal Plan adopted on October 24, 2022, establishes the purpose of the Southwest Hermiston Urban Renewal District as follows:

- Address future housing needs in southwest Hermiston
- Create public improvements including water and sewer infrastructure
- Encourage new public and private investment
- Increase the taxable value of property in the city
- Improve the utilization of land within specific areas of the community

The maximum indebtedness established for the Southwest Hermiston Urban Renewal district is \$18,100,000. This amount is the total amount of funds which can be spent on projects, programs, and administration in the urban renewal district over the life of the urban renewal plan. As of June 30th, 2023, \$76,000 had been spent on projects, \$0 had been spent on administration, and total indebtedness was \$0.

A full copy of the Southwest Hermiston Urban Renewal Plan and Report may be found on the City of Hermiston website located at: <https://www.hermiston.or.us/commdev/page/urban-renewal-district-documents>

Projects

The Southwest Hermiston Urban Renewal District is a highly focused area intended to facilitate residential development in an isolated, costly development area. Urban renewal funds are intended to be used only for large-scale public infrastructure projects and park development. Funds were not expended on these projects in the 22-23 fiscal year due to the timing of district formation. However, during the 23-24 fiscal year, funds are budgeted for design and engineering of the major water and sewer lines and necessary water storage and pumping infrastructure. Infrastructure development loans from the State of Oregon revolving loan fund are used to design and construct these improvements. Urban renewal revenue will be used for debt service in future years.

- Total cost of non-capital expenditures (including debt service) was \$0.

Financial Reporting

Pursuant to ORS 457.460, a detailed accounting of the financial activity related to urban renewal areas is required to be reported on an annual basis. The following financial information conforms to the requirements of this statute.

Money Received

In FY 2022/2023 the Umatilla County Assessor calculated that the Southwest Hermiston Urban Renewal District would receive \$0 from the division of taxes. The actual tax revenue received was \$0.

A total of \$ 0 was on-hand on July 1, 2022, as cash forward from the 21/22 fiscal year.

Conclusion

The Hermiston Urban Renewal Agency is a growing operation. Formed originally to administer the Downtown urban renewal district, the agency has expanded. In 2022 the Southwest Hermiston urban renewal district was added to support residential development. In 2023 the North urban renewal district was formed to promote additional commercial development.

In the eighth year of operation, the downtown urban renewal district continues to have a minimal impact on other taxing districts. The total revenue foregone remains less than 1% of all revenue collected by all affected agencies, with the exception of the City of Hermiston which had 1.47% of total taxes foregone to the district. As the assessed value in the district increases as a result of improvement within the district, the overall impact will remain small for the foreseeable future.

Looking forward to the long-term health of the district, revenue continues to exceed the projects in the 2013 plan, typically exceeding planning assumptions by approximately 10%. This excess revenue bodes well for the district as all urban renewal planning utilized the most conservative growth projections and projects were generated using these conservative projections.

In the first year of existence, the south Hermiston urban renewal district did not have an impact on other taxing districts. The district is operating entirely using revolving loan funds from the State of Oregon. These funds do not require repayment until infrastructure is constructed, allowing this district to spend time in design and construction before debt service begins.

With the formation of the North urban renewal district in 2023, the district has expanded again and will require additional reporting in future years. This district will begin incurring debt in the 23-24 fiscal year and work towards building an extension of NE Aspen Drive to connect N 1st Street with NE 4th Street, opening more land for retail development.



Where Life is Sweet

Public Infrastructure Committee Meeting Minutes

January 8, 2024

Mayor Drotzmann called the meeting to order at 6:00pm. Councilors Hardin and Petersen were present. Councilor Baron arrived at 6:35pm. City staff in attendance included: City Manager Smith, Assistant City Manager Mark Morgan, City Attorney Rich Tovey, Wastewater Superintendent Bill Schmittle, Street Superintendent Ron Sivey, Water Superintendent Roy Bicknell, and Planning Assistant Heather La Beau. Also present was Anderson Perry engineer Joshua Lott.

Assistant City Manager Morgan updated attendees on the following:

Water/Sewer Annual Rate Adjustment-

Water and sewer rates are adjusted each year using the engineering’s news record construction cost index to provide more stable rates and keep pace with inflation. In 2022, the council decided to use a 3-year average. The median customer will see an average monthly increase a little under \$3 if using the 2.58% rate increase and a \$5.77 average monthly increase if using the inflation rate of 5.16%. This rate adjustment increase is in addition to the proposed law enforcement staffing fee. The total of both increases averages an additional \$8/month for the median customer. Mr. Morgan displayed a spreadsheet (attached) to demonstrate the amount of yearly lost revenue with each rate increase scenario.

Newport Area Drainage-

The Hermiston Irrigation District (HID) stopped assuming ownership and maintenance of the ditch they had historically maintained. The ditch is a necessary and vital piece of the city’s stormwater system. Multiple easements exist for the ditch, but not on all the properties. (maps attached) Several property owners along the open section of the ditch at SE 9th St & E Newport Ave would like to further develop their property. Anderson Perry has proposed three options.

- Leave ditch as it currently exists
- Pipe the ditch where it is
- Pipe the ditch & move it fully within right-of-way

The city’s priority is to obtain any needed easements. A neighborhood meeting is proposed to receive input from impacted neighbors.

Feedville Road Water Projects-

The contracts were awarded last month and are on schedule. Mr. Morgan reviewed the location of future lift stations and the route of discharged water.

Aquifer Storage & Recovery Project-

GSI is under contract to perform a preliminary analysis of the well at SE 9th St to infiltrate water into the well and pull out when needed.

Regional Water System Backup Power Generation-

There are two main failure points with the regional water system distribution system. Each point is on different electrical feeds. Water supply was interrupted several years ago due to a disruption in power supply. As a user, Amazon has a much higher desire to never be without cooling water. The cost to provide backup power at the intake pump station and nonpotable 2 is approximately 5 million dollars. Anderson Perry calculated the allocated across all the users. It can be designed in a way that users choosing not to participate could lose water supply when the power goes out. These options have been presented to the existing users.



Where Life is Sweet

Public Infrastructure Committee Meeting Minutes

January 8, 2024

Their decisions are due next week. The city's portion is \$665,000 to guarantee 2,000 gallons per minute water supply. An alternative is to build a water storage tank, costing approximately \$3,000,000.

Industrial Pretreatment Program-

Notices were sent to every commercial customer in town and did not receive a good response rate. The city will need to move forward developing the program even with the low responses. The result will most likely be customers added to the program that are not actual industrial users.

Water Backflow Prevention Program-

Updates for this program will be given at a future meeting.

N 1st Right of Way-

The east side pathway originally proposed as part of the improvements was pulled after a discrepancy on surveys. The built path is entirely within right-of-way. There is additional space along N 1st Place north of W Jennie Ave to fit a full width sidewalk flush with the back of curb. The next step is to communicate with the railroad to discuss acquiring the space to accommodate a sidewalk at a minimum.

Geer/Harper Road Design-

Anderson Perry continues to work with Union Pacific for design approval.

Gladys Ave Water Main Project-

This project is going to bid this month and construction should be within this calendar year.

Adjourn

Mayor Drotzmann adjourned the meeting at 6:55pm.

Median Residential Customer Example

| | January | February | March | April | May | June | July | August | September | October | November | December |
|---------------------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|
| Water Usage (Gal.) | 3,600 | 4,100 | 3,800 | 5,700 | 12,500 | 27,100 | 30,600 | 32,400 | 29,100 | 13,000 | 5,400 | 4,100 |

| WATER: POSSIBLE MARCH, 2024- 2.58% CPI | | | | | | | | | | | | | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|----------|
| Water Base | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 | \$ 34.87 |
| Water Tier 1 | \$ 0.58 | \$ 2.10 | \$ 2.40 | \$ 2.22 | \$ 3.33 | \$ 7.31 | \$ 8.77 | \$ 8.77 | \$ 8.77 | \$ 8.77 | \$ 7.60 | \$ 3.16 | \$ 2.40 |
| Water Tier 2 | \$ 4.05 | | | | | \$ 49.03 | \$ 63.21 | \$ 70.50 | \$ 57.13 | | | | |
| "New" Water Totals | \$ 36.97 | \$ 37.26 | \$ 37.09 | \$ 38.20 | \$ 42.18 | \$ 92.67 | \$ 106.85 | \$ 114.14 | \$ 100.77 | \$ 42.47 | \$ 38.02 | \$ 37.26 | |

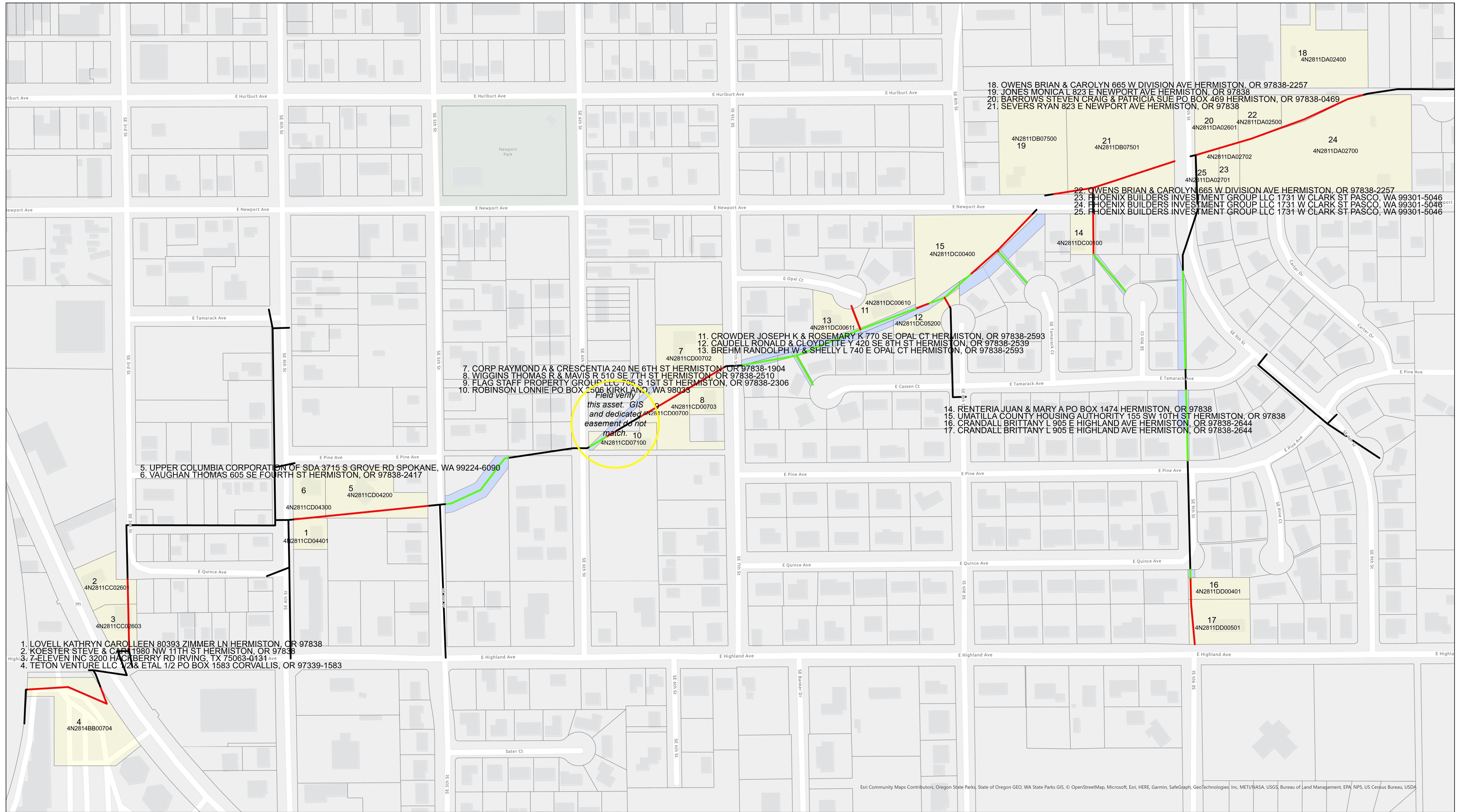
| WATER: 2023 Baseline. Effective March '22 Thru February '24 | | | | | | | | | | | | | |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|----------|
| Water Base Rate | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 | \$ 33.99 |
| Water Tier 1 Usage | \$ 0.57 | \$ 2.05 | \$ 2.34 | \$ 2.17 | \$ 3.25 | \$ 7.13 | \$ 8.55 | \$ 8.55 | \$ 8.55 | \$ 8.55 | \$ 7.41 | \$ 3.08 | \$ 2.34 |
| Water Tier 2 Usage | \$ 3.95 | | | | | \$ 47.80 | \$ 61.62 | \$ 68.73 | \$ 55.70 | | | | |
| 2023 Water Totals | \$ 36.04 | \$ 36.33 | \$ 36.16 | \$ 37.24 | \$ 41.12 | \$ 90.34 | \$ 104.16 | \$ 111.27 | \$ 98.24 | \$ 41.40 | \$ 37.07 | \$ 36.33 | |

| SEWER: POSSIBLE MARCH, 2024- 2.58% CPI | | | | | | | | | | | | | | |
|---|----------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| | | January | February | March | April | May | June | July | August | September | October | November | December | Winter Avg. |
| Winter Avg. Use | 3933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 |
| Sewer Base Rate | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 | \$ 40.67 |
| Sewer Usage | \$ 3.49 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 | \$ 13.72 |
| "New" Sewer Totals | | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 | \$ 54.39 |

| SEWER: 2023 Baseline. Effective March '23 Thru February '24 | | | | | | | | | | | | | | |
|--|----------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| | | January | February | March | April | May | June | July | August | September | October | November | December | Winter Avg. |
| Winter Avg. Use | 3933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 | 3,933 |
| Sewer Base Rate | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 | \$ 39.65 |
| Sewer Usage | \$ 3.40 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 | \$ 13.37 |
| 2022 Sewer Totals | | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 | \$ 53.02 |

| Combined Water & Sewer | | | | | | | | | | | | | Budget Bill |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| | January | February | March | April | May | June | July | August | September | October | November | December | AVG |
| New Combined Bill | \$ 91.36 | \$ 91.66 | \$ 91.48 | \$ 92.59 | \$ 96.57 | \$ 147.06 | \$ 161.24 | \$ 168.53 | \$ 155.16 | \$ 96.86 | \$ 92.42 | \$ 91.66 | \$ 114.71 |
| Old Combined Bill | \$ 89.07 | \$ 89.35 | \$ 89.18 | \$ 90.26 | \$ 94.14 | \$ 143.36 | \$ 157.18 | \$ 164.29 | \$ 151.26 | \$ 94.42 | \$ 90.09 | \$ 89.35 | \$ 111.83 |
| Total Combined Increase \$ | \$ 2.30 | \$ 2.31 | \$ 2.30 | \$ 2.33 | \$ 2.43 | \$ 3.70 | \$ 4.06 | \$ 4.24 | \$ 3.90 | \$ 2.44 | \$ 2.32 | \$ 2.31 | \$ 2.89 |
| Total Combined Increase % | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% | 2.58% |

Highland Drainage Basin Easement Status



- 7. CORP RAYMOND A & CRESCENTIA 240 NE 6TH ST HERMISTON, OR 97838-1904
- 8. WIGGINS THOMAS R & MAVIS R 510 SE 7TH ST HERMISTON, OR 97838-2510
- 9. FLAG STAFF PROPERTY GROUP LLC 705 S 1ST ST HERMISTON, OR 97838-2306
- 10. ROBINSON LONNIE PO BOX 2505 KIRKLAND, WA 98033

this asset, GIS and dedicated easement do not match. Field Verify

- 18. OWENS BRIAN & CAROLYN 665 W DIVISION AVE HERMISTON, OR 97838-2257
- 19. JONES MONICA L 823 E NEWPORT AVE HERMISTON, OR 97838
- 20. BARROWS STEVEN CRAIG & PATRICIA SUE PO BOX 469 HERMISTON, OR 97838-0469
- 21. SEVERS RYAN 823 E NEWPORT AVE HERMISTON, OR 97838

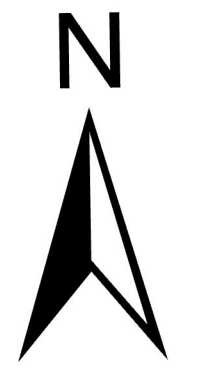
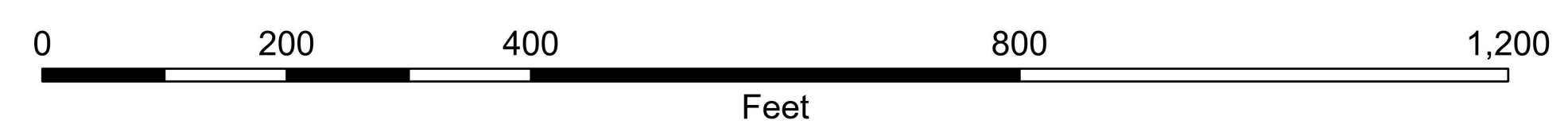
- 22. OWENS BRIAN & CAROLYN 665 W DIVISION AVE HERMISTON, OR 97838-2257
- 23. PHOENIX BUILDERS INVESTMENT GROUP LLC 1731 W CLARK ST PASCO, WA 99301-5046
- 24. PHOENIX BUILDERS INVESTMENT GROUP LLC 1731 W CLARK ST PASCO, WA 99301-5046
- 25. PHOENIX BUILDERS INVESTMENT GROUP LLC 1731 W CLARK ST PASCO, WA 99301-5046

- 14. RENTERIA JUAN & MARY A PO BOX 1474 HERMISTON, OR 97838
- 15. UMATILLA COUNTY HOUSING AUTHORITY 155 SW 10TH ST HERMISTON, OR 97838
- 16. CRANDALL BRITTANY L 905 E HIGHLAND AVE HERMISTON, OR 97838-2644
- 17. CRANDALL BRITTANY L 905 E HIGHLAND AVE HERMISTON, OR 97838-2644

- 5. UPPER COLUMBIA CORPORATION OF SDA 3715 S GROVE RD SPOKANE, WA 99224-6090
- 6. VAUGHAN THOMAS 605 SE FOURTH ST HERMISTON, OR 97838-2417

- 1. LOVELL KATHRYN CAROLEEN 80393 ZIMMER LN HERMISTON, OR 97838
- 2. KOESTER STEVE & CAROL 1980 NW 11TH ST HERMISTON, OR 97838
- 3. 7-ELEVEN INC 3200 HACKBERRY RD IRVING, TX 75063-0131
- 4. TETON VENTURE LLC 1/2 & ETAL 1/2 PO BOX 1583 CORVALLIS, OR 97339-1583

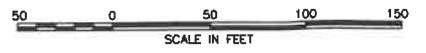
- Existing Easement
- No
- Yes
- ROW
- Lots Without Easements
- Drainage Easement
- Lots Without Easements





LEGEND

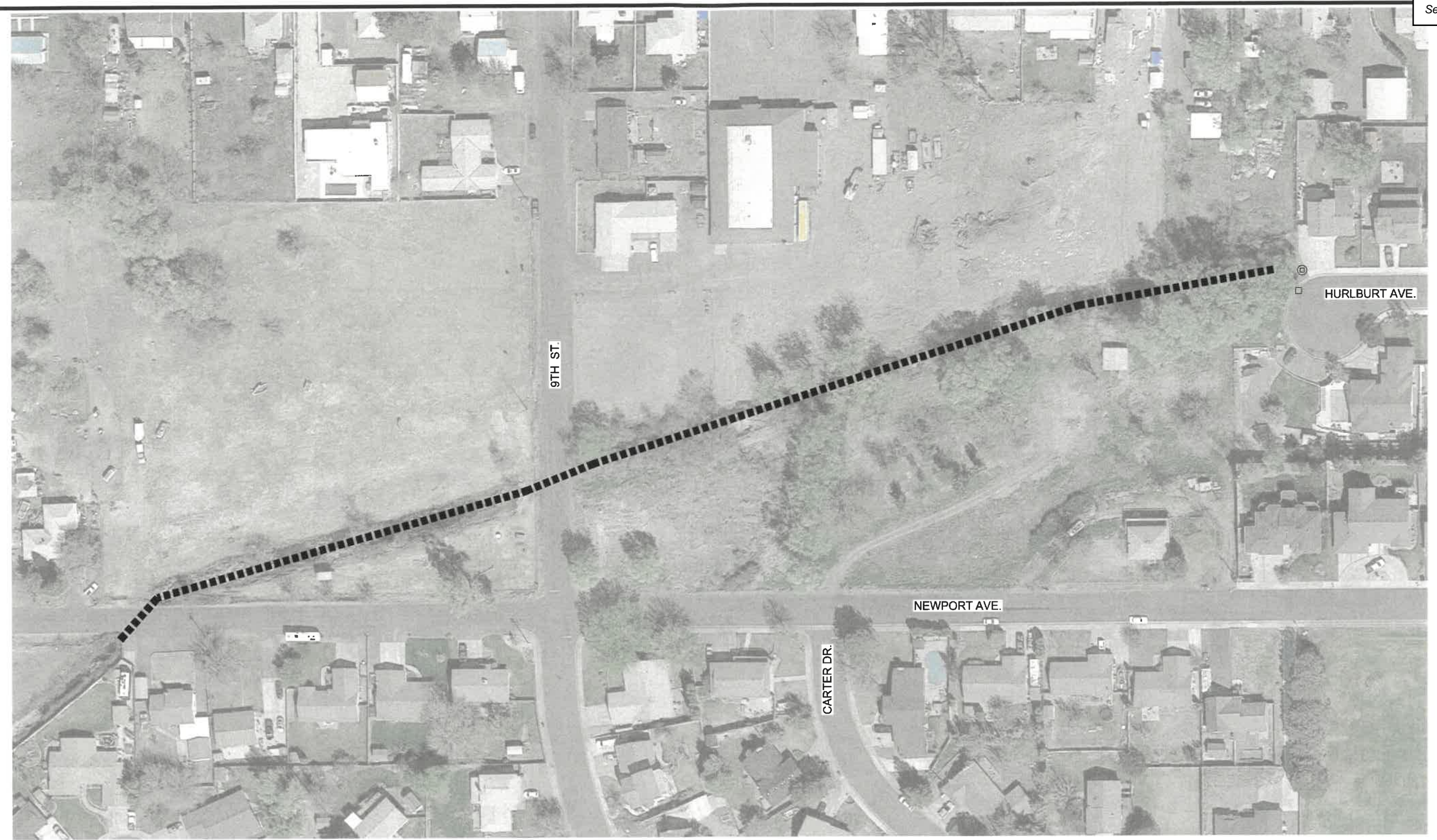
- PIPE 
- DITCH 



**CITY OF
HERMISTON, OREGON
HIGHLAND DRAINAGE DITCH ASSESSMENT**

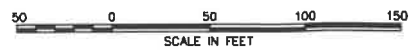
OPTION 1


**FIGURE
1**



LEGEND

PIPE 

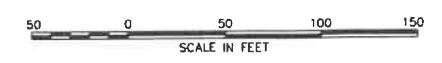



| | | |
|---|---|---------------------|
|  | <p>CITY OF HERMISTON, OREGON HIGHLAND DRAINAGE DITCH ASSESSMENT</p> | <p>FIGURE 2</p> |
| | <p>OPTION 2</p> | |



LEGEND

PIPE 



| | | |
|---|---|---------------------|
|  | <p>CITY OF HERMISTON, OREGON HIGHLAND DRAINAGE DITCH ASSESSMENT</p> | <p>FIGURE 3</p> |
| | <p>OPTION 3</p> | |

Assistant City Manager Mark Morgan called the meeting to order at 5:15pm. Councilors Peterson and McCarthy were in attendance, as well as Kevin Miracle, District Manager of Waste Connections dba Sanitary Disposal, and Deputy City Recorder Heather La Beau.

Recycling Update

Mark noted that the Plastic Pollution and Recycling Modernization Act introduced a new funding mechanism for recycling programs. The funding concept essentially has the producers of the items pay for the necessary improvements to help ensure successful recycling in Oregon. Producer Responsibility Organizations (PROS) work with DEQ and the Oregon Recycling System Advisory Council (ORSAC) to further develop and implement the act. Program implementation begins July of 2025, with eligible city’s receiving funding.

There was discussion about naming the recycling trucks as a community building activity.

Review Sanitary Disposal Rates

Kevin stated after a thorough review of the financials by their pricing team, a rate adjustment of 37.5% increase is requested by Sanitary Disposal, Inc (attached). Kevin explained due to the different business models of Waste Connections and Sanitary Disposal Inc at the time of acquisition, the current pricing is behind, and the proposed increase will bring Hermiston’s rates closer to those of other cities in the area.

The increase is based on daily operations for items such as labor, fuel, and maintenance. Waste Connections increased hourly wages as much as \$7.10/hour for scale house attendants and \$3.56/hour for drivers. The purchase price of a truck has increased \$150,000. Waste Connections maintenance program has different standards than SDI. It has taken time to go through the fleet of vehicles and make sure they comply with DOT standards.

Kevin highlighted the revenue potential of charging for yard debris clippings. Currently, there is not a charge to dispose of yard debris with a permit. The Pendleton facility charges \$32/ton for yard debris, while allowing clean lumber to be dumped for no charge.

Committee Discussion and Recommendation to City Council

Mark M. related that while reviewing the city’s historical rate increases, he compared the 1998 rate for a 90-gallon cart (\$13.05/month) and April 1998 minimum wage with the current minimum wage (increased 140%) and the proposed rate for a 90-gallon cart (\$29.05/month). A minimum wage earner would be less impacted by today’s rate even after the proposed increase. The 37.5% increase is partially offset by increases in other areas. Inflation hits different components across the market differently. He also mentioned that the trucks are more expensive to maintain partially due to the technical advances of the vehicles.

Kevin stated that they are currently operating in the red and this proposed increase is the last big jump to get them closer to where the company needs to be and going forward, they would like to base increases off the Consumer Price Index. The commercial cardboard pickup rate increase may encourage customers to more efficiently manage their cardboard.

Waste Connections and the team desires to be a good partner in the community and participates in various activities and charitable endeavors. They continue to become more involved in the community.

Councilors Peterson and McCarthy supported the need to present this information with the requested increase to the Council with a recommendation to support an adjustment to become effective April 1st, 2024.

Mark M. stated the proposed increase and effective date will be presented to Council at a March meeting.

Adjourn

There were no other items of discussion, and the meeting was adjourned at 5:52pm.

DRAFT

City of Hermiston

Historical Garbage Rate Analysis

| | April '98 | Current | Proposed |
|--------------|-----------|---------|----------|
| 35 Gal. Cart | \$7.90 | \$12.70 | \$17.46 |
| 90 Gal. Cart | \$13.05 | \$21.13 | \$29.05 |

National CPI

From April '98 through Feb. 2024, CPI has gone up 89.8%. If garbage rates had followed CPI perfectly, then current rates would be:

35 Gal. Cart: \$14.99 (18% higher)
90 Gal. Cart: \$24.77 (17% higher)

Minimum Wage

Since April '98, the Minimum Wage in Umatilla County has increased 140%. If garbage rates had gone up similarly, then rates would be:

35 Gal. Cart: \$18.96
90 Gal. Cart: \$31.32

Therefore, these services will still be more affordable than they were in 1998 for customers earning minimum wage.

Social Security

Since April '98, Social Security has provided Cost of Living Adjustments equaling 71%. If garbage rates had gone up similarly, then rates would be:

35 Gal. Cart: \$13.84 (9% higher)
90 Gal. Cart: \$22.86



WASTE CONNECTIONS, INC.
Connect with the Future®

February 5th, 2024

Byron Smith, City Manager
Mark Morgan, Assistant City Manager
180 NE 2nd Street, Suite 220
Hermiston OR, 97838

RE: Rate Adjustment Application for Solid Waste and Recycling Services

Sanitary Disposal is not immune to the cost pressure and supply chain issues that have affected most businesses and consumers over the past few years. We believe that it is appropriate for the City to provide a reasonable increase in rates to allow us to meet and improve upon the service commitments we have made to The City of Hermiston, and to bring rates in line with those charged by other solid waste service providers in surrounding areas.

The City of Hermiston last awarded Sanitary Disposal a blended increase of 12.94% effective April 1st, 2023. With the increase in April, the resulting revenue was intended to cover a small portion of the increase in costs of operations that we have been absorbing for some time. As costs continue to climb, it is time to bring the rates and revenues more in line with the increased cost of service and neighboring service areas. Currently, we are requesting a 37.5% increase. While we acknowledge that this is a large increase, it is the result of discounted rates that have been in place for some time and are simply not sustainable given the continuing increases in the costs of service including capital costs, fuel, labor, and health insurance coverage for our employees.

Waste Connections continues to make substantial capital investments to modernize the fleet and collection methods. We have introduced a new billing system and computer system to provide customers with a more efficient and convenient way to manage their accounts. We have upgraded the safety practices of the company with tools like onboard cameras and sensors that help us to coach drivers and improve safe driving behaviors that protect both the drivers and the customers we serve. In total, we have invested over \$4.3M in new equipment and training in the two years that we have owned the Company. Some of this capital investment allows us to be more efficient, some improve the customer experience, and others simply provide a safer work environment for our employees and the public.

After a thorough review of our financial performance and a comparison to comparable rates in surrounding service areas, the requested price increase will allow us to continue to invest in the future and serve the residents of Hermiston in a safe and responsible manner. In addition, we would propose linking future rate adjustments to changes in the CPI-W index to keep adjustments small and manageable.

In the meantime, Waste Connections looks forward to continuing to be an integral part of the community. We place a high value on employee engagement in the local activities, and we work hard to energize our employees so that they are ambassadors of positivity in the neighborhoods and business district we serve. I am happy to make myself available to you and members of the Council to discuss our approach to our business community.

Regards,
Kevin Miracle
District Manager

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|----------------------------------|--------------|----------------|----------|
| RESIDENTIAL | | | |
| ROLLCARTS | | | |
| Weekly- 35 Gal Cart | | | |
| - (1) cart | \$12.70 | \$4.76 | \$17.46 |
| - (1) cart Senior Rate | \$10.46 | \$3.92 | \$14.38 |
| - (2) carts | \$25.41 | \$9.53 | \$34.94 |
| - (3) carts | \$38.11 | \$14.29 | \$52.40 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| - Extras (Per 35 Gal Equivalent) | \$2.96 | \$1.11 | \$4.07 |
| Weekly- 90 Gal Cart | | | |
| - (1) cart | \$21.13 | \$7.92 | \$29.05 |
| - (2) carts | \$42.27 | \$15.85 | \$58.12 |
| - (3) carts | \$63.40 | \$23.78 | \$87.18 |
| - (4) carts | \$84.53 | \$31.70 | \$116.23 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| COMMERCIAL | | | |
| ROLLCARTS | | | |
| Weekly- 35 Gal Cart | | | |
| - (1) cart | \$12.70 | \$4.76 | \$17.46 |
| - (2) carts | \$25.41 | \$9.53 | \$34.94 |
| - (3) carts | \$38.11 | \$14.29 | \$52.40 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| - Extras (Per 35 Gal Equivalent) | \$2.96 | \$1.11 | \$4.07 |
| Weekly- 90 Gal Cart | | | |
| - (1) cart | \$25.97 | \$9.74 | \$35.71 |
| - (2) carts | \$51.95 | \$19.48 | \$71.43 |
| - (3) carts | \$77.92 | \$29.22 | \$107.14 |
| - (4) carts | \$103.89 | \$38.96 | \$142.85 |

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|-------------------------|-----------------|-------------------|-------------|
| CONTAINERS | | | |
| (1) 1 1/2 Yd Container | | | |
| - Once a week | \$87.87 | \$32.95 | \$120.82 |
| - Twice a week | \$166.35 | \$62.38 | \$228.73 |
| - Three times a week | \$244.83 | \$91.81 | \$336.64 |
| - Four times a week | \$323.31 | \$121.24 | \$444.55 |
| - Six times a week | \$480.27 | \$180.10 | \$660.37 |
| (2) 1 1/2 Yd Containers | | | |
| - Once a week | \$175.74 | \$65.90 | \$241.64 |
| - Twice a week | \$332.70 | \$124.76 | \$457.46 |
| - Three times a week | \$489.66 | \$183.62 | \$673.28 |
| (3) 1 1/2 Yd Containers | | | |
| - Once a week | \$263.62 | \$98.86 | \$362.48 |
| - Twice a week | \$499.05 | \$187.14 | \$686.19 |
| - Three times a week | \$734.49 | \$275.43 | \$1,009.92 |
| (1) 2 Yd Container | | | |
| - Once a week | \$114.24 | \$42.84 | \$157.08 |
| - Twice a week | \$217.19 | \$81.45 | \$298.64 |
| - Three times a week | \$320.14 | \$120.05 | \$440.19 |
| - Four times a week | \$423.09 | \$158.66 | \$581.75 |
| - Five times a week | \$526.03 | \$197.26 | \$723.29 |
| - Six times a week | \$628.98 | \$235.87 | \$864.85 |
| (2) 2 Yd Containers | | | |
| - Once a week | \$228.49 | \$85.68 | \$314.17 |
| - Twice a week | \$434.38 | \$162.89 | \$597.27 |
| - Three times a week | \$640.28 | \$240.11 | \$880.39 |
| (3) 2 Yd Containers | | | |
| - Once a week | \$342.73 | \$128.52 | \$471.25 |
| - Twice a week | \$685.46 | \$257.05 | \$942.51 |
| - Three times a week | \$960.42 | \$360.16 | \$1,320.58 |

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|---------------------------------------|-----------------|-------------------|-------------|
| RECYCLING CONTAINERS | | | |
| - (1) 2 Yd Recycling Container | | | |
| - Once a week | \$12.45 | \$41.46 | \$53.91 |
| - Twice a week | \$12.45 | \$95.37 | \$107.82 |
| - Three times a week | \$12.45 | \$149.28 | \$161.73 |
| - Four times a week | \$12.45 | \$203.18 | \$215.63 |
| - Five times a week | \$12.45 | \$257.09 | \$269.54 |
| | | | |
| - Recycling Compactor Haul | \$207.86 | \$77.95 | \$285.81 |
| DROP BOXES | | | |
| - Delivery Fee | \$46.10 | \$17.29 | \$63.39 |
| - Haul Fee (Up to 5 Tons) | \$65.12 | \$24.42 | \$89.54 |
| - Disposal Fee (Whichever is Greater) | | | |
| - Per Cubic Yard | \$6.52 | \$2.45 | \$8.97 |
| - Per Ton | \$73.34 | \$27.50 | \$100.84 |
| | | | |
| - Haul Fee (Greater Than 5 Tons) | \$235.11 | \$88.17 | \$323.28 |
| - Disposal Fee (Per Ton) | \$39.27 | \$14.73 | \$54.00 |
| | | | |
| - Demurrage per day after 7 days | \$5.01 | \$1.88 | \$6.89 |
| COMPACTORS | | | |
| Compacted dropboxes | | | |
| - Haul Fee (Up to 5 Tons, Per Hour) | \$85.57 | \$32.09 | \$117.66 |
| - Disposal Fee (Whichever is Greater) | | | |
| - Per Cubic Yard | \$6.52 | \$2.45 | \$8.97 |
| - Per Ton | \$73.34 | \$27.50 | \$100.84 |
| | | | |
| - Haul Fee (Greater Than 5 Tons) | \$255.57 | \$95.84 | \$351.41 |
| - Disposal Fee (Per Ton) | \$39.27 | \$14.73 | \$54.00 |

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT SDI RATE | TOTAL INCREASE | NEW SDI RATE | COMPARABLE AREA RATES | | |
|---|------------------|----------------|--------------|-----------------------|------------|---------------|
| | | | | Pendleton Sanitary | Pilot Rock | West Richland |
| RESIDENTIAL | | | | | | |
| ROLLCARTS | | | | | | |
| Weekly- 35 Gal Cart - (1) cart | \$12.70 | \$4.76 | \$17.46 \$ | 16.75 \$ | 23.25 | N/A |
| Weekly- 90 Gal Cart - (1) cart | \$21.13 | \$7.92 | \$29.05 \$ | 33.60 \$ | 43.25 \$ | 30.67 |
| COMMERCIAL | | | | | | |
| CONTAINERS | | | | | | |
| (1) 1 1/2 Yd Container - Once a week | \$87.87 | \$32.95 | \$120.82 \$ | 124.92 \$ | 127.75 \$ | 136.52 |
| (1) 2 Yd Container - Once a week | \$114.24 | \$42.84 | \$157.08 \$ | 141.40 \$ | 186.25 \$ | 165.16 |



CITY COUNCIL

Work Session Meeting Minutes February 26, 2024

Mayor Drotzmann called the work session meeting to order at 6:03pm. Present were Councilors Hardin, Primmer, Barron, Duron, Linton, McCarthy, Peterson, and Myers. Staff in attendance included: City Manager Byron Smith, Assistant City Manager Mark Morgan, City Attorney Rich Tovey, Chief Edmiston, Planning Director Clint Spencer, Parks and Recreation Director Brandon Artz, and City Recorder Lilly Alarcon-Strong. Student Advisors present were Jeannine Heredia and Manuel Salazar.

