

Exhibit A
Findings of Fact
Good Shepherd Hospital Master Plan Amendment
610 NW 11th Street
April 10, 2024

HERMISTON ZONING CODE CONDITIONAL USE APPROVAL CRITERIA AND STANDARDS

The following addresses the specific approval criteria and development standards which apply to Conditional Use Review for the proposed project from the Hermiston Zoning Code.

CONDITIONAL USES

157.205 AUTHORITY TO GRANT OR DENY.

(A) Conditional uses are those uses which may be appropriate, desirable, convenient or necessary in the district in which they are allowed, but which by reason of their height or bulk or the creation of traffic hazards or parking problems or other adverse conditions may be injurious to the public safety, welfare, comfort and convenience unless appropriate conditions are imposed. Uses designated in this chapter as conditional uses may be permitted, enlarged or otherwise altered upon authorization by the Planning Commission in accordance with the standards and procedures set forth in this subchapter and 157.229. In the case of a use existing prior to the effective date of this chapter and which is classified in this chapter as a conditional use, any change in use or in lot area or any alteration of the structure shall conform with the requirements dealing with conditional uses.

Finding

It is common for hospitals to have a heliport that allows a helicopter to land for the purpose of bringing a patient to the hospital, or taking a patient to a different hospital that has services which the patient needs in order to save the patient's life. The Good Shepherd Hospital has had an FAA approved heliport for many years. This project improves existing hospital services by having the helicopter and LFN crew based at the hospital by the heliport.

By having the helicopter, hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved

because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. For some flights departing from the hospital will be quicker than currently occurs at the Hermiston Airport where the helicopter is currently based. Eliminated will be potential temporary delays due to other aircraft landing or taking off or maneuvering on the airport ramp.

Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available. For some patients at the hospital, this medical transport can become a necessary service, when their life relies on being able to be quickly transported to a facility with specialty life saving equipment or expertise. For people in the larger community the time-critical arrival of the helicopter and their medical crew is what saves their life. Thus, this is a request that complies with the authority of the city’s code.

Daycare services for hospital employees provides an important fringe benefit assisting the facility in attracting and retaining qualified employees. Future construction of hospital facilities in compliance with this master plan will continue to require additional daycare facilities to satisfy employee demand. As a fringe benefit and accessory use, the daycare does not increase the overall land use intensity on the site as it is not in and of itself a trip generator, but a secondary destination for trips and employees already working at the hospital.

(B) In permitting a conditional use or the modification of an existing conditional use, the city may impose, in addition to those standards and requirements expressly specified by this chapter, any additional conditions which the city considers necessary to protect the best interests of the surrounding property or the city as a whole. These conditions may include:

- (1) Increasing the required lot size or yard dimensions;
- (2) Limiting the height of buildings;
- (3) Controlling the location and number of vehicle access points;
- (4) Increasing the street width;
- (5) Increasing the number of off-street parking and loading spaces required;
- (6) Limiting the number, size and location of signs;
- (7) Requiring screening and landscaping to protect adjacent property; and

- (8) Recording conditions on the property with the County Clerk.

Finding

This application is for the addition of a hangar and crew quarters to an existing heliport. It is not for requesting a change to the location of the existing heliport. The new building will have a brick exterior, of brick type and color to match the existing other buildings on the hospital campus. The applicant proposes that this exterior material be a condition of approval.

A review of the above eight potential condition items follows:

1. Yards: the new building is located well inside of the campus, and needs to be located adjacent to the existing heliport, and thus there are no significant need for increased lot size or yard dimensions;
2. Building Height: the height of the building is approximately 22 feet, which is much less than the 35 feet standard listed in the current conditional use master plan approval;
3. There are no changes to vehicle access points so there is no impact to this item;
4. There is no significant change in traffic so there is no need for street width changes;
5. The number of parking spaces expected to be used by the Life Flight Network crew are six which represent approximately 0.7% of the total 899 spaces on the campus. The parking on site has not shown any signs of distress or of being inadequate. There have been no known periods when the parking is full, or even nearly full. A review of Google Earth six images from the past three years shows that at most for those random times, there has remained much excess parking. So given the small number of spaces needed, and the lack of an existing parking supply problem, the addition of the hangar and crew quarters will not create a need for additional parking at the hospital.
6. There will be a sign on the new building identifying it as being Life Flight Network, and this will be applied for through the city's sign ordinance standards;
7. The site is distant from the hospital exterior boundaries, so there is no new screening or landscaping required;
8. There are no known reasons for special recording conditions for the building.

