

**UMATILLA PLANNING COMMISSION MEETING  
AGENDA  
COUNCIL CHAMBERS  
NOVEMBER 22, 2022  
6:30 PM**

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1. **CALL TO ORDER & ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [September 27th, 2022 minutes](#) *Suggested Action: Approval*

4. **NEW BUSINESS**

4.a [Fastrack Inc. Ballard Subdivision Phase 2 \(SUB-1-22\)](#) *Suggested Action: The applicant, Fastrack Inc, request approval of a tentative plat for a residential subdivision to divide 1 tax lot into 60-lots for residential development and 1 large lot for future residential development, for a total of 61-lots. The applicant intends to develop the residential lots with single-family dwellings.*

4.b [Cascade Natural Gas Conditional Use \(CU-2-22\)](#) *Suggested Action: The applicant, Cascade Natural Gas Corporation, is requesting approval of a conditional use and site plan approval to replace a natural gas pipeline line that was destroyed during a flood that destroyed the bridge it was hanging on. The new line will be a 2" intermediate pressure pipeline.*

4.c [Wanapa Water Parcel Conditional Use \(CU-3-22\)](#) *Suggested Action: The applicant, City of Umatilla, is requesting approval of a conditional use and site plan approval to establish a new water treatment facility.*

4.d [UEC Rockpile Conditional Use \(CU-4-22\)](#) *Suggested Action:*

*The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line and switchyard. The Switchyard is proposed to be developed on Tax Lot 2500 of Assessor's Map 5N28. The transmission line will cross Tax lot 2500 of Assessor's Map 5N28, Tax lot 2501 on Assessor's Map 5N28, and on Tax lot 200 on Assessor's Map 5N2832.*

4.e [UEC Power City Conditional Use \(CU-5-22\)](#) *Suggested Action:*

*The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line. The transmission line will cross Tax lot 2400 of Assessor's Map 5N2816, and Tax lot 100,200 on Assessor's Map 5N2821.*

4.f [ADS 194 Replat \(RP-2-22\)](#) *Suggested Action: The applicant, Amazon Data Services, Inc. c/o Seth King, Perkins Coie LLP, requests approval to replat two existing lots to remove the line between them, effectively combing two lots into one.*

5. **INFORMATIONAL ITEMS**

5.a [Planning Commission Yearly Report](#) *Suggested Action: November 2021-October 2022*

6. **DISCUSSION ITEMS**

6.a [Community Development Director Check In](#) *Suggested Action: An update on things happening within the City of Umatilla*

7. **ADJOURNMENT**

*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.*

**UMATILLA PLANNING COMMISSION MEETING  
MINUTES  
COUNCIL CHAMBERS  
SEPTEMBER 27, 2022  
6:30 PM**

For more detail; a recording of the meeting is available upon request of staff

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1. **CALL TO ORDER & ROLL CALL**

Meeting called to order at 6:30 p.m.

A. **Present:** Commissioners; Heidi Sipe, Bruce McLane, Kelly Nobles, Jennifer Cooper, Enrique Navarro, Keith Morgan

B. **Absent:**

C. **Late arrival:**

D. **Staff present:** Community Development Director, Brandon Seitz, Senior Planner, Jacob Foutz, Community Development Manager, Esmeralda Perches

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [August 23, 2022 Minutes](#) *Suggested Action: Approval*

Motion to approve by Commissioner Sipe, seconded by Commissioner Cooper. Motion Carried by consensus vote 5-0.

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Bonney Ag & Auto Zoning Permit ZP-8-22](#) *Suggested Action:*

*The applicant, Ken Bonney, is requesting approval to apply a portion of the 1972 Umatilla County Zoning Ordinance Light- Industrial code that allows for the planning commission to approve a different set back than what is written in the code. In this case, the request is for a ten-foot setback, with the written setback being thirty feet. His application for a zoning permit would traditionally be a Type 1 decision processed by staff but due to the code, this application has been elevated to the Planning Commission for decision. The criterion that applies is (2) Setback of Section 3.138 Dimensional Standards of the 1972 Umatilla County Zoning Ordinance Light- Industrial code.*

Chair McLane opened the hearing and read into the record the Public Hearing Opening Statement and asked if there was any challenge to jurisdiction, conflict of interests, or ex-parte contacts. None.

Chair McLane opened the hearing and asked for the staff report.

Planner Foutz summarized the findings and made a staff recommendation of approval.

Chair McLane asked for public testimony in favor.

Ken Bonney, PO BOX 1287, Hermiston, OR 97838 testified he will be doing more development in the future that will require planning commission approval. He explained why he wanted the setbacks reduced.

Chair McLane asked for public testimony in Opposition.