City Manager Smith stated due to technical difficulties microphones are currently offline. City staff is working to correct the issues.

Cannabis Tax

City Manager Smith gave information (PowerPoint Presentation attached) regarding why this topic is being discussed and reviewed as there was a high percentage of those who participated in the recent survey who felt that legalizing cannabis sales and businesses in Hermiston would have a positive impact on the City, as well as being able to collect the 3% in local taxes on sales of recreational marijuana. City Manager Smith gave information regarding the failed measure being voted upon in 2016, the decrease in marijuana sales in the City of Pendleton, and concerns voiced in the survey regarding the sale of marijuana.

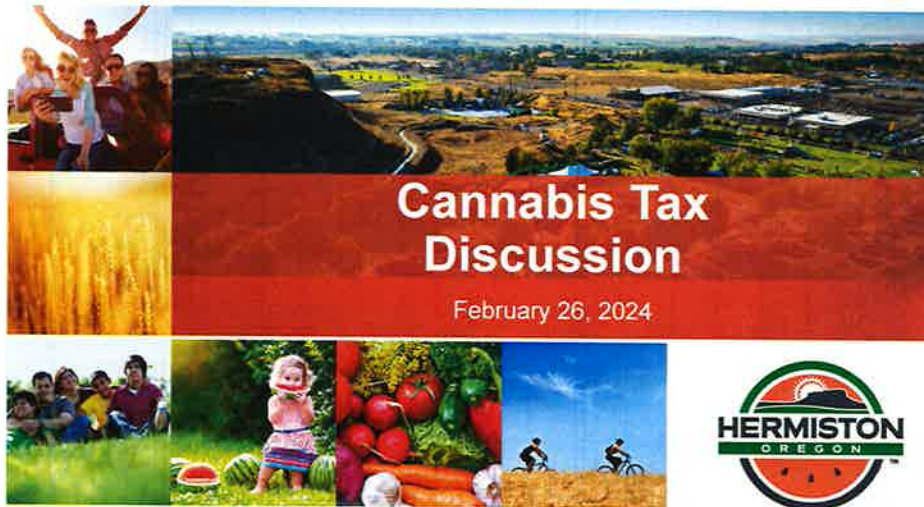
Councilors Barron, Peterson, and McCarthy felt that it would be best to pose the question to the people in form of a ballot, stating the high percentage of survey takers indicating they wanted to allow marijuana sales in the City, and therefore the Council should allow them to choose. Councilor Barron stated Hermiston residents who use marijuana travel to Pendleton to make their purchases but still return to Hermiston to partake in its use so it would be best to allow sales in Hermiston to capture those sales as marijuana use is already in the community.

Councilors Duron, Primmer, Hardin, and Myers disagreed stating voters already chose not to allow the sales of marijuana inside the City. If there is a group or individuals who feel strong enough to want to see it on the ballot, they have the right to file an initiative to work towards that process, but City officials should respect the decisions of the voters. Councilors Duron and Primmer specifically voiced their concerns regarding allowing the sales of drugs in the City and how it negatively impacts youth, families, and the overall community with increased crime.

Mayor Drotzmann stated no decision can be made during a work session but felt that there was enough support from the Council to ask staff to work on bringing the question to a Council vote in an upcoming meeting on whether or not to allow the sales of Marijuana inside City limits. Mayor Drotzmann reminded the Council that he would be allowed to vote in case of a tie vote.

Adjournment

Mayor Drotzmann adjourned the work session meeting at 6:47pm and stated the Council will take a short recess before starting the regular council meeting at 7:00pm.



Cannabis Tax Review

- Review the History
- Review Survey Results
- Review Local Comparison
- Next Steps



History

- Recreational marijuana was adopted by approval of Measure 91 in 2014.
 - **Adopted a 17% State Tax**
- A local tax of up to 3% is authorized
 - **92 cities/counties have a local tax (276)**
- In 2016, Hermiston City Council referred to the ballot the question of Hermiston allowing marijuana businesses and taxing them.
 - **Failed by 442 votes (2,786 to 2,344)**



Survey

- 2024 Survey (447 responses)
 - **Six Weeks**
 - **Five Questions**



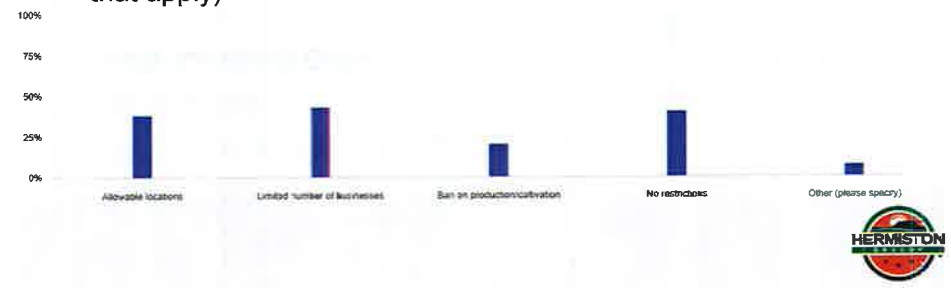
Survey

• Do you think legalizing cannabis businesses in Hermiston would have a positive or negative effect on the city overall?



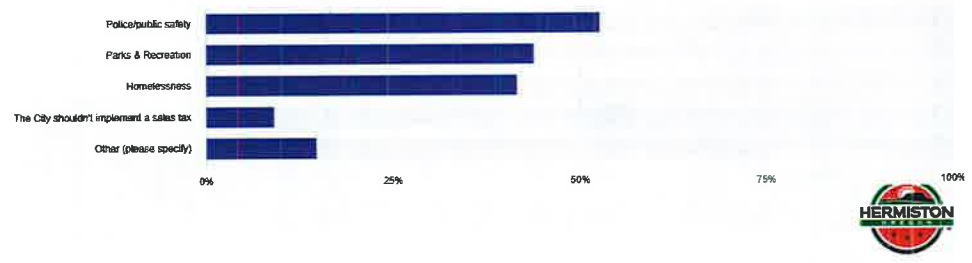
Survey

• If commercial cannabis sales are approved in Hermiston by voters, what kinds of restrictions should be included? (Select all that apply)



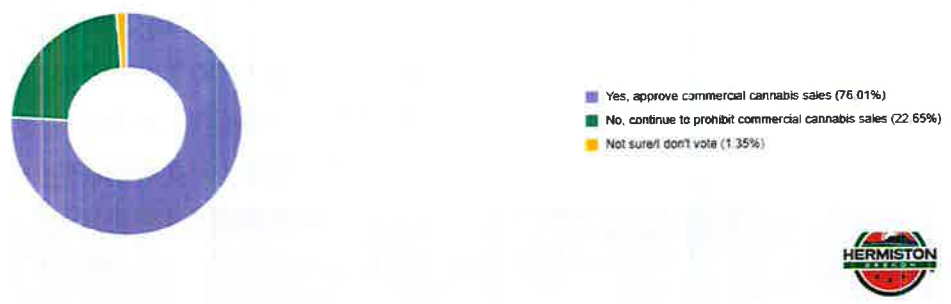
Survey

• Oregon law allows cities to collect up to 3% in local taxes on recreational marijuana sales. If approved, how do you think the city should use these funds? (Select all that apply)



Survey

• If given the option today, how would you vote on approving commercial cannabis sales with a 3% local sales tax?



Survey

- What concerns, if any, do you have about commercial cannabis sales in Hermiston? (151)



Fee Research History

- “Oregon marijuana sales fall again, prices stagnant”
- Pendleton (4)

| City of Pendleton | |
|--|-----------|
| 3% Local Cannabis Tax Actual Collections | |
| Audited FY | Received |
| FY '19 | \$282,000 |
| FY '20 | \$364,000 |
| FY '21 | \$453,000 |
| FY '22 | \$524,000 |
| FY '23 | \$439,000 |



Discussion

Next Steps?

Where Life is Sweet™

Future Election Information

- Last Day to File to be on the ballot
 - **March 1 for May 21st**
 - **August 16th for November 5th**
- Last Day for final Form SEL 802
 - **March 21st for May 21st**
 - **September 5th for November 5th**





CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

Mayor Drotzmann called the regular meeting to order at 7:00pm. Present were Councilors McCarthy, Barron, Linton, Primmer, Hardin, Myers, Duron, and Peterson. City Staff in attendance included: City Manager Byron Smith, Assistant City Manager Mark Morgan, City Attorney Rich Tovey, Chief Edmiston, Planning Director Clint Spencer, Parks and Recreation Director Brandon Artz, and City Recorder Lilly Alarcon-Strong. Youth Advisor Manuel Salazar was also in attendance. The pledge of allegiance was given.

Mayor Drotzmann announced due to continued technical difficulties microphones are currently offline. City staff is working to correct the issues.

Citizen Input on Non-Agenda Items

Josh Roberts (1709 NE 6th Pl)- Stated allowing the sale of marijuana in the City would negatively impact livability and asked that the Council not move forward with another vote as voters have already voted against this measure.

Consent Agenda Items

Councilor Primmer moved and Councilor Barron seconded to approve Consent Agenda items A-G to include:

- A. Confirmation to reappoint Position 1 on the Faith-Based Advisory Committee term ending 12/31/2026 to James Lafalette
- B. Confirmation to reappoint Position 2 on the Faith-Based Advisory Committee term ending 12/31/2026 to Terry Cummings
- C. Confirmation to appoint Position 4 on the Budget Committee term ending 12/31/2026 to Ed Brookshier 1
- D. Confirmation to reappoint Position 5 on the Budget Committee term ending 12/31/2026 to Lori Davis
- E. Confirmation to reappoint Position 6 on the Budget Committee term ending 12/31/2026 to Paul Magana
- F. Committee Vacancy Announcements
- G. Minutes of the February 12th City Council Regular and HURA Meeting

Motion carried unanimously.

Public Hearing- Annexation & Comprehensive Plan Amendment- Hermiston Home Works, Inc 4N2813 TL 200 & 500 - 1295 SE 10th St- Mayor Drotzmann announced this item has been rescheduled to the meeting of March 11, 2024.

Public Hearing- City of Hermiston Supplemental Budget #1 for fiscal year July 1, 2023 to June 30, 2024 (See Resolution No. 2313)- Hearing no conflicts of interest from the Council, City Manager Smith read the hearing guidelines and Mayor Drotzmann opened the hearing at 7:08pm.

City Manager Smith gave information regarding the supplemental budget as described in the agenda packet.

Public Testimony

Nick Ridling (1003 SW Olive Court)- Mr. Ridling had questions about the supplemental budget and where certain items were. He also questioned why there was an increase in the interest budget.

There were no other persons present who wished to give public testimony and the hearing was closed at 7:27pm.



CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

City Recorder Alarcon-Strong announced the microphones are now working however the livestream has ended due to unresolved technical issues.

Resolution No. 2312 – Airport Hangar Taxilane Improvements

Assistant City Manager Morgan gave information regarding awarding a construction contract to Bolen Construction, LLC for hangar taxilane improvements at the Hermiston Municipal Airport.

After further discussion, Councilor McCarthy moved and Councilor Primmer seconded to approve Resolution No. 2312 and lay upon the record. Motion carried unanimously.

Resolution No. 2313 – A Resolution to Adopt an FY2023-24 Supplemental Budget

City Manager Smith stated this item was presented and discussed during the Public Hearing earlier in the meeting.

Public Comment

Nick Ridling (1003 SW Olive Court) - Mr. Ridling asked further questions and made statements related to the details of the proposed supplemental budget.

After further discussion, Councilor Barron moved and Councilor McCarthy seconded to approve Resolution No. 2313 and lay upon the record. Councilors McCarthy, Barron, Primmer, Hardin, Myers, Durrone, and Peterson voted in favor; Councilor Linton voted against. Motion carried 7-1.

Resolution No. 2314 – Authorizing the City Manager to Apply for Matching Funds for improvements to

Cimmaron Park- City Manager Smith gave information regarding authorizing an application to the State of Oregon’s Local Government Grant Program to apply for matching funds for improvements to the park currently known as Cimmaron Park. The City will go through a public outreach process asking for community participation to rename the park, similarly to the process when Horizon Park was renamed.

Parks and Recreation Director Brandon Artz stated the park will feature more natural elements that already exist in the area including wetlands and add features like a walking trail, park and climbing structures.

After further discussion, Councilor McCarthy stated this item was presented to the Parks and Recreation Advisory Committee and received its full support for approval. Councilor Myers moved and Councilor Hardin seconded to approve Resolution No. 2314 and lay upon the record. Motion carried unanimously.

Resolution No. 2315- Engineering Services Contract

City Manager Smith gave information regarding awarding a contract for engineering services to Kittleson and Associates to prepare a Safe Streets 4 All Action Plan for the city.

After further discussion, Councilor Durrone moved and Councilor Primmer seconded to approve Resolution No. 2315 and lay upon the record. Motion carried unanimously.

Discussion of Business License Fee Structure/Amounts



CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

City Manager Smith gave information (PowerPoint Presentation Attached) regarding the business fee ordinance being adopted in order to help generate revenue, the various fee structures and comparison cities reviewed prior to bringing a business fee recommendation to the Council, and asked the Council to give staff a recommendation on how they would like to set and implement these fees or repeal their previous decision as this item has come before the Council twice and has failed each time.

Councilor Linton stated \$85.00 is too high for smaller businesses who have told her that if they have to pay this fee it would put them out of business. The fee should be set to \$25.00 for small businesses and larger businesses should have to pay significantly more than the proposed amount.

Councilor Barron agreed stating the fees should be equitable and fair.

Student Advisor Salazar stated fees should only be implemented on large businesses as small businesses bring character to Hermiston.

Councilor Primmer confirmed with staff that the proposed \$85.00 business license fee would be an annual fee, not weekly or monthly.

After further discussion, Mayor Drotzmann recommended the Council form an Ad Hoc Committee, open to the public, made up of three Council members, two staff members, and five business representatives to meet and give Council a recommendation on how to proceed by May 2024 to implement possible fees by January 1, 2025.

Public Comment

Josh Roberts (1709 NE 6th Pl)- Thanked the Council for considering an Ad Hoc Committee to further review this item and stated whatever fee is implemented will be pushed on to constituents and consumers, if a business states that an annual fee of \$85.00 will put them out of business, then they are not operating under a good business model.

Kena West (690 W Sandpiper Ave)- Stated she operates a business from home and every penny counts so she is not in support with implementing a business license as even \$2.00 is too much.

Nick Ridling (1003 SW Olive Court)- Asked if staff has determined how many businesses fall under each category in order to have a best estimate on what the City could collect from fees.

Donna (775 E Hurlburt Ave)- Stated she knows a lot of business owners who do not want to come to Hermiston, implementing a business license fee will only make that worse and bringing businesses to Hermiston is what makes people want to move here.

After further discussion, Councilor Primmer moved and Councilor Duron seconded to form a Business License Fee Ad Hoc Advisory Committee. Motion carried unanimously.

Hermiston School District Lease for Public Safety Center



CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

City Manager Smith gave information regarding authorizing him to complete a lease for \$1.00 per year for 30 years with the Hermiston School District (HSD) for land located to the rear of the Public Safety Center for additional parking.

After further discussion, Councilor Duron moved and Councilor McCarthy seconded to authorize City Manager Smith to complete the proposed lease with the HSD. Motion carried unanimously.

January 2024 Financial Report

City Manager Smith gave information (PowerPoint Presentation Attached) regarding the January 2024 Financial Report.

Public Comment

Kena West (690 W Sandpiper Ave)- Stated City Manager Smith presented information on how money was spent prior to the bond being approved. The City continues to spend more money than we have and that doesn't look good.

Councilor Barron moved and Councilor McCarthy seconded to accept the Financial Report as presented. Motion carried unanimously.

Committee Reports

Solid Waste Advisory Committee- Councilor McCarthy stated the Committee met today as Sanitary Disposal is requesting a rate increase. City staff will be presenting the proposal at the next City Council meeting.

Hispanic Advisory Committee- Councilor Barron stated the Committee met last week and worked toward establishing Committee Goals for 2024, to include: helping the Cinco de Mayo Committee to hold one event instead of two events in the City, hosting an event for Hispanic Heritage Month, working with BMCC on educational outreach and try to make BMCC more appealing to students who prefer to travel to Tri-Cities, and more. There were three student advisors present who participated greatly in these conversations as well.

Mayor's Report

Mayor Drotzmann stated the Council received citizen complaints regarding members of a City Committee and is recommending the Council form a Special Committee per section 42 of the Council Rules, made up of the Mayor, two Councilors, and City Staff to review the complaints and provide recommendations for potential action by the Council.

Public Comment

Virginia Rome Garcia (435 NE Sunset Dr)- Asked that the Council consider the complaints and take action on this matter.

Mayor Drotzmann stated public comment is being taken only to address the formation of the proposed Special Committee, not the complaints themselves.

Mrs. Rome Garcia stated she believes forming the Special Committee is a good idea.



CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

Donna (775 E Hurlburt Ave)- Stated she does not feel like this Committee should be formed as it is not transparent or fair to the community.

The Council agreed that the most fair, judicious, and what would allow the most due process would be to form the Special Committee as moved by Councilor Duron and seconded by Councilor McCarthy. Motion carried unanimously.

Mayor Drotzmann stated he, Councilor McCarthy, and Councilor Linton will be attending the NLC Conference and will not be at the next meeting.

Council Reports

Councilor Linton thanked all those who gave public input at tonight's meeting.

Councilor McCarthy spoke regarding the Banner Art Contest, Civic Leadership Academy, Distinguished Service Awards Banquet on March 20th, Candidate Forum on April 4th, Chamber Luncheon on March 27th featuring speaker Representative Greg Smith.

Councilor Primmer stated he attended Representative Greg Smith's community forum regarding Measure 110 at the River Front Lodge in Boardman. There was a lot of good discussion and participation.

Councilor Duron thanked the City and Chamber for their partnership of the Civic Leadership Academy stating it is a great opportunity and starting point for people who are interested in government or getting involved in their community overall and asked City Manager Smith if sessions would be offered in Spanish.

City Manager Smith stated translation will be offered to those who may need it but not a Spanish Session as this is the first year of inception for this new project compared to the previous Leadership Hermiston Project. The Council and staff will be involved in this project with the Academy presenting to the Council at the end of the Project.

Mayor Drotzmann spoke regarding the Primary Election filing deadline of March 12th at 5pm for those interested in filing for Municipal Judge or Mayor and General Election process for the Mayor and At-Large Council positions.

Youth Advisory Report

Manuel Salazar spoke regarding budget concerns, Business License fees, his possibly internship with Representative Bentz, and his candidacy for Mayor.

City Manager's Report

City Manager Smith stated all items were addressed by the Council.

Adjourn City Council Meeting and Convene Hermiston Urban Renewal Agency (HURA) Meeting

At 8:58pm Mayor Drotzmann adjourned the City Council Meeting as there was no other business and convened the Urban Renewal Agency Meeting.



CITY COUNCIL & URBAN RENEWAL AGENCY

Regular Meeting Minutes
February 26, 2024

Public Hearing- HURA Supplemental Budget #1 for fiscal year July 1, 2023 to June 30, 2024

Hearing no conflicts of interest from the members, City Manager Smith read the hearing guidelines and Chair Drotzmann opened the hearing at 9:00pm.

City Manager Smith gave information regarding the possible adoption of the HURA Supplemental Budget as described in the agenda packet.

There were no persons present who wished to give public testimony and the hearing was closed at 9:01pm.

HURA Resolution No. 22 – Adoption of the Supplemental Budget for FY2023-2024

City Manager Smith stated this item was presented during the Public Hearing Section above.

Member Barron moved and Member Primmer seconded to adopt HURA Resolution No. 22 and lay upon the record. Motion carried unanimously.

Adjourn Urban Renewal Agency Meeting

Chair Drotzmann adjourned the HURA meeting at 9:03pm as there was no other HURA business.

SIGNED:

Doug Primmer, Council President

ATTEST:

Lilly Alarcon-Strong, CMC, City Recorder



Business License Fee

- Review the History
- Discuss Various Fee Structures
- Next Steps



Business License Fee

- Discussion of a Business License Fee started in August 2023 (mentioned in news articles online)
- Business License Fee Ordinance adopted January 22, 2024 (Fee to be adopted by resolution)
- Ordinance is now Effective
- Intention was to have the fee effective January 1, 2025



Fee Research History

- All Fees Using Certain Cities
 - Baker City
 - The Dalles
 - Klamath Falls
 - La Grande
 - Ontario
 - Pendleton
 - Roseburg
- Why These Cities?
- We did look at others.



Fee Research History

- Three General Models (with multiple variations)
 - Flat Fee (Roseburg/Klamath/The Dalles)
 - Different Fees for Different Business Types (Baker/La Grande/Ontario)
 - Graduated Fees Based on Employee Count (Pendleton)
- Why graduated fees?



Proposal

• Hermiston Proposed

| | |
|---|---------------------------------------|
| Businesses WITH a Permanent Location WITHIN City Limits | |
| 1. Base Fee – Includes 0-5 Full-Time Equivalent (FTE) Employees | 1. \$85.00 |
| 2. 6-49 FTE Employees | 2. Base + \$15.00 per Employee over 5 |
| 3. 50+ FTE Employees | 3. \$1,000.00 |
| Businesses WITHOUT a Permanent Location WITHIN City Limits | |
| 1. Base Fee- Includes 0-5 Hermiston FTE | 1. \$100.00 |
| 2. 6-49 FTE Hermiston Employees | 2. Base + \$20.00 per Employee over 5 |
| 3. 50+ FTE Hermiston Employees | 3. \$1,200.00 |

• Pendleton Actual

| | |
|--|------------------------------------|
| Businesses WITH a Permanent Location WITHIN City Limits | |
| Base Fee – Includes 0-5 Full-Time Equivalent (FTE) Employees | \$105.00 |
| 6-49 FTE Employees | Base + \$21.00 per Employee over 5 |
| 50+ FTE Employees | \$1,050.00 |
| Businesses WITHOUT a Permanent Location WITHIN City Limits | |
| Base Fee- Includes 0-5 Hermiston FTE | \$165.00 |
| 6-49 FTE Hermiston Employees | Base + \$21.00 per Employee over 5 |
| 50+ FTE Hermiston Employees | \$1,050.00 |



Discussion

Next Steps?

Where Life is Sweet™



General Fund

- Monthly Revenues are below projections
 - **Due to a change in policy**
- Annual Revenues are ahead of projections by 4.3%



General Fund

- Monthly Expenses above projections 37%
 - **Due to design related activities corrected by earlier supplemental budget**



Capital Projects

- Lead and Copper testing – going well
- Well #5 project – punch list items
- Well #6 generator – awaiting final training from generator manufacturer



Capital Projects

- Elm/395 Sewer Project – awarded in January work to begin at any time
- Teen Adventure Park – Alternative fix to grade issues has been found

A green presentation slide with a white Hermiston logo at the top center. The slide is framed by two horizontal white lines. The text "Discussion" and "Next Steps?" is centered between the lines. At the bottom, the slogan "Where Life is Sweet™" is displayed.

HERMISTON
OREGON

Discussion

Next Steps?

Where Life is Sweet™



Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of March 11, 2024

Title/Subject

Annexation & Comprehensive Plan Amendment- Hermiston Home Works, Inc 4N2813 TL 200 & 500 - 1295 SE 10th St

Summary and Background

Hermiston Home Works Inc. has submitted an application to amend the comprehensive plan map designation for approximately 80 acres of land and to annex the amended land to the city for residential and commercial development. The land is located on the east side of SE 10th Street near Blue Mountain Community College and the Eastern Oregon Higher Education Center. The site extends from SE 10th Street northerly and easterly to E Highland Ave and is located north of the Hermiston Municipal Airport.

Hermiston Home Works has purchased the property with the intention of developing the land residentially and commercially. The property sits adjacent to a variety of uses and is large enough to develop compatible uses with all surrounding land uses. The site is adjacent to low-density rural residential housing to the north. The Hermiston Municipal Airport forms the south boundary of the property. The Eastern Oregon Higher Education Center, BMCC, and various other governmental uses are located west of the site. Topographically, the property is generally flat or undulating. The property is bisected by the Union Pacific Railroad mainline. Approximately 55 acres lies north of the mainline and 26 acres lies south of the mainline. The property physically abuts the A-Line Canal along the entire north property line and the Feed Canal along the south property line. Access is provided by SE 10th Street and E Highland Ave.

The property currently sits within the urbanizable portion of the urban growth boundary. The city’s comprehensive plan map designates the property as Future Industrial (FI). The county’s zoning map designates the property as F2. The existing F2 zoning is classified as a general rural zoning designation intended for farmlands that are otherwise not suited for EFU zoning. Since this land is within the Hermiston UGB, EFU zoning is not appropriate as it needs to be planned for future urban uses. The existing zoning allows for farm uses, single-family dwellings, schools, golf courses, veterinary clinics, and other low density commercial, industrial, and governmental uses. The minimum parcel size in the F2 zone is 19 acres. Therefore, the property in its current state can accommodate up to four dwellings or other rural uses. As noted, the City planned this property for future industrial use at the time of comprehensive plan adoption in 1983, based primarily on its proximity to the Hermiston Municipal Airport and Union Pacific railroad.

The applicant proposes to remove the property from the city's Future Industrial inventor along SE 10th Street (approximately 6 acres) is proposed to be annexed as Outlying Commercial (C-2), and another 25.7 acres between the railroad tracks and Feed Canal are also proposed to be annexed as C-2. The remaining 48.9 acres is proposed to be annexed as a mixture of Medium High Density Residential (R-3) and Medium Density Residential (R-2). The residential mix is proposed as 15.06 acres of R-3 land abutting SE 10th Street and 33.6 acres of R-2 land extending eastward from the R-3 boundary to E Highland Avenue. The changes to the city maps constitute a comprehensive plan map amendment. The city automatically includes changes to the zoning map when changes to the comprehensive plan map are made. In this case the city comprehensive plan map will change from Future Industrial (FI) to Commercial (C), Low Density Residential (L), and Medium Density Residential (M) and the zoning map will be amended to include the property as C-2, R-2, and R-3. A map visualizing the proposed revised zoning designations is attached to this report.

The site is adjacent to the Village Port subdivision which was created as a planned commercial/industrial development in the 1980s. The zoning for the Village Port area is a mixed C-2/M-1 zoning. However, all of the development within the area has been commercial and governmental. No industrial development has occurred. The City of Hermiston owns several of the existing vacant lots within the development and has filed restrictive covenants on those properties limiting the uses to commercial and government uses, prohibiting industrial uses. Staff concurs that amending the property from industrial to commercial along SE 10th Street and between the railroad tracks and airport is appropriate. C-2 zoned lands in proximity to the Village Port area provide opportunities for additional complementary commercial uses, either additional public services, or businesses which will provide services for patrons of the existing government office cluster and college uses. An example of complementary commercial services would be a small strip mall development providing dining options for workers and students as well as convenience services like hair and nail services. Professional offices also provide complementary services.

No specific residential development is proposed for this land as part of the application. However, the applicant does intend to build single-family and multi-family units in the future. The intended housing mix will be discussed later in the report.

The area south of the railroad tracks and north of the airport and Feed Canal is proposed for C-2 zoning as well. This portion of the property is exceptionally difficult to properly plan. The railroad tracks and right of way, combined with the Feed Canal, essentially land lock the property on three sides. The only point of access possible for the site is on E Highland Ave. It may be possible in the future to cross the Feed Canal and create a second point of access to Airport Way, but this additional access will require not only consent from the city as the landowner, but also from the FAA as the controlling authority for airport operations. It is therefore prudent for the time being to assume one point of access is all that is feasible for this portion of the site. This 20-acre portion is approximately 250 feet deep (depth varies from 230 to 300 feet) and 4,500 feet wide. It will likely require servicing by a private street and well and septic for most of the area south of the tracks. Water and sewer do cross the site near the western boundary, but the flat topography makes it unlikely this portion will ever be serviced by gravity sewer. Determining the highest and best use for such a geographically constrained and oddly shaped parcel is difficult. Mini-storage, estate home sites of one to two acres, an RV park, or other land intense, but resource light uses are potential uses. The applicant proposes the C-2 zoning as a place holder in order to better plan for the property in the future. Staff concurs with the requested C-2 zoning as it will allow a variety of uses, but also allows for the NCO overlay to be applied at a later date which would open it for multi-family or mini-storage uses.

When considering an amendment to the comprehensive plan map, the city must apply the standards contained in the Hermiston Code of Ordinances, the comprehensive plan itself, and state law. Specifically, at issue is the statewide Transportation Planning Rule (TPR) in OAR 660-012-0060. In order to comply with the TPR, the applicant commissioned a transportation impact analysis (TIA) from Clemow and Associates, a transportation engineering firm. The TIA looks at potential development from a site and analyzes the impacts of that development within the planning horizon for the local Transportation System Plan. City and ODOT staff each reviewed the submitted TIA and requested additional recommendations and analysis be inserted. The TIA included with this report is the amended report satisfying both the city and ODOT. Additionally, comments from Rich Lani with ODOT are attached to this report. The findings of the analysis demonstrate that the impacted intersections will likely function within an acceptable level of service through the planning horizon (2034) following these changes. However, the analysis also recommends that a trip cap of 657 peak hour trips be implemented. The TIA assumes certain levels of development and mix of housing that may or may not be a part of the ultimate land use application for the property. Therefore, the city will implement a trip cap as a condition of approval and the land use applications which are ultimately associated with the land will be required to provide trip generation data to track the trip generation. Should development at full build-out exceed the 657 peak hour trips, the city shall require a new transportation analysis and/or mitigation measures.

The TIA also considers the A-Line Canal bridge and the disposition of SE 10th Street. This is a narrow, one-lane bridge which has poor visibility and will cause congestion as traffic increases. The TIA acknowledges the bridge's status and notes that although it will structurally function through the life of the development, the level of service will degrade as trip generation increases, leading to delays and congestion waiting to cross the bridge. Replacement of this bridge and widening of SE 10th Street is acknowledged as a need in the city's TSP. SE 10th Street itself is classified as a minor collector. It is not possible to calculate the specific impact of future development on this bridge at this time without specific dwelling unit and commercial unit proposals. However, by the time full build-out of the site is completed, replacement and widening will be necessary to accommodate the traffic generated by the development. Improvements to the bridge will be required, likely requiring replacement of the bridge with a new full-width culvert crossing. Improvements to SE 10th Street and the A Line Canal crossing will be installed by the city prior to or at such time that the peak hour trips generated by the development reach a recommended cap of 657 peak hour trips. A proportional fee shall be added to each building permit issued on the property to help with the financial requirements for any improvement. The city will also use system development charges dedicated for transportation improvements to fund improvements.

Similarly, the intersections for E Highland Ave are capable of handling the development's impacts, but the condition of E Highland Ave should and will be considered during the development review process. Widening and improvement of E Highland Ave will be a requirement for future development. The scope of the widening will be a function of the overall impact of the eventual proposal considered. However, the proposed changes to the map will not change the functional classification of the affected roads. E Highland Ave is classified as a major collector from the site to SE 10th Street and westerly from SE 10th Street the classification of E Highland is upgraded to a minor arterial. These are among the highest functional classifications within the city. Only the major arterial of US 395 is more highly classified.

In addition to considering transportation impacts, the city is required to consider the impacts upon the city's land inventories. Since this proposal removes land from employment inventory and adds land to the residential inventory, impacts on both commercial and residential land shall

be considered. The city has current inventories for both residential and employment land. The most recent updates to these inventories were in 2021 and 2017 respectively.