A property owner or his authorized agent may initiate a request for a conditional use or the modification of an existing conditional use by filing an application with the city using forms prescribed for the purpose. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. The Planning Commission may require other drawings or information necessary to understand the proposed use and its relationship to surrounding properties. The applicant shall pay a fee as established by the City Council at the time the application is filed.

Finding

This application requests addition of a Life Flight Network helicopter hangar and crew quarters, to be located at the Good Shepherd Health Care System, 610 NW 11th Street, Hermiston, OR 97838. As such this is a modification of the 2007 conditional use Master Plan approved in 2007. The application is provided with a revised Master Plan drawing, as well as detailed drawings showing the proposed new building façade, floor plan, storm water system, and utility plans.

157.208 APPROVAL CRITERIA.

Based on the testimony provided at the hearing, the Planning Commission shall develop findings of fact to justify either approving or denying a conditional use permit. The Planning Commission may approve the requests when it is determined the request is in conformance with all the following requirements or can be made to conform through the impositions of conditions:

(A) The proposal is in conformance with the Comprehensive Plan and Zoning Code.

Finding

A review of relevant sections of the Comprehensive Plan and Zoning Code are contained in in these findings. No non-conforming issues are found. The helicopter use is a pre- existing approved use. The only change is that flight crew and medical staff remain on site at the hospital, in lieu of returning to some different location. The advantage of this is that emergency transport of patients at the hospital can occur more quickly, and the coordination between LFN staff and hospital staff is easier, both of which are benefits to the larger community.

(B) The property is adequate in size and shape to accommodate the proposed use, together with all other zoning requirements and any additional conditions imposed by the Planning Commission.

Finding

There is no proposed change to the property size or shape. The 2007 approved

Master Plan included the heliport, so that basic use of the site for helicopter landings and takeoffs is covered in the original approval.

(C) Public facilities are of adequate size and quality to serve the proposed use.

Finding

The Hangar and Crew Quarters building will house a maximum of five people. As such it will contain a bathroom, small kitchenette, sleeping rooms, and office space. Compared to the hospital campus as a whole, this is a very minor addition. The attached water, sewer, electricity, gas, and other standard utilities are available.

(D) The proposed use will prove reasonably compatible with surrounding properties.

Finding

The helicopter use is already an approved use at the site, per the 2007 Master Plan approval. The change requiring a modification, is that the flight crew and medical crew remain at the hospital, in lieu of being based elsewhere. Where a medical flight is for someone in the larger region around Hermiston, who needs emergency transport to the hospital, since there would be one landing and one takeoff at the hospital, whether the crew was based there or not. For a medical flight for someone at the hospital, needing transport to a different hospital, there would be one landing and one takeoff at the hospital, whether the crew was based there or not. The only case where there could be an added flight would be when a patient is picked up in the larger region around Hermiston, and transported elsewhere than to Good Shepherd, but that is an unusual occurrence.

It is noted that the original Master Plan approval forecast 6 flights to the hospital per year (page 3 of decision), however there was no condition of approval limiting the number of flights for the future. Clearly, the change of location and the improvements to the emergency room area has resulted in much greater use by the community.

Records of usage from the past three years indicate usage was as follows (note that a “flight” includes both a landing and a takeoff):

2023: 168 flights to the hospital

2022: 188 flights to the hospital

2021: 201 flights to the hospital

Thus over the last three years there has been an average of 186 flights per year. For the purposes of the noise analysis, there will be on average one flight per day at the hospital, thus from a noise standpoint allowing for a doubling the

more recent usage. With an aging population, and with healthcare improvements, some growth in number of flights should be expected.

157.210 STANDARDS FOR CONDITIONAL USES.

A conditional use shall comply with the standards of the zone in which it is located except as these standards may have been modified in authorizing the conditional use or as otherwise provided as follows:

(A) *Setback.* In a residential zone, front, side and rear yards shall be at least two-thirds the height of the principal structure. In any zone, additional yard requirements may be imposed.

Finding

Not in a residential zone; not applicable.

(B) *Height exception.* A church or governmental building may be built to exceed the height limitations of the zone in which it is located to a maximum height of 50 feet if the total floor area of the building does not exceed one and a half times the area of the site and if the yard dimensions in each case are equal to at least two-thirds of the height of the principal structure.

Finding

Not a church or governmental building; not applicable.

