



PLANNING COMMISSION

Regular Meeting Minutes

July 9, 2025

Chairman Fialka called the regular meeting to order at 7:00PM. Present were Commissioners Misner, Caplinger, Guerrero, Kirkpatrick, and Serrano. Commissioners Saylor, Hamm, and Doherty were excused. Staff in attendance included Planning Director C.F. Spencer, and Planning Assistant Heather La Beau. No Youth Advisors were in attendance.

Elect Chair & Vice-Chair

Commissioner Misner nominated Chairman Fialka to continue in the role of Chair, and it was seconded by Commissioner Kirkpatrick. Motion passed. Commissioner Caplinger nominated Commissioner Doherty as Vice-Chair and it was seconded by Commissioner Kirkpatrick. Motion passed.

Minutes

Commissioner Kirkpatrick moved, and Commissioner Misner seconded to approve the minutes of the June 11, 2025, regular meeting. Motion passed.

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

With no conflicts of interest declared, Chairman Fialka opened the hearing at 7:04PM and read the hearing guidelines. Planning Director Spencer presented the staff report (PowerPoint attached). Additional comment letters were provided to the commissioners and are attached. No zoning amendments are requested. The land is proposed to be annexed with a Medium-High Residential (R-3) designation which corresponds to the underlying comprehensive plan designation of Medium Density Residential (M).

Commissioners discussed water pressure and E Punkin Center Rd improvements. The road improvements will be required at time of development on the property. A traffic impact analysis was submitted with the site plan application, though it is not required for the annexation.

Testimony

Christy Batayola of Harms Engineering 1632 W Sylvester St Pasco WA 99301- Ms. Batayola agrees with the staff report and understands the conditions of approval.

Jerry Little 2409 NE 8th St- Mr. Little appreciates Planning Director Spencer addressing some of the neighborhood concerns surrounding the project. Mr. Little stated he has served as an Oregon State Trooper for 17 years, responding to countless crashes. He spoke of his understanding of the impact of human driving behaviors combined with unsafe and inadequate roadways. The proposed development is near E Punkin Center Road and Highway 395, one of Hermiston's worst intersections. He's concerned with the stress of additional vehicles, the current road condition of NE 8th Street, and the current speed limit in the area. Mr. Little would like to see Hermiston's growth be done responsibly.

Jeff Stroben 544 E Punkin Center Rd- He owns property with Brandi Sinner that is adjacent to the subject property and they strongly object to the annexation due to traffic safety, increased noise, light and air pollution, privacy invasion of 3 story buildings looking onto his property, diminished quality of life, and catch basin and swales contaminating his well. The traffic impact analysis data collection timeframes used were prior to new housing developments in the area making data irrelevant. They expected similar development of residential one and two-story single-family housing. They are opposed to the annexation with the intent to build 3-story apartment buildings. They ask the commission to deny the annexation until there is a development more in place with the surrounding area proposed.



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Planning Director Spencer spoke to the E Punkin Center Road improvements. The county road is being improved to city standards on the south side as development occurs. The north side of the road is not within the city's jurisdiction. A center turn lane would be required with the development of 76-unit apartment buildings as part of the city standards. The site plan review considers any mitigations and improvements that may be required. The city's code requires sight-obscuring fencing when parking areas abut residential zones. Parking lot lighting also is required to be shielded from adjacent residential uses. The City regularly communicates with the County regarding speed limits. ODOT was notified of the annexation and will again be notified of the site plan and be given the Traffic Impact Analysis.

Travis (TJ) Knight 535 & 545 E Punkin Center Rd-Mr. Knight has a 40-acre farm in the county with two homesteads directly across the street from the subject property. He will have to build fences and gates, as the proposed development's driveway is directly across from his driveway. His concerns are traffic increases (including those from the proposed development to the east), speed, and the proposed multi-family development not being in line with the rural setting. He strongly opposes the annexation but would happily support it if zoned R-1 or R-2.

Ami Little 2409 NE 8th St- Ms. Little agrees with everyone's testimony. She lives in the first house built on 8th Street and has watched the neighborhood grow into a lovely community of local people who care and show up for meetings and fears the loss of it to out-of-town companies. She states people use 8th Street to avoid travelling on 395 and asked if there is still a plan to connect Punkin Center to the interstate. She supports growth, but not an offensively large 3-story apartment building in a family neighborhood. Ms. Little feels like it is a matter of "checking boxes" to reach a desired number of housing units and says it's a shame to even be talking about it. Ms. Little welcomed commissioners to come to her house to see how the traffic is, hear the motorcycle zoom down 395 and stated if they were lucky or unlucky someone will crash and come to their house for help upon viewing the cop car in the driveway.