When the applicant submitted the application to amend the comprehensive plan for this property, the initial application requested 48 acres of land to be designated as R-3 residential. During the planning commission consideration of the application, the commission considered the requested R-3 designation and determined the total acreage was not appropriate as R-3 land and recommended that the land be zoned a mixture of R-2 and R-3. The commission recommended a split of 75% R-2 and 25% R-3. The applicant has proposed a split of 69% R-2 and 31% R-3. This split is based upon potential street layouts and development considerations of the future lot layouts. The city council will need to consider the planning commission recommendation and the applicant's counter proposal and determine the appropriate zoning split. The council may also choose to require a different percentage. The planning commission's concerns around lower density housing centered on the need for low density housing along the A-Line Canal to best preserve neighborhood compatibility. The discussion prior to the motion considered potential mixes between 25/75 and 33/66. The proposed layout as shown on the attached maps indicates that the low-density portion extends as far west as is practical while maintaining a reasonable parcel size and shape for the R-3 portion. Staff concurs with the recommended zoning layout.

Hermiston has a robust supply of residential land. The 2021 Housing Needs Analysis demonstrates that the city has an oversupply of residential land. Through 2040 the city will need to provide an additional 2,030 housing units. These housing units will comprise a mixture of single-family, attached single-family, multi-family, and manufactured home units. The city's vacant and partially vacant residential land supply contains 2,400 acres of land with a capacity of 18,000 units. These are 2021 numbers. In the intervening time, the city has built just over 200 additional housing units, keeping pace with demand. Approximately 50 acres of the supply has been absorbed as well. Thus, the city still has a need for 1,800 additional housing units and a supply of land capable of supplying that demand. It is important to note that the city's 2,000 acre land supply is not all in readily developable tracts. Looking at the northeast and northwest quadrants of the UGB shows that many of these partially developed tracts are rural homesites of between one and five acres. These sites constitute development capacity but are far less likely to develop in a short time frame than large, flat sites such as the tract under consideration. Forty-five acres of relatively flat land is much more likely to provide meaningful residential development. Additionally, the proposed R-2 and R-3 zonings provide land use flexibility. Hermiston has historically produced an ample supply of single-family detached housing. The proposed 33.6 acres of R-2 land will continue to provide one and two-family dwellings. The land may potentially provide up to 145 additional low-density units. R-3 allows for both single-family homes and also allows for a variety of multi-family options. The city continues to struggle to produce adequate market rate multi-family housing options. The proposed fifteen acres of R-3 land has a capacity of 300 multi-family or 86 single-family units. At least 450 multi-family housing units are needed by 2040.

As noted, the proposed amendments also require consideration of the city's employment land supply. Employment land absorption has been spirited in the past few years with significant land being purchased and developed for data centers. This land has been designated as a future industrial area for forty years now and has seen no development pressure in that time. It is likely the land was originally designated for industrial development due to its proximity to the railroad and airport. However, the land's proximity to education, public service, and residential uses makes it generally unsuited for industrial use. Many industries, data centers and others using diesel generators on-site in particular, are prohibited from locating within one half mile of

residential clusters due to air quality concerns. This property is thus subject to many of industrial prohibitions that led to the rezoning of the industrial tract on Diagonal Blvd in 2017. Land that looked well suited to industrial development in prior years has instead been rendered incompatible by nearby residential development. Removing the land from the industrial inventory quickly spurred residential development on Diagonal Blvd and is also likely to happen with this tract. The city's employment lands inventory is not as current as the residential inventory. This document dates to 2017 rather than 2021. A new update is being prepared for a potential industrial UGB expansion and will be before the planning commission in 2024.

The city's industrial inventory is relatively robust and exceeds projected demand for general industrial development. The city had 605 acres of industrial land in the 2017 study. The 80 acres under consideration is included in that figure so rezoning will immediately reduce the supply to 525 acres. Additionally, the city has seen major industrial development from Amazon Data Services and Meyer Distributing reducing the inventory by another 140 acres to 385 acres. However, even with these industrial developments, the industrial acreage demand through 2037 is anticipated to be 145 acres. Thus, even with the industrial absorption the city has experienced and removing this land from the industrial inventory, the city still exceeds the 20-year demand by 240 acres.

This narrative does not consider the acquisition of 149 acres by Amazon Data Services in 2023. That there is a tentative development plan for the site is not factored into the inventory until the developer has broken ground on a building. In conversations with DLCD staff, they will not allow the city to remove the land from the industrial inventory until building permits are issued. In order to counter the potential loss of this large site from the industrial inventory, the city is working to expand the UGB in the Feedville Road area as a project for 2024. Data centers require very specific siting requirements which the city cannot accommodate on the site under consideration or on many other industrial sites in the UGB. Eventual development of the 149-acre site still leaves a 91-acre surplus of employment land.

The overall annexation area contains approximately 80 acres owned by Hermiston Home Works. However, the mapped annexation area and legal description contains an additional 35 acres of railroad land and county road right of way. It is necessary to include these adjacent portions of public and semi-public land to maintain contiguous city limits and avoid creating islands of unannexed county land. If the railroad land bisecting the property is not included in the annexation, eventual jurisdictional conflicts will create uncertainty and cause future issues. The city is able to annex railroad property under the authority granted in ORS 222.170. Consent of owners of property not subject to ad valorem taxation is not necessary.

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 amending 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 are attached as Exhibit A.

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 20, 2023.
2. Notice was published in the Hermiston Herald on December 20 and 27, 2023 and February 7 and 14, 2024.
3. A sign displaying a notice of public hearing was placed on the property on December 20, 2023.
4. Oral announcements of additional public hearings and any changes to those times were made at each scheduled meeting.

The planning commission held a public hearing on the proposed land use actions on February 14. After taking public testimony and considering the application the planning commission made the following recommendations to the city council.

- The city council should adopt the amended comprehensive plan map amendment and designate 25% of the residential land as R-3 and 75% as R-2.
 - *The recommended acreage would be 12.2 acres of R-3 and 36.5 acres of R-2.*
 - *The proposed application is 15.06 acres of R-3 and 33.6 acres of R-2.*
- The city council should amend the remaining 31.5 acres of land to Commercial on the comprehensive plan map.
- The city council should impose conditions of approval on the amendment as shown on Exhibit B to this report.
- The city council should annex the land to the city as a mixture of C-2, R-2, and R-3 land.

Tie-In to Council Goals

Construction of affordable and market rate housing is a council goal each year.

Fiscal Information

There is no fiscal impact resulting from amendments to the comprehensive plan. However, annexation will add the land to the city’s property tax base. The property is currently in farm deferral for taxing and has an assessed value of \$60,139. Eventual residential and commercial development will remove the property from agricultural deferral and significantly increase the tax base. The property has the potential to add 200+ dwellings and additional multi-family units. Residential development will likely generate approximately \$450,000 annually at full build-out. Commercial development on five acres will likely generate a similar amount.

Alternatives and Recommendation

Alternatives

The city council may choose to:

- Accept the planning commission’s recommendation and require the applicant to provide a mixture of 25/75 R-3 and R-2 land.
- Accept the applicant’s modified proposal of 31/69 R-3 and R-2 land.
- Require a different mixture of residential land.
- Accept the planning commission’s recommendation that 31.5 acres be designated as commercial.
- Modify the planning commission’s recommendation and specify a different commercial area.
- Reject the planning commission’s recommendation and maintain the existing comprehensive plan map designation.
- Annex the land as proposed.
- Reject the annexation and the property will remain in the urban growth boundary.

Recommended Action/Motion

Staff has reviewed the proposed changes to the proposed comprehensive plan map amendment since the planning commission hearing and finds that the proposed 31/61 R-3 to R-2 mix is acceptable based on the housing mix it will provide and the geographic constraints put on the property by the canal boundary along the north property line and the need to extend SE Columbia Drive westward through the property. Staff recommend that the city council accept the proposed R-2/R-3 split and amend the comprehensive plan map from urbanizable to urban as proposed and annex the land with the corresponding zoning designations to the new comprehensive plan designations.

Staff recommends the following motions:

- Motion to adopt findings of fact
- Motion to impose conditions of approval
- Motion to approve Ordinance #2356 amendment of the comprehensive plan map as proposed
- Motion to approve Ordinance #2357 annexing the property as proposed

Submitted By:

Clint Spencer, Planning Director

Exhibit A
Findings of Fact
Hermiston Home Works Inc
Comprehensive Plan Map Amendment and Annexation
1295 SE 10th Street
March 11, 2024

Findings of Fact on Comprehensive Plan Map Amendment

Goal 1 (Citizen Involvement) and Policy 1 (Citizen Involvement)

1. Notice of hearing on the proposed annexation and amendment before the planning commission was published in the local newspaper on December 20 and 27, 2023 soliciting comments on the proposed annexation and amendment in conformance with 157.229(A) of the Hermiston Code of Ordinances.
2. Notice of the proposed land use action was physically posted on the property on December 20, 2023, in conformance with 157.229(B) of the Hermiston Code of Ordinances.
3. Notice of the proposed land use action was provided by direct mail to all property owners within 300 feet on December 20, 2023, in conformance with 157.229(C) of the Hermiston Code of Ordinances.
4. Notice of hearing on the proposed annexation and amendment before the city council was published in the local newspaper on February 7 and 14, 2024, soliciting comments on the proposed annexation and amendment in conformance with 157.229(A) of the Hermiston Code of Ordinances.
5. The notices listed in findings 1, 2, and 3 above listed January 10, 2024, as the date of hearing. At the January 10 meeting the planning commission chair verbally announced to those in attendance that the hearing was rescheduled to February 14, 2024.
6. The notice listed in finding 4 above listed February 26, 2024, as the date of hearing. At the February 26 meeting the mayor verbally announced to those in attendance that the hearing was rescheduled to March 11, 2024.
7. Comments received as a result of all required publications are incorporated into the record of proceedings.

Goal 2 (Land Use Planning) and Policies 2 (Planning Process) and 3 (Intergovernmental Coordination)

8. The city is required to review its land use designations and supply adequate amounts of all zoning types.
9. The proposed map amendments are citizen initiated to fulfill perceived market demand rather than city initiated. The city applies all applicable comprehensive plan policies and statewide planning goals to determine the appropriateness of the proposed amendments to land supply.
10. Notice of the proposed amendment was provided to Umatilla County, DLCD, ODOT, the Hermiston Irrigation District, and the Confederated Tribes of the Umatilla Indian Reservation on December 20, 2023.

- 11. The subject property of approximately 80.46 acres of land is within the urban growth boundary and has the “urbanizable” plan designation and the F2 General Rural zoning. The parcel also has a Future Industrial Overlay designation on the comprehensive plan map. The owner has evaluated the market demands as well as analyzed appropriate and compatible uses in the neighborhood surrounding the subject property and proposes a combination of residential and commercial zoning.
- 12. The proposed zoning includes 54.79 acres between the A Line Canal and the railroad tracks and 25.67 acres located between the railroad tracks and the Feed Canal. The 54.79 acres comprises 48.7 acres to be zoned R-2 and R-3 residential and 5.9 acres to be zoned C-2 commercial. The 25.67 acres is to be zoned C-2 commercial. Proposed map designations are attached as a map to this report.

Policies 4 (Orderly Urban Growth), 5 (Annexation), and 6 (Conversion)

- 13. The change will promote compact urban development to ensure efficient utilization of land resources and facilitate economic provision of urban facilities and services adding commercial space adjacent to an existing professional commercial node containing higher education and government buildings (SE Columbia Dr). It will also convert land that is not considered high value farmland to residential development.
- 14. Commercial space is needed in this area for future expansion of higher education facilities, businesses which will serve the nearby commercial node, and for businesses that do not rely on heavy traffic volume, but which prefer a presence in the southeast part of Hermiston.
- 15. Residential development is needed in this area and will provide a mix of a variety of residential and commercial uses which are compatible with existing adjacent and neighboring properties.
- 16. Future plans for the Gettman Rd extension will add a convenient transportation route to and from the subject property.
- 17. The property is within the urbanizable portion of the UGB and has a county F2 (General Rural) designation. The property is contiguous with the city limits and annexation is consistent with Policy 5. Following amendment of the plan map designation from General Rural to a mix of medium density residential and commercial, the property will become part of the urban portion of the UGB.
- 18. The applicant is proposing amendment of the comprehensive plan map designation of the subject property from its current urbanizable industrial status to an urban commercial and urban residential status, implementing Policy 6 prior to annexation.

Goal 3 (Agricultural Lands) and Policy 17 (Agriculture and Agriculture Related Economy)

- 19. The Subject property has been utilized for pasture and hay production for years, however it is located within the city’s acknowledged urban growth boundary and is designated as urbanizable land for non-farm development. The land is not considered high value farmland and is not protected as Goal 3 farmland and therefore an exception to Statewide Planning Goal 3 is not required.

Goal 4 (Forest Lands) and Policy 7 (Natural Resources)

- 20. There are no forest lands identified within the Hermiston UGB. Goal 4 is not applicable.

Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) and Policies 8 (Surface and Groundwater Resources), 9 (Mineral and Aggregate Resources), and 10 (Historic Resources)

21. The property is identified on the Hermiston comprehensive plan as having 1.44 acres of wetland. The applicant intends to review options for developing the area identified as wetland. Options include obtaining an updated wetland delineation, following all pertinent regulations to legally develop the area, or leaving the area undisturbed. A map showing the existing city wetland inventory for this site is attached to this report.

Goal 6 (Air, Water and Land Resources Quality and Policies 11 (Air Quality), 12 (Noise), and 13 (Water Quality)

22. The city is required to comply with state and federal regulations regarding air and water quality in all development permitting per 157.004 of the Hermiston Code of Ordinances. Development is required to preserve natural resource quality as part of the development review and construction process.

Goal 7 (Areas Subject to Natural Hazards) and Policy 14 (Natural Hazards and Development Limitations)

23. In Figure 12 of the Hermiston Comprehensive Plan (1984) two natural hazards and development limitations on a portion of the subject property are identified. These include excessively well drained soils and restrictive foundation soils.

24. The city will require compliance with §157.101 of the Hermiston Code of Ordinances. This section requires mitigation measures to protect groundwater resources and structural safety.

25. In the case of an existing or potential groundwater pollution threat, the city shall prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels.

26. Where restrictive foundation soils are evident, the city shall require a registered engineer's assessment of the design and structural techniques needed to mitigate potential hazards. In the event there are inadequate mitigation measures, the city shall prohibit development.

Goal 8 (Recreational Needs) and Policy 16 (Parks, Recreation and Open Space)

27. The Hermiston comprehensive plan map and parks master plan each identify areas for future park locations and future park upgrades. This property is not included on either inventory. This policy is not applicable.

Goal 9 (Economic Development) and Policies 18 (General Industrial Development), 19 (Commercial Development), and 20 (General Economic Development)

28. Goal 9 requires an adequate supply of employment lands, both commercial and industrial. Although the subject property is zoned F2, General Rural, it also has a future industrial overlay zone. This application considers the impact of removing approximately 60% of this land from the employment land inventory for residential development while maintaining 40% for commercial development.

29. The proposed change includes a zoning of 31.57 acres of C-2 (commercial).

30. According to the 2017 Economic Opportunities Analysis update by Johnson Economics, LLC there were 605.4 acres of Goal 9 industrial buildable land inventory within the Hermiston UGB. At the time, this equated to 447 years of supply. Since then, Amazon's data centers and other industrial construction has consumed over 100 acres. The proposed change would also remove 80.46 acres of buildable industrial lands leaving 385 acres in the industrial inventory. The 385 industrial acres are adequate to meet the city's industrial land needs through the planning horizon. The projected industrial demand through 2037 requires 145 acres.

Goal 10 (Housing) and Policies 21 (Housing Availability and Affordability) and 22 (Neighborhood Quality)

- 31. Changing a portion of the subject property from county F2 General Rural to city R-2 and R-3 Medium-Density helps satisfy the city's projected housing need.
 - a. The 2021 City of Hermiston Housing Capacity Analysis shows the existing housing supply of 8,051 housing units.
 - b. The forecast from PSU Population Forecast Program (2019) estimates the population will grow at a rate of 1% between 2020 and 2040 resulting in a 2040 population of 26,045. To accommodate the growth in population, the city's projected need within the city's housing needs analysis will require a total of 10,081 housing units in 2040.,
 - c. To accommodate a total population of 26,045 distributed over 10,081 housing units, an additional 2,030 housing units are required.
 - d. The subject property's current zoning allows for a density of one housing unit per 19-acre lot.
 - e. The proposed amendment will designate 15.06 acres as R-3 Medium-High Density Residential. Fifteen acres of R-3 land can accommodate up to 86 single or two-family lots as a low-density development, or up to 300 multi-family dwelling units. Thirty-three acres of R-2 Low Density Residential can accommodate up to 145 single or two-family lots.
- 32. Figure 6.2 *Summary of Forecasted Future Unit Need (2040)* on the City of Hermiston Housing Capacity Analysis identified 1,164 new single family detached units are needed by 2040. There is an identified demand of 512 new units within the Medium-Density zoning by 2040 thus the proposed zone change further satisfies this projected need adding the capacity to meet up to half the multi-family demand through 2040 and satisfying up to 12% of the single and two-family demand. It is anticipated that the development will encompass a mixture of low-density detached and multi-family attached dwellings.
- 33. While recent residential development has been focused in the northeast quadrant of the city, there remains a demand and need for housing in the Southeast quadrant of the city which is close to public services, educational facilities, and retail services, as well as public transit.
- 34. Applicant has expressed plans to develop lots primarily for single-family detached homes that would range in sales price from low to mid \$300s. Additionally, the applicant has expressed plans to develop a minority portion of the land into duplexes, and/or single-family homes with accessory dwelling units.
- 35. The creation of new 48-acre mixed zoning housing development will have a meaningful impact on housing availability and affordability, in alignment with Policies 21 and 22.

Specifically, increasing the available housing supply contributes to maintaining an affordable supply of housing units at a range of prices.

Goal 11 (Public Facilities and Services) and Policies 23 (Provision of Public Services and Facilities), 24 (Water, Sewer, and Storm Drainage), 25 (Solid Waste), 26 (Schools), 27 (Police Protection), 28 (Fire Protection), 29 (Local Government Services and Facilities), and 30 (Private Utilities)

36. Water is currently adjacent to the property in SE 10th Street. An 8" and 10" water main is available to service the property and may be extended into the development site. Water sizing will be determined at the time of development.
37. Sanitary sewer is currently available near the intersection of E Highland Ave and SE 10th Street and at the intersection of SE 10th Street and the Union Pacific Railroad. A 10" line crosses under the railroad at the southwest corner of the property and an 8" line is available near E Pine Ave.
38. Applicant is willing to extend both sewer and water to the subject property.
39. SE Columbia Drive is an urban minor collector and fully improved city street that will be extended into the property once it develops.
40. SE 10th Street is an urban minor collector that crosses the A Line Canal and borders the west property line, with a single lane bridge just north of the property border. The section of SE 10th Street between the A Line Canal and E Highland Ave is a county road improved with minimum width paving only. It is not improved to urban minor collector status. The section of SE 10 Street between the A Line Canal and the southwest corner of the development site is unimproved.
41. The A Line Canal crossing is a single-lane, paved bridge. According to the included traffic impact analysis, the crossing is functional but will not accommodate traffic at an acceptable level of service at full buildout. Improvements to the bridge will be required, likely requiring replacement of the bridge with a new full-width culvert crossing.
42. Improvements to SE 10th Street and the A Line Canal crossing will be installed by the city prior to or at such time that the peak hour trips generated by the development reach a recommended cap of 657 peak hour trips. A proportional fee shall be added to each building permit issued on the property to help with the financial requirements for any improvement. The city will also use system development charges dedicated for transportation improvements to fund improvements.
43. The specific transportation impact fee cannot be established as part of the comprehensive plan map amendment under consideration by the city at this time. A full land use application for either subdivision, multi-family development, commercial development, or other permitted uses will be necessary to calculate both the total trip generation and the proportional impact of each dwelling unit or commercial structure constructed.
44. East Highland Ave is an urban major collector that runs along the northeast border of the property. All streets abutting the property will be improved to comply with the city's transportation plan at such time as development of abutting phases occurs.
45. All stormwater will be retained within the boundaries of the future development. There is no city-wide storm water retention and disposal system.
46. Future development will utilize Sanitary Disposal for solid waste services as encouraged by the city.

- 47. Future development will not provide recycling services as the City of Hermiston has already provided recycling collections points in two locations of the city.
- 48. The Hermiston Police Department will provide public safety services to the area under consideration. The police department has adequate capacity to patrol and protect the area with no additional actions required by the developer.
- 49. Umatilla County Fire District #1 provides fire and life safety services to the area under consideration. The UCFD#1 has adequate capacity to service the area with no additional actions required by the developer.
- 50. Applicant will extend power and telecommunications services to the property after adoption of annexation and zone changes.

Goal 12 (Transportation) and Policies 31 (Integrated Transportation System), 32 (Rail/Air Transportation), 33 (Alternative Transportation), and 34 (Transportation System Plan)

- 51. Applicant has provided a transportation study and transportation impact analysis. A copy of the study is attached to this report and is also in the project file.
- 52. The following summary and recommendations have been extracted from the transportation study performed by Clemow Associates LLC.
 - All study intersections are anticipated to operate within agency mobility standards in the 2043 Current and Proposed Zone Designation scenarios. As such, no improvements are specifically necessary to mitigate the Proposed Zone Designation transportation impacts.
 - All study intersections have adequate storage available on all approach movements to accommodate the 95th percentile vehicle queues.
 - A trip cap of 657 peak hour trips is recommended to mitigate potential impacts to transportation facilities, especially the intersections of SE Columbia Drive/US 395 and Highland Ave/395.
 - A residential trip cap is established at 325 peak hour trips.
 - A commercial trip cap is established at 110 peak hour trips for the commercial land south of the railroad tracks.
 - The remaining 222 peak hour trips are reserved for the commercial area abutting SE 10th Street.
 - As part of the development plan and land use approval process, the developer will be required to provide trip generation assumptions for commercial development and residential dwelling units. These generation assumptions will be tracked by the city for compliance with the trip cap and in the event trip generation exceeds the cap of 657 peak hour trips, amendments to the TIA shall be required by the city and additional mitigation measures may be required.

Goal 13 (Energy Conservation)

- 53. This goal requires land to be developed in a manner that maximizes energy conservation based upon sound economic principles through efficient use of density and mixing of uses. The proposed zoning of the subject property will promote mid-scale density residential

development in close proximity to existing and future commercial neighborhoods thereby minimizing travel needs.

Goal 15 (Willamette River Greenway), Goal 16 (Estuarine Resources), Goal 17 (Coastal Shorelands), Goal 18 (Beaches and Dunes), and Goal 19 (Ocean Resources)

- 54. Goals 15, 16, 17, 18, and 19 are geographically based statewide planning goals intended to protect specific, identified natural resources. None of the resources under these goals are within the Hermiston planning area. Goals 15, 16, 17, 18, and 19 are not applicable.

Findings of Fact on Annexation

1. The City has received consent to annexation from the property owner for approximately 80 acres of land.
2. Notice of public hearing was published in the local newspaper for two consecutive weeks prior to the planning commission hearing on December 20 and 27, 2023. 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.
3. Notice of public hearing was physically posted on the property on December 20, 2023.
4. Affected agencies were notified.
5. A public hearing of the planning commission was held on February 14, 2024. Comments received at the hearing are incorporated into the planning commission record.
6. 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 February 7 and 14, 2024. 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.
7. A public hearing of the city council was held on March 11, 2024. Comments received at the hearing are incorporated into the record.
8. 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.
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. The annexation is consistent with the requirements of Comprehensive Plan Policy 5 relating to annexation.
11. Following adoption of conversion from urbanizable to urban status by the City of Hermiston and Umatilla County, the property will be located within the urban portion of the urban growth boundary (UGB) as identified on the comprehensive plan map.
12. Water is currently adjacent to the property in SE 10th Street. An 8" and 10" water main is available to service the property and may be extended into the development site. Water sizing will be determined at the time of development.
13. Sanitary sewer is currently available near the intersection of Highland Ave and 10th Street and at the intersection of SE 10th Street and the Union Pacific Railroad. A 10" line crosses

under the railroad at the southwest corner of the property and an 8" line is available near E Pine Ave.

14. Applicant is willing to extend both sewer and water to the subject property.

Findings of Fact on Zoning Designation

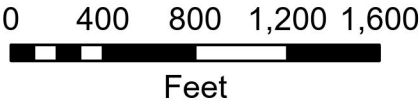
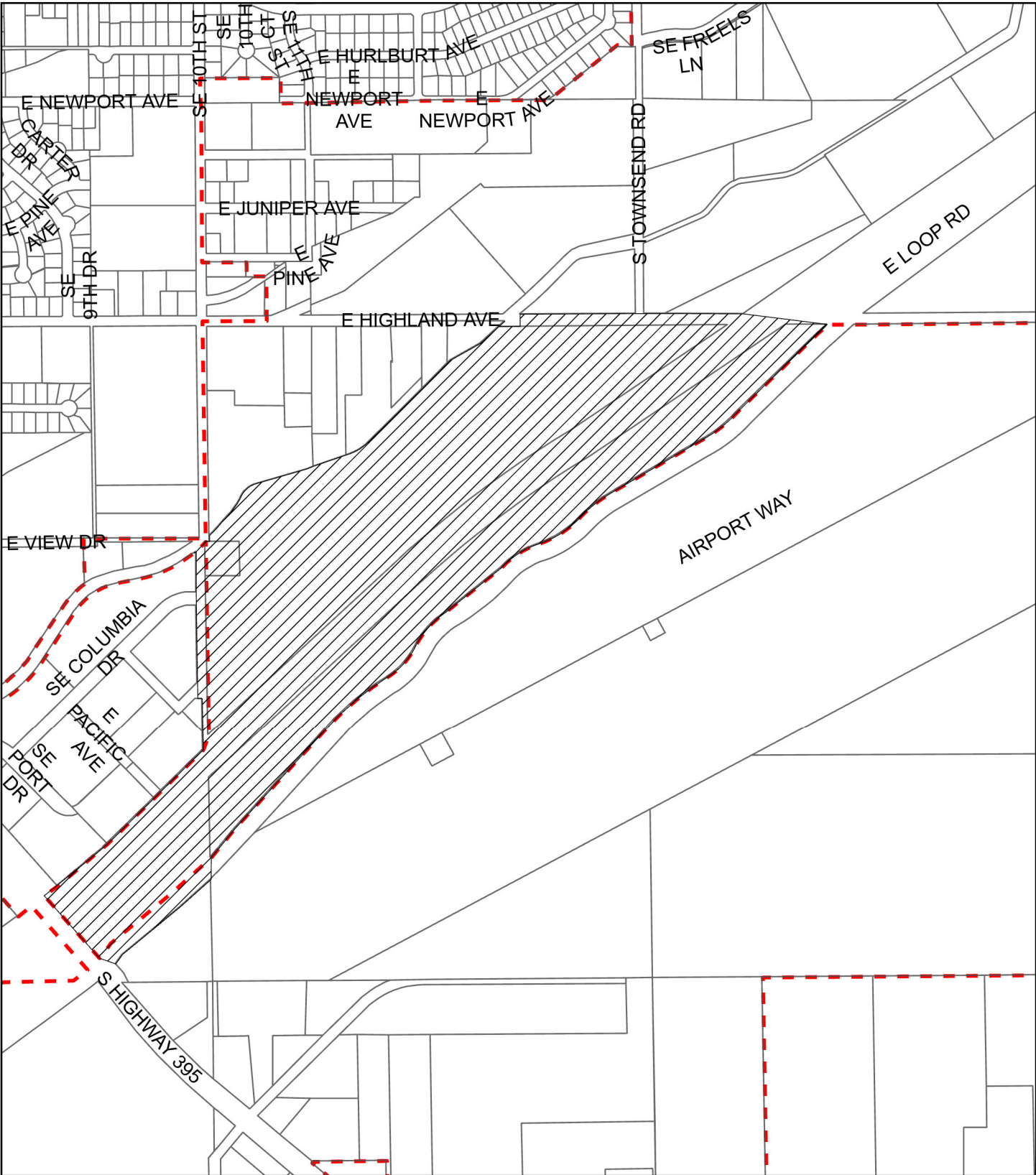
1. Following amendment by the city and adoption by Umatilla County, the comprehensive plan map will designate the area as Low Density Residential, Medium Density Residential and Commercial. Proposed map designations are attached as a map to this report.
2. The proposed Medium Density Residential, Medium-High Density Residential and Outlying Commercial zoning designations appropriately implement the Low Density Residential, Medium Density Residential and Commercial comprehensive plan map designations adopted for the property.





Exhibit B
Conditions of Approval
Hermiston Home Works Inc
Comprehensive Plan Map Amendment and Annexation
1295 SE 10th Street
March 11, 2024

Subject to the testimony received and deliberations of the city council, the following draft conditions are proposed:

1. Annexation is contingent upon co-adoption of the comprehensive plan map amendment by Umatilla County under the provisions of the Hermiston Planning Area Joint Management Agreement, dated March 2, 2017. In the event that Umatilla County fails to co-adopt the map amendments, annexation shall fail, and a new comprehensive plan map amendment and annexation application shall be submitted.
2. Per the recommendations of the January 24, 2024, traffic impact analysis and the Oregon Department of Transportation, a trip cap of 657 peak hour trips is imposed upon the property. Residential trips shall be capped at 325 peak hour trips and the newly designated commercial area south of the railroad tracks shall be capped at 110 peak hour trips. 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 prepared by a registered traffic engineer 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 657, 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 and is not binding upon the applicant unless the applicant retains ownership at the time the trip cap is exceeded.
 - d. The city shall reserve the right to require additional traffic mitigation measures and/or prepare an independent traffic impact analysis at such time the trip cap is exceeded.
 - e. Determination of mitigation measures is contingent upon and proportional to the impacts of the eventual development approved for the amended property. Comprehensive plan map amendment and annexation is not sufficient to require additional mitigation measures.
3. Portions of the property are identified on Figure 12 of the Hermiston Comprehensive Plan as being subject to ground water pollution hazards due to excessively well-drained soils. In the case of an existing or potential groundwater pollution threat, the city shall prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels.
4. Portions of the property are identified on Figure 12 of the Hermiston Comprehensive Plan as being subject to development hazards due to restrictive foundation soils. Where

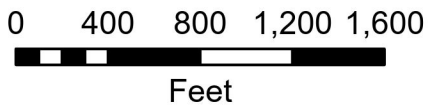
- restrictive foundation soils are evident, the city shall require a registered engineer's assessment of the design and structural techniques needed to mitigate potential hazards. In the event there are inadequate mitigation measures, the city shall prohibit development.
5. Portions of the property are identified on the city's Natural Resource Map as having potential wetlands. At such time as development is proposed, the city will notify the Oregon Department of State Lands of the development proposal, soliciting comment on the potential wetland status. Necessary mitigation measures will be determined as part of the review and approval process for development on the amended property.



- Legend**
-  Property Line
 -  City Limits
 -  Urban Growth Boundary
 -  Hermiston Home Works Annexation Area



Aerial Photo



Legend

- Area of Proposed Annexation and Comprehensive Plan Map Amendment
- Property Line
- City Limits
- Urban Growth Boundary

Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Implementation Team

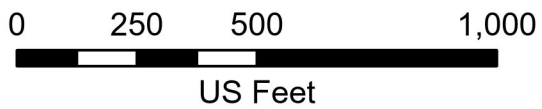


Hermiston Home Works - Wetland Map

Section 8, Item A.



Maxar, Microsoft



- Legend**
- 2014 Wetland Inventory
 - National Wetlands Inventory
 - City Limits
 - Urban Growth Boundary
 - Property Line



RENEWS 31 DECEMBER 2025

TRANSPORTATION IMPACT ANALYSIS

To
City of Hermiston

For
Tyler Brandt

Prepared
October 18, 2023

Revised
January 24, 2023

C&A Project Number
20230107.00

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6. Intersection Volumes – 2034 30 HV PM Peak Hour – Current and Proposed Zone Designations
7. 10th Street at A Line Canal Evaluation – One-Lane Bridge Operation

I. EXECUTIVE SUMMARY

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

1. Proposed land use actions include 1) An annexation from Umatilla County into the city of Hermiston, and 2) A Comprehensive Plan Amendment and corresponding Zone Change from Umatilla County General Rural (F-2) to Outlying Commercial (C-2) and Multi-Family Residential (R-3).
2. Because specific development is unknown, the TIA evaluates impacts resulting from reasonable worst-case development scenarios in the proposed zone designations. The C-2 zone south of the railroad assumes a 200-space RV park that is further assumed to have trip-generating characteristics of an apartment development. The C-2 zone north of the railroad assumes 64,250 square feet of neighborhood-oriented retail space. The R-3 zone assumes 188 single-family residences and 241 apartments. The overall proposed zone designations reasonable worst-case development scenario generates 657 PM peak hour primary (net new) external trips – which is 642 PM peak hour trips more than the current zone designation.
3. All study area intersection crash rates are less than 1.0 crashes/mev and the 90th percentile crash rates of the reference intersections. As such, the intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.
4. All study intersections are anticipated to operate within agency mobility targets in the 2034 current and proposed zone designation scenarios except the E Highland Avenue / SE 10th Street intersection. As such, future consideration will need to be given to mitigating improvements such as the installation of all-way stop-control to provide adequate operations.
5. All study intersection approach movements are anticipated to have adequate queue storage in the 2034 current and proposed zone designation scenarios to accommodate the 95th percentile vehicle queues. It is further noted that additional striped storage may need to be considered for the left-turn lanes at the US 395 / E Highland Avenue intersection.
6. The Applicant proposes a trip cap limiting trip generation to that of the assumed reasonable worst-case development scenario.
7. The existing A Line Canal overcrossing on SE 10th Street is currently one-lane wide, and SE 10th Street between the A Line Canal and E Highland Avenue is a two-lane paved roadway of minimum width and is not improved to City standards. While the timing is unknown, it is anticipated this roadway and canal overcrossing will be improved and widened in the future to facilitate unrestricted traffic flow.
8. This TIA assumes the subject development traffic uses SE 10th Avenue as a primary travel route. As such, analysis was performed to determine the need to widen the one-lane canal overcrossing with the finding that widening is not necessary to accommodate development traffic; however, it is recommended to provide unrestricted traffic flow.
9. Overall, these land use actions do not contemplate a specific development application; therefore, additional transportation analyses may be necessary to support specific development applications, consider trip cap limitations, and evaluate the design of site accesses to the public roadway system.

II. INTRODUCTION

Property Description and Proposed Land Use Actions

The subject property is located south of E Highland Drive, north of Experiment Station Road, and east of SE 10th Street in Hermiston, Oregon. The property is also bisected by a Union Pacific rail line. The property is more specifically described as tax lot 200 on Umatilla County Assessors Map 4N-28-13 and is approximately 79.41 acres in size. The property is currently used for agricultural purposes and has access to abutting roadways. The study area is illustrated in the attached Figure 1 in Appendix A.

