PLANNING COMMISSION

Council Chambers, 180 NE 2nd Street

August 13, 2025 at 7:00 PM

AGENDA

Other ways of viewing or participating in live meetings are available through: Zoom with Meeting ID: 836 2582 6527 Passcode: 470746 Telephone number to join is:1 253 215 8782; or submitting comments to meetings@hermiston.gov

1. **CALL TO ORDER - 7:00 PM**

2. **MINUTES**

   A. Minutes of the July 9, 2025 regular planning commission meeting

3. **HEARINGS**

   A. An expansion of the Hermiston urban growth boundary, annexation of a portion of the expansion area, and amendments to the City's land use implementation documents are proposed. A hearing is scheduled to consider all changes as a single process.

4. **PLANNER COMMENTS AND UNSCHEDULED COMMUNICATION**

5. **ADJOURN**

**** AMERICANS WITH DISABILITIES ACT NOTICE****

Please contact Hermiston City Hall, 180 NE 2nd Street, Hermiston, OR 97838 (Phone No. 541-567-5521) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TTY and TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900 or 711.

Members of the Planning Commission

STAFF REPORT

For the Meeting of August 13, 2025

Title/Subject

An expansion of the Hermiston urban growth boundary, annexation of a portion of the expansion area, and amendments to the City's land use implementation documents are proposed. A hearing is scheduled to consider all changes as a single process.

Summary and Background

Executive Summary

The City of Hermiston proposes several actions to amend the City Comprehensive Plan and implementing documents. The proposed actions are a legislative expansion of the Hermiston Urban Growth Boundary (UGB), amendments to the City's Comprehensive Plan map and text, adoption of an updated Public Facilities Plan, and implementing amendments to the Hermiston Zoning Map and Zoning Code. Staff also proposes annexation of a portion of the proposed UGB expansion area. The purpose of the proposed actions is to provide urban land for "hyperscale data centers" (HDCs), the need for which was identified in the City's adopted 2024 Economic Opportunities Analysis.

The UGB expansion, Comprehensive Plan amendments, adoption of the public facilities plan, and zoning code text and zoning map amendments, are considered "post-acknowledgment plan amendments" subject to the procedures in ORS 197.610–626. Annexations are subject to the procedures specified in ORS 222.111 and 222.120.

A hearing before the Planning Commission is scheduled for August 13, 2025 to consider all changes concurrently. The Planning Commission will then make a recommendation to the City Council to adopt, adopt with proposed changes, or to reject the proposed actions.

Background

The 2024 Economic Opportunities Analysis demonstrated that there is an immediate lack of large-scale industrial sites of 100 acres or more within the current UGB. After completing the state mandated analyses necessary to expand an urban growth boundary, the City is now proposing to add approximately 810 acres to the UGB and annex 650 acres of the added area. The City has received consent to annexation for two of the tracts (referred to as S1 and S3 in the evidentiary record). The owner of the remaining 120 acres (Umatilla Basin Properties) did not provide a consent to annexation and that area (referred to as S2 in the evidentiary record)

may be annexed by a separate process at a later date. The UGB expansion also includes public rights-of-way for Feedville Road extending from Highway 207 to Ott Road, the west half of Ott Road, and the entirety of Highway 207 and adjacent railroad right-of-way from the current terminus south to the intersection of Feedville Road and Highway 207.

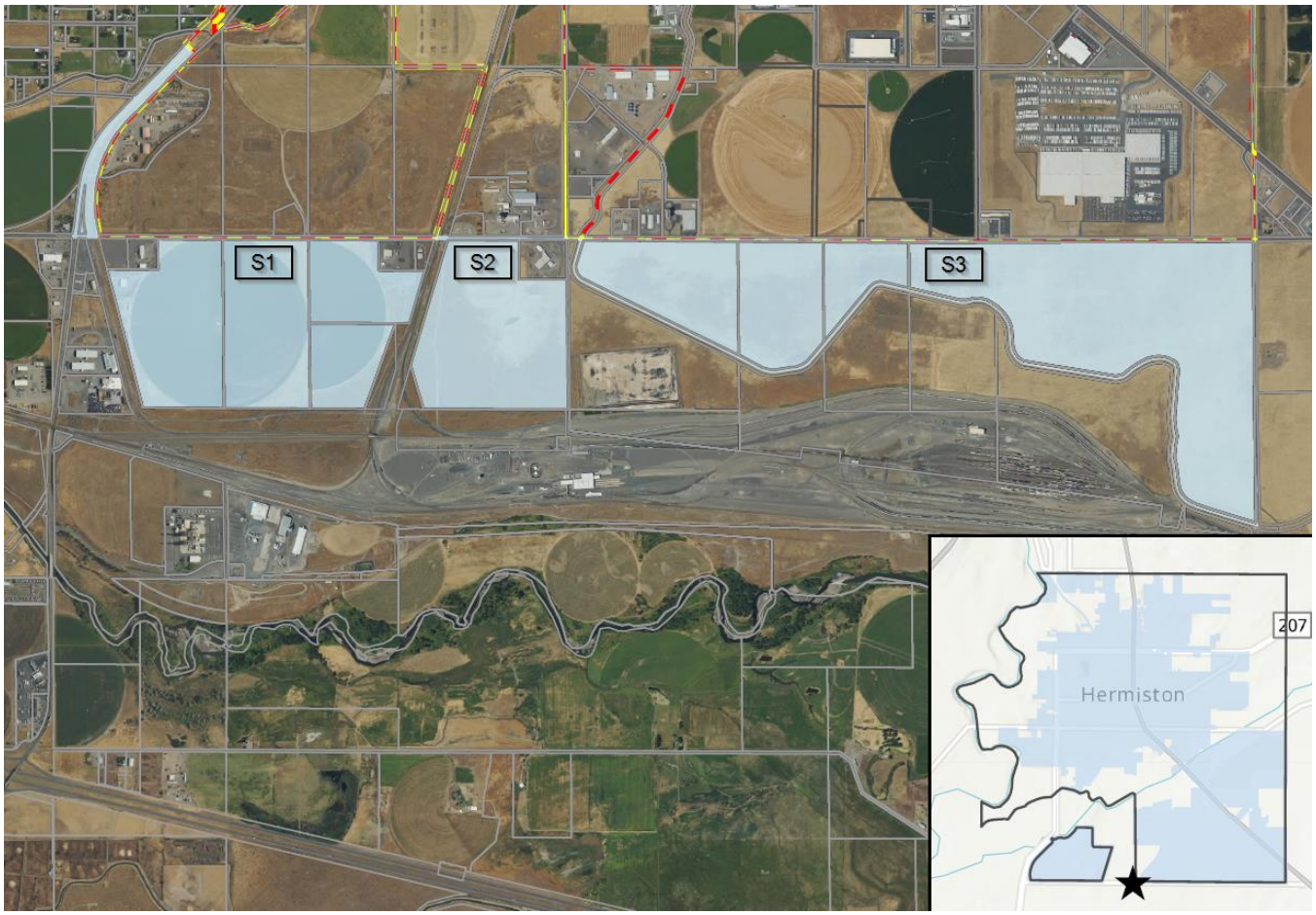


Figure 1Area of UGB Expansion

All of the land proposed for inclusion is proposed for an Industrial designation on the Comprehensive Plan map. The Industrial Comprehensive Plan designation corresponds to the City's Light Industrial (M-1) and Heavy Industrial (M-2) zoning designations. In order to preserve the newly added land for the needed industrial development, a new zoning designation is also proposed for inclusion in the code and is part of the hearings process. A text amendment creating and adding the Hyperscale Data Center Overlay (HDC) zone is proposed. This overlay limits the use of the land to data center use and does not open the land to the variety of light industrial and heavy manufacturing uses that are otherwise permitted in the City's industrial zones. The HDC overlay will be applied to all property in the expansion area.

Expansion of the UGB requires a detailed analysis of alternatives and policies. In order for a City to consider expansion, it must first demonstrate that there are no suitable sites to meet an identified need within the existing UGB. Following this determination, all potential sites within one mile of the existing UGB shall be analyzed for suitability. This analysis was performed by Winterbrook Planning on behalf of the City and the study area and alternative sites are mapped in detail in Appendix C. The findings of the alternatives analysis show that there are

no suitable sites north of the UGB along the Highway 395 corridor or north of Punkin Center Road. There are suitable sites west of the Umatilla River, east of Ott Road, and south of Feedville Road. Of the studied sites that meet the necessary criteria (larger than 100 acres, within one mile of the UGB, serviceable by the City, among other factors), the sites south of Feedville Road met the applicable criteria. These sites are especially well-suited in terms of existing zoning, soil type, and proximity to urban services. The alternative site west of the Umatilla River is constrained by inadequate access where W Highland Ave is the only point of access, and difficulty to provide urban infrastructure across the Umatilla River. Sites east of Ott Road are high value farmland and are the lowest priority for inclusion in the UGB under the state rules.

Winterbrook has prepared a comprehensive application packet which addresses Oregon's requirements for a UGB expansion in both statute and rule. The packet is attached to this report. The packet includes proposed findings of fact and conclusions of law entitled *"Hermiston Urban Growth Boundary Expansion and Related Plan and Code Amendments."* There are multiple appendices which provide further details for specific evidence required for any UGB expansion (e.g. a transportation analysis compliant with OAR 660-012-0060 is attached as Appendix D and an updated Public Facilities Plan compliant with OAR 660-011-0010 and OAR 660-024-0070) and are intended to further supplement the evidentiary record for the expansion and provide the necessary factual basis for the findings of fact.

The project requires several amendments to the City's Comprehensive Plan and implementing documents. When there is a large number of actions, it is common to consider all actions in one hearing. In accordance with §157.232 of the Hermiston Code of Ordinances, Where multiple land use permits or zone changes are required, the hearing and applications may be applied for and conducted at one time. Therefore, the hearing before the planning commission will be one all-encompassing or omnibus hearing on a series of legislative actions.

Within the amendment package the proposed changes are as follows:

- An amendment to the City Comprehensive Plan map is proposed to add the new area to the City Comprehensive Plan and add the Industrial Comprehensive Plan map designation to the new territory

- An amendment to the text of the zoning ordinance creating a new industrial overlay zone to be added as §157.058 Hyperscale Data Center (HDC) Overlay

- An amendment to Section IV of the Comprehensive Plan adding the HDC overlay to the list of Industrial zoning under the Industrial Comprehensive Plan map designation

- Amendments to Policies 4 and 20 of Section III of the Comprehensive Plan. The textual amendments to these policies reflect the findings of the 2024 EOA and remove older language which is now outdated as a result of adoption of the 2024 EOA (i.e. these amendments remove older employment and population forecasts and replace with the most up to date information)

- Amendments to Policies 23 and 24 of Section III of the Comprehensive Plan. The textual amendments to these policies reflect the updated public facilities planning and demonstrate capacity to serve data center users with necessary water and sewer

- An amendment to the zoning map is proposed to designate the newly added areas as Heavy Industrial with the HDC overlay

- An amendment to the Comprehensive Plan adding a new Appendix I (Public Facilities Plan)

- Annexation of tracts designated as S1 and S3 on the maps as well as all right of way for Feedville Road, the UPRR adjacent to Highway 207, and Highway 207 from the intersection with Feedville Road to the current terminus of the UGB

Two ordinances are proposed to implement all changes. Ordinance No. 2374 is a comprehensive adoption package for all Comprehensive Plan map, zoning map, and textual amendments. Ordinance No. 2375 is an annexation ordinance only. The annexation is separated from the other actions as there are different statutory, notification, and record keeping requirements with annexations. It is more efficient from an administrative standpoint to separate the annexation from the other legislative amendments.

The area proposed for inclusion currently lies entirely outside the Hermiston UGB and is wholly within Umatilla County's jurisdiction. The northwest corner of the Stanfield UGB is adjacent to the east edge of the expansion area at Ott Road. The area is also sandwiched between the existing Hermiston UGB to the north and the Hinkle railyard to the south. Development options for this area, other than industrial uses are limited based on existing geography. The S1 and S3 tracts are currently county EFU zoned with a Future Industrial overlay. The S2 tract is a current county industrial exception area which is already zoned for heavy industrial use. Existing conditions are mapped in Figure 2.

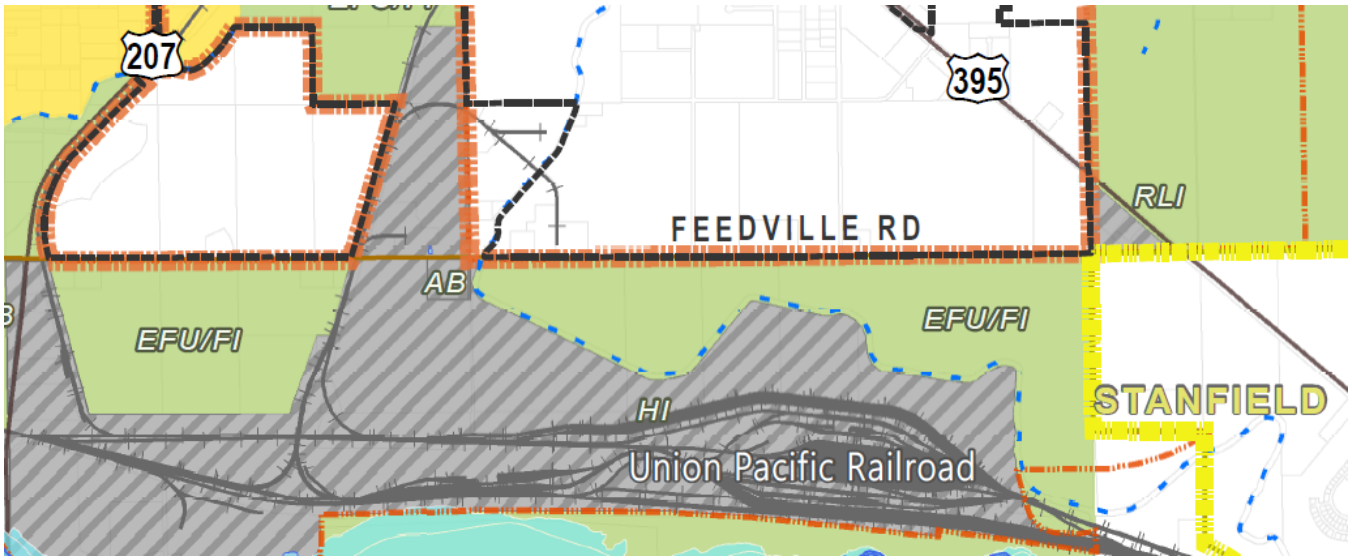


Figure 2 Existing Zoning

Umatilla County will need to co-adopt the map amendments to remove the UGB expansion areas from the county's Comprehensive Plan and zoning maps. The entire amendment package in Ordinance No. 2374 will be forwarded to Umatilla County for consideration upon adoption by the City Council.

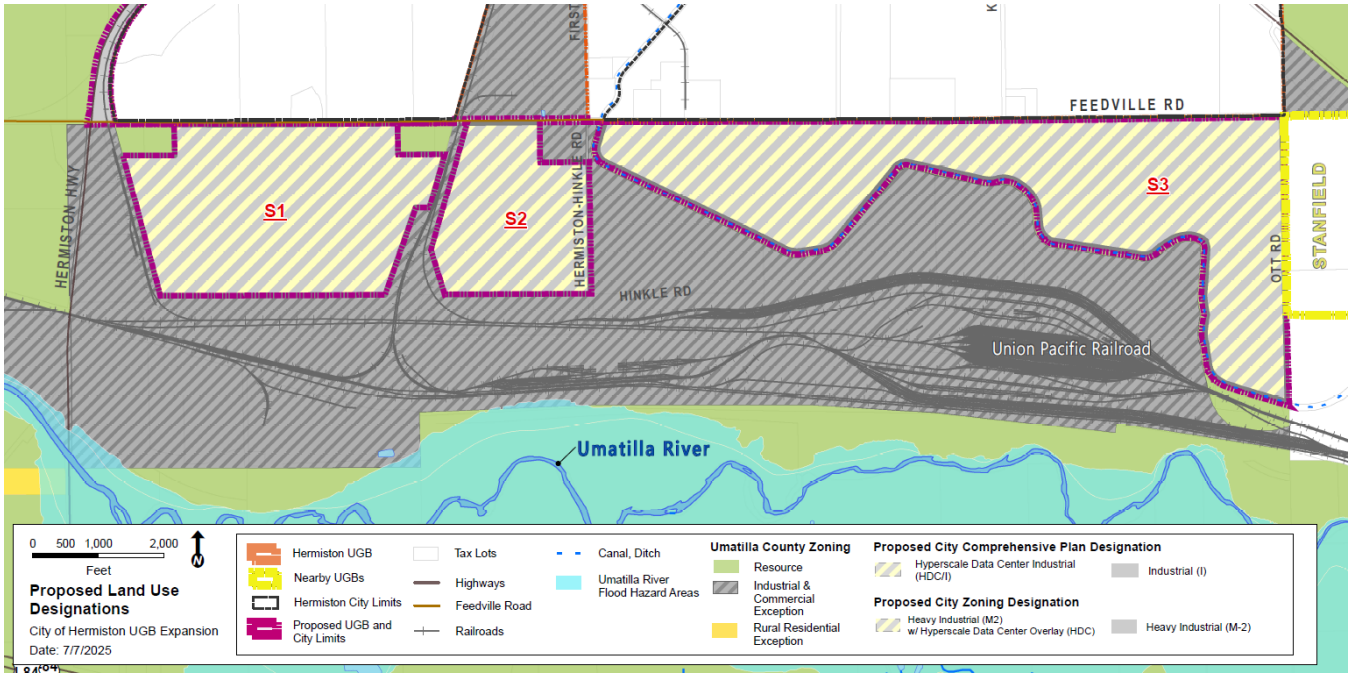


Figure 3 Proposed Zoning



Figure 4 Annexation Area

In order to fully support and justify the inclusion of new lands within the UGB, amendments to the text of the Comprehensive Plan is necessary. An amendment to Policy 4 (Orderly Urban Growth) is drafted to add new language surrounding the specific circumstances and findings related to this expansion and need in the EOA. An amendment to Policy 20 (General Economic Development) will remove the existing EOA language from the 2017 EOA update and replace those facts and figures with updated data from the 2024 EOA update. Specific findings related to land need (and data center land need) are updated. Amendments to Policy 23 (Provision of Public Services and Facilities) and Policy 24 (Water, Sewer, and Storm Drainage) are drafted to note that a new public facilities plan is incorporated into the Comprehensive Plan and that the use of Columbia River water from the regional water system allows the City to support industrial development without requiring drawdowns of the groundwater aquifers and that the cooling water discharged from the data centers can be and is returned to agricultural users through discharge to irrigation canals. Finally, an amendment to the text of Section IV (Comprehensive Plan Map) is drafted as a housekeeping measure to add the HDC overlay to the Comprehensive Plan map designations.

The EOA demonstrates that the City has a relatively healthy supply of land capable of supporting cottage industries and other light and heavy industrial uses. However, the EOA determined that the City lacks sufficient land to accommodate HDCs (consisting of 100 acres or more), for which demand is strong and is predicted to remain strong for at least 10 to 20 years. Given that the proposed UGB expansion is specifically intended to accommodate HDCs, staff proposes limiting uses within the expansion area to HDCs. Therefore, the proposed actions include amendments to the Hermiston Zoning Code (HMC Ch. 157) and Zoning Map to create an overlay zone intended to preserve the expansion area for use as HDCs (the “HDC Overlay Zone”). This overlay zone will limit uses within the expansion area to HDCs and related accessory uses.

The HDC Overlay is proposed to be added to the Hermiston Zoning Code as HMC §157.058. Notable provisions of the HDC overlay include the requirement to submit a conceptual master plan as part of the application of the overlay. A conceptual master plan is included on pages 8 and 9 of the proposed findings. Development standards for data center development are also proposed to be adopted. The minimum site area shall be 100 acres and the minimum data center building size is 50,000 square feet. Accessory uses such as parking, support buildings, security facilities, and so forth are permitted. On-site power generation in the form of wind turbines or other facilities serving data centers are also permitted, but not intended to serve beyond the boundary of the data center zone.

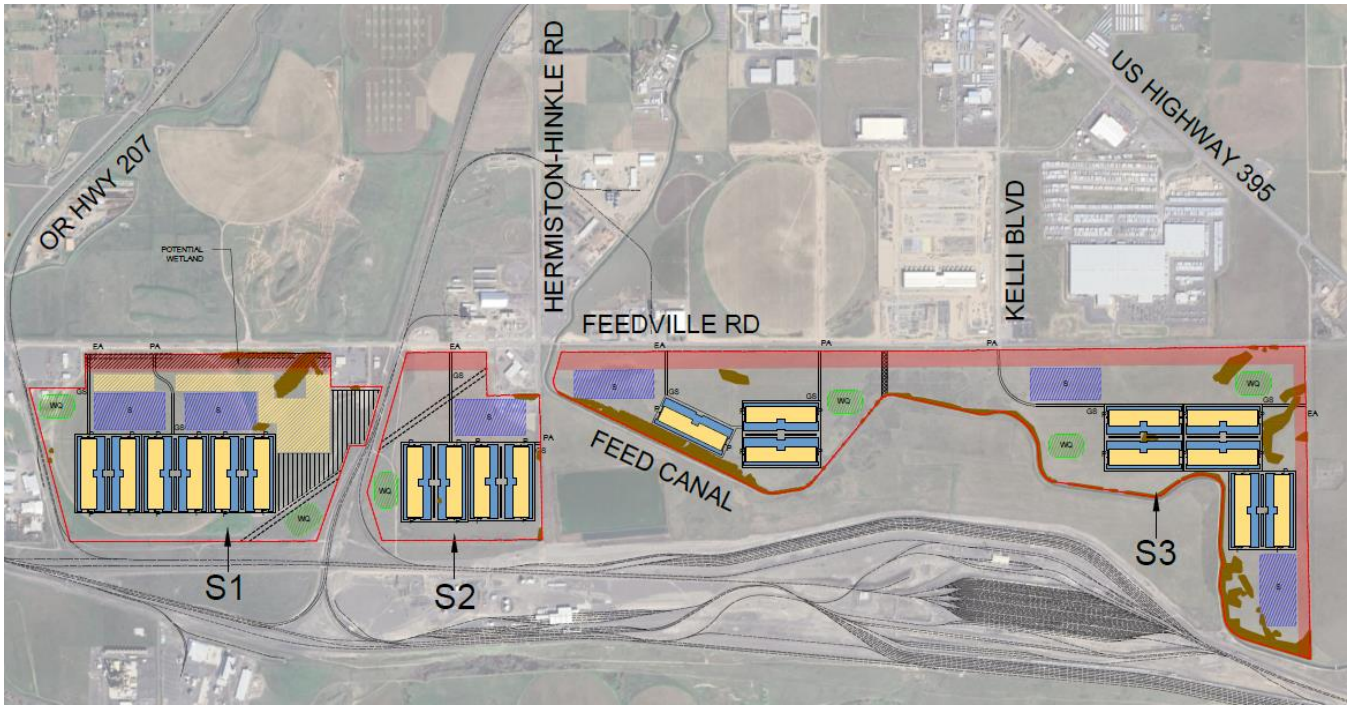


Figure 6 Conceptual Master Plan per 157.058(A)

As part of the UGB expansion, a public facilities plan (PFP) included as Appendix A.2 will be incorporated into the Comprehensive Plan. Public facilities plans are required under OAR 660 Division 11. This document is intended to synthesize the planning documents relied upon by the City as infrastructure needs are considered and planned for, as well as providing guidance when amending the planning maps in the future. The introduction of the document provides a good definition for PFPs, *The PFP provides the planning context for intergovernmental coordination regarding the provision of public facilities necessary to ensure the timely, orderly, and efficient provision of facilities and services to the urban area, as required by Statewide Planning Goal 11 (Public Facilities and Services).* The City's parks, water, wastewater, airport, and transportation, urban renewal, and other plans are incorporated by reference into the PFP, providing stronger authority for exactions in the future as well as guiding the preparation of capital improvement plan updates. The bulk of the report is providing an overview of needed and planned infrastructure upgrades.

Of particular relevance is the appendix to the PFP, "Improvements Identified for the UGB Expansion Area." This is a detailed study of the capacity and needed improvements to adequately serve the newly added data center sites. Although the City as a whole has adequate capacity to provide water, sewer, and transportation infrastructure to the sites, upgrades both on and off site are needed and identified. Water improvements in Feedville Road are already under construction, but additional lines to the intersection of Feedville and Ott Roads will be required.

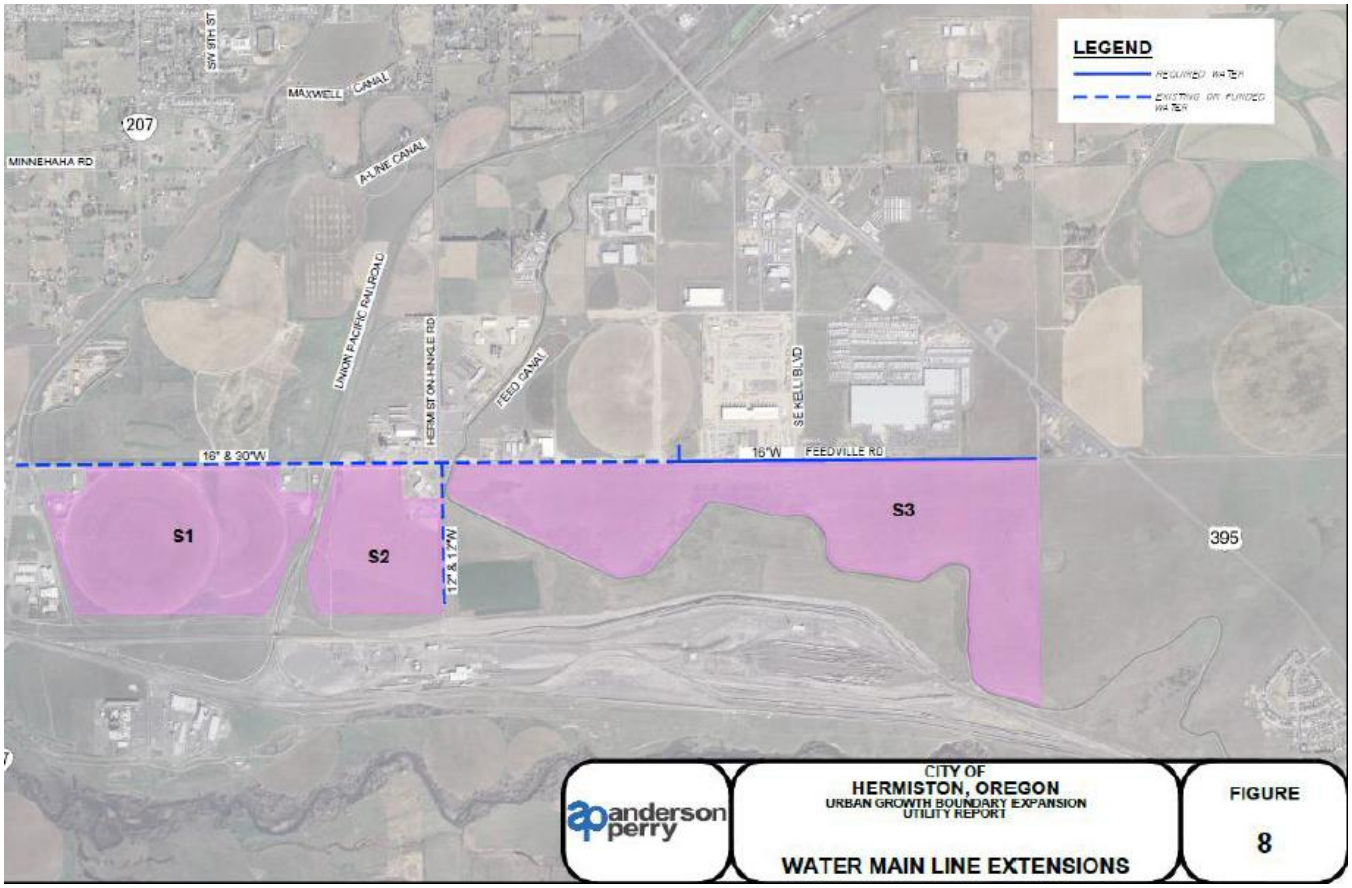


Figure 7 Water Improvements

Gravity sewer main construction in Highway 207 and Feedville Road are needed. Additional gravity sewer is already under construction in Hinkle Road to provide the cooling water discharge noted in Policy 24. A distant sewer diameter upgrade is also needed at the intersection of SW 7th Street and E Main Street where a bottleneck will develop at the time of full development of these sites.

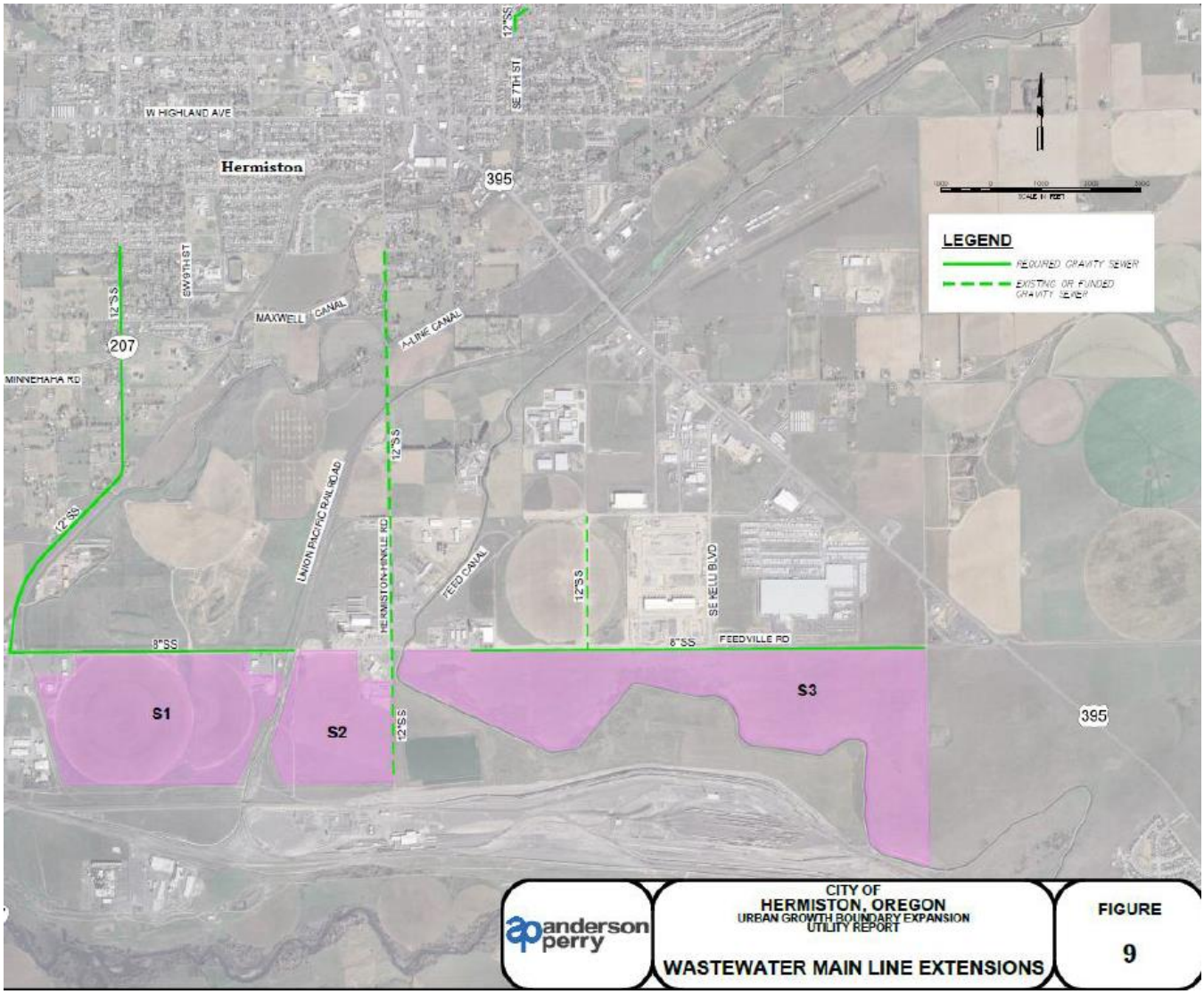


Figure 8 Sewer Improvements

The transportation analysis shows that certain improvements will be needed at several intersections at full development of the Feedville Road corridor. Highway 207/Feedville Road will require mitigation either in the form of a roundabout or signal. Hinkle Road/Feedville Road will required the installation of left turn lanes on Feedville Road. Kelli Blvd/Feedville Road will also require turn lane installation. Highway 395/Feedville Road and Kelli Blvd/Highway 395 are both planned for mitigation installed by ODOT in the near future in the form of R-Cut turn arounds and no additional mitigation is necessary. Additional detail regarding the mitigation recommendations is found on pages 28 and 29 of Appendix D to the packet.

Although the necessary mitigation is extensive, none of the required improvements are outside the scope of the proportional impact for HDC development. The level of infrastructure need and investment requires the City to engage in public facility upgrades and to require development to pay its own way to protect the public and guarantee a functional utility system. Existing data centers have entered into agreements with the City to fund necessary infrastructure upgrades as part of the planning process and there is no reason to believe additional partnerships will not continue. Since the UGB expansion process is City initiated, there are not specific development related conditions to impose on the applicant. These

conditions will be developed as site plans are submitted for additional data center development. The findings of the PFP serve as a guide for the required upgrades.

The attached packet provides additional information in greater detail than presented in this staff report. The consulting team and staff will be in attendance to respond to inquiries regarding the issues addressed in this report and supplemental information.

The amendment package itself is reduced to two substantive motions before the planning commission. The first is to recommend adoption of Ordinance No. 2374 to the City Council. Ordinance No. 2374 is a group of map and text amendments approved through one ordinance as detailed above. The second is to recommend adoption of Ordinance No. 2375 to the City Council. Ordinance No. 2375 is the annexation ordinance for tracts S1 and S3 as shown in Figure 4. Staff recommends the planning commission recommend approval of both ordinances.

Tie-In to Council Goals

Implementation of these ordinances is part of Council Goal 1.1, “Examine the expansion of the Urban Growth Boundary (UGB) for commercial and industrial lands”

Fiscal Information

The land proposed for inclusion in the UGB currently has a cumulative assessed value of $3,041,628. Industrial development will greatly increase the assessed value and property tax base for the City. Additionally, a portion of the property is located within the Stanfield School District and rather than the Hermiston School District and will contribute to the financing of Stanfield schools. The potential valuation of full data center development will be in the hundreds of millions of dollars.

Alternatives and Recommendation

Alternatives

The planning commission may choose to recommend approval or denial of Ordinances 2374 and 2375 to the City Council.

Recommended Action/Motion

Staff recommends the Planning Commission recommend to the City Council adoption of the proposed amendments and approval of the proposed annexation. The following are proposed motions that a Commissioner may make:

- Motion 1: “I move that the Planning Commission adopt findings of fact as contained in the “Hermiston Urban Growth Boundary Expansion and Related Plan and Code Amendments” and all appendices”

- Motion 2: “I move that the Planning Commission recommend that the City Council adopt Ordinance No. 2374 and all map and text amendments contained therein.”

- Motion3: “I move that the Planning Commission recommend that the City Council adopt Ordinance No. 2375 annexing certain tracts and all rights-of-way within the area added to the UGB by Ordinance No. 2374.”

Submitted By:

Clinton Spencer, Planning Director

ORDINANCE NO. 2374

AN ORDINANCE AMENDING THE CITY OF HERMISTON COMPREHENSIVE PLAN, COMPREHENSIVE PLAN MAP, ZONING ORDINANCE AND ZONING MAP

WHEREAS, the Economic Opportunities Analysis adopted September 9, 2024 identified an unmet need for industrial sites of at least 100 acres in size for hyperscale data center development within the Hermiston urban growth boundary; and

WHEREAS, the adopted Economic Opportunities Analysis identifies needed industrial needs and targeted industries compliant with OAR 660-009-0015; and

WHEREAS, Oregon Statewide Planning Goal 9 encourages cities to maintain a supply of land for economic development adequate to meet 20-year demand; and

WHEREAS, the City and Winterbrook Planning have prepared an amendment packet for multiple amendments to the comprehensive plan and implementing documents; and

WHEREAS, said application packet is prepared in compliance with the requirements for an urban growth boundary expansion in OAR 660 Division 24; and

WHEREAS, the Hermiston City Council initiated amendment of the urban growth boundary by passing Resolution No. 2357 on February 24, 2025, now therefore

THE CITY OF HERMISTON ORDAINS AS FOLLOWS:

Section 1. That the document entitled "Hermiston Urban Growth Boundary Expansion and Related Plan and Code Amendments" and all appendixes, dated August 2025 and presented to the Hermiston City Council on August 25, 2025 is hereby adopted by the City of Hermiston by reference.

Section 2. The adopted document makes amendments to the Hermiston Comprehensive Land Use Plan and implementing documents as follows:

1) Appendix A.1 shall amend the text of Policies 4, 20, 23, 24, and Section IV (Comprehensive Plan Map) as designated with ~~strikethrough~~ text removing existing verbiage and **bold** text indicating new text insertions.
2) Appendix A.2 shall be added to the existing comprehensive plan as Appendix I (Public Facilities Plan) and repeal all existing Public Facilities Planning documents.
3) Appendix A.3 shall amend Title XV Chapter 157 of the Hermiston Code of Ordinances. A new section 157.058 (Hyperscale Data Center (HDC) Overlay) shall be inserted immediately following 157.056 (Heavy Industrial Zone).

Section 3. That the land described on Exhibit A and shown on Exhibit B to this ordinance shall be removed from the Umatilla County comprehensive plan map and added to the Hermiston comprehensive plan map and designated as “Industrial” on the city comprehensive plan map.

Section 4. That the land described on Exhibit A and shown on Exhibit B to this ordinance shall be designated on the city zoning map as “Heavy Industrial” (M-2) and also be designated with a Hyperscale Data Center overlay zoning.

Section 4. That the document entitled “Hermiston Urban Growth Boundary Expansion and Related Code and Plan Amendments” and adopted by the City of Hermiston in Section 1 shall serve as findings of fact supporting this decision.

Section 5. The city recorder shall promptly transmit a record of proceedings to Umatilla County for co-adoption and amendment to the Umatilla County comprehensive plan and zoning maps.

Section 6. The effective date of this ordinance shall be the thirtieth day after co-adoption of the map amendments by the Umatilla County Board of Commissioners.

ADOPTED by the Common Council this 25th day of August, 2025.

SIGNED by the Mayor this 25th day of August, 2025.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC, CITY RECORDER

ANNEXATION – EXHIBIT 'A'

FILE: 4N28E Annexation
AP (RES) 07-23-2025

TRACT 1 – ANNEXATION

A tract of land located in Sections 21, and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at a point on the Westerly Right-of-Way of Oregon State Highway 207 which bears N12°38'56"W, 3017.00 feet from the Southeast corner of said Section 21;

thence along said Westerly Right-of-Way line the following six (6) courses:

1. S44°27'00"W, 1166.31 feet;
2. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S41°26'17"W, 605.68 feet);
3. 693.19 feet along a curve to the left having a radius of 1949.86 feet and a central angle of 20°22'00" (chord bears S25°16'00"W, 689.47 feet);
4. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S09°07'54"W 605.64 feet);
5. S06°05'00"W, 271.93 feet;
6. S11°43'09"W, 131.57 feet to the North Right-of-Way line of Feedville Road;

thence S00°05'07"W, 66.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 355.99 feet;

thence N0°05'07"E, 66.00 feet to the North Right-of-Way line and a point on the Easterly Right-of-Way line of United Pacific Railroad;

thence along said Easterly Right-of-Way line the following four (4) courses:

1. along a railroad offset spiral curve through a central angle of 07°05'19" (chord bears N10°20'16"W, 194.03 feet);
2. 1637.64 feet along a curve to the right having a radius of 1865.00 feet and a central angle of 50°18'39" (chord bears N17°22'25"E, 1585.53 feet);
3. along a railroad offset spiral curve through a central angle of 01°53'36" (chord bears N43°51'43"E, 131.46 feet);
4. N44°31'18"E, 1336.11 feet to a point on the existing city limit boundary;

thence N45°33'00"W, along said boundary, 223.65 feet to the **POINT OF BEGINNING**.

Containing 810,526 Square Feet, 18.607 Acres, more or less.

TRACT 2 – ANNEXATION

A tract of land located in Sections 27 and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Section corner common to section 21, 22, 27, 28 Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston;

thence N89°54'55"W, along said Section line, 1967.87 feet;

thence S00°05'07"W 33.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 971.16 feet to the East Line of Parcel 1 as shown on Partition Plat 2006-12, Umatilla County Records;

thence S01°02'53"E along said East Line, 471.39 feet, to the South Line of said Parcel 1;

thence N89°54'54"W along said Line of Parcel 1 and Parcel 2 of said Partition Plat, 789.39 feet to the West line of Parcel 2 as shown on Partition Plat 2005-24 Umatilla County Records;

thence S14°51'49"E along said West line, 1991.93 feet;

thence 225.60 feet along a curve to the left having a radius of 663.11 feet and a central angle of 19°29'34" (chord bears S24°36'36E, 224.51 feet) to a point on the South line of said Parcel 2;

thence S89°55'14"E along said South Line 1220.58 feet to the one-quarter corner common to Section 27 and 28, Township 4 North, Range 28 East, Willamette Meridian;

thence N89°40'02"E, along the East-West centerline of said Section 27, a distance of 2271.17 feet;

thence N15°03'38"E, 1367.00 feet to the Southwest corner of Northwest one-quarter of Northeast one-quarter of said Section 27;

thence N89°35'35"E, along the South line of Northwest one-quarter of Northeast one-quarter, 219.18 feet to the Westerly Right-of-Way line of Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad);

thence N15°59'03"E along said Westerly Right-of-Way line, 853.91 feet to the South line of Parcel 2 as shown on Partition Plat 2009-15, Umatilla County Records;

thence S89°35'31"W along the South line of Parcel 2 as shown on said Partition Plat and Parcel 1 as shown on Partition Plat 2004-22, a distance of 713.82 feet to the Southwest corner of said Parcel 1;

thence N01°20'32"E, along the West line of said Parcel 1, a distance of 466.80 feet to the South line of Feedville Road;

thence N89°35'09"E along said South Right-of-Way line, 227.69 feet;

thence N89°35'31"E continuing along said South Right-of-Way line, 817.71 feet to the East Right-of-Way line of Union Pacific Railroad;

thence N15°58'27"E, along said East Right-of-Way line, 68.79 feet to the North Right-of-Way line of Feedville Road;

thence S89°35'31"W along said North Right-of-Way line, 208.49 feet to the West Right-of-Way line of Union Pacific Railroad;

thence S15°59'34"W, along said West Right-of-Way line, 34.40 feet to the centerline of Feedville Road also being the North line of Section 27 said Township and Range;

thence S89°35'32"W along said centerline to the North one-quarter corner of said Section 27;

thence S89°35'09"W, along said centerline of Feedville Road, 2653.05 feet to the **POINT OF BEGINNING.**

Containing 10,714,044 Square Feet, 245.960 Acres, more or less.

TRACT 3 – ANNEXATION

A tract of land located in Sections 27, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 27, said Township and Range;
thence N1°03'52"W, along said East line of Section 22 said Township and Range, 33.00 feet to the North Right-of-Way line of Feedville Road Right-of-Way;
thence S89°35'31"W, along said North Right-of-Way line of Feedville Road, 1815.43 feet to the West Right-of-Way of United Pacific Railroad;
thence S15°58'27"W along said West Right-of-Way line, 68.79 feet to the South Right-of-Way line of Feedville Road;
thence from the South line of Feedville Road Right-of-Way S15°58'27"W, along the Westerly property line of said Parcel 2, Partition Plat 2018-23, 1340.21 feet;
thence continuing along the said Westerly property line, S15°55'05"W, 673.02 feet;
thence continuing along said Westerly property line, S17°13'34"E, 702.40 feet to the South line of said Parcel 2;
thence N89°39'54"E along the South line of said Parcel 2, a distance of 2,260.41 feet to the East right-of-way of Hinkle-Hermiston Road (County Road No. 603);
thence N01°01'15"W along said East right-of-way 2009.84 feet;
thence S88°59'37"W, 787.72 feet;
thence N01°01'14"W, 605.45 feet to the South Line of Feedville Road Right-of-Way;
thence N89°35'31"E along said South Right-of-Way line, 754.76 feet to the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;
thence N01°01'15"W, along said East line, 33.00 feet to the **POINT OF BEGINNING.**

Containing 5,413,412 Square Feet, 124.274 Acres, more or less.

TRACT 4 – ANNEXATION

A tract of land located in Sections 26, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 26, said Township and Range;
thence S01°01'15"E, along the West line of said Section 26, a distance of 33.00 feet to the South Right-of-Way line of Feedville Road;
thence N89°51'28"E, along said South Right-of-Way line, 207.06' to the centerline of Feed Canal Alignment;

thence Southeast along said centerline of Feed Canal Alignment the following thirty-one (31) courses (these courses were traced from AutoCAD Geolocation Map Aerial):

1. S16°16’03”W, 343.46 feet;
2. 357.94 feet along a curve to the left having a radius of 255.00 feet and a central angle of 80°25’33”, (chord bears S23°56’44”E, 329.27 feet);
3. S64°09’30”E, 3077.53 feet;
4. 276.12 feet along a curve to the left having a radius of 455.00 feet and a central angle of 34°46’15”, (chord bears S81°32’38”E, 271.91 feet);
5. N81°32’38”E, 290.20 feet;
6. 259.86 feet along a curve to the left having a radius of 360.00 feet and a central angle of 41°21’30”, (chord bears N60°23’30”E, 254.26 feet);
7. N39°42’44”E, 1473.09 feet;
8. 186.64 feet along a curve to the right having a radius of 170.00 feet and a central angle of 62°54’14”, (chord bears N71°09’51”E, 177.41 feet);
9. S77°23’02”E, 1177.78 feet;
10. 167.45 feet along a curve to the left having a radius of 385.00 feet and a central angle of 24°55’12”, (chord bears S89°50’38”E, 166.13 feet);
11. 915.79 feet along a reverse curve to the right having a radius of 520.00 feet and a central angle of 100°54’21”, (chord bears S51°51’04”E, 801.95 feet);
12. S01°23’53”E, 120.90 feet;
13. 524.12 feet along a curve to the left having a radius of 375.00 feet and a central angle of 80°04’48”, (chord bears S41°26’17”E, 482.49 feet);
14. S81°28’41”E, 1252.28 feet;
15. 285.10 feet along a curve to the left having a radius of 360.00 feet and a central angle of 45°22’28”, (chord bears N75°50’05”E, 277.70 feet);
16. N53°08’52”E, 205.87 feet;
17. 468.62 feet along a curve to the right having a radius of 550.00 feet and a central angle of 48°49’07”, (chord bears N77°33’25”E, 454.58 feet);
18. 210.65 feet along a compound curve to the right having a radius of 150.00 feet and a central angle of 80°27’48”, (chord bears S37°48’08”E, 193.76 feet);
19. S02°25’46”W, 747.71 feet;
20. 75.55 feet along a curve to the left having a radius of 400.00 feet and a central angle of 10°49’17”, (chord bears S02°58’52”E, 75.44 feet);
21. S08°23’31”E, 142.19 feet;
22. 47.07 feet along a curve to the right having a radius of 200.00 feet and a central angle of 13°29’00”, (chord bears S01°39’01”E, 46.96 feet);
23. S05°05’29”W, 252.42 feet;
24. 136.51 feet along a curve to the left having a radius of 400.00 feet and a central angle of 19°33’14”, (chord bears S04°41’08”E, 135.85 feet);
25. S14°27’45”E, 58.73 feet;
26. 27.91 feet along a curve to the right having a radius of 200.00 feet and central angle of 07°59’43”, (chord bears S10°27’53”E, 27.89 feet);
27. S6°28’01”E, 243.17 feet;
28. 275.03 feet along a curve to the left having a radius of 400.00 feet and a central angle of 39°23’42”, (chord bears S26°09’53”E, 269.64 feet);

29. S45°51’44”E, 108.10 feet;
30. 234.80 feet along a curve to the left having a radius of 550.00 feet and a central angle of 24°27’37”, (chord bears S62°11’40”E, 233.02 feet);
31. S74°25’28”E, 900.46 feet to the centerline of Ott Road also being the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;

thence N00°56'33"E along said East line, 4435.16 to the Northeast corner of Section 25 also being the centerline of Feedville Road;

thence S89°19’27”W, 2673.99 feet;

thence S89°20’01”W, 2674.13 feet;

thence S89°51’31”W, 2642.08 feet;

thence S89°51’28”W, 2424.25 feet to the centerline of Feed Canal Alignment;

thence N11°41’09”E, along said centerline 21.25 feet;

thence continuing along said centerline 12.71 feet along a curve to the right having a radius of 250.00 feet and a central angle of 02°54’43”, (chord bears N15°53’46”E, 12.70 feet) to the North Right-of-Way of Feedville Road;

thence S89°51’28”W along said North Right-of-Way, 225.67 feet to the West line of Section 23, said Township and Range;

thence S01°03’52”E, 33.00 feet to the **POINT OF BEGINNING.**

Containing 18,942,906 Square Feet, 434.869 Acres, more or less.

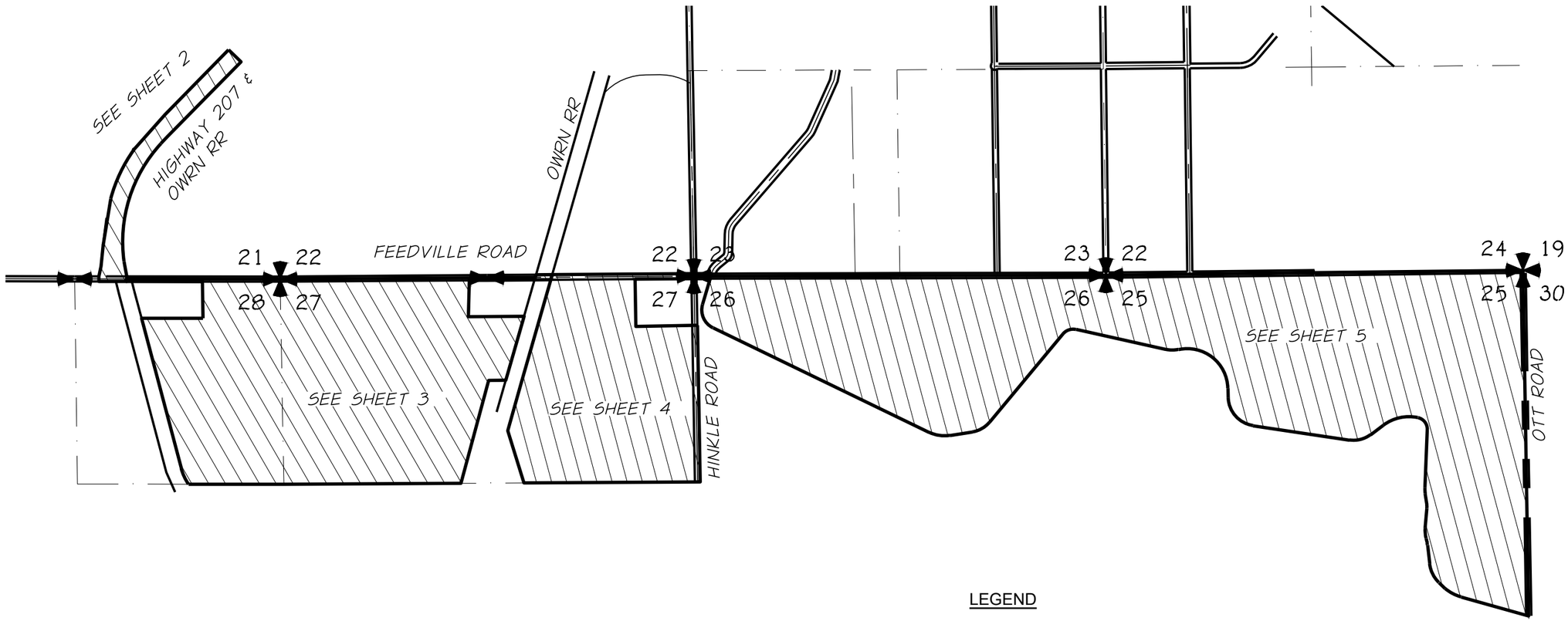
REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

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LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

0 1500 3000

SCALE: 1 INCH = 1500 FEET

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

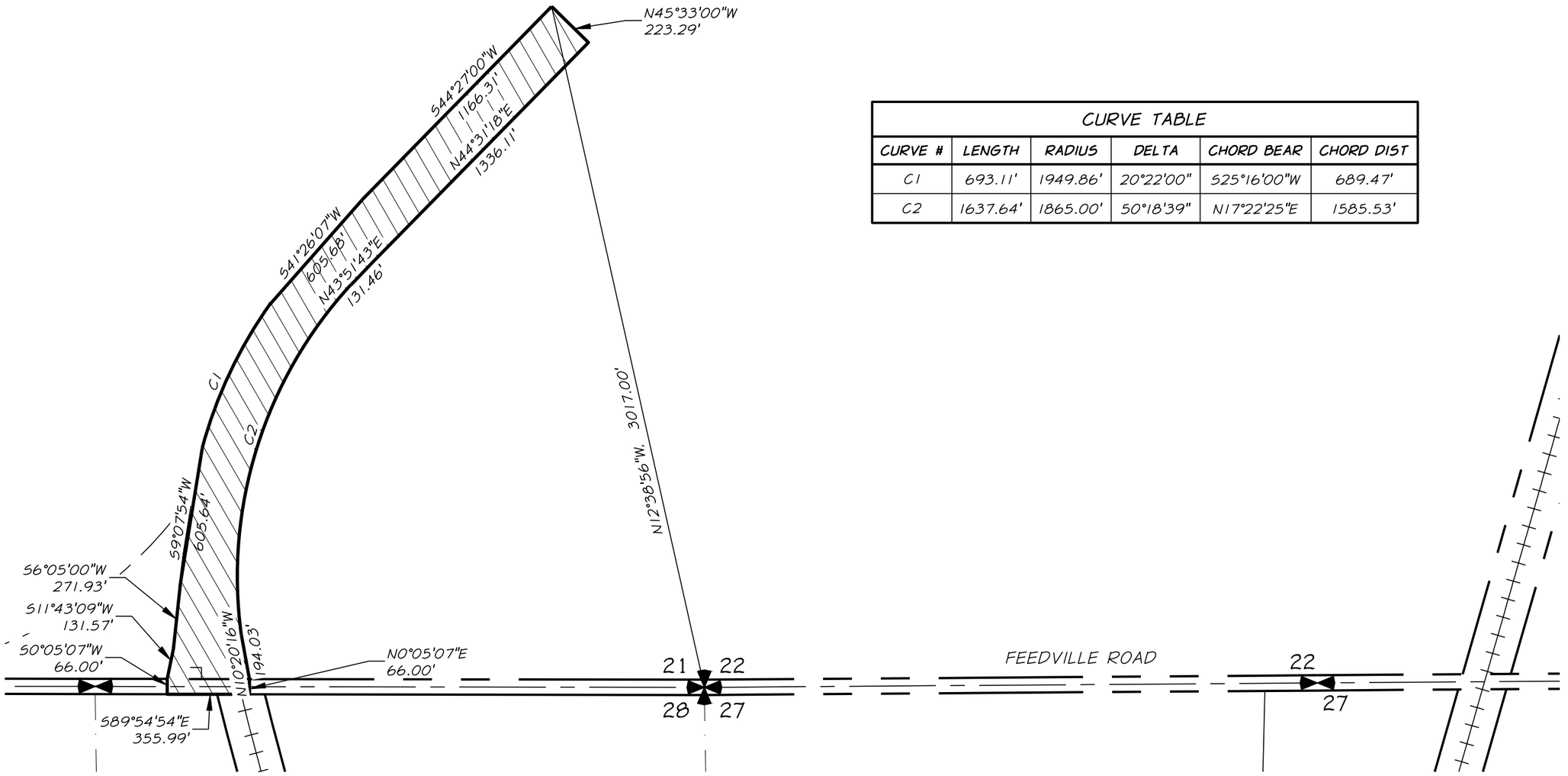
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
1

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C1	693.11'	1949.86'	20°22'00"	S25°16'00"W	689.47'
C2	1637.64'	1865.00'	50°18'39"	N17°22'25"E	1585.53'

0 500 1000

SCALE: 1 INCH = 500 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

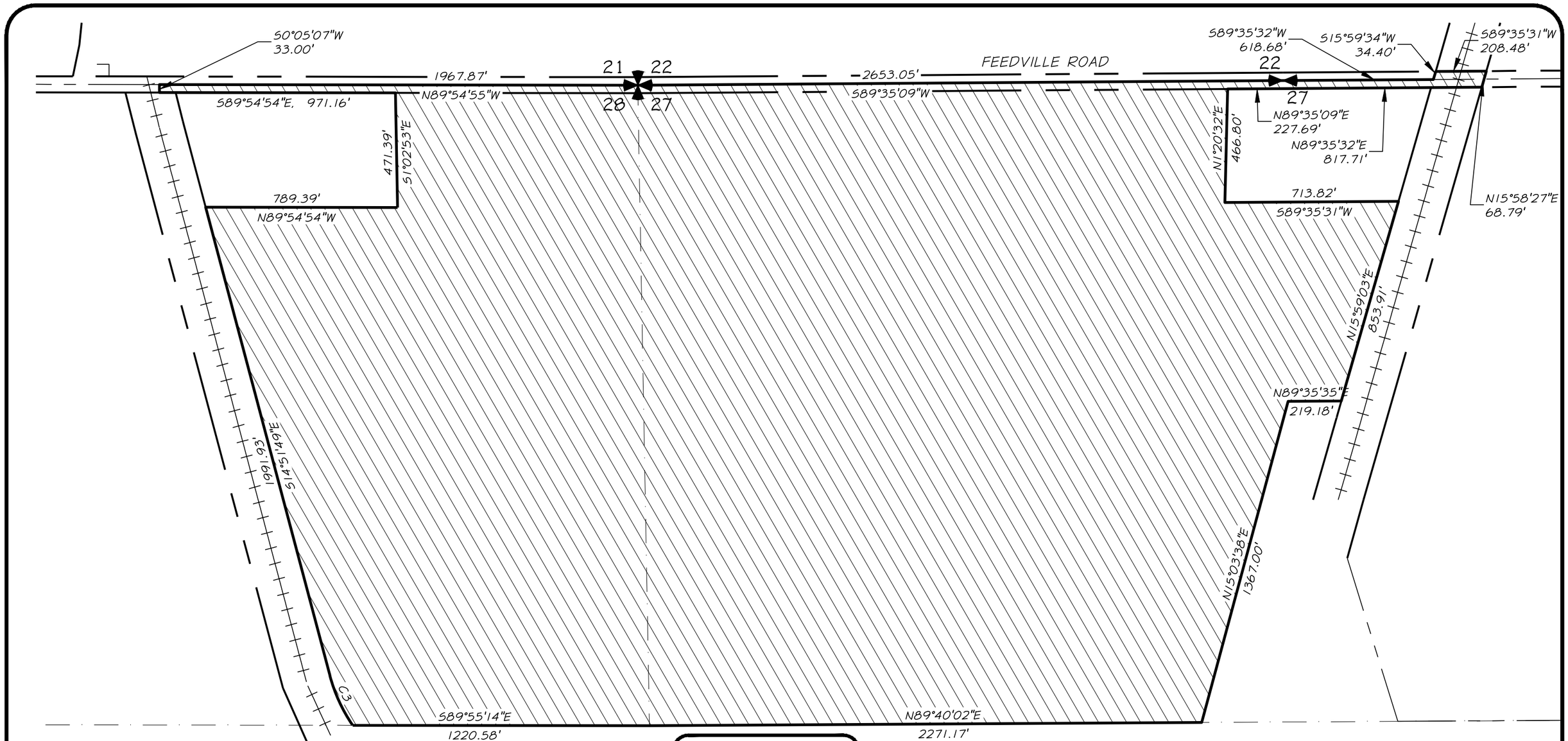
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
2

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0 400 800

SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

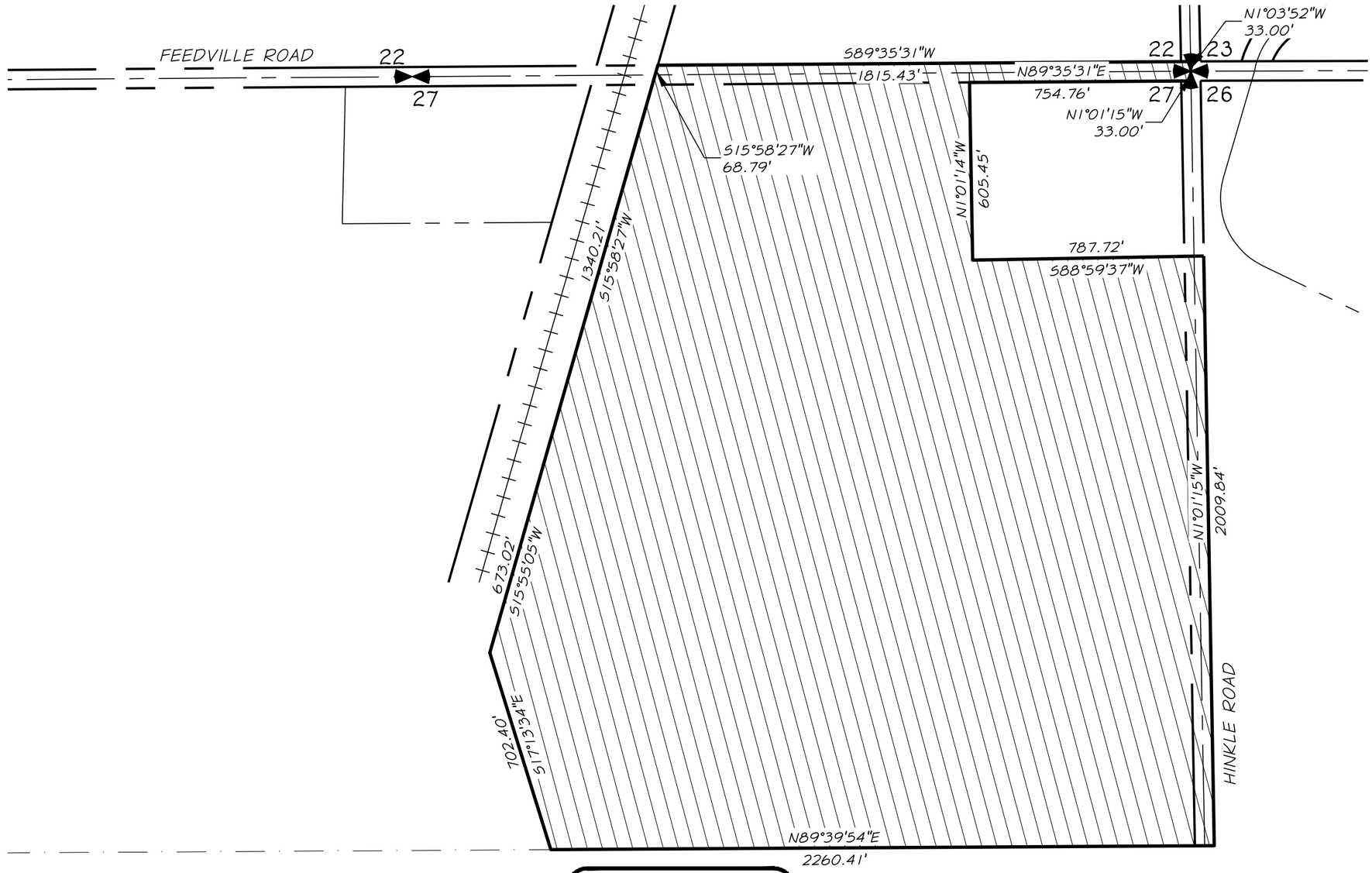
CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C3	225.60'	663.11'	19°29'34"	S24°36'36"E	224.51'

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
3

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PRELIMINARY

0 400 800

SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

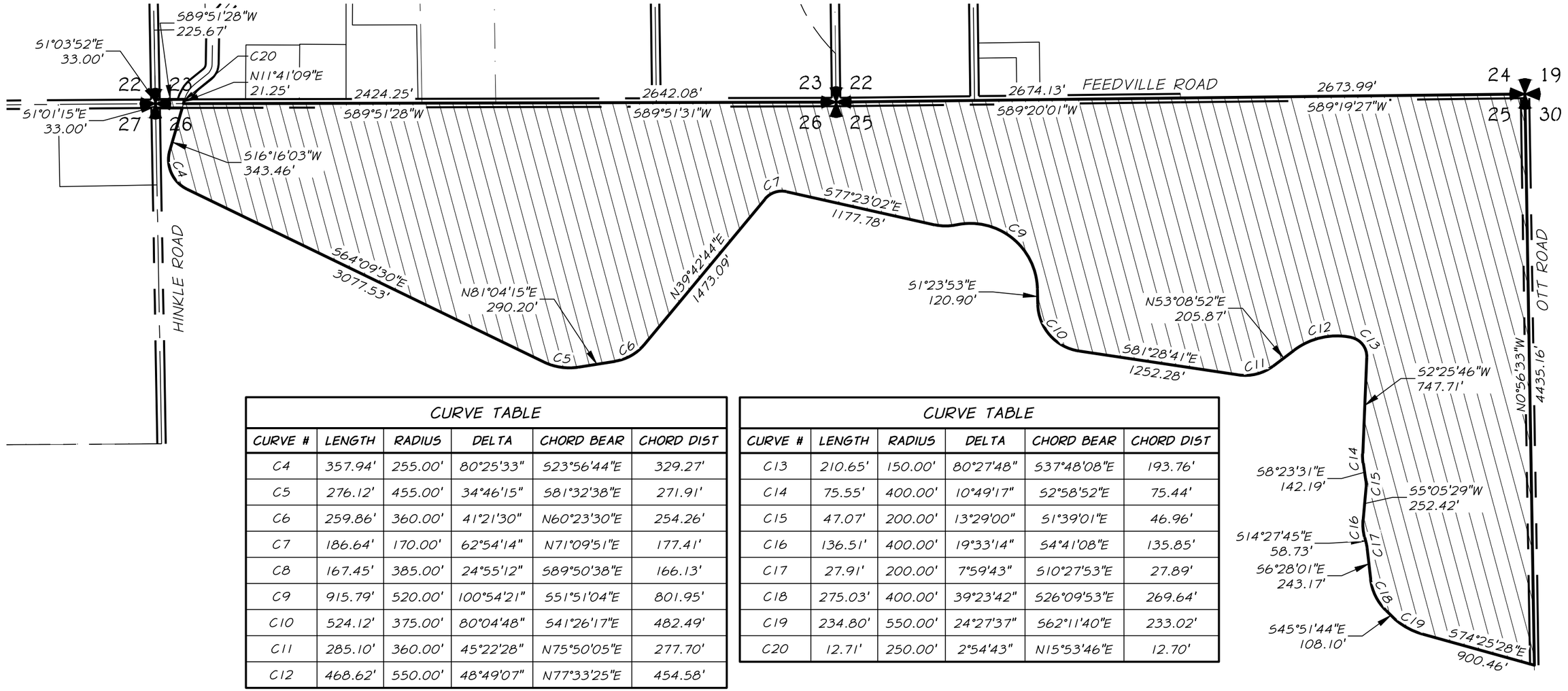
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
4

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C4	357.94'	255.00'	80°25'33"	S23°56'44"E	329.27'
C5	276.12'	455.00'	34°46'15"	S81°32'38"E	271.91'
C6	259.86'	360.00'	41°21'30"	N60°23'30"E	254.26'
C7	186.64'	170.00'	62°54'14"	N71°09'51"E	177.41'
C8	167.45'	385.00'	24°55'12"	S89°50'38"E	166.13'
C9	915.79'	520.00'	100°54'21"	S51°51'04"E	801.95'
C10	524.12'	375.00'	80°04'48"	S41°26'17"E	482.49'
C11	285.10'	360.00'	45°22'28"	N75°50'05"E	277.70'
C12	468.62'	550.00'	48°49'07"	N77°33'25"E	454.58'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C13	210.65'	150.00'	80°27'48"	S37°48'08"E	193.76'
C14	75.55'	400.00'	10°49'17"	S2°58'52"E	75.44'
C15	47.07'	200.00'	13°29'00"	S1°39'01"E	46.96'
C16	136.51'	400.00'	19°33'14"	S4°41'08"E	135.85'
C17	27.91'	200.00'	7°59'43"	S10°27'53"E	27.89'
C18	275.03'	400.00'	39°23'42"	S26°09'53"E	269.64'
C19	234.80'	550.00'	24°27'37"	S62°11'40"E	233.02'
C20	12.71'	250.00'	2°54'43"	N15°53'46"E	12.70'

0 800 1600

SCALE: 1 INCH = 800 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
5

ORDINANCE NO. 2375

AN ORDINANCE ANNEXING CERTAIN REAL PROPERTY ON FEEDVILLE ROAD, DESCRIBING SAID REAL PROPERTY, WITHDRAWING SAID REAL PROPERTY FROM SPECIAL DISTRICTS AND DESIGNATING ZONING

THE CITY OF HERMISTON ORDAINS AS FOLLOWS:

Section 1. The real property described in Exhibit A and shown on Exhibit B to this ordinance is annexed to the City of Hermiston and is withdrawn from the Umatilla County Library District and the Umatilla County Sheriff's Office Law Enforcement District due to annexation.

Section 2. The City Zoning Map shall include the real property described in Section 1 above and shall be designated as Heavy Industrial (M-2) and Hyperscale Data Center overly (HDC) on said map.

Section 3. The findings of fact as adopted by the Council on August 25, 2025, are incorporated herein as Exhibit C.

Section 4. The City Recorder shall promptly transmit a record of annexation proceedings to the Secretary of State and notify the County Assessor of the change in boundary.

Section 5. This ordinance shall take effect on the 30th day after its adoption.

Section 6. This annexation shall be complete when all necessary documents have been accepted and filed by the Secretary of State.

ADOPTED by the Common Council this 25th day of August, 2025.

SIGNED by the Mayor this 25th day of August, 2025.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC, CITY RECORDER

ANNEXATION – EXHIBIT 'A'

FILE: 4N28E Annexation
AP (RES) 07-31-2025

TRACT 1 – ANNEXATION

A tract of land located in Sections 21, and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at a point on the Westerly Right-of-Way of Oregon State Highway 207 which bears N12°38'56"W, 3017.00 feet from the Southeast corner of said Section 21;

thence along said Westerly Right-of-Way line the following six (6) courses:

1. S44°27'00"W, 1166.31 feet;
2. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S41°26'17"W, 605.68 feet);
3. 693.19 feet along a curve to the left having a radius of 1949.86 feet and a central angle of 20°22'00" (chord bears S25°16'00"W, 689.47 feet);
4. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S09°07'54"W 605.64 feet);
5. S06°05'00"W, 271.93 feet;
6. S11°43'09"W, 131.57 feet to the North Right-of-Way line of Feedville Road;

thence S00°05'07"W, 66.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 355.99 feet;

thence N0°05'07"E, 66.00 feet to the North Right-of-Way line and a point on the Easterly Right-of-Way line of United Pacific Railroad;

thence along said Easterly Right-of-Way line the following four (4) courses:

1. along a railroad offset spiral curve through a central angle of 07°05'19" (chord bears N10°20'16"W, 194.03 feet);
2. 1637.64 feet along a curve to the right having a radius of 1865.00 feet and a central angle of 50°18'39" (chord bears N17°22'25"E, 1585.53 feet);
3. along a railroad offset spiral curve through a central angle of 01°53'36" (chord bears N43°51'43"E, 131.46 feet);
4. N44°31'18"E, 1336.11 feet to a point on the existing city limit boundary;

thence N45°33'00"W, along said boundary, 223.65 feet to the **POINT OF BEGINNING**.

Containing 810,526 Square Feet, 18.607 Acres, more or less.

TRACT 2 – ANNEXATION

A tract of land located in Sections 27 and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Section corner common to section 21, 22, 27, 28 Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston;

thence N89°54'55"W, along said Section line, 1967.87 feet;

thence S00°05'07"W 33.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 971.16 feet to the East Line of Parcel 1 as shown on Partition Plat 2006-12, Umatilla County Records;

thence S01°02'53"E along said East Line, 471.39 feet, to the South Line of said Parcel 1;

thence N89°54'54"W along said Line of Parcel 1 and Parcel 2 of said Partition Plat, 789.39 feet to the West line of Parcel 2 as shown on Partition Plat 2005-24 Umatilla County Records;

thence S14°51'49"E along said West line, 1991.93 feet;

thence 225.60 feet along a curve to the left having a radius of 663.11 feet and a central angle of 19°29'34" (chord bears S24°36'36E, 224.51 feet) to a point on the South line of said Parcel 2;

thence S89°55'14"E along said South Line 1220.58 feet to the one-quarter corner common to Section 27 and 28, Township 4 North, Range 28 East, Willamette Meridian;

thence N89°40'02"E, along the East-West centerline of said Section 27, a distance of 2271.17 feet;

thence N15°03'38"E, 1367.00 feet to the Southwest corner of Northwest one-quarter of Northeast one-quarter of said Section 27;

thence N89°35'35"E, along the South line of Northwest one-quarter of Northeast one-quarter, 219.18 feet to the Westerly Right-of-Way line of Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad);

thence N15°59'03"E along said Westerly Right-of-Way line, 853.91 feet to the South line of Parcel 2 as shown on Partition Plat 2009-15, Umatilla County Records;

thence S89°35'31"W along the South line of Parcel 2 as shown on said Partition Plat and Parcel 1 as shown on Partition Plat 2004-22, a distance of 713.82 feet to the Southwest corner of said Parcel 1;

thence N01°20'32"E, along the West line of said Parcel 1, a distance of 466.80 feet to the South line of Feedville Road;

thence N89°35'09"E along said South Right-of-Way line, 227.69 feet;

thence N89°35'31"E continuing along said South Right-of-Way line, 817.71 feet to the East Right-of-Way line of Union Pacific Railroad;

thence N15°58'27"E, along said East Right-of-Way line, 68.79 feet to the North Right-of-Way line of Feedville Road;

thence S89°35'31"W along said North Right-of-Way line, 208.49 feet to the West Right-of-Way line of Union Pacific Railroad;

thence S15°59'34"W, along said West Right-of-Way line, 34.40 feet to the centerline of Feedville Road also being the North line of Section 27 said Township and Range;

thence S89°35'32"W along said centerline to the North one-quarter corner of said Section 27;

thence S89°35'09"W, along said centerline of Feedville Road, 2653.05 feet to the **POINT OF BEGINNING.**

Containing 10,714,044 Square Feet, 245.960 Acres, more or less.

TRACT 3 – ANNEXATION

A tract of land located in Sections 27, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 27, said Township and Range;
thence N1°03'52"W, along said East line of Section 22 said Township and Range, 33.00 feet to the North Right-of-Way line of Feedville Road Right-of-Way;
thence S89°35'31"W, along said North Right-of-Way line of Feedville Road, 1815.43 feet to the West Right-of-Way of United Pacific Railroad;
thence S15°58'27"W along said West Right-of-Way line, 68.79 feet to the South Right-of-Way line of Feedville Road;
thence N89°35'31"E along said South Right-of-Way line, 1835.57 feet to the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;
thence N01°01'15"W, along said East line, 33.00 feet to the **POINT OF BEGINNING.**

Containing 120,483 Square Feet, 2.766 Acres, more or less.

TRACT 4 – ANNEXATION

A tract of land located in Sections 26, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 26, said Township and Range;
thence S01°01'15"E, along the West line of said Section 26, a distance of 33.00 feet to the South Right-of-Way line of Feedville Road;
thence N89°51'28"E, along said South Right-of-Way line, 207.06' to the centerline of Feed Canal Alignment;
thence Southeast along said centerline of Feed Canal Alignment the following thirty-one (31) courses (these courses were traced from AutoCAD Geolocation Map Aerial):

1. S16°16'03"W, 343.46 feet;
2. 357.94 feet along a curve to the left having a radius of 255.00 feet and a central angle of 80°25'33", (chord bears S23°56'44"E, 329.27 feet);
3. S64°09'30"E, 3077.53 feet;
4. 276.12 feet along a curve to the left having a radius of 455.00 feet and a central angle of 34°46'15", (chord bears S81°32'38"E, 271.91 feet);
5. N81°32'38"E, 290.20 feet;
6. 259.86 feet along a curve to the left having a radius of 360.00 feet and a central angle of 41°21'30", (chord bears N60°23'30"E, 254.26 feet);

7. N39°42’44”E, 1473.09 feet;
8. 186.64 feet along a curve to the right having a radius of 170.00 feet and a central angle of 62°54’14”, (chord bears N71°09’51”E, 177.41 feet);
9. S77°23’02”E, 1177.78 feet;
10. 167.45 feet along a curve to the left having a radius of 385.00 feet and a central angle of 24°55’12”, (chord bears S89°50’38”E, 166.13 feet);
11. 915.79 feet along a reverse curve to the right having a radius of 520.00 feet and a central angle of 100°54’21”, (chord bears S51°51’04”E, 801.95 feet);
12. S01°23’53”E, 120.90 feet;
13. 524.12 feet along a curve to the left having a radius of 375.00 feet and a central angle of 80°04’48”, (chord bears S41°26’17”E, 482.49 feet);
14. S81°28’41”E, 1252.28 feet;
15. 285.10 feet along a curve to the left having a radius of 360.00 feet and a central angle of 45°22’28”, (chord bears N75°50’05”E, 277.70 feet);
16. N53°08’52”E, 205.87 feet;
17. 468.62 feet along a curve to the right having a radius of 550.00 feet and a central angle of 48°49’07”, (chord bears N77°33’25”E, 454.58 feet);
18. 210.65 feet along a compound curve to the right having a radius of 150.00 feet and a central angle of 80°27’48”, (chord bears S37°48’08”E, 193.76 feet);
19. S02°25’46”W, 747.71 feet;
20. 75.55 feet along a curve to the left having a radius of 400.00 feet and a central angle of 10°49’17”, (chord bears S02°58’52”E, 75.44 feet);
21. S08°23’31”E, 142.19 feet;
22. 47.07 feet along a curve to the right having a radius of 200.00 feet and a central angle of 13°29’00”, (chord bears S01°39’01”E, 46.96 feet);
23. S05°05’29”W, 252.42 feet;
24. 136.51 feet along a curve to the left having a radius of 400.00 feet and a central angle of 19°33’14”, (chord bears S04°41’08”E, 135.85 feet);
25. S14°27’45”E, 58.73 feet;
26. 27.91 feet along a curve to the right having a radius of 200.00 feet and central angle of 07°59’43”, (chord bears S10°27’53”E, 27.89 feet);
27. S6°28’01”E, 243.17 feet;
28. 275.03 feet along a curve to the left having a radius of 400.00 feet and a central angle of 39°23’42”, (chord bears S26°09’53”E, 269.64 feet);
29. S45°51’44”E, 108.10 feet;
30. 234.80 feet along a curve to the left having a radius of 550.00 feet and a central angle of 24°27’37”, (chord bears S62°11’40”E, 233.02 feet);
31. S74°25’28”E, 900.46 feet to the centerline of Ott Road also being the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;

thence N00°56'33"E along said East line, 4435.16 to the Northeast corner of Section 25 also being the centerline of Feedville Road;

thence S89°19’27”W, 2673.99 feet;

thence S89°20’01”W, 2674.13 feet;

thence S89°51’31”W, 2642.08 feet;

thence S89°51’28”W, 2424.25 feet to the centerline of Feed Canal Alignment;

thence N11°41’09”E, along said centerline 21.25 feet;

thence continuing along said centerline 12.71 feet along a curve to the right having a radius of 250.00 feet and a central angle of 02°54’43”, (chord bears N15°53’46”E, 12.70 feet) to the North Right-of-Way of Feedville Road;

thence S89°51’28”W along said North Right-of-Way, 225.67 feet to the West line of Section 23, said Township and Range;

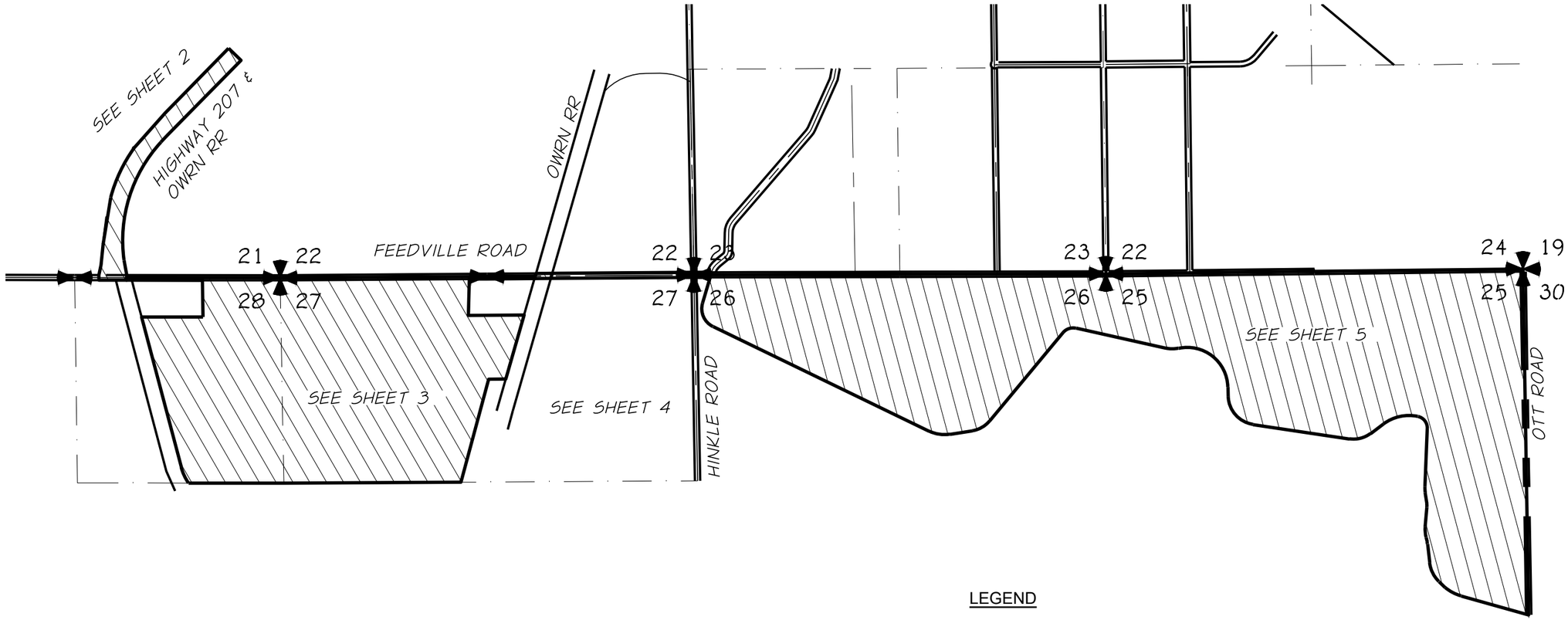
thence S01°03’52”E, 33.00 feet to the **POINT OF BEGINNING.**

Containing 18,942,906 Square Feet, 434.869 Acres, more or less.



EXPIRES: 6/30/2026

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LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

0 1500 3000

SCALE: 1 INCH = 1500 FEET

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

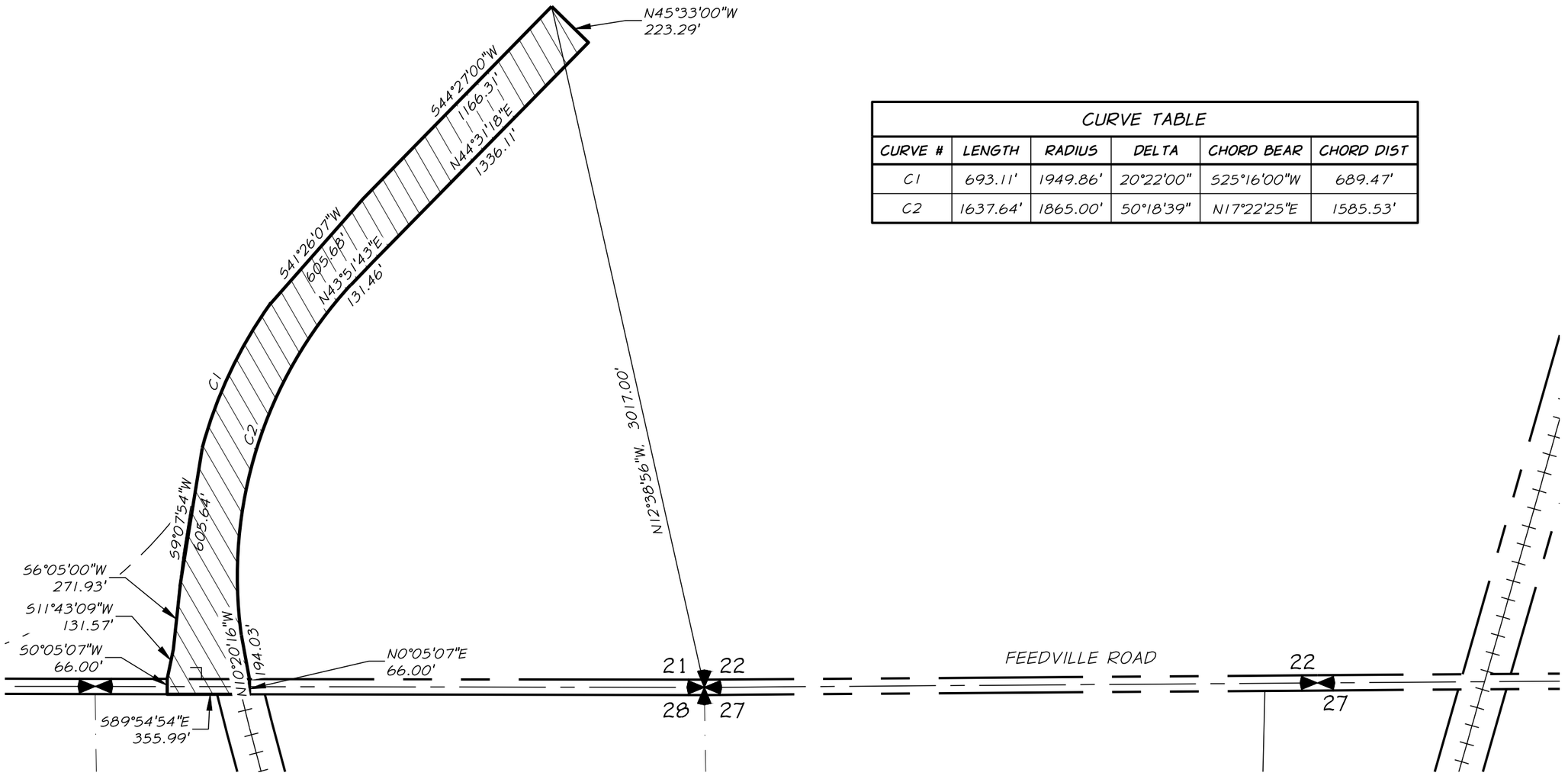
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E,
WILLAMETTE MERIDIAN,
UMATILLA COUNTY, OREGON

SHEET
1

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C1	693.11'	1949.86'	20°22'00"	S25°16'00"W	689.47'
C2	1637.64'	1865.00'	50°18'39"	N17°22'25"E	1585.53'

0 500 1000

SCALE: 1 INCH = 500 FEET

N

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

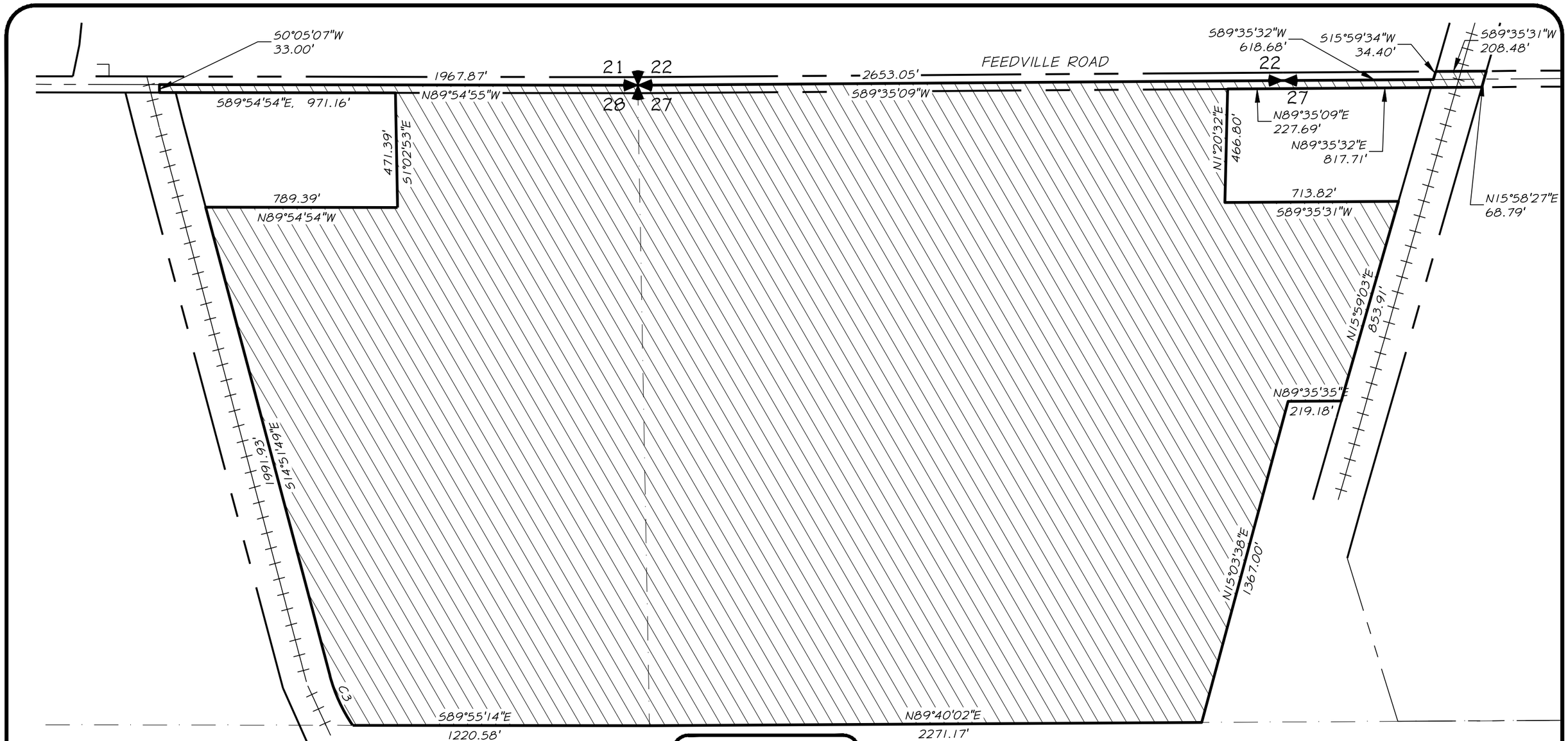
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E,
WILLAMETTE MERIDIAN,
UMATILLA COUNTY, OREGON

SHEET
2

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0 400 800

SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

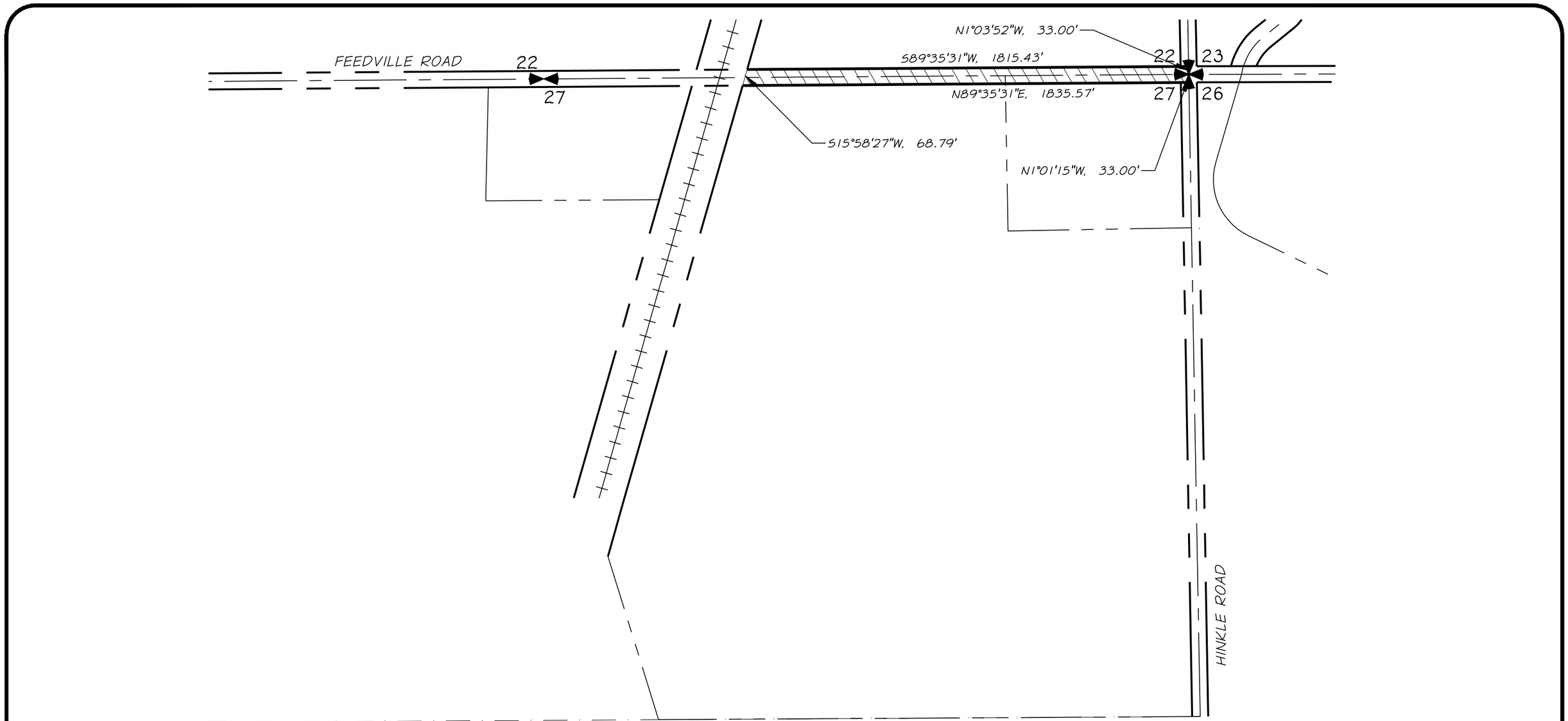
CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C3	225.60'	663.11'	19°29'34"	S24°36'36"E	224.51'

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
3

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0 400 800

SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

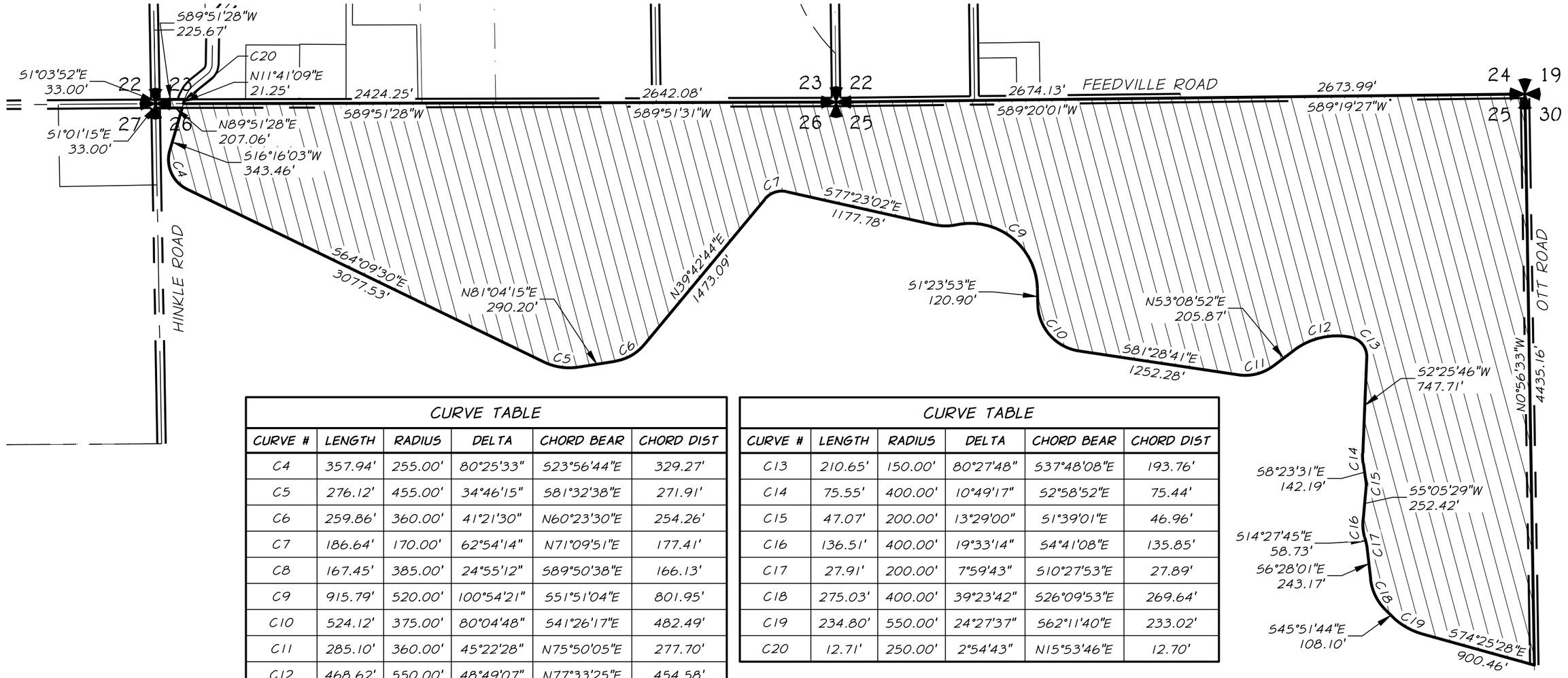
EXPIRES: 6/30/2026

anderson perry

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CITY OF HERMISTON, OREGON
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UMATILLA COUNTY, OREGON

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4

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C4	357.94'	255.00'	80°25'33"	S23°56'44"E	329.27'
C5	276.12'	455.00'	34°46'15"	S81°32'38"E	271.91'
C6	259.86'	360.00'	41°21'30"	N60°23'30"E	254.26'
C7	186.64'	170.00'	62°54'14"	N71°09'51"E	177.41'
C8	167.45'	385.00'	24°55'12"	S89°50'38"E	166.13'
C9	915.79'	520.00'	100°54'21"	S51°51'04"E	801.95'
C10	524.12'	375.00'	80°04'48"	S41°26'17"E	482.49'
C11	285.10'	360.00'	45°22'28"	N75°50'05"E	277.70'
C12	468.62'	550.00'	48°49'07"	N77°33'25"E	454.58'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C13	210.65'	150.00'	80°27'48"	S37°48'08"E	193.76'
C14	75.55'	400.00'	10°49'17"	S2°58'52"E	75.44'
C15	47.07'	200.00'	13°29'00"	S1°39'01"E	46.96'
C16	136.51'	400.00'	19°33'14"	S4°41'08"E	135.85'
C17	27.91'	200.00'	7°59'43"	S10°27'53"E	27.89'
C18	275.03'	400.00'	39°23'42"	S26°09'53"E	269.64'
C19	234.80'	550.00'	24°27'37"	S62°11'40"E	233.02'
C20	12.71'	250.00'	2°54'43"	N15°53'46"E	12.70'

0 800 1600

SCALE: 1 INCH = 800 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
5

Exhibit C

Findings of Fact for Hermiston Data Center Annexation

August 13, 2025

30580 Feedville Road

The planning commission shall make a recommendation to the city council upon determination that the annexation complies with the applicable criteria in §150.05 of the Hermiston Code of Ordinances relating to annexation.

