

**UMATILLA CITY COUNCIL MEETING
AGENDA
COUNCIL CHAMBERS 700 6TH STREET, UMATILLA, OR 97882
JULY 6, 2021
7:00 PM**

1. **MEETING CALLED TO ORDER**

2. **ROLL CALL**

3. **PLEDGE OF ALLEGIANCE**

4. **APPROVAL OF AGENDA**

5. **CITY MANAGER'S REPORT**

5.1 [PROCLAMATION - Recognizing & Remembering Community Member Boyd D. Sharp](#)
Suggested Action: Reading

5.2 [General Announcements & Updates](#) *Suggested Action: None.*

6. **PUBLIC COMMENT** Public Comment is an opportunity for citizens to express opinions, raise issues, and provide information to the City Council. Comments presented during this segment should be on city-related issues and not on items that are scheduled for a Public Hearing on the same evening's agenda. If you wish to speak, please provide the requested information on the Sign-Up Sheet, being sure to note the topic on which you will speak. When called to the podium, begin by stating your name and address. You will have five minutes to speak, unless otherwise instructed.

7. **DISCUSSION ITEMS**

7.1 [Potential expansion of services and partnership with Umatilla Cab Company](#) *Suggested Action: Discussion Only*

7.2 [Council impressions and further discussion on Homelessness & Housing from the Town Hall Meeting.](#) *Suggested Action: Discussion Only*

8. **CONSENT AGENDA**

8.1 [Paid Invoices](#) *Suggested Action: Motion to approve.*

9. **PUBLIC HEARING**

9.1 [Monte Vista Plan Amendment PA-1-21](#) *Suggested Action:*

The applicant, Monte Vista, is requesting to rezone two tax lots totaling 81.17 Acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2) for a proposed subdivision application. The subsequent subdivision would create a total of 326 new single-family homes. Planning Commission voted unanimously to recommend approval of Monte Vista Plan Amendment PA-1-21.

9.2 [Request for Approval of Special Procurement](#) *Suggested Action: City Manager Stockdale is requesting to secure a special procurement contract to KleinschmidtR2 for professional services subject to ORS 279B.085 and the City's Policy for Public Contracting and*

Purchasing for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation.

More information about the proposed contractor can be found on their website:

<https://www.kleinschmidtgroup.com/r2>

10. **NEW BUSINESS**

- 10.1 [First Reading of Ordinance No. 847 - An ordinance amend the City of Umatilla Comprehensive Plan and Zoning Map by changing the plan designation of 81.17 acres from Single-Family Residential \(R-1\) to Medium-Density Residential \(R-2\).](#) *Suggested Action: Motion for a first reading by title only of Ordinance No. 847. Ordinance No. 847 will codify MonteVista Plan Amendment PA-1-21 by amending the City of Umatilla's Comprehensive Plan and Zoning Map.*
- 10.2 [Adoption of Ordinance No. 847 - An ordinance amend the City of Umatilla Comprehensive Plan and Zoning Map by changing the plan designation of 81.17 acres from Single-Family Residential \(R-1\) to Medium-Density Residential \(R-2\).](#) *Suggested Action: Motion to Adopt Ordinance No. 847. Ordinance No. 847 will codify MonteVista Plan Amendment PA-1-21 by amending the City of Umatilla's Comprehensive Plan and Zoning Map.*
- 10.3 [Resolution No. 1-2022 - A resolution authorizing the City Manager to sign a Developer Agreement for Street Improvement Funds between MCSUM LLC and the City of Umatilla.](#) *Suggested Action: Staff recommends approval of Resolution 64-2021.*
- 10.4 [Resolution No. 2-2022 - A Resolution authorizing the City Manager to negotiate and enter into a professional services agreement with KleinschmidtR2, through Special Procurement, for consultation, design, and procurement of all necessary permits of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam.](#) *Suggested Action: City Manager Stockdale is requesting to award a special procurement contract to KleinschmidtR2 for professional services subject to ORS 279B.085 and the City's Policy for Public Contracting and Purchasing for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation.*

Staff is recommending approval.

- 10.5 [Resolution No. 3-2022 - A resolution adopting the City of Umatilla's Master Park Plan.](#) *Suggested Action: The executive summary from the 2021 Master Park Plan is attached for your immediate reference. The complete 2021 Master Park Plan is available on the City's website at the following link. [2021 Umatilla Master Park Plan](#)*

The Park and Recreation Committee and Planning Commission have reviewed and both unanimously recommended adoption of the Master Park Plan.

- 10.6 [Resolution No. 4-2022 - A Resolution authorizing the City's participation in the League of Oregon Cities' Legal Advice Program providing limited free legal advice to Oregon cities located in Eastern Oregon.](#) *Suggested Action:*

For the last three years, the League of Oregon Cities (LOC) has successfully implemented a Pilot Legal Program in Eastern Oregon, wherein participating cities, including Umatilla, received up to 10 hours of free legal advice from LOC attorneys. The LOC was able to assist dozens of cities in Eastern Oregon by drafting ordinances, writing and reviewing contracts, preparing easements, creating municipal policies, and providing general legal advice. Because the Pilot Legal Program was so well-received and so substantially used by participating cities, the LOC's Board of Directors has decided to transform the Pilot Legal Program into a permanent part of its portfolio in Eastern Oregon, calling it the Legal Advice Program in Eastern Oregon ("Program").

*Effective July 1, 2021, the LOC is instituting the Program. The Program will provide cities located in Regions 11 and 12, as those regions are defined by the LOC, with **15 hours of free legal advice per fiscal year**, under certain terms and conditions. Participation in the Program is covered by a city's LOC annual membership dues. There is no additional charge for a city to participate in the Program.*

Staff is recommending approval.

- 10.7 [Resolution No. 5-2022 - A resolution adopting the City of Umatilla representation in the updates to the Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan.](#) *Suggested Action: Approval of Resolution No. 5-2022 will co-adopt the Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan. Umatilla County developed and updated this 2021 Umatilla County Multi-jurisdictional Natural Hazards Mitigation Plan (2021 Umatilla County NHMP) to prepare for and to mitigate the short- and long-term effects resulting from natural hazards. The complete 2021 Umatilla County NHMP is 892 pages and is available on the City's website at the following link. [2021 Umatilla County NHMP](#)*

Staff recommends approval of Resolution No. 5-2022.

- 10.8 [Declare Vacancy on the Planning Commission](#) *Suggested Action: The passing of Planning Commissioner Boyd Sharp has resulted in a vacancy on the Commission.*

Motion to declare a vacancy on the Planning Commission and direct staff to seek to receive applications to fill the vacancy.

11. **PUBLIC COMMENT**
12. **MAYOR'S MESSAGE**
13. **COUNCIL INFORMATION & DISCUSSION**

14. **ADJOURN** This institution is an equal opportunity provider. Discrimination is prohibited by Federal law. Special accommodations to attend or participate in a city meeting or other function can be provided by contacting City Hall at (541) 922-3226 or use the TTY Relay Service at 1-800-735-2900 for appropriate assistance.

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CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: PROCLAMATION - Recognizing & Remembering Community Member Boyd D. Sharp	Meeting Date: 2021-07-06
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Department: City Administration	Director: David Stockdale	Contact Person: David Stockdale	Phone Number:
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Cost of Proposal: n/a	Fund(s) Name and Number(s): N/A
Amount Budgeted: n/a	

Reviewed by Finance Department: No	Previously Presented: n/a
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Attachments to Agenda Packet Item:

[Proclamation for Boyd Sharp.docx](#)

Summary Statement: Reading

Consistent with Council Goals: Goal 4: Increase Public Involvement, Create a Culture of Transparency with the Public, and Enhance Cultural Diversity.



Proclamation

Recognizing & Remembering Community Member Boyd D. Sharp

WHEREAS, Mr. Boyd D. Sharp moved to the City of Umatilla in March 2000 and immediately immersed himself in active civic engagement and continuously served our community as a champion for citizen inclusion and involvement in all things and did so until the very end of his stalwart and exemplary life; and

WHEREAS, for more than 18 years, beginning in 2002 up until his sudden passing, Boyd served as a Commissioner of the Umatilla Planning Commission; and

WHEREAS, Boyd served on the City's Budget Committee from February 2002 through December 2002; and

WHEREAS, Boyd was an active advocate for reading and knowledge seeking, serving for more than 10 years as member and an officer of the Friends of the Umatilla Public Library; and

WHEREAS, Boyd was a passionate supporter of our students and a deep promoter of education who served as a volunteer of the Umatilla School District for more than 18 years; and

WHEREAS, Boyd enjoyed community events and the joys of bringing people together and played a vital role in doing just that as an active member of the Umatilla Landing Days Committee for more than 7 years; and

WHEREAS, Boyd was a student of history and an advocate of preserving the stories of our collective past and participated as a member and officer of the Umatilla Museum & Historical Foundation multiple times over the past 20 years; and

WHEREAS, Boyd was an example of dedication to our community, example of working to do one's part of the overall effort of forging Umatilla into its best possible version, and an example of ensuring that we become Umatilla Together; and

WHEREAS, the City of Umatilla values these expressed examples of services, and so many more not listed here, made by Boyd and celebrate his constant and unvarying compassion and dedication to the betterment of the lives of others; and

WHEREAS, Boyd's dedication to always seeing the best possible version of Umatilla, his focus on quality of life for all, his fondness for adventure, his talent for sunset and landscape photography, his love and passion of history, his dedication to equality, family, faith, and the community will forever be remembered in the minds and hearts of all who were fortunate to have been touched by his hunger for a fulfilling and meaningful life; and

WHEREAS, perhaps more than all this, Boyd was our friend that exemplified the words of Mark Twain that "the really great make you believe that you too can become great."

NOW, THEREFORE, IT IS PROCLAIMED by City Council President Roak TenEyck, Mayor Mary Dedrick and the City Council of Umatilla, Oregon, that we, together with our staff, and the residents of Umatilla express our sincerest condolences to the Sharp family and our warmest appreciation and gratitude to Mr. Boyd D. Sharp for his devoted service to our cherished community, even to the very end.

IT IS FURTHER PROCLAIMED, that July 10, 2021 is declared as Boyd D. Sharp Day in the City of Umatilla, Oregon.

IN WITNESS, WHEREOF, we have hereunto set our hand and cause the Seal of the City of Umatilla to be affixed on this 6th day of July, 2021.

Mayor Mary Dedrick

Council President, Roak TenEyck

Councilwoman Corinne Funderburk

Councilman Daren Dufloth

Councilwoman Leslie Smith

Councilwoman Ashley Wheeler

Councilwoman Josey Chavez

City Manager David Stockdale

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title:

General Announcements & Updates

Meeting Date:

2021-07-06

Department:

City Administration

Director:

David Stockdale

Contact Person:

David Stockdale

Phone Number:

Cost of Proposal:

n/a

Fund(s) Name and Number(s):

N/A

Amount Budgeted:

n/a

Reviewed by Finance Department:

No

Previously Presented:

n/a

Attachments to Agenda Packet Item:

Summary Statement:

None.

Consistent with Council Goals:

Goal 4: Increase Public Involvement, Create a Culture of Transparency with the Public, and Enhance Cultural Diversity.

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title:

Potential expansion of services and partnership with Umatilla Cab Company

Meeting Date:

2021-07-06

Department:

City Administration

Director:

David Stockdale

Contact Person:

David Stockdale

Phone Number:

Cost of Proposal:

n/a

Amount Budgeted:

n/a

Fund(s) Name and Number(s):

General Fund - 01

Reviewed by Finance Department:

No

Previously Presented:

n/a

Attachments to Agenda Packet Item:

Summary Statement:

Discussion Only

Consistent with Council Goals:

Goal 3: Enhance and Cultivate Relationships and Partnerships.

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title:

Council impressions and further discussion on Homelessness & Housing from the Town Hall Meeting.

Meeting Date:

2021-07-06

Department:

City Administration

Director:

David Stockdale

Contact Person:

David Stockdale

Phone Number:

Cost of Proposal:

n/a

Amount Budgeted:

n/a

Fund(s) Name and Number(s):

General Fund - 01

Reviewed by Finance Department:

No

Previously Presented:

06/15/2021

Attachments to Agenda Packet Item:

Summary Statement:

Discussion Only

Consistent with Council Goals:

Goal 1: Promote a Vibrant and Growing Community by Investing in and Support of Quality of Life Improvements.

Report Criteria:
Detail report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
7							
7	A & M Supply	3044788	Golf Course	05/18/21	95.40	46824	06/10/21
	Total 7:				95.40		
13							
13	A-1 Industrial Hose & Supply	249237	WWTP Supplies	05/25/21	25.49	46889	06/25/21
	Total 13:				25.49		
63							
63	Alpine Alarm	MON2112	Fire Alarm & Security Alarm	06/22/21	364.00	46890	06/25/21
	Total 63:				364.00		
102							
102	Aramark Uniform Services, Inc.	5290000022	Mats and Towels	04/23/21	187.57	46891	06/25/21
	Total 102:				187.57		
148							
148	Banner Bank Mastercard	0715.05.25.2	Lunch Meeting	05/25/21	6.00	46825	06/10/21
		0715.05.25.2	lunch meeting	05/25/21	6.00	46825	06/10/21
		0715.05.25.2	lunch meeting	05/25/21	6.00	46825	06/10/21
		0715.05.25.2	Lunch Meeting	05/25/21	6.00	46825	06/10/21
		0715.05.25.2	lunch meeting-Golf Course	05/25/21	43.70	46825	06/10/21
		0715.05.25.2	Lunch Meeting with Marina	05/25/21	40.00	46825	06/10/21
		0960.05.24.2	Amazon	05/24/21	15.99	46825	06/10/21
		0960.05.24.2	Employee Appreciation-Caldera	05/24/21	9.13	46825	06/10/21
		0960.05.24.2	Employee Appreciation-Caldera	05/24/21	9.13	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	41.11	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	8.17	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	16.47	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	24.64	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	24.64	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	2.41	46825	06/10/21
		0960.05.24.2	office Supplies	05/24/21	16.47	46825	06/10/21
		0960.05.24.2	Air Quality Monitor-Library	05/24/21	249.00	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	4.19	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	.83	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.68	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.68	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	2.51	46825	06/10/21
		0960.05.24.2	Visa Card Payments	05/24/21	2.51	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	.24	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	49.51	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	9.84	46825	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
		0960.05.24.2	Office Supplies	05/24/21	19.84	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	29.68	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	29.68	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	19.84	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	2.90	46825	06/10/21
		0960.05.24.2	Library Supplies	05/24/21	892.63	46825	06/10/21
		0960.05.24.2	Ship Back Police Scanner	05/24/21	14.53	46825	06/10/21
		0960.05.24.2	Marina Trash Can	05/24/21	64.59	46825	06/10/21
		0960.05.24.2	Golf Course	05/24/21	375.00	46825	06/10/21
		0960.05.24.2	Golf Course	05/24/21	494.00	46825	06/10/21
		0960.05.24.2	Golf Course	05/24/21	375.00	46825	06/10/21
		0960.05.24.2	Golf Course	05/24/21	244.00	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	67.35	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	13.38	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	26.98	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	26.98	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	3.95	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	71.83	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	14.27	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	28.78	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	28.78	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	43.05	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	43.05	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	4.21	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	8.09	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.61	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	3.24	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	3.24	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	4.85	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	4.85	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	.47	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	4.21	46825	06/10/21
		0960.05.24.2	Asurion Insurance Plan	05/24/21	6.99	46825	06/10/21
		0960.05.24.2	Office Radio	05/24/21	59.99	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	1.93	46825	06/10/21
		0960.05.24.2	office supplies	05/24/21	11.52	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		0960.05.24.2	Office Supplies	05/24/21	11.53	46825	06/10/21
		2217.05.24.2	OACP Huxel	05/24/21	75.00	46825	06/10/21
		2217.05.24.2	OACP-Wright	05/24/21	100.00	46825	06/10/21
		2217.05.24.2	Endeavor Conference- Huxel/Kennedy	05/24/21	850.00	46825	06/10/21
		2217.05.24.2	TLO Transunion	05/24/21	75.00	46825	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
		2217.05.24.2	Training Book	05/24/21	16.99	46825	06/10/21
		2217.05.24.2	Training Book	05/24/21	6.44	46825	06/10/21
		2217.05.24.2	Training Book	05/24/21	24.99	46825	06/10/21
		2970.05.24.2	Recreation Equipment	05/24/21	1,315.44	46825	06/10/21
		2970.05.24.2	Recreation Flyers	05/24/21	5.98	46825	06/10/21
		2970.05.24.2	Server Lic. Golf Course-Keister	05/24/21	40.99	46825	06/10/21
		2970.05.24.2	Rec. Photos-NFL Flag	05/24/21	636.00	46825	06/10/21
		2970.05.24.2	Rec. Prog. Supplies	05/24/21	10.00	46825	06/10/21
		2970.05.24.2	International Trans Fee	05/24/21	.09	46825	06/10/21
		2970.05.24.2	Parks & Rec. Equipment	05/24/21	31.57	46825	06/10/21
		2970.05.24.2	Adobe Photoshop	05/24/21	20.99	46825	06/10/21
		3132.05.24.2	Equipment Rental for Street Patching	05/24/21	414.31	46825	06/10/21
		3132.05.24.2	WWTP Training	05/24/21	26.95	46825	06/10/21
		3132.05.24.2	Employee Appreciation Event	05/24/21	224.00	46825	06/10/21
		3132.05.24.2	Lunch Meeting	05/24/21	13.80	46825	06/10/21
		3132.05.24.2	Lunch Meeting	05/24/21	13.80	46825	06/10/21
		3132.05.24.2	Lunch Meeting	05/24/21	13.80	46825	06/10/21
		3132.05.24.2	Lunch Meeting	05/24/21	13.80	46825	06/10/21
		5574.05.24.2	Rec. Programming-Bingo Cards	05/24/21	10.00	46825	06/10/21
		5574.05.24.2	Arbor Day Foundation Membership	05/24/21	10.00	46825	06/10/21
		5574.05.24.2	Building Code Book	05/24/21	80.90	46825	06/10/21
		5574.05.24.2	Recreation Equipment	05/24/21	344.00	46825	06/10/21
		5574.05.24.2	Work Lunch (PW + Park & Rec.)	05/24/21	86.25	46825	06/10/21
		5574.05.24.2	Working Lunch	05/24/21	11.62	46825	06/10/21
		5574.05.24.2	Fishing Derby	05/24/21	10.09	46825	06/10/21
		5919.05.24.2	Kayaks	05/24/21	4,025.76	46825	06/10/21
		5919.05.24.2	Indeed Job Postings	05/24/21	983.58	46825	06/10/21
		5919.05.24.2	Marina Office Supplies	05/24/21	17.68	46825	06/10/21
		5919.05.24.2	City Recorder Training Hotel	05/24/21	1,131.60	46825	06/10/21
		5919.05.24.2	Frito Lay Golf Course Order	05/24/21	262.54	46825	06/10/21
		8328.05.24.2	Crown Awards-Employee Appreciation	05/24/21	183.26	46825	06/10/21
		8328.05.24.2	Costco Employee Appreciation	05/24/21	56.99	46825	06/10/21
		8328.05.24.2	Kohls Employee Appreciation	05/24/21	90.00	46825	06/10/21
		8328.05.24.2	Nike Employee Appreciation	05/24/21	91.91	46825	06/10/21
		8328.05.24.2	Amazon-Employee Appreciation	05/24/21	35.97	46825	06/10/21
		8328.05.24.2	Amazon-Employee Appreciation	05/24/21	21.99	46825	06/10/21
		8328.05.24.2	United-training	05/24/21	35.00	46825	06/10/21
		8328.05.24.2	MetroCab-Training	05/24/21	39.32	46825	06/10/21
		8328.05.24.2	United Training	05/24/21	35.00	46825	06/10/21
		8328.05.24.2	Walmart-6th Street Banners	05/24/21	3.78	46825	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
		8328.05.24.2	Crown Awards- Employee Appreciation	05/24/21	73.46	46825	06/10/21
		8328.05.24.2	United-Credit Voucher	05/24/21	28.00-	46825	06/10/21
		8336.05.24.2	Paper Towels	05/24/21	50.23	46825	06/10/21
		8336.05.24.2	Tactical Pants & Boots	05/24/21	180.13	46825	06/10/21
		8336.05.24.2	Duty Belt	05/24/21	43.79	46825	06/10/21
		8336.05.24.2	Folders	05/24/21	19.99	46825	06/10/21
		8336.05.24.2	SD Card Reader	05/24/21	16.99	46825	06/10/21
		8336.05.24.2	Galls Uniform Pants	05/24/21	114.97	46825	06/10/21
		8336.05.24.2	Duty Belt & Car Access.	05/24/21	51.45	46825	06/10/21
		8336.05.24.2	Copy Paper and Envelopes	05/24/21	44.97	46825	06/10/21
		8336.05.24.2	Dish Soap	05/24/21	15.50	46825	06/10/21
		8336.05.24.2	Hand Soap	05/24/21	19.35	46825	06/10/21
		8336.05.24.2	Credit	05/24/21	109.98-	46825	06/10/21
	Total 148:				15,713.93		
292							
292	Business Solutions Group	15629	W-2 and 1099 Forms	05/19/21	34.46	46828	06/10/21
	Total 292:				34.46		
293							
293	Buttercreek Equipment, Inc.	58314	Kuboto Tractor Maintenance	05/24/21	107.98	46895	06/25/21
	Total 293:				107.98		
294							
294	Buttercreek Sod, LLC	21-247	10 ROLLS SOD-CEMETARY	05/21/21	40.00	46829	06/10/21
	Total 294:				40.00		
320							
320	Canon Solutions America, Inc	4036366220	COPIER MAINTENANCE	05/24/21	75.33	46830	06/10/21
	Total 320:				75.33		
351							
351	Cascade Natural Gas Corp.	1092.05.24.2	700 6th St.	05/24/21	6.48	46831	06/10/21
		1092.05.24.2	700 6th St.	05/24/21	6.47	46831	06/10/21
		1092.05.24.2	700 6th St.	05/24/21	6.47	46831	06/10/21
		3033.05.24.2	82959 Draper St.	05/24/21	12.61	46831	06/10/21
		7846.05.24.2	830 6th St.	05/24/21	63.70	46831	06/10/21
		7851.05.24.2	822 6TH ST.	05/24/21	12.61	46831	06/10/21
		8476.05.24.2	1205 W 3RD St.	05/24/21	31.69	46831	06/10/21
	Total 351:				140.03		
355							
355	Casiday Battery Co.	13132	Golf Cart Repair	06/01/21	340.45	46898	06/25/21
		13230	Battery Backup Dewatering				

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
			PLC	06/22/21	99.90	46898	06/25/21
	Total 355:				440.35		
362							
362	Center Point Large Print	1852133	Large Print Books for Library	06/01/21	140.22	46832	06/10/21
	Total 362:				140.22		
364							
364	Central Machinery Sales, Inc.	WP17657	JCB Backhoe Repair	05/17/21	1,043.35	46899	06/25/21
		WP17657	JCB Backhoe Repai	05/17/21	1,043.35	46899	06/25/21
		WP17657	JCB Backhoe Repair	05/17/21	1,043.36	46899	06/25/21
	Total 364:				3,130.06		
367							
367	CenturyLink	678B.05.25.2	Police Dept Phones	05/25/21	90.24	46833	06/10/21
	Total 367:				90.24		
391							
391	CI INFORMATION MANAGMEN	0118358	SHRED SERVICES POLICE DEPT	05/31/21	49.19	46900	06/25/21
		0118359	SHRED SERVICES CITY HALL	05/31/21	49.19	46900	06/25/21
	Total 391:				98.38		
415							
415	COAST TO COAST SOLUTION	IVC0100877	HALLOWEEN SUPPLIES	06/16/21	66.45	46901	06/25/21
	Total 415:				66.45		
435							
435	Commercial Tire	269377	2 New Tires for Marina Ford	06/11/21	412.48	46903	06/25/21
	Total 435:				412.48		
440							
440	Confederated Tribes Umatilla	23780	6th St. Project-Cultural Monitoring	06/02/21	319.54	46836	06/10/21
	Total 440:				319.54		
484							
484	Crown Paper & Janitorial	303230	Marina - Janitorial Supplies	06/08/21	966.40	46904	06/25/21
		303533	Golf Course Supplies	06/10/21	38.28	46904	06/25/21
	Total 484:				1,004.68		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
488							
488	Crystal Springs	2940.06.18.2	Water for Police Department	05/18/21	139.12	46837	06/10/21
Total 488:					139.12		
550							
550	DEQ - Dept. of Environmental Q	TASSIE2021	Wastewater System Operator Certification Renewal	06/18/21	160.00	46905	06/25/21
Total 550:					160.00		
607							
607	Ducote Consulting	1626-2	CDBG Sewer Grant Admin	05/28/21	370.00	46838	06/10/21
		1635	CDBG Water Grant Admin	05/31/21	500.00	46838	06/10/21
Total 607:					870.00		
609							
609	Duke's Auto Plus	13547	Auto Repairs	04/13/21	107.50	46908	06/25/21
		13547	Auto Repairs	04/13/21	107.50	46908	06/25/21
		13547	Auto Repairs	04/13/21	107.50	46908	06/25/21
		13547	Auto Repairs	04/13/21	107.50	46908	06/25/21
		13705	Oil Change	06/16/21	75.00	46908	06/25/21
Total 609:					505.00		
628							
628	East Oregonian	238968	Team Rec. Member Recruitment	05/03/21	646.80	46839	06/10/21
		238970	Reserve Officer Recruitment	04/03/21	758.80	46839	06/10/21
		244989	PUBLIC NOTICE	05/20/21	374.09	46839	06/10/21
		246592	Revenue Sharing Hearing Notice	05/27/21	58.42	46909	06/25/21
		246594	Budget notice	05/27/21	831.69	46909	06/25/21
		249031	Planning Commission Notice	06/14/21	475.88	46909	06/25/21
Total 628:					3,145.68		
635							
635	Eastern Oregon Telecom, LLC	0317.06.01.2	Golf Course	06/01/21	96.39	46840	06/10/21
		8743.06.01.2	Marina Internet	06/01/21	288.78	46840	06/10/21
		8743.06.01.2	City Hall Internet	06/01/21	111.85	46840	06/10/21
		8743.06.01.2	City Library	06/01/21	301.59	46840	06/10/21
		8743.06.01.2	Police Dept. Internet	06/01/21	275.23	46840	06/10/21
		8743.06.01.2	City Shop	06/01/21	176.50	46840	06/10/21
		8743.06.01.2	WWTP Internet	06/01/21	450.05	46840	06/10/21
		8743.06.01.2	Internet	06/01/21	37.28	46840	06/10/21
Total 635:					1,737.67		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
720							
720	FERGUSON WATERWORKS #3	0997237	Water Dept. Supplies	06/07/21	1,692.62	46910	06/25/21
	Total 720:				1,692.62		
854							
854	Gordon's Electric Inc.	W15583	Golf Course River Pump	06/03/21	1,163.21	46911	06/25/21
		W15584	Wildwood Lift Station	06/03/21	105.00	46911	06/25/21
		W15591	Lift Station Repair	06/03/21	116.68	46911	06/25/21
		W15640	Marina RV Park	06/18/21	255.67	46911	06/25/21
	Total 854:				1,640.56		
856							
856	Gotcha Covered	137747	Cleaning Services	06/05/21	443.84	46842	06/10/21
		137747	Cleaning Services	06/05/21	383.98	46842	06/10/21
		137747	Cleaning Services	06/05/21	383.98	46842	06/10/21
		137747	Cleaning Services	06/05/21	248.20	46842	06/10/21
		137748	Cleaning Services	06/05/21	300.00	46842	06/10/21
	Total 856:				1,760.00		
864							
864	Granite Construction Company	2000288	Paving & Supplies	04/23/21	471.42	46912	06/25/21
		2003764	Paving & Supplies	04/29/21	714.40	46912	06/25/21
		2034314	golf Course Paths	06/14/21	1,511.35	46912	06/25/21
		2035072	golf Course Paths	06/15/21	254.38	46912	06/25/21
	Total 864:				2,951.55		
905							
905	H.D. Fowler Company	I5786367	Water Dept Supplies Meters etc	05/20/21	422.16	46844	06/10/21
	Total 905:				422.16		
911							
911	Hagerman Inc.	1-32326	Water Truck for the RV park	06/15/21	750.00	46913	06/25/21
	Total 911:				750.00		
931							
931	Harrington, Derek	TRAVELREI	Deliver WW Samples to Corvallis	06/21/21	82.50	46914	06/25/21
	Total 931:				82.50		
960							
960	Carson	112817	Golf Course	05/31/21	934.65	46896	06/25/21
		112924	Marina Fuel	05/27/21	7,978.00	46896	06/25/21
		36772	Police Dept Fuel	05/31/21	2,542.19	46896	06/25/21
		36773	Gas for Public Works				

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
			Vehicles	05/31/21	455.69	46896	06/25/21
		36773	Gas for Public Works Vehicles	05/31/21	743.84	46896	06/25/21
		36773	Gas for Public Works Vehicles	05/31/21	294.86	46896	06/25/21
		36773	Gas for Public Works Vehicles	05/31/21	739.37	46896	06/25/21
Total 960:					13,688.60		
966							
966	Hermiston Auto Parts, Inc.	614773	Parks Supplies	05/18/21	23.17	46845	06/10/21
		615020	Hanging Flower Baskets on Main	05/24/21	71.29	46915	06/25/21
		615117	Parks Supplies	05/26/21	2.90	46845	06/10/21
		615180	Water Dept Supplies	05/27/21	27.96	46845	06/10/21
		615225	street supplies	05/28/21	65.98	46845	06/10/21
		615458	WWTP Supplies	06/04/21	33.90	46915	06/25/21
		615459	WWTP Supplies	06/04/21	73.46	46915	06/25/21
		615768	Police Dept Supplies	06/10/21	29.99	46915	06/25/21
		860709	Golf Course Equipment Supplies	05/17/21	24.69	46845	06/10/21
		862048	Golf Course Equipment Supplies	06/01/21	329.93	46845	06/10/21
		862817	Golf Course Equipment Supplies	06/08/21	265.12	46915	06/25/21
Total 966:					948.39		
980							
980	Hermiston Quicky Lube	488895	Oil Change	05/14/21	42.95	46846	06/10/21
		489675	Oil Change	05/26/21	42.95	46846	06/10/21
		489717	Oil Change	05/26/21	60.90	46846	06/10/21
		489753	Oil Change	05/27/21	42.95	46846	06/10/21
		490881	Oil Change	06/11/21	37.95	46917	06/25/21
Total 980:					227.70		
994							
994	High Performance Signs	25214	Lettering for Rec. Truck	06/07/21	175.00	46919	06/25/21
		25236	Window Lettering Chevy Tahoe	06/16/21	175.00	46919	06/25/21
Total 994:					350.00		
1012							
1012	Home Depot Credit Services	1043555	Plinko Board	05/11/21	25.26	46922	06/25/21
		2043446	Plinko Board	05/10/21	40.61	46922	06/25/21
		2043494	Plinko Board	05/10/21	49.63	46922	06/25/21
		5043236	Plinko Board	05/07/21	176.31	46922	06/25/21
		50679	Marina Office	05/12/21	119.00	46922	06/25/21
		5611508	Parks Supplies	06/11/21	520.92	46922	06/25/21
		8042896	Plinko Board	05/04/21	242.60	46922	06/25/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 1012:					1,174.33		
1024							
1024	HORN,ESMERALDA	JUN0321	Parks Luncheon/Meeting	06/23/21	55.00	46923	06/25/21
Total 1024:					55.00		
1060							
1060	Ingram	53185129	Library Books	06/01/21	33.59	46926	06/25/21
		53185220	Library Books	06/02/21	17.39	46926	06/25/21
		53185221	Library Books	06/01/21	17.40	46926	06/25/21
		53185222	Library Books	06/01/21	16.19	46926	06/25/21
		53185223	Library Books	06/01/21	34.19	46926	06/25/21
		53185224	Library Books	06/01/21	16.80	46926	06/25/21
		53185225	Library Books	06/01/21	35.98	46926	06/25/21
		53185226	Library Books	06/01/21	9.75	46926	06/25/21
		53185227	Library Books	06/01/21	40.28	46926	06/25/21
		53239173	Library Books	06/03/21	151.71	46849	06/10/21
		53306339	Library Books	06/08/21	17.40	46849	06/10/21
		53306340	Library Books	06/08/21	34.80	46849	06/10/21
		53306341	Library Books	06/08/21	17.39	46849	06/10/21
Total 1060:					442.87		
1068							
1068	Intermountain ESD	598T070222	Surface-Building Inspector	12/21/20	1,493.51	46142	01/08/21
		598T070222	Surface-Building Inspector	12/21/20	1,493.51-		
		598T070222	Surface-Building Inspector	12/21/20	1,493.51	46927	06/25/21
		598T070222	Triple Monitor Stand	12/21/20	142.99	46927	06/25/21
		598T070255	UGA Case for Surface Pro	12/28/20	40.56	46927	06/25/21
		598T071337	Monitor	04/07/21	203.98	46927	06/25/21
		598T071460	Opti Plex	04/09/21	813.28	46927	06/25/21
		598T072156	Thermal Receipt	05/27/21	557.20	46927	06/25/21
Total 1068:					3,251.52		
1089							
1089	J U B Engineers, Inc.	142994	Development Engineering Reviews	05/20/21	3,000.00	46929	06/25/21
		143463	Umatilla Water Master Plan	06/07/21	32,137.94	46929	06/25/21
		143464	Umatilla Public Works Standards Update	06/07/21	219.00	46929	06/25/21
		143464	Umatilla Public Works Standards Update	06/07/21	219.00	46929	06/25/21
		143464	Umatilla Public Works Standards Update	06/07/21	219.00	46929	06/25/21
		144046	On-Call Engineering Services	06/23/21	312.47	46929	06/25/21
		144046	On-Call Engineering Services	06/23/21	312.48	46929	06/25/21
		144087	Development Engineering Reviews	06/24/21	5,890.00	46929	06/25/21
		144092	6th St Improvements: L to				

