



September 8, 2023

MonteVista Homes  
Attention: Jarred C. Corbell, PE  
389 SW Scalehouse Court, Suite 110  
Bend, Oregon 97702

**Re: MonteVista Residential Development – Hermiston, Oregon**  
*Transportation Analysis*

C&A Project Number 20230901.00

Dear Mr. Corbell,

This transportation analysis supports the proposed 250-unit single-family residential development in Hermiston, Oregon on property identified as tax lot 500 on Umatilla County Assessor's map 4N2802A. The property is approximately 51.93 acres and is currently vacant. The proposed development is inside the City of Hermiston Urban Growth Boundary (UGB) and the City limits and is an allowed use in the existing Multi-family Residential (R-3) zone designation.

Per the correspondence you have provided, the City of Hermiston planning staff has indicated a detailed traffic impact study is not necessary if the applicant demonstrates that the proposed development will not change the functional classification of E Theater Lane (classified as a *Minor Collector* roadway), noting that the Hermiston Transportation System Plan (TSP) states that *Collector* roadways are designed to accommodate 1,200 – 5,000 average daily trips (ADT).

Based on the traffic volume data contained in the October 9, 2020 transportation analysis prepared for the new Hermiston Elementary School located in the northwest corner of NE 10<sup>th</sup> Street/E Theater Lane intersection, the average daily traffic volumes on E Theater Lane are less than 2,000 ADT. Based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, and practices from the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition, the proposed 250-unit single-family residential development is anticipated to generate 2,344 ADT. Conservatively assuming all development traffic travels on E Theater Lane, the resulting total roadway volumes will be less than 4,500 ADT.

It is further noted the proposed development is consistent with the existing R-3 zone designation and assumptions contained in the Hermiston TSP. As such, it is anticipated the proposed development will not exceed the design capacity of a *Collector* roadway and a detailed traffic impact study is not necessary.

Sincerely,

Christopher M. Clemow, PE, PTOE  
Transportation Engineer