Chair McLane asked for neutral public testimony.

Chair McLane asked for rebuttal.

Chair McLane called for a motion to close the hearing of ZP-8-22. Motion to close by Commissioner Sipe. Second by Commissioner Cooper. Motion carried 5-0

Chair McLane asked for any comments or deliberation.

Chair McLane asked where the 30 feet came from in the 1972 code.

Director Seitz explained that it is normal to see larger setbacks with larger lots to accommodate for easements and future roads as development occurs.

Commissioner Navarro asked if this setback applies to smaller lots in this zone.

Director Seitz confirmed.

Chair McLane asked when the 1972 code may be updated.

Director Seitz explained that it will happen in the near future but not immediately.

Commissioner Sipe explained that setbacks are weird all over town.

Chair McLane called for a motion of approval of ZP-8-22 with the associated conditions of approval.

Motion to approve by Commissioner Morgan. Seconded by Commissioner Navarro. Motion carried 5-0

5.b [Water Tower Street Vacation SV-2-22](#) *Suggested Action:*

*The applicant, City of Umatilla, seek approval of a street vacation for an abandoned portion of Driver Ave.*

Chair McLane opened the hearing and read into the record the Public Hearing Opening Statement and asked if there was any challenge to jurisdiction, conflict of interests, or ex-parte contacts. None

Chair McLane called for the staff report.

Planner Foutz gave the staff report and applicant testimony, going over the criterion that must be met for the Street Vacation application.

Chair McLane asked for public testimony in favor. None.

Chair McLane asked for public testimony in Opposition. None.

Chair McLane asked for neutral public testimony. None.

Chair McLane asked for rebuttal.

Chair McLane called for a motion to close the hearing of SV-2-22. Motion to close by Commissioner Nobles. Second by Commissioner Cooper. Motion carried 5-0

Chair McLane asked for any comments or deliberation.

Chair McLane clarified where the portion to be vacated is in comparison to gravel road that is used to access the water tower.

Planner Foutz stated that the portion to be vacated is west of the gravel road and is nothing but sand and sagebrush.

Chair McLane called for a motion of recommendation of approval of ZV-2-22 with the associated conditions of approval to City Council. Motion to approve by Commissioner Morgan. Seconded by Commissioner Navarro. Motion carried 5-0

6. **DISCUSSION ITEMS**

6.a [Memo for City Council](#) Suggested Action: At their August 23, 2022 meeting the Planning Commission directed staff to draft a memo detailing the commissions concerns for pedestrian connection to project path.

Director Seitz explained that staff checked with the City recorder if a resolution could be made by the planning commission and was told no and that was why it brought to the commission as a memorandum and not a resolution as requested.

Commissioner Nobles stated it would be a good chance to tell the council about the regional trail plan and the progress that has been made on it.

Chair McLane asked if there were any changes that the commissioners wanted to make to the memorandum.

Commissioner Nobles proposed that multiple commissioners come to council to present.

Commissioner Morgan recommended that Chair McLane and Commissioner Nobles attend the council meeting to present.

Commissioner Navarro stated that he would be attending as well.

7. **INFORMATIONAL ITEMS**

Director Seitz explained that the October Meeting will be cancelled due to Trick or Treat on 6<sup>th</sup> preparations.

Explained that the planning commission vacancy will be filled by the november meeting.

Thanked the Planning Commission for how well they handled the CU application from August.

8. **ADJOURNMENT**

Adjourned 7:17

DRAFT



**CITY OF UMATILLA PLANNING COMMISSION  
REPORT AND DECISION  
FOR  
TENTATIVE SUBDIVISION PLAT FOR SUB-1-22**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

**I. GENERAL INFORMATION**

**Applicant:** Fastrack Inc, 4013 Melville Road, Pasco, WA 99301

**Property Owners:** Fastrack Inc, 4013 Melville Road, Pasco, WA 99301

**Land Use Review:** Tentative plat review for a 61-lot subdivision.

**Property Description:** Township 5N, Range 28, Section 20, Tax Lots 1800

**Location:** The property is generally located southeast of the Powerline Road and Eagle Ave intersection.

**Existing Development:** The subject property is currently undeveloped.

**Proposed Development:** To subdivide the property into 61-lots for residential development.

**Zone** Single-Family Residential (R-1)

**Adjacent Land Use(s):**

<b>Adjacent Property</b>	<b>Zoning</b>	<b>Use</b>
North	R1	Single-family dwellings (Ballard Phase 1)
South	R1	Undeveloped land
East	R1	Undeveloped land
West	R1	Single-family dwellings (Vandelay Meadows)

**II. NATURE OF REQUEST**

The applicant, Fastrack Inc, request approval of a tentative plat for a residential subdivision to divide 1 tax lot into 60-lots for residential development and 1 large lot for future residential development, for a total of 61-lots. The applicant intends to develop the residential lots with single-family dwellings. The property is identified as Tax Lot 1700 on Assessors Map 5N2820(05-29-21). Fastrack Inc is the applicant and property owner. This application is subject to the criteria in Section 10-3A-4 of the City of Umatilla Zoning Ordinance and Section 11-2-6 and Chapter 4 of the City of Umatilla Land Division Ordinance.