The property is currently zoned Umatilla County General Rural (F-2) and is in the Hermiston Airport Hazard Overlay Zone. Proposed land use actions include property annexation into the city of Hermiston and a Comprehensive Plan amendment and zone change to support a mix of commercial and residential development.

The property south of the railroad (25.67 acres) is proposed to be zoned Outlying Commercial (C-2) for the express purpose of a 200-space RV Park development. For the property north of the railroad (53.97 acres), 5.9 acres are proposed to be zoned Outlying Commercial (C-2), and 47.89 acres are proposed to be zoned Multi-Family Residential (R-3).

The subject land use actions only contemplate an annexation, Comprehensive Plan amendment, and zone change. Specific development is not contemplated; however, the property south of the railroad will have limited development potential due to property configuration and access limitations. The proposed zone areas are illustrated in the attached Exhibit 2 in Appendix A.

Transportation Analysis Description

In support of these land use actions, a transportation impact analysis (TIA) is necessary to address criteria identified in the following:

- City of Hermiston Municipal Code requirements outlined in Chapter 156.09,
- Oregon Department of Transportation (ODOT) TIS requirements,
- Oregon Department of Transportation (ODOT) criteria contained in the Oregon Highway Plan, and
- Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060.

Study Area

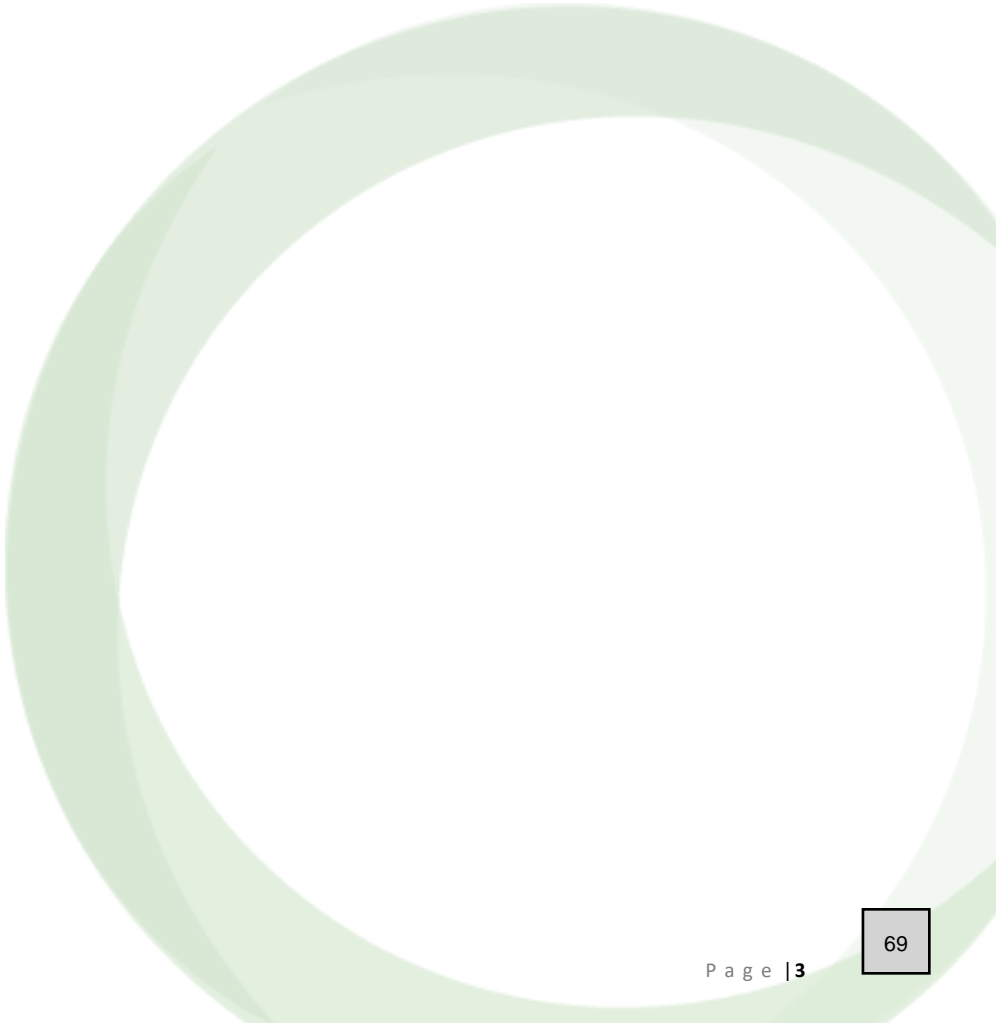
Based on development trip generation and distribution described later in this analysis, the following project area intersections and development accesses are evaluated and are illustrated in the attached Figure 2 in Appendix A.

- US 395 / Port Drive
- SE Columbia Drive / SE 10th Street
- E Highland Avenue / SE 10th Street
- E Highland Avenue / S Townsend Road
- E Highland Avenue / E Loop Road
- US 395 / E Highland Avenue

Analysis Scenarios

The proposed land use actions do not contemplate specific development. Rather, they contemplate an annexation, Comprehensive Plan amendment, and zone change request addressing both TPR and City requirements. As such, weekday PM peak hour conditions are evaluated in 2023 – the existing condition, and in 2034 – the Hermiston Transportation System Plan (TSP) plan year. Analysis scenarios include:

- 2023 Existing Conditions
- 2034 Current Zone Designation
- 2034 Proposed Zone Designations



III. EXISTING CONDITIONS

Existing Site Conditions

The subject property is located south of E Highland Drive, north of Experiment Station Road, and east of SE 10th Street in Hermiston, Oregon. The property is also bisected by a Union Pacific rail line. The property is approximately 79.41 acres in size and is currently used for agricultural purposes. The property is illustrated in the attached Figure 1 in Appendix A.

The property has access to all abutting roadways.

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 | 30 - 45 | No, at Port Yes, at Highland | >5' Shoulder | No |
| E Highland Avenue | Urban Major Collector | 2 | 25 | No | No | No |
| Port Drive | Urban Minor Collector | 2 | 25 | No | No | No |
| SE Columbia Drive | Urban Minor Collector | 2 | 25 | Yes | No | No |
| SE 10 th Street | Urban Minor Collector | 2 | 25 | No | No | Yes |
| S Townsend Road | Local | 2 | Not Posted | No | No | No |
| E Loop Road | Rural Collector | 2 | 25 | No | No | No |
| Experiment Station Road | Local | 2 | Not Posted | No | No | No |

The existing A Line Canal overcrossing on SE 10th Street is currently one-lane wide and SE 10th Street between the A Line Canal and E Highland Avenue is a two-lane paved roadway of minimum width and is not improved to City standards. While specific project timing is unknown, it is anticipated this roadway and canal overcrossing will be improved and widened in the future to facilitate unrestricted traffic flow.

Safety Analysis

When evaluating intersection safety, consideration is given to the total number and types of crashes occurring and the number of vehicles entering the intersection. This leads to the concept known as “crash rate,” typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (crashes/mev). 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 crashes/mev 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, 2018 through December 31, 2022. 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 | 2018 | 2019 | 2020 | 2021 | 2022 | Total | Crash Rate (crashes/mev) | Reference Population | | Over or Under Crash Rate? |
| | | | | | | | | Description ¹ | 90 th Percentile Crash Rate | |
| US 395 / Port Drive | 3 | 1 | 1 | 0 | 0 | 5 | 0.259 | Urban 4ST | 0.408 | Under |
| SE Columbia Drive / SE 10th Street | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | Urban 3ST | 0.408 | Under |
| E Highland Avenue / SE 10th Street | 0 | 0 | 1 | 1 | 0 | 2 | 0.358 | Urban 4ST | 0.408 | Under |
| E Highland Avenue / S Townsend Road | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | Rural 3ST | 0.475 | Under |
| E Highland Avenue / E Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0.000 | Rural 3ST | 0.475 | Under |
| US 395 / E Highland Avenue | 2 | 4 | 1 | 2 | 3 | 12 | 0.320 | Urban 4SG | 0.860 | 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.

All study area intersection crash rates are less than 1.0 crashes/mev and the 90th percentile crash rates of the reference intersections. 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 in August 2023 and January 2024 during the PM peak period. Traffic counts are included in Appendix C.

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 August 2023 and January 2024 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 1.00 was applied to the August 2023 Base traffic counts to obtain 2023 30HV volumes – noting that August is the peak ATR month. A seasonal adjustment of 1.15 was applied to the January 2024 Base traffic counts to obtain 2023 30HV volumes. Seasonal adjustment assumptions are included in Appendix C.

IV. REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The subject property is currently undeveloped and specific development is unknown; however, the Applicant anticipates the development will include a mix of commercial and residential uses. The property south of the railroad (25.67 acres) is proposed to be zoned C-2 for the express purpose of a 200-space RV Park. For the property north of the railroad (53.97 acres), 5.9 acres are proposed to be zoned C-2, and 47.89 acres are proposed to be zoned R-3.

The following reasonable worst-case development scenarios for the proposed and current zone designations were developed based on permitted uses identified in the Umatilla County and Hermiston Development Codes and are more specifically described as follows:

Proposed Hermiston Outlying Commercial (C-2) – South of Railroad

Description

The C-2 zone allows all uses permitted in the C-1 zone (which includes a wide range of commercial uses), and a limited number of commercial uses that are generally auto-dependent.

Reasonable Worst-Case Development Assumptions

- The gross site area south of the railroad proposed to be zoned C-2 is 25.67 acres.
- The applicant anticipates developing the property as a 200-space RV park due to property configuration and limited access.
- Because RV park occupancy is unknown in terms of vehicle type or duration of stay, ITE *Trip Generation Manual*, 11th Edition data for apartments – Multifamily Housing (Low-Rise) (Land Use Code 220) is assumed to represent the highest development trip generation.

Proposed Hermiston Outlying Commercial (C-2) – North of Railroad

Description

The C-2 zone allows all uses permitted in the C-1 zone (which includes a wide range of commercial uses), and a limited number of commercial uses that are generally auto-dependent.

Reasonable Worst-Case Development Assumptions

- The gross site area north of the railroad proposed to be zoned C-2 is 5.9 acres (257,000 square feet).
- 25% building area coverage (0.25 floor area ratio (FAR)) accounting for parking, site circulation, and landscaping.
- A review of ITE *Trip Generation Manual*, 11th Edition data finds a Shopping Plaza (Land Use Code 821), which contains a large number of commercial land uses, including neighborhood centers, to have the highest trip generation.
- Development is assumed to include a collection of small neighborhood-oriented retail spaces totaling 64,250 square feet.

Proposed Hermiston Multi-Family Residential (R-3)

Description

The R-3 zone allows all uses permitted in the R-1 and R-2 zones; bed and breakfast, boarding, lodging, or rooming houses; multiple-family dwellings; and residential care facilities.

Reasonable Worst-Case Development Assumptions

- The gross site area north of the railroad proposed to be zoned R-3 is 47.89 acres.
- 20% of the site area is used for right-of-way and other infrastructure.
- The net developable area is 38.31 acres.
- Based on projected City development trends, approximately 70% of the site (26.82 acres) will develop as single-family residential at a density of 7 dwelling units per acre and 30% (11.49 acres) will develop as multi-family residential at a density of 21 dwelling units per acre.
- The resulting development includes 188 single-family residences and 241 apartments.
- A review of ITE *Trip Generation Manual*, 11th Edition data finds Multifamily Housing (Low-Rise) (Land Use Code 220) to have the highest trip generation for the apartments.

Current Umatilla County General Rural (F-2)

Description

The F-2 zone designation is intended to apply to farmlands that would not be appropriate for an F-1 Exclusive Farm Use classification. It is designed to maintain the openness and rural nature of the countryside and to provide areas that are appropriate for most kinds of typical rural development.

Allowed uses in an F-2 Zone include agricultural uses, single-family dwellings, planned unit developments, veterinary or animal hospitals, schools, churches, golf courses, and a number of other low-trip generating uses. The minimum lot area for a principal dwelling unit is 19 acres, and for all other uses it is the area determined by the Department of Environmental Quality to be necessary for the protection of public health.

Reasonable Worst-Case Development Assumptions

- Gross site area is 79.41 acres.
- Of the non-residential uses, a review of ITE *Trip Generation Manual*, 11th Edition data finds an Animal Hospital/Veterinary Clinic (Land Use Code 640) to have the highest trip generation. As such, an animal hospital with an average size of 3,000 square feet is assumed.
- Further assuming a 0.25 FAR, the animal hospital encumbers 12,000 square feet (0.28 acres).
- For residential uses, the minimum parcel size is 19 acres, resulting in four single-family residences.

Development Trip Generation

Because specific development is unknown, trip generation is based on the reasonable worst-case development scenarios described in the previous section which includes commercial and residential uses.

The intensity, proximity, and variety of proposed land uses suggest it is likely some trips will travel between proposed uses in the development. This characteristic is referred to as internal (or shared) trip capture which is the portion of trips generated by a mixed-use development having both an origin and destination in the development. The importance of identifying internal trip capture is these trips satisfy a portion of the total development trip generation without using the external roadway system. As a result, a mixed-use development with internal trip capture has less impact on the external road system than does a single-use development generating the same number of total trips.

Internal capture trips were calculated using practices from the ITE *Trip Generation Handbook*, 3rd Edition which is based on the Transportation Research Board’s National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Detailed internal capture calculations are attached for reference in Appendix C.

For commercial uses, a portion of the trips generated are primary (new trips on the roadway system traveling specifically to/from the proposed development), and a portion are pass-by (existing trips on the roadway system that ‘divert’ to the subject development before continuing on their original trip path to their destination.) As such, a pass-by/diverted-link trip reduction can be assumed; however, because the assumed commercial development is neighborhood-oriented retail, no pass-by reductions are assumed from the adjacent higher-order roadway system.

Trip generation was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the *ITE Trip Generation Handbook*, 3rd Edition for the assumed reasonable worst-case development scenarios. The following table presents development trip generation estimates.

| TABLE 3 – REASONABLE WORST-CASE DEVELOPMENT TRIP GENERATION | | | | | |
|--|----------|-----------|--------------|-------------|-------------|
| Land Use | ITE Code | Size | PM Peak Hour | | |
| | | | Enter | Exit | Total |
| Proposed C-2 Zone Designation – South of Railroad | | | | | |
| Total Trips | | | | | |
| Multifamily Housing (Low-Rise) ¹ | 220 | 200 DUs | 67 | 40 | 107 |
| Proposed C-2 Zone Designation – North of Railroad | | | | | |
| Total Trips | | | | | |
| Shopping Plaza (No Supermarket) ² | 821 | 64,250 SF | 163 | 170 | 333 |
| Internal Capture Trips | | | | | |
| Shopping Center (8% Enter / 24% Exit) | | | (13) | (41) | (54) |
| Proposed R-3 Zone Designation – North of Railroad | | | | | |
| Total Trips | | | | | |
| Single-Family Detached Housing ¹ | 210 | 188 DUs | 126 | 74 | 200 |
| Multifamily Housing (Low-Rise) ¹ | 220 | 241 DUs | 78 | 46 | 124 |
| Sub-Total | | | 204 | 120 | 324 |
| Internal Capture Trips | | | | | |
| Single-Family Detached Housing (20% Enter / 10% Exit) | | | (25) | (7) | (32) |
| Multifamily Housing (20% Enter / 10% Exit) | | | (16) | (5) | (21) |
| Sub-Total | | | (41) | (12) | (53) |
| Total Primary (Net New) Trips - Proposed Zone Designations | | | 380 | 277 | 657 |
| Current F-2 Zone Designation | | | | | |
| Total Trips | | | | | |
| Animal Hospital/Veterinary Clinic ² | 640 | 3,000 SF | 4 | 7 | 11 |
| Single-Family Detached Housing ² | 210 | 4 DU | 2 | 2 | 4 |
| Total Primary (Net New) Trips – Current Zone Designation | | | 6 | 9 | 15 |
| Change in Primary (Net New) Trip Generation (Proposed – Existing) | | | 374 | 268 | 642 |

¹ Trip generation estimated using the *Fitted Curve* per recommended practice in the *ITE Trip Generation Handbook*, 3rd Edition.
² Trip generation estimated using the *Average Rate* per recommended practice in the *ITE Trip Generation Handbook*, 3rd Edition.
³ Internal Capture trip percentages are based on NCHRP 684 methodologies contained in the attached worksheet in Appendix C.

As identified in the table above, the proposed zone designations reasonable worst-case development scenario generates 657 PM peak hour primary (net new) external trips which is 642 PM peak hour trips more than the current zone designation.

V. PLAN YEAR CONDITIONS

Background Growth

Based on a review of the Hermiston TSP and discussions with City staff, background traffic growth for the planning period duration is assumed to be 1.5% per year on the local and regional roadways.

As a result, the 2023 30HV volumes were adjusted to the 2034 TSP plan year using a 1.5% annual compounded growth rate.

Plan Year Traffic Volumes – Current Zone Designation

2034 30HV current zone designation traffic volumes are the sum of the 2023 30HV traffic volumes and background traffic growth over the planning period and are illustrated in the attached Figure 6 in Appendix A. Detailed background growth rate calculations are included in Appendix C.

Trip Distribution and Traffic Assignment

Based on anticipated property development patterns, the future internal roadway system on the subject property will access the external public roadway in three locations as illustrated in the attached Figures 3, 4, and 5 in Appendix A, including:

- West to SE 10th Street at SE Columbia Drive
- North to E Highland Avenue at S Townsend Road (West of the railroad)
- North to E Highland Avenue at E Loop Road (East of the railroad)

The resulting reasonable worst-case development trip generation identified in the previous section of this TIA was distributed onto the roadway system based on existing intersection volumes, surrounding land uses, discussions with Agency staff, and engineering judgment. The resulting trip distribution and development traffic assignment for the Proposed Zone Designations are illustrated in the attached Figures 3, 4, and 5.

Plan Year Traffic Volumes – Proposed Zone Designations

2034 30HV proposed zone designations traffic volumes are the sum of the 2034 30HV current zone designation traffic volumes and the additional traffic from the reasonable worst-case development scenario in the proposed zone designations (illustrated in Figures 3, 4, and 5) and are illustrated in the attached Figure 6 in Appendix A.

Conservatively, no trip generation reductions are assumed for development in the current zone designation, and all primary (net new) trips from the proposed zone designations are added to the transportation system.

VI. INTERSECTION ANALYSIS

Analysis Scope

The following project area intersections and development accesses are evaluated:

- US 395 / Port Drive
- SE Columbia Drive / SE 10th Street / West Site Access
- E Highland Avenue / SE 10th Street
- E Highland Avenue / S Townsend Road / North Site Access
- E Highland Avenue / E Loop Road / North Site Access
- US 395 / E Highland Avenue

Analysis Description

Plan year intersection peak hour factors (PHFs) are based on the ODOT *Analysis Procedures Manual* Version 2, Section 5.8.3. Specifically, the following plan year intersection PHFs are assumed:

- 0.95 for major arterial-major arterial
- 0.90 for minor arterial-minor arterial
- 0.85 for collector-collector or lower classification

Further, if the existing intersection PHF is higher than the assumed PHFs described above, the existing intersection PHF is used.

Intersection operation characteristics are generally defined by two mobility standards: volume-to-capacity (v/c) ratio and 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 Port Drive intersection, US 395 has a posted speed of 45 MPH, and the intersection mobility target is a v/c ratio ≤ 0.80 . Further, two-way stop-controlled (TWSC) intersections under ODOT jurisdiction are evaluated using two mobility targets; one for the major roadway (State Highway) approaches and one for the minor roadway approaches. The ODOT mobility target v/c ratio ≤ 0.80 is applied to the major roadway approaches and the target v/c ratio ≤ 0.90 is applied to the minor roadway approaches.

At the E Highland Drive intersection, US 395 has a posted speed of 30 MPH, and the intersection mobility target is a v/c ratio ≤ 0.85 .

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 land use actions do not contemplate specific development. Rather, they contemplate an annexation, Comprehensive Plan amendment, and zone change request addressing both TPR and City requirements. As such, weekday PM peak hour conditions are evaluated in 2023 – the existing condition, and in 2034 – the TSP plan year. Analysis scenarios include:

- 2023 Existing Conditions
- 2034 Current Zone Designation
- 2034 Proposed Zone Designations

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

| TABLE 4 – INTERSECTION OPERATIONS ANALYSIS | | | | | |
|---|------------------------------|-----------------|------------------|-------------------------------|---------------------------------|
| Intersection | Critical Movement Lane Group | Mobility Target | v/c Ratio or LOS | | |
| | | | 2023 Existing | 2034 Current Zone Designation | 2034 Proposed Zone Designations |
| US 395 / Port Drive | NB L | v/c ≤ 0.80 | — | — | — |
| | SB L | v/c ≤ 0.80 | 0.03 | 0.04 | 0.11 |
| | EB L/T/R | v/c ≤ 0.90 | 0.01 | 0.02 | 0.02 |
| | WB L/T/R | v/c ≤ 0.90 | 0.17 | 0.24 | 0.59 |
| SE Columbia Drive / SE 10 th Street / West Site Access | SB L/R | LOS D | — | — | B |
| | EB L/T | | — | — | A |
| | WB T/R | | — | — | A |
| E Highland Avenue / SE 10 th Street | NB L/T/R | LOS D | B | B | F |
| | SB L/T/R | | B | B | D |
| E Highland Avenue / S Townsend Road / North Site Access | NB L/T/R | LOS D | — | — | B |
| | SB L/T/R | | A | A | B |
| E Highland Avenue / E Loop Road / North Site Access | NB L/T/R | LOS D | — | — | B |
| | SB L/T/R | | A | A | A |
| US 395 / E Highland Avenue | Intersection | v/c ≤ 0.85 | 0.56 | 0.65 | 0.78 |

Operations Analysis Discussion

As identified in the table above, all study intersections are anticipated to operate within agency mobility targets in the 2034 current and proposed zone designations scenarios except the E Highland Avenue / SE 10th Street intersection with the following discussion.

E Highland Avenue/SE 10th Street intersection operations for the north and southbound approaches are anticipated to approach and/or exceed the agency mobility target in the 2034 proposed zone designations scenario. As such, future consideration will need to be given to mitigating improvements such as the installation of all-way stop-control to provide adequate operations.

The following table summarizes operations analysis results for the Highland Avenue/SE 10th Street intersection with all-way stop-control. Data output sheets from all operations calculations are attached in Appendix D.

| TABLE 5 – INTERSECTION OPERATIONS ANALYSIS WITH MITIGATION CONSIDERATION | | | | |
|--|------------------------------|-----------------|---------------------------------|--------------------------------|
| Intersection | Critical Movement Lane Group | Mobility Target | 2034 Proposed Zone Designations | |
| | | | Current Two-Way Stop-Control | Mitigated All-Way Stop-Control |
| E Highland Avenue / SE 10 th Street | NB L/T/R | LOS D | F | B |
| | SB L/T/R | | D | B |
| | EB L/T/R | | — | D |
| | WB L/T/R | | — | B |

Mitigated Operations Analysis Discussion

As identified in the table above, the E Highland Avenue / SE 10th Street intersection operates within the agency mobility target in the 2034 proposed zone designation scenario with all-way stop-control mitigation.

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, the average length of a queued vehicle.

The following table summarizes weekday queuing analysis results and data output sheets from all queuing calculations are contained in Appendix D.

| TABLE 6 – INTERSECTION QUEUING ANALYSIS | | | | | |
|---|------------------------------|---|---------------|-------------------------------|---------------------------------|
| Intersection | Critical Movement Lane Group | Queue Storage Available (Feet) ¹ | 2023 Existing | 2034 Current Zone Designation | 2034 Proposed Zone Designations |
| US 395 / Port Drive | NB L | 500+ | — | — | — |
| | NB R | 175 | — | — | 25 |
| | SB L | 500+ | 50 | 25 | 75 |
| | SB R | 75 | — | — | — |
| | EB L/T/R | 250+ | 25 | 25 | 25 |
| | WB L/T/R | 350 | 75 | 75 | 100 |
| SE Columbia Drive / SE 10 th Street / West Site Access | SB L/T/R | 325 | — | — | 75 |
| | EB L/T/R | 500 | — | — | 75 |
| | WB L/T/R | 100+ | — | — | 75 |
| E Highland Avenue / SE 10 th Street | NB L/T/R | 500+ | 50 | 50 | 100 ³ |
| | SB L/T/R | 350 | 50 | 75 | 100 ³ |
| | EB L/T/R | 500+ | 25 | 50 | 250 ³ |
| | WB L/T/R | 500+ | 25 | 25 | 100 ³ |
| E Highland Avenue / S Townsend Road / North Site Access | NB L/T/R | 100+ | — | — | 75 |
| | SB L/T/R | 500+ | 25 | 50 | 50 |
| | EB L/T/R | 500+ | 25 | 25 | 25 |
| | WB L/T/R | 500+ | — | — | 25 |
| E Highland Avenue / E Loop Road / North Site Access | NB L/T/R | 100+ | — | — | 50 |
| | SB L/T/R | 500+ | 50 | 50 | 50 |
| | EB L/T/R | 500+ | — | 25 | 25 |
| | WB L/T/R | 500+ | — | — | 25 |
| US 395 / E Highland Avenue | NB L | 250 | 125 | 150 | 250 |
| | NB T/R | 680 | 200 | 225 | 325 |
| | SB L | 200 | 75 | 75 | 175 |
| | SB T/R | 1,000+ | 200 | 225 | 300 |
| | EB L | 200 | 125 | 150 | 175 |
| | EB T | 690 [635] ² | 150 | 175 | 300 |
| | EB R | 175 | 100 | 100 | 175 |
| | WB L | 200 | 50 | 75 | 150 |
| WB T/R | 435 | 200 | 200 | 375 | |

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.

² The total distance to the next upstream intersection is 690 feet; however, the distance to the railroad crossing is 245 feet. Assuming queues do not block the railroad crossing, a total of 635 feet is available to the next intersection.

³ Assumes mitigated all-way stop-control operation.

Queuing Analysis Discussion

As identified in the table above, all study intersection approach movements are anticipated to have adequate queue storage in the 2034 current and proposed zone designations scenarios to accommodate the 95th percentile vehicle queues. It is further noted that additional striped storage may need to be considered for the left-turn lanes at the US 395 / E Highland Avenue intersection.

VII. DEVELOPMENT ASSUMPTIONS, TRIP CAP, AND INFRASTRUCTURE IMPROVEMENTS

Development Assumptions and Trip Cap

The subject land use actions only contemplate an annexation, Comprehensive Plan amendment, and zone change. Specific development is not contemplated; however, this TIA assumes reasonable worst-case property development to evaluate impacts in the Hermiston TSP plan year.

As identified in the *Reasonable Worst-Case Development Scenario* section of this TIA, the proposed zone designations development scenario includes a mix of commercial and residential uses generating 657 PM peak hour primary (net new) external trips – which is 642 PM peak hour trips more than the current zone designation. The Applicant believes this is the reasonable worst-case development scenario; however, to address Agency concerns regarding potential impacts, the Applicant further proposes a trip cap limiting trip generation to that of the assumed reasonable worst-case development scenario.

Infrastructure Improvements

The existing A Line Canal overcrossing on SE 10th Street is currently one-lane wide and SE 10th Street between the A Line Canal and E Highland Avenue is a two-lane paved roadway of minimum width and is not improved to City standards. As identified in Hermiston TSP Table 17 – *Unprioritized Street System Improvement List*, Project #15 is the widening of 10th Street from Columbia Street to Elm Avenue with an estimated cost of \$5,820,000 (2014\$). While this project is not on the funded/prioritized list and construction timing is unknown, the City anticipates the need to widen the roadway and canal overcrossing.

This TIA assumes the subject development traffic uses SE 10th Avenue as a primary travel route. As such, operations and queuing analyses were performed to determine the need to widen the overcrossing to accommodate development traffic. As illustrated in Figure 7 in Appendix A, the one-lane roadway section is approximately 100 feet long where opposing traffic must wait for conflicting vehicles to clear the overcrossing. The following table summarizes operations and queuing analysis for this roadway section, and data output sheets are attached in Appendix D.

| TABLE 7 – CANAL OVERCROSSING OPERATIONS AND QUEUING ANALYSIS | | | | | |
|--|------------------------------|---------------------------------|------------|-------------------------|--------------|
| Roadway Section | Critical Movement Lane Group | 2034 Proposed Zone Designations | | | |
| | | Mobility Target | Operations | Queue Storage Available | Queue Length |
| SE 10 th Street / A Line Canal | NB T | LOS D | LOS A | 250+ Feet | 100 Feet |
| | SB T | LOS D | LOS A | 250+ Feet | 100 Feet |

A Line Canal Overcrossing Analysis Discussion

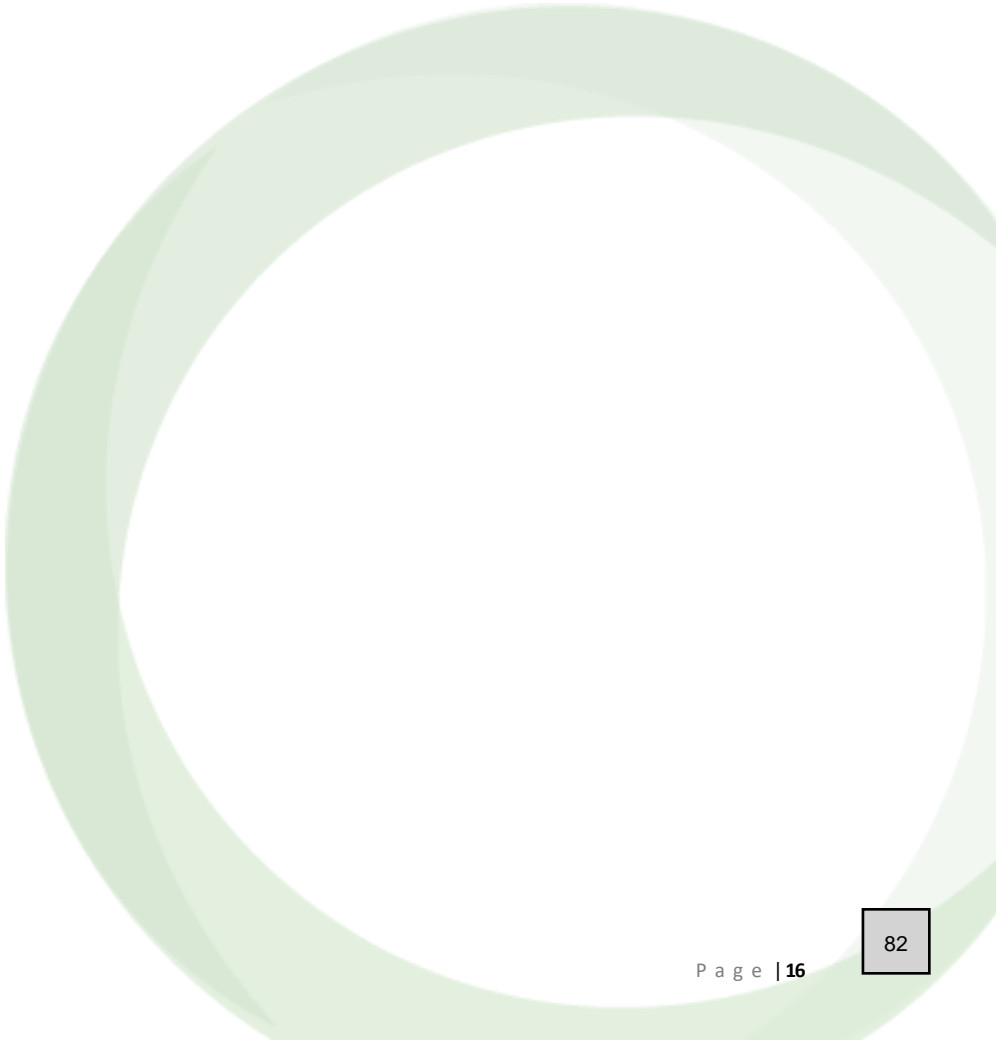
As identified in the table above, the one-lane roadway section (overcrossing) is anticipated to have adequate operations and queue storage in the 2034 proposed zone designations scenarios. As such, overcrossing widening is not necessary to accommodate development traffic; however, it is recommended to provide unrestricted traffic flow.

VIII. CONCLUSION

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

1. The subject property is located south of E Highland Drive, north of Experiment Station Road, and east of SE 10th Street. The property is also bisected by a Union Pacific rail line. The property is more specifically described as tax lot 200 on Umatilla County Assessors Map 4N-28-13 and is approximately 79.41 acres in size. The property is currently used for agricultural purposes and has access to abutting roadways.
2. The property is currently zoned Umatilla County General Rural (F-2). Proposed land use actions include property annexation into the city of Hermiston and a Comprehensive Plan amendment and zone change to support a mix of commercial and residential development.
3. All study area intersection crash rates are less than 1.0 crashes/mev and the 90th percentile crash rates of the reference intersections. As such, the intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.
4. The property south of the railroad (25.67 acres) is proposed to be zoned Outlying Commercial (C-2) for the express purpose of a 200-space RV Park. For the property north of the railroad (53.97 acres), 5.9 acres are proposed to be zoned Outlying Commercial (C-2), and 47.89 acres are proposed to be zoned Multi-Family Residential (R-3).
5. Reasonable worst-case development in the proposed C-2 zone south of the railroad is assumed to be a 200-space RV park. Because occupancy is unknown in terms of vehicle type or duration of stay, 200 apartments are assumed to represent the highest development trip generation.
6. Reasonable worst-case development in the proposed C-2 zone north of the railroad is assumed to include a collection of small neighborhood-oriented retail spaces totaling 64,250 square feet.
7. Reasonable worst-case development in the proposed R-3 zone includes 188 single-family residences and 241 apartments.
8. The overall proposed zone designations reasonable worst-case development scenario includes a mix of commercial and residential uses generating 657 PM peak hour primary (net new) external trips – which is 642 PM peak hour trips more than the current zone designation.
9. All study intersections are anticipated to operate within agency mobility targets in the 2034 current and proposed zone designation scenarios except the E Highland Avenue / SE 10th Street intersection. As such, future consideration will need to be given to mitigating improvements such as the installation of all-way stop-control to provide adequate operations.
10. All study intersection approach movements are anticipated to have adequate queue storage in the 2034 current and proposed zone designation scenarios to accommodate the 95th percentile vehicle queues. It is further noted that additional striped storage may need to be considered for the left-turn lanes at the US 395 / E Highland Avenue intersection.
11. The Applicant believes the assumptions presented in this TIA represent the reasonable worst-case development scenario; however, to address Agency concerns regarding potential impacts, the Applicant further proposes a trip cap limiting trip generation to that of the assumed reasonable worst-case development scenario.