Peter Cawley 535 E Punkin Center Road- Mr. Cawley stated their front lawn, bedroom window, and living room faces directly opposite the proposed development's driveway. He never expected to have fifty to a hundred people's windows looking down onto his shop and driveway. If he had known the current zoning of the property, he would have worked on getting it changed. Mr. Cawley questioned how there will be enough width to add a left turn lane and is concerned it will be only half-improved.

Staff clarified that the site plan review of the proposed development does not include a hearing, there are notices sent, a sign placed on the property, and a comment period for testimony. Adding the left-turn lane will include collaborating with the county.

Christy Batayola- Addressing the comment regarding the traffic counts, Ms. Batayola explained the five-year window referenced for crash data is provided from a different database from the traffic count reporting. The traffic counts were done in February of this year and were seasonally adjusted. While she appreciates the traffic concern, the crash data analysis did not find anything particularly unusual. This hearing is for the annexation only; driveway locations and traffic issues can be worked out with the city during subsequent reviews.

Chairman Fialka closed the hearing at 8:01PM.

Findings of Fact



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

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

Response:

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

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

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

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

Response:



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

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

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

Response:

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

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

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

Response:



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

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

Response:

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

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

Conditions of Approval

1. The property lies within an area subject to potential groundwater pollution hazards due to excessively well-drained soils. Therefore, the outdoor storage of hazardous chemicals and the underground storage of gasoline and diesel fuels are prohibited per §157.101(B) of the Hermiston Code of Ordinances. Per §157.101(D) of the Hermiston Code of Ordinances, a developer may receive an exemption from this requirement upon submission of evidence from a registered engineer that the storage will not contribute to groundwater pollution.
2. At such time that construction occurs on the property which triggers the development standards of 157.163 of the Hermiston Code of Ordinances, street improvements are required along that property's frontage on E Punkin Center Road. Street improvements shall be consistent with major collector improvements in ST-09 of the public works standards.



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Commissioner Caplinger moved, and Commissioner Kirkpatrick seconded to make the project file a part of the record. Motion passed. After some discussion, Commissioner Caplinger moved, and Commissioner Guerrero seconded to adopt the findings of fact as written. Motion passed. Commissioner Caplinger moved, and Commissioner Misner seconded to impose the conditions of approval as amended (2). Motion passed. Commissioner Caplinger moved, and Commissioner Serrano seconded to recommend approval of annexation to the city council. Motion passed.

Chairman Fialka thanked attendees for coming and reminded them that this hearing was for the annexation only and did not consider any specific development plan. The planning commission hears that traffic is an issue and is hopeful of addressing it with the council and county as much as they are able. The city council will consider this annexation at their August 11 meeting.

Planning Director Spencer mentioned that the city has recently begun a complete update to the Transportation System Plan. This will include multiple open houses and webinar polling. The plan includes Punkin Center and the entire city's transportation network. Public involvement in traffic planning is critically important.

Replat 4N2802AB Replat of Sunset Estates & Terra Nova Terrace (continued from June meeting)

Planning Director Spencer presented the updated staff report. This replat is proposed for the development of what is defined by state statute as needed housing. The applicant has provided a trip generation report as requested by ODOT. ODOT had no further comment on the proposed replat.

Testimony

Brad Beauchamp 4001 S Vancouver Kennewick WA Mr. Beauchamp reiterated that they had not asked for any changes to the zoning code or comprehensive plan and were utilizing existing zoning that had been in place for 20 years. Though they did not believe it needed to be done, they did spend the time and money (\$6,000) for the report. He added that personal property rights means upholding rules all have collectively agreed to participate in. Denying a development that meets all applicable codes on subjective opposition undermines both the law and the rights of the property owners. This protects both sides.

Findings of Fact

Chapter 154: Subdivisions

Design Standards

§154.15 Relation to Adjoining Street System.

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

§154.16 Street and Alley Width.

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

§154.17 Easements.



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

§154.18 Blocks.

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

§154.19 Lots.

The lots range in size from 1,800 to 5,200 square feet. The majority of the lots are between 1,800 and 2,300 square feet. All lots are currently vacant. The lot sizes are below those permitted for single- and two-family housing in the R-4 zone. However, the lots are designed in compliance with the common wall housing requirements of 157.152. Under 157.152 the minimum lot area is calculated using the density standard for the underlying zoning. Two-unit lots require a combined minimum lot area of 5,000 square feet spread between two lots. Three-unit lots require a combined minimum lot area of 7,500 square feet. Four-unit lots require a combined minimum lot area of 8,000 square feet.

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

§154.20 Character of Development.

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

§154.21 Parks, School Sites and the Like.

