



March 18, 2026

Tyler Brandt
PO Box 833
Hermiston, Oregon 97838

Re: Hermiston Home Works – Hermiston, Oregon
Trip Debit Letter #3 – Phase 4 – Henry K's 35-Lot Single-Family Residential Subdivision

C&A Project Number 20230107.01

Dear Mr. Brandt,

This letter presents a trip accounting considering the currently proposed Phase 4 – Henry K's 35-lot single-family residential subdivision. This letter specifically presents:

1. Background
2. Proposed Development
3. Trip Accounting
4. Summary

1. BACKGROUND

Hermiston Home Works has previously received City of Hermiston land use approvals for property annexation into the City, a Comprehensive Plan amendment, and commercial and residential zone changes. A January 24, 2024, Transportation Impact Analysis, prepared by Clemow & Associates (2024 TIA) for this land use process, included an analysis of transportation system impacts for a reasonable worst-case development scenario of the entire property that included a mix of commercial and residential uses. Specific development was not contemplated at that time.

The resulting City land use approvals included, in part, the vesting of 657 PM peak hour external trips for use by the entire Hermiston Home Works development. Hermiston Home Works has subsequently received development approval for Phases 1, 2, and 3, totaling 74 single-family residential lots.

2. PROPOSED DEVELOPMENT

The currently proposed Phase 4 – Henry K’s development is a preliminary plat creating 35 single-family residential lots.

It is noted that the remaining undeveloped Hermiston Home Works property will be required to submit future trip debit letters at the time of the proposed development.

3. TRIP ACCOUNTING

The following table presents an accounting of the total established vested trips, trip debits, and the remaining vested trips. Trip generation for the proposed development is estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the *ITE Trip Generation Handbook*, 3rd Edition. It is further noted that these are the same versions of the ITE documents used to estimate trips in the 2024 TIA.

TRIP DEBIT LETTER #3 - TABLE 1 – TRIP ACCOUNTING						
Description	Land Use	ITE Code	Size	Weekday PM Peak Hour Trip Generation		
				Enter	Exit	Total
Total Established Vested Trips				380	277	657
Previously Approved Development						
Phase 1 – 28 Single-Family Residences	Single-Family Detached Housing	210	28 DUs			
Phases 2&3 – 46 Single-Family Residences	Single-Family Detached Housing	210	46 DUs			
Currently Proposed Development						
Phase 4 – 35 Single-Family Residences	Single-Family Detached Housing	210	35 DUs			
Total Approved and Proposed Development				109 DUs	(68)	(40)
Remaining Vested Trips				312	237	549

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

Following Phase 1-4 development approvals, 549 PM peak-hour vested trips will remain for future use by the entire Hermiston Home Works development.

It is important to recognize that these residential phases are part of a larger mixed-use development. While the specific size and nature of future development phases are currently unknown, they are anticipated to be generally consistent with the reasonable worst-case development scenario contemplated in the 2024 TIA. As such, the trip accounting in this letter considers the non-linear nature of trip generation estimation when using an ITE *Fitted Curve*, and future accounting will also need to consider internal trip capture, noting that the currently identified trip debits may change as future development occurs.

It is further noted that the trip debits for Phases 1-4 have been estimated using data from the 11th Edition of the *ITE Trip Generation Manual* to maintain consistency; however, the 12th Edition has recently been published and contains updated land use trip generation estimates, which are slightly different. Accordingly, future trip debits should consider more current land use trip generation rates as the *ITE Trip Generation Manual* is periodically updated.

4. SUMMARY

The following conclusions and recommendations are made based on materials contained in this letter:

1. The January 24, 2024, Transportation Impact Analysis (2024 TIA), prepared by Clemow & Associates for Hermiston Home Works identified total external development trip generation as 657 PM peak hour trips. These trips are vested for use by the entire development.
2. There are previously approved trip debits for development Phases 1-3 with 74 single-family residences.
3. The currently proposed Phase 4 development includes 35 single-family residences.
4. The total approved and proposed development includes 109 single-family residences, with a total trip debit of 108 PM peak hour trips.
5. Following Phase 1-4 development approvals, 549 PM peak-hour vested trips will remain for future use by the entire Hermiston Home Works development.
6. It is important to recognize that these residential phases are part of a larger mixed-use development. While the specific size and nature of future development phases are currently unknown, they are anticipated to be generally consistent with the reasonable worst-case development scenario contemplated in the 2024 TIA. As such, the trip accounting in this letter considers the non-linear nature of trip generation estimation when using an ITE *Fitted Curve*, and future accounting will also need to consider internal trip capture, noting that the currently identified trip debits may change as future development occurs.
7. It is further noted that the trip debits for Phases 1-4 have been estimated using data from the 11th Edition of the ITE *Trip Generation Manual* to maintain consistency; however, the 12th Edition has recently been published and contains updated land use trip generation estimates, which are slightly different. Accordingly, future trip debits should consider more current land use trip generation rates as the ITE *Trip Generation Manual* is periodically updated.
8. No additional transportation analysis is necessary to support the currently proposed development.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Phase 4 Preliminary Plat