A. §150.05(1) *The proposal is in conformance with all applicable state annexation requirements.*

Response:

1. The proposed annexation of the subject property is aligned with the City of Hermiston Comprehensive Plan, acknowledged as compliant by the State of Oregon, and codified in Code Section 156.02 of Title XV.
2. The City has received consent to annexation from the property owners for approximately 648 acres of land and an election was deemed not necessary by the city council on February 24, 2025 *(ORS 222.120(1))*
3. Notice of public hearing was published in the local newspaper for two consecutive weeks prior to the planning commission hearing on July 23 and 30, 2025. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record. *(ORS 222.120(3))*
4. Notice of public hearing was physically posted on the property on July 23, 2025. *(HZO §157.229(B))*
5. Affected agencies were notified. *(ORS 222.005)*
6. A public hearing of the planning commission was held on August 13, 2025. Comments received at the hearing are incorporated into the planning commission record. *(ORS 222.120(2))*
7. Notice of public hearing of the city council was published in the local newspaper for two consecutive weeks prior to the city council hearing on August 13 and 20, 2025. Notices were also posted in four public places in the city for a like period. Comments or remonstrances received have been incorporated into the record. *(ORS 222.120(3))*
8. A public hearing of the city council was held on August 25, 2025. Comments received at the hearing are incorporated into the record. *(ORS 222.120(2))*

The planning commission finds the proposal is consistent with all applicable state annexation requirements in ORS 222:

a. The city has received consent from the property owners within the affected area
b. An election has been deemed not necessary since consent from more than half the owners has been received
c. The property is contiguous with the existing city limits
d. All statutorily required notices have been published and posted

B. §150.05(2) *The property is contained within the urban portion of the urban growth boundary as identified on the comprehensive plan.*

Response:

9. Since the property is contiguous to the existing city limits located at the centerline of Feedville Road, the annexation is in accord with Comprehensive Plan Policy 4 which promotes compact urban development within and adjacent to existing urban areas to ensure efficient utilization of land resources and facilitates economic provision of urban facilities and services.
10. Annexation is consistent with Policy 5 which requires the city to establish a program for annexation and efficient and orderly provision of public services.
    a. Property is contained within the urban portion of the UGB (See Finding 11 below)
    b. Proposed development is consistent with applicable comprehensive plan policies and map designations (See Finding 11 below)
    c. All city services can be extended readily (See Findings 15-20 below)
    d. Property owner(s) is willing to bear costs associated with extension of sewer, water and roads except for major facilities -- e.g. sewer pump station or major water main -- necessary to facilitate later growth. (See Findings 15-20 below)
    e. Proposal is consistent with all applicable state requirements including ORS Chapter 222 governing annexations and Chapter 225 governing utility extensions. (See Findings 1-8 above)
11. The property is located within the urban portion of the urban growth boundary (UGB) as identified on the comprehensive plan map. The land was included in the urban growth boundary and assigned an urban comprehensive plan map designation by Ordinance No. 2374. The property is designated as “I” on the comprehensive plan. The I designation is an industrial comprehensive planning designation corresponding to the M-1, M-2, and HDC zoning designations on the city zoning map.

The planning commission finds that the property is contained within the urban portion of the urban growth boundary.

C. §150.05(3) *The proposed zoning is consistent with the underlying comprehensive plan designation*

Response:

12. The city proposes to annex the property with an M-2 zoning designation with an HDC overlay.
13. The proposed Heavy Industrial (M-2) zoning designation and HDC overlay are implementing zoning designations for the I comprehensive plan map designation.

The planning commission finds that the proposed zoning is consistent with the underlying comprehensive plan map designation.

D. §150.05(4) *Findings of fact are developed in support or denial of the annexation.*

Response:

14. This document, consisting of three pages of findings adopted by the planning commission on August 13, 2025 serves as findings of fact in support of annexation.

E. §150.05(5) *All city services can be readily extended, and the property owner is willing to bear costs associated with sewer, water, and roads.*

Response:

15. Utilities are available to service this property at several locations. An amendment to the city public facilities plan has been prepared to detail provision of public facilities and necessary upgrades for servicing of the property.
16. The public facilities plan amendment has been incorporated into the Hermiston comprehensive plan by Ordinance No. 2377.
17. The land is proposed for development with hyperscale data centers. The developer will be responsible for coordination with the city for implementation of the public facilities plan for these sites.
18. An analysis of road and intersection capacity has been prepared in compliance with OAR 660-012-0060.
19. The findings of the transportation analysis find that mitigation will be required at full development of the sites added to the UGB by Ordinance No. 2374.
20. The developer of hyperscale data centers on the property proposed for annexation will be required to participate in mitigation as recommended in the analysis in proportion to the site impacts as determined by site plan review of development.

The planning commission finds that all city services can be readily extended and the property owner is will to bear costs associated with sewer, water, and roads.

Hermiston Urban Growth Boundary Expansion and Related Plan and Code Amendments

DRAFT

Prepared by Winterbrook Planning in coordination with
the City of Hermiston and Umatilla County
Johnson Economics, Mackenzie, Kittleson Associates, and Anderson Perry

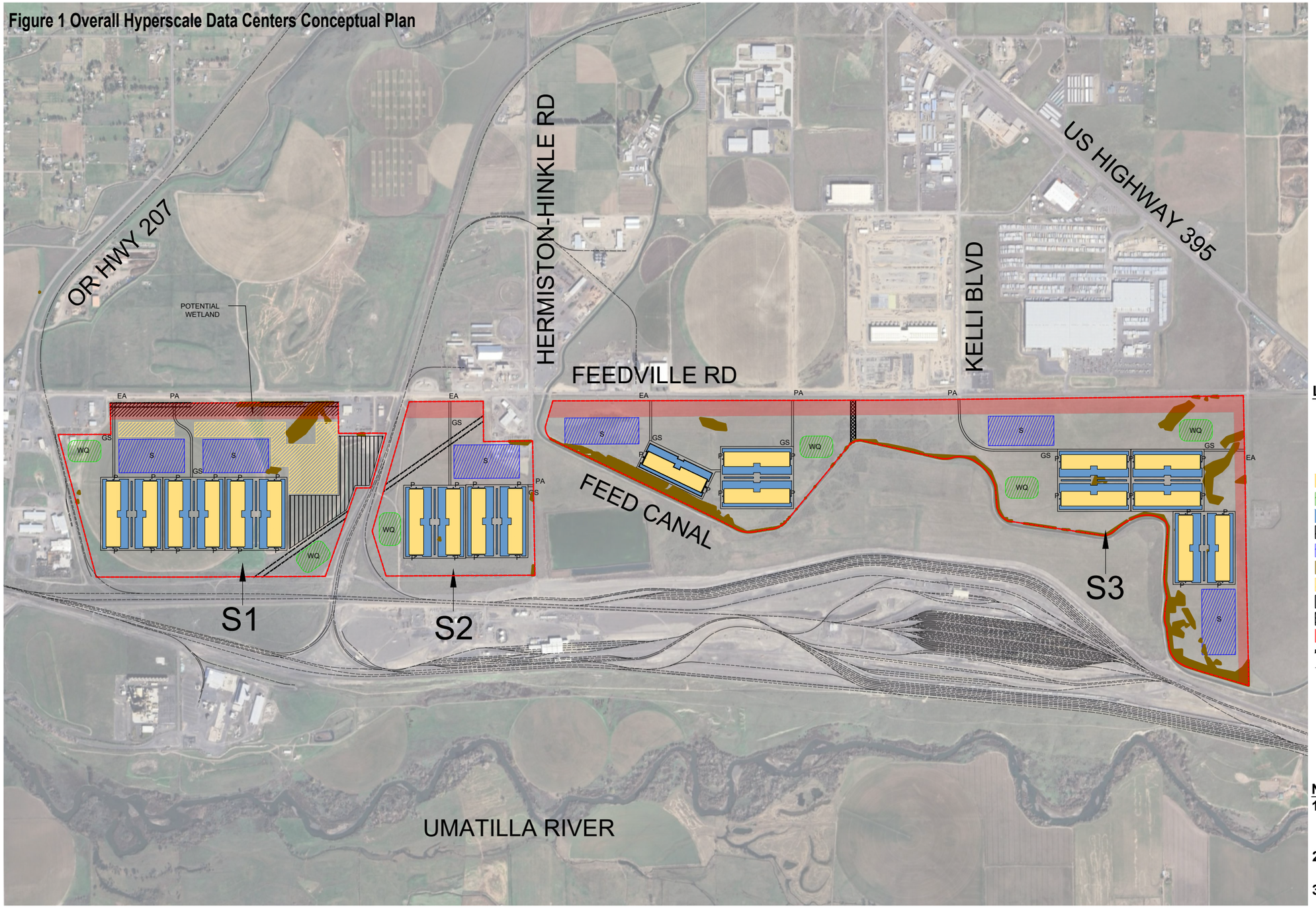




August 2025 Draft

Figure 1-1 Overall Hyperscale Data Centers Conceptual Plan

Figure 1 Overall Hyperscale Data Centers Conceptual Plan



LEGEND

- GS = GUARD SHACK AREA
- P = AUTO PARKING AREA
- EA = EMERGENCY ACCESS
- PA = PRIMARY ACCESS
- = BUILDINGS
- WQ = WATER QUALITY
- = YARD/SUPPORT AREAS
- = RESIDENTIAL BUFFER
- S = SUBSTATION
- = SLOPED AREAS (>5%)
- = FUTURE ACCESSORY BLDGS
- = EXISTING POWER/CELL AREA
- = FEED CANAL EASEMENT
- = FUTURE 150'/250' POWER CORRIDOR
- = EXISTING POWER EASEMENT
- = EXISTING RAILROAD

NOTES

1: TYPICAL BUILDING SIZE IS 200,000 SF - 250,000 SF EACH & 35' TALL
2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)

NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

750 0 375 750 1500 3000
(IN FEET)
1 inch = 1500 ft.

CITY OF HERMISTON
UGB EXPANSION | HYPERSCALE DATA CENTERS CONCEPT PLAN
7/1/2025

EXPANSION AREA - OVERALL

© 2025 | Mackenzie | 2230329.00

General Information

Applicant:	**City of Hermiston**
Representative:	Jesse Winterowd, AICP, Winterbrook Planning 610 SW Alder Street, Suite 810, Portland, OR 97205 503-827-4422 ext. 109 | Jesse@winterbrookplanning.com
Proposal:	**The proposed plan amendment package implements the 2024 Hermiston Economic Opportunities Analysis (EOA) by providing five suitable hyperscale data center (HDC) sites on land immediately south of the existing urban growth boundary (UGB).** (1) **Amend the Hermiston Comprehensive Plan (HCP) map** by expanding the UGB by 810 gross acres (including rights-of-way) and re-designate the UGB Expansion Area from County Heavy Industrial (HI) and Exclusive Farm Use (EFU) to **Urban Industrial/HDC.** (2) **Amend the HCP text** to reflect changes in population and employment forecasts, and to protect land within the UGB expansion area for their intended HDC uses. (3) **Adopt the 2025 Public Facilities Plan (PFP)** which demonstrates that the city can provide urban services efficiently to land within the existing UGB and the proposed UGB Expansion Area. (4) **Amend the City Land Utilization Ordinance (LUO) and the County Zoning Ordinance** to include a new **HDC Overlay** to ensure that land added to the UGB is reserved for HDCs and supporting uses. (5) **Amend the Umatilla County Zoning Map** for the Urban City Industrial/HDC Area to Industrial (M-2/HDC). (6) **Annex** the proposed UGB Expansion Area to the city of Hermiston.

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Appendices

Appendix A: Plan Amendment Package
1. Hermiston Comprehensive Plan (HCP) text and map amendments
2. Hermiston Public Facilities Plan (PFP)
3. Hermiston Land Utilization Ordinance (LUO) amendments – Hyperscale Data Center (HDC) Overlay

Appendix B: HDC Conceptual Development Plan
Appendix C: GIS Map Set (Winterbrook Planning, APA)
Appendix D: Transportation Assessment (TIA, Kittelson & Associates)
Appendix E: Public Facilities Study (APA)
1. UGB Alternatives Analysis
2. Public Facilities Study for the UGB Expansion Area

Appendix F: UGB Expansion Property Information
1. Tax Lot Numbers and Tax Assessors Maps
2. Property owner petition agreeing to annexation
3. Legal description of property proposed for annexation

Appendix G: Consolidated Plan Amendment Application Information
1. Council Resolution Initiating Application
2. November 2019 Zoning Determination Letter

Appendix H: Umatilla County, Neighboring City, State Agency and Interest Group Coordination
1. Affected Local Governments
2. Affected State Agencies

Appendix I: Additional Background Information
1. Water Supply Capacity Memorandum (Mark Morgan, Hermiston Water Department, July 14, 2025)
2. Data Center Water Use Facts (Mark Morgan, Assistance City Manager, May 2024)

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Adopted and Acknowledged Reference Documents

- Hermiston Economic Opportunity Analysis (EOA 2024)
- Hermiston Comprehensive Plan (HCP 2024)
- Hermiston Transportation System Plan (TSP 1997)
- Hermiston 2040 Community Vision Action Plan (2022)
- Hermiston-Umatilla County Joint Management Agreement (JMA – 2017)
- Umatilla County Comprehensive Plan (UCCP – latest edition)
- Umatilla County Transportation System Plan (UC-TSP 2002)

Abbreviations and Definitions

DLCD	Oregon Department of Land Conservation and Development
EFU	Umatilla County Exclusive Farm Use Zone
EOA	Economic Opportunities Analysis
HCP	Hermiston Comprehensive Plan
HDC	Hyperscale Data Center
HDC Overlay	Hyperscale Data Center Overlay: Plan Designation and Zone
JMA	Joint Management Agreement between Hermiston and Umatilla County
HMC	Hermiston Municipal Code
LCDC	Oregon Land Conservation and Development Commission
LUO	Hermiston Land Utilization Ordinance
OAR	Oregon Administrative Rules: **Goal 9 Rule** (OAR 660-009 Economic Development)

Goal 11 Rule (OAR 660-0011 Public Facilities and Services)
TPR (OAR 660-0012 Transportation Planning Rule)
UGB Rule (OAR 660-0024 Urban Growth Boundaries)

ODOT Oregon Department of Transportation

ORS Oregon Revised Statutes

PFP Hermiston Public Facilities Plan

Plan Amendment Package As used in this narrative, the "plan amendment package" includes the following amendments to land use plans and regulations necessary to implement the 2024 Hermiston Economic Opportunities Analysis (EOA) by providing suitable hyperscale data center (HDC) sites:

- Hermiston Comprehensive Plan (HCP) text and map changes
- Hermiston Urban Growth Boundary (UGB) expansion
- Public Facility Plan (PFP) adoption, and
- Land Usage Ordinance (LUO) text and map changes

Suitable Tracts Serviceable tracts (parcels with at least 20 acres under common ownership with at least 200 feet from existing or planned residential areas) with the characteristics required by the targeted employment use to operate. Suitable tracts include one or more suitable sites. As documented in the Hermiston EOA, HDCs require flat (≤ 5% slope), and serviceable sites with at least 100 acres outside the 100-year floodplain.

TIA Transportation Impact Analysis for UGB Expansion Area (Kittleson - 2025)

TSP Hermiston Transportation System Plan Update (Kittelson – 2025)

UGA Hermiston Urban Growth Area (unincorporated area within the UGB)

UGB Hermiston Urban Growth Boundary

UPRR Union Pacific Railroad

UCCP Umatilla County Comprehensive Plan

UCDC Umatilla County Development Code

Urban Land *"Areas immediately adjacent to the existing city limits where annexations in the near future are most likely to occur and where a full complement of urban service, including water, sewer and roads, can be readily extended. To assure efficient urbanization of these areas, detailed land use and public facilities planning has been undertaken."* (HCP Policy 4)

Urbanizable Land *"Outlying areas designated as urbanizable, only nodes of commercial, industrial and community service uses … have been designated on the comprehensive plan map. Detailed planning for these areas will occur as they are converted to urban land."* (HCP Policy 4)

Section 1. Introduction

Purpose of the Proposed Plan Amendment Package

The purpose of the proposed plan amendment package is to meet the short-term need for suitable hyperscale data center (HDC) sites. Separate UGB amendments will be needed in the future to meet intermediate to long-term large-site commercial, industrial, and additional HDC needs identified in the 2024 EOA.

The 2024 Hermiston Economic Opportunities Analysis (EOA) determined that the demand for suitable HDC sites is extremely high in Umatilla County, and that Hermiston is well-positioned to attract much of this demand. The EOA determined that:

- In 2023, Hermiston permitted two HDCs within its existing UGB, each which includes four data center buildings and a power substation. These two HDC sites cover about 215 acres.
- HDCs require sites with at least 100 suitable acres. Each suitable site can accommodate two large data center buildings supported by parking and an electrical substation. In some cases, additional land is needed for electrical transmission line easements servicing suitable HDC sites or because the site is irregularly shaped.
- Hermiston has no remaining employment sites larger than 50 acres within its UGB; hence the need for the proposed urban growth boundary (UGB) amendment.
- Nine additional 100+ acre HDC sites are needed to accommodate demand during the 20-year planning period. The proposed UGB expansion includes the equivalent of five suitable HDC sites, found in three separate tracts (land under common ownership) to accommodate short-term HDC site needs.

The proposed UGB Expansion Area includes the equivalent of five suitable sites to meet the short-term need for development-ready 100-acre+ HDC sites. Figure 1-1 shows the conceptual development plan for the five suitable HDC sites.

- Each HDC site is intended to include enough land for four data center buildings.
- The three tracts contain enough land to efficiently accommodate 19 data center buildings (the equivalent of approximately five sites of four buildings each).

The proposed **HDC Overlay** (**Appendix A.3**) will ensure that the UGB Expansion Area is reserved for HDC use. As shown in **Figure 1-1A** and **Figure 1-1B** (following pages), the proposed UGB Expansion Area includes the Feedville Road right-of-way and the northern half of the Hermiston Irrigation District's Feed Canal easement. The UGB Expansion Area is bordered by:

- North - the existing Hermiston UGB and an industrial exception area;[1]
- South - the Union Pacific Railroad (UPRR) industrial exceptions area, yard and tracks;
- East - the Stanfield UGB to the east; and
- West - an industrial exception area.

[1] Two small agricultural/commercial uses are located on EFU land south of Feedville Road: Purswell Pump and M&M Potato.

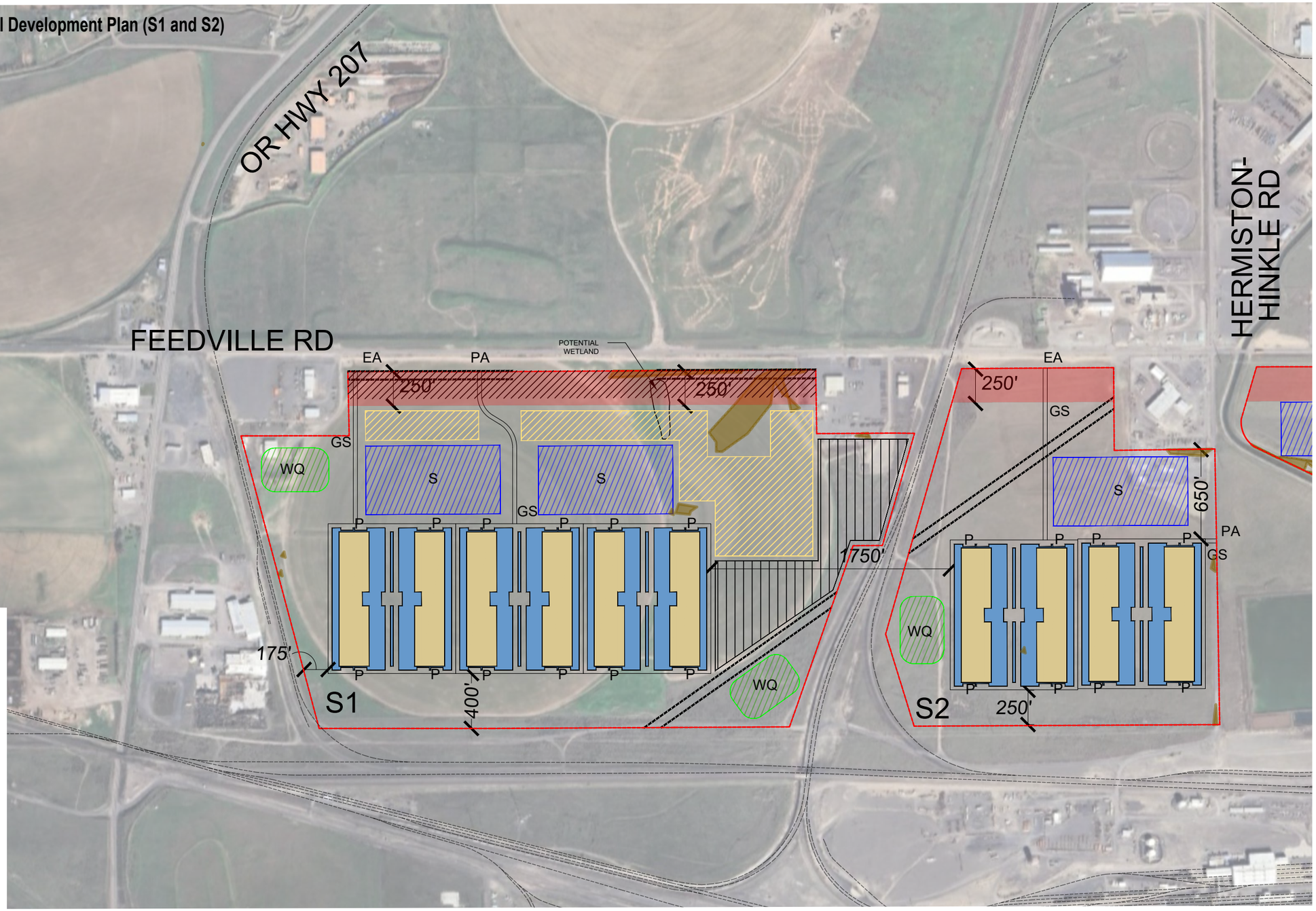
Figure 1-1A Hyperscale Data Center Conceptual Development Plan (S1 and S2)

LEGEND

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- = RESIDENTIAL BUFFER
- S = SUBSTATION
- = SLOPED AREAS (>5%)
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2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)



TRACT DATA	
S1	
TRACT AREA	±240.43 AC (220 SUITABLE ACRES)
BUILDING AREA	± 1,200,000 SF
PARKING	±240 SPACES
S2	
TRACT AREA	±120.35 AC (111 SUITABLE ACRES)
BUILDING AREA	± 800,000 SF
PARKING	±160 SPACES

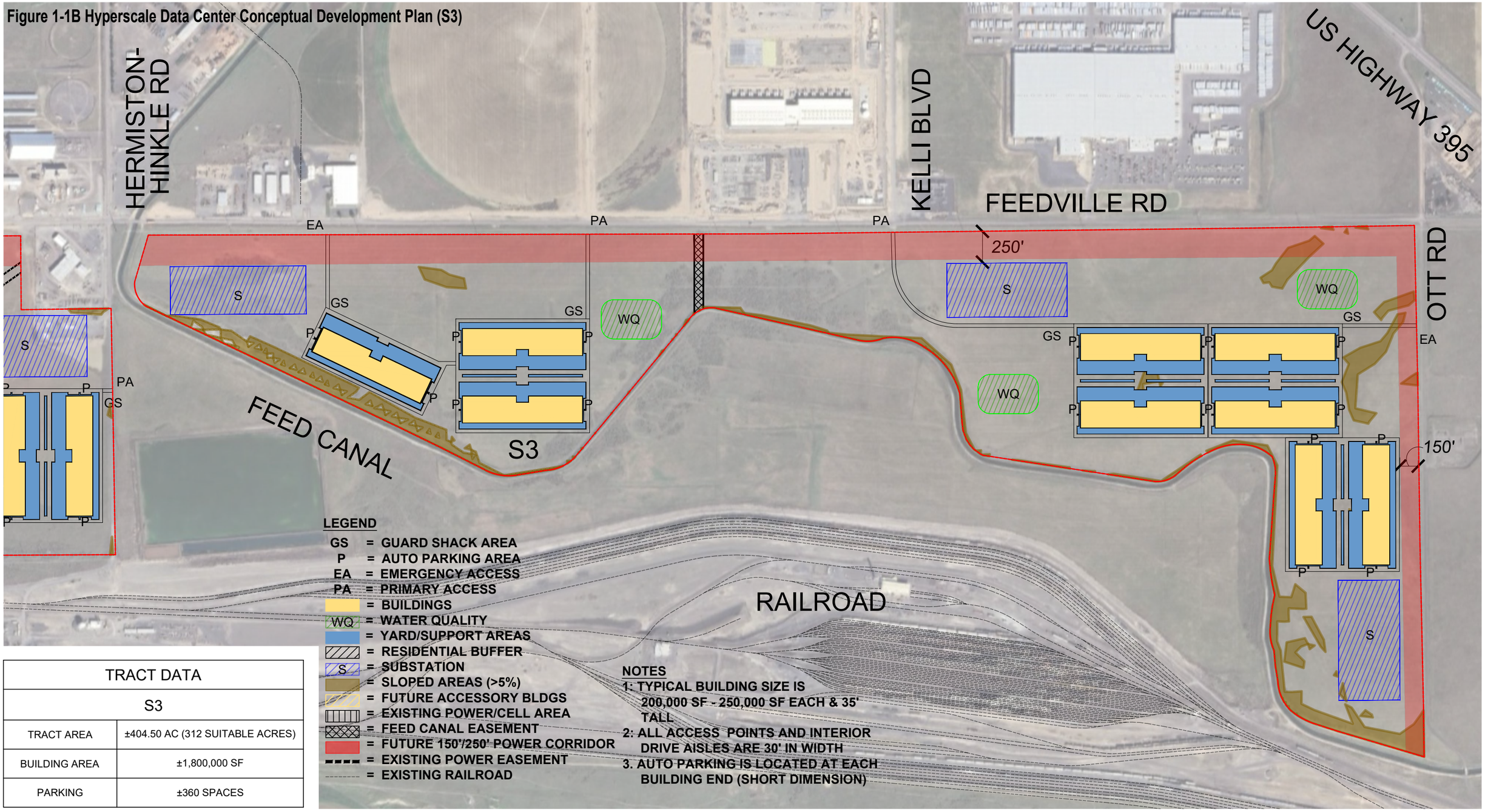
NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

375 0 187.5 375 750 1500
(IN FEET)
1 inch = 750 ft.

CITY OF HERMISTON
UGB EXPANSION | HYPERSCALE DATA CENTERS CONCEPT PLAN
7/1/2025

EXPANSION AREA - S1 & S2
© 2025 | Mackenzie | 2230329.00

Figure 1-1B Hyperscale Data Center Conceptual Development Plan (S3)



TRACT DATA	
S3	
TRACT AREA	±404.50 AC (312 SUITABLE ACRES)
BUILDING AREA	±1,800,000 SF
PARKING	±360 SPACES

LEGEND

- GS = GUARD SHACK AREA
- P = AUTO PARKING AREA
- EA = EMERGENCY ACCESS
- PA = PRIMARY ACCESS
- = BUILDINGS
- WQ = WATER QUALITY
- = YARD/SUPPORT AREAS
- = RESIDENTIAL BUFFER
- S = SUBSTATION
- = SLOPED AREAS (>5%)
- = FUTURE ACCESSORY BLDGS
- = EXISTING POWER/CELL AREA
- = FEED CANAL EASEMENT
- = FUTURE 150'/250' POWER CORRIDOR
- = EXISTING POWER EASEMENT
- = EXISTING RAILROAD

NOTES

1: TYPICAL BUILDING SIZE IS 200,000 SF - 250,000 SF EACH & 35' TALL
2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)

NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

375 0 187.5 375 750 1500
(IN FEET)
1 inch = 750 ft.

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Proposed Plan Amendment Package

The following HCP and LUO changes are needed to implement the EOA and are found in **Appendix A**:

- **HCP text and map amendments**:
  - Changes to HCP Policy 4 Orderly Urban Growth – to update background information consistent with the proposed UGB and HCP amendment package
  - Changes to HCP Policy 20 General Economic Development – to update background information consistent with the adopted 2024 EOA
  - Changes to HCP Policy 23 Provision of Public Facilities and Services and Policy 24 Water, Sewer and Storm Drainage – consistent with the proposed 2025 Hermiston PFP and to include information related to the replenishment of groundwater aquifers.
  - Changes to the Comprehensive Plan Map – to show the expanded UGB and areas redesignated from rural to Urban / Industrial with a HDC Overlay.
- **Hermiston LUO and Umatilla County Zoning Ordinance text and map amendments** to implement the acknowledged 2024 EOA, comply with the UGB Amendment Rule, HCP Policies 4 and 6, and the Joint Management Agreement (JMP) with Umatilla County.
- A new **Public Facilities Plan (PFP)** which shows how the city will serve the existing and expanded urban growth area (UGA) with critical public infrastructure, including wastewater, water, transportation and stormwater management facilities. Appendix 1 to the PFP incorporates information from the Public Facilities Study for the UGB Expansion Area (Appendix E.2 to this narrative) into the city-wide PFP.

Appendix F:

- **Annexation Map** – showing the precise location of the proposed annexation area.

Proposed UGB Expansion Area: HCP and Zoning Map Designations

Figure 1-2 (following pages) shows the proposed UGB Expansion Area in relation to the existing UGB. The UGB Expansion Area includes 810 gross acres:

- Five suitable HDC sites, located in three tracts, on about 764 gross acres – of which 643 acres are suitable for HDC uses.[2]
- To facilitate safe and efficient transportation and public facilities access to HDC sites, approximately 46 acres of existing public and railroad rights-of-way (including portions of Feedville Road, Highway 207, Ott Road, and UPRR tracks).

The city and county will designate each of these five sites Heavy Industrial (M-2) with an HDC overlay to ensure they are used exclusively for HDC uses. In preparation for the proposed UGB Expansion, Hermiston prepared a city-wide Public Facilities Plan (PFP) for the area within the existing UGB. **Figure 1-3A** through **Figure 1-3B** (following pages) show how the city intends to provide key urban services to the UGB Expansion Area. The Public Facilities Study for the UGB

[2] After excluding topographically constrained areas, existing and proposed easements, and required residential buffers.

Expansion Area (**Appendix A.2**) provides a project list and costs for necessary services. The Transportation Study for the Expansion Area (**Appendix D**) provides a discussion on necessary intersection improvements and approximate costs.

Figure 1-2 UGB Expansion Area – Comprehensive Plan Map and Zoning Designations

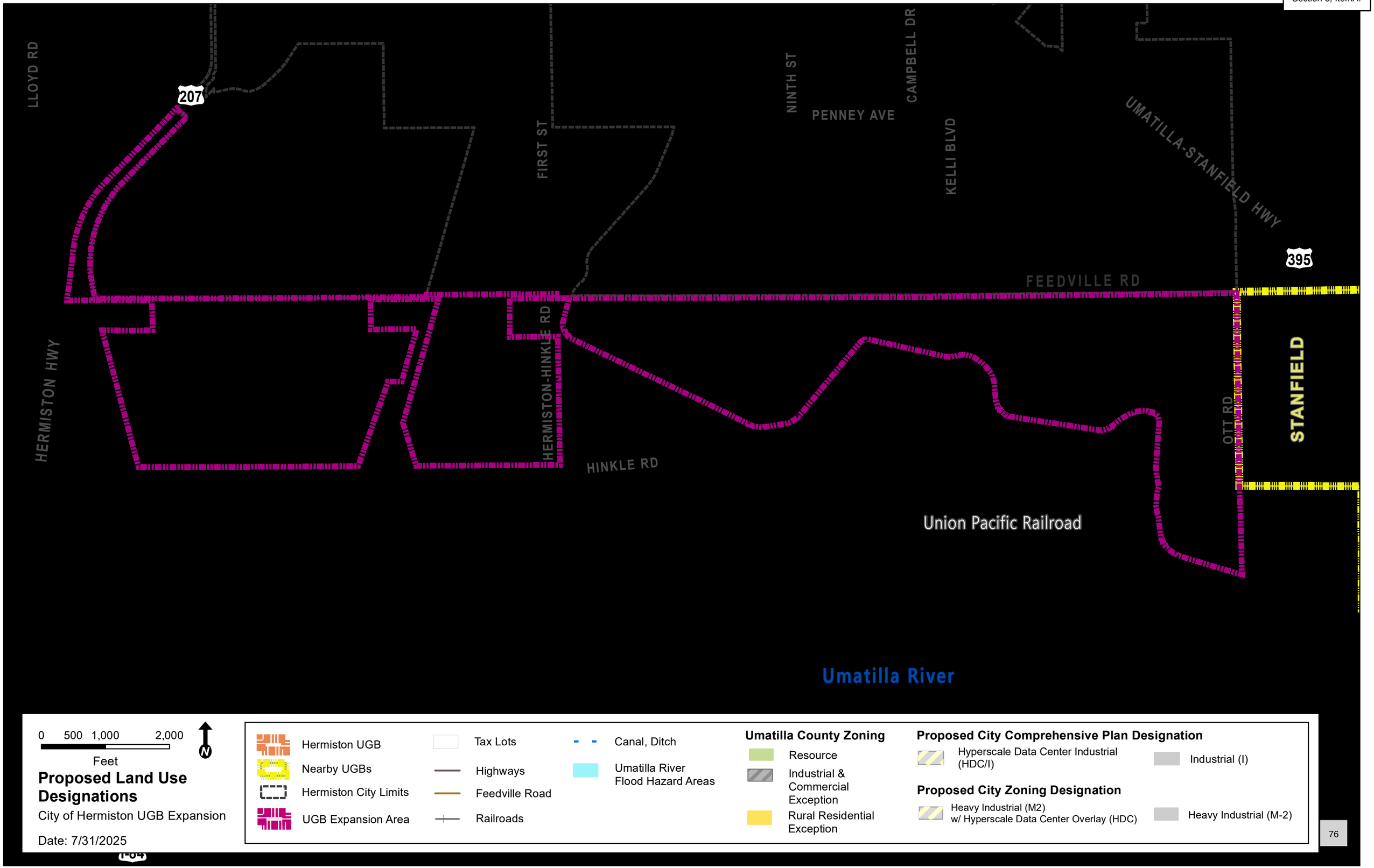
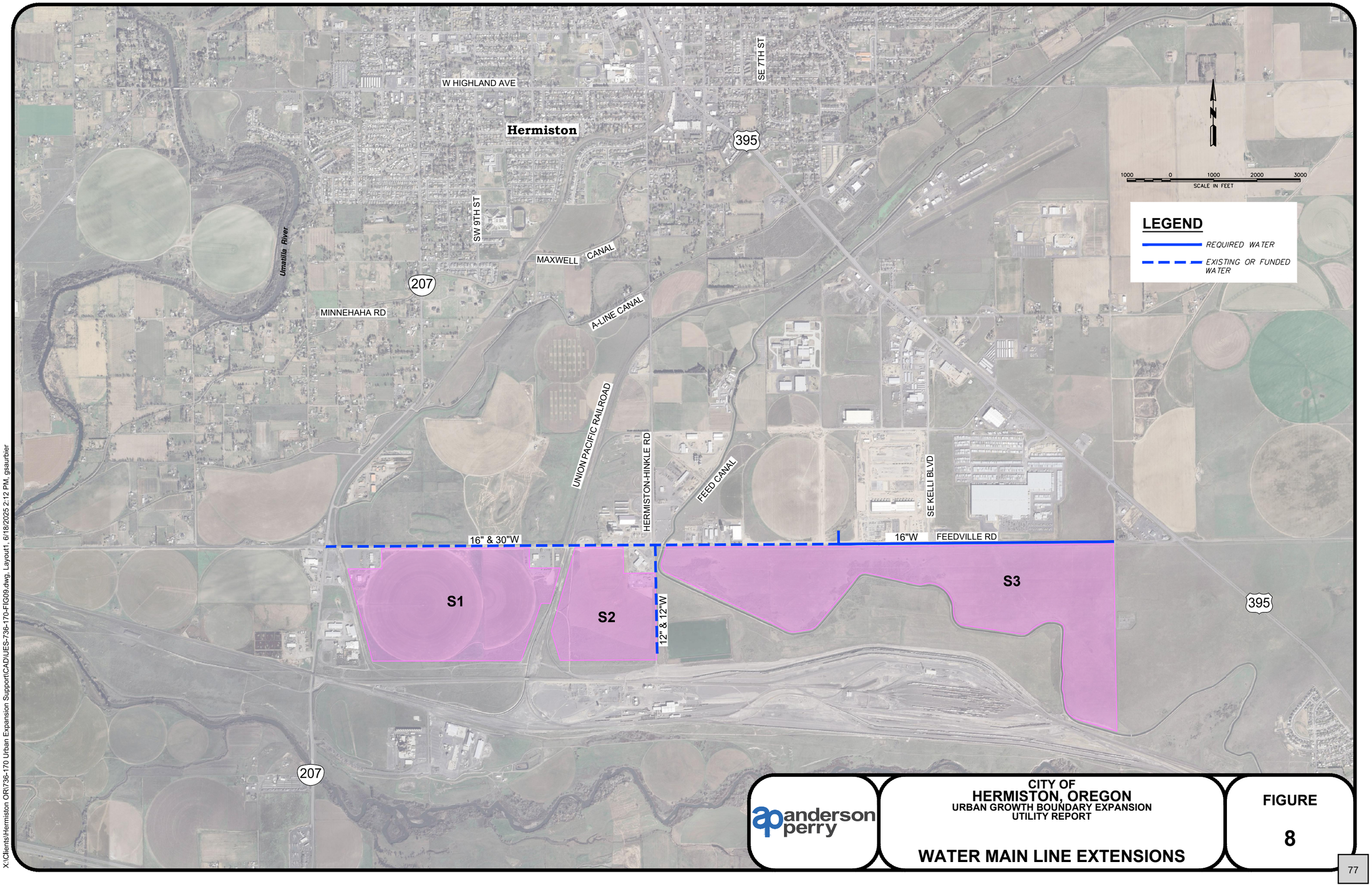


Figure 1-3A Planned Water Facilities Serving the UGB Expansion Area



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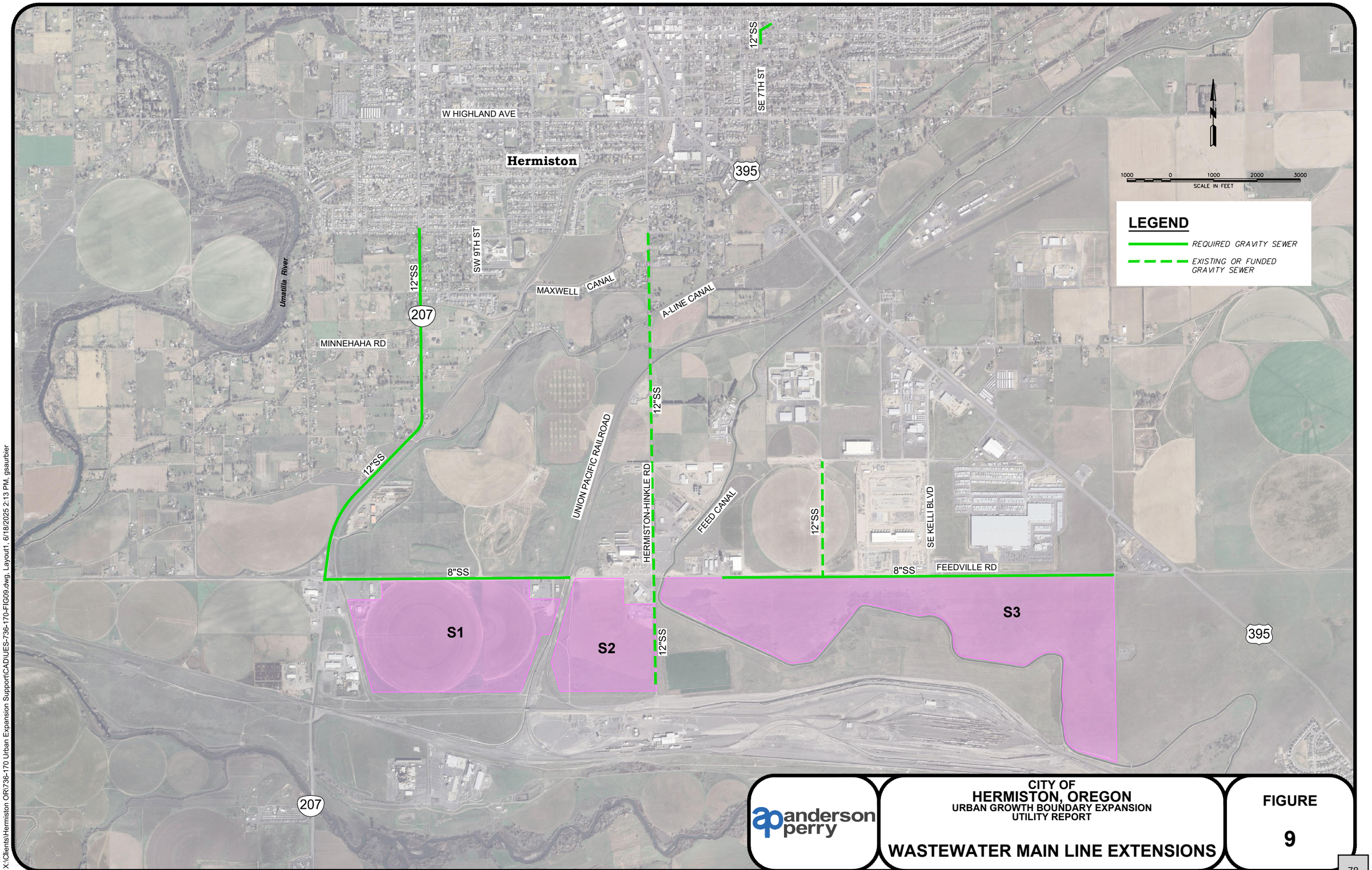
anderson perry

CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

WATER MAIN LINE EXTENSIONS

FIGURE
8

Figure 1-3B Planned Wastewater Facilities Serving the UGB Expansion Area



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anderson perry

CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

WASTEWATER MAIN LINE EXTENSIONS

FIGURE
9

Applicable Review Criteria and Narrative Organization

The burden of proof is on the applicant (the city) to demonstrate that the proposed legislative plan amendment package meets the review criteria set forth in Sections 1 and 2 below. Basically, the proposed amendment package must comply with applicable:

- Statewide planning goals and rules,
- HCP policies (including comprehensive plan text and map amendment requirements),
- LUO text and map amendment requirements,
- UCCP urbanization policies as implemented by JMA procedural requirements, and
- LUO annexation standards.

Each section of this narrative corresponds with the relevant review criteria. Quotations from applicable goals, rules, statutes, or local policies and criteria are shown in *italic font*. Winterbrook's responses are shown in standard font.

Section 2. Compliance with Goal 14, the UGB Rule, and Related HCP Policies

Statewide Planning Goal 14 Urbanization as implemented by the UGB Rule (OAR 660 Division 024) and HCP Policies 4 Orderly Urban Growth, 5 Annexation, and 6 Conversion, and the Joint Management Agreement (JMA) with Umatilla County.

Section 3. Compliance with Applicable Statewide Procedural Goals, Related HDC Policies, HCP and LUO legislative amendment requirements, and the JMA coordination requirements.

- **Statewide Planning Goal 1 Citizen Involvement** as implemented by HCP Policy 1 Citizen Involvement and LUO 157. 226 and 156.08 *et seq* related public hearings, notification, review and decision procedures.
- **Statewide Planning Goal 2 Land Use Planning** as implemented by HCP Policies 2 Planning Process, 3 Intergovernmental Coordination, and Section IV.A Comprehensive Plan Map.
- **The Joint Management Agreement with Umatilla County** related to the county's role in review and co-adoption of Comprehensive Plan amendments affecting unincorporated land.

Section 4. Compliance with Applicable Substantive Statewide Planning Goals, Rules and Related HCP Policies

- **Goal 5 Natural Resources** (OAR 660-023) as implemented by HCP Policy 7 Natural Resources. There are no significant Goal 5 natural resource sites within the proposed UGB Expansion Area; therefore, Goal 5 does not apply.
- **Goal 6 Air, Water and Land Resources Quality** as implemented by HCP Policy 8 Surface and Groundwater Resources, 11 Air Quality, and 12 Noise.
- **Goal 7 Natural Hazards** as implemented by HCP Policy 14 Natural Hazards and Development Limitations. There are no inventoried natural hazard areas within the UGB Expansion Area; therefore, Goal 7 does not apply.
- **Goal 8 Park and Recreation** Facilities (if applicable) as implemented by HCP Policy 16 Parks and Recreation. There are no planned park or recreation facilities within the UGB Expansion

Area. No residential development is proposed within the UGB Expansion Area that could generate the need for park and recreational facilities. Therefore, Goal 8 does not apply.

- **Goal 9 Economic Development** (OAR 660-009) as implemented by HCP Policy 18 General Industrial Development and Policy 20 General Economic Development and the 2024 EOA.
- **Goal 10 Housing** (OAR 660-008) The Hermiston Housing Capacity Analysis (HCA) indicates that the existing UGB has sufficient buildable land to accommodate 20-year housing need. No residential land is proposed in the UGB Expansion Area, and no housing-related changes are proposed to the HCP or the LUO. Therefore, continued compliance with Goal 10 is not affected by the proposed plan amendment package and Goal 10 does not apply.
- **Goal 11 Public Facilities and Services** (OAR 660-011) as implemented by HCP Policies 23 Provision of Public Services; 24 Water, Sewer, and Storm Drainage; and Policy 30 Private Utilities.
- **Goal 12 Transportation** (OAR 660-012-060) as implemented HCP Policy 34 Transportation System Plan and LUO 156.09 Transportation System Plan.
- **Goal 13 Energy Conservation** as implemented by HCP Policy 15 Energy Conservation.

Local Policy Basis

As documented below, approval of the proposed plan and code amendment package is necessary to implement applicable portions of the Hermiston Community Vision, the Hermiston Comprehensive Plan (HCP), and the 2024 Hermiston Economic Opportunities Analysis (EOA).

Community Vision

The adopted and acknowledged EOA carries out the city's 2040 Vision by supporting a "booming economy" that offers economic opportunities so that individuals and families can "thrive" by attracting "more business and job opportunities."

> ***HERMISTON 2040 VISION*** *A community where friendliness and opportunity abound. Welcome to Hermiston. Where life is sweet and our future is sweeter. In 2040, Hermiston is a community where everyone is welcome – whether you're visiting or looking for a place to call home, we provide a safe, beautiful, and close-knit community where neighbors help one another, and friendliness and opportunity abound. From a booming economy to recreational amenities, we have big city services rooted in small-town values.*
>
> ***GROWING + PROSPEROUS HERMISTON*** *As the fastest growing community in eastern Oregon, Hermiston is fostering sustainable growth that embraces the diversity of its growing population while preserving the small-town feel. Hermiston's individuals and families thrive in a community that offers access to economic opportunities, diverse retail offerings, housing options for all, and world-class education and support services.*
>
> - *Provide economic opportunities that allow individuals and families to thrive.*
> - *Promote sustainable growth that preserves the city's small-town feel.*
> - *Revitalize Hermiston's downtown – update the older buildings and attract businesses to Main Street.*

- *Attract more businesses and job opportunities.*

Hermiston Comprehensive Plan (HCP)

The proposed plan amendment package carries out the city's economic goals as expressed in the HCP. As stated in the HCP (p. III-22):

> *"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.*
>
> ***Vision** - To become the center of commercial and industrial activity in northeast Oregon providing an attractive, livable community utilizing adaptive, modern policies to capture economic development opportunities."*

The 2024 Economic Opportunities Analysis (EOA)

The EOA implements both Hermiston's vision statement and the HCP. The EOA (pp. 47-52) determined that 1,838 gross buildable acres are needed to meet long-term employment needs. Although the existing UGB has about 690 buildable employment acres, the city lacks large commercial, industrial, and suitable HDC sites.

The EOA (pp. 55-56) explains the critical importance of providing suitable sites for hyperscale data centers:

> *"The single largest growth industry in the Hermiston area is the data center industry, which has grown exponentially over the last ten years, and particularly the last six years. Multiple additional hyperscale data centers are under construction or planned at this time, each requiring 100 to 150 acres of appropriate land.*
>
> - ***Trends in this sector point to accelerating growth in coming years, with Oregon looking to be a top six national, and top 10 global location, if appropriate sites for expansion are available**.*
> - *The data center industry entails significant investment and on-going economic activity that supports long-term employment in other sectors. The size of this sector in Umatilla County will attract competitors, suppliers and support vendors, and construction firms for on-going expansion.*
> - *Other than the "information" and "construction" sectors directly impacted by data center development, sectors with the highest employment growth include health care, transportation/warehousing/utilities, tourism-related including dining, education.*
> - *The inventory of remaining buildable lands points to a lack of larger industrial sites. **After the completion of two [HDC] projects currently under construction, there will be no remaining sites large enough to accommodate hyperscale data centers.***

Given very strong growth trends in the data center industry, the established and growing local cluster, and known future projects under planning by credible investors, ***there is a need for as many as nine large sites of at least 100 acres, appropriate for hyperscale data centers****. The projected regional, national, and global trends in this industry support this demand if appropriate sites are available."*

Section 2. Compliance with Goal 14

Compliance with Goal 14, the UGB Rule (OAR 660-024), Relevant HCP Policies, and the Joint Management Agreement (JMA)

Each Oregon city must have an urban growth boundary (UGB) to separate urban and urbanizable land from rural land. Statewide Planning Goal 14 and the UGB Rule (OAR 660-024) set forth requirements that cities must meet to expand their UGBs.

UGB amendments are a cooperative process between the City of Hermiston and Umatilla County In addition to statewide standards, UGB amendments are also subject to relevant city and county urbanization policies.

The findings below explain why Hermiston's proposed UGB amendment package complies with Goal 14 as implemented by the UGB Rule, related Hermiston urban growth management policies, and the JMA between the city and Umatilla County.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Urban Growth Boundaries *Urban growth boundaries shall be established and maintained by cities, counties and regional governments to provide land for urban development needs and to identify and separate urban and urbanizable land from rural land. Establishment and change of urban growth boundaries shall be a cooperative process among cities, counties and, where applicable, regional governments. An urban growth boundary and amendments to the boundary shall be adopted by all cities within the boundary and by the county or counties within which the boundary is located, consistent with intergovernmental agreements […]*

Land Need Establishment and change of urban growth boundaries shall be based on the following*: (1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments, or for cities applying the simplified process under ORS chapter 197A, a 14-year forecast; and (2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need categories in this subsection (2).* ***In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need. Prior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary.***

Boundary Location *The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197A.320 or, for the Metropolitan Service District, ORS 197.298, and with consideration of the following factors: (1) Efficient accommodation of identified land needs; (2) Orderly and economic provision of public facilities and services; (3) Comparative environmental, energy, economic and social consequences; and (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

Urbanizable Land *Land within urban growth boundaries shall be considered available for urban development consistent with plans for the provision of urban facilities and services. Comprehensive plans and implementing*

measures shall manage the use and division of urbanizable land to maintain its potential for planned urban development until appropriate public facilities and services are available or planned.

Overview: The 2024 EOA identifies a need for 11 suitable sites to accommodate planned HDC development. HDC sites must have a minimum site size of 100 acres, on land outside the floodplain with slopes of 5% or less, that can be provided with urban services in an efficient manner. The EOA determined that (except for two HDC sites that are under construction totaling 215 acres), the existing UGB has no parcels designated for employment use with more than 50 acres. Therefore, the city must look outside the UGB for the nine remaining HDC sites.

- Winterbrook determined that there is only one "first priority" exception area parcel within the Study Area that meets HDC sites requirements. The Umatilla County Comprehensive Plan designates this HDC for rural Heavy Industrial (HI) use. This HI site is sandwiched between the UGB to the north and the UPRR tracks to the south.
- Therefore, the city must consider agricultural land to meet the need for the remaining eight suitable HDC sites.

Statewide Planning Goal 14 is implemented by the UGB Rule (OAR 660-024). The following narrative explains in detail why the proposed employment amendment package is consistent with each relevant UGB Rule section quoted below.

The UGB Amendment Rule

Land Need OAR 660-024-0040

OAR 660-024-0040 Land Need

(3) A local government may review and amend the UGB in consideration of one category of land need (for example, housing need) without a simultaneous review and amendment in consideration of other categories of land need (for example, employment need).

Response: Hermiston proposes to amend the UGB to meet a limited subset of employment land need: *i.e.*, the short-term need for five of nine suitable HDC sites. As shown in **Figure 1-1A** and **Figure 1-1B HDC Conceptual Development Plans**, the proposed UGB Expansion Area can accommodate the equivalent of five suitable HDC sites.

Future UGB amendments will address the intermediate to long-term need for four additional HDC sites, as well as large-site needs for general industrial and commercial uses identified in the EOA.

(5) […] the determination of 20-year employment land need for an urban area must comply with applicable requirements of Goal 9 and OAR chapter 660, division 9, and must include a determination of the need for a short-term supply of land for employment uses consistent with OAR 660-009-0025. Employment land need may be based on an estimate of job growth over the planning period; local government must provide a reasonable justification for the job growth estimate but Goal 14 does not require that job growth estimates necessarily be proportional to population growth. […]

Response: EOA Chapter VI Forecast of Employment and Land Need (pp. 38-46) explains the required linkage between 20-year population growth, projected employment, and employment land needs. The EOA (p. 40) summarizes the reasons why eleven HDC sites are needed in Hermiston

during the 20-year planning period, and why the city must should provide additional suitable and serviceable HDC sites to meet short-term HDC needs:

> **"Pace of Hyperscale Development Activity (Umatilla County and Hermiston)**
>
> As discussed in Section V, the data center industry has grown rapidly in the region over the past decade, with nine hyperscale data center campuses finished or under development in Umatilla County. Two campuses are currently under development in south Hermiston on E. Penney Avenue. These two campuses cover roughly 215 acres, include 8 individual data center buildings, and will house hundreds of future jobs which are reflected as future growth in the Information sector in Figure 6.3 below.
>
> In addition to these two campuses under development, there are multiple proposed additional hyperscale campuses in the immediate area of Hermiston. These campuses will be served by Hermiston infrastructure and utilities, and it is reasonable to assume that these would be Hermiston developments, even if located on land that is currently unincorporated and/or outside of the city's UGB. (As Section VII of this report discusses, there will be no suitably large sites remaining within the UGB after the build-out of the Penney Ave. sites.)
>
> Umatilla has experienced rapid growth in hyperscale campus development in the last decade, and particularly in the last six years. **Considering the pace of development over the past six years, plus anticipated additions over the next three years, Umatilla County alone has experienced the addition of one hyperscale data center per year on average.** If appropriate large sites continue to be available, Johnson Economics concludes that this pace will be sustainable for the foreseeable future, Sufficient interest in available sites has already been expressed by multiple developers to maintain this pace for the next ten years.
>
> This pace implies an estimated 20 new data center developments in northwest Umatilla County over the 20-year planning period of this report, of which Hermiston could reasonably expect to capture up to half if appropriate land is available.
>
> The proposed ongoing development of multiple new hyperscale campuses in the immediate Hermiston area is credible, being supported by a very large technology company that has proven its intent to build these facilities continuously and quickly in Umatilla County over the past decade.
>
> Based on this analysis, high employment growth has been forecasted in the Information sector as shown in Figure 6.3. As multiple data center developers have demonstrated that they have the intent and the resources to make these large investments on an ongoing basis, this analysis finds that they are not speculative and will happen if suitable sites are available."

OAR 660-024-0050 Land Inventory and Response to Deficiency

(1) When evaluating or amending a UGB, a local government must inventory land inside the UGB to determine whether there is adequate development capacity to accommodate 20-year needs determined in OAR 660-024-

0040. […] ***For employment land, the inventory must include suitable vacant and developed land designated for industrial or other employment use, and must be conducted in accordance with OAR 660-009-0015.*** […]

(4) If the inventory demonstrates that the development capacity of land inside the UGB is inadequate to accommodate the estimated 20-year needs determined under OAR 660-024-0040, the local government must amend the plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the city or by expanding the UGB, or both, and in accordance with ORS 197.296 where applicable. Prior to expanding the UGB, a local government must demonstrate that the estimated needs cannot reasonably be accommodated on land already inside the UGB. If the local government determines there is a need to expand the UGB, changes to the UGB must be determined by evaluating alternative boundary locations consistent with Goal 14 and applicable rules at OAR 660-024-0060 or 660-024-0065 and 660-024-0067. […]

Response: OAR 660-009-0015 Economic Opportunities Analysis sets forth requirements for preparing an EOA. The acknowledged Hermiston EOA met these requirements and provides the evidentiary basis for the proposed UGB expansion. The EOA (p. 56) provides a summary of employment land need and supply during the 20-year planning period.

*"**Employment Land Need.** The EOA analysis finds that the forecasted 20-year job growth by industry, will translate to a need for 1468 total gross acres of land zoned for employment uses. However, this includes an estimated 1,210 acres for hyperscale data center development. (There are two sites of roughly 215 acres currently under development as data center campuses that can be deducted from this total finding of need.*

Excluding data centers, an estimated 62% of the remaining land need is for other industrial users (Industrial, Warehouse, Business Park), and 38% of need is for commercial users (Office, Institutional, Retail).

A range of site sizes will be needed ranging from the small to the very large to accommodate the projected business expansion. Different commercial and industrial users have different site requirements driven by the specific nature of their business operations, firm size, location and infrastructure requirements, and other factors.

Adequacy of Employment Land Supply The Buildable Land Inventory (BLI) of employment lands completed in conjunction with the EOA found a total of 690 buildable acres in commercial, industrial and mixed-use zones. While this total supply exceeds the total forecasted need (excluding data centers), the zoning categories, site sizes and site characteristics of the available supply do not fully meet the forecasted demand.

The following is a summary of findings on the adequacy of available employment sites compared to the forecasted need:

- *For commercial users, the forecasted need for sites of different sizes does not match the current supply. The estimated demand for commercial sites (retail/office/institutional) exceeds the current supply. There is a deficit of commercial sites of nearly all site sizes over 5 acres.*

- *For industrial users, there is a discrepancy between the size of sites needed and those available. Most notably there is a deficit of suitable large industrial sites (>50 acre), and a deficit of mid-sized (5-30 acre) industrial sites.*

Given very strong growth trends in the data center industry, the established and growing local cluster, and known future projects under planning by credible investors, there is a need for as many as nine large sites of at least 100 acres, appropriate for hyperscale data centers. The projected regional, national, and global trends in this industry support this demand if appropriate sites are available."

The EOA concludes that the existing UGB is in the process of accommodating two HDCs (i.e., building permits have been issued). However, no additional sites are available within the UGB to accommodate the need for nine additional 100+ acres sites. This is why the city proposes to expand the UGB to meet the immediate need for HDC sites.

(6) When land is added to the UGB, the local government must assign appropriate urban plan designations to the added land, consistent with the need determination and the requirements of section (7) of this rule, if applicable. ***The local government must also apply appropriate zoning to the added land consistent with the plan designation or may maintain the land as urbanizable land until the land is rezoned for the planned urban uses, either by retaining the zoning that was assigned prior to inclusion in the boundary or by applying other interim zoning that maintains the land's potential for planned urban development****. The requirements of ORS 197.296 regarding planning and zoning also apply when local governments specified in that statute add land to the UGB.*

(7) ***Lands included within a UGB pursuant to OAR 660-024-0065(3) to provide for a particular industrial use, or a particular public facility, must be planned and zoned for the intended use*** *and must remain planned and zoned for that use unless the city removes the land from the UGB.*

Response: Hermiston has prepared a conceptual development plan for the proposed UGB Expansion Area, which shows how this land can be provided with urban services in the short-term to meet HDC site requirements.

- As shown in **Figure 2-2**, the city proposes to designate the entire UGB Expansion Area "Industrial/HDC" when it is added to the UGB.
- **Amended HCP Policy 4** calls for protecting the UGB Expansion Area for planned HDC uses by applying an HDC overlay.
- The city requests that the county rezone the Urban Industrial/HDC area M-2/HDC to ensure that the land will develop exclusively for HDC and supporting uses as called for in the conceptual development plan.
- The city proposes to annex the land as part of this consolidated land use application, thereby enabling the city to provide urban services in accordance with the **HDC Conceptual Development Plans (Figure 1-1A** and **Figure 1-1B)** and the **PFP for the UGB Expansion Area (Figure 1-3A** through **Figure 1-3B**, **Appendix E.2**, and **Appendix D)**.

Establishment of a Study Area OAR 660-024-0065

OAR 660-024-0065 Establishment of Study Area to Evaluate Land for Inclusion in the UGB

(1) When considering a UGB amendment to accommodate a need deficit identified in OAR 660-024-0050(4) (i.e., a need that cannot be met within the existing UGB), a city outside of Metro must determine which land to add to the UGB by evaluating alternative locations within a "study area" established pursuant to this rule. To establish the study area, the city must first identify a "preliminary study area" which shall not include land within a different UGB or the corporate limits of a city within a different UGB. The Preliminary Study Area shall include:

(a) All lands in the city's acknowledged urban reserve, if any;

(b) All lands that are within the following distance from the acknowledged UGB: […] (B) For cities with a UGB population equal to or greater than 10,000: one mile;

(c) All exception areas contiguous to an exception area that includes land within the distance specified in subsection (b) and that are within the following distance from the acknowledged UGB: […] (B) For cities with a UGB population equal to or greater than 10,000: one and one-half miles;

Response: Hermiston has a population of greater than 10,000. **Figure 2-1** (following page) shows the Preliminary Study Area. The Preliminary Study Area excludes the Umatilla UGB to the northwest and the Stanfield UGB to the southeast and includes roughly equal proportions of agricultural land (zoned EFU-20, EFU 40 and EFU/FI) and rural residential, commercial and industrial exception areas (zoned RR-2 and RR-4, AB, HI and C).

UMATILLA

RLI/AR RSC LI EFU-40 EFU-

RR-4 RR-4

UDR EFU I-82 MCNARY HWY RR-2 LI 395 SC RR-2 CRC CRC

EFU-40

EFU-20 EFU-20

MCNARY HWY HERMISTON HWY

HERMISTON

EFU-20 RR-10 RR-2

I-82 395

RR-4

EFU-40

EFU-40 EFU-20 RR-4 EFU/FI

DI - U 207 395 EFU

RLI FEEDVILLE RD FEEDVILLE RD

32 LI RTC EFU/FI AB EFU/FI AB EFU/FI

LI/LU HI/AR HI

Umatilla River Union Pacific Railroad

STANFIELD

I-84 I-84 AB EFU/AR EFU RRSC/LU EFU-40

Study Area

City of Hermiston
UGB Expansion

- Study Area
- Hermiston UGB
- Nearby UGBs
- Hermiston City Limits
- Tax Lots
- Highways
- Feedville Road
- Railroads
- Canal, Ditch
- Umatilla River Flood Hazard Areas

Umatilla County Zoning

- Resource
- Industrial & Commercial Exception
- Rural Residential Exception

0 1,250 2,500 5,000

Feet

N

Date: 4/24/2025

Required HDC Site Characteristics

OAR 660-024-0065 Establishment of Study Area to Evaluate Land for Inclusion in the UGB

(3) ***When the primary purpose for expansion of the UGB is to accommodate a particular industrial use that requires specific site characteristics,*** *or to accommodate a public facility that requires specific site characteristics, and the site characteristics may be found in only a small number of locations, the preliminary study area may be limited to those locations within the distance described in section (1) or (2), whichever is appropriate, that have or could be improved to provide the required site characteristics. For purposes of this section:*

(a) The definition of "site characteristics" in OAR 660-009-0005(11) applies for purposes of identifying a particular industrial use.

OAR 660-009-0005(11) and (12)

(11) ***"Site Characteristics" means the attributes of a site necessary for a particular industrial or other employment use to operate. Site characteristics include, but are not limited to, a minimum acreage or site configuration including shape and topography****, visibility, specific types or levels of public facilities, services or energy infrastructure, or proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes.*

(12) ***"Suitable" means serviceable land designated for industrial or other employment use that provides, or can be expected to provide the appropriate site characteristics for the proposed use.***

Response: The purpose of the proposed UGB expansion is to provide five suitable HDC sites with at least 100 serviceable acres or more, as shown **on Figure 1-1A** and **Figure 1-1B, the Conceptual Development Plans** and **Figure 1-2, UGB Expansion Area – Proposed HCP Plan and Zoning Designations**. The acknowledged EOA includes a technical memorandum prepared by Mackenzie (pp. 2-5) that focuses in more detail on the siting requirements of HDCs. Quoting from this memorandum:

> *"Based on the EOA's identified need for hyperscale data centers, the remainder of this report discusses the characteristics and site needs of these modern very-large data centers. This analysis is intended to augment the prior siting criteria work noted above, to address the evolution of the data center industry over the past decade. By way of context, in 2010, the ratio of energy consumption for hyperscale and cloud data centers was 13% of the total and 87% for other types. As of 2022, hyperscale demand increased to 77%.*
>
> *Hermiston's proximity to the Columbia River and major electrical transmission lines makes the area desirable for hyperscale data center campuses, as evidenced by several recent developments by Amazon Web Services (AWS) in Morrow and Umatilla Counties. The following sections of this report primarily focus on the siting criteria for the hyperscale category of data center facilities, based on information derived from trade organizations, literature, an end user, and Mackenzie engineering staff.*
>
> ***Hyperscale Data Center Site Criteria*** *The availability of sufficient, affordable, and dependable electricity and water supply are critical factors driving site selection for data center development. Due to the need for data centers to stay in continuous*

operation, low natural hazard and security risks are also critical. There is also preference for milder climates, which reduces cooling demand and in turn, electricity, and water consumption.

Site and Building Characteristics *The typical site size for a hyperscale data center campus is 100 acres or more, including four or more buildings at 200,000 square feet (SF) to 250,000 SF each, with 5-10 acres for dedicated electrical substations. For hyperscale data centers, the minimum site size per building is approximately 25 acres; however, recent trends in Eastern and Central Oregon show that the development generally consists of four or more buildings on 100+ acres. For new hyperscale data center development, 100 acres is the minimum site size, with recent examples in Eastern Oregon averaging roughly 110 acres, and scaling to more than 150 acres in some cases.*

While sites can have a variety of shapes, the minimum dimension is determined by the length of the data center buildings. Recent examples of hyperscale buildings range from 1,000 feet to 1,150 feet in length. Sites need to be large enough to contain these large buildings plus associated parking and circulation, utilities, supportive infrastructure, and buffers.

Site topography should be relatively flat, with a maximum grade of 5%, and site shape should accommodate large rectangular building(s). Building facilities, accompanying substations, and access roads should be located outside of areas of special flood hazard (i.e., 1% annual chance or "100-year" floodplain on Flood Insurance Rate Maps issued by the Federal Emergency Management Agency)."

Location *Sites should be within 30 miles of an interstate highway or freight route. Frontage on major streets is not necessary as data centers do not rely on or benefit from high daily vehicle or pedestrian traffic, so facilities can be removed from major arterials. Proximity to marine ports and airports is generally not necessary. Proximity to rail lines is also not necessary.*

Due to the noise produced by cooling equipment and backup generators, proximity to residential zones or other sensitive uses may be undesirable. While it is typically possible to mitigate those effects through building and landscape design, providing separation between hyperscale data centers and residential uses is typically desired to avoid these conflicts and to minimize exposure to potential emissions from back-up generators.

Utilities

Water Data centers utilize large amounts of water for cooling equipment. In some cases, the water demand for data centers is estimated based on their energy use, which is measured in megawatt-hours (MWh). The estimated water demand is 1,000 gallons per day per acre, which requires a minimum 12" high-pressure supply line per Mackenzie engineering staff.[5] www.energy.gov/eere/buildings/data-centers-and-servers.

Sanitary Sewer According to Mackenzie civil engineers, a minimum 8" service line is required if the site is reliant on sanitary sewer. Some hyperscale data center projects have developed alternative methods of disposing or reusing wastewater that does not

require disposal of cooling water via sanitary sewer. Individual projects will therefore differ in their sanitary sewer requirements based on the proposed approach. Natural Gas Natural gas supply is not required; however, a minimum 4" service line where available increases the marketability of sites and is highly recommended.
Electricity Data centers have a very high demand for electricity to power and cool equipment. Cooling the equipment accounts for approximately 40% of total energy consumption. The minimum power requirement per building is 60 megawatts (MW), so a prototypical four-building campus would require a minimum supply of 240 MW. This level of demand requires a dedicated substation, typically 5-10 acres in size. Redundancy is required to ensure data centers can operate without interruption. According to the U.S. Department of Energy (DOE), data centers collectively account for about 2% of total U.S. electricity use. Backup generators, typically diesel-powered, are also required.
Telecommunications Data center facilities require major telecommunications infrastructure including fiber optic service and route diversity.

***Transportation** Sites require adequate access and circulation for truck traffic and fire apparatus. Proximity to public transit, airports, marine ports, or railroads is not required. Data centers generate minimal traffic, so frontage on high-capacity road classifications is not critical to site selection. The Industrial Development Competitiveness Matrix specifies trip generation capacity in terms of average daily trips per acre (ADT/ac), but this metric does not account for floor area ratio (FAR), which can vary significantly between single- and multi-story developments. Therefore, it may be more appropriate to based trip generation on floor area. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, the average daily trip (ADT) generation rate for Land Use Code 160 (Data Center) is 0.99 trips per 1,000 SF (KSF) of gross floor area (GFA), though ITE notes this rate is based on a limited data set.*

***Security** Sites require gated access, security lighting, and enhanced security systems to ensure data remains secure and systems stay online. Proximity to buildings or infrastructure which may be vulnerable to attack is a factor in evaluating site suitability.*

***Natural Hazards** Due to the need for the facility to be in continuous operation, sites must have minimal seismic, flood, or other natural hazard risk exposure."*

Thus, HDC sites must have at least 100 contiguous acres of suitable land within the study area, outside the 100-year floodplain, with slopes of 5% or less, at least 200 feet from residential uses, and of sufficient depth and width to allow for the construction of four rectangular buildings and a power substation. For a site to be suitable and available, it must be privately owned and available for sale to a private industrial user.[3]

(6) For purposes of evaluating the priority of land under OAR 660-024-0067, the "Study Area" shall consist of all land that remains in the Preliminary Study Area described in section (1), (2) or (3) of this rule after adjustments to the area based on sections (4) and (5), provided that when a purpose of the UGB expansion is to

[3] As documented in Appendix I, the Union Pacific Railroad (UPRR) owns several hundred acres of EFU land near the Hinkle rail yard. Most of this land is needed by UPRR for existing and future operations. However, UPRR is willing to sell land north of the Feed Canal for future industrial purposes. This potential site is identified on Figure 2-2 and Table 1 as the South 3 (S3) tract. Although this tract contains 379 acres, its irregular shape allows the equivalent of two properly-configured HDC sites of 100 acres or more.

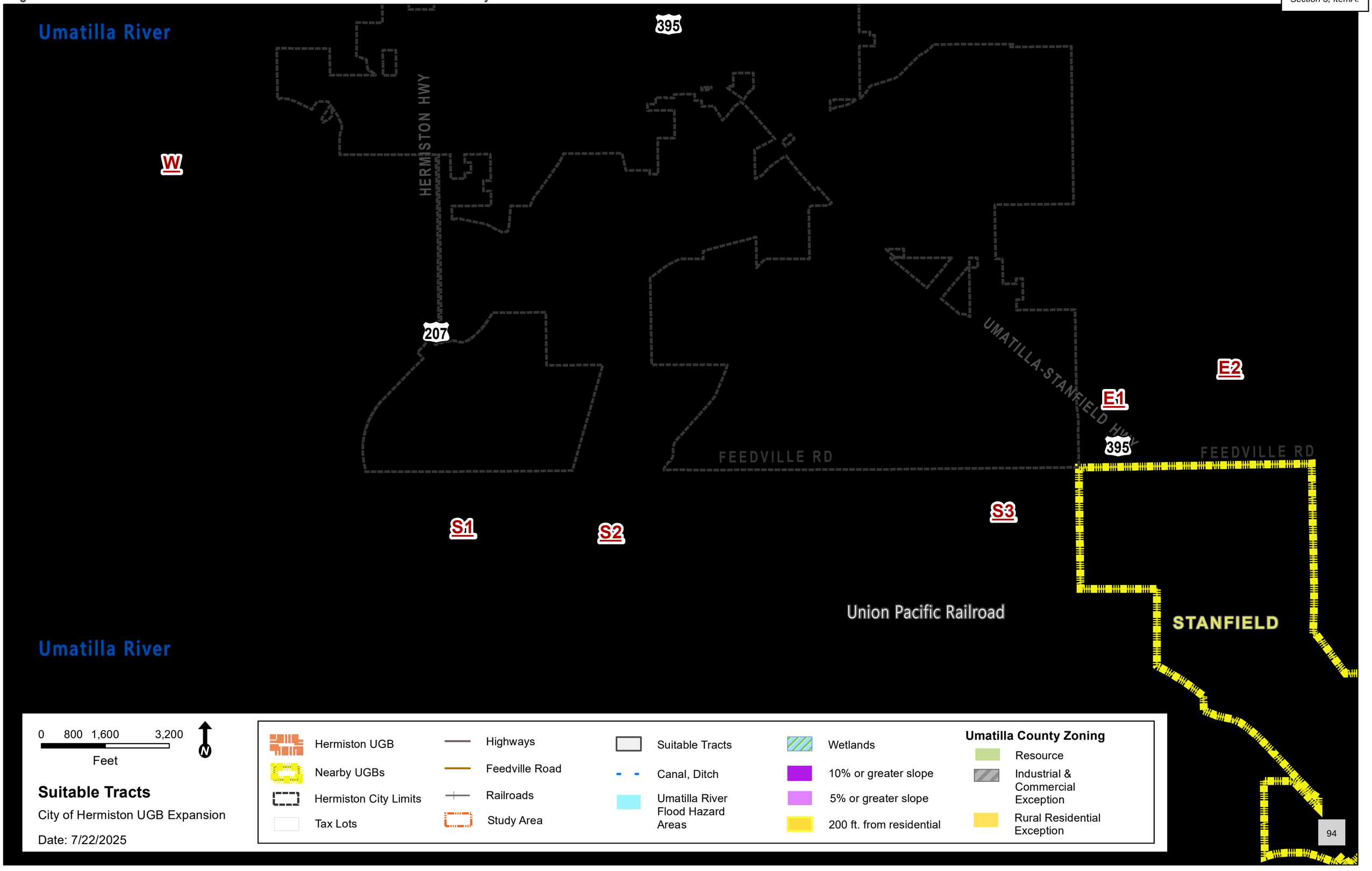
accommodate a public park need, the city must also consider whether land excluded under subsection (4)(a) through (c) of this rule can reasonably accommodate the park use."

Response: Figure 2-2 shows the **Preliminary Study Area**. No land has been subtracted from the Preliminary Study Area based on OAR 660-024(4) and (5). No park uses are proposed within the UGB Expansion Area. Thus, the Study Area and the Preliminary Study Area are the same.

Figure 2-2 (following page) shows six suitable HDC tracts (suitable parcels with at least 100 acres under common ownership)[4] within the Study Area. Each of these tracts has one or more suitable HDC sites with at least 100 acres of suitable land in common ownership – after discounting land with slopes of 5% or greater, within a 200-foot buffer from residential uses, and outside the 100-year floodplain. The next section of this narrative addresses UGB Rule priorities for UGB expansion.

[4] To determine HDC tracts, Winterbrook used GIS technology to identify all contiguous parcels of 20 acres or more under common ownership to identify "tracts" of 100 acres or more. Parcels separated by roads, rivers or canals were not considered "contiguous." For example, a 20-acre parcel next to two 40-acre parcels (120 acres total) with the same owner would qualify as an HDC tract. Winterbrook then applied HDC suitability criteria to determine the number of suitable HDC sites within each tract. For example, land within the 100-year floodplain was subtracted from the base acreage.

Figure 2-2 Suitable HDC Tracts with One or More Suitable HDC Sites within the Study Area



Priorities for UGB Expansion OAR 660-024-0067

OAR 660-024-0067 Evaluation of Land in the Study Area for Inclusion in the UGB; Priorities

(1) A city considering a UGB amendment must decide which land to add to the UGB by evaluating all land in the Study Area determined under OAR 660-024-0065, as follows:

(a) Beginning with the highest priority category of land described in section (2), the city must apply section (5) to determine which land in that priority category is suitable to satisfy the need deficiency determined under OAR 660-024-0050 and select for inclusion in the UGB as much of the land as necessary to satisfy the need.

(b) If the amount of suitable land in the first priority category is not sufficient to satisfy all the identified need deficiency, the city must apply section (5) to determine which land in the next priority is suitable and select for inclusion in the UGB as much of the suitable land in that priority as necessary to satisfy the need. The city must proceed in this manner until all the land need is satisfied, except as provided in OAR 660-024-0065(9).

(c) If the amount of suitable land in a particular priority category in section (2) exceeds the amount necessary to satisfy the need deficiency, the city must choose which land in that priority to include in the UGB by applying the criteria in section (7) of this rule.

(d) In evaluating the sufficiency of land to satisfy a need under this section, the city may use the factors identified in sections (5) and (6) of this rule to reduce the forecast development capacity of the land to meet the need.

(e) Land that is determined to not be suitable under section (5) of this rule to satisfy the need deficiency determined under OAR 660-024-0050 is not required to be selected for inclusion in the UGB unless its inclusion is necessary to serve other higher priority lands.

(2) Priority of Land for inclusion in a UGB:

(a) ***First Priority is*** *urban reserve,* ***exception land****, and nonresource land. Lands in the Study Area that meet the description in paragraphs (A) through (C) of this subsection are of equal (first) priority* […]

(b) Second Priority is marginal land: land within the Study Area that is designated as marginal land under ORS 197.247 (1991 Edition) in the acknowledged comprehensive plan. […]

(c) Third Priority is forest or farm land that is not predominantly high-value farm land: land within the Study Area that is designated for forest or agriculture uses in the acknowledged comprehensive plan and that is not predominantly high-value farmland as defined in ORS 195.300, or that does not consist predominantly of prime or unique soils, as determined by the United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS). In selecting which lands to include to satisfy the need, the city must use the agricultural land capability classification system or the cubic foot site class system, as appropriate for the acknowledged comprehensive plan designation, to select lower capability or cubic foot site class lands first.

(d) ***Fourth Priority is agricultural land that is predominantly high-value farmland****: land within the Study Area that is designated as agricultural land in an acknowledged comprehensive plan and is predominantly*

high-value farmland as defined in ORS 195.300. A city may not select land that is predominantly made up of prime or unique farm soils, as defined by the USDA NRCS, unless there is an insufficient amount of other land to satisfy its land need. In selecting which lands to include to satisfy the need, the city must use the agricultural land capability classification system to select lower capability lands first.

(5) With respect to section (1), a city must assume that vacant or partially vacant land in a particular priority category is "suitable" to satisfy a need deficiency identified in OAR 660-024-0050(4) ***unless it demonstrates that the land cannot satisfy the specified need based on one or more of the conditions described in subsections (a) through (g)*** *of this section:* […]

(e) With respect to a particular industrial use or particular public facility use described in OAR 660-024-0065(3), the land does not have, and cannot be improved to provide, one or more of the required specific site characteristics. […]

Response: Winterbrook has identified all study area tracts with one or more sites with characteristics necessary for HDCs to operate. The justification for the HDC site requirements is found in the EOA and in the discussion above. Because the required site characteristics depend primarily on size, topography, shape and access, the sites within identified tracts cannot be "provided" with one or more of the required characteristics.

Table 1 describes the size and location of each of the six suitable HDC tracts, and how each suitable tract fits within the Goal 14 Rule priority scheme. To meet short-term HDC site needs, five suitable sites with at least 100 acres each must be brought into the UGB.

Highest Priority Tracts

The South 2 tract is the highest priority for UGB expansion because it is an industrial exception area. The Goal 14 Rule requires that this tract (with one suitable HDC site) be included within the UGB before including farmland.

Table 1. UGB Rule Priority Scheme as applied to Suitable HDC Tracts within the Study Area

Tract ID	Suitable HDC Tract Acres (potential HDC sites)	UGB Rule Priority	Predominant (%) USGS Soil Classification
Highest Priority for UGB Expansion			
South 2 (S2)	120 (1 site)	First	N/A (Exception Area)
Medium Priority for UGB Expansion			
South 1 (S1)	226 (2 sites)[5]	Fourth (a)	Class IV (100%)

[5] As discussed under the Goal 14 maximum land use efficiency criterion below, the South 2 tract includes capacity for six buildings, just less than two sites due to on site restrictions.

South 3 (S3)	379 (2 sites)[6]	Fourth (a)	Class IV (82%)
West (W)	148 (1 site)	Fourth (a)	Class IV (99%)
Lowest Priority for UGB Expansion			
East 1 (E1)	152 (1 site)	Fourth (b)	Class II (96%)
East 2 (E2)	422 (4 sites)	Fourth (b)	Class II (78%)

Medium Priority Tracts

The South 1(with two sites), South 3 (with two sites), and West tracts all have high-value agricultural soils with predominantly Class IV soils and therefore must be included before tracts with Class II soils. However, as shown in **Figure 2-3** (following page), the West Tract is located on the west side of the Umatilla River. Since the city can meet its short-term need for five additional suitable HDC sites by including the South 1 and South 2 tracts, there is no need to cross the river to meet the immediate need for five HDC sites.

Lowest Priority Tracts

The East 1 and 2 tracts are the lowest priority for UGB Expansion because they have Class II, high-value agricultural soils. Although these tracts can be developed efficiently due to their shape, they have relatively high-quality agricultural soil and are not needed to meet the city's short-term HDC site needs.

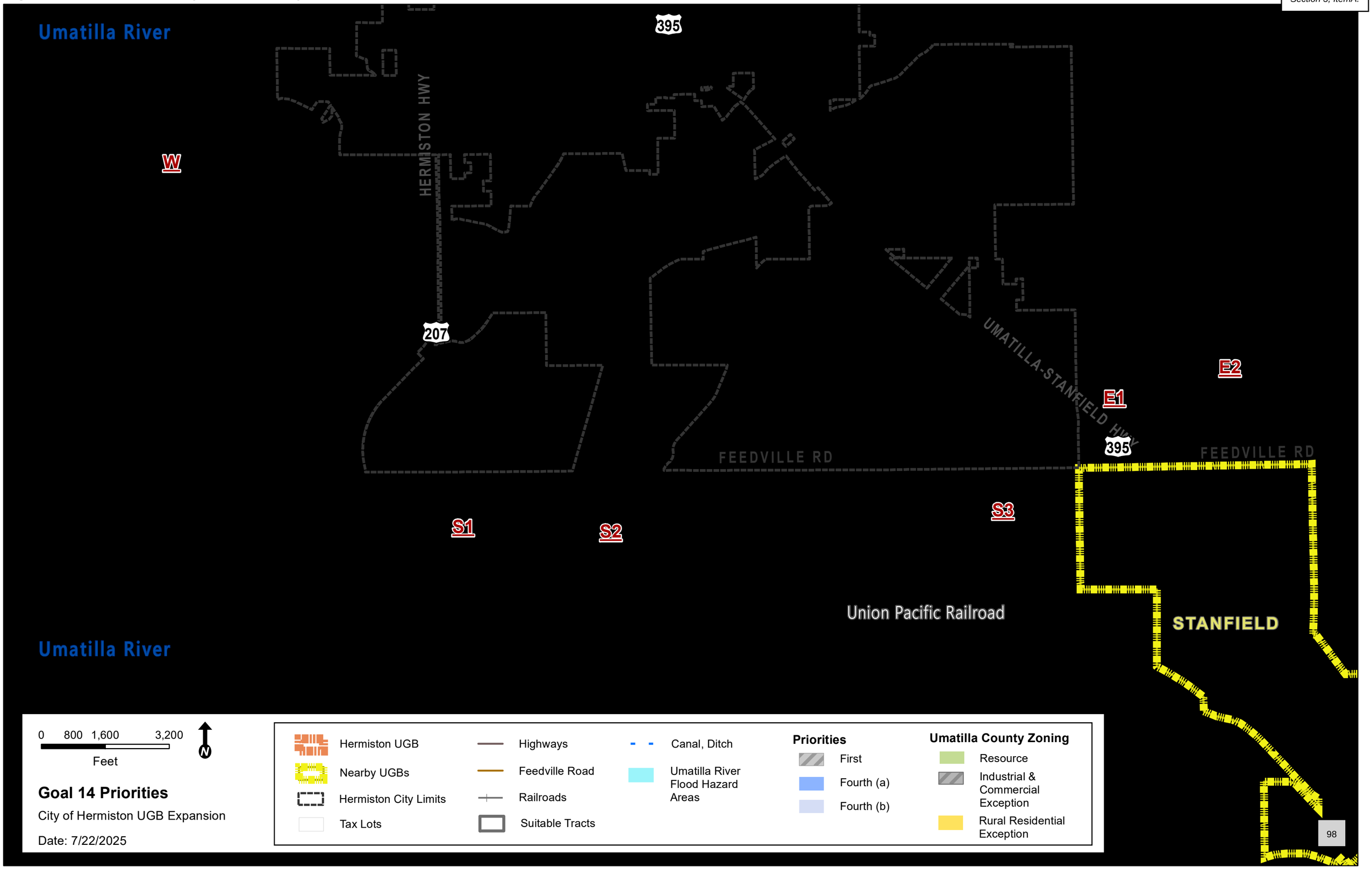
The remainder of this analysis focuses on which of the higher priority EFU tracts – with predominantly Class IV agricultural soils – to include within the UGB to meet the short-term need for suitable HDC sites.

Goal 14 Boundary Location Factors

Pursuant to subsection (1)(c), ***if the amount of suitable land in a particular priority category under section (2) exceeds the amount necessary to satisfy the need deficiency, the city must choose which land in that priority to include in the UGB by first applying the boundary location factors of Goal 14 and then applying applicable criteria in the acknowledged comprehensive plan*** *and land use regulations acknowledged prior to initiation of the UGB evaluation or amendment. The city may not apply local comprehensive plan criteria that contradict the requirements of the boundary location factors of Goal 14. The boundary location factors are not independent criteria; when the factors are applied to compare alternative boundary locations and to determine the UGB location the city must show that it considered and balanced all the factors. The criteria in this section may not be used to select lands designated for agriculture or forest use that have higher land capability or cubic foot site class, as applicable, ahead of lands that have lower capability or cubic foot site class.[…]*

[6] As discussed under the Goal 14 maximum land use efficiency criterion below, the large South 3 tract includes capacity for nine buildings, greater than two sites.

Figure 2-3 Suitable HDC Tracts by UGB Rule Priority



(1) Efficient accommodation of identified land needs;

Response: To recap: the EOA identified a need for 11 suitable HDC sites of 100 acres or more. There are two suitable HDC sites within the existing UGB, both of which are under construction, leaving a remaining need for nine suitable sites (900 acres).

Since there are no remaining employment sites large enough to accommodate another HDC, the city looked outside the UGB to meet HDC site needs. Due to the immediate need for HDC sites, the city has elected to focus on providing five short-term HDC sites.

- **Tract S2 (an industrial exception area with one suitable HDC site) is the highest priority for inclusion within the UGB. This tract must be brought into the UGB before tracts with high-value farmland can be included. This highest priority tract accounts for one of the needed HDC sites.**
- **Tracts E1 and E2 have been removed from further consideration because they have predominantly Class II agricultural soils and are the lowest priority for inclusion within UGB.**

There is a remaining need for four suitable HDC sites. The Study Area includes three suitable tracts with predominantly high-value farmland with predominantly Class IV agricultural soils. These three tracts have five suitable HDC sites. In the discussion below, we have conducted an ESEE analysis to determine which of these three tracts to include within the Hermiston UGB.

- Tract W (one HDC site)
- Tracts S1 (two HDC sites)
- Tract S3 (two HDC sites)

As shown in **Figure 1-2**, the proposed UGB Expansion Area (Tracts S1 and S3) borders the existing UGB for over two miles; when combined with Tract S2, the shared border is almost three miles. Expanding the UGB to the south will provide the five additional suitable HDC sites between the UGB and an existing county exception area, resulting in a compact and efficient urban growth form.

In contrast, the western Tract W is separated from the UGB by the Umatilla River, making it more difficult to serve the one HDC site efficiently. On balance, the proposed UGB Expansion Area most efficiently accommodates short-term HDC site needs.

(2) Orderly and economic provision of public facilities and services;

Response: Appendix E.1 includes Anderson Perry engineers' evaluation of the six suitable HDC tracts outside the UGB to determine the relative costs of providing urban services necessary to serve HDC sites within these subareas. Anderson Perry determined that:

- Tract W, with only one suitable HDC site, would be most expensive to serve with sewer, water and transportation facilities because facilities would need to cross the Umatilla River.
- The southern Tracts S1 and S3 would be relatively less expensive to serve because they are adjacent to the existing UGB. When combined with Tract S2 (the exception area), the cost of serving the southern (proposed UGB Expansion Area) tracts is much lower on a per acre basis than serving Tract W.

Figure 1-1A and **Figure 1-1B (HDC Conceptual Development Plans)**, **Figure 1-3A** through **Figure 1-3B (UGB Expansion Area PFP maps)**, and **Appendix D (Transportation Assessment)** incorporate the

results of Anderson Perry's and Kittleson's analysis, and show how sewer, water, transportation, electrical and fiber optics facilities can be provided to the proposed UGB Expansion Area in an orderly and economic manner.

(3) Comparative environmental, energy, economic and social consequences; and

Response: The tables below summarize the ESEE consequences of expanding the UGB to suitable HDC tracts to the south and west of the existing UGB.

Table 3.A Economic Consequences The economic consequences of the three UGB expansion options are generally positive because of the positive economic impacts identified in the EOA.	
Southern Tracts S1, S3	Because the southern UGB Expansion Area (a) has relatively low public facilities costs, and (b) will have relatively less impact on farming activities and the agricultural economy, the economic consequences are positive when compared with expansion to the west.
Western Tract W	Expanding to the west (Tract W) is more expensive from a public facilities point of view and would introduce potential conflicts with adjacent farming activities, and thus would have some adverse economic consequences.

Economic Consequences Conclusion: Overall, expanding into the proposed UGB Expansion Area (Tracts S1, S2, and S3) has fewer adverse economic consequences than expansion to the west across the Umatilla River.

Table 3.B Social Consequences The social consequences of all two remaining UGB expansion options are generally positive, because of the social benefits associated with increased job opportunities identified in the EOA. Potential adverse social consequences (noise and air pollution from occasional, temporary use of emergency diesel generators) could have resulted from placing HDCs near residential areas; however, this adverse social consequence is avoided by elimination of potential HDC sites that cannot reasonably meet the 200' residential separation standard.	
Southern Tracts S1, S3	Southern Tracts S2 and S3 do not border residential land; they border industrial exception areas or industrially designated land within the Hermiston and Stanfield UGBs, thus eliminating adverse social impacts related to proximity to residential land. Tract S1 is bordered on the east, west, and south by industrial exception areas, and on the north by a planned residential area (across Feedville Road). HDC structures will be setback at least 200' from this residential area to mitigate potential adverse social impacts from HDC operations.
Western Tract W	Tract W is bordered by rural residential land to the northwest, agricultural land to the southwest, and is separated from rural residential and future urban residential land to the northeast, east, and southeast by the Umatilla River. There is sufficient

	space on this 148-acre tract to provide a 200' setback from all residential areas, thus mitigating potential adverse social consequences.

Social Consequences Conclusion: Potential adverse social impacts on residential land are minimal. Two of the three southern tracts do not border residential land, thus avoiding potential adverse social impacts related to proximity to residential land. Tract W and S1 share borders with residential land; potential adverse social impacts from emergency generator use will be mitigated by a 200' HDC structure setback from residential land.

Table 3.C Environmental Consequences	
The only designated natural resource site within the Study Area is the Umatilla River. None of the suitable tracts include land within the Umatilla River 100-year floodplain or within Umatilla County's Umatilla Flood Hazard nor Natural Area overlays. Potential adverse impacts on agricultural land are addressed in the next agricultural lands table below.	
Southern Tracts S1, S3	The two southern HDC tracts are separated from the Umatilla River floodplain by the UPRR tracks and yard, and an industrial exception area to the south and southwest.
Western Tract W	Western Tract W borders the Umatilla River to the north and south. Public facilities would need to be extended across the river to serve W. For these reasons, the potential for adverse environmental impacts is somewhat greater than expanding the UGB to the east or south.

Environmental Consequences Conclusion: There are no significant adverse impacts on designated Goal 5 natural resources sites. However, the western Tract W is bordered by the Umatilla River, thus increasing the potential for adverse impacts to this County natural resource site compared with the three southern tracts.

Table 3.D Energy Consequences	
HDCs require large amounts of reliable electrical energy – a primary reason why Umatilla County attracts HDC development. However, out-of-direction travel can also increase energy use.	
Southern Tracts S1, S3	Development of the southern sites minimizes out-of-direction travel due to proximity to Hwy 395 via Feedville Road.
Western Tract W	Development of Tract W minimizes out-of-direction travel due to proximity to the I82 interchange via Westland Road.

Energy Consequences Conclusion: There is no significant difference in energy consequences among suitable HDC sites. See also discussion under HCP Policy 15: Energy Conservation.

ESEE Conclusion: HDC development will provide local jobs and thus will have positive economic and social benefits. However, the western HDC Tract W has more negative ESEE consequences than the three southern tracts. Notably, the two southern tracts are well-buffered from EFU land in the Study Area, whereas Tract W borders the Umatilla River and EFU land, with potentially adverse environmental consequences.

(4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

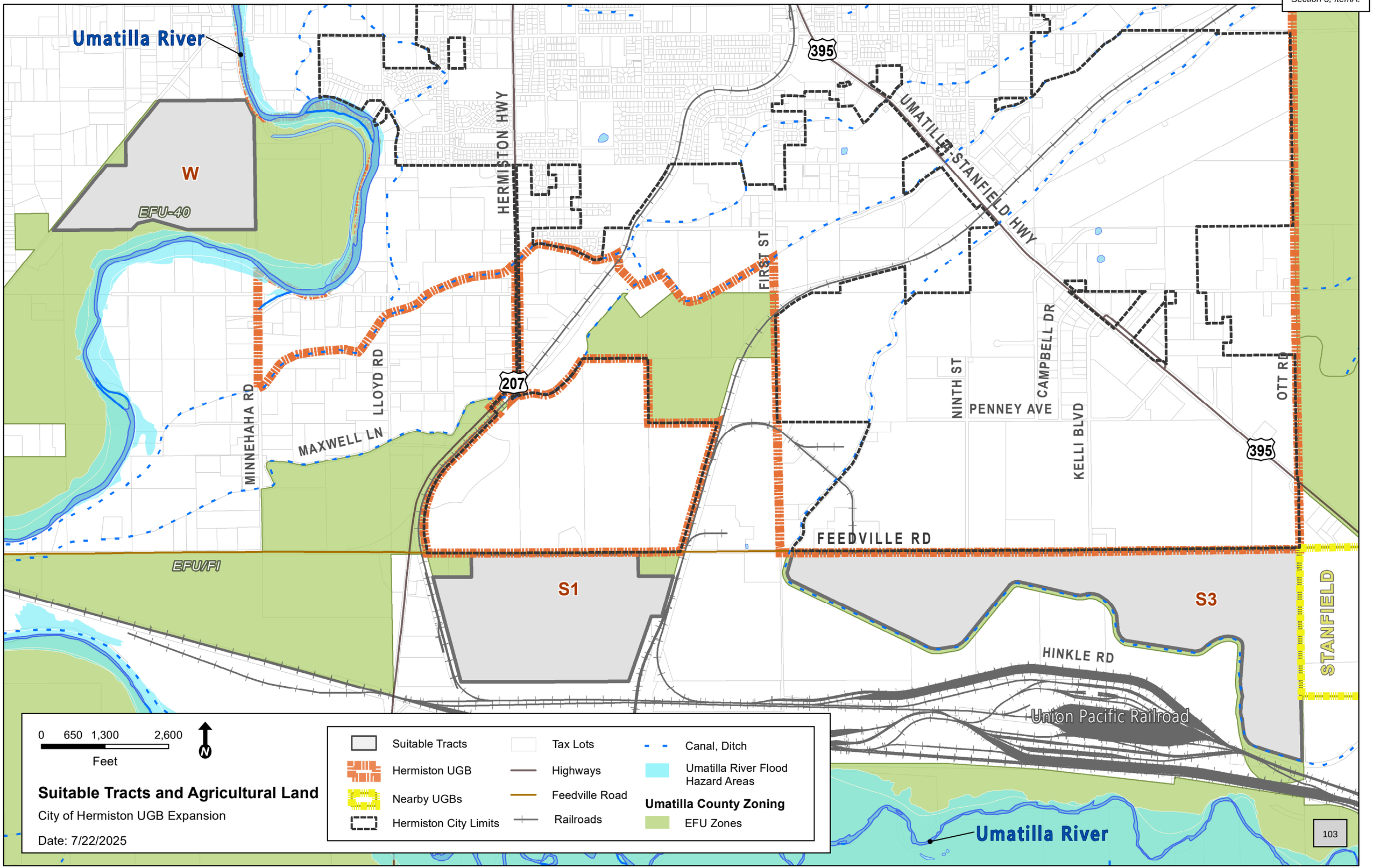
Response: The Study Area includes no forest land but has large concentrations of agricultural land. **Figure 2-4** (following page) shows the boundaries of each of the three suitable tracts in relation to adjacent EFU areas.

- **Tract W** abuts the Hermiston UGB (and the Umatilla River) for a distance of about 370 feet, and a rural residential exception area to the north and west for about 0.9 miles. However, Tract W borders large EFU areas to the east for approximately 0.7 miles and to the southwest for 0.3 miles. The Umatilla River effectively buffers Tract W from some nearby agricultural land to the south for 0.5 miles. Although it is unlikely that an HDC would seriously interfere with farming activities, expanding the UGB to include Tract W (west of the river) would increase the potential for conflict between urban development and agricultural land.

- **Tracts S1 and S3** minimize potential conflicts with agricultural activities because the south sites are separated from agricultural (EFU) land by:
  - The Hermiston UGB and two developed agricultural commercial parcels to the north;
  - The Stanfield UGB to the east;
  - An industrial exception area to the south; and
  - An agricultural business exception area to the west.

Because Tracts S1 and S3 are bordered almost entirely by urban land, industrial and agricultural business exception areas, the UPRR facilities, or the Umatilla River floodplain, developing these tracts for HDCs will have no significant impact on agricultural activities near these HDC sites.

Figure 2-4 Suitable HDC Tracts in relation to Agricultural Land



Goal 14 Location Factors Conclusion

On balance, based on the four location factors, the two southern HDC tracts are preferable to the western tract. Tracts S1 and S3 abut the Hermiston UGB for a distance of more than two miles and are separated from large swaths of productive agricultural land by industrial exception areas, the Stanfield UGB, the UPRR tracks and yard, and the Umatilla River. In contrast, Tract W is located on the west side of the Umatilla River, making it more costly and less efficient to serve, and extends into a large agricultural area.

State Agency Coordination

(8) The city must apply the boundary location in coordination with service providers and state agencies, including the Oregon Department of Transportation (ODOT) with respect to Factor 2 regarding impacts on the state transportation system, and the Oregon Department of Fish and Wildlife (ODFW) and the Department of State Lands (DSL) with respect to Factor 3 regarding environmental consequences. "Coordination" includes timely notice to agencies and service providers and consideration of any recommended evaluation methodologies.

Response: Appendix H documents coordination efforts with Umatilla County, affected neighboring cities, affected state agencies, and affected interest groups and organizations.

Public Facilities Analysis

(9) In applying Goal 14 Boundary Location Factor 2 to evaluate alternative locations under section (7), the city must compare relative costs, advantages and disadvantages of alternative UGB Expansion Areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. For purposes of this section, the term "public facilities and services" means water, sanitary sewer, storm water management, and transportation facilities. The evaluation and comparison under Boundary Location Factor 2 must consider:

(a) The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB;

(b) The capacity of existing public facilities and services to serve areas already inside the UGB as well as areas proposed for addition to the UGB; and

(c) The need for new transportation facilities, such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and, for urban areas of 25,000 or more, the provision of public transit service.

Response: The **Hermiston PFP (Appendix A.2)** identifies public facilities projects necessary to serve the existing UGB, consistent with OAR 660-011 Public Facilities. **Appendix 1 to the PFP describes and maps public improvements necessary to serve the UGB Expansion Area**. **Figure 1-3A through Figure 1-3B** above is derived from the PFP and shows how water and sanitary sewer facilities will be provided to serve the five HDC sites efficiently. **How transportation facilities will be provided to the HDC sites is discussed within Appendix 1 to the PFP and the Transportation Assessment (Appendix D).** Stormwater will be managed on-site or within the transportation facilities.

Study Area Alternatives

(10) The adopted findings for UGB amendment must describe or map all of the alternative areas evaluated in the boundary location alternatives analysis.

Response: This narrative and embedded figures describe and map the alternative areas evaluated in the UGB boundary alternatives analysis. Winterbrook describes and maps six suitable HDC sites within the preliminary study area mandated by the UGB Rule.

HCP Urbanization Policies

HCP Policies 4 Orderly Urban Growth, 5 Annexation, and 6 Conversion implement Statewide Planning Goal 14 in Hermiston. Note that these policies are referenced in the county comprehensive plan and implemented by the city and county in the Joint Management Agreement (JMA). (See discussion of JMA compliance in Section 3 of this narrative.)

As noted in the HCP (p. III-B):

Each policy section contains three components.

Summary of Findings. Summary of results of research which assess existing physical, social and economic conditions and identify the community's future development needs.

Policies. Statements establishing a course of action for the city which provide the basis for guiding ongoing decisions related to land use and preparation of new land use regulations.

Implementing Actions. The practical means of putting each policy into effect, including ordinances, maps, programs and financing mechanisms. There are two kinds of implementing actions:

Mandatory - which are critical to the implementation of the policy indicated in the text as already having been undertaken, e.g., city "has negotiated a UPAA with Umatilla County," or must be undertaken; e.g., the city "will prepare and adopt a capital improvements plan by 1986." These actions are to be considered plan policies for the purposes of LCDC Goal 2 and ORS 197.17 (2)(a) and (b).

Desirable - i.e., not necessary for policy implementation. These are distinguished from mandatory actions above by the use of "may," e.g., "may undertake."