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

Minimum Improvements Required

§154.60 Permanent Markers

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

§154.61 General Improvements



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

§154.62 Water Lines

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

§154.63 Sanitary Sewer System.

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

Chapter 157: Zoning

§157.028 Multi-Structure Residential (R-4)

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

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

§157.152 Common Wall Housing

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

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

§157.101 Development Hazard Overlay

Comprehensive Plan Figure 12 identifies portions of this subdivision as subject to groundwater pollution hazards due to excessively well-drained soils. In accord with 157.101 of the Hermiston Code of Ordinances, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. Any additional requirements or prohibitions necessary to mitigate groundwater pollution problems must be developed in conjunction with the Departments of Environmental Quality and Water Resources. At the discretion of the planning commission, the applicant may obtain an exemption to the above requirements if a registered



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engineer presents documentation which demonstrates that the proposed development will not contribute to potential groundwater pollution.

Conditions of Approval

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

Commissioner Kirkpatrick moved, and Commissioner Guerrero seconded to approve the findings of fact. Motion passed. Commissioner Misner moved, and Commissioner Serrano seconded to impose the conditions of approval. Motion passed. Commissioner Guerrero moved and Commissioner Misner seconded to approve the preliminary plat subject to the conditions of approval.

Planner Comments and Unscheduled Communication

The August planning commission meeting agenda is only the UGB amendment and includes multiple applications combined into one hearing.

Commissioner Saylor will be honored for her 50 years of service at the August 25 city council meeting.

There was a brief discussion regarding the various ways staff educates the public of a property's zoning designation.

Adjournment

Chairman Fialka adjourned the meeting at 8:38PM.

Ami Little
2409 NE 8th St
Hermiston, OR 97838

7/9/2025

Hermiston Planning Commission
180 NE 2nd Street
Hermiston, OR 97838

RE: Public Hearing Comment – Proposed Annexation & Multi-Family Development at 2455 NE 7th St (Tax Lot 100)

Dear Planning Commission Members,

I am writing as a homeowner whose property directly borders the proposed annexation site at 2455 NE 7th Street. I recently received notice of the proposal to annex this property into the City of Hermiston, with the intent of designating it as Medium High Density Residential (R-3) and developing a multi-family apartment complex. I would like to formally submit my concerns.

While I understand the importance of housing development, I have serious concerns regarding the safety and livability impacts this project may have on our neighborhood.

1. Safety and Traffic Concerns – High-Crash Corridor, New School Zone, and Incomplete Road Infrastructure

The proposed development would add approximately seventy new apartment units, directly increasing daily traffic along East Punkin Center Road and through the intersection at Highway 395 and Punkin Center, one of the most dangerous intersections in Hermiston.

- According to the City of Hermiston's own Safety Action Plan, this intersection ranks as one of the highest in crash severity across the city.
- Multiple fatal crashes have occurred at this location.
- The Oregon Department of Transportation (ODOT) has recognized this danger and has approved plans to install a roundabout, but construction is not expected until 2028.
- In the meantime, traffic from the proposed apartments, including residents, guests, and delivery drivers, will be funneled through this high-risk intersection daily.

Even more concerning is the fact that a new elementary school is now located at East Punkin Center and NE 10th Street, just blocks from the proposed development. This school brings increased pedestrian activity, school bus traffic, and family vehicles into a zone that is already struggling with safety.

It should also be noted that East Punkin Center Road is not fully developed for safe pedestrian use:

- There are no sidewalks, bike lanes, or paved shoulders.
- The posted speed limit is 45 mph, which is unusually high for a residential and school-adjacent streets.

These conditions raise real concerns about whether the neighborhood can safely handle the increased traffic, school zone activity, and pedestrian use that would come with this development. Without thoughtful planning and improvements, the risk to children, families, and other residents could grow significantly. I would request a formal Traffic Impact and Safety Study that includes crash history, projected traffic volume, and pedestrian use before any decision is made.

2. Loss of Privacy

As a direct neighbor to the property, I am concerned about how the height and layout of the apartment buildings may affect privacy. Multi-story buildings with windows or balconies facing residential backyards will significantly diminish the sense of privacy we currently enjoy.

3. Noise and Increased Activity

Apartment complexes naturally generate more foot traffic, noise, and vehicle movement than single-family neighborhoods. This would mark a major shift for those of us living on quiet residential streets and could affect both quality of life and safety.

4. Impact on Property Values

The close proximity of a high-density development may negatively affect the resale value of nearby single-family homes, especially if the development is not designed with thoughtful integration into the surrounding neighborhood.

