



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
For the Meeting of April 15, 2026

Title/Subject

Subdivision- Henry K's Phase 4 Hermiston Home Works Inc 4N2813 Tax Lot 210 1200 SE Columbia Dr

Summary and Background

Tyler Brandt has submitted a preliminary plat on behalf of Hermiston Home Works, Inc. for Phase 4 of the Henry K's subdivision (also known as Columbia Ridge). The proposed preliminary plat contains 35 residential lots and one 21.81 lot to be platted in future phases. The area proposed for platting is zoned Medium Density Residential (R-2). Phase 1 of the development was approved in 2024 and is located west of this phase adjacent to SE 10th Street. Phases 2 and 3 are located immediately west of this phase between Phase 1 and Phase 4. Future phases will be located east of this phase extending to E Highland Ave.

This portion of the development is in a single-family neighborhood. To the north lies the A Line Canal and rural residential homesteads in the Hermiston UGB. To the south lies the Union Pacific mainline, undeveloped commercial land, and the Hermiston municipal airport. To the west lies single-family housing in the Henry K's development and institutional commercial development. To the east lies rural residential land and agricultural uses.

Phase 4 contains 35 residential lots ranging in size from 6,500 to 10,000 square feet. As noted, Lot 112 is a 21.81 acre lot reserved for additional phases in the future. All lots are of sufficient size to accommodate one and two-family dwellings under the Hermiston development code. It is the applicant's intent to build single-family dwellings and phases 1 and 2 of the development are developing with single-family homes. None of the proposed R-2 lots are large enough to accommodate multi-family dwellings through the conditional use process.

SE Columbia Drive provides access for Phase 4 and intersects with SE 10th Street. With the completion of Phase 2, it will be necessary to provide a secondary point of ingress and egress for emergency vehicles. The SE 10th St access is adequate for resident access. However, fire access codes require a secondary point of access to be provided in the event the primary access is blocked in an emergency. After reviewing the site access, fire and emergency access rules require two points of access for development exceeding 31 residential lots. City and fire staff have reviewed the overall development plan. With the planned extension of SE Columbia Drive to W Highland Ave, UCFD1 recommends that the second point of access is planned for the

future and the existing access along the A Line Canal is sufficient in an emergency should the intersection of SE 10th Street and SE Columbia Drive be blocked.

The 2023 approval of the comprehensive plan map amendment and annexation for the property was subject to approval conditions by the city. Some approval conditions are applicable at this time, and some will be relevant to later development proposals. The approved conditions are as follows:

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.

Condition #1 was satisfied by co-adoption of the map amendments by the Umatilla County Board of Commissioners on May 1, 2024. Condition #5 relating to wetlands is impacted by this phase and city staff have filed the required notification with DSL. Comments from DSL are attached to the report. Conditions #2, 3, and 4 are relevant to this preliminary plat. The applicant has submitted the required trip generation documentation. The cumulative trip generation of Phase 4 and the previous phases is 108 peak hour trips, leaving 549 peak hour trips to accommodate future development. The trip generation letter from Clemow Associates LLC is attached. Approval conditions relating to development hazards will remain in effect and be imposed upon the subdivision as well.

During the annexation and Phase 1 development, an agreement to assess future improvement of the SE 10th Street A Line Canal crossing was implemented. Through the analysis of replacement cost, proportional share generated by the development, and existing share generated by existing development, a fixed cost of \$1,557 is assessed for each lot in this phase. The methodology is part of the record for Henry K's Phase 1 and is incorporated here by reference.

All of the proposed lots are designed to meet or exceed the R-2 zoning standards. Findings addressing the subdivision design standards are attached to this report as Exhibit A. Recommended conditions of approval are attached as Exhibit B.

Notice was mailed to all property owners within 100 feet of the proposal and affected agencies by direct mail on April 1, 2026. A sign was placed on the property on April 1, 2026.

The criteria that are applicable to the preliminary plat are contained in 94.20 through 94.26, 154.15 through 154.35, 154.60 through 154.66, and 157.026, and 157.101 of the Hermiston Code of Ordinances.

Tie-In to Council Goals

Provision of market rate housing is a council priority.

Fiscal Information

There are 35 residentially zoned lots proposed for this phase of the subdivision. Each house should sell in the \$350,000 range. At full build-out this phase of development will generate approximately \$75,000 in revenue to the city each year.

Alternatives and Recommendation

Alternatives

The planning commission may choose to:

- Approve the subdivision plat and conditions
- Approve the subdivision plat and modify the conditions
- Modify the subdivision plat
- Reject the subdivision plat

Recommended Action/Motion

Staff recommends that the planning commission approve the preliminary plat subject to the draft conditions.

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

Submitted By:

C.F. Spencer, Planning Director