

## Clinton Spencer

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**From:** Clinton Spencer  
**Sent:** Thursday, May 28, 2026 4:27 PM  
**To:** Nick Foster; Marcy McInelly; Andy Lindsey; Cheryl Jarvis-Smith; Heather LaBeau; Joshua Lott; Mark Morgan  
**Cc:** Shelley Denison; Justin Delgado; Matt Hughart  
**Subject:** RE: Hermiston TSP Update - Urbsworks code amendments

All,

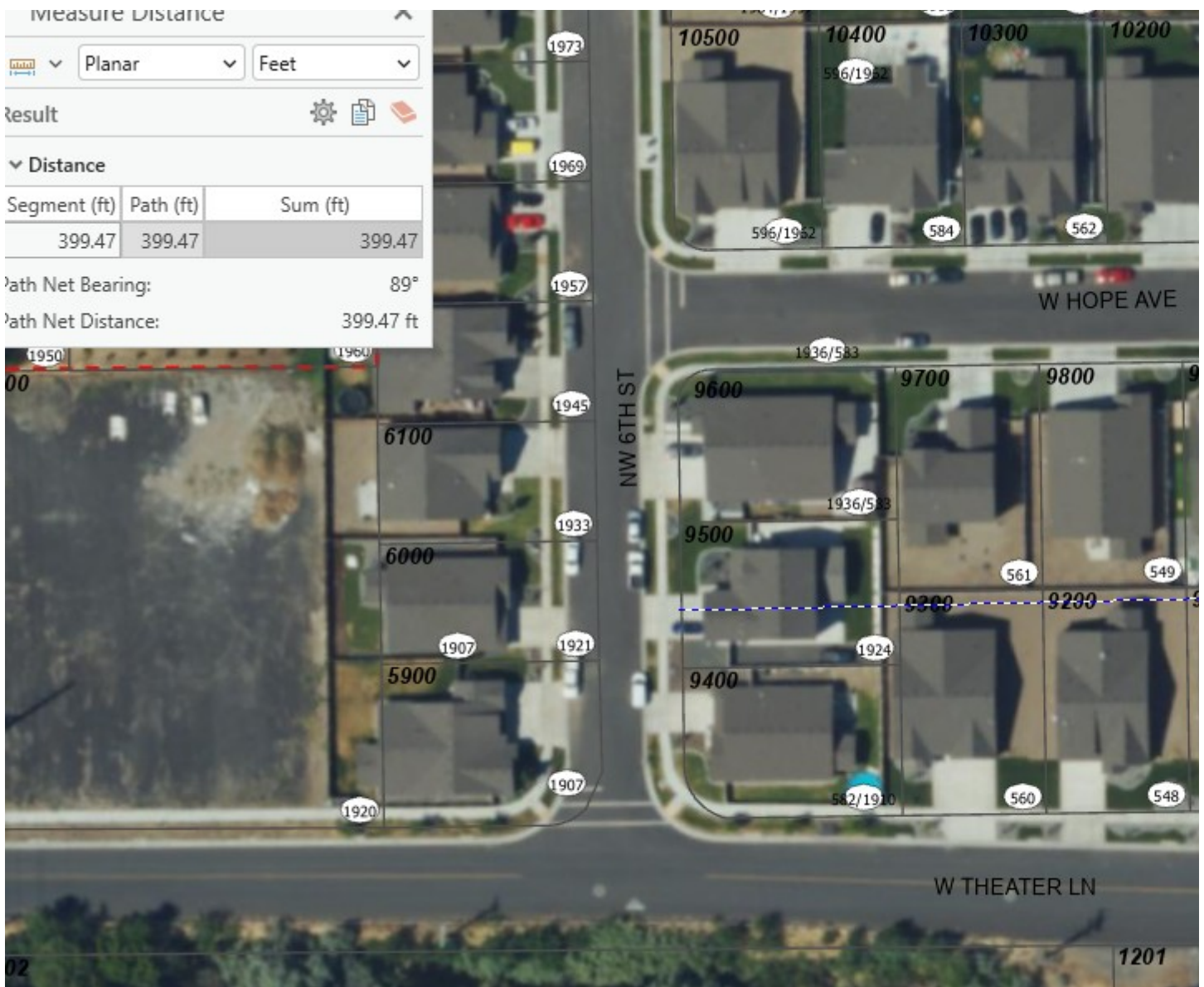
I have had a chance to review the draft code package. It will need some more refinement but we're getting there.

Here's my overall comments on the document.