HCP POLICY 4: ORDERLY URBAN GROWTH

Summary of Findings

One of the primary functions of the comprehensive plan is the establishment of an urban growth boundary, the area beyond the city's corporate limits where future development is most likely to occur. To be approved by the Oregon Land Conservation and Development Commission, the city must demonstrate that its UGB contains sufficient land to accommodate development for the next 20 years and within which a full complement of urban services can be provided; at the same time, every effort must be made to exclude prime agricultural, forest and other natural resource lands. […]

Another goal of the comprehensive planning process is to insure that growth within the UGB occurs in a compact, efficient and timely manner. To facilitate this, ***the city has adopted a growth management strategy whereby the***

UGB is divided into two categories: "urban" and "urbanizable." The former contains areas immediately adjacent to the existing city limits where annexations in the near future are most likely to occur and where a full complement of urban service, including water, sewer and roads, can be readily extended. To assure efficient urbanization of these areas, detailed land use and public facilities planning has been undertaken. *In the outlying areas designated as urbanizable, only nodes of commercial, industrial and community service uses and general areas of future residential development have been designated on the comprehensive plan map.*

Detailed planning these areas will occur as they are converted to urban land, as governed by Policy 6: CONVERSION.

Response: Hermiston has prepared a detailed HDC conceptual development plan and public facilities plans for the UGB Expansion Area (**Appendices A and E**). The five HDC Sites that can be accommodated on the S1, S2, and S3 tracts are needed to meet short-term HDC needs. This application includes the public facilities plan and conceptual development plan needed to justify an Urban designation. Therefore, the city proposes to designate these tracts "Urban Industrial" with an HDC Overlay to ensure that the S1, S2, and S3 tracts are developed for their intended HDC and supporting uses. Per JMA Section F.1, the city requests that the County rezone these properties Industrial (M-2) with the new HDC Overlay.

POLICY 4: THE CITY OF HERMISTON WILL PROMOTE COMPACT URBAN DEVELOPMENT WITHIN AND ADJACENT TO EXISTING URBAN AREAS TO INSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND FACILITATE ECONOMIC PROVISION OF URBAN FACILITIES AND SERVICES.

Implementing Actions

- *Has negotiated an urban growth area joint management agreement with Umatilla County with the following provisions:*
- *Delineate urban and urbanizable areas within the unincorporated portion of the UGB;*
- *For property within the urban area: County adopts city's planning and zoning designations as follows:*

Corresponding Designations

Comprehensive Plan	***Zoning Ordinance***
Low Density Residential (LDR)	*R1, R2*
Medium Density Residential (MDR)	*R3*
Medium Density Residential (MDR/MH)	*R4*
Commercial (C)	*C1, C2*
Industrial (I)	*M1*
Mixed Commercial/Industrial (C/I)	*C2/M1 with PUD overlay*

Hyperscale Data Center Industrial (HDC/I)	***M2 with HDC overlay***
Airport (A)	*A*
Community Service (CS)	*All zones with CS overlay*
Open Space	*OS*

- *Property owners whose property currently is zoned for exclusive farm use may retain that status if requested in writing.*
- *City is responsible for public facilities planning particularly with regard to extension of water, sewers and roads.*

Response: The city has prepared detailed public facilities plans for the proposed UGB Expansion Area. (**Figure1-3 and Appendix A.2**). Hermiston has prepared a detailed conceptual development plan and a public facilities plan for the entire UGB Expansion Area. HDC Sites S1, S2 and S3 are needed to meet short-term HDC needs. Therefore, the city proposes to designate these sites Urban Industrial with an HDC Overlay on the Comprehensive Plan Map to ensure that Sites S1, S2 and S3 are:

1. provided with necessary public facilities in a timely and efficient manner; and
2. developed for their intended HDC and supporting uses.

HCP POLICY 5: ANNEXATION

Summary of Findings

To facilitate its goal for compact urban growth, the city recognizes the need to undertake a carefully formulated annexation program. By requiring annexation as a condition for the extension of urban services, the city insures:

Resulting development occurs within the city's jurisdiction and in compliance with the comprehensive plan and implementing ordinances;

Property owners who benefit from city services bear a proportionate share of the costs of service extension through property taxes and service fees.

POLICY 5: THE CITY OF HERMISTON WILL UNDERTAKE AN ANNEXATION PROGRAM TO FACILITATE COMPACT URBAN GROWTH AND THE ORDERLY AND EFFICIENT PROVISION OF FACILITIES AND SERVICES.

Implementing Actions

- *Has adopted an annexation ordinance with the following provisions:*
- *Will approve annexations only upon demonstration of conformance to each of the following conditions:*
  - *Property is contained within the urban portion of the UGB;*
  - *Proposed development is consistent with applicable comprehensive plan policies and map designations;*

- *All city services can be extended readily;*
- *Property owner(s) is willing to bear costs associated with extension of sewer, water, and roads except for major facilities -- e.g. sewer pump station or major water main -- necessary to facilitate later growth.*
- *Proposal is consistent with all applicable state requirements including ORS Chapter 222 governing annexations and Chapter 225 governing utility extensions.*

- *Will zone property at time of annexation in a manner consistent with underlying comprehensive plan designations and zoning designations adopted by city.[…]*

- *Will not extend water or sewer services extraterritorially except when allowed by Policy 24 for extraterritorial provision of water supply to lands zoned or designated for industrial uses, or in the case of health and/or pollution hazard resulting from septic tank or other contamination of the local water supply as declared by the Oregon Health Division, Department of Environmental Quality, Department of Water Resources, or other state agency. In the latter case, the affected property owners must bear the costs associated with the extension through the formation of a LID or other funding mechanism, and waive the right to remonstrate against future annexation at the time the property becomes adjacent to the city limits. If the affected property is located in the urbanizable portion of the UGB, the city must initiate action to convert it to urban status before it can extend services, as governed by Policy 6: CONVERSION.*

Response: The property owners have requested annexation to the city (Appendix F.2), and the city has initiated annexation review proceedings for Tracts S1 and S3, based on the approved conceptual development plan and public facilities plan for these areas. The two tracts can accommodate four suitable HDC sites and will be zoned M-2/HDC overlay to ensure that each site is developed as recommended in the HDC Conceptual Development Plan. The city is working with the property owners to extend public facilities and services to serve these areas in a timely manner, per Policy 24 and the JMA.

HCP POLICY 6: CONVERSION

Summary of Findings

To further its goal of developing an effective growth management program, the city recognizes the need to adopt policies and procedures governing the conversion of land within the unincorporated portion of the UGB from urbanizable to urban. By prohibiting the extension of water and sewer service into urbanizable areas, the city insures that development first will occur immediately adjacent to the city limits where service can be provided in a cost-efficient manner, thus avoiding leapfrog development. On the other hand, the city must have some mechanism for converting urbanizable land to an urban status as it is needed for future development and a full complement of urban services can be provided.

POLICY 6: THE CITY OF HERMISTON WILL ADOPT POLICIES AND PROCEDURES GOVERNING THE CONVERSION OF PROPERTY IN THE UNINCORPORATED PORTION OF THE UGB FROM URBANIZABLE TO URBAN.

Implementing Actions

- *Will establish major plan amendment procedures to process applications of property owners who wish to convert their properties from urbanizable to urban,[5] including but not limited to the following:*

- *Property characterized by a health threat or pollution hazard due to the contamination of the local groundwater as identified by the Oregon Health Division, Department of Environmental Quality, Department of Water Resources or other state agency. Once converted, municipal water and sewer service may be extended without annexation subject to conditions specified in Policy 5: ANNEXATION.*

- *Proposed commercial, industrial or community service development which will result in economic benefits, e.g. creation of new jobs or increase in tax base, or which provide a needed public or quasi-public facility. After conversion to an urban status, such property must be annexed by the city prior to the extension of urban services except when such extension is allowed under Policy 24 pertaining to the extraterritorial provision of water supply to lands zoned or designated for industrial uses.*

- *Proposed residential development. As the city will not extend urban services without annexation, such property must be annexed if the property owner desires to develop to the underlying urban density.*

- *Will adopt detailed comprehensive planning designations for newly converted areas. […]*

- *Will establish an annual administrative review to monitor the nature and impact of development within the city limits and unincorporated portion of the UGB in the previous 12 months to determine the rate at which land is being consumed to meet the city's residential, commercial, industrial and community service needs. If an insufficient supply of vacant land in any land use classification is identified, the city may initiate action to convert additional land from urbanizable to urban. In this case, the city will include a land area of at least 40 acres, to permit comprehensive land use and facilities planning.*

- *Will undertake detailed planning for remainder to urbanizable area at the time of the next major plan update in 1989, after completion of a comprehensive city/county transportation plan and state study and report of the extent and characteristics of the shallow water aquifer.*

Response: The city proposes to amend the HCP map by expanding the UGB by 810 gross acres (including rights-of-way) and re-designating the UGB Expansion Area from county rural Heavy Industrial (HI) and Exclusive Farm Use (EFU) to city **Urban Industrial/HDC.** This policy does not apply because conversion of "urbanizable" land to "urban land" is not proposed.

Nevertheless, the proposed UGB amendment and assignment of an Urban Industrial designation is consistent with the spirit of this policy. The decision to designate the UGB Expansion Area "Urban" meets the above criteria because:

- The city followed the major plan amendment procedures as specified in Policy 6;
- The designation is supported by detailed conceptual development and public facilities plans; and
- The designation is needed to carry out the city's economic development objectives as stated in the 2024 EOA; and
- The proposed UGB Expansion Area borders the existing UGB for almost three miles, can readily be provided with urban services, and is needed to provide suitable sites to accommodate the short-term need for HDCs.

Joint Management Agreement

In 2017, the city of Hermiston and Umatilla County adopted "The Hermiston Planning Area Joint Management Agreement (JMA). The JMA implements HCP Policies 4 (Orderly Urban Growth), 5 (Annexation), and 6 (Conversion) and includes the following provisions related to joint adoption of proposed amendments to the Hermiston Comprehensive Plan, the Hermiston UGB, and the Hermiston Land Development Code as it applies to unincorporated "urban areas" within the UGB.

E. AREAS WITHIN THE UGB, OVERALL PROVISIONS

1. The County shall adopt by ordinance as an amendment to the County Comprehensive Plan, the city's Comprehensive Plan including the Urban Growth Boundary, Plan Map, and Plan Policies to apply to land within the UGB.

Response: Both the city and county must adopt the proposed plan amendment package to effectuate the city's proposed HCP and UGB amendments as set forth in **Appendix A**. As documented in **Appendix H**, city and county staff have coordinated in the preparation and review of the proposed amendment package.

2. The County shall adopt by ordinance as an amendment to the County's Land Development Code for application within the Urban areas only:

a) city land use regulations.

b) city zoning designations as described in Section F. [...]

Response: Both the city and county must adopt the proposed plan amendment package to effectuate the city's proposed HCP and UGB amendments as set forth in **Appendix A**. As documented in **Appendix H**, city and county staff have coordinated in the preparation and review of the proposed amendment package. The city proposes to designate the proposed UGB expansion area for "urban" use with an Hyperscale Data Center (HDC) overlay; therefore, the county must co-adopt the proposed HDC overlay zone in order to protect the proposed UGB expansion area for its intended HDC use.

10. Amendments to the Comprehensive Plan and sections of the implementing ordinances applicable to the UGA may be initiated by the city, the County or an affected person. Such amendments shall be processed by the city and will be referred to the County by the city for review and comment at least ten (10) days prior to the city Planning Commission public hearing. The city will refer back to the County for review and comment any changes proposed in such amendments at least ten (10) days prior to adoption. The amendments will be adopted by ordinance by the city prior to referral to the County for coadoption review, via the County Planning Commission.

The County Planning Commission and Board of Commissioners will hold public hearings on all proposed amendments following receipt of city recommendations or co-adoption referrals. The County will take final action on all proposed amendments within 120 days after the application is received by the County, unless the applicant allows this time limit to be waived, or in accordance with applicable future changes in Oregon

Revised Statutes. If approved, the amendments will be co-adopted by ordinance into the County Comprehensive Plan and land use regulations, for application only within the UGB, following formal amendment by the city of its Comprehensive Plan and implementing ordinances.

Attempts to resolve differences between city and County versions of an acceptable amendment will occur prior to Board of Commissioners' adoption. Should the city and County fail to concur on amendment proposals, the Board of Commissioners' or city Council's decision may be appealed to the appropriate tribunal, following final action by the Board of Commissioners. Unless the County co-adopts amendments approved by the city, such amendments shall not apply within the UGB. Annexations related to Plan amendments shall be regulated by ORS Chapter 222.

Response: The Hermiston City Council initiated the proposed plan amendment package through the city's Planning Department. The proposed amendment package is being processed by the city. As documented in **Appendix H**, city and county staff have been coordinating for over a year prior to the submission of the proposed amendment package. The city provided formal notification to the County in conjunction with DLCD notification at least 35 days prior to the initial City Planning Commission hearing and notified the County at least 10 days prior to City Council adoption by ordinance. The city recognizes that the county must adopt the amendment package by ordinance before it can go into effect.

Due to the high level of coordination that occurred before and during the joint adoption process, the city does not anticipate irresolvable differences between city and county elected officials.

F. URBAN AREA: SPECIAL PROVISIONS

1. *The city zoning designations in the Urban areas shall be applied in accordance with the city Comprehensive Plan. […]*

Response: The city proposes to designate the entire UGB expansion area as **Urban Industrial with an HDC overlay**. Therefore, city zoning will be applied to the proposed UGB expansion area.

2. *The City shall refer all annexation proposals to the County Planning Department and the Public Works Department for review and comment at least ten (10) days prior to the first public hearing on the annexation. The City will allow additional County review and comment changes to be made in the annexation proposal following initial or subsequent hearings. All annexations shall be governed by ORS Chapter 222.*

Response: The city has initiated annexation of the proposed UGB Expansion Area, except for the land within Tract S2, as part of this plan and code amendment proposal.

H. CONVERSION OF LANDS FROM URBANIZABLE TO URBAN

1. *Converted areas should include the service areas on both sides of an included county road, for ease and equitability in financing necessary road upgrading associated with urban development of the area.*

2. *The city will prepare detailed land use and public facilities plans for each such conversion area prior to approval of and as part of the conversion plan amendment.*

3. *The city will annually review the stock of vacant land in Urban status, and will initiate conversion of Urbanizable land as needed, so as to include a 5-year inventory of adequate lands for needed housing, commercial, industrial, and community service development.*

4. *Conversion areas must be contiguous to existing urban areas or the city limits.*

5. *Conversion of property(ies) from Urbanizable status to Urban status will only be considered in conjunction with an annexation request except when initiated by the city as part of its annual review process noted in section H.4, above. The process will follow the city's plan amendment process and annexation regulations, with notice to the County per subsection F.2.*

Response: JMA Section H does not apply because there is no proposal to convert the UGB Expansion Area from "Urbanizable" to "Urban" status. The city proposes to designate the entire expansion area for Urban use in conjunction with the UGB expansion proposal because all five of the criteria listed above are met in this application.

1. The UGB Expansion Area will be served by and include Feedville Road, which serves land within the UGB to the north and the proposed UGB Expansion Area to the south.
2. The application (Appendices A, B, and C) includes a public facilities plan and conceptual development plan for the UGB expansion area.
3. The UGB Expansion Area includes five proposed HDC sites, all of which are needed to ensure an adequate short-term (five-year supply) of HDC land.
4. The proposed Urban area is contiguous to both existing Urban areas and the existing city limits.
5. This application includes a proposal to annex all private land - except for Tract S2- and public rights-of-way within the UGB Expansion Area. Feedville Road will be improved to city standards as part of the HDC site development process.

Annexation

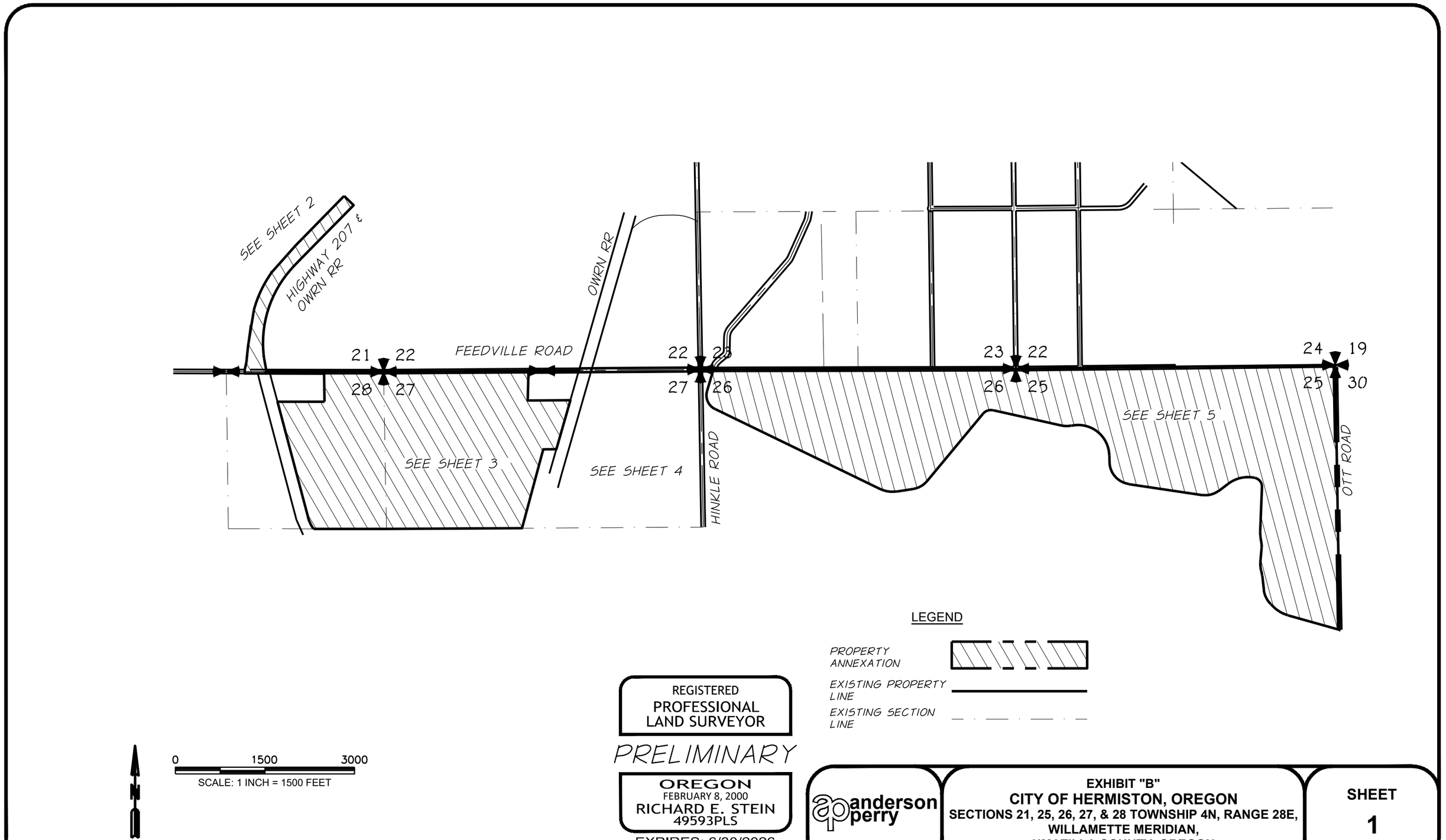
150.01 APPLICATION PROCEDURE.

A property owner or the owner's authorized agent may initiate a request by filing an application with the City Planner using forms prescribed for this purpose. The application shall include a legal description of the property, a plot plan showing any existing improvements thereon and a narrative statement by the owner describing the proposed land use and future development for the property. The owner shall pay a fee as established by the City Council at the time the application is filed.

Response: The property owners of Tracts S1 and S3 have authorized annexation of private property included within the proposed UGB Expansion Area (see Appendix F.2). **Appendix F.3 Legal Description of Property Proposed for Annexation** details the precise location of the proposed annexation area, including private property and public rights-of-way. The annexation maps is shown in the next page.

The PFP for the UGB Expansion Area includes a map and table showing how public facilities can be provided efficiently to serve planned HDC sites within the annexation area. The conceptual development plan shows how HDC sites could be developed as required by the HDC overlay. Therefore, this standard is met.

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150.02 LAND USE MATTERS.

Before the City Council may act on an application for annexation, the application shall be reviewed by the Planning Commission for a recommendation as to land use matters consistent with the City Comprehensive Plan.

Response: The Planning Commission will review the proposed annexation as part of a consolidated land use application, which includes the proposed UGB expansion, designation as Urban Industrial, rezoning to M-2 with an HDC overlay, and adoption of related amendments to the HDC and LUO.

150.03 PUBLIC HEARINGS ON ANNEXATIONS.

After the City Council has received the Planning Commission's recommendation as to land use matters consistent with the City Comprehensive Plan and the City Council elects to dispense with submitting the question of the proposed annexation to the electors of the city, the City Council shall fix a day for the public hearing so the electors of the city may appear and be heard on the question of annexation.

Response: The City Council public hearing date will be determined after the Planning Commission has made a recommendation on the proposed UGB amendment package.

150.04 PUBLIC NOTICE.

In addition to any other public notice required by law, notice of the public hearing shall be published in a newspaper of general circulation once each week for two successive weeks prior to the hearing date and notices of the hearing shall be posted in four public places in the city for a like period.

Response: Public notice for the proposed plan and code amendment package has been provided as required by LUO Sections 157.225 Amendments, 157.229 Public Hearings, Notice of Publication and 157.230 Public Hearings.

150.05 CRITERIA.

After its public hearing and receipt of the recommendation from the Planning Commission, the City Council shall ensure the application meets the following criteria:

(A) The proposal is consistent with all applicable state annexation law requirements.

ORS 222.125 Annexation by consent of all owners of land and majority of electors; proclamation of annexation. *The legislative body of a city need not call or hold an election in the city or in any contiguous territory proposed to be annexed or hold the hearing otherwise required under ORS 222.120 when all of the owners of land in that territory and not less than 50 percent of the electors, if any, residing in the territory consent in writing to the annexation of the land in the territory and file a statement of their consent with the legislative body. Upon receiving written consent to annexation by owners and electors under this section, the legislative body of the city, by resolution or ordinance, may set the final boundaries of the area to be annexed by a legal description and proclaim the annexation.*

Response: As documented above, the UGB Expansion Area is contiguous with the Hermiston City Limits.

- **Appendix F.2** includes a petition signed by the owners of all private tracts within the proposed annexation area agreeing to annexation.
- **Appendix F.3** includes a legal description of the proposed annexation area.

Therefore, the proposed annexation complies with ORS 222.125.

(B) The property is contained within the urban portion of the Urban Growth Boundary (UGB) as identified in the Comprehensive Plan.

(C) The proposed zoning is consistent with the underlying Comprehensive Plan land use designations.

Response: As documented above, the private tracts proposed for annexation are part of a consolidated land use application that:

- Includes the subject privately-owned tracts within the Hermiston UGB;
- Designates these tracts Urban Industrial/HDC on the Comprehensive Plan map; and
- Rezones these tracts M-2/HDC on the Hermiston Zoning Map.

Therefore, the proposed annexation complies with Subsections (B) and (C) above.

(D) Finding of fact is developed in support or denial of the application.

Response: The City Council ordinance adopting the proposed annexation incorporates by reference Appendix A Findings of Fact for Hermiston Data Center Annexation**.**

(E) All city services can be extended readily and the property owner(s) is willing to bear costs associated with extensions of sewer, water and roads except for major facilities - sewer pump station or major water main - necessary to facilitate later growth.

Response: Appendix E.2 includes the public facilities study for the UGB Expansion Area prepared by Anderson Perry which demonstrates that city services can be readily extended to serve the private tracts proposed for annexation. The property owners (or their successors) will be required to pay for off-site intersection improvements identified in the TIA. Based on the findings above, Subsection (E) requirements for annexation are met.

Section 3. Applicable Procedural Goals

Compliance with Applicable Procedural Goals, Related HCP Policies, LUO Review Requirements and the Annexation Requirements

Goal 1: Citizen Involvement

This subsection discusses citizen involvement and related HCP policies.

> ***To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.***

Response: HCP Policy 1 implements Goal 1 requirements by ensuring the opportunity for public involvement in the review of the proposed plan amendment package.

HCP POLICY 1: CITIZEN INVOLVEMENT

Summary of Findings

City officials recognize the importance of formulating a comprehensive plan which reflects the needs, concerns and values of Hermiston residents. A major objective of the planning process is to balance successfully the rights of individual property owners with the health, safety and economic well-being of the whole community. To accomplish this, citizens must have ample opportunity to participate in planning activities.

POLICY 1: THE CITY OF HERMISTON WILL INSURE THAT CITIZENS HAVE AN ADEQUATE OPPORTUNITY TO BE INVOLVED IN ALL PHASES OF THE PLANNING PROCESS.

Implementing Actions

- *Will retain the Planning Commission as the Citizen Involvement Committee during the post-acknowledgment period.*
- *Will ensure proper legal notice for all public hearings.*
- *Will require all land use actions to be physically posted on site inviting public comment and identifying the time and date for testimony.*
- *Will utilize electronic communications such as local radio broadcasts to inform the general public of land use actions of citywide significance.*

Response: The proposed plan amendment package implements the 2024 EOA by ensuring that there is an adequate short-term supply of suitable HDC sites. The EOA provides the factual basis for the proposed plan amendment package and was acknowledged as complying with all applicable statewide planning goals, including Goal 1 Citizen Involvement.

Goal 1 is implemented by HCP Policy 1. The Hermiston Planning Commission (the designated CIC) will review the plan amendment package. Opportunities for public testimony will be ensured at public hearings before the city and county Planning Commissions, the City Council and the County Board of Commissioners.

The HCP and LUO carry Policy 1 "implementation actions" listed above. The city will follow acknowledged HCP application review requirements for the plan amendment package, including public notice, public hearing, and notice of final decision.[7] LUO Sections 157.225 Amendments, 157.229 Public Hearings, Notice of Publication and 157.230 Public Hearings ensure compliance with Goal 1 and HCP Policy 1.

The proposed plan amendment package includes Comprehensive Plan map and text amendments, a UGB amendment, a new PFP, LUO text and amendments, and adoption of the HDC overlay as part of the LUO. Umatilla County must review and co-adopt the Comprehensive Plan text and map amendments, consistent with County public hearing requirements for legislative amendments.

Goal 1 Conclusion

The city will comply with Goal 1 by implementing acknowledged public review requirements set forth in the HCP and LUO.

Goal 2: Land Use Planning

This subsection discusses land use planning and related HCP policies.

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

[7] Section 156.08 related to comprehensive plan amendments requires city and county review of the proposed plan amendment package as follows:

156.08 [COMPREHENSIVE PLAN] AMENDMENTS. *After the Planning Commission and City Council determine that proposed amendments should be considered, amendment of the Comprehensive Plan shall be based on the following procedure and requirements:*
(A) A public hearing date and notice thereof through a newspaper of general circulation in the city at least ten days prior to the hearing;
(B) Copies of proposed amendments shall be made available for review at least ten days prior to the Planning Commission hearing;
(C) After the close of the public hearing, the Planning Commission shall make findings of fact and recommend to the City Council adoption, revision or denial of the proposed amendments;
(D) Upon receipt of the Planning Commission recommendation, the City Council shall set a public hearing date and give notice thereof through a newspaper of general circulation in the city at least ten days prior to the hearing; (E) Copies of proposed amendments and the Planning Commission recommendation shall be made available for review at least ten days prior to the City Council hearing; (F) After the close of the public hearing, the City Council shall make findings of fact and adopt, adopt with changes or deny the proposed amendments. Adoption is contingent upon: (1) City adoption is final in the case of amendment to the plan map for the area within the city limits; (2)County adoption in the case of amendment to plan policies or the plan map for the urban growth area; or (3) County adoption and LCDC approval in the case of amendment to plan goals or urban growth boundary location.
(G) Copies of the plan amendments adopted by the city shall be sent to Umatilla County and the LCDC.

Response: The HCP, especially Policies 2 Planning Process and 3 Intergovernmental Coordination, establishes the city's land use planning process and policy framework.

> *All land use plans shall include identification of issues and problems, inventories and other factual information for each applicable statewide planning goal, evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs. The required information shall be contained in the plan document or in supporting documents. The plans, supporting documents and implementation ordinances shall be filed in a public office or other place easily accessible to the public. The plans shall be the basis for specific implementation measures. These measures shall be consistent with and adequate to carry out the plans. Each plan and related implementation measure shall be coordinated with the plans of affected governmental units.*

Response: The acknowledged Hermiston EOA provides the factual basis for the proposed plan amendment package. The EOA considered alternatives for projecting employment land needs and included ultimate policy choices regarding the number and characteristics of suitable sites needed to accommodate anticipated HDCs during the 20-year planning period. The EOA is available for public review on the city's webpage and at the city planning office.

To support the proposed UGB expansion and HCP and LUO map designations (implementation actions), the city also considered the 2025 PFP, the 2025 TIA for the UGB Expansion Area, and amendments to the LUO (the HDC overlay) and HCP (policy to protect HDC sites for their intended use).

> *All land-use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.*

Response: The proposed plan amendment package will be adopted by both the city and the County following public hearings. As documented in **Appendix H**, the city has coordinated with County and relevant State agencies during the preparation and review of the proposed plan amendment package.

The acknowledged HCP includes the following policies related to Goal 2 requirements.

HCP POLICY 2: PLANNING PROCESS

Summary of Findings

The purpose of statewide planning Goal 2 is to establish a rational planning process and policy framework governing all future decisions and actions related to the use of land and to insure an adequate factual base for such activities.

POLICY 2: THE CITY OF HERMISTON WILL MONITOR AND UPDATE PERIODICALLY ITS COMPREHENSIVE PLAN AND IMPLEMENTING ORDINANCES TO RESPOND TO CHANGING CONDITIONS.

Implementing Actions

- *Will undertake an annual administrative review to: 1) assess the cumulative impacts of all planning and development activities in the past 12 months; and 2) determine if there is sufficient land within the "urban" portion of the UGB to accommodate short- term growth. For more information, see Policy 4: ORDERLY URBAN GROWTH.*
- *Will establish requirements and procedures in the ordinance adopting plan for reviewing text and map amendments between major plan updates.*
- *Will undertake a major update of the comprehensive plan, including modifications of the urban growth boundary, every six years so that at any given time the city is planning 20 years into the future.*

Response: The proposed plan amendment package is a "major update to the comprehensive plan" and implements the EOA adopted in September 2024. Review and adoption of the proposed legislative plan amendment package is governed by HMC Section 156.08 Amendments (quoted in footnote 1 above), which establishes requirements for reviewing text and map amendments.

The EOA determined that there is insufficient land within the existing UGB to accommodate HDC site requirements, and that nine HDC sites of 100 acres or more are needed to meet this need outside the UGB. The city determined that five suitable sites are needed to meet short-term HDC needs. The proposed UGB expansion area includes these five needed sites. The city proposes to designate these sites Urban Industrial with an HCA overlay.

157.226* [ZONING TEXT AND MAP] *AMENDMENTS.

(A) Authorization to initiate amendments. An amendment to the text or the zoning map of this chapter may be initiated by the City Council, by the Planning Commission or by application of a property owner or his authorized agent. The Planning Commission shall, within 40 days after a public hearing in accordance with procedures set forth in 157.229, recommend to the City Council approval, disapproval or modification of the proposed amendment.

(B) Types of amendments. An amendment to this chapter may be either: (1) Amendment to the text. Legislative revision. (2) Amendment to the map. Legislative revision or quasi-judicial change.

(C) Legislative revisions. Proposed amendments to this chapter shall be deemed legislative revisions if: (1) The proposed amendment involves the text of this chapter; and/or (2) The proposed amendment involves the map, when such an amendment would have widespread and significant impact beyond the immediate area of the proposed amendment.

(E) Approval criteria. (1) The following criteria must be followed in deciding upon a quasi-judicial proceeding:(a) The burden in all land use proceedings is upon the applicant, whether a zone change, conditional use or variance is the subject of the hearing; (b) The requested zone change or conditional use must be justified by proof that:

1. The change is in conformance with the Comprehensive Plan and also the goals and policies of the plan;

Response: The 2024 EOA is part of the HCP; the proposed plan amendment package is designed to implement EOA provisions related to the short-term need for suitable sites to accommodate HDCs. Sections 1-4 of this narrative provide findings demonstrating conformance with applicable HCP policies and procedures.

2. *The showing of public need for the rezoning and whether that public need is best served by changing the zoning classification on that property under consideration;*

Response: In this case, public need has been determined through the adoption of the 2024 EOA. In the UGB Expansion Area, rezoning land from Umatilla County EFU and HI to City M2/HDC is needed to accommodate planned development consistent with the EOA and the HDC Conceptual Development Plan. The rezoning is also necessary to ensure that land added to the UGB to accommodate HDC development is reserved for that purpose.

3. *The public need is best served by changing the classification of the subject site in question as compared with other available property.*

Response: As documented in **Section 1**, the city conducted a detailed alternatives analysis to meet Goal 14 Rule requirements. This analysis determined that the southern Tracts best meet the short-term need for suitable HDC sites because (a) the proposed UGB Expansion Area abuts the existing UGB for almost three miles, includes industrial exception areas or relatively low-quality agricultural land, and is buffered from large swaths of farmland the UPRR railroad yard and tracks, industrial exception areas, the Stanfield UGB, and the Umatilla River.

4. *The potential impact upon the area resulting from the change has been considered.*

Response: As documented in **Sections 1 and 3** of this narrative, the city carefully considered potential impacts on nearby agricultural land, urban land, and rural residential and industrial properties.

- Proposed HDC uses will be designated Industrial (M-2) with an HDC overlay, which ensures that the UGB Expansion Area will be developed for proposed HDC and supporting uses.
- The UGB Expansion Area is bordered by rural industrial land, which allows industrial uses that are compatible with proposed HDC uses, while providing an effective buffer from nearby agricultural and rural residential areas.
- The HDC overlay includes a 200-foot buffer requirement to ensure that potential impacts from HDC uses on nearby residential lands are minimized.
- The PFP (Appendix A) demonstrates that adequate public facilities will be made available to serve the proposed UGB Expansion Area without jeopardizing the city's ability to serve land within the existing UGB.
- The TIA (Appendix D) demonstrates that there will be no significant impacts on State, County, and city roads that serve the proposed UGB Expansion Area.

HCP POLICY 3: INTERGOVERNMENTAL COORDINATION

Summary of Findings

The city recognizes that several local, state and federal jurisdictions and agencies have an interest in planning activities in the immediate Hermiston area. These include Umatilla County; the Oregon Departments of Environmental Quality, Agriculture, Transportation, Water Resources, and Health Division; and the U.S. Bureau of Reclamation (the parent agency of the Hermiston Irrigation District) and Soil Conservation Service. To insure effective planning, the city will coordinate activities with local, state and federal agencies with regard to local decisions of mutual concern.

POLICY 3: THE CITY OF HERMISTON WILL FACILITATE INTERGOVERNMENTAL COORDINATION SO THAT DECISIONS AFFECTING LOCAL, STATE AND FEDERAL PLANNING AND DEVELOPMENT ACTIONS IN THE HERMISTON AREA ARE RENDERED IN AN EFFICIENT AND CONSISTENT MANNER.

Implementing Actions

Has negotiated an urban growth area joint management agreement with Umatilla County governing joint land use, public facilities and transportation planning within the unincorporated portion of the UGB and the area of mutual concern. For the specific content of the agreement, see Policy 4: ORDERLY URBAN GROWTH

Will coordinate activities with the county and Oregon Departments of Water Resources, Environmental Quality and Health Division to delineate, monitor and protect the shallow and deep groundwater aquifers in the immediate Hermiston area. For specific information, see Policy 8: SURFACE AND GROUNDWATER RESOURCES, and Policy 13: WATER QUALITY.

Has prepared a list of all local, state and federal agencies and private interests, e.g. private utilities, which have an interest and/or are affected by local planning decisions. As part of the public hearing process, will notify appropriate agencies/interests.

Response: Appendix H documents the city's extensive coordination efforts with affected governmental agencies and private interest groups.

2. THE CITY OF HERMISTON WILL MONITOR AND UPDATE PERIODICALLY ITS COMPREHENSIVE PLAN AND IMPLEMENTING ORDINANCES TO RESPOND TO CHANGING CONDITIONS.

Implementing Actions

- *Will establish requirements and procedures in the ordinance adopting plan for reviewing text and map amendments between major plan updates.*
- *Will undertake a major update of the comprehensive plan, including modifications of the urban growth boundary, every six years so that at any given time the city is planning 20 years into the future.*

Response: The proposed major plan amendment package includes a UGB expansion proposal in response to the 2024 EOA and follows procedures laid out in **LUO 157.226** Amendments and **HMC 158.208** HCP Amendments (**Appendix A**).

LUO 157.226 AMENDMENTS.

(A) Authorization to initiate amendments. An amendment to the text or the zoning map of this chapter may be initiated by the City Council, by the Planning Commission or by application of a property owner or his authorized agent. The Planning Commission shall, within 40 days after a public hearing in accordance with procedures set forth in 157.229, recommend to the city Council approval, disapproval or modification of the proposed amendment.

(B) Types of amendments. An amendment to this chapter may be either:

(1) Amendment to the text. Legislative revision.

(2) Amendment to the map. Legislative revision or quasi-judicial change.

(C) Legislative revisions. Proposed amendments to this chapter shall be deemed legislative revisions if:

(1) The proposed amendment involves the text of this chapter; and/or

(2) The proposed amendment involves the map, when such an amendment would have widespread and significant impact beyond the immediate area of the proposed amendment.

Response: The proposed amendment package was initiated by the City Council (Resolution 2357) and includes text amendments to the HCP and LUO. The proposed amendment package is legislative in nature because it involves(a) changes to the Comprehensive Plan and LUO text and map, (b) amendments to the TSP, (c) adoption of the Hermiston PFP; (d) considered alternative for the area 1 to 1.5 miles from the existing UGB; involves all or portions of nine tax lots within three tracts under common ownership, and (e) has a widespread and significant impact beyond the immediate area of the proposed amendment package.

Goal 2 Conclusion

Based on the findings above, the city and county will comply with Goal 2 and related HCP policies. As noted in **Section 2** of this narrative, the proposal also complies with relevant provisions of the JMA.

Section 4. Compliance with Applicable Substantive Goals

Compliance with Applicable Substantive Goals, Related Administrative Rules and HCP Policies. Statewide Planning Goals 6, 9, 11, 12 and 13 and related HCP policies apply to the proposed plan amendment package. (Note: Goal 14 compliance is addressed in Section 2 of this narrative.)

Goal 6: Air, Water and Land Resources Quality

This subsection discusses air, water, and land resources quality and related HCP policies.

> ***To maintain and improve the quality of the air, water and land resources of the state.***
> *All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards.*

Response: The acknowledged HCP includes Policies 11 Air Quality, 12 Noise, 13 Water Quality to implement Goal 6. These policies are considered below.

HCP POLICY 11: AIR QUALITY

> *Summary of Findings*
>
> *According to the Oregon Department of Environmental Quality, there are no major point sources of air pollution in the Hermiston UGB. Furthermore, western Umatilla County currently is in attainment for all regulated air pollutants. City officials recognize the importance of promoting continued air quality in the area.*
>
> ***POLICY 11: THE CITY OF HERMISTON WILL COMPLY WITH STATE AND FEDERAL STANDARDS TO PROMOTE CONTINUED AIR QUALITY.***
>
> *Implementing Actions*
>
> - *Has required in the zoning code that all property owners adhere to applicable federal and state air quality standards as part of the development process.*
> - *May undertake cooperative programs* – e.g. *an educational campaign to encourage local residents to use efficient wood stoves – with DEQ.*
> - *Will undertake transportation improvements to reduce congestion and encourage residents to utilize alternative forms of transportation; for more information see Policy 30: INTEGRATED TRANSPORTATION SYSTEM, and Policy 32: ALTERNATIVE TRANSPORTATION.*

Response: This policy commits the city to meeting state and federal air quality standards. City and county zoning provisions require compliance with DEQ air quality standards. Future development within the UGB Expansion Area will be subject to city and county zoning. Therefore, this policy is met.

HCP POLICY 12: NOISE

Summary of Findings

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.

POLICY 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 Conceptual 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.*

Response: This policy commits the city to meeting state noise standards. City zoning provisions require compliance with DEQ air quality standards. Future development within the UGB Expansion Area will be subject to city and county zoning.

The proposed UGB Expansion Area is located adjacent to existing industrial areas south of Feedville Road and thereby minimizes potential noise impacts on existing residential development. HCP site requirements provide for a 200-foot buffer to further minimize potential impacts on residential areas.

For the above reasons, this policy is met.

HCP POLICY 13: WATER QUALITY

Summary of Findings

Low stream flows, turbidity, and elevated coliform counts have impaired the quality of the Umatilla River in the vicinity of Hermiston. These problems are traced to agricultural and animal husbandry practices upstream.

As noted in the discussion of Policy 8: SURFACE AND GROUNDWATER RESOURCES, city and state officials are increasingly concerned about shallow groundwater contamination in some unincorporated portions of the UGB due to septic tank failure, particularly regarding older systems which do not meet current DEQ requirements. The most serious potential problems exist in the north and northeast because groundwater flows from these areas in a wester/southwesterly direction toward the city's shallow water well and Minnehaha Springs, a new municipal source. In the south, several industries also rely upon on-site disposal of large quantities of potentially polluting

wastewater. The widespread introduction of dissolved chemical pollutants including leachate from organic and inorganic fertilizers, household detergents and other domestic wastes, and gasoline and diesel fuel from underground service station tanks into the groundwater can affect the palatability of water and cause serious health problems.

Some septic tank failures have been reported; for example, the city now treats septic wastes pumped on a regular basis from failing systems in an apartment complex and mobile home park. Widespread contamination of wells, often the only indication of septic failure, is not evident yet in the Hermiston area; however, the Oregon Health Division only test wells of restaurants and those service three or more families. In response to concerns of other property owners, the city now tests wells outside the city limits upon request.

Groundwater pollution will not only affect adversely existing wells but threatens the city's future water supplies. As noted earlier, the water table within the deepwater basalt aquifer, upon which the city currently depends for most of its water, is dropping. Even with the proposed well recharging program, the city cannot continue to depend on this source in the long-term due either to insufficient supplies or pumping limits imposed by the state. For this reason, the shallow aquifer, which is the most promising secondary source, must be protected.

POLICY 13: THE CITY OF HERMISTON WILL PROTECT WATER QUALITY IN COOPERATION WITH OTHER GOVERNMENTAL AGENCIES.

Implementing Actions

- *Has formally requested that Oregon Department of Water Resources to define the extent of the shallow water aquifer and identify and map those areas where potential hazards are greatest.*

- *Will undertake capital improvements planning to insure the availability of water and sewer services in areas immediately adjacent to the city limits and/or to existing users in areas containing a potential or existing pollution threat. Extraterritorial extension of sewer and water will be governed by Policy 5: ANNEXATION.*

- *County has adopted a future urban (FU-10) zone, with a minimum density of one dwelling unit per ten acres, in those portions of the urbanizable area not already zoned for farm use. This will reduce the density of future rural residential development, allowing greater densities only when sewer and water services are available. For more information see Policy 4: ORDERLY URBAN GROWTH.*

- *Has placed areas within the city limits identified by the state as having substantial pollution risk in a special development hazard (DH) overlay zone, which is based on soil type (see Figure 12). The DH designation can be refined further once additional information regarding the characteristics, e.g., flow patterns, water level contours -- of the shallow water aquifer are defined by the State Department of Water Resources or other agency. Prohibit outdoor storage of bulk chemicals and underground storage of gasoline and diesel fuels in these areas. Impose additional conditions on development as needed to reduce pollution hazards based on recommendations of DEQ and DWR. For further discussion, see Policy 14: NATURAL HAZARDS AND DEVELOPMENT LIMITATIONS below.*

- *May encourage the Oregon Health Division to continue monitoring water quality in wells under its jurisdiction. Continue to test wells for residents in the UGB upon request, while monitoring stringently water quality in city wells. Report all cases of well contamination to DEQ and Health Division.*

Response: Policy 13 commits the city to working with ODWR to address water pollution problems caused primarily by agricultural practices and rural residential development that relies on on-site

septic systems. **Appendix E.2** provides detailed information regarding how the city wastewater system will be extended to serve the entire UGB Expansion Area.

By converting existing agricultural land to urban use, agricultural impacts on the shallow aquifer will be reduced. Moreover, required on-site stormwater collection and detention systems will mitigate potential impacts from surface water runoff. Finally, Columbia River water used to cool HDC operations will be re-cooled and released into the aquifer to replenish groundwater supply and improve water quality.

Goal 6 Conclusion

For reasons stated above, the proposed plan amendment package complies with Goal 6 and related HCP policies and will have a positive impact on water quality.

Goal 9: Economic Development

This subsection discusses economy of the State, the Goal 9 Rule, the 2024 EOA, and related HCP policies.

> *To provide dequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Response: LCDC acknowledged the Hermiston 2024 EOA as complying with Goal 9 and the Goal 9 Rule (OAR 660-009) in December of 2024. This document identifies employment opportunities and the site characteristics required for targeted types of employment to operate.

HCP POLICY 18: GENERAL INDUSTRIAL DEVELOPMENT

Summary of Findings

> *In addition to the traditional importance of agriculture, Hermiston has grown in importance as a regional center for other industries and commercial services. Currently, Transportation and Warehousing is the second largest sector of employment in the Hermiston, trailing the population-driven Education & Health sector services by only a slight margin.*
>
> *Hermiston is ideally located at the confluence of two major interstates, and within a reasonable (distribution) drive-time from major population centers in the Northwest, Northern California, British Columbia, and the Western Mountain States. The city is also home to the Union Pacific Railroad switching station and features Columbia River access. The warehousing and distribution sectors are likely to grow in prominence as Hermiston grows.*
>
> *Manufacturing, both food related and other, remain important components of the local economy, as does energy-related employment in the surrounding area. Hermiston's prospects for continued economic development are strong.*
>
> ***POLICY 18. THE CITY OF HERMISTON WILL FACILITATE INDUSTRIAL DEVELOPMENT AS A MEANS OF CREATING NEW JOBS AND FOSTERING THE ECONOMIC WELL BEING OF THE COMMUNITY. IN SUPPORT OF THIS GOAL, THE CITY OF HERMISTON ADOPTS THE FOLLOWING POLICIES:***

A) ***The city will maintain an adequate supply of designated industrial land to meet anticipated demand, including large developable parcels;***

B) ***Provide an appropriate level of urban services, including water, sewer, roads, and police and fire protection in a timely and efficient manner;***

C) ***Identify and recruit new types of industry as a means of diversifying the economic base, and building existing industry clusters.***

Implementing Actions

- *Has designated and zoned sufficient vacant buildable land for industrial activity to meet projected 20-year demand. In determining the location of future industrial development, the following has been considered: availability of large acreages, sufficient transportation access, adequate level of urban services and facilities, and segregation from residential and other sensitive uses.*
- *Will undertake capital improvements planning in areas designated for industrial development to insure the availability of a full complement of urban services, including water, sewer, roads, and fire and police protection.*
- *May undertake a formal economic development program including:*
    - *Identification and targeting of specific new industries which are likely to locate in the rural areas of the state;*
    - *Preparation of promotional materials including brochures and advertisements for insertion in business magazines with statewide and national distribution;*
    - *Exploration of innovative financial mechanisms including the establishment of a public economic development commission or private development corporation, utilization of economic development revenue bonds, etc.*

POLICY 20: THE CITY OF HERMISTON SUPPORTS ECONOMIC DEVELOPMENT AND JOB GROWTH WHICH WILL DIVERSIFY AND STRENGTHEN THE MIX OF ECONOMIC ACTIVITITY 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.*

Response: The 2024 EOA implements Goal 9 Economic Development and HCP Policies 18 and 20 by providing suitable sites for a targeted industrial use – hyperscale data centers. As discussed in

detail in **Sections 1 and 2** of this narrative, the proposed plan and code amendment package is specifically designed to implement the 2024 EOA. Therefore, the proposed plan amendment package complies with Goal 9 and Policies 18 and 20.

Goal 11: Public Facilities and Services

This subsection discusses public facilities and services, the Goal 11 Rule, the PFP and related HCP policies.

> *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Response: Goal 11 is implemented by the Goal 11 Rule (OAR 660-0011). The Goal 11 Rule requires that cities prepare public facilities plans. Amendments to Policies The proposed plan amendment package (**Appendix 1**) includes the Hermiston PFP prepared for the area within the UGB and the proposed UGB Expansion Area.

HCP POLICY 23: PROVISION OF PUBLIC SERVICES AND FACILITIES

Summary of Findings

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.

POLICY 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 six 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.*

Response: As documented in **Section 2** and **Appendix E.2**, the proposed UGB Expansion Area will be provided with municipal sewer and water services, at the property owners' expense, following inclusion within the Hermiston UGB and annexation to the city.

HCP POLICY 24: WATER, SEWER AND STORM DRAINAGE

Summary of Findings

The city of Hermiston has had the foresight to build significant excess capacity into its water and sewer systems, which will facilitate the rapid population growth projected for the community. For example, the existing sewage treatment plant and major interceptors have the capacity to accommodate 30,000 residents, the anticipated population by the turn of the century. This year, in addition to handling city sewage, the plant will treat 400,000 gallons of septic waste, resulting either from system failure or routine maintenance, for property owners in a large unincorporated are surrounding the city. By increasing the plant's capacity and extending major sewer lines, the city's system has an ultimate capacity of 56,400 people. The area of mutual concern, the area beyond the UGB where future growth is most likely to occur, reflects this ultimate service area.

With the completion of two new shallow water wells, one of which is scheduled for construction at Mennehaha Springs, the city has sufficient water supply and storage in place to accommodate its projected 20-year growth. However, as indicated by the declining water level in tis three deep wells, the deepwater aquifer may not be a dependable longterm source. The city must work with other governmental agencies to prevent contamination of the shallow aquifer which has been identified as a potentially serious problem. This will be best accomplished by limiting the density of future rural development until sewers are available. In addition, the city will explore utilization of its other potential source, the Columbia River.

The city has no formal storm drainage system, but relies on drywells which discharge into drainage ditches. Because of the relatively low annual precipitation and sandy soils, disposal of storm runoff is not a serious concern.

HCP POLICY 24: THE CITY OF HERMISTON WILL EXTEND PUBLIC WATER AND SEWER TO ALL DEVELOPING AREAS WITHIN THE UGB; THE CITY MAY EXTEND PUBLIC WATER TO INDUSTRIAL LANDS EXCEPTIONS AREAS OUTSIDE THE UGB: ANNEXATION WILL BE A CONDITION OF SUCH EXTENSIONS EXCEPT WHEN A HEALTH HAZARD OR POLLUTION THREAT EXISTS AND EXCEPT FOR WATER PROVISIONS TO INDUSTRIAL LANDS.

Implementing Actions

- *Will utilize the CIP to determine the timing and priority of all water and sewer improvements; finance extensions through LIDs except for major facilities, such as pumping stations or water storage tanks, necessary for the functioning of the entire system or to accommodate additional growth; these improvements will be the responsibility of the city.*

- *Will minimize the city's reliance on the deepwater aquifer by drilling future wells in the shallow water aquifer, working with Umatilla County and other governmental agencies to prevent further contamination of the latter; for more information, see Policy 8: SURFACE AND GROUNDWATER RESOURCES, and Policy 13: WATER QUALITY.*

- *Will extend water and sewer only to areas within the UGB and only after annexation, unless documented health threat or pollution hazard exists. For more information, see Policy 5: ANNEXATION.*

- *Will extend public water supply only to:*

  (1) *Non-industrial lands if such property is within the UGB and only after annexation, unless documented health threat or pollution hazard exists.*

  (2) *Industrial lands within the UGB. Annexation of such property shall only be required if the property can be annexed at the time of water provision. If annexation is not feasible, the city may require execution of an annexation agreement as a precondition to the provision of municipal water.*

  (3) *Rural or urban industrial lands outside the UGB if such lands are within an area the subject of acknowledged exceptions to applicable statewide planning goals and if the following findings are made:*

    a. *Provision of municipal water service will not impair the city's long-term ability to service land within the city limits or UGB;*

    b. *The proposed extension of municipal water service will not serve intervening lands, i.e., property between the UGB and the exception area;*

    c. *Extension of municipal water service will not be a basis for any future determination of commitment of intervening rural lands to non-rural uses.*

- *May continue to require on-site storm drainage in all new developments.*

- *Water and sewer line extensions shall be timely based on the application of Policy 23.*

Response: For reasons stated above, the proposed HCP amendment package complies with Goal 11 and related HCP policies. As documented in **Section 2** and **Appendix E.2**, the proposed UGB Expansion Area will be provided with municipal sewer and water services, at the property owners' expense, following inclusion within the Hermiston UGB and annexation to the city. Water needed to cool HDC operations will be pumped from the Columbia River, and returned to the aquifer, thus minimizing impacts on the city's deepwater drinking supply.

Goal 12: Transportation

This subsection discusses transportation, the TPR, the 2024 TSP Update, and related HCP policies.

To provide and encourage a safe, convenient and economic transportation system.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule […]

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below […] (a) Adopting measures that demonstrate

allowed land uses are consistent with the performance standards of the transportation facility.

Response: These findings rely on the Transportation Assessment prepared by Kittelson & Associates, which demonstrates that the proposed plan and code amendment package complies with Goal 12 as implemented by the TPR and the Hermiston TSP. As documented by Kittelson & Associates in **Appendix D** (Executive Summary, pp. 3-5):

> *"Fundamentally, the purpose of the TPR analysis is to determine what additional transportation infrastructure, if any, is required to support the urbanization and subsequent development potential associated with the UGB expansion.*
>
> *The UGB Amendment Transportation Analysis focuses on the future year 2045 horizon year (in alignment with the expected planning year to be used in the upcoming Hermiston TSP update) and assumes:*
>
> *1) Reasonable future land development along the Feedville Road corridor for those undeveloped and outright zoned parcels that exist within Hermiston's current UGB or an industrial zoned area by Umatilla County, and that are likely to develop over the next 20 years.*
>
> *2) Under the existing land use scenario (no UGB expansion), all sites (except for the site herein referred to as S2) were assumed to experience no development or redevelopment considering their rural land use designation. Site S2 has an existing Umatilla County industrial zoning designation that currently allows for industrial development. Given this designation and a City of Hermiston expectation that it will redevelop on its own at some point in the next twenty years, the S2 parcel was assumed to experience some level of future industrial development.*
>
> *3) Under the UGB expansion scenario, development of the three UGB expansion sites, assuming hyper-scale data centers.*
>
> […]
>
> *Under the proposed UGB expansion scenario, planned Hyperscale Data Center (HDC) overlay zoning will limit future urbanization to large-scale data center campuses. Based on conversations with the project team, this could result in up to 3,800,000 square feet of cumulative data center buildings spread over the three UGB expansion tracts. Therefore, 2045 traffic conditions includes all the growth from the 2045 existing land use scenario plus estimated site-generated trips from the individual data center campuses.*
>
> *Accounting for this growth, Table A provides a summary of the detailed intersection operations for all key study intersections. As shown, the following intersections and corridors are forecast to experience operational deficiencies:*
>
> - *The stop-controlled westbound approach at the OR 207/Feedville Road intersection is forecast to operate increasingly over capacity when compared to the existing land use scenario operations.*
> - *The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS E conditions.*

- *While the stop-controlled northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection will still have capacity, it is forecast to operate at LOS E conditions.*
- *The stop-controlled eastbound approach to the US 395/Feedville Road intersection is forecast to operate increasingly over capacity when compared to the existing land use scenario operations. T mobility target.*

INTERSECTION/ROADWAY MITIGATIONS

The UGB amendment analysis identified operational deficiencies at OR 207/Feedville Road, Feedville Road/Kelli Boulevard, US 395/Feedville Road, and US 395/Kelli Boulevard intersections as well as the Feedville Road corridor itself. To address the noted deficiencies, mitigation scenarios were investigated as summarized in Table B. As shown in the table:

- *The capacity limitations of the OR 207/Feedville Road intersection can be mitigated with traffic control and travel lane/geometric improvements. Since there are no identified mitigation plans, the City of Hermiston and Umatilla County will need to amend their respective TSPs to include a long-term mitigation project for this intersection.*
- *The Feedville Road/Hermiston-Hinkle Road intersection can be mitigated with urban upgrades and widening that would include separate left and through/right-turn lanes on all intersection approaches.*
- *The Feedville Road/Kelli Boulevard intersection can be mitigated with urban upgrades and widening that would include separate left and through right-turn lanes on all intersection approaches.*
- *The US 395/Feedville Road and US 395/Kelli Boulevard intersections can be improved with turning* movement restrictions and indirect U-turn accommodations that are currently being investigated by ODOT. The City of Hermiston and Umatilla County will need to amend their respective TSPs to include such a long-term mitigation project for these intersections.
- *Corridor improvements would be needed to bring Feedville Road up to urban design standards.*

POLICY 34: TRANSPORTATION SYSTEM PLAN

Summary of Findings

The Hermiston Transportation System Plan (TSP) is adopted by reference as the Transportation Element of the Hermiston Comprehensive Plan. The TSP will guide transportation planning within Hermiston's urban growth boundary (UGB). The City will base its transportation policies, actions and investments on the adopted TSP.

POLICY 33: THE CITY OF HERMISTON WILL COMPLY WITH THE REQUIREMENTS OF THE TRANSPORTATION PLANNING RULE WITH THE ADOPTION OF THE TRANSPORTATION SYSTEM PLAN AND RELATED AMENDMENTS TO IMPLEMENTING ORDINANCES.

NOTICE AND COORDINATION. THE CITY OF HERMISTON WILL NOTIFY AND COORDINATE WITH ALL APPROPRIATE LOCAL, STATE AND FEDERAL AGENCIES AND TRANSPORTATION INTEREST GROUPS WHEN A LAND USE APPLICATION IS SUBMITTED AND POTENTIALLY IMPACTS A

TRANSPORTATION FACILITY. NOTIFICATION WILL HELP IDENTIFY AGENCY STANDARDS AND PROVIDE AN OPPORTUNITY FOR AGENCY INPUT TO THE LOCAL LAND USE DECISION PROCESS.

PROTECTION OF TRANSPORTATION FACILITIES. THE FUNCTION OF EXISTING AND PLANNED ROADWAYS WILL BE PROTECTED THROUGH THE APPLICATION OF APPROPRIATE ACCESS MANAGEMENT MEASURES AS IDENTIFIED IN THE ADOPTED TSP. THESE MEASURES WILL BE COORDINATED WITH ODOT ACCESS MANAGEMENT STANDARDS.

CONFORMANCE TO ADOPTED TSP. ALL PLAN MAP AMENDMENTS AND ZONE CHANGES SHALL CONFORM TO THE ADOPTED TSP. PROPOSED AMENDMENTS SHALL NOT SUBSTANTIALLY IMPACT THE FUNCTIONAL CLASSIFICATION OR OPERATION OF TRANSPORTATION FACILITIES. TO ENSURE PROPER REVIEW AND MITIGATION, A TRAFFIC IMPACT STUDY MAY BE REQUIRED FOR PROPOSALS THAT MAY IMPACT TRANSPORTATION FACILITIES.

CONNECTED STREET NETWORK. THE CITY WILL SUPPORT AND DEVELOP A CONNECTED NETWORK OF STREETS, ACCESSWAYS AND OTHER IMPROVEMENTS, INCLUDING BIKEWAYS, SIDEWALKS, AND SAFE STREET CROSSINGS, TO PROMOTE SAFE AND CONVENIENT BICYCLE AND PEDESTRIAN CIRCULATION WITHIN THE COMMUNITY.

IMPLEMENTING ACTIONS

- *Has adopted by reference the Hermiston Transportation System Plan as part of the comprehensive plan. Implement its recommendations by means of the capital improvement plan.*
- *Has modified the zoning and subdivision ordinances to comply with the Transportation Planning Rule and implement the Transportation System Plan.*
- *Has adopted a Street Classifications Map and Street Standards as part of the TSP. The Map and Standards provide the conceptual framework of future streets. Final street alignments will be refined through the development review process.*
- *Has adopted a Bikeway Plan and a Pedestrian Plan as elements of the TSP. Standards for the design of bikeways, sidewalks and accessways are established in the TSP and implemented through the Zoning and Subdivision Ordinances.*

LUO 156.09 TRANSPORTATION SYSTEM PLAN.

(A) The City Transportation System Plan (TSP) is adopted by reference as the Transportation Element of the City Comprehensive Plan. The TSP will guide transportation planning within the city's urban growth boundary (UGB). The city will base its transportation policies, actions, and investments on the adopted TSP.

(B) (1) Compliance with Planning Rule. The city will comply with the requirements of the Transportation Planning Rule with the adoption of the Transportation System Plan and related amendments to implementing ordinances. (2) Notice and coordination. The city will notify and coordinate with all appropriate local, state, and federal agencies and transportation interest groups when a land use application is submitted and potentially impacts a transportation facility. Notification will help identify agency standards and provide an opportunity for agency input to the local land use decision process. (3)Protection of transportation facilities. The function of existing and planned roadways will be protected through the application of appropriate access management measures as identified in the adopted TSP. These measures will be coordinated with ODOT access management standards.(4) Conformance to adopted TSP. All plan map and zone changes shall conform to the adopted TSP. Proposed amendments shall not substantial impact the

functional classification or operation of transportation facilities. To ensure proper review and mitigation, a traffic impact study may be required for proposals that may impact transportation facilities. (5) Connected street network. The city will support and develop a connected network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings, to promote safe and convenient bicycle and pedestrian circulation within the community.

Response: Appendix D includes the Transportation Assessment prepared by Kittelson & Associates. The Assessment was prepared in coordination with the city, Umatilla County, and ODOT and demonstrates compliance with the Transportation Planning Rule TPR) and the Hermiston TSP. The Umatilla County TSP classifies Feedville Road as a Major Collector Street. The Hermiston TSP design standards for a major collector street include a 60' right-of-way, sidewalks and bicycle lanes. **Appendix D** also includes recommendations for future TSP amendments to ensure compliance with the TPR (pp. 2 and 24):

"It should be noted that the City of Hermiston is just beginning the process of updating its Transportation System Plan (TSP). The results of the UGB expansion and sub-area plan will be incorporated into the larger TSP update at the appropriate time. [...] As a key study corridor, Feedville Road is a rural unimproved Major Collector roadway. Corridor improvements would be needed to bring the roadway up to urban design standards given the levels of projected traffic growth."

Appendix H documents Kittelson & Associates' coordination efforts with ODOT regarding the preparation of the TIA and TPR compliance analysis. The TIA addresses access management requirements per the TSP. Where streets and intersections will be substantially affected by the proposed UGB expansion (and related plan and zoning changes),

Appendix D, Appendix E.2, Figure 1-1A, and Figure 1-1B show the proposed locations of private streets serving the UGB Expansion Area in relation to the existing public street system and documents improvements needed to comply with the TPR and the Hermiston TSP. Regarding access management, the TIA (**Appendix D**, p. 23 footnote) notes the following:

- *Data center trips to/from the S1 UGB expansion area were assumed to access Feedville Road via a new site driveway that would be located opposite a future site driveway serving the assumed Southwest Hermiston Urban Renewal Area residential development.*
- *Data center trips to/from the S2 UGB expansion area were assumed to access Hermiston-Hinkle Road via a single site driveway.*
- *Data center trips to/from the S3 UGB expansion area were assumed via two separate site driveways along Feedville Road. One driveway was assumed to align opposite the 9th Street intersection and one driveway was assumed to align opposite the Kelli Boulevard intersection.*

Goal 12 Conclusion

Based on the findings and recommendations of the Transportation Assessment as discussed above, the proposed plan amendment package complies with Goal 12 (Transportation), as implemented by the TPR and the Hermiston TSP.

Goal 13: Energy Conservation

This subsection discusses energy conservation and related HCP policies.

To conserve energy

Response: Goal 13 is recognized as a planning tool but does not include substantive requirements for reviewing post-acknowledgment plan amendments.[8] Unlike most statewide planning goals, Goal 13 does not have a corresponding administrative rule.
However, the Hermiston EOA (p. 20) recognizes the critical importance of regional energy sources to support planned HDC growth:

> "*Hermiston and Umatilla County have ready access to ample green energy from regional dams on the Columbia River watershed, including the McNary Dam directly to the North. The area also has ample water resources to meet the needs of agriculture and water-dependent industry. This combination has made Umatilla and Morrow Counties attractive to the data center industry over the past decade as they need dependable sources of both.*"

The EOA (pp. 2 and 3) responds to Goal 9 Rule 9 by recognizing access to energy infrastructure as a required site characteristic:

> "***Hermiston's proximity to the Columbia River and major electrical transmission lines makes the area desirable for hyperscale data center campuses****, as evidenced by several recent developments by Amazon Web Services (AWS) in Morrow and Umatilla Counties…The availability of sufficient, affordable, and dependable electricity and water supply are critical factors driving site selection for data center development. Due to the need for data centers to stay in continuous operation, low natural hazard and security risks are also critical.* ***There is also preference for milder climates, which reduces cooling demand and in turn, electricity, and water consumption****.*

The EOA Appendix 1 (p. 4) underscores the importance of electrical energy supply to support HCA demand:

> *"Data centers have a very high demand for electricity to power and cool equipment. Cooling the equipment accounts for approximately 40% of total energy consumption. The minimum power requirement per building is 60 megawatts (MW), so a prototypical four-building campus would require a minimum supply of 240 MW. This level of demand requires a dedicated substation, typically 5-10 acres in size. Redundancy is required to ensure data centers can operate without interruption. According to the U.S. Department of Energy (DOE), data centers collectively account for about 2% of total U.S. electricity use. 5 Backup generators, typically diesel-powered, are also required."*

Although HDCs consume copious amounts of electricity, the proposed plan amendment package will have some positive energy consequences for two reasons: first, by increasing regional energy

[8] According to the Oregon Land Use Board of Appeals: "Goal 13 'is directed at the development of local energy policies and implementing provisions, and does not state requirements with respect to other land use provisions, even if those provisions have incidental impacts on energy use and conservation.'" See Setniker v. Oregon Department of Transportation, 66 Or LUBA 54, 71 (2012), aff'd w/o op., 253 Or.App. 607 (2012), citing Barnard Perkins Corp. v. City of Rivergrove, 34 Or LUBA 660, 684-85 (1998).

[9] OAR 660-009-005(1) "Site Characteristics 'means the attributes of a site necessary for a particular industrial or other employment use to operate. Site characteristics include, but are not limited to, a minimum acreage or site configuration including shape and topography, visibility, specific types or levels of public facilities, services or energy infrastructure, or proximity to a particular transportation or freight facility such as rail, marine ports and airports, multimodal freight or transshipment facilities, and major transportation routes

reliability and second, by improving the delivery of renewable energy resources.

1. HDC development will increase regional energy reliability by serving as a major hub supported by a multi-state transmission facility. Idaho Power's Boardman to Hemmingway transmission line will provide a new 500 kilovolt energy resource near Hermiston. Idaho Power describes the need for this transmission line as follows:[10]

   > *"[T]he B2H Project would serve as a crucial high-capacity connection between two key points in the existing bulk electric system. The bulk electric system can be thought of as a network of "hubs" and "spokes" in which substations serve as central "hubs" that send and receive electricity along distribution lines or "spokes." For this system to work reliably, there must be a network of high-capacity transmission lines connecting major "hubs." These high-capacity transmission lines are often the only way to transport electricity from where it is generated to where it is needed to serve load. Idaho Power's proposed B2H Project would serve as a crucial high-capacity "backbone" connecting the load served by Idaho Power's Hemingway Substation to electricity available in the Boardman, Oregon, vicinity, and vice versa, depending on the time of year."*

   Locating HDCs near this line provides an opportunity to construct facilities that would require comparatively shorter distribution line connections, avoiding energy loss from longer distribution or transmission feeder lines necessary to serve such facilities in other areas.

2. This new transmission line will increase the amount of renewable energy that can be placed on the grid[11]:

   > *"[W]ind-and solar-resource development has accelerated in recent years. The B2H Project would help to reliably interconnect these often remote renewable resources and efficiently deliver power to local load centers. The B2H Project would help facilitate access to new market tools such as energy imbalance markets, which could help reduce power supply costs for customers and integrate intermittent resources such as wind and solar."*

   Because of the proximity of the Boardman to Hemingway Transmission Line, the UGB expansion area will be able to be served with the expanding portfolio of wind and solar projects that will be connected to this line.

For the above reasons, the proposed UGB expansion is consistent with Goal 13.

[10] Idaho Power, Boardman to Hemmingway Transmission Line Project EFSC Site Certificate Application, Exhibit B1, pg. 1-2 (2010), available at https://www.oregon.gov/energy/facilities-safety/facilities/Facilities%20library/2018-09-28-B2H-ASC-Exhibit-B-Attachment-B-1-to-B-4.pdf .

[11] Record of Decision for the Boardman to Hemingway Transmission Line Project, 82 FR 54409, DOI-BLM-ORWA-V000-2012-0016-EIS at 12 (2017), Bureau of Land Management. https://eplanning.blm.gov/public_projects/nepa/68150/125243/152690/20171117_Record_Of_Decision.pdf.

HCP POLICY 15: ENERGY CONSERVATION

There are no indigenous non-renewable energy sources in the immediate Hermiston area. However, the city is located near two major energy generators: McNary Dam, one of 11 federally-owned dams on the Columbia River located at nearby Umatilla, and the PGE coal-fired electrical generating plant at Boardman. City officials recognize the importance of conserving finite energy resources both in public and private sectors.

POLICY 15: THE CITY OF HERMISTON WILL ENCOURAGE THE CONSERVATION OF ENERGY RESOURCES WHEREVER POSSIBLE THROUGH CAREFUL LAND USE PLANNING, COMMUNITY EDUCATION AND ADOPTION OF CONSERVATION-ORIENTED POLICIES.

Implementing Actions

- *Has adopted planned unit developments provisions which encourage the use of energy-efficient siting, design and construction techniques including clustered development, southern exposure, shared wall construction and adequate insulation.*
- *Will make energy conservation and waste reduction a regular practice in purchasing, operating and maintaining its buildings, vehicles, equipment and facilities and, where possible, will utilize renewable resources.*
- *Will encourage residents and businesses to practice energy conservation and utilize renewable sources of energy. To this end, the city will coordinate its education activities with local private utilities, state and federal agencies and other organizations.*
- *Will revise all land development standards by the next plan update to provide and protect solar access, establish criteria for approval of energy facilities, remove obstacles to energy-efficient design and require energy-efficient development when ownership is to be transferred to the city upon completion.*
- *May encourage establishment of facilities to recycle newspaper, glass, cans, lubricating oil and other reusable materials. For more information, see Policy 24: SOLID WASTE.*
- *Has encouraged development of small neighborhood stores within walking distance of residences, and construct additional bicycle and pedestrian facilities to reduce dependence on the automobile. For more information, see Policy 19: COMMERCIAL DEVELOPMENT, and Policy 32: ALTERNATIVE TRANSPORTATION.*

Response: The city's Policy 15 and implementing actions do not directly relate to urbanization or urban growth boundary expansions, so are not applicable to the proposed UGB expansion. The expansion will not reduce the city's ability to accomplish the stated implementing actions because none of those implementing actions concern HCP or industrial development.

Goal 13 Conclusion

For reasons stated above, the proposed plan amendment package complies with Goal 13 and related HCP Policies.

Conclusion

This narrative and supporting appendices demonstrate that the proposed UGB amendment, including related city and county plan and code amendments, complies with applicable statewide planning goals as well as city and county land use standards. Appendix A includes the complete set of Hermiston Comprehensive Plan and Land Utilization Code map and text amendments. Notably, the City has prepared a Public Facilities Plan for the entire Hermiston UGB consistent with the Public Facilities Rule; the PFP dovetails with the detailed Public Facilities Plan for the UGB Expansion Area.

To become effective, these amendments must be co-adopted by Umatilla County and acknowledged by the Land Conservation and Development Commission. **Appendix B** includes the Conceptual HDC Development Plan. **Appendix C** includes the complete set of GIS maps prepared by Winterbrook Planning.

The findings supporting adoption of the plan and code amendment package are organized as follows:

- **Section 1** describes the purpose of the proposed plan amendment package, proposed plan designations and zoning for the proposed UGB Expansion Area and identifies applicable state and local review criteria. Section 1 also explains the local policy basis for the proposed amendment package, and the foundational role of the 2024 Hermiston EOA in demonstrating the need for UGB expansion.
- **Section 2** systematically responds to the demanding requirements of the UGB Amendment Rule (OAR 660-024).
  - Section 2 references the acknowledged Hermiston EOA in demonstrating the need for 11 suitable sites to meet the operational requirements of HDCs (hyperscale data centers). After identifying two HDC sites within the UGB that are now under construction, Section 2 also demonstrates the absence of vacant, suitable HDC sites within the existing UGB.
  - Section 2 carefully examines the potential for land within the one-mile study area to meet identified HDC site needs, based on statutory and rule priorities. Section 2 determines that five suitable sites exist adjacent to the southern portion of the UGB, in an area surrounded by the UGB, rural industrial exception areas, or small developed agricultural commercial uses.
  - Finally, Section 2 demonstrates compliance with applicable Hermiston Comprehensive Plan policies related to urban growth management and annexation.
- **Section 3** demonstrates compliance with Statewide Planning Goal 1 (Citizen Involvement) and Goal 2 (Land Use Planning) as well as local procedural policies and requirements. **Appendix H** documents the city's coordination efforts with relevant state agencies, Umatilla County, adjacent cities, and interest groups.
- **Section 4** demonstrates compliance with applicable statewide planning goals (Goals 6, 9, 11, 12, and 13) and rules, and related Hermiston Comprehensive Plan policies. Section 4 findings are supported by **Appendix D** (Transportation Impact Analysis) and **Appendix E.2** (Public Facilities Plan for the UGB Expansion Areas), and **Appendix I** (Additional Background Information).

Appendix A

Plan Amendment Package

A.1 Hermiston Comprehensive Plan (HCP) Text and Map Amendments

A.2 Hermiston Public Facilities Plan (PFP)

A.3 Hermiston Land Utilization Ordinance (LUO) amendments – Hyperscale Data Center (HDC) Overlay

Proposed Hermiston Comprehensive Plan Text Amendments

Winterbrook Planning | February 2025

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POLICY 4: ORDERLY URBAN GROWTH

One of the primary functions of the comprehensive plan is the establishment of an urban growth boundary, the area beyond the city's corporate limits where future development is most likely to occur. To be approved by the Oregon Land Conservation and Development Commission, the city must demonstrate that its UGB contains sufficient land to accommodate development for the next 20 years and within which a full complement of urban services can be provided; at the same time, every effort must be made to exclude prime agricultural, forest and other natural resource lands. The City of Hermiston ~~has~~ established its UGB **in 1983** based on the following findings:

- The city's population is projected to increase to 32,800 people[1] by the year 2003, a 240% increase over its current population of 9,600. An additional 4,400 acres of vacant land are necessary to accommodate the residential, commercial, industrial and community service needs of these new residents.

- The UGB includes approximately 3,600 acres of unconstrained vacant land; combined with the 1,400 acres of vacant property within the city limits, this results in a vacant land inventory of about 5,000 acres, about 600 acres more than needed to meet year 2003 demand.
- The size and location of the UGB are justified on grounds other than need, including:
  - Coincides with natural and manmade barriers including the Umatilla River and several major arterials;
  - Contains land for which a serious potential groundwater pollution threat exists;
  - Is part of the city's natural service area for the extension of water and sewer;
  - Contains existing or committed urban development;
  - Contains little economically viable farm land.[2]

Another goal of the comprehensive planning process is to **e**nsure that growth within the UGB occurs in a compact, efficient and timely manner. To facilitate this, the city has adopted a growth management strategy whereby the UGB is divided into two categories: "urban" and "urbanizable." The former contains areas immediately adjacent to the existing city limits where annexations in the near future are most likely to occur and where a full complement of urban service, including water, sewer and roads, can be readily extended. To **en**sure efficient urbanization of these areas, detailed land use and public facilities planning has been undertaken. In the outlying areas designated as urbanizable, only nodes of commercial, industrial and community service uses and general areas of future residential development have been designated on the comprehensive plan map. Detailed planning these areas will occur as they are converted to urban land, as governed by Policy 6: CONVERSION, presented below.

2024 EOA and Related 2025 Urban Growth Boundary Amendment

PSU projects that Hermiston will grow to 32,500 by 2045, representing about one-third of the county's total population forecast.

In December of 2024, the city adopted the Hermiston Economic Opportunities Analysis (EOA. As noted in the EOA (p. 13):

> **"With a population of roughly 20,000 people in 2022, the City of Hermiston is the largest incorporated municipality in Umatilla County, representing nearly 25% of the county's population. The city has grown at an estimated rate of 1.5% per year since 2010, almost double that of the county's growth rate. The city grew by roughly 3,200 residents since 2010, which accounts for 72% of the entire county's growth of 4,400 residents in that period. It is projected that by 2043 Hermiston will represent over 31% of Umatilla's County population.**

The EOA (p. 40) identified a specific need for large, hyperscale data center sites over the 20-year planning period:

> **"The data center industry has grown rapidly in the region over the past decade, with nine hyperscale data center campuses finished or under development in Umatilla County. Two campuses are currently under development in south Hermiston on E. Penney Avenue. These two campuses cover roughly 215 acres, include 8 individual data center buildings, and will house hundreds of future jobs which are reflected as future growth in the Information sector in Figure 6.3 below. [...] If appropriate large sites continue to be available, Johnson Economics concludes that this pace will be sustainable for the foreseeable future, Sufficient interest in available sites has already been expressed by multiple developers to maintain this pace for the next ten years.**
>
> **This pace implies an estimated 20 new data center developments in northwest Umatilla County over the 20 year planning period of this report, of which Hermiston could reasonably expect to capture up to half if appropriate land is available.**

In 2025 the city and county amended the Hermiston UGB to provide six suitable sites for hyperscale data centers, consistent with the Hermiston EOA and Oregon's Urban Growth Boundary Rule (OAR Chapter 660, Division 024).

~~[1] Total population of about 35,000 results when the 2,100 people currently living in the unincorporated portion of the UGB are added.~~

~~[2] Of a total of 1,800 acres devoted to agricultural activities, only 450 acres are found in parcels of 40 acres or more; 300 acres of the latter are located within the city's corporate limits. Furthermore, areas containing Class II through IV soils have been excluded from the UGB were possible.~~

[1] **With a population of roughly 20,000 people in 2022, the City of Hermiston is the largest incorporated municipality in Umatilla County, representing nearly 25% of the county's population. The city grew by roughly 3,200 residents since 2010, which accounts for 72% of the entire county's growth of 4,400 residents in**

that period.

[2] **The need to provide suitable sites for hyperscale data centers will account for most of this employment land need. Based on the acknowledged EOA, Hermiston expanded the UGB in 2025 to provide nine suitable hyperscale data center sites. Each of these sites will be protected for hyperscale data center use by the HDC Overlay. Ordinance 25-XX includes detailed findings justifying the 2025 UGB expansion.**

4. THE CITY OF HERMISTON WILL PROMOTE COMPACT URBAN DEVELOPMENT WITHIN AND ADJACENT TO EXISTING URBAN AREAS TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND FACILITATE ECONOMIC PROVISION OF URBAN FACILITIES AND SERVICES.

Implementing Actions

- Has negotiated an urban growth area joint management agreement with Umatilla County with the following provisions:
- Delineate urban and urbanizable areas within the unincorporated portion of the UGB;
- For property within the urban area:

County adopts city's planning and zoning designations as follows:

Corresponding Designations

Comprehensive Plan	Zoning Ordinance
Low Density Residential (LDR)	R1, R2
Medium Density Residential (MDR)	R3
Medium Density Residential (MDR/MH)	R4
Commercial (C)	C1, C2
Industrial (I)	M1
Industrial (I/HDC)	**M2 with HCD overlay**
Mixed Commercial/Industrial (C/I)	C2/M1 with PUD overlay
Airport (A)	A
Community Service (CS)	All zones with CS overlay
Open Space	OS

- Property owners whose property currently is zoned for exclusive farm use may retain that status if requested in writing.
- City is responsible for public facilities planning particularly with regard to extension of water, sewers and roads.
- If residential property is developed prior to annexation, county may grant zoning[3] permit for the construction of a conventional single family or mobile home unit and accessory uses upon findings that:

[3] In Umatilla County, the State of Oregon issues building permits upon receipt of county zoning permit.

- Lot is of sufficient size to qualify for a septic tank permit from DEQ;
- Property owner agrees in writing to hook up to city sewer system when available;
- Property owner presents and enters into a legally binding "shadow" plat dividing remaining portion of lot into future urban lots as permitted by underlying city zoning designations, and illustrating location of future internal roadways and easements. Properties zoned R1 shall be divided into lots of 9,000 square feet; property zoned R3 or R4 shall be divided into lots of 6,000 square feet.

For property within the urbanizable area:

- City undertakes general land use planning designating future nodes of neighborhood and general commercial and industrial activity and community service uses -- e.g. schools and parks -- with the remainder planned for future residential development.
- County will rezone all property now zoned F1 and F2 as exclusive farm use, EFU-40. Newly adopted by the county, this farm zone requires a minimum lot size of 40 acres. County will zone all remaining area future urban, FU-10, with a density of one dwelling unit/ten acres; the latter minimum lot size applies to all future partitions.
- For areas zoned future urban, county may grant zoning permit for construction of a conventional single family or mobile home dwelling and accessory uses on a newly created ten acre lot or smaller existing lot of record, providing the latter is of sufficient size to qualify for a septic tank permit from DEQ.[4]
- City will monitor development activity to insure sufficient vacant land in the city and urban portion of UGB to accommodate the residential, commercial, industrial and community service needs and adopts procedures for converting property from urbanizable to urban when needed subject to Policy 6: CONVERSION.
- Except as allowed in Policy 24 and implementing actions pertaining to the extraterritorial provision of water supply to lands zoned or designated for industrial use, the City will not extend water, sewer or other urban services until property is converted from urbanizable to urban status, subject to Policy 6: CONVERSION, and annexed subject to Policy 5:

[4] Property owners in urbanizable area are not required to submit a "shadow" plat as a condition of development due to the following:

- As the underlying residential density has not yet been designated, it is not possible

to determine minimum lot size (i.e. 9,000 or 6,000 square feet);
- Newly created lots of 10 acres are of sufficient size so that construction of a single unit will not preclude future development;
- As property in the urbanizable area may not be needed for urban purposes for a number of years, the cost of preparing a shadow plat could be an onerous burden for property owners.
    - Lot is of sufficient size to qualify for a septic tank permit from DEQ;
    - Property owner agrees in writing to hook up to city sewer system when available;
    - Property owner presents and enters into a legally binding "shadow" plat dividing remaining portion of lot into future urban lots as permitted by underlying city zoning designations, and illustrating location of future internal roadways and easements. Properties zoned R1 shall be divided into lots of 9,000 square feet; property zoned R3 or R4 shall be divided into lots of 6,000 square feet.

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- For areas zoned future urban, county may grant zoning permit for construction of a conventional single family or mobile home dwelling and accessory uses on a newly created ten acre lot or smaller existing lot of record, providing the latter is of sufficient size to qualify for a septic tank permit from DEQ.[4]
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[4] Property owners in urbanizable area are not required to submit a "shadow" plat as a condition of development due to the following:

- As the underlying residential density has not yet been designated, it is not possible to determine minimum lot size (i.e. 9,000 or 6,000 square feet);
- Newly created lots of 10 acres are of sufficient size so that construction of a single unit will not preclude future development;
- As property in the urbanizable area may not be needed for urban purposes for a number

of years, the cost of preparing a shadow plat could be an onerous burden for property owners.

POLICY 20: GENERAL ECONOMIC DEVELOPMENT

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.

Vision

To become the center of commercial and industrial activity in northeast Oregon providing an attractive, livable community utilizing adaptive, modern policies to capture economic development opportunities.

~~**Employment**~~

~~While agriculture remains a major factor in the regional economy, it tends to be concentrated outside of the city itself. Since 2004 agriculture production related commerce (excluding retail) has rarely exceeded 5% of total employment in Hermiston itself. However, the city is an important hub for providing retail and service options which do rely on surrounding agricultural activity.~~

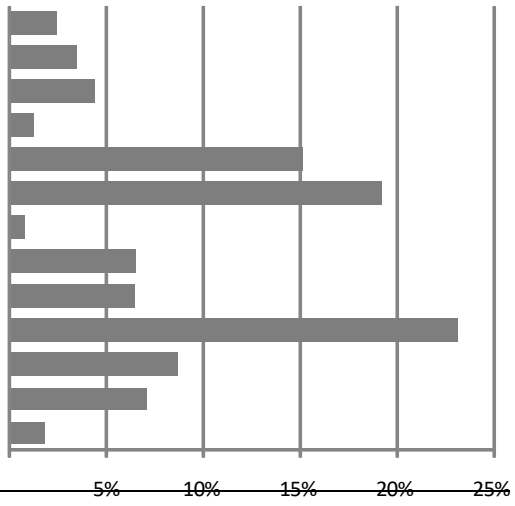
~~In recent years, Hermiston's unique location along the Union Pacific Rail line has facilitated a diversification into warehousing, storage, and distribution industries. Other growth industries have primarily been demographically driven as Hermiston has played a larger role as a service provider in the region. In 2010 firms in Retail Trade combined with Transportation, Warehousing, and Utilities employed nearly 35% of workers in Hermiston.~~

~~However, the largest share of employment by industry classification, belongs to Education and Health Care Services, representing 23% of local employment.~~

~~**Figure 9.1: Employment by Industry Sector, City of Hermiston (2010)**~~

~~Employment Sector~~	~~2010 Employment~~	~~Share of Total~~

Natural Resources	278	2%
Construction	385	3%
Manufacturing	493	4%
Wholesale Trade	140	1%
Retail Trade	1,710	15%
Transport., Warehousing, Utilties	2,170	19%
Information	80	1%
Financial Activities	737	7%
Professional & Business Services	727	6%
Education & Health Services	2,612	23%
Leisure & Hospitality	976	9%
Other Services	802	7%
Government	199	2%
Total	**11,312**	0%



TWU: Transportation, Warehousing and Utilities
Source: US Census, Johnson Reid LLC

Competitive Advantages

Sound economies are often organized around a healthy set of industry clusters – similar and related businesses and industries that are mutually supportive, regionally competitive, attract capital investment, and encourage entrepreneurship.

The following target industry clusters were identified which have an existing competitive presence in Hermiston or reasonable opportunities for growth or emergence:

Agricultural Support/Food Manufacturing: Agriculture has long been a staple of both the Umatilla County and Hermiston economies. In 2010, combined crop and livestock production in Umatilla County totaled nearly $400 million in production value. Crop production specifically represented 11% of the statewide crop production value in 2010, and 20% of statewide wheat production. This sector represents an emerging opportunity for agriculture related economic activity in the region through expansion of value-added products. Efforts to further Hermiston's agricultural reputation will facilitate opportunities for new agriculture related products and markets.

Agritourism: Rich agricultural tradition and resources make agritourism and recreation based on agriculture a natural extension of the economies in Umatilla County's cities. Agritourism can support related wine industry, agricultural support activities, and to a certain extent, leisure and hospitality services. Agritourism includes such activities as offering farming or ranch vacations, or on-site activities such as wine tasting or produce markets.

Regional Retail: As a regional economic hub, Hermiston serves a very broad geographic region. Hermiston is ideally located near the Washington/Oregon state line and within a 40 minute drive from the tri-cities, while offering the advantage of no sales tax. Hermiston has the opportunity to continue to service a broader region and provide adequate land for regionally drawing retailers to do business in Hermiston – recapturing leaking local spending while capturing a greater share of the regional market.

Warehousing and Distribution: In 2010, Transportation and Warehousing was the second largest sector of the Hermiston economy, accounting for one in five jobs in Hermiston. Hermiston is ideally

located at the confluence of two major interstates, and within a reasonable (distribution) drive-time from major population centers in the Northwest, Northern California, British Columbia, and the Western Mountain States. The City is also home to the Union Pacific Railroad switching station. Other distribution & warehousing orients infrastructure include a refrigerator cargo dock on the Columbia River, and fiber optic telecommunications.

Projected Employment Growth

Based on employment and industry trends, there is projected to be roughly 13,400 jobs in Hermiston in 2030, an increase of almost 2,100 jobs. This represents an average annual growth rate of .9%. The greatest number of additional jobs are expected in the Education and Health Services, followed by Transportation, Warehousing and Utilities, and Retail Trade. The Professional and Business sector is expected to lose some employment based on historical trends and state projections.

Figure 9.2: Projected Employment Growth, City of Hermiston (2010 - 2030)

BASELINE FORECAST	2010	Forecast Estimates				'10-'30 Growth	
NAICS	Base Year	2015	2020	2025	2030	Jobs	AAGR
Natural Resources	278	399	411	421	429	151	2.20%
Construction	385	433	443	452	459	74	0.88%
Manufacturing	493	504	511	518	523	29	0.29%
Wholesale Trade	140	178	185	191	196	56	1.68%
Retail Trade	1,710	1,766	1,864	1,951	2,020	309	0.83%
T.W.U.	2,170	2,440	2,497	2,545	2,584	413	0.88%
Information	80	92	91	89	88	8	0.45%
Financial Activities	737	816	844	870	889	153	0.95%
Professional & Business	727	750	680	626	587	(140)	-1.07%
Education & Health	2,612	2,737	2,959	3,161	3,326	714	1.22%
Leisure & Hospitality	976	1,006	1,058	1,105	1,142	166	0.79%
Other Services	802	825	865	901	929	128	0.74%
Public Administration	199	213	218	223	226	27	0.64%
Total	11,311	12,159	12,626	13,052	13,398	2,087	0.85%

SOURCE: Johnson Reid, LLC

Buildable Lands vs. Future Land Need

The projected new jobs over the next 20 years will be housed in a mixture of existing and new businesses. Some new commercial development will be necessary to accommodate this economic growth, and therefore sufficient buildable commercial lands are required.

As Figure 9.3 shows, a 2010 inventory of buildable lands in Hermiston finds 850 vacant buildable acres in a variety of commercial and industrial zoning designations. The projected job growth presented above may require 45 to 50 acres of buildable land. Therefore there is no current identified need to add commercial or industrial acreage.

Figure 9.3: Buildable Commercial and Industrial Land, City of Hermiston (2010)

Site Type/	Sites 1/			Net Buildable Acreage			
Zone	Small	Medium	Large	Small	Medium	Large	TOTAL
IN CITY LIMITS							
Commercial							
C-1	72	5	0	19.4	7.0	-	26.3
C-2	85	40	4	32.0	68.0	61.8	161.7
Industrial							
M-1	25	6	6	19.9	22.4	55.1	97.5
M-2	0	0	3	-	-	57.9	57.9
C-2/M-1 C-	27	9	4	24.9	28.9	36.2	90.0

2/M-2	1	3	5	1.5	11.4	166.5	179.4
Airport	3	0	2	2.9	-	185.3	188.2
IN UGB							
Commercial							
C-2	7	15	0	4.0	29.3	-	33.4
F-2	0	1	1	-	1.2	18.6	19.7
Industrial							
M-1	9	1	0	8.5	2.6	-	11.1
M-2	3	1	0	5.0	3.4	-	8.4
TOTAL SITES/ACRES							
Commercial:	***164***	***60***	***4***	***55.3***	***104.3***	***61.8***	***221.4***
Industrial:	***68***	***20***	***20***	***62.7***	***68.8***	***501.0***	***632.5***

Source: Real Urban Geographies, City of Hermiston, Johnson Reid LLC

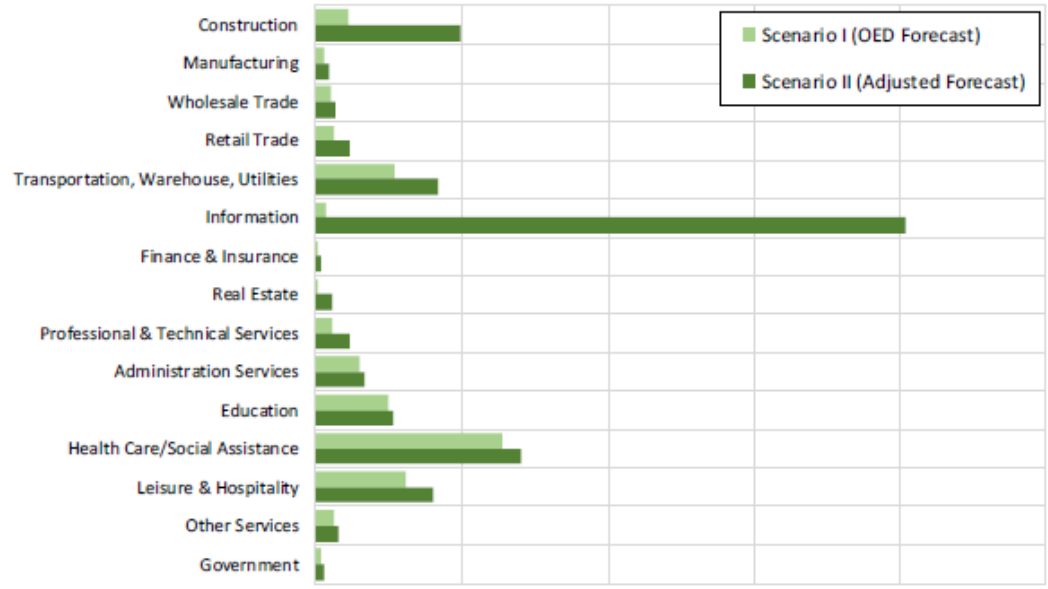
Employment Growth

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.

- **The Hermiston EOA (2024) forecasts that Hermiston's employment will increase at an average annual rate of 2.1% during the 20-year planning period. Employment is projected to increase from 9,923 in 2024 to15,004, resulting in 5,081 new jobs.**
- **The EOA (Table 6.3) forecasts population and employment growth by sector. Substantial growth is expected in the construction, retail trade, transportation and warehousing, health care and hospitality sectors.**
- **The information sector to expected to grow at almost 20% annually, with over 2,000 new employees over the 20-year planning period. This high rate of development is in keeping with the observed development of hyperscale data centers in the County over the past decade.**

FIGURE 6.3: ADJUSTED GROWTH FORECAST, CITY OF HERMISTON (2024 - 2044)

Industry	Baseline (PSU Pop. Forecast)				Adjusted Growth Forecast			
	2024	2044	Chg.	AAGR	2024	2044	Chg.	AAGR
Agriculture, Forestry, etc.	521	606	85	0.8%	521	621	100	0.9%
Construction	327	434	107	1.4%	327	823	496	4.7%
Manufacturing	384	414	30	0.4%	384	428	45	0.6%
Wholesale Trade	259	310	51	0.9%	259	325	66	1.1%
Retail Trade	1,557	1,617	60	0.2%	1,557	1,671	114	0.4%
Transportation, Warehouse, Utilities	1,557	1,828	271	0.8%	1,557	1,974	417	1.2%
Information	58	90	31	2.2%	58	2,077	2,018	19.5%
Finance & Insurance	245	248	3	0.1%	245	263	18	0.3%
Real Estate	149	151	2	0.1%	149	204	54	1.6%
Professional & Technical Services	176	233	56	1.4%	176	292	115	2.5%
Administration Services	464	612	148	1.4%	464	627	163	1.5%
Education	722	970	248	1.5%	722	985	263	1.6%
Health Care/Social Assistance	1,848	2,483	635	1.5%	1,848	2,551	703	1.6%
Leisure & Hospitality	1,160	1,468	308	1.2%	1,160	1,563	402	1.5%
Other Services	310	371	61	0.9%	310	386	76	1.1%
Government	184	200	15	0.4%	184	214	30	0.8%
TOTAL:	**9,923**	**12,036**	**2,113**	**1.0%**	**9,923**	**15,004**	**5,081**	**2.1%**



Source: Oregon Employment Department, Johnson Economics

Employment Land Need and Supply

The Hermiston EOA (pp. 49-50) compares the Buildable Land Inventory to the 20-year forecast of employment land need. Hermiston faces a deficit of employment land over the planning period, specifically in large-lot sites for hyperscale data center campuses.

The UGB has sufficient *gross* buildable land in both the Commercial and Industrial categories to accommodate the forecasted need for other commercial and industrial categories, excluding data centers. However, as shown on EOA Figure 7.4, there is a shortage of large parcels remaining for other commercial and industrial users.

FIGURE 7.4: RECONCILIATION OF LAND SUPPLY AND 20-YEAR DEMAND (HERMISTON)

EMPLOYMENT ZONING DESIGNATION	20 YR. DEMAND (Gross Acres)	BUILDABLE LAND (Acres)	Permitted Data Center Sites (Acres)[1]	SURPLUS OR (DEFICIT) (Gross Acres)
Commercial (Office, Institutional, Retail)	97.6	267.2		169.6
Industrial (Gen. Ind., Warehouse, Flex)	160.1	423.1		263.0
Data Center Campus	1,210.2	NA[2]	214	(996.2)
TOTAL:	**1,467.8**	**690.3**	**214.0**	**(563.6)**

[1] Two known large-lot hyperscale data center developments have been permitted in south Hermiston. These are two sites on E. Penney Ave, that will accommodate an estimated eight total large data center building, and an estimated 240 of the forecasted data center jobs.

[2] While the buildable land inventory found a surplus of industrial land in gross terms, none of the remaining sites meet the specific unique requirments of hyperscale data center campuses. Most importantly, remaining buildable sites lack the size to house a new campus. Following the development of the two E Penney sites identified above, no additional appropriate large-lot sites will remain.

Source: Johnson Economics, City of Hermiston, Mackenzie

- **Hermiston has sufficient gross acres of general Commercial land, and general Industrial land to accommodate the forecasted 20-year demand for land (other than for large-lot data centers).**
- **Some of the forecasted growth will include employers who may have specific site needs and preferences that are not reflected in the available buildable inventory. particular, there is forecasted demand for more suitable large-lot commercial and industrial sites while relatively few of these sites were found to remain in the inventory that are unconstrained.**
- **Based on identified proposed data center projects in the Hermiston area, and the rate of development of data centers generally in Umatilla and neighboring Morrow Counties over the past decade, there is a strong identified need for significant acreage for large-lot industrial sites appropriate for these developments. The average site size of hyperscale data center campuses in Morrow and Umatilla Counties over the past decade is 108 acres. There is an estimated need for 1,000 gross acres in the Hermiston area to accommodate multiple hyperscale data center campuses of 100 or more acres.**
-

Economic Policies and Implementing Actions

20. THE CITY OF HERMISTON SUPPORTS ECONOMIC DEVELOPMENT AND JOB GROWTH WHICH WILL DIVERSIFY AND STRENGTHEN THE MIX OF ECONOMIC ACTIVITITY 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.
C) **The City will apply the HDC Overlay to ensure that suitable hyperscale data center sites are reserved for this purpose.**

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.
- **Amend the Hermiston UGB to accommodate the short-term need for five suitable, hyperscale data center sites in 2025.**
- **Amend the Hermiston Comprehensive Plan Map and UGB to meet other large site needs identified in the EOA by 2028.**

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~~ **Continue to** prepare and adopt ~~by 1986 a~~ six-year capital improvements plan**s** (CIP) which include~~s~~ 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.
- **Prepare and adopt a 20-year public facilities plan (PFP) for the existing urban growth area in 2025.**
- **Amend the PFP to identify planned public facilities projects necessary to serve land added to the UGB to meet 20-year growth needs.**

POLICY 24: WATER, SEWER AND STORM DRAINAGE

The City of Hermiston has had the foresight to build significant excess capacity into its water and sewer systems, which will facilitate the rapid population growth projected for the community. For example, the existing sewage treatment plant and major interceptors have the capacity to accommodate 30,000 residents, the anticipated population by the turn of the century. This year, in addition to handling city sewage, the plant will treat 400,000 gallons of septic waste, resulting either from system failure or routine maintenance, for property owners in a large unincorporated are surrounding the city. By increasing the plant's capacity and extending major sewer lines, the city's system has an ultimate capacity of 56,400 people. The area of mutual concern, the area beyond the UGB where future growth is most likely to occur, reflects this ultimate service area.

With the completion of two new shallow water wells, one of which is scheduled for construction at Minnehaha Springs, the city has sufficient water supply and storage in place to accommodate its projected 20-year growth. However, as indicated by the declining water level in tis three deep wells, the deepwater aquifer may not be a dependable longterm source. The city must work with other governmental agencies to prevent contamination of the shallow aquifer which has been identified as a potentially serious problem. This will be best accomplished by limiting the density of future rural development until sewers are available. In addition, the city will explore utilization of its other potential source, the Columbia River.

The source-water for cooling water in Hermiston is pumped from the Columbia River at a cost which makes it financially infeasible for irrigation, but is palatable for industrial users like data centers. Meanwhile, agricultural users in the area are dependent on mining depleting groundwater aquifers or using potentially volatile surface-water rights which can be curtailed in low water years. The discharge water from data centers can be delivered to existing irrigation canals at no cost to irrigation districts, and significantly stabilize surface water management by supplementing stored water capacity. This allows local farmers to expand acreage or have the certainty to plant higher value full-season crops without the concern for curtailment.

The city has no formal storm drainage system, but relies on drywells which discharge into drainage ditches. Because of the relatively low annual precipitation and sandy soils, disposal of storm runoff is not a serious concern.

24. THE CITY OF HERMISTON WILL EXTEND PUBLIC WATER AND SEWER TO ALL DEVELOPING AREAS WITHIN THE UGB; THE CITY MAY EXTEND PUBLIC WATER TO INDUSTRIAL LANDS EXCEPTIONS AREAS OUTSIDE THE UGB: ANNEXATION WILL BE A CONDITION OF SUCH EXTENSIONS EXCEPT WHEN A HEALTH HAZARD OR POLLUTION THREAT EXISTS AND EXCEPT FOR WATER PROVISIONS TO INDUSTRIAL LANDS.