I also want to highlight concerns specific to my own street. I live on NE 8th Street, which has increasingly become a cut-through route for drivers trying to avoid delays on Punkin Center Road. We already see vehicles speeding through our residential area, and with the addition of seventy new apartments, that problem is likely to worsen. This creates real safety concerns, especially for families with children or pets. I respectfully request that NE 8th Street be included in any traffic impact study and that traffic-calming options be seriously considered.

I want to be clear: **I do not support rezoning this property for multi-family use.** While I understand the city's housing needs, I believe this location is simply not suited for high-density development. It directly borders single-family homes, contributes traffic to a high-crash intersection, and sits within an area that lacks the infrastructure to safely absorb this scale of growth.

I respectfully urge the Planning Commission to deny the rezoning request and preserve the land's current designation. Any future development should reflect the character, safety, and capacity of the surrounding neighborhood.

Thank you for considering the voices of nearby residents. I truly appreciate the work you do for our city.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ami Little', with a stylized flourish at the end.

Ami Little



HERMISTON SAFETY ACTION PLAN

Appendix



Intersections

Intersection crashes were matched to the nearest intersection within 250 feet of the crash. The annual crash severity score was calculated for each intersection. The number of FSI crashes and other injury crashes that occurred at the intersections with the highest number of crashes are summarized in Table 4. Intersections are ordered by the annual crash severity score. ODOT's Social Equity Index is recorded for each intersection in Table 4. The Social Equity Index aggregates demographic data and indicates the level of disadvantage in each census block group, a 'High' Social Equity Index indicates greater disadvantage. The Social Equity Index is described in greater detail in the Equity Assessment section of the memo.

Intersections where there was at least one crash resulting in an injury between 2018 and 2022 are shown in Figure 14 by the annual crash severity score. There were more injury crashes between 2018 and 2022 at intersections with a higher annual crash severity score. The 11 intersections with the highest number of crashes (shown in Table 4) are shown in Figure 14 as a red circle.

Table 4: Intersections with Highest Crash Severity Scores

Rank	Intersection	Traffic Control	Jurisdiction	Social Equity Index	Annual Crash Severity Score	FSI Crashes	Other Injury Crashes
1	US 395 & E Punkin Center Rd	Signal	ODOT	High	64	2	12
2	US 395 & E Gladys Ave	Signal	ODOT	Med./High	58	2	9
3	US 395 & E Elm Ave	Signal	ODOT	Med./High	56	1	18
4	US 395 & E Main St	Signal	ODOT	Med./High	40	1	10
5	OR 207 (W Elm Ave) & N 1st Pl	Signal	ODOT	Med./High	40	1	10
6	US 395 & E Theater Ln	Signal	ODOT	Med./High	32	1	6
7	OR 207 (11th St) & W Orchard Ave	Signal	ODOT	High	30	1	5
8	US 395 & Kelli Blvd	Stop	ODOT	Med./High	28	1	4
9	N 1st Pl & W Harper Rd	Stop	City	High	28	1	4
10	SW 17th St & W Highland Ave	Stop	City	High	28	1	4
11	US 395 & W Harper Rd	Stop	ODOT	Med./High	26	1	3

KEY FINDINGS

Based on the crash conditions analysis, the location specific analysis, and the systemic safety analysis, the following key findings have been identified, and are depicted geographically in Figure 21. The Emphasis Areas for the Hermiston SAP are defined based upon these key findings.

- **Crash Characteristics:** Crashes with several characteristics tend to be more common or more severe in Hermiston.
 - **Crashes at Intersections** occur more often than crashes along segments. 60% of injury crashes in Hermiston between 2018 and 2022 occurred at intersections.
 - **Turning Movement and Rear End Crashes** make up most of the crashes in Hermiston. Turning movement related crashes (including angle crashes) and rear end crashes account for 79% of injury crashes in Hermiston between 2018 and 2022.
 - **Seatbelt Usage** in Hermiston is a notable characteristic of crashes resulting in deaths and serious injuries. 21% of crashes resulting in a death or serious injury in Hermiston between 2018 and 2022 involved an unrestrained occupant.
 - **Crashes Involving Pedestrians and Bicyclists** tend to result in more serious injuries and deaths than crashes involving only vehicles. Considering all injury crashes:
 - 20% of crashes involving a pedestrian resulted in a fatality or serious injury.
 - 27% of crashes involving a bicyclist resulted in a fatality or serious injury.
 - **An Impaired Person** was involved in 23% of the crashes that resulted in a fatality or serious injury.
- **Crash Locations:** Several roadways and intersections have historically had a greater number of crashes resulting in an injury or fatality. These roadways and intersections are listed below and shown in Figure 21 using orange lines (for segments) and orange circles (for intersections).
 - US 395, north of Hermiston Avenue to the urban growth boundary, including intersections at:
 - US 395 & Punkin Center Road
 - US 395 & Hermiston Avenue/Gladys Avenue
 - US 395 & OR 207 (Elm Avenue)
 - OR 207 (11th Street), between Joseph Avenue and Elm Avenue
 - Orchard Avenue, between OR 207 (11th Street) and US 395
 - W Highland Avenue, west of OR 207 (11th Street) to the urban growth boundary
- **Roadway Characteristics:** Following methodologies from Oregon Department of Transportation (ODOT) certain characteristics of roadways and intersections are correlated with more intersection, pedestrian, or bicyclist crashes. Intersections and segments with characteristics correlated with the greatest risk for intersection, pedestrian, or bicyclist crashes are shown in Figure 21 using teal lines.

