



*Where Life is Sweet*

Members of the Planning Commission  
**STAFF REPORT**  
For the Meeting of June 10, 2026

**Title/Subject**

Discussion of potential code amendments implementing Transportation System Plan

**Summary and Background**

As part of the programmed work tasks for the Hermiston Transportation System Plan Update, a code audit and draft code amendments is required. The city's consultant on the TSP update, Kittelson and Associates has subcontracted with Urbsworks Inc for the land use code work. The fundamental elements of the code amendments were discussed at the joint planning commission/city council work session on March 9, 2026.

The draft document submitted by Urbsworks is attached to this report for reference. Staff is working with Kittelson and Urbsworks to refine the proposals and better align the amendments with Hermiston values and development practices.

The documents attached to this report are in multiple sections. The first is a set of new connectivity standards for local residential streets. The local residential street amendment section proposes a reduction in block length from 600 to 300 feet. In the interest of balancing user convenience and construction cost, staff recommended to the consultant team that this distance be increased to 400 feet. Additionally, where mid-block crossings are proposed or required, rather than creating a pure pedestrian pathway, staff proposes changing the mid-block crossing to a half-street or narrow street which will facilitate pedestrian use and allow for additional on-street parking opportunities. Where residential lots front on a collector or arterial street, houses shall have the front yard or side yard oriented towards the major street. This is intended to prevent long sidewalk stretches on these major streets where a user is constrained between high-speed street traffic and a continuous six-foot fence. Additionally, housing oriented towards the collector street shall utilize one driveway per two lots to reduce points of access onto the major street.

The second document considers amendment to the city's transportation impact analysis threshold. The current standard requires an analysis when a development will generate at least 1,000 trips per day or when the city determines it is appropriate to require an analysis. The 1,000 trip threshold is much higher than standard practice and the city's discretionary ability to require one does not meet the clear and objective requirement for housing in Oregon. Therefore, the threshold is proposed for lowering to 300 trips per day. A 300 trip threshold is more in alignment with the scale of residential and commercial development in Hermiston.

The initial code audit prepared by Urbsworks is also included in the packet. This is an older document used to build the code amendments proposed.

The staff response to Kittelson is attached as well.

There is no action required from the planning commission at this meeting. The intent of this agenda item is to spur discussion and reaction on the draft language with the understanding that this is still a work in progress. Staff would like to gather feedback to present to the TSP consultant team after the documents have been vetted by the planning commission.

### **Tie-In to Council Goals**

Task 1.5 Complete Transportation System Plan Update

### **Fiscal Information**

N/A

### **Alternatives and Recommendation**

#### **Recommended Action/Motion**

There are no alternatives nor recommendations. This information is provided as the basis for a discussion of potential code amendments related to the TSP. Amendments that are supported and not supported is sought.

### **Submitted By:**

Clinton Spencer, Planning Director