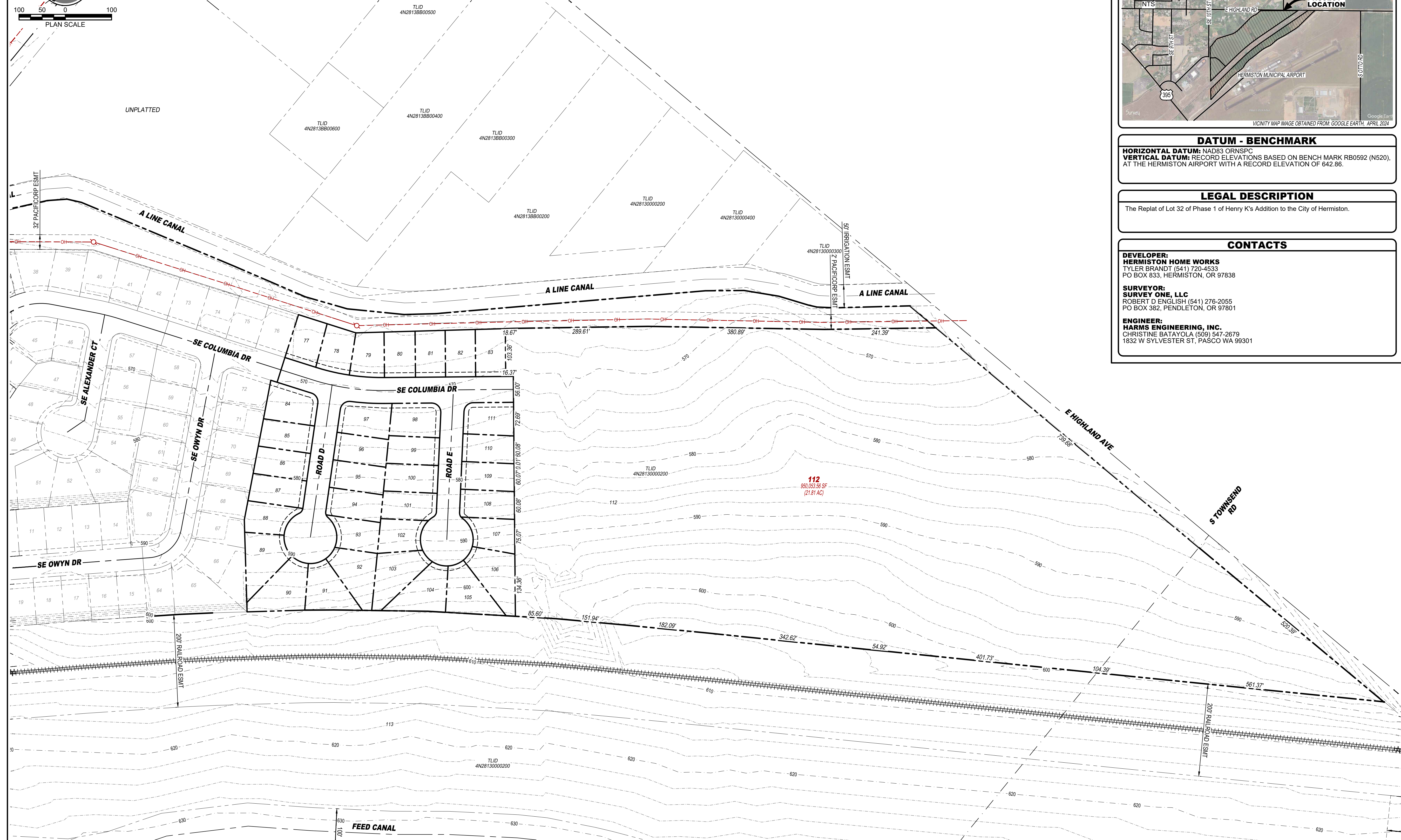
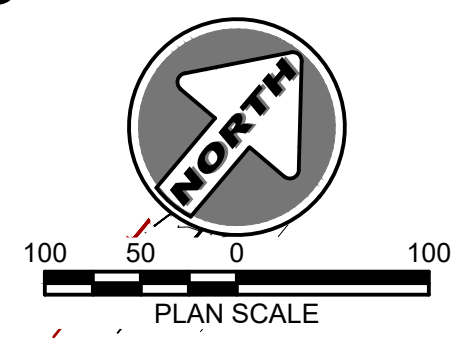


