

## FINDINGS OF FACT

### 2016 HDJ Transportation System Plan Amendment – March 14, 2016

#### Ordinance 2239

#### **Statewide Planning Goals and Comprehensive Plan Policies.**

**Goal 1 and Policy 1. Citizen Involvement.** The City will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

1. Notice of the planning commission hearing was published in the Hermiston Herald at least 10 days prior to the hearing on January 20, 2016 in accordance with §156.08(A) of the Hermiston Code of Ordinances.
2. Notice of the city council hearing was published in the Hermiston Herald at least 10 days prior to the hearing on February 3, 2016 in accordance with §156.08(A) of the Hermiston Code of Ordinances.
3. The Planning Commission held a public hearing on February 10, 2016 in accordance with §157.226(F).
4. The City Council held a public hearing on February 22 and continued the hearing to March 14, 2016 in accordance with §157.226(F)

**Goal 1 and Policy 2. Planning Process.** The City of Hermiston will monitor and update periodically its comprehensive plan and implementing ordinances to respond to changing conditions.

5. Policy 2 requires the City to annually review development activity and its impacts.
6. The planning commission reviewed the Highway 395 Corridor Refinement Plan in the TSP and determined that an additional signal or roundabout is justified to service proposed retail development.

**Goal 2 and Policy 3. Intergovernmental Coordination.** 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.

7. The notice of proposed amendment was sent to the Department of Land Conservation and Development on January 4, 2016, more than 35 days prior to the first evidentiary hearing in accord with Oregon Administrative Rules, Chapter 660, Division 18.

**Goal 3 Agricultural Lands.**

8. There are no tracts of actively farmed land in the area proposed for service by the proposed traffic signal.

**Goal 4 Forest Lands, Goal 15 Willamette River Greenway, Goal 16 Estuarine Resources, Goal 17 Coastal Shorelands, Goal 18 Beaches and Dunes, Goal 19 Ocean Resources.**

9. There are no tracts of lands subject to Goals 4, 15, 16, 17, 18, or 19 anywhere within the city limits or UGB. These goals are not applicable.

**Goal 5 Natural Resources, Scenic and Historic Areas, and Open Space, Goal 6 Air, Water and Land Resource Quality, Goal 7 Areas Subject to Natural Hazards, Goal 8 Recreation Needs, Goal 9 Economic Development, Goal 11 Public Facilities and Services, Goal 13 Energy Conservation, Goal 14 Urbanization.**

10. The City's acknowledged comprehensive plan has policies established for compliance with Goals 5, 6, 7, 8, 9, 11, 13, and 14. No new uses are being permitted through the amendment. No additional findings must be made demonstrating compliance with these Goals.

**Goal 9 Housing**

11. There are no tracts of housing land in the service area for the proposed signal. Goal 9 is not applicable to this amendment and no additional findings are required.

**Goal 12 Transportation and OAR 660, Division 012**

12. OAR 660-012-0015 requires all cities to develop and maintain a transportation system plan.
13. Preparation of local TSPs must be coordinated with ODOT. The city provided a copy of the amendment to ODOT on January 4, 2016. ODOT has reviewed the proposed amendment. ODOT's testimony is incorporated into the planning commission record.
14. When there is a conflict between an existing TSP and either the functional classification of a road or other conflict with the requirements of maintaining the operation of the transportation system, the TSP must be amended to maintain functionality. The proposed retail development will require a new signal above and beyond those already

planned in the TSP. Thus, the TSP must be amended to include the necessary signal planning.

### **Hermiston Comprehensive Planning Ordinance §156.08**

14. Notice of the public hearing on the proposed amendment was published in the Hermiston Herald on January 20 and January 27, 2016 more than 10 days in advance of the public hearing in accordance with 156.08(A).
15. Copies of the proposed TSP amendment have been available in the planning department office since January 20, 2016 in accordance with 156.08(B).
16. The planning commission adopted findings of fact regarding the proposed amendment following the closure of the public hearing on February 10, 2016. The planning commission recommended adoption of the proposed amendment to the city council based upon the findings of fact in accordance with 156.08(C).
17. The city council held a public hearing on February 22 and March 14, 2016 regarding the proposed amendment. Notice of the city council hearing was published in the Hermiston Herald on February 3 and February 10, 2016 more than 10 days prior to the hearing in accordance with 156.08(D).
18. The planning commission recommendation and proposed amendment were made available to the public on February 11, 2016, more than 10 days prior to the city council hearing in accordance with 156.08(E).
19. The proposed amendment relates to a portion of the city's transportation system which is entirely within city limits. Adoption of the amendment is final upon adoption by the city council in accordance with 156.08(F)(1).
20. Notice of adoption will be sent to the LCDC and Umatilla County no later than five days after adoption by the city council in accordance with 156.08(G).