Implementing Actions

- Will utilize the CIP to determine the timing and priority of all water and sewer improvements; finance extensions through LIDs except for major facilities, such as pumping stations or water storage tanks, necessary for the functioning of the entire system or to accommodate additonal growth; these improvements will be the responsibility of the city.
- Will minimize the city's reliance on the deepwater aquifer by drilling future wells in the shallow water aquifer, working wiht Umatilla County and other governmental agencies to prevent further contamination of the latter; for more information, see Policy 8: SURFACE AND GROUNDWATER RESOURCES, and Policy 13: WATER QUALITY.

- **Will continue to pump water from the Columbia River to meet data center cooling needs. Water discharged from data centers can be delivered to irrigation districts to supplement stored water capacity and support the agricultural economy.**
- Will extend water and sewer only to areas within the UGB and only after annexation, unless documented health threat or pollution hazard exists. For more information, see

Section IV Comprehensive Plan Map

A. Plan Designation

The City of Hermiston's Comprehensive Plan Map is presented in Figure 18, enclosed in the attached envelope. A description of each plan map designation follows:

Low Density Residential (LDR): Areas primarily suited for development of conventional single-family dwellings with minimum lot sizes of 9,000 and 7,500 square feet per dwelling, respectively. Corresponds to R1 and R-2 of zoning map.

Medium Density Residential (MDR): Areas suited primarily for development of duplexes and apartments; conventional single-family dwellings also allowed outright with mobile home parks a conditional use. Minimum lot size is 6,000 square feet for single-family dwellings with smaller lots permitted for other housing types. Corresponds to R3 on zoning map.

Medium Density Residential/Mobile Home (MDR/MH): Areas suited for the development of mobile homes on individual lots and in parks, both of which are permitted uses. Conventional single-family, duplexes, and apartments also permitted. Minimum lot size is 6,000 square feet for single-family dwellings with smaller lots permitted for other housing types. Corresponds to R4 on zoning map.

Recreational Residential (RR): An area suited for development of a public golf course to be developed in conjunction with residential dwelling units, which may contain a variety of lot sizes, dwelling unit types and ownership types and which may include limited accessory uses related to the operation of the golf course such as but not limited to restaurants, convenience commercial, public or private open space such as walking trails, swimming pools, tennis courts and other similar recreation features.

Future Residential (FR): Areas located in the urbanizable portion of the UGB which have not yet been designated for a specific density, except in areas already developed or committed to development. Zoned either exclusive farm use, EFU- 40, or future urban, FU-10, by Umatilla County.

Neighborhood Commercial (NC): Convenience commercial facilities including small markets, drug stores, beauty/barber shops and dry cleaners, located in predominantly residential areas. Likely and appropriate locations for such future developments are indicated on the comprehensive plan map although specific locations cannot be anticipated in advance. Currently, neighborhood and commercial uses are conditional in the R2, R3, and R4 zones and in residential PUDs.

Commercial (C): Areas to accommodate retail trade, service, banking, office, and

related cultural and governmental uses. Corresponds to C1, Central Commercial, and C2, Outlying Commercial, on the zoning map.

Industrial (I): Areas appropriate for wholesale trade and manufacturing activities. Corresponds to M1, Light Industrial, and M2, General Industrial, categories on the zoning map. **The Industrial designation with a hyperscale data center (HDC) overlay ensures that identified hyperscale data center sites are reserved for this use.**

Mixed commercial/Industrial (C/I): Areas appropriate for a mix of commercial and industrial activities. Corresponds to the C2, M1, and M2 zones with a planned unit development (PUD) overlay.

Airport (A): Area around Hermiston airport suitable for commercial/industrial development providing these activities do not obstruct the flight path of approaching and department planes.

Open Space (OS): Areas containing natural resources and/or natural hazards which must be protected from urban development. Corresponds to OS in the zoning code.

Community Service (CS): Identifies public and private facilities which serve community educational, historical, recreation, social, and governmental functions. Corresponds to the CS overlay zone on the zoning map.

HERMISTON PUBLIC FACILITIES PLAN

July 2025

Prepared by Winterbrook Planning

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Appendix

Hermiston Public Facilities Plan Appendix: Improvements Identified for the UGB Expansion Area

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The City of Hermiston funded this project. Winterbrook Planning and the project team recognize and appreciate the leadership and foresight shown by the following appointed and elected officials.

Umatilla County Board of Commissioners	Hermiston City Council
• John Shafer, Chair • Cindy Timmons, Vice Chair • Dan Dorran, Commissioner	• Doug Primmer, Mayor • Jackie M. Linton, Ward I • Roy N. Barron, Ward II • Jackie C. Myers, Ward III • David P. McCarthy, Ward IV • Maria E. Duron, At Large • Jeff Kelso, At Large • Josh Roberts, At Large • Allen Hayward, At Large

Umatilla County Planning Commission	Hermiston Planning Commission
• Suni Danforth, Chair • Sam Tucker, Vice Chair • Tami Green • John Standley • Emery Gentry • Kim Gillet • Ann Minton • Malcolm Millar • Andrew Morris	• Dean Fialka, Chair • Derek Caplinger, Vice-Chair • Annette Kirkpatrick • Philip Hamm • Ben Doherty • Christa Guerrero • Brian Misner • Margaret E. Saylor

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City of Hermiston	Umatilla County	Anderson Perry
Mark Morgan, Assistant City Manager Clinton Spencer, Planning Director Bill Schmittle, Wastewater Superintendent	Tom Fellows, Public Works Director	Chas Hutchins, Senior Engineer, President Joshua Lott, Project Engineer Tony Tirico, Senior Technician

MAPS

The Hermiston PFP includes six maps.

- **Map 1: Water System** shows water storage, treatment, and distribution facilities within the Urban Growth Boundary from the *2025 CIP Update*.
- **Map 2: Recycled Water System** shows recycled water service and major existing facilities within the Urban Growth Boundary from the *2025 CIP Update*.
- **Map 3: Street Project Locations** shows transportation project scoped within the *2025 CIP Update.*
- **Map 4: Overall Hermiston TSP Project Locations** shows the most up-to-date project locations from the *2014 TSP Update.*
- **Map 5: Hermiston TSP South Study Area Project Locations** shows a more localized project map of the South Hermiston Study Area in the *2014 TSP Update.*
- **Map 6: Hermiston TSP US 395 Study Area Project Locations** shows a more localized project map for the US 395 Study Area in the *2014 TSP Update.*

REFERENCES

In addition to information, maps, and analysis provided by Hermiston and Umatilla County Public Works Departments, Winterbrook reviewed and incorporated relevant portions of the following plans related to public facilities into the text, tables, and maps of the Urban Growth Boundary PFP:

- *Hermiston Planning Area Joint Management Agreement* (City of Hermiston and Umatilla County, 2017)
- *City of Hermiston, Oregon Capital Improvements Plan* (Anderson Perry & Associates Inc., 2018)
- *City of Hermiston, Oregon Capital Improvements Plan Update* (Anderson Perry & Associates Inc., 2025)
- *City of Hermiston, Oregon Sewer Collection Study* (Anderson Perry & Associates Inc., 2021)
- *City of Hermiston, Oregon Water System Master Plan* (Anderson Perry & Associates Inc., 2019)
- *City of Hermiston, Wastewater Treatment Plant Facility Plan* (Kennedy/Jenks Consultants, 2008)
- *Hermiston Parks, Recreation and Open Space Master Plan* (Cameron McCarthy Landscape Architecture & Planning, 2020)
- *Hermiston Municipal Airport – Airport Master Plan* (Century West Engineering, 2020)
- *City of Hermiston Transportation System Plan* (David Evans and Associates Inc, 1997)
    - *City of Hermiston 1999 Transportation System Plan Update* (Kittelson & Associates, Inc., 1999)
    - *Hermiston Transportation System Plan Amendment* (City of Hermiston, 2000)
    - *Hermiston Transportation System Plan and US 395 North Corridor Plan Amendment* (Kittelson & Associates, Inc., 2003)
    - *Transportation System Plan Update* (JRH Transportation Engineering, 2014)
    - *Hermiston TSP – Ranch and Home Development* (HDJ Design Group, 2015)

- *County TSP* (David Evans and Associates Inc, 2002)
- *City of Hermiston Downtown Urban Renewal Plan* (Johnson Reid and Stiven Planning & Development Services, 2013)
- *North Hermiston URP* (Hermiston Urban Renewal Agency, 2023)
- *Southwest URP* (Hermiston Urban Renewal Agency, 2022)

ACRONYMS

The following terms and their acronyms are used frequently in this document:

• Area of Mutual Concern	AMC
• Capital Improvements Plan	CIP
• City of Hermiston	the City
• Hermiston Economic Opportunities Analysis	EOA
• Hermiston Parks, Recreation and Open Space Master Plan	PROS
• Hermiston Public Facilities Plan	PFP
• Hermiston Sanitary Sewer Collection System Study	SSCSS
• Hermiston – Umatilla County Area Joint Management Agreement	JMA
• Hermiston Urban Growth Boundary	UGB
• Hermiston Water System Master Plan	WSMP
• Public Facilities Planning Rule (OAR Chapter 660, Division 011)	Goal 11 Rule
• Tax Increment Financing	TIF
• Transportation Planning Rule (OAR Chapter 660, Division 012)	TPR
• Transportation System Plan	TSP
• Statewide Planning Goal 11: Public Facilities and Services	Goal 11
• Statewide Planning Goal 12: Transportation	Goal 12
• System Development Charge	SDC
• Umatilla County	the County
• Urban Renewal Plan (or Study)	URP

INTRODUCTION

PURPOSE

The Hermiston Public Facilities Plan (PFP) aims to consolidate, describe, and summarize the myriad city and county facilities master plans, capital improvement plans (CIP), and urban renewal plans (URP) that apply to the City of Hermiston.

- The PFP provides the planning context for intergovernmental coordination regarding the provision of public facilities necessary to ensure the timely, orderly, and efficient provision of facilities and services to the urban area, as required by Statewide Planning Goal 11 (Public Facilities and Services).
- The PFP is also an economic development tool because it includes the timing and funding sources for public facilities necessary to develop employment sites.
- The PFP will also be useful when reviewing plan map and amendments and zone change applications – recognizing that the service levels in different subareas can affect the suitability of a site for a particular land use.

STATUTORY AND ADMINISTRATIVE RULE CONTEXT

In the early 1980s, Oregon went through a major recession. Across the state, substantial land for commercial and industrial employment had been designated within urban growth boundaries. Still, there was a concern that (a) the land designated for employment may not meet the site requirements of potential employers and (b) adequate planning for the provision of public facilities and services required for development may not have occurred.

ORS 197.712 addresses the first concern by requiring cities to prepare and adopt Economic Opportunities Analyses (EOA) and provide suitable sites to meet identified employment needs.[1] The City adopted the Hermiston EOA as part of the Hermiston Comprehensive Plan in 2024 (Ord. No. 2365). The EOA determined the need for approximately 1,200 acres of suitable employment to meet 20-year employment projections. The City is responsible for providing this land with urban public facilities to ensure its timely development. The PFP identifies sewer, water, and transportation projects necessary to serve designated employment sites in the short-term (over the next five years) and during the remainder of the 20-year planning period. The EOA is found in Appendix H of the Hermiston Comprehensive Plan.

The second issue – that of planning for key public facilities – is addressed in ORS 197.712(e), which states:

[1] This legislation was later incorporated into the Goal 9 (Economic Development) administrative rule (OAR Chapter 660, Division 009). ORS 197.717 also commits the state to provide technical assistance to local governments in preparing required economic studies and suitable land inventories.

> ***(e) A city or county shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. The public facility plan shall include rough cost estimates for public projects needed to provide sewer, water and transportation for the land uses contemplated in the comprehensive plan and land use regulations. Project timing and financing provisions of public facility plans shall not be considered land use decisions.***

Goal 11 (Public Facilities and Services) also sets forth the statutory requirement for the local public facilities plan.

> ***Cities or counties shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons.***
>
> ***Public Facilities Plan – A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plan or plans within an urban growth boundary containing a population greater than 2,500.***

The Goal 11 administrative rule (Public Facilities Planning: OAR Chapter 660, Division 011) provides further guidance on preparing PFPs. Please follow this link https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3061 for the full text of the Goal 11 rule as it applies to the local Public Facilities Plans.

What is a Public Facilities Plan and How Should It Be Used?

The Hermiston PFP is a background document for the *Hermiston Comprehensive Plan* and provides technical support for Goal 11 (Public Facilities and Services), Goal 12 (Transportation), and Goal 14 (Urbanization) Chapters.

As defined in OAR 660-0011-0005(1):

> ***A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans.***

The PFP identifies water, sanitary sewer, storm drainage, and transportation facilities needed to support the land uses designated for the Hermiston Urban Area during the 20-year planning period (2025-2045).[2] The PFP summarizes the cost and timing of identified facility projects necessary to serve planned urban development within the existing urban area. It is based on and supported by facility master planning documents prepared by consultant firms and City and County Public Works staff.

As noted in OAR 660-011-0010(3):

> ***(3) It is not the purpose of this division to cause duplication of or to supplant existing applicable facility plans and programs. Where all or part of an acknowledged comprehensive plan, facility master plan either of the local jurisdiction or appropriate special district, capital improvement program, regional***

[2] Package adoption is expected in 2025.

> ***functional plan, similar plan, or any combination of such plans meets all or some of the requirements of this division, those plans, or programs may be incorporated by reference into the public facility plan required by this division. Only those referenced portions of such documents shall be considered to be a part of the public facility plan and shall be subject to the administrative procedures of this division and ORS Chapter 197.***

To address this requirement, this document often cross-references applicable sections of sanitary sewer, storm drainage, water, and transportation master plans rather than repeating their contents.

It is important for future users of this PFP to understand that this document is based on the best information available to City and County staff and Winterbrook Planning at the time of the plan preparation. Winterbrook used professional judgment to summarize these facility plans, providing short-term (less than five years) and long-term (over five years) cost estimates. Plan summaries and cost estimates are *expected* to change due to future facility plan updates.[3]

As stated explicitly in OAR 660-011-0045(2) and (3):

> ***(2) Certain public facility project descriptions, location or service area designations will necessarily change as a result of subsequent design studies, capital improvement programs, environmental impact studies, and changes in potential sources of funding. It is not the intent of this division to:***
>
> ***(a) Either prohibit projects not included in the public facility plans for which unanticipated funding has been obtained;***
>
> ***(b) Preclude project specification and location decisions made according to the National Environmental Policy Act or***
>
> ***(c) Subject administrative and technical changes to the facility plan to ORS 197.610(1) and (2) or 197.835(4).***
>
> ***(3) The public facility plan may allow for the following modifications to projects without amendment to the public facility plan:***
>
> ***(a) Administrative changes are those modifications to a public facility project which are minor in nature and do not significantly impact the project's general description, location, sizing, capacity, or other general characteristic of the project;***
>
> ***(b) Technical and environmental changes are those modifications to a public facility project which are made pursuant to "final engineering" on a project or those that result from the findings of an Environmental Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 (40 CFR Parts 1500-1508)or any federal or State of Oregon agency project development regulations consistent with that Act and its regulations.***

[3] As noted in OAR 660-011-0015–0035, these rough cost estimates are intended to be used by City and County officials to review existing funding mechanisms and evaluate future revenue streams.

> ***(c) Public facility project changes made pursuant to subsection (3)(b) of this rule are subject to the administrative procedures and review and appeal provisions of the regulations controlling the study (40 CFR Parts 1500-1508 or similar regulations) and are not subject to the administrative procedures or review or appeal provisions of ORS Chapter 197, or OAR Chapter 660 Division 18.***

Amendments to the PFP that "significantly impact a public facility project" are considered land use decisions requiring an amendment to the *Hermiston Comprehensive Plan* and notification to the Department of Land Conservation and Development (DLCD). Such amendments include:

> ***(4) Land use amendments are those modifications or amendments to the list, location or provider of, public facility projects, which significantly impact a public facility project identified in the comprehensive plan and which do not qualify under subsection (3)(a) or (b) of this rule. Amendments made pursuant to this subsection are subject to the administrative procedures and review and appeal provisions accorded "land use decisions" in ORS Chapter 197 and those set forth in OAR Chapter 660 Division 18.***

BACKGROUND

Over the last year, Winterbrook Planning has been working with City and County planning and public works staff to evaluate existing land use and public facilities programs that should be considered in the Hermiston PFP.

This consolidated PFP applies only to land within the UGB. The Hermiston Urban Growth Boundary (UGB) has approximately 21,400 people. Roughly 18,600 people live within the city limits, and a further 2,800 people live outside the limits within the UGB.

The City anticipates expanding the UGB later this year to accommodate employment land needs identified in the 2024 Economic Opportunities Analysis (EOA). A separate public facilities study will focus on projects necessary to serve the proposed UGB Expansion Area. Upon City Council approval of the UGB expansion, this public facilities study will be incorporated into the PFP.

JOINT MANAGEMENT AGREEMENT

The City of Hermiston and Umatilla County have adopted a *Joint Management Agreement* (JMA) (2017), which guides land management in and around the City of Hermiston. The Hermiston Comprehensive Plan Policy 3: Intergovernmental Coordination and Policy 4: Orderly Urban Growth explain how this JMA will manage growth in coordination with Umatilla County.

The City and County have established an Area of Mutual Concern (AMC) which includes unincorporated area both in and outside the UGB, in which both have an interest. Within the AMC, they have agreed to coordinate on any major improvement projects, send notice of land use actions, and review their respective comprehensive plans and regulations for the area. In terms of public facilities, the JMA stipulates that the City of Hermiston provides urban services within city limits (water, sewer, and streets), and within the urban area. Proposals for extending services into the urban area require County notification and a 10-day comment period. The City will prepare detailed land use and public facilities plans for conversion of land from urbanizable to urban prior to redesignation. The City will not extend

water, sewer, or other urban services into the Urbanizable Area except in cases of proven health hazards.

Umatilla County maintains jurisdiction over the remaining unincorporated area within the UGB; namely, management of transportation facilities outside city limits until the formal transfers of the roads following annexation to the City. It is the County's policy to transfer jurisdiction in a timely manner following annexation. The City will not maintain any road within the urban area unless it meets City road standards.

METHODS

To prepare the PFP, Winterbrook worked with City and County staff and Anderson Perry engineers to:

1. Identify facility master plans within the Hermiston Urban Growth Boundary.
2. Identify scheduled updates of facility master plans. If master plan updates are in progress or scheduled to be completed within a year, the PFP uses placeholders so that the PFP can be updated on the adoption of new master plans.
3. Identify project anomalies between facility master plans and the 2025 Capital Improvement Plan Update, which serves as the base plan for Hermiston.
4. Verify planned costs and timeframes of projects identified in public facility plans.
5. Adjust project cost values across referenced plans to be in 2025 dollars.
6. Prepare summary tables for system improvement type, estimated cost, and timeframes identified in each facility master plan.
7. Incorporate maps from existing capital improvement plans to show the location of most planned public facilities projects.

The result is a Public Facility Plan that provides system improvement summary costs, timeframes, total public facility costs by timeframe, and related service area mapping for each public facility.

PLAN CONTENTS & ORGANIZATION

The PFP consolidates and summarizes all planning documents that guide service provisions for the incorporated and unincorporated land within the City for the 20-year planning horizon.

Per OAR 660-011-0010(1), this PFP must and does include the following elements:

> ***(a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan*** **[See also 660-11-0020]*;***
>
> ***(b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary*** **[See also 660-11-0020]*;***
>
> ***(c) Rough cost estimates of each public facility project*** **[See also 660-11-0035]*;***

(d) A map or written description of each public facility project's general location or service area **[See also 660-11-0030]*;***

(e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;

(f) An estimate of when each facility project will be needed **[See also 660-11-0025]*; and***

(g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system **[See also 660-11-0035].**

Winterbrook has prepared this information in tabular format for the main public facilities of concern: Water, Recycled Water (Sanitary Sewer), Stormwater, and Transportation. Each table includes:

- A summary of system improvements by public facility;
- Rough timing estimates for the system improvements divided into two periods: short-term (within the next five years), or long-term (five to twenty years and beyond); and
- Rough total cost estimates for each period by public facility.

The service areas, or general location of services for major public facilities, are included on Maps 1-6, corresponding to each type of public facility.

The PFP also discusses existing and proposed funding mechanisms for these projects. Comprehensive Land Use Plan and Statewide Planning Goal findings demonstrate compliance with applicable state and local law.

Existing Urban Area Public Facilities Plans

Winterbrook considered the plans listed below in preparing this PFP. These public facilities master plans, capital improvement plans (CIP), urban renewal plans (URP), and other implementing plans were prepared over varying time frames and do not provide a complete picture of public facilities project needs, funding sources, timing, and jurisdictional boundaries. As noted below, ORS 197.712[4] requires local governments to prepare a "public facilities plan" that identifies rough cost estimates and the general timing of projects within UGBs. Existing facility plans will be periodically updated; the PFP should be periodically amended to incorporate changes to facility plans.

- ***City of Hermiston, Oregon Water System Master Plan*** **(Anderson Perry & Associates Inc., 2019)**

[4] ORS 197.712(2)(e): "A city or county shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. The public facility plan shall include rough cost estimates for public projects needed to provide sewer, water and transportation for the land uses contemplated in the comprehensive plan and land use regulations. Project timing and financing provisions of public facility plans shall not be considered land use decisions." Requirements for PFPs are further elaborated in OAR 660-11-0010 through 0050. Related definitions are found in 660-11-0005.

Commentary: The *WSMP* analyzes the existing systems (supply, storage, and distribution) and current performance. This analysis is the basis for identifying system needs, considering alternatives, and financial planning for necessary projects that are prioritized by need. This plan considers a 20-year planning period (to 2039) and Hermiston's continuing significant population growth. The City incorporated projects identified in the master plan into the CIP.

- ***City of Hermiston, Oregon Sewer Collection Study*** **(Anderson Perry & Associates Inc., 2021)**
  Commentary: The *SSCSS* analyzes the existing sanitary sewer collection system, including piping and pumping systems and their maintenance, and then provides recommendations based on the results. Recommendations include a prioritized list of improvements and a plan for implementing said projects over a 20-year period. The City incorporated projects identified in the study into the CIP.

- ***Wastewater Treatment Plant Facility Plan, City of Hermiston*** **(Kennedy/Jenks Consultants, 2008)**[5]
  Commentary: This Plan reviews the existing wastewater treatment plant facility, acknowledged to be in very good condition in 2008, while identifying the need for improvement to the plant's biological treatment capacity. The plan identifies and scopes two alternative design projects for improving the plant and recommends funding opportunities for the development.

- ***City of Hermiston Transportation System Plan*** **(David Evans and Associates Inc, 1997)**
  Commentary: In accordance with the Transportation Planning Rule (TPR), the *Hermiston Transportation System Plan* (TSP) guides the management of existing transportation facilities and identifies needed projects, their location, and costs during the 20-year planning period. The City adopted updates to the TSP in 1999, 2000, 2003, 2014, and 2015. Kittelson & Associates is preparing a new Hermiston TSP, which is scheduled for adoption in the coming year.

- ***Umatilla County TSP*** **(David Evans and Associates Inc, 2002)**
  Commentary: Again, in order to satisfy the TPR, Umatilla County produced this TSP to guide the management of existing transportation facilities, as well as future facilities, for the 20-year planning period. The Hermiston PFP includes transportation projects planned within the Hermiston UGB.

- ***Hermiston Parks, Recreation and Open Space Master Plan*** **(Cameron McCarthy Landscape Architecture & Planning, 2020)**

[5] The *Wastewater Treatment Plant Facility Plan* (2008) is outdated, and all scoped project work within the document has been completed. No scoped projects from this plan have been brought into the PFP. However, if an updated plant facility plan is produced, it should be incorporated into the PFP.

Commentary: This PROS master plan guides the future development of Hermiston's parks and recreation system. While many of the proposed projects are outside the scope of the PFP, proposed trail projects are incorporated into the PFP under Transportation.

- ***Hermiston Municipal Airport: Airport Master Plan*** **(Century West, 2020)**
  Commentary: FFA requires that the *Hermiston Municipal Airport Master Plan* identifies a preferred airport development option. The plan assesses existing facilities, forecasts airport activity, examines previous planning recommendations, and determines future requirements. The Airport Capital Improvement Program (ACIP) implements the 20-year plan.

- ***City of Hermiston, Oregon Capital Improvements Plan*** **(Anderson Perry & Associates Inc., 2018)**
  Commentary: The *Capital Improvements Plan* assesses facility and infrastructure improvement needs over a five-year period, beginning in fiscal year 2018-2019. The CIP outlines the framework and cost estimates for implementing such improvements. The CIP is updated periodically to accommodate changing needs while managing financial constraints. The CIP describes needed water, recycled water (sanitary sewer), and transportation improvements, as well as their location, timing and cost.

- ***City of Hermiston, Oregon Capital Improvements Plan Update*** **(Anderson Perry & Associates Inc., 2025)**
  Commentary: This five-year CIP Update is the latest and builds on the 2018 CIP, again considering water, recycled water, and streets facilities. The Update reviews the projects identified in the 2018 CIP and 2023 CIP Update, indicating completed projects, projects to carry forward, and new projects.

- ***City of Hermiston Downtown Urban Renewal Plan*** **(Johnson Reid and Stiven Planning & Development Services, 2013)**
  Commentary: The URP report assesses the downtown area's current physical, economic, and social context. Combining this context with public involvement then informs the creation of goals for said area. Downtown revitalization depends upon a series of public urban renewal projects.

- ***North Hermiston Urban Renewal Plan*** **(Hermiston Urban Renewal Agency, 2023)**
  Commentary: The *North Hermiston URP* addresses infrastructure deficiencies and parcel patterns that limit accessibility and desired development. The URP recommends specific transportation and water facility upgrades.

- ***Southwest Urban Renewal Plan*** **(Hermiston Urban Renewal Agency, 2022)**
  Commentary: The *Southwest Hermiston URP* recommends water and wastewater facility upgrades and new community amenities to facilitate future housing development in the area.

The City has two different stormwater management systems. One is a more traditional system, and the other is an injection well (drywell) system for underground injection control (UIC), which abides by a Water Pollution Control Facilities Permit. Due to relatively low annual precipitation and relatively permeable sandy soil, storm runoff is not a serious concern. There are no planned and costed stormwater projects as part of the UIC system. At this time, storm drainage projects are undertaken as needed, and are usually minor enough that they are not included in a formal plan. Storm drainage will be discussed in the Storm Drainage System section of the Utility System chapter.

UTILITY SYSTEMS

BASE PLANS

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

Hermiston uses the CIP process as its primary means of public facilities planning. The *2025 CIP Update* is the base plan document for the water, recycled water, and transportation departments. As will be discussed further below, the *WSMP* and *SSCSS* served as the basis for the *2025 CIP Update* and, as such, capture most of the same project costs.[6] Hermiston has no stormwater master plan, but the *2025 CIP Update* captures two proposed stormwater projects. Because the *TSP* is outdated, City staff have verified that the *2025 CIP Update* is the most relevant plan for transportation projects.

The *City of Hermiston, Oregon Capital Improvements Plan* (2018) has been replaced by the *2025 CIP Update*. The *2025 CIP Update* accounts for proposed projects from the *2018 CIP*, indicating which projects have been completed or removed, and those which are carried forward to the 2025 to 2030 timeframe. Winterbrook compared the *2018 CIP* and *2023 CIP Update* with the *2025 CIP Update* to ensure that all relevant projects are considered.

The *City of Hermiston, Oregon Capital Improvements Plan Update* (2025) provides:

- An introduction to the Capital Improvement Plan, department areas, project types, goals, a funding overview, project overview, and overall project map in Section 1.
- A description of the Water Department including the existing system, plans, and proposed project programming in Section 2
- A description of the Recycled Water Department including the existing system, plans, and proposed project programming in Section 3.
- A description of the Street Department including the existing system, plans, and proposed project programming in Section 4.

[6] Any gaps between the projects contained within the relevant master plan but not the 2025 CIP Update will be captured in summary tables.

- A Water Department Appendix including a summary of projects completed, removed, or carried forward from the previous CIP and a summary of proposed projects outside the five-year planning period that will be considered for inclusion in the next CIP in Section 5 (first appendix).
- A Recycled Water Department Appendix including a summary of projects completed, removed, or carried forward from the previous CIP and a summary of proposed projects outside the five-year planning period that will be considered for inclusion in the next CIP in Section 6 (second appendix).
- A Street Water Department Appendix including a summary of projects completed, removed, or carried forward from the previous CIP and a summary of proposed projects outside the five-year planning period that will be considered for inclusion in the next CIP in Section 7 (third appendix).

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Winterbrook summarizes project costs from the *2025 CIP Update* in each public facility subsection below. The CIP considers a five-year planning period for projects, and as such, all proposed within the plan were allocated as short-term costs. The CIP also includes an appendix for each department (water, recycled water, and street). The projects in the appendices are outside the five-year planning window and are prioritized for the next CIP update. Accordingly, those projects were allocated as long-term costs.

Where projects were found in both the *2025 CIP Update* and public facility master plans or URPs, the CIP was generally used for project costs and timing as it has the most up-to-date information. However, for large projects identified in master facility plans that are partially planned within the *2025 CIP Update* (such as large transportation projects identified in the TSP that are broken into shorter lengths in the CIP), the more comprehensive project cost from the relevant public facilities master plan has been used.

The *2025 CIP Update* notes that 6.5% annual inflation was applied to projects forecasted beyond 2025. Winterbrook removed the applied 6.5% annual inflation rate from the relevant *2025 CIP Update* project costs to return them to a 2025-dollar value.

URBAN RENEWAL PLANS

INVENTORY AD GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The reports accompanying each of the three relevant URPs also identify projects, costs, and timing. *North Hermiston* and *Southwest Hermiston URPs* provide:

- An introduction including state statutory context and urban renewal area boundary in Section 2;
- A review of proposed urban renewal projects and the relationship between them and the overall urban renewal area in Section 3;
- Estimated costs and funding sources in Section 4;
- A financial Analysis in Section 5;
- An assessment of tax revenues and when indebtedness will be repaid in Section 6;
- Anticipated completion dates for each project in Section 7;

- Revenue sharing analysis in Section 8;
- Impact of tax increment financing in Section 9;
- Compliance with statutory limits on project values compared to the size of urban renewal area in Section 10;
- Existing physical, social, and economic conditions and impact on municipal services in Section 11;
- Reasons for selection of urban renewal area in Section 12; and
- Relocation report in Section 13.

The *Downtown Hermiston URP* provides:

- An introduction in Section 1;
- Description of existing physical, social, and economic conditions, mapped urban renewal boundaries, urban renewal qualifications, and impacts on the city in Section 2;
- Reasons for selection of the urban renewal area in Section 3;
- Relationships between projects to be undertaken and the existing conditions in Section 4;
- Relocation report in Section 5;
- Project costs and timing in Section 6; and
- Financial analysis including anticipated tax increment revenues, forecast of revenue and indebtedness, anticipated year of debt payoff, and fiscal impact on other jurisdictions in Section 7.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

The estimated completion time for the *Downtown URP* funding is 2033. As such, costs have been allocated to the long term. However, City staff have noted that it is unlikely that any further scoped projects will be completed under the *Downtown URP* scheme, as the City is close to the maximum indebtedness allowed within the plan. Both the *North Hermiston URP* and the *Southwest URP* identify short-term project costs to support development in these identified urban renewal areas. Where urban renewal projects had administration and project fees as a separate line item, they were proportionally attributed to scoped project costs in the tables below.

WATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The *City of Hermiston, Oregon Water System Master Plan* (2019) provides:

- An introduction including plan purpose, review of information and existing plan, objectives, and locational context in Chapter 1;
- Water system requirements, including service area, demographics, existing land use, regulatory requirements, seismic risk, potential contamination, and demand in Chapter 2;

- A review of water supply and treatment within the system, including a review of wells, regional systems, water rights, water quality, source capacities, and water supply alternatives in Chapter 3;
- Assessment of water storage facilities, requirements, and reservoir improvement options in Chapter 4;
- Review of the distribution system, system pressures, fire protection, and water modeling to assess recommended distribution improvements in Chapter 5;
- A summary of recommended improvements in Chapter 6; and
- Project financing and implementation in Chapter 7.

The *Reports Accompanying the North Hermiston URP* (2023) and the *Southwest URP* (2022) also provide relevant water facilities project information.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 1 identifies and recommends capital improvements by project for the City's water system. System improvements are sensitive to expected population growth throughout the planning period. Winterbrook derived cost estimates from the *2025 CIP Update*, which incorporates all *WSMP* (2019) projects, along with a few additional urban renewal projects. The City identified roughly $16.2 million in planned water capital improvement and urban renewal projects. These PFP figures should be updated when master or capital improvement plans are updated.

As the *WSMP* (2019) is the basis for the *2025 CIP Update,* costs are allocated based on more recent CIP timeframes. The main body of the CIP considers a five-year planning period for projects, and as such, all proposed within the plan were allocated as short-term costs. Appendix projects are outside the five-year planning window but will be considered for the next CIP update, and therefore are "intermediate to long-term" projects. The *North Hermiston URP* anticipates project costs to be incurred in the short-term, while the *Southwest URP* is expected to incur costs in the long-term per City guidance.

In instances where public facility plans are inconsistent with project timeframes or costs, Winterbrook used the more recent *2025 CIP Update* unless otherwise directed by City or County staff.

Table 1: Planned Water System Improvements

Water Projects	Master Plan	Master Plan Year	Short-Term Costs (0-5 years)	Intermediate- to Long-Term Costs (6+ years)
Well No. 6 Chlorination System Structure **(In Progress)**	2025 CIP Update	2025	$985,400	$ -
Well No. 4 Control System **(In Progress)**	2025 CIP Update	2025	$487,000	$ -
Chlorination Scales	2025 CIP Update	2025	$13,100	$ -

Well No. 6, Reservoir No. 2 Exterior Surfaces Painting	2025 CIP Update	2025	$100,100	$ -
W. Orchard Avenue Water Line Replacement	2025 CIP Update	2025	$1,252,900	$ -
E. Highland Avenue Water Line Replacement	2025 CIP Update	2025	$1,226,700	$ -
View Drive Booster Pump Station Upgrades	2025 CIP Update	2025	$887,400	$ -
Highland Booster Pump Station and Pressure Zone Reconfiguration	2025 CIP Update	2025	$1,038,500	$ -
Moore Booster Station Equipment Replacement	2025 CIP Update	2025	$362,300	$ -
W. Highland Avenue/S 1st Asbestos Concrete Main Replacement	2025 CIP Update	2025	$1,480,000	$ -
Residential Water Meter Replacement	2025 CIP Update	2025	$362,300	$ -
Well No. 4 Reservoir Exterior Surfaces Painting	2025 CIP Update	2025	$ -	$200,000
Deep Basalt Well and Pump Station	2025 CIP Appendix	2025	$ -	$1,100,000
Southwest Storage Reservoir	2025 CIP Appendix	2025	$ -	$3,100,000
NW 11th Street Main Extension	2025 CIP Appendix	2025	$ -	$520,000
Water Line Improvements (NE Aspen Drive)	North Hermiston URP	2023	$285,500	$ -
Water Transmission Line[7]	Southwest URP	2022	$ -	$1,953,300
Joseph Booster Pump Station Upgrades[7]	Southwest URP	2022	$ -	$885,200
Total Planned Improvements (combined short and long term)			**$16,239,700**	

[7] While within the *Southwest URP* these projects are scoped in the short term, City Staff indicated they are better considered as long term projects at this time.

Table 2: Water System Improvements Summary Table

Water System Improvements	Master Plan Year	Short-Term Costs	Intermediate- to Long-Term Costs	Total Costs
2025 CIP Update Water Supply	2025	$2,473,000	$1,300,000	$3,773,000
2025 CIP Update CIP Water Distribution	2025	$5,360,400	$520,000	$5,880,400
2025 CIP Update CIP Water Reserve	2025	$362,300	$3,100,000	$3,462,300
North Urban Renewal Projects	2023	$285,500	$ -	$285,500
Southwest Urban Renewal Projects	2022	$ -	$2,838,500	$2,838,500
Total Planned Improvements		**$8,481,200**	**$7,758,500**	**$16,239,700**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Figure 1, Water Project Locations map, shows planned projects labeled in accordance with the *2025 CIP Update* within the urban area, including color coding for coordinating the anticipated fiscal year of works. This map does not include projects identified in the CIP Appendix or URPs.

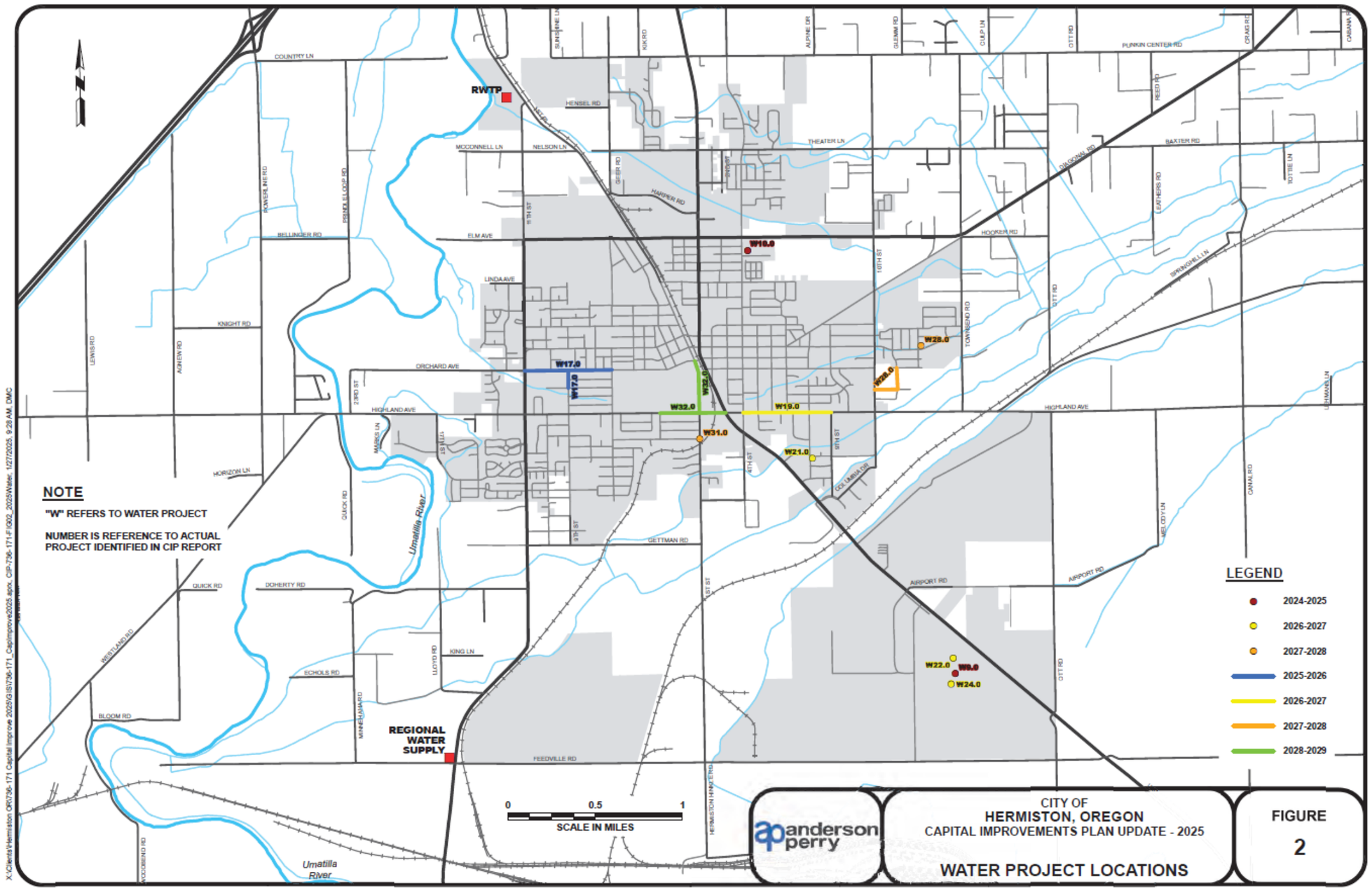


Figure 1. Water Project Locations (2025 CIP Update)

RECYCLED WATER SYSTEM (SANITARY SEWER)

City of Hermiston, Oregon Sanitary Sewer Collection Study (2021) provides:

- An introduction including Purpose and Need, Study Objectives, Project Authorization and Study Organization in Chapter 1;
- Site context, including community description, climate, topography and soils, population, service area, system history, and historic design criteria in Chapter 2;
- System overview and evaluation of the existing system in Chapter 3;
- Capacity evaluation of trunklines and lift stations in Chapter 4;
- Recommended system improvements for collection systems and lift stations in Chapter 5; and
- Project financing and implementation in Chapter 6.

The *Report Accompanying the Southwest URP* (2022) also includes relevant sewer facilities project information.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 2 identifies and recommends capital improvements by subject and plan for the City's recycled water system. System improvements are sensitive to expected population growth throughout the planning period. Recommended projects are mainly from the *2025 CIP Update*, which accounts for most identified *Sanitary Sewer Collection Study* (2021) projects, along with a few additional urban renewal projects. Where urban renewal projects had administration and project fees as a separate line item, they were proportionally attributed to the overall scoped project costs for the purposes of the tables below. The City identified roughly $9.8 million in planned wastewater capital improvement and urban renewal projects. These figures should be updated when master or capital improvement plans are updated.

As the *Sanitary Sewer Collection Study* (2021) is integrated into the *2025 CIP Update,* cost allocation is considered using CIP time frames. The main body of the CIP considers a five-year planning period for projects, and as such, all proposed within the plan were allocated as short-term costs. Appendix projects are outside the five-year planning window but are considered for the next CIP update. Accordingly, those projects were allocated as long-term costs. The *North Hermiston URP* anticipates project costs to be incurred in the short-term, while the *Southwest URP* is expected to incur costs in the long-term per City guidance.

In instances where project time frames are inconsistent between facility, urban renewal, or system plans and the 2025 CIP Update, Winterbrook used the latter's timeframe because it is the most up-to-date.

Table 3: Planned Recycled Water System Improvements

Recycled Water Projects	Master Plan	Master Plan Year	Short-Term Costs (0-5 years)	Intermediate- to Long-Term Costs (6+ years)
Lift Station No. 5 Wetwell Upgrades	2025 CIP Update	2025	$150,000	$ -
E. Evelyn Avenue Gravity Sewer Line Replacement	2025 CIP Update	2025	$515,600	$ -
Lift Station No. 7 Reconstruction	2025 CIP Update	2025	$888,300	$ -
Victory Square Park Gravity Sewer Line Replacement	2025 CIP Update	2025	$297,900	$ -
Lift Station No. 1 Electrical Upgrades	2025 CIP Update	2025	$148,000	$ -
Television Van **(In Progress)**	2025 CIP Update	2025	$330,000	$ -
Recycled Water Treatment Plant Chlorination Improvements	2025 CIP Update	2025	$1,044,000	$ -
Recycled Water Treatment Plant Blowers/Clarifiers **(In Progress)**	2025 CIP Update	2025	$75,000	$ -
Recycled Water Treatment Plant Membrane Filter Replacement	2025 CIP Update	2025	$348,000	$ -
Recycled Water Treatment Plant Pump and Motor Replacement	2025 CIP Update	2025	$307,800	$ -
NE 7th Street Gravity Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$475,000
Recycled Water Treatment Plant Biosolids Pond Dredging	2025 CIP Appendix	2025	$ -	$300,000
W Juniper/W Pine Avenue Gravity Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$480,000
S 1st Street Gravity Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$130,000

E Newport Avenue Gravity Sewer Line Improvements	2025 CIP Appendix	2025	$ -	$130,000
W Madrona/W Ridgeway Avenue Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$270,000
NE 9th Street Gravity Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$180,000
SE 5th Street Gravity Sewer Line Replacement	2025 CIP Appendix	2025	$ -	$165,000
Lift Station No. 8 Electrical and Controls	2025 CIP Appendix	2025	$ -	$340,000
Sewer Main Line[7]	Southwest URP	2022	$ -	$3,039,500
Upgrade Lift Station Telemetry	Sewer Collection Study	2021	$170,200	$ -
Total Planned Improvements (combined short and long term)			**$9,784,300**	

Table 4: Planned Water Recovery System Summary Table

Water Recovery System Improvements	Master Plan Year	Short-Term Costs	Intermediate- to Long-Term Costs	Total Costs
2025 CIP Update Recycled Water Collection	2025	$2,329,800	$2,170,000	$4,499,800
2025 CIP Update Recycled Water Treatment	2025	$1,774,800	$ -	$1,774,800
2025 CIP Update Sewer Disposal	2025	$ -	$300,000	$300,000
Southwest Urban Renewal Projects	2022	$ -	$3,039,500	$3,039,500
Sewer Collection Study	2021	$170,200	$ -	$170,200
Total Planned Improvements		**$4,274,800**	**$5,509,500**	**$9,784,300**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Figure 2, Sewer Project Locations map, shows planned projects labeled in accordance with the *2025 CIP Update* within the urban area, including color coding for coordinating the anticipated fiscal year of works. This map does not include projects identified in the CIP Appendix or URPs.

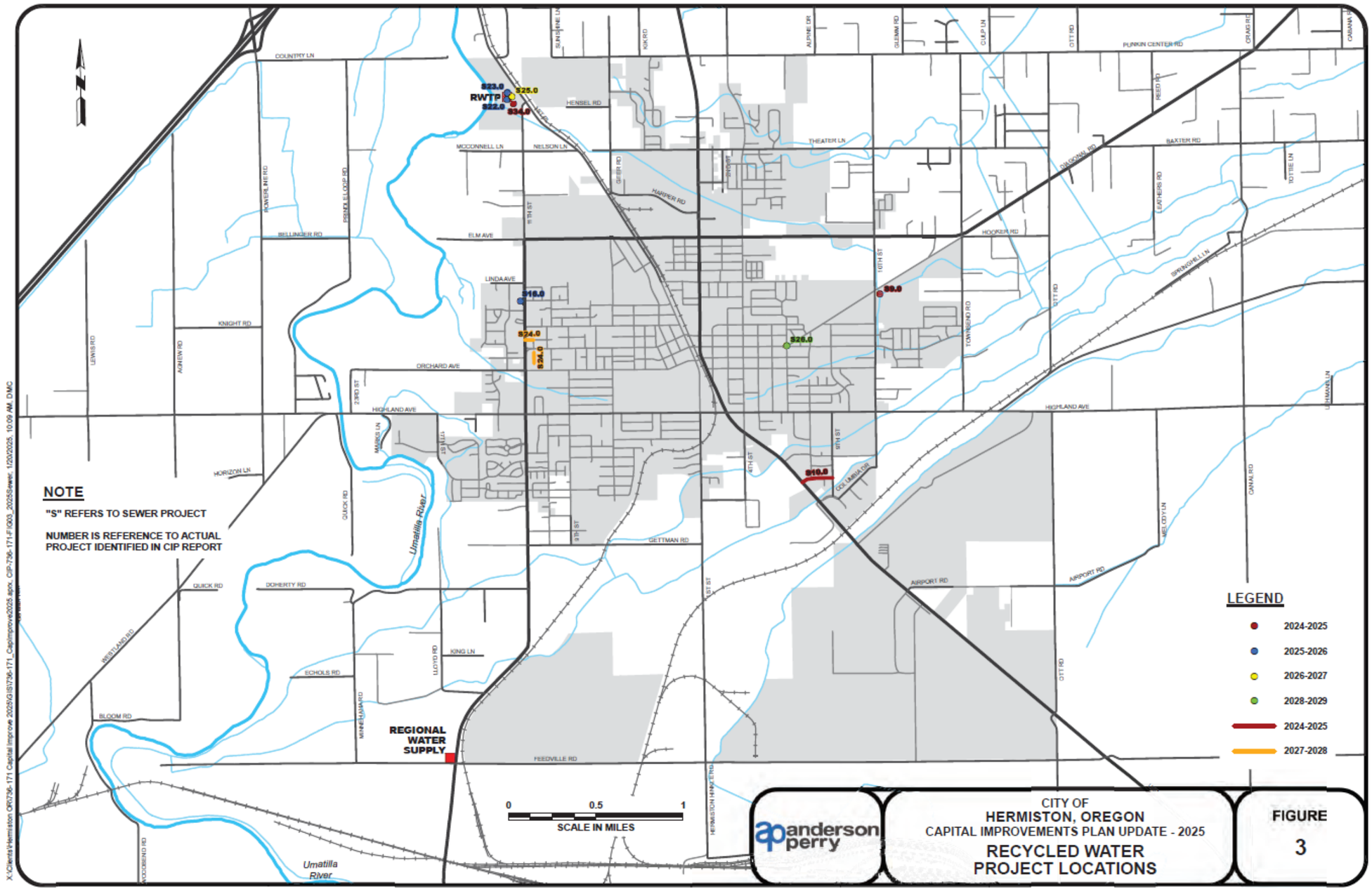


Figure 2. Sewer Project Locations (2025 CIP Update).

TRANSPORTATION SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The *Report Accompanying the North Hermiston URP* (2023) provides:

- An introduction including State Statue context and urban renewal area boundary in Section 2;
- A review of proposed urban renewal projects and the relationship between them and the overall urban renewal area in Section 3;
- Estimated costs and funding sources in Section 4;
- Financial Analysis in Section 5;
- Assessment of tax revenues and when indebtedness will be repaid in Section 6;
- Anticipated completion date for each project in Section 7;
- Revenue sharing in Section 8;
- Impact of tax increment financing in Section 9;
- Compliance with statutory limits on project values compared to the size of urban renewal area in Section 10;
- Existing physical, social, and economic conditions and impact on municipal services in Section 11;
- Reasons for selection of urban renewal area in Section 12; and
- Relocation report in Section 13.

The *Reports Accompanying the Southwest URP* (2022), *the North Hermiston URP*, and the *Downtown Hermiston URP* (2013) also provide relevant public facilities project information.

The *City of Hermiston Transportation System Plan* 1997, last updated in 2015, is outdated and serves as a placeholder in this document. Hermiston is working on an updated Transportation System Plan to replace the outdated TSP.[8] Until the new TSP comes online, City staff has indicated that the *2025 CIP Update* provides the most useful information regarding planned transportation system improvements. Winterbrook also reviewed planned projects from the *2014 TSP Update*. Based on discussions with City staff, relevant outstanding 2014 projects are included in the PFP.

The *County TSP* (2002) is also outdated but there is no more up-to-date source of transportation projects at the County level. Therefore, after conferring with City and County staff, identified transportation projects within the Hermiston UGB are included in the Hermiston PFP. The County is also working on an updated TSP. When it comes online, the City should update the PFP to include with new County transportation projects within the Hermiston UGB.

As such, the 2002 *Umatilla County TSP* provides:

[8] Like the PFP, the updated TSP will need to be adopted as part of the Hermiston Comprehensive Plan. The TSP will modify this PFP, which is also adopted within the Comprehensive Plan.

- Introduction including the planning area and process, and related transportation plans in Chapter 1;
- Goals and Objectives in Chapter 2;
- Transportation System Inventory including roadway, pedestrian, bikeway, public transportation, rail, air, pipeline, and water transportation systems in Chapter 3;
- Current Transportation Conditions discussing volumes, capacity, operations, and management in Chapter 4;
- Travel Forecasts considering land use, volumes, and capacities in Chapter 5;
- Improvement Options Analysis in Chapter 6;
- Transportation System Plan in Chapter 7;
- Funding Options and Financial Plan in Chapter 8; and
- Recommended Policies and Ordinances in Chapter 9.

The *Hermiston Parks, Recreation and Open Space Master Plan* (2020) provides:

- Introduction discussing the planning process, other relevant plans, and organization in Chapter 1;
- Parks, Recreation and Open Space System which includes context, inventorying, and assessing the level of service in Chapter 2;
- Needs Assessment reviewing community profile, recreation trends, outreach, and needs in Chapter 3;
- Vision Statement, Goals & Actions in Chapter 4;
- Recommendations for development in Chapter 5; and
- Implementation, including prioritization, planned projects, funding, and operation and maintenance in Chapter 6.

Other plans considered include the *Umatilla River Trail Plan* (2021) and the *Umatilla County Transit Plan* (2023). The Umatilla River Trail Plan is in its early stages and does not yet have associated costs or timelines. As such, projects from this plan were not included in the PFP. However, a Umatilla River Trail planned and costed project was identified within the *Hermiston TSP*. This project is included in the summary table. Winterbrook could not identify specific projects from the county-wide *Umatilla County Transit Plan* that apply solely to Hermiston – and project costs were not clearly itemized. For this reason, transit projects were not included in the Hermiston PFP. If the County updates either plan with project costs and timelines, the City should update the PFP accordingly.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 3 identifies and recommends capital improvements by subject and plan for the UGB transportation system. System improvements are sensitive to expected population growth throughout the planning period. Winterbrook derived recommended projects from the *2025 CIP Update*, the *Hermiston TSP,* the *Umatilla County TSP*, the *Hermiston PROS Plan*, and a few additional urban renewal projects. At the City-level, the *2025 CIP Update* is considered to be the most up-to-date information.

However, Winterbrook incorporated *Hermiston TSP* and *Umatilla County TSP* projects into the PFP based on the guidance of City and County staff.

The *2025 CIP Update* identified $17.7 million in planned transportation capital improvements. The City identified an additional $6.9 million in urban renewal projects and $4.7 million in trail projects as part of the *PROS Plan*. The *Hermiston TSP*, through its latest 2015 update, identified $106.6 million in street projects, $2.9 million in pedestrian projects, and $427,900 in bicycle projects. City-level projects concern roads within the City limits and those adopted within the unincorporated Urban Area. The *Umatilla County TSP* identifies $39.5 million for streets and bridge projects that serve the UGB and roads not accepted by the City within the Urban Area. The City should update these figures when the TSPs or other relevant plans are updated. The base plan and urban renewal plan sections previously discussed the allocation of CIP and URP timeframes to plan projects.

The *1999 TSP Update* identifies pedestrian and bicycle projects and the *2014 TSP Update* references this project list. This *2014 TSP Update* includes near-term (next 5 years), mid-term (6-10 years), and long-term (10-20 years) project cost estimates. In Table 3, mid- and long-term project summary costs are combined as long-term costs. City staff have identified projects completed since 2014.

Winterbrook identified street projects from the *2014 TSP Update*, which collated all planned TSP street projects from the original and updated versions of the TSP. Projects from the *2014 TSP Update* were reviewed to determine whether they were completed or removed. In consultation with City staff, projects were categorized as short- and longer-term projects.

The *County TSP* (2002) does not include specific project forecasting, only referencing the 20-year planning period. Winterbrook relied on City and County staff guidance regarding project timeframes in preparing the PFP. Professional judgment was also used to select the most appropriate project costs and timeframes, depending on the proportion of the project that fell within the UGB.

The *Parks, Recreation and Open Space Master Plan* (2020) forecasts projects into high priority (2021-2027), medium priority (2028-2034), and low priority (2035-2040). For the purposes of the PFP, Winterbrook allocated high-priority project costs as short-term costs, whereas medium- and low-priority project costs were combined into long- to intermediate- term costs.

Where project time frames were inconsistent between facility, urban renewal, or system plans and the *2025 CIP Update*, the more up-to-date CIP figures were used, unless City or County staff advised otherwise.

Table 5: Planned Transportation System Improvements

Transportation Projects	Master Plan	Master Plan Year	Short-Term Costs (0-5 years)	Intermediate- to Long-Term Costs (6+ years)
N.W. Geer Road, W. Harper Road, and N. 1st Place Realignment **(In progress)**	2025 CIP Update	2025	$1,468,350	$ -
W. Theater Lane Widening	2025 CIP Update	2025	$522,000	$ -
N. 1st Place Roadway Improvements	2025 CIP Update	2025	$935,000	$ -
SE 10th Street Bridge Replacement	2025 CIP Update	2025	$644,000	$ -
NW 2nd Street Improvements	2025 CIP Update	2025	$694,900	$ -
E Hurlburt Avenue and SE 2nd Street Parking Lot Reconstruction	2025 CIP Update	2025	$261,000	$ -
Right-of-way Acquisition	2025 CIP Appendix	2025	$ -	$230,000
NW June Avenue Improvement	2025 CIP Appendix	2025	$ -	$190,000
E Highland Avenue and S 1st Street Intersection Improvements	2025 CIP Appendix	2025	$ -	$2,100,000
W Orchard Avenue and S 1st Street Intersection Improvements	2025 CIP Appendix	2025	$ -	$2,700,000
E Gettman Road Construction	2025 CIP Appendix	2025	$ -	$2,800,000
SW 17th Street Reconstruction	2025 CIP Appendix	2025	$ -	$470,000
SE 7th and Main Street Roundabout	2025 CIP Appendix	2025	$ -	$2,200,000
Pedestrian Flashers	2025 CIP Appendix	2025	$ -	$170,000
S 1st Street Intersection Alternatives Study	2025 CIP Appendix	2025	$ -	$100,000
SE 4th Street - Percy Avenue to Highway 395 Roadway Improvements	2025 CIP Appendix	2025	$ -	$250,000

SE 4th Street - Highway 395 to E Main Street Roadway Improvements	2025 CIP Appendix	2025	$ -	$400,000
SE 4th Street - E Main Street to E Elm Avenue Roadway Improvements	2025 CIP Appendix	2025	$ -	$450,000
W Orchard Avenue - SW 11th Street (Highway 207) to Highway 395 Roadway Improvements	2025 CIP Appendix	2025	$ -	$1,040,000
Pathways	Downtown URP	2013	$ -	$13,700
Landscape Beautification (in ROW and planting strips and public)	Downtown URP	2013	$ -	$13,700
Cultural Attractions	Downtown URP	2013	$ -	$68,500
Administrative Costs (proportional to project costs)	Downtown URP	2013	$ -	$234,200
NE Aspen Drive & NE North St Street Improvements **(In progress)**	North URP	2023	$1,440,800	$ -
Traffic Signage and Signaling	North URP	2023	$2,838,400	$ -
Neighborhood Parks and Pathways	Southwest URP	2022	$2,274,200	$ -
Ped Project - Hwy. 395	Hermiston TSP	1999	$47,900	$ -
Ped Project - Umatilla River Trail	Hermiston TSP	1999	$1,245,000	$ -
Ped Project - Elm Ave	Hermiston TSP	1999	$ -	$235,600
Ped Project - Jennie Ave	Hermiston TSP	1999	$ -	$247,100
Ped Project - Pathway along Union Pacific Railroad	Hermiston TSP	1999	$ -	$766,100
Ped Project - Hermiston Ditch Pathway	Hermiston TSP	1999	$ -	$383,100
Bike Project - West 11th St	Hermiston TSP	1999	$8,800	$ -
Bike Project - Hurlburt Ave	Hermiston TSP	1999	$ -	$2,300
Bike Project - East 4th Street (Main Street to Highway 395)	Hermiston TSP	1999	$ -	$4,400
Bike Project - Orchard (SW 11th to SW 7th)	Hermiston TSP	1999	$ -	$4,400
Bike Project - Orchard (SW 7th to Highway 395)	Hermiston TSP	1999	$ -	$4,400

Bike Project - East 4th Street (Elm Ave to Main Street)	Hermiston TSP	1999	$ -	$5,600
Bike Project - Elm Ave	Hermiston TSP	1999	$ -	$54,800
Bike Project - Hermiston Ave	Hermiston TSP	1999	$ -	$8,000
Bike Project - Theater Lane	Hermiston TSP	1999	$ -	$335,200
Highway 395 at Main Street	Hermiston TSP	2014	$ -	$67,400
Highway 395 at Theater Lane	Hermiston TSP	2014	$ -	$644,400
Highway 395 at Elm Avenue	Hermiston TSP	2014	$ -	$1,944,000
Highway 395 at Highland Avenue	Hermiston TSP	2014	$ -	$67,400
Highway 395 and SE 4th Street	Hermiston TSP	2014	$ -	$ -
Highway 395 at Kelli Boulevard	Hermiston TSP	2014	$ -	$404,400
10th St from Columbia Dr to Elm Ave	Hermiston TSP	2014	$ -	$7,846,100
10th St from Elm Ave to Punkin Center Rd	Hermiston TSP	2014	$ -	$7,846,100
Highway 395/Port Ave Intersection	Hermiston TSP	2014	$ -	$420,600
Umatilla River Road from Elm Ave to Punkin Center Rd	Hermiston TSP	2014	$ -	$2,801,400
West 4th St/Highland Ave Intersection	Hermiston TSP	2014	$ -	$404,400
Extend Evelyn Ave west to New Hope Church, close New Hope access to US 395 and access the Evelyn Ave Extension	Hermiston TSP	2014	$ -	$400,400
Construct A-Line Canal Crossing	Hermiston TSP	2014	$ -	$746,900
Complete Port Drive/US 395 Intersection Improvements	Hermiston TSP	2014	$ -	$533,900
Extend McKinley Street to Evelyn Avenue once access has been provided via Port Drive	Hermiston TSP	2014	$ -	$533,900
Realign local street access 300' from US 395	Hermiston TSP	2014	$ -	$574,300
Provide a signalized access portal to US 395 at Wal-Mart Dist. Center.	Hermiston TSP	2014	$ -	$599,900
Realign the north and south approaches to Ott Road such	Hermiston TSP	2014	$ -	$1,468,100

that they Intersect US 395 at a complete 90 degree				
Develop a minor collector backage road that runs parallel to US 395 between Kelli Blvd and Wal-Mart Dist. Center	Hermiston TSP	2014	$ -	$4,671,200
Re-construct a limited access right-in/right-out driveway to US 395 near Hermiston Foods	Hermiston TSP	2014	$ -	$67,400
Re-construct a limited access intersection at the US 395/Kelli Boulevard Intersection	Hermiston TSP	2014	$ -	$67,400
Signalize the US 395/Campbell Drive/Airport Road Intersection when warranted	Hermiston TSP	2014	$ -	$601,300
Develop a minor collector roadway to facilitate east/west travel between Hermiston-Hinkle Road and US 395	Hermiston TSP	2014	$ -	$14,346,700
Develop a series of minor collector roadways to ensure circulation and connectivity upon redevelopment of the large agricultural plots w/in western study area	Hermiston TSP	2014	$ -	$15,547,900
Upon redevelop of Hermiston Ag Experiment Station, provide a new minor collector roadway along SE 4th St alignment. And extend Exp St Rd to.	Hermiston TSP	2014	$ -	$4,203,400
Develop a full access intersection at US 395 to be served by a future extension of Able Drive.	Hermiston TSP	2014	$ -	$600,600
Develop a signalized access intersection at the US 395/Airport Way Intersection.	Hermiston TSP	2014	$ -	$600,600
Complete a minor collector roadway system upon redevelopment of the vacant	Hermiston TSP	2014	$ -	$8,408,200

land north of the airport, irrigation canal, and rail line.				
Develop a major collector roadway to facilitate north/south travel within NE quadrant of US 395	Hermiston TSP	2014	$ -	$8,808,600
Develop a series of minor collector roadways to ensure circulation south of the Hermiston Airport	Hermiston TSP	2014	$ -	$9,008,100
Develop a major collector backage road between Kelli Blvd. and Ott Rd	Hermiston TSP	2014	$ -	$7,673,500
Extend Kelli Boulevard east of US 395 to connect into a minor collector roadway network.	Hermiston TSP	2014	$ -	$2,936,200
Develop a multi-use path along the west side of US 395.	Hermiston TSP	2014	$ -	$1,201,200
Signalize the US 395/Feedville Road intersection.	Hermiston TSP	2014	$ -	$599,900
Hermiston-Hinkle Rd.	County TSP	2002	$ -	$4,129,200
City acquisition/urban upgrade - OR 207 to Hermiston Hinkle Rd - Gettman Rd.	County TSP	2002	$ -	$3,388,700
City acquisition/urban upgrade - Townsend Rd - OR 207 to E Loop Rd	County TSP	2002	$ -	$3,048,800
City acquisition/urban upgrade - S Ott Rd - OR 207 to E Loop Rd	County TSP	2002	$ -	$2,403,700
Umatilla River Bridge - Punkin Center Rd from Hwy 395 west to Powerline Rd (Hermiston)	County TSP	2002	$ -	$25,666,700
SE Airport Road - Intersection with US 395	County TSP	2002	$ -	$749,200
9th Irrigation Ditch Bridge - SE 9th Street	County TSP	2002	$ -	$53,400
A Line Canal Bridge - Townsend Road	County TSP	2002	$ -	$81,700
Belt Trail	PROS Master Plan	2020	$ -	$911,400

Loop Trail	PROS Master Plan	2020	$ -	$616,500
Maxwell Canal Trail	PROS Master Plan	2020	$ -	$1,481,100
Baker's Pond Trail	PROS Master Plan	2020	$ -	$1,708,900
Total Planned Improvements (combined short and long term)			**$178,846,600**	

Table 6: Planned Transportation System Summary Table

Transportation System Improvements	Master Plan Year	Short-Term Costs	Intermediate- to Long-Term Costs	Total Costs
2025 CIP Update Street Projects	2025	$4,625,300	$13,310,000	$17,725,300
Downtown Urban Renewal Projects - Street Activation	2013	$ -	$330,100	$330,100
North Urban Renewal Projects - Street Improvements	2023	$4,279,200	$ -	$4,279,200
Southwest Urban Renewal Projects - Pedestrian Facilities	2022	$2,274,200	$ -	$2,274,200
Hermiston TSP - Street and Bridge Projects[9]	2014 Update	$ -	$106,645,800	106,645,800
Hermiston TSP - Pedestrian Projects[10]	1999 Update	$1,292,900	$1,631,900	$2,924,800
Hermiston TSP - Bicycle Projects[10]	1999 Update	$8,800	$419,100	$427,900
Umatilla TSP - Street Projects[10]	2002	$ -	$13,719,600	$13,719,600
Umatilla TSP - Bridge Projects[11]	2002	$ -	$25,801,800	$25,801,800
Parks, Recreation, and Open Space Master Plan	2020	$ -	$4,717,900	$4,717,900
Total Planned Improvements		**$12,480,400**	**$166,366,200**	**$178,846,600**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Map 3, Street Project Locations, shows planned projects labeled in accordance with the *2025 CIP Update* within the urban area, including color coding for coordinating the anticipated fiscal year of works. This map does not include other plan projects or the CIP appendix.

[9] Out of date Hermiston TSP included as a placeholder.
[10] Out of date Umatilla County TSP included as placeholder

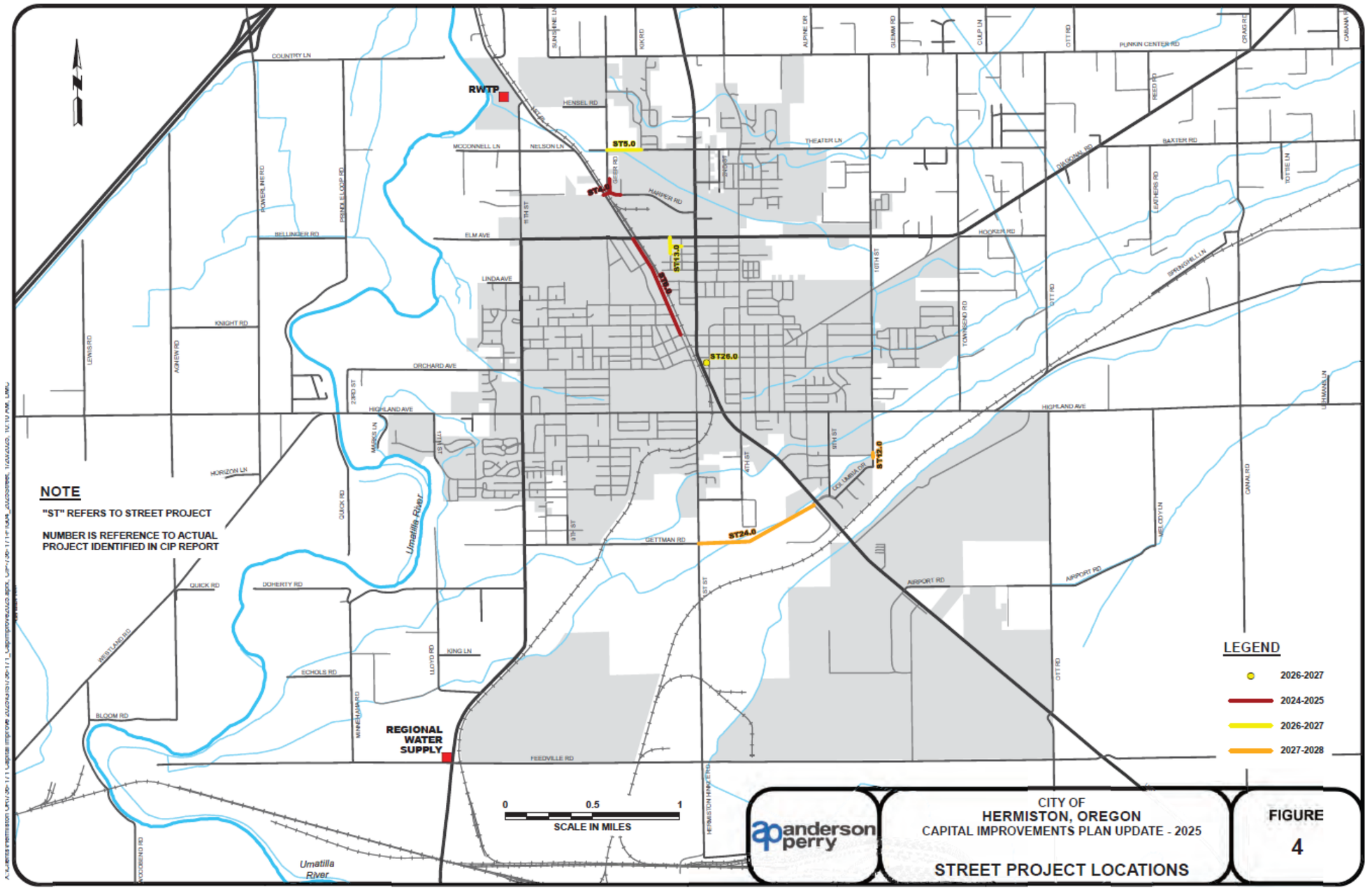
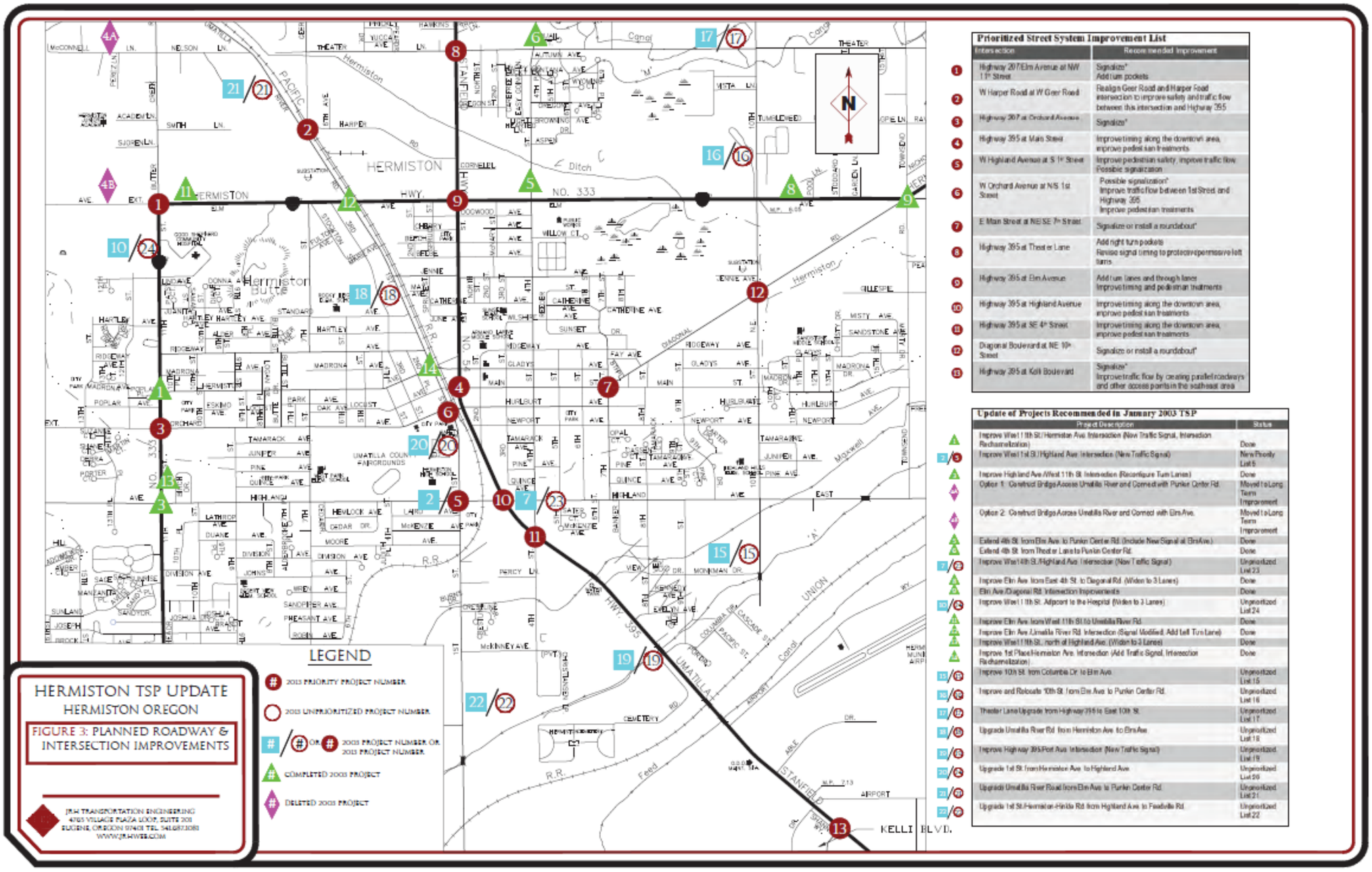


Figure 3: Street Project Locations (2025 CIP Update).



Prioritized Street System Improvement List

	Intersection	Recommended Improvement
1	Highway 207/Elm Avenue at NW 11th Street	Signalize* Add turn pockets
2	W Harper Road at W Geer Road	Realign Geer Road and Harper Road intersection to improve safety and traffic flow between this intersection and Highway 395
3	Highway 207 at Orchard Avenue	Signalize*
4	Highway 395 at Main Street	Improve timing along the downtown area, improve pedestrian treatments
5	W Highland Avenue at S 1st Street	Improve pedestrian safety, improve traffic flow Possible signalization
6	W Orchard Avenue at N/S 1st Street	Possible signalization* Improve traffic flow between 1st Street and Highway 395 Improve pedestrian treatments
7	E Main Street at NE/SE 7th Street	Signalize or install a roundabout*
8	Highway 395 at Theater Lane	Add right turn pockets Revise signal timing to protected/permissive left turns
9	Highway 395 at Elm Avenue	Add turn lanes and through lanes Improve timing and pedestrian treatments
10	Highway 395 at Highland Avenue	Improve timing along the downtown area, improve pedestrian treatments
11	Highway 395 at SE 4th Street	Improve timing along the downtown area, improve pedestrian treatments
12	Diagonal Boulevard at NE 10th Street	Signalize or install a roundabout*
13	Highway 395 at Kelli Boulevard	Signalize* Improve traffic flow by creating parallel roadways and other access points in the southeast area

Update of Projects Recommended in January 2003 TSP

	Project Description	Status
1	Improve West 11th St/Hermiston Ave Intersection (New Traffic Signal, Intersection Rechannelization)	Done
2/3	Improve West 1st St./Highland Ave Intersection (New Traffic Signal)	New Priority List 6
3	Improve Highland Ave./West 11th St. Intersection (Reconfigure Turn Lanes)	Done
4	Option 1: Construct Bridge Across Umatilla River and Connect with Punkin Center Rd.	Moved to Long Term Improvement
4	Option 2: Construct Bridge Across Umatilla River and Connect with Elm Ave.	Moved to Long Term Improvement
5	Extend 4th St. from Elm Ave. to Punkin Center Rd. (Include New Signal at Elm Ave.)	Done
6	Extend 4th St. from Theater Lane to Punkin Center Rd.	Done
7/16	Improve West 14th St./Highland Ave. Intersection (New Traffic Signal)	Unprioritized List 23
8	Improve Elm Ave. from East 4th St. to Diagonal Rd. (Widen to 3 Lanes)	Done
9	Elm Ave./Diagonal Rd. Intersection Improvements	Done
10/24	Improve West 11th St. Adjacent to the Hospital (Widen to 3 Lanes)	Unprioritized List 24
11	Improve Elm Ave. from West 11th St. to Umatilla River Rd.	Done
12	Improve Elm Ave./Umatilla River Rd. Intersection (Signal Modified, Add Left Turn Lane)	Done
13	Improve West 11th St., north of Highland Ave. (Widen to 3 Lanes)	Done
14	Improve 1st Place/Hermiston Ave. Intersection (Add Traffic Signal, Intersection Rechannelization)	Done
15/25	Improve 10th St. from Columbia Dr. to Elm Ave.	Unprioritized List 15
15/25	Improve and Relocate 10th St. from Elm Ave. to Punkin Center Rd.	Unprioritized List 16
17/26	Theater Lane Upgrade from Highway 395 to East 10th St.	Unprioritized List 17
18/26	Upgrade Umatilla River Rd. from Hermiston Ave. to Elm Ave.	Unprioritized List 18
19/26	Improve Highway 395/Port Ave. Intersection (New Traffic Signal)	Unprioritized List 19
20/26	Upgrade 1st St. from Hermiston Ave. to Highland Ave.	Unprioritized List 20
21/26	Upgrade Umatilla River Road from Elm Ave. to Punkin Center Rd.	Unprioritized List 21
22/26	Upgrade 1st St./Hermiston-Hinkle Rd. from Highland Ave. to Feedville Rd.	Unprioritized List 22

Figure 4: Overall Hermiston TSP Project Locations (TSP Update, 2014)

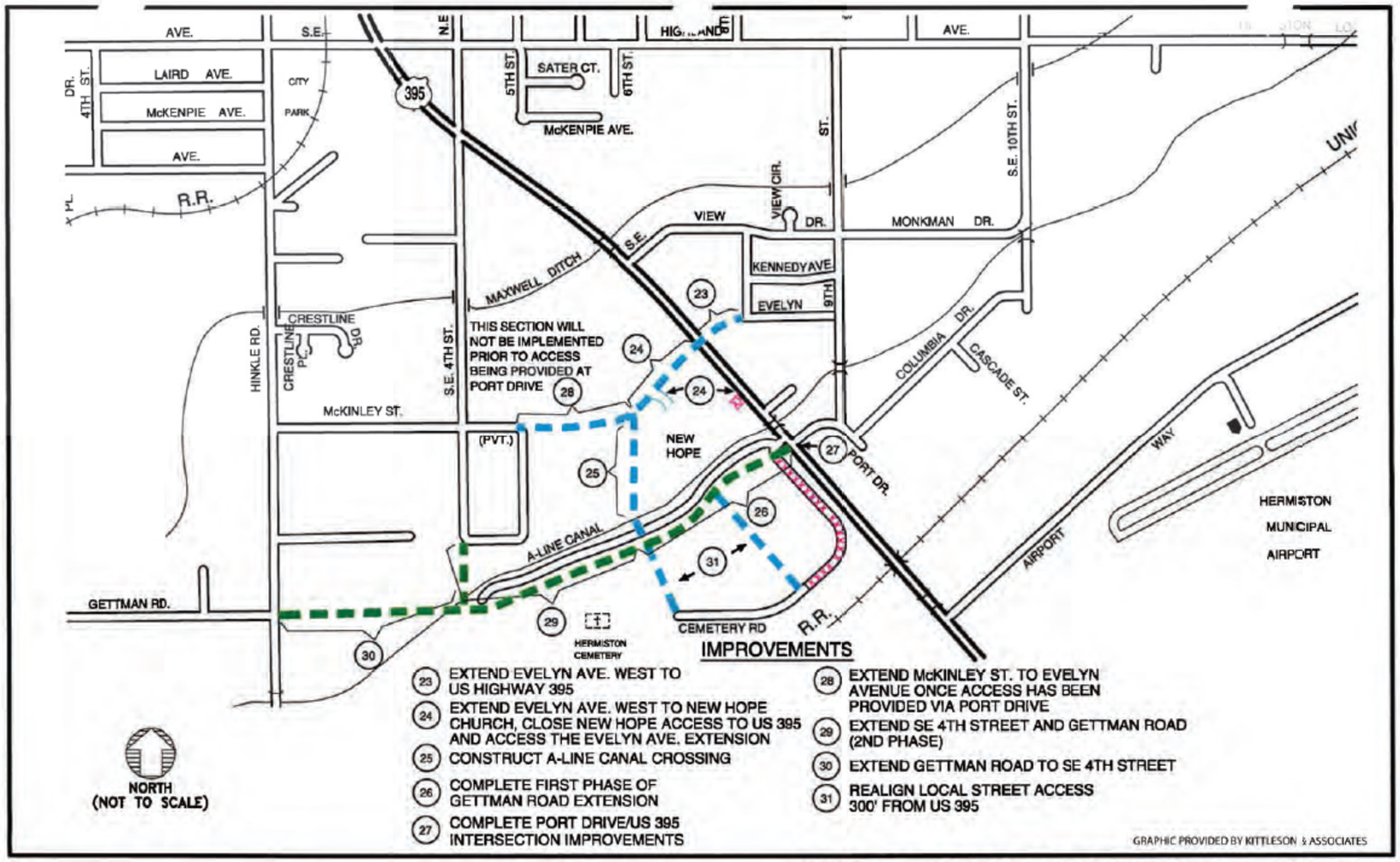


Figure 5: Hermiston TSP South Study Area Project Locations (TSP Update, 2014).

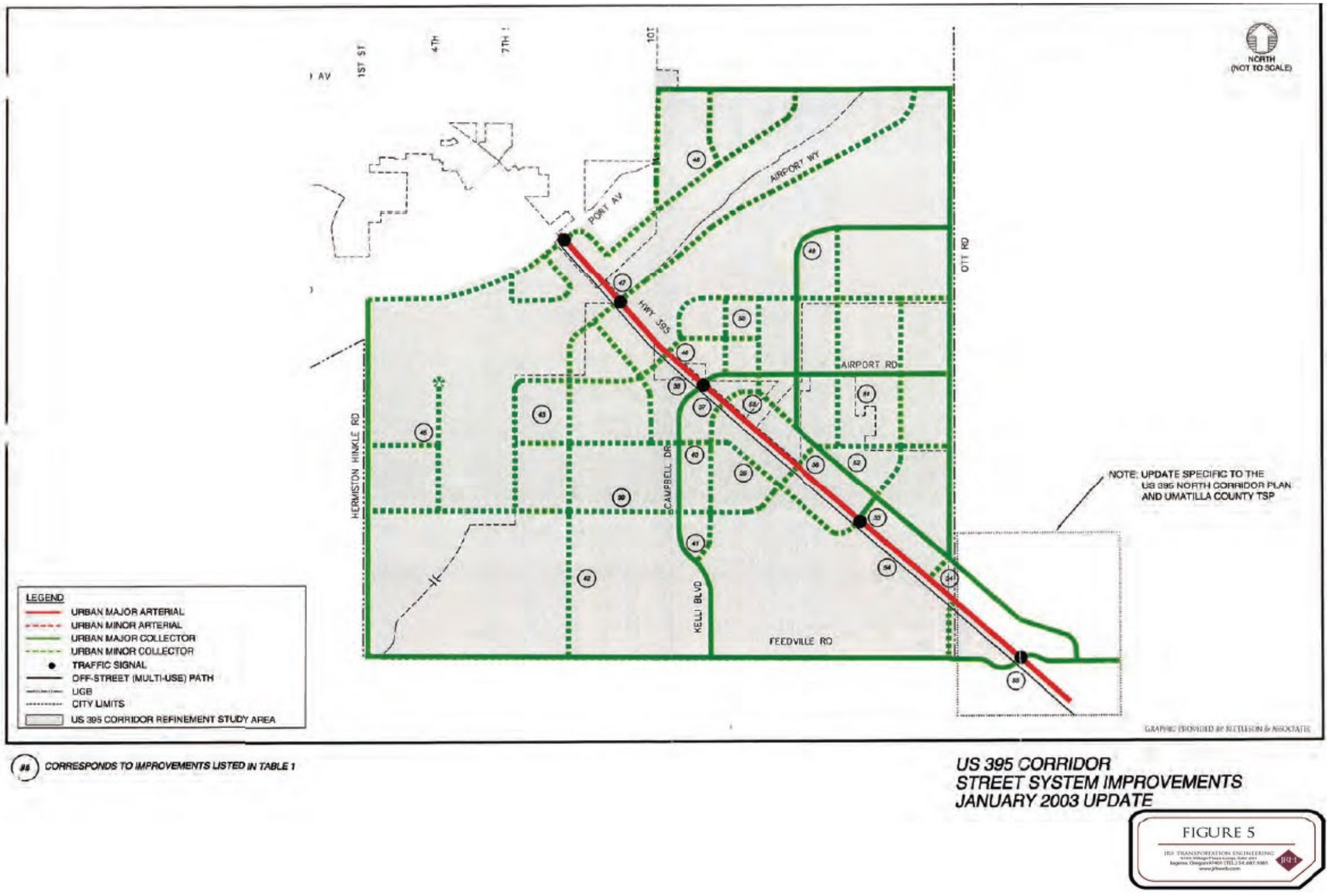


Figure 6: Hermiston TSP US 395 Study Area Project Locations (TSP Update, 2014).

HERMISTON AIRPORT

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The *Hermiston Municipal Airport - Airport Master Plan* (2020) provides:

- A master plan project overview in Chapter 1;
- An inventory of existing site and context conditions in Chapter 2;
- A forecast of aviation activity in Chapter 3;
- A review of the adequacy or inadequacy of existing airport facilities and identification of what new facilities may be needed in Chapter 4;
- A review of future development alternatives for the airport master plan in Chapter 5;
- Preferred alternative drawing set in Chapter 6;
- A summary of existing land use and applicable statutes and rules that guide planning and airport protection in Chapter 7;
- A capital improvement plan for short-, intermediate-, and long-term capital improvements and a discussion of funding sources in Chapter 8; and
- A discussion of the operation and management of Hermiston Municipal Airport as a federally obligated airport in Chapter 9.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

The *Hermiston Municipal Airport – Airport Master Plan* was developed in 2020 by Century West and identified 47 projects, 5 of which have completed and two of which have been half completed. Winterbrook adjusted project costs for the partially-completed project.

The remaining projects account for approximately $34.8 million in airport improvements. The master plan categorized these improvements as short-term (0-5 years), intermediate-term (6-9 years), or long-term (10-20 years). Table 5 combines intermediate- and long-term project summary costs in Table 4 as one intermediate- to long-term costs. Based on discussions with City staff, most of the short-term projects identified in the 2020 Master Plan have been completed, are in progress, or are scheduled for completion.

Table 7: Planned Airport System Improvements

Airport System Improvements	Master Plan Year	Short-Term Costs	Intermediate- to Long-Term Costs	Total Costs
Hermiston Municipal Airport – Airport Master Plan	2020	$4,773,397	$30,005,911	$34,779,308

STORM DRAINAGE SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The City has two different stormwater management systems. One is a more traditional stormwater system that collects water and moves it through a system of gutters, pipes, and lift stations to discharge into the Umatilla River. The City also abides by a *Water Pollution Control Facilities Permit* (WPCF permit) for its injection well (drywell) system for underground injection control (UIC). The UIC system collects water and infiltrates it directly into the subsurface, aiding in replenishing groundwater resources. As water is injected into the ground to replenish the aquifers that serve as Hermiston's primary water source, the system must abide by a DEQ permit (the WPCF permit) under the *Safe Drinking Water Act*. Due to the relatively low annual precipitation and relatively pervious sandy soil, storm runoff is not a serious concern.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

There are no planned and costed stormwater projects as part of the UIC system. At this time, storm drainage projects are undertaken as needed, and are usually minor enough that they are not included in a formal plan. Should the City develop a master plan for managing this system, the PFP will need to be updated for the scoped project costs and timelines. The *2025 CIP Update* does, however, contain two projects within its Street Department Appendix, which are within the subcategory of stormwater and part of the more traditional system. As they fall within the Appendix, they are long-term costs as they are outside of the 5-year CIP period. The rough cost for these two projects is $150,000.

Table 8: Planned Storm Drainage System Improvements

Storm Drainage Improvements	Master Plan Year	Short-Term Costs	Intermediate- to Long-Term Costs	Total Costs
2025 CIP Update Stormwater	2025	$ -	$150,000	$150,000

FUNDING FOR CAPITAL PROJECTS (OAR 660-11-0010(1)(G))

Potential funding sources available to help the City meet capital needs through the planning horizon include grants, developer contributions, and capital reserves (including taxes, user fees, System Development Charge (SDC) revenues, etc). The *Code of Hermiston* includes regulations requiring developer proportional contributions towards utility construction via SDCs.

The City uses a *Capital Improvement Plan* as their base plan for public facilities. As such, the City has indicated they would like to take the approach of using prioritized projects on an implementation schedule to allow capital reserves to support funding projects. Urban renewal plans are funded primarily by Tax Increment Financing (TIF), and the *Airport Master Plan* is primarily funded by Federal Aviation Administration (FAA) grants supported by minor local funding.

The City may use other funding options, such as statewide schemes like the Clean Water State Revolving Fund or Local Improvement Districts. The City could also incur debt through general obligation and revenue bonds. However, the City does not generally incur debt (other than TIF) for capital project completion as they prefer the CIP implementation approach. Further details on outside funding opportunities can be found in the chapters below.

The following facility plans provide additional guidance for funding capital improvement projects in the following locations:

- *Capital Improvements Plan* and *Capital Improvements Plan Update* – Section 1;
- *Hermiston Downtown Urban Renewal Plan* – Section 7;
- *North* and *Southwest URPs* – Section 5;
- *Water System Master Plan* – Chapter 7;
- *Sewer Collection Study* – Chapter 6;
- *Hermiston Transportation System Plan* – Chapter 8;
- *County TSP* – Chapter 8;
- *Hermiston Municipal Airport – Airport Master Plan* – Chapter 8; and
- *Parks, Recreation and Open Space Master Plan* – Chapter 6.

The PFP incorporates these chapters and sections by reference.

COMPREHENSIVE LAND USE PLAN CONSISTENCY (OAR 660-11-0050(3))

The PFP is part of the *Hermiston Comprehensive Plan*. The PFP is consistent with and furthers the goals of the Comprehensive Plan – most particularly the Goal 11 (Public Facilities and Services) and Goal 12 (Transportation) chapters.

- The Public Facilities and Services chapter deals with the provision of water, sewer, and storm drainage facilities, as well as solid waste, education, fire, and police protection, and local government services and facilities. This element aims to "… 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, in this instance, refers to the 20-year planning timeframe. The Public Facility Plan consolidates the capital improvement plan and other relevant master plans for water and wastewater into one long-range capital improvement program that is coordinated with land use policies in compliance with the Comprehensive Plan.
- The TSP functions as the transportation element of the Hermiston Comprehensive Plan. As such, capital improvement recommendations, modified ordinances, street classifications, and bicycle and pedestrian plans are part of the Comprehensive Plan. Other policies contained within the Transportation chapter of the Comprehensive Plan help support the goals of the TSP.

STATEWIDE PLANNING GOAL FINDINGS

This Hermiston Public Facility Plan (PFP) is consistent with the relevant statewide planning goals as shown below.

Goal 1 – Citizen Involvement.

The PFP will be part of a larger UGB amendment package that includes amendments to the Hermiston Comprehensive Plan, the Hermiston TSP, and the Hermiston Land Usage Ordinance. Prior to adoption, public notice will be provided consistent with Hermiston and Umatilla County land use regulations. Public hearings will be held before the City and County planning commissions (which serve as the committees for public involvement) and before the City Council and County Board.

Goal 2 – Land Use Planning.

Hermiston and Umatilla County have established a land use planning process and policy framework as a basis for all decisions and actions related to the use of and to assure an adequate factual base for such decisions and actions. Development and adoption of the PFP has followed City, County, and State requirements and is compatible with the City and County Comprehensive Plan. The City-County JMA requires coordination between the City and County regarding major projects and plan amendments and major projects affecting the Area of Mutual Concern. County staff have been involved in the development of this PFP. The County Board must co-adopt the PFP in order for it to become effective.

Goal 3 – Agricultural Lands.

There are no designated agricultural lands within the UGB. Therefore, this goal does not apply.

Goal 4 – Forest Lands.

There are no designated forest lands within the UGB. Therefore, this goal does not apply.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces.

Hermiston has not adopted a local protection program for natural resources. Some public facilities improvements may need to be located within wetland areas, which will require DSL review. Further, the water and stormwater systems respectively rely on and replenish aquifers beneath the City. Service providers will obtain any necessary permits for each project from appropriate agencies as required. Planned system improvements do not adversely affect locally adopted natural resource protection programs, so this proposal does not create an inconsistency with the goal.

Goal 6 – Air, Water and Land Resources Quality.

Facilities recommended summaries for construction in this PFP will comply with city, state and federal standards to protect air and water quality. All waste and process discharges from future development will not violate applicable state or federal environmental quality statutes, rules and standards. Public sanitary and sanitary sewer infrastructure will provide adequate service for any future development within the Urban Area.

Goal 7 – Areas Subject to Natural Hazards.

Some of the system improvements may be located within mapped floodplain areas, but their presence does not have any adverse effect on existing policies or procedures adopted by the City or County for application in floodplain areas. Facilities recommended for construction in this PFP will comply with city, state and federal standards to protect against natural hazards. Public facilities projects will meet applicable City and County floodplain standards.

Goal 8 – Recreational Needs.

The PFP includes trail projects identified in identified in the *Hermiston PROS* and therefore is consistent with and helps to carry out this plan. All of the proposed projects are intended to improve or expand current facilities, accommodate future growth in population or employment, and serve community needs for developing areas including recreational facilities.

Goal 9 – Economic Development.

Adequate public facilities are vital for economic development. Adoption of this public facility plan will formally adopt project lists for water, sewer, and transportation facilities that will ensure the City can serve proposed commercial and industrial development through 2045.

Goal 10 – Housing.

Adequate public facilities are necessary to accomplish the objectives of this goal and applicable administrative rules. The proposed plan provides capacity for future development of residential uses consistent with the Comprehensive Land Use Plan. The proposed public facility plan adequately addresses housing needs as identified by the City of Hermiston and Umatilla County Comprehensive Land Use Plan maps.

Goal 11 – Public Facilities and Services.

This plan is designed to assure that urban development is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the City and County residents, and that those facilities and services are provided in a timely, orderly and efficient arrangement, as required by Statewide Planning Goal 11.

OAR Chapter 660, Division 11, implements Goal 11. OAR 660-011-0030(1) requires that the public facility plan include system improvement summaries and identify the general location of the project on a map. The proposed plan includes tables of projects for water, sewer, transportation, airport, storm drainage facilities improvements, and three corresponding maps. OAR 660-011-035 requires the public facility plan to include a rough cost estimate for public facility projects identified in the plan. The included tables include rough cost estimates for the summaries of all projects. These costs are derived from the work performed during the preparation of the:

- 2025 *City of Hermiston, Oregon Capital Improvements Plan Update*;
- 2013 *City of Hermiston Downtown Urban Renewal Plan*;
- 2022 *Southwest URP*;
- 2023 *North Hermiston URP*;
- 2021 *City of Hermiston, Oregon Sewer Collection Study*;
- 2019 *City of Hermiston, Oregon Water System Master Plan*;

- 1997 *City of Hermiston Transportation System Plan*;
    - 1999 *Hermiston TSP;*
    - 2000 *Hermiston Transportation System Plan Amendment*;
    - 2003 *Hermiston Transportation System Plan and US 395 North Corridor Plan Amendment;*
    - 2014 *Transportation System Plan Update;*
    - 2015 *Hermiston TSP – Ranch and Home Development;*
- 2002 *County TSP*;
- 2020 *Hermiston Parks, Recreation and Open Space Master Plan*; and
- 2020 *Hermiston Municipal Airport – Airport Master Plan*.

OAR 660-011-0045 requires certain elements of the public facility plan to be adopted as part of the Comprehensive Plan. These elements include the list of public facility system improvement summaries and associated reference map.

Goal 12 – Transportation.

The 1997 *City of Hermiston TSP* and the 2002 *Umatilla County TSP* were adopted to carry out the requirements of Goal 12 and the Transportation Planning Rule (TPR). While both plans are now outdated, the County and the City are carrying out plan updates that will better reflect current systems and needs, to best meet the requirements of Goal 12 and the TPR. Jointly, the two TSPs will address transportation needs within the Urban Area to meet the unified goals of the City and the County. The outdated plans are contained within this PFP as placeholders, and once updated TSPs are completed for both the City and the County, the PFP should be updated. Therefore, the PFP is consistent with Goal 12.

Goal 13 – Energy Conservation.

All the projects are upgrades, enhancements, or capacity expansions within existing public facility systems. These projects maximize the existing systems' efficiency and provide infill and redevelopment opportunities that cannot proceed without these improvements. Hence, adopting this public facility plan is consistent with this goal.

Goal 14 – Urbanization.

The public facility plan does not affect or change the location of the UGB. It details how the city will expand existing facilities to enable the projected population and employment growth within the Urban Area.

CONCLUSION

Based on the above analysis the City concludes that applicable Statewide Planning Goals have been or will be met by this proposal.

Hermiston Public Facilities Plan Appendix 1

Improvements Identified for the UGB Expansion Area

August 2025

Prepared by Winterbrook Planning

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MAPS

The Hermiston PFP Appendix 1 includes three maps.

- **Map 1: Water Improvement Project Locations** shows water projects scoped within the *UGB Expansion Utility Report.*
- **Map 2: Sanitary Sewer Improvement Project Locations** shows sanitary sewer projects scoped within the *UGB Expansion Utility Report.*

- **Map 3: Transportation Improvement Project Locations** shows transportation projects for the proposed expansion area scoped within the *TIA*.

REFERENCES

In addition to the information that informed the PFP, Winterbrook reviewed and incorporated relevant portions of the following plans related to public facilities to serve the proposed expansion area into the text, tables, and maps:

- *Transportation Assessment: Hermiston Urban Growth Boundary Expansion* (Kittelson & Associates, Inc., 2025)
- *Urban Growth Boundary Expansion Utility Report* (Anderson Perry & Associates Inc., 2025)

ACRONYMS

The following terms and their acronyms are used frequently in this document:

City of Hermiston	the City
Hermiston Economic Opportunities Analysis	EOA
Hermiston Public Facilities Plan	PFP
Hermiston – Umatilla County Area Joint Management Agreement	JMA
Hermiston Urban Growth Boundary	UGB
Hyperscale Data Center	HDC
Public Facilities Planning Rule (OAR Chapter 660, Division 011)	Goal 11 Rule
Statewide Planning Goal 11: Public Facilities and Services	Goal 11
Statewide Planning Goal 12: Transportation	Goal 12
System Development Charge	SDC
Transportation Assessment: Hermiston Urban Growth Boundary Expansion (Kittelson & Associates, 2025)	TIA
Transportation Planning Rule (OAR Chapter 660, Division 012)	TPR
Transportation System Plan	TSP
Urban Growth Boundary	UGB
Urban Growth Boundary Expansion Utility Report (Anderson Perry & Associates, 2025)	Utility Report

INTRODUCTION

PURPOSE

Appendix 1 of the Hermiston Public Facilities Plan (PFP) consolidates, describes, and summarizes the supporting public facility projects for the proposed UGB expansion area, shown in Figure 1 below. The proposed UGB expansion will supply the necessary land to meet the short-term need for hyperscale data center (HDC) sites, as identified in the Hermiston Economic Opportunities Analysis (EOA). This land will be zoned specifically for HDCs when brought into the City of Hermiston. As such, the identified supporting public facilities projects anticipate the build-out of these sites in accordance with their zoning. In general, the appendix to the PFP has the same goals as the PFP itself, but for the specified UGB expansion area.

Appendix 1 demonstrates the City's ability to serve the proposed UGB expansion area with the necessary services, including water, sanitary sewer, storm drainage, and transportation.

