PLANNING COMMISSION

Regular Meeting Minutes
October 14, 2026

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

Minutes

Commissioner Saylor moved and Commissioner Hamm seconded to approve the minutes of the September 9, 2026, work session. Motion passed unanimously with Commissioners Caplinger, Doherty, Hamm, Rebman, Saylor, Serrano, and Misner voting in favor.

Hearings- Adoption of 2026 Hermiston Transportation System Plan

The planning commission is holding a hearing to consider repeal of the 1997 City of Hermiston Transportation System Plan (TSP) and adoption of the 2026 TSP as well as amendments to Chapters 154 and 157 of the Hermiston Code of Ordinances to implement transportation planning standards adopted in the 2026 TSP.

There were no conflicts of interest declared. Chairman Fialka opened the hearing at 7:01pm and read the hearing guidelines.

Planning Director Spencer summarized the work, representatives involved, and public outreach of the project, which began in 2025. Nick Foster, of Kittelson & Associates (via Zoom), was introduced to present the plan with the attached PowerPoint presentation.

Mr. Foster began with an overview of the project scope, which includes all public roads with Hermiston's urban growth boundary, and the project process. The proposed plan includes 61 roadway projects and 43 intersection projects. Included in the intersection projects are multiple bicycle and pedestrian projects. Transit system, rail, and pipeline impacts were considered.

Cheryl Jarvis-Smith with Oregon Department of Transportation (via Zoom) appreciates the city working judiciously with the consultant team, public, and elected officials to develop a plan that meets everyone's needs and incorporate elements of the safety action plan and ODOT comments.

Planning Commission discussion included:

- Traffic congestion, specifically Hwy 395, being the public's biggest concern. The plan prioritizes increasing connectivity, parallel routes, and new street connections.
- Public feedback on the plan has been positive
- A cost sheet of the projects is included in the appendices. High priority/short term projects are likely to be developed within five years.
- Overlapping projects with various agencies were analyzed as part of the project
- W Highland Ave and S First St intersection future signal
- Noticing requirements for the hearings

Commissioners suggested revisions to Resolution No. 2443, the resolution amending the public works standards. After reviewing state statutes, revisions to #2 to eliminate the redundancy, clarifying what standards are to be used, and combining 2 (d) and (e) were desired.

Chairman Fialka closed the hearing at 8:01pm.

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Findings of Fact
Statewide Planning Goals and Comprehensive Plan Policies.

Goal 1 and Policy 1. Citizen Involvement. The City will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

1. Notice of the planning commission hearing was published in the East Oregonian at least 10 days prior to the hearing on September 30, 2026 in accordance with §156.08(A) of the Hermiston Code of Ordinances.

2. Notice of the city council hearing was published in the East Oregonian at least 10 days prior to the hearing on October 14, 2026 in accordance with §156.08(A) of the Hermiston Code of Ordinances.

3. The Planning Commission held a public hearing on October 14, 2026 in accordance with §157.226(F).

4. The City Council held a public hearing on October 24, 2026 in accordance with §157.226(F).

5. The development of the TSP was overseen by an advisory committee made up of citizen stakeholders, elected and appointed Hermiston officials, public safety staff, public works staff, and affected governmental agencies.

6. Two public involvement workshops were held. One workshop was held on September 18, 2025 at a Hermiston High School football game. A second workshop was held on December 4, 2025 accompanying the City of Hermiston annual Christmas Tree lighting festival. The public were provided opportunities to comment on transportation related issues at each workshop.

7. Two virtual workshops were held online to provide additional opportunities for transportation related issues to be raised. All virtual materials were bilingual in English and Spanish. Advertisements of the virtual workshops were advertised in local media and social media. All invitations to participate in online workshops were bilingual in English and Spanish.

8. Two events were held at school facilities to solicit youth involvement and facilitate education in transportation planning. Classroom events were held at Loma Vista and Rocky Heights Elementary Schools on September 18 and 19, 2025 respectively.

9. Two virtual events were held at Hermiston High School to solicit input from youth as to how older youth utilize various transportation networks and how to improve those networks.

10. Input from all public outreach activities is reflected in the technical memorandums accompanying the 2026 TSP and incorporated into the project lists.

Goal 1 and Policy 2. Planning Process. The City of Hermiston will monitor and update periodically its comprehensive plan and implementing ordinances to respond to changing conditions.