- 12. The existing A Line Canal overcrossing on SE 10th Street is currently one-lane wide and SE 10th Street between the A Line Canal and E Highland Avenue is a two-lane paved roadway of minimum width and is not improved to City standards. While the timing is unknown, it is anticipated this roadway and canal overcrossing will be improved and widened in the future to facilitate unrestricted traffic flow.
- 13. This TIA assumes the subject development traffic uses SE 10th Avenue as a primary travel route. As such, analysis was performed to determine the need to widen the one-lane canal overcrossing with the finding that widening is not necessary to accommodate development traffic; however, it is recommended to provide unrestricted traffic flow.
- 14. Overall, these land use actions do not contemplate a specific development application; therefore, additional transportation analyses may be necessary to support specific development applications, consider trip cap limitations, and evaluate the design of site accesses to the public roadway system.





Department of Transportation
Region 5, District 12
1327 SE 3rd Street
Pendleton, OR 97801

January 30, 2024

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

Subject: Proposed Annexation and Amendment Comprehensive Plan Map designation of 80 acres from Future Industrial (F-2) to Medium Density Residential for 49 acres and Commercial/Industrial for 31 acres with corresponding zoning map change from F-2 to Medium-High Density Residential (R-3) and Outlying Commercial/Light Industrial (C-2/M-1).

The Oregon Department of Transportation (ODOT) has reviewed the Revised Traffic Impact Analysis (TIA). ODOT has jurisdiction of US 395, including responsibility for managing access within the corridor. The applicant has addressed most of the previous concerns ODOT identified with the original TIA. The added intersection at US 395/Highland will operate fine with the development.

However, the applicant is proposing an overall Trip Cap to the development of 642 PM Peak Hour trips. ODOT recommends the city for the proposed C-2 zone south of the railroad tracks have a Trip Cap of 110 (rounded up from 107), and the R-3 zone north of the railroad tracks, should have a Trip Cap of 325 to match the applicant's proposed RV Park and mix of Residential and Commercial/Industrial uses.

To meet City standards and minimize public facility impacts, ODOT recommends the city require a Trip Cap that can be used to protect the function of US 395 and the local transportation system and also require the applicant to share responsibility and cost of implementing necessary multi-modal improvements to the transportation system.

ODOT is committed to preserving the function of the state highway system and public infrastructure investments as the area infills and redevelops. Ensuring the transportation system is managed effectively with adequate capacity to serve development and support safe multi-modal choices for the community in accordance with the City's Transportation System Plan are necessary conditions of approval.

Thank you for the opportunity to comment.

Rich Lani, District 12 Manager

CJS

cc: Ken Patterson, ODOT Region 5 Manager
David Boyd, Regional Access Management Engineer
Paul Howland, District 12

CITY OF HERMISTON

APPLICATION TO AMEND COMPREHENSIVE PLAN MAP

Pursuant to the provisions of ' 157.226 of the Hermiston Code of Ordinances, application is hereby made to amend the text or the comprehensive plan map for the following described property:

Name of Applicant: Hermiston Home Works, Inc. Phone: 541-720-4533

Mailing Address: P.O. Box 833 Hermiston, OR 97838

Name of Owner (If Different): _____ Phone: _____

Mailing Address: _____

Legal Description: Assessor's Map No: 4N 28 13 Tax Lot No: 200 & 500

Subdivision: _____

Street Address: _____

Current Comprehensive Plan Designation: Umatilla County F-2 with Future Industrial Overlay

Proposed Comprehensive Plan Designation: 48.89 Acres R-3; 31.57 Acres C-2

IMPORTANT!: The code of ordinances requires a positive recommendation from the Hermiston Planning Commission and approval from the Hermiston City Council before a change can be made in the comprehensive plan designation of any property. This approval must be determined after separate public hearings before these bodies. Oregon's Land Use Planning Laws require the planning commission to make findings of fact with regard to requests for comprehensive plan amendments. The findings provide justification to either approve or deny the application. Read the questions that follow and answer them as completely as you can; use additional sheets if necessary. Your responses will be used by the City to make findings and evaluate the merits of your request. Inasmuch as THE BURDEN OF PROOF IS ON THE PROPONENT, the chances of a successful application depend upon the adequacy of the arguments you present to justify approval of the application.

APPROVAL CRITERIA

- The burden in all land use proceedings is upon the applicant
- The requested change must be justified by proof of the following:

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

Policy 6 relates to conversion and addresses the need for the city to help first develop property adjacent to the city limits, while also having some mechanism for converting "urbanizable" land to an "urban" status as it is needed for future development. The subject abuts the city limits. A zone change increases the likelihood of development, and helps with the conversion of the undeveloped "urbanizable" land to the east.

Please review draft findings for further explanation of how the requested change is in conformance with the comprehensive plan and the goals and policies of the plan.

2. Describe the public need for the comprehensive plan amendment and whether that public need is best served by changing the zoning classification on the property under consideration.

The state of Oregon and city of Hermiston alike have housing availability and affordability goals (State Goal 10) and policies (Hermiston policies 21 and 22) which will be advanced through the annexation and residential re-zoning of a majority portion of this property. Residential development in this area would be a natural extension of existing adjacent property uses and would help the city and state reach its planning goals of creating more housing for its residents and relieving the upward price pressure in local housing.

31.57 acres of the property is proposed to become a C-2 zone which will create valuable economic development opportunities. This comprises 5.9 acres abutting existing higher education buildings, and 25.67 acres between the Feed Canal and railroad tracks. By converting the future industrial overlay to a C-2 zone, the property is more conducive to being developed, creating new jobs and facilitating economic development.

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

Within the city limits and immediately adjacent to city limits, there are relatively few large undeveloped parcels that would naturally accommodate residential development, and even fewer in the southeast quadrant. This property is uniquely fit to provide additional housing availability.

The C-2 zoning proposed for the 5.9 acres expands the footprint of adjacent commercial zoning, currently occupied by higher education and governmental buildings, which creates the opportunity for future expansion by these entities, in addition to creating potential to attract new businesses to the area, such as professional service offices, medical offices, contracting businesses, supply houses, etc., to name several examples that would fit well on the property.

The 25.67 acres between the Feed Canal and railroad tracks is a particularly long and narrow tract which creates spatial constraints for economically viable development. By creating a C-2 zone, this portion of the property will have more options to develop and create value than in its current designation of future industrial.

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

Currently, the entire 80.46 acre property is designated as Future Industrial. However, given the current land uses of immediately adjacent properties to the north (rural residential), east (rural residential), and west (dual C-2/M-1), the proposed delineations and designations for new zonings are more appropriate and create an extension of surrounding neighborhood characteristics.

A transportation impact analysis was performed on the property and surrounding area and found that all intersections studied are anticipated to operate within agency mobility standards in the 2043 Current and Proposed Designation Scenarios. As such, no improvements are specifically necessary to mitigate the Proposed Zone Designation transportation impacts.

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: Hermiston Home Works, Inc. Phone: 541-720-4533

Mailing Address: P.O. Box 833 Hermiston, OR 97838

Contact Person: Tyler Brandt Phone: 541-720-4533

Mailing Address: 469 SW Cottonwood Dr Hermiston, OR 97838

Name of Owner (If Different): _____ Phone: _____

Mailing Address: _____

Legal Description: Assessor's Map No: 4N 28 13 Tax Lot No: 200

Subdivision (If Applicable): _____

Street Address: _____

Current Comprehensive Plan Designation: F-2/Future Ind Proposed Zoning Designation: R-3; C-2/M-1

Land Area (In Acres): 79.3

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: 0

Population: Owners: 1 Tenants: 0 Voters: 0

Please Include the Names and Ages of All Residents:

N/A

Surrounding Use of Property:

North: Large lot rural residential, unincorporated to the city

South: Irrigation canal, further south is the Hermiston Municipal Airport

East: Rural residential and farming

West: Higher education, governmental buildings

Current Year Taxes: \$492.97 Previous Year Taxes: \$481.79

Total Assessed Valuation: \$483,230

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

Parcel contains no dwellings or other structures other than an irrigation system and pump house. The area between the A line canal and railroad tracks, 53.63 acres, is mostly irrigated hay field and pasture. Between the railroad tracks and Feed canal is irrigated pasture.

Please explain why the annexation has been proposed:

Applicant is requesting annexation in order to develop property with full city services and streets.

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 attached site plan illustrates areas for medium density residential development of approximately 47.73 acres, 5.9 acres of dual zone C-2/M-1 abutting the existing neighboring C-2/M-1, and approximately 25.67 acres of dual zone C-2/M-1 between the railroad and Feed canal. Applicant plans to develop the property in phases. The applicant currently forecasts that the residential portion of the property will be developed as lots primarily for single-family detached dwellings, with a minority of the lots being utilized for duplexes and single family with accessory dwelling units. The applicant is less certain about how the dual zone areas will develop, and will take into consideration market interest and any development constraint issues that city planning department foresees.

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:

Nearest water line according the the City of Hermiston Public Map is located at 10th Street running parallel with the northwest edge of the property.

Location and size of the nearest sewer line:

Based on pre-application/pre-development meetings with city staff and engineer, the most feasible sewer connection is in front of Highland Hills Elementary School on 10th Street.

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

A storm drain is located on Columbia Drive; There is a natural gas line near the northwest corner of the property; The A line canal is at the north border of the property, and the Feed canal is at the south border of the property. Both canals run east-west.

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

Applicant expects city services are readily available after development and subdivision is approved.

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

See supplemental attachment for response.

Availability of the desired service from any other unit of local government (Please indicated which government):

See supplemental attachment for response.

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

On the west boundary, 10th Street abuts the parcel. On the northeast boundary, E Highland Ave/Highland Extension abut the parcel.

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

10th Street is a fully improved city street. Based on conversations with city staff during pre-application/pre-development meetings, improvement to the bridge on 10th Street will be considered.

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

New roads will be created upon development of the property, although none are being proposed at this time. New roads would be proposed at such time as preliminary plats are submitted for approval.

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: Hermiston Fire Dist Irrigation District: Hermiston Irrigation Dist.
 School District: Hermiston School Dist. Drainage District: N/A
 Library District: N/A Parks and Recreation District: N/A
 Special Road District: N/A

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


No water or sewer services are currently being received on the property.

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 (one digital copy) 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.)

 11-1-23
 Signature of Applicant Date

OUT OF POCKET EXPENSES FOR PUBLICATION COSTS 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) 567-5521. The City's fax number is (541) 567-5530.

OFFICE USE ONLY

Date Filed: _____ Received By: _____ Meeting Date: _____
 Fee: \$700.00 Date Paid: _____ Receipt No: _____

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

Applicant will finance the extension of such facilities. Cost is exceedingly difficult to estimate without engineered drawings for subcontractors to review and provide estimates. The applicant's best estimate of costs range from \$250,000 to \$500,000, however actual costs could vary significantly from this estimate.

Availability of the desired service from any other unit of local government (Please indicated which government):

Applicant has reached out to city staff for resources to research potential availability of state funds to assist in extending city services along E Highland Ave and E Highland Extension to promote future development in that direction. Applicant is also researching opportunities to offset improvement costs for the 10th Street bridge, which may include Umatilla County. At this time, the applicant has not officially sought financial assistance, however does not wish to be precluded from seeking assistance of public funding in the future should a favorable set of circumstances arise.

Tyler Zelt 11-1-23

REAL PROPERTY TAX STATEMENT

JULY 1, 2023 TO JUNE 30, 2024

UMATILLA COUNTY, OREGON

216 SE 4TH ST

PENDLETON, OR 97801

| |
|--------------------|
| Section 8, Item A. |
| 116973 |

PROPERTY DESCRIPTION

CODE: 0803 **PCL:** 540
MAP: 4N2813-00-00200
ACRES: 79.41
SITUS:

HERMISTON HOME WORKS INC
 PO BOX 833
 HERMISTON OR 97838

| | |
|--------------------------|---------------|
| SCHOOL DIST #8 HERMISTON | 189.49 |
| INTERMOUNTAIN E.S.D. | 23.87 |
| BMCC | 25.63 |
| EDUCATION TOTAL: | 238.99 |

| | |
|----------------------------------|---------------|
| GENERAL COUNTY | 110.44 |
| PORT OF UMATILLA | 5.97 |
| UMATILLA COUNTY FIRE DIST 1 | 67.85 |
| UMATILLA MORROW RADIO & DATA DIS | 6.59 |
| CEMETERY DIST 8 HERMISTON | 3.58 |
| W. UMATILLA MOSQUITO CONTROL | 7.84 |
| UMATILLA SPECIAL LIBRARY DIST | 14.27 |
| GENERAL GOVT TOTAL: | 216.54 |

| VALUES: | LAST YEAR | THIS YEAR |
|-----------------------------|----------------|----------------|
| REAL MARKET (RMV) | | |
| LAND | 483,230 | 488,240 |
| STRUCTURES | 0 | 0 |
| TOTAL RMV | 483,230 | 488,240 |
| TOTAL ASSESSED VALUE | 31,767 | 38,769 |
| EXEMPTIONS | | |
| NET TAXABLE: | 31,767 | 38,769 |
| TOTAL PROPERTY TAX: | 492.97 | 604.47 |

| | |
|----------------------------------|---------------|
| BOND BMCC | 7.22 |
| 2022 BOND UMATILLA COUNTY FIRE D | 12.94 |
| 2009 BOND HERMISTON SD #8 | 128.78 |
| BONDS - OTHER TOTAL: | 148.94 |

| |
|---|
| TO PAY WITH CREDIT CARD, DEBIT, OR E-CHECK VISIT UMATILLACOUNTY.GOV. POTENTIAL ADDL TAX LIABILITY QUESTIONS (541) 278-6219 |
|---|

TOTAL DUE (WITH DISCOUNT) 586.34

DISCOUNT IS LOST AFTER DUE DATE. INTEREST APPLIES AFTER DECEMBER 15TH



2007-5150294 2 of 2

EXHIBIT "A"

All that part of Section 13, Township 4 North, Range 28, East, W.M. lying between the U.S.R.S. Feed Canal and the Canal of the Hermiston Irrigation District, together with hereditaments and appurtenances thereunto belonging or in any way appertaining, excepting and reserving to the Stanfield Irrigation District, its successors and assigns the right of way for any main canal or laterals which are or hereafter may be surveyed, located or established over said land, and reserving the perpetual right of easement over said land, or any part thereof for all canals, laterals, ditches and drains which the Stanfield Irrigation District may deem necessary for the proper management and distribution of the waters of its system, also reserving the for public road 20 feet along the Section line between Section 12 and 13 and 20 feet along the Section line on the west side of said tract between Section 13 & 14, Township 4, N. Range 28, E.W.M.

Furthermore, excepting a strip of land 200 feet wide being 100 feet on each side of the center line of the proposed railroad as staked over and across Section 13, Township 4 North, Range 28 East, W.M., being more particularly described as follows:

An irregular parcel of land located in Section 13 T.4N.-R.28E. of the Willamette Meridian being two hundred (200) feet wide and parallel to the center line of the proposed main track as staked and as to be constructed, measured one hundred (100) feet on either side of and at right angles from the center line; said center line being described as follows, to wit:

Beginning at a point on the west line of Section 13 which point is two thousand seven hundred and three and one tenth (2703.1) feet more or less south of the NW corner of Section 13; thence along a straight line north easterly across Section 13 a distance of one thousand four hundred forty and two tenths (1440.2) feet; thence around a curve to the right having a radius of five thousand seven hundred twenty-nine and sixty-five hundredths (5729.65) feet, a distance of one thousand and fifteen (1015) feet; thence along a straight line a distance of one thousand eight hundred eighty-eight and three tenths (1888.3) feet more or less to a point on the north line of Section 13 which point is three thousand four hundred one and six tenths (3401.6) feet more or less east of the NW corner of Section 13;

Containing an area of 19.94 acres more or less.

State of Oregon)
County of Umatilla)

This instrument was received and recorded on

02-21-07 at 9:05

In the record of instrument code type DE-WD

Instrument Number 2007-5150294
Fee 31.00

Office of County Records

Julius Hemphill
Records Officer

PROCLAMATION

IT IS HEREBY PROCLAIMED that at the regular meeting of March 11, 2024, the City Council of the City of Hermiston, Umatilla County, Oregon, did by unanimous vote annex the following described property, to-wit:

A tract of land located in the Southeast of Section 12, Northeast of Section 13, and the Northeast and Southeast of Section 14, Township 4 North, Range 28 East, Willamette Meridian, Umatilla County, Oregon, more particularly described as follows:

Beginning at the intersection of the North Right-of-Way of Highland Avenue and the Northwesterly line of the USRS Feed Canal; thence Southwesterly following along said Northwesterly line of the USRS Feed Canal as shown on USRS Feed Canal map in Umatilla County records, approximately 5060 feet, to the West line of Section 13; thence S00°01'00"E along said Section line, approximately 142 feet to the Southeasterly line of the USRS Feed Canal; thence Southwesterly along said Southeasterly line of the USRS Feed Canal 785 feet to the Northeasterly right-of-way line of US Highway 395 as shown on Umatilla County Survey Number 20-009-B; thence along said Northeasterly right-of-way line the following four (4) courses; 1. N41°31'00"W, 100.23 feet to the North line of said USRS Feed Canal; 2. N45°59'14"E, 10.10 feet; 3. N41°31'17"W, 434.76 feet; 4. N54°51'44"E, 49.17 feet to the South corner of Lot 3 Block 1 as shown on Village Port Subdivision recorded in Book 11, Page 16 of Umatilla County Records; thence along Northeasterly N49°35'39"E, along said Block 1, a distance of 353.90 feet; thence N45°18'57"E, continuing along said Block 1, a distance of 885.22 feet to the East Right-of-Way line of SE 10th Street; thence North along said East Right-of-Way line, N00°57'12"W, 1240.40 feet to the Southeasterly Right-of-Way line of "A" Canal as shown on Bureau of Reclamation Map Showing Right of Way of "A" Canal (Sheet 2 of 4) dated February 20, 1926; thence Northeasterly along said Southeasterly Right-of-Way line of "A" Canal, approximately 2410 feet, to the North Right-of-Way line of Highland Avenue; thence N89°43'33"E, 747.66 feet; thence S89°50'39"E, Easterly along said North Right-of-Way line, 1169.94 feet, to the Point of Beginning. Containing 116.72 acres, more or less.

All being East of the Willamette Meridian, in the county of Umatilla and State of Oregon.

IT IS FURTHER PROCLAIMED that copies of this Proclamation be posted in four places in the City of Hermiston for two weeks.

DATED AT HERMISTON, OREGON, this 11th day of March 2024.

Doug Primmer, COUNCIL PRESIDENT

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER

ORDINANCE NO. 2356

AN ORDINANCE AMENDING THE CITY OF HERMISTON COMPREHENSIVE PLAN MAP TO CONVERT CERTAIN LANDS FROM URBANIZABLE STATUS TO URBAN STATUS LOCATED WITHIN THE URBAN GROWTH BOUNDARY OF THE CITY OF HERMISTON IN ACCORD WITH THE PROVISIONS OF POLICY 6 IN THE CITY'S COMPREHENSIVE PLAN.

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The property described on Exhibit A to this ordinance shall be changed on the city comprehensive plan map from Future Industrial (FI) to Commercial (C), Low Density Residential (L), and Medium Density Residential (M) and on the city zoning map from Future Industrial (FI) to Outlying Commercial (C-2), Medium Density Residential (R-2), and Medium-High Density Residential (R-3). The disposition of C-2, R-2, and R-3 designations is described on Exhibits A & B to this ordinance.

SECTION 2. The findings of fact as adopted by the City Council on March 11, 2024, are incorporated herein by reference.

SECTION 3. The effective date of this ordinance shall be the thirty days after co-adoption by the Umatilla County Board of Commissioners.

PASSED by the City Council this 11th day of March 2024.

SIGNED by the Mayor this 11th day of March 2024.

Doug Primmer, COUNCIL PRESIDENT

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER

Exhibit A to Ordinance No. 2356

Future Industrial Amended to C-2

Tracts of Land to be Zoned C-2 located in the Northwest Half of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon, being more particularly described as follows:

Tract 1:

All that area between the Southern Right-of-Way for the Oregon-Washington Railroad and Navigation Company and the Northern Right-of-Way for the U.S.R.S. Feed Canal, bounded by the Easterly Right-of-Way for Southeast Tenth Street and the Westerly Right-of-Way for East Highland Avenue.

Said Tract containing 25.67 acres, more or less.

Also including lands owned by Union Pacific Railroad Co to the south and west of said tract and Union Pacific Railroad Co Right-of-Way forming the north boundary of said tract.

All being in the Northwesterly Half of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon.

Tract 2:

Beginning at a point on the Southerly Right-of-Way of the Oregon-Washington Railroad and Navigation Company being North 145.34 feet, more or less, and Easterly 33.00 feet from the West line of Section 13, Township 4 North, Range 28 East, City of Hermiston, Umatilla County, Oregon, being the True Point of Beginning for this Description; thence Northeasterly along said Southerly Right-of-Way the following calls: North 45°35'58" East a distance of 138.60 feet, more or less; thence North 45°24'33" East a distance of 19.66 feet, more or less; thence North 45°24'49" East a distance of 254.91 feet, more or less; thence North 45°37'38" East a distance of 109.93 feet, more or less; thence North 45°32'22" East a distance of 239.76 feet, more or less, to a point on the said Southerly Right-of-Way; thence leaving said Right-of-Way North 44°27'38" West a distance of 314.67 feet; thence along a tangential curve left with a Radius = 25.00 feet, a Long Chord = 4.35 feet, Bearing = North 50°08'17" West, Delta = 11°21'17", and an Arc Length of 4.36 feet; thence North 55°48'55" West a distance of 159.05 feet; thence along a non-tangential curve right with Radius = 203.00 feet, Long Chord = 59.74 feet, Bearing = South 80°39'11" West, Delta = 16°55'18", and a Arc Length = 59.95 feet; thence South 89°06'50" West a distance of 108.71 feet to a tangential curve left; thence along said curve left Radius = 20.00 feet, Long Chord = 28.28 feet, Bearing South 44°06'50" West, Delta = 90°00'00", and Arc Length = 31.42 feet to a point on the Easterly Right-of-Way of SE 10th Street; thence along said Easterly Right-of-Way South 0°53'10" East a distance of 805.96 feet, more or less, to the Point of Beginning.

Said Tract containing 5.93 acres, more or less.

All being in the Northwest Quarter of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon.

Future Industrial Amended to R-2

A Tract of Land to be Zoned R-2 located in the North Half of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as:

Beginning at a point on the Southerly Right-of-Way of East Highland Avenue and the Easterly Right-of-Way of "A Line" Canal for the Hermiston Irrigation District, said point being North 89°43'56" East a distance of 1840.22 feet along said Northerly Section Line from the Northwest Corner of said Section, and Southerly 33.00 feet perpendicular to said Northerly Section Line, being the True Point of Beginning for this description; thence continuing Easterly along said Southerly Right-of-Way and parallel to said Section line North 89°43'56" East a distance of 812.48 feet to a point Southerly and perpendicular to the North Quarter Corner of Said Section 13; thence continuing North 89°41'15" East a distance of 521.87 feet parallel with the North Line of said Section 13 to a point on the Westerly Right-of-Way of the Oregon-Washington Railroad and Navigation Company; then along said Westerly Right-of-Way of the Oregon-Washington Railroad and Navigation Company the following calls: thence South 55°34'43" West a distance of 563.15 feet, more or less; thence South 55°41'11" West a distance of 104.39 feet, more or less; thence South 55°41'18" West a distance of 401.73 feet, more or less; thence South 55°41'35" West a distance of 342.62 feet, more or less; thence South 55°21'53" West a distance of 182.09 feet, more or less; thence South 55°06'07" West a distance of 151.94 feet, more or less; thence South 53°06'02" West, a distance of 275.37 feet, more or less; thence South 50°38'46" West a distance of 203.02 feet, more or less; thence South 49°25'09" West a distance of 62.78 feet, more or less; thence South 48°06'21" West a distance of 124.48 feet, more or less; then leaving the Westerly Right-of-Way of the Oregon-Washington Railroad and Navigation Company North 41°53'39" West a distance of 198.94 feet; thence North 29°24'49" West a distance of 306.98 feet; thence North 22°37'12" West a distance of 28.00 feet; thence South 67°22'48" West a distance of 349.39 feet to a tangential curve left; thence along said tangential curve left Radius = 500.00 feet, Long Chord = 59.25 feet, Bearing South 63°58'59" West, Delta = 6°47'37", Arc Length = 59.28 feet; thence South 60°35'11" West a distance of 92.82 feet; thence South 58°06'54" West a distance of 10.78 feet; thence North 34°21'22" West a distance of 28.00 feet; thence North 29°24'49" West a distance of 201.37 feet, more or less, to a point on the Southerly Right-of-Way of the said "A Line" Canal; thence along the Southerly Right-of-Way of the said "A Line" Canal the following calls: North 45°39'11" East a distance of 3.35 feet, more or less; thence North 62°33'47" East a distance of 31.74 feet, more or less; thence North 72°29'45" East a distance of 358.03 feet, more or less; thence North 73°07'32" East a distance of 167.22 feet, more or less; thence North 65°49'32" East a distance of 94.01 feet, more or less; thence North 55°32'12" East a distance of 123.34 feet, more or less; thence North 48°16'31" East a distance of 68.84 feet, more or less; thence North 44°58'08" East a distance of 584.00 feet, more or less; thence North 49°21'08" East a distance of 83.56 feet, more or less; thence North 59°12'49" East a distance of 76.38 feet, more or less; thence North 66°34'09" East a distance of 66.19 feet, more or less; thence North 62°45'32" East a distance of 19.55 feet, more or less; thence North 52°16'11" a distance of 37.84 feet, more or less; thence North 48°20'20" East a distance of 164.16 feet, more or less, to the Point of Beginning.

Said Tract contains 33.64 acres, more or less.

Also including the section of E Highland Ave directly north of said tract.

All being in the North Half of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon.

Future Industrial to R-3

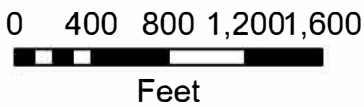
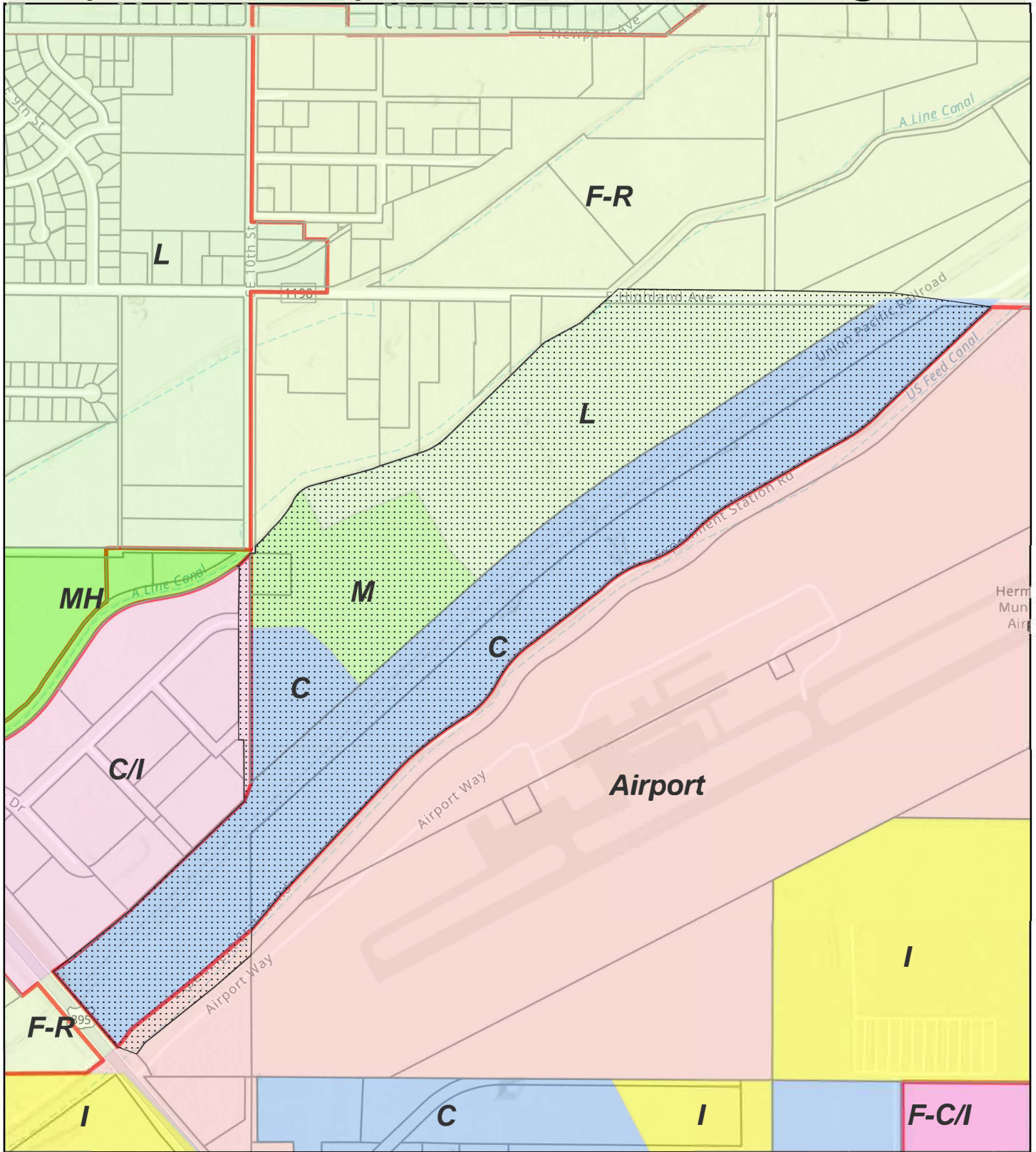
A Tract of Land to be Zoned R-3 located in the Northwest Quarter of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon, Being more particularly described as follows:

Beginning at a point on the Southerly Right-of-Way of "A Line" Canal of Hermiston Irrigation District and the Easterly Right-of-Way Line of Southeast 10th Street, said point being 1315.41 feet, more or less, South along, and 33.00 feet perpendicular to the West line of Section 13 from the Northwest Corner of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon being the True Point of Beginning for this description; thence along the Southerly Right-of-Way of said "A Line" Canal the following calls: North 50°45'56" East a distance of 28.03 feet, more or less; thence North 42°59'16" East a distance of 72.93 feet, more or less; thence North 37°09'04" East a distance of 238.55 feet, more or less; thence North 45°39'11" East a distance of 39.47 feet, more or less, to a point; thence leaving the Southerly Right-of-Way line of said "A Line" Canal South 29°24'49" East a distance of 201.37 feet; thence South 34°21'22" East a distance of 28.00 feet; thence North 58°06'54" East a distance of 10.78 feet; thence North 60°35'11" East a distance of 92.82 feet; thence along a tangential curve to the right Radius = 500.00 feet, Chord Length = 59.25 feet, Bearing North 63°58'59" East, Delta = 6°47'37", and Arc Length = 59.28 feet; thence North 67°22'48" East a distance of 349.39 feet; thence South 22°37'12" East a distance of 28.00 feet; thence South 29°24'49" East a distance of 306.98 feet; thence South 41°53'39" East a distance of 198.94 feet, more or less, to a point on the Northerly Right-of-Way of the Oregon-Washington Railroad and Navigation Company; thence along said Northerly Right-of-Way the following calls: South 48°06'21" West a distance of 74.48 feet, more or less; thence South 47°15'46" West a distance of 71.63 feet, more or less; thence South 46°03'39" West a distance of 215.65 feet, more or less; thence South 45°13'21" West a distance of 91.46 feet, more or less; thence South 45°32'22" West a distance of 338.25 feet; thence leaving the said Northerly Right-of-Way North 44°27'38" West a distance of 314.67 feet to a point on a tangential curve left; thence along said curve left Radius = 25.00 feet, Long Chord = 4.35 feet, Bearing = N50°08'17" West, Delta = 11°21'17", and Arc Length = 4.36 feet; thence North 55°48'55" West a distance of 159.05 feet to a non-tangential curve right; thence along said curve right Radius = 203.00 feet, Long Chord = 59.74 feet, Bearing = South 80°39'11" West, Delta = 16°55'18", Arc Length = 59.95 feet; thence South 89°06'50" West a distance of 108.71 feet to a tangential curve left; thence along said tangential curve left Radius = 20.00 feet, Long Chord = 28.28 feet, Bearing = South 44°06'50" West, Delta = 90°00'00", Arc Length = 31.42 feet to a point on the Easterly Right-of-Way of Southeast 10th Street; thence along said Easterly Right-of-Way of Southeast 10th Street North 0°53'10" West a distance of 390.89 feet to the Point of Beginning.

Said Tract contains 15.06 acres, more or less.

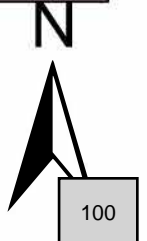
All being in the Northwest Quarter of Section 13, Township 4 North, Range 28 East of the Willamette Meridian, City of Hermiston, Umatilla County, Oregon.

Proposed Comprehensive Plan Designation



Proposed Comprehensive Plan Designation

- Airport
- C
- C/I
- F-C/I
- F-R
- L
- M
- MH
- City Limits
- Subject Area



ORDINANCE NO. 2357

AN ORDINANCE ANNEXING CERTAIN REAL PROPERTY ABUTTING E HIGHLAND AVE & SE 10TH ST, DESCRIBING SAID REAL PROPERTY, WITHDRAWING SAID REAL PROPERTY FROM SPECIAL DISTRICTS AND DESIGNATING ZONING.