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
			Switzler	06/24/21	1,645.10	46929	06/25/21
		144095	Risk and Resilience Assessment	06/24/21	5,117.70	46929	06/25/21
		144096	Kiwanis Falls Concept Phase	06/24/21	1,444.40	46929	06/25/21
		144097	Kiwanis Park Survey	06/24/21	3,636.00	46929	06/25/21
		144099	Umatilla McNary Market Waterline	06/24/21	219.50	46929	06/25/21
Total 1089:					54,372.59		
1099							
1099	James C. Fulper dba Health Opt	94845	Annual Drug Screen-DOT	05/26/21	66.66	46850	06/10/21
		94845	Annual Drug Screen-DOT	05/26/21	66.67	46850	06/10/21
		94845	Annual Drug Screen-DOT	05/26/21	66.67	46850	06/10/21
Total 1099:					200.00		
1112							
1112	Jimmy's Johns Portable Toilets L	14296	Marina & RV Park - 2 Units	06/01/21	195.00	46931	06/25/21
Total 1112:					195.00		
1177							
1177	Kennedy, Keith	REIMBURSE	Training Books	06/10/21	170.00	46852	06/10/21
Total 1177:					170.00		
1189							
1189	KIE Supply Corp	2041710	Sprinkler Parts	04/13/21	456.20	46932	06/25/21
		2042826	Sprinkler Parts	04/28/21	147.97	46932	06/25/21
		2042826-01	Sprinkler Parts	04/28/21	459.02	46932	06/25/21
		2043148	Sprinkler Parts	05/03/21	152.74	46932	06/25/21
		2043750	Sprinkler Parts	05/12/21	1.75	46932	06/25/21
		2043932	Marina Sprinkler Restock	05/14/21	283.21	46932	06/25/21
		2043944	Marina Sprinkler Restock	05/14/21	380.74	46932	06/25/21
		2044212	Parks Supplies	05/19/21	4.30	46854	06/10/21
		2044218	Parks Supplies	05/19/21	259.36	46854	06/10/21
		2044404	Golf Course Supplies	05/21/21	172.32	46854	06/10/21
		2044899	Parks Supplies	05/28/21	129.42	46854	06/10/21
		2045214	Marina Sprinkler Supplies	06/04/21	102.46	46854	06/10/21
		2045312	6th St. Irrigation	06/07/21	57.05	46932	06/25/21
		2045597	Sprinkler Parts	06/10/21	24.23	46932	06/25/21
		2045681	Parks Supplies	06/11/21	44.43	46932	06/25/21
		2045767	Sprinkler Parts	06/14/21	1.91	46932	06/25/21
		2046269	Golf Course Irrigation Project	06/22/21	6.76	46932	06/25/21
		2046269-01	Golf Course Irrigation Project	06/22/21	36.66	46932	06/25/21
Total 1189:					2,720.53		
1211							
1211	Krogh, Theresa	MAY2021	Weddings	06/01/21	100.00	46855	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 1211:					100.00		
1226							
1226	L.N. Curtis and Sons	INV469040	PD Uniform	03/03/21	155.60	46933	06/25/21
		INV478379	PD Uniform	04/06/21	303.00	46933	06/25/21
		INV480803	PD Uniform	05/14/21	255.00	46933	06/25/21
Total 1226:					713.60		
1234							
1234	Lamoreaux, Kellie	06222021	Reimburse for Supplies	06/22/21	36.81	46934	06/25/21
Total 1234:					36.81		
1250							
1250	League of Oregon Cities	9312	Uniform Traffic Citations	04/14/21	450.25	46856	06/10/21
Total 1250:					450.25		
1260							
1260	LEO, Libraries of E. Oregon	2020 MBR 7	Annual Dues for Library	06/14/21	709.00	46935	06/25/21
Total 1260:					709.00		
1263							
1263	Les Schwab Tires	1801187013	mower tire repaif	06/27/21	141.98	46936	06/25/21
Total 1263:					141.98		
1432							
1432	Mendoza, Guadalupe	TRAVELEXP	Travel expense-DeKiver WW Samples to Corvalis	06/21/21	82.50	46939	06/25/21
Total 1432:					82.50		
1556							
1556	Nobles, Kelly	VARIANCER	Variance Refund	06/14/21	500.00	46942	06/25/21
Total 1556:					500.00		
1559							
1559	NOLAND DOOR CO INC.	45205	Doors-Water Dept.	03/19/21	344.00	46943	06/25/21
Total 1559:					344.00		
1561							
1561	Norco Inc.	32218858	Cylinder Rental	05/31/21	93.62	46858	06/10/21
Total 1561:					93.62		
1563							
1563	North Coast Electric Co.	S010830834.	Power Meters for Marina				

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
			Docks	04/08/21	61.99	46944	06/25/21
		S010860466.	6th Street Lighting	05/24/21	395.84	46859	06/10/21
		S010905939.	Code Enforcement Supplies	05/11/21	61.80	46859	06/10/21
		S010979651.	Flag Poles for 6th st.	06/14/21	204.57	46944	06/25/21
	Total 1563:				724.20		
1580							
1580	NW Farm Supply Inc.	2105-086526	Supplies for Parks	05/05/21	14.99	46860	06/10/21
		2105-086943	Parks Supplies	05/06/21	799.09	46860	06/10/21
		2105-095638	Supplies for WWTP	05/21/21	173.93	46860	06/10/21
	Total 1580:				988.01		
1629							
1629	Oregon Assoc of Water Util	31088	Annual Summer Classic Registration-Foreman, Lohman, Scheel	06/17/21	1,275.00	46946	06/25/21
	Total 1629:				1,275.00		
1636							
1636	Oregon Dept of Revenue	MAY2021	State Court Assessments	06/01/21	29,984.40	46947	06/25/21
	Total 1636:				29,984.40		
1657							
1657	Oriental Trading Company	710030412-0	Supplies for Summer Reading	06/01/21	155.87	46861	06/10/21
	Total 1657:				155.87		
1676							
1676	OXARC Inc.	31257903	Marina Supplies	05/13/21	87.02	46862	06/10/21
		31259435	Chlorine Cylinders	05/08/21	980.50	46862	06/10/21
		31265741	Supplies parks	05/24/21	40.11	46862	06/10/21
	Total 1676:				1,107.63		
1684							
1684	Pacific Power	0010.06.15.2	820 6th St.	06/15/21	50.03	46948	06/25/21
		0013.06.15.2	Hwy 395 & 730 Interti Well	06/15/21	3,365.58	46948	06/25/21
		0021.05.21.2	Lift Station	05/21/21	6,650.33	46863	06/10/21
		0028.06.16.2	golf course	06/16/21	3,955.83	46948	06/25/21
		0039.05.25.2	McFarland Well	06/01/21	2,397.66	46863	06/10/21
		0054.05.28.2	City Park Restrooms	05/28/21	143.98	46948	06/25/21
		0062.06.15.2	Shop Complex	06/15/21	36.03	46948	06/25/21
		0070.06.15.2	8th & F SE Corner	06/15/21	49.63	46948	06/25/21
		0088.06.15.2	8th & E St.	06/15/21	21.76	46948	06/25/21
		0096.05.21.2	6th & A St.	05/21/21	27.96	46863	06/10/21
		0104.05.25.2	Street Lights	06/01/21	2,550.80	46863	06/10/21
		0112.06.15.2	800 6th St.	06/15/21	64.48	46948	06/25/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
		0112.06.15.2	700 6th St.	06/15/21	288.19	46948	06/25/21
		0112.06.15.2	700 6th St.	06/15/21	288.18	46948	06/25/21
		0112.06.15.2	700 6th St.	06/15/21	288.18	46948	06/25/21
		0120.06.15.2	632 D St. Umatilla OR	06/15/21	495.18	46948	06/25/21
		0146.06.15.2	Bud Draper Dr.	06/15/21	5,746.11	46948	06/25/21
		0153.06.15.2	Water Booster Station	06/15/21	3,581.92	46948	06/25/21
		0161.06.15.2	Port Well	06/15/21	5,950.09	46948	06/25/21
		0179.05.25.2	285 Radar Rd.	05/25/21	447.89	46863	06/10/21
		0187.06.15.2	Div 7 Naches Ave. Lift	06/15/21	28.48	46948	06/25/21
		0377.05.21.2	Bath House Marina	05/21/21	249.02	46863	06/10/21
		0385.05.21.2	Fish Cleaning Station	05/21/21	18.06	46863	06/10/21
		0393.05.21.2	West End Comfort Station	05/21/21	24.68	46863	06/10/21
		0401.05.21.2	15 HP Pump Marina Levy	05/21/21	205.00	46863	06/10/21
		0419.05.21.2	Quincy Ave. N 2nd @ Marina	05/21/21	150.88	46863	06/10/21
		0427.05.21.2	Marina Lights	05/21/21	860.31	46863	06/10/21
		0435.05.21.2	1710 Quincy St.	05/21/21	347.06	46863	06/10/21
		0443.06.11.2	Marina Lights	06/11/21	135.28	46948	06/25/21
		0476.05.21.2	ABT 30322 HWY 730	05/21/21	24.78	46863	06/10/21
		0500.06.15.2	129 Walla Walla St.	06/15/21	36.28	46948	06/25/21
Total 1684:					38,479.64		
1763							
1763	Platt	1Q72676	Supplies for Parks	06/08/21	15.59	46951	06/25/21
		1R44880	Parks Supplies	06/15/21	19.42	46951	06/25/21
Total 1763:					35.01		
1791							
1791	PRO RENTAL & SALES, INC.	1544667-000	Lift to hang baskets on 6th	05/27/21	756.00	46953	06/25/21
		1546020-000	Marina Clean-up	05/21/21	600.00	46866	06/10/21
		1552428-000	Equipment for Parks	06/04/21	133.40	46953	06/25/21
Total 1791:					1,489.40		
1818							
1818	Quill Corporation	17041938	Parks Rec. Program Supplies	05/27/21	32.47	46867	06/10/21
		17052336	Office Supplies	05/27/21	5.56	46954	06/25/21
		17052336	Office Supplies	05/27/21	1.11	46954	06/25/21
		17052336	Office Supplies	05/27/21	2.23	46954	06/25/21
		17052336	Office Supplies	05/27/21	3.33	46954	06/25/21
		17052336	Office Supplies	05/27/21	3.33	46954	06/25/21
		17052336	Office Supplies	05/27/21	2.23	46954	06/25/21
		17052336	Office Supplies	05/27/21	.33	46954	06/25/21
		17062303	Office Supplies	05/27/21	110.01	46867	06/10/21
		17062303	Office Supplies	05/27/21	21.86	46867	06/10/21
		17062303	Office Supplies	05/27/21	44.07	46867	06/10/21
		17062303	Office Supplies	05/27/21	65.93	46867	06/10/21
		17062303	Office Supplies	05/27/21	65.93	46867	06/10/21
		17062303	Office Supplies	05/27/21	44.07	46867	06/10/21
		17062303	Office Supplies	05/27/21	6.46	46867	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
1940							
1940	SANDOVAL, NANCI	TRAVELMAY	Travel Reimbursement	05/08/21	378.02	46871	06/10/21
Total 1940:					378.02		
1943							
1943	Sanitary Disposal, Inc.	0870371	Refuse Collection	06/01/21	78,508.53	46872	06/10/21
		0870371	Refuse Collection	06/01/21	12,561.36-	46872	06/10/21
Total 1943:					65,947.17		
2013							
2013	Signs by Sue	22533	Outfit New Police Vehicle	06/03/21	1,212.00	46873	06/10/21
		22561	Outfit New Police Vehicle	06/15/21	1,392.00	46962	06/25/21
Total 2013:					2,604.00		
2021							
2021	Simplot Grower Solutions	757131037	Tempo	05/26/21	108.00	46874	06/10/21
		757131539	Tempo SC	06/05/21	216.00	46963	06/25/21
Total 2021:					324.00		
2059							
2059	Smitty's Ace Hardware	646884	Golf Course Supplies	03/05/21	53.02	46876	06/10/21
		648880	Well Houses	04/14/21	36.15	46964	06/25/21
		649073	Street Light Repair	04/09/21	6.99	46964	06/25/21
		650443	Marina Garden Hoses	04/30/21	115.97	46964	06/25/21
		650444	Painting Flag Poles at Nugent and Sunset	04/30/21	127.79	46964	06/25/21
		650496	WWTP Supplies	04/30/21	59.96	46964	06/25/21
		650853	WWTP supplies	05/06/21	121.97	46964	06/25/21
		651276	Supplies	05/13/21	343.17	Multiple	Multiple
		651445	Drano for RV Restroom	05/17/21	19.98	46964	06/25/21
		651551	Golf Course Supplies	05/18/21	49.63	46876	06/10/21
		651758	Supplies	05/21/21	119.99	46876	06/10/21
		652018	Supplies	05/26/21	30.48	46876	06/10/21
		652108	Marina Supplies	05/27/21	541.17	46876	06/10/21
		652109	Supplies	05/27/21	33.91	46876	06/10/21
		652155	Supplies	05/27/21	70.27	46876	06/10/21
		652177	marina Supplies	05/28/21	79.46	46876	06/10/21
		652205	Golf Course Supplies	05/28/21	27.47	46876	06/10/21
		652212	Parks Supplies	05/28/21	91.49	46876	06/10/21
		652325	Staking Trees on 6th	06/01/21	24.58	46964	06/25/21
		652471	Insecticide use on trees	06/03/21	179.98	46964	06/25/21
		652568	Parks Supplies	06/04/21	22.32	46964	06/25/21
		652874	Casey Horn-Clothing allowance	06/09/21	18.30	46964	06/25/21
		652874	Casey Horn-Clothing Allowance	06/09/21	91.50	46964	06/25/21
		652874	Casey Horn-Clothing Allowance	06/09/21	36.59	46964	06/25/21
		652874	Casey Horn-Clothing				

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
			Allowance	06/09/21	36.60	46964	06/25/21
		652876	Spare key for well house	06/09/21	23.88	46964	06/25/21
		652951	Water Department supplies	06/10/21	50.99	46964	06/25/21
		653093	Water Department supplies	06/12/21	79.96	46964	06/25/21
		653162	Flags for 6th St. Light Poles	06/14/21	397.77	46964	06/25/21
		653195	Water Department supplies	06/14/21	12.99	46964	06/25/21
		653225	Weed eater for parks dept	06/15/21	457.97	46964	06/25/21
		653334	Golf Course Supplies	06/16/21	131.76	46964	06/25/21
		653716	WWTP supplies	06/22/21	39.98	46964	06/25/21
Total 2059:					3,534.04		
2067							
2067	SOTELO, SUSANA	TRAVELREI	Mileage Reimbursement for delivering Library Van to Creative Signs	06/04/21	46.26	46877	06/10/21
Total 2067:					46.26		
2076							
2076	Specks Printing	8439	Thomas Way Business Cards	06/17/21	65.00	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	114.80	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	22.96	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	45.92	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	6.56	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	68.88	46965	06/25/21
		8441	Printed Forms and Supplies	06/17/21	68.88	46965	06/25/21
Total 2076:					393.00		
2148							
2148	Talos Engineering, Inc.	1776	Water Dpartment	06/17/21	2,793.28	46967	06/25/21
Total 2148:					2,793.28		
2186							
2186	The Radar Shop Inc.	RS-11854	Police Vehicles	06/03/21	460.25	46969	06/25/21
Total 2186:					460.25		
2214							
2214	Tom Denchel Ford Country	FOCS30893	Truck #25 Water Department	05/03/21	362.52	46970	06/25/21
Total 2214:					362.52		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
2217							
2217	Tonkon Torp, LLP	1625335	Construction Contract Dispute	05/25/21	2,677.50	46880	06/10/21
		1625336	Legal Services	05/25/21	3,706.00	46880	06/10/21
Total 2217:					6,383.50		
2227							
2227	Traffic Safety Supply Co.	INV036078	Supplies	03/11/21	2,036.87	46971	06/25/21
		INV037376	Supplies	04/21/21	56.45	46971	06/25/21
Total 2227:					2,093.32		
2273							
2273	Umatilla County Finance Dept	JUNE.01.202	County Assesment	06/01/21	3,329.34	46972	06/25/21
Total 2273:					3,329.34		
2281							
2281	Umatilla Elect. Coop. Assoc.	4907.06.01.2	Lights for Waterfall	06/01/21	36.23	46973	06/25/21
		6190.06.01.2	60 HP Pump	06/01/21	40.02	46973	06/25/21
		6190.06.01.2	Beach Access	06/01/21	70.00	46973	06/25/21
		7216.06.01.2	5 HP Sewer Pump	06/01/21	42.89	46973	06/25/21
		7216.06.01.2	Street Lights	06/01/21	103.62	46973	06/25/21
Total 2281:					292.76		
2288							
2288	Umatilla Police Officers Assn	CORPORAT	Corporate Sponsorship 2021	06/14/21	500.00	46974	06/25/21
		QUIZNOS20	Golf Tournament Sponsorship-Simplot	06/14/21	100.00	46974	06/25/21
		QUIZNOS20	Golf Tournament Sponsorship-Albaugh	06/14/21	100.00	46974	06/25/21
		QUIZNOS20	Golf Tournament Sponsorship-Quiznos	06/14/21	275.00	46974	06/25/21
		SASQUATC	Golf Tournament Sponsorship-Jemmett	06/14/21	200.00	46974	06/25/21
		SASQUATC	Golf Tournament Sponsorship-Sasquatch	06/14/21	200.00	46974	06/25/21
Total 2288:					1,375.00		
2293							
2293	Unifirst Corporation	1430297002	Bldg Maint/Supplies CH/Library	05/28/21	54.47	46882	06/10/21
		1430297002	Bldg Maint/Supplies CH/Library	05/28/21	84.38	46882	06/10/21
		1430297002	Bldg Maint/Supplies CH/Library	05/28/21	84.37	46882	06/10/21
		1430297558	Bldg Maint/Supplies CH/Library	06/04/21	145.22	46882	06/10/21
		1430297558	Bldg Maint/Supplies CH/Library	06/04/21	224.98	46882	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
		1430297558	Bldg Maint/Supplies CH/Library	06/04/21	224.98	46882	06/10/21
		1430298101	Bldg Maint/Supplies CH/Library	06/11/21	81.16	46976	06/25/21
		1430298101	Bldg Maint/Supplies CH/Library	06/11/21	125.73	46976	06/25/21
		1430298101	Bldg Maint/Supplies CH/Library	06/11/21	125.73	46976	06/25/21
Total 2293:					1,151.02		
2307							
2307	UPS	0000084WV8	Fee on Postage for PD	05/15/21	17.71	46883	06/10/21
		0000084WV8	Fee on Postage for PD	05/22/21	17.75	46883	06/10/21
		0000084WV8	Fee on Postage for PD	05/29/21	18.10	46977	06/25/21
		0000084WV8	Fee on Postage for PD	06/12/21	1.06	46977	06/25/21
Total 2307:					54.62		
2314							
2314	USA Bluebook Inc.	17555693	Ink for Building Inspector	06/18/21	362.92	46978	06/25/21
		632369	Water Department Supplies	06/14/21	515.18	46978	06/25/21
		632572	Water Department Supplies	06/14/21	527.08	46978	06/25/21
Total 2314:					1,405.18		
2337							
2337	Verizon Wireless	9879893693	Mobile Hotspots	05/15/21	136.78	46884	06/10/21
		9881063992	Police Cell Phones	06/02/21	1,150.30	46979	06/25/21
		9881063992	Public Works Phones	06/02/21	65.73	46979	06/25/21
		9881063992	Public Works Phones	06/02/21	65.72	46979	06/25/21
		9881063992	Public Works Phones	06/02/21	65.73	46979	06/25/21
		9881063992	0470355	06/02/21	65.72	46979	06/25/21
		9881063992	Cell Phone Administrator	06/02/21	228.80	46979	06/25/21
		9881063992	Building Inspector Phone	06/02/21	31.99	46979	06/25/21
Total 2337:					1,810.77		
2527							
2527	Pendleton Municipal Court	211307MCG	Paid Wrong Court-Daryl Ray McGuffey	06/01/21	80.00	46950	06/25/21
Total 2527:					80.00		
2557							
2557	Hermiston Ranch & Home	2106-592563	Flags for 6th St.	06/14/21	189.92	46918	06/25/21
		1480236226	Clothing Allowance-Matt Tassie	05/06/21	107.96	46918	06/25/21
		1480236230	Clothing Allowance-Matt Tassie	05/06/21	26.99-	46918	06/25/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 2557:					270.89		
2564							
2564	Rose Hart Pest Control	31110	Indoor/Outdoor spider and wasp control	06/14/21	83.34	46957	06/25/21
		31110	Indoor/Outdoor spider and wasp control	06/14/21	83.34	46957	06/25/21
		31110	Indoor/Outdoor spider and wasp control	06/14/21	83.33	46957	06/25/21
		31110	Indoor/Outdoor spider and wasp control	06/14/21	83.33	46957	06/25/21
		31110	Indoor/Outdoor spider and wasp control	06/14/21	83.33	46957	06/25/21
		31110	Indoor/Outdoor spider and wasp control	06/14/21	83.33	46957	06/25/21
Total 2564:					500.00		
2615							
2615	Shilhanek, Carol	89DF89D0-0	Reimbursement for Grant Writing Course	06/17/21	398.00	46960	06/25/21
Total 2615:					398.00		
2628							
2628	Strong, Arianna	TRAVELREI	mileage-Pickup Library Van from Creative Signs	06/04/21	46.26	46878	06/10/21
Total 2628:					46.26		
2695							
2695	Umpqua Research Company	T004461	Coliforms	05/25/21	25.00	46881	06/10/21
		T004560	Lab Tests-Drinking Water	06/14/21	210.00	46975	06/25/21
Total 2695:					235.00		
2705							
2705	Iron Smith	15988	Tree Grates for 6th Street	06/01/21	3,010.50	46928	06/25/21
Total 2705:					3,010.50		
2723							
2723	T Mobile	8369.05.21.2	Library hotspots	05/21/21	93.78	46879	06/10/21
Total 2723:					93.78		
2852							
2852	City of Umatilla	6002.06.20.2	Marina Refuse	06/01/21	803.36	46834	06/10/21
		8092.06.01.2	Golf Course Refuse	06/01/21	114.80	46834	06/10/21
Total 2852:					918.16		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
2924							
2924	Blackstone Publishing	1224008	audio books	05/21/21	26.94	46826	06/10/21
		1226691	audio books	06/07/21	122.14	46893	06/25/21
Total 2924:					149.08		
2928							
2928	Hermiston Plumbing Worx LLC	401	blackflow for Cemetary	06/10/21	727.65	46916	06/25/21
Total 2928:					727.65		
2937							
2937	Shiv Gurdev LLC.	DTREVITGR	Downtown Revitalization Grant 2021	06/14/21	9,225.00	46961	06/25/21
Total 2937:					9,225.00		
2938							
2938	Khehra Brothers LLC	JUNE2021	Pro Shop Rental	06/01/21	1,200.00	46853	06/10/21
Total 2938:					1,200.00		
2946							
2946	GC Management LLC.	REIMBURSE	Golf Supplies Reimbursement	04/10/21	19.96	46841	06/10/21
		REIMBURSE	Reimbursement	05/15/21	288.63	46841	06/10/21
Total 2946:					308.59		
2960							
2960	Pendleton Bottling Co.	1082699	Retail for Golf Course	05/30/21	274.65	46865	06/10/21
		1084356	Retail for Golf Course	06/18/21	164.40	46949	06/25/21
		3030320	Retail for Golf Course	06/04/21	230.55	46865	06/10/21
		3030326	Retail for Golf Course	06/11/21	121.50	46949	06/25/21
Total 2960:					791.10		
2981							
2981	Doug's Septic Service Inc.	20962	Portable Toilet-Golf Course	05/31/21	225.00	46907	06/25/21
Total 2981:					225.00		
2982							
2982	Pelzer Golf Supplies	5-21691	Golf Retail	05/27/21	672.59	46864	06/10/21
Total 2982:					672.59		
2995							
2995	Vern's Food Service Distribution	135914-00	Supplies for Golf Course Tournament	05/21/21	378.15	46885	06/10/21
		136817-00	Supplies for Golf Course Tournament	05/26/21	24.43	46885	06/10/21
		139212-00	Rec program	06/18/21	313.18	46980	06/25/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 2995:					715.76		
3002							
3002	Bridgestone Golf, Inc.	1003001957	Golf Course Supplies	05/28/21	748.80	46827	06/10/21
		1003007542	Golf Course Supplies	05/27/21	173.40	46894	06/25/21
		1003008726	Golf Course Supplies	06/21/21	771.18	46894	06/25/21
Total 3002:					1,693.38		
3006							
3006	Cobra Puma Golf	G2517602	Golf Course Supplies	06/12/21	578.10	46835	06/10/21
		G2526577	Golf Course Retail for Pro Shop	05/19/21	826.21	46835	06/10/21
		G2527063	Golf Course Supplies	05/20/21	957.01	46835	06/10/21
		G2527645	Golf Course Supplies	05/20/21	582.31	46835	06/10/21
		G2528306	Golf Course Retail for Pro Shop	05/23/21	492.04	46835	06/10/21
		G2528356	Golf Course Supplies	05/20/21	502.81	46835	06/10/21
		G2528357	Golf Course Supplies	05/20/21	1,259.42	46835	06/10/21
		G2529654	Golf Course Retail for Pro Shop	05/22/21	964.92	46835	06/10/21
		G2529765	Golf Course Retail for Pro Shop	05/22/21	197.48	46835	06/10/21
		G2533577	Golf Course Retail for Pro Shop	05/26/21	393.52	46835	06/10/21
		G2535351	Golf Course Retail for Pro Shop	05/25/21	297.52	46835	06/10/21
		G2537742	Golf Course Retail for Pro Shop	05/27/21	128.77	46902	06/25/21
		G2537743	Golf Course Retail for Pro Shop	05/27/21	286.32	46902	06/25/21
		G2539174	Golf Course Retail for Pro Shop	05/27/21	144.00	46902	06/25/21
		G2546945	Golf Course Supplies	06/03/21	41.86	46902	06/25/21
		G2550979	Golf Course Retail for Pro Shop	06/08/21	109.46	46902	06/25/21
		G2551719	Golf Course Retail for Pro Shop	06/07/21	131.97	46902	06/25/21
		G2551896	Golf Course Retail for Pro Shop	06/07/21	189.57	46902	06/25/21
Total 3006:					8,083.29		
3007							
3007	Cascade Civil Corp.	PAYREQUES	6th St: L St. Switzler Ave.	06/12/21	15,110.04	46897	06/25/21
Total 3007:					15,110.04		
3020							
3020	Western Display Fireworks, LTD	21-6844	Fireworks Show	04/15/21	2,500.00	46587	04/12/21
		21-6844	Fireworks Show	04/15/21	2,500.00	46981	06/25/21
		21-6844A	Fireworks Show	06/08/21	1,475.00	46887	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 3020:					6,475.00		
3024							
3024	Hodgen Distributing	231805	Retail Product for Golf Course	05/25/21	108.47	46848	06/10/21
		232417	Retail Product for Golf Course	06/02/21	1,052.65	46848	06/10/21
		232849	Retail Product for Golf Course	06/08/21	359.79	46921	06/25/21
Total 3024:					1,520.91		
3038							
3038	Taylor Made Golf Company Inc.	35082375	Car Stock	06/01/21	849.60	46968	06/25/21
Total 3038:					849.60		
3043							
3043	DirectTV	039513239X	TV for Golf Course	05/17/21	123.98	46906	06/25/21
Total 3043:					123.98		
3049							
3049	Creative Signs	52069	Van Graphics	05/26/21	1,945.00	46823	06/03/21
Total 3049:					1,945.00		
3050							
3050	James Dean Construction, INC.	PAYREQUES	Wanapa Road and Utilities Extension Project	06/04/21	10,663.75	46851	06/10/21
Total 3050:					10,663.75		
3051							
3051	Smith, Donald	414MONRO	Utilities Refund	06/01/21	177.94	46875	06/10/21
Total 3051:					177.94		
3052							
3052	Rodriguez, Natalia	REFUNDRV	RV Cancellation	06/09/21	200.00	46870	06/10/21
Total 3052:					200.00		
3053							
3053	MohrWater Legal PC	119	Legal Services	05/20/21	6,000.00	46857	06/10/21
Total 3053:					6,000.00		
3054							
3054	Gundlach, Janis	2-4340282	RV Refund	05/31/21	180.51	46843	06/10/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 3054:					180.51		
3055							
3055	Highland Products Group, LLC	310014006	Kiwanis Park	05/29/21	1,698.00	46920	06/25/21
		PO15965	picnic tables	05/20/21	7,020.34	46847	06/10/21
Total 3055:					8,718.34		
3056							
3056	West Extension Irrigation Dist.	63010	2020 Refuse Water	05/21/21	713.00	46886	06/10/21
Total 3056:					713.00		
3057							
3057	Mann, Ginger	01210421-00	RV Cancellation	06/14/21	108.30	46937	06/25/21
Total 3057:					108.30		
3058							
3058	Wilson, Gene	07.2021NAS	Travel Reimbursement- NASRO Conference	06/14/21	330.00	46982	06/25/21
		07.2021TRA	Travel Reimbursement- Bully Conference	06/14/21	330.00	46982	06/25/21
Total 3058:					660.00		
3059							
3059	Rider, Rhonda	01200826-00	Free night	06/23/21	40.00	46956	06/25/21
		2-4475037	# RV Nights Canceled	06/17/21	120.00	46956	06/25/21
Total 3059:					160.00		
3060							
3060	Bighill, Nathan	CDL2021	CDL Fees	06/21/21	33.00	46892	06/25/21
Total 3060:					33.00		
3061							
3061	Starr Machine LLC.	2274	Golf Course-rebuild hole cutter	06/15/21	240.00	46966	06/25/21
Total 3061:					240.00		
3062							
3062	Northwest Golf Cars	16902K	Tournament Fleet Rentals	06/05/21	1,040.00	46945	06/25/21
Total 3062:					1,040.00		
3063							
3063	Navarro, Anna	211110NAVA	Paid Wrong Court-Navarro 211110	06/01/21	160.00	46941	06/25/21

Vendor Number	Name	Invoice Number	Description	Invoice Date	Invoice Amount	Check Number	Check Issue Date
Total 3063:					160.00		
3064							
3064	Murrell Sr, Brain	210869MUR	Paid Wrong Court-Murrell Sr 210869	06/01/21	38.00	46940	06/25/21
Total 3064:					38.00		
3065							
3065	Scholten's Equipment INC.	211090VAND	Overpayment Henry R Vander Heide 211090	06/01/21	215.00	46959	06/25/21
Total 3065:					215.00		
3066							
3066	J.E.B. Transport LTD	UMBACH211	Overpayment Umbach 211006	06/01/21	215.00	46930	06/25/21
Total 3066:					215.00		
3067							
3067	Hyce, Riley H	211243HYCE	Overpayment Riley H Hyce 211243	06/01/21	340.00	46925	06/25/21
Total 3067:					340.00		
3068							
3068	Pride Transport	211306DEKE	Overpayment Andrew Dekenipp 211306	06/01/21	5.28	46952	06/25/21
Total 3068:					5.28		
3069							
3069	Mendoza Estrada Steven	211308ESTR	Paid the wrong court- Steven Mendoza Estrada	06/01/21	165.00	46938	06/25/21
Total 3069:					165.00		
3070							
3070	Hubele, Michael	SLIPRELEA	Slip Release H12 2021	06/22/21	130.00	46924	06/25/21
Total 3070:					130.00		
Grand Totals:					377,780.85		

Report Criteria:
Detail report type printed

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Monte Vista Plan Amendment PA-1-21	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Jacob Foutz	Phone Number:
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Cost of Proposal: NA	Fund(s) Name and Number(s): N/A
Amount Budgeted: NA	

Reviewed by Finance Department: No	Previously Presented: NA
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Attachments to Agenda Packet Item:

[PA-1-21 MonteVista Rezone PC Report](#)

[Drone photo of Subject Property](#)

[Exhibit A](#)

[Exhibit B](#)

[Exhibit C](#)

[Exhibit D](#)

[Exhibit E](#)

Summary Statement:

The applicant, Monte Vista, is requesting to rezone two tax lots totaling 81.17 Acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2) for a proposed subdivision application. The subsequent subdivision would create a total of 326 new single-family homes. Planning Commission voted unanimously to recommend approval of Monte Vista Plan Amendment PA-1-21.

Consistent with Council Goals:

Goal 2: Promote Economic Development and Job Growth.



**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECCOMENDATION
FOR
PLAN AMENDMENT PA-1-21**

DATE OF HEARING: May 25, 2021

REPORT PREPARED BY: Jacob Foutz, Associate Planner

I. GENERAL INFORMATION AND FACTS

Applicant:	MCSUM, LLC (Monte Vista) 62958 NE Layton Ave STE 5 Bend, OR 97701
Property Owner:	Mitchell L McClannahan PO BOX 2022 Kalama, WA 98625
Land Use Review:	Comprehensive Plan Map Amendment and Zone Change (Type IV review).
Subject Property Description:	Township 5N, Range 28, Section 18, Tax Lots 903 and 904.
Location:	The property is located on South hill along the west extension irrigation district irrigation canal.
Proposed Development:	Proposed subdivision development.
Existing Zoning:	Single-Family Residential (R-1) Zone.
Proposed New Zoning:	Medium-Density Residential (R-2) Zone.

**II. Nature of Request/Applicable Comprehensive Plan and Zoning
Ordinance Provisions**

The applicant, Monte Vista, is requesting to rezone two tax lots totaling 81.17 Acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2) for a proposed subdivision application. The proposed subdivision would create a total of 326 new single-family homes. If this Rezone is not approved the proposed subdivision would need to meet the lot size standards of the Single-Family Residential Zone.

The applicable decision criteria are listed in Chapter 13, Section 3 of the City of Umatilla Zoning Ordinance (CUZO), as outlined in this report, and the review procedures are contained under

II. Analysis

The criteria applicable to this request are shown in underlined text and the responses are shown in standard text. All of the following criteria must be satisfied in order for this request to be approved.

CUZO SECTION 10-11-10: TRAFFIC IMPACT ANALYSIS (TIA):

D. Approval Criteria: When a traffic impact analysis is required, approval of the proposal requires satisfaction of the following criteria:

1. Traffic impact analysis was prepared by an Oregon registered professional engineer qualified to perform traffic engineering analysis;

Findings: The Traffic Impact Analysis (TIA) submitted with the application was prepared by the engineering firm, Lancaster Mobley, and is stamped by Todd E. Mobley, who is an Oregon Registered Professional Engineer.

Conclusion: The Traffic Impact Analysis submitted with the land use application was prepared, reviewed and approved by an Oregon Registered Professional Engineer.

2. If the proposed action shall cause a significant effect pursuant to the transportation planning rule, or other traffic hazard or negative impact to a transportation facility, the traffic impact analysis shall include mitigation measures that meet the city's level of service and/or volume/capacity standards and are satisfactory to the city engineer, and ODOT when applicable; and

Findings: The applicant is proposing to amend the City's Comprehensive Plan Map and Zoning Map to change from R-1 to R-2. The Submitted TIA was reviewed by the City of Umatilla's Traffic Engineer of record and was determined to require improvements to City facilities. Improvements are needed as determined by the Level of Service (LOS) at the main intersections in the vicinity of the subject property. In Order to keep the LOS to an acceptable City standard(D) at the Intersection of Madison and Powerline a southbound right turn lane will be required. As shown on page 14 of the submitted TIA a northbound left turn lane at the intersection of Tyler and Powerline as well as at the intersection Madison and Powerline.

Conclusion: As demonstrated by the TIA and review of the TIA, mitigation measures are necessary to meet the City's LOS or Volume/Capacity Standards for existing streets if the applicant's proposal is approved. These will be enforced upon Subdivision approval. Any additional future development of the subject properties will be required to meet the zoning and land division standards.