11. Policy 2 requires the City to annually review development activity and its impacts.

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12. The City of Hermiston received a Transportation and Growth Management grant from the State of Oregon in 2024 to facilitate a review and update of the 1997 transportation system plan. After receiving the grant and developing a work plan to review the existing TSP, it was determined that a complete repeal of the 1997 TSP is appropriate and work commenced to develop a replacement TSP.

Goal 2 and Policy 3. Intergovernmental Coordination. The City of Hermiston will facilitate intergovernmental coordination so that decisions affecting local, state, and federal planning and development actions in the Hermiston area are rendered in an efficient and consistent manner.

13. The notice of proposed amendment was sent to the Department of Land Conservation and Development on September 9, 2026, 35 days prior to the first evidentiary hearing in accord with Oregon Administrative Rules, Chapter 660, Division 18.

14. The advisory committee overseeing development of the TSP included staff from the Oregon Department of Transportation, Umatilla County, Umatilla County Fire District #1, and the Department of Land Conservation and Development. All stakeholder agencies were provided opportunity to comment on and shape the development of all aspects of the 2026 TSP.

Goal 3 Agricultural Lands.

14. Goal 3 requires counties to preserve and maintain agricultural lands for farm uses. Counties must inventory agricultural lands and protect them by adopting exclusive farm use zones consistent with Oregon Revised Statute 215.203 et. seq. Goal 3 does not allow nonfarm uses like industrial development on lands zoned for exclusive farm use. This application is to consider modifications to the application of the Outlying Commercial zone within the city limits on lands that have already been identified for urban industrial and commercial uses. Per OAR 660-033-0020(1)(c), "Agricultural Land" does not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Goal 3 or 4.

    Goal 3 does not apply to this action.

Goal 4 Forest Lands, Goal 15 Willamette River Greenway, Goal 16 Estuarine Resources, Goal 17 Coastal Shorelands, Goal 18 Beaches and Dunes, Goal 19 Ocean Resources.

15. There are no tracts of lands subject to Goals 4, 15, 16, 17, 18, or 19 anywhere within the city limits or UGB. These goals are not applicable.

Goal 5 Natural Resources, Scenic and Historic Areas, and Open Space, Goal 6 Air, Water and Land Resource Quality, Goal 7 Areas Subject to Natural Hazards, Goal 8 Recreation Needs, Goal 9 Economic Development, Goal 11 Public Facilities and Services, Goal 13 Energy Conservation, Goal 14 Urbanization.

16. The City's acknowledged comprehensive plan has policies established for compliance with Goals 5, 6, 7, 8, 9, 11, 13, and 14. No new uses are being permitted through the amendment. No additional findings must be made demonstrating compliance with these Goals.

Goal 9 Housing

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17. Housing is directly impacted by transportation planning. Appendix E, (Context and Site Analysis) provides context regarding existing zoning and future residential development.
18. The study area for future housing need is within the entirety of the Hermiston urban growth boundary. Housing need is projected from 2025 to 2045. There is estimated capacity for 18,000 housing units within the UGB.
19. The TSP provides updated road classifications and street extensions intended to accommodate housing construction between 2025 and 2045. Additionally, transit, pedestrian pathways, bike lanes, and multimodal needs are considered in the plan.

Goal 12 Transportation and OAR 660, Division 012

20. OAR 660-012-0015 requires all cities to develop and maintain a transportation system plan.

21. Preparation of local TSPs must be coordinated with ODOT. ODOT staff participated in the development of the TSP, participating in the advisory committee. Draft copies of all portions of the TSP have been provided to ODOT during document development. ODOT's testimony is incorporated into the appendices as needed.

Hermiston Comprehensive Planning Ordinance §156.08

22. Notice of the public hearing on the proposed amendment was published in the East Oregonian on September 30, 2026 more than 10 days in advance of the public hearing in accordance with 156.08(A).

23. Copies of the proposed TSP amendment have been available in the planning department office since September 30, 2026 in accordance with 156.08(B).

24. The planning commission adopted findings of fact regarding the proposed amendment following the closure of the public hearing on October 14, 2026. The planning commission recommended adoption of the proposed amendment to the city council based upon the findings of fact in accordance with 156.08(C).

25. The city council held a public hearing on October 26, 2026 regarding the proposed amendment. Notice of the city council hearing was published in the Hermiston Herald on October 14, 2026 more than 10 days prior to the hearing in accordance with 156.08(D).