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The following described property be and the same is annexed to the City of Hermiston, withdrawn from the Umatilla County Library District and the Umatilla County Sheriff’s Office Law Enforcement District due to annexation:

Beginning at the intersection of the North Right-of-Way of Highland Avenue and the Northwesterly line of the USRS Feed Canal; thence Southwesterly following along said Northwesterly line of the USRS Feed Canal as shown on USRS Feed Canal map in Umatilla County records, approximately 5060 feet, to the West line of Section 13; thence S00°01’00”E along said Section line, approximately 142 feet to the Southeasterly line of the USRS Feed Canal; thence Southwesterly along said Southeasterly line of the USRS Feed Canal 785 feet to the Northeasterly right-of-way line of US Highway 395 as shown on Umatilla County Survey Number 20-009-B; thence along said Northeasterly right-of-way line the following four (4) courses; 1. N41°31’00”W, 100.23 feet to the North line of said USRS Feed Canal; 2. N45°59’14”E, 10.10 feet; 3. N41°31’17”W, 434.76 feet; 4. N54°51’44”E, 49.17 feet to the South corner of Lot 3 Block 1 as shown on Village Port Subdivision recorded in Book 11, Page 16 of Umatilla County Records; thence along Northeasterly N49°35’39”E, along said Block 1, a distance of 353.90 feet; thence N45°18’57”E, continuing along said Block 1, a distance of 885.22 feet to the East Right-of-Way line of SE 10th Street; thence North along said East Right-of-Way line, N00°57’12”W, 1240.40 feet to the Southeasterly Right-of-Way line of “A” Canal as shown on Bureau of Reclamation Map Showing Right of Way of “A” Canal (Sheet 2 of 4) dated February 20, 1926; thence Northeasterly along said Southeasterly Right-of-Way line of “A” Canal, approximately 2410 feet, to the North Right-of-Way line of Highland Avenue; thence N89°43’33”E, 747.66 feet; thence S89°50’39”E, Easterly along said North Right-of-Way line, 1169.94 feet, to the Point of Beginning. Containing 116.72 acres, more or less.

All being East of the Willamette Meridian, Umatilla County, Oregon;

SECTION 2. The City Zoning Map shall include the real property described in Section 1 above and shall be designated as Outlying Commercial (C-2), Medium Density Residential (R-2), and Medium-High Density Residential (R-3) on said map as shown in Exhibit A to this ordinance.

SECTION 3. The findings of fact as adopted by the City Council on March 11, 2024, are incorporated herein by reference.

SECTION 4. The city recorder shall promptly transmit a record of annexation proceedings to the Secretary of State and notify the County Assessor of the change in boundary.

SECTION 5. The effective date of this ordinance shall be the thirtieth day after co-adoption of City of Hermiston Ordinance No. 2356 by the Umatilla County Board of Commissioners.

SECTION 6. This annexation shall be complete when all necessary documents have been accepted and filed by the Secretary of State.

PASSED by the Common Council this 11th day of March 2024.

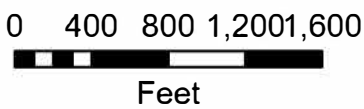
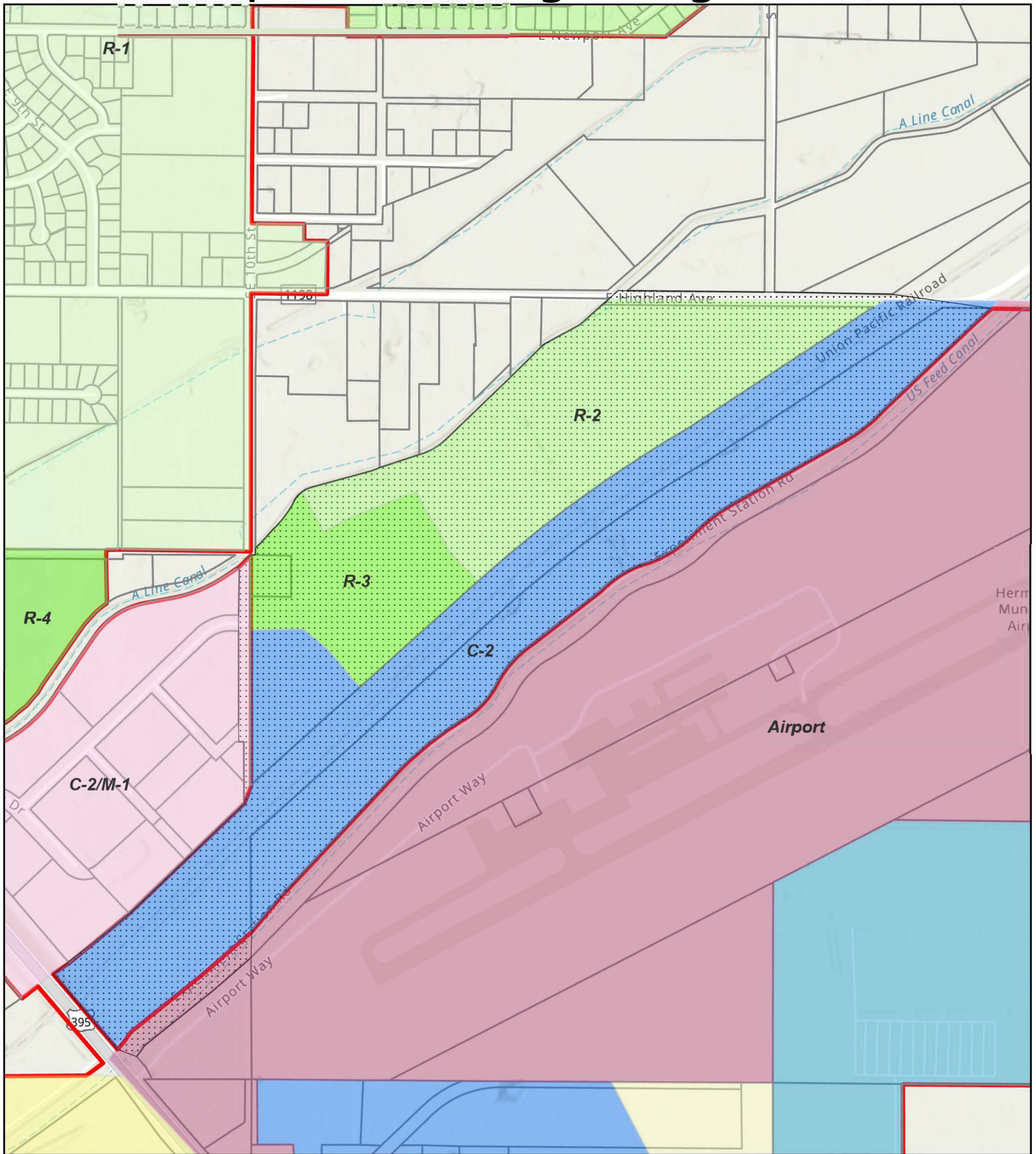
SIGNED by the Mayor this 11th day of March 2024.

Doug Primmer, COUNCIL PRESIDENT

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER

Proposed Zoning Designation



- | | | |
|---------------|---------------------|-----|
| City Limits | C-2 | R-1 |
| Subject Area | C-2/M-1 | R-2 |
| Zoning | Fairgrounds Overlay | R-3 |
| Airport | M-1 | R-4 |
| | M-2 | |





Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of February 26, 2024

Title/Subject

Resolution 2316- Airport Hangar Construction

Summary and Background

This project will construct a new set of 10 enclosed T-Hangars at the airport.

Resolution 2312 awarded a contract for taxilane construction associated with this project.

See additional background in Resolution 2312 from February 26.

Tie-In to Council Goals

Goal #3: City Facilities: Public facilities that meet the community needs of today and the future

Fiscal Information

| | |
|------------------------|---------------|
| Grant Funds Available: | \$1,450,000 |
| Taxilane Construction: | -\$467,388.61 |
| Hangar Construction: | -\$898,362.48 |
| Local Match: | \$84,248.91 |

The Airport was allocated \$950,000 in grant funding from the federal Bipartisan Infrastructure Law in 2021, and the State of Oregon has awarded \$500,000 toward this project as well.

It is estimated that the Airport will see a net-increase in hangar lease revenue of approximately \$25,000 per year as a result of higher rents charged for the new enclosed hangars. Therefore, it will take approximately 3.5 years to begin seeing a profit from this project in addition to providing a higher level of service to the local aviation community.

Bids were opened related to the Hangar Construction portion of the project on February 29, with the following results:

- Lorentz Bruun Construction: \$2,571,964.00
- 2KG Construction: \$1,204,000.00
- *Engineer's Estimate:* \$1,148,200.00

- Gyllenberg Construction: \$1,017,184.00
- Silvercreek Contracting: \$898,362.48

Based on a review of the bids by Precision Approach Engineering, it is recommended to award the contract to Silvercreek Contracting.

Alternatives and Recommendation

Alternatives

1. Award the Airport Hangar Construction improvements project to the lowest bidder.
2. Reject all bids and re-advertise.

Recommended Action/Motion

Motion to approve Resolution 2316

Submitted By:

Mark Morgan

RESOLUTION NO. 2316

A RESOLUTION AWARDED A CONTRACT FOR CONSTRUCTION OF AVIATION T-HANGARS AND AUTHORIZING THE CITY MANAGER TO SIGN ALL NECESSARY DOCUMENTS ON BEHALF OF THE CITY

WHEREAS, the City of Hermiston (“City”) has developed the need for the construction of a set of 10 new enclosed Aviation T-Hangars at the Hermiston Municipal Airport; and

WHEREAS, the City has received grant funding to assist in paying for improvements to the T-Hangars; and

WHEREAS, notice was published, and bids were received, with Silvercreek Contracting LLC being the lowest responsive and responsible bidder with a bid of \$898,362.48.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. That Silvercreek Contracting LLC is awarded the contract for the Aviation T-Hangar construction.
2. That the City Manager be, and is, hereby authorized to execute and deliver the contract to Silvercreek Contracting LLC with such changes, additions, deletions, and modifications as the City Manager may approve.
3. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 11th day of March 2024.
SIGNED by the Council President this 11th day of March 2024.

Doug Primmer, COUNCIL PRESIDENT

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER



Where Life is Sweet

Mayor and Members of the City Council
STAFF REPORT
For the Meeting of February 26, 2024

Title/Subject

Resolution 2317- Solid Waste Rate Adjustment

Summary and Background

Garbage services in Hermiston, as well as all of the surrounding communities (Umatilla, Stanfield, Echo, Boardman, Irrigon, etc.) as well as the unincorporated areas in between, are provided by Waste Connections, Inc. (WCI) which is a large national company which does business locally as Sanitary Disposal. WCI purchased all of the local assets from Sanitary Disposal, Inc. (SDI) a couple of years ago. SDI was a small, locally-owned business which had been providing this service in the area for many years. The owners of SDI made the decision to sell and get out of the business due to the increasingly complex, volatile, and expensive nature of the industry which make it very challenging for small local providers to continue providing affordable service at a small scale.

WCI, in entering the market, wanted to operate for several years to fully understand the actual cost-drivers to their business before seeking a full-scale recalibration of the rates that they need to charge in order to operate a financially solvent business. One of the main issues that they identified through their initial process was that the age of the fleet of equipment (garbage trucks) was close to 30 years old; likely owing to the previous SDI owners planning for several years to exit the business and opting against putting large capital outlays in to purchasing new equipment.

Operating old equipment comes with several challenges:

- Increased cost of down-time related to truck break-downs. Not only does this lead to wasted driver-time, but can lead to missed pick-ups, or require maintaining a larger fleet of backup trucks than is necessary.
- Increased maintenance costs. More frequent break-downs requires more time spent by mechanics repairing or replacing integral components of the equipment. Meanwhile, finding replacement parts for 20 to 30 year old specialty equipment becomes harder and more expensive.

Meanwhile, the cost of new equipment has increased significantly, as base-model garbage trucks have gotten more complex over the past several decades.

WCI, like all other employers in the region, has also experienced significant upward pressure in wage demands in the labor market. WCI has responded by increasing hourly wages for their local employees across the board to provide a livable wage and retain workers.

Comparable Services

Obtaining a standardized comparison related to garbage service is difficult, not the least of which because there is no standardized level of service or cart-size. Therefore, this section considers comparable rates for nearby communities not served by WCI but with comparable services. Even so, you will see that the City of West Richland (population 16,951) does not offer a 35-gallon weekly cart service, which therefore makes their lowest-cost service the 90-gallon option. You can see that, overall, the proposed rates will largely be in-line with existing rates charged by garbage services in other communities.

| Weekly Residential | Proposed Hermiston | Pendleton | Pilot Rock | West Richland |
|---------------------------|---------------------------|------------------|-------------------|----------------------|
| 35 Gallon Cart | \$ 17.46 | \$ 16.75 | \$ 23.25 | N/A |
| 90 Gallon Cart | \$ 29.05 | \$ 33.60 | \$ 43.25 | \$ 30.67 |

Residential service is by far the largest number of garbage accounts within Hermiston, however the proposed changes also impact commercial users. Below, you can find that the proposed new rates for commercial users are also roughly in-line with comparable services within the region.

| Weekly Commercial | Proposed Hermiston | Pendleton | Pilot Rock | West Richland |
|---------------------------|---------------------------|------------------|-------------------|----------------------|
| 1.5 Yard Container | \$ 120.82 | \$ 124.92 | \$ 127.75 | \$ 136.52 |

Current rates within Hermiston for the rates listed above are \$12.70 (30gal.), \$21.13 (90gal.), & \$87.87 (1.5yd).

Dates

These rates are proposed to take effect April 1. Moving forward, WCI intends to seek annual rate adjustments to keep adjustment requests relatively small.

Future- Curbside Recycling

City Council has been briefed over the past year regarding the upcoming requirement by the State of Oregon to begin offering curbside recycling services in Hermiston by July 1, 2025. The complex statewide funding methodology associated with that requirement continues to work through refinement, and it appears as though the Oregon Department of Environmental Quality will relax the deadline as a result. Therefore, it is still premature to anticipate what impact that rollout will have on a rate for curbside recycling. However, the simple takeaway now is that this rate proposal, as presented, is only for existing services and does not contemplate any upcoming changes related to recycling.

Tie-In to Council Goals

Focus Area: Maintain service levels, evaluate the current budget and understand options to increase revenues.

Fiscal Information

The City provides utility billing services for all garbage accounts in exchange for a fee of 10% of Sanitary Disposal’s gross revenues within the City. Additionally, there is a 3.5% Franchise Fee for the privilege of operating this exclusive franchise. As a result, the City of Hermiston anticipates approximately \$480,000 in revenue for the current FY24. It is anticipated that approval of the proposed rate request will increase the revenue to the City’s General Fund by approximately \$180,000 per year.

Alternatives and Recommendation

Alternatives

- 1. Approve the updated rates as requested by WCI.
- 2. Reject the updated rates as requested by WCI.
- 3. Request alterations.

Recommended Action/Motion

Motion to approve Resolution 2317

Submitted By:

Mark Morgan



WASTE CONNECTIONS, INC.
Connect with the Future®

February 5th, 2024

Byron Smith, City Manager
Mark Morgan, Assistant City Manager
180 NE 2nd Street, Suite 220
Hermiston OR, 97838

RE: Rate Adjustment Application for Solid Waste and Recycling Services

Sanitary Disposal is not immune to the cost pressure and supply chain issues that have affected most businesses and consumers over the past few years. We believe that it is appropriate for the City to provide a reasonable increase in rates to allow us to meet and improve upon the service commitments we have made to The City of Hermiston, and to bring rates in line with those charged by other solid waste service providers in surrounding areas.

The City of Hermiston last awarded Sanitary Disposal a blended increase of 12.94% effective April 1st, 2023. With the increase in April, the resulting revenue was intended to cover a small portion of the increase in costs of operations that we have been absorbing for some time. As costs continue to climb, it is time to bring the rates and revenues more in line with the increased cost of service and neighboring service areas. Currently, we are requesting a 37.5% increase. While we acknowledge that this is a large increase, it is the result of discounted rates that have been in place for some time and are simply not sustainable given the continuing increases in the costs of service including capital costs, fuel, labor, and health insurance coverage for our employees.

Waste Connections continues to make substantial capital investments to modernize the fleet and collection methods. We have introduced a new billing system and computer system to provide customers with a more efficient and convenient way to manage their accounts. We have upgraded the safety practices of the company with tools like onboard cameras and sensors that help us to coach drivers and improve safe driving behaviors that protect both the drivers and the customers we serve. In total, we have invested over \$4.3M in new equipment and training in the two years that we have owned the Company. Some of this capital investment allows us to be more efficient, some improve the customer experience, and others simply provide a safer work environment for our employees and the public.

After a thorough review of our financial performance and a comparison to comparable rates in surrounding service areas, the requested price increase will allow us to continue to invest in the future and serve the residents of Hermiston in a safe and responsible manner. In addition, we would propose linking future rate adjustments to changes in the CPI-W index to keep adjustments small and manageable.

In the meantime, Waste Connections looks forward to continuing to be an integral part of the community. We place a high value on employee engagement in the local activities, and we work hard to energize our employees so that they are ambassadors of positivity in the neighborhoods and business district we serve. I am happy to make myself available to you and members of the Council to discuss our approach to our business community.

Regards,
Kevin Miracle
District Manager

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|-------------------------|--------------|----------------|------------|
| CONTAINERS | | | |
| (1) 1 1/2 Yd Container | | | |
| - Once a week | \$87.87 | \$32.95 | \$120.82 |
| - Twice a week | \$166.35 | \$62.38 | \$228.73 |
| - Three times a week | \$244.83 | \$91.81 | \$336.64 |
| - Four times a week | \$323.31 | \$121.24 | \$444.55 |
| - Six times a week | \$480.27 | \$180.10 | \$660.37 |
| (2) 1 1/2 Yd Containers | | | |
| - Once a week | \$175.74 | \$65.90 | \$241.64 |
| - Twice a week | \$332.70 | \$124.76 | \$457.46 |
| - Three times a week | \$489.66 | \$183.62 | \$673.28 |
| (3) 1 1/2 Yd Containers | | | |
| - Once a week | \$263.62 | \$98.86 | \$362.48 |
| - Twice a week | \$499.05 | \$187.14 | \$686.19 |
| - Three times a week | \$734.49 | \$275.43 | \$1,009.92 |
| (1) 2 Yd Container | | | |
| - Once a week | \$114.24 | \$42.84 | \$157.08 |
| - Twice a week | \$217.19 | \$81.45 | \$298.64 |
| - Three times a week | \$320.14 | \$120.05 | \$440.19 |
| - Four times a week | \$423.09 | \$158.66 | \$581.75 |
| - Five times a week | \$526.03 | \$197.26 | \$723.29 |
| - Six times a week | \$628.98 | \$235.87 | \$864.85 |
| (2) 2 Yd Containers | | | |
| - Once a week | \$228.49 | \$85.68 | \$314.17 |
| - Twice a week | \$434.38 | \$162.89 | \$597.27 |
| - Three times a week | \$640.28 | \$240.11 | \$880.39 |
| (3) 2 Yd Containers | | | |
| - Once a week | \$342.73 | \$128.52 | \$471.25 |
| - Twice a week | \$685.46 | \$257.05 | \$942.51 |
| - Three times a week | \$960.42 | \$360.16 | \$1,320.58 |

Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|----------------------------------|--------------|----------------|----------|
| RESIDENTIAL | | | |
| ROLLCARTS | | | |
| Weekly- 35 Gal Cart | | | |
| - (1) cart | \$12.70 | \$4.76 | \$17.46 |
| - (1) cart Senior Rate | \$10.46 | \$3.92 | \$14.38 |
| - (2) carts | \$25.41 | \$9.53 | \$34.94 |
| - (3) carts | \$38.11 | \$14.29 | \$52.40 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| - Extras (Per 35 Gal Equivalent) | \$2.96 | \$1.11 | \$4.07 |
| Weekly- 90 Gal Cart | | | |
| - (1) cart | \$21.13 | \$7.92 | \$29.05 |
| - (2) carts | \$42.27 | \$15.85 | \$58.12 |
| - (3) carts | \$63.40 | \$23.78 | \$87.18 |
| - (4) carts | \$84.53 | \$31.70 | \$116.23 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| COMMERCIAL | | | |
| ROLLCARTS | | | |
| Weekly- 35 Gal Cart | | | |
| - (1) cart | \$12.70 | \$4.76 | \$17.46 |
| - (2) carts | \$25.41 | \$9.53 | \$34.94 |
| - (3) carts | \$38.11 | \$14.29 | \$52.40 |
| - Walk-In Charge | \$6.68 | \$2.51 | \$9.19 |
| - Extras (Per 35 Gal Equivalent) | \$2.96 | \$1.11 | \$4.07 |
| Weekly- 90 Gal Cart | | | |
| - (1) cart | \$25.97 | \$9.74 | \$35.71 |
| - (2) carts | \$51.95 | \$19.48 | \$71.43 |
| - (3) carts | \$77.92 | \$29.22 | \$107.14 |
| - (4) carts | \$103.89 | \$38.96 | \$142.85 |

**Waste Connections of Oregon, Inc.
dba Sanitary Disposal
Proposed City of Hermiston Rates
Effective April 1, 2024**

| SERVICE | CURRENT RATE | TOTAL INCREASE | NEW RATE |
|---------------------------------------|--------------|----------------|----------|
| RECYCLING CONTAINERS | | | |
| - (1) 2 Yd Recycling Container | | | |
| - Once a week | \$12.45 | \$41.46 | \$53.91 |
| - Twice a week | \$12.45 | \$95.37 | \$107.82 |
| - Three times a week | \$12.45 | \$149.28 | \$161.73 |
| - Four times a week | \$12.45 | \$203.18 | \$215.63 |
| - Five times a week | \$12.45 | \$257.09 | \$269.54 |
| | | | |
| - Recycling Compactor Haul | \$207.86 | \$77.95 | \$285.81 |
| DROP BOXES | | | |
| - Delivery Fee | \$46.10 | \$17.29 | \$63.39 |
| - Haul Fee (Up to 5 Tons) | \$65.12 | \$24.42 | \$89.54 |
| - Disposal Fee (Whichever is Greater) | | | |
| - Per Cubic Yard | \$6.52 | \$2.45 | \$8.97 |
| - Per Ton | \$73.34 | \$27.50 | \$100.84 |
| | | | |
| - Haul Fee (Greater Than 5 Tons) | \$235.11 | \$88.17 | \$323.28 |
| - Disposal Fee (Per Ton) | \$39.27 | \$14.73 | \$54.00 |
| | | | |
| - Demurrage per day after 7 days | \$5.01 | \$1.88 | \$6.89 |
| COMPACTORS | | | |
| Compacted dropboxes | | | |
| - Haul Fee (Up to 5 Tons, Per Hour) | \$85.57 | \$32.09 | \$117.66 |
| - Disposal Fee (Whichever is Greater) | | | |
| - Per Cubic Yard | \$6.52 | \$2.45 | \$8.97 |
| - Per Ton | \$73.34 | \$27.50 | \$100.84 |
| | | | |
| - Haul Fee (Greater Than 5 Tons) | \$255.57 | \$95.84 | \$351.41 |
| - Disposal Fee (Per Ton) | \$39.27 | \$14.73 | \$54.00 |

**Waste Connections of Oregon, Inc.
 dba Sanitary Disposal
 Proposed City of Hermiston Rates
 Effective April 1, 2024**

| SERVICE | CURRENT SDI RATE | TOTAL INCREASE | NEW SDI RATE | COMPARABLE AREA RATES | | |
|------------------------|------------------|----------------|--------------|-----------------------|------------|---------------|
| | | | | Pendleton Sanitary | Pilot Rock | West Richland |
| RESIDENTIAL | | | | | | |
| ROLLCARTS | | | | | | |
| Weekly- 35 Gal Cart | \$12.70 | \$4.76 | \$17.46 | 16.75 | 23.25 | N/A |
| - (1) cart | | | | | | |
| Weekly- 90 Gal Cart | \$21.13 | \$7.92 | \$29.05 | 33.60 | 43.25 | 30.67 |
| - (1) cart | | | | | | |
| COMMERCIAL | | | | | | |
| CONTAINERS | | | | | | |
| (1) 1 1/2 Yd Container | \$87.87 | \$32.95 | \$120.82 | 124.92 | 127.75 | 136.52 |
| - Once a week | | | | | | |
| (1) 2 Yd Container | \$114.24 | \$42.84 | \$157.08 | 141.40 | 186.25 | 165.16 |
| - Once a week | | | | | | |

RESOLUTION NO. 2317

A RESOLUTION ADJUSTING A SCHEDULE OF FEES AND CHARGES FOR GARBAGE AND RECYCLING SERVICES

WHEREAS, the City Council has adopted the City of Hermiston Code of Ordinances and that Code permits the City Council of the City of Hermiston to adopt by resolution a schedule of fees and charges for various services, licenses and permits; and

WHEREAS, the City maintains a franchise agreement with Waste Connections of Oregon, Inc. doing business as Sanitary Disposal (“Franchisee”) for solid waste management service for commercial, industrial and residential establishments in the city, and

WHEREAS, Franchisee has requested a rate adjustment for solid waste and recycling services beginning April 1, 2024; and

WHEREAS, the proposed Master Fee Schedule including the new fees is attached hereto.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. That the attached updated Master Fee Schedule including the adjusted schedule of fees and charges for Garbage and Recycling Services, is approved and adopted and the new rates to be effective as of April 1, 2024.
2. That this resolution shall supersede Resolution No. 2259, relating to fees and charges for Garbage and Recycling Services.
3. All fees and charges in effect as of the date of the adoption of this resolution shall remain in effect unless otherwise modified by provisions of this resolution.
4. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 11th day of March 2024.

SIGNED by the Council President this 11th day of March 2024.

Doug Primmer, COUNCIL PRESIDENT

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER



Where Life is Sweet

Master Fee Schedule

Fees Subject to Change



Adopted by: Resolution 2171 on December 14, 2020
 Superseded by: Resolution 2174 on March 8, 2021
 Superseded by: Resolution 2187 on June 10, 2021
 Superseded by: Resolution 2202 on December 13, 2021
 Superseded by: Resolution 2205 on January 10, 2022
 Superseded by: Resolution 2207 on January 24, 2022
 Superseded by: Resolution 2213 on March 14, 2022
 Superseded by: Resolution 2219 on May 9, 2022
 Superseded by: Resolution 2231 on July 11, 2022
 Superseded by: Resolution 2249 on January 9, 2023
 Superseded by: Resolution 2259 on February 27, 2023
 Superseded by: Resolution 2302 on January 8, 2024
 Superseded by: Resolution 2305 on January 22, 2024
Superseded by: Resolution 2317 on March 11, 2024

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Administration & General Fees

| Notary Acts | |
|---|--|
| 1. Certifying a copy of a document | \$2.00 per page |
| 2. For: taking an acknowledgment, a verification upon an oath or affirmation, and witnessing or attesting a signature. | \$10.00/notarized signature |
| 3. For administering an oath or affirmation or taking a deposition (without a signature). And for all other notarial acts not specified in this section. | \$5.00 per act |
| Notary Acts are available at: | |
| <ul style="list-style-type: none"> Hermiston Police Department, Bob Shannon Safety Center, 330 S. 1st Street City Hall, 180 NE 2nd Street | |
| Fines & Penalties | |
| 1. Returned check | \$25.00 |
| 2. Collection Agency Processing Fee | \$10.00 per item |
| Miscellaneous Services | |
| 1. Other Misc. Items and Services | As Established |
| Prints & Public Records | |
| Documents & Photocopies up to 11x17 (Does not include other fees) | |
| 1. Black & White | Single: \$0.25 per page Double-Sided: \$0.50 per page |
| 2. Color | Single: \$1.00 per page Double-Sided: \$2.00 per page |
| Maps, Nonstandard Documents, etc. Larger than 11x17 (Does not include other fees) | |
| 1. Black & White | Actual Cost |
| 2. Color | Actual Cost |
| Media (Does not include other fees) | |
| 1. DVD, CD or USB | Actual Cost |
| 2. Audio & Video Recording, in addition to any other fees. | \$35.00 per hour- Minimum Charge |
| Processing Fees (Does not include other fees) | |
| 1. Lengthy Requests (request over 15 mins to complete) | \$35.00 per hour |
| 2. Fee's charged at 15 min increments. Requests less than 15 mins to process may be waived, excluding serial requests. | |
| 3. Attorney Fees | Actual Cost |
| Please Note: Requestors must pre-pay the estimated cost of request. If the actual charges are less than the pre-payment, then the over- payment shall be refunded. | |

Airport

| | |
|---|---|
| Commercial Activity Fee- Any business operating at the Airport | |
| 1. Aerial Sprayers | \$1,000.00 per year |
| 2. Non-Aerial Sprayers | \$250.00 per year |
| T-Hangar Rental | |
| 1. Open Hangars | \$100.00 per month |
| 2. Enclosed T-Hangar #2 | \$200.00 per month |
| 3. Enclosed T-Hangar #3 | \$225.00 per month |
| 4. Enclosed T-Hangar #4 | |
| a. Interior Bays | a. \$275.00 |
| b. End Bays | b. \$325.00 |
| Miscellaneous Services | |
| 1. Air Freight Activity | \$284.00 per month |
| 2. Transient Aircraft Parking | \$5.00 per night, after the first two nights. |
| 3. Tie Downs | As established by agreement |
| Land & Building Leases- All terms and fees as established by agreement. | |
| <p>Hermiston Municipal Airport is operated by contract, to: Gorge Aviation 1600 E Airport Way, Hermiston, OR 97838 541-567-3694 https://www.gorgeaviationservices.com/</p> | |

Animals

Dog Licenses (One-time fee per dog.)

| | |
|--|---------|
| 1. Altered (spayed or neutered) | \$5.00 |
| 2. Unaltered (not spayed or neutered) | \$25.00 |
| 3. Service/Assistance dogs- As defined under the ADA | NONE |

Please Note: Proof of rabies vaccination, or valid exemption, is required to obtain a license.

Dog Impoundment & Boarding

| | |
|--|-----------------|
| 1. Impoundment- Altered | \$25.00 |
| 2. Impoundment- Unaltered | \$75.00 |
| 3. Boarding- Excluding the first day of boarding, if impounded after 8:00pm. | \$10.00 per day |

Please Note: No dog shall be released without proof of or obtaining a license and rabies vaccination.

**All animal services, as specified in this section, are contracted to:
Pet Rescue Humane Society of Eastern Oregon**

1844 NW Geer Rd, Hermiston, OR 97838
(541) 564-6222

** Other independent animal services, ie: rabies vaccinations, etc, are also provided by Pet Rescue. **

Aquatic Center

| Educational Classes | | |
|--|----------------------------|--------------|
| 1. Swimming, Diving, Snorkeling, Lifeguard, etc | As established per program | |
| Public Swim Hours | | |
| Individual Daily Pass | | |
| 1. Infants (0-1yr) | Free | |
| 2. Child (2-9yrs) | \$5.00 | |
| 3. Youth (10-17yrs) | \$6.00 | |
| 4. Adult (18+) | \$7.00 | |
| 5. Seniors (55+) | \$6.00 | |
| Individual Splash Pass- All Season (entrance for all public swim hours) | | |
| 1. Child & Youth (2-17yr) | \$85.00 | |
| 2. Adult (18+) | \$95.00 | |
| 3. Senior (55+) | \$85.00 | |
| Family Splash Pass- All Season: All members must reside in same household (entrance for all public swim hours) | | |
| 1. 2 Adults & up-to 4 kids | \$200.00 | |
| 2. 2 Adults & up-to 6 kids | \$240.00 | |
| 3. 2 Adults & up-to 8 kids | \$265.00 | |
| Aquatic Fitness Classes | | |
| Individual Daily Pass | | |
| 1. Adult (18+) | \$7.00 | |
| 2. Seniors (55+) | \$6.00 | |
| Individual Splash Pass-Fit: All Season (entrance for all aquatic fitness classes) | | |
| 1. Adult (18+) | \$85.00 | |
| 2. Senior (55+) | \$75.00 | |
| All Access Pass: All Season- (Entrance for all public swim hours & aquatic fitness classes) | | |
| 1. Adult & Senior | \$135.00 | |
| Aquatic Facility Rentals | | |
| Full Facility Rental: Exclusive use of all pools & picnic shelter. | Resident | Non-Resident |
| Friday- Sunday 7:15pm-9:15pm or 9:30pm to 11:30pm Additional hours may be available Refundable Booking/Security Deposit- Due to hold event date | \$1,200.00 | \$1,450.00 |
| | \$500.00 | \$500.00 |
| Semi-Private Rental: Shared use of all pools with other designated area. Maybe shared with two other parties. | Resident | Non-Resident |
| Friday- Sunday 9:30pm to 11:30pm | \$150.00 | \$190.00 |

AQUATIC CENTER

Additional hours may be available

| | Resident | Non-Resident |
|--|-----------------|---------------------|
| Picnic Shelter Rental: Use of gazebo and picnic tables during public swim (pool entry fee required) | | |

2-Hour Rental: 50 Person Maximum - Group Rates Available

- | | | |
|-------------------|---------|---------|
| 1. Weekday Rental | \$50.00 | \$75.00 |
| 2. Weekend Rental | \$65.00 | \$90.00 |

Additional Amenities

- | | | |
|---|---------------------------|-------------------------|
| 1. All-Day Cabana Rental: Semi-Private shaded area with premium lounge chairs. Available during public swim. | Regular Cabana \$25.00 | Large Cabana \$50.00 |
|---|---------------------------|-------------------------|

- | | | |
|-------------------------------|----------------|--|
| 2. All Other Amenities | As Established | |
|-------------------------------|----------------|--|

Hermiston Aquatic Center

879 W Elm Ave, Hermiston, OR 97838
541-289-7665
541-667-5018 (Off-Season)

Building Department

The final determination of valuation, occupancy, and/or construction type under any of the provisions of this order shall be made by the Building Official.

A. Building Permits

The valuation to be used in computing the building permit and the building plan review fees shall be the total value (rounded up to the nearest dollar) of all construction work for which the permit is issued, as well as all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire extinguishing systems and any other permanent equipment. It also includes the contractor's profit which should not be omitted.

The fees for each permit shall be as set forth in Tables A-1 and A-2. Valuation will be calculated using the City's Building Permit Fee table based on the International Code Council (ICC) Building Valuation Data Table as of April 1 of the current year, multiplied by the square footage of the structure or as stated by the applicant, whichever is greater. The cost per square foot of carports, decks, 1 & 2 Family Dwelling pole buildings, and covered porches/patios shall be 50% of the valuation indicated for "Private Garages" on the City's valuation table.