I understand that early in the scoping I wanted to explore narrow streets and we have done a great job exploring that option. However, in conversations with the fire chief and in our round table with the planning commission and city council, narrow streets were extremely unpopular. As far as I am concerned, these are a dead issue in this TSP and should be removed. Looking at the May 7<sup>th</sup> memo, I'm seeing the recommendation to amend the code to allow skinny streets serving less than 10 lots. Let's excise that. Following on removing the recommendation, please remove the skinny street figures 02 and 03. The mid-block diagrams are referenced as 2 and 4 but I just can't find a diagram.

In the narrow street figures 02 and 03 it references the mid-block accessway cross section, but I am not finding that sketch. I still am willing to recommend moving forward with a mid-block access way with one side having parking and one side having a sidewalk. I think this is a good design to incorporate a connection between blocks and allowing pedestrians to avoid long block lengths.

The residential lot abutting a major street section I'm generally in agreement with. However, after looking at some other neighborhoods in Hermiston and around the PNW, I'm recommending we increase the maximum distance between street intersections onto a collector or arterial to 400 feet from the existing 300 feet. I feel the example clipped below is working very well and has a 400 foot distance between intersections. What makes 400 feet work better than 300 feet in my mind is the ability to have side yards on the major street. The 300 foot distance will be more awkward because all of the houses are required to face the major street rather than creating corner lots with driveways and front doors on the local street. These lots will sell better in the end if they are oriented locally.



In Section C, #5 regarding side street access should be amended to include a statement that the driveway should be located the maximum practical distance from the intersection with a major street and in no circumstances should be located closer than 50 feet from the intersection. I would be willing to consider a shorter distance as well to create a clear and objective standard. Joshua and Andy please weigh in on this item. In the clipped photo above 1903's driveway (tax lot 8800) is likely to be impossible to back out from in the event there's a car at the stop sign.

In attachment A please remove the narrow streets, yield streets, and queueing streets from the local residential section. Additionally, on page 2 of attachment A, please amend the statement regarding sidewalks on one side to clarify that this applies only to mid-block accessways to avoid confusion with developers wanting to sidewalk one side of the street only throughout the development. I've floated this idea with our development staff and planning commission and one side sidewalks are a non-starter with both groups.

I agree with the TIA analysis in Attachment B.

I would like some clarification on what Attachment C represents. It establishes recommendations for code amendments but is not a redline code amendment document. Is a redline document coming later? We have recommendations to create an entire new section in the subdivision code for local streets, but I'm not seeing that section except at a high level, rather than at a code level to discuss with our planning commission.

In the recommendation for 154.18 regarding block lengths, I've been thinking about the need to shorten the block length from 600 feet to 300 feet. I'm wanting to balance the cost and benefit of shorter block lengths here. Going from 600 to 300 feet between cross streets will essentially double the number of streets required in a development and thereby increase the development cost and lot costs to the residents. I'm recommending increasing the distance from 300 to 360 feet. Hermiston has a minimum lot width of 60 feet and therefore we increase the number of lots per block from five to six. This may result in a substantial cost savings in a larger development. Similarly increasing the distance for mid-block crossings to 480 feet puts the distance call in line with our 60 foot lot width at 8 lots.

I'm unclear where a clear an objective process for deviation from the block length standards will be implemented. I would like to further refine this. Our current process allows the planning commission to vary block length and cul-de-sac length but it is simply "at the discretion." I'm recommending that a deviation process be based either on number of lots served (less than 12 cumulatively on both sides of the street to allow for larger lots) or daily trip generation.

In the TIA standards section, I agree with the redline amendments. However, the TIA threshold remains at 1,000 which is too high.

Happy to have a conference call after everyone reviews these comments.

Clinton Spencer  
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**From:** Nick Foster <[nfoster@kittelson.com](mailto:nfoster@kittelson.com)>  
**Sent:** Wednesday, May 27, 2026 10:34 AM  
**To:** Clinton Spencer <[cspencer@hermiston.gov](mailto:cspencer@hermiston.gov)>; Marcy McInelly <[Marcy.McInelly@urbsworks.com](mailto:Marcy.McInelly@urbsworks.com)>; Cheryl Jarvis-Smith <[Cheryl.JARVIS-SMITH@odot.oregon.gov](mailto:Cheryl.JARVIS-SMITH@odot.oregon.gov)>  
**Cc:** Shelley Denison <[shelley@urbsworks.com](mailto:shelley@urbsworks.com)>; Justin Delgado <[jdeldgado@kittelson.com](mailto:jdeldgado@kittelson.com)>; Matt Hughart <[MHUGHART@kittelson.com](mailto:MHUGHART@kittelson.com)>  
**Subject:** Re: Hermiston TSP Update - Urbsworks code amendments

**[EXTERNAL EMAIL] - STOP and VERIFY - This message came from outside of the City of Hermiston**

Ok, thanks for the update, Clint. And no worries, we'll continue to sit tight until you have some more time.