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Jeff Stroben & Brandi Sinner

544 E Punkin Center Rd

Hermiston OR. 97838

509-948-6736

Brandi and I strongly object to the Annexation 4N2802BA Tax Lot 100 Jaber Investment, LLC
2455 NE 7th St.

We always knew that this property would be developed some day and expected it to be similar to the homes recently built on 8th & 5th streets. Single family dwellings.

We were unaware of the M or R3 zoning designation. Had we known this we would have lobbied to have it changed to R2 or R1 for future development.

This annexation will severely diminish our quality of life and the rural nature of our property and the surrounding properties. The proposed development of a 3 story apartment complex will have a detrimental impact on our property and way of life.

The increased noise, light & air pollution from vehicles so close and densely packed only feet from our property will negatively impact our quality of life and take away our privacy that we enjoy now. Would you want everyone in the 2nd and 3rd story to be able to watch everything you now do in your yard and observe all you have in your buildings and property?

I have a great concern with the storm water that will now run off the entire property and is to be directed to swales and catch basins that butt up against my property. I believe this threatens the safety of my well which is only 99 ft away. Should these overflow onto my property there is a great chance it could contaminate my well with chemicals, gas, and oil from the asphalt and cement of the complex.

Traffic safety is of great concern and after reading the Transportation Impact Analysis I believe some of the data is outdated and does not take into account the recent added traffic from 100 new homes on 5th and new homes built to the East of 7th. Example – Traffic safety study using data from 1-1-2019 to 12-31-2023.

Punkin Center has seen a substantial increase in traffic and noise in the last 3 years and with the addition of 512 projected daily trips from this development there will be even more of a safety hazard on an already dangerous road.

“The proposed 76-unit apartment development generates 512 daily, 30 AM peak hour, and 39 PM peak hour trips.”

We are not in opposition to the development of this property, but are opposed to the annexation with the intention of building the proposed 3 story apartment complex. This is not in character with the rest of this rural community and reduces our privacy, increases traffic unreasonably without providing for adequate road safety improvements, increases noise air and water pollution.

Jeff Stroben & Brandi Sinner

July 9, 2025

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

RE: Annexation 4N2702BA Tax Lot 100 Jaber Investment, LLC

Commissioners,

This is our response to the notice of land use action we recently received regarding the property south of E Punkin Center Rd to the west of NE 7th Street. **We strongly oppose the proposed annexation.**

It is our understanding that this annexation would bring currently zoned R-3 land within the UGB into the city limits, allowing city infrastructure to be built that would in turn enable medium-high density housing to be built on this lot. The lot in question is currently a bare, overgrown field, surrounded by:

- North: RR-2 farmland, in the form of our 40 acre family farm. We have owned this land for 95 years, and the driveway to and front lawn of our 1931 farmhouse are directly opposite the proposed accessway on the tentative site plan.
- West/South: County land zoned R-3 but currently built in a manner characteristic of RR-2 - single family homes on 2+ acre plots. Some of this land is currently used for grazing a few head of cattle.
- East: City land, zoned R-4 but partially built out as R-1 style single family homes on decently sized (7500 sqf / 0.17 ac) lots. The remainder of the unbuilt land is currently the subject of another planning decision to change the platting to allow a significantly higher density, but still lower than that planned for the parcel under consideration here.

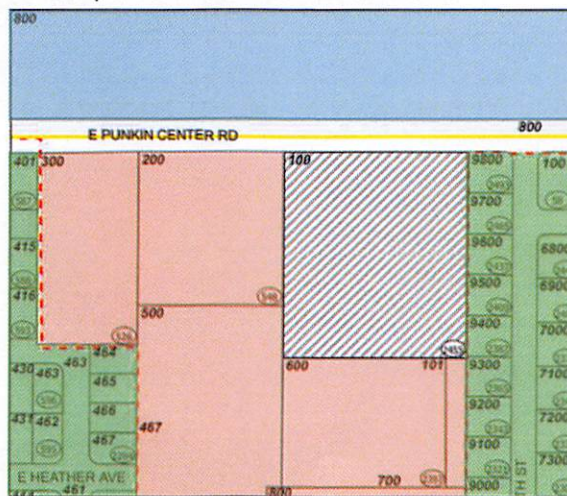


Figure A: Actual land use at present. **Blue:** rural residential/farming in RR-2 zone. **Red:** rural residential in R-3 zone. **Green:** Single family homes in R-3/R-4 zones.