26. The planning commission recommendation and proposed amendment were made available to the public on October 16, 2026, more than 10 days prior to the city council hearing in accordance with 156.08(E).

27. The proposed TSP applies both within city limits and the Hermiston urban growth boundary. Adoption of the amendment requires co-adoption by Umatilla County in accordance with 156.08(F)(2).

28. Notice of adoption will be sent to the LCDC and Umatilla County no later than five days after adoption by the city council in accordance with 156.08(G).

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Commissioner Hamm moved and Commissioner Saylor seconded to adopt findings of fact in support of TSP adoption. Motion passed unanimously with Commissioners Caplinger, Doherty, Hamm, Rebman, Saylor, Serrano, and Misner voting in favor. Commissioner Rebman moved and Commissioner Hamm seconded to recommend the city council adopt the TSP and code amendments as amended. Motion passed unanimously with Commissioners Caplinger, Doherty, Hamm, Rebman, Saylor, Serrano, and Misner voting in favor.

Planner comments and unscheduled communication

The city council, at the work session on the housing code updates, decided to not follow the planning commission recommendation of allowing middle housing in the Medium-High (R-3) and Multi-Structure (R-4) and Rural (RR) residential zones.

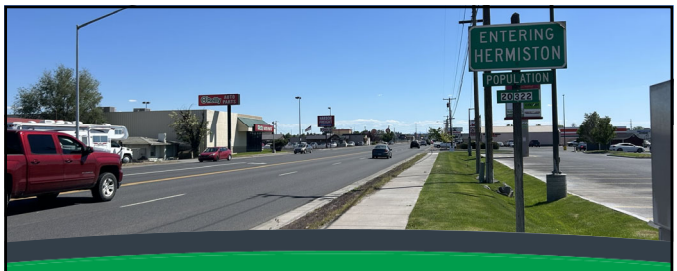
Commissioners mentioned safety concerns over the increased volume of cars entering and exiting the Diamond Run subdivision onto E Elm Ave.

The November planning commission meeting falls on Veterans Day. Commissioner Hamm moved and Commissioner Misner seconded to move the November meeting to Thursday, November 12 at 7pm. Motion passed unanimously with Commissioners Caplinger, Doherty, Hamm, Rebman, Saylor, Serrano, and Misner voting in favor.

Adjournment

Chairman Fialka adjourned the regular meeting at 8:17PM.

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HERMISTON TRANSPORTATION SYSTEM PLAN

Planning Commission Adoption Hearing 10/14/26

1

AGENDA

- Project Overview
- Projects, Programs, and Plans
- Code Amendments
- Next Steps

2

WHAT IS A TRANSPORTATION SYSTEM PLAN?

- Long-range
- All transportation modes
- Vision and goals
- Needs
- Prioritized projects
- Potential funding sources


CITY OF HERMISTON
TRANSPORTATION SYSTEM PLAN
FINAL REPORT

May 30, 1997

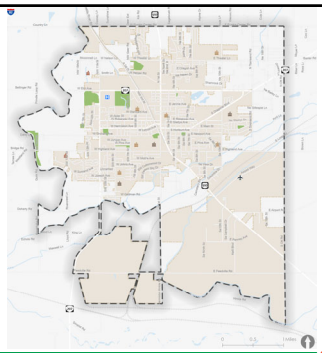
Prepared for
The City of Hermiston

Prepared by
David Evans and Associates, Inc.

3

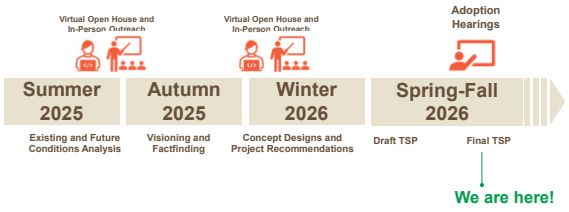
PROJECT SCOPE

- Public roads within Hermiston urban growth boundary
- Roadway owners
  - City of Hermiston
  - Umatilla County
  - ODOT