3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - a. Have the least negative impact on all applicable transportation facilities;
 - b. Accommodate and encourage nonmotor vehicular modes of transportation to the extent practicable;

- c. Make the most efficient use of land and public facilities as practicable;
- d. Provide the most direct, safe and convenient routes practicable between on site destinations, and between on site and off site destinations; and
- e. Otherwise comply with applicable requirements of this code.

Findings: This request is for an amendment to the City’s Comprehensive Plan Map and Zoning Map to change the current R-1 zoning to R-2 zoning. A subsequent subdivision application will be required to meet City standards for site design and traffic circulation.

Conclusion: This criterion includes standards that are applicable to a specific proposed site plan review, subdivision or similar type of development. A plan map amendment/zone change would determine what types of uses could be permitted for the site, but would not specifically authorize any particular use. This criterion will be addressed in the subsequent subdivision application.

CUZO SECTION 10-13-3: AMENDMENTS TO THE ZONING TEXT OR MAP:

D. Approval Criteria: An amendment to this title or official map shall comply with the following criteria:

1. The proposed designation is consistent with and supports the purposes of the portions of the city's comprehensive plan not proposed for amendment, or circumstances have changed to justify a change in the comprehensive plan.

Applicant’s Findings: The property has been identified as a property that is suitable to be rezoned zone from R-1 to R-2 designation. The request is based a number of factors identified in the comprehensive plan, specifically adherence with the policies found in chapter 10 Housing of the Umatilla comprehensive Plan. The Comprehensive plans as established is at aimed accomplishing 3 primary goals:

- Support future growth projections within the City of Umatilla
- Aligning the housing supply with the income levels for the area.
- Addressing the need for low income and affordable housing

In order to ensure that the plan amendment/zone change meets the overall goals, the applicant has addressed each of the comprehensive plan polices found under chapter 10.

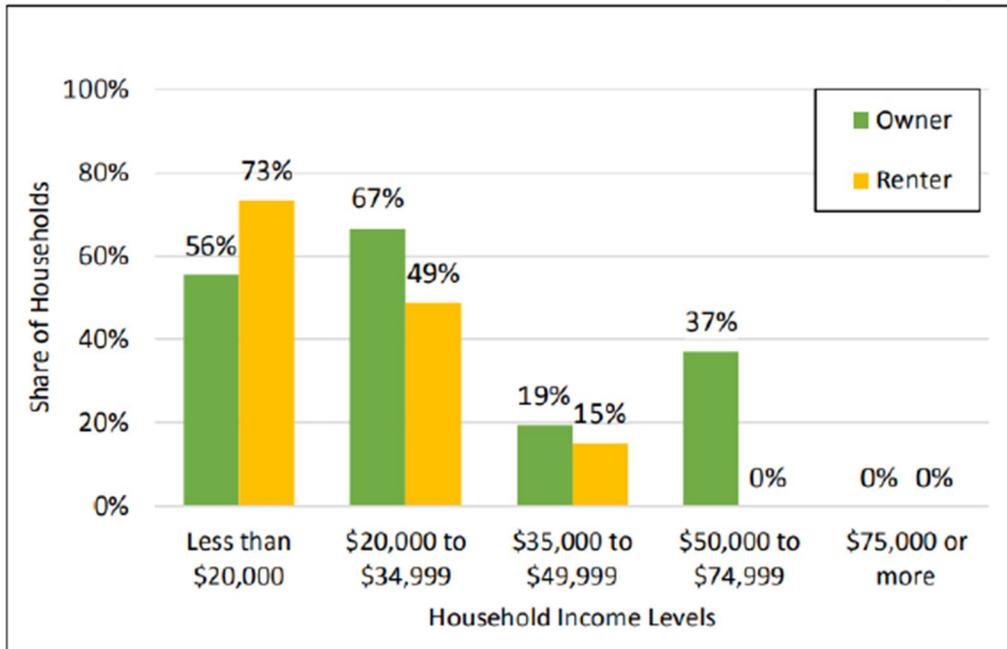
The comprehensive policy provides guidance that encourages a variety of housing types to be provided. The current R-1 zoning on property is a low-density zone that provides for limited housing options, while R-2 is more robust in the housing variety.

In order to provide a housing mix that addresses the established policy, the City needs to increase lands that allow for a variety of housing types and style. According to the Housing Needs Analysis (HNA) included within Chapter 10 of the comprehensive plan, there is a surplus of both R-1 land and R-2 land. According to the HNA there is a surplus of 182 acres of R-2 land, while there is a surplus of 680 acres of R-1 land. While there is not an existing deficiency in R-2 land, there is certainly an overabundance of R-1 land. As noted above, the R-1 is not particularly aimed at accomplishing the goals as set forth in the comprehensive plan policy. Therefore, in order to better align with the policy, the rezone as proposed would be appropriate. By supplying addition units, the City can maintain a housing supply that is in line with the growing population, while providing housing for current residents.

The proposed rezone does not have an affordable housing component that is directly related to the request. However, the amendment will increase density within the in the City, resulting in additional units to serve the existing and future population. The increase in inventory for the area will ensure that supply is appropriate for the demand, allowing home prices to stay within a range that provides supply for median to lower income families. The zone change will increase the amount of buildable land within the area, providing a greater opportunity for families with variety of incomes level. Particularly the change will allow for housing varieties within complete residential subdivisions, allowing for the inclusion of a families with varying income levels. The mix of housing that is contemplated with the R-2 zoning should be highly encouraged within the City to ensure that this policy is met. By maintaining a large amount of acreage at lower density (R-1), the majority of housing that will be built will be larger single-family type homes that only appeal to a limited percentage of the population and does not encourage the diversification that is needed to ensure that the fair housing goals are met.

As noted above, a majority of the surplus acreage is related to R-1 zoning, which does not provide for a mix of housing. In order to provide a framework to address future growth, while addressing housing pressures from an income perspective, R-2 zoning will need to be increased throughout the City. As mentioned previously, by increasing the amount of higher density a larger variety of housing options become available. The variety in housing ensures that a variety of product type can be built to serve the needed housing as the demand grows. It should be specifically noted that the largest income to ownership/rent spread is at the lower income bracket as seen the chart below for the HNA.

FIGURE 2.6: SHARE OF HOUSEHOLDS SPENDING MORE THAN 30% ON HOUSING COSTS, BY INCOME GROUP



Sources: US Census, JOHNSON ECONOMICS
 Census Table: B25106 (2017 ACS 5-yr Estimates)

By allowing a large surplus of low-density zoned land to the remain, the income to housing

cost discrepancy will only continue to grow. In order to combat the discrepancy and stay in step with the growing population, specifically the lower income brackets, the City has a responsibility to create lands that provide a buildable inventory that addresses the need to for all housing groups. Given that, the proposed amendment should be made to ensure that inventory keeps pace with the growth and housing needs.

Based on the HNA, the City of Umatilla will continue to grow at a rate of almost 2 percent a year. In order to keep pace with the demand and affordability aspect, lands will need to be up zoned from R-1 to R-2. Rezones, such as the ones proposed, will continue to address the growing need and ensure lands are available to address the needed housing supply. The request actively addresses the supply issues moving forward and ensures that adequate lands are available to mitigate the needs for demand. The timing and availability of lands is essential to slowing price increases for home owners and renters. The proposal will ensure that adequate lands are available to address the change as it occurs.

The zone change will allow for an efficient use of land within the City limits by capitalizing on the existing infrastructure to serve the area. Utilization of the existing services will allow for lands within the UGB to be more efficiently utilized, while avoiding additional costs that are typical with the low-density development.

The development patterns within the R-2 zoning is typically residential development that is located within a subdivision. However, the R-2 allows the ability to provide various housing types on individual lots. Based on the size and shape of the property, the property will more than likely be developed in a manner that is similar to the surrounding area. Code requirements in place ensure compatibility between existing and new development, building additional compatibility.

The amendment as proposed will increase density from 5 units per acre as allowed in the R-1 zone to 8 units per acre as allowed in the R-2 zone. The result will be an increase in density, which allows for a greater opportunity to create more ADU 's. The creation of more ADU 's will add diversification to subdivisions and serve as an affordable housing option.

As discussed above, the allowance of the amendment from R-1 to R-2 will allow for an increase in density and housing types allowing for a diversification of inventory that will keep pace with population growth. The City recognizes through the comprehensive plan policies that having an adequate supply of housing inventory is important to combating the threat of increasing housing prices. The applicant finds that the amendment is necessary to remain consistent with the comprehensive plan policies and real market demands that exists now and in the future.

Staff's Conclusion: As stated by the applicant, the proposed rezone will allow for a higher density housing within the City of Umatilla. This is in alignment with the City of Umatilla Comprehensive Plan goals 10.9.105, 10.9.106 and Statewide Planning Goal 10 which encourages "flexibility of housing location, type and density" An increase of density will not only allow for more buildable lots but will also allow for an increase of opportunity to do other type of developments such as Townhomes, Duplexes, and other higher density housing units. Staff believes that this increase of density will allow for a more an affordable and equitable use of the housing inventory. With a forecasted future land need surplus of approximately 873 acres of R-1 land the removal of approximately 80 acres to R-2 will not hurt the current inventory.

2. The proposed change will not affect the land supply for the existing zoning designation as related to projected need for the particular land use.

Applicant's Findings: Both the R-1 and R-2 zones are residentially designated lands to serve the housing need for the City of Umatilla. The zone change from R-1 to R-2 will not negatively impact the residential housing land supply. Rather, the amendment as proposed will increase supply to address the growing need for affordable housing by increasing the density and mix of housing types that can be built. This is particularly significant based on the percentage of lower income families that are spending more than 30% of income on their rent. As noted above, while there is a surplus in both the R-1 and R-2 zoning, the surplus in R-1 zoning is much greater in acreage, 680 acres vs. the 182 acres of surplus land for the R-2 zone. The gap that exists between the two zones is not consistent with the policies set forth by the City in the Comprehensive plan. In order to better align the policies with the needed land inventory, properties will need to be redesignated from R-1 to R-2. The proposed zone change is a step that is needed to make sure that the alignment between zoning and affordable housing demand is maintained as growth continues. The applicant finds that the timing for the request for the amendment is appropriate and will not have a negative impact on the land supply specified in the HNA.

Staff's Conclusion: The City of Umatilla Comprehensive Land Use Plan discusses the projected need for land designated for single-family residential use and medium density residential. The Housing Needs Analysis identifies the need for 163 acres of vacant buildable land to accommodate single-family residential development (including manufactured homes) to meet the demand for the 20-year planning period from 2019-2039. Assuming that the 163 acres is fully built out in the 20-year planning horizon, there will be a surplus of 873 acres.

Based on Chapter 10 of the comprehensive land use plan, the proposed amendment would not significantly affect the inventory of vacant single-family residential zoned lands. Therefore, the City will have an adequate supply of vacant single-family residential lands.

3. The proposed designation will not negatively impact existing or planned public facilities and services. In particular, pursuant to the Oregon transportation planning rule, proposed text and map amendments shall determine whether the proposed change will significantly affect a collector or arterial transportation facility and must comply with the requirements of Oregon administrative rule (OAR) 660-012-0060 as applicable. In the I-82/U.S. 730 interchange area management plan (IAMP) management area, proposed access shall be consistent with the access management plan in section 7 of the IAMP.

Applicant's Findings: Existing facilities have been extended to the property boundary and can be extended with the future development. The availability and ability extend the necessary facilities to serve future development at the contemplated levels, demonstrates the zone change promotes orderly development in an efficient manner. Oregon Administrative Rule 660-012 (Transportation Planning Rule) is an important component to addressing the requested plan amendment. The proposed findings addressing the specific elements of the TPR are included in the Transportation Impact Analysis (TIA)

submitted with this application. The findings within the report provide a conclusion that the change will not have an adverse impact on the system, allowing the proposed change to be consistent with goal 12. Based on the findings, the amendment will contribute to the orderly development pattern in the area and ensure that it will not negatively impact existing or planned public facilities and services.

Staff's Conclusion: The subject property has the capability of being served with water, sewer, electricity. At time of development the developer will be required to extend these facilities to the proposed site. The Submitted Traffic Impact Analysis found no negative impacts to existing streets, intersections or accesses that could not be mitigated by improvements to accommodate the proposed development. These improvements as well as any determined by the City of Umatilla engineer of record will be required at time of development. The City does not have any existing facilities or services or any future facilities or services planned that would be adversely affected by the proposed change and subsequent development that are not able to be mitigated.

4. The site is suitable for the proposed use, considering the topography, adjacent streets, access, size of the site, availability of public facilities, and any other pertinent physical features.

Applicant's Findings: The subject property is relatively flat and void of vegetation, making it suitable for development as contemplated within the R-2 zone. The availability of the public infrastructure to the property boundary allows for the extension of facilities to serve future development on the property, ensuring that the zone change contributes to the orderly development of lands in the area.

Staff's Conclusion: The subject property does not have any inventoried features that would lend to difficult development. No physical alterations to the site would be required to develop single family dwellings on the properties. Access, and utility facilities and services are available to the boundary of the subject property. The site is suitable for the proposed use, considering the topography, adjacent streets, access, size of the site, availability of public facilities, and other pertinent physical features.

5. Other sites in the city or the vicinity are unsuitable for the proposed use. In other words, ownership and desire to develop a particular use in themselves provide insufficient rationale for changing a zoning designation that does not support the interests of the city as a whole.

Applicant's Findings: As noted other lands in the City will need to be rezoned over time to account for the change in population and need to serve various income level through housing options. As noted above, the property location is suitable to serve the higher density as services are available to the property. While other properties within the City may similar acreage and could facilitate the necessary demand, the subject property is unique in that will extend the urbanized area that connect the downtown area the exterior portion of the City. Other parcels of similar size are not immediately adjacent to urbanized area that have been developed with streets, water and sewer. Based on the location of the subject property, the applicant finds that the rezone promotes the logical extension of the services and development pattern within the City.

Staff's Conclusion: Despite the fact that other sites within the vicinity or the city appear capable of accommodating the proposed use without the need for a plan map amendment/zone change, this criterion does not necessarily preclude the amendment if the proposal can be found to support the interests of the City as a whole. The City has a large surplus of single-family residential lands and has a need for higher density additional housing. Therefore, the proposed plan map amendment/zone change could be found to support the interests of the City as a whole.

IV. SUMMARY CONCLUSIONS AND STAFF RECOMMENDATION

An increased need for additional park space and/or recreational facilities is anticipated as a result of the applicant's plan map/zone change amendment and subsequent residential subdivision development. Such a determination however, is more appropriately addressed during review of the subdivision rather than this request.

Staff received comments from Sid and Nancy Rittenbach by letter on May 26, 2021. The letter is attached as an exhibit. The majority of their concerns would be best addressed in the subdivision findings but the comments were received after the subdivision hearing had closed and was subsequently approved (May 25, 2021). As they address PA-1-21 as well, the comments will be included here. In their letter they identified six points of interest they would like addressed. Below are their concerns listed as bullet points with staff response.

1. Loss of privacy
2. Potential for increased crime activity (have already experienced multiple trespassing violations; excessive noise from renters across street from approximately 10 p.m. to past 1 :30 a.m.; theft of garden produce; and police presence on our property in pursuit of suspect)
3. Increased noise pollution due to housing development would increase our already high stress/anxiety levels
4. Potentially smaller homes most likely will lower our property value
5. If the sub-division proposal does pass, consider building nicer, larger homes above the canal to the south in keeping with the lovely homes along this side.
6. Walking trails to take our dog on would be obliterated. These walking trails are also used by others that live in the area. Being able to walk our dog on these trails is vital to keep our anxiety/stress levels lowered. Our dog doesn't play well with other dogs or people, and gets cranky when she isn't able to get her daily exercise.

Staff Response:

While staff is sympathetic to the comments and concerns submitted, there is no substantial code or criterion that the submitted comments address. Planning in the State of Oregon and the City of Umatilla is done upfront via comprehensive plans, zoning ordinances, development code, and municipal code. These documents determine what and where uses are allowed to be within the City of Umatilla. In this case the subject property has been designated for residential use in the City of Umatilla Comprehensive plan map since at least 1999 when the last major update was completed. While a new subdivision does bring changes to the immediate area, the above addressed concerns are not outside of what is to be expected while living in and next to a

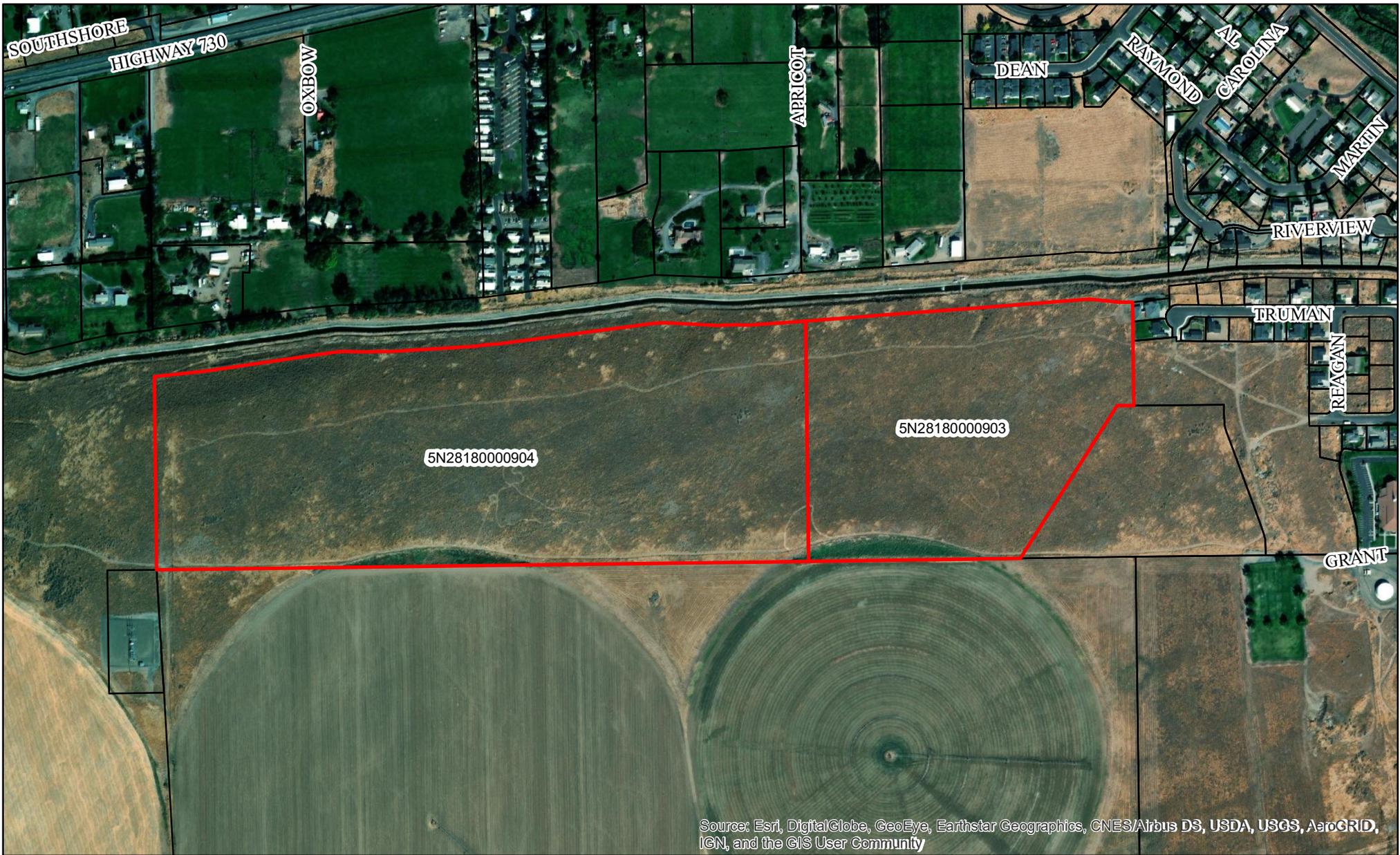
residential zoned area.

Therefore, based on the information in Sections I and II of this report and the findings of fact and conclusions contained in Section III, the Umatilla City Staff recommends Planning Commission recommends **APPROVAL** of this request, PA-1-21, to amend the City of Umatilla Comprehensive Plan and Zoning Map from the R-1 Single-Family Residential to the R-2 Medium-Density Residential Zone to the City Council. The properties are identified as Tax Lots 903 and 904 in Township 5 North, Range 28 East, Section 18.

V. EXHIBITS

- Exhibit A – Notice & Zoning Maps
- Exhibit B – Transportation Impact Analysis
- Exhibit C Sid and Nancy Rittenbach
- Exhibit D Goal 10 memo
- Exhibit E WEID Letter, Fair Housing Council Letter, ODOT Letter





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

81.17 Acres to be rezoned from Single-Family Residential to Medium-Density Residential

Feet

0 200 400 600 800



Legend

- Subject Property
- TAXLOTS03_05_2021



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Jacob Foutz, on 4/21/2021



lancaster
moble

McClannahan Summit

Transportation Impact Study

Umatilla, Oregon

Date:
March 11, 2021

Prepared for:
Luke Pickerill
MonteVista Homes

Prepared by:
Nick Mesler, EIT
Todd Mobley, PE



RENEWS: 12/31/2022

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Executive Summary

1. The McClannahan Summit subdivision is located on the parcel 5N2818-00-00903 & 00904 in the far western corner of the City of Umatilla. The project encompasses 81.17 acres and is bordered by undeveloped property to the north, west, and south and agricultural farmland to the south.
2. A total of 350 single-family homes are proposed for the site. This includes a change in zoning from the current R-1 Single-Family Residential designation to R-2 Medium Density Residential.
3. At build-out, the subdivision is projected to generate 259 new morning peak hour trips, 347 new evening peak hour trips, and 3,304 new weekday trips.
4. The need for the following intersection deficiencies have been identified:
 - a. A northbound left-turn lane on Powerline Road at Tyler Avenue will be warranted by the 2040 horizon year either with or without the proposed subdivision.
 - b. Powerline Road at US 730 exceed the applicable v/c ratio standard of 0.85 in the 2040 horizon year either with or without the proposed subdivision.
5. A traffic signal at the intersection of Powerline Road at US 730 was previously identified in the City of Umatilla's Capital Improvement Plan (CIP). However, both the CIP and the City's Transportation System Plan (TSP) have expired. The City is currently working to update and adopt new versions of both plans.
6. A total of six mitigation options were identified and analyzed that would offset the traffic impacts of the proposed subdivision, but it is beyond the scope of this project to conduct a full and complete investigation into the preferred ultimate configuration of the intersection.
7. It is recommended that the intersection be examined in detail as part of the upcoming TSP update. This is an appropriate venue for the necessary analysis, agency coordination, and public outreach necessary to develop and vet a long-range plan for the intersection. As part of that process, the CIP can be updated to include the preferred intersection improvement, and the City of Umatilla's System Development Charges (SDCs) can also be updated to reflect the necessary funding for this and other projects in the City.
8. The McClannahan Summit subdivision will pay a substantial amount of SDCs fees as homes are constructed within the site. These SDC fees will help to pay a significant portion of eventual mitigation at the intersection of Powerline Road and US 730. It should be noted that the intersection currently operates acceptably, and congestion is not expected in the near term, but as this site and other surrounding subdivisions build out. These projects will all create a substantial SDC revenue stream for the City of Umatilla.

Additional homes that will be constructed on the site as a result of the proposed change in zoning from R-1 to R-2 will also be subject to payment of SDCs. In this manner, impacts associated with the increase in density will be mitigated through payment of these fees. It should also be noted that a significant portion of the 81-acre site is not buildable. Under the R-1 designation, over 400 homes would be allowed based on simple density calculations over 81 acres. Even with the change to R-2, only 350 homes are proposed.

Project Description

Introduction

This report describes and evaluates the transportation impacts associated with the proposed development of the McClannahan Summit residential site in Umatilla, Oregon. The site is currently zoned as R-1 Single-Family Residential and is proposed to be rezoned as R-2 Medium Density Residential. This TIS was conducted in support of this project to assess the satisfaction of the City of Umatilla's Zoning Ordinance Sections 10-4B-7-(B)(1) and 10-11-10(C).

The rezone from R-1 Single-Family Residential to R-2 Medium Density Residential is anticipated to be able to construct a maximum of 350 single-family dwelling units on approximately 81.17 total acres.

Based on correspondence with the City of Umatilla, a safety and capacity/level of service analysis was conducted at the following intersections:

1. Madison Street & Powerline Road
2. McFarland Avenue & Madison Street
3. Tyler Avenue & Powerline Road
4. Powerline Road & US 730
5. Powerline Road & I-82 SB Ramps
6. Powerline Road & I-82 NB Ramps

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Location Description

The project site is located on the parcel 5N2818-00-00903 & 00904 in the far western corner of the City of Umatilla. The project encompasses 81.17 acres and is bordered by undeveloped property to the north, west, and south and agricultural farmland to the south. The north, west, and south is unincorporated Umatilla County. The site is currently zoned as R-1 Single-Family Residential and is proposed to be rezoned as R-2 Medium Density Residential.

The project intends to construct the western extension of Roosevelt Street to access the site. Several internal roadways are planned within the subdivision. Roosevelt Street functions as a local roadway as identified in City of Umatilla *Roadway Network and Functional Classification System*. Access to the greater transportation network is provided via local street McFarland Avenue and Van Buren Drive before connecting to the local street Tyler Avenue or the Collector roadway Madison Street and then Powerline Road.

Vicinity Roadways

The proposed development is expected to impact six (6) vicinity roadways. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
Madison Street	City of Umatilla	Neighborhood Collector	25 mph (prima facie)	None	Parallel	None
McFarland Avenue	City of Umatilla	Local	25 mph (prima facie)	None	Parallel	None
Van Buren Drive	City of Umatilla	Local	25 mph (prima facie)	Both Sides	Parallel	None
Tyler Avenue	City of Umatilla	Local	25 mph (prima facie)	Both Sides	Parallel	None
Powerline Road	Umatilla County	Minor Arterial	35-55 mph	None	Prohibited	None
US 730	ODOT	Major Arterial	25-55 mph	None	Prohibited	None

Study Intersections

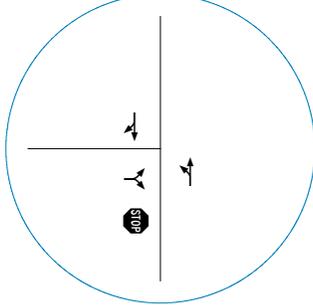
The proposed development is expected to impact six (6) existing vicinity intersections of significance. Table 2 below provides a summarized description of each study intersection.

Table 2: Vicinity Intersection Descriptions

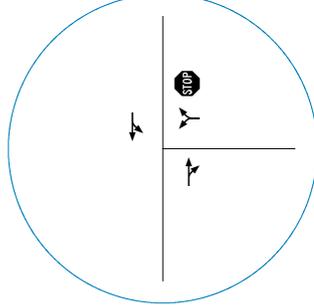
ID	Intersection	Approaches	Traffic Control	Phasing/Stopped Approaches
1	Madison Street & Powerline Road	Three	Side-Street Stop-Controlled	WB Stop Controlled
2	McFarland Avenue & Madison Street	Three	Side-Street Stop-Controlled	EB Stop Controlled
3	Tyler Avenue & Powerline Road	Three	Side-Street Stop-Controlled	WB Stop Controlled
4	Powerline Road & US 730	Three	Side-Street Stop-Controlled	NB Stop Controlled
5	Powerline Road & I-82 SB Ramps	Three	Side-Street Stop-Controlled	WB Stop Controlled
6	Powerline Road & I-82 NB Ramps	Three	Side-Street Stop-Controlled	EB Stop Controlled

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations and control types is shown in Figure 1.

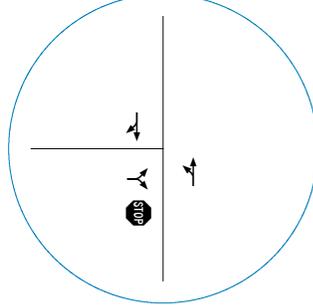
1 Madison Street & Powerline Road



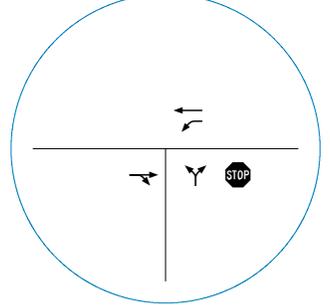
2 McFarland Avenue & Madison Street



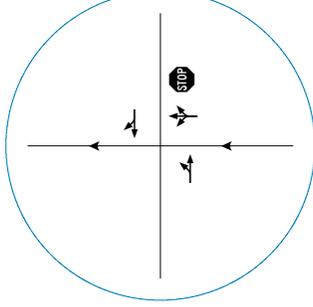
3 Tyler Avenue & Powerline Road



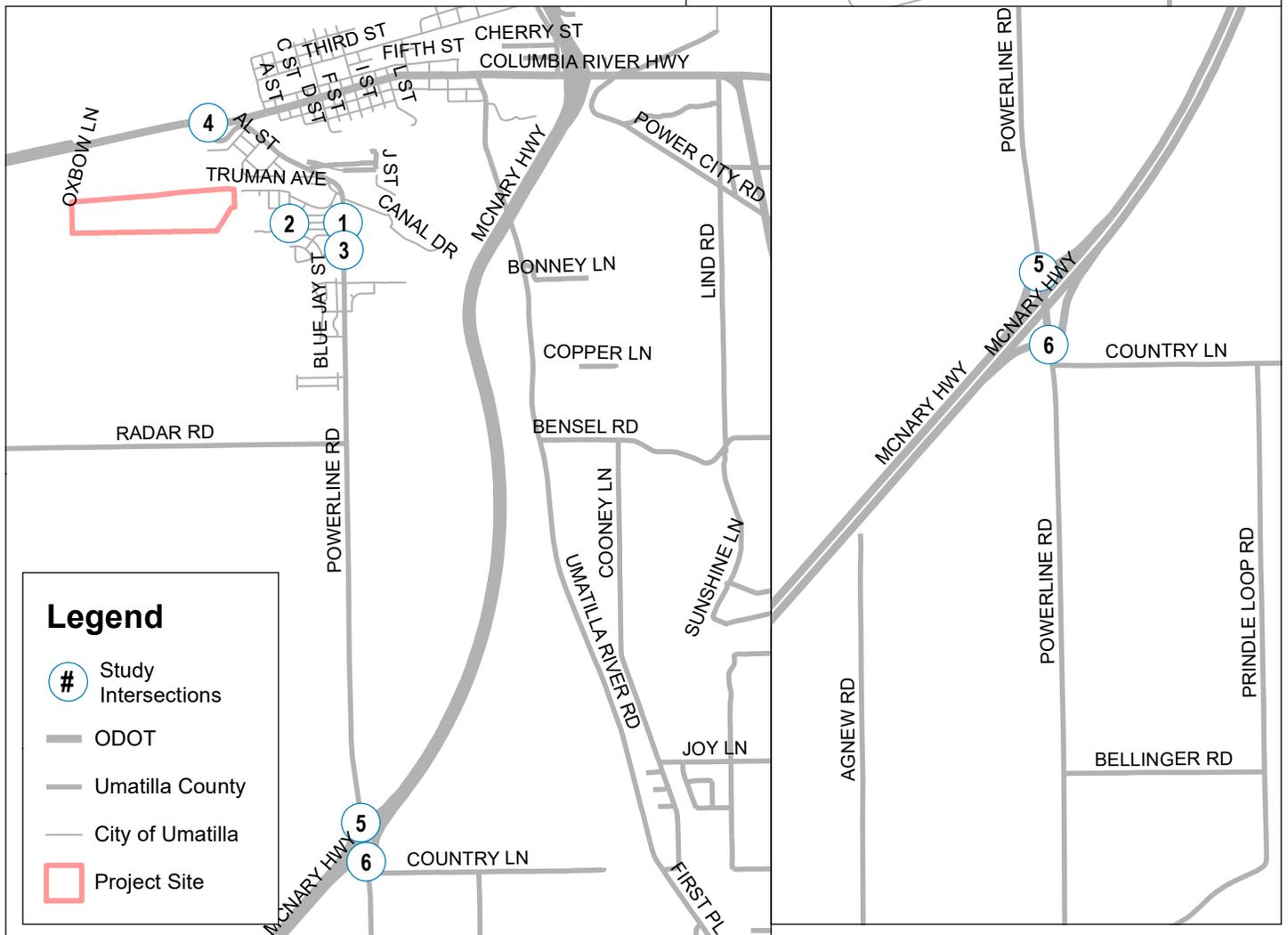
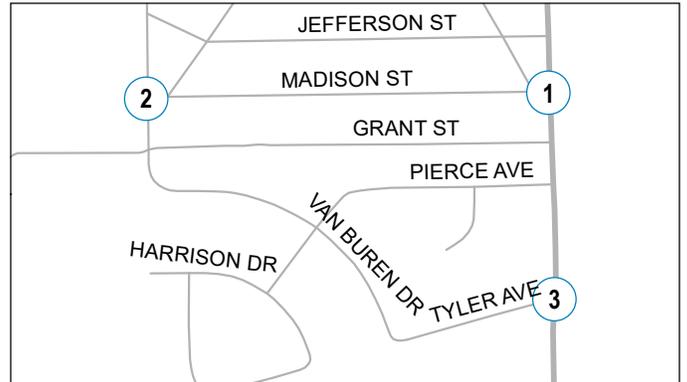
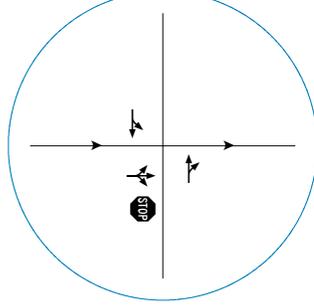
4 Powerline Road & US 730



5 Powerline Road & I-82 SB Ramps



6 Powerline Road & I-82 NB Ramps



Site Trips

Trip Generation

The proposed rezoning will allow for the potential construction of 350 single-family homes. For the purpose of the site development analysis, no trip credit is given for the existing R-1 zoning. To estimate the number of trips that are projected to be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Specifically, data from land use code 210, Single Family Detached Residential, was used to estimate the proposed development’s trip generation based on the number of dwelling units. This land use code is consistent with the character of the proposed development and the allowable use under R-2 zoning.

The trip generation calculations show that the proposed development is projected to generate 259 new morning peak hour trips, 347 new evening peak hour trips, and 3,304 new average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included as an attachment to this memorandum.

Table 3: Trip Generation Summary

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Single-Family Detached Residential	210	350 DU	65	194	259	219	128	347	3,304

As shown, trip generation is highest during the PM peak hour. Consistent with the Ballard TIA (prepared by PBS Engineering, April 10, 2020) and the Ambiance Homes TIA (prepared by Whipple Consulting Engineers, Inc., January 3, 2020), the PM peak hour is chosen as the analysis peak hour.