(C) *Limitation on access to property and openings to buildings.* The city may limit or prohibit vehicle access from a conditional use to a residential street, and it may limit building openings within 50 feet of a residential property in an agricultural or residential zone if the openings will cause glare or excessive noise or will otherwise adversely affect adjacent residential property.

Finding

Site access is provided by NW 11th Street and W Elm Ave. Each street providing access is classified as an Urban Minor Arterial. There are no adjacent residential streets; not applicable.

(D) *Schools.*

(1) Nursery schools shall provide and maintain at least enough open space for children that meets the requirements for certified child care centers by the Early Learning Division of the Oregon Department of Education (see OAR 414-300-

0150). A sight-obscuring fence at least four feet but not more than six feet high shall separate the play area from abutting lots.

(2) Primary schools shall provide one acre of site area for each 90 pupils or one acre for every three classrooms, whichever is greater.

(3) Elementary schools shall provide one acre of site area for each 75 pupils or one acre for every 2 1/2 classrooms, whichever is greater.

Finding

Not a school; not applicable.

(E) *Utility substation or pumping substation.* In the case of a utility substation or pumping substation, the city may waive the minimum lot size requirement only if it is determined that the waiver will not have a detrimental effect on adjacent property.

Finding

Not a utility; not applicable.

(F) *Master plan approval.*

(1) The following uses may be subject to an approved master plan:

(a) Public, parochial or private schools;

(b) Public or private nonprofit social service, community or recreational facilities;

(c) Governmental structures such as city offices, fire station, library, post office and public parks; and

(d) Hospitals.

Finding

This is a modification of a master plan for a hospital.

(2) A master plan provides for long range development of an applicant's property. If a use listed above has received approval for a master plan by the Planning Commission, any expansion shall be processed in accordance with §§ 157.205 through 157.209 of this chapter.

Finding

This is an expansion of a use approved in 2007, therefore it will be processed in accordance with §§ 157.205 through 157.209, which is the conditional use process listed above.

(3) The procedure for approval of a master plan shall be the same as a quasi-judicial conditional use process in §§ 157.207 through 157.209 of this chapter.

(4) Once a master plan has been approved, a building permit may be approved administratively by city staff, provided the proposed permit has been addressed in the approved master plan.

(5) Minor deviation or temporary structures (for example, modular school classrooms) may be approved administratively by city staff, so long as the deviation from the master plan does not increase the overall land use intensity of the site by 10%, unless a different percentage is specified in the master plan.

Finding

This project would appear to be a minor deviation, since it does not increase the overall land use intensity by 10%. The size of the added building is 4,992 square feet, which represents approximately a 2.5% increase to the total 196,000 square feet footprint of existing buildings in the current hospital campus. Since some of the buildings have multiple floors, the percent is actually even less than this. Based upon the potential noise impact from increased helicopter operations, the City chose to process the master plan amendment as a major deviation.

The daycare facility is considered a minor deviation by planning staff. It does not increase overall land use intensity by more than 10%, it does not generate additional trips to and from the hospital site, nor does it increase overall site employment beyond the de minimis employees required to staff the building. Therefore, this amendment would typically be considered a minor deviation, but it is prudent to consider all amendments at one time and this amendment is combined with the heliport expansion.

(6) A master plan is recommended but not required for uses listed above that existed as of January 1, 1994. However, temporary uses and structures that do not increase the overall land use intensity by 10% may be approved administratively by the city staff.

EXCESSIVE NOISE

92.23 PURPOSE.

This subchapter is enacted to protect, preserve, and promote the health, safety, welfare, peace, and quiet of the residents and visitors of Hermiston through the reduction, control, and prevention of loud and raucous noise, or any noise which unreasonably disturbs, injures or endangers the comfort, repose, health, peace or safety; or causes public inconvenience, annoyance or alarm to reasonable individuals of ordinary sensitivity.

92.26 JURISDICTION.

(A) *Scope.* This subchapter applies to all sound originating within the jurisdictional limits of the city.

Finding

A noise study has been prepared and submitted for review by the planning commission. Under federal rules the noise from aircraft when in federal airspace is governed only by federal laws. Thus, the helicopter noise of talking off, cruising, or landing, is governed by federal laws and not the City of Hermiston. It is noted that the federal rules do set standards for total integrated sound levels as they may impact noise sensitive structures. The noise analysis shows that the Good Shepherd heliport operations do not trigger significant impact to noise sensitive structures per federal FAA and Oregon DEQ standards. This analysis also provides explanation of the existing and future approach and departure paths, which are designed to minimize the overflight of nearby existing residential developed properties.