Table A-1: Building Permit Fee

- ❖ **Residential:** New, Additions, Alterations, Repairs, & Accessory Structures.
(Plumbing permit required for potable water fire systems; see Table E-4)
- ❖ **Commercial:** New, Alterations, Additions, Repairs, Accessory Structure, Fire Systems, & Medical Gas Systems Plumbing permit (based on value of installation costs)
- ❖ **Multifamily:** New, Alterations, Additions, Repairs, & Accessory Structure.

| Total Valuation | Building Permit Fee |
|--------------------------------|--|
| 1. \$1.00 to \$500.00 | \$63.00 minimum |
| 2. \$500.01 to \$2,000.00 | \$63.00 for the first \$500.00 plus \$1.95 for each additional \$100, or fraction thereof, to and including \$2,000.00 |
| 3. \$2000.01 to \$25,000.00 | \$92.25 for the first \$2,000.00 plus \$7.80 for each additional \$1,000, or fraction thereof, to and including \$25,000.00 |
| 4. \$25,000.01 to \$50,000.00 | \$271.65 for the first \$25,000.00 plus \$5.85 for each additional \$1,000, or fraction thereof, to and including \$50,000.00 |
| 5. \$50,000.01 to \$100,000.00 | \$417.90 for the first \$50,000.00 plus \$3.90 for each additional \$1,000, or fraction thereof, to and including \$100,000.00 |
| 6. \$100,000.01 and up | \$612.90 for the first \$100,000.00 plus \$3.25 for each additional \$1,000, or fraction thereof. |

Table A-2: Building Permits - Related Fees

| Description | Permit Fee |
|--|---|
| 1. Building Plan Review Fee | 65% of the building permit fee based on Table A-I |
| 2. Additional Building Plan Review required due to revisions to the construction documents | \$80.00 per hour |
| 3. Fire Life Safety Review on State Allowed Plans | 40% of the building permit fee based on Table A-I |
| 4. Third Party Plan Review | \$80.00 per hour |
| 5. Master Plan Review - <ul style="list-style-type: none"> a. Setup fee b. Initial Plan Review c. Second & Subsequent Reviews | a. \$ 100.00 b. 65% of the building permit fee based on Table A-I c. 50% of the initial plan review fee |
| 6. Deferred Submittals - Plan Review Fee | See Customized Permit Services: Table G-2, Deferred Plan Submittal |
| 7. Consultation Fee- (In office code review, potential project review) | \$95.00 per hour (Minimum ½ charge) |
| 8. Temporary Certificate of Occupancy Request- Commercial. | a. Initial request = \$100.00 b. Extension request = \$75.00 c. Residential TCO = No Charge |

| | |
|--|---|
| 9. Investigation Fee | \$120.00 per hour (one hour minimum) |
| 10. Reinspection, extra inspections, special inspections | \$80.00 each |
| 11. Inspections outside of normal business hours | \$80.00 per hour (one hour minimum) |
| 12. Inspections for which no fee is specifically indicated (includes on job site counsel inspections) | \$80.00 per hour |
| 13. Solar Photovoltaic Systems installed using the prescriptive path described in section 305.4 of the Oregon Solar Installation Specialty Code (OSISC). | \$150.00 (includes one inspection) (Does include the plan review fees) |
| 14. Non-prescriptive Solar Photovoltaic Systems | See Building Permit Fee Table A- I |
| 15. Structural minimum fee | \$63.00 |
| 16. Technology Fee- Revenues are used to support technology related to electronic processes and tools used in doing business | 2% of permit fee |
| 17. Re-roof Permit | |
| a. Residential (required when replacing sheathing or other) | a. Fee based on valuation |
| b. Commercial | |
| i. Simple Replacement | i. \$250.00 |
| ii. Complex Replacement- plan review required will be based on valuation. | ii. Fee based on valuation |

PERMIT EXTENSION
Reinstating Expired Permits

- ❖ Extensions must be requested prior to the permit expiring.
- ❖ IT IS NOT THE RESPONSIBILITY OF THE CITY OF HERMISTON TO NOTIFY THE PERMIT HOLDER OF EXPIRATION DATES. AS A COURTESY A NOTICE IS SENT OUT PRIOR TO EXPIRATION.

| Extension Request | Permit Fee |
|---|---|
| 1. First Extension Request | No Charge |
| 2. Second and subsequent requests | \$65.00 each permit, no surcharge fee |
| 3. Expired permit less than 6 months past expiration date | \$65.00 each permit, subject to surcharge fee |
| 4. Expired permits over 6 months past expiration date | Fees assessed to current fee schedule; new plan review may apply. Subject to surcharge fee. |

Residential Structural Fire Suppression Standalone
(Fees based on total square footage of the dwelling unit to be covered by the system)

| Total Square Footage | Permit Fee |
|-------------------------------|------------|
| 1. 0 to 2,000 square feet | \$150.00 |
| 2. 2,001 to 3,600 square feet | \$218.00 |
| 3. 3,601 to 7,200 square feet | \$354.00 |
| 4. Over 7,200 square feet | \$488.00 |

B. Manufactured Dwelling Placement Permits

One single permit fee is assessed. This fee shall include the concrete slab, runners, or foundations when they comply with the prescriptive requirements of the Oregon Manufactured Dwelling and Specialty Code, electrical feeder and plumbing connections and all cross-over connections, site utility connections (water, sewer, storm) up to 30 lineal feet.

| | |
|---|-------------------------------------|
| 1. Manufactured Dwelling Placement Permit Fee | \$225.00 |
| 2. (includes plan review) | |
| 3. Manufactured Dwelling & Cabana installation administrative fee | \$30.00 As required by the State |
| 4. State Surcharge | As required by the State |

C. Camp and Park Permits

The Area Development Fee is to be calculated based on the valuations shown in Table 2 of OAR 918-600-0030 for Manufactured Dwelling/Mobile Home Parks and Table 2 of OAR 918-650-0030 for Recreational Park & Organizational Camp Valuation Table, and then applying the valuation amount to the valuation fee table in the Building Permit Fee Table A-1.

| | |
|--------------------|--------------------------|
| 1. Plan Review Fee | 65% of total permit fee |
| 2. State Surcharge | As required by the State |

D. Mechanical Permits

The fees for each permit shall be as set forth in Table D-1, D-2, and D-3.

The valuation used to determine the commercial mechanical permit fee using Table D-1 shall include the value (rounded up to the nearest dollar) of all mechanical materials, equipment, labor, overhead and profit.

Table D-1: Commercial Mechanical Permit Fees

| ❖ Commercial: New, Alterations, Additions, Repairs, & Accessory Structure | |
|---|--|
| ❖ Multifamily: New, Alterations, Additions, Repairs, & Accessory Structure | |
| Total Valuation | Permit Fee |
| 1. \$1 to \$5,000.00 | \$75.00 minimum |
| 2. \$5,000.01 to \$10,000.00 | \$75.00 for the first \$5,000.00 plus \$1.00 for each additional \$100, or fraction thereof, to and including \$10,000 .00 |
| 3. \$10,000.01 to \$100,000.00 | \$125.00 for the first \$10,000.00 plus \$2.00 for each additional \$1,000, or fraction thereof, to and including \$100,000.00 |
| 4. \$100,000.00 and up | \$305.00 for the first \$100,000.00 plus \$1.00 for each additional \$1,000, or fraction thereof |

Table D-2: Residential Dwelling Mechanical Permit Fees

| ❖ 1 & 2 Family Dwelling: New, Alterations, Additions, Repairs, & Accessory Structure | |
|---|------------|
| ❖ Manufactured Dwellings: New, Additions, Alterations, Repairs, & Accessory Structure | |
| Description | Permit Fee |
| 1. Air conditioner | \$15.00 |
| 2. Air handling unit of up to 10,000 cfm | \$11.00 |
| 3. Air handling unit 10,001 cfm and over | \$15.00 |
| 4. Appliance or piece of equipment regulated by code but not classified in other appliance categories | \$11.00 |
| 5. Appliance vent installation, relocation or replacement not included in an appliance permit | \$10.00 |
| 6. Attic/crawl space fans | \$10.00 |
| 7. Barbecue | \$11.00 |
| 8. Chimney/liner/flue/vent | \$11.00 |
| 9. Clothes dryer exhaust | \$11.00 |
| 10. Decorative gas fireplace | \$11.00 |
| 11. Ductwork, no appliance/fixture | \$11.00 |
| 12. Evaporative cooler other than portable | \$11.00 |
| 13. Floor furnace, including vent | \$15.00 |
| 14. Flue vent for water heater or gas fireplace | \$10.00 |
| 15. Furnace - greater than 100,000 BTU | \$15.00 |
| 16. Furnace - up to 100,000 BTU | \$15.00 |
| 17. Furnace/burner including duct work/vent/liner | \$15.00 |

| | |
|---|----------------|
| 18. Gas or wood fireplace/insert | \$15.00 |
| 19. Gas fuel piping outlets (four or less connections) | \$10.00 |
| 20. Gas fuel piping outlets (more than four) | \$6.00 |
| 21. Heat pump | \$15.00 |
| 22. Hood served by mechanical exhaust, including ducts for hood | \$15.00 |
| 23. Hydronic hot water system | \$15.00 |
| 24. Installation or relocation domestic-type incinerator | \$15.00 |
| 25. Mini split system | \$15.00 |
| 26. Oil tank/gas/diesel generators | \$15.00 |
| 27. Pool or spa heater, kiln | \$15.00 |
| 28. Range hood/other kitchen equipment | \$15.00 |
| 29. Repair, alteration, or addition to mechanical appliance including installation of controls | \$15.00 |
| 30. Suspended heater, recessed wall heater, or floor mounted unit heater | \$15.00 |
| 31. Ventilation fan connected to single duct | \$10.00 |
| 32. Ventilation system not a portion of heating or air-conditioning system authorized by permit | \$10.00 |
| 33. Water heater | \$15.00 |
| 34. Wood/pellet stove | \$15.00 |
| 35. Other heating/cooling | \$12.00 |
| 36. Other fuel appliance | \$12.00 |
| 37. Other environment exhaust/ventilation | \$10.00 |
| 38. Minimum Permit Fee | \$40.00 |

Table D-3: Mechanical Permits - Related Fees

| Other Inspections | Fee |
|--|-------------------------------------|
| 1. Mechanical Plan Review - when Required or requested | 25% of the permit fee |
| 2. Additional Mechanical Plan Review required due to revisions to the construction documents | \$50.00 per hour |
| 3. Re-inspection Fee | \$75.00 each |
| 4. Inspections outside of normal business hours | \$80.00 per hour (one hour minimum) |
| 5. Inspections for which no fee is specifically indicated | \$80.00 per hour (one hour minimum) |
| 6. Investigation Fee | \$80.00 per hour |
| 7. General State Surcharge: ORS 455.210 | As set by the State of Oregon |

E. Plumbing Permits

Table E-1: Plumbing Permit Fees

- ❖ **Residential:** New
- ❖ **Includes:** No additional fee shall be charged for the first 100 feet of water and sewer lines, hose bibbs, icemakers, underfloor low-point drains, and rain drain packages that include the piping, gutters, downspouts, and perimeter system

| Description | Fee |
|---------------------------------|----------|
| 1. One Bathroom | \$275.00 |
| 2. Two Bathrooms | \$300.00 |
| 3. Three Bathrooms | \$375.00 |
| 4. Each additional Bath/Kitchen | \$75.00 |

Please Note: A "half bath" is equivalent to a single bathroom

- | | |
|--|------------------|
| 1. Each additional 100 ft of water, sewer, or storm line or fraction thereof | \$30.00 per type |
| 2. Residential Fire Sprinkler System- Multipurpose/Continuous Loop | See Table E-4 |

Table E-2: Plumbing Permit Fees

- ❖ **Residential:** Additions, Alterations, Re pairs, & Accessory Structure
- ❖ **Commercial:** New, Additions, Alterations, Repairs, Accessory Structure, & Fire Systems
- ❖ **Multifamily:** New, Additions, Alteration, Repairs, Accessory Structure, & Fire Systems
- ❖ **Manufactured Dwellings:** New (utilities beyond 30 ft), Additions, Alterations, Repairs, & Accessory Structure

| Site Utilities | Fee/Unit |
|--|----------|
| 1. Sanitary sewer - first 100 feet | \$50.00 |
| a. Each additional 100 feet, or fraction thereof | \$30.00 |
| 2. Storm sewer including trench drains, leach lines, and drywells - first 100 feet | \$50.00 |
| a. Each additional 100 feet, or fraction thereof | \$30.00 |
| 3. Water service -first 100 feet | \$50.00 |
| a. Each additional 100 feet, or fraction thereof | \$30.00 |

| Fixtures or Items | Residential Fee/Unit | Commercial Fee/Unit |
|--|----------------------|---------------------|
| 1. Alternate potable water heating system | \$30.00 | \$35.00 |
| 2. Backflow preventer | \$45.00 | \$50.00 |
| 3. Backwater valve | \$45.00 | \$50.00 |
| 4. Catch Basin | \$25.00 | \$25.00 |
| 5. Clothes washer | \$25.00 | \$25.00 |
| 6. Dishwasher | \$25.00 | \$25.00 |
| 7. Drinking fountain | \$25.00 | \$25.00 |
| 8. Ejectors/sump pump | \$45.00 | \$50.00 |
| 9. Expansion tank | \$20.00 | \$50.00 |
| 10. Fixture Cap | \$20.00 | \$20.00 |
| 11. Floor drain/floor sink/hub drain | \$25.00 | \$30.00 |
| 12. Garbage disposal | \$25.00 | \$30.00 |
| 13. Hose bib | \$20.00 | \$20.00 |
| 14. Ice maker | \$25.00 | \$50.00 |
| 15. Interceptor/Grease Trap | \$30.00 | \$50.00 |
| 16. Primer | \$20.00 | \$20.00 |
| 17. Residential Replacing in-building water supply lines-number of branches: | | |
| a. First floor | \$75.00 | |
| b. Each additional floor | \$25.00 | |
| 18. Commercial Replacing in-building water supply lines-number of branches: | | |
| a. First five branches | | \$80.00 |
| b. Each fixture branch over five | | \$20.00 |
| 19. Roof Drain | | \$25.00 |
| 20. Sink/basin/lavatory | \$25.00 | \$30.00 |
| 21. Swimming pool piping | \$25.00 | \$50.00 |
| 22. Trench Drain | \$30.00 | \$50.00 |
| 23. Tub/shower/shower pan | \$25.00 | \$30.00 |

| | | |
|--|------------------------------------|----------------|
| 24. Urinal | \$20.00 | \$25.00 |
| 25. Water closet | \$25.00 | \$25.00 |
| 26. Water heater | \$25.00 | \$25.00 |
| 27. Other- plumbing | \$25.00 | \$46.00 |
| 28. Medical Gas Installations (Plan Review Required) | Based on valuation using Table A-1 | |
| 29. Minimum Permit Fee | \$45.00 | \$65.00 |

Table E-3: Plumbing Permit - Related Fees

| Other Inspections | Fee |
|--|-------------------------------------|
| 1. Plumbing Plan Review - When required or requested | 25% of the permit fee |
| 2. (Plan review is required for Medical Gas Installations, Fire Suppression Systems, and complex structures as defined by OAR Chapter 918, Division 780) | |
| 3. Additional Plumbing Plan Review required due to revisions to the construction documents | \$60.00 per hour |
| 4. Re-inspection Fee | \$60.00 each |
| 5. Inspections outside of normal Business hours | \$60.00 per hour (one hour minimum) |
| 6. Inspections for which no fee is specifically indicated | \$60.00 per hour |
| 7. Investigation Fee - work done without permits | \$80.00 per hour |
| 8. General State Surcharge: ORS 455.210 | As set by the State of Oregon |

Table E-4: Plumbing Permits - Residential Fire Systems ¹

- ❖ Multipurpose or Continuous Loop Fire Suppression Systems (13D)
- ❖ Fees based on total square footage of the dwelling unit to be covered by the system

| Total Square Footage | Permit Fee (Include Plan Review) |
|-------------------------------|----------------------------------|
| 1. 0 to 2,000 square feet | \$87.00 |
| 2. 2,001 to 3,600 square feet | \$129.00 |
| 3. 3,601 to 7,200 square feet | \$164.00 |
| 4. Over 7,200 square feet | \$200.00 |

- ❖ ¹ Stand-alone systems are permitted under separate building permits. However, a plumbing permit for a backflow prevention device (in the event of connectivity to potable water supply) is required.
- ❖ Plan review is required on all Residential Fire Suppression Systems.

F. Electrical Permits

Table F-1: Electrical Permit Fees

- ❖ **Residential:** New, Additions, Alterations, Repairs, & Accessory Structure
- ❖ **Commercial:** New, Alterations, Additions, Repairs, & Accessory Structure
- ❖ **Multifamily:** New, Alterations, Additions, Repairs, & Accessory Structure

A. Residential-New, or Multi-Family Dwelling Building - New: Service Included

| Residential-New | Fee/Equipment |
|---|---------------|
| 1. 1,000 square feet or less | \$106.00 |
| a. Each additional 500 square feet, or fraction thereof | a. \$19.00 |
| b. Limited energy, for New I & 2 Family Dwelling | b. \$25.00 |

Please Note: If a limited energy permit is purchased separately from the new building electrical permit, use fee listed in the "Miscellaneous" section.

| Multi-Family Dwelling Building - New: Service Included | Fee/Equipment |
|--|--------------------------|
| 2. Largest unit uses above sq. ft.; each additional unit | 50% of largest unit rate |
| a. Limited Energy | a. \$63.00 per floor |
| b. Protective Signaling | b. \$63.00 per floor |

| | |
|---|--------------------------------|
| B. Services or Feeders Installation, Alterations or Relocation (Does not include branch circuits) | |
| 1. 200 amps or less | \$79.00 |
| 2. 201 amps to 400 amps | \$94.00 |
| 3. 401 amps to 600 amps | \$156.00 |
| 4. 601 amps to 1,000 amps | \$204.00 |
| 5. Over 1,000 amps or 1,000 volts | \$469.00 |
| C. Temporary Services/Feeders Installation, Alteration, or Relocation | |
| 1. 200 amps or less | \$63.00 |
| 2. 201 amps to 400 amps | \$86.00 |
| 3. 401 amps to 600 amps | \$125.00 |
| 4. 601 amps to 1,000 amps | \$163.00 |
| 5. Over 1,000 amps or 1,000 volts | \$375.00 |
| D. Branch Circuits - New, Alterations or Extension, per Panel | |
| 1. Feeder for branch circuits with above service or feeder fee | |
| a. Each branch circuit | \$4.00 |
| 2. Fee for branch circuits without service or feeder | |
| a. First branch circuit | a. \$54.00 |
| b. Each additional branch circuit | b. \$4.00 |
| E. Miscellaneous (Service or Feeder Not Included) | |
| 1. Each manufactured or modular dwelling, service and/or feeder | \$63.00 |
| 2. Reconnect only | \$63.00 |
| 3. Pump or irrigation circle | \$63.00 |
| 4. Sign or outline lighting | \$63.00 |
| 5. Each signal circuit(s) or each limited-energy panel alteration | |
| 6. or extension | \$50.00 |
| F. Renewable Electrical Energy | |
| 1. 5 kva or less (all renewable types) | \$79.00 |
| 2. 5.01 to 15.00 kva (all renewable types) | \$94.00 |
| 3. 15.01 to 25.00 kva (all renewable types) | \$156.00 |
| 4. For wind generation systems in excess of 25 kva: | |
| a. 25.01 kva to 50.00 kva | a. \$204.00 |
| b. 50.01 kva to 100 kva | b. \$469.00 |
| c. Over 100 kva | c. Use sections B or C, plus D |
| 5. Base fee for solar generation systems in excess of 25 kva | \$156.00 |
| a. Add for each additional kva, or fraction thereof over 25. Maximum fee is 100kva (permit fee will not increase beyond the calculation for 100 kva) | a. \$6.24 |

Table F-2: Electrical Permit – Related Fees

| Other Inspections | Fee |
|--|-------------------------------------|
| 1. Electrical Plan Review- When requested or required by OAR Chapter 918, Division 311 | 25% of the permit fee |
| 2. Additional Electrical Plan Review required due to revisions to the construction documents | \$86 per hour |
| 3. Re-inspection Fee | \$86.00 |
| 4. Inspections outside of normal Business hours | \$86.00 per hour (one hour minimum) |
| 5. Inspections for which no fee is specifically indicated | \$86.00 per hour |
| 6. Investigation Fee | \$86.00 per hour |

| | |
|--|-------------------------------|
| 7. Master Permit Inspection Program OAR 918-309-0100 | |
| a. Application fee: 1 st time only, no charge for renewals | a. \$100.00 |
| b. Inspection fee (includes inspection, report writing and travel time) per hour | b. \$86.00 |
| 8. General State Surcharge: ORS 455.210 | As set by the State of Oregon |

G. Customized Permit Services

Table G-1: Phased Plan Review

❖ Authorizes construction to begin on a portion or portions of a building before the construction documents for the whole building have been submitted.

| Service Option | Fee |
|---|--|
| 1. Phased Plan Review - In addition to: a. Standard plan review fees | \$250.00 application fee per phase, plus 10% of the total building permit fee not to exceed \$1,500.00 per phase |

Table G-2: Deferred Plans Submittal

❖ Portions of a building design are allowed to be submitted separately.

❖ Does not apply to deferred permits.

| Service Option | Fee |
|--|---|
| 1. Deferred Plans Submittal - In addition to: a. The project plan review fee based on total project value | 65% of the structural permit fee calculated using the value of the particular deferred portion, or portions of the project, with a minimum fee of \$150.00. |

H. Code Enforcement

Table H-1: Code Enforcement Fees

Blowing Dust

| | | |
|---|---|------------------------------|
| 1. Blowing Dust Control Plan | Plan Review: \$100.00 | Refundable Deposit: \$300.00 |
| 2. Use of a City water truck and operator for the purpose of dust abatement | \$200.00 per hour with a 4-hour minimum | |

Abatement

| | |
|---|---------------------------------|
| 1. Administrative Overhead Abatement Processing fee | 10% of the total abatement cost |
|---|---------------------------------|

I. Miscellaneous Fees

Table I-1: Miscellaneous Fees

| Description | Fee |
|--|--|
| 1. Sewer Tap Inspection | \$50.00 |
| 2. Fees for moving buildings | \$10.00 |
| 3. Excavation permit fees | \$25.00 and shall be doubled if the start of construction occurs prior to application of the permit. |
| 4. Copy Costs | See "Administration & General Fees" Section under "Prints & Public Records" |
| 5. All Signs: Pole sign, canopy signs, and/or any other large sign structure | Permit fee based on valuation plan review- 65% of permit fee |

Building Department

180 NE 2nd Street, Suite 211, Hermiston, OR 97838
541-667-5025

Business Licenses

Please Note: Individual business licenses fees, as specified below, are for specific business types. The City of Hermiston does not have a general business license as noted below.

Business License

| | |
|------------------|--------------|
| Business License | Not Required |
|------------------|--------------|

Liquor License

| | |
|---|----------|
| Liquor License, New | \$100.00 |
| Liquor License, Annual Renewal, Special Events, & Temporary Sales | \$35.00 |
| Liquor License, Change in: Ownership, Location, or Privilege | \$75.00 |

Solicitors' License

| | 3 Months or Less | Up-To 6 Months | Full Year |
|---|---|----------------|-----------|
| Per License | \$10.00 | \$15.00 | \$25.00 |
| Each additional solicitor, in excess of one, employed by the same firm. | \$10.00 flat fee, regardless of license duration. | | |

Mobile Vending License

| | |
|-------------------------------|-----------|
| Full Year Application/Renewal | \$500.00* |
| 90-Day Application/Renewal | \$300.00* |
| Lunch Trucks | \$300.00* |
| Event Trucks (one-day) | \$25.00 |

Please Note: Fees are due at the time of application. If the license is not approved, \$100.00 will be retained for administrative costs. (*) Indicates administrative fee charge retained.

Food Pod

The Food Pod is contracted out by the City. For more information, contact the Planning Department below.

Business, Liquor, & Solicitors' Licenses are processed at City Hall.

180 NE 2nd Street, Hermiston, OR 97838
541-567-5521

Mobile Vending Licenses are processed by the Planning Department

180 NE 2nd Street, Suite 211, Hermiston, OR 97838
541-667-5010

Community Center

Discounted Rates for Non-Profit Organization may be provided.

Great Room Rental (Large Meetings & Events)

Includes: Janitorial, Kitchen, Stage, Staff Support, and Tear Down.

| | Current Fee's | 2025 Fee's |
|--|---------------|------------|
| 1. 0-99 Guests | \$1,100.00 | \$1,350.00 |
| 2. 100-250 Guests | \$1,475.00 | \$1,725.00 |
| 3. 251-350 Guests | \$1,750.00 | \$2,000.00 |
| 4. Set-Up- By Center Staff | \$450.00 | \$500.00 |
| 5. Day Before Decorating (during business hours, M-F 8:00am-5:00pm) | \$250.00 | \$400.00 |
| 6. Refundable Cleaning/Damage Deposit- Due to Hold Date | \$1,000.00 | |

Security Guards and Insurance

Security: Security Guards may be required for event rental. The number of guard(s) are dependent on the numbers of guests and length of your event.

Insurance: Event Liability Insurance of \$1 million is required. (Cost varies from \$50.00 - \$200.00). *Clients responsibility to obtain and show event center proof of insurance. *

| Small Meetings & Events | Staff Set Up | Half Day (4 hrs) | Full Day (8 hrs) |
|---|--------------|------------------|------------------|
| Includes: Janitorial, Set-Up/Tear down & Staff Support | | | |
| 1. Board Room (20 guests max) | NA | \$100.00 | \$175.00 |
| 2. Rotary/Altrusa Room (40 guests max) | \$75.00 | \$175.00 | \$300.00 |
| 3. Great Room (100 guests max) | \$150.00 | \$375.00 | \$500.00 |
| 4. Refundable Cleaning/Damage Deposit- Due to Hold Date | \$100.00 | | |

Additional Amenities

| | |
|-----------------------------------|-------------|
| 1. Coffee & Ice Water (30 guests) | \$35.00 |
| 2. Table Toppers | \$6.00 each |
| 3. Napkins | \$0.50 each |
| 4. Table Linens | \$6.00 each |

Please Note: Fees in "Additional Amenities" are subject to change per vendor notice.

Hermiston Community Center
 415 S. Hwy 395, Hermiston, OR 97838
 541-667-5018

Court (Municipal)

| | |
|---|---|
| Prints & Public Records (see Administrative & General Fees) | |
| Municipal Court Reports (Does not include other fees) | |
| 1. Reports including discovery, except court appointments (regardless of page count or electronic format) | \$20.00 each- Flat Fee |
| 2. All other Prints and Public Records Requests | As established in "Administration & General Fees" under "Prints & Public Records" |
| Other Court Services | |
| 1. Marriage Ceremony (performed by Municipal Court Judge on site) | \$75.00 |
| 2. Marriage Ceremony (performed by Municipal Court Judge off site) | \$100.00 + actual mileage costs (as set in ORS 106.120(5)) |
| 3. Certification of Court Document | \$2.00 for certification of each document (in addition to printing costs) |
| Fees & Penalties | |
| 1. Payment Plan Fee/ Fee on cases not paid in full within 30 days of judgment. | Case Balance- \$0-280.00, fee of \$25.00 Case Balance- \$280.01+, fee of \$50.00 (If case is paid off within 12 months, the fee will be waived) |
| 2. Collection Agency Processing Fee | Actual amount imposed by the collection agency |
| 3. Returned Check | (See Administration & General Fees) |
| Jury Fees | |
| 1. Juror Attendance Fee * <i>Paid to Selected Jurors</i> * | Compensation and Mileage (Rate applicable to appearances in justice court) |
| 2. Juror Attendance Fee * <i>Paid to Not-Selected Jurors</i> * | Mileage Only (Rate applicable to appearances in justice court) |
| 3. Subpoenaed Witnesses Attendance Fee | Compensation and Mileage (Rate applicable to appearances in justice court) |
| 4. Mileage Fee (to and from place of residence) | Rate applicable to appearances in justice court |
| Hermiston Municipal Court 180 NE 2 nd Street, Hermiston, OR 97838 541-567-6610 | |

Eastern Oregon Trade & Event Center (EOTEC)

| Please Note: All Rentals Include: Janitorial, Set-up & Tear Down (Tear Down includes putting away tables and chairs only) | | | |
|--|-----------------------------------|------------------|-------------------|
| Great Room Rental (Large Meetings & Events) | Private/For Profit | | Non-Profit |
| Booking Fee & Refundable Security Deposit (Cleaning-Damage) | | | |
| 1. Booking Fee- Due to Hold Date a. Non-Refundable- If booking more than 6 months in advance | \$400.00 | | \$400.00 |
| 2. Security Deposit Non-Alcohol Event | \$500.00 | | \$200.00 |
| 3. Security Deposit With Alcohol Event | \$1,000.00 | | \$1,000.00 |
| Great Room Use (Includes Lobby & Standard Stage) | Full Room | Half Room | |
| 1. Monday- Thursday | \$2,750.00 | \$1,850.00 | \$1,600.00 |
| 2. Friday | \$3,000.00 | \$1,850.00 | \$2,000.00 |
| 3. Saturday | \$4,000.00 | Not Available | \$3,000.00 |
| 4. Sunday | \$2,100.00 | \$1,850.00 | \$1,800.00 |
| Kitchen Use | | | |
| 1. Full | \$200.00 | | \$150.00 |
| 2. Fridge and Ice Maker Only | \$100.00 | | \$50.00 |
| Day Before Decorating (If Available) | | | |
| 1. 8:00am to 4:30pm | ½ of total rent | | ½ of total rent |
| 2. 5:00pm to 10:00pm | \$500.00 | | \$50.00 per hour |
| Meeting Room Rentals (Small Meetings & Events) | Private/For Profit | | Non-Profit |
| Booking Fee & Refundable Security Deposit (Cleaning-Damage) | | | |
| 1. Booking Fee- Due to Hold Date | \$50.00 | | \$50.00 |
| 2. Security Deposit Non-Alcohol Event | \$500.00 | | \$500.00 |
| 3. Security Deposit With Alcohol Event | \$1,000.00 | | \$1,000.00 |
| Meeting Rooms (Includes Janitorial Services) | | | |
| 1. Meeting Rooms 1 OR 2 | \$225.00 | | \$200.00 |
| 2. Meeting Rooms 1 AND 2 (Combined) | \$425.00 | | \$400.00 |
| 3. Meeting Room 3 | \$225.00 | | \$200.00 |
| Staffing and Insurance | | | |
| 1 staff member per 100 people- 5 hour minimum charge. Security requirements vary for different events | \$40.00 per hour per staff member | | |
| Please Note: Event Liability Insurance of \$1 million is required. (Cost varies from \$50.00 - \$200.00). *Clients responsibility to obtain and show event center proof of insurance. * | | | |
| Additional Amenities | | | |
| 1. Coffee (per pot, 25 cups) | | \$25.00 | |
| 2. Table Toppers | | \$3.00 each | |
| 3. Napkins | | \$0.50 each | |

EASTERN OREGON TRADE & EVENT CENTER (EOTEC)

| | |
|--|-------------|
| 4. Table Linens | \$7.00 each |
| 5. Kegeerator | \$100.00 |
| 6. A/V Equipment- Projector, Screen, Microphone, etc | \$30.00 |

Please Note: Fees in "Additional Amenities" are subject to change per vendor notice.

Other Venues

| | |
|--------------------|---------------------------|
| 1. Rodeo Arena | Contact EOTEC for Pricing |
| 2. Barns | Contact EOTEC for Pricing |
| 3. Outdoor Grounds | Contact EOTEC for Pricing |

EOTEC
1705 E. Airport Rd, Hermiston, OR 97838
541-289-9800
<https://eotechemiston.com/>

Festival Street

| | |
|---|--------------------|
| Festival Street- Per day Rental 8:00am to 10:00pm | |
| 1. Festival Street use | \$400.00 |
| 2. Refundable Booking/Security Deposit- Due to hold event date | \$500.00 |
| Please Note: Other fees may apply at a cost recovery basis. You will be held financially responsible for any damages, repairs or cleaning of the reserved areas resulting from your use. | |
| Miscellaneous Rentals | |
| 1. Event Tent 78' x 40' | \$250.00 per event |
| 2. Other Rentals & Amenities | As Established |
| Reservations may be made through: Hermiston Community Center 415 S. Hwy 395, Hermiston, OR 97838 541-667-5018 | |

Franchises

| Miscellaneous | |
|--|---|
| 1. Application and Review Fee | \$350.00 Unless otherwise provided in franchise agreement |
| Registration Fee | |
| 1. Telecommunications- One Time Only | \$50.00 |
| Solid Waste | |
| 1. Franchise Fee | 3% |
| 2. Billing and Collection Services | 12% |
| Small Cell Wireless | |
| 1. Annual Franchise Fee | \$270.00 for each Small Wireless Facility installed or maintained. Will increase 3% every January 1, beginning January 1, 2022. |
| 2. Interest and Late Fees | Annual rate equal to the greater of 1% per month or the maximum rate allowed by law. |
| 3. Additional Fees | As established |
| All Grantees must pay a franchise fee to the City through the duration of its franchise, as follows: | |
| <p>A. For all grantees, except as provided in paragraphs B and C, a fee of 5% of gross revenues paid quarterly, unless otherwise provided in the franchise agreement. Gross revenue is defined in Section 170.04.050 of the Hermiston Municipal Code.</p> <p>B. The franchise fee for a telecommunication utility shall equal 5% of its gross revenue on exchange access services earned within the boundaries of the City.</p> <p>C. For limited use telecommunications grantees, a minimum annual fee, payable in advance, of \$1,000.00 or \$1.00 per linear foot of right-of-way used, whichever sum is greater. This fee will increase annually in July of each year, by multiplying the fee by a fraction, the numerator of which is the CPI Index Figure for the month of March preceding the July in which the fee is to be increased and the denominator of which is the Base CPI Index Figure. As used in this section, "Index" refers to the All Urban Consumers (CPI-U), U.S. City Average, CPI Index published by the Bureau of Labor Statistics of the United States Department of Labor. "Base CPI Index Figure" will refer to the Index number indicated for the month of March, 1998, and the "CPI Index Figure" for any other month will refer to the Index number for that month.</p> | |
| Please Note: Beginning July 1, 2001, the fee will be \$1.00 per linear foot. This fee will increase annually by the CPI Index as set forth above. The base CPI will be January of 2001. A limited use telecommunication grantee is defined as one whose franchise limits the amount of linear feet the grantee may occupy, or one who has a franchise as of October, 1998, for the purpose of long-distance telecommunications. | |
| Right-of-Way Permit | |
| 1. Diminished Pavement Life Fee- For any construction requiring pavement cuts or excavation within a public right-of-way. | The franchise applicant shall acquire a City of Hermiston permit {§94.37(A)} to utilize City right-of- way and meet all fee and construction standards as specified. |
| 2. Construction Permit Fee | the applicant must pay a permit fee equal to \$500.00 or ¼ of one percent (.25%) of the estimated cost of constructing the telecommunications facilities, whichever is greater; unless otherwise provided in a franchise agreement, prior to issuance of a construction permit for construction within the public right-of-way. |

Garbage & Recycling Services

Miscellaneous Services & Fees

FREE Yard Trimming Permits

Free residential yard trimming disposal permits are available, upon request, for residential customers in good standing and can be obtained at: City Hall, 180 NE 2nd Street, Hermiston.
Permit is valid for two months from issuance date.