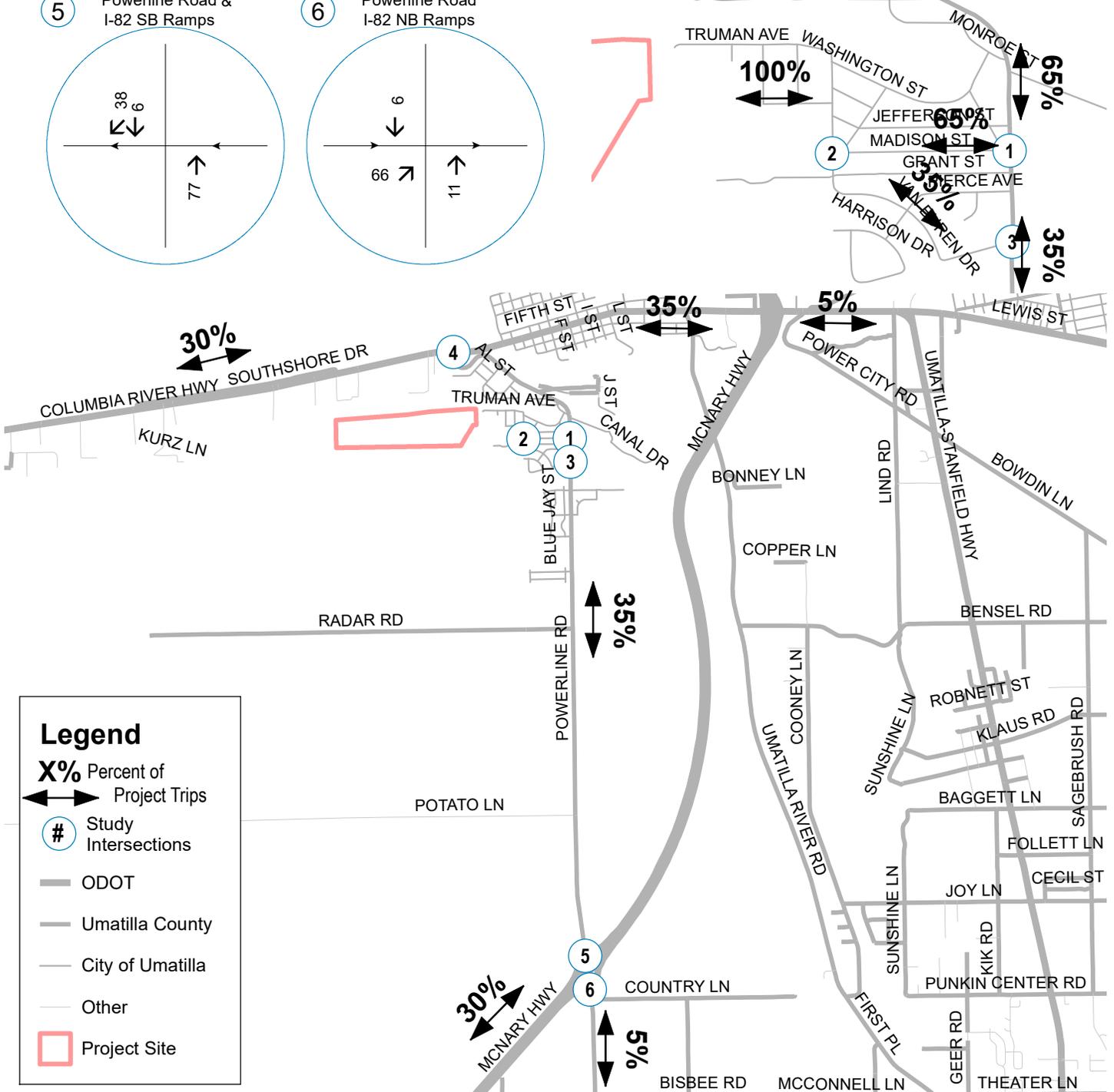
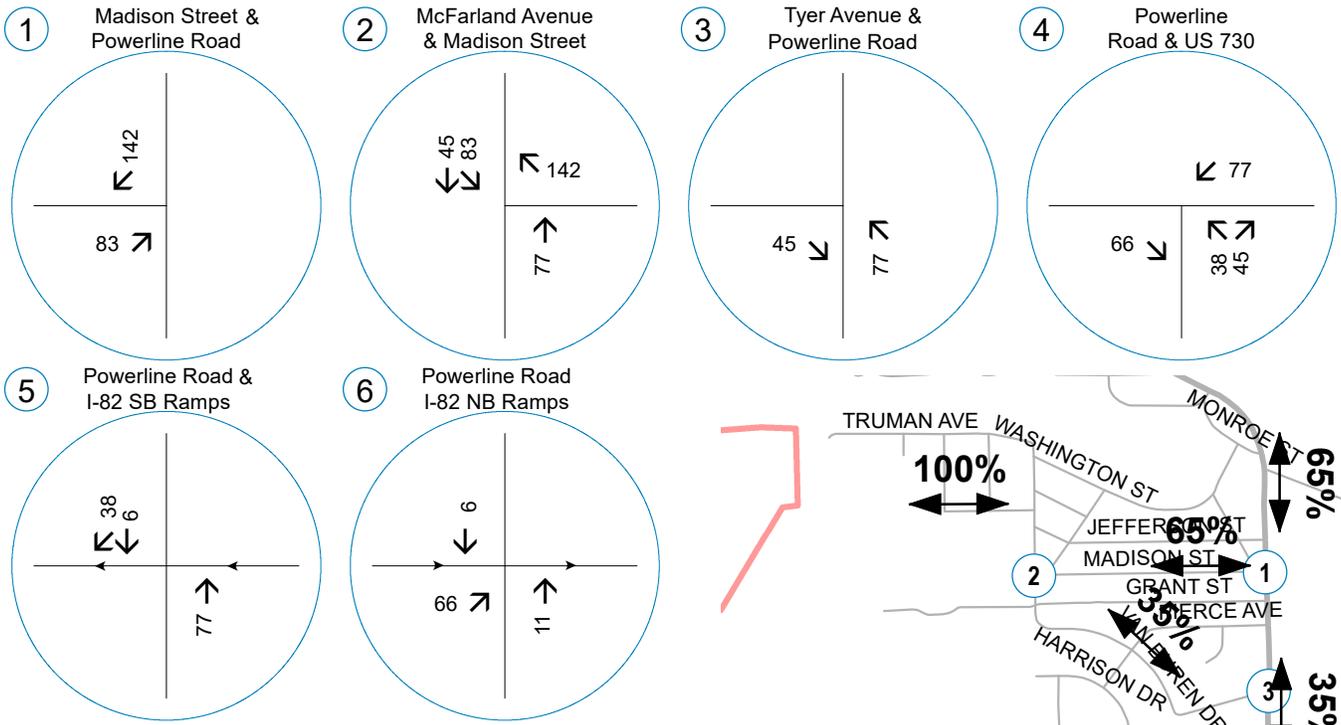
Trip Distribution

The project trip distribution was developed based on the geographical location of the project, US residential/employment census data (<https://onthemap.ces.census.gov/>), preferred route choice, and the existing roadway network facilities. The following trip distribution is projected:

- 35 percent of site trips are expected to travel to and from the south along Powerline Road via Van Buren Drive and Tyler Avenue;
- 30 percent of site trips are expected to travel to and from the west along US-730 via Madison Avenue and Powerline Road; and
- 35 percent of site trips are expected to travel to and from the east along US-730 via Madison Avenue and Powerline Road;
 - 5 percent of the total site trips are expected to utilize this route to travel to and from the City center.

The regional trip distribution and traffic assignment for site trips generated by the proposed development are shown in Figure 2.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.



Legend

- X% Percent of Project Trips
- # Study Intersections
- ODOT
- Umatilla County
- City of Umatilla
- Other
- Project Site

Traffic Volumes

This section describes the study intersection peak hour traffic volumes under existing conditions (year 2021), the Planning Horizon Year 2040 background volumes, and the Planning Horizon Year 2040 buildout volumes.

Existing Conditions

Since this study is being conducted during the COVID-19 viral pandemic, which has become a public health concern throughout the State of Oregon, collection of current traffic counts is not feasible at this time. Due to the pandemic, traffic volumes have been significantly depressed statewide since March 2020. In order to reflect normal travel conditions, historical traffic count data at the intersections of Pine Tree Avenue & Powerline Road found in the Ballard TIA (prepared by PBS Engineering, April 10, 2020) were obtained. Upon reviewing the traffic counts, the 2020 data was found to be higher than the 2021 COVID-era counts by 26.8%. Therefore, the historical 2020 traffic counts were utilized for analysis in lieu of the 2021 counts. All traffic counts were conducted from 4:00 to 6:00 PM. Data was used from each intersections' respective evening peak hour. Intersections without 2020 traffic counts were collected in 2021 and adjusted by a 1.268 factor to account for pre-COVID conditions.

To adjust for year 2021 baseline conditions, a conservative, compounding annual growth rate of 1.50% was applied to each intersection movement. This rate was identified by City of Umatilla planning staff as an appropriate growth rate. Figure 3 displays the baseline existing conditions traffic volumes for the study intersections during the evening peak hour. The 2020 and 2021 count data is provided as an appendix to this report. Note that Tyler Avenue & Powerline Road traffic volumes were estimated from the Madison Street & Powerline Road traffic volumes, which is considered to be a conservative analysis as Tyler Avenue is a local street whereas Madison Street is designated as a Collector roadway.

Background Conditions

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. Consistent with the growth factors identified in the development of the Existing Conditions baseline volume, an annual compounding 1.50% growth rate was applied to the 2021 Existing Conditions baseline volumes for Planning Horizon Year 2040 conditions.

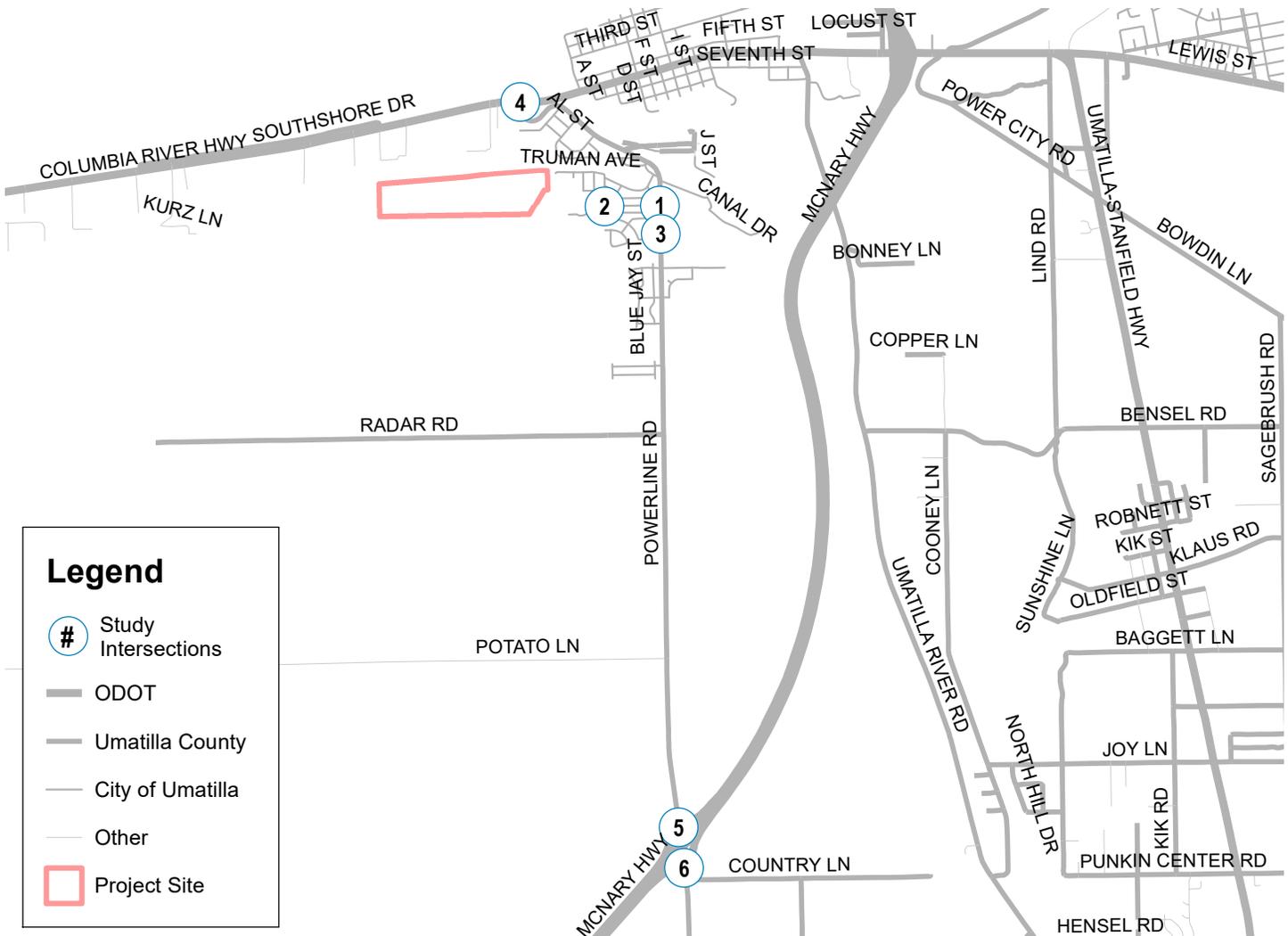
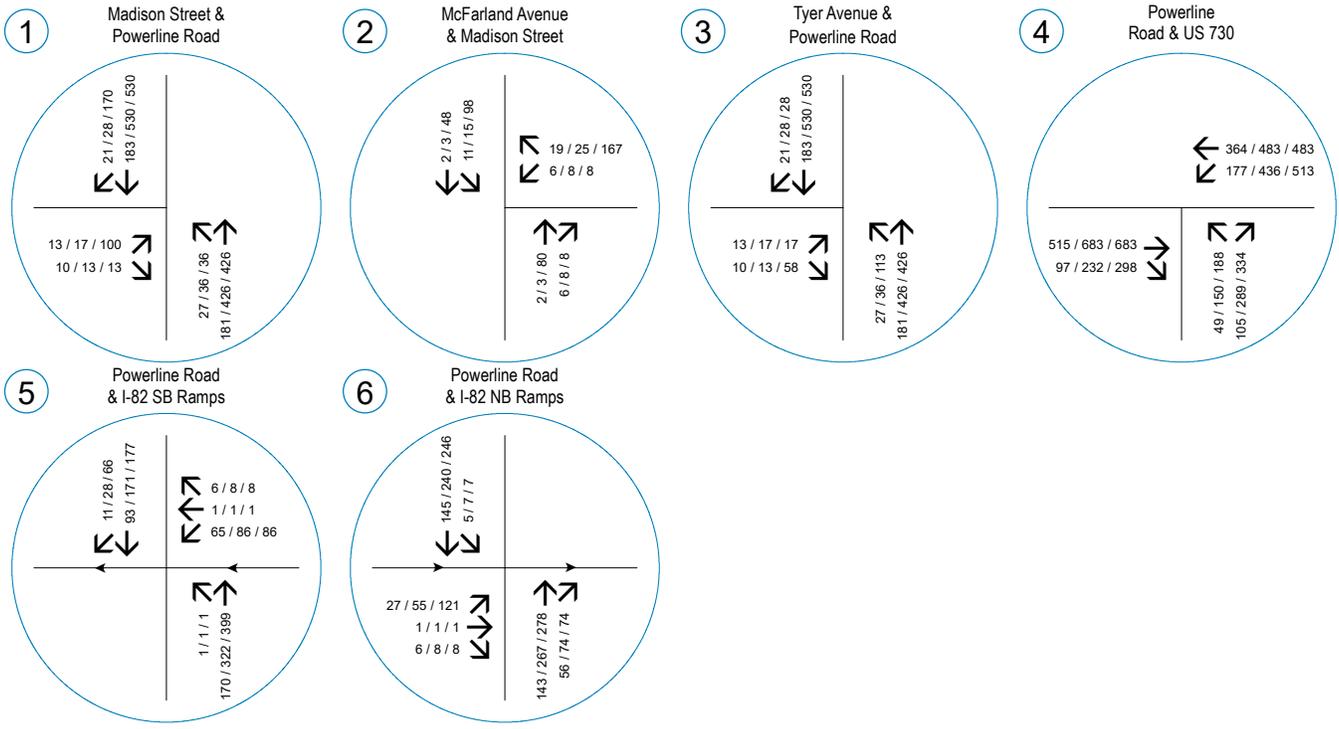
Additional traffic volume from nearby developments is included in the Planning Horizon Year 2040 conditions. Traffic volumes were derived from the *Ambiance Homes TIA* (prepared by Whipple Consulting Engineers) and the *Ballard TIA* (prepared by PBS Engineering).

Figure 4 displays the Planning Horizon Year 2040 background volumes during the evening peak hour.

Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the Planning Horizon Year 2040 background volumes to obtain the expected Year 2040 buildout conditions.

Figure 5 displays the Planning Horizon Year 2040 background volumes with the additional site trips projected to be generated by the proposed development.



Safety Analysis

Crash History Review

Using data obtained from ODOT’s Crash Analysis and Reporting Unit, a review was performed of the most recent five years of available crash data at the study intersections (January 2014 through December 2018). The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for each intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated under the common assumption that traffic counted during the evening peak hour represents approximately ten percent of annual average daily traffic (AADT) at each intersection. Crash rates in excess of 1.00 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, ODOT classifies crashes in the following categories:

1. Property Damage Only (*PDO*);
2. Possible Injury – Complaint of Pain (*Injury C*);
3. Non-Incapacitating Injury (*Injury B*);
4. Incapacitating Injury – Bleeding, Broken Bones (*Injury A*); and
5. Fatality or Fatal Injury.

The study intersections adhere to the crash analysis methodologies within ODOT’s APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be “flagged for further analysis”. Crash rates in excess of 90th percentile crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation. The 90th percentile rates for unsignalized, three-leg intersections in urban areas is 0.293 CMEV.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed crash reports are included in the technical appendix to this report.

Table 4: Crash Type Summary

Intersection	Crash Type		Total Crashes
	Non-Collision	Turning	
3. Powerline Road & US 730	0	1	1
4. Powerline Road & I-82 SB Ramps	1	0	1
5. Powerline Road & I-82 NB Ramps	1	0	1



Table 5: Crash Severity and Rate Summary

Intersection	Crash Severity					Total Crashes	PHEV	Crash Rate
	PDO	C	B	A	Fatal			
3. Powerline Road & US 730	1	0	0	0	0	1	1,298	0.04
4. Powerline Road & I-82 SB Ramps	0	0	1	0	0	1	347	0.16
5. Powerline Road & I-82 NB Ramps	1	0	0	0	0	1	383	0.14

BOLDED text indicates crash rate exceeding ODOT 90th percentile crash rate.

Based on a review of the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no additional safety mitigation is recommended per the crash data analysis.

Warrant Analysis

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for all unsignalized study intersections. Methodologies were based on the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration in 2009. Warrant 1, Eight-Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents 10 percent of the average daily traffic (ADT) and that the 8th highest hour is 5.65 percent of the daily volume. Detailed analysis worksheets can be found in an appendix to this report.

The preliminary traffic signal analysis determined that signal warrants are not projected to be met at any of the applicable study intersections under year Buildout Year 2040 Conditions, with the exception of the following intersection:

- Powerline Road & US 730

This intersection meets the traffic signal warrant under existing conditions and Buildout Year 2040 Conditions, with and without the addition of project traffic. This intersection is identified in the City of Umatilla *Capital Improvement Plan (2016-2021)* (CIP) which intends to electrify and install a traffic signal.

Left-Turn Lane Warrants

Left-turn lane warrants were examined for the site access intersection under year 2040 buildout conditions. A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants for an eastbound left-turn lane at the site access intersection were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457². This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed warrant analyses for each study intersection are included in the technical appendix to this report.

Left-turn lane warrants are not projected to be met at any of the study area intersections under full buildout of the project site during the PM Peak Hour, with the exception of the following intersections:

- Tyler Avenue & Powerline Road (northbound approach)
- Madison Street & Powerline Road (northbound approach)

The northbound approach at both of these intersections meet the left-turn lane warrant under Buildout Year 2040 Conditions, with and without the addition of project traffic.

However, it should be noted that the proposed project does not anticipate adding any project related trips to the intersection of Madison Street & Powerline Road northbound left-turn movement; therefore, the project is not required to implement a northbound left-turn lane as it does not directly contribute to meeting this warrant.

² Bonneson, James A. and Michael D. Fontaine, *NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements*, Transportation Research Board, 2001.

Operational Analysis

Capacity and delay analyses were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual*³ (HCM). Calculations for the intersections are performed using Synchro 10.3.122.0 software. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

The operating standards adopted by the City of Umatilla, Umatilla County, and ODOT are summarized below.

Umatilla County

Powerline Road is under the jurisdiction of Umatilla County. The County has defined operating standards for stop controlled intersections as follows:

- Level of service “A” through “D” are considered acceptable;
- Level of service “E” is generally considered “marginally acceptable”; and
- Level of service “F” is unacceptable.

City of Umatilla

Madison Street and McFarland Street are under the jurisdiction of the City of Umatilla. The City has defined operating standards for stop controlled intersections as follows:

- Level of service D and v/c ratio less than 0.99

Oregon Department of Transportation

In accordance with the ODOT Oregon Highway Plan (1999), freeway ramps and intersections on a regional highway freight route outside an MPO and STA with a roadway speed of 40 mph require an intersection v/c ratio not to exceed 0.85.

Analysis Parameters

The operational analysis implemented several system-wide analysis parameters to maintain consistency with the ODOT Analysis Procedures Manual. The notable parameters include the following:

- Peak Hour Factor (PHF)
 - Calculated for Existing Conditions
 - 0.95 PHF for Horizon Year 2040 Conditions (consistent with ODOT APM guidance)
- Saturation Flow Rate = 1700 passenger cars/hour of green/lane (pcphgl) (per ODOT APM guidance)

³ Transportation Research Board, *Highway Capacity Manual*, 6th Edition, 2016.

Delay & Capacity Analysis

The v/c, delay, and LOS results of the capacity analysis are shown in Table 6 below for evening peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 6: Intersection Capacity Analysis Summary

Intersection	Jurisdiction	Scenario	PM Peak Hour		
			V/C	LOS	Delay (s)
1. Madison Street & Powerline Road	Umatilla County	Existing Conditions	0.04	B	11.0
		2040 Background Conditions	0.11	C	18.4
		2040 Buildout Conditions	0.55	E	40.0
2. McFarland Avenue & Madison Street	City of Umatilla	Existing Conditions	0.04	A	8.6
		2040 Background Conditions	0.03	A	8.5
		2040 Buildout Conditions	0.19	A	9.7
3. Tyler Avenue & Powerline Road	Umatilla County	Existing Conditions	0.04	B	11.0
		2040 Background Conditions	0.11	C	18.4
		2040 Buildout Conditions	0.23	C	18.5
4. Powerline Road & US 730	ODOT	Existing Conditions	0.40	C	18.6
		2040 Background Conditions	3.30	F	>300
		2040 Buildout Conditions	7.63	F	>300
5. Powerline Road & I-82 SB Ramps	ODOT	Existing Conditions	0.19	B	12.4
		2040 Background Conditions	0.20	B	13.6
		2040 Buildout Conditions	0.22	C	15.3
6. Powerline Road & I-82 NB Ramps	ODOT	Existing Conditions	0.09	B	12.0
		2040 Background Conditions	0.14	B	13.6
		2040 Buildout Conditions	0.30	C	16.0

BOLDED text indicates intersection operation above jurisdictional standards.

Based on the results of the operational and capacity analysis, all study intersections are currently operating acceptably per City of Umatilla, Umatilla County, and ODOT standards and are projected to continue operating acceptably in Background Year 2040, both with and without the addition of project traffic, with the following exceptions:

3. Powerline Road & US 730 – v/c ratio exceeds 0.85 during PM Peak Hour under all 2040 scenarios

Intersection Mitigation Analysis

As noted in the previous section, and consistent with the findings and recommendation of the City of Umatilla TSP, there is one study area intersection that has existing operational deficiencies that are anticipated to continue in the year 2040 buildout year, with and without the addition of project traffic.

- The intersection of Powerline Road & US 730 was previously identified in the expired City of Umatilla *Capital Improvement Plan (2016-2021)* to electrify and install a traffic signal or construct a roundabout.

These improvement scenarios were analyzed under 2040 Buildout conditions, with several other potential interim improvement options. The mitigation scenarios analyzed include:

- Actuated uncoordinated signal timing with existing lane geometry;
- A traditional single-lane roundabout with existing approach geometry;
- A roundabout with an additional westbound bypass lane;
- Restriping the western leg striped median to a receiving lane for a northbound two-stage left-turn;
- Widening and striping the northbound approach to include dedicated left and right turn lanes
- Combined two-stage left-turn restriping and northbound approach widening.

Each of these improvement scenarios will reduce intersection v/c. Table 7 summarizes the v/c ratio, level of service, and delay for the background, buildout, and the several mitigated scenario conditions:

Table 7: Intersection Mitigation Analysis

Intersection	Scenario	PM Peak Hour		
		V/C	LOS	Delay (s)
3. Powerline Road & US 730	2040 Background Conditions	3.30	F	> 300
	2040 Buildout Conditions	7.63	F	> 300
	2040 Mitigation: Actuated Uncoordinated Signal	1.50	F	224.9
	2040 Mitigation: Traditional Single-Lane Roundabout	1.13	F	105.1
	2040 Mitigation: Roundabout with Westbound Bypass Lane	1.40	F	89.4
	2040 Mitigation: Two-Stage Northbound Left-Turn	7.43	F	> 300
	2040 Mitigation: Widen Northbound Approach	1.38	F	> 300
	2040 Mitigation: Widen NB Approach & Two-Stage NB Left	1.35	F	> 300

BOLDED text indicates intersection operation above jurisdictional standards.

The identified mitigation options will improve intersection operations to better than 2040 Background Conditions, with the exception of a two-stage northbound left-turn restriping. As detailed in the analysis, the intersection is projected to operate far outside of the operational v/c standard, even without the addition of the project traffic. Thus, it is recommended that these improvement options be explored further by the City of Umatilla and implemented.

The proposed project will pay the proportional site System Development Charges to support the City's overall infrastructure needs. This intersection will be addressed by the SDC fee program. It should also be noted that the project is planning to construct the Neighborhood Collector extension of Madison Street, in support of the City's TSP.

Proportionate Share Mitigation Assessment

Proportionate share fees were evaluated at the intersection of Powerline Road & US 730. Table 8 below provides the methodology used to calculate proportionate share fees based on the proposed development's trip generation impacts.

Table 8: Proportional Share Methodology Summary

Intersection	Powerline Road & US 730
Peak Hour	Weekday PM
Scenario when Mitigation is Triggered	No Build (2040)
Existing Total Entering Volume, TEV (X)	1,307
2040 No Build (Background, Y)	2,273
Project Trips (PT)	226
Background Growth (Z=Y-X)	966
Proportional Share (% , $PT/(PT+Z)$)	18.96%

Transportation Planning Rule Analysis

The subject site is proposed for a zone change from *Single-Family Residential (R-1)* to *Medium-Family Residential (R-2)*. Zone changes in Oregon are subject to the state’s Transportation Planning Rule (TPR), and accordingly this report addresses the proposal’s compliance with the TPR.

The factors determining the development potential under the proposed zoning, several factors including minimum lot size, topography, and net buildable land. The reasonable worst-case scenario number of tax lots identified to be feasible under the proposed zoning is 350 dwelling units. This estimate takes into account feasibility of construction, public right-of-way dedication, stormwater considerations, and open space requirements.

The factors determining the development potential under existing zoning are the minimum lot area requirement. In accordance with the City of Umatilla Zoning Ordinance Section 10-3A-4, the minimum lot area for the development is 8,000 square feet. For 81.17 total site acres, this equates to a maximum development potential of 241 total single-family lots. Similarly, this estimate takes into account feasibility of construction, public right-of-way dedication, stormwater considerations, and open space requirements identified in the proposed zoning worst-case scenario. Thus, this yields a one-to-one comparison between the existing and proposed zoning.

Trip Comparison

In order to determine the change in trip generation potential as a result of the site zone change, a comparative trip generation analysis was conducted and is presented in Table 9. As shown, the maximum development potential change is projected to generate 81 new morning peak hour trips, 108 new evening peak hour trips, and 1,028 new average weekday trips.

Table 9: Trip Generation Summary – Proposed Zoning

Land Use	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Single-Family Detached Residential (Existing)	210	241 DU	45	133	178	151	88	239	2,276
Medium Density Detached Residential (Proposed)	210	350 DU	65	194	259	219	128	347	3,304
Net Change			20	61	81	68	40	108	1,028



Transportation Planning Rule Adherence

Zone changes in the State of Oregon must adhere to the Transportation Planning Rule (TPR), which aims to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable section of the TPR is quoted directly in italics below, with a response directly following.

660-012-0060

- (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);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection 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.*

Regarding subsections (a) and (b), the City of Umatilla TSP identifies a planned future western roadway extension of Grant Street near the southern boundary of the City Limits. The future roadway extension is classified as a Neighborhood Collector. The project proposes to construct the western extension of Roosevelt Street into the project site. The proposed roadway extension will be built to Neighborhood Collector standards. Although the alignment of the identified roadway extension is changed under the development proposal, the function and purpose are consistent with the City's TSP, while providing additional connectivity options to nearby properties and improved access. Additionally, the proposed street plan provides a greater extent of dedicated right-of-way throughout the site, whereas the TSP was limited to the eastern end of the property.

Regarding subsection (c), the adopted TSP planning horizon year expired in 2017. In lieu of the TSP horizon year analysis, an assumed buildout of 2040 is appropriate for a planning period. The reasonable worst-case scenario development potential under the proposed R-2 zoning of the subject site would be the construction of 350 single-family residential homes. This is 109 more single-family homes than the existing R-1 zoning. This is anticipated to increase trip generation of the site, and therefore require the payment of more System Development Charges (SDCs) than the existing zoning could allow. The McClannahan Summit subdivision will pay a substantial amount of TSDC fees as homes are constructed within the site. These SDC fees will help to pay a significant portion of eventual mitigation at the intersection of Powerline Road and US 730. It should be noted that the intersection currently operates acceptably, and congestion is not expected in the near term, but as this site and other surrounding subdivisions build out. These projects will all create a substantial SDC revenue stream for the City of Umatilla.

Summary

While the proposed zoning would generate more traffic than the existing zoning, the development proposal would generate less than the existing buildout potential of the site. The proposed project anticipates constructing a Neighborhood Collector in support of the identified future connection in the City of Umatilla Transportation System Plan. Although the intersection of Powerline Road & US 730 is anticipated to operate above jurisdictional standards, this occurrence is not a result of the zone change and would occur at the buildout potential of the existing zoning, thereby meeting the criteria of the TPR. The project zone change will pay additional SDC fees than the existing zoning could support, thereby providing additional funding for intersection mitigation.

Conclusions

Based on a review of the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no additional safety mitigation is recommended per the crash data analysis.

The need for the following intersection deficiencies have been identified:

- a. A northbound left-turn lane on Powerline Road at Tyler Avenue will be warranted by the 2040 horizon year either with or without the proposed subdivision.
- b. Powerline Road at US 730 exceed the applicable v/c ratio standard of 0.85 in the 2040 horizon year either with or without the proposed subdivision.

A traffic signal at the intersection of Powerline Road at US 730 was previously identified in the City of Umatilla's Capital Improvement Plan (CIP). However, both the CIP and the City's Transportation System Plan (TSP) have expired. The City is currently working to update and adopt new versions of both plans.

A total of six mitigation options were identified and analyzed that would offset the traffic impacts of the proposed subdivision, but it is beyond the scope of this project to conduct a full and complete investigation into the preferred ultimate configuration of the intersection.

It is recommended that the intersection be examined in detail as part of the upcoming TSP update. This is an appropriate venue for the necessary analysis, agency coordination, and public outreach necessary to develop and vet a long-range plan for the intersection. As part of that process, the CIP can be updated to include the preferred intersection improvement, and the City of Umatilla's System Development Charges (SDCs) can also be updated to reflect the necessary funding for this and other projects in the City.

The McClannahan Summit subdivision will pay a substantial amount of SDCs fees as homes are constructed within the site. These SDC fees will help to pay a significant portion of eventual mitigation at the intersection of Powerline Road and US 730. It should be noted that the intersection currently operates acceptably, and congestion is not expected in the near term, but as this site and other surrounding subdivisions build out. These projects will all create a substantial SDC revenue stream for the City of Umatilla.

Additional homes that will be constructed on the site as a result of the proposed change in zoning from R-1 to R-2 will also be subject to payment of SDCs. In this manner, impacts associated with the increase in density will be mitigated through payment of these fees. It should also be noted that a significant portion of the 81-acre site is not buildable. Under the R-1 designation, over 400 homes would be allowed based on simple density calculations over 81 acres. Even with the change to R-2, only 350 homes are proposed.