92.27 GENERAL PROHIBITION.

(A) It is unlawful and a public nuisance for any person to make, continue, suffer, or cause to be made or continued:

- (1) Any unreasonably loud or raucous noise within the jurisdictional limits of the city; or
- (2) Any noise which unreasonably disturbs, injures, or endangers the comfort, repose, health, peace, or safety of reasonable individuals of ordinary sensitivity, within the jurisdictional limits of the city; or
- (3) Within the jurisdictional limits of the city, any noise which is so harsh, prolonged, unnatural, or unusual in time or place as to occasion unreasonable discomfort to any individuals within the residential area from which said noises are heard; or as to unreasonably interfere with, or detrimentally or adversely affect, the peace and comfort of residents or their guests, or operators or customers in places of business.

(B) Factors for determining whether a sound is unreasonably loud or raucous noise include, but are not limited to, the following:

- (1) The proximity of the sound to a noise-sensitive area;
- (2) The land use, nature, and zoning of the area from which the sound emanates and the area where it is heard;
- (3) The time of day or night the sound occurs;
- (4) The duration of the sound;
- (5) Whether the sound is recurrent, intermittent, or constant; and
- (6) Whether the sound is created by a sound-amplification device.

Finding

There is no general statement prohibiting aircraft or helicopter noise. It is noted that federal law prohibits local governments from setting noise standards for overflight of aircraft in order to maintain a functional and safe national aviation transportation system.

92.28 NOISES PROHIBITED.

The following acts are declared to be per se violations of this chapter:

(A) *Unreasonable noises.* The unreasonable making of, or unreasonably permitting to be made, any unreasonably loud, boisterous, or unusual noise, disturbance, commotion, or vibration in any residential dwelling, place of business or upon any highway, park or other place or building. The ordinary and usual sounds, noises, commotion or vibration incidental to the operation of these places when conducted in accordance with the usual standards of practice and in a manner which will not unreasonably disturb the peace and comfort of adjacent noise-sensitive areas or which will not detrimentally affect the operators of adjacent places of business are exempted from this provision.

(B) *Sound-amplification devices.* Except as allowed by applicable city, state, or federal laws, a city special permit, or as a city hosted event, the unreasonably loud and raucous use or operation of a sound-amplifying device in the following areas:

- (1) Within or adjacent to a residential or noise-sensitive area.

(2) Within public space if the sound is plainly audible across the real property line of the public space from which the sound emanates and is unreasonably loud or raucous.

(C) *Yelling, shouting, and similar activities.* Yelling, shouting, hooting, whistling, or singing at any time or place so as to unreasonably disturb the quiet, comfort, or repose of reasonable individuals of ordinary sensitivities. This subsection is to be applied only to those situations where the disturbance is not a result of the content of the communication but due to the volume, duration, location, timing, or other factors not based on content.

(D) *Construction and similar activities.*

(1) The construction, excavation, demolition, alteration, or repair of any building, street, highway or the like, other than between the hours of 7:00 a.m. and 7:00 p.m.; except in cases of urgent necessity in the interest of the public welfare and safety, emergency construction or repair noises are exempt from this provision.

(2) In nonemergency situations, the City Manager or designee may issue a permit, upon application, if the City Manager or designee determines that the public welfare and safety, as affected by loud and raucous noise caused by construction, excavation, demolition, alteration or repair of buildings, streets and highways between the hours of 7:00 p.m. and 7:00 a.m. will not be impaired, and if the City Manager or designee further determines that loss or inconvenience would otherwise result. The permit shall grant permission in nonemergency cases for a period of not more than 30 days. The permit may be renewed once, for a period of 30 days or less.

(E) *Noise-sensitive areas.* The creation of any unreasonably loud and raucous noise adjacent to any noise-sensitive area while it is in use, and which unreasonably interferes with the workings of the noise-sensitive area or which disturbs the individuals within the noise-sensitive area.

(F) *Blowers and similar devices.* In a residential area or noise-sensitive area, between the hours of 9:00 p.m. and 7:00 a.m., the operation of any noise-creating blower, power fan, or any internal combustion engine; provided, that the noise from

the blower, power fan or internal combustion engine can be heard across the property line from which it emanates.

(G) *Commercial establishments adjacent to residential property.* Unreasonably loud or raucous noise from the premises of any commercial establishment, including any outdoor area which is a part of or under the control of the establishment, between the hours of 10:00 p.m. and 7:00 a.m., which is plainly audible at the nearest property line of a noise-sensitive area within the service area of the City of Hermiston.