4

PROJECT PROCESS



5

VISION

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

6

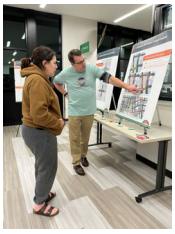
GUIDING PRINCIPLES

- Safety
- Mobility
- Connectivity
- Community
- Environment
- Fiscal Strategy

7

ENGAGEMENT AT A GLANCE

3	Outreach periods	**3**	Virtual open houses and surveys
5	In-person events	**264**	Survey responses/online comments
120+	People interacted with in-person	**3**	Technical Advisory Committee meetings



8

ENGAGEMENT ROUND 1

- 2 youth workshops + HS class online participation
- Pop-Up event at high school football game
- Tabling event at Melonfest
- Project website and virtual open house







9

ENGAGEMENT ROUND 2

- Tree Lighting Celebration
- Project website and virtual open house



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ENGAGEMENT ROUND 2 (CONTINUED)

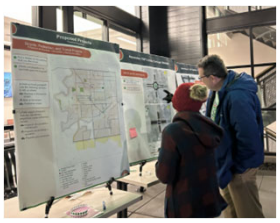
- In-person budgeting:
  - Intersection projects - $1,140
  - Bike & trail projects - $1,040
  - Pedestrian projects - $1,000
  - Roadway projects - $700
- Online prioritization
  - Roadway projects – 4.2
  - Pedestrian projects – 4.0
  - Intersection projects – 3.9
  - Bike & trail projects – 3.2



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ENGAGEMENT ROUND 2 (CONTINUED)

- Priority project locations:
  - US 395
  - OR 207 (including trail)
  - Highland Avenue (including 1st)
  - Orchard Avenue (including 1st)
  - Punkin Center Road
  - Umatilla River Trail
- Alternative preferences:
  - OR 207/NE 10th Street – Roundabout
  - Orchard Ave/1st Place – Disconnect Orchard Ave from US 395



12

ENGAGEMENT ROUND 3

- Project website and virtual open house
- Feedback on priority projects
  - 1st/Highland
  - 4th Street Reconstruction
  - 10th Street Reconstruction



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PROJECTS, PROGRAMS, AND PLANS

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ROADWAY AND INTERSECTION PROJECTS

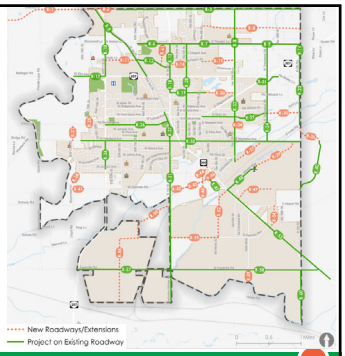
- All users
  - Prioritize activity centers and regional impact
- Bring streets up to modern standards
- Improve connectivity
- Incorporate 2025 TSAP
- Safe Routes to Schools



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ROADWAY PROJECTS

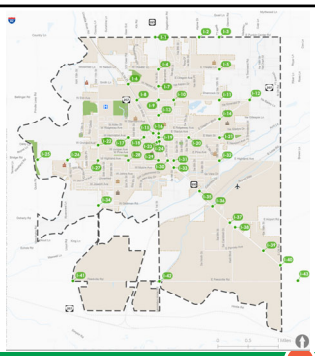
- 61 projects
  - Modernization (24)
  - Street Extension (21)
  - New Street (8)
  - Safety/Access Management (4)
  - Realign (4)
- Active Transportation Elements
  - Bike Lanes (28)
  - Multi-Use Trails (11)
  - Sidewalks (40)



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INTERSECTION PROJECTS

- 43 projects (not including roadway)
  - Safety (11)
  - Geometric (e.g., turn lanes, 11)
  - New Signal/Roundabout (17)
  - Bicycle/Pedestrian (3)
  - Stop Control (1)



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ROADWAY PROGRAMS AND PLANS

- Functional classification changes
- Increase residential setbacks
- Street connectivity in development standards
- Permeable materials for off-street parking
- Cross-section updates
- Alternative Mobility Targets on US 395
- Update City TIA Threshold

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PEDESTRIAN AND BICYCLE SYSTEM

- Create complete streets for all users
- Fill in network gaps
- Leverage roadway projects to incorporate pedestrian and bicycle elements