### **III. 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.

#### **CITY OF UMATILLA ZONING ORDINANCE:**

##### **SECTION 10-3A-4: DEVELOPMENT STANDARDS: DIMENSIONAL STANDARDS**

Minimum lot area	7,000 square feet
Minimum lot width	50 feet
Minimum lot depth	90 feet
Minimum yard setbacks:	
Front and rear yard	10 feet
Side yard	5 feet
Side street yard	10 feet
Garage	18 feet from any street except an alley
Maximum building height	40 feet

(Ord. 688, 6-15-1999; amd. Ord. 840, 9-3-2019)

**Findings:** No development is proposed at this time and the minimum yard setbacks are not applicable to this request. The minimum lot area, width and depth are applicable to all of the proposed lots. All of the proposed lots meet or exceed the minimum lot standards listed above as shown on the applicant's submitted tentative plat.

**Conclusion:** All of the proposed lots exceed the minimum lot standards.

#### **CITY OF UMATILLA LAND DIVISION ORDINANCE**

##### **SECTION 11-2-6: LAND DIVISION APPROVAL CRITERIA:**

No plat for a subdivision or partition may be considered for approval until the city has approved a tentative plan. Approval of the tentative plan shall be binding upon the city and the applicant for the purposes of preparing the subdivision or partition plat. In each case, the applicant bears the burden of proof to demonstrate that the proposal satisfies applicable criteria and standards.

A. Approval Criteria: Land division tentative plans shall only be approved if found to comply with the following criteria:

1. The proposal shall comply with the city's comprehensive plan.

**Findings:** The City of Umatilla's Zoning Ordinance (CUZO) and Land Division Ordinance (LDO) implement the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO and LDO the request is considered to be consistent with the comprehensive plan.

**Conclusion:** This request is found to meet or be capable of meeting all of the applicable standards and criterion in the CUZO and LDO as addressed in this report.

2. The proposal shall comply with the I-82/U.S. 730 interchange area management plan (IAMP) and the access management plan in the IAMP (section 7) as applicable.

**Findings:** The Interchange Area Management Plan (IAMP) extends along U.S. Highway 730 from its intersection with U.S. Highway 395 west to Eisele Drive just west of the U.S. Post Office within City Limits. The property is not within the IAMP area.

**Conclusion:** The property is not located within the I-82/U.S. 730 IAMP. This criterion is not applicable.

3. The proposal shall comply with the city's zoning requirements.

**Findings:** The property is zoned R1, the applicable City zoning requirements are addressed above. This request complies with all of the dimensional standards as addressed in this report.

**Conclusion:** The request is for approval of a subdivision that would result in 61-lots. All of the proposed lots will meet the minimum dimensional standards as addressed in this report.

4. The proposal shall comply with the city's public works standards.

**Findings:** The City's public works standards are engineering design standards for construction of streets, sidewalks, curbs, water and sewer lines, other utilities, and safety standards for installation of such improvements. The applicant did not submit engineered construction plans for these facilities. Section 11-5-4 of the LDO provides the applicant/developer with the option of submitting engineered construction plans after tentative plat approval has been obtained. Engineered plans for all public facilities serving the proposed development will be reviewed by the public works director for compliance with the City's public work standards. The applicant is required to install these facilities in compliance with the approved plans and to submit a final set of "as-built" plans to the City upon completion of the improvements.

**Conclusion:** This requirement is best satisfied as a condition of approval that the applicant obtain approval of engineered construction plans for all public works and utility facilities prior to starting construction and to submit final "as-built" drawing after construction is completed.

5. The proposal shall comply with applicable state and federal regulations, including, but not limited to, Oregon Revised Statutes 92, 197, 227, and wetland regulations.

**Findings:** The CUZO and LDO implement the applicable provision of ORS 92, 197, 227. The subject property does not contain wetlands as shown on the National Wetlands Inventory (NWI) or figure 5-1.2 in the City's Comprehensive Plan. Except as implemented through the City's ordinance, applicable state and federal regulations will be required to be met as a condition of approval.

**Conclusion:** This request is found to meet or be capable of meeting all of the standards and criteria as addressed in this report, the proposal will comply with applicable state and federal regulations, as implemented through the City's ordinances. The applicant will be required as a condition of approval to comply with all other state and federal requirements.