We feel that the proposed use of this plot after annexation is contrary to the character of the surrounding neighborhood - it doesn't fit in with the revealed preferences of landowners in the area for single family housing, and it is far denser than anything short of Theater Lane or even further south. It creates an "island" of urban density at the edge of a sea of suburban/rural tranquility. Many who live in

this area would not have moved in had there been that kind of density nearby; our family has been here long enough that the choice was made by prior generations, but we have always enjoyed the quiet, spacious rural life (and expansive, uncluttered views) of this area and we do not want to see that change.

The Hermiston Comprehensive Plan's Policy 6 discusses conversion of urbanizable to urban land, which this annexation would seem to fall under¹:

If the property being considered for conversion contains less than 10 acres, the city will add sufficient additional surrounding property to equal at least 10 acres. The 10 acre area to designated should consider major natural or manmade features in setting boundaries. This will assure that the planning of newly converted areas will not occur in a piecemeal fashion. In designating residential uses, the city will strive to maintain the following acreage balance: 71% low density residential (R1 and R2), 16% medium density residential (R3), and 13% medium density residential/mobile home (R4).

The property within city limits surrounding the proposed annexation, going far beyond 10 acres, is on the order of 75% R-3 and R-4, though even within that area there is nothing built or proposed that approaches the density in this plot's tentative site plan. Enabling the construction of the highest density permissible by right in R-3 on this plot makes a situation that is already failing the acreage balance specified in Policy 6 worse, which is itself a clear (and potentially reversible²) error in application of this Policy.

Another significant concern is the ability of infrastructure in the area to support medium-high density residential use. E Punkin Center Rd is signed for 45mph, but as a major artery of US 395 is frequently driven at speeds 10mph over that or worse. It is already congested - just today we observed a backup of cars waiting to turn left onto US 395 that was at least 100% past the allotted turn lane, at 6:30PM on a Tuesday. The traffic analysis submitted to the commission suggests that 512 trips per day will be added by the planned use, and that this will have no substantial impact. It even explicitly states that in the worst likely case, with the new development and other growth by 2028, that exact left turn lane will rarely if ever overflow. Based on what we currently see on this road daily, we believe this traffic analysis is highly optimistic.

Worse, this is not the only proposed addition of density on this small section of Punkin Center. Only 500 feet east, there is another review in process to build medium density row housing on the remainder of the R-4 parcels zoned past 8th street, which would allow for 210 more units of housing to be built, all of which would use Punkin Center as its primary entry and exit. Oregon DOT submitted testimony to the commission regarding that application and requested a traffic generation report, which was done and which shows 1,573 additional trips per day, meaning that we now have proposals to add over 2000 trips per day³ to a road which is arguably inadequate for the usage it currently sees. Moreover, the north half of Punkin Center is in county land and under Umatilla County jurisdiction, meaning any improvements the City compels developers to build will only apply to half of the roadway (while the increased traffic uses both halves and the north half continues to deteriorate absent any action from County).

Certainly these two traffic analyses should not be considered in isolation from each other, and potentially a joint full analysis should be done that accounts for the total density to be added by both projects within substantially the same small area.

¹ Hermiston Comprehensive Plan Policies, page 9:

https://www.hermiston.gov/sites/default/files/fileattachments/community_development/page/2781/comp_plan_policies_sept_2024.pdf

² Kine v. City of Bend, 72 Or LUBA 423 (2015). <https://www.oregon.gov/luba/Docs/Opinions/2015/12-15/15068.pdf>

³ Realistically, this constitutes >2 additional cars per minute on Punkin Center during the hours most people are awake. Anecdotally, this could easily double the road's traffic at most hours of the day.

The same concerns can be raised regarding the city water pressure issues that residents on 8th have discussed with the commission. Adding another 76 + 210 units of housing in this area, connected to city water, seems likely to exacerbate these issues.