Appendix



Appendix A

Trip Generation Worksheets





TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 350

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	65	194	259

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	219	128	347

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,652	1,652	3,304

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,669	1,669	3,338

Source: Trip Generation Manual, Tenth Edition



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 241

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	45	133	178

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	151	88	239

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,138	1,138	2,276

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,150	1,150	2,300

Source: Trip Generation Manual, Tenth Edition



TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 1010

AM PEAK HOUR

Trip Rate: 0.46

	Enter	Exit	Total
Directional Distribution	23%	77%	
Trip Ends	107	358	465

PM PEAK HOUR

Trip Rate: 0.56

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	357	209	566

WEEKDAY

Trip Rate: 7.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	3,697	3,697	7,394

SATURDAY

Trip Rate: 8.14

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	4,111	4,111	8,222

Source: TRIP GENERATION, Tenth Edition

Appendix B

Traffic Counts



Location: 1 POWERLINE RD & MADISON ST PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	2	0	1	3	Count Total	0	0	0	0	0	Count Total	0	1	0	0	1
Peak Hour	0	2	0	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1

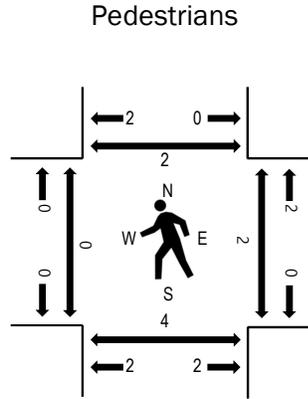
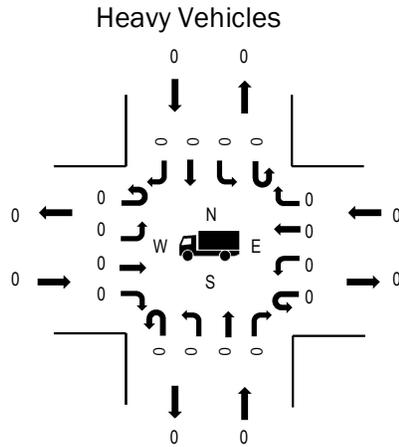
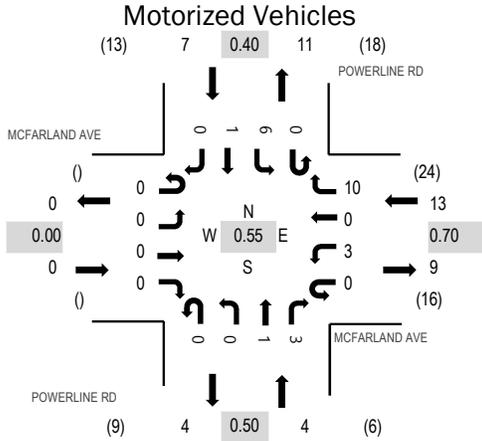


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Peak Hour



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.70
NB	0.0%	0.50
SB	0.0%	0.40
All	0.0%	0.55

Traffic Counts - Motorized Vehicles

Interval Start Time	MCFARLAND AVE Eastbound				MCFARLAND AVE Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right														
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	24
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
4:10 PM	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	4	24
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5	20
4:20 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	19
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	22
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	24
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	23
4:55 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	1	1	0	6	23
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4	
5:20 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	4	
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:55 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
Count Total	0	0	0	0	0	7	0	17	0	0	1	5	0	11	2	0	43	
Peak Hour	0	0	0	0	0	3	0	10	0	0	1	3	0	6	1	0	24	

Location: 2 POWERLINE RD & MCFARLAND AVE PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	2	2	2	6
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	0	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	1	0	1	Count Total	0	0	0	0	0	Count Total	0	4	2	3	9
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	4	2	2	8



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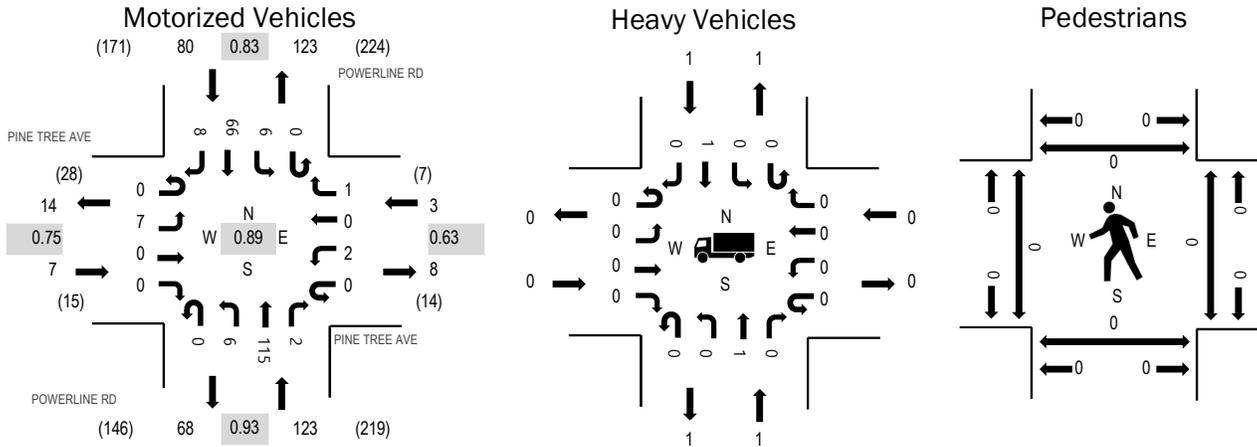
Location: 3 POWERLINE RD & PINE TREE AVE PM

Date: Wednesday, January 13, 2021

Peak Hour: 04:55 PM - 05:55 PM

Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.63
NB	0.8%	0.93
SB	1.3%	0.83
All	0.9%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	PINE TREE AVE Eastbound				PINE TREE AVE Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right														
4:00 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	1	24	207
4:05 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	198
4:10 PM	0	0	0	2	0	1	0	0	0	1	9	0	1	0	4	2	20	205
4:15 PM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	10	0	22	198
4:20 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	192
4:25 PM	0	1	0	0	0	0	0	1	0	0	10	0	0	2	6	1	21	202
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	9	198
4:35 PM	0	0	0	0	0	0	0	1	0	0	8	1	0	0	7	1	18	209
4:40 PM	0	0	0	0	0	0	0	1	0	1	4	0	0	1	9	1	17	206
4:45 PM	0	1	0	1	0	0	0	0	0	1	9	0	0	2	4	2	20	201
4:50 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	3	1	10	201
4:55 PM	0	1	0	0	0	0	0	1	0	2	12	0	0	0	4	1	21	213
5:00 PM	0	2	0	0	0	0	0	0	0	0	5	1	0	1	6	0	15	205
5:05 PM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	10	1	19	
5:10 PM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	3	0	13	
5:15 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	
5:20 PM	0	0	0	0	0	0	0	0	0	1	12	1	0	1	7	1	23	
5:25 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	1	6	1	17	
5:30 PM	0	0	0	0	0	2	0	0	0	1	10	0	0	2	4	1	20	
5:35 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	1	3	0	15	
5:40 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	0	12	
5:45 PM	0	1	0	0	0	0	0	0	0	1	12	0	0	0	4	2	20	
5:50 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	9	1	22	
5:55 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	13	
Count Total	0	12	0	3	0	3	0	4	0	9	207	3	1	11	140	19	412	
Peak Hour	0	7	0	0	0	2	0	1	0	6	115	2	0	6	66	8	213	

Location: 3 POWERLINE RD & PINE TREE AVE PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	3	0	1	4	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	1	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



Location: Powerline Rd & Dark Canyon Ave PM

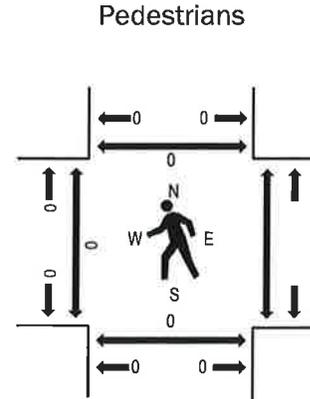
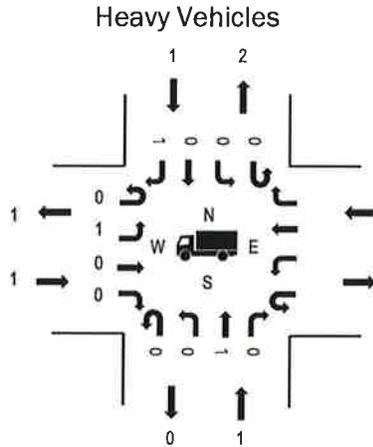
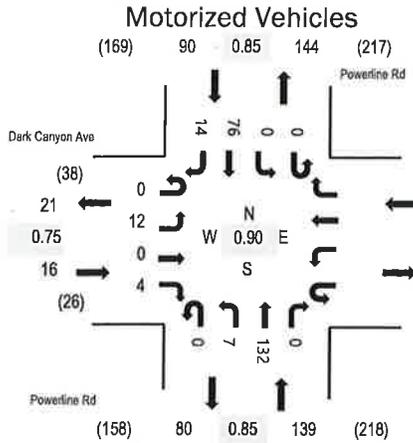
Date: Wednesday, March 4, 2020

Peak Hour: 04:40 PM - 05:40 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

(303) 216-2439
www.alltrafficdata.net

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.3%	0.75
WB		
NB	0.7%	0.85
SB	1.1%	0.85
All	1.2%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	Dark Canyon Ave Eastbound				Westbound				Powerline Rd Northbound				Powerline Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0					0	0	6	0	0	0	10	1	17	218
4:05 PM	0	0	0	0					0	3	6	0	0	0	9	1	19	216
4:10 PM	0	0	0	0					0	0	6	0	0	0	6	0	12	214
4:15 PM	0	0	0	2					0	0	11	0	0	0	9	3	25	220
4:20 PM	0	0	0	2					0	0	7	0	0	0	12	0	21	223
4:25 PM	0	0	0	0					0	2	6	0	0	0	7	0	15	220
4:30 PM	0	3	0	0					0	1	4	0	0	0	6	1	15	225
4:35 PM	0	0	0	0					0	0	3	0	0	0	4	0	7	226
4:40 PM	0	0	0	1					0	1	8	0	0	0	9	0	19	245
4:45 PM	0	4	0	0					0	0	12	0	0	0	9	1	26	240
4:50 PM	0	0	0	0					0	0	13	0	0	0	5	1	19	224
4:55 PM	0	2	0	0					0	0	10	0	0	0	9	2	23	218
5:00 PM	0	2	0	0					0	1	5	0	0	0	3	4	15	
5:05 PM	0	2	0	0					0	1	8	0	0	0	6	0	17	
5:10 PM	0	0	0	0					0	2	9	0	0	0	6	1	18	
5:15 PM	0	0	0	1					0	0	17	0	0	0	10	0	28	
5:20 PM	0	0	0	0					0	0	12	0	0	0	3	3	18	
5:25 PM	0	1	0	1					0	0	12	0	0	0	5	1	20	
5:30 PM	0	1	0	0					0	1	12	0	0	0	2	0	16	
5:35 PM	0	0	0	1					0	1	14	0	0	0	9	1	26	
5:40 PM	0	0	0	0					0	1	8	0	0	0	3	2	14	
5:45 PM	0	0	0	2					0	1	5	0	0	0	2	0	10	
5:50 PM	0	0	0	1					0	1	8	0	0	0	3	0	13	
Count Total	0	15	0	11					0	16	202	0	0	0	147	22	413	
Peak Hour	0	12	0	4					0	7	132	0	0	0	76	14	245	

Appendix C

ODOT Crash Data Reports



CRASH_ID	INT_ID	SER_NO	CRASH_SPEE							LANE RDWY				CRASH_DT	CRASH_WK_ DAY_CD	CRASH_HR_SH ORT_DESC	CNTY_NM	CITY_SECT_N M	URB_AREA_SHORT_N M	HWY_NO
			INVSTG_AGY_S HORT_DESC	D_INVLV_FL G	ALCHL_INVLV _FLG	DRUG_INVLV _FLG	MJ_INVLV_FL G	SCHL_ZONE_ IND	WRK_ZONE_I ND	DPRT CRASH FLG	UNLOCT FLG									
1805413	3	00536	CITY	0	0	0	0	0	0	0	N	FALSE	7/24/2018	3	5A	Umatilla		HERMSTON UA	002	
1805413	3	00536	CITY	0	0	0	0	0	0	0	N	FALSE	7/24/2018	3	5A	Umatilla		HERMSTON UA	002	
1595044	5	00668	COUNTY	0	0	0	0	0	0	0	N	FALSE	9/1/2014	2	10A	Umatilla			070	
1657585	4	623	COUNTY	0	0	0			0	0	N	FALSE	42583	2	3P	Umatilla				

HWY_MED_NM	RDWY_NO	FC_CD	HWY_COMP NT_CD	HWY_COMPN T_SHORT_DES C	MLGE_TYP_ CD	RD_CON_NO	LRS VAL	MP_NO	ST_NO	ST_NM	ISECT_ST_NO	ISECT_ST_NM	RD_CHAR_C D	RD_CHAR_SHO RT_DESC	CMPSS_DIR_ CD	CMPSS_DIR_F ROM_CD
COLUMBIA RIVER	1	14	0	MN	0		000200100S00	182.38					1	INTER	9	
COLUMBIA RIVER	1	14	0	MN	0		000200100S00	182.38					1	INTER	9	
MCNARY	1	08	6	CN	0	1	0070AD100S00	4.98					1	INTER	3	
			7					3.57	1225	POWERLINE RD A			3	STRGHT		0

CMPSS_DIR_S	IMPCT_LOC_C	ISECT_TYP_SH	MEDN_TYP_S	TURNG_LEG	ISECT_REL_FL	TRAF_CNTL_DEVIC	OFF_RDWY_F	DRVWY_REL_	WTHR_COND	RD_SURF_S	LGT_COND_SH	CRASH_TYP_SHORT	COLLIS_TYP_S	CRASH_SVRTY	CRASH_EVNT	CRASH_EVNT		
HORT_DESC	D	ORT_DESC	HORT_DESC	_QTY	LN_QTY	G	E_SHORT_DESC	LG	RNDABT_FLG	FLG	C	HORT_DESC	ORT_DESC	_DESC	HORT_DESC	_SHORT_DESC	_1_CD	_2_CD
CN	02	3-LEG		0		0	STOP SIGN	0	0	0	CLR	DRY	DAY	ANGL-OTH	TURN	PDO		
CN	02	3-LEG		0		0	STOP SIGN	0	0	0	CLR	DRY	DAY	ANGL-OTH	TURN	PDO		
E	05	CROSS		0		0	NONE	0	0	0	CLR	DRY	DAY	OVERTURN	NCOL	PDO	021	043
UN		3	NONE		2	1	NONE	0	0	0	CLR	DRY	DAY	OVERTURN	NCOL	INJ		

CRASH_EVNT _3_CD	CRASH_CAUS E_1_CD	CRASH_CAUS E_2_CD	CRASH_CAUS E_3_CD	LAT DEG NO	LAT MINUTE NO	LAT SEC NO	LAT	LONGTD DEG NO	LONGTD MINUTE NO	LONGTD SEC NO	LONG	VHCL_ID	STRIKG_VHCL _FLG	VHCL_CODE D_SEQ_NO	VHCL_TYP_SHORT_ DESC	VHCL_USE_SH ORT_DESC	TRLR_QTY	VHCL_OWNESH P_SHORT_DES C
	02			45	54	55.36	45.91537778	-119	21	23.98	-119.3566611	3402989	1	1	SEMI TOW	NONE	9	N/A
	02			45	54	55.36	45.91537778	-119	21	23.98	-119.3566611	3402990	0	2	PSNGR CAR	NONE	9	N/A
	11			45	51	56.08	45.86557778	-119	20	32.92	-119.3424778	3012587	1	1	SEMI TOW	NONE	2	PRVTE
		7		45	52	5.9	45.86830556	-119	20	34.69	-119.3429694	3129447	1	1	MTRCYCLE	NONE	0	PRVTE

VHCL_MVMNT_SHORT_DESC	VHCL_CMPSS_DI_SHORT_DESC	VHCL_CMPSS_DI_SHORT_DESC	VHCL_ACTN_CD	VHCL_EVNT_1_CD	VHCL_EVNT_2_CD	VHCL_EVNT_3_CD	VHCL_CAUSE_1_CD	VHCL_CAUSE_2_CD	VHCL_CAUSE_3_CD	PARTIC_ID	STRIKG_PART_IC_FLG	PARTIC_VHCL_SEQ_NO	PARTIC_TYP_CD	PARTIC_TYP_SHORT_DESC	PARTIC_MVM_NT_SHORT_DE_SC	PARTIC_CMPSS_DIR_FROM_SHOR_T_DESC	PARTIC_CMPSS_DIR_TO_SHORT_DESC	INJ_SVRTY_SH_OR_T_DESC
TURN-L	S	W	000				00			3881445	0	1	1	DRVR				NONE
TURN-L	E	S	000				00			3881446	0	1	1	DRVR				NONE
TURN-L	N	E	006	021	043		11			3436964	0	1	1	DRVR				NONE
STRGHT	S	N		7				0		3568828	0	1	1	DRVR				INJB

AGE_VAL	SEX_CD	DRVR_LIC_STA T_SHORT_DES C	DRVR_RES_SH ORT_DESC	PARTIC_ACTN _CD	NON_MOTRST _LOC_SHORT_ DESC	PARTIC_ERR_ 1_CD	PARTIC_ERR_ 2_CD	PARTIC_ERR_ 3_CD	PARTIC_EVNT _1_CD	PARTIC_EVNT _2_CD	PARTIC_EVNT _3_CD	PARTIC_CAUS E_1_CD	PARTIC_CAUS E_2_CD	PARTIC_CAUS E_3_CD	TOTAL_CRAS HES	TOTAL_ROW S
00	9	UNK	UNK	000		000						00			3	8
00	9	UNK	UNK	000		000						00			3	8
40	1	OR-Y	OR<25	017		017						00			8	13
31	2	OR-Y	OR>25	17		43						7			16	18

Appendix D

Signal Warrant Worksheets



Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	Powerline Road	Minor Street:	Madison Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1162	PM Peak Hour Volumes:	110

Warrant Used:

 x 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	11,620	8,850	
Minor Street*	1,100	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	11,620	13,300	
Minor Street*	1,100	1,350	No
<i>Combination Warrant</i>			
Major Street	11,620	10,640	
Minor Street*	1,100	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	McFarland Avenue	Minor Street:	Madison Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	234	PM Peak Hour Volumes:	133

Warrant Used:

 x 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	2,340	8,850	
Minor Street*	1,330	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	2,340	13,300	
Minor Street*	1,330	1,350	No
<i>Combination Warrant</i>			
Major Street	2,340	10,640	
Minor Street*	1,330	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	Powerline Road	Minor Street:	Tyler Avenue
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1097	PM Peak Hour Volumes:	61

Warrant Used:

 x 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	10,970	8,850	
Minor Street*	610	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	10,970	13,300	
Minor Street*	610	1,350	No
<i>Combination Warrant</i>			
Major Street	10,970	10,640	
Minor Street*	610	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Existing Conditions

Major Street:	US 730	Minor Street:	Powerline Road
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1144	PM Peak Hour Volumes:	128

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	11,440	6,200	
Minor Street*	1,280	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	11,440	9,300	
Minor Street*	1,280	950	Yes
<i>Combination Warrant</i>			
Major Street	11,440	7,440	
Minor Street*	1,280	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Background Conditions

Major Street:	US 730	Minor Street:	Powerline Road
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1822	PM Peak Hour Volumes:	367

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	18,220	6,200	
Minor Street*	3,670	1,850	Yes
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	18,220	9,300	
Minor Street*	3,670	950	Yes
<i>Combination Warrant</i>			
Major Street	18,220	7,440	
Minor Street*	3,670	1,480	Yes

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	US 730	Minor Street:	Powerline Road
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1965	PM Peak Hour Volumes:	439

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	19,650	6,200	
Minor Street*	4,390	1,850	Yes
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	19,650	9,300	
Minor Street*	4,390	950	Yes
<i>Combination Warrant</i>			
Major Street	19,650	7,440	
Minor Street*	4,390	1,480	Yes

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	Powerline Road	Minor Street:	I-82 SB Ramps
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	643	PM Peak Hour Volumes:	93

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	6,430	6,200	
Minor Street*	930	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	6,430	9,300	
Minor Street*	930	950	No
<i>Combination Warrant</i>			
Major Street	6,430	7,440	
Minor Street*	930	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20184 - McClanahan Summit TIS
 Date: 3/11/2021
 Scenario: Year 2040 Buildout Conditions

Major Street:	Powerline Road	Minor Street:	I-82 NB Ramps
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	605	PM Peak Hour Volumes:	128

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	6,050	6,200	
Minor Street*	1,280	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	6,050	9,300	
Minor Street*	1,280	950	No
<i>Combination Warrant</i>			
Major Street	6,050	7,440	
Minor Street*	1,280	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

Appendix E

Left Turn Lane Warrant Worksheets



Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 1. Madison Street & Powerline Road
 Date: 3/11/2021
 Scenario: Existing Conditions - PM Peak Hour (NB)

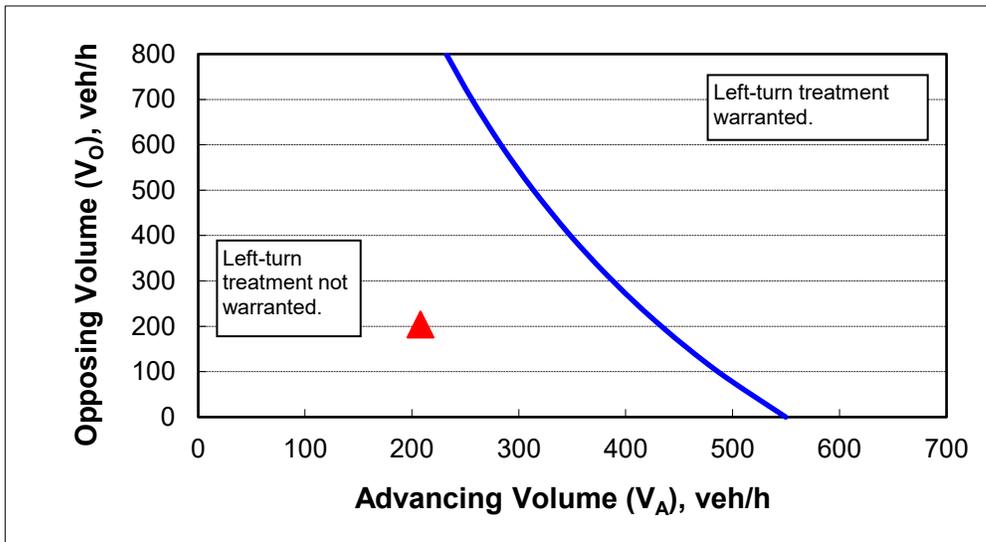
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	208
Opposing volume (V_O), veh/h:	204

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	431
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 1. Madison Street & Powerline Road
 Date: 3/11/2021
 Scenario: 2040 Background - PM Peak Hour (NB)

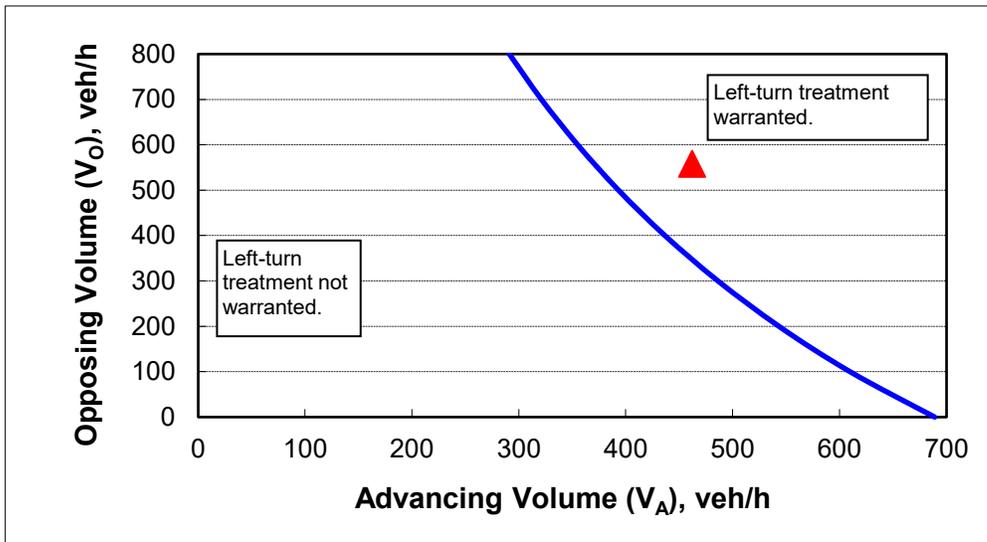
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	462
Opposing volume (V_O), veh/h:	558

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 1. Madison Street & Powerline Road
 Date: 3/11/2021
 Scenario: 2040 Buildout - PM Peak Hour (NB)

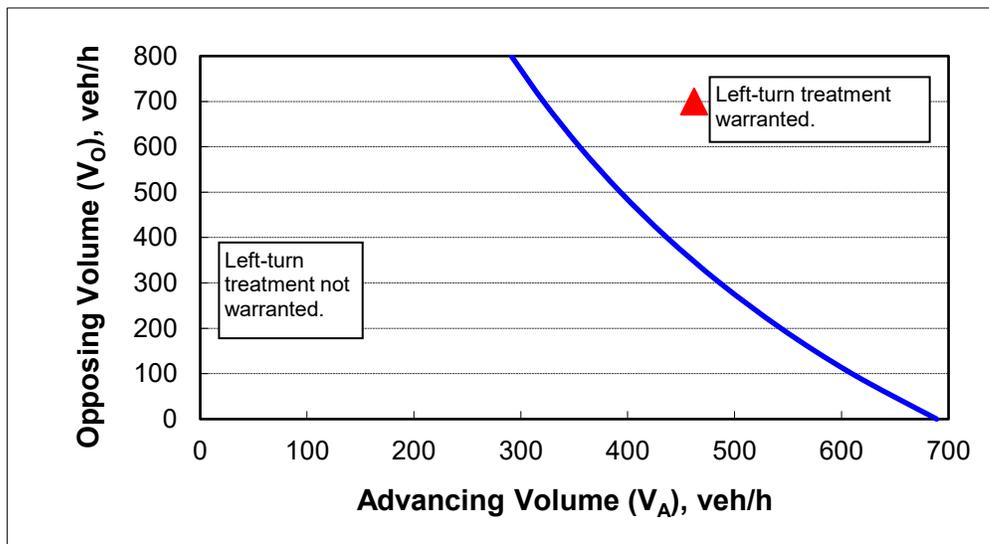
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	462
Opposing volume (V_O), veh/h:	700

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	321
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 2. Madison Street & McFarland Avenue
 Date: 3/11/2021
 Scenario: 2040 Buildout - PM Peak Hour (SB)

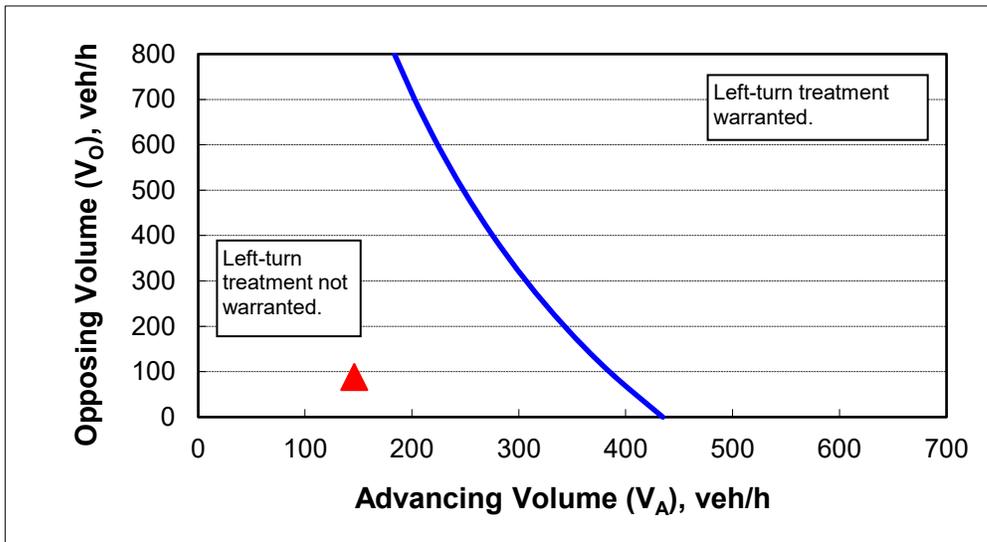
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	146
Opposing volume (V_O), veh/h:	88

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	390
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 3. Tyler Avenue & Powerline Road
 Date: 3/11/2021
 Scenario: Existing Conditions - PM Peak Hour (NB)

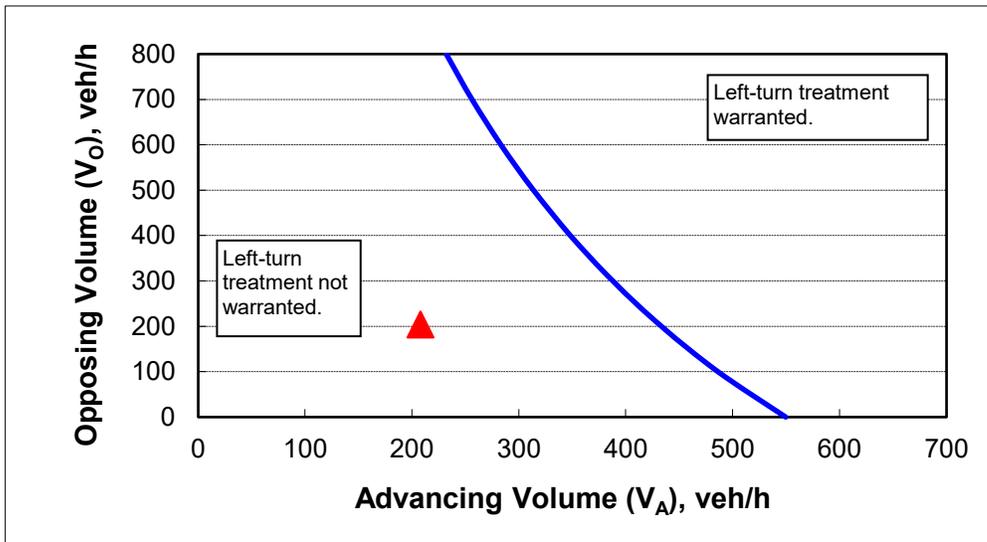
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	208
Opposing volume (V_O), veh/h:	204

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	431
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 3. Tyler Avenue & Powerline Road
 Date: 3/11/2021
 Scenario: 2040 Background - PM Peak Hour (NB)

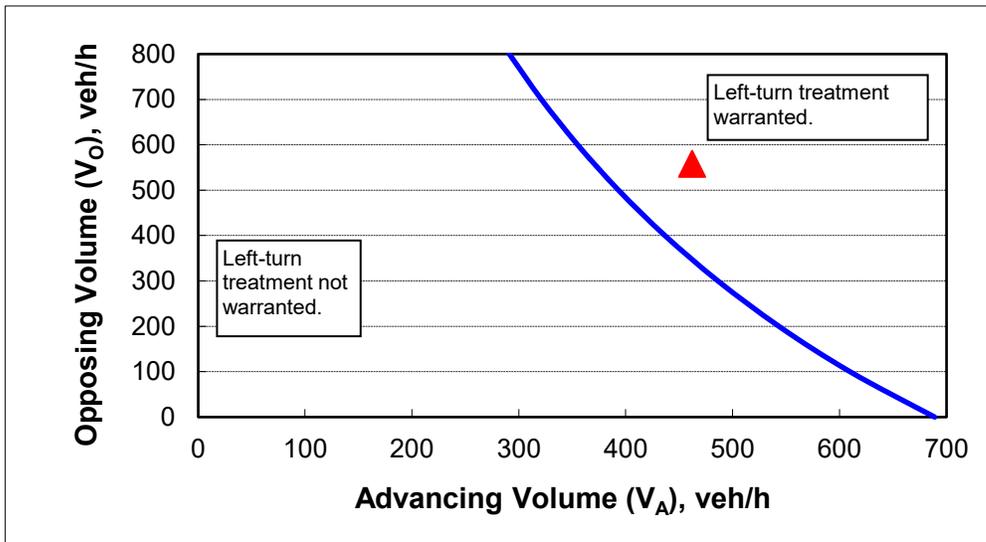
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	462
Opposing volume (V_O), veh/h:	558

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 3. Tyler Avenue & Powerline Road
 Date: 3/11/2021
 Scenario: 2040 Buildout - PM Peak Hour (NB)

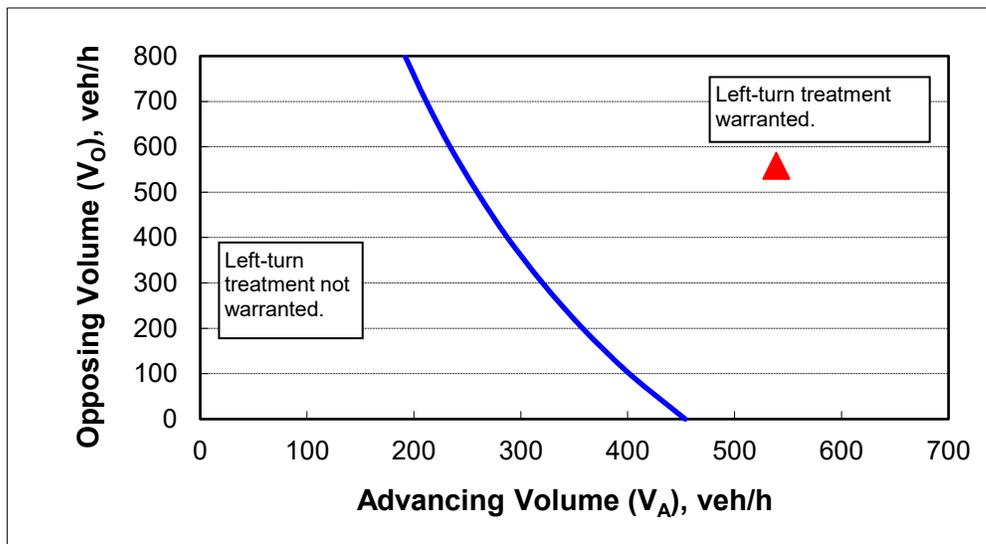
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	21%
Advancing volume (V_A), veh/h:	539
Opposing volume (V_O), veh/h:	558

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	244
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 5. Powerline Road & I-82 EB Ramps
 Date: 3/11/2021
 Scenario: 2040 Buildout - PM Peak Hour (NB)

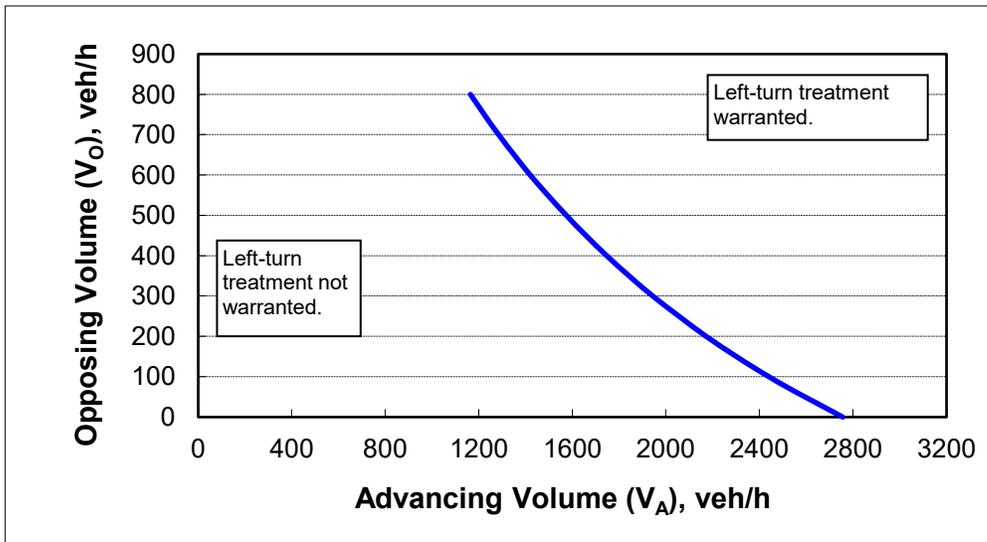
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	400
Opposing volume (V_O), veh/h:	243