(H) *Vehicle horns, signaling devices and similar devices.* The sounding of any horn, signaling device, or other similar device, on any motor vehicle on a highway or premises open to the public otherwise than as a reasonable warning or making any unnecessary or unreasonably loud or harsh sound by means of a horn or other warning device. The sounding of any horn, signaling device, or other similar device, as a danger warning, is exempt from this prohibition.

(I) *Loading or unloading.* The creation of unreasonably loud, raucous and excessive noise in connection with the loading or unloading of any vehicle at a place of business or residence.

(J) *Nonemergency signaling devices.* Sounding or permitting the sounding of any amplified signal from any bell, chime, siren, whistle, or similar device, intended primarily for nonemergency purposes, from any place. The reasonable sounding of such devices by houses of religious worship, seasonal contribution solicitors, or by the city for traffic control purposes are exempt from the operation of this subsection.

(K) *Emergency signaling devices.* The intentional sounding or permitting the sounding of any emergency signaling device, including fire alarm, siren, whistle, or similar emergency signaling device, except in an emergency or except as provided in subsections (K)(1) and (2) of this section.

(1) The testing of an emergency signaling device occurring between 7:00 a.m. and 7:00 p.m. Any testing shall use only the minimum cycle test time. In no case shall such test time exceed five minutes. Testing of the emergency signaling system shall not occur more than once in any calendar month.

(2) Sounding or permitting the sounding of any alarm system shall terminate within 15 minutes of activation unless an emergency exists. If a false alarm occurs more than twice in a calendar month, then the owner or person

responsible for the alarm system shall be in violation of this chapter.

(L) *Radios, televisions, boomboxes and similar devices.* The use or operation of a radio, television, boombox, stereo, musical instrument, or similar device that produces or reproduces sound in a manner that is plainly audible to any individual other than the player or operator of the device, and those who are voluntarily listening to the sound, and which unreasonably disturbs the peace, quiet, and comfort of residents in a residential area or noise-sensitive area.

(M) *Animals and birds.* Unreasonably loud and raucous noise emitted by an animal or bird for which a person is responsible. A person is responsible for an animal if the person owns, controls, or otherwise cares for the animal or bird.

Finding

There is no specific statement prohibiting aircraft or helicopter noise. It is noted that federal law prohibits local governments from setting noise standards for overflight of aircraft in order to maintain a functional and safe national aviation transportation system.

92.29 EXEMPTIONS.

Sounds caused by the following are exempt from the prohibitions of § 92.28 and are in addition to the exemptions specifically set forth in that section:

(D) The emission of sound for the purpose of alerting individuals to the existence of an emergency or the emission of sound in the performance of emergency work.

Finding

The use of the helicopter at the hospital is for emergency medical services, thus the emission of the sound of the helicopter during its emergency medical flights is exempt from the noise ordinance per this section of the code.

HERMISTON COMPREHENSIVE PLAN REVIEW

The below discussion considers review of sections of the Comprehensive Plan that relate to the proposed project.

POLICY 12: NOISE

The most significant sources of noise in the Hermiston UGB are the airport and automotive traffic on major thoroughfares including Highways 395 and 207, which bisect the community. Other noise generators immediately outside the UGB, including Interstate-84 and the Hinkle Railyards to the south and the Sage and Sand

Racetrack and Umatilla Speedway to the north, are distant enough not to have serious impacts. To protect public health and promote livability, city officials recognize the importance of reducing noise levels particularly in the vicinity of homes, schools, hospitals and other sensitive uses.

12. THE CITY OF HERMISTON WILL COMPLY WITH STATE NOISE STANDARDS TO MINIMIZE NOISE IMPACTS ON RESIDENTIAL AND OTHER SENSITIVE USES.

Implementing Actions

- Has adopted the Hermiston Airport Master Plan Update (January 1981) by reference as part of this plan. Require that all housing constructed within the projected year 2000 55 Ldn contour be required to meet the following performance standard: sufficient insulation in ceilings and walls to reduce maximum interior noise level to 40 Ldn.
- Has required in the zoning code future development activities which generate significant noise to adhere to all noise regulations of the State of Oregon.
- May encourage planting of trees along all thoroughfares as a noise buffer.

Finding

The conditional use proposal is to add a hangar and crew quarters to an existing heliport at the hospital. A Heliport Noise Compatibility Report is provided as part of this proposal. It presents the existing noise impacts since the helicopter already is coming and going from the hospital. The report shows that the 55 Ldn contour remains wholly on the hospital property, even with an increase of flights to one per day (currently there are on average one flight every two days). Thus the existing heliport is in compliance with DEQ state noise rules for airports.