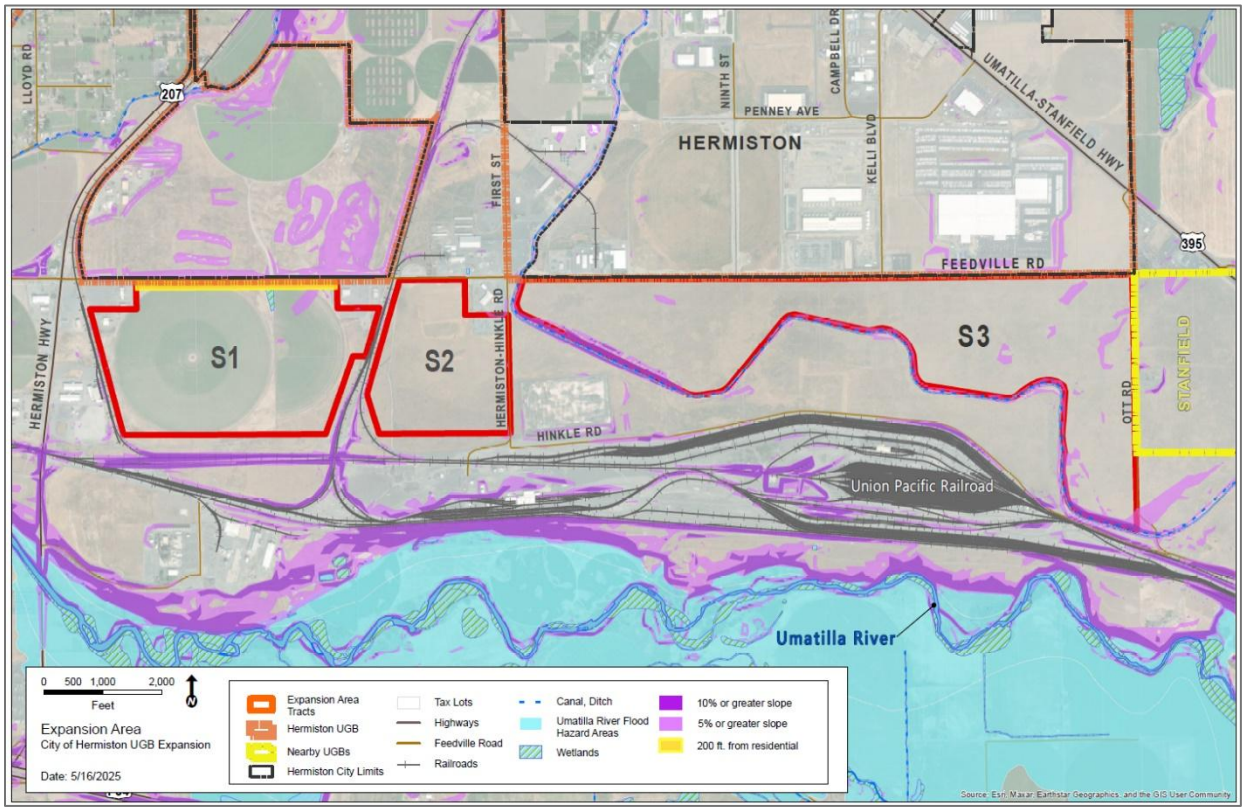


Figure 1: Proposed Expansion Area Map (Winterbrook, 2025)

BACKGROUND

Winterbrook has been working with City and County planning and public works staff over the last year to assemble the Hermiston PFP. Appendix 1 expands on the main body of the PFP to collate projects required to serve the identified UGB expansion area. Adoption of the PFP and this appendix has been coordinated with and supports the adoption of the UGB expansion. Further details on the expansion area can be found in UGB Expansion Narrative, which outlines the methodology and justification for the addition of this area to the UGB.

Appendix 1 is based on the best information available to City and County staff and Winterbrook Planning at the time of the plan preparation. Given the expansion area will be zoned specifically for HDCs, all project costs associated with this build-out are forecasted in the short-term. However, the HDC development schedule could change. Additionally, the costs of projects supporting the proposed expansion area could change in future facility plan updates.[1]

METHODS

To prepare this PFP appendix, Winterbrook worked with City and County staff, and Anderson Perry and Kittelson engineers to:

1. Identify necessary improvement projects that extend from the existing public service systems to serve the proposed UGB expansion area.
2. Assess the capacity of the existing systems within the UGB to identify any upgrade works required to accommodate the expansion area.
3. Assemble extension and upgrade projects into a consolidated plan to create comprehensive documents detailing projects necessary for serving the expansion area.
4. Verify planned costs and timeframes of projects identified in expansion area plans and compare to proposed projects within wider City of Hermiston plans.
5. Prepare summary tables for system improvement type, estimated cost, and timeframes identified in each expansion area plan.
6. Incorporate maps from expansion area plans to show the location of most planned public facilities projects to support the expansion area.

The result is an appendix to the PFP that provides system improvement summary costs, timeframes, total public facility costs by timeframe, and related service area mapping for each public facility for the proposed expansion area.

[1] As noted in OAR 660-011-0015–0035, these rough cost estimates are intended to be used by City and County officials to review existing funding mechanisms and evaluate future revenue streams.

PLAN CONTENTS & ORGANIZATION

PFP Appendix 1 consolidates and summarizes all planning documents that relate to providing services to the proposed UGB expansion area for planned HDC build-out.

Per OAR 660-011-0010(1), this PFP must and does include the following elements:

> ***(a) An inventory and general assessment of the condition of all the significant public facility systems which support the land uses designated in the acknowledged comprehensive plan* [See also 660-11-0020]*;***
>
> ***(b) A list of the significant public facility projects which are to support the land uses designated in the acknowledged comprehensive plan. Public facility project descriptions or specifications of these projects as necessary [See also 660-11-0020];***
>
> ***(c) Rough cost estimates of each public facility project [See also 660-11-0035];***
>
> ***(d) A map or written description of each public facility project's general location or service area [See also 660-11-0030];***
>
> ***(e) Policy statement(s) or urban growth management agreement identifying the provider of each public facility system. If there is more than one provider with the authority to provide the system within the area covered by the public facility plan, then the provider of each project shall be designated;***
>
> ***(f) An estimate of when each facility project will be needed [See also 660-11-0025]; and***
>
> ***(g) A discussion of the provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each public facility project or system [See also 660-11-0035].***

Winterbrook has prepared this information in tabular format for the main public facilities of concern: Water, Sanitary Sewer, Stormwater, and Transportation. Each table includes:

- A summary of system improvements by public facility;
- Rough timing estimates for the system improvements, which will be in the short-term; and
- Rough total cost estimates for the period by public facility.

The service areas, or general location of services for major public facilities, are included on Maps 1-2, corresponding to each type of public facility.

The PFP also discusses existing and proposed funding mechanisms for these projects. Hermiston Comprehensive Land Use Plan and Statewide Planning Goal findings demonstrate compliance with applicable state and local law.

PROPOSED EXPANSION AREA PUBLIC FACILITIES PLANS

The following plans were prepared to assess the provision of necessary public facilities in the proposed expansion areas. Winterbrook has considered these plans in preparing this appendix, and while they provide a preliminary view of the required projects to serve the expansion area, they are not necessarily a complete picture of the public facilities' needs, funding, or timing to serve the area. As noted below, ORS 197.712[2] requires local governments to prepare a "public facilities plan" that identifies rough cost estimates and the general timing of projects within UGBs, which is why this appendix is necessitated with the expansion of the Hermiston UGB. Facility plans will be periodically updated; the PFP should be amended to incorporate changes to facility plans.

- ***Urban Growth Boundary Expansion Utility Report*** **(Anderson Perry & Associates Inc., 2025)**
  Commentary: The *Utility Report* analyzes the existing infrastructure and necessary public water and wastewater improvements to facilitate the development of the expansion area identified for the UGB. This analysis is the basis for identifying utility needs, considering alternatives, and planning-level cost estimates to serve the future development of data centers within the expansion area, in accordance with the proposed zoning and EOA.

- ***Transportation Assessment: Hermiston Urban Growth Boundary Expansion*** **(Kittleson & Associates Inc., 2025)**
  Commentary: The *TIA* examines the potential transportation impacts of the proposed UGB Amendment area. The *TIA* assumes that Heavy Industrial zoning with an HDC overlay will be applied to the UGB expansion area, and recommends transportation improvement projects to address Transportation Planning Rule (TPR) requirements.

[2] ORS 197.712(2)(e): "A city or county shall develop and adopt a public facility plan for areas within an urban growth boundary containing a population greater than 2,500 persons. The public facility plan shall include rough cost estimates for public projects needed to provide sewer, water and transportation for the land uses contemplated in the comprehensive plan and land use regulations. Project timing and financing provisions of public facility plans shall not be considered land use decisions." Requirements for PFPs are further elaborated in OAR 660-11-0010 through 0050. Related definitions are found in 660-11-0005.

UTILITY SYSTEMS

WATER SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The *Utility Report* (2025) provides:

- An introduction including plan purpose and development context;
- Sanitary sewer demand and assumptions;
- Potable water supply pilot project and assumptions;
- Stormwater context;
- Industrial (Cooling) wastewater demand, reuse discussion, and disposal alternatives;
- Site analysis of required improvements for the expansion area sites; and
- Cost and improvement summary.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 1 identifies and recommends improvements by site area for the water system to serve the proposed UGB expansion area. Existing facilities can serve the expansion area with main line extensions. The City has also applied to the Oregon Water Resources Department (OWRD) for a limited license to conduct pilot testing for an aquifer storage and recovery (ASR) water well. This well will increase the resiliency of the City's water system. System improvements are sensitive to planned development in the expansion area through the planning period. Winterbrook derived cost estimates from the *Utility Report* (2025). The City identified roughly $22.9 million in planned water expansion area projects. The *Utility Report* considers a short-term planning period for projects, given the immediate need for data center development. However, the timeline of these projects and their incurred costs depend on the end user, as projects are proposed to be primarily developer-funded.

Table 1: Planned Expansion Area Water System Improvements

Plan	Master Plan Year	Water Project	Short-Term Costs
Utility Report	2025	Tract S1 Preliminary Water Cost Estimate	$269,000
Utility Report	2025	Tract S2 Preliminary Water Cost Estimate	$269,000
Utility Report	2025	Tract S3 Preliminary Water Cost Estimate	$1,780,000
Utility Report	2025	ASR Well System Phase I **(in progress)**	$7,200,000
Utility Report	2025	ASR Well System Phase II	$13,400,000
Total Planned Improvements			**$22,918,000**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Figure 2, Water Improvement Project Locations map, shows planned projects labeled in accordance with the *Utility Report* serving the expansion area.

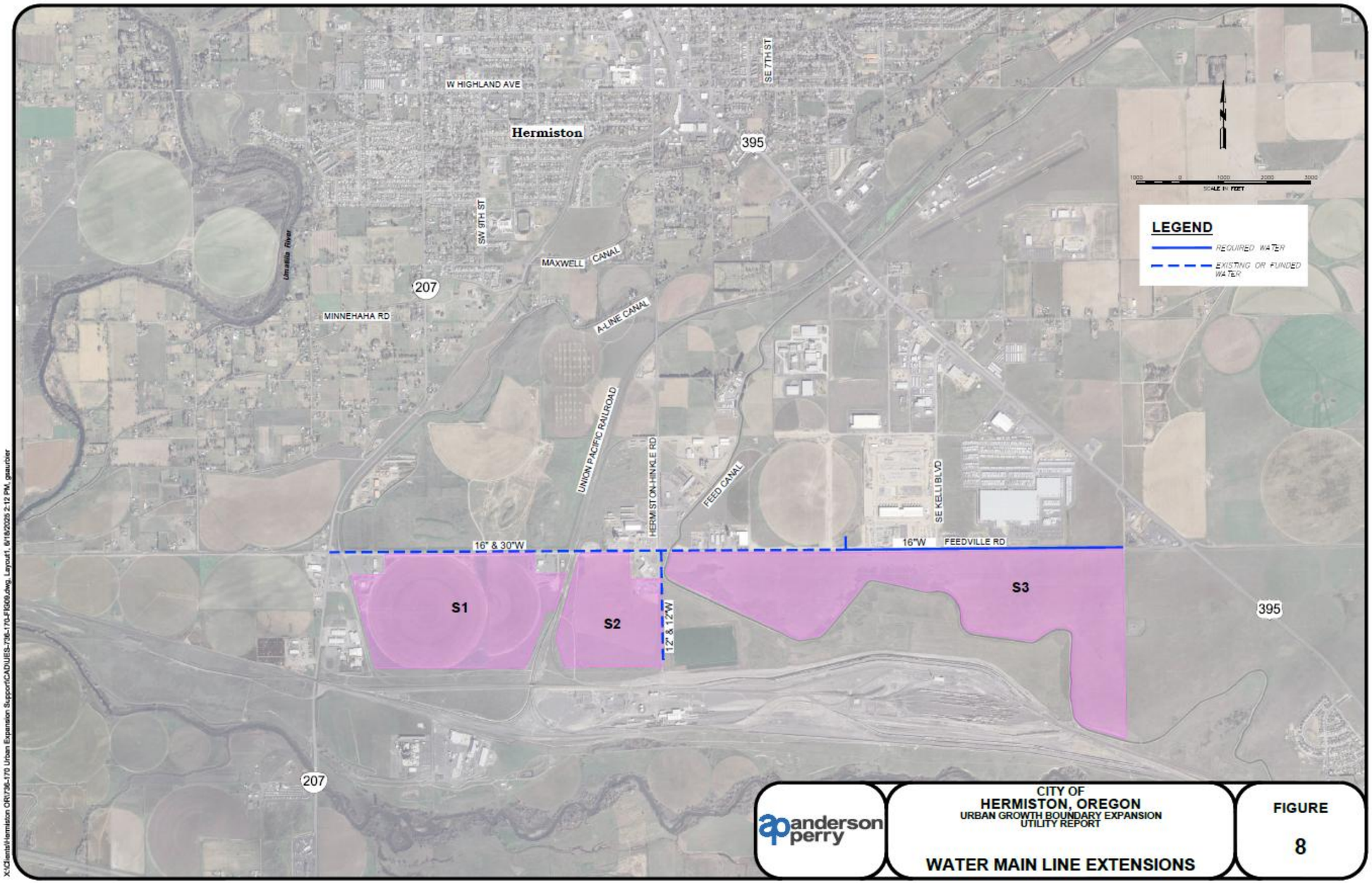


Figure 2: Water Improvement Project Locations (Utility Report, 2025)

RECYCLED WATER SYSTEM (SANITARY SEWER)

The *Utility Report* (2025) provides:

- An introduction including plan purpose and development context;
- Sanitary sewer demand and assumptions;
- Potable water supply pilot project and assumptions;
- Stormwater context;
- Industrial (Cooling) wastewater demand, reuse discussion, and disposal alternatives;
- Site analysis of water and wastewater required improvements for the four expansion area sites; and
- Cost and improvement summary.

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 2 identifies and recommends improvements by site area for the sanitary sewer system to serve the expansion area. Proposed development will require the extension of sewer main lines. Lift stations may be required on site to connect to the sewer main lines, but these will be private development at the cost of the developer. System improvements are sensitive to planned development in the expansion area through the planning period. Recommended projects are from the 2025 *Utility Report p*repared by Anderson & Perry Associates. The City identified roughly $7.4 million in planned wastewater improvement projects to serve the expansion area. However, the *Utility Report* also notes four approaches to managing industrial wastewater, three of which are private and a fourth is public. The public approach would require obtaining a WPCF Permit for discharge into irrigation canals. If the public approach is pursued, the PFP should be amended to include associated costs if they amount to public improvement. The *Utility Report* considers a short-term planning period for projects, given the nature of proposed data center development. However, the timeline of these projects and their incurred costs depend on the end user, as projects are proposed to be primarily developer-funded.

Table 2: Planned Recycled Water System Improvements

Plan	Master Plan Year	Water Project	Short-Term Costs
Utility Report	2025	Tract S1 Preliminary Wastewater Cost Estimate	$5,000,000
Utility Report	2025	Tract S2 Preliminary Wastewater Cost Estimate	$24,000
Utility Report	2025	Tract S3 Preliminary Wastewater Cost Estimate	$2,410,000
Total Planned Improvements			**$7,434,000**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Figure 3, Sanitary Sewer Improvement Project Locations map, shows planned projects labeled in accordance with the *Utility Report* serving the expansion area.

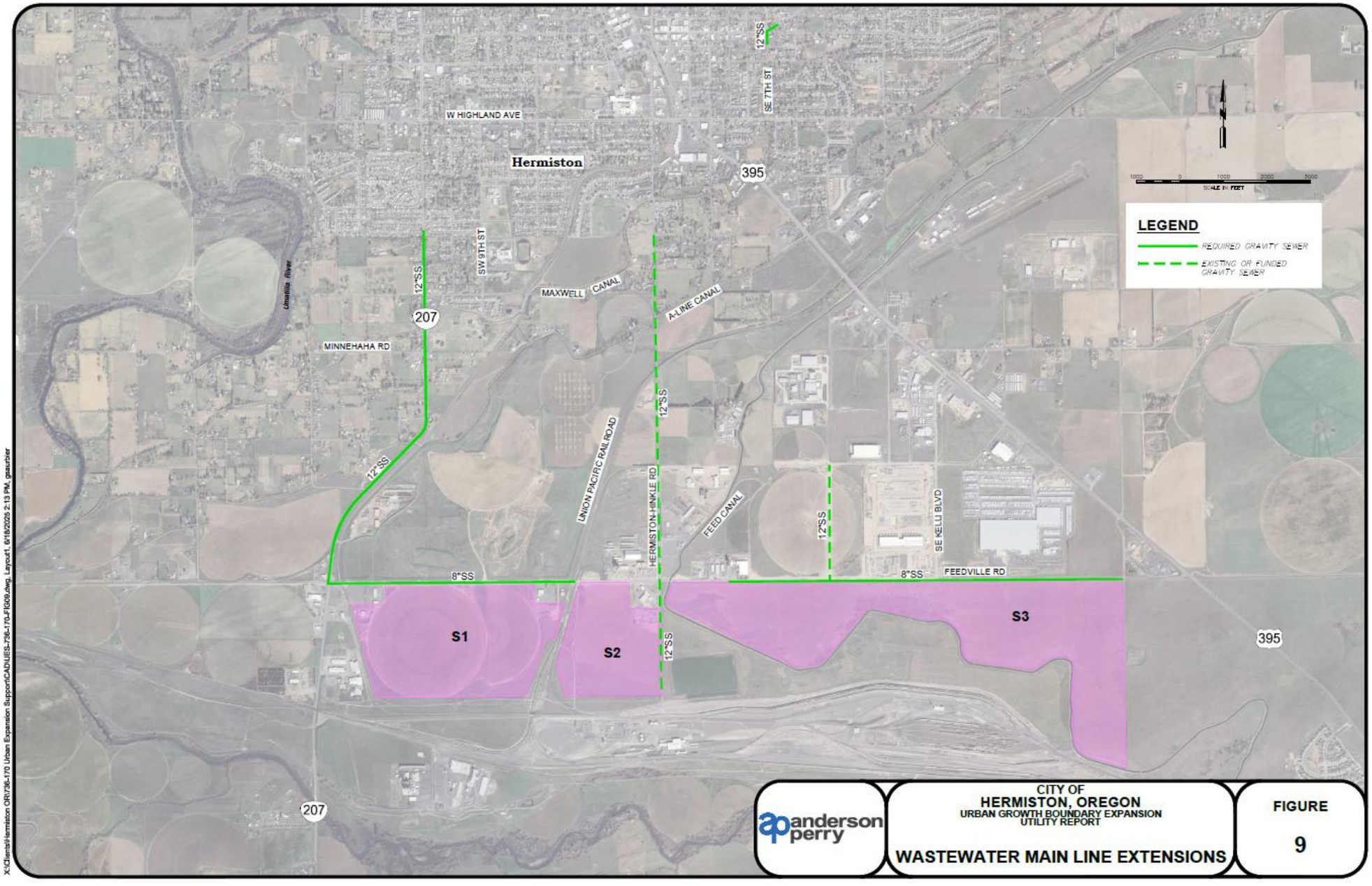


Figure 3: Recycled Water Improvement Project Locations (Utility Report, 2025)

TRANSPORTATION SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

The *Transportation Assessment* (2025) provides:

- An executive summary of the UGB expansion and summary findings in Section 1;
- The project background in Section 2;
- The scope of the study and analysis methodology in Section 3;
- Traffic analysis of existing conditions in Section 4;
- UBG expansion transportation analysis in Section 5;

PROJECTS, COST, AND TIMING (OAR 660-11-0010(1)(B, C, & F))

Table 3 identifies improvements for the UGB expansion area transportation system. System improvements are sensitive to expected development throughout the planning period. Winterbrook derived recommended projects from the TIA analysis provided by Kittleson and Associates regarding the facilities necessary to serve the expansion area. The primary considered facilities include Feedville Road and the following intersections:

- OR 207/Feedville Road
- Feedville Road/Hermiston-Hinkle Road
- Feedville Road/Kelli Boulevard
- US 395/Feedville Road
- US 395/Kelli Boulevard

Transportation improvements will require further analysis to determine the appropriate upgrade and cost. Cost estimates included at this time are approximate figures, intended primarily to identify the appropriate magnitude of improvement costs, which will be refined with future project development and associated design processes such as ODOT's Intersection Control Evaluation. Some project costs are given a range, representing the high- and low-end cost of the identified required improvements. The *TIA*, with support from Anderson Perry & Associates for the Feedville Corridor upgrade, identified $37.4 to $47.4 million in planned transportation projects to serve the expansion area. The *TIA* considers already planned TSP projects from both the County and City relevant to the UGB expansion. Both the City of Hermiston and Umatilla County TSPs are out of date and are expected to be updated in the coming years. As such, the required improvements identified within this PFP Appendix 1 should be incorporated as relevant to both TSPs.

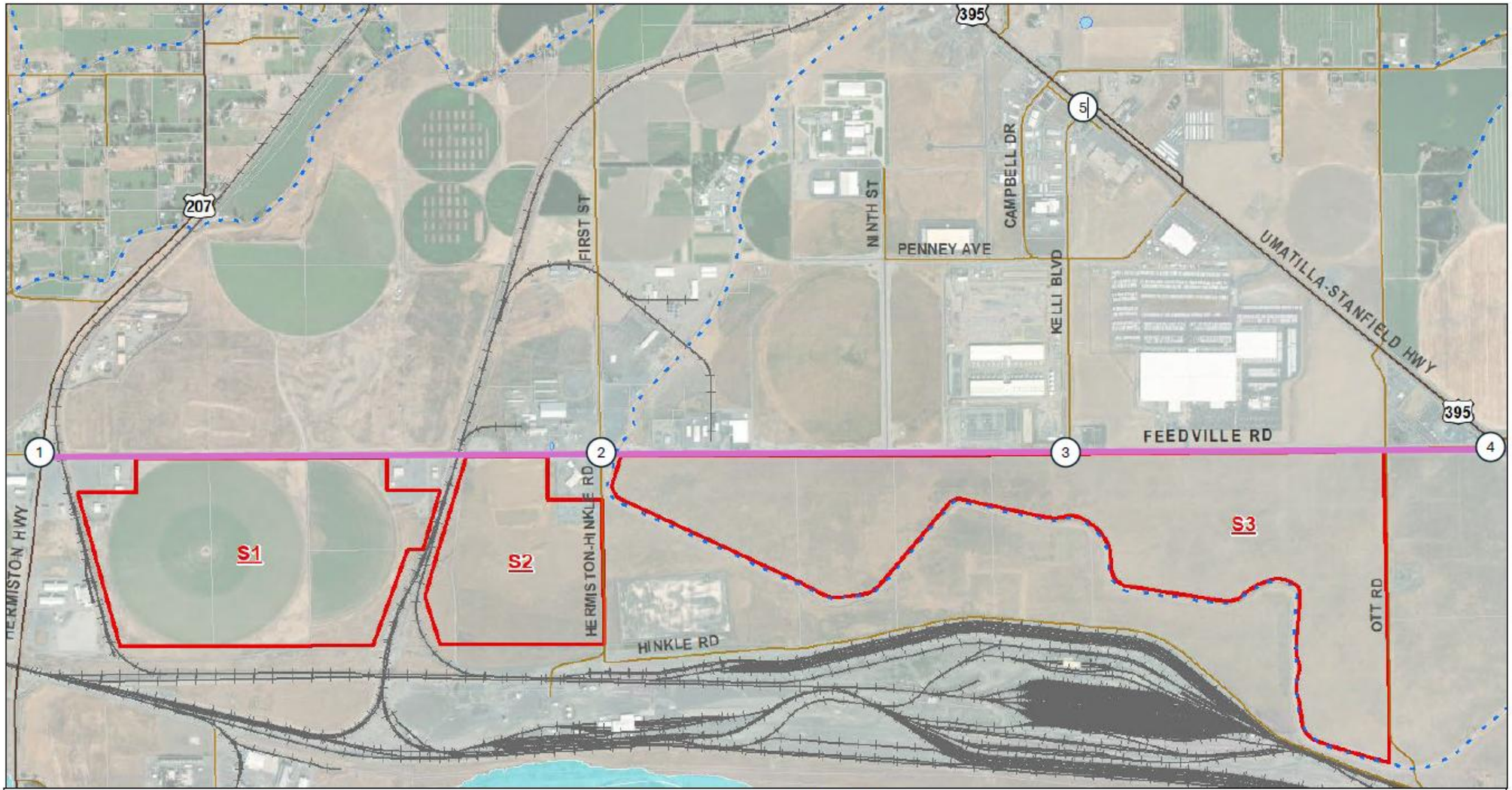
The *TIA* considers a short-term planning period for projects, given the immediate need for data center development. However, the timeline of these projects and their incurred costs depend on the end user, as projects are proposed to be primarily developer-funded.

Table 3: Planned Transportation System Improvements

Plan	Master Plan Year	Water Project	Short-Term Costs
TIA	2025	OR 207/Feedville Road Intersection Traffic Control	$3,000,000 to $6,000,000
TIA	2025	Feedville Road/Hermiston-Hinkle Road Intersection Urban Upgrades and Widening	$1,000,000 to $2,000,000
TIA	2025	Feedville Road/Kelli Boulevard Intersection Urban Upgrades and Widening	$1,000,000 to $2,000,000
TIA	2025	US 395/Feedville Road and US 395/Kelli Boulevard Intersections: Turning Movement Restrictions and Indirect U-Turn Accommodations along the 395 Corridor	$5,000,000 to $10,000,000
TIA	2025	Feedville Road Urban Corridor Improvements (Hwy 207 to Hwy 395)	$27,440,000
Total Planned Improvements			**$37,440,000 to $47,440,000**

MAPS AND DESCRIPTION OF PROJECTS (OAR 660-11-0010(1)(D))

Map 3, Transportation Improvement Project Locations, shows planned projects labeled in accordance with the TIA for the UGB expansion area.



Identified Transportation Improvements
City of Hermiston UGB Expansion
Date: 8/4/2025
N.T.S.

1. OR207/Feedville Road Traffic Control
2. Feedville Road/Hermiston-Hinkle Road Intersection Urban Upgrades and Widening
3. Feedville Road/Kelli Boulevard Intersection Urban Upgrades and Widening
4. US 395/Feedville Road Intersections Turning Movement Restrictions and Indirect U-Turn Accommodations
5. US 395/Kelli Boulevard Intersections Turning Movement Restrictions and Indirect U-Turn Accommodations

Feedville Road Urban Corridor Improvements

Figure 4: Transportation Improvement Project Locations (Winterbrook, 2025)

STORM DRAINAGE SYSTEM

INVENTORY AND GENERAL ASSESSMENT (OAR 660-11-0010(1)(A))

As discussed in the PFP, the City has two different stormwater management systems. One is a more traditional stormwater system that collects water through swales and gutters and discharges into the Umatilla River. The City also abides by a *Water Pollution Control Facilities Permit* (WPCF permit) for its injection well (drywell) system for underground injection control (UIC). Further details on these systems can be found in the main PFP document.

Due to the relatively low annual precipitation and relatively pervious sandy soil, storm runoff is not a serious concern. Stormwater in the expansion area will be contained on-site at the cost of the developer or will be managed by stormwater roadway improvements. Costs for stormwater facilities along the road are included within the transportation improvement section.

FUNDING FOR CAPITAL PROJECTS (OAR 660-11-0010(1)(G))

Potential funding sources available to help the City meet capital needs through the planning horizon include grants, developer contributions, and capital reserves (including taxes, user fees, System Development Charge (SDC) revenues, etc). The *Code of Hermiston* includes regulations requiring developers to make proportional contributions towards utility construction via SDCs.

The proposed expansion area's public facilities are anticipated to be largely funded by the end user, given the planned HDC overlay that limits development in the expansion area paired with the short-term need for HDC buildable land. Public improvements will be required as part of development, including the proposed water, sanitary sewer, and transportation projects.

The City may use other funding options, such as statewide schemes like the Clean Water State Revolving Fund or Local Improvement Districts. The City could also incur debt through general obligation and revenue bonds. However, the City does not generally incur debt (other than TIF) for capital project completion as they prefer the CIP implementation approach. Additionally, in this case the required public improvements will be primarily built by the end user through development.

COMPREHENSIVE LAND USE PLAN CONSISTENCY (OAR 660-11-0050(3))

Appendix 1, like the PFP itself, is part of the *Hermiston Comprehensive Plan*. The PFP is consistent with and furthers the goals of the Comprehensive Plan – most particularly the Goal 11 (Public Facilities and Services) and Goal 12 (Transportation) chapters.

- The Public Facilities and Services chapter deals with the provision of water, sewer, and storm drainage facilities, as well as solid waste, education, fire, and police protection, and local government services and facilities. This element aims to "… 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, in this instance, refers to the 20-year planning timeframe. The Public Facility Plan consolidates the capital improvement plan and other relevant master plans for water and wastewater into one long-range capital improvement program that is coordinated with land use policies in compliance with the Comprehensive Plan.
- The TSP functions as the transportation element of Hermiston Comprehensive Plan. As such, capital improvement recommendations, modified ordinances, street classifications, and bicycle and pedestrian plans are part of the Comprehensive Plan. Other policies contained within the Transportation chapter of the Comprehensive Plan help support the goals of the TSP.

STATEWIDE PLANNING GOAL FINDINGS

The findings in support of the proposed UGB amendment also support adoption of the PFP Appendix 1.

157.058 HYPERSCALE DATA CENTER (HDC) OVERLAY.

(A) *Purpose and applicability*. The hyperscale data center (HDC) overlay zone is intended to provide suitable sites for such data centers, as identified in the Hermiston Economic Opportunities Analysis (2024). This overlay zone applies to land added to the Hermiston Urban Growth Boundary to meet hyperscale data center site requirements. A conceptual master plan must be approved in conjunction with HDC overlay designation.

(B) *Uses permitted outright*.

(1) Hyperscale data centers (*i.e.*, large structures that house a large group of networked computer servers used by organizations for the remote storage, processing, or distribution of large amounts of data).

(2) Power substations serving one or more data centers.

(C) *Permitted accessory uses*.

(1) Power generating and battery storage facilities serving one or more data centers.

(2) Public facilities and private utilities serving hyperscale data center sites.

(3) Recreational facilities serving hyperscale data center employees.

(4) Security facilities protecting hyperscale data centers.

(5) Parking and circulation facilities.

(6) Administrative support facilities.

(D) *Restrictions on use*.

(1) Hyperscale data centers must meet Heavy Industrial (M-2) development standards and the standards of this overlay zone.

(2) Hyperscale data center computer networks and storage facilities shall be enclosed within covered structures.

(3) The minimum data center development standards:

(a) The minimum data center site area shall be 100 acres.

(b) Primary data center buildings shall have a gross floor area of at least 50,000 square feet.

(4) Hyperscale data center development shall substantially conform with approved conceptual master plans. The City Manager or their designee may approve deviations from the approved conceptual master plan that do not reduce the number of approved data center buildings shown on the master plan or preclude adequate provision of transportation or other public and private facilities identified in the master plan.

(5) No hyperscale data center buildings or power substations shall be located within 200 feet of a residential zone.

(6) Hyperscale data center lighting shall be shielded and shall not trespass into residential zones in accordance with Section 157.179 design standards.

(7) Wind turbines shall be set back from residential zones at least two feet for each one foot of turbine height, measured from the ground to the blade rotor.

(8) Hyperscale data center development shall provide a minimum of 1.1 parking spaces per employee on the largest shift.

Appendix B

HDC Conceptual Development Plan
(Mackenzie Inc.)

Appendix B

MACKENZIE.

HYPERSCALE DATA CENTERS CONCEPT PLAN

To
City of Hermiston

For
Hermiston UGB Expansion

Dated
July 1, 2025

Project Number
2230329.00

MACKENZIE
Since 1960
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EXHIBITS

1. Hyperscale Data Centers Concept Plan – Expansion Area – Overall
2A. Hyperscale Data Centers Concept Plan – Expansion Area – S1 and S2
2B. Hyperscale Data Centers Concept Plan – Expansion Area – S3

I. PROJECT BACKGROUND

The City of Hermiston's Economic Opportunities Analysis (EOA), adopted in September 2024, identified data centers as a target industrial use for meeting the City's long-term economic development goals. Hermiston's proximity to the Columbia River and major electrical transmission lines makes the area desirable for "hyperscale" data center campuses.

As defined by IBM, "a hyperscale data center is a massive data center that provides extreme scalability capabilities and is engineered for large-scale workloads with an optimized network infrastructure, streamlined network connectivity and minimized latency. Due to the ever-increasing demand for data storage, hyperscale data centers are in wide use globally for numerous providers and a wide variety of purposes that include artificial intelligence (AI), automation, data analytics, data storage, data processing and other big data computing pursuits."[1] Multiple hyperscale data center campuses have recently been developed in central and eastern Oregon by providers including Google, Meta, Apple, Amazon Web Services (AWS), and others.

Based in part on the Employment Lands – Buildable Lands Inventory (BLI) memo prepared by Mackenzie[2], the EOA found that Hermiston lacks large, developable industrial lots within the urban growth boundary (UGB) that could accommodate the demand and projected growth of data center development anticipated in the Columbia Basin region. Specifically, the EOA identified a need for lots with 100+ contiguous acres of buildable, industrially zoned area to accommodate hyperscale data center campuses.

As part of the EOA and BLI process, Mackenzie prepared a technical memo to identify siting criteria for this type of development.[3] The siting criteria, which are outlined below, include considerations such as location, topography, building size and configuration, utility needs, transportation needs, security, and natural hazards.

Land surrounding Hermiston's UGB was evaluated for suitability based on the data center siting criteria and Oregon's rules and statutes relating to UGB expansions. Winterbrook Planning's proposed UGB expansion area analysis identifies 643 suitable acres south of the existing UGB and north of the Umatilla River, divided among three tracts:

- Tract S1: 220 suitable acres
- Tract S2: 111 suitable acres
- Tract S3: 312 suitable acres

This report describes the opportunities and constraints for hyperscale data center campus development within the proposed UGB expansion area and the resulting Hyperscale Data Centers Concept Plan (Exhibits 1, 2A, and 2B).

[1] https://www.ibm.com/think/topics/hyperscale-data-center
[2] Technical Memo: City of Hermiston Employment Lands – Buildable Lands Inventory, dated July 3, 2024
[3] Technical Memo: Siting Criteria for Hyperscale Data Centers, dated July 9, 2024

II. SITE DEVELOPMENT PARAMETERS

Table 1, which is reproduced from the siting criteria memo, outlines criteria applicable to hyperscale data center sites. Additional discussion is provided following the table.

TABLE 1: SITING CRITERIA FOR HYPERSCALE DATA CENTERS		
Criteria		**Hyperscale Data Center**
Physical Site		
Total Site Size*	Competitive Acreage**	100+
Competitive Slope	Maximum Slope	0 - 5%
Transportation		
Trip Generation	Average Daily Trips Per Acre	15 - 45
Miles to Interstate or Freight Route	Miles	within 30
Railroad Access	Dependency	Not Required
Proximity to Marine Port	Dependency	Not Required
Proximity to International/ Regional Airport	Dependency	Not Required
Utilities		
Water	Minimum Line Size (inches diameter)	12" – 16"
	Minimum Fire Line Size (inches diameter)	10" - 12"
	High Pressure Water Dependency	Required
	Flow (gallons per day per acre)	1,000†
Sanitary Sewer (if used for wastewater or cooling water disposal)	Minimum Service Line (inches diameter)	8" - 10"
	Flow (gallons per day per acre)	500 - 1,000‡
Natural Gas	Minimum Service Line (inches diameter)	4"
	On Site	Competitive

TABLE 1: SITING CRITERIA FOR HYPERSCALE DATA CENTERS		
Criteria		**Hyperscale Data Center**
Electricity	Minimum Service Demand	60 - 240 MW
	Close proximity to substation	Required on-site
	Redundancy Dependency	Required
Telecommunications	Major Communications Dependency	Required
	Route Diversity Dependency	Required
	Fiber Optic Dependency	Required
Special Considerations		▪ Power delivery, water supply, and security are critical. ▪ May require high volume/supply of water and sanitary sewer treatment. ▪ Sites should be located outside areas of special flood hazard. ▪ Site designs typically provide a buffer between cooling equipment/backup generators and any nearby residential uses.

Terms: "Required" factors are seen as mandatory in a vast majority of cases and have become industry standards.
"Competitive" significantly increases marketability and is highly recommended. May be linked to financing in order to enhance the potential reuse of the asset in case of default.
"Not required" does not apply for the industry and/or criteria.

* Total Site: Building footprint, including buffers, setbacks, parking, mitigation, and expansion space.

** Competitive Acreage: Acreage that would meet the site selection requirements of the majority of industries in this sector.

† Water Requirements: While the Business Oregon Industrial Development Competitiveness Matrix identifies water requirements in gallons per MWh for data centers, this table uses gallons per acre.

‡ Sanitary Sewer Requirements: Water and sewer requirements are highly variable based on cooling methods and water reclamation practices and should be reviewed on a case-by-case basis for specific development requirements. Alternative approaches to wastewater management may drastically reduce the need for sanitary sewer capacity.

Existing Conditions

The UGB expansion area tracts are each relatively flat and free of natural hazards such as flooding or landslides. As discussed in greater detail below, the tracts are each served by public roads, and the necessary utilities are available or can feasibly be extended. Impacts to resources such as wetlands and canals can largely be avoided through site design. Surrounding land uses generally consist of agricultural and industrial. Tract S1 is proximate to an area within the existing Hermiston UGB that is planned for residential use (on the north side of Feedville Road). As shown on the concept plan (Exhibits 1 and 2A), separation can be provided between residential and data center development via buffering (at least 200' provided).

Zoning

Development of hyperscale data center campuses within the proposed UGB expansion area will require annexation into City limits, so campuses will be required to follow all applicable development standards and procedural requirements identified in the Hermiston Code of Ordinances (HCO). Potential zones following annexation may include the Light Industrial Zone (M-1), Heavy Industrial Zone (M-2), or a new zoning district created specifically to address the unique siting requirements associated with hyperscale data centers.

Transportation

Data center campuses benefit from direct and convenient access to nearby population centers via public roads and highways. Site suitability factors include the adequacy of existing transportation infrastructure, access flexibility including multiple points of access to adjacent public roads, and efficiency for emergency vehicle access.

Each of the study area tracts has convenient access (within five miles) to I-84 and frontage(s) on Feedville Road and/or Hermiston-Hinkle Road. According to analysis by Kittelson & Associates (Kittelson), these roads are public rights-of-way and appear to have adequate capacity to accommodate the anticipated traffic volumes. It also appears to be feasible for each tract to be configured with primary and emergency access points that do not have issues with sight distance, access management, or operational limitations.

Utilities

Utility extensions and improvements will be necessary to serve the study area tracts. The cost and difficulty vary between each tract but overall, providing the required services appears to be feasible. A summary of available utilities is included below, based on information provided by Anderson Perry & Associates.

Water

- An aquifer storage and recovery (ASR) well and booster pump station (BPS) are proposed northeast of the intersection of East Feedville Road and SE 9th Street as part of Hermiston's regional water system (RWS). This system would include a booster pump station and two reservoirs. Main line extensions would be required to serve the proposed expansion areas. The existing main line size in East Feedville Road is 16".

Sanitary Sewer

- Gravity sewer is currently available at the intersection of SE 9th Street and East Feedville Road and is proposed from Hinkle Road to its intersection with East Feedville Road. Main lines downstream of the connection point may require upsizing to handle additional flow.

Stormwater

- No public stormwater infrastructure currently serves the expansion tracts. Runoff will be contained on site via infiltration swales or drywells. If curb and gutter systems are not installed along roadways, stormwater can be accommodated in underground injection controls (UICs) or roadside swales.

Industrial (Cooling) Wastewater

- Disposal of industrial wastewater used for cooling data center equipment can be accommodated via onsite systems such as evaporation basins, discharging to wetlands, discharging to a storage pond for land application (irrigation), or discharging to the irrigation canal system.

Design Considerations

Site and Building Characteristics

The typical site size for a hyperscale data center campus is 100 acres or more, including clusters of four or more buildings at 200,000 square feet (SF) to 250,000 SF each, with 5-10 acres for dedicated electrical substations.

While sites can have a variety of shapes, the minimum dimension is determined by the length of the data center buildings. Recent examples of hyperscale data center buildings range from 1,000' to 1,150' long. Sites need to be large enough to contain these large buildings plus associated parking and circulation, utilities, supportive infrastructure, and buffers.

Site topography should be relatively flat, with a maximum grade of 5%, and site shape should accommodate large rectangular buildings. Building facilities, accompanying substations, and access roads should be located outside of areas of special flood hazard (i.e., 1% annual chance or “100-year” floodplain on Flood Insurance Rate Maps issued by the Federal Emergency Management Agency).

Due to the noise produced by cooling equipment and backup generators, site designs may require area to accommodate buffering from nearby residential zones or other sensitive uses.

Utilities

Sites require adequate supply of water, sanitary sewer, natural gas, electricity, and telecommunications (see Table 1, above). Site design must also include adequate area for stormwater and industrial wastewater facilities.

Transportation

Sites require adequate access and circulation for truck traffic and emergency vehicles. Data centers generate minimal traffic during operation, primarily consisting of employees in their personal vehicles, so frontage on high-capacity road classifications is not critical. Traffic volumes are highest during the construction phase, during which sites need to be accessible by heavy vehicles.

Security

Sites require gated access, security lighting, and enhanced security systems to ensure data remains secure and systems stay online.

Natural Hazards

Due to the need for the facility to be in continuous operation, sites must have minimal seismic, flood, or other natural hazard risk exposure.

III. CONCEPT PLAN DESCRIPTION

Mackenzie prepared the attached concept plan (Exhibits 1, 2A, and 2B) based on the siting criteria and design considerations described above. Buildings shown on the concept plan are generally 200,000 - 250,000 SF and 35' tall. Based on the available tract area and separation requirements, the concept plan illustrates the following arrangement as summarized in Table 2:

TABLE 2: CONCEPT PLAN BUILDING AREAS AND PARKING COUNT

Tract	Building Count	Building Area (SF)	Approximate Parking Count (spaces)
S1	6	1,200,000	240
S2	4	800,000	160
S3	9	1,800,000	360

Building layouts were developed to retain adequate area for water quality facilities, electrical substations, utilities, and security; and to minimize impacts to mapped wetlands and areas with slopes greater than 5%. While not shown, generators would be placed at the interior of campuses to reduce sound transmission off-site.

Buildings are set back from property lines to provide adequate area for security fencing, as well as any necessary buffering and screening. For example, buffering can be provided along the northern boundary of Tract S1 to provide separation from the nearby area planned for residential uses north of Feedville Road.

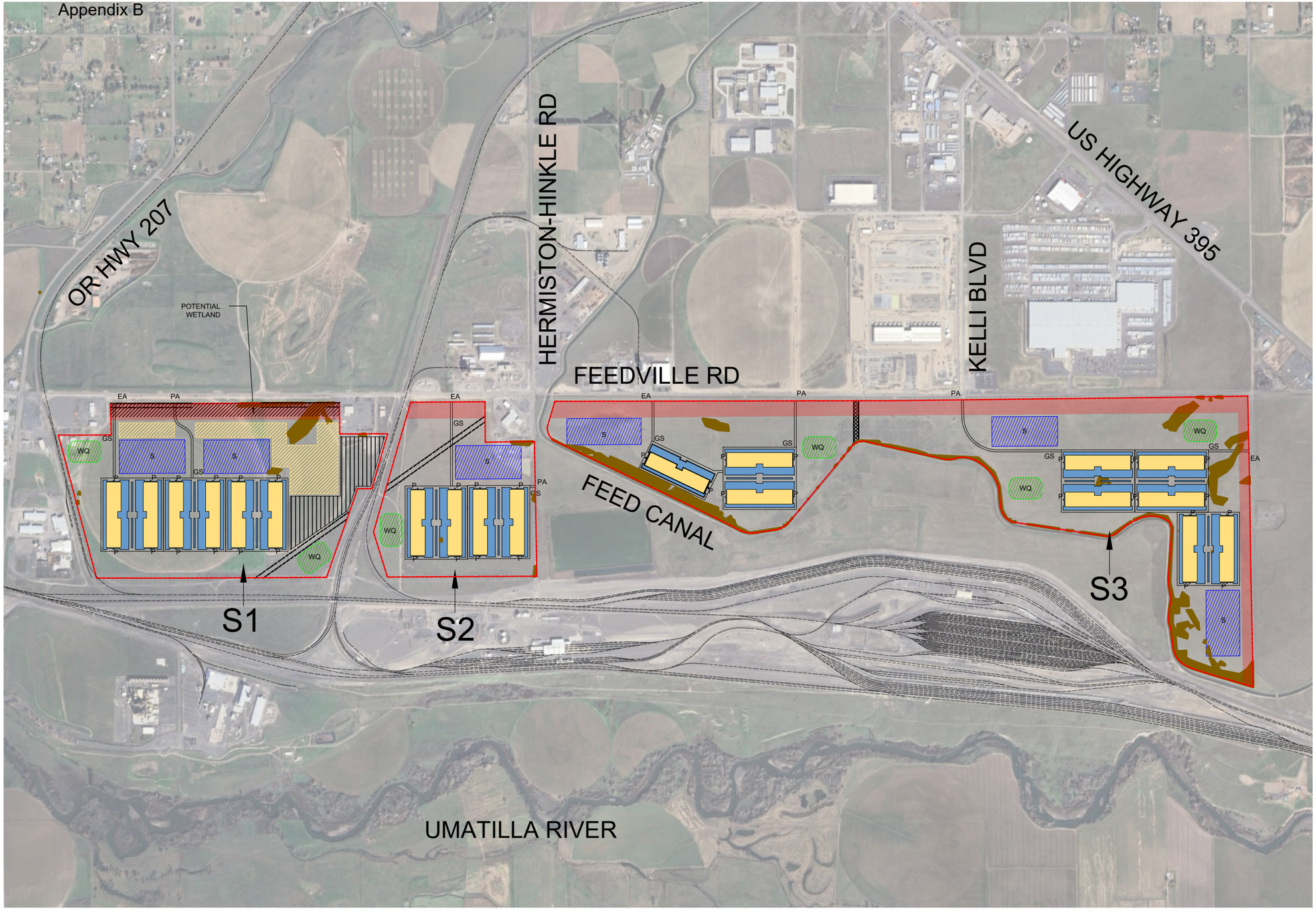
Driveway locations were designed and placed to avoid issues with sight distance, access management, or operational limitations based on analysis by Kittelson. As shown on the concept plan, each study area can accommodate driveways that provide the necessary access and circulation for passenger vehicles, freight, and emergency vehicles. Guard shacks are provided at access points to meet security needs.

Parking areas are placed around the perimeter of each building. Approximately 40 parking spaces are provided for each individual building.

The concept plan, while conceptual and subject to change, demonstrates each study area tract can accommodate hyperscale data center development.

IV. CONCLUSION

The objective of this work has been to evaluate the development potential for hyperscale data center campuses in the study area tracts identified in the exhibit maps. This evaluation shows that it is feasible to accommodate hyperscale data center campus development at each study area tract.



LEGEND

- GS = GUARD SHACK AREA
- P = AUTO PARKING AREA
- EA = EMERGENCY ACCESS
- PA = PRIMARY ACCESS
- = BUILDINGS
- WQ = WATER QUALITY
- = YARD/SUPPORT AREAS
- = RESIDENTIAL BUFFER
- S = SUBSTATION
- = SLOPED AREAS (>5%)
- = FUTURE ACCESSORY BLDGS
- = EXISTING POWER/CELL AREA
- = FEED CANAL EASEMENT
- = FUTURE 150'/250' POWER CORRIDOR
- = EXISTING POWER EASEMENT
- = EXISTING RAILROAD

NOTES

1: TYPICAL BUILDING SIZE IS 200,000 SF - 250,000 SF EACH & 35' TALL
2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)

NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

750 0 375 750 1500 3000
(IN FEET)
1 inch = 1500 ft.

CITY OF HERMISTON
UGB EXPANSION | HYPERSCALE DATA CENTERS CONCEPT PLAN

7/1/2025

EXPANSION AREA - OVERALL

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LEGEND

- GS = GUARD SHACK AREA
- P = AUTO PARKING AREA
- EA = EMERGENCY ACCESS
- PA = PRIMARY ACCESS
- = BUILDINGS
- WQ = WATER QUALITY
- = YARD/SUPPORT AREAS
- = RESIDENTIAL BUFFER
- S = SUBSTATION
- = SLOPED AREAS (>5%)
- = FUTURE ACCESSORY BLDGS
- = EXISTING POWER/CELL AREA
- = FEED CANAL EASEMENT
- = FUTURE 150'/250' POWER CORRIDOR
- = EXISTING POWER EASEMENT
- = EXISTING RAILROAD

NOTES

1: TYPICAL BUILDING SIZE IS 200,000 SF - 250,000 SF EACH & 35' TALL
2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)

TRACT DATA	
S1	
TRACT AREA	±240.43 AC (220 SUITABLE ACRES)
BUILDING AREA	± 1,200,000 SF
PARKING	±240 SPACES
S2	
TRACT AREA	±120.35 AC (111 SUITABLE ACRES)
BUILDING AREA	± 800,000 SF
PARKING	±160 SPACES

NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

375 0 187.5 375 750 1500
(IN FEET)
1 inch = 750 ft.

CITY OF HERMISTON
UGB EXPANSION | HYPERSCALE DATA CENTERS CONCEPT PLAN

7/1/2025

EXPANSION AREA - S1 & S2

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HERMISTON-HINKLE RD

KELLI BLVD

US HIGHWAY 395

FEEDVILLE RD

OTT RD

FEED CANAL

RAILROAD

S3

EA

PA

PA

250'

150'

S

GS

P

WQ

LEGEND

GS = GUARD SHACK AREA
P = AUTO PARKING AREA
EA = EMERGENCY ACCESS
PA = PRIMARY ACCESS
= BUILDINGS
WQ = WATER QUALITY
= YARD/SUPPORT AREAS
= RESIDENTIAL BUFFER
S = SUBSTATION
= SLOPED AREAS (>5%)
= FUTURE ACCESSORY BLDGS
= EXISTING POWER/CELL AREA
= FEED CANAL EASEMENT
= FUTURE 150'/250' POWER CORRIDOR
= EXISTING POWER EASEMENT
= EXISTING RAILROAD

NOTES

1: TYPICAL BUILDING SIZE IS 200,000 SF - 250,000 SF EACH & 35' TALL
2: ALL ACCESS POINTS AND INTERIOR DRIVE AISLES ARE 30' IN WIDTH
3. AUTO PARKING IS LOCATED AT EACH BUILDING END (SHORT DIMENSION)

TRACT DATA	
S3	
TRACT AREA	±404.50 AC (312 SUITABLE ACRES)
BUILDING AREA	±1,800,000 SF
PARKING	±360 SPACES

NOTE: PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS TRACTS DEVELOP

375 0 187.5 375 750 1500
(IN FEET)
1 inch = 750 ft.

CITY OF HERMISTON
UGB EXPANSION | HYPERSCALE DATA CENTERS CONCEPT PLAN

7/1/2025

EXPANSION AREA - S3

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Appendix C

GIS Map Set

C.1 Current UGB in Geographical Context

C.1-2 Expansion Area Comprehensive Plan Designation

C.2-1 Preliminary Study Area
C.2-2 Suitable HDC Tracts
C.2-3 Suitable Tracts by UGB Rule Priority
C.2-4 Suitable Tracts and Agricultural Land
C.3 Proposed Expansion Area

UMATILLA

395

HERMISTON HWY

MCNARY HWY

I-82

HERMISTON

395

Umatilla River

MINNEHAHA RD

LLOYD RD

FIRST ST

NINTH ST

KELLI BLVD

395

CANAL RD

FEEDVILLE RD

UMATILLA-STANFIELD HWY

OTT RD

HINKLE RD

Union Pacific Railroad

STANFIELD

MCNARY HWY

I-84

I-82

395

0 1,650 3,300 6,600

Feet

N

Current Hermiston UGB in Geographical Context

City of Hermiston UGB Expansion

Date: 6/5/2025

Hermiston UGB

Nearby UGBs

Existing City Limits

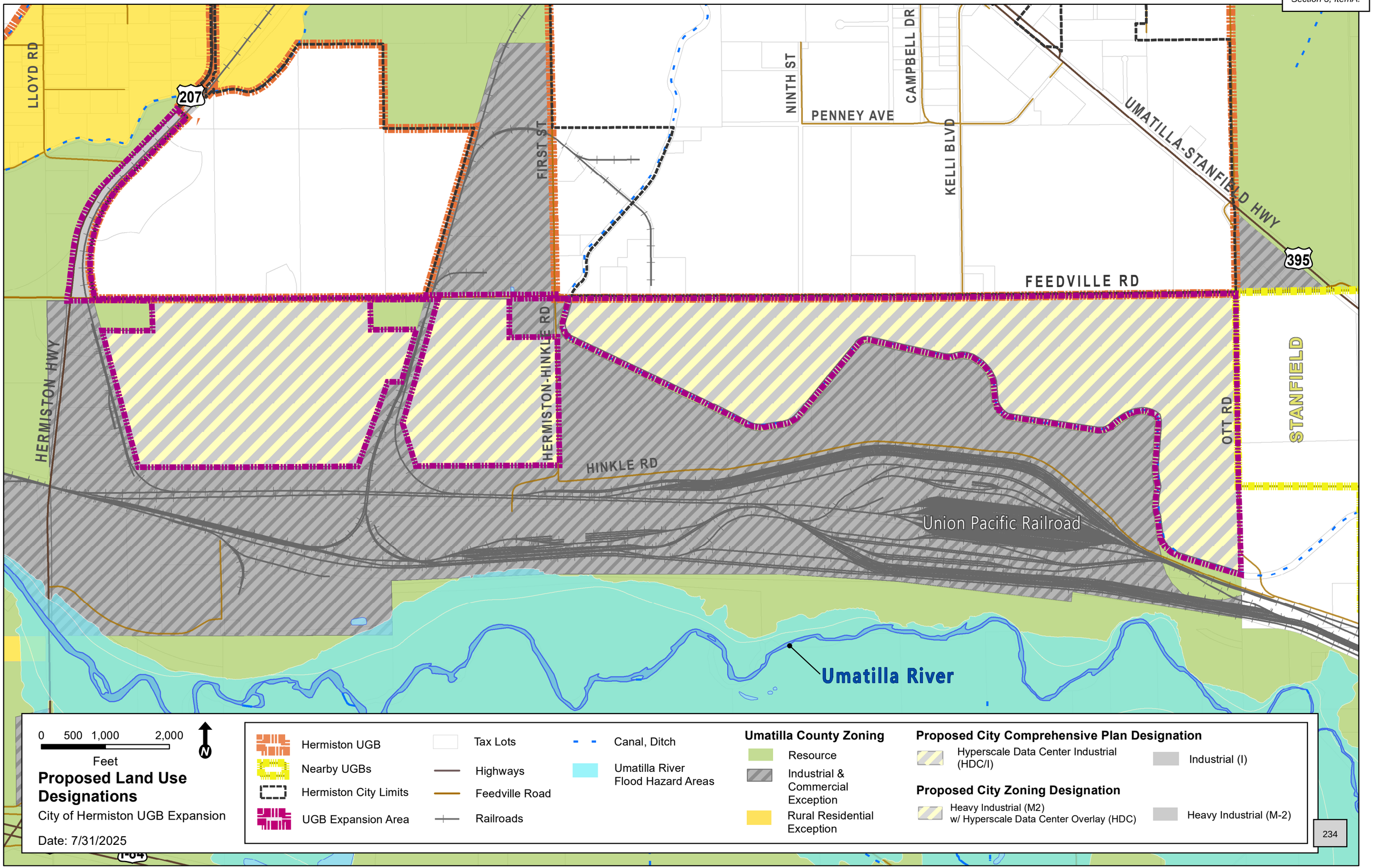
Highways

Railroads

Canal, Ditch

Umatilla River Flood Hazard Areas

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community


LLOYD RD
207
FIRST ST
NINTH ST
PENNEY AVE
CAMPBELL DR
KELLI BLVD
UMATILLA-STANFIELD HWY
395
FEEDVILLE RD
HERMISTON HWY
HERMISTON-HINKLE RD
HINKLE RD
OTT RD
STANFIELD
Union Pacific Railroad
Umatilla River
I-84
0 500 1,000 2,000
Feet
N
Proposed Land Use Designations
City of Hermiston UGB Expansion
Date: 7/31/2025
Hermiston UGB
Nearby UGBs
Hermiston City Limits
UGB Expansion Area
Tax Lots
Highways
Feedville Road
Railroads
Canal, Ditch
Umatilla River Flood Hazard Areas
Umatilla County Zoning
Resource
Industrial & Commercial Exception
Rural Residential Exception
Proposed City Comprehensive Plan Designation
Hyperscale Data Center Industrial (HDC/I)
Industrial (I)
Proposed City Zoning Designation
Heavy Industrial (M2) w/ Hyperscale Data Center Overlay (HDC)
Heavy Industrial (M-2)

UMATILLA
RLI/AR
RSC
LI
EFU-40
RR-4
RR-2
UDR
EFU
MCNARY HWY
I-82
395
SC
CRC
EFU-20
HERMISTON HWY
HERMISTON
RR-10
LI/LU
HI/AR
Umatilla River
AB
EFU/AR
RRSC/LU
EFU/FI
207
FEEDVILLE RD
RTC
HI
Union Pacific Railroad
STANFIELD
DI - U
I-84

Study Area
City of Hermiston
UGB Expansion

- Study Area
- Hermiston UGB
- Nearby UGBs
- Hermiston City Limits
- Tax Lots
- Highways
- Feedville Road
- Railroads
- Canal, Ditch
- Umatilla River Flood Hazard Areas

Umatilla County Zoning

- Resource
- Industrial & Commercial Exception
- Rural Residential Exception

0 1,250 2,500 5,000
Feet

N

Date: 4/24/2025

Umatilla River

W

HERMISTON HWY

395

207

UMATILLA-STANFIELD HWY

E1

E2

FEEDVILLE RD

FEEDVILLE RD

S1

S2

S3

Union Pacific Railroad

STANFIELD

Umatilla River

236

0 800 1,600 3,200

Feet

N

Suitable Tracts

City of Hermiston UGB Expansion

Date: 7/22/2025

Hermiston UGB

Nearby UGBs

Hermiston City Limits

Tax Lots

Highways

Feedville Road

Railroads

Study Area

Suitable Tracts

Canal, Ditch

Umatilla River Flood Hazard Areas

Wetlands

10% or greater slope

5% or greater slope

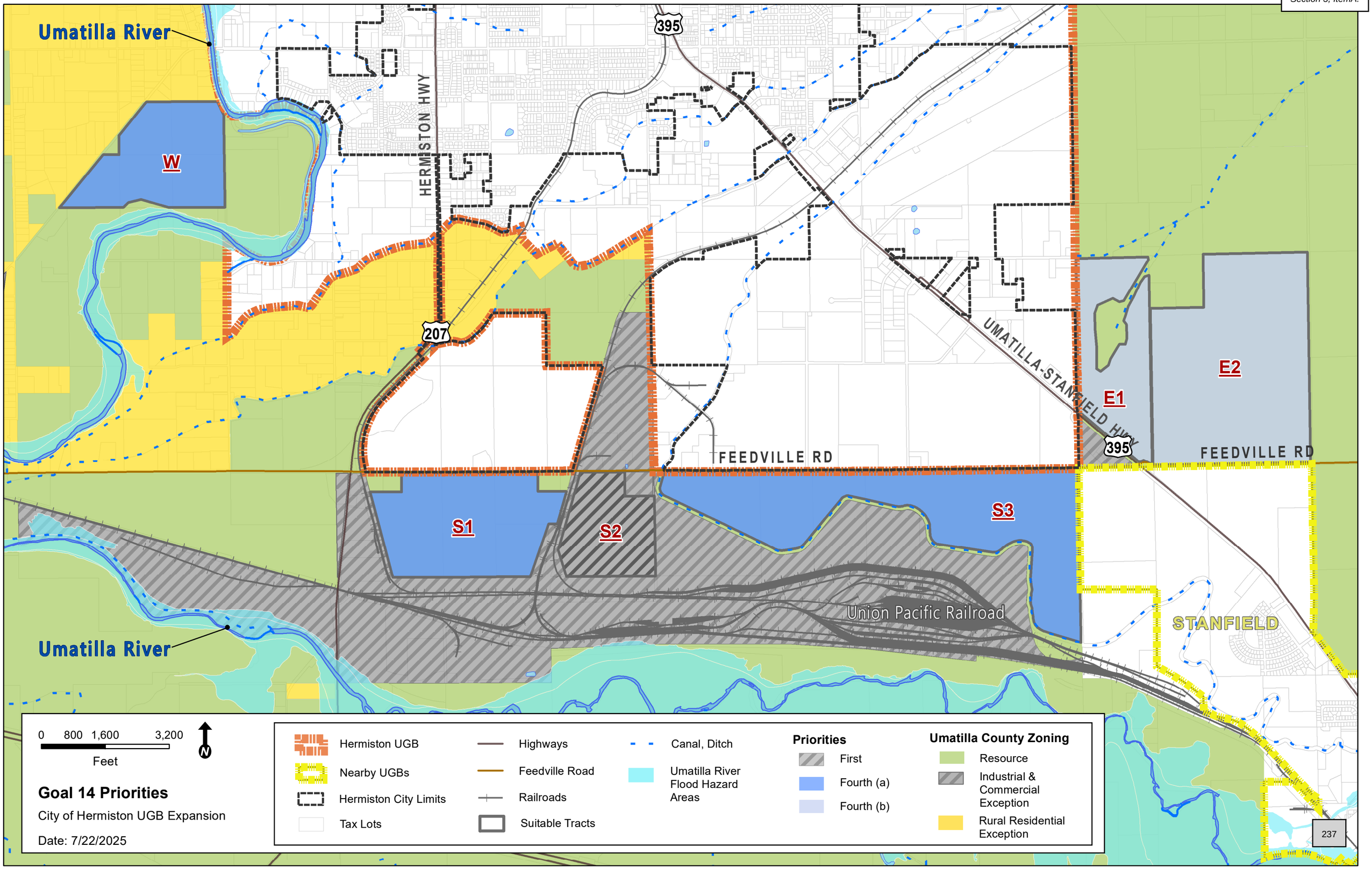
200 ft. from residential

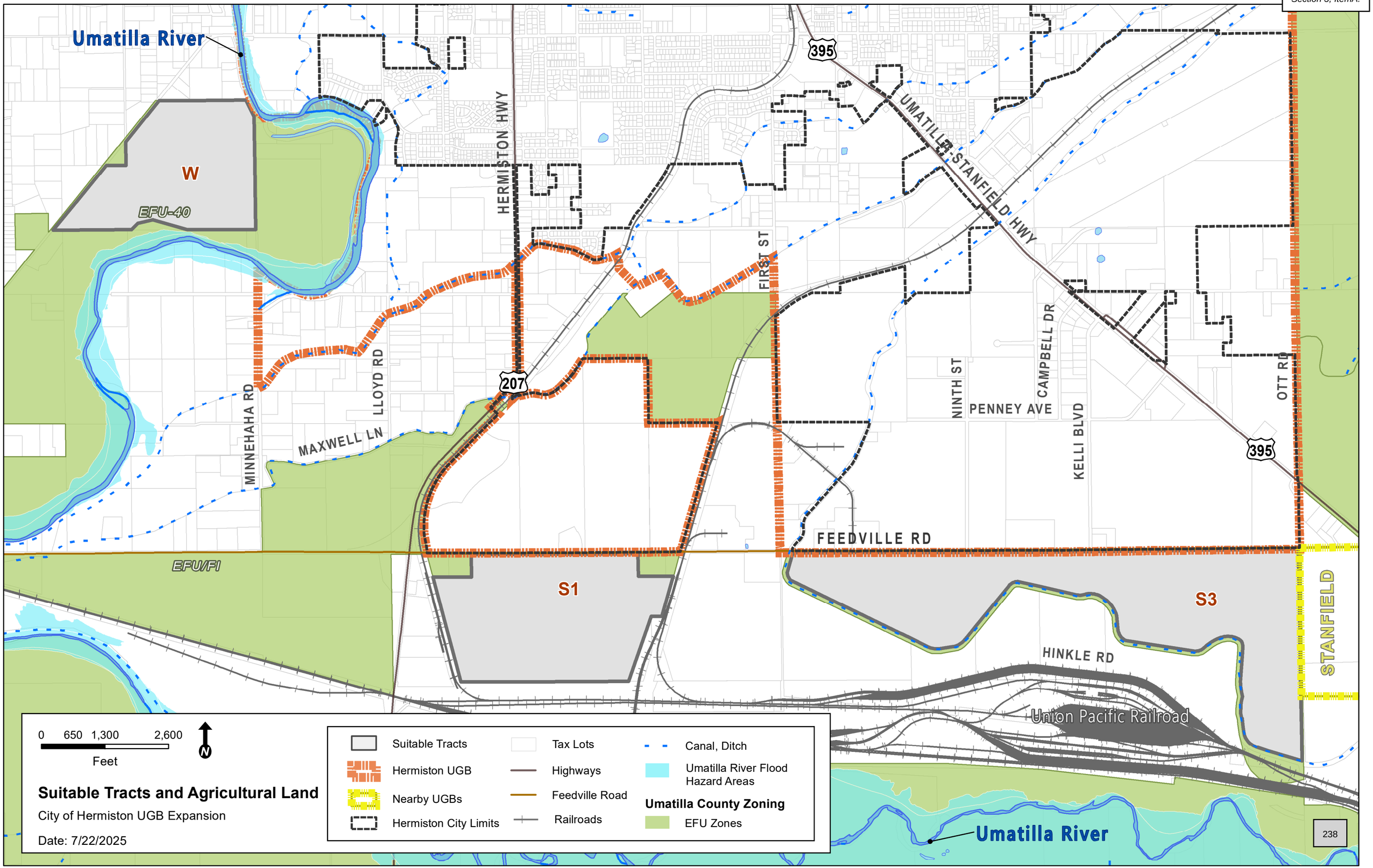
Umatilla County Zoning

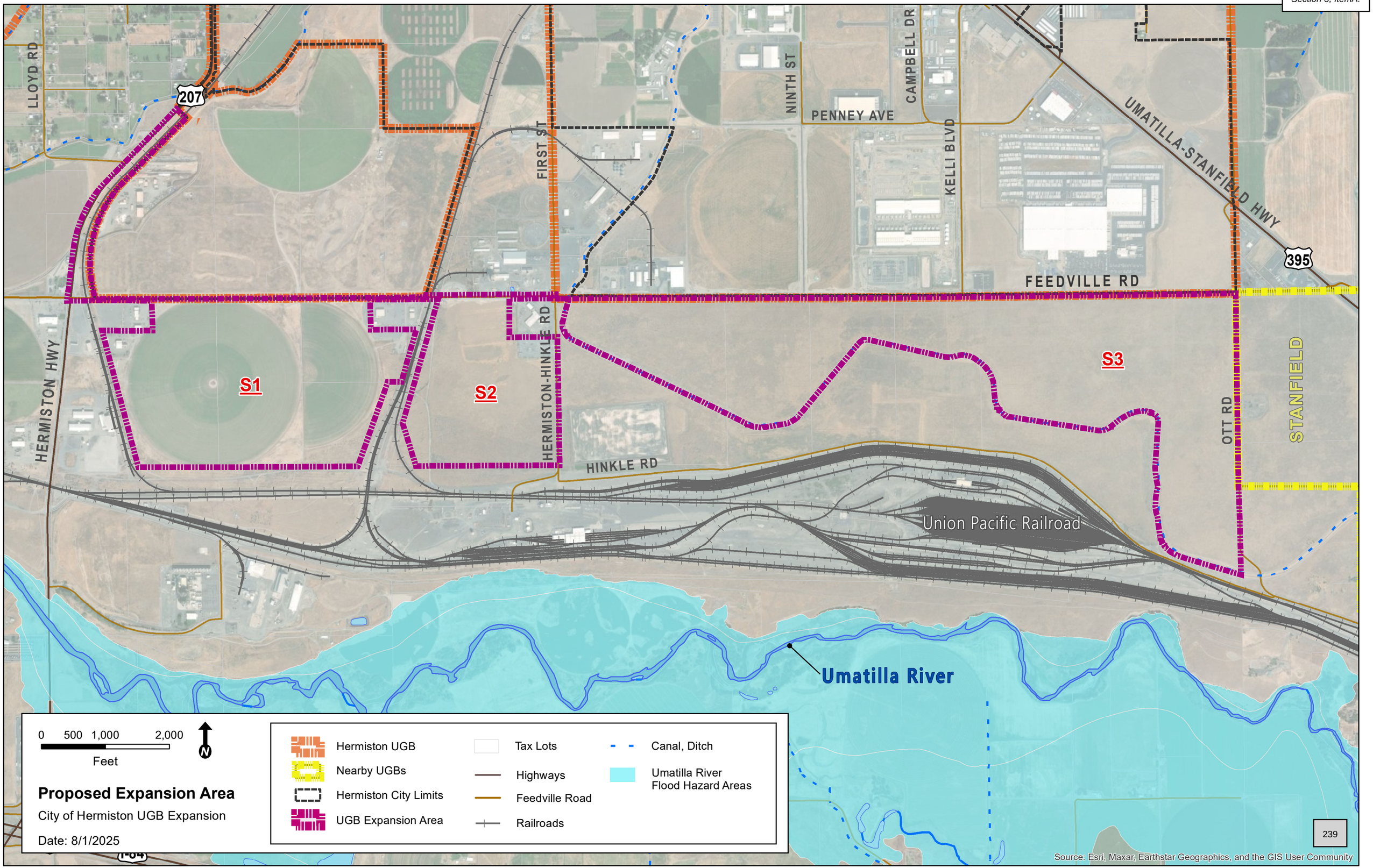
Resource

Industrial & Commercial Exception

Rural Residential Exception


Umatilla River
W
HERMISTON HWY
395
207
FEEDVILLE RD
UMATILLA-STANFIELD HWY
E1
E2
395
FEEDVILLE RD
S1
S2
S3
Union Pacific Railroad
STANFIELD
Umatilla River
237
0 800 1,600 3,200
Feet
N
Goal 14 Priorities
City of Hermiston UGB Expansion
Date: 7/22/2025
Hermiston UGB
Nearby UGBs
Hermiston City Limits
Tax Lots
Highways
Feedville Road
Railroads
Suitable Tracts
Canal, Ditch
Umatilla River Flood Hazard Areas
Priorities
First
Fourth (a)
Fourth (b)
Umatilla County Zoning
Resource
Industrial & Commercial Exception
Rural Residential Exception


Umatilla River
W
EFU-40
HERMISTON HWY
395
UMATILLA-STANFIELD HWY
FIRST ST
207
MINNEHAHA RD
LLOYD RD
MAXWELL LN
NINTH ST
PENNEY AVE
CAMPBELL DR
KELLI BLVD
OTT RD
395
FEEDVILLE RD
EFU/FI
S1
S3
HINKLE RD
Union Pacific Railroad
STANFIELD
Umatilla River
0 650 1,300 2,600
Feet
N
Suitable Tracts and Agricultural Land
City of Hermiston UGB Expansion
Date: 7/22/2025
Suitable Tracts
Hermiston UGB
Nearby UGBs
Hermiston City Limits
Tax Lots
Highways
Feedville Road
Railroads
Canal, Ditch
Umatilla River Flood Hazard Areas
Umatilla County Zoning
EFU Zones


LLOYD RD
207
FIRST ST
NINTH ST
PENNEY AVE
CAMPBELL DR
KELLI BLVD
UMATILLA-STANFIELD HWY
395
FEEDVILLE RD
HERMISTON HWY
S1
S2
HERMISTON-HINKLE RD
S3
OTT RD
STANFIELD
HINKLE RD
Union Pacific Railroad
Umatilla River
I-84
0 500 1,000 2,000
Feet
N
Proposed Expansion Area
City of Hermiston UGB Expansion
Date: 8/1/2025
Hermiston UGB
Nearby UGBs
Hermiston City Limits
UGB Expansion Area
Tax Lots
Highways
Feedville Road
Railroads
Canal, Ditch
Umatilla River Flood Hazard Areas
239
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Appendix D

Transportation Assessment
(Kittleson & Associates, Inc.)

Transportation Assessment

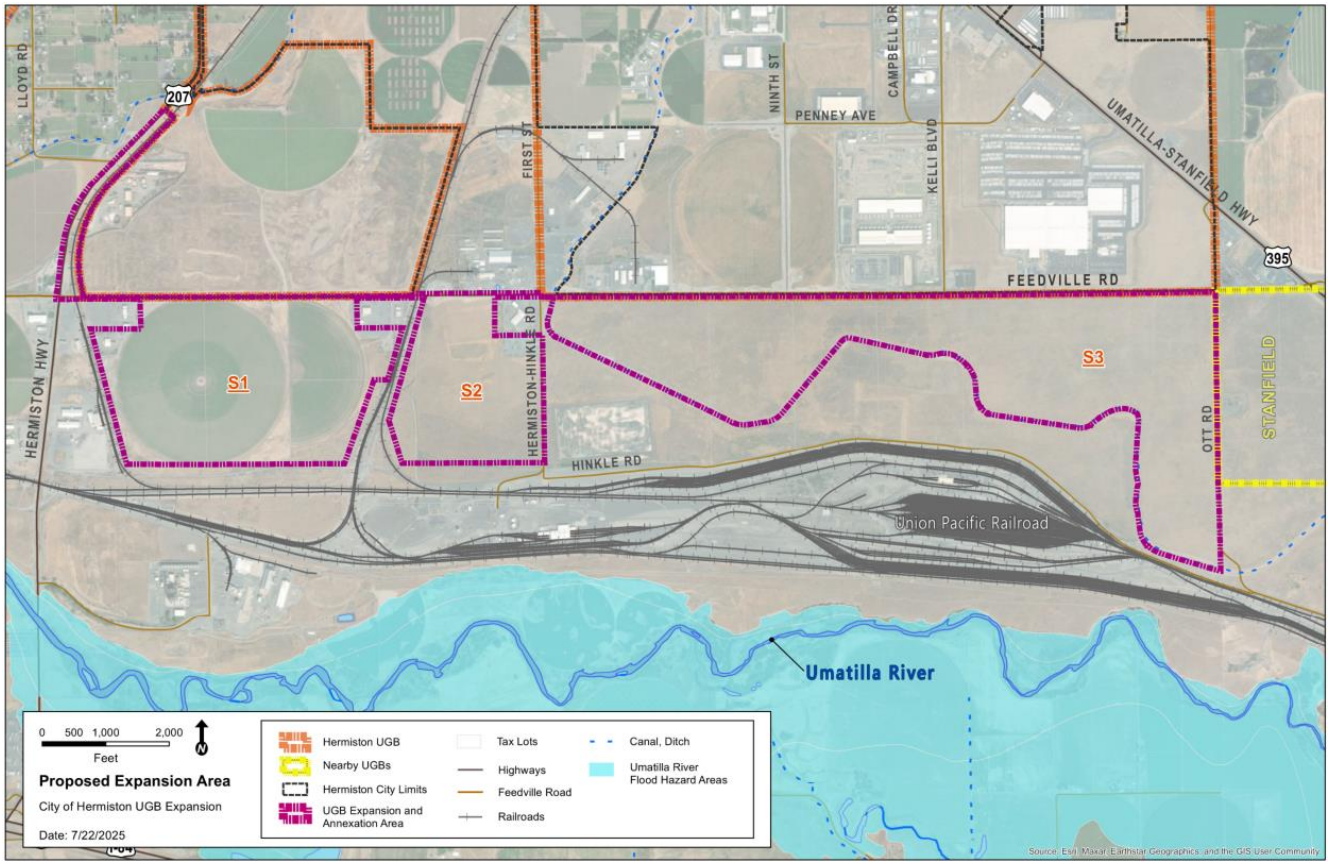
Hermiston Urban Growth Boundary Expansion

Hermiston, Oregon

OVERVIEW/EXECUTIVE SUMMARY

The City of Hermiston is proposing to expand its urban growth boundary (UGB) by approximately 765 acres on the south side of the city to allow for zoning that will support the exclusive development of hyper-scale data centers. The proposed UGB expansion areas are shown in Exhibit 1 and are all located south of the Feedville Road corridor from approximately OR 207 to US 395.

Exhibit 1. Study Area and UGB Expansion Map



(Map Source: Winterbrook Planning)

This report documents the following:

1. **Urban Growth Boundary (UGB) Amendment – Transportation Analysis.** The City of Hermiston is amending its UGB to meet its employment land needs. In compliance with OAR 660-012-0060 (Plan and Land Use Regulation Amendments section of the Transportation Planning Rule or TPR), this report examines the potential transportation impacts of the expansion. The City proposes to zone this land as Heavy Industrial, but will limit allowed uses with an overlay designation that restricts development to hyper-scale data centers. This Transportation Analysis focuses on the identification of significant transportation impacts associated with future urbanization of the expansion tracts as data centers.

This study address the applicable City of Hermiston, Oregon Department of Transportation (ODOT), and Umatilla County transportation-based standards for transportation operations. Potential mitigation measures are provided in this report.

It should be noted that the City of Hermiston is just beginning the process of updating its Transportation System Plan (TSP). The results of the UGB expansion and sub-area plan will be incorporated into the larger TSP update at the appropriate time.

URBAN GROWTH BOUNDARY AMENDMENT – TRANSPORTATION ANALYSIS

The long-term future transportation impacts of the proposed UGB expansion and subsequent comprehensive plan/zone change amendment were analyzed to demonstrate compliance with Oregon Administrative Rule 660-012-0060 (TPR). Fundamentally, the purpose of the TPR analysis is to determine what additional transportation infrastructure, if any, is required to support the urbanization and subsequent development potential associated with the UGB expansion.

The UGB Amendment Transportation Analysis focuses on the future year 2045 horizon year (in alignment with the expected planning year to be used in the upcoming Hermiston TSP update) and assumes:

1) Reasonable future land development along the Feedville Road corridor for those undeveloped and outright zoned parcels that exist within Hermiston's current UGB or an industrial zoned area by Umatilla County, and that are likely to develop over the next 20 years.
2) Under the existing land use scenario (no UGB expansion), all sites (except for the site herein referred to as S2) were assumed to experience no development or redevelopment considering their rural land use designation. Site S2 has an existing Umatilla County industrial zoning designation that currently allows for industrial development. Given this designation and a City of Hermiston expectation that it will redevelop on its own at some point in the next twenty years, the S2 parcel was assumed to experience some level of future industrial development.
3) Under the UGB expansion scenario, development of the three UGB expansion sites, assuming hyper-scale data centers.

Summary Findings

The remainder of this Executive Summary provides an overview of key analysis topics and findings arranged by study period.

Existing Transportation Conditions

- Traffic counts were collected in January 2025 at all study area intersections during the critical weekday AM and PM peak travel periods.
- Oregon Department of Transportation (ODOT) procedures were used to seasonally adjust the January counts and identify 30th Highest Hour Volumes (30HV) at applicable state highway intersections. Application of these procedures resulted in increasing the measured weekday AM and PM peak hour traffic volumes by 19% to account for peak seasonal conditions.
- Operational analyses found that all key study intersections currently operate within acceptable ODOT mobility targets and local operating standards during both the weekday AM and PM peak hours.

Urban Growth Boundary Amendment – Transportation Analysis

FUTURE YEAR 2045 TRANSPORTATION CONDITIONS

- Under the existing land use scenario (no change to the UGB), no development is assumed on the two rurally zoned (S1 and S3) expansion sites considering the existing rural farm-based zoning designation. Therefore, the 2045 existing land use traffic conditions only reflect anticipated growth on the regional transportation network and infill development-related traffic from parcels that are reasonably likely to develop within the planning horizon.
  - Accounting for this growth, Table A provides a summary of the detailed intersection operations for all key study intersections. As shown, the following intersections and corridors are forecast to experience operational deficiencies:
    - The stop-controlled westbound approach at the OR 207/Feedville Road intersection is forecast to operate over capacity.
    - The stop-controlled eastbound approach at the US 395/Feedville Road intersection is forecast to operate at a v/c of 0.78 which exceeds the applicable 0.75 mobility target.
    - The stop-controlled eastbound approach at the US 395/Kelli Boulevard intersection is forecast to operate over capacity.
    - As a key study corridor, Feedville Road is a rural unimproved Major Collector roadway. Corridor improvements would be needed to bring the roadway up to urban design standards to support the levels of projected traffic growth.
- Under the proposed UGB expansion scenario, planned Hyperscale Data Center (HDC) overlay zoning will limit future urbanization on the expansion sites to large-scale data center campuses. Based on conversations with the project team, this could result in up to 3,800,000 square feet of cumulative data center buildings spread over the three UGB expansion tracts. Therefore, 2045 traffic conditions include all the growth from the 2045 existing land use scenario plus estimated site-generated trips from the individual data center campuses.
  - Accounting for this growth, Table A provides a summary of the detailed intersection operations for all key study intersections. As shown, the following intersections and corridors are forecast to experience operational deficiencies:
    - The stop-controlled westbound approach at the OR 207/Feedville Road intersection is forecast to operate increasingly over capacity when compared to the existing land use scenario operations.

- The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions, but with long vehicle queues on the single lane Feedville Road approaches.
- The stop-controlled northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions.
- While the stop-controlled eastbound approach to the US 395/Feedville Road intersection will still have capacity, it is forecast to continue to exceed the 0.75 mobility target operating at a v/c of 0.90.
- The stop-controlled eastbound approach at the US 395/Kelli Boulevard intersection is forecast to operate increasingly over capacity when compared to the existing land use scenario operations.

INTERSECTION/ROADWAY MITIGATIONS

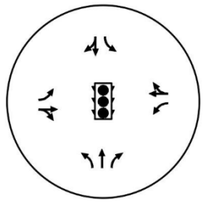
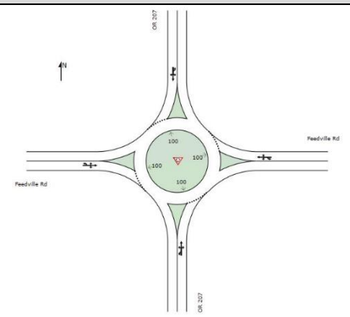
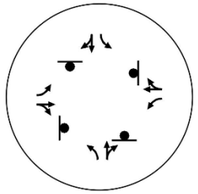
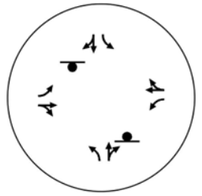
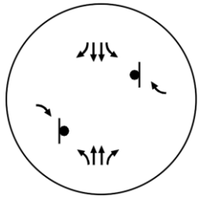
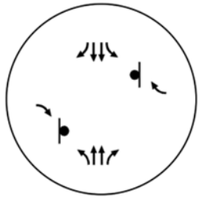
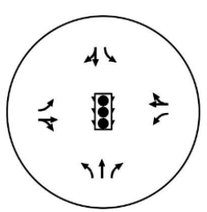
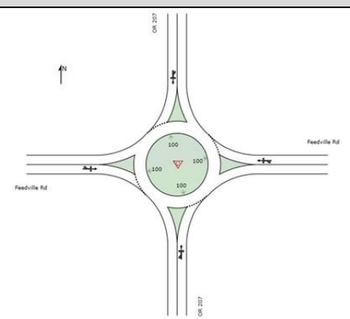
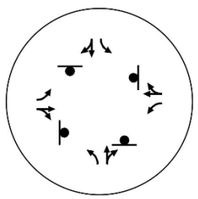
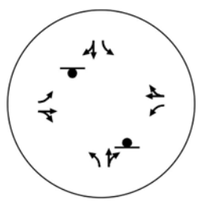
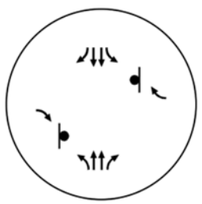
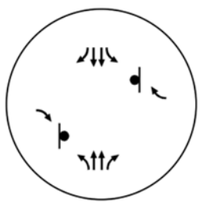
- The UGB amendment analysis identified operational deficiencies at OR 207/Feedville Road, Feedville Road/Kelli Boulevard, US 395/Feedville Road, and US 395/Kelli Boulevard intersections as well as the Feedville Road corridor itself. To address the noted deficiencies, mitigation scenarios were investigated as summarized in Table B. As shown in the table:
  - The capacity limitations at the OR 207/Feedville Road intersection can be mitigated with traffic control (such as a roundabout) and travel lane/geometric improvements. Since there are no identified mitigation plans, the City of Hermiston and Umatilla County will need to amend their respective TSPs to include a long-term mitigation project for this intersection. Costs for these improvements could fall in the $3M-$6M range depending upon right-of-way needs and the level of impact to the adjacent rail line.
  - The Feedville Road/Hermiston-Hinkle Road intersection can be mitigated with urban upgrades and widening that would include separate left and through/right-turn lanes on all intersection approaches. Costs for these improvements could fall in the $1M-$2M range depending upon right-of-way needs and utility conflicts.
  - The Feedville Road/Kelli Boulevard intersection can be mitigated with urban upgrades and widening that would include separate left and through-right-turn lanes on all intersection approaches. Costs for these improvements could fall in the $1M-$2M range depending upon right-of-way needs and utility conflicts.
  - The US 395/Feedville Road and US 395/Kelli Boulevard intersections can be improved with turning movement restrictions and indirect U-turn accommodations that are currently being investigated by ODOT. The City of Hermiston and Umatilla County will need to amend their respective TSPs to include such a long-term mitigation project for these intersections. Based on preliminary estimates from ODOT, an approximate cost for these improvements would be $5M.
  - Corridor improvements would be needed to bring Feedville Road up to urban design standards. Planning level costs for a full urban upgrade would likely be $27M or more depending upon right-of-way needs and utility conflicts.

Table A – Intersection Operations Findings Summary

Study Intersections	Mobility Target/ Operating Standard	2025 Existing Traffic Conditions		2045 Existing Land Use Traffic Conditions		2045 Proposed UGB Expansion Traffic Conditions	
		Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
1. OR 207/ Feedville Road	v/c ≤ 0.70 major approach v/c ≤ 0.75 minor approach	SB LT V/C = 0.01 WB V/C = 0.15	SB LT V/C = 0.01 WB V/C = 0.25	SB LT V/C = 0.09 WB V/C = 1.01	SB LT V/C=0.18 WB V/C=1.2	SB LT V/C=0.12 WB V/C=1.21	SB LT V/C=0.20 WB V/C=1.43
2. Hermiston-Hinkle Road/ Feedville Road	LOS D	LOS A	LOS A	LOS B	LOS C	LOS C	LOS C
3. Kelli Road/ Feedville Road/Assumed Future Access	LOS D	SB Approach = LOS A	SB Approach = LOS B	SB Approach = LOS B	SB Approach = LOS C	NB Approach = LOS C	NB Approach = LOS E
4. Ott Road/ Feedville Road	LOS D	SB Approach = LOS A	SB Approach = LOS A	SB Approach = LOS B	SB Approach = LOS B	SB Approach = LOS B	SB Approach = LOS B
5. US 395/ Feedville Road	v/c ≤ 0.70 major approach v/c ≤ 0.75 minor approach	NB LT V/C=0.04 WB V/C=0.12	SB LT V/C = 0.03 EB V/C = 0.26	NB LT V/C=0.09 WB V/C=0.31	NB LT V/C=0.05 EB V/C=0.78	NB LT V/C=0.12 WB V/C=0.39	NB LT V/C=0.08 EB V/C=0.90
6. US 395/ Kelli Boulevard	v/c ≤ 0.80 major approach v/c ≤ 0.90 minor approach	Not analyzed	NB LT V/C = 0.01 EB V/C = 0.86	Not analyzed	NB LT V/C = 0.02 EB V/C = 3.01	Not analyzed	NB LT V/C = 0.02 EB V/C = 3.63

[1] For the 2045 Expanded UGB, the OR 207/Feedville Road intersection would be inside the Hermiston UGB. Therefore, the mobility targets would change to v/c ≤ 0.85 major approach and v/c ≤ 0.90 minor approach

Table A - TPR Analysis Intersection Mitigation Operations Findings

	OR 207 / Feedville Road		Feedville Road / Hermiston-Hinkle Road	Feedville Road / Kelli Boulevard	US 395/Feedville Road	US 395/Kelli Boulevard
2045 Forecast Traffic Conditions Under Existing Land Use Scenario						
	(1) Signalized Intersection Option (for comparison)	(2) Conceptual Single Lane Roundabout Option	Intersection Approach Widening	Intersection Approach Widening	Restricted Crossing U-Turn (RCUT)	Restricted Crossing U-Turn (RCUT)
Assumed Lane Geometry/Traffic Control						
Weekday AM Peak Hour Operations	V/C = 0.49[1]	Critical Approach: Eastbound V/C = 0.47	LOS A	LOS B (SB Approach)	Critical Approach: Eastbound V/C = 0.16	Not analyzed
Weekday PM Peak Hour Operations	V/C = 0.60[1]	Critical Approach: Northbound V/C = 0.51	LOS B	LOS B (SB Approach)	Critical Approach: Eastbound V/C = 0.28	Critical Approach: Eastbound V/C = 0.67
2045 Forecast Traffic Conditions Under Proposed UGB Expansion Scenario						
	OR 207 / Feedville Road		**Feedville Road / Hermiston-Hinkle Road**	**Feedville Road / Kelli Boulevard**	**US 395/Feedville Road**	**US 395/Kelli Boulevard**
	(1) Signalized Intersection Option (for comparison)	(2) Conceptual Single Lane Roundabout Option	Intersection Approach Widening	Intersection Approach Widening	Restricted Crossing U-Turn (RCUT)	Restricted Crossing U-Turn (RCUT)
Assumed Lane Geometry/Traffic Control						
Weekday AM Peak Hour Operations	V/C = 0.52[1]	Critical Approach: Westbound V/C = 0.53	LOS B	LOS C (NB Approach)	Critical Approach: Eastbound V/C = 0.21	Not analyzed
Weekday PM Peak Hour Operations	V/C = 0.63[1]	Critical Approach: Northbound V/C = 0.53	LOS C	LOS D (NB Approach)	Critical Approach: Eastbound V/C = 0.35	Critical Approach: Eastbound V/C = 0.79

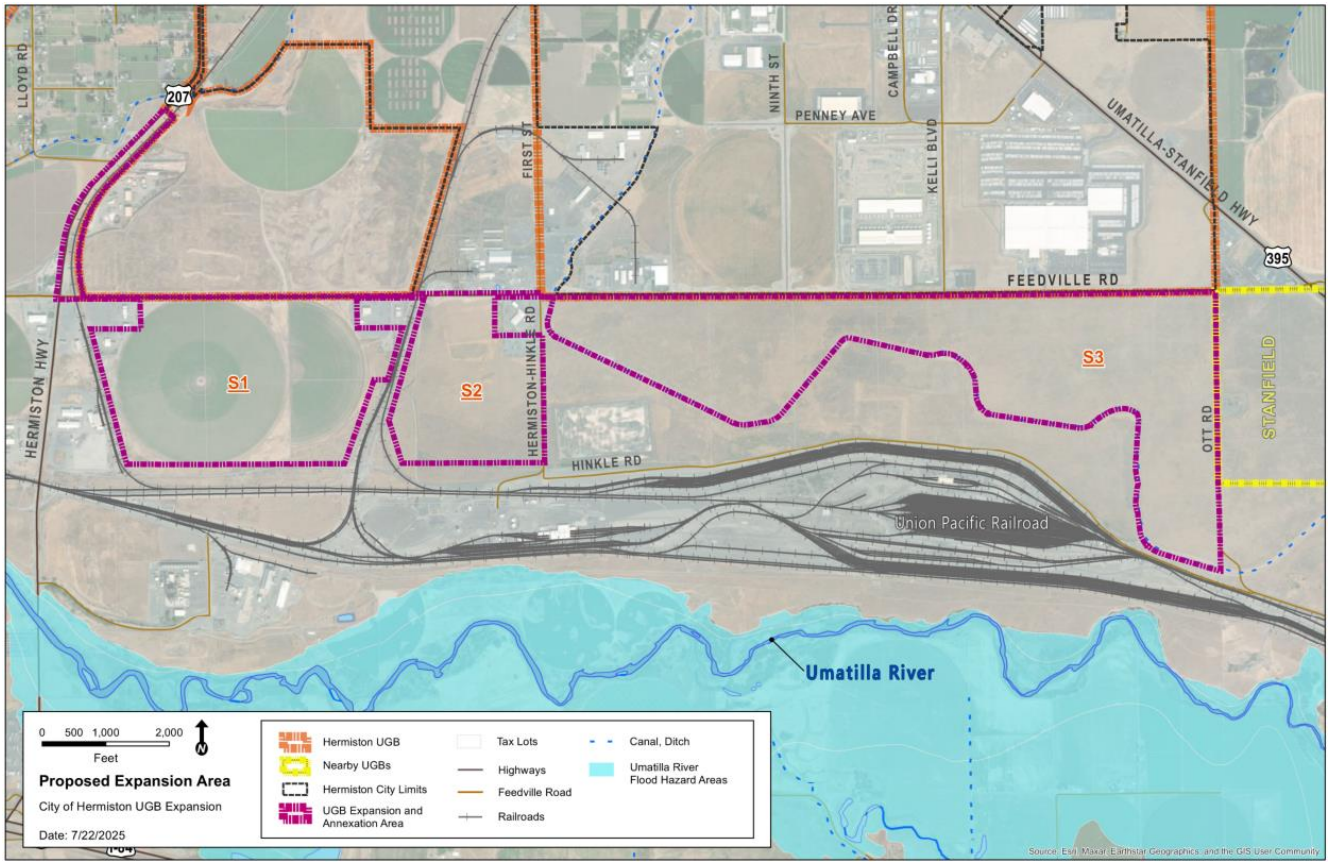
[1] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.75. The applicable *Highway Design Manual* operating standard is a v/c of 0.70

PROJECT BACKGROUND

The City of Hermiston seeks to amend its urban growth boundary (UGB) to accommodate industrial opportunities identified in the 2023 Hermiston Economic Opportunities Analysis (EOA), in particular large parcels that would be suitable for the development of large-scale data centers.

The three tracts that make up the proposed UGB expansion are shown in Exhibit 2 and total 765 gross acres (of which 734 acres are suitable for development). All of the tracts currently accommodate farming/agricultural uses.

Exhibit 2. UGB Expansion Area Sites



EXISTING AND PROPOSED ZONING

As shown in Exhibit 2, the expansion areas are adjacent to Hermiston's southern UGB. All proposed expansion sites abut Feedville Road and consist of relatively low-quality agricultural land.

Table 1 summarizes the existing and proposed land use designations for the three proposed expansion areas. All areas are currently in Umatilla County's Exclusive Farm Use (EFU) with a Heavy Industrial (HI) overlay zone and the Heavy Industrial (HI) zone on S2. With the UGB expansion and annexation into the City of Hermiston, all expansion areas are proposed to be rezoned under the City of Hermiston Heavy Industrial (M-21) zone with a Hyperscale Data Center (HDC) overlay.

Table 1. Expansion Tract Overview

Tract ID	Gross Acres	Developable Acres	Existing County Zoning	Proposed City Zoning
S1	240	235	EFU	M1/HDC
S2	120	120	HI	M1/HDC
S3	404	379	EFU	M1/HDC
Total	764	734		

UGB expansions and their subsequent potential for urbanization are classified as plan amendments in Oregon Administrative Rule (OAR) 660-012-0060, also known as the Transportation Planning Rule (TPR). This assessment focuses on the identification of significant transportation-impacts associated with future urbanization of the tracts as data centers. This analysis does not apply to an actual development plan. Rather, it provides a long-range transportation operations comparison at key intersections and roadway corridors that could be generated between the existing study area land uses and the proposed UGB expansion land uses.

The remainder of this report documents the TPR analysis scope, methodology, findings and recommendations.

STUDY SCOPE & ANALYSIS METHODOLOGY

This analysis identifies the transportation-related impacts associated with the proposed UGB expansion.

URBAN GROWTH BOUNDARY EXPANSION

- Existing land use and transportation system conditions within the site vicinity;
- Review of regional traffic growth, seasonal traffic patterns and planned transportation improvements identified in the Umatilla County and City of Hermiston *Transportation System Plans (TSP)*;
- Planning horizon year 2045 traffic operations under the existing land use conditions and the UGB expansion land use conditions;
- Identification of traffic system deficiencies and potential mitigation measures; and

STUDY INTERSECTIONS

The study intersections were identified in collaboration with City of Hermiston staff and a review of local and regional transportation infrastructure that could potentially be impacted by the UGB expansion and data center development. Figure 1 illustrates the location of the study intersections that are listed below. For ease of review, each intersection is referenced within this report using the same numerical ID.

1. OR 207/Feedville Road
2. Hermiston Hinkle Road/Feedville Road
3. Kelli Boulevard/Feedville Road
4. Ott Road/Feedville Road
5. US 395/Feedville Road

TRAFFIC ANALYSIS TIME PERIODS

Study intersection operations were analyzed during the weekday morning (intersection peak hour between 7:00-9:00 AM) and evening (intersection peak hour between 3:00-6:00 PM) peak hours.

ANALYSIS METHODOLOGY

The unsignalized and signalized intersection operational analyses presented in this report were prepared following *Highway Capacity Manual 7th Edition* analysis procedures using PTV Vistro software and Sidra software.

APPLICABLE MOBILITY STANDARDS

All study intersections are under the jurisdiction of ODOT except for Hermiston Hinkle Road/Feedville Road, Kelli Boulevard/Feedville Road, and Ott Road/Feedville Road intersections which are under either City of Hermiston or Umatilla County jurisdiction[1]. The specific intersection operating targets/standards adopted by ODOT, City of Hermiston, and Umatilla County are summarized below.

[1] City of Hermiston anticipates jurisdictional transfer of Feedville Road from Umatilla County to the City of Hermiston in conjunction with the proposed UGB expansion.

ODOT MOBILITY TARGETS

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. *Table 6* of the *Oregon Highway Plan* (OHP) provides maximum v/c ratio mobility targets for all signalized/roundabout and unsignalized intersections located outside the major metropolitan areas. Table 2 summarizes the v/c ratio that will be used to identify the existing and potential future operational issues at the ODOT owned/maintained intersections.

Table 2 – ODOT Mobility Targets

	Intersection	OHP Mobility Target
1	OR 207[1]/ Feedville Road	v/c ≤ 0.70 major approach v/c ≤ 0.75 minor approach
5	US 395[2]/ Feedville Road	v/c ≤ 0.70 major approach v/c ≤ 0.75 minor approach
6	US 395[3]/ Kelli Boulevard	v/c ≤ 0.80 major approach v/c ≤ 0.90 minor approach

[1] Regional Highway (not a Freight Route), 45-50 mph
[2] Statewide Highway (Freight Route), 55 mph, outside Stanfield UGB
[3] Statewide Highway (Freight Route), 55 mph, inside Hermiston UGB

UMATILLA COUNTY OPERATING STANDARDS

Umatilla County currently maintains Feedville Road and Hermiston Hinkle Road. The acceptable county operating standard for intersections along these roadways is LOS D or better.

CITY OF HERMISTON OPERATING STANDARDS

The City of Hermiston currently maintains Kelli Boulevard. The acceptable standard for signalized and unsignalized intersections along this roadway is LOS D or better.

EXISTING CONDITIONS TRAFFIC ANALYSIS

The existing conditions analysis identifies field conditions and the current operational, traffic control, and geometric characteristics of the roadways and other transportation facilities within the study vicinity. These conditions will be compared with future year conditions later in this report. Kittelson used local knowledge combined with a desktop review of the study area and inventoried the existing transportation system to identify lane configurations, traffic control devices, bicycle and pedestrian facilities, and transit stops.

TRANSPORTATION FACILITIES

Table 3 summarizes the attributes of the key roadways in the site vicinity. Figure 1 illustrates the existing lane configurations and traffic control devices at the study intersections.