FREE Recycling Centers located in Hermiston

1. 1692 NW Geer Road, near Theater Sports Park
2. 81144 N. HWY 395, at Sanitary Disposal

Account Set-Up (non-refundable)

- | | |
|-------------------|---------|
| 1. Garbage (only) | \$10.00 |
|-------------------|---------|

1. Mechanically Emptied Carts & Containers

A. 35-Gallon Cart, Served Weekly

- | | |
|---|--|
| 1. Residential and Commercial Curb | \$ 12.70 <u>17.46</u> per month |
| 2. Walk-in Charge | \$ 6.689 <u>19</u> per month |
| 3. Reduced Residential Rate: For relief of those residents who are experiencing a financial hardship and meet income qualifications, a Reduced Utility Rate Application may be obtained at City Hall for a reduced monthly charge calculated at 50 percent of the base rate of their water and sewer bill, as well as a monthly discount in garbage service. | \$ 10.46 <u>14.38</u> per month Only one allowed at this rate. |

B. 90-Gallon Cart, Served Weekly

- | | |
|---------------------|--|
| 1. Residential Curb | \$ 21.13 <u>29.05</u> per month |
| 2. Commercial Curb | \$ 25.97 <u>35.71</u> per month |
| 3. Walk-in Charge | \$ 6.689 <u>19</u> per month |

C. Commercial Yard & Cardboard Containers

- | | |
|---|--|
| 1. (1) 1.5- Yard Container (Service available Mon-Sat): | |
| a. Served once a week | a. \$ 87.87 <u>120.82</u> per month |
| b. Served twice a week | b. \$ 166.35 <u>228.73</u> per month |
| c. Served three times a week | c. \$ 244.83 <u>336.64</u> per month |
| d. Served four times a week | d. \$ 323.31 <u>444.55</u> per month |
| e. Served five times a week | e. \$ 401.73 <u>552.38</u> per month |
| f. Served six times a week | f. \$ 480.27 <u>660.37</u> per month |
| 2. (1) 2- Yard Container (Service available Mon-Sat): | |
| a. Served once a week | a. \$ 114.24 <u>157.08</u> per month |
| b. Served twice a week | b. \$ 217.19 <u>298.64</u> per month |
| c. Served three times a week | c. \$ 320.14 <u>440.19</u> per month |
| d. Served four times a week | d. \$ 423.09 <u>581.75</u> per month |
| e. Served five times a week | e. \$ 526.03 <u>723.29</u> per month |
| f. Served six times a week | f. \$ 626.98 <u>864.85</u> per month |
| 3. Cardboard Recycling Container: | |
| a. Serviced once a week | a. \$ 12.45 <u>53.91</u> per month |
| i. Service up to 5 days a week Mon-Fri is available | i. Add \$ 12.45 <u>53.91</u> per month per each additional day of service |
| b. Compactor Haul | b. \$ 207.86 <u>285.81</u> per month |
| c. Demurrage per day after 7 days | c. \$ 5.01 <u>6.89</u> per month |

GARBAGE & RECYCLING SERVICES

D. Regulations

1. 1.5- Yard container and larger containers must be placed on a hard level surface in a location that will prevent container run-away.
2. Containers placement must be easily accessible to truck and collector.
3. Cart placement must be at curb or roadside.

2. Dropbox

A. Service within 7-day period

| | |
|---|--|
| 1. Prepayment: Required to reserve a dropbox and applied to first bill. | \$200.00 |
| 2. Delivery Fee | \$46.10 <u>63.39</u> for the first box |
| 3. Weighing up to 5 tons | \$65.12 <u>89.54</u> haul fee plus \$6.52 <u>8.97</u> per cubic yard or \$73.34 <u>100.84</u> per ton, whichever is greater |
| 4. Weighing 5 tons or greater | \$255.57 <u>323.28</u> haul fee plus \$39.27 <u>54.00</u> per ton |
| 5. Demurrage charge per box after 7 th day | \$5.01 <u>6.89</u> per day |

B. Regulations

1. Dropboxes are priced and can be loaded-level full with a maximum weight of 10 tons.

3. Compacted Dropbox

A. Compactor on call

| | |
|--------------------------------|--|
| 1. Weighing up to 5 tons | \$85.57 <u>117.66</u> per hour haul fee plus \$6.52 <u>8.97</u> per cubic yard or \$73.34 <u>100.84</u> per ton, whichever is greater |
| 2. Weighing 5 tons and greater | \$255.57 <u>351.41</u> haul fee plus \$39.27 <u>54.00</u> per ton |

B. Regulations

1. Maximum weight of 10 tons when full.

4. Fines & Penalties (not already listed above)

| | |
|---|---------|
| Disconnection/Reconnection (due to non-payment) | \$20.00 |
| Return Service (Did not set-out cart. Same day only) | \$15.00 |

Please Note: Service shall be restored only upon full payment of account, including: any other costs or fines imposed by the City or Sanitary Disposal.

**All solid waste services, as specified in this section, are subcontracted to:
Sanitary Disposal
81144 N. Hwy 395, Hermiston, OR 97838
541-567-8842**

Harkenrider Senior Center

Discounted Rates for Non-Profit Organization may be provided.

Great Room Rental (Large Meetings & Events)

Includes: Janitorial, Staff Support, and Tear Down.

| | | | |
|----|---|----|----------|
| 1. | 0-99 Guests | | |
| | a. Half Day (1-5 Hours) | a. | \$300.00 |
| | b. Full Day (6+ Hours) | b. | \$500.00 |
| 2. | 100-200 Guests | | |
| | a. Half Day (1-5 Hours) | a. | \$425.00 |
| | b. Full Day (6+ Hours) | b. | \$700.00 |
| 3. | Day Before Decorating- During business hours M-F 8:00am-5:00pm | | \$250.00 |
| 4. | Set-Up- By Center Staff | | \$450.00 |
| 5. | Refundable Cleaning/Damage Deposit- Due to Hold Date | | \$100.00 |

Security Guards and Insurance

Security: Security Guards may be required for event rental. The number of guard(s) are dependent on the numbers of guests and length of your event.

Insurance: Event Liability Insurance of \$1 million is required. (Cost varies from \$50.00 - \$200.00). *Clients responsibility to obtain and show event center proof of insurance. *

Small Meetings & Events

Includes: Janitorial, Set-Up/Tear down & Staff Support

| | Staff Set Up | Half Day (1-5 Hours) | Full Day (6+ Hours) |
|--|-----------------|-------------------------|------------------------|
| 1. Breakout Room (25 guests max) | NA | \$125.00 | \$200.00 |
| 2. Refundable Cleaning/Damage Deposit- Due to Hold Date | | \$50.00 | |

Additional Amenities

| | |
|-----------------------------------|-------------|
| 1. Coffee & Ice Water (30 guests) | \$25.00 |
| 2. Table Toppers | \$6.00 each |
| 3. Napkins | \$0.50 each |
| 4. Table Linens | \$6.00 each |

Please Note: Fees in "Additional Amenities" are subject to change per vendor notice.

Contact the **Parks and Recreation Department** at 415 S. Hwy 395, Hermiston, OR 97838 or at 541-667-5018 to reserve the Senior Center for your event during the following hours:
 Monday-Friday 3pm to 10pm
 Saturday & Sunday

Contact the **Senior Center Board** at 255 NE 2nd St., Hermiston, OR 97838 or at 541-567-3582 to reserve the Senior Center for your event during the following hours:
 Monday-Friday 8am to 3pm

Customer Service Policies, Rates, and Associated Fee Manual

Last adopted/amended:

[November 9, 2020 by Resolution No. 2167](#)

All electric services, as specified in this resolution, are contracted to:

Umatilla Electric Cooperative (UEC)

750 W. Elm Ave, Hermiston, OR 97838

541-567-6414

<https://www.umatillaelectric.com/>

Library

| Library Card | | |
|---|--|---|
| 1. Hermiston Resident: Live in 97838 zip code | | Free |
| 2. Temporary: If you live in the 97838 area and can provide acceptable identification | | \$8.75 for three months |
| 3. Non-Resident: If you do not live in the 97838 area, or do not have acceptable identification | | \$35.00 per year |
| 4. Replacement Card: lost or stolen | | \$2.00 |
| Inter-Library Loans (ILL) & Sage Library System (SLS): Patrons may place Inter-library Loan requests for items not found in the Hermiston Public Library. Patrons will be notified of the item(s) arrival and will have seven days to retrieve the item(s). | | |
| 1. Requesting items from SLS- Retrieved item(s) | | Free |
| 2. Searching Fee for Requesting items from ILL- Payable at time of request & is non-refundable, regardless of loan success. | | \$3.00 Other fees may apply from lending library |
| 3. Requesting items from ILL and/or SLS- Failed to retrieve item(s) | | \$5.00, after first notice |
| Research Services | | |
| 1. All research requests- For example: "Who was X building named after?" | | As established in "Administration & General Fees" under "Processing Fees" |
| 2. Obituaries from Hermiston Herald | | |
| a. Self Service | a. Free | |
| b. Staff Completion | b. As established in "Administration & General Fees" under "Processing Fees" | |
| Fines & Collections | | |
| 1. Overdue Late fees: for Books, Audiobooks, Magazine, Videos/DVDs, High Demand Items: | | \$0.20 per item per day \$5.00 Maximum fine per item |
| 2. Overdue Late fees: for special or temporary collections | | Cost Varies |
| 3. Collections: Library accounts of \$50.00 or more in arrears, and are more than 60 days past due, will be turned over to collections. | | As established in "Administration & General Fees" under "Fines & Penalties" |
| Damaged Materials | | |
| 1. Repair fee: Items requiring less than one-hour of repair | | Charged at \$5.00 per 15-minute increments \$5.00 minimum charge |
| 2. Replacement fee: Items requiring more than one-hour of repair | | Actual Cost |
| 3. Labels, Bar Codes & Book Pockets: Missing or damaged | | \$1.00 |
| 4. Video/Audio Covers | | \$5.00 |
| 5. CD/Media Parts | | Actual Cost of missing or damaged part(s). When parts cannot be purchased individually, a replacement cost for the entire set will be charged. |
| Room Rental for Small Meetings & Events | | |
| Includes: Tables, Chairs, & Staff Support | | |
| Program Room (73 guests max) | | \$100.00 |
| Refundable Cleaning/Damage Deposit- Due to Hold Date | | |
| Miscellaneous Services | | |
| 1. Printing & Copying – Self Service | \$0.10 per page for black and white | \$0.50 per page for color |

LIBRARY

| | |
|-----------------------------------|----------------|
| 2. USB Stick, Headphones, etc | Actual Cost |
| 3. Other Misc. Items and Services | As Established |

Hermiston Public Library
235 E Gladys Ave, Hermiston, OR 97838
541-567-2882

Parks and Recreation

| | | |
|---|---|--------------------------------|
| Recreation Department | | |
| Recreation Programs & Classes | | |
| Volleyball, Football, Art, Archery, etc | As established per program | |
| Parks Department | | |
| Park Rental | | |
| EXCLUSIVE USE of entire park or portions of park. | Fees are established for a variety of services on a cost recovery basis which may include tables, garbage cans, staffing, lighting, and other costs to the City. This fee may be waived by the City Manager or designee if the reservation is in conjunction with a community-wide event | |
| Shelter Rental | | |
| ❖ Reservations from April 1 st – September 31 st . | | |
| ❖ Reservations are closed from October 1 st - March 31 st but can be used for free at a first-come first-serve basis. Tables from the Parks Department are not available to use/rent during these months. | | |
| 1. Weekday (M-TH) 4 Hour Rentals at ALL PARKS from: a. 10:00am-2:00pm or b. 3:00pm-7:00pm Includes the use of 4 tables | Resident \$50.00 | Non-Resident \$75.00 |
| 2. Weekend (FRI-SUN) Rentals: a. 4 Hour Rental @ McKenzie, Hodge, Victory 1. 10:00am-2:00pm or 2. 3:00pm-7:00pm b. 3 Hour rental @ Butte Park Kiwanis Shelter & Rotary Shelter 1. 9:00am-12:00pm, 2. 1:00pm-4:00pm or 3. 5:00pm-8:00pm Includes the use of 4 tables | Resident \$65.00 | Non-Resident \$90.00 |
| Please Note: Other fees may apply at a cost recovery basis, include, but not limited to paying a Security Deposit. You will be held financially responsible for any damages, repairs or cleaning of the reserved areas resulting from your use. | | |
| Miscellaneous Rentals | | |
| 1. Event Tent 78' x 40' | \$250.00 per day | |
| 2. Other Rentals & Amenities | As Established | |
| Parks and Recreation Department is located in the Community Center 415 S. Hwy 395, Hermiston, OR 97838 541-667-5018 | | |

Planning & Zoning

| Accessory Dwelling | |
|---|---|
| 1. Permit- shall be charged upon application for a building permit for an accessory dwelling. | \$200.00 |
| Compliance Reviews | |
| 1. Civil Drawings | |
| a. 1-2 Reviews | a. \$500.00 |
| b. 3+ Reviews | b. \$1,000.00 per review |
| 2. Zoning Standards Permit Compliance Review | \$75.00 |
| 3. Development Agreement Legal Costs (to prep & review agreements) | \$200.00 |
| 4. Site Plan Review- New/Initial/Expansion | \$550.00 |
| 5. Final Plat Review | \$275.00 |
| Land Use Actions | |
| 1. Addressing Assignment, adding or changing | \$25.00 |
| 2. Annexation | \$900.00 |
| 3. Appeal of Planning Commission Decisions | \$700.00 |
| 4. Appeal of Planning Department Decision | \$250.00 |
| 5. Comprehensive Plan/Plan Map Amendment | \$1,500.00 |
| 6. Conditional Use | \$800.00 |
| 7. Land Partition, Minor | \$775.00 |
| 8. Planned Unit Development | \$1,500.00 + \$10.00 per lot |
| 9. Property Line Adjustment | \$300.00 |
| 10. Public Right-of-Way Vacation | \$900.00 |
| 11. Subdivision/Land Partition, Major | \$1,250.00 + \$10.00 per lot |
| 12. Subdivision- Replat | \$500.00 + \$10.00 per lot |
| 13. Variance- Major | \$800.00 |
| 14. Variance- Minor | \$475.00 |
| 15. Zone Text Amendment | \$1,500.00 |
| Miscellaneous Services | |
| 1. Administrative Action- Includes requests such as: DMV certification, zoning confirmation, land use compatibility statement, or similar documentation | \$35.00 Research Fee's are as established in "Administration & General Fees" under "Processing Fees" |
| Planning Department | |
| 180 NE 2 nd Street, Suite 211, Hermiston, OR 97838 541-667-5010 | |

Police Department

| Law Enforcement -Effective 04/01/2024 | |
|---|--|
| Law Enforcement Staffing Fee- Added to each utility bill (water, sewer, garbage). | \$5.00 per month |
| Violations (cannot exceed amount established by state law) | |
| 1. False certification | Not more than \$1,000.00 |
| 2. Class A, B, C, & D Individual Violations | Maximums permitted by State Law |
| 3. Class, A, B, C & D Corporation Violations | Double the maximum of Individual Violations |
| 4. Towing and Impoundment | As established by Towing Company |
| Miscellaneous Services | |
| 1. Fingerprinting (Livescan Prints only – No ink prints provided) | \$20.00 |
| 2. Bicycle Registration (Residents living within city limits only) | Free |
| Prints & Public Records | |
| Please Note: Requestors must pre-pay the estimated cost of request. If the actual charges are less than the pre-payment, then the over- payment shall be refunded. | |
| Documents & Photocopies (Does not include other fees) | |
| 1. Black & White (up to 11x17) | Single: \$0.25 per page Double-Sided: \$0.50 per page |
| 2. Color (up to 11x17) | Single: \$1.00 per page Double-Sided: \$2.00 per page |
| 3. Black & White and Color (larger than 11x17) | Actual Cost |
| Media (Does not include other fees) | |
| 1. DVD, CD or USB | Actual Cost |
| 2. Audio & Video Recording, in addition to any other fees. | \$35.00 per hour- Minimum Charge |
| Police Investigation Reports | |
| 1. Digital Copy- Includes: The initial report and supplemental reports completed at the time of request, along with color full-page photographs. | \$20.00 |
| 2. Printed Copy- Includes: The initial report, supplemental reports completed at the time of request, along with color photographs in gallery/thumbnail view. | \$20.00, plus \$1.00 per full-page color photos |
| Discovery | |
| 1. Criminal Offense: Court Appointed Attorney | Free |
| 2. Criminal Offense: Retained Attorney | \$20.00 |
| 3. Violation Offense: Digital Standard Packet | \$20.00 |
| 4. Violation Offense: Printed Standard Packet | \$20.00 with potential additional "Media" fees |
| Miscellaneous | |
| 1. Police CAD (Computer Aided Dispatch) Incident report | \$20.00 |
| 2. Citation copy | \$5.00 |
| 3. Mugshot copy | \$5.00 |

POLICE DEPARTMENT

| | |
|--|------------------|
| 4. Address/Name Record Check | \$20.00 |
| 5. Mailing Services | Actual Cost |
| Records Request Processing Fees (Does not include other fees) | |
| 1. Lengthy Requests (request over 15 mins to complete) <ul style="list-style-type: none">• Fee's charged at 15 min increments.• Requests less than 15 mins to process may be waived, excluding serial requests. | \$35.00 per hour |
| 2. Attorney Fees | Actual Cost |

Hermiston Police Department, Bob Shannon Safety Center
330 S. 1st Street, Hermiston, OR 97838
541-567-5519 (Business)
541-966-3651 (Dispatch)
541-667-5148 (Anonymous Tip Line)

Public Transit-Taxicab & Bus Services

| | |
|---|-----------------------------------|
| Taxicab Services | |
| Cab Fares | |
| 1. Senior and Disabled Taxi Tickets | \$3.00 per ticket |
| 2. General Public Taxicab Fares | As established by taxicab company |
| WORC Program | |
| 1. Hermiston City (live and work in City limits) | \$30.00 (10 one-way trips) |
| 2. Hermiston Zip (live or work outside of City limits) | \$32.50 (10 one-way trips) |
| 3. Hermiston Plus (live and work outside of City limits but in Hermiston zip code) | \$57.50 (10 one-way trips) |
| 4. West-End (live and work in Stanfield or Umatilla) | \$90.00 (10 one-way trips) |
| Please Note: Senior & Disabled and WORC Program Participants must sign up and purchase tickets at Hermiston City Hall prior to receiving a ride. | |
| Taxicab Company | |
| Operating Certificate (Charged at the time of application) | |
| 1. Application and Renewal Fee | \$50.00 |
| 2. Late Renewal Fee | \$100.00 |
| Taxicab Drivers (Charged at the time of application) | |
| 1. Application/Renewal Fee | \$25.00 |
| 2. Late Renewal Fee | \$50.00 |
| Bus Services | |
| 1. HART (Hermiston Area Regional Transit) A fixed route within the city limits of Hermiston with several connections to the Hopper Bus | Free |
| 2. Hopper A fixed route with connections to: Pendleton, Umatilla, Irrigon, Stanfield, and Echo. | Free |
| <p>Taxicab Services are contracted to: Umatilla Cab Co. 2430 N. 1st Street, Hermiston, OR 97838 541-567-6055</p> <p>Bus Services are contracted to: The Confederated Tribes of the Umatilla Indian Reservation, Kayak Public Transit 46411 Timíne Way, Pendleton, OR 97801 541-276-3165 https://ctuir.org/</p> | |

Sewer Department

Account Set-Up (non-refundable)

See "Water Department"

| Sewer Usage Calculations | Monthly Base Rate | Calculated Monthly Usage Rate (per 1,000 Gallons) |
|-------------------------------|-------------------|---|
| Rates Adjusted: March 1, 2024 | | |
| 1. Residential | \$40.67 | \$3.49 |
| 2. Commercial | \$40.67 | \$3.49 |

Please Note the Following:

- ❖ **Sewer Annual Adjustment:**
The Monthly Base Rate, and the Calculated Monthly Usage Rate, shall be adjusted each March 1, by an amount equal to the annual percentage change in the Engineering News-Record Construction Cost (20-City Average) Index averaged for the three preceding calendar years.
- ❖ **Monthly Usage Calculation:**
Calculated Monthly Usage shall be established each March based on the customer's average monthly winter water usage for the most recent December, January, and February time frame as established above in "Sewer Annual Adjustment".
- ❖ **New Customers:**
New customers who begin service between:
 - February 1 and November 30- shall be billed at an assumed Monthly Usage of 5,000 gallons per month.
 - December 1 and January 30- shall be billed at an assumed Monthly Usage of 5,000 gallons per month until a new Calculated Monthly Usage is established using the average of all full months of service received in December through February.
- ❖ **Reduced Utility Rate:**
For relief of those residents who are experiencing a financial hardship and meet income qualifications, a Reduced Utility Rate Application may be obtained at City Hall for a reduced monthly charge calculated at 50 percent of the base rate of their water and sewer bill, as well as a monthly discount of garbage service (see "Garbage & Recycling Services").

Fines & Penalties

| | |
|--|------------------------|
| 1. Late/Delinquent Payments | See "Water Department" |
| 2. Disconnection/Reconnection (combined fee) | See "Water Department" |

Please Note: Service shall be restored only upon full payment of account, including: any other costs incurred by the City and any fines imposed.

Commercial Independent Discharge Users

- ❖ Commercial independent discharge users must operate and maintain independent wastewater disposal facilities which are currently licensed by the State of Oregon for the disposal of wastewater. During all times when approved and licensed wastewater facilities are operable, the rate for discharge to the public treatment works will be based on the actual metered flow of discharge.
- ❖ The metered users of the class will provide access to City personnel to read the meter in each billing period. They will also provide an annual calibration and certification of the metering device from an individual certified for such verification.

Industrial Discharge Users: Industrial Users are defined as any existing, or prospective, user of the sewer system who exceeds the Recycled Water Treatment Plant's design parameters for treating BOD, TSS, or Ammonia, by more than 50%.

- ❖ **Usage Rates:** Industrial Users shall pay the same Monthly Base Rate, and Calculated Monthly Usage Rate as identified for Residential and Commercial Users. However, Industrial Users' usage shall be metered monthly, and billed based on their monthly discharge year-round.
- ❖ **Surcharge Rates:** In addition to consumption rates, Industrial Users shall be charged the following surcharge rates.
 1. BOD: \$1.46/lb.
 2. TSS: \$1.56/lb.

3. Ammonia: \$1.59/lb.

- ❖ **Sampling:** The Utility shall install a discharge meter for Industrial Users capable of taking samples throughout the month. Samples shall be taken up to 10 times per month and tested for the discharges which exceed the RWTP design parameters. Sampled discharge amounts shall be averaged monthly. The sampled average shall be combined with the metered volumetric discharge to determine the customer's surcharge bill monthly.

Vactor Use (Municipality use only, with prior authorization from City Manager or designee)

| | |
|------------|---|
| Vactor use | \$350.00/hour with the addition of 2 operators at 1.5 hourly wage and full benefits package rate. |
|------------|---|

Waste Disposal at Plant

| | |
|---|--|
| 1. Septic Tank & Portable Toilet Waste Disposal | \$0.25/gallon – Minimum of 100 gallons |
| 2. Recreational Vehicles (RV) | Free |



Sewer (Recycled Water) Department
 2205 N. First Place, Hermiston, OR 97838
 541-567-5272



Street Department

Sidewalk & Driveway Permits

| | |
|---|---------|
| All sidewalk & driveway improvement permits | \$50.00 |
|---|---------|

Street Excavation Permits

| | |
|---|---|
| All right-of-Way Cut Permits: | |
| 1. Less than 50 lineal feet, and less than 48" in width | 1. \$50.00 |
| 2. More than 50 lineal feet, and less than 48" in width | 2. \$50.00 plus \$1.00 per lineal foot |
| 3. More than 50 lineal feet, and more than 48" in width | 3. \$50.00 plus \$1.00 per lineal foot and replace at least 8' of paving width with an approved paving machine. |

Please Note: Fees shall be doubled if the start of construction occurs prior to application and approval of the permit. The above amounts do not include repairs needed for Right-of-Way cuts.

Swale Alteration Permits

Any conversion of a stormwater swale from a grassy swale to a rock swale requires a permit.

| | |
|--|----------------------------------|
| 1. 4' wide existing grassy swale | \$21.50 per linear foot of swale |
| 2. 6' wide existing grassy swale | \$23.98 per linear foot of swale |
| 3. Deposit- Will be credited to final permit fee | \$250.00 |

Please Note: Swale alteration will be completed by City Crews on a first-come-first-served basis. Customers wishing to have the work done must pay a deposit to be placed on the list. Prior to beginning work, City crews will verify the dimensions of the swale to be converted and calculate the total permit fee owed; the customer must make that payment prior to work commencing.

Street Dept. fees are processed by the Building Department

180 NE 2nd Street, Suite 211, Hermiston, OR 97838
541-667-5025

System Development Charges & Connection Permits

A. System Development Charges (SDC's)

Fees are due and payable upon issuance of permit for connection

Alternative Calculations, Credit's, and Exemptions for SDC's may apply or be requested as set forth in Resolution No. 2191.

Please Note: ORS 223.304(8) allows for periodic adjustments in SDC rates. Therefore, the City shall adjust rates on or about January 1st of each year to account for expected changes in the Acquisition and Development Cost Adjustment as set forth in Resolution No. 2191.

Table A-1: Water, Sewer, Parks, & Transportation SDC's
Please Note: Park SDC Fees are not applicable to Commercial Connections

Click the link below to view the last adopted/amended SDC Table.

[June 28, 2021 by Resolution No. 2191](#)

Connection Permits Fees

There is a \$25.00 account set-up fee added to each meter installation. This charge is payable at the time of permit purchase. Additional charges may be due subject to water line installation assessment.

Table B-1: Single Residential & Commercial Connection Permit Fees

| Meter Size | Water | Single Residential Sewer | Commercial Sewer |
|------------|------------|--------------------------|------------------|
| 3/4" | \$900.00 | \$275.00 | \$300.00 |
| 1" | \$1,000.00 | \$275.00 | \$300.00 |
| 1 1/2" | \$2,100.00 | \$275.00 | \$300.00 |
| 2" | \$3,100.00 | \$275.00 | \$300.00 |
| 3" | \$4,700.00 | \$275.00 | \$300.00 |
| 4" | \$5,800.00 | \$275.00 | \$300.00 |

Table B-2: Multi-Unit Sewer Connection Permit Fees

- ❖ Water Connection fee depends on meter size as indicated in "Table B-1" above.
- ❖ Connection permits for assisted living facilities are based on number of living units.

| No. of Units | Connection Fee | No. of Units | Connection Fee | No. of Units | Connection Fee |
|--------------|----------------|--------------|----------------|--------------|----------------|
| 1 | \$275.00 | 18 | \$695.00 | 35 | \$900.00 |
| 2 | \$325.00 | 19 | \$710.00 | 36 | \$910.00 |
| 3 | \$375.00 | 20 | \$725.00 | 37 | \$920.00 |
| 4 | \$425.00 | 21 | \$740.00 | 38 | \$930.00 |
| 5 | \$455.00 | 22 | \$755.00 | 39 | \$940.00 |
| 6 | \$485.00 | 23 | \$770.00 | 40 | \$950.00 |

SYSTEM DEVELOPMENT CHARGES & CONNECTION PERMITS

| | | | | | |
|----|----------|----|----------|-----|-------------|
| 7 | \$515.00 | 24 | \$785.00 | 41 | \$960.00 |
| 8 | \$545.00 | 25 | \$800.00 | 42 | \$970.00 |
| 9 | \$560.00 | 26 | \$810.00 | 43 | \$980.00 |
| 10 | \$575.00 | 27 | \$820.00 | 44 | \$990.00 |
| 11 | \$590.00 | 28 | \$830.00 | 45 | \$1,000.00 |
| 12 | \$605.00 | 29 | \$840.00 | 46 | \$1,010.00 |
| 13 | \$620.00 | 30 | \$850.00 | 47 | \$1,020.00 |
| 14 | \$635.00 | 31 | \$860.00 | 48 | \$1,030.00 |
| 15 | \$650.00 | 32 | \$870.00 | 49 | \$1,040.00 |
| 16 | \$665.00 | 33 | \$880.00 | 50 | \$1,050.00 |
| 17 | \$680.00 | 34 | \$890.00 | 51+ | **See Below |

**Sewer Connection Permit Fee for more than 50 units is \$1,050.00 plus \$5.00 for each additional unit.

Building Department
 180 NE 2nd Street, Suite 211, Hermiston, OR 97838
 541-667-5025

Transient Room Tax

Imposed Tax: Rent charged for the sale, service or furnishing of transient lodging defined in Ordinance No. 2236 passed 12/14/2015.

Imposed Tax Exemptions: Taxes shall not be charged to those listed under "Exemptions" in Ord 2236.

| | |
|---|-------------------------|
| 1. 1 to 6 consecutive days of occupancy by the same person | 9% Effective 04/01/2024 |
| 2. 7 to 30 consecutive days of occupancy by the same person | 2.5% |
| 3. More than 30 consecutive days of occupancy by the same person, or rent paid for the entire month | None |

Please Note: Taxes shall exclude the sale of any goods, services and commodities, other than the furnishing of rooms, accommodations, and parking space in recreational vehicle parks.

Tourism Promotion Assessment Charge

Hotels

| | |
|---|-------------------------|
| 1. 1 to 30 consecutive days of occupancy by the same person- through 12/31/2030 | \$2.00 per night rented |
| 2. More than 30 consecutive days of occupancy by the same person, or rent paid for the entire month- through 12/31/2030 | None |
| 3. 1 to 30 consecutive days of occupancy by the same person- effective 01/01/2031 | \$1.00 per night rented |
| 4. More than 30 consecutive days of occupancy by the same person, or rent paid for the entire month- effective 01/01/2031 | None |

Recreational Vehicle Park

| | |
|---|-------------------------------|
| A. 1 to 30 consecutive days of occupancy by the same person | \$1.00 per space night rented |
| B. More than 30 consecutive days of occupancy by the same person, or rent paid for the entire month | None |

Collection of Transient Tax Funds- Shall be paid by the transient to the transient tax collector at the time that rent is paid.

| Collected Each Quarter | Collection Process |
|------------------------|---|
| Less than \$100.00 | None. |
| \$100.00 or more | The taxes and charges shall be filed with the Finance Director or designee. |

Delinquencies and Interest from Transient Tax Collector

| | |
|---|---|
| A. Original Delinquency- Imposed on any transient tax collector who has not been granted an extension of time for remittance but pays prior to delinquency established | 10% of tax & charges due, in addition to the amount of the tax and charges |
| B. Continued Delinquency- Imposed on any transient tax collector who has not been granted an extension of time for remittance and is more than 30-days past due | 25% of tax & charges due, in addition to the amount of the tax and charges |
| C. Fraud- Nonpayment of any remittance due to fraud or intent to evade | 25% of tax & charges due, in addition to subsections (A) or (B) of this section |
| D. Interest- In addition to the penalties imposed, any transient tax collector who fails to remit any tax or charge imposed when due | 0.5% per month without prorations, exclusive of penalties, until paid |

Petition for waiver: Any transient tax collector may petition the City Council for waiver and refund of the penalty or any portion thereof as established in Ord 2236.

Water Department

Account Set-Up (non-refundable)

| | |
|--|---------|
| Water and/or Sewer, with or without Garbage Services | \$25.00 |
|--|---------|

| Water Usage Calculations (per 1,000 gallons) | Base Rate | 0-15,000 Gallons | >15,000 Gallons |
|--|-----------|------------------|-----------------|
| Rates Adjusted: March 1, 2024 | | | |
| 1. Residential | \$34.87 | \$0.58 | \$4.05 |
| 2. Commercial | \$34.87 | \$0.58 | \$4.05 |

Please Note the Following:

- ❖ **Water Usage Annual Adjustment:**
The Monthly Base Rate, and the Water Usage Rate, shall be adjusted each March 1, by an amount equal to the annual percentage change in the Engineering News-Record Construction Cost (20-City Average) Index averaged for the three preceding calendar years.
- ❖ **Reduced Utility Rate:**
For relief of those residents who are experiencing a financial hardship and meet income qualification, a Reduced Utility Rate Application may be obtained at City Hall for a reduced monthly charge calculated at 50 percent of the base rate of their water and sewer bill, as well as a monthly discount of garbage service (see Garbage & Recycling Services”).

Fines & Penalties

| | |
|---|--|
| 1. Late/Delinquent Payments: All unpaid bills & charges for water, sewer & garbage services, not paid within 10 days of issuance of statement. | Additional 5% imposed on the gross combined billing |
| 2. Disconnection/Reconnection (combined fee): Due to non-payment and/or failure to comply with water shortage emergency regulations | \$20.00 |
| 3. Tampering Act: For any unauthorized alteration or attempted alteration to: <ul style="list-style-type: none"> • Reconnect services, once disconnected • Component(s) or locking mechanism • Other unauthorized access | \$25.00 per occurrence, plus any additional charges for repairs or replacements due to damage(s) |

Please Note: Service shall be restored only upon full payment of account, including: any other costs incurred by the City and any fines imposed.

Water Meter Inspection

| | |
|--|---------|
| Consumer requested inspection & testing of meter | \$15.00 |
|--|---------|

Miscellaneous Services

| | | |
|--------------------|--------------------|-------------------------------------|
| Fire Hydrant Meter | \$1,400.00 Deposit | Double Water Rate. Charged Monthly. |
|--------------------|--------------------|-------------------------------------|

View Water Usage – Eye On Water: As part of our ongoing efforts to improve services to our customers, we offer direct access to view your water usage data. The **EyeOnWater** website and FREE App (available for Android and IOS users) have a variety of available tools to review and analyze your water use. With these tools you are able to view your hourly usage, easy to understand graphs and the ability to establish alerts – including identifying potential water leaks.



To get started go to <https://eyeonwater.com> or scan the QR Code on the right-hand side of this page. You will need your account number (excluding the decimal points), zip code and a valid email address.

Water Department Services are located at City Hall
180 NE 2nd Street, Hermiston, OR 97838
541-567-5521