**Nick Foster, AICP, RSP<sub>1</sub>**  
Principal Planner  
(he/him)

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**From:** Clinton Spencer <[cspencer@hermiston.gov](mailto:cspencer@hermiston.gov)>  
**Sent:** Wednesday, May 27, 2026 11:22 AM  
**To:** Nick Foster <[nfoster@kittelson.com](mailto:nfoster@kittelson.com)>; Marcy McInelly <[Marcy.McInelly@urbsworks.com](mailto:Marcy.McInelly@urbsworks.com)>; Cheryl Jarvis-Smith <[Cheryl.JARVIS-SMITH@odot.oregon.gov](mailto:Cheryl.JARVIS-SMITH@odot.oregon.gov)>  
**Cc:** Shelley Denison <[shelley@urbsworks.com](mailto:shelley@urbsworks.com)>; Justin Delgado <[jdelgado@kittelson.com](mailto:jdelgado@kittelson.com)>; Matt Hughart <[MHUGHART@kittelson.com](mailto:MHUGHART@kittelson.com)>  
**Subject:** RE: Hermiston TSP Update - Urbsworks code amendments

**[External Sender]**

Good morning Nick.

Sorry but I have not yet been able to review these proposals. I need to set aside a serious amount of time for digesting the recommendations and we've been stuck in daily tasks and an appeal since this came in. I hope to get to them before the end of the month.

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**From:** Nick Foster <[nfoster@kittelson.com](mailto:nfoster@kittelson.com)>

**Sent:** Wednesday, May 27, 2026 10:10 AM

**To:** Marcy McInelly <[Marcy.McInelly@urbsworks.com](mailto:Marcy.McInelly@urbsworks.com)>; Clinton Spencer <[cspencer@hermiston.gov](mailto:cspencer@hermiston.gov)>; Cheryl Jarvis-Smith <[Cheryl.JARVIS-SMITH@odot.oregon.gov](mailto:Cheryl.JARVIS-SMITH@odot.oregon.gov)>

**Cc:** Shelley Denison <[shelley@urbsworks.com](mailto:shelley@urbsworks.com)>; Justin Delgado <[jdelgado@kittelson.com](mailto:jdelgado@kittelson.com)>; Matt Hughart <[MHUGHART@kittelson.com](mailto:MHUGHART@kittelson.com)>

**Subject:** Re: Hermiston TSP Update - Urbsworks code amendments

**[EXTERNAL EMAIL] - STOP and VERIFY - This message came from outside of the City of Hermiston**

Good morning Clint,

I hope you enjoyed the long weekend. I am writing to follow up on Marcy's email below with a couple of questions. First, do you have any questions about the documents? And second, have you firmed up the adoption schedule? I know you were targeting late summer/early fall before, so wanted to check to see if there are firmer dates we should be planning for, yet.

Thanks,  
Nick

**Nick Foster, AICP, RSP<sub>1</sub>**

Principal Planner

(he/him)

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**From:** Marcy McInelly <[Marcy.McInelly@urbsworks.com](mailto:Marcy.McInelly@urbsworks.com)>

**Sent:** Monday, May 11, 2026 9:04 AM

**To:** Nick Foster <[nfoster@kittelson.com](mailto:nfoster@kittelson.com)>; Clinton Spencer <[cspencer@hermiston.gov](mailto:cspencer@hermiston.gov)>; Cheryl Jarvis-Smith <[Cheryl.JARVIS-SMITH@odot.oregon.gov](mailto:Cheryl.JARVIS-SMITH@odot.oregon.gov)>

**Cc:** Shelley Denison <[shelley@urbsworks.com](mailto:shelley@urbsworks.com)>; Justin Delgado <[jdelgado@kittelson.com](mailto:jdelgado@kittelson.com)>

**Subject:** Hermiston TSP Update - Urbsworks code amendments

[External Sender]

Cheryl, Clint, Nick,

Attached are Urbsworks' code amendments documents related to the Hermiston TSP Update. Please let us know if you have any questions or issues with the files.

Marcy  
Marcy McInelly, AIA, Principal  
pronouns: she, her, hers

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