It is worth noting here that there is no need for additional density in this area - many housing units nearby are vacant and more are being built already. This is the outer edge of the City; density matching the highest existing anywhere in town should be built centrally, not on the rural outskirts of our agricultural town. Policy 23 of the Comprehensive Plan⁴ states:

THE CITY OF HERMISTON WILL PLAN FOR THE TIMELY AND EFFICIENT PROVISION OF A FULL COMPLEMENT OF URBAN SERVICES AND FACILITIES IN ALL DEVELOPED AND DEVELOPING AREAS WITHIN THE COMMUNITY. TIMELY MEANS A POINT WITHIN THE 20-YEAR TIMEFRAME WHEN THE CITY DEEMS DEVELOPMENT APPROPRIATE FOR A GIVEN PROPERTY BASED ON FACTORS INCLUDING BUT NOT LIMITED TO THE NEED FOR ADDITIONAL URBAN DEVELOPMENT WITHIN THE URBAN GROWTH BOUNDARY AND THE EXTENT OF UNDEVELOPED OR UNDERDEVELOPED LAND BETWEEN THE EXISTING DEVELOPMENT AND THE SUBJECT PROPERTY.

To a reasonable observer, this proposed development, at this time, does not meet the definition of "timely" given here. In the absence of need and the presence of much lower density land surrounding this plot, allowing this plan to proceed would be an error.

Ultimately, we do not see a set of requirements that the City could impose which alleviate our concerns with this land usage. It is our impression that if the annexation is approved, development is allowable by right under the R-3 zoning without public input or comment. Thus, while proposed use is not a criteria for annexation approval, the annexation represents our only opportunity, as nearby residents with standing, to express our concerns to the city government. The proposed use, without which the annexation serves no purpose, would destroy the rural character of the area, deeply affect our quality of life, tax the existing infrastructure without adequate remedy, and create an incongruous and undesirable-to-all arrangement of housing densities. **We urge the commission to deny this annexation, and would support a reconsideration of the zoning of outside-of-City urbanizable UGB land in this entire area to conform with the land use balance specified in Policy 6 of the Comprehensive Plan.**

Sincerely,



TJ Knight
Brenda Knight
Peter K Cawley

535 E Punkin Center Rd
Hermiston, OR
97838

⁴ Hermiston Comprehensive Plan Policies, Page 34 (see footnote 1).