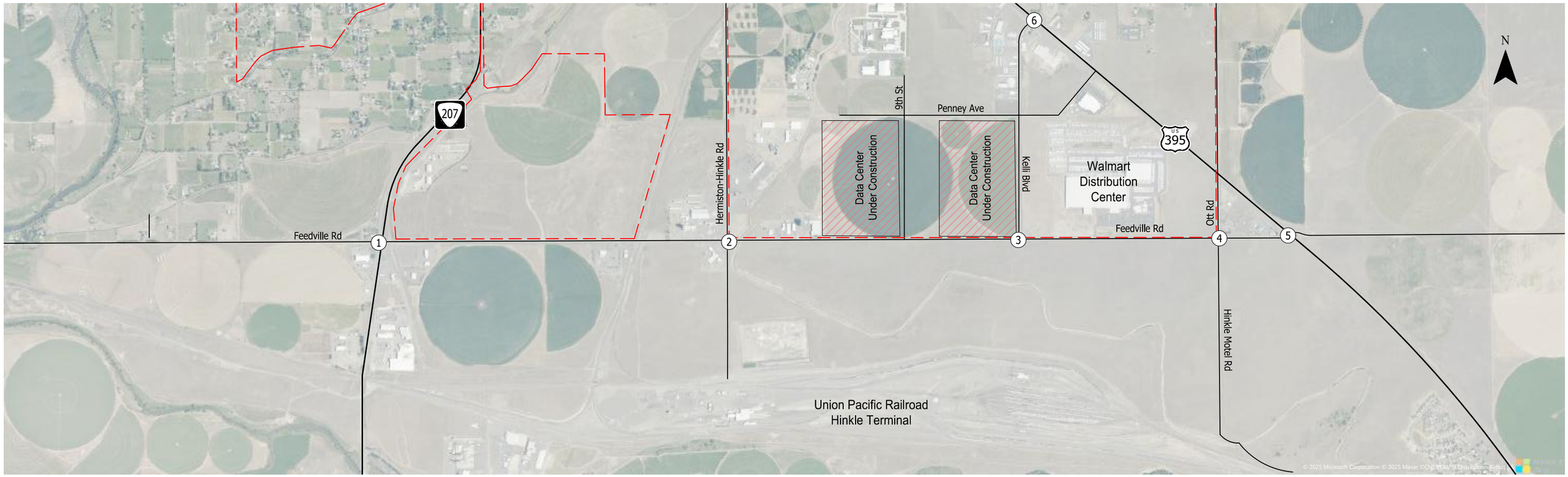
Table 3 – Existing Transportation Facilities

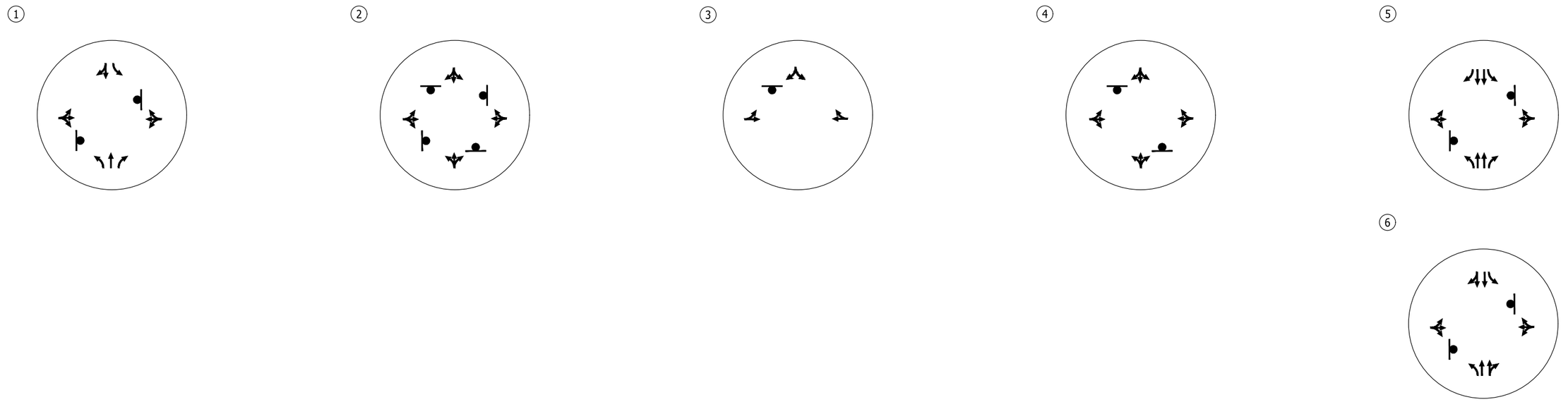
Roadway	Ownership	Functional Classification[1] (ownership in bold)	Number of Auto Lanes	Posted Speed (mph)	Sidewalks Present?	Bike Lanes Present?
OR 207	ODOT	**Regional Highway: ODOT** Rural Arterial: City of Hermiston State Highway: Umatilla County	2-3	45-50	No	No
Feedville Road	Umatilla County	Rural Collector Street: City of Hermiston **Major Collector: Umatilla County**	2	35	No	No
Hermiston Hinkle Road	Umatilla County	**Major Collector: Umatilla County** Rural Collector Street: City of Hermiston	2	55	No	No
Kelli Boulevard	City of Hermiston	**Rural Major Collector: City of Hermiston**	2	35	No	No
Ott Road	City of Hermiston	**Rural Collector Street: City of Hermiston**	2	Not Posted	No	No
US 395	ODOT	**Statewide Highway: ODOT** Rural Arterial: City of Hermiston State Highway: Umatilla County	4-5	55	No	No

[1]Source: *Oregon Highway Plan, Hermiston TSP, Umatilla County TSP*
[2]It is expected that the sections of Feedville Road that reside within the City of Hermiston UGB will be transferred to City of Hermiston jurisdiction in the future.

INTERSECTION CRASH HISTORY

ODOT provided crash records for the study intersections for the five-year period from January 1, 2019 through December 31, 2023. Table 4 summarizes the ODOT crash data. *Appendix A contains the crash data summary sheets which provides more details on the reported crashes.*





- (##) - Existing Study Intersections
- – –- Existing Urban Growth Boundary
- - Existing Lane Configuration
- - Stop Sign

Existing Lane Configurations and Traffic Control Devices
Hermiston, Oregon

Figure 1

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Table 4 – Reported Crash History (January 1, 2019 – December 31, 2023)

Study Intersection	Crash Type					Severity			Total
	Rear End	Turning	Angle	Fixed Object	Other	PDO	Injury	Fatal	
OR 207/ Feedville Road	0	4	2	0	0	2	4	0	6
Hermiston-Hinkle Road/ Feedville Road	1	0	0	0	0	0	1	0	1
Kelli Boulevard/ Feedville Road	0	0	0	0	0	0	0	0	0
Ott Road/ Feedville Road	0	0	0	0	0	0	0	0	0
US 395/ Feedville Road	1	1	2	1	0	1	4	0	5
US 395/ Kelli Boulevard	0	3	3	0	2	4	3	1	8

Intersection crash rates were calculated and compared to statewide crash rate performance thresholds following the analysis methodology presented in the ODOT *Analysis Procedures Manual (APM)*. Per the APM, intersections with crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. For this analysis, the observed crash rate was calculated and compared to the 90th percentile crash rates for the applicable (urban vs rural) intersections by traffic control and 3- versus 4-legged configurations (as appropriate). This is shown in Table 5.

Table 5 – Intersection Crash Rate Assessment

Study Intersection	Total Crashes	Observed Crash Rate	90th Percentile Crash Rate by Lane Type and Traffic Control	Observed Crash Rate >90th Percentile Crash Rate?
OR 207/ Feedville Road	6	0.55	0.41	Yes
Hermiston-Hinkle Road/ Feedville Road	1	0.19	0.41	No
Kelli Boulevard/ Feedville Road	0	0.00	0.29	No
Ott Road/ Feedville Road	0	0.00	0.29	No
US 395/ Feedville Road	5	0.27	0.41	No
US 395/ Kelli Boulevard	8	0.35	0.29	Yes

CRASH DATA CONSIDERATIONS

As shown in Table 5, the observed crash rate at the OR 207/Feedville Road and US 395/Kelli Boulevard intersections exceed the 90th percentile crash rate based on intersection type. A detailed review of the intersection crash data revealed the following:

- At OR 207/Feedville Road, the reported crashes involved two angle and four turn crashes. Of these crashes, they were mainly attributed to driver inattention, disregarding the intersection's traffic control, or failing to yield the right-of-way. With the exception of one crash, all involved westbound approaching vehicles on Feedville Road. As will be discussed later in this report, long-term improvement options are identified for this intersection.
- At US 395/Kelli Boulevard, the reported crashes involved multiple turning and angle type crashes from different combinations of directions. Of these crashes, all were the result of careless driving, driver inattention, or failing to yield the right-of-way. There was one fatality that involved an angle crash. As will be discussed later in this report, long-term improvement options are identified for this intersection.

ODOT SPIS LIST

ODOT also maintains a SPIS list to identify existing hazardous intersections for potential safety improvements. The SPIS lists consider the crash data for the 3 prior years. The 2023 ODOT SPIS list was reviewed to determine if any study intersections were identified as having a SPIS score in the top 15 percent and ranking amongst other projects. The SPIS score is calculated based on three factors:

- Frequency of crashes (25% of the SPIS score)
- Rate of crashes (25% of the SPIS score)
- Severity of crashes (50% of the SPIS score)

Of the study intersections, the US 395/Feedville Road intersection is listed in the Top 10% of the 2023 ODOT Region 5 SPIS list. As will be discussed later in this report, long-term improvement options are identified for this intersection.

EXISTING TRAFFIC CONDITIONS

Turning movement counts at the study intersections were conducted on a typical mid-week day in January 2025 when there were no adverse weather conditions[2]. *Appendix B contains the intersection turning movement count sheets*.

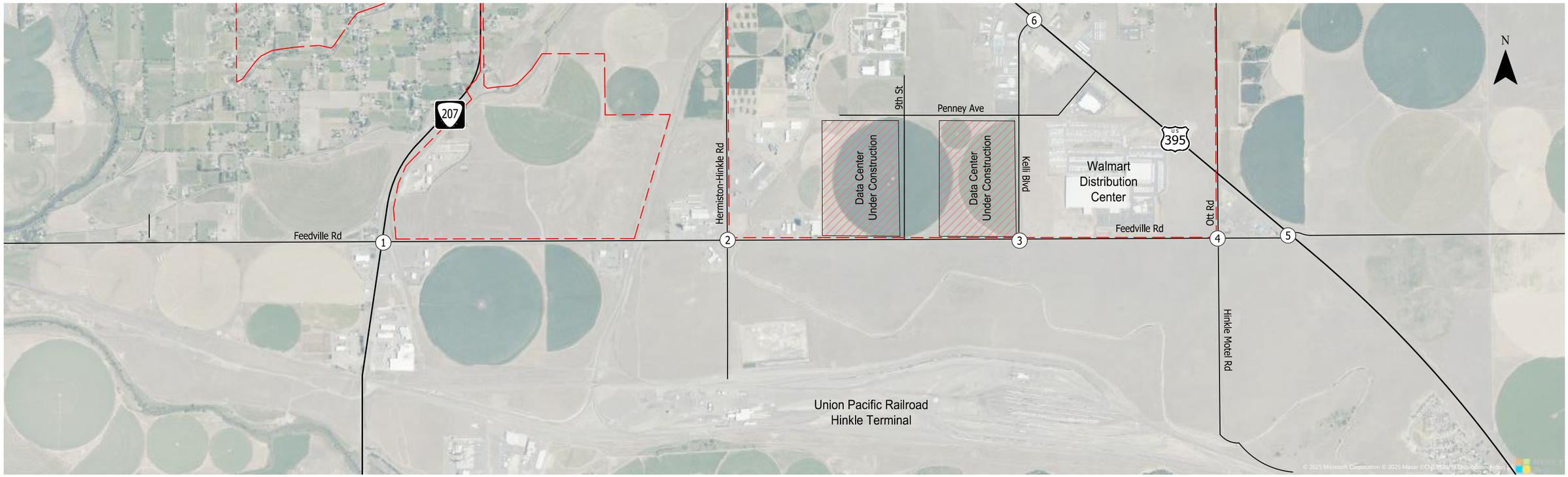
SEASONAL ADJUSTMENT

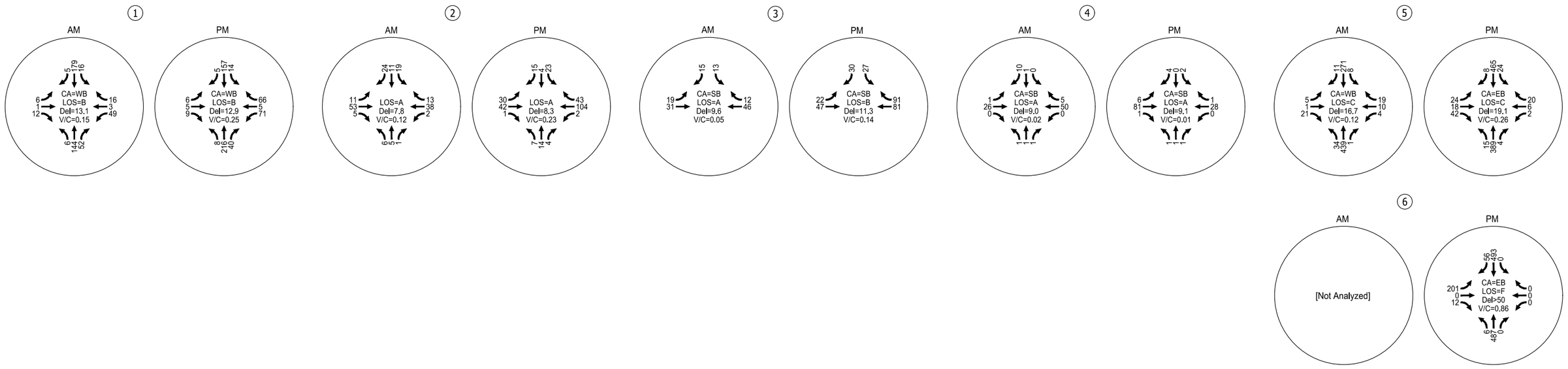
To determine an appropriate seasonal factor, the three seasonal adjustment calculation methodologies outlined in ODOT's *Analysis Procedures Manual* (APM) were investigated. *Appendix B* contains a detailed write up and summary of these methodologies. As summarized in the appendix, a seasonal adjustment factor of 1.19 was applied to the measured January traffic volumes at the US 395/Feedville Road and OR 207/Feedville Road study intersections to approximate 30th highest hour travel conditions. No seasonal adjustment calculations were applied to the Feedville Road intersections given the corridor's lack of regional through traffic accommodation, however traffic volumes were balanced from the OR 207 and US 395 intersections.

EXISTING INTERSECTION OPERATIONS

Figure 2 illustrates the seasonally adjusted 2025 existing traffic volumes and operations at the study intersections during the weekday AM and PM peak hours. As shown and detailed in *Appendix C* (which includes the existing conditions operations analysis worksheets), the study intersection operations currently satisfy the applicable ODOT mobility targets and City of Hermiston/Umatilla County LOS standards during the AM and PM peak hours.

[2] Following a preliminary review by ODOT, it was requested that the US 395/Kelli Boulevard intersection be added as a study intersection. In order to analyze this intersection, traffic volumes from the *Hermiston Data Centers Traffic Impact Analysis* report prepared by PBS in December 2023 were utilized. This study only assessed the weekday PM peak time period, so the intersection operations at US 395/Kelli Boulevard are limited to this time period.





(##)- Existing Study Intersections

– –- Existing Urban Growth Boundary

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

Existing Traffic Conditions
Weekday AM & PM Peak Hours
Hermiston, Oregon

Figure
2

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UGB EXPANSION – TRANSPORTATION ANALYSIS

This section of the report contains a detailed assessment of the long-term traffic impacts associated without and with the proposed UGB expansion. The analysis of long-term traffic conditions is required by the Transportation Planning Rule (TPR, OAR Section 660-12-0060), given that the proposed UGB expansion would require a Comprehensive Plan amendment and may have the potential to significantly affect a transportation facility.

To test for UGB amendment-related impacts, an analysis of traffic conditions was conducted under 2045 existing land use conditions (no UGB expansion) and the proposed UGB Expansion land use conditions with a Heavy Industrial (M-2) zone and Hyperscale Data Center (HDC) overlay. This was accomplished in the following steps:

- For the existing land use scenario (no change to the UGB), anticipated future traffic growth patterns were identified for the weekday AM and PM peak hour under the 2045 planning horizon year. The traffic growth patterns under this scenario assume regional growth along the OR 207 and US 395 corridors, development on outright zoned parcels within the study area that can and are likely to urbanize, but no development or redevelopment on two of the proposed UGB expansion parcels.
- For the proposed UGB expansion land use scenario, anticipated future traffic growth patterns assume regional growth along the OR 207 and US 395 corridors, development on outright zoned parcels within the study area that can and are likely to urbanize, and the inclusion of hyper-scale data center campuses on all of the proposed UGB expansion parcels.
  - Estimates of average daily, weekday AM, and weekday PM peak hour site trips were prepared for the proposed Light Industrial zone using data center land uses.
  - A site trip distribution pattern was derived through a review of existing traffic volumes and each site's proximity to the regional transportation network.
  - Weekday AM and PM peak hour site-generated trips from the proposed data center campuses were assigned to the surrounding roadway corridors and study intersections.
- Planning horizon year 2045 traffic volumes and operations were analyzed for the weekday AM and PM peak hour under the existing land use scenario and proposed UGB Expansion scenario.
- Operational deficiencies were identified and mitigation measures were evaluated.

YEAR 2045 BACKGROUND TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

In long-range transportation assessments, future roadway or intersection improvement projects can be included in the future year analysis if they are in a local Capital Improvement Plan with secured funding, are on a "financially constrained" project list in a locally adopted TSP, or alternatively, are deemed by the local agency to be "reasonably likely to occur" within the planning horizon. After a review of the current Hermiston and Umatilla County TSPs, the following relevant long-term transportation improvements have been identified:

- Feedville Road from OR 207 to approximately US 395 has been identified in the Umatilla County TSP as needing to be upgraded to urban standards with alignment improvements, shoulders, and repaving.
- Hermiston-Hinkle Road from Feedville Rd to Highland Ave has been identified in the Umatilla County TSP as needing to be upgraded to urban standards with alignment improvements, shoulders, and repaving.
- The US 395/Feedville Road intersection has been identified in both the Umatilla County TSP and Hermiston TSP as needing alignment modifications and signalization.

While all noted improvements are listed in adopted TSPs, none are funded or have been deemed to be reasonably likely to be constructed within the 2045 planning horizon. Therefore, all future year analyses are assuming the existing transportation infrastructure remains.

YEAR 2045 EXISTING LAND USE SCENARIO TRAFFIC FORECAST

The 2045 existing land use scenario (no UGB expansion) traffic volumes are assumed to consist of the following:

- Forecast regional through traffic growth (2% per year) on the OR 207 and US 395 corridors. This growth rate is consistent with other recent traffic studies performed in the area.
- Trips from other in-process developments within the site vicinity[3].
- Trips from other outright zoned vacant/underdeveloped properties in the study area that are deemed reasonably likely to develop over the next 20 years[4] [5].

The resulting year 2045 existing land use scenario traffic volumes forecast for the weekday AM and PM peak hour are illustrated in Figure 3 for all study intersections.

Year 2045 Existing Land Use Scenario Intersection Operations

Operations of the study intersections under 2045 existing land use scenario were assessed to understand the base future year operations assuming no changes are made to the UGB and the individual parcels in question continue to be used for farming/agricultural purposes. Figure 3 also summarizes the forecast intersection operations. As shown, all study intersections are forecast to continue to operate acceptably during both the weekday AM and PM hours with the exception of the OR 207/Feedville Road, US 395/Feedville Road, and US 395/Kelli Boulevard intersections. *Appendix D includes the 2045 existing land use intersection operations analysis worksheets.*

OR 207/FEEDVILLE ROAD INTERSECTION

During both the weekday AM and PM peak hours, traffic demand to/from the Feedville Road corridor is forecast to increase significantly over existing conditions. This is primarily due to assumed/anticipated growth, particularly from the Southwest Urban Renewal Area housing growth assumptions and other assumed developments. This increased demand, coupled with forecast local and regional growth along the OR 207 corridor, is forecast to cause the critical WB Feedville Road approach to operate over capacity during the weekday PM peak hour. As such, traffic control measures have been investigated in the following section.

[3] At the time this study was being completed, two data center campuses were under construction along the north side of Feedville Road and west of Kelli Boulevard. The traffic impact studies produced for these two development projects were reviewed and the applicable site-generated trips were extracted and added to the study intersections.

[4] Based on conversations with City of Hermiston planning staff, it was determined that the 393-acre Southwest Hermiston Urban Renewal Area is likely to develop over the next 20 years. This area is located north of Feedville Road, roughly between the OR 207 and Hermiston-Hinkle Road corridors. While there is no active development proposal for the site, it has been assumed for the purposes of this analysis that future development will include up to 893 housing units consisting of single family detached, single family attached, and multi-family housing units. This mix of units is consistent with past development proposals for the site. Access to/from this development was assumed via multiple site access driveways along its Feedville Road frontage.

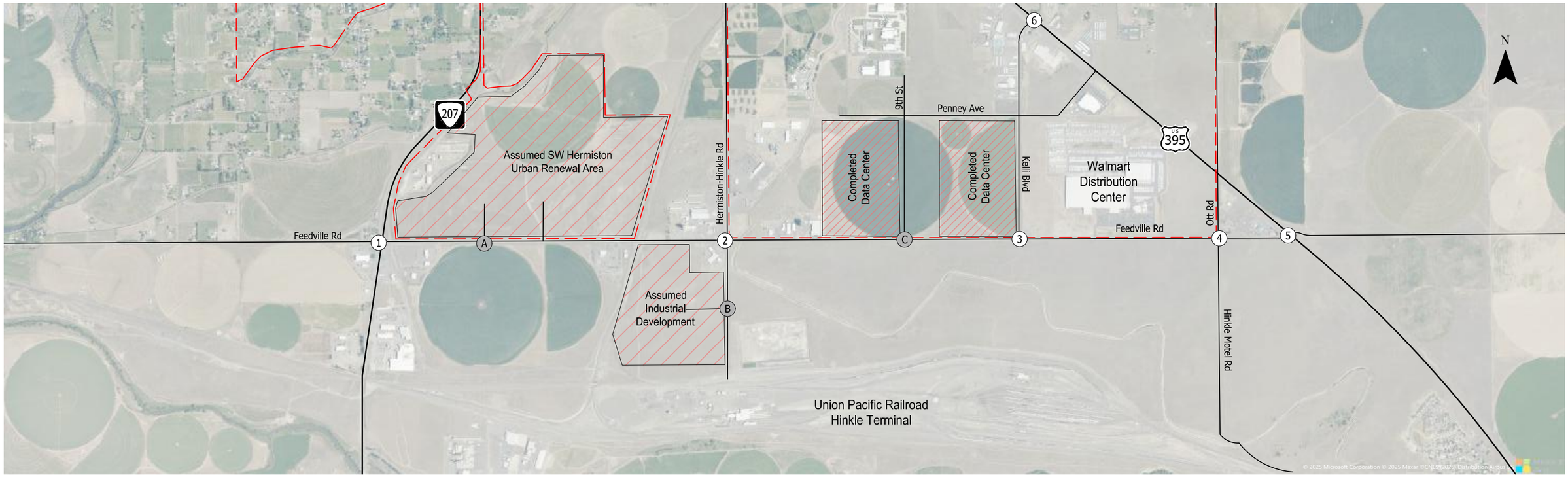
[5] The S2 UGB expansion site is currently zoned Heavy Industrial (HI) by Umatilla County despite not being in the Hermiston UGB. As such, this parcel does not technically require that it be brought into the Hermiston UGB before it can accommodate more intensive development like the proposed data center campuses. Based on a conversation with City of Hermiston planning staff, it was determined that the site would reasonably develop on its own within the 20-year planning horizon and that a data center was a reasonable land use assumption. For ease of incorporation with the UGB expansion analysis, it was assumed that the site would develop as an 800,000 square foot data center campus under the existing land use scenario. Access to/from this development was assumed via a single site access driveway along its Hermiston-Hinkle Road frontage.

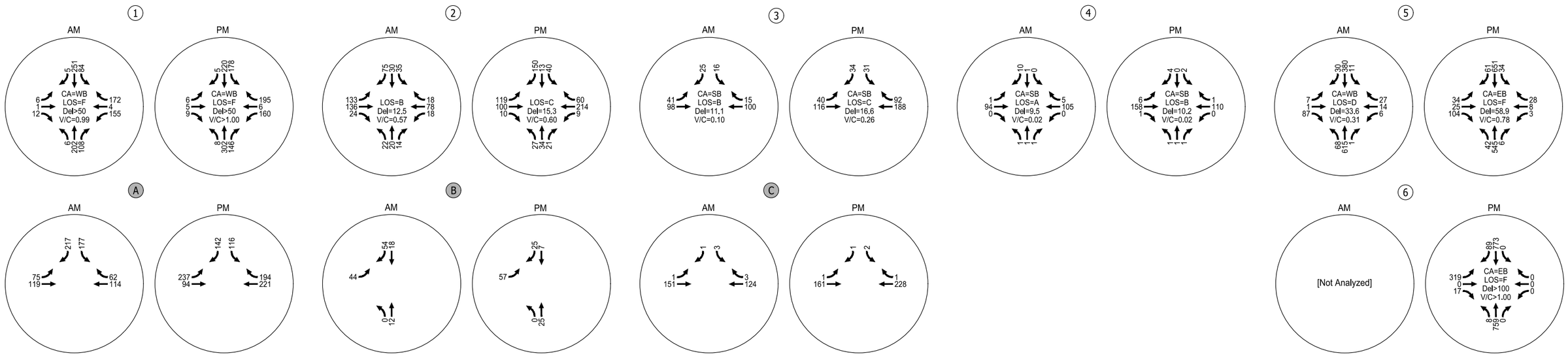
US 395/FEEDVILLE ROAD INTERSECTION

During the weekday PM peak hour, traffic demand to/from the Feedville Road corridor is forecast to increase over existing conditions. Like the future conditions at the OR 207/Feedville Road intersection, this growth is primarily due to assumed/anticipated development, particularly from the Southwest Urban Renewal Area housing growth assumptions and other developments. This increased demand is forecast to cause the critical EB Feedville Road approach to operate at a v/c of 0.78 which is above the 0.75 mobility target.

US 395/KELLI BOULEVARD

During the weekday PM peak hour, traffic demand to/from the Kelli Boulevard corridor is forecast to increase to levels that will cause the critical eastbound Kelli Boulevard approach to operate over capacity. As such, geometric and turning movement modifications have been investigated in the following section.





##- Existing Study Intersections
– –- Existing Urban Growth Boundary
##- Assumed Site Access

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

2045 Existing Land Use Traffic Conditions
Weekday AM & PM Peak Hours
Hermiston, Oregon

Figure
3

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YEAR 2045 UGB EXPANSION SCENARIO TRAFFIC FORECAST

Under the proposed UGB Expansion scenario, the intended Heavy Industrial (M-2) zone and Hyperscale Data Center (HDC) overlay will limit future development scenarios to large-scale data center campuses. Based on discussions with the project team, the anticipated size of the data center campuses (in square feet) for each of the three UGB expansion parcels are summarized in Table 6 along with their daily and peak hour trip generation estimates. As shown in the table, the UGB Expansion scenario has the potential to generate a significant number of new daily and peak hour trips on the surrounding transportation network.

Table 6 – UGB Expansion Trip Generation Estimate

Land Use	ITE Code	Size (Gross Floor Area)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
S1 - Data Center	160	1,200,00	1,188	150	83	67	126	38	88
S2 - Data Center[1]	160	800,000	792	98	54	44	82	25	57
S3 - Data Center	160	1,800,000	1,782	228	125	103	192	58	134
		Total Trips	**3,762**	**476**	**262**	**214**	**400**	**120**	**280**

Source: Trip Generation Manual, 11th Edition
[1] As previously noted, the S2 site was assumed to be developed in the 2045 Existing Land Use Scenario. For documentation purposes, the trips from this site are calculated for documentation purposes in Table 6, but they are included as part of the background growth volumes in the Existing Land Use scenario.

UGB Expansion Site Trip Distribution and Assignment

The distribution of data center campus trips onto the study area roadway system was estimated based on an examination of existing travel patterns, the surrounding roadway network, the available travel routes to local and regional destinations, and additional direction from City of Hermiston staff. The assumed trip distribution pattern and site trip assignments at the site access driveways[6] and study intersections are illustrated in Figure 4.

Year 2045 UGB Expansion Scenario Intersection Operations

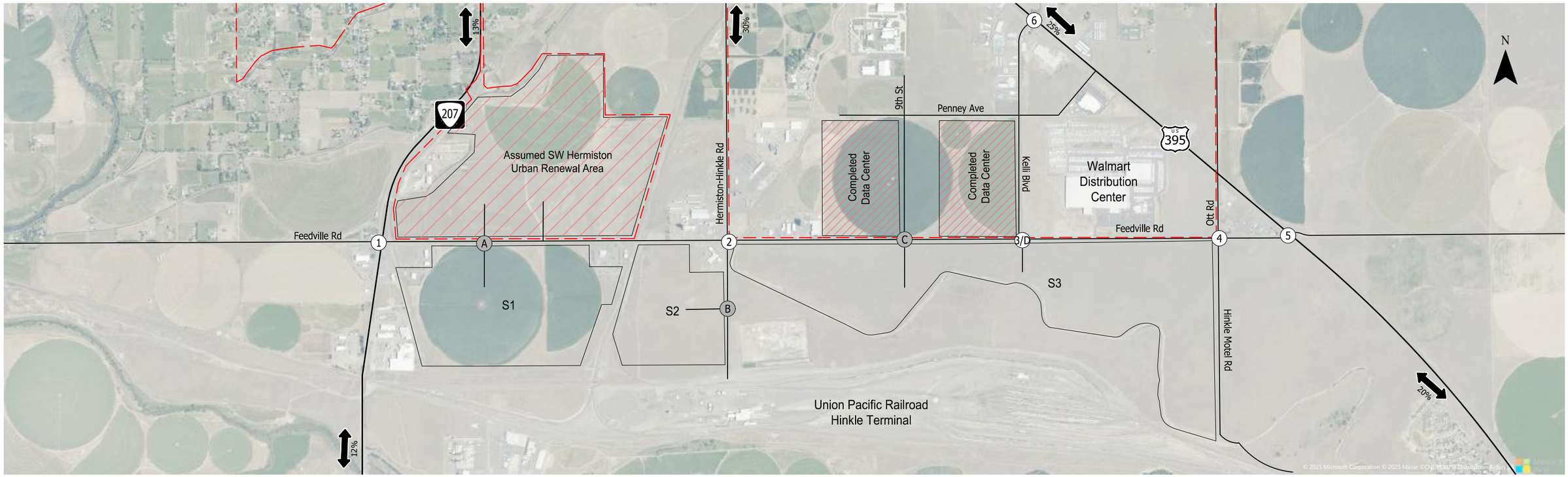
To reflect conditions anticipated under the UGB Expansion scenario, the weekday AM and PM peak hour site generated traffic volumes shown in Figure 4 were added to the existing land use scenario traffic volumes shown in Figure 3 to arrive at the cumulative 2045 traffic volumes shown in Figure 5.

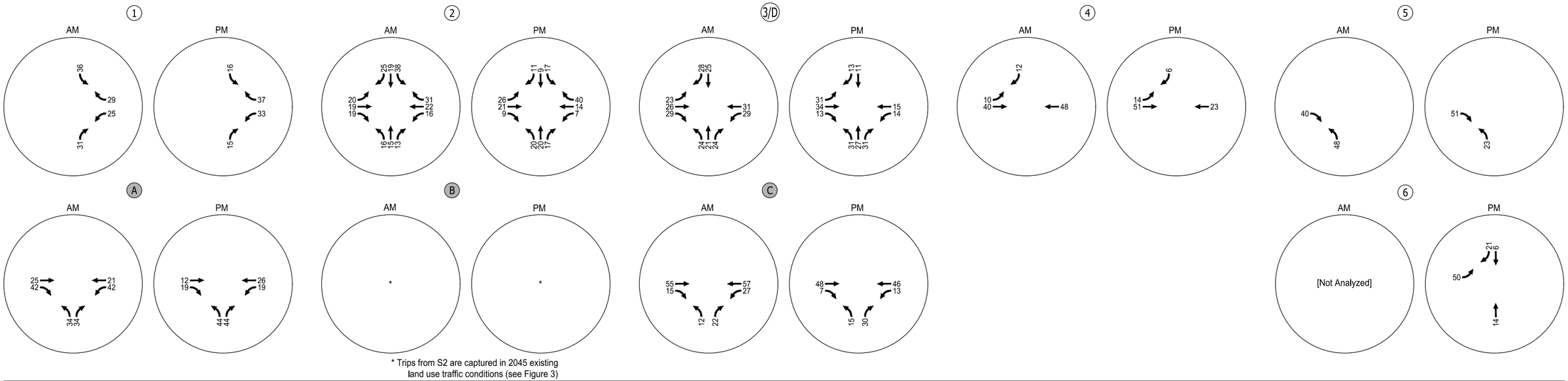
Operations of the study intersections under 2045 UGB Expansion scenario (with the UGB expansion sites converted to data centers) are also summarized in Figure 5. *Appendix E includes the 2045 intersection operations analysis worksheets*. From this analysis, the following findings were generated:

- Similar to the findings under the existing land use scenario, the stop-controlled westbound Feedville Road approach to the OR 207/Feedville Road intersection is forecast to continue to operate over capacity. This is a further degradation of the intersection operations compared to the existing land use scenario.

[6] Data center trips to/from the S1 UGB expansion area were assumed to access Feedville Road via a new site driveway that would be located opposite a future site driveway serving the assumed Southwest Hermiston Urban Renewal Area residential development. Data center trips to/from the S2 UGB expansion area were assumed to access Hermiston-Hinkle Road via a single site driveway. Data center trips to/from the S3 UGB expansion area were assumed via two separate site driveways along Feedville Road. One driveway was assumed to align opposite the 9th Street intersection and one driveway was assumed to align opposite the Kelli Boulevard intersection.

- The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions, but the single lane approaches on Feedville Road are forecast to result in 150-200' vehicle queues on the eastbound and westbound approaches during the peak periods.
- The stop-controlled northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions.
- The critical EB Feedville Road approach to US 395 is forecast to operate at a v/c of 0.90 which exceeds the 0.75 mobility target. This is a further degradation of the intersection operations compared to the existing land use scenario.
- Similar to the findings under the existing land use scenario, the stop-controlled eastbound Kelli Boulevard approach to the US 395/Kelli Boulevard intersection is forecast to continue to operate over capacity. This is a further degradation of the intersection operations compared to the existing land use scenario.
- As a key study corridor, Feedville Road is a rural unimproved Major Collector roadway. Corridor improvements would be needed to bring the roadway up to urban design standards given the levels of projected traffic growth





* Trips from S2 are captured in 2045 existing land use traffic conditions (see Figure 3)

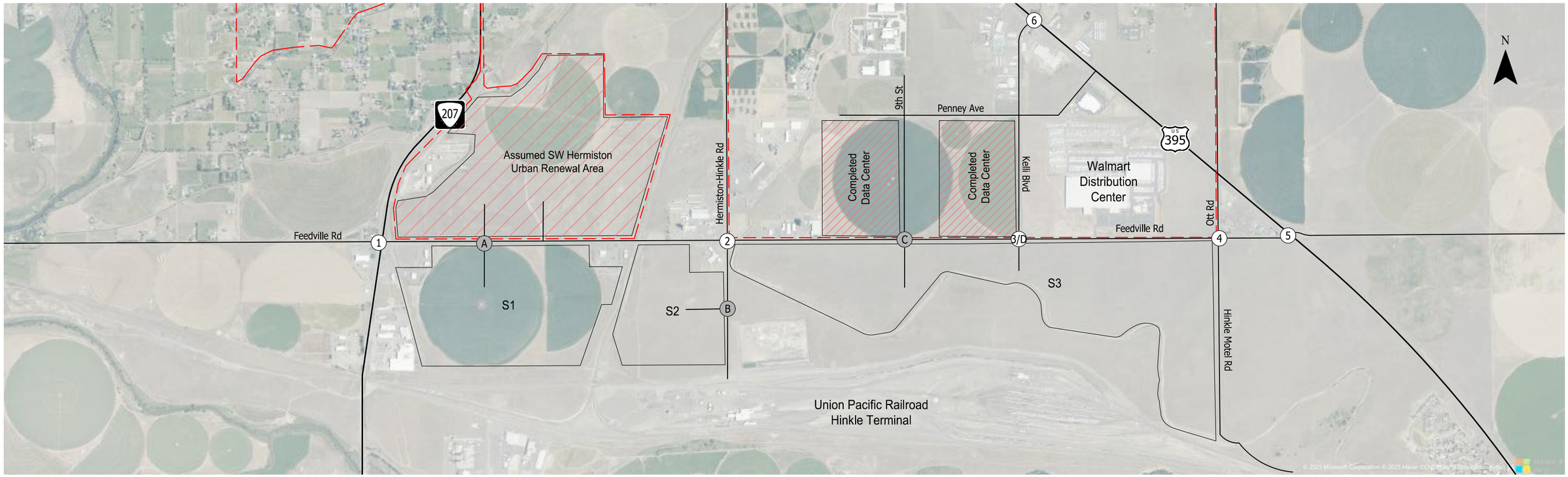
(##) - Existing Study Intersections
– – - Existing Urban Growth Boundary
(##) - Assumed Site Access

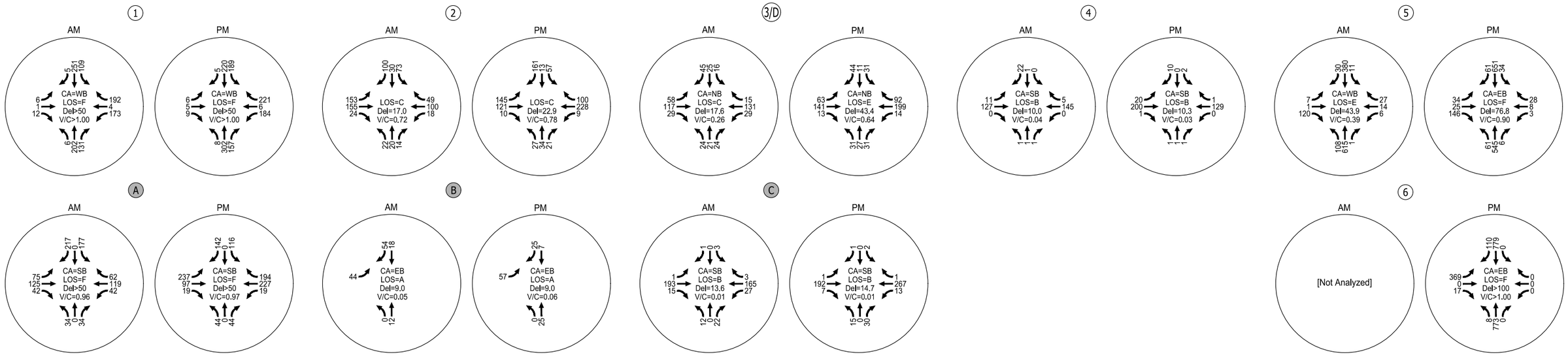
2045 UGB Expansion Study Area Generated Trips and Trip Distribution
Weekday AM & PM Peak Hours
Hermiston, Oregon

Figure
4

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(##) - Existing Study Intersections
– – - Existing Urban Growth Boundary
(##) - Assumed Site Access

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

2045 UGB Expansion Traffic Conditions
Weekday AM & PM Peak Hours
Hermiston, Oregon

Figure
5

KITTELSON & ASSOCIATES

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OR 207 / FEEDVILLE ROAD INTERSECTION MITIGATION

The OR 207/Feedville Road intersection is forecast to operate over capacity under the existing land use scenario and the proposed UGB Expansion scenario. In recognition that there are no previously planned or adopted improvement projects for the intersection, the following investigations were performed:

- A planning-level signal warrant analysis was conducted at the intersection in accordance with ODOT's preliminary traffic signal warrant analysis procedures. From this analysis, it was found that the intersection is forecast to meet the volume-based planning warrants for a traffic signal primarily due to the use of 70% warrants (major street volume exceeding 40 mph in a rural area).
- Given the high levels of projected delay for the westbound approach, an operations analysis was performed assuming a standard single-lane roundabout. Table 7 presents a summary of the intersection performance, with the following conclusions:
  - A single lane roundabout at the OR 207/Feedville Road intersection will restore the intersection operations to acceptable levels under both the existing land use conditions and the UGB Expansion conditions. While operationally possible, there are right-of-way constraints and a nearby railroad crossing that would need to be accounted for in any potential design and implementation effort. For these reasons, overall intersection improvement costs could fall in the $3M-$6M range.
- It is recognized that the OR 207/Feedville Road intersection is located in a predominately rural area with high posted speeds (45-50 mph) along the OR 207 corridor. As such, signalization is not typically considered to be an appropriate form of traffic control under these conditions. Despite this, a signalization mitigation scenario was performed solely for comparison purposes given that it would most likely need to be included in any future intersection control evaluation (ICE) analysis.
  - Signalization[7] of the OR 207/Feedville Road intersection would restore the intersection operations to acceptable capacity levels under both the existing land use conditions and the UGB Expansion conditions. However, as previously noted, signalization is not typically considered to be an acceptable form of mitigation for rural intersections located on a high-speed corridor like OR 207.

FEEDVILLE ROAD / HERMISTON-HINKLE ROAD MITIGATION

The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions under the proposed UGB Expansion scenario. While this is an acceptable LOS, the single lane approaches on Feedville Road are forecast to result in 150-200' vehicle queues during the peak periods.

In recognition that there are previously identified urban upgrades in the Umatilla County TSP for both Feedville Road and Hermiston-Hinkle Road, improvements were investigated that included widening of the four intersection approaches with include separate left and through/right-turn lanes. These intersection improvements will restore the intersection operations to acceptable LOS standards as summarized in Table 7. While operationally possible, there are potential right-of-way and utility constraints that would need to be accounted for in any intersection widening/modernization effort. For these reasons, intersection improvement costs could fall in the $1M-$2M range.

FEEDVILLE ROAD / KELLI BOULEVARD MITIGATION

The critical northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions. In recognition that there are previously identified urban upgrades in the Umatilla County TSP for Feedville Road, improvements were investigated that included widening of all intersection approaches with separate left and through/right-turn lanes. These intersection improvements will restore the

[7] Signalization assumes protected-permissive phasing for the northbound and southbound left-turn movements on OR 207 and permissive phasing for east and west Feedville Road approaches. In addition, the signalized intersection operations assume widening on the east and west Feedville Road approaches that include separate left-turn and shared through/right-turn lanes.

intersection operations to acceptable LOS standards as summarized in Table 7. While operationally possible, there are potential right-of-way and utility constraints that would need to be accounted for in any intersection widening/modernization effort. For these reasons, intersection improvement costs could fall in the $1M-$2M range.

US 395 / FEEDVILLE ROAD INTERSECTION MITIGATION

The critical eastbound Feedville Road approach to the US 395/Feedville Road intersection is forecast to operate at a v/c of 0.90 which would exceed the 0.75 mobility target under the proposed UGB Expansion scenario. While the Umatilla County and Hermiston TSPs have identified the need for long-term signalization of the intersection, conversations with ODOT have revealed that they are currently investigating a potential near-term implementation of a restricted crossing U-turn (RCUT) mitigation scenario for the US 395/Feedville Road intersection and other upstream intersections along the US 395 corridor. Under this mitigation scenario, the eastbound and westbound left-turn and through movements would be restricted to right-turn only movements via specially designed channelized medians. These restricted left-turn and through movements are then accommodated via a downstream U-turn movement on US 395. Assuming a future implementation of this mitigation treatment, it was found that the critical eastbound Feedville Road approach would operate at an acceptable v/c of 0.35 as summarized in Table 7. Implementation of the RCUT improvements would most likely be completed at the corridor level and involve multiple intersections along the US 395 corridor. According to preliminary estimates provided by ODOT, the cost for the project along the US 395 corridor is approximately $5M.

US 395 / KELLI BOULEVARD INTERSECTION MITIGATION

The critical eastbound Kelli Boulevard approach to the US 395/Kelli Boulevard intersection is forecast to operate well above capacity under the proposed UGB Expansion scenario. Similar to the US 395/Feedville Road intersection, ODOT is also investigating the potential implantation of an RCUT mitigation scenario for the US 395/Kelli Boulevard intersection. Assuming a future implementation of this mitigation treatment, it was found that the critical eastbound Feedville Road approach would operate at a more acceptable v/c of 0.79 as summarized in Table 7.

FEEDVILLE ROAD UPGRADE

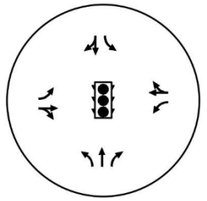
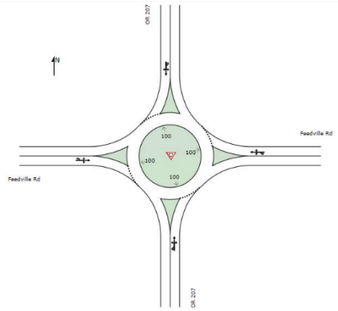
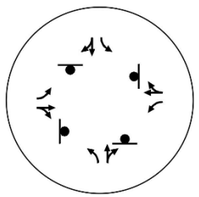
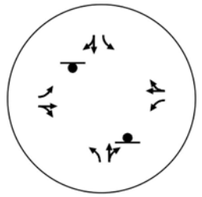
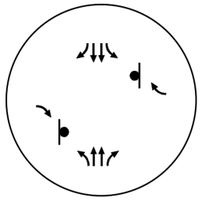
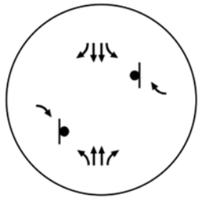
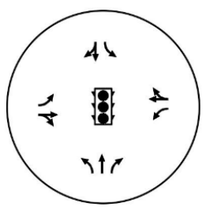
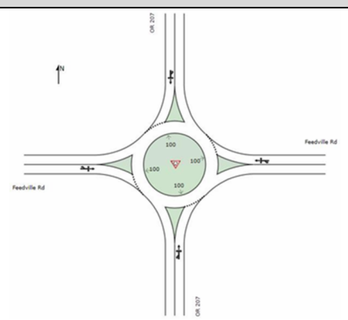
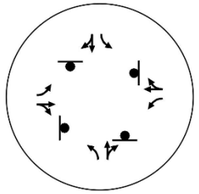
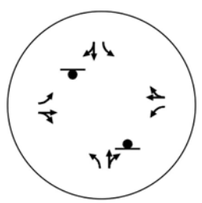
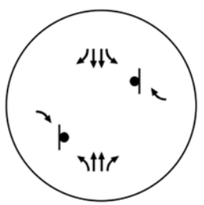
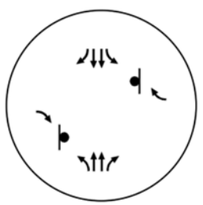
Feedville Road is a rural Umatilla County roadway that currently lacks urban amenities. To address this condition over time, the corridor should be reclassified by the City of Hermiston as an Urban Major Collector. As development occurs, this reclassification will allow for urban upgrades that include turn lanes at intersections, bike lanes, and pedestrian accommodations. Planning level costs for a full urban upgrade would likely be $27M or more depending upon right-of-way needs and utility conflicts.

UGB Expansion TPR Compliance Recommendations

The UGB expansion analysis identifies the need for additional transportation infrastructure improvements. Consequently, this study recommends the following to comply with the TPR.

- The City of Hermiston and Umatilla County should amend their respective TSPs to include geometric and traffic control improvements (when warranted) at the OR 207/Feedville Road intersection. The final traffic control improvements will require close coordination with, and approval by ODOT.
- The City of Hermiston should amend its TSP to reclassify Feedville Road from OR 207 to US 395 as an Urban Major Collector. Such an upgrade would provide the ability to widen the Feedville Road approaches at the Hermiston-Hinkle and Kelli Road with separate left and shared through/right-turn lanes.
- The City of Hermiston and Umatilla County should amend their respective TSPs to include geometric and turning movement restrictions at the US 395/Feedville Road and US 395/Kelli Boulevard intersections consistent with ODOT planning efforts.

Table 7 – TPR Analysis Intersection Mitigation Operations Findings

	OR 207 / Feedville Road		Feedville Road / Hermiston-Hinkle Road	Feedville Road / Kelli Boulevard	US 395/Feedville Road	US 395/Kelli Boulevard
2045 Forecast Traffic Conditions Under Existing Land Use Scenario						
	(1) Signalized Intersection Option (for comparison)	(2) Conceptual Single Lane Roundabout Option	Intersection Approach Widening	Intersection Approach Widening	Restricted Crossing U-Turn (RCUT)	Restricted Crossing U-Turn (RCUT)
Assumed Lane Geometry/Traffic Control						
Weekday AM Peak Hour Operations	V/C = 0.49[1]	Critical Approach: Eastbound V/C = 0.47	LOS A	LOS B (SB Approach)	Critical Approach: Eastbound V/C = 0.16	Not analyzed
Weekday PM Peak Hour Operations	V/C = 0.60[1]	Critical Approach: Northbound V/C = 0.51	LOS B	LOS B (SB Approach)	Critical Approach: Eastbound V/C = 0.28	Critical Approach: Eastbound V/C = 0.67
2045 Forecast Traffic Conditions Under Proposed UGB Expansion Scenario						
	OR 207 / Feedville Road		**Feedville Road / Hermiston-Hinkle Road**	**Feedville Road / Kelli Boulevard**	**US 395/Feedville Road**	**US 395/Kelli Boulevard**
	(1) Signalized Intersection Option (for comparison)	(2) Conceptual Single Lane Roundabout Option	Intersection Approach Widening	Intersection Approach Widening	Restricted Crossing U-Turn (RCUT)	Restricted Crossing U-Turn (RCUT)
Assumed Lane Geometry/Traffic Control						
Weekday AM Peak Hour Operations	V/C = 0.52[1]	Critical Approach: Westbound V/C = 0.53	LOS B	LOS C (NB Approach)	Critical Approach: Eastbound V/C = 0.21	Not analyzed
Weekday PM Peak Hour Operations	V/C = 0.63[1]	Critical Approach: Northbound V/C = 0.53	LOS C	LOS D (NB Approach)	Critical Approach: Eastbound V/C = 0.35	Critical Approach: Eastbound V/C = 0.79

[1] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.75. The applicable *Highway Design Manual* operating standard is a v/c of 0.70

TRANSPORTATION PLANNING RULE COMPLIANCE

OAR Section 660-12-0060 of the TPR sets forth the criteria for evaluating effects of plan and land use regulation amendments on the transportation system. The TPR requires local governments to determine whether a plan or zone change will have a "significant effect" on the transportation system. If a significant effect is identified, then the TPR establishes the means for achieving compliance. The relevant portions of the TPR are reproduced below in italics followed by the response for this project in standard text.

660-12-0060 Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response: It has been recommended in this UGB Expansion analysis that the functional classification of Feedville Road be changed to an Urban Minor Collector to better address the needs urban traffic demands expected by future growth in the local region and growth from future data center focused overlay zoning. Therefore, a significant affect occurs as defined in OAR 660-012-0060(1)(a).

(b) Change standards implementing a functional classification system; or

Response: There are no requests to change the standards implementing the functional classification systems identified in the *Hermiston TSP*. Therefore, no significant affect occurs as defined in OAR 660-012-0060(1)(b).

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed UGB Expansion was found to have a significant effect as described in subsection B because as shown in Table 7, the OR 207/Feedville Road, Feedville Road/Hermiston-Hinkle Road, Feedville Road/Kelli Boulevard, US 395/Feedville Road, and US 395/Kelli Boulevard intersections are projected to degrade below the acceptable mobility targets and/or local performance measures with the proposed UGB Expansion.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

Response: Section 2 can be addressed through the plan amendment option summarized under subsection (b). Based on the findings of the analysis in this report, the significant effects of the proposed UGB expansion can be mitigated to less than significant through the identification of new long-term traffic control improvement plans at the OR 207/Feedville Road intersection, corridor upgrades on Feedville Road, and turning movements restrictions at the US 395/Feedville Road and US 395/Kelli Boulevard intersections.

Appendix A Crash Data

FEEDVILLE RD at KELLI BLVD, City of Hermiston, Umatilla County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

054: UMATILLA-STANFIELD

Highway 054 ALL ROAD TYPES, MP 8.78 to 8.88 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 5 of 5 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I H L	W C O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG TYP / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00710	N	N	N	N	N	Y	09/16/2021	UMATILLA	1	14		GRADE		N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										058	27
STATE				TH					MN 0			UN	(RSDMD)	REG-SIGN	N	DRY	FIX		N/A	S -N									000		00
Y				1P			8.80	HERMSTON UA				05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 48 22.19			-119 14 35.32				005400100S00		(04)													UNK					
00238	N	N	N	N	N	N	02/28/2019	UMATILLA	1	14		INTER	CROSS	N	N	SNOW	S-1TURN	01	NONE 0	STRGHT											02
STATE				TH					MN 0			CN		YIELD	N	SNO	TURN		PRVTE	N -S								000		00
N				8P			8.82	HERMSTON UA				02	0		N	DARK	INJ		PSNGR CAR		01	DRVR	INJC	46	F	SUSP		000	000		00
N				45 48 21.51			-119 14 34.21				005400100S00															OR<25					
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																										OR<25					
00387	N	N	N	N			06/09/2020	UMATILLA	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											03,02
NO RPT				TU					MN 0			CN		STOP SIGN	N	DRY	ANGL		PRVTE	N -S								000		00
N				2P			8.82	HERMSTON UA				03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	000		00
N				45 48 21.51			-119 14 34.21				005400100S00															OR<25					
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																										OR>25					
90385	N	N	N	N	N	N	06/09/2020	UMATILLA	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											27,02
STATE				TU					MN 0			CN		STOP SIGN	N	WET	ANGL		PRVTE	N -S								000		00
N				2P			8.82	HERMSTON UA				03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		000	000		00
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																		02	NONE 0	STRGHT											
																			PRVTE	W -E								015		00
																			PSNGR CAR		01	DRVR	INJB	21	F	OR-Y		016,028	038		27,02
																										OR<25					
00194	Y	Y	N	N	N	N	02/09/2020	UMATILLA	1	14		STRGHT		N	N	CLD	S-STRGHT	01	NONE 0	STRGHT										010	01,07,06
STATE				SU					MN 0			UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N -S								001	010	00
N				2A			8.86	HERMSTON UA				03			N	DARK	INJ		PSNGR CAR		01	DRVR	INJA	39	F	OR-Y		047,043,045	000		01,07,06
N				45 48 20.18			-119 14 31.86				005400100S00		(04)													OR<25					
																		02	NONE 2	STRGHT											
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																										N-RES					

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report f[illegible] is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer prope[illegible] damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

054: UMATILLA-STANFIELD

Highway 054 ALL ROAD TYPES, MP 8.78 to 8.88 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report[illegible] is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

333: HERMISTON

Highway 333 ALL ROAD TYPES, MP 10.82 to 10.85 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

1 - 4 of 7 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J U N V	S I H L	C N R K	W O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00145	N	N	N	N	N	N	N	02/17/2019	UMATILLA	1	06		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 1	STRGHT											03,02
STATE				SU						MN 0			CN		STOP SIGN	N	WET	ANGL		PRVTE	E -W								000		00
N				4P						10.82			01	0		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	23	M	OTH-Y		021,028	000		03,02
N				45 48 22.58				-119 19 11.76				033300100S00															N-RES					
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																											OR<25					
00459	N	N	N	N	N	N	N	06/14/2019	UMATILLA	1	06		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 1	STRGHT										082	08,02
STATE				FR						MN 0			CN		STOP SIGN	N	DRY	TURN		PRVTE	S -N								000		00
N				12P						10.82			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	31	M	OR-Y		000	000		00
N				45 48 22.58				-119 19 11.76				033300100S00															OR<25					
																			01	NONE 1	STRGHT											
																				PRVTE	S -N								000		00
																				PSNGR CAR		02	PSNG	INJC	54	M			000	000		00
																			02	NONE 0	TURN-L											
																				PRVTE	E -S								015		00
																				PSNGR CAR		01	DRVR	INJB	15	M	OR-Y		004,028	000	082	08,02
																											OR<25					
																			02	NONE 0	TURN-L											
																				PRVTE	E -S								015		00
																				PSNGR CAR		02	PSNG	INJB	38	F			000	000		00
00919	N	N	N	N	N	N	N	11/23/2019	UMATILLA	1	06		INTER	CROSS	N	N	FOG	ANGL-OTH	01	NONE 9	TURN-L											27,08,02
STATE				SA						MN 0			CN		STOP SIGN	N	WET	TURN		N/A	E -S								015		00
N				6P						10.82			02	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 48 22.58				-119 19 11.77				033300100S00															UNK					
																			02	NONE 9	STRGHT											
																				N/A	S -N								000		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
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N				45 48 22.58				-119 19 11.76				033300100S00															OR<25					
																			02	NONE 0	STRGHT											
																				PRVTE	S -N								000		00
																				PSNGR CAR		01	DRVR	INJB	27	F	OR-Y		000	000		00
																											OR<25					
																			02	NONE 0	STRGHT											
																				PRVTE	S -N								000		00
																				PSNGR CAR		02	PSNG	INJB	48	F			000	000		00
00264	N	N	N	N				04/04/2023	UMATILLA	1	06		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT				TU						MN 0			CN		STOP SIGN	N	DRY	TURN		PRVTE	S -N								000		00
N				5A						10.82			02	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJB	57	M	OTH-Y		000	000		00
N				45 48 22.58				-119 19 11.76				033300100S00															N-RES					

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

333: HERMISTON

Highway 333 ALL ROAD TYPES, MP 10.82 to 10.85 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report[illegible] is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

333: HERMISTON

Highway 333 ALL ROAD TYPES, MP 10.82 to 10.85 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

5 - 7 of 7 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C O R K	W DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 1 PRVTE SEMI TOW	TURN-L E -S	01	DRVR	NONE	48	M	OR-Y OR>25		028	000 000		00 02
00019 COUNTY N N	N	N	N	N			01/10/2023 TU 7A 45 48 22.58	UMATILLA -119 19 11.76	1 MN 0 10.82	06	033300100S00	INTER CN 02	CROSS 0	N STOP SIGN	N N N	FOG ICE DAY	ANGL-OTH TURN PDO	01	NONE 9 N/A PSNGR CAR	TURN-R S -E	01	DRVR	NONE	00	Unk	UNK UNK		000	124 006 000		10 00 00
																		02	NONE 9 N/A PSNGR CAR	STOP E -W	01	DRVR	NONE	00	Unk	UNK UNK		000	011 000		00 00
00621 STATE N N	N	N	N	N	N	N	07/28/2022 TH 3P 45 48 21.05	UMATILLA -119 19 12.06	1 MN 0 10.85	06	033300100S00	STRGHT UN 04	(NONE) (02)	Y UNKNOWN	N N N	CLR DRY DAY	S-STRGHT REAR PDO	01	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	092 000 000		07 00 00
																		02	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	006 000		00 00

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

333: HERMISTON

Highway 333 ALL ROAD TYPES, MP 10.82 to 10.85 01/01/2019 to 12/31/2023, Both Add and Non-Add mileage, ALL Crashes Severity, ALL Crashes Circumstance

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J N H V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00237	N	N	N	N	N	N	03/13/2020	14	KELLI BLVD	INTER		N	N	CLR	O-OTHER	01	NONE 9	BACK											32,02
CITY			FR						UMATILLA-STANFLD HY	SW		STOP SIGN	N	DRY	BACK		N/A	NE-SW									000		00
N			4P							06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 49 8.19					-119 15 51.27	005400100S00															UNK					
																02	NONE 9	STOP											
																	N/A	SW-NE									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00866	N	N	N	N	N	N	11/05/2019	14	KELLI BLVD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										010,001	02,32
CITY			TU						UMATILLA-STANFLD HY	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW-NE									000		00
N			7A							02	0		N	DAY	FAT		PSNGR CAR		01	DRVR	INJC	70	M	OR-Y		028,052	000		02,32
N			45 49 8.19					-119 15 51.27	005400100S00															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE-NW									000	010	00
																	PSNGR CAR		01	DRVR	KILL	48	M	OR-Y		000	000	001	00
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE-NW									000	010	00
																	PSNGR CAR		02	PSNG	INJB	14	M			000	000		00
00325	N	N	N	N	N	N	04/29/2019	14	KELLI BLVD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											32,27,02
CITY			MO						UMATILLA-STANFLD HY	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW-NW									000		00
N			5A							02	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		052,016,028	038		32,27,02
N			45 49 8.19					-119 15 51.27	005400100S00															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE-NW									000		00
																	PSNGR CAR		01	DRVR	INJC	21	F	OTH-Y		000	000		00
																								N-RES					
00118	N	N	N	N	N	N	02/10/2019	14	KELLI BLVD	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											32,03,02
CITY			SU						UMATILLA-STANFLD HY	CN		STOP SIGN	N	ICE	ANGL		PRVTE	NW-SE									000		00
N			4P							04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	18	M	OR-Y		000	000		00
N			45 49 8.19					-119 15 51.27	005400100S00															OR<25					
																01	NONE 0	STRGHT											
																	PRVTE	NW-SE									000		00
																	PSNGR CAR		02	PSNG	INJC	17	F			000	000		00
																02	NONE 0	STRGHT											
																	PRVTE	SW-NE									000		00
																	PSNGR CAR		01	DRVR	INJB	30	M	OR-Y		052,021,028	000		32,03,02
																								OR<25					

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CDS380 Appendix D
08/04/2025

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF HERMISTON, UMATILLA COUNTY

KELLI BLVD at UMATILLA-STANFLD HY, City of Hermiston, Umatilla County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

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SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N I V	S H C L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES / LICNS LOC	PED ERROR	ACT EVENT	CAUSE
00856	N	N	N	N	N	N	11/04/2019	14	KELLI BLVD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L									27,08,02
CITY			MO						UMATILLA-STANFLD HY	CN		STOP SIGN	N	DRY	TURN		N/A	SW-NW								000	00
N			5P							03	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N			45 49 8.19					-119 15 51.28	005400100S00															UNK			
																02	NONE 9	STOP									
																	N/A	NW-SE								012	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																								UNK			
00437	N	N	N	N	N	N	06/08/2021	14	UMATILLA-STANFLD HY	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 9	TURN-R									08
CITY			TU						KELLI BLVD	CN		STOP SIGN	N	DRY	SS-O		N/A	SW-SE								000	00
N			4P							03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N			45 49 8.19					-119 15 51.27	005400100S00															UNK			
																02	NONE 9	TURN-R									
																	N/A	SW-SE								000	00
																	SEMI TOW		01	DRVR	NONE	00	Unk	UNK	000	000	00
																								UNK			
00896	N	N	N	N	N	N	11/06/2023	14	UMATILLA-STANFLD HY	INTER	4-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	TURN-L									02
STATE			MO						KELLI BLVD	CN		STOP SIGN	N	WET	TURN		N/A	W -N								000	00
N			4A							04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N			45 49 8.19					-119 15 51.27	005400100S00															UNK			
																02	NONE 9	STRGHT									
																	N/A	N -S								000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																								UNK			

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CDS380 Appendix D
08/04/2025

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF HERMISTON, UMATILLA COUNTY

KELLI BLVD at UMATILLA-STANFLD HY, City of Hermiston, Umatilla County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

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TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF HERMISTON, UMATILLA COUNTY

KELLI BLVD at FEEDVILLE RD, City of Hermiston, Umatilla County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF HERMISTON, UMATILLA COUNTY

KELLI BLVD at FEEDVILLE RD, City of Hermiston, Umatilla County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

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Appendix B Traffic Count Summary Worksheets and Seasonal Adjustment Factor Calculations

Seasonal Adjustment

JANUARY TRAFFIC COUNTS

To determine an appropriate seasonal factor for the January counts along OR 207 and US 395, three methodologies were investigated as outlined in ODOT's Analysis Procedures Manual: On-Site ATR (Automatic Traffic Recorder) Method, ATR Characteristics Table Method, ATR Seasonal Trend Method.

ON-SITE ATR METHOD

The On-Site ATR Method is used when an Automatic Traffic Recorder (ATR) is within or near the project area. The closest ATR station is ATR #30-019 which is located on US 395 just north of the Feedville Road. Given this proximity, a seasonal factor was calculated the ATR station for comparison purposes to the other methodologies described herein. A January-based seasonal adjustment factor using this ATR station is shown in Table A. The resulting season factor was an adjustment factor of 1.19.

Table A Seasonal Adjustment Calculations for ATR 30-019

	2023	2022	2021	2019	2018	Avg.
ATR 30-009						
Count Month (January)	~~93~~	89	91	~~88~~	89	89.7
Peak Month (August)	107	~~106~~	108	~~108~~	107	107.3

- The seasonal adjustment factor for March is 107.3%/89.7% = **1.19 for count month of January**

Appendix D

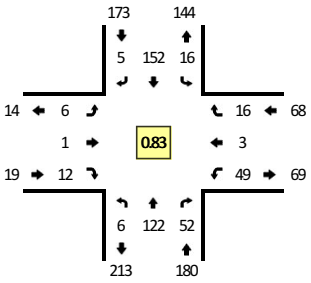
Type of peak hour being reported: User-Defined

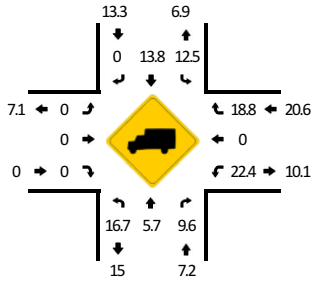
Method for determining peak hour: Total Entering Volume

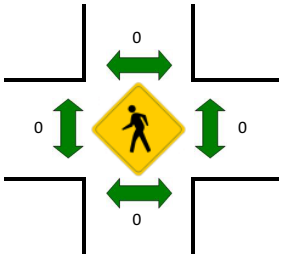
LOCATION: SR 207 -- Feedville Rd
CITY/STATE: Umatilla, OR

QC JOB #: 16883201
DATE: Tue, Jan 14 2025

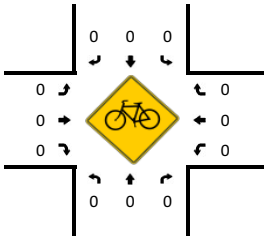
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

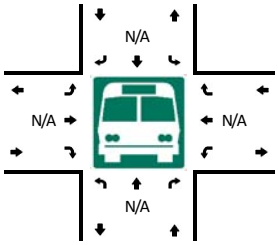




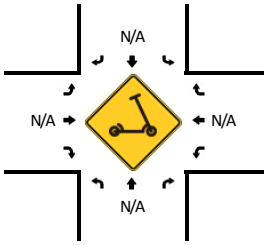












5-Min Count Period Beginning At	SR 207 (Northbound)				SR 207 (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	5	5	0	2	16	2	0	1	1	2	0	1	1	4	0	41	
7:05 AM	0	5	2	0	2	14	0	0	0	1	1	0	2	0	2	0	29	
7:10 AM	3	8	3	0	1	10	2	0	0	0	0	0	2	0	0	0	29	
7:15 AM	1	5	3	0	3	8	4	0	0	1	1	0	3	1	1	0	31	
7:20 AM	0	5	2	0	2	17	1	0	0	0	4	0	4	1	1	0	37	
7:25 AM	0	9	3	0	1	13	0	0	0	0	1	0	3	0	0	0	30	
7:30 AM	0	13	3	0	2	16	1	0	1	1	2	0	2	0	0	0	41	
7:35 AM	2	9	4	0	0	16	0	0	1	0	0	0	6	0	2	0	40	
7:40 AM	1	13	7	0	5	11	0	0	0	0	2	0	1	0	1	0	41	
7:45 AM	0	13	8	0	0	15	0	0	2	0	1	0	8	1	3	0	51	
7:50 AM	0	13	4	0	1	6	0	0	1	0	0	0	5	0	4	0	34	
7:55 AM	0	12	6	0	0	16	0	0	1	0	0	0	3	0	0	0	38	442
8:00 AM	0	9	4	0	3	8	1	0	0	0	1	0	2	0	1	0	29	430
8:05 AM	1	7	3	0	1	13	1	0	0	0	1	0	1	0	1	0	29	430
8:10 AM	2	13	3	0	1	7	1	0	0	0	0	0	9	0	3	0	39	440
8:15 AM	0	6	5	0	0	14	0	0	0	0	0	0	5	1	0	0	31	440
8:20 AM	0	8	4	0	0	9	1	0	0	1	0	0	6	0	0	0	29	432
8:25 AM	1	9	4	0	1	4	0	0	0	0	0	0	2	1	2	0	24	426
8:30 AM	1	10	3	0	10	14	0	0	0	0	1	0	2	0	0	0	41	426
8:35 AM	0	8	9	0	1	13	0	0	0	0	1	0	3	0	2	0	37	423
8:40 AM	1	12	2	0	3	5	0	0	0	0	1	0	7	0	2	0	33	415
8:45 AM	0	10	2	0	1	9	1	0	1	0	0	0	2	1	0	0	27	391
8:50 AM	0	8	4	0	2	8	0	0	1	0	0	0	3	0	1	0	27	384
8:55 AM	0	11	2	0	1	5	2	0	1	0	0	0	1	0	1	0	24	370

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	140	76	0	20	168	0	0	12	0	12	0	60	4	24	0	528
Heavy Trucks	4	16	4		4	8	0		0	0	0		24	0	8		68
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

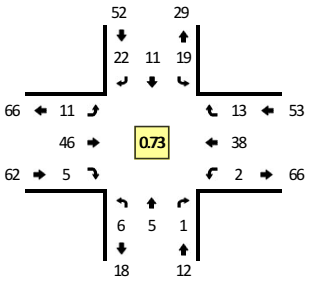
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

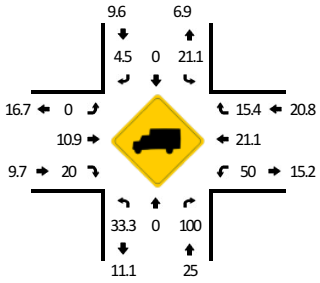
LOCATION: Hermiston-Hinkle Rd -- Feedville Rd
CITY/STATE: Umatilla, OR

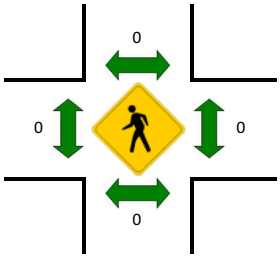
QC JOB #: 16883203
DATE: Tue, Jan 14 2025

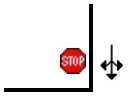
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

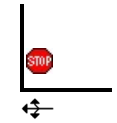


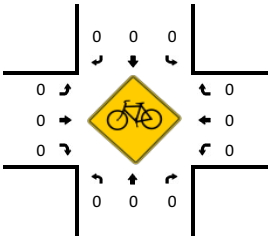


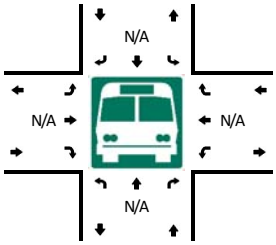


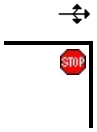


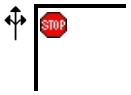


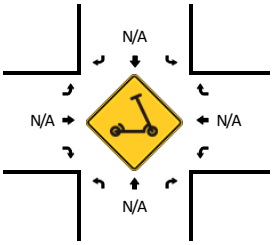












5-Min Count Period Beginning At	Hermiston-Hinkle Rd (Northbound)				Hermiston-Hinkle Rd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	1	0	0	3	1	1	0	2	5	2	0	0	4	1	0	22	
7:05 AM	0	0	0	0	2	0	2	0	0	1	1	0	0	2	2	0	10	
7:10 AM	1	2	0	0	0	1	2	0	0	1	0	0	0	0	3	0	10	
7:15 AM	1	1	0	0	0	0	2	0	0	2	1	0	0	4	0	0	11	
7:20 AM	0	1	0	0	2	1	1	0	1	5	0	0	0	3	0	0	14	
7:25 AM	0	0	0	0	4	1	1	0	2	1	0	0	0	3	0	0	12	
7:30 AM	0	0	0	0	2	0	0	0	1	3	0	0	0	6	0	0	12	
7:35 AM	2	1	0	0	0	0	1	0	1	1	0	0	0	2	2	0	10	
7:40 AM	1	0	1	0	2	3	2	0	0	0	0	0	1	3	3	0	16	
7:45 AM	0	0	0	0	1	1	4	0	0	15	3	0	0	5	1	0	30	
7:50 AM	0	2	0	0	0	1	3	0	1	4	1	0	0	3	0	0	15	
7:55 AM	0	0	0	0	1	0	2	0	0	4	0	0	0	0	2	0	9	171
8:00 AM	0	0	0	0	2	1	2	0	3	7	1	0	0	0	2	0	18	167
8:05 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	5	2	0	13	170
8:10 AM	2	0	0	0	2	2	1	0	1	2	0	0	0	4	0	0	14	174
8:15 AM	1	0	0	0	2	0	4	0	1	2	0	0	1	4	1	0	16	179
8:20 AM	0	2	0	0	1	0	1	0	2	5	0	0	1	2	0	0	14	179
8:25 AM	0	0	0	0	1	0	0	0	1	3	1	0	1	3	0	0	10	177
8:30 AM	0	0	0	0	2	0	0	0	0	12	0	0	1	3	0	0	18	183
8:35 AM	0	1	0	0	2	1	5	0	5	4	0	0	0	1	1	0	20	193
8:40 AM	0	2	0	0	1	1	3	0	2	3	0	0	0	7	0	0	19	196
8:45 AM	0	1	0	0	1	1	2	0	1	4	0	0	0	1	1	0	12	178
8:50 AM	0	1	0	0	1	2	0	0	1	3	0	0	0	3	1	0	12	175
8:55 AM	0	0	1	0	1	0	2	0	0	3	0	0	0	1	0	0	8	174

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	8	4	0	12	20	36	0	4	76	16	0	4	44	16	0	244
Heavy Trucks	4	0	4		0	0	0		0	4	4		0	12	4		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

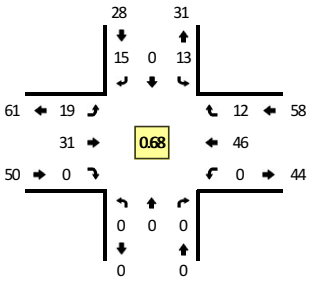
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

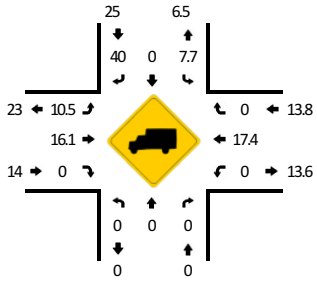
LOCATION: SE Kelli Blvd -- Feedville Rd
CITY/STATE: Hermiston, OR

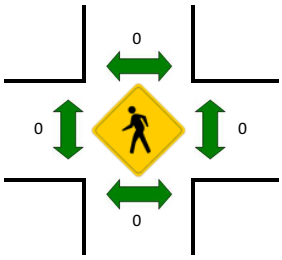
QC JOB #: 16883205
DATE: Tue, Jan 14 2025

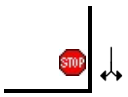
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

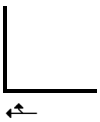


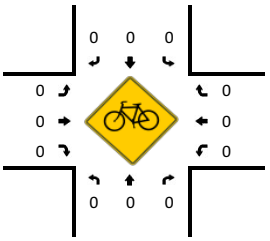


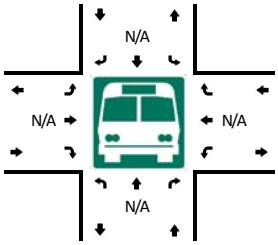


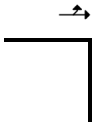




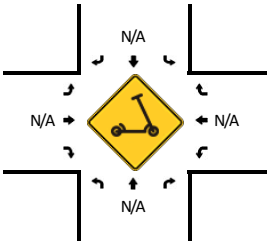












5-Min Count Period Beginning At	SE Kelli Blvd (Northbound)				SE Kelli Blvd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	6	0	1	0	1	2	0	0	0	3	2	0	15	
7:05 AM	0	0	0	0	6	0	1	0	1	1	0	0	0	5	1	0	15	
7:10 AM	0	0	0	0	1	0	2	0	1	0	0	0	0	6	1	0	11	
7:15 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	2	1	0	6	
7:20 AM	0	0	0	0	1	0	3	0	3	4	0	0	0	1	2	0	14	
7:25 AM	0	0	0	0	2	0	0	0	0	4	0	0	0	1	1	0	8	
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	0	9	
7:35 AM	0	0	0	0	0	0	1	0	1	5	0	0	0	7	0	0	14	
7:40 AM	0	0	0	0	1	0	1	0	1	2	0	0	0	10	0	0	15	
7:45 AM	0	0	0	0	1	0	3	0	5	3	0	0	0	7	2	0	21	
7:50 AM	0	0	0	0	5	0	1	0	1	2	0	0	0	2	1	0	12	
7:55 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	142
8:00 AM	0	0	0	0	2	0	1	0	2	6	0	0	0	4	1	0	16	143
8:05 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	3	3	0	8	136
8:10 AM	0	0	0	0	0	0	2	0	1	2	0	0	0	3	2	0	10	135
8:15 AM	0	0	0	0	0	0	2	0	3	1	0	0	0	1	0	0	7	136
8:20 AM	0	0	0	0	1	0	1	0	3	0	0	0	0	3	0	0	8	130
8:25 AM	0	0	0	0	2	0	0	0	4	1	0	0	0	3	3	0	13	135
8:30 AM	0	0	0	0	0	0	3	0	1	2	0	0	0	1	1	0	8	134
8:35 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	2	0	0	5	125
8:40 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	2	2	0	9	119
8:45 AM	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	4	102
8:50 AM	0	0	0	0	1	0	1	0	2	2	0	0	0	3	1	0	10	100
8:55 AM	0	0	0	0	2	0	0	0	3	1	0	0	0	1	0	0	7	105

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	20	0	28	40	0	0	0	96	8	0	200
Heavy Trucks	0	0	0		0	0	12		0	8	0		0	8	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

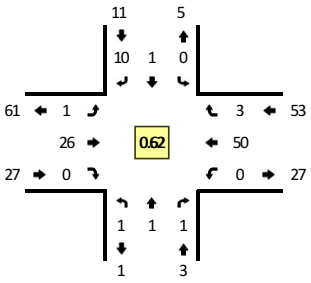
Type of peak hour being reported: User-Defined

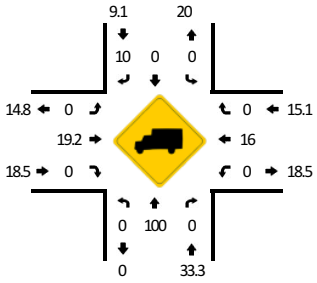
Method for determining peak hour: Total Entering Volume

LOCATION: S Ott Rd/Hinkle Motel Rd -- Feedville Rd
CITY/STATE: Umatilla, OR

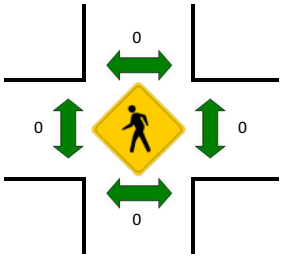
QC JOB #: 16883207
DATE: Tue, Jan 14 2025

Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

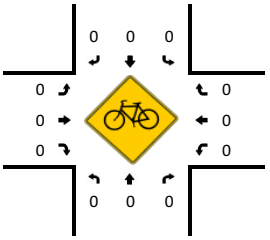


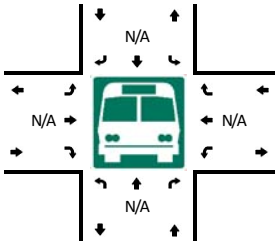




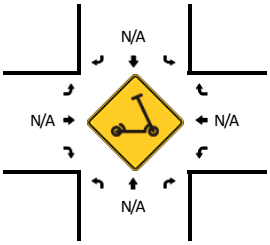












5-Min Count Period Beginning At	S Ott Rd/Hinkle Motel Rd (Northbound)				S Ott Rd/Hinkle Motel Rd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	6	0	0	11	
7:05 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	5	0	0	7	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4	
7:20 AM	0	0	0	0	0	1	0	0	0	4	0	0	0	3	0	0	8	
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
7:30 AM	0	0	0	0	0	0	5	0	0	1	0	0	0	5	0	0	11	
7:35 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	1	0	10	
7:40 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	11	0	0	16	
7:45 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	7	0	0	12	
7:50 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	1	0	7	
7:55 AM	0	1	1	0	0	0	0	0	0	2	0	0	0	2	0	0	6	104
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	0	7	100
8:05 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	7	100
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	93
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	5	94
8:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	89
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	89
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	81
8:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	75
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	61
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4	53
8:50 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0	0	7	53
8:55 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4	51

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	16	0	0	36	0	0	0	96	4	0	152
Heavy Trucks	0	0	0		0	0	4		0	8	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

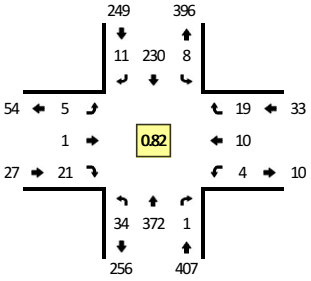
Type of peak hour being reported: User-Defined

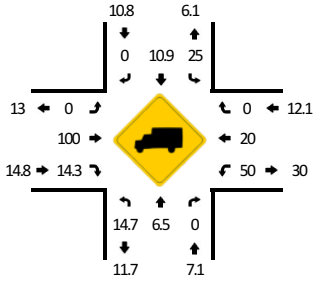
Method for determining peak hour: Total Entering Volume

LOCATION: US 395 -- Feedville Rd
CITY/STATE: Umatilla, OR

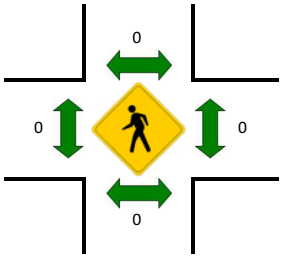
QC JOB #: 16883209
DATE: Tue, Jan 14 2025

Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

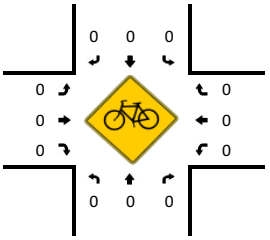


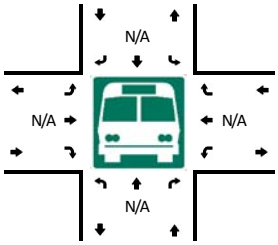


TRUE DATA TO IMPROVE MOBILITY

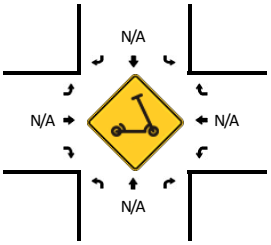












5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	12	0	0	0	17	3	0	1	1	4	0	0	1	1	0	43	
7:05 AM	4	14	1	0	0	12	2	0	1	0	0	0	1	3	1	0	39	
7:10 AM	2	25	0	0	0	23	2	0	0	0	0	0	0	5	2	0	59	
7:15 AM	1	18	1	0	0	18	2	0	0	0	0	0	0	1	2	0	43	
7:20 AM	1	20	0	0	0	36	1	0	0	0	3	0	0	1	1	0	63	
7:25 AM	2	23	0	0	0	24	0	0	0	0	1	0	2	1	1	0	54	
7:30 AM	1	26	0	0	3	26	0	0	0	0	2	0	0	2	1	0	61	
7:35 AM	4	35	0	0	1	17	3	0	0	0	3	0	0	2	4	0	69	
7:40 AM	8	41	0	0	0	26	2	0	0	0	3	0	1	1	0	0	82	
7:45 AM	5	41	0	0	1	16	0	0	0	0	3	0	0	1	0	0	67	
7:50 AM	3	37	1	0	0	15	1	0	0	0	2	0	0	0	5	0	64	
7:55 AM	0	34	0	0	2	16	2	0	1	0	0	0	1	0	0	0	56	700
8:00 AM	2	28	0	1	0	10	1	0	2	1	3	0	0	0	1	0	49	706
8:05 AM	2	33	0	0	1	16	0	0	2	0	1	0	0	2	1	0	58	725
8:10 AM	3	20	0	0	0	14	0	0	0	0	0	0	0	0	2	0	39	705
8:15 AM	2	34	0	0	0	14	1	0	0	0	0	0	0	0	3	0	54	716
8:20 AM	2	19	0	0	3	16	1	0	1	0	0	0	0	2	1	0	45	698
8:25 AM	0	15	0	0	1	20	1	0	0	0	0	0	1	0	1	0	39	683
8:30 AM	1	16	0	0	3	12	0	0	0	1	1	0	0	0	1	0	35	657
8:35 AM	1	14	0	0	0	15	1	0	0	0	1	0	0	1	1	0	34	622
8:40 AM	0	28	0	0	1	19	1	0	0	0	0	0	0	0	1	0	50	590
8:45 AM	2	16	0	0	3	5	1	0	1	0	0	0	0	0	3	0	31	554
8:50 AM	4	14	0	0	3	19	1	0	0	0	2	0	0	0	2	0	45	535
8:55 AM	0	25	1	0	0	19	0	0	0	1	1	0	0	0	1	0	48	527

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	468	0	0	8	236	20	0	0	0	36	0	4	16	16	0	872
Heavy Trucks	4	16	0		4	16	0		0	0	8		4	4	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

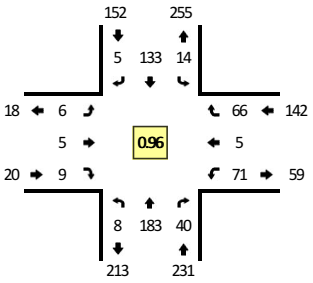
Type of peak hour being reported: User-Defined

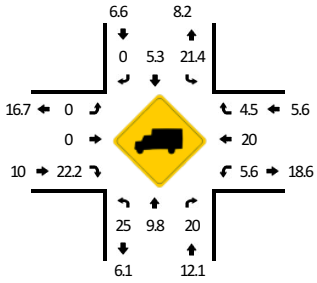
Method for determining peak hour: Total Entering Volume

LOCATION: SR 207 -- Feedville Rd
CITY/STATE: Umatilla, OR

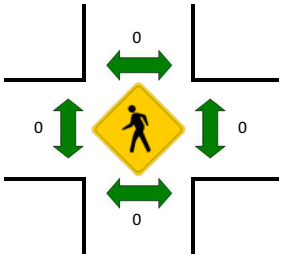
QC JOB #: 16883202
DATE: Tue, Jan 14 2025

Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:40 PM -- 3:55 PM

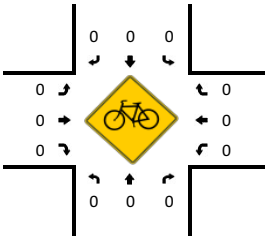


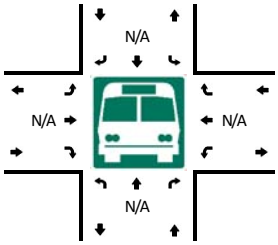


TRUE DATA TO IMPROVE MOBILITY

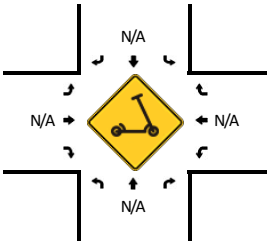












5-Min Count Period Beginning At	SR 207 (Northbound)				SR 207 (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	11	2	0	1	13	0	0	0	0	0	0	3	0	3	0	33	
3:05 PM	0	18	6	0	2	14	0	0	1	0	0	0	3	0	2	0	46	
3:10 PM	0	11	2	0	4	15	0	0	0	0	0	0	2	0	0	0	34	
3:15 PM	0	16	4	0	3	10	0	0	0	0	0	0	2	0	2	0	37	
3:20 PM	1	14	6	0	2	14	0	0	0	0	0	0	8	0	3	0	48	
3:25 PM	0	15	6	0	1	14	1	0	1	1	0	0	3	0	5	0	47	
3:30 PM	0	14	2	0	0	6	0	0	0	0	1	0	9	2	5	0	39	
3:35 PM	1	13	4	0	0	13	0	0	0	0	0	0	6	0	11	0	48	
3:40 PM	0	20	4	0	0	8	0	0	0	0	0	0	8	0	10	0	50	
3:45 PM	1	10	2	0	1	16	1	0	0	0	0	0	5	0	6	0	42	
3:50 PM	1	19	0	0	4	11	1	0	0	0	2	0	5	1	6	0	50	
3:55 PM	1	25	3	0	0	10	1	0	0	0	0	0	3	0	3	0	46	520
4:00 PM	1	8	1	0	0	13	0	0	1	1	2	0	4	0	2	0	33	520
4:05 PM	2	21	1	0	3	17	0	0	1	2	1	0	4	1	7	0	60	534
4:10 PM	0	12	8	0	1	9	1	0	1	0	1	0	6	1	5	0	45	545
4:15 PM	1	10	4	0	3	7	0	0	2	1	2	0	5	0	2	0	37	545
4:20 PM	0	16	5	0	1	9	0	0	0	0	0	0	13	0	4	0	48	545
4:25 PM	1	18	4	0	0	13	0	0	0	0	0	0	11	2	6	0	55	553
4:30 PM	1	25	4	0	0	3	1	0	2	1	1	0	16	0	4	0	58	572
4:35 PM	2	22	5	0	1	11	0	0	0	0	0	0	9	1	1	0	52	576
4:40 PM	1	25	6	0	1	14	1	0	0	1	1	0	8	3	3	0	64	590
4:45 PM	1	14	2	0	0	13	1	0	0	3	1	0	2	0	2	0	39	587
4:50 PM	0	20	2	0	1	11	1	0	0	0	0	0	6	1	2	0	44	581
4:55 PM	0	14	2	0	1	8	1	0	1	0	0	0	2	0	5	0	34	569
5:00 PM	5	19	1	0	1	11	1	0	0	0	0	0	7	0	1	0	46	582
5:05 PM	1	17	1	0	1	10	0	0	0	0	2	0	7	1	1	0	41	563
5:10 PM	0	12	1	0	0	14	2	0	2	0	0	0	3	0	1	0	35	553
5:15 PM	0	16	1	0	1	13	0	0	0	0	0	0	3	0	0	0	34	550
5:20 PM	0	23	2	0	1	10	0	0	1	0	1	0	6	1	2	0	47	549
5:25 PM	0	21	5	0	0	11	1	0	1	0	0	0	1	0	1	0	41	535
5:30 PM	1	21	4	0	2	10	2	0	1	1	1	0	3	0	2	0	48	525
5:35 PM	1	10	3	0	2	8	0	0	3	0	1	0	6	0	0	0	34	507
5:40 PM	0	22	1	0	1	11	1	0	0	0	0	0	2	0	5	0	43	486
5:45 PM	0	22	4	0	1	10	0	0	0	1	0	0	1	0	0	0	39	486
5:50 PM	1	8	1	0	1	8	2	0	1	0	0	0	1	0	4	0	27	469
5:55 PM	4	6	3	0	1	10	0	0	0	0	0	0	3	0	0	0	27	462

Appendix D

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	196	24	0	20	140	8	0	0	0	8	0	72	4	88	0	568
Heavy Trucks	0	20	0		4	4	0		0	0	4		0	4	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

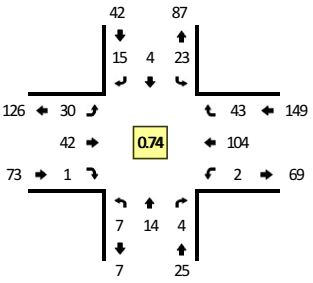
Type of peak hour being reported: User-Defined

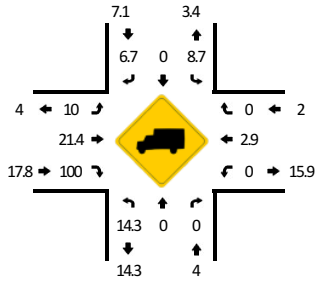
Method for determining peak hour: Total Entering Volume

LOCATION: Hermiston-Hinkle Rd -- Feedville Rd
CITY/STATE: Umatilla, OR

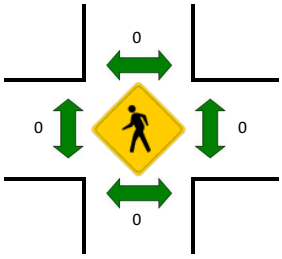
QC JOB #: 16883204
DATE: Tue, Jan 14 2025

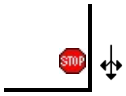
Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:25 PM -- 3:40 PM

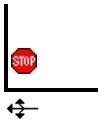


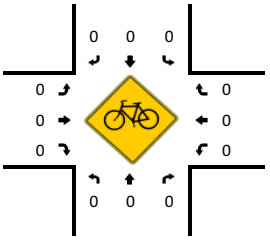


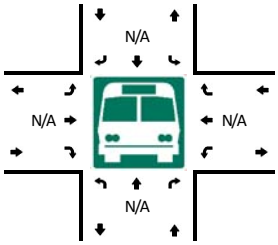
TRUE DATA TO IMPROVE MOBILITY

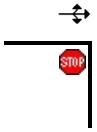


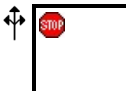


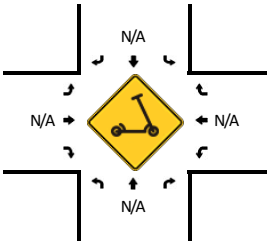












5-Min Count Period Beginning At	Hermiston-Hinkle Rd (Northbound)				Hermiston-Hinkle Rd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	7	0	0	5	1	0	0	2	3	0	0	1	1	2	0	23	
3:05 PM	0	1	1	0	2	2	0	0	2	5	0	0	0	3	3	0	19	
3:10 PM	0	1	0	0	5	0	3	0	2	6	1	0	0	1	1	0	20	
3:15 PM	0	2	0	0	2	0	1	0	2	6	0	0	0	3	2	0	18	
3:20 PM	0	3	0	0	2	0	4	0	1	4	0	0	1	8	2	0	25	
3:25 PM	2	2	0	0	7	1	0	0	4	5	0	0	1	6	4	0	32	
3:30 PM	2	1	2	0	1	0	4	0	2	4	0	0	0	9	8	0	33	
3:35 PM	0	1	0	0	1	0	2	0	2	3	1	0	0	17	5	0	32	
3:40 PM	0	3	0	0	2	1	1	0	1	2	0	0	0	10	9	0	29	
3:45 PM	0	0	0	0	1	0	0	0	1	4	0	0	0	9	2	0	17	
3:50 PM	2	2	0	0	2	0	0	0	0	4	0	0	0	10	4	0	24	
3:55 PM	1	1	0	0	4	0	2	0	0	2	0	0	0	4	1	0	15	287
4:00 PM	0	2	0	0	2	0	0	0	1	0	0	0	0	3	1	0	9	273
4:05 PM	0	0	0	0	1	0	1	0	7	3	0	0	0	9	2	0	23	277
4:10 PM	0	1	0	0	0	1	0	0	5	4	0	0	0	8	5	0	24	281
4:15 PM	0	1	0	0	1	0	2	0	4	5	0	0	0	6	0	0	19	282
4:20 PM	0	0	2	0	1	1	3	0	3	6	0	0	1	13	2	0	32	289
4:25 PM	0	1	0	0	3	0	1	0	2	2	1	0	0	14	2	0	26	283
4:30 PM	0	2	1	0	0	0	2	0	3	3	0	0	0	8	2	0	21	271
4:35 PM	0	0	0	0	1	0	2	0	2	6	0	0	0	14	5	0	30	269
4:40 PM	0	1	0	0	0	0	1	0	6	2	0	0	0	6	4	0	20	260
4:45 PM	0	0	0	0	2	0	2	0	3	4	0	0	0	3	4	0	18	261
4:50 PM	1	0	1	0	0	1	3	0	3	2	0	0	0	6	2	0	19	256
4:55 PM	0	0	0	0	1	0	1	0	1	1	0	0	0	6	1	0	11	252
5:00 PM	1	0	0	0	3	0	2	0	1	2	0	0	0	3	3	0	15	258
5:05 PM	0	1	0	0	1	0	2	0	1	3	0	0	0	6	2	0	16	251
5:10 PM	0	0	0	0	1	0	2	0	1	0	0	0	0	2	3	0	9	236
5:15 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	1	0	9	226
5:20 PM	0	0	0	0	2	0	2	0	1	3	0	0	0	4	0	0	12	206
5:25 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	1	0	0	5	185
5:30 PM	0	1	0	0	3	0	1	0	5	4	1	0	0	5	2	0	22	186
5:35 PM	0	0	0	0	0	0	5	0	1	4	1	0	0	2	2	0	15	171
5:40 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	7	158
5:45 PM	0	1	0	0	0	1	0	0	2	0	0	0	0	0	1	0	5	145
5:50 PM	0	0	0	0	0	0	2	0	2	4	1	0	1	2	2	0	14	140
5:55 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	5	134

Appendix D

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	16	8	0	36	4	24	0	32	48	4	0	4	128	68	0	388
Heavy Trucks	0	0	0		4	0	0		4	12	4		0	8	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

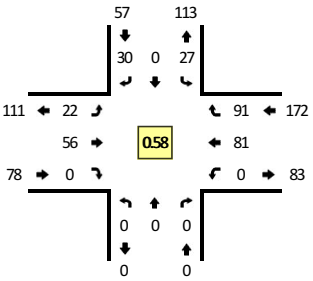
Type of peak hour being reported: User-Defined

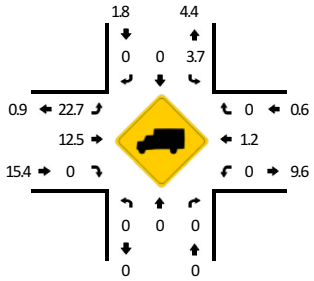
Method for determining peak hour: Total Entering Volume

LOCATION: SE Kelli Blvd -- Feedville Rd
CITY/STATE: Hermiston, OR

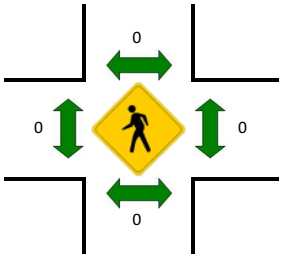
QC JOB #: 16883206
DATE: Tue, Jan 14 2025

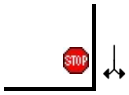
Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:25 PM -- 3:40 PM

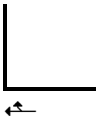


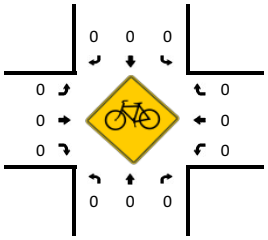


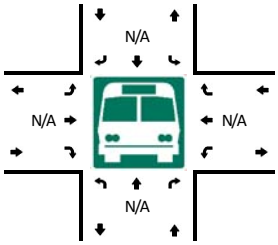
TRUE DATA TO IMPROVE MOBILITY

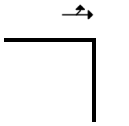




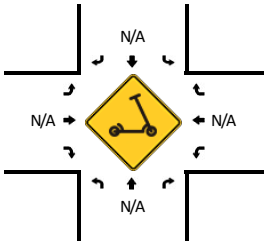












5-Min Count Period Beginning At	SE Kelli Blvd (Northbound)				SE Kelli Blvd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	4	0	1	0	0	8	0	0	0	2	6	0	21	
3:05 PM	0	0	0	0	7	0	0	0	3	6	0	0	0	2	5	0	23	
3:10 PM	0	0	0	0	8	0	1	0	1	6	0	0	0	1	3	0	20	
3:15 PM	0	0	0	0	15	0	1	0	0	8	0	0	0	4	5	0	33	
3:20 PM	0	0	0	0	10	0	1	0	2	4	0	0	0	6	5	0	28	
3:25 PM	0	0	0	0	13	0	1	0	3	7	0	0	0	10	7	0	41	
3:30 PM	0	0	0	0	5	0	1	0	2	8	0	0	0	14	19	0	49	
3:35 PM	0	0	0	0	3	0	3	0	1	3	0	0	0	17	16	0	43	
3:40 PM	0	0	0	0	1	0	2	0	1	5	0	0	0	12	19	0	40	
3:45 PM	0	0	0	0	1	0	0	0	3	4	0	0	0	10	9	0	27	
3:50 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	4	4	0	16	
3:55 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	2	3	0	10	351
4:00 PM	0	0	0	0	0	0	1	0	2	4	0	0	0	2	2	0	11	341
4:05 PM	0	0	0	0	1	0	3	0	2	5	0	0	0	4	1	0	16	334
4:10 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	3	1	0	8	322
4:15 PM	0	0	0	0	1	0	5	0	3	4	0	0	0	1	8	0	22	311
4:20 PM	0	0	0	0	1	0	10	0	3	6	0	0	0	2	2	0	24	307
4:25 PM	0	0	0	0	1	0	2	0	4	5	0	0	0	2	4	0	18	284
4:30 PM	0	0	0	0	1	0	1	0	1	3	0	0	0	6	1	0	13	248
4:35 PM	0	0	0	0	1	0	3	0	3	8	0	0	0	6	9	0	30	235
4:40 PM	0	0	0	0	0	0	0	0	5	1	0	0	0	5	1	0	12	207
4:45 PM	0	0	0	0	0	0	2	0	2	2	0	0	0	3	2	0	11	191
4:50 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	5	0	0	9	184
4:55 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	13	0	19	193
5:00 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	4	5	0	13	195
5:05 PM	0	0	0	0	3	0	3	0	1	2	0	0	0	2	4	0	15	194
5:10 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	2	2	0	8	194
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	0	8	180
5:20 PM	0	0	0	0	0	0	1	0	3	5	0	0	0	1	3	0	13	169
5:25 PM	0	0	0	0	2	0	0	0	1	2	0	0	0	2	3	0	10	161
5:30 PM	0	0	0	0	2	0	0	0	4	1	0	0	0	4	3	0	14	162
5:35 PM	0	0	0	0	2	0	0	0	1	2	0	0	0	3	0	0	8	140
5:40 PM	0	0	0	0	1	0	1	0	2	2	0	0	0	0	1	0	7	135
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	4	0	9	133
5:50 PM	0	0	0	0	1	0	0	0	1	3	0	0	0	3	5	0	13	137
5:55 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	0	6	124

Appendix D

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	84	0	20	0	24	72	0	0	0	164	168	0	532
Heavy Trucks	0	0	0		4	0	0		4	16	0		0	4	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

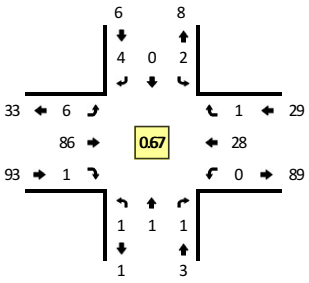
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

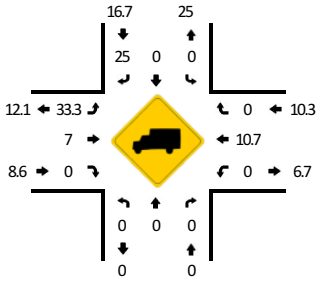
LOCATION: S Ott Rd/Hinkle Motel Rd -- Feedville Rd
CITY/STATE: Umatilla, OR