# Staff Report

For the Meeting of March 14, 2016

MAYOR AND MEMBERS OF THE CITY COUNCIL

Agenda Item #

NO. 2016 –

**SUBJECT: Proposed  
Amendment to Hermiston TSP**

## Subject

An amendment to the city's transportation system plan adding an additional signal to the south Highway 395 corridor is proposed in advance of new commercial development.

## Summary and Background

*This item is continued from the February 22 meeting. On February 22, the council opened the hearing on the proposed amendment to the TSP, received public testimony, and then continued the hearing to allow staff additional time to work with ODOT.*

The City of Hermiston and George Dress et al have worked to prepare an amendment to the South Highway 395 Corridor Refinement Plan in the Transportation System Plan (TSP) to reconfigure the traffic signal and off-highway circulation plans contained within that document. The current corridor refinement plan was prepared by the city and ODOT and adopted in 2003. The primary purpose of the corridor refinement plan is to create a plan for a system of off-highway streets to channel traffic to a set of five highway intersections which will eventually be signalized as traffic volumes warrant. The city is working on processing a development application for a large retail operation and several future lease pads immediately south of Hermiston Foods on Highway 395. Initial traffic analysis for this development indicates that at full buildout a traffic signal will be needed. The existing TSP does not reflect a traffic light at this access point. The Oregon Department of Transportation (ODOT) requires any signal installed on a state facility to be included in a city's TSP before it will consider any funding mechanism or allow the signal to be installed.

The existing circulation plan for the south Highway 395 corridor is attached to this report as figure 1.

The proposed amendment will add a new traffic signal between the proposed signals at Airport Road and at the truck entrance for the Wal-Mart distribution center. The amendment to the plan will add a new signal at the existing truck entrance for Hermiston Foods. This new signal location will require a change from the existing access as a public access easement to a public road.

A copy of the revised layout is included in the attached Figure 2. The new signal is highlighted by the number 2 in a squared circle. Additionally, the removal of a planned parallel backage road for Highway 395 is marked by dual strikethrough lines in the graphic.

A copy of the full TSP amendment report is attached to this memo.

**CITY OF HERMISTON**

Highway 395 through this area is a 55 mph speed zone. Installing a traffic signal in a high speed corridor such as this will require additional traffic calming measures as part of any signal construction and operation. Calming measures will include advance warning signage with flashing beacons, lane reconfiguration to slow traffic, and possibly rumble strips. These calming measures are included in the plan.

The signal itself will help the overall circulation of the south Hermiston industrial area in several ways. It will improve spacing for traffic, creating better gaps in traffic for vehicles entering the highway. It will create a new full access intersection for the off-highway circulation network. Specifically, new east/west public streets are already planned to intersect at this point. A new signal will provide cross highway access. The local street network as depicted in Figures 1 and 2 will funnel trips from Kelli Blvd and Airport Road to the new proposed signal and the proposed signals at Airport Road and the Wal-Mart distribution center.

At the February 22 meeting, the city council heard testimony from ODOT and the public regarding the inclusion of a potential roundabout rather than a signal at this location. The public testimony was unanimously opposed to the roundabout. Council discussion on the matter determined that the council was opposed to the roundabout option as well. The city council continued the hearing and directed staff to work with ODOT to remove the roundabout option from the plan. Staff held a conference call with ODOT on March 2 at which time ODOT agreed to withdraw their request for roundabouts to be included in the plan. As a result of the conference call, the proposal for consideration by the council no longer includes a roundabout option in the TSP.

#### **Fiscal Information**

Inclusion of this amendment in the TSP will add a new project estimated to cost between \$300,000 and \$1,000,000 depending on the right-of-way necessary and what elements will be required in the final design. The cost of these improvements will be shared between property developers, ODOT, and the city. In general, development is responsible for bearing the majority of costs required to insure the functionality of public infrastructure.

#### **Alternatives and Recommendation**

The city council may choose to:

1. Approve the amendment to the TSP adding a new signal at the Hermiston Foods truck entrance and adopt Ordinance 2239 incorporating the amendment into the city's TSP.
2. Reject the amendment, not adopt Ordinance 2239 and leave the TSP as-is.

Staff recommends the city council adopt the TSP amendment adding a signal at the HFI truck entrance.

#### **Requested Action/Motion**

**CITY OF HERMISTON**

Motion to accept the findings of fact attached to Ordinance 2239.

Motion to adopt Ordinance 2239.

Reviewed by:

A handwritten signature in black ink, appearing to be 'C. Spencer', written in a cursive style.

Department Head – Clinton Spencer, City Planner

A handwritten signature in black ink, appearing to be 'Brent A. Mat', written in a cursive style.

City Manager Approval