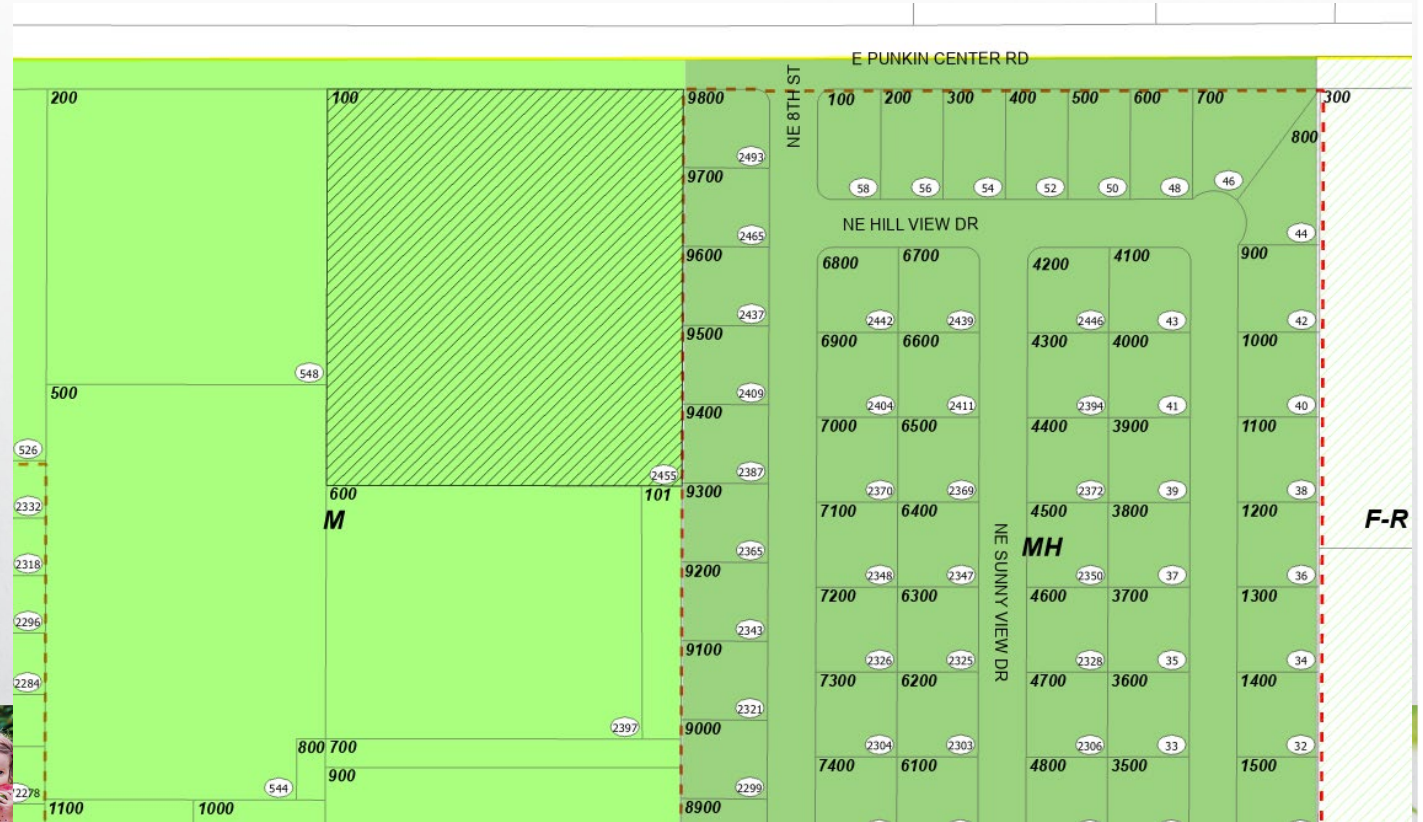
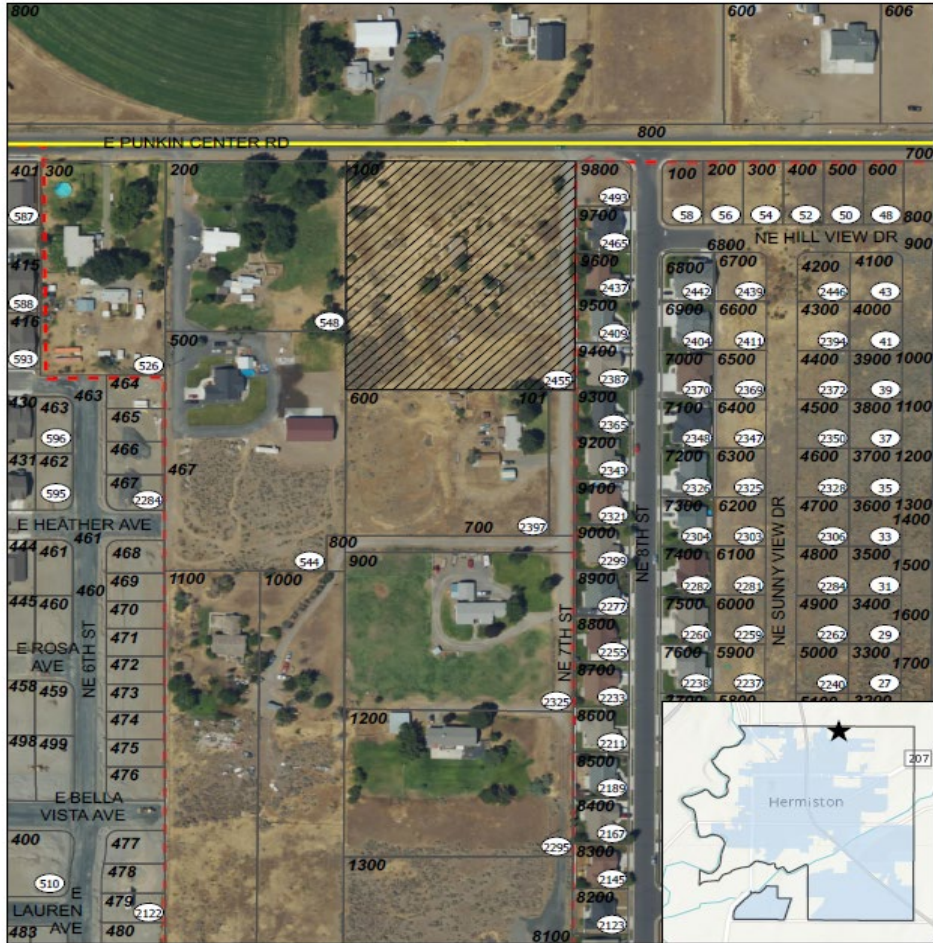
Hermiston Planning Commission

July 9, 2025





Annexation – Jaber Investment





Annexation Jaber Investment

- **Criteria for Annexation**

- The proposal is consistent with all applicable state annexation law requirements.
- The property is contained within the urban portion of the Urban Growth Boundary (UGB) as identified in the Comprehensive Plan.
- The proposed zoning is consistent with the underlying Comprehensive Plan land use designations.
- Finding of fact are developed in support or denial of the application.
- All city services can be extended readily and the property owner(s) is willing to bear costs associated with extensions of sewer, water and roads except for major facilities - sewer pump station or major water main - necessary to facilitate later growth.