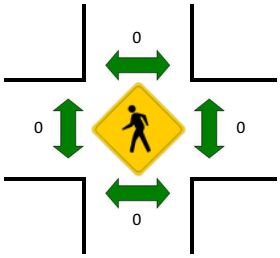
QC JOB #: 16883208
DATE: Tue, Jan 14 2025

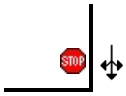
Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

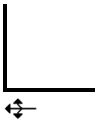


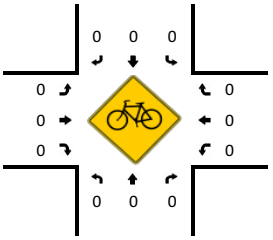


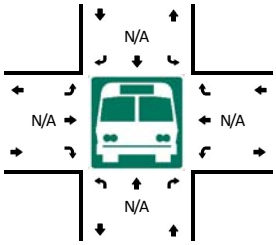


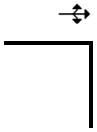


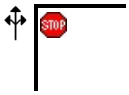


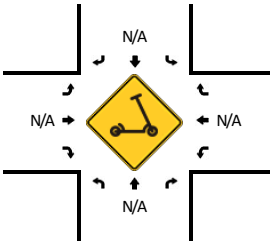












5-Min Count Period Beginning At	S Ott Rd/Hinkle Motel Rd (Northbound)				S Ott Rd/Hinkle Motel Rd (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	1	0	0	0	0	9	0	0	1	4	1	0	16	
3:05 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13	
3:10 PM	0	0	0	0	1	0	0	0	1	4	0	0	1	4	0	0	11	
3:15 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	8	0	0	13	
3:20 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	4	0	0	12	
3:25 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	6	1	0	15	
3:30 PM	0	0	0	0	0	0	1	0	1	10	0	0	0	3	0	0	15	
3:35 PM	0	0	0	0	1	0	0	0	0	13	0	0	0	4	0	0	18	
3:40 PM	0	0	0	0	0	0	0	0	1	9	0	0	0	6	0	0	16	
3:45 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	1	0	0	8	
3:50 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	6	
3:55 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	150
4:00 PM	0	1	0	0	0	0	0	0	0	8	0	0	0	2	0	0	11	145
4:05 PM	1	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	6	138
4:10 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	2	0	0	10	137
4:15 PM	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	10	134
4:20 PM	0	0	0	0	0	0	1	0	1	6	0	0	0	1	0	0	9	131
4:25 PM	0	0	0	0	0	0	1	0	0	10	0	0	0	3	0	0	14	130
4:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	123
4:35 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	5	0	0	13	118
4:40 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	5	107
4:45 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	2	0	0	10	109
4:50 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	2	0	0	7	110
4:55 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	2	0	0	9	112
5:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	0	6	107
5:05 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	2	0	0	7	108
5:10 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	105
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	105
5:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	101
5:25 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	91
5:30 PM	1	0	0	0	0	0	1	0	1	2	0	0	0	1	0	0	6	89
5:35 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	6	82
5:40 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	80
5:45 PM	0	0	0	0	0	0	1	0	0	6	0	0	0	0	0	0	7	77
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	72
5:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	67

Appendix D

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	4	0	8	128	0	0	0	52	0	0	196
Heavy Trucks	0	0	0		0	0	0		8	8	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D

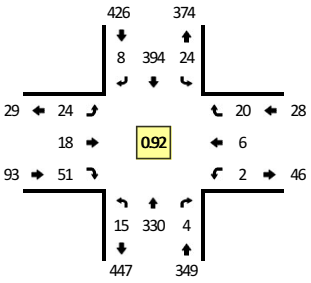
Type of peak hour being reported: User-Defined

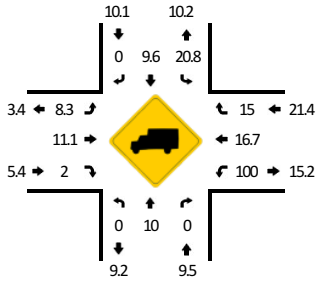
Method for determining peak hour: Total Entering Volume

LOCATION: US 395 -- Feedville Rd
CITY/STATE: Umatilla, OR

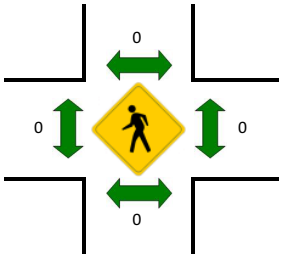
QC JOB #: 16883210
DATE: Tue, Jan 14 2025

Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

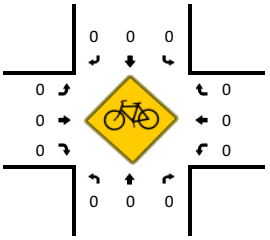


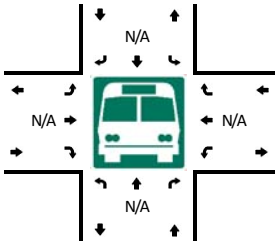


TRUE DATA TO IMPROVE MOBILITY

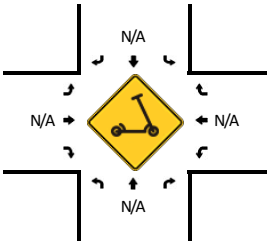












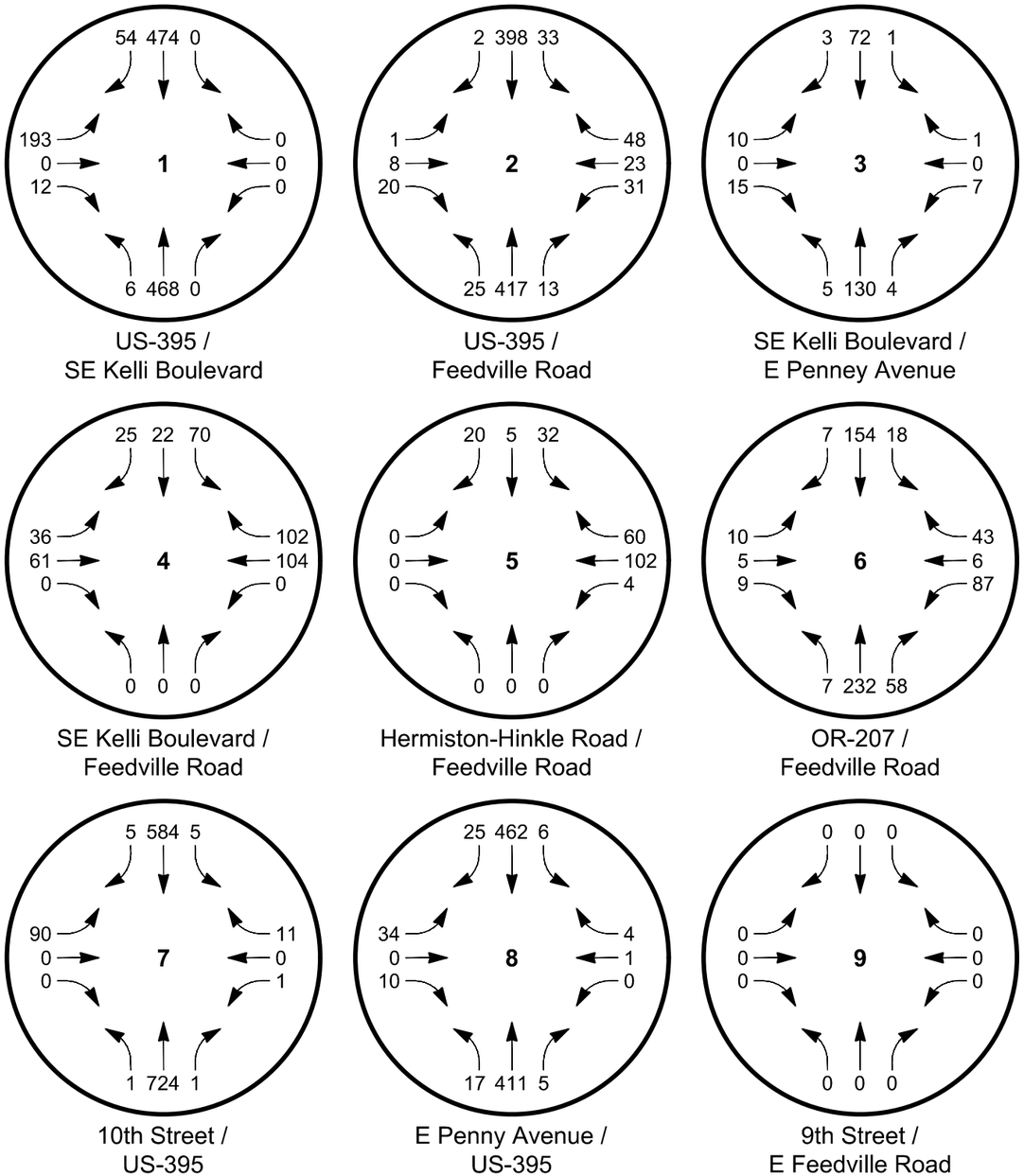
5-Min Count Period Beginning At	US 395 (Northbound)				US 395 (Southbound)				Feedville Rd (Eastbound)				Feedville Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	20	0	1	3	34	2	0	6	2	4	0	0	1	2	0	77	
3:05 PM	4	22	0	0	0	29	2	0	2	0	2	0	0	0	0	0	61	
3:10 PM	2	19	0	0	2	32	3	0	1	2	5	0	0	1	2	0	69	
3:15 PM	2	16	0	0	2	27	6	0	0	0	3	0	0	0	4	0	60	
3:20 PM	2	22	0	0	0	35	1	0	5	0	4	0	1	0	1	0	71	
3:25 PM	4	16	0	0	3	43	0	0	1	0	5	0	0	2	1	0	75	
3:30 PM	2	21	0	0	2	25	2	0	2	3	4	0	0	0	0	0	61	
3:35 PM	3	27	0	0	0	31	0	0	5	3	8	0	1	0	5	0	83	
3:40 PM	5	31	1	0	2	20	1	0	1	2	6	0	0	0	2	0	71	
3:45 PM	0	27	0	0	2	25	1	0	4	1	3	0	0	0	2	0	65	
3:50 PM	1	38	0	0	2	39	1	0	1	0	1	0	0	0	2	0	85	
3:55 PM	0	29	0	0	0	21	0	0	4	1	5	0	0	1	1	0	62	840
4:00 PM	0	28	0	0	2	32	1	0	2	2	5	0	0	2	2	0	76	839
4:05 PM	0	31	2	0	5	33	0	0	0	1	1	0	0	0	2	0	75	853
4:10 PM	0	32	1	0	2	38	2	0	0	1	5	0	1	0	0	0	82	866
4:15 PM	0	25	0	0	2	38	0	0	3	2	3	0	0	0	2	0	75	881
4:20 PM	0	25	0	0	2	49	0	0	1	2	5	0	0	1	1	0	86	896
4:25 PM	0	17	0	0	2	33	3	0	3	0	7	0	0	0	1	0	66	887
4:30 PM	0	26	0	0	5	35	1	0	1	0	5	0	0	1	1	0	75	901
4:35 PM	2	23	1	0	5	41	1	0	3	2	4	0	0	2	0	0	84	902
4:40 PM	0	27	0	0	3	41	0	0	1	0	3	0	0	0	1	0	76	907
4:45 PM	2	18	0	0	8	39	1	0	1	1	3	0	0	0	3	0	76	918
4:50 PM	1	22	0	0	1	25	2	0	0	1	3	0	0	1	2	0	58	891
4:55 PM	0	12	0	0	3	17	2	0	2	0	2	0	0	1	0	0	39	868
5:00 PM	0	17	0	0	2	24	0	0	1	1	5	0	0	3	3	0	56	848
5:05 PM	2	21	0	0	1	24	1	0	0	1	3	0	0	0	1	0	54	827
5:10 PM	2	29	0	0	2	52	1	0	0	2	5	0	0	0	1	0	94	839
5:15 PM	0	21	0	0	3	33	1	0	0	2	3	0	0	1	0	0	64	828
5:20 PM	0	24	0	0	3	30	1	0	2	2	4	0	0	0	3	0	69	811
5:25 PM	1	19	0	0	2	27	0	0	0	0	5	0	0	0	2	0	56	801
5:30 PM	1	25	1	0	2	35	0	0	0	2	2	0	0	0	1	0	69	795
5:35 PM	1	28	0	0	1	17	2	0	1	0	3	0	0	0	1	0	54	765
5:40 PM	0	30	0	0	1	26	0	0	1	2	0	0	0	1	2	0	63	752
5:45 PM	0	18	0	0	0	28	1	0	4	0	4	0	1	0	1	0	57	733
5:50 PM	2	11	0	0	1	25	0	0	0	2	2	0	0	0	0	0	43	718
5:55 PM	0	23	1	0	0	14	2	0	0	1	1	0	0	0	0	0	42	721

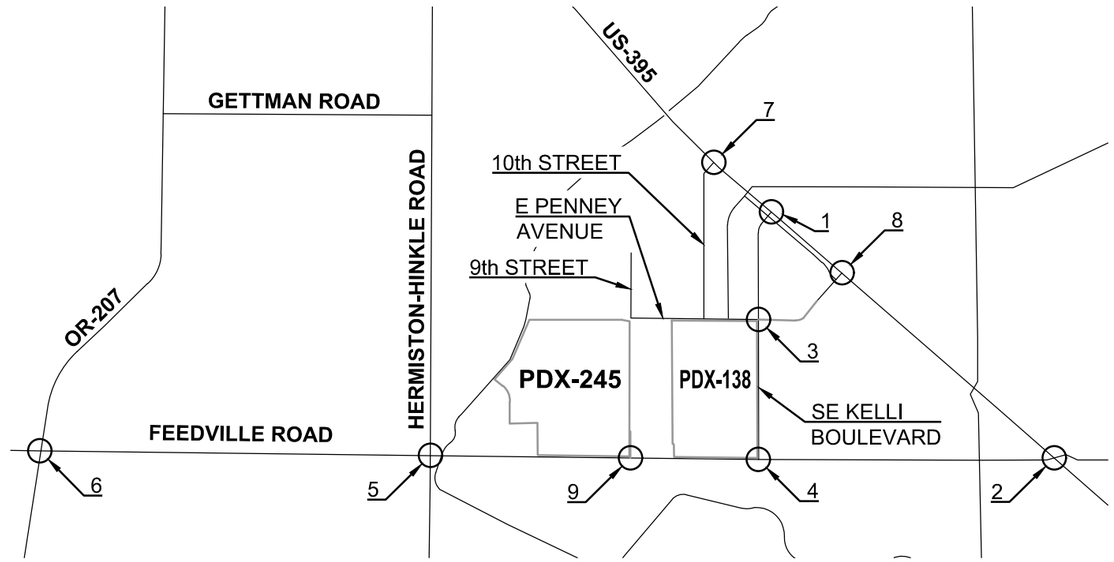
Appendix D

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	328	4	0	24	500	8	0	16	20	52	0	4	4	12	0	972
Heavy Trucks	0	32	0		8	28	0		4	0	0		4	0	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212





LEGEND

○	INTERSECTION
XXX	PM PEAK HOUR

NTS

FIGURE 4

2023 Existing Volumes

AWS PDX-138 and PDX-245 Campus Data Center

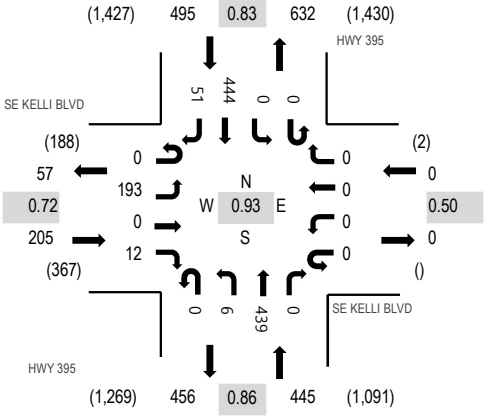
Appendix D

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

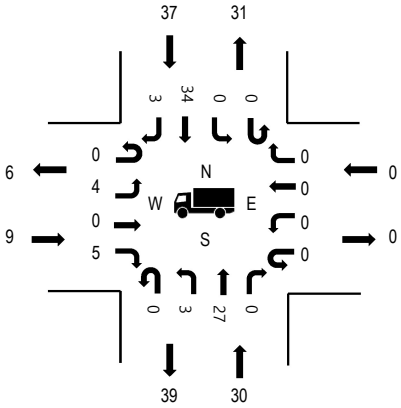
Location: 1 HWY 395 & SE KELLI BLVD PM
Date: Tuesday, November 14, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

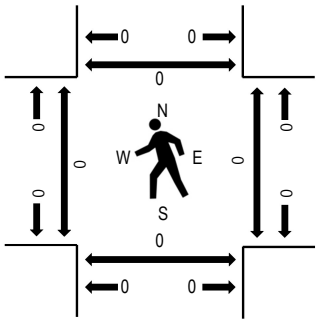
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.4%	0.72
WB	0.0%	0.50
NB	6.7%	0.86
SB	7.5%	0.83
All	6.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SE KELLI BLVD Eastbound				SE KELLI BLVD Westbound				HWY 395 Northbound				HWY 395 Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
3:00 PM	0	6	0	1	0	0	0	0	0	0	24	0	0	0	30	6	67	796
3:05 PM	0	5	0	0	0	0	0	0	0	0	22	0	0	0	22	5	54	793
3:10 PM	0	2	0	0	0	0	0	0	0	0	33	0	0	0	21	4	60	818
3:15 PM	0	3	0	1	0	0	0	0	0	0	26	0	0	0	23	4	57	846
3:20 PM	0	3	0	0	0	0	0	0	0	0	27	0	0	0	24	2	56	871
3:25 PM	0	1	0	1	0	0	0	0	0	0	34	0	0	0	35	2	73	902
3:30 PM	0	8	0	0	0	0	0	0	0	0	32	0	0	0	32	2	74	926
3:35 PM	0	10	0	1	0	0	0	0	0	0	28	0	0	0	22	6	67	958
3:40 PM	0	10	0	2	0	0	0	0	0	0	24	0	0	0	25	4	65	989
3:45 PM	0	6	0	0	0	0	0	1	0	1	24	0	0	0	34	3	69	1,019
3:50 PM	0	4	0	0	0	0	0	0	0	0	27	0	0	0	38	8	77	1,038
3:55 PM	0	8	0	1	0	0	0	0	0	0	29	0	0	0	29	10	77	1,054
4:00 PM	0	6	0	0	0	0	0	0	0	0	25	0	0	0	30	3	64	1,061
4:05 PM	0	2	0	0	0	0	0	0	0	0	27	0	0	0	46	4	79	1,101
4:10 PM	0	8	0	0	0	0	0	0	0	0	20	0	0	0	39	21	88	1,110
4:15 PM	0	4	0	0	0	0	0	0	0	1	19	0	0	0	42	16	82	1,138
4:20 PM	0	8	0	1	0	0	0	0	0	0	29	0	0	0	40	9	87	1,137
4:25 PM	0	9	0	0	0	0	0	1	0	0	35	0	0	0	46	6	97	1,122
4:30 PM	0	24	0	5	0	0	0	0	0	0	28	0	0	0	42	7	106	1,145
4:35 PM	0	27	0	0	0	0	0	0	0	0	29	0	0	0	30	12	98	1,132
4:40 PM	0	14	0	1	0	0	0	0	0	0	43	0	0	0	31	6	95	1,105
4:45 PM	0	11	0	2	0	0	0	0	0	1	37	0	0	0	31	6	88	1,068
4:50 PM	0	10	0	0	0	0	0	0	0	0	33	0	0	0	44	6	93	1,061
4:55 PM	0	15	0	0	0	0	0	0	0	0	36	0	0	0	33	0	84	1,043
5:00 PM	0	21	0	0	0	0	0	0	0	2	50	0	0	0	30	1	104	1,030
5:05 PM	0	9	0	0	0	0	0	0	0	1	38	0	0	0	38	2	88	
5:10 PM	0	12	0	0	0	0	0	0	0	0	39	0	0	0	62	3	116	
5:15 PM	0	10	0	2	0	0	0	0	0	0	29	0	0	0	37	3	81	

5:20 PM	0	15	0	0	0	0	0	0	0	0	25	0	0	0	29	3	72
5:25 PM	0	25	0	2	0	0	0	0	0	2	52	0	0	0	37	2	120
5:30 PM	0	17	0	0	0	0	0	0	0	0	29	0	0	0	43	4	93
5:35 PM	0	4	0	0	0	0	0	0	0	0	30	0	0	0	36	1	71
5:40 PM	0	7	0	0	0	0	0	0	0	0	14	0	0	0	35	2	58
5:45 PM	0	11	0	0	0	0	0	0	0	0	26	0	0	0	41	3	81
5:50 PM	0	4	0	2	0	0	0	0	0	0	30	0	0	0	38	1	75
5:55 PM	0	6	0	0	0	0	0	0	0	0	30	0	0	0	32	3	71
Count Total	0	345	0	22	0	0	0	2	0	8	1,083	0	0	0	1,247	180	2,887
Peak Hour	0	193	0	12	0	0	0	0	0	6	439	0	0	0	444	51	1,145

Appendix C Existing Traffic Operations Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Existing AM.pdf

Scenario 6 Existing AM
8/6/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Left	0.123	13.9	B
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	NB Left	0.115	7.8	A
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	SB Left	0.025	10.0	B
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Thru	0.003	11.0	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	EB Thru	0.008	33.8	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	6	144	52	16	179	5	6	1	12	49	3	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	6.00	10.00	12.00	14.00	0.00	0.00	0.00	0.00	22.00	0.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	144	52	16	179	5	6	1	12	49	3	16
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	43	15	5	53	1	2	0	4	15	1	5
Total Analysis Volume [veh/h]	7	171	62	19	213	6	7	1	14	58	4	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.02	0.12	0.01	0.02
d_M, Delay for Movement [s/veh]	7.86	0.00	0.00	7.86	0.00	0.00	12.80	12.93	9.54	13.89	13.41	10.58
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.05	0.00	0.00	0.10	0.10	0.10	0.54	0.54	0.54
95th-Percentile Queue Length [ft/ln]	0.42	0.00	0.00	1.13	0.00	0.00	2.62	2.62	2.62	13.53	13.53	13.53
d_A, Approach Delay [s/veh]	0.23			0.63			10.73			13.09		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.58											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	7.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	6	5	1	19	11	24	11	53	5	2	38	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	0.00	100.00	21.00	0.00	5.00	0.00	11.00	20.00	50.00	21.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	5	1	19	11	24	11	53	5	2	38	13
Peak Hour Factor	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	7	4	8	4	18	2	1	13	4
Total Analysis Volume [veh/h]	8	7	1	26	15	33	15	73	7	3	52	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	747	842	829	813
Degree of Utilization, x	0.02	0.09	0.11	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.07	0.29	0.39	0.29
95th-Percentile Queue Length [ft]	1.64	7.20	9.67	7.37
Approach Delay [s/veh]	7.93	7.69	7.91	7.86
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.83			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	13	0	15	19	31	0	0	46	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	8.00	0.00	40.00	11.00	16.00	0.00	0.00	17.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	0	15	19	31	0	0	46	12
Peak Hour Factor	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	0	6	7	11	0	0	17	4
Total Analysis Volume [veh/h]	0	0	0	19	0	22	28	46	0	0	68	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.86	10.17	8.50	10.00	10.34	9.28	7.51	0.00	0.00	7.29	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.16	0.16	0.16	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.94	3.94	3.94	1.18	1.18	1.18	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.51			9.62			2.84			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	0	1	10	1	26	0	0	50	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	100.00	0.00	0.00	0.00	10.00	0.00	19.00	0.00	0.00	16.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	0	1	10	1	26	0	0	50	5
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	4	0	10	0	0	20	2
Total Analysis Volume [veh/h]	2	2	2	0	2	16	2	42	0	0	81	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.44	10.97	8.52	9.37	9.80	8.86	7.37	0.00	0.00	7.28	0.00	0.00
Movement LOS	A	B	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.58	0.58	0.58	1.48	1.48	1.48	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.64			8.96			0.34			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.49											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	34	439	1	8	271	11	5	1	21	4	10	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	6.00	0.00	25.00	11.00	0.00	0.00	100.00	14.00	50.00	20.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	439	1	8	271	11	5	1	21	4	10	19
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	134	0	2	83	3	2	0	6	1	3	6
Total Analysis Volume [veh/h]	41	535	1	10	330	13	6	1	26	5	12	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.01	0.00	0.00	0.02	0.01	0.03	0.03	0.06	0.03
d_M, Delay for Movement [s/veh]	8.32	0.00	0.00	9.12	0.00	0.00	18.05	33.80	9.85	25.58	23.53	11.23
Movement LOS	A	A	A	A	A	A	C	D	A	D	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.03	0.00	0.00	0.19	0.19	0.19	0.39	0.39	0.39
95th-Percentile Queue Length [ft/ln]	2.84	0.00	0.00	0.86	0.00	0.00	4.85	4.85	4.85	9.67	9.67	9.67
d_A, Approach Delay [s/veh]	0.59			0.26			12.07			16.72		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.49											
Intersection LOS	D											

Hermiston, OR

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Report File: H:\...\Existing PM.pdf

Scenario 7 Existing PM
7/30/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Thru	0.011	14.5	B
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	EB Thru	0.230	8.3	A
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	SB Left	0.084	12.4	B
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Thru	0.001	10.1	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	WB Left	0.015	32.7	D
6	US 395 & SE Kelli Blvd	Two-way stop	HCM 7th Edition	EB Left	0.835	65.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	8	216	40	14	157	5	6	5	9	71	5	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	10.00	20.00	21.00	5.00	0.00	0.00	0.00	22.00	6.00	20.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	216	40	14	157	5	6	5	9	71	5	66
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	56	10	4	41	1	2	1	2	18	1	17
Total Analysis Volume [veh/h]	8	225	42	15	164	5	6	5	9	74	5	69
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.01	0.15	0.01	0.09
d_M, Delay for Movement [s/veh]	7.83	0.00	0.00	8.05	0.00	0.00	13.54	12.74	9.58	14.17	14.49	11.38
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.04	0.00	0.00	0.11	0.11	0.11	0.96	0.96	0.96
95th-Percentile Queue Length [ft/ln]	0.47	0.00	0.00	0.95	0.00	0.00	2.73	2.73	2.73	23.94	23.94	23.94
d_A, Approach Delay [s/veh]	0.23			0.66			11.56			12.88		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	7	14	4	23	4	15	30	42	1	2	104	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	0.00	0.00	9.00	0.00	7.00	10.00	21.00	100.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	14	4	23	4	15	30	42	1	2	104	43
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	5	1	8	1	5	10	14	0	1	35	15
Total Analysis Volume [veh/h]	9	19	5	31	5	20	41	57	1	3	141	58
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	770	776	767	878
Degree of Utilization, x	0.04	0.07	0.13	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	0.23	0.44	0.89
95th-Percentile Queue Length [ft]	3.35	5.82	11.05	22.17
Approach Delay [s/veh]	7.89	8.00	8.39	8.32
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.25			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	27	0	30	22	47	0	0	81	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	0.00	0.00	23.00	12.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	27	0	30	22	47	0	0	81	91
Peak Hour Factor	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	0	13	9	20	0	0	35	39
Total Analysis Volume [veh/h]	0	0	0	47	0	52	38	81	0	0	140	157
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.00	0.06	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.07	12.39	8.66	12.37	12.59	10.28	8.16	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.51	0.51	0.51	0.06	0.06	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	12.85	12.85	12.85	1.62	1.62	1.62	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.04			11.27			2.61			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.77											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	2	0	4	6	81	1	0	28	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	25.00	33.00	7.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	0	4	6	81	1	0	28	1
Peak Hour Factor	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	1	2	30	0	0	10	0
Total Analysis Volume [veh/h]	1	1	1	3	0	6	9	121	1	0	42	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.69	10.09	8.87	9.68	10.11	8.77	7.60	0.00	0.00	7.44	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.03	0.03	0.03	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.28	0.28	0.28	0.76	0.76	0.76	0.38	0.38	0.38	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.55			9.07			0.52			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.96											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	15	389	4	24	465	8	24	18	42	2	6	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	21.00	10.00	0.00	8.00	11.00	2.00	100.00	17.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	389	4	24	465	8	24	18	42	2	6	20
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	106	1	7	126	2	7	5	11	1	2	5
Total Analysis Volume [veh/h]	16	423	4	26	505	9	26	20	46	2	7	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.03	0.01	0.00	0.11	0.09	0.06	0.01	0.03	0.03
d_M, Delay for Movement [s/veh]	8.44	0.00	0.00	8.68	0.00	0.00	23.83	25.58	13.51	32.66	23.51	10.54
Movement LOS	A	A	A	A	A	A	C	D	B	D	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.08	0.00	0.00	1.05	1.05	1.05	0.25	0.25	0.25
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	1.99	0.00	0.00	26.15	26.15	26.15	6.36	6.36	6.36
d_A, Approach Delay [s/veh]	0.30			0.42			19.05			14.90		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.33											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: US 395 & SE Kelli Blvd

Control Type:	Two-way stop	Delay (sec / veh):	65.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	450.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Base Volume Input [veh/h]	6	487	0	0	493	56	201	0	12	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	52.00	6.00	0.00	0.00	7.00	6.00	2.00	0.00	43.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	487	0	0	493	56	201	0	12	0	0	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	131	0	0	133	15	54	0	3	0	0	0
Total Analysis Volume [veh/h]	6	524	0	0	530	60	216	0	13	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00	0.84	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.14	0.00	0.00	8.42	0.00	0.00	65.75	68.71	57.90	18.30	22.58	9.85
Movement LOS	B	A	A	A	A	A	F	F	F	C	C	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.00	0.00	0.00	7.19	7.19	7.19	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.64	0.00	0.00	0.00	0.00	0.00	179.66	179.66	179.66	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.11			0.00			65.31			16.91		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	11.13											
Intersection LOS	F											

Appendix D 2045 Background Conditions Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Background AM 2045.pdf

Scenario 10 Background AM 2045
8/6/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Left	0.702	79.4	F
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	EB Thru	0.569	12.5	B
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	SB Left	0.047	12.7	B
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Thru	0.004	13.0	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	EB Thru	0.019	74.7	F
102	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	EB Left	0.055	7.3	A
103	Hermiston-Hinkle Rd / Driveway	Two-way stop	HCM 7th Edition	EB Left	0.046	9.0	A
104	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	SB Left	0.007	11.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	79.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	6	202	108	84	251	5	6	1	12	155	4	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	6.00	10.00	12.00	14.00	0.00	0.00	0.00	0.00	22.00	0.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	202	108	84	251	5	6	1	12	155	4	172
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	60	32	25	75	1	2	0	4	46	1	51
Total Analysis Volume [veh/h]	7	240	129	100	299	6	7	1	14	185	5	205
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.09	0.00	0.00	0.04	0.00	0.02	0.70	0.02	0.27
d_M, Delay for Movement [s/veh]	8.08	0.00	0.00	8.47	0.00	0.00	27.72	19.63	10.60	79.36	77.44	70.45
Movement LOS	A	A	A	A	A	A	D	C	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.29	0.00	0.00	0.21	0.21	0.21	11.88	11.88	11.88
95th-Percentile Queue Length [ft/ln]	0.45	0.00	0.00	7.22	0.00	0.00	5.22	5.22	5.22	297.02	297.02	297.02
d_A, Approach Delay [s/veh]	0.15			2.09			16.45			74.71		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	25.69											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	22	20	14	35	30	75	133	136	24	18	78	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	0.00	100.00	21.00	0.00	5.00	0.00	11.00	20.00	50.00	21.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	20	14	35	30	75	133	136	24	18	78	18
Peak Hour Factor	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	5	12	10	26	46	47	8	6	27	6
Total Analysis Volume [veh/h]	30	27	19	48	41	103	182	186	33	25	107	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	567	665	705	637
Degree of Utilization, x	0.13	0.29	0.57	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	1.19	3.61	0.96
95th-Percentile Queue Length [ft]	11.51	29.87	90.26	24.11
Approach Delay [s/veh]	10.32	10.60	14.61	10.48
Approach LOS	B	B	B	B
Intersection Delay [s/veh]	12.50			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	16	0	25	41	98	0	0	100	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	8.00	0.00	40.00	11.00	16.00	0.00	0.00	17.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	0	25	41	98	0	0	100	15
Peak Hour Factor	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	0	9	15	36	0	0	37	6
Total Analysis Volume [veh/h]	0	0	0	24	0	37	60	144	0	0	147	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.05	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.48	12.29	8.96	12.69	12.76	10.09	7.72	0.00	0.00	7.48	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	7.74	7.74	7.74	2.58	2.58	2.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.24			11.11			2.27			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	0	1	10	1	94	0	0	105	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	100.00	0.00	0.00	0.00	10.00	0.00	19.00	0.00	0.00	16.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	0	1	10	1	94	0	0	105	5
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	4	0	38	0	0	42	2
Total Analysis Volume [veh/h]	2	2	2	0	2	16	2	152	0	0	169	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.01	12.96	9.06	10.90	11.18	9.34	7.55	0.00	0.00	7.50	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	1.70	1.70	1.70	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.01			9.54			0.10			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.71											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	74.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	68	615	1	11	380	30	7	1	87	6	14	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	6.00	0.00	25.00	11.00	0.00	0.00	100.00	14.00	50.00	20.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	615	1	11	380	30	7	1	87	6	14	27
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	188	0	3	116	9	2	0	27	2	4	8
Total Analysis Volume [veh/h]	83	750	1	13	463	37	9	1	106	7	17	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.00	0.02	0.00	0.00	0.07	0.02	0.14	0.09	0.17	0.05
d_M, Delay for Movement [s/veh]	9.04	0.00	0.00	10.10	0.00	0.00	33.77	74.75	12.01	61.09	49.70	19.55
Movement LOS	A	A	A	B	A	A	D	F	B	F	E	C
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.06	0.00	0.00	0.88	0.88	0.88	1.27	1.27	1.27
95th-Percentile Queue Length [ft/ln]	6.97	0.00	0.00	1.38	0.00	0.00	21.96	21.96	21.96	31.73	31.73	31.73
d_A, Approach Delay [s/veh]	0.90			0.26			14.24			33.64		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 102: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Driveway				Residential Access				Feedville Rd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				Yes			

Volumes

Name	Driveway				Residential Access				Feedville Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	75	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	75	0	0	0
Peak Hour Factor	0.8300	1.0000	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	0.8300	1.0000	1.0000	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	23	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	90	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Stop	Free
Flared Lane	No	No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No	No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.29	5.42	8.49	8.32	9.87	9.85	10.34	8.32	7.33	7.35	0.00	0.00
Movement LOS	B	A	A	A	A	A	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.36	4.36	4.36	4.36
d_A, Approach Delay [s/veh]	8.63				9.59				7.33			
Approach LOS	A				A				A			
d_I, Intersection Delay [s/veh]	5.74											
Intersection LOS	A											

Intersection Setup

Name	Feedville Road							
Approach	Westbound				Southwestbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Feedville Road							
Base Volume Input [veh/h]	0	0	0	0	0	0	0	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.8300	1.0000	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	65
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	261
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Free	Stop
Flared Lane		No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	9.85	10.31	8.49	5.19
Movement LOS	A	A	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.06	1.06	1.06	1.06
d_A, Approach Delay [s/veh]	1.80				5.19			
Approach LOS	A				A			
d_I, Intersection Delay [s/veh]	5.74							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 103: Hermiston-Hinkle Rd / Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Base Volume Input [veh/h]	0	12	18	54	44	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	18	54	44	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	5	14	11	0
Total Analysis Volume [veh/h]	0	12	18	54	44	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	0.00	8.97	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.64	3.64
d_A, Approach Delay [s/veh]	0.00		0.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 104: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name							Feedville Road			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name							Feedville Road			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	3	0	1	1	155	0	0	128	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	3	0	1	1	155	0	0	128	3
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	0	0	55	0	0	45	1
Total Analysis Volume [veh/h]	0	0	0	4	0	1	1	218	0	0	180	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.42	11.69	9.35	11.46	11.72	9.21	7.57	0.00	0.00	7.64	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.63	0.63	0.63	0.04	0.04	0.04	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.82			11.01			0.03			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.15											
Intersection LOS	B											

Hermiston, OR

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Report File: H:\...\Background PM 2045.pdf

Scenario 11 Background PM 2045
7/30/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Left	0.890	161.0	F
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	WB Thru	0.601	15.3	C
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	SB Left	0.175	19.9	C
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Thru	0.002	11.9	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	WB Left	0.069	92.9	F
6	US 395 & SE Kelli Blvd	Two-way stop	HCM 7th Edition	EB Left	2.969	983.2	F
102	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	EB Left	0.151	7.6	A
103	Hermiston-Hinkle Rd / Driveway	Two-way stop	HCM 7th Edition	EB Left	0.059	9.0	A
104	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	SB Left	0.007	13.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	161.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	8	302	146	178	220	5	6	5	9	160	6	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	10.00	20.00	21.00	5.00	0.00	0.00	0.00	22.00	6.00	20.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	302	146	178	220	5	6	5	9	160	6	195
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	38	46	57	1	2	1	2	42	2	51
Total Analysis Volume [veh/h]	8	315	152	185	229	5	6	5	9	167	6	203
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.18	0.00	0.00	0.06	0.03	0.01	0.89	0.03	0.28
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	9.41	0.00	0.00	40.72	27.19	11.58	160.96	159.71	146.78
Movement LOS	A	A	A	A	A	A	E	D	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.67	0.00	0.00	0.32	0.32	0.32	16.48	16.48	16.48
95th-Percentile Queue Length [ft/ln]	0.50	0.00	0.00	16.87	0.00	0.00	7.91	7.91	7.91	411.94	411.94	411.94
d_A, Approach Delay [s/veh]	0.13			4.15			24.22			153.29		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	46.45											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	27	34	21	40	13	150	119	100	10	9	214	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	0.00	0.00	9.00	0.00	7.00	10.00	21.00	100.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	34	21	40	13	150	119	100	10	9	214	60
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	11	7	14	4	51	40	34	3	3	72	20
Total Analysis Volume [veh/h]	36	46	28	54	18	203	161	135	14	12	289	81
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	544	608	578	636
Degree of Utilization, x	0.20	0.45	0.54	0.60

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.75	2.34	3.17	4.01
95th-Percentile Queue Length [ft]	18.73	58.62	79.21	100.18
Approach Delay [s/veh]	11.28	13.71	16.19	16.81
Approach LOS	B	B	C	C
Intersection Delay [s/veh]	15.28			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	31	0	34	40	116	0	0	188	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	0.00	0.00	23.00	12.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	31	0	34	40	116	0	0	188	92
Peak Hour Factor	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	13	0	15	17	50	0	0	81	40
Total Analysis Volume [veh/h]	0	0	0	53	0	59	69	200	0	0	324	159
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.17	0.00	0.09	0.07	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.46	17.55	9.26	19.92	19.34	13.58	8.76	0.00	0.00	7.60	0.00	0.00
Movement LOS	C	C	A	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.05	1.05	1.05	0.12	0.12	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	26.37	26.37	26.37	2.99	2.99	2.99	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.09			16.58			2.25			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.85											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	2	0	4	6	158	1	0	110	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	25.00	33.00	7.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	0	4	6	158	1	0	110	1
Peak Hour Factor	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	1	2	59	0	0	41	0
Total Analysis Volume [veh/h]	1	1	1	3	0	6	9	236	1	0	164	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.73	11.91	9.49	11.72	11.94	9.44	7.90	0.00	0.00	7.68	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.04	0.04	0.04	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.38	0.97	0.97	0.97	0.38	0.38	0.38	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.04			10.20			0.29			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.46											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	92.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	42	545	6	34	651	61	34	25	104	3	8	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	21.00	10.00	0.00	8.00	11.00	2.00	100.00	17.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	545	6	34	651	61	34	25	104	3	8	28
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	148	2	9	177	17	9	7	28	1	2	8
Total Analysis Volume [veh/h]	46	592	7	37	708	66	37	27	113	3	9	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.04	0.01	0.00	0.34	0.26	0.18	0.07	0.10	0.05
d_M, Delay for Movement [s/veh]	9.47	0.00	0.00	9.40	0.00	0.00	75.96	77.63	48.86	92.87	49.51	15.33
Movement LOS	A	A	A	A	A	A	F	F	E	F	E	C
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.14	0.00	0.00	5.49	5.49	5.49	0.78	0.78	0.78
95th-Percentile Queue Length [ft/ln]	4.28	0.00	0.00	3.39	0.00	0.00	137.15	137.15	137.15	19.56	19.56	19.56
d_A, Approach Delay [s/veh]	0.68			0.43			58.91			28.19		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	7.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: US 395 & SE Kelli Blvd

Control Type:	Two-way stop	Delay (sec / veh):	983.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.969

Intersection Setup

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	450.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Base Volume Input [veh/h]	8	759	0	0	773	89	319	0	17	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	52.00	6.00	0.00	0.00	7.00	6.00	2.00	0.00	43.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	759	0	0	773	89	319	0	17	0	0	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	204	0	0	208	24	86	0	5	0	0	0
Total Analysis Volume [veh/h]	9	816	0	0	831	96	343	0	18	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.00	2.97	0.00	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.48	0.00	0.00	9.39	0.00	0.00	983.23	992.22	960.12	34.04	47.98	11.02
Movement LOS	B	A	A	A	A	A	F	F	F	D	E	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.00	0.00	34.10	34.10	34.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.40	0.00	0.00	0.00	0.00	0.00	852.49	852.49	852.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.14			0.00			982.08			31.02		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	167.84											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 102: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	7.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Driveway				Residential Access				Feedville Rd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				Yes			

Volumes

Name	Driveway				Residential Access				Feedville Rd			
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	237	0	0	0
Peak Hour Factor	0.9600	1.0000	0.9600	1.0000	1.0000	1.0000	1.0000	1.0000	0.9600	1.0000	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	62	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	247	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Stop	Free
Flared Lane	No	No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No	No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.15	6.67	8.89	8.32	13.73	13.67	13.90	8.32	7.59	7.61	0.00	0.00
Movement LOS	C	A	A	A	B	B	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.29	13.29	13.29	13.29
d_A, Approach Delay [s/veh]	10.01				12.41				7.59			
Approach LOS	B				B				A			
d_I, Intersection Delay [s/veh]	6.85											
Intersection LOS	A											

Intersection Setup

Name	Feedville Road							
Approach	Westbound				Southwestbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Feedville Road							
Base Volume Input [veh/h]	0	0	0	0	0	0	0	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	37
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	148
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Free	Stop
Flared Lane		No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	0.00	13.69	13.86	8.90	5.60
Movement LOS	A	A	A	A	B	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.85	1.85	1.85	1.85
d_A, Approach Delay [s/veh]	1.80				5.60			
Approach LOS	A				A			
d_I, Intersection Delay [s/veh]	6.85							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 103: Hermiston-Hinkle Rd / Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Base Volume Input [veh/h]	0	25	7	25	57	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	25	7	25	57	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	2	6	14	0
Total Analysis Volume [veh/h]	0	25	7	25	57	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.96	8.63
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.70	4.70
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 104: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name							Feedville Road			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name							Feedville Road			Feedville Rd		
Base Volume Input [veh/h]	0	0	0	2	0	1	1	161	0	0	228	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	2	0	1	1	161	0	0	228	1
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	0	0	61	0	0	86	0
Total Analysis Volume [veh/h]	0	0	0	3	0	2	2	244	0	0	345	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.63	13.59	9.50	13.67	13.65	10.20	7.95	0.00	0.00	7.70	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.76	0.76	0.76	0.08	0.08	0.08	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.24			12.28			0.06			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.13											
Intersection LOS	B											

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Background AM 2045 Mitigations.pdf

Scenario 14 Background AM 2045 Mitigations
8/6/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Signalized	HCM 7th Edition	NB Thru	0.491	14.9	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	WB Right	0.097	11.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	6	202	108	84	251	5	6	1	12	155	4	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	6.00	10.00	12.00	14.00	0.00	0.00	0.00	0.00	22.00	0.00	19.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	202	108	84	251	5	6	1	12	155	4	172
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	60	32	25	75	1	2	0	4	46	1	51
Total Analysis Volume [veh/h]	7	240	129	100	299	6	7	1	14	185	5	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	10	40	0	10	40	0	0	25	0	0	25	0
Amber [s]	5.0	5.0	0.0	5.0	5.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C
C, Cycle Length [s]	44	44	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	19	10	10	19	13	14	14	14
g / C, Green / Cycle	0.44	0.22	0.22	0.44	0.30	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.14	0.09	0.09	0.20	0.02	0.16	0.14
s, saturation flow rate [veh/h]	1058	1667	1370	1156	1551	1146	1174	1493
c, Capacity [veh/h]	534	375	308	623	459	463	293	464
d1, Uniform Delay [s]	7.60	15.56	14.71	7.81	13.68	10.78	14.81	12.26
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.83	0.91	0.12	1.66	0.04	2.25	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.64	0.42	0.16	0.66	0.05	0.63	0.45
d, Delay for Lane Group [s/veh]	7.61	17.39	15.61	7.93	15.34	10.82	17.07	12.95
Lane Group LOS	A	B	B	A	B	B	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.02	1.79	0.89	0.35	2.05	0.13	1.60	1.40
50th-Percentile Queue Length [ft/ln]	0.57	44.87	22.32	8.72	51.33	3.13	40.12	34.98
95th-Percentile Queue Length [veh/ln]	0.04	3.23	1.61	0.63	3.70	0.23	2.89	2.52
95th-Percentile Queue Length [ft/ln]	1.03	80.77	40.17	15.70	92.40	5.63	72.22	62.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.61	17.39	15.61	7.93	15.34	15.34	10.82	10.82	10.82	17.07	12.95	12.95
Movement LOS	A	B	B	A	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	16.60			13.51			10.82			14.88		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.88											
Intersection LOS	B											
Intersection V/C	0.491											

Emissions

Vehicle Miles Traveled [mph]	0.68	23.38	12.57	13.25	40.41	8.11	80.07	90.89
Stops [stops/h]	1.87	146.23	72.72	28.43	167.28	10.18	130.76	114.00
Fuel consumption [US gal/h]	0.06	3.88	1.95	1.04	4.87	0.43	4.68	4.88
CO [g/h]	4.36	271.01	136.11	72.80	340.65	30.34	326.99	340.77
NOx [g/h]	0.85	52.73	26.48	14.16	66.28	5.90	63.62	66.30
VOC [g/h]	1.01	62.81	31.54	16.87	78.95	7.03	75.78	78.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.01	14.01	14.01	14.01
l_p,int, Pedestrian LOS Score for Intersectio	2.712	2.378	1.704	2.179
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1810	1810	1132	1132
d_b, Bicycle Delay [s]	0.20	0.20	4.17	4.17
l_b,int, Bicycle LOS Score for Intersection	2.180	2.228	1.596	2.211
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	68	622	2	11	386	44	0	0	95	0	0	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	6.00	50.00	25.00	11.00	6.00	0.00	0.00	14.00	0.00	0.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	622	2	11	386	44	0	0	95	0	0	47
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	190	1	3	118	13	0	0	29	0	0	14
Total Analysis Volume [veh/h]	83	759	2	13	471	54	0	0	116	0	0	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	9.14	0.00	0.00	10.15	0.00	0.00	28.85	35.24	10.85	37.63	37.17	11.78
Movement LOS	A	A	A	B	A	A	D	E	B	E	E	B
95th-Percentile Queue Length [veh/ln]	0.29	0.00	0.00	0.06	0.00	0.00	0.00	0.56	0.56	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	7.14	0.00	0.00	1.39	0.00	0.00	0.00	14.05	14.05	0.00	8.01	8.01
d_A, Approach Delay [s/veh]	0.90			0.25			10.85			11.78		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.81											
Intersection LOS	B											

Hermiston, OR

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Report File: H:\...\Background PM 2045 Mitigations.pdf

Scenario 15 Background PM 2045 Mitigations
8/1/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Signalized	HCM 7th Edition	NB Thru	0.600	16.4	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	EB Right	0.280	12.9	B
6	US 395 & SE Kelli Blvd	Two-way stop	HCM 7th Edition	EB Right	0.673	24.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	8	302	146	178	220	5	6	5	9	160	6	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	10.00	20.00	21.00	5.00	0.00	0.00	0.00	22.00	6.00	20.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	302	146	178	220	5	6	5	9	160	6	195
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	38	46	57	1	2	1	2	42	2	51
Total Analysis Volume [veh/h]	8	315	152	185	229	5	6	5	9	167	6	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	10	40	0	10	40	0	0	25	0	0	25	0
Amber [s]	5.0	5.0	0.0	5.0	5.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C
C, Cycle Length [s]	50	50	50	50	50	50	50	50
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	24	12	12	24	18	15	15	15
g / C, Green / Cycle	0.48	0.25	0.25	0.48	0.35	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.12	0.18	0.14	0.02	0.12	0.17
s, saturation flow rate [veh/h]	1011	1612	1252	1028	1675	1022	1355	1258
c, Capacity [veh/h]	593	400	311	557	587	400	237	378
d1, Uniform Delay [s]	7.05	17.69	16.20	8.80	12.34	12.71	17.06	14.77
k, delay calibration	0.11	0.11	0.11	0.22	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	3.50	1.19	0.71	0.44	0.05	3.78	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.79	0.49	0.33	0.40	0.05	0.70	0.55
d, Delay for Lane Group [s/veh]	7.06	21.18	17.39	9.51	12.78	12.77	20.84	16.04
Lane Group LOS	A	C	B	A	B	B	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.03	3.01	1.26	0.85	1.51	0.14	1.79	1.80
50th-Percentile Queue Length [ft/ln]	0.73	75.35	31.58	21.19	37.66	3.50	44.78	44.92
95th-Percentile Queue Length [veh/ln]	0.05	5.43	2.27	1.53	2.71	0.25	3.22	3.23
95th-Percentile Queue Length [ft/ln]	1.32	135.64	56.85	38.15	67.79	6.31	80.60	80.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.06	21.18	17.39	9.51	12.78	12.78	12.77	12.77	12.77	20.84	16.04	16.04
Movement LOS	A	C	B	A	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	19.73			11.34			12.77			18.17		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	16.44											
Intersection LOS	B											
Intersection V/C	0.600											

Emissions

Vehicle Miles Traveled [mph]	0.78	30.69	14.81	24.51	31.00	7.37	72.28	90.45
Stops [stops/h]	2.10	216.21	90.63	60.81	108.06	10.05	128.48	128.89
Fuel consumption [US gal/h]	0.07	5.70	2.43	2.11	3.31	0.41	4.43	5.10
CO [g/h]	4.88	398.75	169.51	147.67	231.07	28.56	309.61	356.45
NOx [g/h]	0.95	77.58	32.98	28.73	44.96	5.56	60.24	69.35
VOC [g/h]	1.13	92.41	39.29	34.22	53.55	6.62	71.76	82.61

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.90	16.90	16.90	16.90
l_p,int, Pedestrian LOS Score for Intersectio	2.697	2.430	1.712	2.259
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1594	1594	996	996
d_b, Bicycle Delay [s]	1.03	1.03	6.32	6.32
l_b,int, Bicycle LOS Score for Intersection	2.343	2.251	1.593	2.180
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	42	579	31	34	654	69	0	0	163	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	21.00	10.00	0.00	0.00	0.00	5.00	0.00	0.00	21.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	579	31	34	654	69	0	0	163	0	0	39
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	157	8	9	178	19	0	0	44	0	0	11
Total Analysis Volume [veh/h]	46	629	34	37	711	75	0	0	177	0	0	42
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.05	0.01	0.00	0.00	0.00	0.28	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	9.52	0.00	0.00	9.69	0.00	0.00	34.48	41.45	12.89	40.65	41.69	11.14
Movement LOS	A	A	A	A	A	A	D	E	B	E	E	B
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.14	0.00	0.00	0.00	1.14	1.14	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	4.33	0.00	0.00	3.61	0.00	0.00	0.00	28.58	28.58	0.00	5.36	5.36
d_A, Approach Delay [s/veh]	0.62			0.44			12.89			11.14		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: US 395 & SE Kelli Blvd

Control Type:	Two-way stop	Delay (sec / veh):	24.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	450.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Base Volume Input [veh/h]	0	1086	0	0	773	97	0	0	336	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	52.00	6.00	0.00	0.00	7.00	6.00	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1086	0	0	773	97	0	0	336	0	0	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	292	0	0	208	26	0	0	90	0	0	0
Total Analysis Volume [veh/h]	0	1168	0	0	831	104	0	0	361	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.67	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.41	0.00	0.00	10.95	0.00	0.00	57.31	81.62	24.40	152.78	73.92	12.83
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	5.02	5.02	5.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	125.47	125.47	125.47	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			24.40			79.84		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	3.58											
Intersection LOS	C											

Appendix E 2045 UGB Expansion Traffic Operations Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Full Build AM 2045.pdf

Scenario 12 Full Build AM 2045
8/6/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Left	0.888	154.4	F
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	EB Thru	0.716	17.0	C
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	NB Left	0.132	21.8	C
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Thru	0.006	15.1	C
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	EB Thru	0.024	94.2	F
102	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	NB Left	0.257	33.3	D
103	Hermiston-Hinkle Rd / Driveway	Two-way stop	HCM 7th Edition	EB Left	0.046	9.0	A
104	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	SB Left	0.011	14.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	154.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	6	202	131	109	251	5	6	1	12	173	4	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	6.00	10.00	12.00	14.00	0.00	0.00	0.00	0.00	22.00	0.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	202	131	109	251	5	6	1	12	173	4	192
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	60	39	32	75	1	2	0	4	51	1	57
Total Analysis Volume [veh/h]	7	240	156	130	299	6	7	1	14	206	5	229
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.12	0.00	0.00	0.05	0.00	0.02	0.89	0.02	0.30
d_M, Delay for Movement [s/veh]	8.08	0.00	0.00	8.67	0.00	0.00	33.17	22.14	10.87	154.44	152.04	143.66
Movement LOS	A	A	A	A	A	A	D	C	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.40	0.00	0.00	0.25	0.25	0.25	18.43	18.43	18.43
95th-Percentile Queue Length [ft/ln]	0.45	0.00	0.00	9.91	0.00	0.00	6.13	6.13	6.13	460.86	460.86	460.86
d_A, Approach Delay [s/veh]	0.14			2.59			18.48			148.80		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	51.59											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	22	20	14	73	30	100	153	155	24	18	100	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	33.00	0.00	100.00	21.00	0.00	5.00	0.00	11.00	20.00	50.00	21.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	20	14	73	30	100	153	155	24	18	100	49
Peak Hour Factor	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	7	5	25	10	34	52	53	8	6	34	17
Total Analysis Volume [veh/h]	30	27	19	100	41	137	210	212	33	25	137	67
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	501	597	636	589
Degree of Utilization, x	0.15	0.47	0.72	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	2.47	5.97	1.83
95th-Percentile Queue Length [ft]	13.26	61.64	149.25	45.84
Approach Delay [s/veh]	11.46	14.19	21.60	12.95
Approach LOS	B	B	C	B
Intersection Delay [s/veh]	16.96			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	24	21	24	16	25	45	58	117	29	29	123	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	8.00	0.00	40.00	11.00	16.00	0.00	0.00	17.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	21	24	16	25	45	58	117	29	29	123	15
Peak Hour Factor	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	8	9	6	9	17	21	43	11	11	45	6
Total Analysis Volume [veh/h]	35	31	35	24	37	66	85	172	43	43	181	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.09	0.04	0.08	0.11	0.09	0.06	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	21.85	18.63	12.50	20.72	18.52	12.76	7.84	0.00	0.00	7.68	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.03	1.03	1.03	1.13	1.13	1.13	0.15	0.15	0.15	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	25.87	25.87	25.87	28.25	28.25	28.25	3.87	3.87	3.87	1.88	1.88	1.88
d_A, Approach Delay [s/veh]	17.62			15.94			2.22			1.34		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	6.20											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	0	1	22	11	127	0	0	145	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	100.00	0.00	0.00	0.00	10.00	0.00	19.00	0.00	0.00	16.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	0	1	22	11	127	0	0	145	5
Peak Hour Factor	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	9	4	51	0	0	58	2
Total Analysis Volume [veh/h]	2	2	2	0	2	35	18	205	0	0	234	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.99	15.07	9.37	12.63	12.72	9.85	7.71	0.00	0.00	7.61	0.00	0.00
Movement LOS	B	C	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.15	0.15	0.15	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.93	0.93	0.93	3.85	3.85	3.85	0.76	0.76	0.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.48			10.01			0.62			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.15											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	94.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	108	615	1	11	380	30	7	1	120	6	14	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	6.00	0.00	25.00	11.00	0.00	0.00	100.00	14.00	50.00	20.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	615	1	11	380	30	7	1	120	6	14	27
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	188	0	3	116	9	2	0	37	2	4	8
Total Analysis Volume [veh/h]	132	750	1	13	463	37	9	1	146	7	17	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.01	0.00	0.02	0.00	0.00	0.09	0.02	0.20	0.13	0.21	0.05
d_M, Delay for Movement [s/veh]	9.27	0.00	0.00	10.10	0.00	0.00	42.50	94.24	13.04	84.32	63.52	25.29
Movement LOS	A	A	A	B	A	A	E	F	B	F	F	D
95th-Percentile Queue Length [veh/ln]	0.47	0.00	0.00	0.06	0.00	0.00	1.30	1.30	1.30	1.65	1.65	1.65
95th-Percentile Queue Length [ft/ln]	11.70	0.00	0.00	1.38	0.00	0.00	32.48	32.48	32.48	41.17	41.17	41.17
d_A, Approach Delay [s/veh]	1.39			0.26			15.26			43.94		
Approach LOS	A			A			C			E		
d_I, Intersection Delay [s/veh]	3.88											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 102: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	33.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name	Driveway				Residential Access				Feedville Rd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				Yes			

Volumes

Name	Driveway				Residential Access				Feedville Rd			
Base Volume Input [veh/h]	34	0	0	34	0	0	0	0	75	0	125	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	10.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	0	34	0	0	0	0	75	0	125	42
Peak Hour Factor	0.8300	1.0000	0.8300	0.8300	1.0000	1.0000	1.0000	1.0000	0.8300	1.0000	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	0	10	0	0	0	0	23	0	38	13
Total Analysis Volume [veh/h]	41	0	0	41	0	0	0	0	90	0	151	51
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Stop	Free
Flared Lane	No	No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No	No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	33.34	13.18	15.40	14.87	16.32	16.24	15.67	9.18	7.76	7.78	0.00	0.00
Movement LOS	D	B	C	B	C	C	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	1.25	1.25	1.25	0.00	0.00	0.00	0.00	0.17	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	31.16	31.16	31.16	31.16	0.00	0.00	0.00	0.00	4.15	4.15	4.15	4.15
d_A, Approach Delay [s/veh]	24.10				14.35				2.39			
Approach LOS	C				B				A			
d_I, Intersection Delay [s/veh]	12.14											
Intersection LOS	D											

Intersection Setup

Name	Feedville Road				Driveway			
Approach	Westbound				Southwestbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Feedville Road				Driveway			
Base Volume Input [veh/h]	42	119	62	0	177	0	0	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	16.00	0.00	2.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	119	62	0	177	0	0	217
Peak Hour Factor	0.8300	0.8300	0.8300	1.0000	0.8300	0.8300	1.0000	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	36	19	0	53	0	0	65
Total Analysis Volume [veh/h]	51	143	75	0	213	0	0	261
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Free	Stop
Flared Lane		No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.66	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	7.67	0.00	0.00	0.00	28.02	27.91	21.47	17.35
Movement LOS	A	A	A	A	D	D	C	C
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.09	5.82	5.82	5.82	5.82
95th-Percentile Queue Length [ft/ln]	2.34	2.34	2.34	2.34	145.44	145.44	145.44	145.44
d_A, Approach Delay [s/veh]	1.45				22.14			
Approach LOS	A				C			
d_I, Intersection Delay [s/veh]	12.14							
Intersection LOS	D							

Intersection Level Of Service Report
Intersection 103: Hermiston-Hinkle Rd / Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Base Volume Input [veh/h]	0	12	18	54	44	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	18	54	44	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	5	14	11	0
Total Analysis Volume [veh/h]	0	12	18	54	44	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	0.00	8.97	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.64	3.64
d_A, Approach Delay [s/veh]	0.00		0.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 104: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Driveway			Driveway			Feedville Road			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Driveway			Feedville Road			Feedville Rd		
Base Volume Input [veh/h]	12	0	22	3	0	1	1	193	15	27	165	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.00	0.00	0.00	23.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	22	3	0	1	1	193	15	27	165	3
Peak Hour Factor	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	1	0	0	0	68	5	10	58	1
Total Analysis Volume [veh/h]	17	0	31	4	0	1	1	272	21	38	232	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	14.48	14.46	10.29	14.60	14.10	9.55	7.68	0.00	0.00	7.86	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.04	0.04	0.04	0.00	0.00	0.00	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	6.75	6.75	6.75	0.89	0.89	0.89	0.04	0.04	0.04	1.62	1.62	1.62
d_A, Approach Delay [s/veh]	11.77			13.59			0.03			1.09		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.51											
Intersection LOS	B											

Hermiston, OR

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Scenario 13 Full Build PM 2045
7/30/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Two-way stop	HCM 7th Edition	WB Left	1.083	254.7	F
2	Hermiston-Hinkle Rd & Feedville Rd	All-way stop	HCM 7th Edition	WB Thru	0.777	22.9	C
3	Kelli Rd & Feedville Rd & Site Driveway	Two-way stop	HCM 7th Edition	NB Left	0.339	51.4	F
4	Hinkle Motel Rd & Ott Rd & Feedville Rd	Two-way stop	HCM 7th Edition	NB Left	0.002	13.6	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	WB Left	0.087	115.2	F
6	US 395 & SE Kelli Blvd	Two-way stop	HCM 7th Edition	EB Left	3.592	1,264.3	F
102	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	NB Left	1.956	733.0	F
103	Hermiston-Hinkle Rd / Driveway	Two-way stop	HCM 7th Edition	EB Left	0.059	9.0	A
104	Feedville Rd & Driveway	Two-way stop	HCM 7th Edition	SB Left	0.010	17.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	254.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.083

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	8	302	157	189	220	5	6	5	9	184	6	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	10.00	20.00	21.00	5.00	0.00	0.00	0.00	22.00	6.00	20.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	302	157	189	220	5	6	5	9	184	6	221
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	41	49	57	1	2	1	2	48	2	58
Total Analysis Volume [veh/h]	8	315	164	197	229	5	6	5	9	192	6	230
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.20	0.00	0.00	0.06	0.03	0.01	1.08	0.03	0.32
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	9.53	0.00	0.00	46.28	29.03	12.03	254.72	253.29	239.43
Movement LOS	A	A	A	A	A	A	E	D	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.74	0.00	0.00	0.35	0.35	0.35	23.14	23.14	23.14
95th-Percentile Queue Length [ft/ln]	0.50	0.00	0.00	18.46	0.00	0.00	8.84	8.84	8.84	578.46	578.46	578.46
d_A, Approach Delay [s/veh]	0.13			4.36			26.55			246.48		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	79.04											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Hermiston-Hinkle Rd & Feedville Rd

Control Type:	All-way stop	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hermiston-Hinkle Road			Hermiston-Hinkle Road			Feedville Road			Feedville Road		
Base Volume Input [veh/h]	27	34	21	57	13	161	145	121	10	9	228	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	14.00	0.00	0.00	9.00	0.00	7.00	10.00	21.00	100.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	34	21	57	13	161	145	121	10	9	228	100
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	11	7	19	4	54	49	41	3	3	77	34
Total Analysis Volume [veh/h]	36	46	28	77	18	218	196	164	14	12	308	135
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	477	545	531	586
Degree of Utilization, x	0.23	0.57	0.70	0.78

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.88	3.60	5.57	7.24
95th-Percentile Queue Length [ft]	22.04	90.07	139.34	180.95
Approach Delay [s/veh]	12.79	18.15	24.37	27.27
Approach LOS	B	C	C	D
Intersection Delay [s/veh]	22.85			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 3: Kelli Rd & Feedville Rd & Site Driveway

Control Type:	Two-way stop	Delay (sec / veh):	51.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Driveway			Kelli Blvd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	31	27	31	31	11	44	63	141	13	14	199	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	0.00	0.00	23.00	12.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	27	31	31	11	44	63	141	13	14	199	92
Peak Hour Factor	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	13	13	5	19	27	61	6	6	86	40
Total Analysis Volume [veh/h]	53	47	53	53	19	76	109	243	22	24	343	159
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.23	0.07	0.38	0.09	0.12	0.11	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	51.37	46.30	32.93	49.21	39.72	29.04	8.87	0.00	0.00	7.78	0.00	0.00
Movement LOS	F	E	D	E	E	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.91	3.91	3.91	3.38	3.38	3.38	0.20	0.20	0.20	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	97.74	97.74	97.74	84.40	84.40	84.40	4.92	4.92	4.92	1.08	1.08	1.08
d_A, Approach Delay [s/veh]	43.43			37.63			2.59			0.35		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	11.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hinkle Motel Rd			Ott Rd			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	1	1	1	2	0	10	20	200	1	0	129	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	25.00	33.00	7.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	0	10	20	200	1	0	129	1
Peak Hour Factor	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	4	7	75	0	0	48	0
Total Analysis Volume [veh/h]	1	1	1	3	0	15	30	299	1	0	193	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.61	13.41	9.88	13.48	13.50	9.68	8.00	0.00	0.00	7.83	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.08	0.08	0.08	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.46	1.99	1.99	1.99	1.27	1.27	1.27	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.30			10.31			0.73			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	115.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	61	545	6	34	651	61	34	25	146	3	8	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	21.00	10.00	0.00	8.00	11.00	2.00	100.00	17.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	545	6	34	651	61	34	25	146	3	8	28
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	148	2	9	177	17	9	7	40	1	2	8
Total Analysis Volume [veh/h]	66	592	7	37	708	66	37	27	159	3	9	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.04	0.01	0.00	0.37	0.28	0.25	0.09	0.11	0.05
d_M, Delay for Movement [s/veh]	9.59	0.00	0.00	9.40	0.00	0.00	98.49	99.67	67.92	115.19	54.46	16.78
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	C
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.14	0.00	0.00	7.72	7.72	7.72	0.90	0.90	0.90
95th-Percentile Queue Length [ft/ln]	6.29	0.00	0.00	3.39	0.00	0.00	192.97	192.97	192.97	22.42	22.42	22.42
d_A, Approach Delay [s/veh]	0.95			0.43			76.83			31.88		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	11.17											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: US 395 & SE Kelli Blvd

Control Type:	Two-way stop	Delay (sec / veh):	1,264.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.592

Intersection Setup

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	450.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Base Volume Input [veh/h]	8	773	0	0	779	110	369	0	17	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	52.00	6.00	0.00	0.00	7.00	6.00	2.00	0.00	43.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	773	0	0	779	110	369	0	17	0	0	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	208	0	0	209	30	99	0	5	0	0	0
Total Analysis Volume [veh/h]	9	831	0	0	838	118	397	0	18	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.00	3.59	0.00	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.73	0.00	0.00	9.44	0.00	0.00	1264.32	1273.85	1239.99	35.02	50.79	11.09
Movement LOS	B	A	A	A	A	A	F	F	F	E	F	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.00	0.00	41.36	41.36	41.36	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.45	0.00	0.00	0.00	0.00	0.00	1033.96	1033.96	1033.96	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.14			0.00			1263.26			32.30		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	237.16											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 102: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	733.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.956

Intersection Setup

Name	Driveway				Residential Access				Feedville Rd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				35.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				Yes			

Volumes

Name	Driveway				Residential Access				Feedville Rd			
Base Volume Input [veh/h]	44	0	0	44	0	0	0	0	237	0	97	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	19.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	0	0	44	0	0	0	0	237	0	97	19
Peak Hour Factor	0.9600	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	0	11	0	0	0	0	62	0	25	5
Total Analysis Volume [veh/h]	46	0	0	46	0	0	0	0	247	0	101	20
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Priority Scheme	Stop	Stop	Free
Flared Lane	No	No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No	No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.96	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	733.03	587.90	585.02	583.76	27.87	27.67	24.49	10.11	8.52	8.55	0.00	0.00
Movement LOS	F	F	F	F	D	D	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	9.42	9.42	9.42	9.42	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.49
95th-Percentile Queue Length [ft/ln]	235.59	235.59	235.59	235.59	0.00	0.00	0.00	0.00	12.36	12.36	12.36	12.36
d_A, Approach Delay [s/veh]	658.40				22.53				5.72			
Approach LOS	F				C				A			
d_I, Intersection Delay [s/veh]	128.05											
Intersection LOS	F											

Intersection Setup

Name	Feedville Road				Driveway			
Approach	Westbound				Southwestbound			
Lane Configuration								
Turning Movement	Left	Thru	Right	Right	Left	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Feedville Road				Driveway			
Base Volume Input [veh/h]	19	227	194	0	116	0	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.00	0.00	2.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	227	194	0	116	0	142	0
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	0.9600	0.9600	0.9600	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	59	51	0	30	0	37	0
Total Analysis Volume [veh/h]	20	236	202	0	121	0	148	0
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Priority Scheme	Free	Stop
Flared Lane		No
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		No
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.74	0.00	0.84	0.00
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	0.00	332.32	332.32	330.77	317.20
Movement LOS	A	A	A	A	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.04	17.86	17.86	17.86	17.86
95th-Percentile Queue Length [ft/ln]	0.92	0.92	0.92	0.92	446.60	446.60	446.60	446.60
d_A, Approach Delay [s/veh]	0.33				331.47			
Approach LOS	A				F			
d_I, Intersection Delay [s/veh]	128.05							
Intersection LOS	F							

Intersection Level Of Service Report
Intersection 103: Hermiston-Hinkle Rd / Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Hermiston-Hinkle Road		Hermiston-Hinkle Road		S2 Driveway	
Base Volume Input [veh/h]	0	25	7	25	57	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	25	7	25	57	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	2	6	14	0
Total Analysis Volume [veh/h]	0	25	7	25	57	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.96	8.63
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.70	4.70
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 104: Feedville Rd & Driveway

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name							Feedville Road			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name							Feedville Road			Feedville Rd		
Base Volume Input [veh/h]	15	0	30	2	0	1	1	192	7	13	267	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00	0.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	30	2	0	1	1	192	7	13	267	1
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	11	1	0	0	0	73	3	5	101	0
Total Analysis Volume [veh/h]	23	0	45	3	0	2	2	291	11	20	405	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	17.20	16.77	10.86	17.35	15.91	10.67	8.10	0.00	0.00	7.86	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.45	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	11.26	11.26	11.26	1.01	1.01	1.01	0.08	0.08	0.08	0.84	0.84	0.84
d_A, Approach Delay [s/veh]	13.01			14.68			0.05			0.37		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.41											
Intersection LOS	C											

Hermiston, OR

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Report File: H:\...\Full Build AM 2045 Mitigations.pdf

Scenario 16 Full Build AM 2045 Mitigations
8/6/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Signalized	HCM 7th Edition	NB Thru	0.518	15.7	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	WB Right	0.097	11.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	6	202	131	109	251	5	6	1	12	173	4	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	6.00	10.00	12.00	14.00	0.00	0.00	0.00	0.00	22.00	0.00	19.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	202	131	109	251	5	6	1	12	173	4	192
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	60	39	32	75	1	2	0	4	51	1	57
Total Analysis Volume [veh/h]	7	240	156	130	299	6	7	1	14	206	5	229
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	10	40	0	10	40	0	0	25	0	0	25	0
Amber [s]	5.0	5.0	0.0	5.0	5.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C
C, Cycle Length [s]	46	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	20	10	10	20	14	15	15	15
g / C, Green / Cycle	0.43	0.21	0.21	0.43	0.29	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.01	0.14	0.11	0.11	0.20	0.02	0.18	0.16
s, saturation flow rate [veh/h]	1055	1667	1370	1151	1551	1114	1174	1492
c, Capacity [veh/h]	508	358	294	597	455	471	307	494
d1, Uniform Delay [s]	8.23	16.71	16.14	8.66	14.42	10.67	15.30	12.32
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	2.18	1.49	0.18	1.72	0.04	2.55	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.67	0.53	0.22	0.67	0.05	0.67	0.47
d, Delay for Lane Group [s/veh]	8.24	18.90	17.63	8.85	16.14	10.71	17.85	13.02
Lane Group LOS	A	B	B	A	B	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.03	1.98	1.23	0.53	2.23	0.13	1.91	1.63
50th-Percentile Queue Length [ft/ln]	0.65	49.62	30.78	13.22	55.68	3.20	47.87	40.63
95th-Percentile Queue Length [veh/ln]	0.05	3.57	2.22	0.95	4.01	0.23	3.45	2.93
95th-Percentile Queue Length [ft/ln]	1.18	89.31	55.40	23.80	100.22	5.77	86.16	73.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.24	18.90	17.63	8.85	16.14	16.14	10.71	10.71	10.71	17.85	13.02	13.02
Movement LOS	A	B	B	A	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.22			13.96			10.71			15.28		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.67											
Intersection LOS	B											
Intersection V/C	0.518											

Emissions

Vehicle Miles Traveled [mph]	0.68	23.38	15.20	17.22	40.41	8.11	89.16	101.27
Stops [stops/h]	2.03	154.33	95.74	41.12	173.19	9.96	148.89	126.36
Fuel consumption [US gal/h]	0.07	4.07	2.54	1.44	5.01	0.43	5.27	5.43
CO [g/h]	4.60	284.84	177.43	100.80	350.47	30.19	368.12	379.62
NOx [g/h]	0.90	55.42	34.52	19.61	68.19	5.87	71.62	73.86
VOC [g/h]	1.07	66.01	41.12	23.36	81.23	7.00	85.31	87.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	15.02	15.02	15.02	15.02
l_p,int, Pedestrian LOS Score for Intersectio	2.765	2.410	1.707	2.230
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1728	1728	1080	1080
d_b, Bicycle Delay [s]	0.43	0.43	4.90	4.90
l_b,int, Bicycle LOS Score for Intersection	2.225	2.277	1.596	2.286
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	108	622	2	11	386	44	0	0	128	0	0	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	15.00	6.00	50.00	25.00	11.00	6.00	0.00	0.00	14.00	0.00	0.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	622	2	11	386	44	0	0	128	0	0	47
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	190	1	3	118	13	0	0	39	0	0	14
Total Analysis Volume [veh/h]	132	759	2	13	471	54	0	0	156	0	0	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	9.39	0.00	0.00	10.15	0.00	0.00	34.81	41.95	11.26	48.66	43.97	11.78
Movement LOS	A	A	A	B	A	A	D	E	B	E	E	B
95th-Percentile Queue Length [veh/ln]	0.48	0.00	0.00	0.06	0.00	0.00	0.00	0.81	0.81	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	12.01	0.00	0.00	1.39	0.00	0.00	0.00	20.13	20.13	0.00	8.01	8.01
d_A, Approach Delay [s/veh]	1.39			0.25			11.26			11.78		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.31											
Intersection LOS	B											

Hermiston, OR

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Scenario 17 Full Build PM 2045 Mitigations
8/1/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	OR-207 & Feedville Rd	Signalized	HCM 7th Edition	NB Thru	0.625	17.8	B
5	Feedville Rd & US-395	Two-way stop	HCM 7th Edition	EB Right	0.353	13.8	B
6	US 395 & SE Kelli Blvd	Two-way stop	HCM 7th Edition	EB Right	0.786	32.4	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: OR-207 & Feedville Rd

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR-207			OR-207			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	8	302	157	189	220	5	6	5	9	184	6	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	25.00	10.00	20.00	21.00	5.00	0.00	0.00	0.00	22.00	6.00	20.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	302	157	189	220	5	6	5	9	184	6	221
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	41	49	57	1	2	1	2	48	2	58
Total Analysis Volume [veh/h]	8	315	164	197	229	5	6	5	9	192	6	230
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Maximum Green [s]	10	40	0	10	40	0	0	25	0	0	25	0
Amber [s]	5.0	5.0	0.0	5.0	5.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	26	13	13	26	19	17	17	17
g / C, Green / Cycle	0.48	0.24	0.24	0.48	0.35	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.13	0.19	0.14	0.02	0.14	0.19
s, saturation flow rate [veh/h]	1006	1612	1252	1027	1675	987	1355	1257
c, Capacity [veh/h]	565	394	306	532	593	402	258	402
d1, Uniform Delay [s]	7.73	19.13	17.71	9.83	13.05	12.96	18.24	15.36
k, delay calibration	0.11	0.11	0.11	0.29	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	3.80	1.46	1.17	0.43	0.05	4.22	1.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.80	0.54	0.37	0.39	0.05	0.74	0.59
d, Delay for Lane Group [s/veh]	7.74	22.93	19.17	11.00	13.48	13.01	22.46	16.73
Lane Group LOS	A	C	B	B	B	B	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.03	3.35	1.54	1.10	1.66	0.15	2.32	2.20
50th-Percentile Queue Length [ft/ln]	0.85	83.67	38.42	27.39	41.51	3.71	57.91	55.02
95th-Percentile Queue Length [veh/ln]	0.06	6.02	2.77	1.97	2.99	0.27	4.17	3.96
95th-Percentile Queue Length [ft/ln]	1.53	150.60	69.16	49.31	74.72	6.68	104.24	99.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.74	22.93	19.17	11.00	13.48	13.48	13.01	13.01	13.01	22.46	16.73	16.73
Movement LOS	A	C	B	B	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	21.41			12.35			13.01			19.30		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	17.77											
Intersection LOS	B											
Intersection V/C	0.625											

Emissions

Vehicle Miles Traveled [mph]	0.78	30.69	15.98	26.10	31.00	7.37	83.10	102.14
Stops [stops/h]	2.27	224.33	103.02	73.45	111.29	9.95	155.27	147.52
Fuel consumption [US gal/h]	0.07	5.94	2.76	2.44	3.39	0.41	5.21	5.81
CO [g/h]	5.14	415.29	192.66	170.75	236.87	28.57	364.36	405.85
NOx [g/h]	1.00	80.80	37.48	33.22	46.09	5.56	70.89	78.96
VOC [g/h]	1.19	96.25	44.65	39.57	54.90	6.62	84.44	94.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	18.61	18.61	18.61	18.61
l_p,int, Pedestrian LOS Score for Intersectio	2.751	2.455	1.716	2.295
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1490	1490	931	931
d_b, Bicycle Delay [s]	1.75	1.75	7.67	7.67
l_b,int, Bicycle LOS Score for Intersection	2.363	2.271	1.593	2.266
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Feedville Rd & US-395

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US-395			US-395			Feedville Rd			Feedville Rd		
Base Volume Input [veh/h]	61	579	31	34	654	69	0	0	205	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	10.00	0.00	21.00	10.00	0.00	0.00	0.00	5.00	0.00	0.00	21.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	579	31	34	654	69	0	0	205	0	0	39
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	157	8	9	178	19	0	0	56	0	0	11
Total Analysis Volume [veh/h]	66	629	34	37	711	75	0	0	223	0	0	42
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.00	0.05	0.01	0.00	0.00	0.00	0.35	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	9.64	0.00	0.00	9.69	0.00	0.00	37.35	45.23	13.76	48.52	44.78	11.14
Movement LOS	A	A	A	A	A	A	E	E	B	E	E	B
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.14	0.00	0.00	0.00	1.59	1.59	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	6.36	0.00	0.00	3.61	0.00	0.00	0.00	39.64	39.64	0.00	5.36	5.36
d_A, Approach Delay [s/veh]	0.87			0.44			13.76			11.14		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: US 395 & SE Kelli Blvd

Control Type:	Two-way stop	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	450.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Kelli Blvd			Private Dwy		
Base Volume Input [veh/h]	8	1142	0	0	779	110	0	0	386	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	52.00	6.00	0.00	0.00	7.00	6.00	0.00	0.00	4.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1142	0	0	779	110	0	0	386	0	0	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	307	0	0	209	30	0	0	104	0	0	0
Total Analysis Volume [veh/h]	9	1228	0	0	838	118	0	0	415	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.79	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.73	0.00	0.00	11.27	0.00	0.00	70.49	100.04	32.40	269.66	86.12	13.19
Movement LOS	B	A	A	B	A	A	F	F	D	F	F	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.00	0.00	7.27	7.27	7.27	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.45	0.00	0.00	0.00	0.00	0.00	181.66	181.66	181.66	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.09			0.00			32.40			122.99		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	5.20											
Intersection LOS	D											

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	OR 207	**Minor Street:**	Feedville Road
Project:	UGB Expansion	**City/County:**	Hermiston/Umatilla County
Year:	2045	**Alternative:**	UGB Expansion

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
X	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	8810	Y
	Minor	2 or more	2500	2623	
Case B	Major	1	9300	8810	N
	Minor	2 or more	1250	2623	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures

Appendix E

Public Facilities Study
(Anderson Perry & Associates, Inc.)

E.1 UGB Alternatives Analysis

E.2 Public Facilities Study for the UGB Expansion Area

CITY OF HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION - ENGINEERING ASSISTANCE - PHASE 1
EXHIBIT A

Potential Study Area	Rank	Relative Cost	Utility		
SE 2	**1**	**100%**	**Sewer**	**Storm**	**RWS**
			Gravity sewer is currently available at the intersection of S.E. 9th Street and E. Feedville Road, and a gravity sewer is proposed from Hinkle Road to its intersection with E. Feedville Road. Main lines downstream of the connection point may require upsizing to handle the additional flow. An on-site lift station and pressure service may be required to serve the site.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 0.2-mile main line extension from the BPS discharge to the area will be required.
SE 1	**2**	**431%**	**Sewer**	**Storm**	**RWS**
			Gravity sewer is currently available at the intersection of S.E. 9th Street and E. Feedville Road, and a gravity sewer is proposed from Hinkle Road to its intersection with E. Feedville Road. A 0.1-mile main line extension will be required to provide gravity sewer service. Main lines downstream of the connection point may require upsizing to handle the additional flow. An on-site lift station and pressure service may be required to serve the site.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 0.9-mile main line extension or upsizing of the existing main line from the BPS discharge to the area will be required.
SW2	**3**	**1028%**	**Sewer**	**Storm**	**RWS**
			An on-site lift station and pressure service that ties into a 2.2-mile main line near the intersection of W. Gettman Road and S.W. 10th Street will be required to provide gravity sewer service to the study area. The sewer will need to cross under the railroad. Main lines downstream of the connection point may require upsizing to handle the additional flow.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 1.5-mile main line extension or upsizing of the existing main line from the BPS discharge to the area will be required. Water services will need to cross underneath the railroad.
SW1	**3**	**1444%**	**Sewer**	**Storm**	**RWS**
			An on-site lift station and pressure service that ties into a 1.9-mile main line extension near the intersection of W. Gettman Road and S.W. 10th Street will be required to provide gravity sewer service to the study area. Main lines downstream of the connection point may require upsizing to handle the additional flow.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the northside of Feedville Road. A 2.5-mile main line extension or upsizing of the existing main line from the BPS discharge to the area will be required. Water services will need to cross underneath the railroad twice.
E2	**4**	**1480%**	**Sewer**	**Storm**	**RWS**
			The study are will likely need to convey flows by gravity to a lift station at a low point at the southeastern corner, then flows would be pumped through a 2.6-mile pressure main along Highway 395 to Kelly Boulevard. Main lines downstream of the connection point may require upsizing to handle the additional flow.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 1.8-mile main line extension from the BPS discharge to the area will be required. Water services will need to cross underneath Highway 395.

CITY OF HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION - ENGINEERING ASSISTANCE - PHASE 1
EXHIBIT A

Potential Study Area	Rank	Relative Cost	Utility		
E1	**5**	**1586%**	**Sewer**	**Storm**	**RWS**
			The study are will likely need to convey flows by gravity to a lift station on the northern boundary, then flows would be pumped through a 1.5-mile pressure main to the manhole at the southwest corner of the EOTEC.Main lines downstream of the connection point may require upsizing to handle the additional flow.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 2.5-mile main line extension from the BPS discharge to the area will be required. Water service will need to cross underneath the Highway 395.
W	**6**	**2445%**	**Sewer**	**Storm**	**RWS**
			A main line extension of 1.5 miles will be required to serve the study area across the Umatilla River to the existing gravity sewer in W. Highland Avenue. A bridge crossing will be required at the Bridge Road bridge. A lift station at a low point in the study area and a pressure main to the existing gravity sewer in Highland Avenue will be required. Main lines downstream of the connection point may require upsizing to handle the additional flow.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in UICs (meeting DEQ requirements) or roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 4.1-mile main line extension from the BPS discharge to the area will be required. Water services will need to cross underneath the railroad twice, the highway, and the river. An environmental permit will be required for the river crossing.
NW	**7**	**3986%**	**Sewer**	**Storm**	**RWS**
			A 0.7-mile main line extension from the RWTP will be required to serve the study area located across the Umatilla River from the RWTP. A river crossing with environmental permits will be required for a directional bore under the river. A lift station at the low point in the study area and a pressure main will also be required.	All stormwater costs will be associated with street improvements and site development within the study area. All stormwater will be accommodated in roadside swales, if curb and gutter are not installed.	The proposed RWS ASR well, reservoir, and BPS are located on the north side of Feedville Road. A 7.2-mile main line extension from the BPS discharge to the area will be required. Water services will need to cross underneath the railroad twice, the highway twice, and the river. An environmental permit will be required for the river crossing.

ASR = aquifer storage and recovery
BPS = booster pump station
DEQ = Oregon Department of Environmental Quality
E = east
EOTEC = Eastern Oregon Trade and Event Center
NW = northwest
RWS = Regional Water System
RWTP = Recycled Water Treatment Plant
SE = southeast
SW = southwest
UICs = underground injection controls
W = west

URBAN GROWTH BOUNDARY EXPANSION

UTILITY REPORT

JUNE 2025

Prepared for the
City of Hermiston, Oregon

anderson perry

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URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

FOR

CITY OF HERMISTON, OREGON

JUNE 2025



ANDERSON PERRY & ASSOCIATES, INC.

La Grande, Redmond, Hermiston, and Enterprise, Oregon
Walla Walla, Washington

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Job No. 736-170

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Introduction

This Urban Growth Boundary Expansion Utility Report discusses the necessary public water and wastewater improvements to facilitate the development of three sites proposed to be brought inside the urban growth boundary (UGB) for the City of Hermiston, Oregon. These sites (S1, S2, and S3) are for proposed data centers and are shown on Figure 1. The specific water and wastewater projects required for the development of each site will be discussed in detail, including planning-level cost estimates.

Sanitary Sewer

The wastewater peak hour demand (PHD) for domestic use is expected to be low for data centers at approximately 0.02 gallons per minute per employee. This estimate was developed using a projected 30 employees per shift per 200,000 square foot building using 13 gallons per day per employee (Metcalf and Eddy, 1991) and a peaking factor of 2.7 from the Hermiston Sanitary Sewer Collection System Study to estimate PHD. The 30 employees per shift assumption is based on information provided in a City planning commission staff report for the July 12, 2023, planning commission meeting where an application for major variance on total parking spaces was granted based on the 30 employees per building metric. Three shifts per day were also assumed. For planning costs, 8- and 12-inch gravity sewer main line extensions were used. Further analysis will be required during site development to determine the appropriate gravity sewer main line size. Private sewer lift stations with associated private pressurized sewer lines may be required on site to connect to planned sewer main line extensions.

Potable Water

The City has applied to the Oregon Water Resources Department (OWRD) for a limited license to conduct pilot testing for an aquifer storage and recovery (ASR) water well. The ASR well will increase the supply and resiliency of the City's water system. Treated Columbia River water from the Regional Water Treatment Plant (RWTP) will be used as source water for the ASR project during the colder months of the year when cooling water is not being used by the data centers. When cooling water is needed during the warmer months of the year, the water stored in the subsurface will be recovered from the ASR well to provide cooling water.

Phase 1 of the ASR well project is located northeast of the intersection of E. Feedville Road and S.E. 9th Street and will include drilling a deep basalt well with an associated well house, connecting the well to the City's domestic water system, and constructing an infiltration basin. The project is currently under construction. The total cost for Phase 1, including engineering design, construction with an assumed 10 percent contingency, and environmental fees, is estimated to be $7.2 million. Phase 2 will include a 24-inch water main line to the 16-inch water main line in E. Feedville Road, a booster pump station, and two 1.5 million-gallon reservoirs on the same site and is estimated to have a total project cost of $13.4 million. A total combined project cost for both phases is estimated to be $20.6 million. The ASR project is expected to provide 4,500 gallons per minute (gpm) of potable water to the sites. Each building is expected to have a peak cooling water demand of approximately 375 gpm; therefore, the 4,500 gpm provided by the ASR project is expected to support up to approximately 12 buildings. ASR water is expected to be used for cooling

water for Sites S1 and S3, which are proposed to house 15 buildings in total, three more than what the ASR project is estimated to be able to support. Private on-site storage will likely be required to account for the three-building deficit. A second ASR project could be considered in lieu of on-site storage, but this Report assumes on-site storage will be utilized if needed. For site planning costs, a 16-inch potable water main line was selected to connect to the existing 16-inch potable water main line in E. Feedville Road. Further analysis will be required during site development to determine the appropriate water main line size to satisfy summer peak cooling demand for all sites.

Non-Potable Water

The Regional Water System previously allocated Columbia River water for cooling data centers. Site S2 is expected to use non-potable water for cooling.

Stormwater

None of the sites will connect to the City's stormwater drainage system. All stormwater runoff will be contained on site for data center installations or for required street improvements using infiltration swales or drywells. Stormwater costs for public roadway improvements are included in the transportation section and are not analyzed here.

Industrial Wastewater

Data centers produce two types of industrial wastewater. One is filter backwash wastewater when non-potable water is used for cooling. The other is non-contact cooling water (NCCW) discharged from the cooling system.

Currently, the City has an agreement for PDX 138 and 245 data centers (four buildings each) to accept 14,000 gallons per day (gpd) of backwash wastewater for each data center (3,500 gpd per building) for a total of 28,000 gpd to be discharged to the sanitary sewer system. These data centers currently take non-potable water, which they ultrafilter, and then use it to cool their servers. The backwash wastewater from the filters is discharged at a current rate of 14,000 gpd per four building data center. During development of the sites, if non-potable water is used, the City will need to analyze the capacity of the RWTP to determine whether to enter into additional agreements to accept filter backwash wastewater from new data centers.

Cooling towers at data centers discharge NCCW with low biological oxygen demand and low total suspended solids. While NCCW may appear clean, it is typically the byproduct of evaporative cooling where water accumulates total dissolved solids (TDS) prior to discharge. NCCW discharge costs are not included in this analysis because the method of discharge is currently unknown; however, several potential methods of discharge are discussed hereafter. Most of these potential methods would likely be constructed on site and would be privately funded.

Reuse of NCCW requires a Water Reuse Operations Plan and a National Pollutant Discharge Elimination System or a Water Pollution Control Facilities (WPCF) Permit from the Oregon Department of Environmental Quality (DEQ). Registration of reclaimed NCCW is required by OWRD.

NCCW would typically be produced from May to October. Land application of high TDS or high salt NCCW can be a problem for soil structure and plant water uptake. Typically, WPCF Permits establish limits on the loading of salts or TDS that can be land applied without excessive salt accumulation in the root zone, which can lead to crop damage. Supplemental irrigation water may be necessary to prevent salt accumulation. The DEQ will likely not permit NCCW with high salt concentrations to be land applied at rates where excessive salt accumulation occurs below the root zone.

Four alternatives were considered for the discharge of NCCW from the data centers. Three of these alternatives are considered private and include discharging to an evaporation basin, discharging to wetlands, and discharging to a storage pond for land application (irrigation). The remaining alternative is considered public and involves the City applying for a WPCF Permit for discharge to an irrigation canal system. These alternatives may be used alone or in combination with the other alternatives.

Evaporation Basins

Evaporation basins store and discharge water by evaporation. This alternative would collect and evaporate NCCW in a lined pond. The normal effective depth of a typical evaporation basin would be 6 feet with 2 feet of freeboard, 2 feet of water depth, and 2 feet for solids accumulation.

Advantages

- Evaporative basins can be constructed near the cooling towers
- Lower operational cost compared to wetlands
- Low impact to groundwater
- Limited reporting and testing required since NCCW is contained on site during evaporation.

Disadvantages

- Evaporative loss of water that could otherwise be reused for summer irrigation
- Requires a large area of land for evaporative basins

Wetlands

This alternative would dispose of NCCW in a wetland. A review of the National Wetlands Inventory map shows that the closest existing wetlands are northeast of the Walmart Distribution Center on the northeast side of U.S. Highway 395. These wetlands were used by Hermiston Foods in the past for the industrial wastewater generated by cleaning and preparing produce for market. The surplus water in the wetland's ponds was used for irrigation via center pivot systems east of the City. These wetlands are currently dry, and whether they could be

used for NCCW storage and discharge could be investigated. This alternative assumes new wetlands would be created as needed for the individual sites. The quality of the NCCW would need to be analyzed to confirm whether it is satisfactory for discharge to the wetlands.

Advantages

- Creating a beneficial wildlife habitat
- Aesthetically pleasing appearance
- Reclaiming unused ground

Disadvantages

- Lined wetlands need to be constructed
- Costly for future expansion
- Potential salt accumulation may limit the life expectancy of the wetlands
- The wetlands may not be adjacent to where the NCCW is produced

Land Application (Irrigation)

This alternative would collect NCCW in a lined storage pond. The normal effective depth of a typical pond would be much greater than for an evaporation basin to minimize the required land area with 2 feet of freeboard, and 2 feet for solids accumulation. Typically, the pond would supply an irrigation system that operates during the same season as cooling water needs.

Advantages

- Storage ponds can be constructed near the cooling towers
- Lower operational cost compared to wetlands
- Low impact to groundwater
- Limited reporting and testing of TDS required to satisfy the WPCF Permit

Disadvantages

- Storage ponds may need to be upsized to handle the low NCCW discharge from October to April
- Requires operation and maintenance (O&M) of an irrigation system and management of a crop
- Requires a large area of land for irrigation system

Hermiston Irrigation District Canal System

Discharge to the Hermiston Irrigation District canal system would only be allowed during the irrigation season, typically April 1 to the beginning of October. This option is already being explored, and the City is currently waiting for permit approval from the DEQ for an existing data center campus. NCCW would need to be stored from October to April. Typically, the highest cooling demands and discharges occur during the irrigation season, so peak storage pond requirements may be adequate to store off-season discharges.

Advantages

- Lower construction cost than constructing evaporative basins and wetlands
- Limited property would be impacted
- NCCW is reused for irrigation
- Displaces irrigation water currently originating in the Umatilla River, allowing for more water to remain in the river during the irrigation season

Disadvantages

- Ongoing O&M for storage pond, pump station, and pipelines to the canal
- Possible pretreatment required before discharge to the canal
- Routine testing of NCCW and canal water would be required to show the blended water is below the allowed TDS permit limit

Site Analysis

Three sites (S1, S2, and S3) have been selected for a detailed analysis and are shown on the draft expansion area map in Figure 1. The recommended public water and wastewater main line improvements required and planning costs for each site are described below. The wastewater main line extensions are shown along site frontages to comply with the City Standards, except where inadequate cover is available due to topography. Water main line extensions are shown across site frontages to comply with City Standards.

Site S1

This site is located south of E. Feedville Road and surrounded on the east, south, and west by the Union Pacific Railroad (UPRR). See Figure 2 for water and wastewater main line extensions.

Wastewater

A gravity sewer main line would be required to be extended along Highway 207 from a manhole 160 feet south of the intersection of W. Joseph Avenue, crossing under the

Maxwell and A-line Canals to E. Feedville Road and along E. Feedville Road, crossing under the railroad to the eastern edge of the site. Site S1 generally slopes from the southern railroad boundary to E. Feedville Road. A private sewer lift station may be required on site with a pressure service to the main line in E. Feedville Road.

Site S1 sanitary sewer flows will be added to a sewer trunkline located in the southwest portion of the City between Highland Avenue and the Maxwell Canal and approximately following S.W. 11th Street. The 2021 Sanitary Sewer Collection System Study analysis of this trunkline shows combined existing and future flows. The pipes appear to have adequate capacity for year 2043 development inside the UGB, with pipe flows ranging from 34 to 73 percent of capacity.

Site S1 has an estimated PHD of 4.4 gpm assuming six 200,000 square foot buildings will be constructed on the site. Main lines downstream of the connection point will not require upsizing to handle the additional flow from Site S1. Site S1 eventually flows into the 24-inch reinforced concrete pipe feeding Lift Station No. 8. Both have adequate capacity for the approximately 1 percent increase over the existing peak flow into these facilities.

Another alternative to serve Site S1 was considered using a City lift station and a pressure main line to S. 1st Street. Using a gravity main line from the site was preferred since the City would not be required to operate and maintain another lift station that would only serve a limited sanitary sewer drainage area.

Water

The existing 16-inch water main line in E. Feedville Road is all that will be required to serve Site S1. Service line connections for domestic and cooling water will be installed as needed along E. Feedville Road to provide service to the data centers.

Preliminary Wastewater and Water Cost Estimate

A planning-level cost estimate using current year (2025) cost was prepared. See Figure 3 for the preliminary water and wastewater cost estimates for Site S1.

Site S2

This site is located south of E. Feedville Road and bound on the east and the south by Hermiston-Hinkle Road and on the west by the UPRR. See Figure 4 for water and wastewater main line extensions.

Wastewater

A 12-inch gravity sewer main line is currently funded along S. 1st Street/Hermiston-Hinkle Road to the southern edge of the site near the railroad. The proposed main line extension is all that would be required to satisfy the City Standards to serve Site S2. Site S2 generally slopes downward from the southern railroad boundary toward E. Feedville Road. A private

sewer lift station may be required on site with a pressure service to the main line in Hermiston-Hinkle Road.

Site S2 sanitary sewer flows will be added to a sewer trunkline located in the south-central portion of the City along S. 1st Street. The 2021 Sanitary Sewer Collection System Study analysis of this trunkline shows that combined existing and future flows would result in ten sections of pipe with inadequate capacity to convey future flows but currently has capacity for the flow from Site S2.

Site S2 has an estimated PHD of 2.9 gpm assuming four 200,000 square foot buildings will be constructed on the site. Main lines downstream of the connection point will not require upsizing to handle the additional flow from Site S2. Site S2 eventually flows into the 24-inch reinforced concrete pipe feeding Lift Station No. 8. Both have adequate capacity for the approximately 0.6 percent increase over the existing flow into these facilities.

Water

The existing 30-inch non-potable and 16-inch potable water main lines in E. Feedville Road and the currently funded 12-inch non-potable and 12-inch potable water main lines in Hermiston-Hinkle Road are all that will be required to serve Site S2. Service line connections will be installed as needed for domestic water and for cooling water along Hermiston-Hinkle Road and along E. Feedville Road to provide service to the data centers.

Preliminary Wastewater and Water Cost Estimate

A planning-level cost estimate using current year (2025) cost was prepared. See Figure 5 for the preliminary water and wastewater cost estimates for Site S2.

Site S3

This site is located south of E. Feedville Road and bounded on the east by S. Ott Road and on the south and the west by the Feed Canal. See Figure 6 for water and wastewater main line extensions.

Wastewater

A gravity sewer main line is currently available at the intersection of S.E. 9th Street and E. Feedville Road. A sewer main line extension along E. Feedville Road will be required to serve the site. Site S3 is lower than E. Feedville Road and generally slopes downward toward the canal. A private sewer lift station will be required on site with a pressure service to the main line in E. Feedville Road.

Site S3 will be added to the sanitary sewer trunkline located at the southeast end of the City generally extending north until it reaches Lift Station No. 1, the primary lift station for the eastern side of the City, near the intersection of N.E. 7th Street, Diagonal Boulevard, and E. Main Street. This trunkline services much of the commercial and industrial areas within the city limits. Recent sanitary sewer main line replacement and construction of parallel

main line improvements have corrected deficiencies on S.E. 7th Street, E. Pine Avenue, and S.E. 8th Street.

This trunkline was not analyzed in the 2021 Sanitary Sewer Collection System Study because flows can vary greatly depending on the type of commercial and industrial business developed. The 2021 Sanitary Sewer Collection System Study stated that, "Lift Station 1 operates 5.48 hours per day or at approximately 69 percent of its capacity. Assuming Lift Station 1 continues pumping approximately 24 percent of the City's sewage during maximum daily demand periods, the future capacity status can be estimated by using the projected peak daily flow in 2043 of 1.629 MGD. Considering the current lift station pumping capacity of 1,200 gpm, Lift Station 1 could pump approximately 0.524 MGD during the maximum day, and combined pump run hours would be approximately 7.28 hours per day or 91 percent of capacity."

Site S3 has an estimated PHD of 6.6 gpm assuming nine 200,000 square foot buildings will be constructed on the site. There are 350 feet of 10-inch concrete pipe near Lift Station No.1 that will operate at 96 percent capacity with the additional flow from Site S3. A parallel 12-inch polyvinyl chloride pipe should be installed to handle the additional flow from Site S3.

Water

A main line extension from the ASR booster pump station to the intersection of E. Feedville Road and S. Ott Road will be required to serve Site S3. Service line connections for domestic and cooling water will be installed as needed along E. Feedville Road to provide service to the future data centers.

Preliminary Wastewater and Water Cost Estimate

A planning-level cost estimate using current year (2025) cost was prepared. See Figure 7 for the preliminary water and wastewater cost estimate for Site S3.

