

ORDINANCE NO. 2389

AN ORDINANCE AMENDING CHAPTERS 154 (SUBDIVISIONS) AND 157 (ZONING) OF THE HERMISTON CODE OF ORDINANCES TO IMPLEMENT TRANSPORTATION PLANNING STANDARDS ADOPTED IN THE 2026 HERMISTON TRANSPORTATION SYSTEM PLAN.

WHEREAS, the Hermiston City Council adopted the 2026 Hermiston Transportation Plan on November 9, 2026, and

WHEREAS, the 2026 TSP includes legislative text amendments to Chapters 154 and 157 of the Hermiston Code of Ordinances to implement new transportation planning standards affecting design and construction of transportation infrastructure, and

WHEREAS, the City of Hermiston held a public hearing of the Planning Commission on October 14, 2026 and of the City Council on November 9, 2026, now therefore

THE CITY OF HERMISTON ORDAINS AS FOLLOWS:

(New language is in red and underlined and repealed language has a line through it.)

Section 1. Section 157.50(E) of Chapter 157 of the Hermiston Municipal Code is amended to read:

§ 157.150 TRANSPORTATION IMPROVEMENTS, STANDARDS, AND PROCEDURES.

(E) Traffic impact study. The applicant for a zone change, or a development or subdivision subject to the Development Standards of 157.160 et seq., shall submit a traffic impact study when the proposal meets the criteria as detailed in Section 5-1.1(D) of Hermiston's Public Works Standards. ~~affects a transportation facility if it:~~

~~(1) Changes the functional classification of an existing or planned transportation facility;~~

~~(2) Changes standards implementing a functional classification system;~~

~~(3) Allows types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or~~

~~(4) Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

Section 2. Section 154.15 of Chapter 154 of the Hermiston Municipal Code is amended to read:

§ 154.15 RELATION TO ADJOINING STREET SYSTEM.

(A) The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets.

(B) The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents, and curves appropriated for the traffic to be carried, considering the terrain.

(C) Off-set streets should be avoided.

(D) The angle of intersection between minor streets and major streets should not vary by more than 10 degrees from a right angle unless special intersection design is provided.

(E) Streets obviously in alignment with existing streets shall bear the names of the existing streets. All proposed street names should be checked to avoid duplication of other street names.

(F) If the subdivision abuts a present or proposed major arterial street, marginal interceptor streets running parallel to the arterial street may be required.

(G) Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sac streets shall be allowed only when one or more of the following conditions exist:

(1) Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands, or other bodies of water where a connection could not reasonably be provided.

(2) Buildings or other existing development on adjacent lands physically precludes a connection now or in the future, considering the potential for redevelopment.

(3) Where street connection would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of the date of adoption of the TSP which preclude a required street connection.

(4) Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible.

(5) Cul-de-sac streets shall be as short as possible and should not exceed a length of ~~400~~ **200** feet. A cul-de-sac shall terminate with a turn-around. A cul-de-sac may extend to 350 feet where a paved pedestrian connection is provided connecting the cul-de-sac bulb to an adjacent street.

Section 3. Section 154.18 of Chapter 154 of the Hermiston Municipal Code is amended to read:

§ 154.18 **BLOCKS.**

(A) In residential zones, block lengths shall not exceed ~~600~~ **350** feet in length between intersecting through streets, except where topography or existing development creates conditions requiring longer blocks.

(B) Where block lengths exceed ~~600~~ **350** feet, the Planning Commission may require a six-to ten-foot-wide paved bicycle/pedestrian access way through the block to enhance bicycle and pedestrian circulation by providing short, direct connections between destinations.

Section 3. The findings of fact adopted by the city council on November 9, 2026 are incorporated herein by reference.

Section 4. The effective date of this ordinance shall be the thirtieth day after enactment.

ADOPTED by the Common Council this 9th day of November, 2026.

SIGNED by the Mayor this 9th day of November, 2026.

Doug Primmer, MAYOR

ATTEST:

Lilly Alarcon-Strong, CMC CITY RECORDER