POLICY 20: GENERAL ECONOMIC DEVELOPMENT

Overview

Vision

Employment

Competitive Advantages

Projected Employment Growth

Buildable Lands vs. Future Land Need

Economic Policies and Implementing Actions

Overview

Hermiston is well situated as an economic hub in Umatilla County and the surrounding region. The city enjoys some competitive advantages which can be enhanced in the future to grow employment, establish successful industry clusters, and diversify the employment base. An ample supply of buildable commercial and industrial lands, in multiple zoning classifications, will provide the flexibility to meet

the needs of new and expanding businesses.

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Economic Policies and Implementing Actions

THE CITY OF HERMISTON SUPPORTS ECONOMIC DEVELOPMENT AND JOB GROWTH WHICH WILL DIVERSIFY AND STRENGTHEN THE MIX OF ECONOMIC ACTIVITY IN THE LOCAL MARKETPLACE AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR LOCAL RESIDENTS:

A) The City will continually strive to strengthen the community's industry, business, financial, medical, tourism and retail activities and to capitalize on its comparative advantages in the local and regional marketplace.

B) The City will seek to retain and support the expansion of existing businesses in Hermiston.

IMPLEMENTING ACTIONS

- Identify opportunities and incentives to encourage value-adding, family-wage business to expand or locate in the community.
- Support the retention and attraction of firms with high wage rates relative to all industries, or within their industry classification.
- Identify opportunities and incentives to encourage industry related to the area's competitive advantages.

Finding

This project improves existing hospital services. By having the helicopter, hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available.

The inclusion of additional daycare facilities will allow the hospital to recruit and retain high caliber staff. Daycare provides an important fringe benefit in any employee compensation plan. This facility will assist in building the employment base of the hospital and the city as a whole.

POLICY 22: NEIGHBORHOOD QUALITY

City officials recognize the importance of promoting livable, safe and quiet neighborhoods, both in new residential development and in existing neighborhoods. This can be accomplished by minimizing the negative effects of high traffic on neighborhood streets; minimizing conflicts from incompatible design, noise and other factors associated with high-intensity uses; encouraging rehabilitation of housing stock, and updating public facilities in older neighborhoods.

Finding

See Policy 12, above, for discussion of noise which in part relates to this policy.

POLICY 23: PROVISION OF PUBLIC SERVICES AND FACILITIES

Together with the transportation network and private utility and communication systems, public services and facilities provide the community's "urban glue"; efficient and timely provision of these are an important adjunct to urban development. A full complement of services and facilities is needed to provide adequately for the density and intensity of land uses envisioned in the city and developing portions of the UGB.

23. THE CITY OF HERMISTON WILL PLAN FOR THE TIMELY AND EFFICIENT PROVISION OF A FULL COMPLEMENT OF URBAN SERVICES AND FACILITIES IN ALL DEVELOPED AND DEVELOPING AREAS WITHIN THE COMMUNITY. TIMELY MEANS A POINT WITHIN THE 20-YEAR TIMEFRAME WHEN THE CITY DEEMS DEVELOPMENT APPROPRIATE FOR A GIVEN PROPERTY BASED ON FACTORS INCLUDING BUT NOT LIMITED TO THE NEED FOR ADDITIONAL URBAN DEVELOPMENT WITHIN THE URBAN GROWTH BOUNDARY AND THE EXTENT OF UNDEVELOPED OR UNDERDEVELOPED LAND BETWEEN THE EXISTING DEVELOPMENT AND THE SUBJECT PROPERTY.

Implementing Actions

- Will prepare and adopt by 1986 a six-year capital improvements plan (CIP) which includes a list of projects to be funded through the coming fiscal year as well as those recommended for consideration during the subsequent five years. Review annually all previously unfunded projects plus new projects, and extend the CIP for an additional year.
- Has created a community service overlay zone in the zoning ordinance and apply designation to facilities which have a community governmental, educational, recreational, historical or social service function, including but not limited to schools, hospitals, major recreational facilities, governmental buildings, historic buildings and private utility installations and communications facilities. In addition to enforcing the requirements of the underlying zone, the planning commission will be required to consider the community value of such facilities when reviewing land use actions which affect these uses directly or adjacent properties.

Finding

This project improves existing hospital services. By having the helicopter,

hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available.

SUMMARY

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, the planning commission finds the proposed project meets the established criteria and merits approval.