Cost and Improvement Summary

Potable water is currently available in E. Feedville Road from the RWTP. Potable water from the ASR well is projected to be available beginning in Spring 2027. A water main line extension is only required for Site S3. Non-potable water is currently available in E. Feedville Road, and funding has been acquired for it to be available in Hermiston-Hinkle Road. Non-potable water main line extensions are not required to serve the proposed sites. Sanitary sewer service is not currently available at any of the proposed sites, but funding has been acquired for it to be available at Site S2. A sanitary sewer main line extension will be required for Sites S1 and S3. Filter backwash wastewater may be sent to the City's sanitary sewer system, and NCCW discharge will need to be determined for each campus for the proposed sites.

The most cost-effective site to develop is S2 since water and sanitary sewer main line extensions are currently funded to provide service to the site from Hermiston-Hinkle Road. The next most cost-effective site is S3 since water and sanitary sewer main lines are adjacent to the site and the

off-site sanitary sewer improvements are limited. Table 1 summarizes cost estimates and improvement descriptions. See Figure 8 for water main line extensions and Figure 9 for sanitary sewer main line extensions.

TABLE 1
COST AND IMPROVEMENT SUMMARY

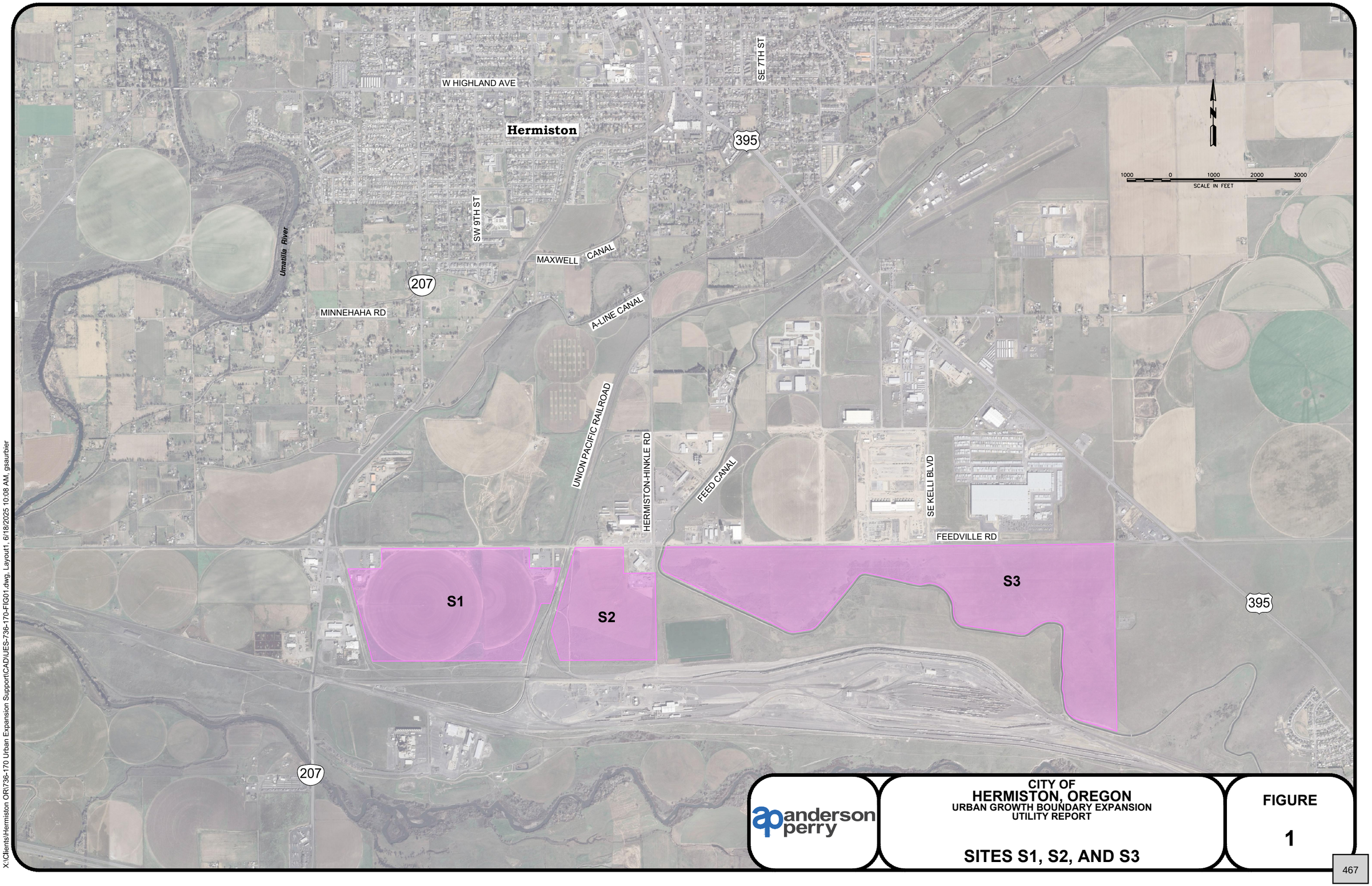
Site	Cost	Wastewater	Cost	Water
S1	**$5,000,000**	A gravity sewer would be required to be extended along Highway 207 from 160 feet south of the intersection of W. Joseph Avenue to the intersection with E. Feedville Road, then along E. Feedville Road to the eastern edge of the site. The sewer will need to cross under the railroad and the Maxwell and A-line canals.	**$269,000**	The existing 16-inch water main line in E. Feedville Road is all that will be required to serve Site S1. Service line connections for domestic and cooling water will be installed as needed along E. Feedville Road to provide service to the data centers.
S2	**$24,000**	A 12-inch gravity sewer main line is funded along S. 1st Street/Hermiston-Hinkle Road to its southern terminus near the railroad. The proposed main line extension is all that would be required to satisfy City standards to serve Site S2.	**$269,000**	The existing 30-inch non-potable and 16-inch potable water main lines in E. Feedville Road and the funded 12-inch non-potable and 12-inch potable water main lines in Hermiston-Hinkle Road are all that will be required to serve Site S2. Service line connections for domestic and cooling water will be installed as needed along E. Feedville Road or Hermiston-Hinkle Road to provide service to the data centers.

Site	Cost	Wastewater	Cost	Water
S3	**$2,410,000**	A gravity sewer main line is currently available at the intersection of S.E. 9th Street and E. Feedville Road. A sewer main line extension along E. Feedville road will be required to serve the site. Main lines downstream of the connection point will require upsizing to handle the additional flow near Lift Station No. 1. Site S3 is lower than E. Feedville Road and generally slopes down toward the canal. A private sewer lift station will be required on site with a pressure service to the main line in E. Feedville Road.	**$1,780,000**	A main line extension from the ASR booster pump station to the intersection of E. Feedville Road and S. Ott Road will be required to serve Site S3. Service line connections for domestic and cooling water will be installed as needed along E. Feedville Road to provide service to the future data centers.

References

Metcalf and Eddy. (1991). *Wastewater Engineering*. McGraw-Hill, Inc.

FIGURES



X:\Clients\Hermiston OR\736-170 Urban Expansion Support\CAD\UES-736-170-FIG01.dwg, Layout1, 6/18/2025 10:08 AM, gsaurbier

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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

SITES S1, S2, AND S3

FIGURE

1

W HIGHLAND AVE

Hermiston

SE 7TH ST

395

SW 9TH ST

12"SS

Umatilla River

MAXWELL CANAL

207

MINNEHAHA RD

A-LINE CANAL

UNION PACIFIC RAILROAD

HERMISTON-HINKLE RD

FEED CANAL

SE KELLI BLVD

FEEDVILLE RD

16" & 30"W

8"SS

S1

N

1000 0 1000 2000 3000
SCALE IN FEET

LEGEND

REQUIRED GRAVITY SEWER

EXISTING WATER

X:\Clients\Hermiston OR\736-170 Urban Expansion Support\CADD\ES-736-170-FIG02.dwg, Layout1, 6/18/2025 2:10 PM, gsaurbier

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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT
SITE S1
WATER AND WASTEWATER
MAIN LINE EXTENSIONS

FIGURE
2

CITY OF HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION UTILITY REPORT
SITE S1 PRELIMINARY WATER AND WASTEWATER COST ESTIMATE
(YEAR 2025 COSTS)
June 2025

WATER

NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 15,000	All Req'd	$ 15,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	2,000	All Req'd	2,000
3	Project Erosion Control	LS	2,000	All Req'd	2,000
4	Water Services and Meter Vaults	LS	180,000	All Req'd	180,000
				Total Estimated Construction Cost	**$ 199,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	70,000
				[1]TOTAL ESTIMATED WATER PROJECT COST (2025)	**$ 269,000**

WASTEWATER

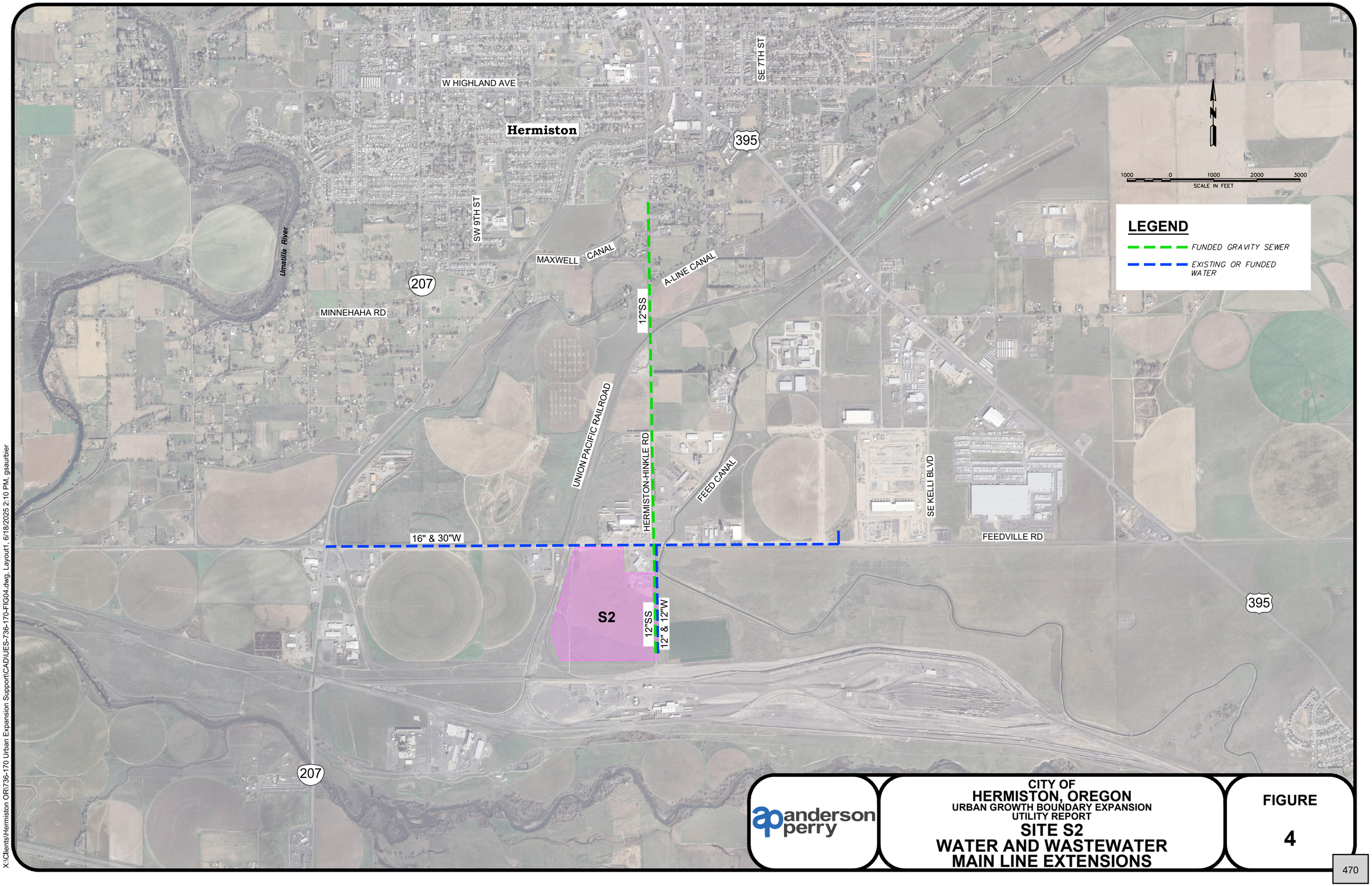
NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 172,500	All Req'd	$ 172,500
2	Temporary Protection and Direction of Traffic/Project Safety	LS	50,000	All Req'd	50,000
3	Project Erosion Control	LS	50,000	All Req'd	50,000
4	8-inch Gravity Sewer Line	LF	100	4,530	453,000
5	12-inch Gravity Sewer Line	LF	180	8,800	1,584,000
6	Sewer Railroad Crossing	LF	1,000	200	200,000
7	Sewer Canal Crossing	LF	400	800	320,000
8	3-inch Pressure Sewer Services	EA	6,000	2	12,000
9	Sewer Manhole Type A	EA	8,000	24	192,000
10	Asphalt Patch	LF	50	13,330	666,500
				Total Estimated Construction Cost	**$ 3,700,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	1,300,000
				[1]TOTAL ESTIMATED WASTEWATER PROJECT COST (2025)	**$ 5,000,000**

[1]Project costs do not include costs for currently funded projects

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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION UTILITY REPORT
SITE S1 PRELIMINARY WATER AND WASTEWATER COST ESTIMATE

FIGURE
3



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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT
SITE S2
WATER AND WASTEWATER MAIN LINE EXTENSIONS

FIGURE
4

CITY OF HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION UTILITY REPORT
SITE S2 PRELIMINARY WATER AND WASTEWATER COST ESTIMATE
(YEAR 2025 COSTS)
June 2025

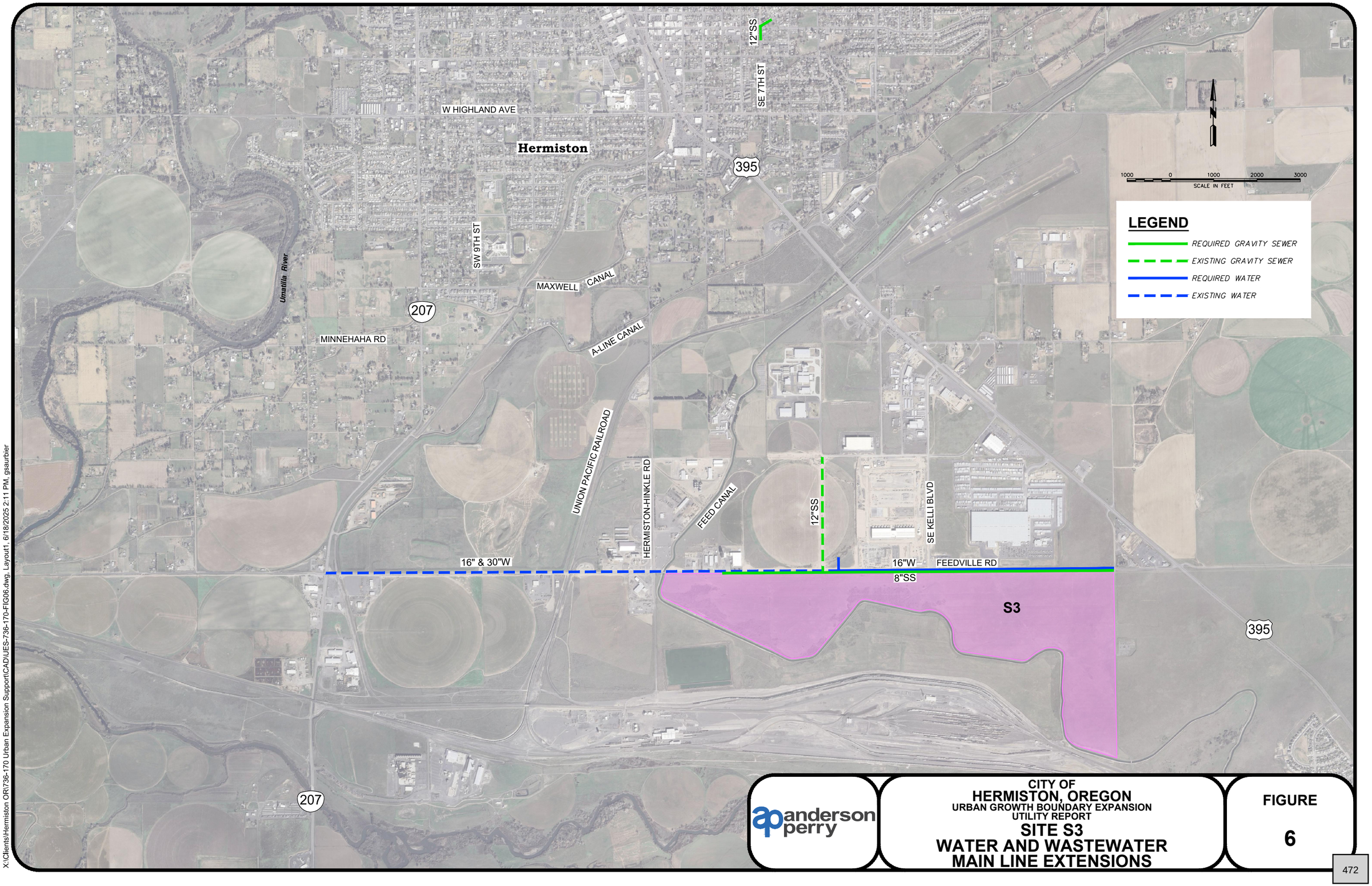
WATER

NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 15,000	All Req'd	$ 15,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	2,000	All Req'd	2,000
3	Project Erosion Control	LS	2,000	All Req'd	2,000
4	Water Services and Meter Vaults	LS	180,000	All Req'd	180,000
				Total Estimated Construction Cost	**$ 199,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	70,000
				[1]TOTAL ESTIMATED WATER PROJECT COST (2025)	**$ 269,000**

WASTEWATER

NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 2,000	All Req'd	$ 2,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	2,000	All Req'd	2,000
3	Project Erosion Control	LS	2,000	All Req'd	2,000
4	3-inch Pressure Sewer Services	EA	6,000	2	12,000
				Total Estimated Construction Cost	**$ 18,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	6,000
				[1]TOTAL ESTIMATED WASTEWATER SEWER PROJECT COST (2025)	**$ 24,000**

[1]Project costs do not include costs for currently funded projects



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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT
SITE S3
WATER AND WASTEWATER
MAIN LINE EXTENSIONS

FIGURE
6

CITY OF HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION UTILITY REPORT
SITE S3 PRELIMINARY WATER AND WASTEWATER COST ESTIMATE
(YEAR 2025 COSTS)
June 2025

WATER

NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 62,000	All Req'd	$ 62,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	28,000	All Req'd	28,000
3	Project Erosion Control	LS	28,000	All Req'd	28,000
4	16-inch Water Line	LF	85	6,400	544,000
5	16-inch Valve	EA	15,000	6	90,000
6	Connection to Existing Water Line	EA	20,000	1	20,000
7	Fire Hydrant and Auxiliary Valve	EA	8,000	6	48,000
8	Water Services and Meter Vaults	LS	180,000	All Req'd	180,000
9	Asphalt Patch	LF	50	6,400	320,000
				Total Estimated Construction Cost	**$ 1,320,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	460,000
				[1]TOTAL ESTIMATED WATER PROJECT COST (2025)	**$ 1,780,000**

WASTEWATER

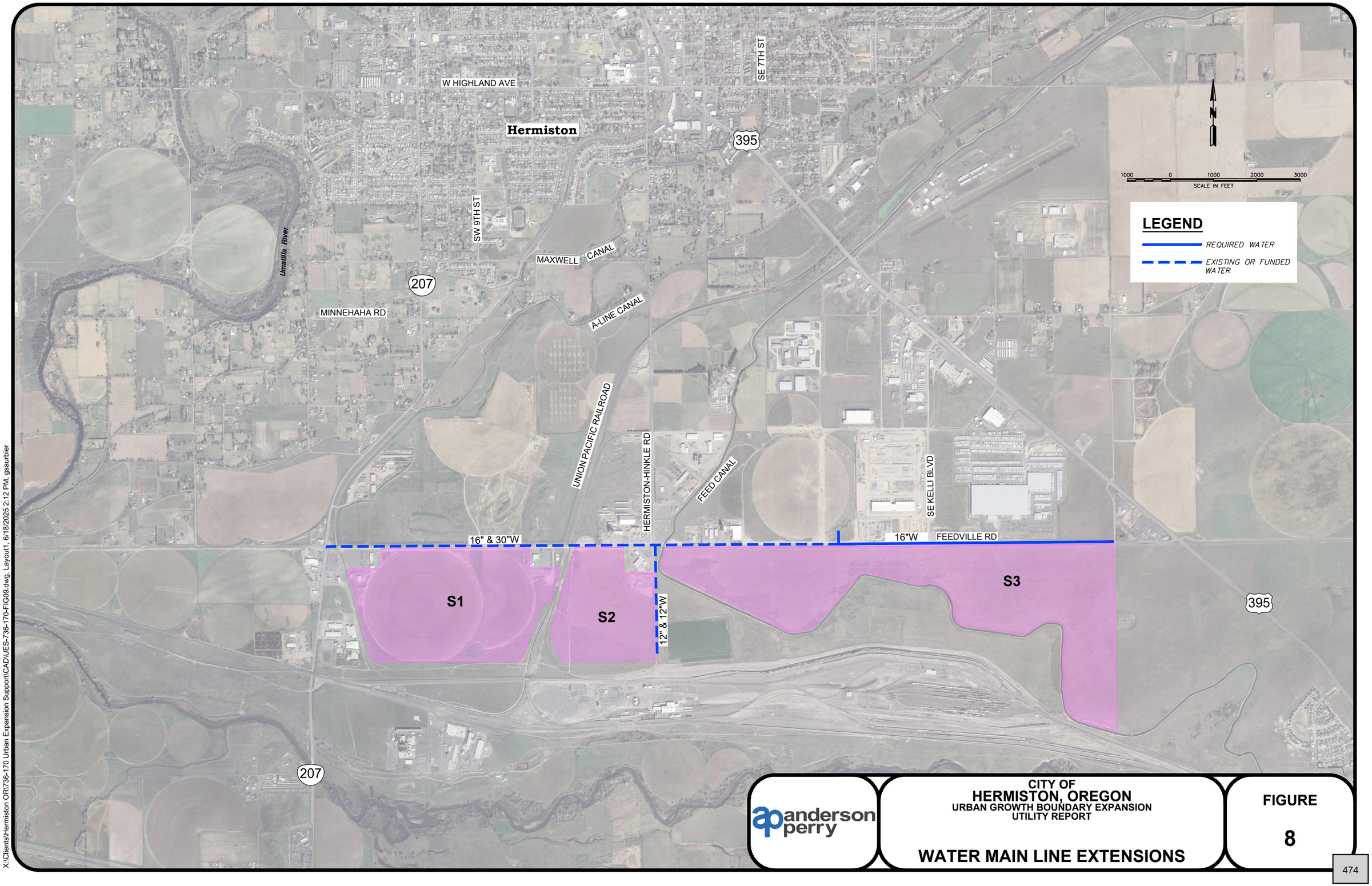
NO.	DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
1	Mobilization/Demobilization	LS	$ 86,000	All Req'd	$ 86,000
2	Temporary Protection and Direction of Traffic/Project Safety	LS	40,000	All Req'd	40,000
3	Project Erosion Control	LS	40,000	All Req'd	40,000
4	8-inch Gravity Sewer Line	LF	100	8,980	898,000
5	12-inch Gravity Sewer Line	LF	250	350	87,500
6	3-inch Pressure Sewer Services	EA	6,000	2	12,000
7	Sewer Manhole Type A	EA	8,000	20	160,000
8	Asphalt Patch	LF	50	9,330	466,500
				Total Estimated Construction Cost	**$ 1,790,000**
				Administration, Legal, Engineering, and Contingencies @ 35%	620,000
				[1]TOTAL ESTIMATED WASEWATER PROJECT COST (2025)	**$ 2,410,000**

[1]Project costs do not include costs for currently funded projects

anderson perry

CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION UTILITY REPORT
SITE S3 PRELIMINARY WATER AND WASTEWATER COST ESTIMATE

FIGURE
7



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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

WATER MAIN LINE EXTENSIONS

FIGURE
8

W HIGHLAND AVE

Hermiston

SE 7TH ST

12"SS

395

N

1000 0 1000 2000 3000
SCALE IN FEET

LEGEND

REQUIRED GRAVITY SEWER

EXISTING OR FUNDED GRAVITY SEWER

Umatilla River

SW 9TH ST

12"SS

MAXWELL CANAL

A-LINE CANAL

207

MINNEHAHA RD

12"SS

12"SS

UNION PACIFIC RAILROAD

HERMISTON-HINKLE RD

FEED CANAL

12"SS

SE KELLI BLVD

8"SS

8"SS

FEEDVILLE RD

S1

S2

S3

12"SS

395

207

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CITY OF
HERMISTON, OREGON
URBAN GROWTH BOUNDARY EXPANSION
UTILITY REPORT

WASTEWATER MAIN LINE EXTENSIONS

FIGURE

9

Appendix F

UGB Expansion Property Information

F.1 Tax Lot Numbers and Tax Assessors Maps

F.2 Property owner petition agreeing to annexation

F.3 Legal description of property proposed for annexation

MAP AND TAX LOT ID: 4N2828A000100A1

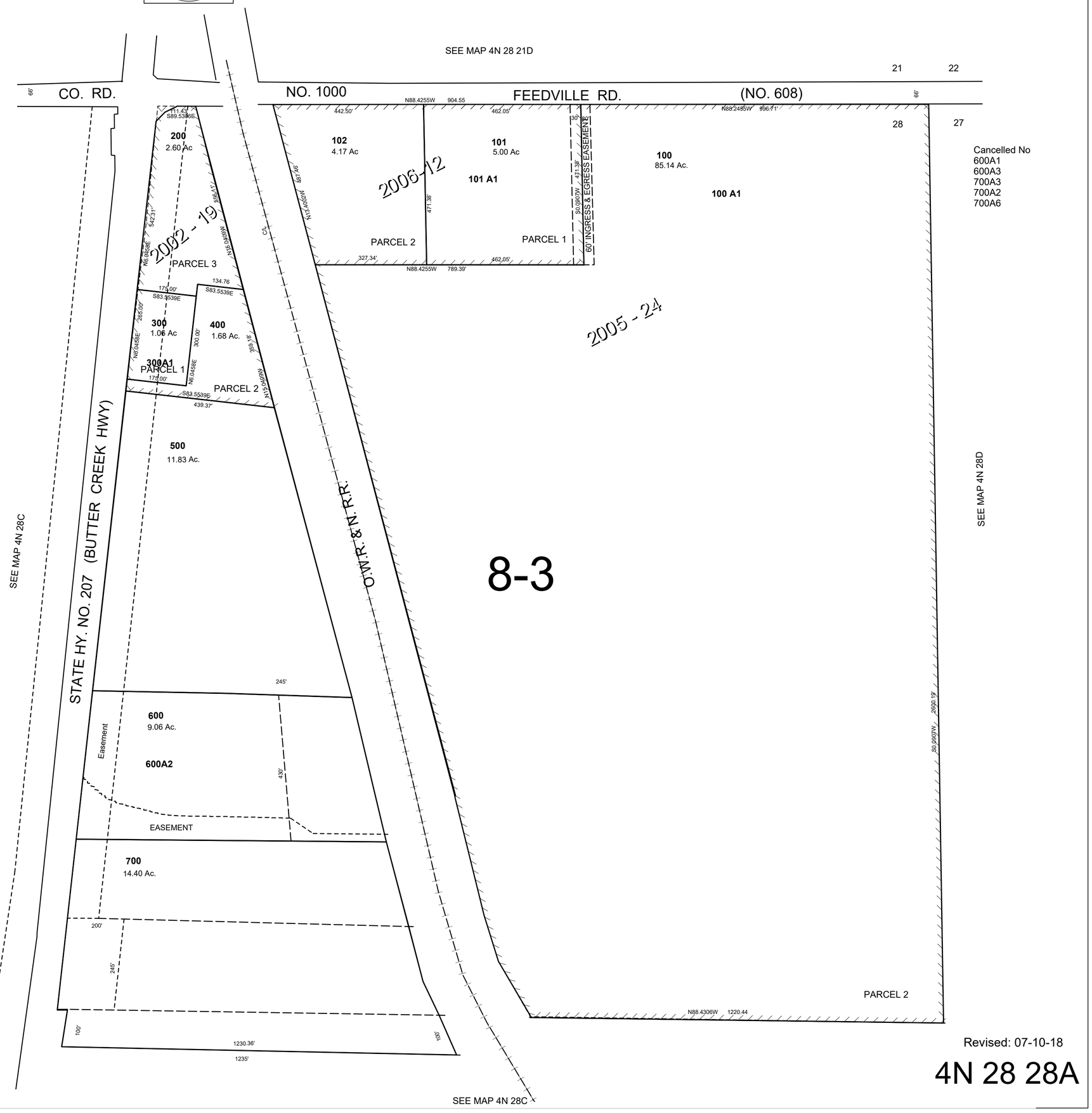
This map was prepared for Assessment & Taxation purposes only and was NOT prepared nor is it suitable for legal, engineering or surveying purposes.

NE1/4 SEC 28 T4N R 28E WM
UMATILLA COUNTY

SCALE: 1" =200'

4N 28 28A

AERIAL PHOTO NO. NZ-2P-25 & 26



8-3

Revised: 07-10-18

4N 28 28A

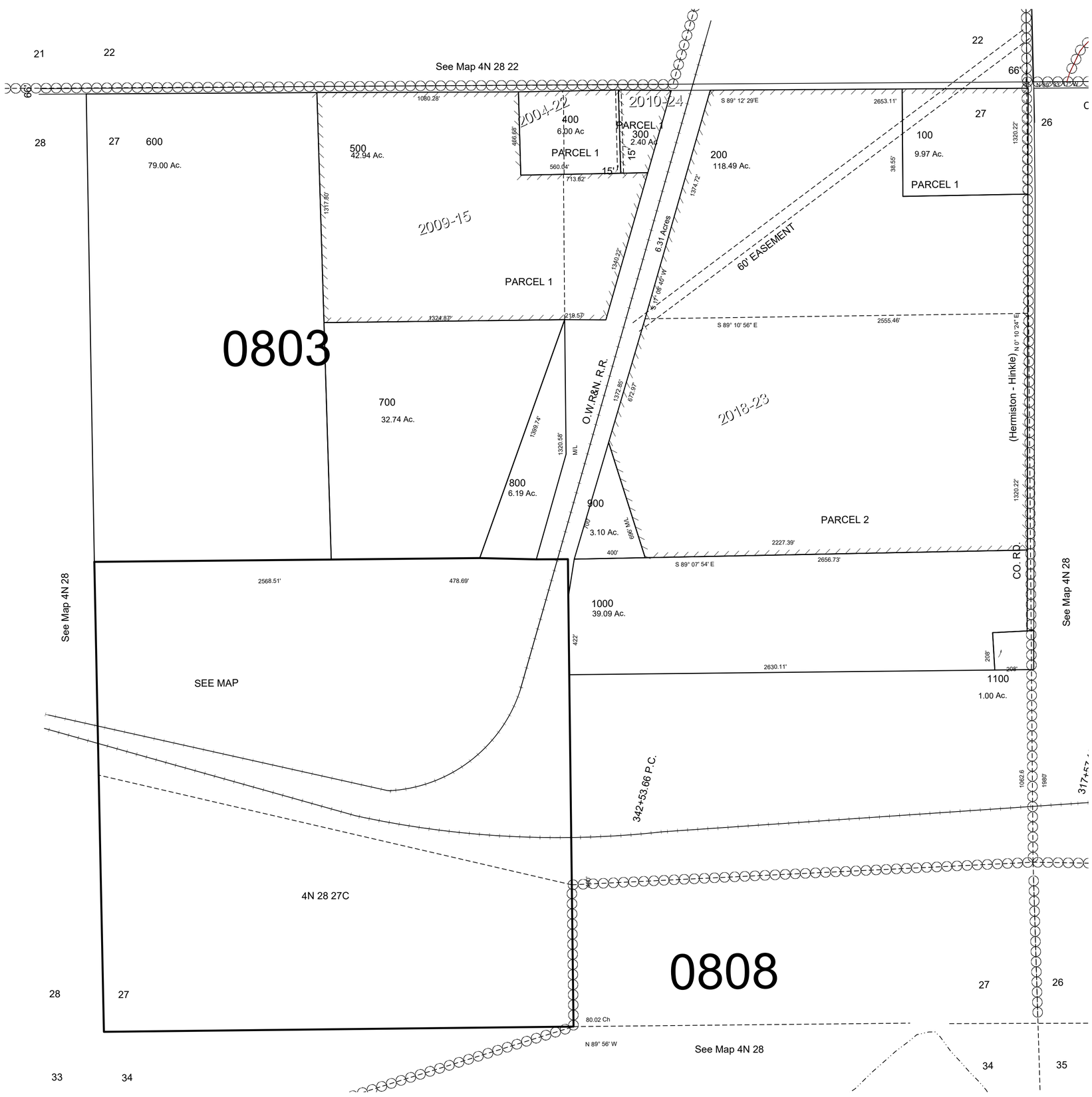
MAP AND TAX LOT IDS: 4N28270000600, 4N28270000500, 4N28270000700, 4N28270000200

This map was prepared for Assessment & Taxation purposes only and was NOT prepared nor is it suitable for legal, engineering or surveying purposes.

SEC 27 T4N R28E WM
UMATILLA COUNTY, OR

4N2827

SCALE: 1" = 400'



REVISED: 04-14-2021

4N2827

Appendix F.1

This map was prepared for Assessment & Taxation purposes only and was NOT prepared nor is it suitable for legal, engineering or surveying purposes.

Cancelled Tax Lots
1400

MAP AND TAX LOT IDS: 4N28000001700, 4N28000001800, 4N28000001900, 4N28000002500

T4N R28E WM
UMATILLA COUNTY

SCALE 1" =2,000'

4N 28

Hermiston

See Map 5N 29

See Map 4N 27

See Map 4N 29

See Map 3N 28

MAP AND TAX LOT ID: 4N2821D000800

This map was prepared for Assessment & Taxation purposes only and was NOT prepared nor is it suitable for legal, engineering or surveying purposes.

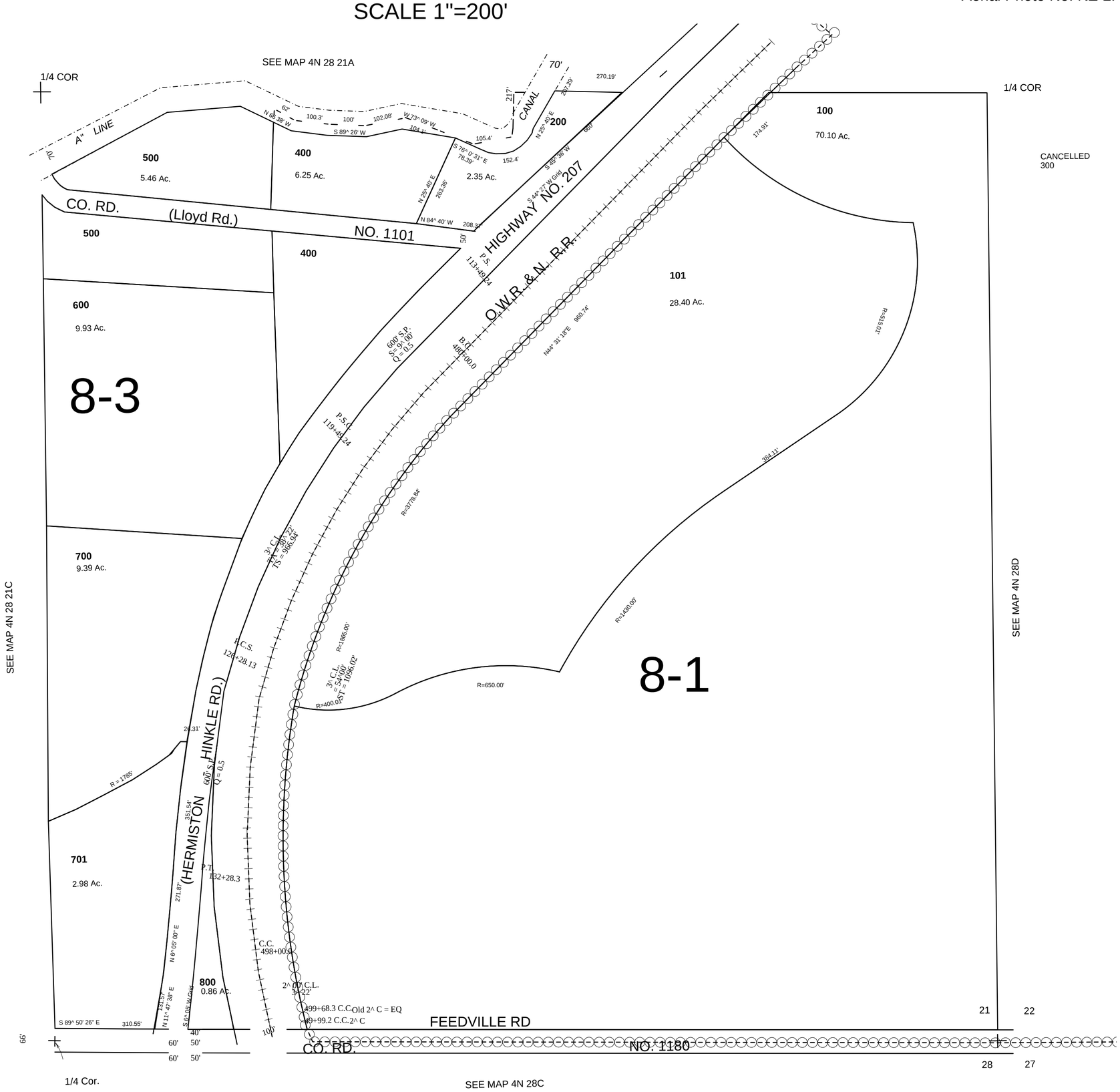
SE 1/4 SEC 21 T4N R28E WM
UMATILLA COUNTY

SCALE 1"=200'

4/29/05

4N2821D

Aerial Photo No. NZ-2P-124



4N2821D

January 7, 2025
Folder 3209-49

Via E-Mail to mmorgan@hermiston.gov

City of Hermiston
Attn: Mark Morgan
Assistant City Manager
180 NE 2nd Street
Hermiston, OR 97838

Re: Portion of Umatilla County Tax Lots 1700, 1800, 1900, and 2500 (Tax Map 4N 28 23) lying north of the U.S.R.S. Feed Canal in Hermiston, Oregon ("Property")

Dear Mr. Morgan:

I am writing to indicate Union Pacific Railroad Company's ("UPRR") commitment to selling the Property identified above to an industrial developer. The Property is approximately 380 acres and is located north of the U.S.R.S. Feed Canal ("Canal") that runs through the site. Negotiations have been ongoing with an industrial developer, and we expect to finalize the terms of a purchase and sale transaction within the next 90 days.

UPRR understands the City of Hermiston is undertaking a process to expand its urban growth boundary ("UGB") to provide for an adequate 20-year supply of employment lands. UPRR supports this effort and believes the Property it is committed to selling is suitable for industrial and employment use and should be considered for inclusion in the City's UGB expansion.

Please note UPRR has yet to decide on the future use of its land located south of the Canal; therefore, it will not be included in the City's current UGB expansion.

Sincerely,

Rodney S. Carroll
General Director – Real Estate

Clint Spencer
City Planner
City of Hermiston
180 NE 2nd St.
Hermiston, OR 97838

July 15, 2025

Clint,

JB Land LLC owns the properties south of Feedville Road known as 4N2827 Tax Lots 500, 600, and 700. Additionally, Bud-Rich Potato Inc. owns the adjacent property known as 4N2828A Tax Lot 100.

As the President of Bud-Rich Potato Inc., and a Member of JB Land LLC, I am writing to provide consent for including these properties in the currently proposed UGB expansion, as well as annexation in to the city limits of the City of Hermiston.

Sincerely,

Troy Betz
President- Bud-Rich Potato, Inc.
Member- JB Land, LLC

ANNEXATION – EXHIBIT 'A'

FILE: 4N28E Annexation
AP (RES) 07-31-2025

TRACT 1 – ANNEXATION

A tract of land located in Sections 21, and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at a point on the Westerly Right-of-Way of Oregon State Highway 207 which bears N12°38'56"W, 3017.00 feet from the Southeast corner of said Section 21;

thence along said Westerly Right-of-Way line the following six (6) courses:

1. S44°27'00"W, 1166.31 feet;
2. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S41°26'17"W, 605.68 feet);
3. 693.19 feet along a curve to the left having a radius of 1949.86 feet and a central angle of 20°22'00" (chord bears S25°16'00"W, 689.47 feet);
4. along 40-feet highway offset spiral curve to the left through a central angle of 09°00'00" (chord bears of S09°07'54"W 605.64 feet);
5. S06°05'00"W, 271.93 feet;
6. S11°43'09"W, 131.57 feet to the North Right-of-Way line of Feedville Road;

thence S00°05'07"W, 66.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 355.99 feet;

thence N0°05'07"E, 66.00 feet to the North Right-of-Way line and a point on the Easterly Right-of-Way line of United Pacific Railroad;

thence along said Easterly Right-of-Way line the following four (4) courses:

1. along a railroad offset spiral curve through a central angle of 07°05'19" (chord bears N10°20'16"W, 194.03 feet);
2. 1637.64 feet along a curve to the right having a radius of 1865.00 feet and a central angle of 50°18'39" (chord bears N17°22'25"E, 1585.53 feet);
3. along a railroad offset spiral curve through a central angle of 01°53'36" (chord bears N43°51'43"E, 131.46 feet);
4. N44°31'18"E, 1336.11 feet to a point on the existing city limit boundary;

thence N45°33'00"W, along said boundary, 223.65 feet to the **POINT OF BEGINNING**.

Containing 810,526 Square Feet, 18.607 Acres, more or less.

TRACT 2 – ANNEXATION

A tract of land located in Sections 27 and 28, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Section corner common to section 21, 22, 27, 28 Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston;

thence N89°54'55"W, along said Section line, 1967.87 feet;

thence S00°05'07"W 33.00 feet to the South Right-of-Way line of Feedville Road;

thence S89°54'54"E, along said South Right-of-Way line, 971.16 feet to the East Line of Parcel 1 as shown on Partition Plat 2006-12, Umatilla County Records;

thence S01°02'53"E along said East Line, 471.39 feet, to the South Line of said Parcel 1;

thence N89°54'54"W along said Line of Parcel 1 and Parcel 2 of said Partition Plat, 789.39 feet to the West line of Parcel 2 as shown on Partition Plat 2005-24 Umatilla County Records;

thence S14°51'49"E along said West line, 1991.93 feet;

thence 225.60 feet along a curve to the left having a radius of 663.11 feet and a central angle of 19°29'34" (chord bears S24°36'36E, 224.51 feet) to a point on the South line of said Parcel 2;

thence S89°55'14"E along said South Line 1220.58 feet to the one-quarter corner common to Section 27 and 28, Township 4 North, Range 28 East, Willamette Meridian;

thence N89°40'02"E, along the East-West centerline of said Section 27, a distance of 2271.17 feet;

thence N15°03'38"E, 1367.00 feet to the Southwest corner of Northwest one-quarter of Northeast one-quarter of said Section 27;

thence N89°35'35"E, along the South line of Northwest one-quarter of Northeast one-quarter, 219.18 feet to the Westerly Right-of-Way line of Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad);

thence N15°59'03"E along said Westerly Right-of-Way line, 853.91 feet to the South line of Parcel 2 as shown on Partition Plat 2009-15, Umatilla County Records;

thence S89°35'31"W along the South line of Parcel 2 as shown on said Partition Plat and Parcel 1 as shown on Partition Plat 2004-22, a distance of 713.82 feet to the Southwest corner of said Parcel 1;

thence N01°20'32"E, along the West line of said Parcel 1, a distance of 466.80 feet to the South line of Feedville Road;

thence N89°35'09"E along said South Right-of-Way line, 227.69 feet;

thence N89°35'31"E continuing along said South Right-of-Way line, 817.71 feet to the East Right-of-Way line of Union Pacific Railroad;

thence N15°58'27"E, along said East Right-of-Way line, 68.79 feet to the North Right-of-Way line of Feedville Road;

thence S89°35'31"W along said North Right-of-Way line, 208.49 feet to the West Right-of-Way line of Union Pacific Railroad;

thence S15°59'34"W, along said West Right-of-Way line, 34.40 feet to the centerline of Feedville Road also being the North line of Section 27 said Township and Range;

thence S89°35'32"W along said centerline to the North one-quarter corner of said Section 27;

thence S89°35'09"W, along said centerline of Feedville Road, 2653.05 feet to the **POINT OF BEGINNING.**

Containing 10,714,044 Square Feet, 245.960 Acres, more or less.

TRACT 3 – ANNEXATION

A tract of land located in Sections 27, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 27, said Township and Range;
thence N1°03'52"W, along said East line of Section 22 said Township and Range, 33.00 feet to the North Right-of-Way line of Feedville Road Right-of-Way;
thence S89°35'31"W, along said North Right-of-Way line of Feedville Road, 1815.43 feet to the West Right-of-Way of United Pacific Railroad;
thence S15°58'27"W along said West Right-of-Way line, 68.79 feet to the South Right-of-Way line of Feedville Road;
thence N89°35'31"E along said South Right-of-Way line, 1835.57 feet to the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;
thence N01°01'15"W, along said East line, 33.00 feet to the **POINT OF BEGINNING.**

Containing 120,483 Square Feet, 2.766 Acres, more or less.

TRACT 4 – ANNEXATION

A tract of land located in Sections 26, Township 4 North, Range 28 East, Willamette Meridian, City of Hermiston, Umatilla County, Oregon, more particularly described as follows:

BEGINNING at the Northwest corner of Section 26, said Township and Range;
thence S01°01'15"E, along the West line of said Section 26, a distance of 33.00 feet to the South Right-of-Way line of Feedville Road;
thence N89°51'28"E, along said South Right-of-Way line, 207.06' to the centerline of Feed Canal Alignment;
thence Southeast along said centerline of Feed Canal Alignment the following thirty-one (31) courses (these courses were traced from AutoCAD Geolocation Map Aerial):

1. S16°16'03"W, 343.46 feet;
2. 357.94 feet along a curve to the left having a radius of 255.00 feet and a central angle of 80°25'33", (chord bears S23°56'44"E, 329.27 feet);
3. S64°09'30"E, 3077.53 feet;
4. 276.12 feet along a curve to the left having a radius of 455.00 feet and a central angle of 34°46'15", (chord bears S81°32'38"E, 271.91 feet);
5. N81°32'38"E, 290.20 feet;
6. 259.86 feet along a curve to the left having a radius of 360.00 feet and a central angle of 41°21'30", (chord bears N60°23'30"E, 254.26 feet);

7. N39°42’44”E, 1473.09 feet;
8. 186.64 feet along a curve to the right having a radius of 170.00 feet and a central angle of 62°54’14”, (chord bears N71°09’51”E, 177.41 feet);
9. S77°23’02”E, 1177.78 feet;
10. 167.45 feet along a curve to the left having a radius of 385.00 feet and a central angle of 24°55’12”, (chord bears S89°50’38”E, 166.13 feet);
11. 915.79 feet along a reverse curve to the right having a radius of 520.00 feet and a central angle of 100°54’21”, (chord bears S51°51’04”E, 801.95 feet);
12. S01°23’53”E, 120.90 feet;
13. 524.12 feet along a curve to the left having a radius of 375.00 feet and a central angle of 80°04’48”, (chord bears S41°26’17”E, 482.49 feet);
14. S81°28’41”E, 1252.28 feet;
15. 285.10 feet along a curve to the left having a radius of 360.00 feet and a central angle of 45°22’28”, (chord bears N75°50’05”E, 277.70 feet);
16. N53°08’52”E, 205.87 feet;
17. 468.62 feet along a curve to the right having a radius of 550.00 feet and a central angle of 48°49’07”, (chord bears N77°33’25”E, 454.58 feet);
18. 210.65 feet along a compound curve to the right having a radius of 150.00 feet and a central angle of 80°27’48”, (chord bears S37°48’08”E, 193.76 feet);
19. S02°25’46”W, 747.71 feet;
20. 75.55 feet along a curve to the left having a radius of 400.00 feet and a central angle of 10°49’17”, (chord bears S02°58’52”E, 75.44 feet);
21. S08°23’31”E, 142.19 feet;
22. 47.07 feet along a curve to the right having a radius of 200.00 feet and a central angle of 13°29’00”, (chord bears S01°39’01”E, 46.96 feet);
23. S05°05’29”W, 252.42 feet;
24. 136.51 feet along a curve to the left having a radius of 400.00 feet and a central angle of 19°33’14”, (chord bears S04°41’08”E, 135.85 feet);
25. S14°27’45”E, 58.73 feet;
26. 27.91 feet along a curve to the right having a radius of 200.00 feet and central angle of 07°59’43”, (chord bears S10°27’53”E, 27.89 feet);
27. S6°28’01”E, 243.17 feet;
28. 275.03 feet along a curve to the left having a radius of 400.00 feet and a central angle of 39°23’42”, (chord bears S26°09’53”E, 269.64 feet);
29. S45°51’44”E, 108.10 feet;
30. 234.80 feet along a curve to the left having a radius of 550.00 feet and a central angle of 24°27’37”, (chord bears S62°11’40”E, 233.02 feet);
31. S74°25’28”E, 900.46 feet to the centerline of Ott Road also being the East line of Section 25 of Township 4 North, Range 28 East, Willamette Meridian;

thence N00°56'33"E along said East line, 4435.16 to the Northeast corner of Section 25 also being the centerline of Feedville Road;

thence S89°19’27”W, 2673.99 feet;

thence S89°20’01”W, 2674.13 feet;

thence S89°51’31”W, 2642.08 feet;

thence S89°51’28”W, 2424.25 feet to the centerline of Feed Canal Alignment;

thence N11°41’09”E, along said centerline 21.25 feet;

thence continuing along said centerline 12.71 feet along a curve to the right having a radius of 250.00 feet and a central angle of 02°54’43”, (chord bears N15°53’46”E, 12.70 feet) to the North Right-of-Way of Feedville Road;

thence S89°51’28”W along said North Right-of-Way, 225.67 feet to the West line of Section 23, said Township and Range;

thence S01°03’52”E, 33.00 feet to the **POINT OF BEGINNING.**

Containing 18,942,906 Square Feet, 434.869 Acres, more or less.

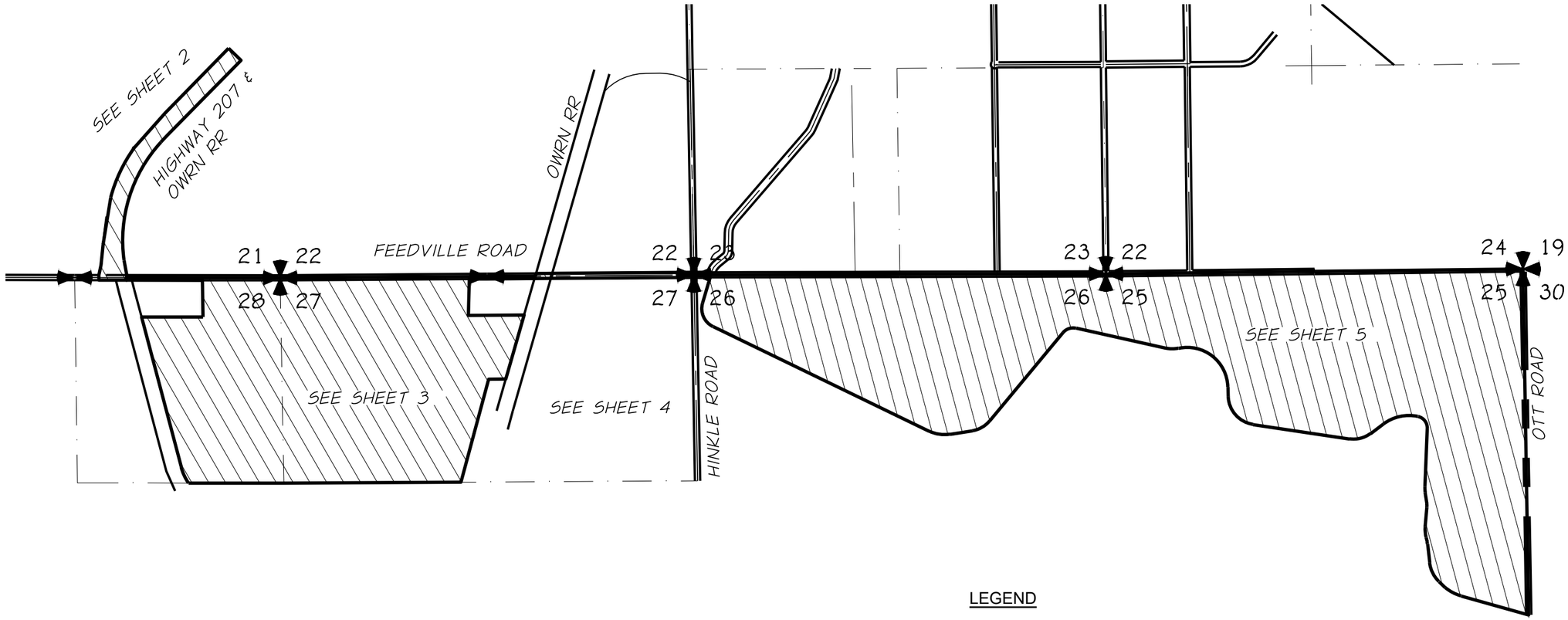
REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

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LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

0 1500 3000

SCALE: 1 INCH = 1500 FEET

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

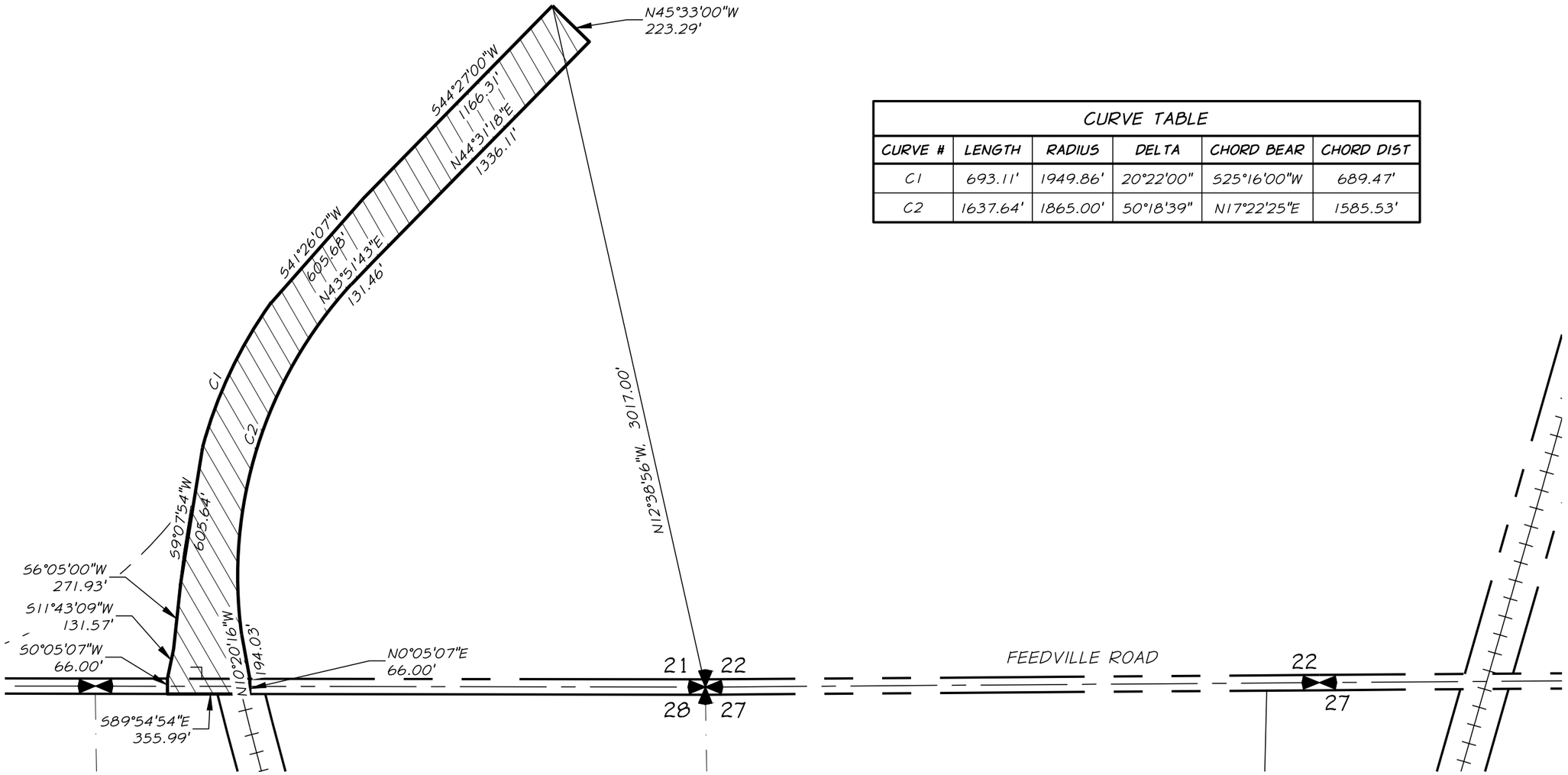
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E,
WILLAMETTE MERIDIAN,
UMATILLA COUNTY, OREGON

SHEET
1

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C1	693.11'	1949.86'	20°22'00"	S25°16'00"W	689.47'
C2	1637.64'	1865.00'	50°18'39"	N17°22'25"E	1585.53'

0 500 1000

SCALE: 1 INCH = 500 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

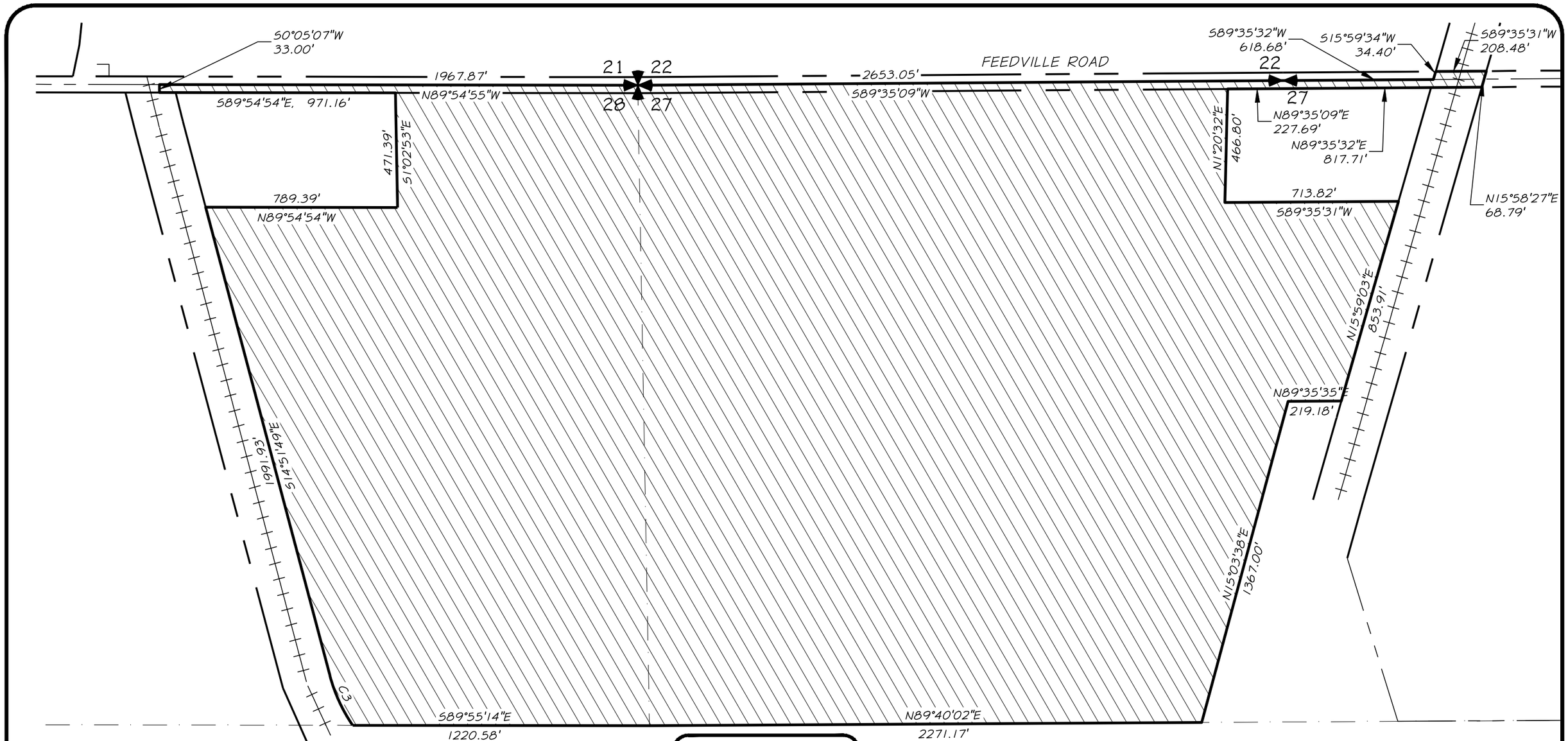
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

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SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

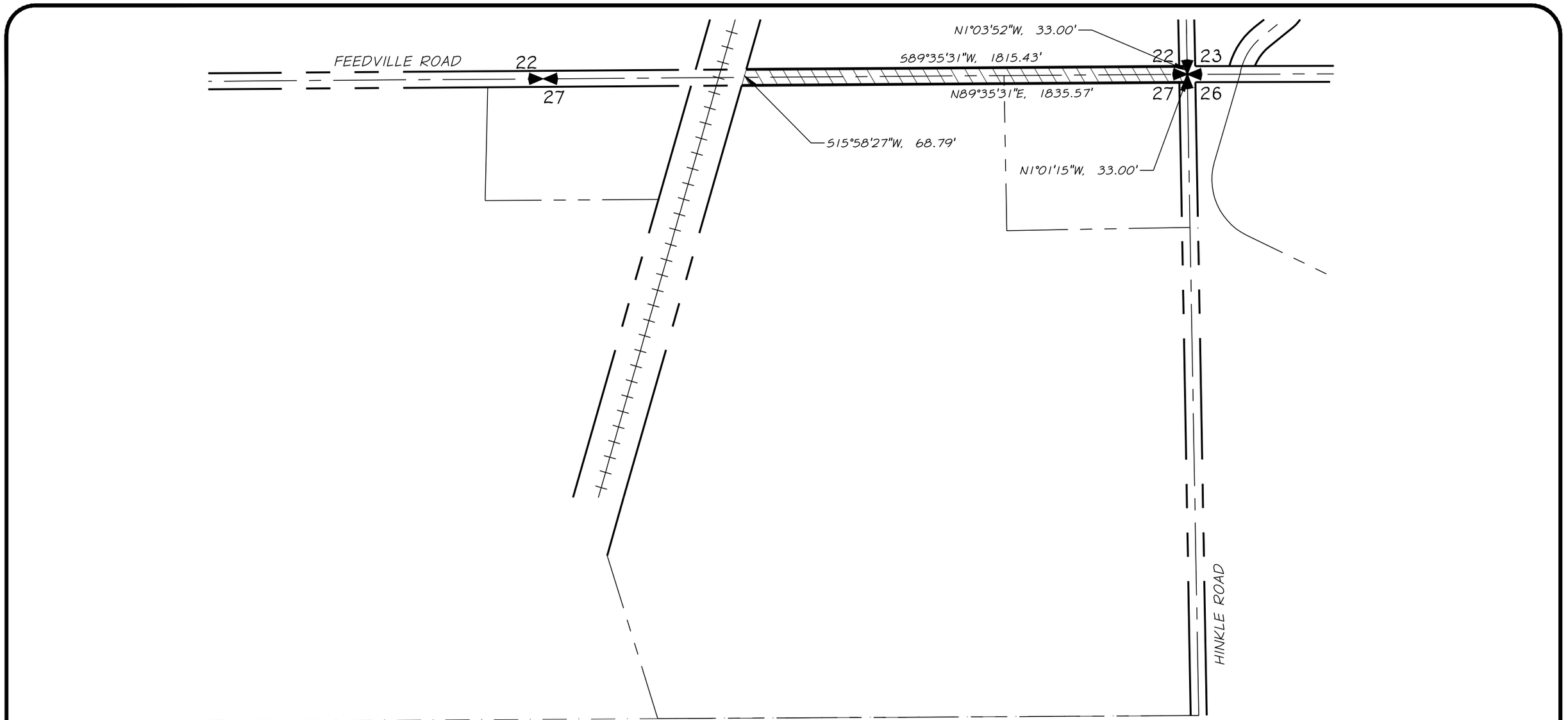
CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C3	225.60'	663.11'	19°29'34"	524°36'36"E	224.51'

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

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SCALE: 1 INCH = 400 FEET

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

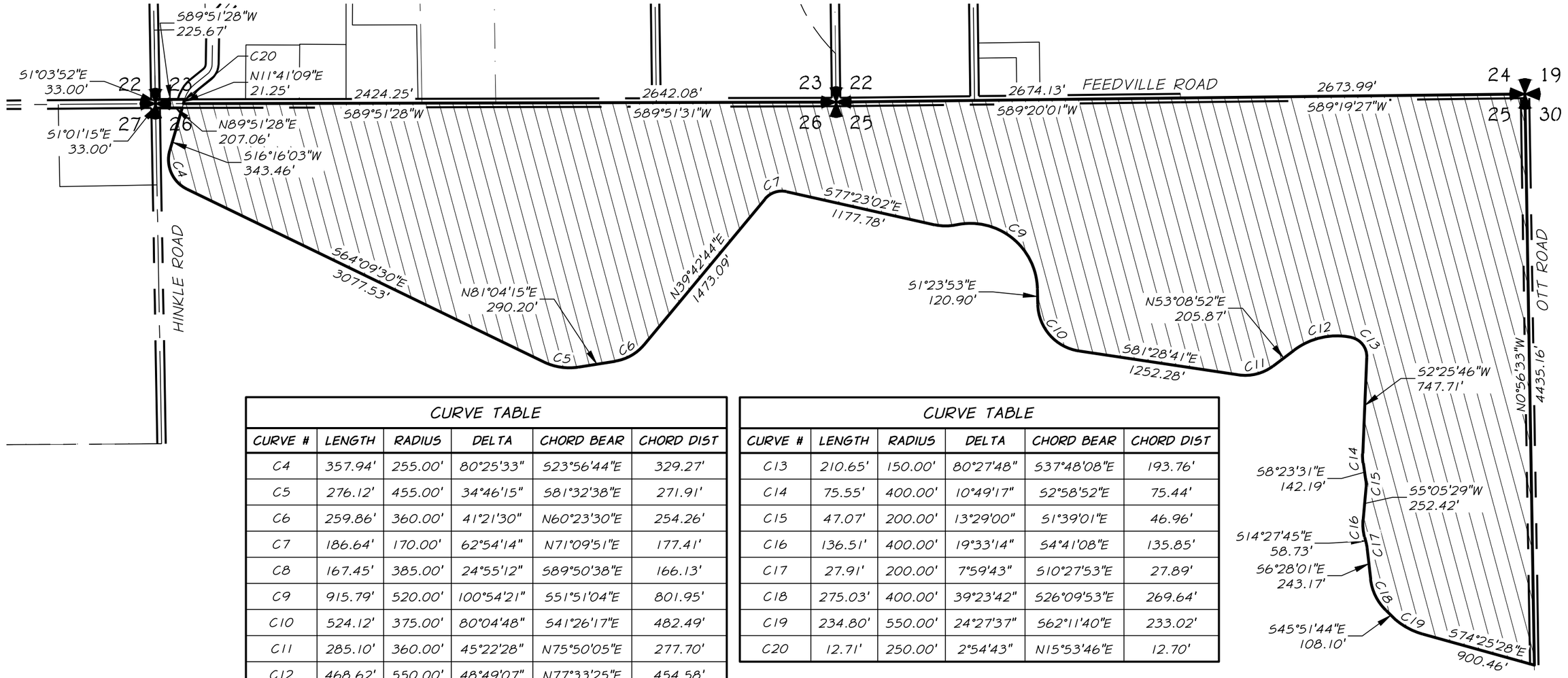
EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E,
WILLAMETTE MERIDIAN,
UMATILLA COUNTY, OREGON

SHEET
4

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CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C4	357.94'	255.00'	80°25'33"	S23°56'44"E	329.27'
C5	276.12'	455.00'	34°46'15"	S81°32'38"E	271.91'
C6	259.86'	360.00'	41°21'30"	N60°23'30"E	254.26'
C7	186.64'	170.00'	62°54'14"	N71°09'51"E	177.41'
C8	167.45'	385.00'	24°55'12"	S89°50'38"E	166.13'
C9	915.79'	520.00'	100°54'21"	S51°51'04"E	801.95'
C10	524.12'	375.00'	80°04'48"	S41°26'17"E	482.49'
C11	285.10'	360.00'	45°22'28"	N75°50'05"E	277.70'
C12	468.62'	550.00'	48°49'07"	N77°33'25"E	454.58'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEAR	CHORD DIST
C13	210.65'	150.00'	80°27'48"	S37°48'08"E	193.76'
C14	75.55'	400.00'	10°49'17"	S2°58'52"E	75.44'
C15	47.07'	200.00'	13°29'00"	S1°39'01"E	46.96'
C16	136.51'	400.00'	19°33'14"	S4°41'08"E	135.85'
C17	27.91'	200.00'	7°59'43"	S10°27'53"E	27.89'
C18	275.03'	400.00'	39°23'42"	S26°09'53"E	269.64'
C19	234.80'	550.00'	24°27'37"	S62°11'40"E	233.02'
C20	12.71'	250.00'	2°54'43"	N15°53'46"E	12.70'

0 800 1600

SCALE: 1 INCH = 800 FEET

N

LEGEND

PROPERTY ANNEXATION

EXISTING PROPERTY LINE

EXISTING SECTION LINE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY

OREGON
FEBRUARY 8, 2000
RICHARD E. STEIN
49593PLS

EXPIRES: 6/30/2026

anderson perry

EXHIBIT "B"
CITY OF HERMISTON, OREGON
SECTIONS 21, 25, 26, 27, & 28 TOWNSHIP 4N, RANGE 28E, WILLAMETTE MERIDIAN, UMATILLA COUNTY, OREGON

SHEET
5

Appendix G

Consolidated Plan Amendment Application Information

G.1 Council Resolution Initiating Application

G.2 November 2019 Zoning Determination Letter

RESOLUTION NO. 2357

A RESOLUTION INITIATING AMENDMENT OF THE HERMISTON URBAN GROWTH BOUNDARY TO IMPLEMENT THE FINDINGS OF THE 2024 ECONOMIC OPPORTUNITIES ANALYSIS.

WHEREAS, the City of Hermiston continues to see interest in industrial development; and

WHEREAS, the City of Hermiston amended the comprehensive plan through the adoption of a revised Economic Opportunities Analysis on September 9, 2024 through the adoption of Ordinance No. 2365; and

WHEREAS, the findings of the Economic Opportunities Analysis indicate that the City of Hermiston has a continuing need for large industrial sites of at least 100 acres in size to accommodate demand for hyperscale data center development; and

WHEREAS, the 20-year employment forecast and land needs analysis contained within the Economic Opportunities Analysis demonstrates an industrial land deficit of 1,200 acres within the Hermiston Urban Growth Boundary below what is necessary to accommodate industrial growth;

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. The Hermiston City Council does hereby direct City staff to prepare the necessary documentation to identify suitable land to satisfy industrial land need and begin necessary procedures to initiate an amendment to the Hermiston Urban Growth Boundary to add land as needed in accordance with the recommendations of the 2024 Economic Opportunities Analysis. Document preparation may include but is not limited to amendment of the City comprehensive plan map and policies, amendment to the public facilities and transportation system plans, and amendment to the zoning map and zoning ordinance.

2. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 24th day of February 2025.
SIGNED by the Mayor this 24th day of February 2025.

Doug Primmer, MAYOR

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER

November 14, 2019

Michael Merar
Seyfarth Shaw LLP
233 S Wacker Drive, Suite 8000
Chicago, IL 60606-6448

HERMISTON OREGON™
Planning Department

Re: Your letter of November 5, 2019

Dear Mr. Merar:

At the November 13, 2019 planning commission meeting, the planning commission considered your request for a determination regarding data centers within the city's industrial zones. The planning commission has authority under Section 157.136(B) of the Hermiston Municipal Code to rule that a use not expressly permitted in a zone shall be permitted if it is similar in nature to other permitted uses within that zone. After considering your request for determination and deliberation, the planning commission made a motion to consider a data center as a similar use to those uses already permitted in the C-2/M-2 zone in Hermiston. The planning commission's motion was as follows:

Motion to include a data center as a use similar in nature to other uses permitted in the C-2/M-2 zone and thus permitted in the zone. For the purposes of this determination a data center shall be defined as defined in the November 5, 2019 letter from Seyfarth Shaw LLP.

The motion was passed unanimously by the planning commission on a vote of 7-0.

If you have any questions, please feel free to contact me at 541 567-5521.

Sincerely,

Clinton Spencer
City Planner

C: John Parsons

Appendix H

Umatilla County, Neighboring City, State Agency and Interest Group Coordination

H.1 Affected Local Governments

H.2 Affected State Agencies

Appendix H. Umatilla County, Neighboring City, and State Agency Coordination

Timeline and Summaries Table

The following table presents a timeline of key local government, state agency, and interest group coordination efforts events that took place prior to submission of the consolidated application to the city.

1.1 Local Governments

Umatilla County			
Date	Purpose	Participants	Resolution
04/10/25	Meeting and email communication - Coordinate with Umatilla County on transportation planning for the UGB expansion. Discuss the approach to required upgrades at Feedville Road and US 395 (within County jurisdiction)	Umatilla County – Community Development Director, Planning Division Manager; City of Hermiston – Planning Director; and City of Hermiston consultants	City suggested a joint approach of creating a transportation analysis for a "Feedville Road Corridor" to address required facility upgrades to be adopted by the City and the County within their respective TSPs. The County was generally happy with this approach.
3/11/2025	Work session and meeting - Present EOA, Priorities, Work in Progress to County staff and Board of Commissioners	Umatilla County - Board of Commissioners, County Counsel, Planning Staff; City of Hermiston – Community Development Director; City of Hermiston consultants	Commissioners were supportive of the planning approach. One Commissioner inquired why the full HDC need wasn't addressed. It was explained that the incremental approach was considered safer and likely more efficient, particularly if it helps avoid potential appeals. One item: potential planned trail system along the canal. Bob will send additional

			information about this. Likely makes sense to plan for the trail north of the canal and reserve some land for this use.
3/15/2024	Meeting and email communication - Discussion about availability and status of background mapping information	Umatilla County Planning Division- Planning Division Manager; and City of Hermiston consultants	City consultants inquired about the availability of county map resources and data including soil quality, joint management agreement (JMA) areas, irrigation districts, and critical ground water areas. The county advised on the process to request and obtain data. Discussed outdated mapping of the JMAs between the County and the cities of Hermiston, Stanfield, and Umatilla.
2/26/2024	Kickoff meeting - Discuss the roles and responsibilities of various teams. DLCD staff comment on the next steps and potential challenges the project could face	City of Hermiston- Planning Director, City Attorney; Umatilla County – Planning Division Manager; DLCD – Regional Representative, Senior Planner, Farm/Forest Specialist, Community Services Specialist; and City of Hermiston consultants	DLCD staff encouraged their continued coordination early and often. For the EOA, particularly, DLCD staff advised the team confer with DLCD Economic Development Specialist. DLCD staff noted that UGB expansions over 50 acres will be reviewed by the Department and possibly the Commission (Land Conservation and Development Commission – LCDC).
City of Stanfield			
Date	Purpose	Participants	Resolution
2/11/2025	Brief City Manager on the UGB expansion plans and the location of the proposed UGB in relation to the existing Stanfield UGB	City of Stanfield – City Manager; City of Hermiston - Planning Director	Stanfield understood the proximity of Hermiston infrastructure and agreed that the land would be suited for the City of Hermiston UGB.
6/23/2025	Presentation of South Hermiston Industrial Park (SHIP)	City of Hermiston – Assistant City Manager	City Staff presented plans for future development of the SHIP along the Feedville

	Plans to relevant utility and government partners	City of Stanfield – Mayor, Finance Director Umatilla Electric Cooperative Cascade Natural Gas Oregon Department of Transportation - Various neighboring businesses	Road corridor, along with the proposed UGB Expansion.
City of Umatilla			
Date	Purpose	Participants	Resolution
2/7/2025	Extended invitation to Umatilla City Manager to be briefed on the Hermiston UGB expansion proposal	City of Hermiston – Assistant City Manager; City of Umatilla – City Manager	Invitation unanswered. No concerns raised.
6/3/2025	Meeting of West-Umatilla County Mayors/Managers	Cities of Hermiston, Umatilla, Stanfield, and Echo - Mayors/City Managers Umatilla County - Commissioners	Invited Umatilla to a 6/23/2025 event (listed above under City of Stanfield), as well as general discussion about the pending Hermiston UGB expansion

1.2 State Agencies and Other Governmental Organizations

Department of Land Conservation and Development (DLCD)			
Date	Purpose	Participants	Resolution
06/30/25	Meeting – Review near-final draft findings and maps. Opportunity to discuss any new or outstanding concerns before city submits Post Acknowledgement Plan	City of Hermiston Planning Director; DLCD – Regional Representative, Senior Urban Planner, Farm/Forest Specialist, Economic Development Specialist,	DLCD staff expressed appreciation for the phased approach to meet a portion of the HDC need. DLCD staff inquired about how the remaining unmet need is quantified and the timing of future phases. The project team explained that unmet need will be considered as the number of needed HDC sites, rather than

	Amendment (PAPA) notice to DLCD.	Community Services Specialist, Community Services Division Manager; and City of Hermiston consultants	acres, and that future expansion phases will be development-driven. DLCD staff asked whether the city anticipates local opposition, to which the project team responded that no, there was no opposition to the 2024 EOA and nearby jurisdictions have been engaged and have not raised concerns. DLCD staff inquired about how the city will protect the expansion sites to ensure they are developed for HDCs. The project team described the proposed HDC overlay zone and plan designation, and identified Appendix A which contains the zone and plan amendments.
1/31/2025	Meeting - Present adopted EOA, share the UGB amendment priorities and work in Progress to DLCD staff	City of Hermiston Planning Director, City Manager, Assistant City Manager; DLCD Regional Rep, Economic Development Specialist, Senior Urban Planner; and City of Hermiston consultants	DLCD staff shared they were generally open to the approach thus far. DLCD staff inquired about inter-governmental coordination efforts. The project team described the level of coordination thus far with Umatilla County and unofficial coordination with City of Stanfield. Discussed plans for future coordination.
5/28/2024	Meeting - Discuss the most recent draft of the EOA. Solicit guidance from DLCD staff on areas that need additional detail	DLCD - Regional Representative, Economic Development Specialist, Community Services Division Manager, Community Services Specialist; City of Hermiston- Planning Director, Assistant City	DLCD staff inquired about the local HDC demand compared with regional demand and advised that the final EOA would require additional evidence to support the average annual growth rate (local and regional) and FARs. DLCD staff advised that the department will confirm water and power needs and capacities. DLCD staff shared that a statewide concern regards

		Manager; and City of Hermiston consultants	accommodating an over-supply of HDC sites that eventually go unused.
5/7/2024	Meeting and email communication - Review of soil data assumptions and methods for identifying high-value farmland in the Goal 14 Rule study area	DLCD - Farm/Forest Specialist; and City of Hermiston consultants	City consultants shared their preliminary methodology and assumptions and DLCD staff shared resources to assist consultants with addressing the full definition of high-value farmland as covered in numerous state statutes and administrative rules.
2/26/2024	Kickoff meeting - Discuss the roles and responsibilities of various teams. DLCD staff comment on the next steps and potential challenges the project could face	City of Hermiston- Planning Director, City Attorney; Umatilla County – Planning Division Manager; DLCD – Regional Representative, Senior Planner, Farm/Forest Specialist, Community Services Specialist; and City of Hermiston consultants	DLCD staff encouraged their continued coordination early and often. For the EOA, particularly, DLCD staff advised the team confer with DLCD Economic Development Specialist. DLCD staff noted that UGB expansions over 50 acres will be reviewed by the Department and possibly the Commission (Land Conservation and Development Commission – LCDC).
Oregon Department of Transportation (ODOT)			
Date	Purpose	Participants	Resolution
7/09/2025	Meeting - City and its consultants coordinate with ODOT, ODOT to be notified of application and may provide agency comments	City of Hermiston – Planning Director; ODOT – Region 5 Access Management Engineer; and City of Hermiston consultants	ODOT staff provided preliminary feedback on adequacy of transportation analysis – a few language adjustments and detail corrections. ODOT staff indicated they would send official comments in near future.
Business Oregon			
Date	Purpose	Participants	Resolution

UPCOMING/ONGOING	Meeting - Letter of support - Support in planning and adoption	City of Hermiston – Assistant City Manager and Business Oregon	Ongoing coordination between City and Business Oregon Business Oregon gave a letter of support for the 2024 EOA.
Collaborative Alliance for Regional Technology and Economic Leadership (CARTEL)			
Date	Purpose	Participants	Resolution
4/24/25	Inaugural meeting - Gather and share best practices for managing the impacts of data center development within communities either currently hosting data center development, or those wishing to host data center development	Varies by availability*	Well received by all in attendance. After preliminary introductions, much of the discussion tended to skew toward offering insights and tips to the City of Arlington regarding impending development there.
6/26/25	Presentation – City of Hermiston shares information regarding its partnership with AWS and development of an Aquifer Storage & Recovery system to supply process water for data centers.	Varies by availability*	Gathered and shared best practices for managing the impacts of data center development

*City of Hermiston, City of Stanfield, the Burns-Paiute Tribe, City of Arlington, City of Boardman, City of The Dalles, City of Echo, City of Madras, City of Prineville, City of Umatilla, Confederated Tribes of Umatilla Indian Reservation, and Confederated Tribes of Warm Springs.

Appendix I

Additional Background Information

I.1 Water Supply Capacity Memorandum (Mark Morgan, Hermiston Water Department, July 14, 2025)

1.2 Data Center Water Use Facts (Mark Morgan, Assistance City Manager, May 2024)

MEMORANDUM

TO: UGB Expansion Team
FROM: Mark Morgan
DATE: July 14, 2025
SUBJ: Water Supply Capacity- Feedville Road Corridor

Water Department

This memo is to explain:

1. Data Center Water Demands
    a. Liquid Cooling vs. Air Cooling
    b. A.I. Chips Densifying Data Centers
    c. Peak Instantaneous Needs
    d. Intra-Day Variation
    e. Baseline Employee & Maintenance Demand
    f. Gross Volumetric Demands
        i. Data Center Water Volumes
        ii. Comparable Municipal Uses within Hermiston
        iii. Comparable Agricultural Uses in Hermiston Area
        iv. Net Impact on Groundwater from Data Center Land Conversion
    g. Seasonal Variation

2. Regional Water System Supply
    a. Existing System Outline
    b. Water Rights Allocations
    c. Port of Umatilla Additional Water Rights
    d. Feedville Road Infrastructure Extensions in Development

3. Future Campuses

1. Data Center Water Demands

The City of Hermiston, as operator of the Regional Water System, has supplied cooling water to several cloud computing operations for the past several years. This has provided system operators with a detailed understanding of the true water demands for this type of operation. This data allows operators to establish a model for future data center demand. Direct first-hand knowledge has been supplemented by Water Department Leadership attending the national "Data Center World" conference in Washington, D.C. in 2024 and 2025 to gain insight in to broader industry trends in water consumption.

A. Liquid Cooling vs. Air Cooling

Air Cooling is the cooling method predominantly used by hyperscale data centers in Oregon, whereby a media is soaked in water and then heat is transferred to the water by blowing air across the media.

Liquid Cooling is a closed-loop system which primarily utilizes glycol, or some other liquid, to carry heat away from data center components before disposing of the heat and returning. Liquid cooling utilizes almost no water once the closed-loop system is initially "charged." Historically, air cooling has been preferred to liquid cooling due to cost.

B. A.I. Chips Densifying Data Centers

The Chief Data Center Engineer for Nvidia, Wade Vinson, was a Keynote Speaker at the 2025 Data Center World Conference, where he discussed the implications of more dense, hotter, A.I. chips being implemented in data centers, and their impacts on cooling. It is evident from his discussion, and the ensuing conference "conventional wisdom" from representatives ranging from Google and Meta to smaller "Edge" data center operators, that water used for air cooling will likely be used in tandem with closed-loop liquid cooling in the future. Essentially, liquid cooling will help dissipate the higher peak heat amounts, while air cooling will then carry the baseline heat load away. Therefore, it is not anticipated that denser A.I. chip enabled data centers will require a significant increase in cooling water supply.

C. Peak Instantaneous Needs

Due to the nature of how the water is used in cooling, Data Centers feature large fluctuations in demand throughout the year and even throughout the same day.

Based on direct knowledge and projections supplemented by industry consensus, it is estimated that new data centers in the Columbia Basin will feature a peak instantaneous demand equivalent to 0.002 Gallons Per Minute (GPM) per Gross Square Foot of data center building. Therefore, a 100,000 square foot data center would require approximately 200 GPM of peak instantaneous water supply for it's cooling needs.

C. Seasonal Variation

Water demands for the data center industry in Umatilla County are almost entirely for cooling during the warmest months. Therefore, non-potable cooling water demand drops to nearly zero October through March, with the only water demand coming from baseline employee drinking water needs and some minor maintenance needs.

D. Intra-Day Variation

Water demand from the data center industry in Umatilla County sees significant intra-day variation during the warmest months, with facilities taking advantage of cool overnight ambient air temperatures. The hottest months of the year in Hermiston, July and August, feature average daily high temperatures of 92.7* and 91.0* respectively, with average daily low temperatures of 58.6* and 56.8*. As a result, non-potable cooling water demand drops to nearly zero between 1am and 8am daily during July and August.

E. Baseline Employee & Maintenance Demand

The baseline volume of water required for meeting employee drinking water and system maintenance throughout the year for the data center industry in Umatilla County is approximately 0.006 gallons per day per square foot. This is equivalent to 609.7 gallons per day, or 222,000 gallons per year for 100,000 square feet of data center capacity; equivalent to the usage of 1.3 typical homes in Hermiston.

Based on water consumption, and development standards for existing data center campuses within the greater Hermiston area, when accounting for the total land-area necessary for accommodating a data center, including areas for evaporation ponds, backup power generation, electrical substations, etc. the typical data center in the greater Hermiston area utilizes approximately 18,000 gallons of potable drinking water per acre per year.

F. Gross Volumetric Demands

Due to the large fluctuation in cooling water needs, the actual volume of water needed by data centers is significantly less than an industry which uses water consistently year-round and may be assumed from the peak demand GPM figures.

	Gallons/SF
January	0.05
February	0.19
March	1.22
April	0.71
May	0.52
June	7.86
July	15.37
August	12.01
September	6.70
October	1.61
November	0.05
December	0.04
Annual	**46.32**

i. Data Center Water Volumes-

1. The table at right shows the total gallons per square foot used by cloud computing operations in the greater Hermiston area over the course of a year.

2. A 100,000 square foot data center would therefore utilize approximately 4,632,000

gallons of water per year.

ii. Comparable Municipal Uses within Hermiston-
   1. The median residential water customer in Hermiston uses 171,400 gallons per year. Therefore, a 100,000 square foot data center uses approximately the same volume of water per year as 27 homes.
   2. A typical elementary school in Hermiston uses approximately 24,000,000 gallons per year. Therefore, a 100,000 square foot data center uses approximately 1/5 as much volume of water per year as an elementary school.

iii. Comparable Agricultural Uses within Hermiston Area
   1. Potatoes, corn, and alfalfa are the predominant agricultural crops produced in the greater Hermiston area. Based on the soil type, climate, and other factors, the commonly accepted water need for viably growing a full season of these crops in the Hermiston area is all approximately 2.5 acre-feet per acre. This translates to approximately 815,000 gallons of water per acre per year for potato/corn/alfalfa production, much of which is typically mined from groundwater.

   2. Based on water consumption, and development standards for existing data center campuses within the greater Hermiston area, when accounting for the total land-area necessary for accommodating a data center, including areas for evaporation ponds, backup power generation, electrical substations, etc. the typical data center in the greater Hermiston area utilizes approximately 380,000 gallons of water per acre per year.

iv. Net Impact on Groundwater from Data Center Land Conversion
   1. Based on the above, a new data center located within the Hermiston area utilizes approximately 53.4% less input water per acre as agricultural production of potatoes, corn, and alfalfa.

Hermiston-Area Water Use	
	Gallons/Acre (Land Total)
Alfalfa	815,000
Corn	815,000
Potatoes	815,000
Data Center	379,833

2. Regional Water System Supply

A. Existing System Summary

The Regional Water System (RWS) pulls water from the Columbia River's "McNary Pool," just east of McNary Dam, and sends it approximately 9 miles south to the intersection of OR207 and Feedville Road via a 42" diameter pipe. Up until this point, the water is non-potable, untreated Columbia River water. The RWS has a potable water treatment plant located at OR207 & Feedville capable of treating approximately 1,755 gallons per minute to drinking water standards, in addition to sending out un-treated Columbia River Water to customers who don't need potable water.

The RWS is co-owned by the Port of Umatilla (POU) and the City of Hermiston. The RWS utilizes City of Hermiston Water Department Staff to operate and maintain the system.

Although the City of Hermiston is a co-owner of the RWS, the City of Hermiston's municipal water system purchases potable water from the RWS as one of the municipal system's water sources. This potable water is capable of delivery and tie-in to the City's system via an 8" diameter main which runs north along OR207 to connect at Joseph Avenue. A second and third delivery points exist along Feedville Road via a 16" diameter main with connections at SE 9th Street and at Kelli Boulevard. This potable water source is capable of producing approximately 600 million gallons per year, and is currently un-allocated within the City of Hermiston's Water System Master Plan.

B. RWS Water Rights Allocation

The Columbia River Water Rights for the RWS are derived from Port of Umatilla Water Rights totaling approximately 150CFS (67,000GPM). The RWS has been allocated 27,000 GPM of those water rights, which is approximately the carrying capacity of the existing 42" diameter 9 mile pipeline. From there, the Port has engaged in long-term Water Supply Agreements with industrial users who have paid to upgrade pumps, motors, and delivery capacity in order to "fully develop" capacity within that 27,000GPM RWS allocation.

Of the undeveloped water rights capacity, 4,700GPM is allocated for exclusive use within the City Limits of Hermiston, and an additional 1,800GPM is available as un-allocated Port of Umatilla Capacity, which may also be used within the City Limits of Hermiston.

C. Additional POU Water Rights

The Port of Umatilla, beginning in 2018, entered in to a new 20-year lease with the East Improvement District (EID) for the remaining 40,000 GPM of Columbia River Water Rights with the intention of allowing use of these Port

water rights for agriculture in the interim until industrial demand needs it in the future. This use of water was based upon a 2013 determination by the Oregon Water Resources Department that Municipal and Industrial Water Rights may be used for agricultural purposes. Therefore, this 40,000GPM lease began providing irrigation water in 2020 to farmland in central Umatilla County which had never been irrigated previously.

Therefore, approximately 49,000GPM, or 73% of the Port's overall existing water rights capacity, remains available for municipal & industrial development through existing or expanded Regional Water System infrastructure. The City and Port, in conjunction with Anderson Perry & Associates, have been working since July, 2024 in developing a Water System Master Plan for future build-out of the port's remaining water rights. This planning process has involved the EID, Hermiston Irrigation District, Central Improvement District, Northeast Oregon Water Association, IRZ Consulting, Umatilla County, and the U.S. Bureau of Reclamation.

D. Feedville Road Infrastructure Extensions in Development

Amazon Data Services has secured approximately 4,700GPM of instantaneous RWS non-potable water capacity through Water Supply Agreements from the Port of Umatilla for development of campuses along Feedville Road. ADS has initiated approximately $20M of projects to upgrade RWS pumps and motors, and to extend a 30" diameter non-potable pipeline in Feedville Road from OR207 to Kelli Boulevard. These improvements are anticipated to be fully operational by the end of 2024.

The City of Hermiston is also currently in development of an Aquifer Storage & Recovery (ASR) system in order to make use of it's currently completely un-utilized 1,500GPM of potable water supply capacity which goes un-used all Winter. This system will store upwards of 400 million gallons of potable Columbia River-sourced water every winter which will be available for cooling needs in the summer.

2. UGB Expansion Area

b. The UGB Expansion area borders Feedville Road on the north, where the new RWS infrastructure mentioned above is being developed.

c. Based on the improvements discussed above, this area has direct access to non-potable cooling water capable of supporting full build-out of the entire UGB expansion area as data centers by a factor of 4x.

d. The UGB Expansion area is also adjacent to the existing 16" diameter potable water pipeline in Feedville Road discussed in section 2.A above, which is capable of supplying approximately 600 million gallons per year of potable water. Based on the volumetric demands for potable drinking water of data center campuses outlined in section 1.D above, this is enough water to supply approximately 33,000 acres of data center campuses with drinking water.

e. The UGB Expansion area may also make use of the ASR water source, mentioned in section 2.D above as delivered via the Feedville Road potable water pipeline.

Umatilla County Data Center Water Use Facts

Contact: Mark Morgan, Assistant City Manager
mmorgan@hermiston.gov
(541) 567-5521

The City of Hermiston provides cooling water to several hyper-scale data centers which have been in full operation within Umatilla County for several years. This provides direct insight in to actual gross input water consumption.

Annual Water Usage Hermiston-Area	
	Gallons/Acre
Alfalfa	815,000
Corn	815,000
Potatoes	815,000
Data Center	379,833

Less Gross Consumption than Primary Agricultural Uses
Based on available first-hand data, it is clear that hyper-scale data centers in Umatilla County use nearly half as much input water, acre for acre, as the primary agricultural production activities seen in the area.

Beneficial Re-Use of Data Center Discharge Water
Discharge water from Data Centers may be sent to neighboring irrigation canals and subsequently used for irrigation by regional farmers. However, the City does not have direct first-hand data yet on the volume of discharge water available; although it is assumed to be approximately 50% of the input amounts. Under that assumption, then the net amount of water consumed per acre by data centers which isn't returned to the local environment for irrigation use drops to roughly 200,000 gallons. Meanwhile, nearly all water used by sprinkler-based irrigators leaves the region either in the form of evaporation, transpiration, or contained within the product itself.

Industry "Paying the Freight" For Increased reliable Irrigation Water
The source-water for cooling water in Hermiston is pumped from the Columbia River at a cost which makes it financially infeasible for irrigation, but is palatable for industrial users like data centers. Meanwhile, agricultural users in the area are dependent on mining depleting groundwater aquifers or using potentially volatile surface-water rights which can be curtailed in low water years. The discharge water from data centers can be delivered to existing irrigation canals at no cost to irrigation districts, and significantly stabilize surface water management by supplementing stored water capacity. This allows local farmers to expand acreage or have the certainty to plant higher value full-season crops without the concern for curtailment.

Wetland Determination Response

Response Page

Department of State Lands (DSL) WD# *
WD2025-0393

There was an Onsite Visit *
○ Yes ◉ No

Activity Location

Township
04N

Range
28E

Section
27

QQ section

Tax Lot(s)
500,600

Street Address
29000 W Feedville Rd
Address Line 2

City
Hermiston

State / Province / Region
OR

Postal / Zip Code
97838

Country
Umatilla

Latitude
45.803626

Longitude (?)
-119.281745

Wetland/Waterway/Other Water Features

☑ The National Wetlands Inventory shows wetland, waterway or other water features on the property

☑ It is unlikely that there are jurisdictional wetlands or waterways on the property based upon a review of wetland maps, the county soil survey and other available information.

Your Activity

☑ A state permit will not be required for the proposed project because, based on the submitted site plan, the project avoids impacts to jurisdictional wetlands, waterways, or other waters.

Applicable Oregon Removal-Fill Permit Requirement(s)

- [x] A state permit is required for 50 cubic yards or more of fill removal or other ground alteration in wetlands, below ordinary high water of waterways, within other waters of the state, or below highest measured tide.

DSL Review Comments

Wetland Ecologist Comments *

There is a PUB wetland mapped in the S1 study area per the National Wetlands Inventory, but it does not appear to exhibit current wetland conditions.

Based upon review of the best available information, wetlands and waters do not appear to be present in the proposed Hermiston Data Center UGB Amendment area. Development in these study areas (S1, S2, & S3) would not likely require a state Removal-Fill permit. Please enter this document into the record for DLCD PAPA #002-25..

- [x] This is a preliminary jurisdictional determination and is advisory only.

This report is for the State Removal-Fill law only. City or County permits may be required for the proposed activity.

Contact Information

- For information on permitting, use of a state-owned water, wetland determination or delineation report requirements please contact the respective DSL Aquatic Resource, Proprietary or Jurisdiction Coordinator for the site county. The current list is found at: https://www.oregon.gov/dsl/waterways/pages/staff-directory.aspx
- The current Removal-Fill permit and/or Wetland Delineation report fee schedule is found at: https://www.oregon.gov/dsl/wetlands-waters/Documents/RemovalFillFees.pdf

Response Date

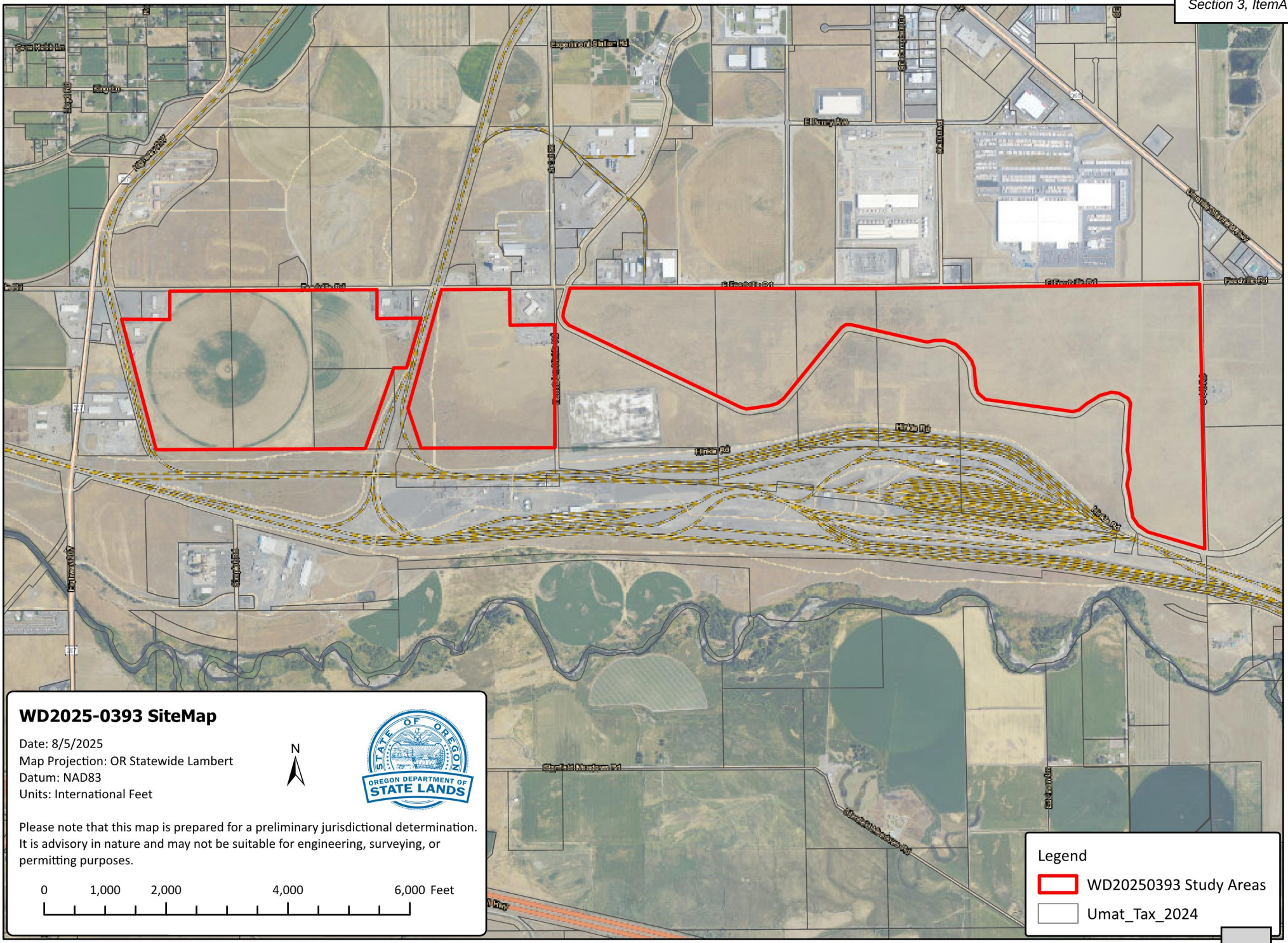
8/5/2025

Response by:

Jessica Salgado

Response Phone:

541-408-1892



Sources: Oregon Statewide Imagery Program (OSIP) - Oregon Imagery FrameworkImplementation Team, Esri, HERE, Garmin, (c) OpenStreetMap contributors