Renews 31 December 2027

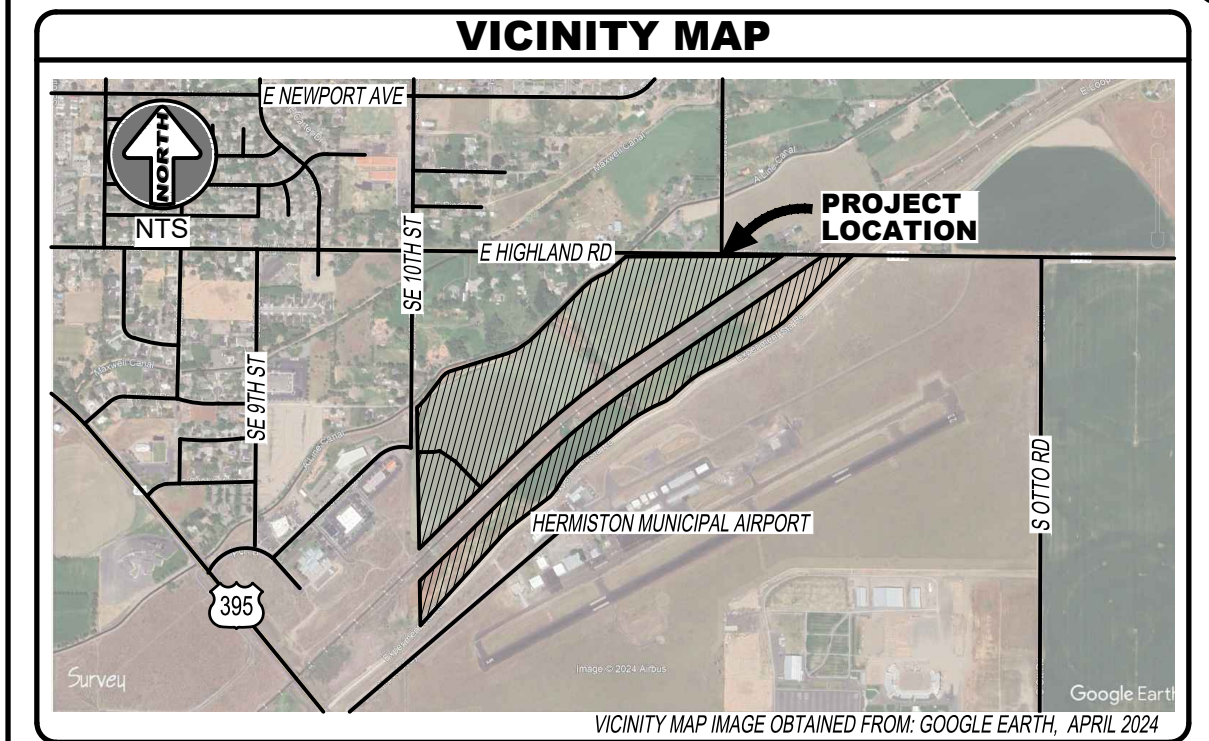
HENRY K'S PHASE 4 - PRELIMINARY PLAT

SECTION 13, TOWNSHIP 4 NORTH, RANGE 28 EAST, W.M.

CITY OF HERMISTON, UMATILLA COUNTY, OREGON



OVERALL PLAN
SCALE: 1"=100'



DATUM - BENCHMARK

HORIZONTAL DATUM: NAD83 ORNSPC
VERTICAL DATUM: RECORD ELEVATIONS BASED ON BENCH MARK RB0592 (N520), AT THE HERMISTON AIRPORT WITH A RECORD ELEVATION OF 642.86.

LEGAL DESCRIPTION

The Replat of Lot 32 of Phase 1 of Henry K's Addition to the City of Hermiston.

CONTACTS

DEVELOPER:
HERMISTON HOME WORKS
 TYLER BRANDT (541) 720-4533
 PO BOX 833, HERMISTON, OR 97838

SURVEYOR:
SURVEY ONE, LLC
 ROBERT D ENGLISH (541) 276-2055
 PO BOX 382, PENDELTON, OR 97801

ENGINEER:
HARMS ENGINEERING, INC.
 CHRISTINE BATAVOLA (509) 547-2679
 1832 W SYLVESTER ST, PASCO WA 99301

1632 W Sylvester Street, Pasco WA 99301 | 509-547-2679 | HarmsEngineering.com
 Drawn By: D WALKER
 Designed By: C BATAVOLA
 File Path: P:\2023\23-030\Henry K's PH Prelim Plat 01 V4
 P:\2023\23-030\Henry K's PH Prelim Plat 01 V4
 Date: April 11, 2024 1:58:05 PM

Rev	Description	By	Date

NW 1/4 SEC 13 T4N R28E W1W

HENRY K'S PHASE 4
PRELIMINARY PLAT

TAX LOT ID 4N28130000200, HERMISTON, OR

HERMISTON HOME WORKS
TYLER BRANDT 541-720-4533

PO BOX 833, HERMISTON, OR 97838
COPYRIGHT © 2024 HARMS ENGINEERING, INC. ALL RIGHTS RESERVED.

Client/Project Information

Project Number
23-030.4

Sheet Number
C1P

Date
03-05-2026

ANSI D