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2071
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 20184 - McClannahan Summit TIS
 Intersection: 6. Powerline Road & I-82 WB Ramps
 Date: 3/11/2021
 Scenario: 2040 Buildout - PM Peak Hour (SB)

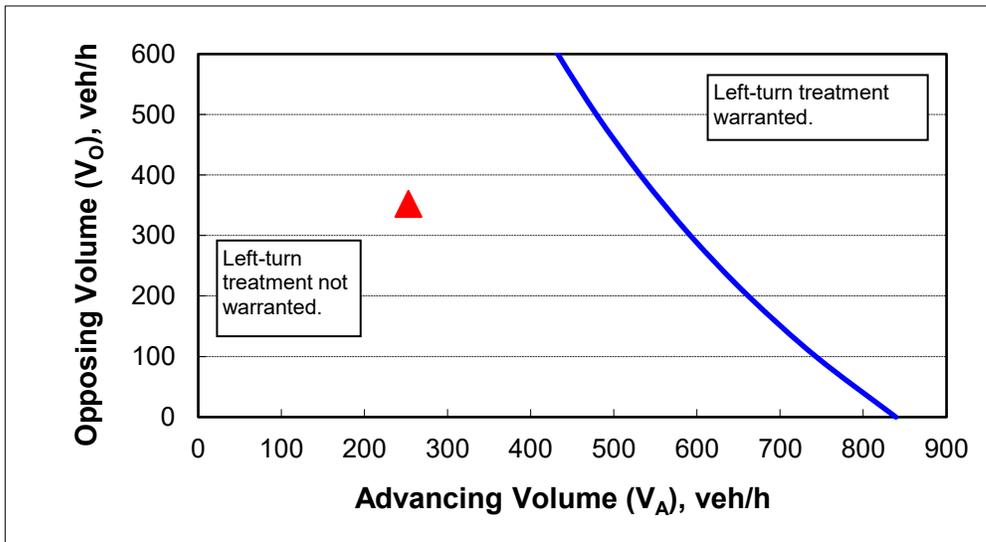
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	253
Opposing volume (V_O), veh/h:	352

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	560
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Appendix F

LOS Definition





LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Appendix G

Capacity Worksheets



HCM 6th TWSC
1: Powerline Road & Madison Street

03/11/2021

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	10	27	181	183	21
Future Vol, veh/h	13	10	27	181	183	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	15	11	31	206	208	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	488	220	232	0	0
Stage 1	220	-	-	-	-
Stage 2	268	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	543	825	1336	-	-
Stage 1	821	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	529	825	1336	-	-
Mov Cap-2 Maneuver	529	-	-	-	-
Stage 1	800	-	-	-	-
Stage 2	782	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	627	-	-
HCM Lane V/C Ratio	0.023	-	0.042	-	-
HCM Control Delay (s)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC
2: McFarland Avenue & Madison Street

03/11/2021

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	19	2	6	11	2
Future Vol, veh/h	6	19	2	6	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	35	4	11	20	4

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	54	10	0	0	15	0
Stage 1	10	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	959	1077	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	947	1077	-	-	1616	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	6.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1043	1616
HCM Lane V/C Ratio	-	-	0.044	0.012
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
3: Powerline Road & Tyler Avenue

03/11/2021

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	13	10	27	181	183	21
Future Vol, veh/h	13	10	27	181	183	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	15	11	31	206	208	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	488	220	232	0	0
Stage 1	220	-	-	-	-
Stage 2	268	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	543	825	1336	-	-
Stage 1	821	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	529	825	1336	-	-
Mov Cap-2 Maneuver	529	-	-	-	-
Stage 1	800	-	-	-	-
Stage 2	782	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	627	-	-
HCM Lane V/C Ratio	0.023	-	0.042	-	-
HCM Control Delay (s)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	515	97	177	364	49	105
Future Vol, veh/h	515	97	177	364	49	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	585	110	201	414	56	119

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	695	0	1456
Stage 1	-	-	-	-	640
Stage 2	-	-	-	-	816
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	882	-	144
Stage 1	-	-	-	-	527
Stage 2	-	-	-	-	436
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	882	-	111
Mov Cap-2 Maneuver	-	-	-	-	235
Stage 1	-	-	-	-	527
Stage 2	-	-	-	-	337

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	24.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	882	-
HCM Lane V/C Ratio	0.487	-	-	0.228	-
HCM Control Delay (s)	24.2	-	-	10.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.6	-	-	0.9	-

HCM 6th TWSC
6: Powerline Road & I-82 WB Ramps

03/11/2021

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↔			↕	
Traffic Vol, veh/h	27	1	6	0	0	0	0	143	56	5	145	0
Future Vol, veh/h	27	1	6	0	0	0	0	143	56	5	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	7	7	0	0	0	2	2	2	1	1	1
Mvmt Flow	30	1	7	0	0	0	0	161	63	6	163	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	368	399	163	-	0	0	224	0	0
Stage 1	175	175	-	-	-	-	-	-	-
Stage 2	193	224	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	622	531	869	0	-	-	1351	-	0
Stage 1	843	745	-	0	-	-	-	-	0
Stage 2	828	709	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	619	0	869	-	-	-	1351	-	-
Mov Cap-2 Maneuver	619	0	-	-	-	-	-	-	-
Stage 1	843	0	-	-	-	-	-	-	-
Stage 2	824	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	653	1351	-
HCM Lane V/C Ratio	-	-	0.059	0.004	-
HCM Control Delay (s)	-	-	10.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
1: Powerline Road & Madison Street

03/11/2021

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	17	13	36	426	530	28
Future Vol, veh/h	17	13	36	426	530	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	18	14	38	448	558	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1097	573	587	0	0
Stage 1	573	-	-	-	-
Stage 2	524	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	238	523	988	-	-
Stage 1	568	-	-	-	-
Stage 2	598	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	226	523	988	-	-
Mov Cap-2 Maneuver	226	-	-	-	-
Stage 1	539	-	-	-	-
Stage 2	598	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	988	-	300	-	-
HCM Lane V/C Ratio	0.038	-	0.105	-	-
HCM Control Delay (s)	8.8	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th TWSC
2: McFarland Avenue & Madison Street

03/11/2021

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	25	3	8	15	3
Future Vol, veh/h	8	25	3	8	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	26	3	8	16	3

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	42	7	0	0	11	0
Stage 1	7	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	974	1081	-	-	1621	-
Stage 1	1021	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	964	1081	-	-	1621	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1050	1621
HCM Lane V/C Ratio	-	-	0.033	0.01
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
3: Powerline Road & Tyler Avenue

03/11/2021

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	17	13	36	426	530	28
Future Vol, veh/h	17	13	36	426	530	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	18	14	38	448	558	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1097	573	587	0	0
Stage 1	573	-	-	-	-
Stage 2	524	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	238	523	988	-	-
Stage 1	568	-	-	-	-
Stage 2	598	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	226	523	988	-	-
Mov Cap-2 Maneuver	226	-	-	-	-
Stage 1	539	-	-	-	-
Stage 2	598	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	988	-	300	-	-
HCM Lane V/C Ratio	0.038	-	0.105	-	-
HCM Control Delay (s)	8.8	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	223					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	683	232	436	483	150	289
Future Vol, veh/h	683	232	436	483	150	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	719	244	459	508	158	304

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	963	0	2267 841
Stage 1	-	-	-	-	841 -
Stage 2	-	-	-	-	1426 -
Critical Hdwy	-	-	4.16	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.254	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	699	-	~ 45 366
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	223 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	699	-	~ 15 366
Mov Cap-2 Maneuver	-	-	-	-	~ 62 -
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	~ 76 -

Approach	EB	WB	NB
HCM Control Delay, s	0	9.2	\$ 1135.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	699	-
HCM Lane V/C Ratio	3.373	-	-	0.657	-
HCM Control Delay (s)	\$ 1135.3	-	-	19.4	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	44.5	-	-	4.9	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: Powerline Road & I-82 EB Ramps

03/11/2021

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	86	1	8	1	322	0	0	171	28
Future Vol, veh/h	0	0	0	86	1	8	1	322	0	0	171	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	0	0	0	91	1	8	1	339	0	0	180	29

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	536	550	339	209	0	-	-
Stage 1	341	341	-	-	-	-	-
Stage 2	195	209	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	505	443	703	1368	-	0	0
Stage 1	720	639	-	-	-	0	0
Stage 2	838	729	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	504	0	703	1368	-	-	-
Mov Cap-2 Maneuver	504	0	-	-	-	-	-
Stage 1	719	0	-	-	-	-	-
Stage 2	838	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1368	-	516	-
HCM Lane V/C Ratio	0.001	-	0.194	-
HCM Control Delay (s)	7.6	0	13.6	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.7	-

HCM 6th TWSC
6: Powerline Road & I-82 WB Ramps

03/11/2021

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	55	1	8	0	0	0	0	267	74	7	240	0
Future Vol, veh/h	55	1	8	0	0	0	0	267	74	7	240	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	2	2	2	1	1	1
Mvmt Flow	58	1	8	0	0	0	0	281	78	7	253	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	587	626	253	-	0	0	359	0	0
Stage 1	267	267	-	-	-	-	-	-	-
Stage 2	320	359	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	464	394	774	0	-	-	1205	-	0
Stage 1	766	679	-	0	-	-	-	-	0
Stage 2	725	618	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	461	0	774	-	-	-	1205	-	-
Mov Cap-2 Maneuver	461	0	-	-	-	-	-	-	-
Stage 1	766	0	-	-	-	-	-	-	-
Stage 2	720	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1205	-
HCM Lane V/C Ratio	-	-	0.139	0.006	-
HCM Control Delay (s)	-	-	13.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

HCM 6th TWSC
1: Powerline Road & Madison Street

03/11/2021

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	100	13	36	426	530	170
Future Vol, veh/h	100	13	36	426	530	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	105	14	38	448	558	179

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1172	648	737	0	0
Stage 1	648	-	-	-	-
Stage 2	524	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	215	474	869	-	-
Stage 1	524	-	-	-	-
Stage 2	598	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	203	474	869	-	-
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	494	-	-	-	-
Stage 2	598	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	869	-	217	-	-
HCM Lane V/C Ratio	0.044	-	0.548	-	-
HCM Control Delay (s)	9.3	0	40	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	167	80	8	98	48
Future Vol, veh/h	8	167	80	8	98	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	176	84	8	103	51

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	345	88	0	0	92	0
Stage 1	88	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	656	976	-	-	1515	-
Stage 1	940	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	610	976	-	-	1515	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	5.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1515
HCM Lane V/C Ratio	-	-	0.194	0.068
HCM Control Delay (s)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2

HCM 6th TWSC
3: Powerline Road & Tyler Avenue

03/11/2021

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	17	58	113	426	530	28
Future Vol, veh/h	17	58	113	426	530	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	18	61	119	448	558	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1259	573	587	0	0
Stage 1	573	-	-	-	-
Stage 2	686	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	190	523	988	-	-
Stage 1	568	-	-	-	-
Stage 2	504	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	160	523	988	-	-
Mov Cap-2 Maneuver	160	-	-	-	-
Stage 1	477	-	-	-	-
Stage 2	504	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	988	-	345	-	-
HCM Lane V/C Ratio	0.12	-	0.229	-	-
HCM Control Delay (s)	9.1	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	-	-

HCM 6th TWSC
4: Powerline Road & US 730

03/11/2021

Intersection						
Int Delay, s/veh	674					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	683	298	513	483	188	334
Future Vol, veh/h	683	298	513	483	188	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	719	314	540	508	198	352

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1033	0	2464
Stage 1	-	-	-	-	876
Stage 2	-	-	-	-	1588
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	657	-	~ 34
Stage 1	-	-	-	-	409
Stage 2	-	-	-	-	~ 185
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	657	-	~ 6
Mov Cap-2 Maneuver	-	-	-	-	~ 29
Stage 1	-	-	-	-	409
Stage 2	-	-	-	-	~ 33

Approach	EB	WB	NB
HCM Control Delay, s	0	15.8	\$ 3196.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	70	-	-	657	-
HCM Lane V/C Ratio	7.85	-	-	0.822	-
HCM Control Delay (s)	\$ 3196.6	-	-	30.7	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	63.2	-	-	8.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
5: Powerline Road & I-82 EB Ramps

03/11/2021

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	86	1	8	1	399	0	0	177	66
Future Vol, veh/h	0	0	0	86	1	8	1	399	0	0	177	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	1	1	1
Mvmt Flow	0	0	0	91	1	8	1	420	0	0	186	69

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	643	677	420	255	0	-	-
Stage 1	422	422	-	-	-	-	-
Stage 2	221	255	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	438	375	633	1316	-	0	0
Stage 1	662	588	-	-	-	0	0
Stage 2	816	696	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	438	0	633	1316	-	-	-
Mov Cap-2 Maneuver	438	0	-	-	-	-	-
Stage 1	661	0	-	-	-	-	-
Stage 2	816	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1316	-	450	-
HCM Lane V/C Ratio	0.001	-	0.222	-
HCM Control Delay (s)	7.7	0	15.3	-
HCM Lane LOS	A	A	C	-
HCM 95th %tile Q(veh)	0	-	0.8	-

HCM 6th TWSC
6: Powerline Road & I-82 WB Ramps

03/11/2021

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	121	1	8	0	0	0	0	278	74	7	246	0
Future Vol, veh/h	121	1	8	0	0	0	0	278	74	7	246	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	2	2	2	1	1	1
Mvmt Flow	127	1	8	0	0	0	0	293	78	7	259	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	605	644	259	-	0	0	371	0	0
Stage 1	273	273	-	-	-	-	-	-	-
Stage 2	332	371	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	453	385	768	0	-	-	1193	-	0
Stage 1	762	675	-	0	-	-	-	-	0
Stage 2	716	611	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	450	0	768	-	-	-	1193	-	-
Mov Cap-2 Maneuver	450	0	-	-	-	-	-	-	-
Stage 1	762	0	-	-	-	-	-	-	-
Stage 2	711	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	462	1193	-
HCM Lane V/C Ratio	-	-	0.296	0.006	-
HCM Control Delay (s)	-	-	16	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

HCM 6th Signalized Intersection Summary

4: Powerline Road & US 730

03/11/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	683	298	513	483	188	334
Future Volume (veh/h)	683	298	513	483	188	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1647	1647	1620	1620	1700	1700
Adj Flow Rate, veh/h	719	282	540	508	198	317
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	6	6	0	0
Cap, veh/h	474	186	367	1128	131	210
Arrive On Green	0.42	0.42	0.24	0.70	0.23	0.23
Sat Flow, veh/h	1126	442	1543	1620	573	917
Grp Volume(v), veh/h	0	1001	540	508	516	0
Grp Sat Flow(s),veh/h/ln	0	1567	1543	1620	1493	0
Q Serve(g_s), s	0.0	50.5	28.5	16.7	27.5	0.0
Cycle Q Clear(g_c), s	0.0	50.5	28.5	16.7	27.5	0.0
Prop In Lane		0.28	1.00		0.38	0.61
Lane Grp Cap(c), veh/h	0	660	367	1128	342	0
V/C Ratio(X)	0.00	1.52	1.47	0.45	1.51	0.00
Avail Cap(c_a), veh/h	0	660	367	1128	342	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.8	45.8	8.1	46.3	0.0
Incr Delay (d2), s/veh	0.0	240.6	227.3	0.3	243.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	62.3	33.8	5.1	33.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	275.4	273.1	8.4	289.6	0.0
LnGrp LOS	A	F	F	A	F	A
Approach Vol, veh/h	1001			1048	516	
Approach Delay, s/veh	275.4			144.8	289.6	
Approach LOS	F			F	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		32.0	33.0	55.0		88.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		27.5	28.5	50.5		83.5
Max Q Clear Time (g_c+I1), s		29.5	30.5	52.5		18.7
Green Ext Time (p_c), s		0.0	0.0	0.0		3.4
Intersection Summary						
HCM 6th Ctrl Delay			224.9			
HCM 6th LOS			F			
Notes						
User approved volume balancing among the lanes for turning movement.						

Intersection			
Intersection Delay, s/veh	105.1		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1033	1048	550
Demand Flow Rate, veh/h	1075	1110	556
Vehicles Circulating, veh/h	572	200	748
Vehicles Exiting, veh/h	738	1104	899
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	203.9	44.2	35.4
Approach LOS	F	E	E
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	1075	1110	556
Cap Entry Lane, veh/h	770	1125	643
Entry HV Adj Factor	0.961	0.944	0.989
Flow Entry, veh/h	1033	1048	550
Cap Entry, veh/h	740	1062	637
V/C Ratio	1.396	0.986	0.864
Control Delay, s/veh	203.9	44.2	35.4
LOS	F	E	E
95th %tile Queue, veh	45	19	10

HCM 6th Roundabout
4: Powerline Road & US 730

03/11/2021

Intersection				
Intersection Delay, s/veh	89.4			
Intersection LOS	F			
Approach	EB	WB	NB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	1033	1048	550	
Demand Flow Rate, veh/h	1075	1110	556	
Vehicles Circulating, veh/h	572	200	748	
Vehicles Exiting, veh/h	200	1104	899	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	203.9	4.8	35.4	
Approach LOS	F	A	E	
Lane	Left	Left	Bypass	Left
Designated Moves	TR	L	R	LR
Assumed Moves	TR	L	R	LR
RT Channelized			Free	
Lane Util	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	538	4.976
Entry Flow, veh/h	1075	572	1802	556
Cap Entry Lane, veh/h	770	1125	0.943	643
Entry HV Adj Factor	0.961	0.944	508	0.989
Flow Entry, veh/h	1033	540	1700	550
Cap Entry, veh/h	740	1062	0.299	637
V/C Ratio	1.396	0.508	0.0	0.864
Control Delay, s/veh	203.9	9.4	A	35.4
LOS	F	A	1	E
95th %tile Queue, veh	45	3		10

HCM 6th TWSC
4: Powerline Road & US 730

03/11/2021

Intersection						
Int Delay, s/veh	633					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Vol, veh/h	683	298	513	483	188	334
Future Vol, veh/h	683	298	513	483	188	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	719	314	540	508	198	352

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1033	0	2464	876
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	1588	-
Critical Hdwy	-	-	4.16	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.254	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	657	-	~ 34	~ 350
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	~ 185	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	657	-	~ 6	~ 350
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	~ 33	-

Approach	EB	WB	NB
HCM Control Delay, s	0	15.8	\$ 3000.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	74	-	-	657	-
HCM Lane V/C Ratio	7.425	-	-	0.822	-
HCM Control Delay (s)	\$ 3000.2	-	-	30.7	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	62.7	-	-	8.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Powerline Road & US 730

03/11/2021

Intersection						
Int Delay, s/veh	218.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	683	298	513	483	188	334
Future Vol, veh/h	683	298	513	483	188	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	55	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	719	314	540	508	198	352

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1033	0	2464	876
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	1588	-
Critical Hdwy	-	-	4.16	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.254	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	657	-	~ 34	~ 350
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	~ 185	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	657	-	~ 6	~ 350
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	~ 33	-

Approach	EB	WB	NB
HCM Control Delay, s	0	15.8	\$ 1017.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	31	350	-	-	657	-
HCM Lane V/C Ratio	6.384	1.005	-	-	0.822	-
HCM Control Delay (s)	\$ 2674.4	84.5	-	-	30.7	-
HCM Lane LOS	F	F	-	-	D	-
HCM 95th %tile Q(veh)	24	11.6	-	-	8.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Powerline Road & US 730

03/11/2021

Intersection						
Int Delay, s/veh	234.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	683	298	513	483	188	334
Future Vol, veh/h	683	298	513	483	188	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	55	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	719	314	540	508	198	352

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1033	0	2464 876
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	1588 -
Critical Hdwy	-	-	4.16	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.254	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	657	-	~ 34 ~ 350
Stage 1	-	-	-	-	409 -
Stage 2	-	-	-	-	~ 185 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	657	-	~ 6 ~ 350
Mov Cap-2 Maneuver	-	-	-	-	~ 29 -
Stage 1	-	-	-	-	409 -
Stage 2	-	-	-	-	~ 33 -

Approach	EB	WB	NB
HCM Control Delay, s	0	15.8	\$ 1094.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	29	350	-	-	657	-
HCM Lane V/C Ratio	6.824	1.005	-	-	0.822	-
HCM Control Delay (s)	\$ 2888.1	84.5	-	-	30.7	-
HCM Lane LOS	F	F	-	-	D	-
HCM 95th %tile Q(veh)	24.2	11.6	-	-	8.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

May 26, 2021

City of Umatilla
Planning Department
ATTN: Jacob Foutz, Associate Planner
P. O. Box 130
Umatilla, OR 97882

RE: City of Umatilla Plan Amendment PA-1-21; MonteVista Homes Subdivision SUB-2-21

Dear Mr. Foutz and Members of the Umatilla City Planning Commission:

Please address the following information at the Planning Department Public Hearing on Tuesday, June 1, 2021. Due to conflicting schedules, we are not able to attend this meeting in person. We would like a printed transcript of this meeting to be mailed to us so that we may stay informed.

We have some valid concerns in regards to the building proposal listed as follows:

1. Loss of privacy
2. Potential for increased crime activity (have already experienced multiple trespassing violations; excessive noise from renters across street from approximately 10 p.m. to past 1:30 a.m.; theft of garden produce; and police presence on our property in pursuit of suspect)
3. Increased noise pollution due to housing development would increase our already high stress/anxiety levels
4. Potentially smaller homes most likely will lower our property value
5. If the sub-division proposal does pass, consider building nicer, larger homes above the canal to the south in keeping with the lovely homes along this side.
6. Walking trails to take our dog on would be obliterated. These walking trails are also used by others that live in the area. Being able to walk our dog on these trails is vital to keep our anxiety/stress levels lowered. Our dog doesn't play well with other dogs or people, and gets cranky when she isn't able to get her daily exercise.

Our family moved to Umatilla almost six years ago in June 2015 due to Sid's job status. As we were considering various properties, we chose our property due to its quieter setting and nicer homes; plus the beautiful view. That was before three more homes were built directly to the south and east of our home. My husband and I were both raised in the country with quite a bit of acreage surrounding where we grew up; therefore, we treasure the peace and quiet. which we experience for the most part living at the end of our dead-end street. The above-mentioned

items are imperatively important to the well-being of our family. We are but a mere voice, but we would like our voices to be heard.

Thank you for your consideration of the aforementioned items. If you have any questions, you may contact us by phone as listed below.

Sincerely,

Sid and Nancy Rittenbach

Sid and Nancy Rittenbach

235 Truman Avenue

Umatilla, OR 97882

Sid: 503-812-8994

Nancy: 503-812-5299



City of Umatilla

700 6th Street, PO Box 130, Umatilla, OR 97882
City Hall (541) 922-3226 Fax (541) 922-5758

To: Planning Commission
From: Jacob Foutz, Associate Planner
File No. PA-1-21
Date: June 16, 2021
Subject: Supplemental Statewide Planning Goal 10 Findings

Proposal

The properties in the subject zone change are currently zoned with single family zoning and are changing to a medium density zoning. The staff report addresses Statewide Planning Goal 10 (Housing). However, staff offers the supplemental findings below.

Findings

Goal 10 requires that *"plans shall encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density."*

The subject properties are currently zoned Single-Family-Residential (R-1). The single family zoning only allows for detached single family homes. Both of the the subject properties are proposed to change to the Medium-Denisty Residential (R-2) zoning which allows for more diverse housing types, including townhomes, duplexes, multifamily attached units and smaller lot sizes for single family homes.

The proposed zoning allows for more housing units than what is allowed under the current zoning. Both of the properties are zoned R1 which allows for only one unit per 7,000 sqft existing lot. For these properties under existing zoning the maximum number of units allowed is 504. Under the proposed zoning, a minimum of 705 units and a maximum of 1,176 units is permitted.

To: Planning Commission
 RE: Supplemental Goal 10 Findings
 File No. PA-1-21
 Date: June 16, 2021

PROJECTED FUTURE NEED FOR NEW HOUSING UNITS (2039)

TOTAL HOUSING UNITS									
Unit Type:	Single Family Detached	Single Family Attached*	Multi-Family			Mobile home	Boat, RV, other temp	Total Units	% of Units
			2-unit	3- or 4-plex	5+ Units MFR				
Totals:	701	59	24	86	157	113	12	1,151	100%
Percentage:	60.9%	5.1%	2.0%	7.4%	13.7%	9.8%	1.1%	100%	

Sources: PSU, City of Umatilla, Census, Environics Analytics, JOHNSON ECONOMICS

As stated above, the proposed R2 zoning allows duplexes, townhomes, and multi-family attached units. The proposed zoning would allow a minimum of 201 more units than what would be allowed under the current zoning. This allowance for more housing types and more units provides greater opportunities for housing people of all income levels as well as gets the City of Umatilla closer to the needed 1,151 units by 2039.



West Extension Irrigation District

**P. O. Box 100; Irrigon, OR 97844-0100
541-922-3814 (ph) 541-922-9775 (fax)
westex@oregontrail.net**

May 24, 2021

City of Umatilla
Planning Department
P. O. Box 130
Umatilla, OR 97882

Re: Land use Actions: PA-1-21 and SUB-1-21

Thank you for contacting the District about four proposed land use actions. There are no District water rights on the land, but this land is adjacent to our main canal. Our comments follow.

PA-1-21: The District has no comment to this action.

SUB-1-21: Subdivision. The District requires fencing along its federal right-of-way when land development takes place. This decision was made between the County and the District in the mid 1980's due to a drowning near this area – a child in the canal.

Each year, we find animals in the canal. We ask the City to make this a requirement for the safety and protection of the families that eventually live in these houses. A loose ball or toy can easily cause a child to tumble down the slope, and none of us want that.

Our requirement is a six-foot no-climb fence or agreed upon equivalent.

Again, thank you for contacting us for review of these proposed actions.

Sincerely,

A handwritten signature in black ink that reads "Bev Bridgewater". The signature is written in a cursive, flowing style.

Bev Bridgewater, District Manager



Oregon

Kate Brown, Governor

Department of Transportation

Region 5, District 12

1327 SE 3rd Street

Pendleton, OR 97801

May 21, 2021

VIA EMAIL: Brandon@umatilla-city.org
Brandon Seitz, Community Development Director
City of Umatilla
PO Box 130
Umatilla, OR 97882

Subject: Two applications: PA-1-21 Rezone two tax lots of 81.17 acre from Single-Family Residential to Medium-Density Residential for a proposed 328-lot Subdivision. SUB-1-21 Tentative Plat for 328-lot Subdivision.

The Oregon Department of Transportation (ODOT) has reviewed the applicant's 2021 Transportation Impact Study (TIS) by Lancaster Mobley. The site is in the vicinity of Interstate 82/Powerline Interchange and the US 730/Powerline Road intersection. ODOT is interest in assuring the proposed zone change is consistent with the identified function, capacity and performance standards.

The TIS identifies future capacity and intersection deficiencies at the US 730/Powerline Road intersection. The TIS further notes that the intersection currently operates acceptably, and congestion is not expected in the near term, but as this site and other surrounding subdivisions build out. The applicant recommends that the intersection be examined in detail as part of a TSP update.

The applicant as part of that process, also proposes that the City's Capital Improvement Plan (CIP) be updated to include the preferred US 730 and Powerline intersection improvement, and the City's System Development Charges (SDCs) be updated.

ODOT recommends that development should share the responsibility and cost of developing and implementing transportation improvements for the US 730/Powerline Road intersection. In addition, that an update of the TSP should include both agency and public outreach consistent with the Transportation Planning Rule, OAR 660-012.

Thank you for the opportunity to comment.

Marilyn Holt
District 12 Manager

CJS

cc: Ken Patterson, ODOT Region 5 Area Manager
Jeff Wise, PE, ODOT Region 5 Traffic Engineer
Teresa Penninger, ODOT Region 5 Planning Manager
Anne Debbaut, DLCD (anne.debbaut@state.or.us)



May 24, 2021

City of Umatilla Planning Commission
700 6th St
Umatilla, OR 97882

RE PA-1-21

The applicant, Monte Vista, is requesting to rezone two tax lots totaling 81.17 Acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2) for a proposed subdivision application. The proposed subdivision would create a total of 328 new single-family homes. If this Rezone is not approved the proposed subdivision would need to meet the lot size standards of the Single-Family Residential Zone.

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians.

Both HLA and FHCO support amendment PA-1-21, the rezoning of two tax lots from R-1 to R-2. However, HLA and FHCO encourage the City and its staff to better illustrate the benefits of amendments such as this through more thorough findings for Statewide Planning Goal 10. Goal 10 findings provided were not only difficult to find within the staff report, but did not adequately quantify the increase in allowable units. The City should note that to be considered part of the adequate factual basis required for Goal 10 findings, information must either be referenced or contained under the Statewide Planning Goal 10 findings section.

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Allan Lazo". The signature is written in a cursive, flowing style.

Allan Lazo
Executive Director
Fair Housing Council of Oregon

Cc: Gordon Howard, DLCD

1221 SW Yamhill Street, Portland, Oregon 97205

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Request for Approval of Special Procurement	Meeting Date: 2021-07-06
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Department: City Administration	Director: David Stockdale	Contact Person: David Stockdale	Phone Number:
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Cost of Proposal: n/a	Fund(s) Name and Number(s): Water - 02
Amount Budgeted: n/a	

Reviewed by Finance Department: No	Previously Presented: n/a
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Attachments to Agenda Packet Item:

[Special Procurement Request re CTUIR POD-FINAL-06.21.21.docx](#)

Summary Statement:

City Manager Stockdale is requesting to secure a special procurement contract to KleinschmidtR2 for professional services subject to ORS 279B.085 and the City's Policy for Public Contracting and Purchasing for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation.

More information about the proposed contractor can be found on their website:
<https://www.kleinschmidtgroup.com/r2>

Consistent with Council Goals:

Goal 2: Promote Economic Development and Job Growth.

MEMORANDUM



TO: Umatilla City Council
FROM: David Stockdale, City Manager
DATE: June 22, 2021

RE: REQUEST FOR APPROVAL OF SPECIAL PROCUREMENT

I. INTRODUCTION

This request is submitted by the City Manager to secure a special procurement contract to KleinschmidtR2 for professional services (“Request”). This Request is presented for the City Council’s consideration and subsequent issuance of a determination, subject to ORS 279B.085 and the City’s *Policy for Public Contracting and Purchasing* (“PPCP”). The professional services are required for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam (the “POD”) and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation (“CTUIR”). Subsequent to any approval of this Request, City Staff will enter into an intergovernmental agreement (“IGA”) with CTUIR which will allocate to the City responsibility for the design, permitting, construction, operation, maintenance, repair, and replacement of the POD facilities as enlarged (the “Project”). Once completed, the enlarged POD facilities can then be utilized to divert, as authorized under applicable law, *both* City and CTUIR water and water rights from the Columbia River for beneficial uses.

II. REQUEST TYPE AND SCOPE

- A. Type of Request: Contract-specific Special Procurement / PPCP Sect. VIII(B).
- B. Time Period: July 2021 through May 2024.
- C. Scope Services: Professional engineering design, permitting, and construction (oversight) services for Project completion.

III. REQUEST, BACKGROUND AND PROPOSED CONTRACTING PROCEDURE:

- A. Nature of Contract / PPCP Sect. VIII(B)(1)(a).

To secure a special procurement contract for professional services required for the proposed enlargement of the CTUIR POD which services shall primarily consist of the following: (1) proposed facility engineering/design; (2) preparation/related support through acquisition of necessary federal/state/other permits and approvals; and (3) oversight of in-water and upland POD facility construction. Project completion (fully operational) date: April 2024 (“Project Completion Date”).

B. Estimated Project Cost, If Relevant / PPCP Sect. VIII(B)(1)(b).

Estimated costs for professional services are not relevant to the need for securing professional services via special procurement. The most relevant considerations for securing professional services via special procurement are set forth in the following section.

C. Public Benefit / PPCP Sect. VIII(B)(1)(c).

There are a number of considerations/circumstances that require special procurement of professional services for Project completion. Project completion will require very experienced professional services to ensure the City's utility capabilities will be sufficient to properly serve existing and increasing demand among a growing customer base. Special procurement is required given both the nature of the Project and the resulting regulatory regimes (state, federal, tribal) that will necessarily affect the ability to meet the Project Completion Date. Project deliverables must be timely achieved throughout the entire Project completion schedule as regulatory parameters necessarily limit times of each year when certain Project tasks may be completed. As a result, from initial planning and design through to Project completion and testing /schedules, every opportunity must be taken to engage professional resources that possess a high level of prior experience with relevant regulatory agencies and like projects. For these reasons, competitive solicitation is not a viable option given an open bidding process (1) is highly unlikely to satisfy the numerous qualifications criteria for the required scope of professional services necessary to achieve the Project Completion Date, and (2) would likely result in a much longer timeline within which a contract for services could be completed which would, again, create a timeline scenario that would likely frustrate if not deny altogether a timely start to the professional scope of work required to meet the Project Completion Deadline.

1. Essential Services/Expertise Requiring Special Procurement.

The scope of the Project demands essential consulting services/professional expertise, of which are explicitly demonstrated by KleinschmidR2, in the following areas to best place the City in a position to properly and timely meet the Project Completion Date:

a. Relevant experience/expertise regarding like project type engineering/design/project completion oversight demands;

b. Relevant experience/expertise regarding like project type engineering/design/project completion oversight demands on behalf of Oregon municipalities;

c. Relevant like project specific experience with jurisdictional state (Oregon) regulatory agencies (OR DEQ, OR DSL, OR F&W, SHPO, etc.);

d. Relevant like project specific experience with jurisdictional federal regulatory agencies (USACE, USFW, NMFS, etc.);

e. Relevant professional experience in affected watershed; and

f. Relevant professional experience with CTUIR.

2. Preference factors that will further enhance proper/timely completion of Project:

a. Professional experience previously employed in relevant capacity by jurisdictional state regulatory agencies;

b. Professional experience previously employed in relevant capacity by jurisdictional federal and tribal regulatory agencies;

The criteria set forth above for determining the appropriate scope of professional services required for completing the Project was created and recommended by the City's special counsel. Special procurement is necessary because of not just the scope of services required, but the *absolute need* for professional services that can satisfy each of the above criteria in order to best ensure the timely completion of the Project. Completion of the Project by the Project Completion Date is not just an objective, but rather a hard-set deadline by which such infrastructure *must be fully operational* for the initiation of service to affected City utility customers.

D. Competition Considerations / PPCP Sect. VIII(B)(1)(d).

Special procurement in this case will be unlikely to encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts because of the complexity and timeline constraints of this Project that together require a set of capabilities and background experience that will not be readily/broadly available. As a result, special procurement will create/enhance the generation of public benefit by greatly increasing the City's ability to complete a complex project under a restricted timeline that otherwise could not practicably be realized by complying with the traditional contracting requirements.