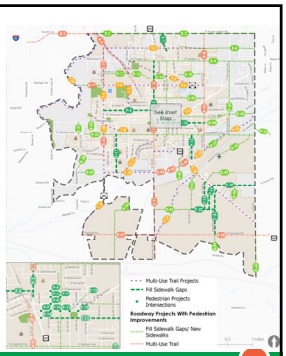


Source: City of Hermiston

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PEDESTRIAN SYSTEM

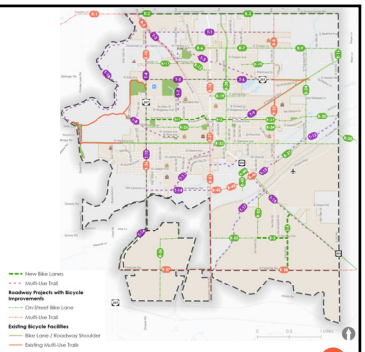
- Sidewalk gap filling projects (11)
- Curb extension projects (10)
- Additional pedestrian crossings (1)
- Roadway projects with pedestrian elements
  - Multi-Use Trails (11)
  - Sidewalks (40)



20

BICYCLE SYSTEM

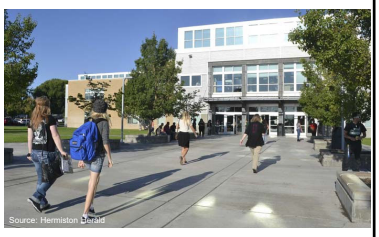
- Bike lane projects (4)
- Trail projects (18)
- Roadway projects with bicycle elements
  - Bike Lanes (28)
  - Multi-Use Trails (11)



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PEDESTRIAN/BICYCLE PROGRAMS & PLANS

- Update standard street cross-sections
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.

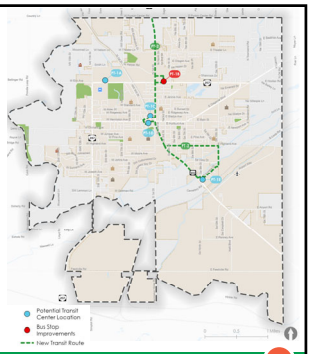


Source: Hermiston Herald

22

TRANSIT SYSTEM

- Four potential mobility hub locations
- Tri-Cities to Hermiston route
- Umatilla County Transit Development Plan identified a stop improvement



23

TRANSIT PROGRAMS

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



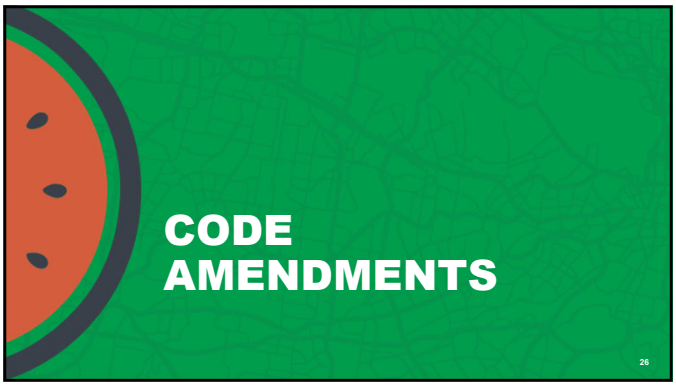
Source: City of Hermiston

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RAIL & PIPELINE

- No independent rail projects
- 6 roadway and 11 intersection projects may affect crossings
- Several trail projects require RR coordination
- No pipeline projects were impacted
  - City should continue to coordinate with pipeline operators on individual project impacts

25



26

ZONING CODE AMENDMENTS

- TIA requirements -> Public Works Standards
- Cul-de-sac length – 200/350 feet
- Residential block length maximum – 350 feet

27

PUBLIC WORKS STANDARDS

- TIA requirements
  - Threshold: 1,000 trips -> 300 trips
  - Zoning code triggers imported
  - Residential development exemptions

28

WHERE RESIDENTIAL NEIGHBORHOODS AND MAJOR STREETS MEET - ISSUES

- Busy, high traffic volume streets next to homes
- Plant strip (park strip) provides an important buffer
- Protects people walking on the sidewalk and buffers homes that face the street
- Street trees and landscaping are important
- Develop a street plan:
  - Require a planting strip, buffered sidewalk, street trees, and HOA maintenance
  - Maximum spacing between intersections (300 feet)
  - No rear yards onto a collector, only side yards
  - Require one driveway per two lots onto collectors creating a shared driveway (result: no backing out onto collectors)
- Good streets help residential neighborhoods appreciate in value over time

NEXT STEPS

- City Council hearing - November 9th