



Where Life is Sweet

Members of the Planning Commission

STAFF REPORT

For the Meeting of May 14, 2025

Title/Subject

Subdivision - Henry K's Phase 2 Allied DCS Inc 4N2813BC Tax Lot 3000 - 1125 SE 10th St

Summary and Background

Tyler Brandt has submitted a preliminary plat application on behalf of Allied DCS for Phase 2 of the Henry K's subdivision. The proposed phase of the subdivision contains 47 lots, eight lots are zoned R-2 (Lots 10 through 17 north of SE Columbia Drive) and the remaining 39 lots are zoned R-3. The overall Henry K's development is located on approximately 80 acres of land located on the east side of SE 10th Street near Blue Mountain Community College and the Eastern Oregon Higher Education Center. Phase 1 was approved in 2024 and is located immediately south and west of this phase. Phase 1 contains 28 residential lots and several additional lots for future residential and park development. Phase 2 is a replat of Lot 31 from the first phase. Potential future phases will be located east of this phase extending towards E Highland Ave.

The site is located in a mixed-use area. Institutional commercial and educational facilities lie to the west. Rural single-family housing lies to the north. Commercial and airport land lies to the south. Pasture and rural single-family housing lies to the east. Urban single-family housing in the Henry K's Phase 1 development is under construction to the south and west. Municipal park facilities are planned for construction along the A Line canal in the future. The city took ownership of Lot 30 of Phase 1 for future park purposes. The city also proposes to purchase Lot 1 of Phase 2 to further enhance the future park. Lot 1 will provide better access to the park from SE 10th Street rather than SE Columbia Drive and allow for restroom and parking facilities.

There are 47 residential lots proposed, ranging in size from 6,000 to 16,000 square feet. All of the lots are large enough to accommodate one and two-family homes. Eleven of the lots are also large enough to accommodate multi-family homes of at least three units. It is the applicant's intent to build single-family housing. None of the R-2 zoned lots (Lots 10 through 17) are large enough to accommodate multi-family housing through a conditional use permit process.

SE 10th Street provides access for this phase of the development. SE 10th Street is classified as an urban minor collector in the transportation system plan. The development also makes provision for the extension of SE Columbia Drive to the east, planning for an eventual connection of SE Columbia Drive and E Highland Avenue. SE Columbia Drive is also designated as an urban minor collector and the transportation plan calls for the extension and connection of SE Columbia Drive linking Highway 395 to E Highland Ave. To comply with the city's transportation

requirements, SE Columbia Drive through the development has a right of way width of 56 feet rather than the standard 50 feet. SE 10th Street is improved to urban minor collector status adjacent to the development but will require the installation of sidewalks at the time of development (Lots 1 through 4).

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 2. Condition #5 relating to wetlands will not be impacted in this phase but will be a factor in later portions of the development. Conditions #2, 3, and 4 are relevant to this preliminary plat. The applicant has submitted the required trip generation documentation. The residential development will generate 75 peak hour trips, leaving 582 peak hour trips to accommodate future development. The trip generation letter from Clemow Associates LLC is attached. The generation report utilizes an earlier version of the plat and has one less lot than the proposed layout but this does not substantively alter the findings. 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 and R-3 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 30, 2025. A sign was placed on the property on April 30, 2025.

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, 157.027 and 157.101 of the Hermiston Code of Ordinances.

Tie-In to Council Goals

Housing is a council priority.

Fiscal Information

There are 47 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 \$115,000 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 make the project file a part of the record
- 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