E. Proposed Alternative Contracting Method / PPCP Sect. VIII(B)(1)(e).

City will engage in a *direct award and negotiation process* with the chosen provider of professional services (in consideration of the provider's ability to meet the above-specified criteria/capabilities).

F. Estimated Date to Award Professional Services Contract / PPCP Sect. VIII(B)(1)(f): July 13, 2021.

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: First Reading of Ordinance No. 847 - An ordinance amend the City of Umatilla Comprehensive Plan and Zoning Map by changing the plan designation of 81.17 acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2).	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Jacob Foutz	Phone Number:
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Cost of Proposal: NA	Fund(s) Name and Number(s): N/A
Amount Budgeted: NA	

Reviewed by Finance Department: No	Previously Presented: NA
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Attachments to Agenda Packet Item:

[Ord No 847.docx](#)

[Ord No 847 Exhibit A.pdf](#)

Summary Statement: Motion for a first reading by title only of Ordinance No. 847. Ordinance No. 847 will codify MonteVista Plan Amendment PA-1-21 by amending the City of Umatilla's Comprehensive Plan and Zoning Map.

Consistent with Council Goals: Goal 2: Promote Economic Development and Job Growth.

ORDINANCE NO. 847

AN ORDINANCE AMEND THE CITY OF UMATILLA COMPREHENSIVE PLAN AND ZONING MAP BY CHANGING THE PLAN DESIGNATION OF 81.17 ACRES FROM SINGLE-FAMILY RESIDENTIAL (R-1) TO MEDIUM-DENSITY RESIDENTIAL (R-2).

WHEREAS, MCSUM LLC, (MonteVista Homes) with consent of the property owner made application for a plan amendment/zone change to change the plan designation of 81.17 acres of property in the Single-Family Residential (R-1) to Medium-Density Residential (R-2); and

WHEREAS, the City of Umatilla Planning Commission duly considered the goals and policies of the Comprehensive Plan and requirements of the Zoning Ordinance as those applied to the application during a public hearing on May 25, 2021 and June 22, 2021 to consider Plan Amendment request (PA-1-21) and subsequently recommended approval of the request to the City Council; and

WHEREAS, the Umatilla City Council conducted a public hearing on July 6, 2021 to consider the Planning Commission's recommendation for application PA-1-21 and adopted the Planning Commission's findings and conclusion as its own in approving the application, as contained in the Umatilla City Council Report and Decision for Plan Amendment PA-1-21

NOW THEREFORE, THE CITY OF UMATILLA DOES ORDAIN AS FOLLOWS:

Section 1. Findings. The Umatilla City Council does hereby find that the applicant meets the required criterion as addressed in *City of Umatilla Planning Commission Report and Recommendation for Plan Amendment PA-1-21*.

Section 2. Comprehensive Plan and Zoning Map Amendment. The Comprehensive Plan and Zoning Map designation for the 81.17-acre property, as shown in Exhibit A attached to his Ordinance, is amended to reflect the City of Umatilla's Medium-Density Residential (R-2) zone.

Section 3. Setting the final boundaries. The final boundaries of the Property hereby rezoned are legally described as follows:

(Commonly known as Tax Lots 903 & 904 on Assessors Map 5N2818; Tax Accounts # 156313,156314)

Parcel 2 of PARTITION PLAT NO. 2000-18 (Instrument No. 2000-3690362 Office of County Records) located in the South Half of the South Half of Section 18, Township 5 North, Range 28, East of the Willamette Meridian, Umatilla County, Oregon.

Parcel 3 of PARTITION PLAT NO. 2000-18 (Instrument No. 2000-3690362 Office of County Records) located in the South Half of the South Half of Section 18, Township 5 North, Range 28, East of the Willamette Meridian, Umatilla County, Oregon.

Section 4. Severability. If any provision of this Ordinance is held to be invalid by a court of competent jurisdiction, the invalidity shall not affect other provisions of this Ordinance that can be given effect without the invalid provision, and to this end the provisions of this Ordinance are severable.

Section 5. Effective date. The effective date of this ordinance shall be 30 days after its passage by the city council and approval by the mayor, or by the council president in the mayor's absence.

PASSED AND ADOPTED by the City Council this 6th day of July, 2021.

Council members voting yes: _____

Council members voting no: _____

Absent Council members: _____

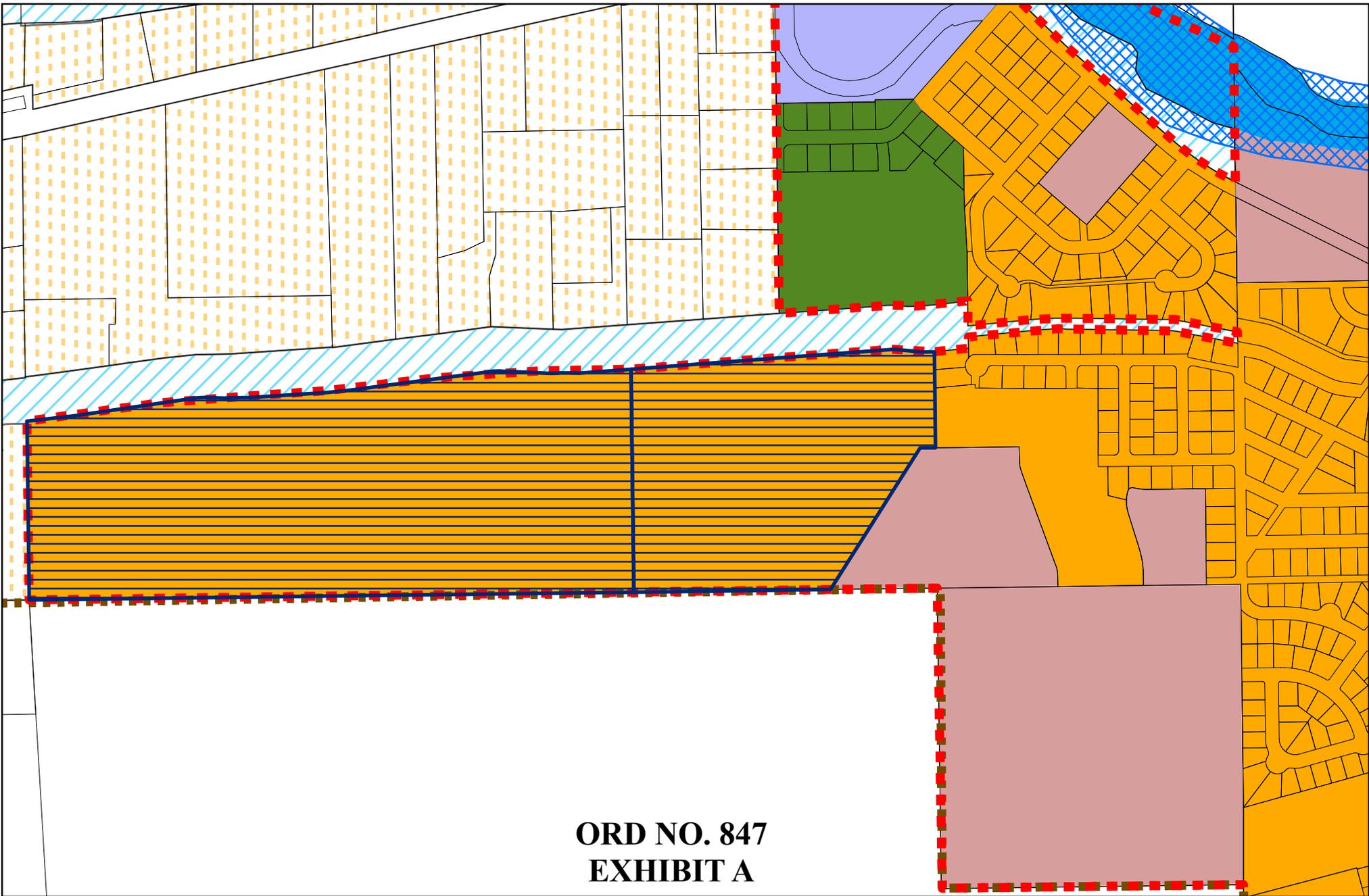
Abstaining Council members: _____

And **SIGNED** by the Mayor/Council President this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder



ORD NO. 847 EXHIBIT A

Legend

- | | | |
|-------------------------------------|---|-----------------------------------|
| Proposed Medium Density Residential | DT, Downtown Transitional | R-2, Medium Density Residential |
| City Limits | DC, Downtown Commercial | R, Residential Plan |
| Urban Growth Boundary | R-1, Single-Family Residential | R-O/S, Recreation-Open/Space Plan |
| Tax Lots (6/2/21) | R-1/CS, Single-Family/Community Service | FP, Flood Plain |

Feet

0 250 500 1,000

MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. **150**
Created by Brandon Seitz, on 7/2/2021

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Adoption of Ordinance No. 847 - An ordinance amend the City of Umatilla Comprehensive Plan and Zoning Map by changing the plan designation of 81.17 acres from Single-Family Residential (R-1) to Medium-Density Residential (R-2).	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Jacob Foutz	Phone Number:
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Cost of Proposal: NA	Fund(s) Name and Number(s): N/A
Amount Budgeted: NA	

Reviewed by Finance Department: No	Previously Presented: NA
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Attachments to Agenda Packet Item:

[Ord No 847.docx](#)

[Ord No 847 Exhibit A.pdf](#)

Summary Statement: Motion to Adopt Ordinance No. 847. Ordinance No. 847 will codify MonteVista Plan Amendment PA-1-21 by amending the City of Umatilla's Comprehensive Plan and Zoning Map.

Consistent with Council Goals: Goal 2: Promote Economic Development and Job Growth.

ORDINANCE NO. 847

AN ORDINANCE AMEND THE CITY OF UMATILLA COMPREHENSIVE PLAN AND ZONING MAP BY CHANGING THE PLAN DESIGNATION OF 81.17 ACRES FROM SINGLE-FAMILY RESIDENTIAL (R-1) TO MEDIUM-DENSITY RESIDENTIAL (R-2).

WHEREAS, MCSUM LLC, (MonteVista Homes) with consent of the property owner made application for a plan amendment/zone change to change the plan designation of 81.17 acres of property in the Single-Family Residential (R-1) to Medium-Density Residential (R-2); and

WHEREAS, the City of Umatilla Planning Commission duly considered the goals and policies of the Comprehensive Plan and requirements of the Zoning Ordinance as those applied to the application during a public hearing on May 25, 2021 and June 22, 2021 to consider Plan Amendment request (PA-1-21) and subsequently recommended approval of the request to the City Council; and

WHEREAS, the Umatilla City Council conducted a public hearing on July 6, 2021 to consider the Planning Commission's recommendation for application PA-1-21 and adopted the Planning Commission's findings and conclusion as its own in approving the application, as contained in the Umatilla City Council Report and Decision for Plan Amendment PA-1-21

NOW THEREFORE, THE CITY OF UMATILLA DOES ORDAIN AS FOLLOWS:

Section 1. Findings. The Umatilla City Council does hereby find that the applicant meets the required criterion as addressed in *City of Umatilla Planning Commission Report and Recommendation for Plan Amendment PA-1-21*.

Section 2. Comprehensive Plan and Zoning Map Amendment. The Comprehensive Plan and Zoning Map designation for the 81.17-acre property, as shown in Exhibit A attached to his Ordinance, is amended to reflect the City of Umatilla's Medium-Density Residential (R-2) zone.

Section 3. Setting the final boundaries. The final boundaries of the Property hereby rezoned are legally described as follows:

(Commonly known as Tax Lots 903 & 904 on Assessors Map 5N2818; Tax Accounts # 156313,156314)

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Section 4. Severability. If any provision of this Ordinance is held to be invalid by a court of competent jurisdiction, the invalidity shall not affect other provisions of this Ordinance that can be given effect without the invalid provision, and to this end the provisions of this Ordinance are severable.

Section 5. Effective date. The effective date of this ordinance shall be 30 days after its passage by the city council and approval by the mayor, or by the council president in the mayor's absence.

PASSED AND ADOPTED by the City Council this 6th day of July, 2021.

Council members voting yes: _____

Council members voting no: _____

Absent Council members: _____

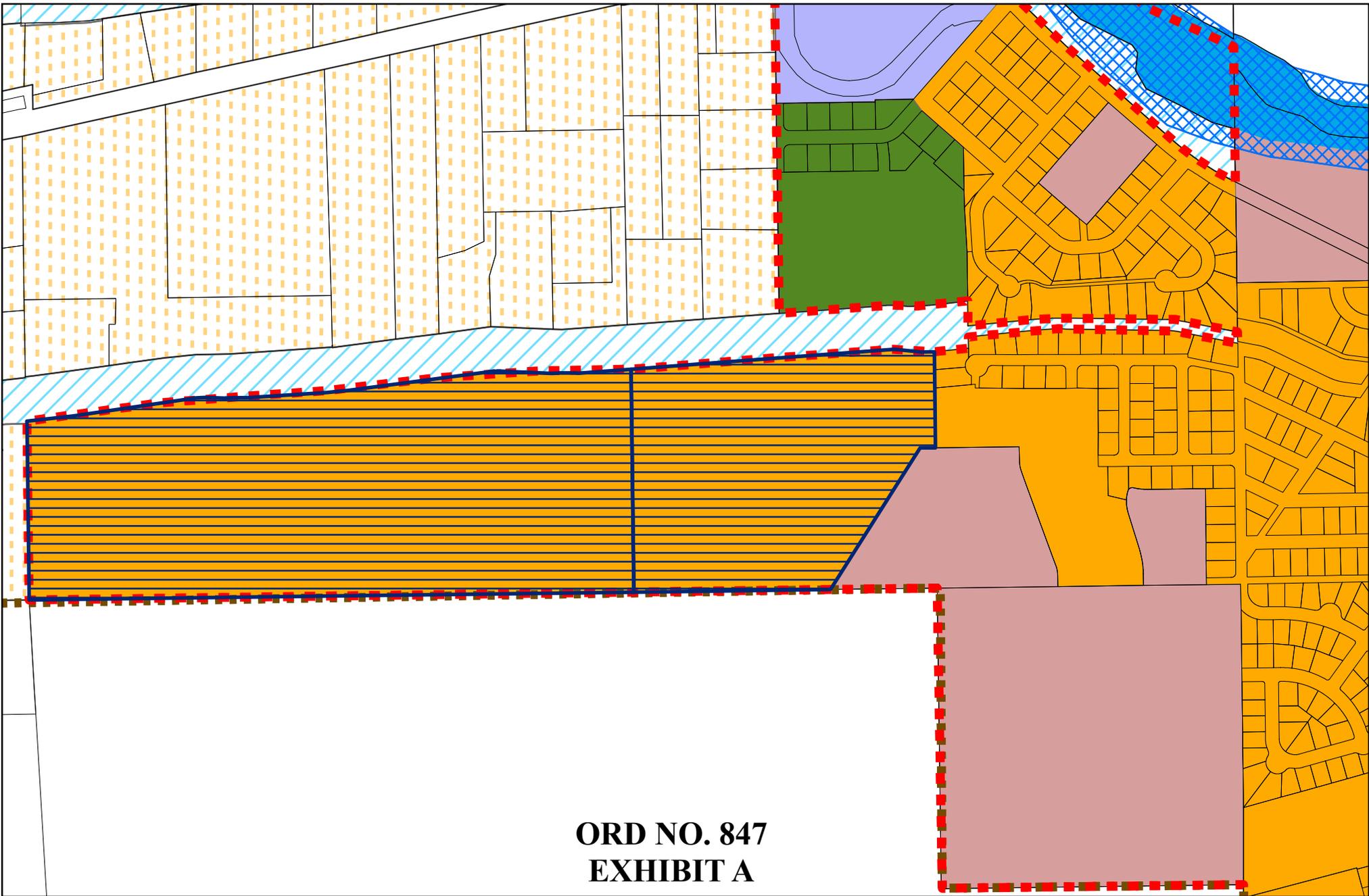
Abstaining Council members: _____

And **SIGNED** by the Mayor/Council President this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder



ORD NO. 847 EXHIBIT A

Legend

- | | | |
|--|---|---|
|  Proposed Medium Density Residential |  DT, Downtown Transitional |  R-2, Medium Density Residential |
|  City Limits |  DC, Downtown Commercial |  R, Residential Plan |
|  Urban Growth Boundary |  R-1, Single-Family Residential |  R-O/S, Recreation-Open/Space Plan |
|  Tax Lots (6/2/21) |  R-1/CS, Single-Family/Community Service |  FP, Flood Plain |

Feet

0 250 500 1,000

MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. **154**
Created by Brandon Seitz, on 7/2/2021



CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Resolution No. 1-2022 - A resolution authorizing the City Manager to sign a Developer Agreement for Street Improvement Funds between MCSUM LLC and the City of Umatilla.	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Brandon Seitz	Phone Number:
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Cost of Proposal: NA	Fund(s) Name and Number(s): N/A
Amount Budgeted: NA	

Reviewed by Finance Department: No	Previously Presented: NA
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Attachments to Agenda Packet Item:

[Resolution_1-2022 Developer Agreement with Monte Vista Homes.docx](#)

[FINAL- MCSUM LLC Development Agreement.pdf](#)

Summary Statement: Staff recommends approval of Resolution 64-2021.

Consistent with Council Goals: Goal 2: Promote Economic Development and Job Growth.

RESOLUTION NO. 1 – 2022

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SIGN A DEVELOPER AGREEMENT FOR STREET IMPROVEMENT FUNDS BETWEEN MCSUM LLC AND THE CITY OF UMATILLA

WHEREAS, MCSUM, LLC (Developer), and Oregon Limited Liability Company, submitted land use applications for development of a subdivisions on property located with City Limits of the City of Umatilla (City); and

WHEREAS, the City approved said land use applications, MonteVista Plan Amendment PA-1-21 and MonteVista Subdivision (McClannahan Summit) SUB-1-21, for a 326-lot subdivision for development of single-family dwellings; and

WHEREAS, the Developer’s submitted Transportation Impact Study identified needed improvements to the Powerline Road/US Hwy 730 intersection, improvements to Powerline Road/Tyler Avenue intersection (or Madison Street or other relevant intersection as determined by City) as necessary; and

WHEREAS, the City imposed conditions of approval requiring the applicant pay the Developers proportional share of said improvement and required the extension of Grant Street to provide a secondary access; and

WHEREAS, the City desires to meet the housing need as identified in the City’s Comprehensive Plan and Housing and Residential Land Needs Assessment of the City and has determined that it is in the best interest of the City to financially partner with the Developer through this Developer’s Agreement.

NOW THEREFORE, BE IT RESOLVED BY THE UMATILLA CITY COUNCIL:

1. The City Manager is authorized to sign a Developer Agreement and any necessary amendments by and between MCSUM, LLC, an Oregon Limited Liability Company, and the City of Umatilla, an Oregon municipal corporation,

PASSED by the City Council and **SIGNED** by the Mayor this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder

**DEVELOPER AGREEMENT
(Street Improvement Funds)**

THIS AGREEMENT made this _____ day of _____, 2021, by and between MCSUM, LLC (“Developer”), an Oregon Limited Liability Company, and the City of Umatilla (“City”), an Oregon municipal corporation (collectively as “the parties”).

RECITALS

- A. Developer anticipates the development of a tract of land located in the city limits of the City of Umatilla as a fourteen-phase project for residential purposes. This tract of land is described in Exhibit 1 and shown on the map attached as Exhibit 2. This land is referred to as "McClannahan Summit."
- B. The City desires to meet the housing needs of the City of Umatilla and has determined that it is in the best interest of the City to financially partner with Developer to help the City meet these goals and to do so through the utilization of the reduction of some fees as established by this agreement.
- C. The parties acknowledge that Developer’s residential development will increase the usage of Powerline Road. This agreement shall provide a method for Developer to make financial contributions for future improvements of Powerline Road at the identified intersections of Powerline Road at Tyler Avenue and Powerline Road at US Hwy 730.
- D. This agreement shall provide the method for Developer to construct a section of Grant Street of approximately 1,400 linear feet as provided in Exhibit 3.
- E. This agreement shall establish reductions of System Development Charges (SDCs) and Connection Fees (CFs) available to Developer.

AGREEMENTS

NOW THEREFORE, in consideration of the mutual promises and stipulations set forth herein, it is agreed between the parties as follows:

General Acknowledgements

- 1. In order to serve the land development proposed by Developer and approved by City, the parties mutually confirm that improvements to the Powerline Road/US Hwy 730 intersection, improvements to Powerline Road/Tyler Avenue intersection, and improvements to Grant Street are necessary. Developer agrees to provide the Developer’s Proportionate Share of the cost of these necessary improvements as set for in Paragraphs 16, 19, 20, 22, 23, and 24.

2. Developer submitted a Transportation Impact Study (TIS) prepared by Lancaster Mobley that was approved by City. The TIS calculated the McClannahan Summit development's proportional share to the Powerline/US Hwy 730 intersection is 18.96%.
3. Developer's submitted TIS as referenced in Paragraph 2 also requires the need for a northbound left-turn lane at the Powerline Road/Tyler Avenue intersection (or Madison Street or other relevant intersection as determined by City).
4. As part of the Developer's Conditions of Approval for McClannahan Summit, a 2/3 street improvement to Grant Street of approximately 1,400 linear feet is required according to the City's Public Work's Standards.
5. The estimated cost for the required improvements for the Powerline Road/US 730 intersection is \$6,000,000.
6. The estimated cost for the required improvements for Powerline Road/Tyler Road intersection is \$340,000.
7. The estimated cost to Grant Street as required by this agreement is presently unknown.
8. Developer may transfer or assign this agreement without the consent of the City provided, Developer provides written notification to City not less than ten (10) days prior to such transfer or assignment.
9. The parties acknowledge that Developer's development referred to herein may occur over several years. The parties agree that the price per lot established herein shall remain fixed regardless of any increased costs resulting from the passage of time.
10. In the event any legal proceeding and/or appeal is necessary to enforce the provisions of this agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs.
11. This agreement, and the rights and obligations created under it run with the land (defined above as McClannahan Summit) and shall benefit and burden the parties, their heirs, successors, transferees and assigned parties.
12. It is the express intent of Developer and City to cooperate and diligently work to implement all aspects of the future street improvements which are necessary or desirable for development of the project site.
13. The parties agree that any funds paid by Developer pursuant to this agreement, which have not been expended by the City for improvement to Powerline Road within twenty

(20) years from the date of this agreement, shall be released to Developer free of any claim by the City. Developer waives any interest accrued.

Powerline Road/US Hwy 730 Proportionate Share

14. The parties acknowledge Developer's TIS report of Developer's Proportionate Share of 18.96% for the improvements required for the Powerline Road/US Hwy 730 intersection. Developer asserts, and City confirms, that the costs associated with this required improvement are too burdensome to Developer and add increased costs to future potential homeowners, thus hindering the City's goal of providing additional housing.
15. City desires to share the financial burden of transportation improvements to Powerline Road/US Hwy 730 with Developer in order to offset the increased costs to potential homeowners to help meet City's goals of providing needed additional housing throughout the City. City has determined it to be in the best interest of the City to reduce the overall costs associated with this improvement by 55%. This amount reflects the estimated amount City believes it will be able to receive through grants or a combination of grants and City funds.
16. The parties also desire to continue this cost sharing allocation of 55% City and 45% Developer to the remaining Developer's Proportionate share, or 8.54% of \$2,700,000, or a total cost to Developer of \$230,580.
17. Developer, therefore, shall pay to the City the sum of **\$707.30 per lot** payable, upon issuance of a building permit on each lot, into a Capital Improvement Account to be set aside for Powerline Road/US Hwy 730 intersection improvements.

Powerline Road/Tyler Avenue (or Madison Street or other street as determined by City) Proportionate Share

18. Developer asserts, and City confirms, that the costs associated with this required improvement are too burdensome to Developer and add increased costs to future potential homeowners, thus hindering the City's goal of providing additional housing.
19. In order to continue to meet the City's goals to provide necessary and adequate housing the City has determined it to be in the best interest of the City to reduce Developer's Proportionate Share to 45% for these required improvements, or from \$340,000 to \$153,000. Developer accepts this mutually agreed upon Proportionate Share reduction for this improvement.

20. Developer, therefore, shall pay to the City the sum of **\$469.33 per lot** payable, upon issuance of a building permit on each lot, into a Capital Improvement Account to be set aside for Powerline Road/Tyler Avenue intersection improvements.

Grant Avenue Improvements Proportionate Share

21. Developer shall construct, according to the City's adopted Public Works Standards, at Developer's sole cost, the 2/3 street improvements of approximately 1,400 linear feet to Grant Avenue as stipulated in their Conditions of Approval No. 5 and as shown in Exhibit 3.

System Development Charges and Connection Fees Reductions

22. In order to continue to meet the City's goals to provide necessary and adequate housing the City has determined it to be in the best interest of the City to reduce some Developer's cost of System Development Charges (SDCs) and Connection Fees (CFs).
23. City will reduce all Water and Sewer SDCs and CFs by 70% for all Phase 1 and Phase 2 improvements according to Developer's approved Site Plan. This reduction does not apply to any other fees.
24. City will reduce all Water and Sewer SDCs and CFs by 30% for all Phase 3, Phase 4, and Phase 5 improvements according to Developer's approved Site Plan. This reduction does not apply to any other fees.
25. For purposes of determining the SDCs and CFs the City can charge the developer in paragraphs 22-24, the City shall use the SDC and CF rates in effect on the date of execution of this Agreement. Furthermore, for all Water and Sewer SDCs and CFs applicable to the lots in phases 5-14, the City shall not charge a rate any higher than the rate in effect on the date of execution of this Agreement. Only these fee reductions as stipulated in Paragraphs 22-24 will be offered for SDC's and CFs

Future System Development Charges

26. In consideration for the proportionate share payments Developer is obligating itself and any successors and assigns to make under this Agreement, the City agrees and acknowledges that the lots within the fourteen (14) phase development referred to herein as McClannahan Summitt will never be subject to any future System Development charges for transportation improvements.
27. In consideration of Developer dedicating to the City 26 acres of real property for future park use, the McClannahan Summit 14-Phase Development and all lots therein shall be exempt from all future system development charges related to parks.

WHEREAS, the undersigned have been duly authorized to enter into this Agreement on behalf of their respective corporations, on the day and year first above written.

MCSUM, LLC
An Oregon Limited Liability Company

CITY OF UMATILLA, OREGON

Name, Title

Dave Stockdale, City Manager

ATTEST:

Nanci Sandoval, City Recorder

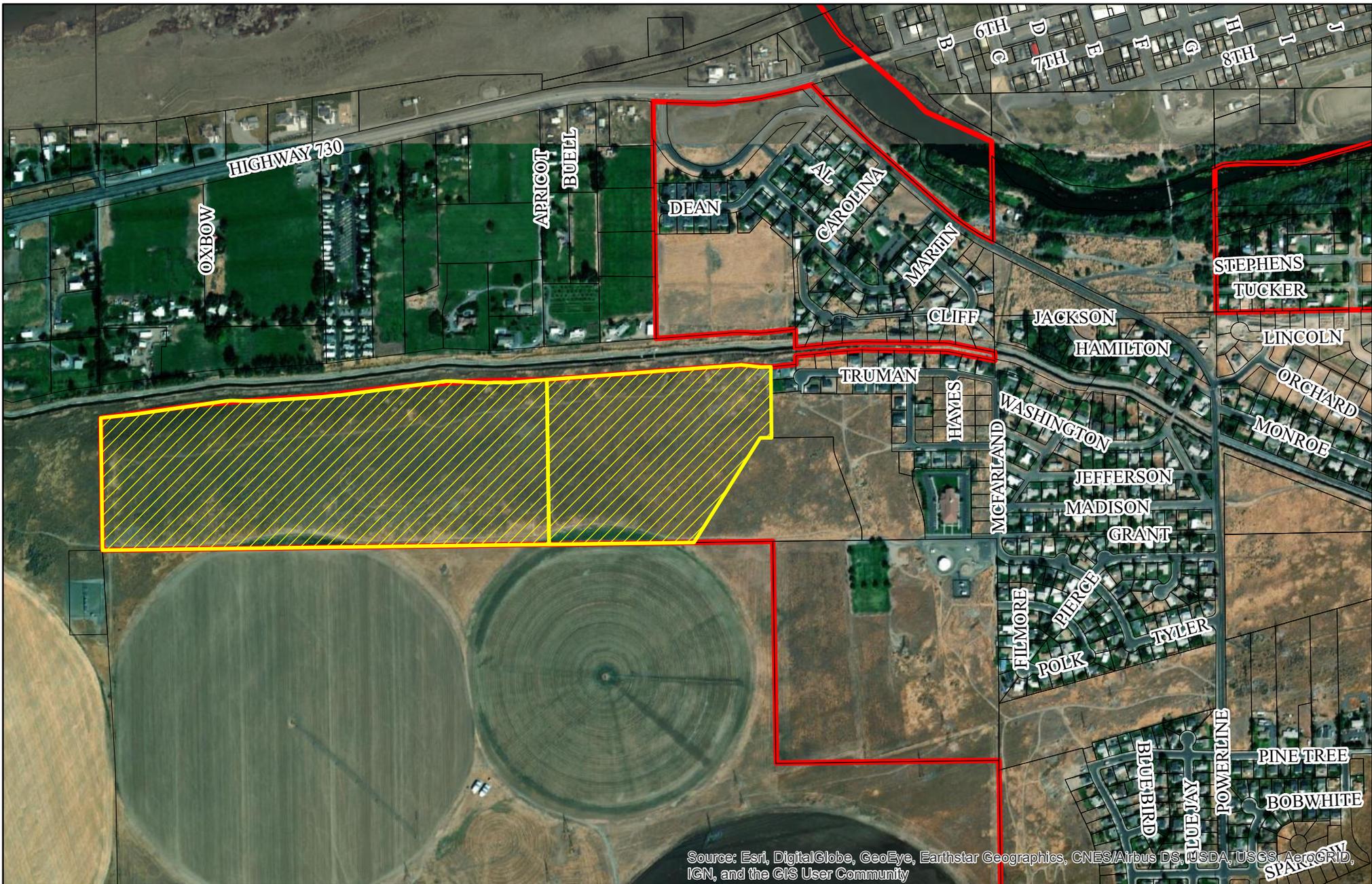
DEVELOPER AGREEMENT
Exhibit 1

The final boundaries of the Property are legally described as follows:

(Commonly known as Tax Lots 903 & 904 on Assessors Map 5N2818; Tax Accounts # 156313,156314)

Parcel 2 of PARTITION PLAT NO. 2000-18 (Instrument No. 2000-3690362 Office of County Records) located in the South Half of the South Half of Section 18, Township 5 North, Range 28, East of the Willamette Meridian, Umatilla County, Oregon.

Parcel 3 of PARTITION PLAT NO. 2000-18 (Instrument No. 2000-3690362 Office of County Records) located in the South Half of the South Half of Section 18, Township 5 North, Range 28, East of the Willamette Meridian, Umatilla County, Oregon.

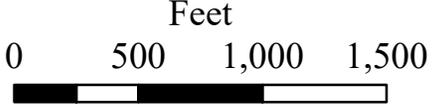


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

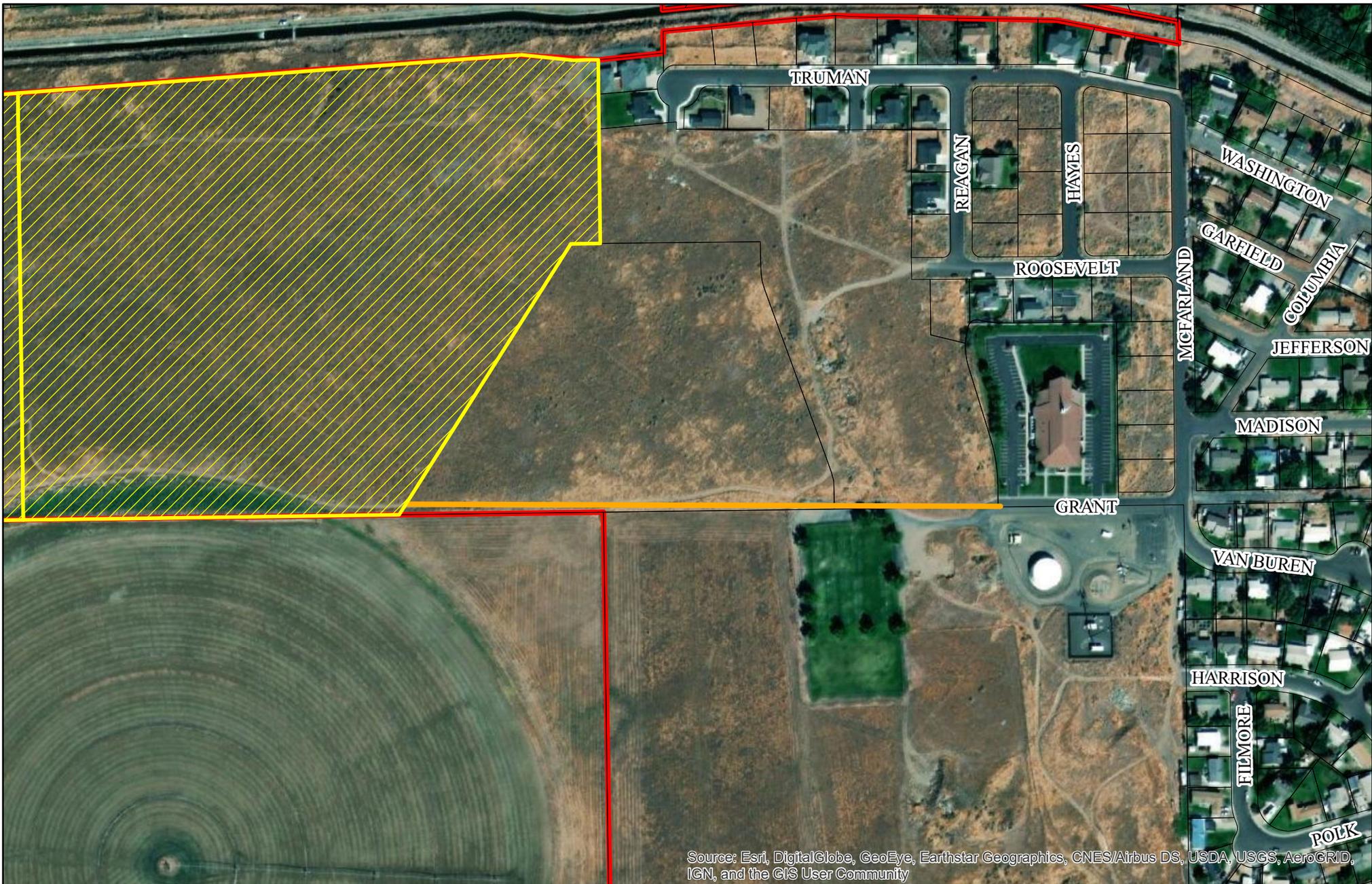
Legend

-  Subject Property (McClannahn Summit)
-  City Limits
-  Tax Lots (6/2/21)

**MSCUM Developer Agreement
Exhibit 2**



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Brandon Seitz, on 7/2/2021



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

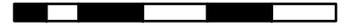
-  Subject Property (McClannahn Summit)
-  Grant Street Extension

**MSCUM Developer Agreement
Exhibit 3**

-  Tax Lots (6/2/21)
-  City Limits



Feet
0 100 200 300 400 500



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only.

Not survey grade or for legal use.
Created by Brandon Seitz, on 7/2/2021

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Resolution No. 2-2022 - A Resolution authorizing the City Manager to negotiate and enter into a professional services agreement with KleinschmidtR2, through Special Procurement, for consultation, design, and procurement of all necessary permits of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam.	Meeting Date: 2021-07-06
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Department: City Administration	Director: David Stockdale	Contact Person: David Stockdale	Phone Number:
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Cost of Proposal: n/a	Fund(s) Name and Number(s): Water - 02
Amount Budgeted: n/a	

Reviewed by Finance Department: No	Previously Presented: n/a
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Attachments to Agenda Packet Item:

[Resolution_2-2022 Special Procurement for KleinschmidtR2.docx](#)

[Special Procurement Request re CTUIR POD-FINAL-06.21.21.docx](#)

Summary Statement: City Manager Stockdale is requesting to award a special procurement contract to KleinschmidtR2 for professional services subject to ORS 279B.085 and the City's Policy for Public Contracting and Purchasing for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation. Staff is recommending approval.

Consistent with Council Goals: Goal 2: Promote Economic Development and Job Growth.

RESOLUTION NO. 2-2022

A RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH KLEINSCHMIDT R2, THROUGH SPECIAL PROCUREMENT, FOR CONSULTATION, DESIGN, AND PROCUREMENT OF ALL NECESSARY PERMITS OF A SURFACE WATER POINT OF DIVERSION AND PUMP STATION GENERALLY LOCATED ON THE SOUTH BANK OF THE COLUMBIA RIVER APPROXIMATELY 3 MILES UPSTREAM OF MCNARY DAM.

WHEREAS, ORS 279B.085 and the City of Umatilla's Policy for Public Contracting and Purchasing provides that, in its capacity as Contract Review Board for the City, the City Council, upon request of the City Manager, may create special selection, evaluation, and award procedures for, or may exempt from competition, the award of a specific contract; and

WHEREAS, as required, the City Manager provided to the City Council a Basis for Approval and other analysis through utilization of a Memorandum (Memo) regarding "Request for Approval of Special Procurement" dated June 22, 2021; and

WHEREAS, the City has entered into Enterprise Zone and other agreements with Amazon Data Services, Inc. (ADS) for the construction of two new data centers in Umatilla; and

WHEREAS, in order to meet mutual project goals with ADS, and to expand economic development and environmental goals and partnerships with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), time is of the essence and sophisticated specific experience, as outlined in the Memo, is necessary to design and construct an all-new surface water point of diversion and pump station; and

WHEREAS, either through direct upfront payments, use rates, or combination thereof, it is anticipated that ADS will fund the expenses of this agreement (contract pending, but is estimated for approval in August 2021); and

NOW THEREFORE, BE IT RESOLVED BY THE UMATILLA CITY COUNCIL:

1. The City Manager is authorized to negotiate and sign a professional services agreement with Kleinschmidt R2 for consultation, design, and procurement of all necessary permits of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam.

PASSED by the City Council and **SIGNED** by the Mayor this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder

MEMORANDUM



TO: Umatilla City Council
FROM: David Stockdale, City Manager
DATE: June 22, 2021

RE: REQUEST FOR APPROVAL OF SPECIAL PROCUREMENT

I. INTRODUCTION

This request is submitted by the City Manager to secure a special procurement contract to KleinschmidR2 for professional services (“Request”). This Request is presented for the City Council’s consideration and subsequent issuance of a determination, subject to ORS 279B.085 and the City’s *Policy for Public Contracting and Purchasing* (“PPCP”). The professional services are required for the proposed enlargement of a surface water point of diversion and pump station generally located on the south bank of the Columbia River approximately 3 miles upstream of McNary Dam (the “POD”) and which are currently owned and operated by the Confederated Tribes of the Umatilla Indian Reservation (“CTUIR”). Subsequent to any approval of this Request, City Staff will enter into an intergovernmental agreement (“IGA”) with CTUIR which will allocate to the City responsibility for the design, permitting, construction, operation, maintenance, repair, and replacement of the POD facilities as enlarged (the “Project”). Once completed, the enlarged POD facilities can then be utilized to divert, as authorized under applicable law, *both* City and CTUIR water and water rights from the Columbia River for beneficial uses.

II. REQUEST TYPE AND SCOPE

- A. Type of Request: Contract-specific Special Procurement / PPCP Sect. VIII(B).
- B. Time Period: July 2021 through May 2024.
- C. Scope Services: Professional engineering design, permitting, and construction (oversight) services for Project completion.

III. REQUEST, BACKGROUND AND PROPOSED CONTRACTING PROCEDURE:

- A. Nature of Contract / PPCP Sect. VIII(B)(1)(a).

To secure a special procurement contract for professional services required for the proposed enlargement of the CTUIR POD which services shall primarily consist of the following: (1) proposed facility engineering/design; (2) preparation/related support through acquisition of necessary federal/state/other permits and approvals; and (3) oversight of in-water and upland POD facility construction. Project completion (fully operational) date: April 2024 (“Project Completion Date”).

B. Estimated Project Cost, If Relevant / PPCP Sect. VIII(B)(1)(b).

Estimated costs for professional services are not relevant to the need for securing professional services via special procurement. The most relevant considerations for securing professional services via special procurement are set forth in the following section.

C. Public Benefit / PPCP Sect. VIII(B)(1)(c).

There are a number of considerations/circumstances that require special procurement of professional services for Project completion. Project completion will require very experienced professional services to ensure the City's utility capabilities will be sufficient to properly serve existing and increasing demand among a growing customer base. Special procurement is required given both the nature of the Project and the resulting regulatory regimes (state, federal, tribal) that will necessarily affect the ability to meet the Project Completion Date. Project deliverables must be timely achieved throughout the entire Project completion schedule as regulatory parameters necessarily limit times of each year when certain Project tasks may be completed. As a result, from initial planning and design through to Project completion and testing /schedules, every opportunity must be taken to engage professional resources that possess a high level of prior experience with relevant regulatory agencies and like projects. For these reasons, competitive solicitation is not a viable option given an open bidding process (1) is highly unlikely to satisfy the numerous qualifications criteria for the required scope of professional services necessary to achieve the Project Completion Date, and (2) would likely result in a much longer timeline within which a contract for services could be completed which would, again, create a timeline scenario that would likely frustrate if not deny altogether a timely start to the professional scope of work required to meet the Project Completion Deadline.

1. Essential Services/Expertise Requiring Special Procurement.

The scope of the Project demands essential consulting services/professional expertise, of which are explicitly demonstrated by KleinschmidR2, in the following areas to best place the City in a position to properly and timely meet the Project Completion Date:

- a. Relevant experience/expertise regarding like project type engineering/design/project completion oversight demands;
- b. Relevant experience/expertise regarding like project type engineering/design/project completion oversight demands on behalf of Oregon municipalities;
- c. Relevant like project specific experience with jurisdictional state (Oregon) regulatory agencies (OR DEQ, OR DSL, OR F&W, SHPO, etc.);
- d. Relevant like project specific experience with jurisdictional federal regulatory agencies (USACE, USFW, NMFS, etc.);
- e. Relevant professional experience in affected watershed; and
- f. Relevant professional experience with CTUIR.

2. Preference factors that will further enhance proper/timely completion of Project:

a. Professional experience previously employed in relevant capacity by jurisdictional state regulatory agencies;

b. Professional experience previously employed in relevant capacity by jurisdictional federal and tribal regulatory agencies;

The criteria set forth above for determining the appropriate scope of professional services required for completing the Project was created and recommended by the City's special counsel. Special procurement is necessary because of not just the scope of services required, but the *absolute need* for professional services that can satisfy each of the above criteria in order to best ensure the timely completion of the Project. Completion of the Project by the Project Completion Date is not just an objective, but rather a hard-set deadline by which such infrastructure *must be fully operational* for the initiation of service to affected City utility customers.

D. Competition Considerations / PPCP Sect. VIII(B)(1)(d).

Special procurement in this case will be unlikely to encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts because of the complexity and timeline constraints of this Project that together require a set of capabilities and background experience that will not be readily/broadly available. As a result, special procurement will create/enhance the generation of public benefit by greatly increasing the City's ability to complete a complex project under a restricted timeline that otherwise could not practicably be realized by complying with the traditional contracting requirements.

E. Proposed Alternative Contracting Method / PPCP Sect. VIII(B)(1)(e).

City will engage in a *direct award and negotiation process* with the chosen provider of professional services (in consideration of the provider's ability to meet the above-specified criteria/capabilities).

F. Estimated Date to Award Professional Services Contract / PPCP Sect. VIII(B)(1)(f): July 8, 2021.

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Resolution No. 3-2022 - A resolution adopting the City of Umatilla's Master Park Plan.	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Brandon Seitz	Phone Number:
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Cost of Proposal: 65,000	Fund(s) Name and Number(s): General Fund - 01
Amount Budgeted: 65,000	

Reviewed by Finance Department: Yes	Previously Presented: 6/15/21
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Attachments to Agenda Packet Item:

[Resolution_3-2022 Parks Master Plan.docx](#)

[Umatilla OR Master Park Plan \(Executive Summary\).pdf](#)

Summary Statement: The executive summary from the 2021 Master Park Plan is attached for your immediate reference. The complete 2021 Master Park Plan is available on the City's website at the following link. 2021 Umatilla Master Park Plan The Park and Recreation Committee and Planning Commission have reviewed and both unanimously recommended adoption of the Master Park Plan.

Consistent with Council Goals: Goal 1: Promote a Vibrant and Growing Community by Investing in and Support of Quality of Life Improvements.

RESOLUTION NO. 3 – 2022

A RESOLUTION ADOPTING THE CITY OF UMATILLA’S MASTER PARK PLAN

WHEREAS, the City Council has an adopted goal to “Promote a vibrant and growing community by investing in and support of quality-of-life improvements”; and

WHEREAS, the City of Umatilla recognized the need for a Master Park Plan that will address current and future community needs for quality parks, amenities, facilities, programs and services; and

WHEREAS, the City of Umatilla received a grant from the Oregon Parks and Recreation Department through a Local Government Grant Program Agreement and selected GreenPlay, LLC as the consultant team; and

WHEREAS, the Master Park Plan’s goals and objectives were developed in response to needs and deficiencies identified with public input from focus groups, stakeholder interviews, public webinar and survey; and

WHEREAS, the City of Umatilla’s Park and Recreation Committee and Planning Commission reviewed the City of Umatilla’s Master Park Plan during the course of a public meetings; and

WHEREAS, the City of Umatilla’s Park and Recreation Committee and Planning Commission held a join public workshop on June 8, 2021 and the Park and Recreation Committee recommend adoption of the Master Park Plan; and

WHEREAS, The City of Umatilla’s Planning Commission held a public workshop on June 22, 2021 and recommended adoption of the Master Park Plan.

NOW THEREFORE, BE IT RESOLVED that the City of Umatilla’s City Council hereby adopts the *City of Umatilla’s Master Park Plan*.

PASSED by the City Council and **SIGNED** by the Mayor this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder



Executive SUMMARY

A. A Plan for the Future

This Master Park Plan has been created as a guiding document for providing quality parks, amenities, facilities, programs, and services throughout the City of Umatilla. The Master Park Plan establishes goals, objectives, strategies, and an implementable action plan. The Oregon Parks and Recreation Department funded 60 percent of this project through a Local Government Grant Program Agreement.

B. Key Opportunities

Generally, findings from the needs assessment process consistently identified an appreciation of existing parks, amenities, facilities, programs, and services being offered by the City of Umatilla. However, participants consistently commented that these city offerings are limited. The fact that the Parks and Recreation Department is relatively new could account for the limited recreational offerings. Key challenges and opportunities were identified using a mix of qualitative and quantitative sources. The information gathered was evaluated, and recommendations were developed that address the following key opportunities:

- Increasing trails and pathway connectivity – locally and regionally
- Expanding river access
- Building an aquatic facility/recreation center
- Maintaining existing parks, amenities and facilities/maintaining level of service and quality
- Branding, wayfinding, and marketing
- Maintaining and expanding partnerships
- Providing new amenities: dog parks, splash pads, restrooms, playgrounds
- Growing all programs: special events, adventure, camps, youth, and adult social sports
- Growing staff to continue to provide the current level of service as community grows
- Dedicated funding to support infrastructure and staffing for operations and growth

C. Level of Service of the Physical Inventory

The current provision of park assets varies across Umatilla when considering both drive-to and walkable access; it currently appears to match residential development

except for the apparent gap in the South Hill Neighborhood. Proximity, availability of transportation, and pedestrian barriers are relevant factors affecting Umatilla’s level of service. The quality amenities and standards at existing parks should be improved and increased across the entire system, with special attention directed to older and lesser developed parks.

The most obvious way to increase overall LOS is to add assets, acquire land or develop partnerships in lower service areas such as the South Hill neighborhood. While trails and trail connectivity scored high on survey results, the City currently offers good trail access and opportunities. Still, some connections may need to be improved. Pedestrian barriers, lack of trail connections or sidewalks may limit parks and recreation access throughout Umatilla.



Umatilla would benefit from a good park design process that includes neighborhood input. Concentrated development or upgrading three quality neighborhood parks should be a short-term goal. These parks should focus on the McNary Neighborhood, Downtown Neighborhood, and the South Hill Neighborhood. Kiwanis Park in the McNary Neighborhood is in the process of upgrades. Nugent Park in the downtown area should be master planned for its most efficient uses and component upgrades. The South Hill neighborhood requires additional park property or a partnership with future developments to provide walkable access to residents in this neighborhood. Longer-term development of both diamond and rectangle fields at Hash Park and 3rd Street Soccer Fields is key to maintaining youth and adult programming opportunities.

D. Recommendations and Action Plan

The Department is relatively new, and through this process, identified actions to continue to strive to meet the communities needs and desires related parks, recreation, facilities, services, and programs. The table below summarizes the actions that can be taken in the coming years.

Goal #1: Improve and Expand Facilities and Amenities	
Objective 1.1:	Expand greenways, pathways, and trails connectivity based on current trails master plan
Objective 1.2:	Continue to maintain and improve existing facilities and amenities
Objective 1.3:	Expand parks and open space
Objective 1.4:	Make improvements to or replace some existing facilities and components
Objective 1.5:	Develop new components at existing parks based on current level of service analysis
Objective 1.6:	Continue to improve ADA accessibility at all facilities
Objective 1.7:	Upgrade comfort and convenience amenities at existing facilities



Goal #2: Improve Organizational Efficiencies



- Objective 2.1: Continue to enhance and improve internal and external communication regarding Department activities and services
- Objective 2.2: Explore opportunities to hire additional positions to supplement the existing staff in order to provide new recreational programming and service delivery
- Objective 2.3: Explore opportunities using contract providers to increase recreational programming and service delivery
- Objective 2.4: Maximize the relationship with the Army Corps of Engineers
- Objective 2.5: Develop a relationship with the Oregon State Marine Board
- Objective 2.6: Enhance the relationship with the School District

Goal #3: Continue to Improve Programs and Service Delivery



- Objective 3.1: Explore opportunities to increase the number of community events based on demand and trends
- Objective 3.2: Develop additional recreational opportunities
- Objective 3.3: Work with other service providers to develop programs and service to meet demand and trends

Goal #4: Increase Financial Opportunities



- Objective 4.1: Review existing fees and restructure to meet current and future funding realities
- Objective 4.2: Explore additional funding options
- Objective 4.3: Explore opportunities to increase sponsorships

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title:

Resolution No. 4-2022 - A Resolution authorizing the City's participation in the League of Oregon Cities' Legal Advice Program providing limited free legal advice to Oregon cities located in Eastern Oregon.

Meeting Date:

2021-07-06

Department:

City Administration

Director:

David Stockdale

Contact Person:

David Stockdale

Phone Number:

Cost of Proposal:

\$0

Amount Budgeted:

n/a

Fund(s) Name and Number(s):

General Fund - 01

Reviewed by Finance Department:

Yes

Previously Presented:

n/a

Attachments to Agenda Packet Item:

[Res4 Resolution and Agreement FINAL for LOC Legal Services.docx](#)

Summary Statement:

For the last three years, the League of Oregon Cities (LOC) has successfully implemented a Pilot Legal Program in Eastern Oregon, wherein participating cities, including Umatilla, received up to 10 hours of free legal advice from LOC attorneys. The LOC was able to assist dozens of cities in Eastern Oregon by drafting ordinances, writing and reviewing contracts, preparing easements, creating municipal policies, and providing general legal advice. Because the Pilot Legal Program was so well-received and so substantially used by participating cities, the LOC's Board of Directors has decided to transform the Pilot Legal Program into a permanent part of its portfolio in Eastern Oregon, calling it the Legal Advice Program in Eastern Oregon ("Program").

Effective July 1, 2021, the LOC is instituting the Program. The Program will provide cities located in Regions 11 and 12, as those regions are defined by the LOC, with **15 hours of free legal advice per fiscal year**, under certain terms and conditions. Participation in the Program is covered by a city's LOC annual membership dues. There is no additional charge for a city to participate in the Program.

Staff is recommending approval.

Consistent with Council Goals:

Goal 5 : Perform at the Highest Levels of Operational Excellence

CITY OF UMATILLA, OREGON

Resolution Number: 4-2022

A RESOLUTION AUTHORIZING THE CITY’S PARTICIPATION IN THE LEAGUE OF OREGON CITIES’ LEGAL ADVICE PROGRAM PROVIDING LIMITED FREE LEGAL ADVICE TO OREGON CITIES LOCATED IN EASTERN OREGON

WHEREAS, the League of Oregon Cities (“LOC”) is a consolidated department of Oregon’s 241 incorporated cities which was founded in 1925 to be, among other things, the go-to place for and about cities as a dynamic resource hub for advocacy, education and best practices; and

WHEREAS, the LOC has divided the State of Oregon into twelve regions, with Regions 11 and 12 located in Eastern Oregon; and

WHEREAS, on June 18, 2021, the LOC’s Board of Directors, at a public meeting, formally created the Legal Advice Program (“Program”), a Program intended to be a permanent part of LOC’s portfolio, wherein the LOC’s attorneys may provide direct legal advice, under certain conditions and parameters, to cities located in Regions 11 and 12, provided the city adopts a resolution, and enters into a contractual agreement with the LOC agreeing to the terms and conditions of the Program; and

WHEREAS, the Program described herein becomes effective July 1, 2021; and

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF Umatilla, OREGON, THAT:

SECTION 1. It is in the best interests of the citizens of Umatilla, Oregon, to participate in the Program described herein, under the terms and conditions of the attached Program Agreement (Exhibit A).

SECTION 2. The City Council of Umatilla, Oregon, as the fiscal and legislative body of the City of Umatilla, Oregon, hereby approves the Program Agreement and delegate authority to the City Manager to sign and execute the agreement.

PASSED AND ADOPTED by the City Council of Umatilla, Oregon, upon this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder

**PERSONAL SERVICES AGREEMENT
FOR LEGAL ADVICE PROGRAM**

This Agreement is made between:

The League of Oregon Cities,
an Oregon Municipal Corporation
(LOC)

and

The City of Umatilla
(City)

as an engagement for the provision of
Limited Legal Advice and Services

INDUCEMENTS

WHEREAS, the LOC’s developed a Legal Advice Program (“Program”), beginning July 1, 2021, to provide limited legal advice, under the terms and conditions described in this Agreement, to cities located in Eastern Oregon, specifically Regions 11 and 12 as those regions have been established by the LOC; and

WHEREAS, the City wishes to participate in the LOC’s Program and receive free limited legal advice in accordance with the terms and conditions of this Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the inducements, covenants, agreements, and conditions herein contained, the parties (this term is used throughout the Agreement to mean the LOC and the City) agree as follows:

- 1. Purpose.** The purpose of this Agreement is for the LOC to provide professional, free, and limited legal services to the City, as described herein.
- 2. Term.** The term of this Agreement shall be effective July 1, 2021, or upon the signature of all parties, whichever date is later, and expire on June 30, 2024, unless terminated in accordance with Paragraph 10 of this Agreement. Upon mutual agreement of the parties, the term of this Agreement may be extended an unlimited number of times, with each term extension lasting no more than three years. Such extensions may be made subject to the terms and conditions hereunder and to any other terms and conditions as the LOC may determine to be necessary or advisable.

- 3. Services to be Provided by the LOC.** The LOC shall provide legal services to the City in accordance with the following:
- A. For each fiscal year within the term of this Agreement, fiscal year being defined to mean July 1 to June 30, the LOC shall provide the City 15 hours of free legal advice.
 - a. The LOC shall track the legal advice it gives to the City in thirty-minute increments.
 - b. Upon request by the City, the LOC shall provide the City an accounting of the legal services it has used to date and the number of available hours of free legal advice the City has left for the relevant fiscal year.
 - B. The LOC shall not assist or represent the City in any litigation, mediation, adjudication proceedings, administrative hearings, quasi-judicial hearings, appellate proceedings, or any other matter that is reasonably likely to result in or lead to one of the events described herein. This provision does not impact or prevent a city from requesting amicus assistance by the LOC via the LOC's Legal Advocacy Committee.
 - C. The LOC shall not assist, represent or provide advice to the City in any matter that involves another LOC member or has the potential to impact another LOC member.
 - D. The LOC shall not assist, represent or provide advice to the City on any intracity disputes. This provision does not impact or prevent the LOC from performing its normal training, facilitation or medication services.
 - E. The LOC shall not attend or represent the City, or any of its boards and commissions, at any public meeting or hearing. This provision does not impact or prevent the LOC from performing its normal representative duties before the State Legislature or State agencies as part of its overall lobbying efforts on behalf of all Oregon cities and the protection of home rule. However, at the LOC's sole discretion, if the LOC believes it has the staffing resources available to do so, the LOC may attend a city council meeting, via telephone or video conference, to provide answers to the council on work the LOC has performed on behalf of the city.
 - F. The LOC shall not provide the City any employment law advice, unless the advice is related to wage and hour matters. Any questions or inquiries received by the LOC that relate to employment law, except for wage and hour advice, will be directed to CityCounty Insurance Services.
 - G. The LOC shall not provide the City any advice related to franchises or telecommunication matters, including reviewing contracts, or potential contracts, between the City and any company or entity wishing to secure a franchise from the city or provide telecommunication services to, within or through the city.

- H. The LOC shall furnish all labor, materials, supplies, equipment, office space, shop space, reference and background data and information, and all other things necessary to the performance of the work described in this Agreement.
 - I. Work performed by the LOC shall meet or exceed the standard of professional quality of the municipal legal profession in the State of Oregon at the time such work was performed. Pursuant to the standard of professional care owed to the City, the LOC shall endeavor to keep the City fully informed about all material matters relating to the legal services provided under this Agreement.
 - J. The City acknowledges that information generated in the course of representation of a governmental body may be subject to the Oregon Public Records Law, Chapter 192 of the Oregon Revised Code. The LOC will exercise professional judgment and care when creating documents or other media intended to be confidential or privileged attorney-client communications that may be subject to disclosure under the Oregon Public Records Law. The LOC shall mark confidential or privileged attorney-client communications as confidential. This subsection shall not be interpreted to limit the LOC's duty to provide full disclosure to the City as necessary in the LOC's judgement to represent the City with due professional care or as required by applicable law or disciplinary rules.
 - K. If the LOC is asked to provide legal advice that requires it to work past the fiscal years relevant to this Agreement, the LOC and the City will reach a mutually agreed upon time for the completion deadline and use of available Program hours.
 - L. LOC reserves the right to refuse to assist a City on a given project. The refusal is to be based on one of the following:
 - a. LOC attorneys determine that they are not qualified to provide legal advice on the project because the project requires an attorney with a particular specialty; or
 - b. LOC attorneys determine that given existing staffing schedules, project commitments, and other deadlines, the attorneys do not have adequate time to meet the City's needs.
- 4. Personal Services.** The parties agree that this is an agreement for personal services and that the LOC shall be the entity who will fulfill the services under this Agreement.
- 5. Independent Contractor.** The LOC shall perform the work required by this Agreement as an independent contractor. The LOC's duties will be performed with the understanding that it has special expertise as to the services which it is to perform.

- A. Although the City reserves the right to determine and modify the work to be performed and to evaluate the quality of the completed work product, the City cannot control the means or manner of the LOC's performance.
 - B. The LOC is responsible for determining the appropriate means and manner of performing the work.
 - C. The LOC is not an "officer", "employee", or "agent" of the City, as those terms are used in ORS 30.265.
 - D. The LOC is not to be deemed an employee or agent of the City and has no authority to make any binding commitments or obligations on behalf of the City except to the extent expressly provided in this Agreement.
- 6. Compensation.** The annual LOC membership dues the City pays the LOC shall cover the services the LOC provides the City under this Program.
- 7. Obligations of the City.** The City's obligations under this Agreement include:
- A. The City shall notify its appointed City Attorney of this Agreement, as well as the Resolution that approved the Agreement, prior to utilizing the LOC's services under this Agreement. The City shall provide the LOC with the name and contact number of its City Attorney.
 - B. The City shall designate no more than two people who are employed by or elected to represent the City that may communicate with the LOC regarding legal questions. The City shall provide the names of these two people to the LOC prior to utilizing the LOC's services under this Agreement.
 - C. The City shall not ask the LOC to perform any services the LOC is specifically prohibited from providing under Section 3 of this Agreement.
- 8. Records and Inspection.**
- A. All drawings, specifications, data, maps, photographs, renderings, documents, reports, recordings, computer files (including but not limited to programs), and other like materials furnished by the City whether the project is completed or not are the City's property. The LOC is granted a limited license to use such materials in conjunction with work under this Agreement only and shall not use them for any other purpose.
 - B. All of the LOC's work product generated, created, compiled, or assembled in furtherance of this Agreement shall remain the property of the LOC.
- 9. Notices.** Any notice permitted or required by this Agreement shall be deemed given when personally delivered or upon deposit in the United States mail, postage fully

prepaid, certified, and with return receipt requested, to the persons and addresses shown herein. Notices sent by certified mail will be deemed delivered three business days after placement in the mail.

City: City of Umatilla, City Manager, 700 6th St. Umatilla, OR 97882
 LOC: League of Oregon Cities, c/o General Counsel, 1201 Court Street NE,
 #200, Salem, Oregon 97301.

Parties are responsible for notifying one another of any change in the name or address to be used for delivery of notices.

10. Termination. Notwithstanding any other provision to the contrary, this Agreement may be terminated as follows:

- A. Either party may terminate this Agreement at any time or for any reason, upon not less than ten days' notice in advance of the termination date.
- B. In the event of a termination, the LOC shall return all documents and work belonging to the City within ten days of the termination becoming effective.

11. Liability. The parties will not be liable for incidental, consequential, or other indirect damages arising out of or related to this Agreement, regardless of whether the liability claim is based in contract, tort (including negligence), strict liability, product liability or otherwise. The parties will not be liable for any damages of any sort arising solely from the termination of this Agreement in accordance with its terms.

12. Assignment/Subcontracting. Assignment and subcontracting, by either party, of any of the duties and responsibilities outlined in this Agreement is not permitted.

13. Modification. No modification of this Agreement is enforceable unless it is in writing and signed by both parties. If the City receives a communication from the LOC that it believes is a modification of this Agreement, it shall, within ten days after receipt, make a written request for modification to the LOC. The City's failure to submit such written request for modification in a timely manner may be the basis for refusal by the LOC to treat said communication as a basis for modification.

14. Governing Law and Venue. This Agreement shall be governed and construed in accordance with the laws of the State of Oregon. The provisions required by ORS 279 to be included in public agreements are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth.

- A. Any claim, action, or suit between the LOC and City that arises out of or relates to performance of this Agreement shall be brought and conducted solely and exclusively within the Circuit Court for Marion County, for the State of Oregon.

B. If any such claim, action, or suit may be brought only in a federal forum, it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon.

15. Adherence to Law. The LOC shall adhere to all applicable federal and state laws which may be applicable to this Agreement. The LOC shall maintain any certificates, licenses, or permits required by statute, administrative rule, or local ordinance throughout the term of this Agreement.

16. Attorney Fees. In the event of any action to enforce or interpret this Agreement, the prevailing party shall be entitled to recover from the losing party reasonable attorney fees incurred in the proceeding, as set by the court, at trial, on appeal or upon review.

17. Force Majeure. Neither party shall be liable in damages or have the right to terminate this Agreement for any delay or default in performing hereunder to the extent such failure or delay both:

A. Is caused by any of the following:

- a. Acts of war;
- b. Terrorism;
- c. Civil riots or rebellions;
- d. Quarantines, embargoes, and other similar unusual governmental action;
- e. Extraordinary elements of nature or acts of God; and

B. Could not have been prevented by the non-performing party's reasonable precautions or commercially accepted processes or could not reasonably be circumvented by the non-performing party through the use of substitute services, alternative sources, workaround plans or other means by which the requirements of a buyer of services substantially similar to the services hereunder would be satisfied.

Events meeting both the criteria set forth above are referred to individually and collectively as "Force Majeure Events."

The parties expressly acknowledge that Force Majeure Events do not include vandalism, labor strikes, or the nonperformance of third parties or subcontractors relied on for the delivery of the services outlined in this Agreement, unless such failure or nonperformance by a third party or subcontractor is itself caused by a Force Majeure Event.

Upon the occurrence of a Force Majeure Event, the nonperforming party shall be excused from any further performance or observance of the affected obligation(s) for as long as such circumstances prevail, and such party continues to attempt to recommence performance or observance to the greatest extent possible without delay.

18. Severability. If any provision of this Agreement is found by a court of competent jurisdiction to be unenforceable, such provision shall not affect the other provisions, but such unenforceable provision shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permitted the intent of City and the LOC as set forth in this Agreement.

19. Integration. This Agreement embodies the entire agreement of the parties. There are no promises, terms, conditions or obligations other than those contained in this Agreement. This Agreement shall supersede all prior communications, representations or agreements, either oral or written, between the parties.

Patricia M. Mulvihill, General Counsel
League of Oregon Cities

Date

David Stockdale, City Manager
City of Umatilla

Date

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Resolution No. 5-2022 - A resolution adopting the City of Umatilla representation in the updates to the Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan.	Meeting Date: 2021-07-06
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Department: Community Development	Director: Brandon Seitz	Contact Person: Brandon Seitz	Phone Number:
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Cost of Proposal: NA	Fund(s) Name and Number(s): N/A
Amount Budgeted: NA	

Reviewed by Finance Department: No	Previously Presented: NA
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Attachments to Agenda Packet Item:

[Resolution_5-2022 Hazardous Materials Mitigation Plan.docx](#)

Summary Statement: Approval of Resolution No. 5-2022 will co-adopt the Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan. Umatilla County developed and updated this 2021 Umatilla County Multi-jurisdictional Natural Hazards Mitigation Plan (2021 Umatilla County NHMP) to prepare for and to mitigate the short- and long-term effects resulting from natural hazards. The complete 2021 Umatilla County NHMP is 892 pages and is available on the City's website at the following link. 2021 Umatilla County NHMP Staff recommends approval of Resolution No. 5-2022.
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Consistent with Council Goals: Goal 3: Enhance and Cultivate Relationships and Partnerships.
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RESOLUTION NO. 5 – 2022

**A RESOLUTION ADOPTING THE CITY OF UMATILLA REPRESENTATION
IN THE UPDATES TO THE UMATILLA COUNTY MULTI-JURISDICTIONAL
NATURAL HAZARDS MITIGATION PLAN**

Whereas, the City of Umatilla recognizes the threat that natural hazards pose to people, property and infrastructure within our community; and

Whereas, undertaking hazard mitigation actions will reduce the potential for harm to people, property and infrastructure from future hazard occurrences; and

Whereas, an adopted Natural Hazards Mitigation Plan is required as a condition of future funding for mitigation projects under multiple FEMA pre- and post-disaster mitigation grant programs; and

Whereas, the City of Umatilla has fully participated in the FEMA prescribed mitigation planning process to prepare the *Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan*, which has established a comprehensive, coordinated planning process to eliminate or minimize these vulnerabilities; and

Whereas, the City of Umatilla has identified natural hazard risks and prioritized several proposed actions and programs needed to mitigate the vulnerabilities of the City of Umatilla to the impacts of future disasters within the *Umatilla County Multi-Jurisdictional Natural Hazard Mitigation Plan*; and

Whereas, these proposed projects and programs have been incorporated into the *Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan* that has been prepared and promulgated for consideration and implementation by the cities of Umatilla County; and

Whereas, the Oregon Military Department's Office of Emergency Management and Federal Emergency Management Agency, Region 10 officials have reviewed the *Umatilla County, Multi-Jurisdictional Natural Hazards Mitigation Plan* and pre-approved it (dated: June 7th, 2021) contingent upon this official adoption of the participating governments and entities;

Whereas, the NHMP is comprised of four volumes: Volume I - Basic Mitigation Plan, Volume II – Hazard Annexes, Volume III – City/Special District Addendums, and Volume IV – Mitigation Resources, collectively referred to herein as the NHMP; and

Whereas, the NHMP is in an on-going cycle of development and revision to improve its effectiveness; and

Whereas, City of Umatilla adopts the NHMP and directs Staff to develop, approve, and implement the mitigation strategies and any administrative changes to the NHMP.

Now, therefore, be it resolved, that the City of Umatilla adopts *the Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan* as an official plan; and

Be it further resolved, that the City of Umatilla will submit this Adoption Resolution to the Oregon Military Department's Office of Emergency Management and Federal Emergency Management Agency, Region 10 officials to enable final approval of the *Umatilla County Multi-Jurisdictional Natural Hazards Mitigation Plan*.

PASSED by the City Council and **SIGNED** by the Mayor this 6th day of July, 2021.

Mary Dedrick, Mayor

ATTEST:

Nanci Sandoval, City Recorder

CITY OF UMATILLA, OREGON

AGENDA BILL

Agenda Title: Declare Vacancy on the Planning Commission	Meeting Date: 2021-07-06
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Department: City Administration	Director: Brandon Seitz	Contact Person: Brandon Seitz	Phone Number:
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Cost of Proposal: n/a	Fund(s) Name and Number(s): N/A
Amount Budgeted: n/a	

Reviewed by Finance Department: No	Previously Presented: n/a
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Attachments to Agenda Packet Item:

Summary Statement:

The passing of Planning Commissioner Boyd Sharp has resulted in a vacancy on the Commission.

Motion to declare a vacancy on the Planning Commission and direct staff to seek to receive applications to fill the vacancy.

Consistent with Council Goals:

Goal 4: Increase Public Involvement, Create a Culture of Transparency with the Public, and Enhance Cultural Diversity.