6. The proposal shall conserve inventoried natural resource areas and floodplains, including, but not limited to, mapped rivers, creeks, sloughs, and wetlands.

**Findings:** There are no known wetlands, as identified on the NWI, or flood zones on the subject property. The City of Umatilla's Comprehensive Plan does not identify any significant natural resources on the property and there are no known rivers, creeks or sloughs on the property.

**Conclusion:** There are no inventoried natural resource areas, waterways, water bodies or floodplain areas to conserve on the property. This criterion is not applicable.

7. The proposal shall minimize disruption of natural features of the site, including steep slopes or other features, while providing for safe and efficient vehicle, pedestrian, and bicycle access.

**Findings:** The subject property is not identified as having slope in Figure 7.1-2 of the City of Umatilla's Comprehensive Plan. There are no identified natural features on the subject property. The proposed streets, sidewalks and other public facilities will be reviewed for compliance with the City's public works standards which are intended to provide for and protect the public health, safety and welfare.

**Conclusion:** There are no inventoried or known natural features on the site. Therefore, no disruption of natural feature will occur as a result of the proposed subdivision. Vehicle and pedestrian access will be provided as part of the proposed subdivision; however, these will be reviewed against other applicable standards as addressed in this report. If found to meet or be capable of meeting the standards as addressed in this report the proposed subdivision will comply with this standard.

8. The proposal shall provide adjacent lands with access to public facilities and streets to allow its full development as allowed by the City's codes and requirements.

**Findings:** The applicants submitted site plan shows a tentative site plan that connects the new subdivision with the existing Ballard Phase 1 subdivision to the north. It connects to Powerline Road via "H Road". The tentative plat shows connection points for the land to the east and south allowing for access to adjacent lands.

**Conclusion:** The applicants submitted plan includes a tentative street layout that complies with City standards and would provide adjacent lands with access to public facilities and streets to allow its full development.

9. The proposal shall be designed with streets that continue or connect to existing and planned land division plats on adjoining properties. All proposed streets shall comply with standards of this Title and the Public Works Standards.

**Findings:** The proposed subdivision includes a street layout that connects to the adjoining existing property/subdivision to the north. The street layout clearly connects Ballard phase

2 subdivision to the existing Ballard phase 1 subdivision via Curlew Street, Cardinal Place, Grouse Street, and Thrush Street. All proposed streets will be reviewed through this request and through the public works director's review of engineered construction plans to ensure the streets comply with the City's public works standards.

**Conclusion:** As addressed above, the proposed subdivision includes a street layout for the property that extends and connects to adjoining lands and existing land division plats. The proposed streets will be reviewed for compliance with the City's street standards as contained in the LDO and reviewed by the public works director for compliance with the City's public work standards.

### **SECTION 11-4-2: STREETS:**

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

#### **A. Street Arrangement: The arrangement of streets in and serving land divisions shall:**

1. Maximize public safety, access, and minimize out of direction travel by utilizing a grid system or comparable design.
2. Avoid cul-de-sacs, except where there is no other practical alternative to serve a portion of the land area to be divided, due to topographical conditions, existing development, or similar circumstances.
3. Provide for the continuation of existing streets in surrounding areas.
4. Conform to any future street plan, neighborhood plan, or other street plan adopted by the City.

**Findings:** The proposed subdivision connects to the existing street system found in Ballard Subdivision Phase 1. The design will allow for future buildout of the property to connect to the existing street system. The proposed subdivision has one new street proposed.

**Conclusion:** The proposed subdivision provides a layout and design that maximizes public safety and can be extended to serve future phases. The proposed subdivision continues four existing streets and will create one new street. There are no cul-de-sacs proposed. There are no street or neighborhood plans adopted by the City on adjacent properties.

#### **B. Street Layout and Design:**

1. All streets, alleys, bicycle, and pedestrian pathways shall connect to other streets within the land division and to existing and planned streets outside the land division. Streets shall terminate at other streets or at parks, schools, or other public uses within a neighborhood.

**Findings:** As addressed in this report the proposed streets will connect with four existing streets, Curlew Street, Cardinal Place, Grouse Street, and Thrush Street. The proposed subdivision includes one connection point for the existing Thrush Street to be extended to serve the remainder of the property. Curlew Street, Cardinal Place, Grouse Street will not continue, although three new connection points will be extended east to serve the remainder of the property.

**Conclusion:** The proposed subdivision includes a tentative layout that would allow all of the proposed streets to connect to other streets or would allow for the proposed streets to be extended onto lands outside the proposed subdivision.

2. Local streets shall align and connect with other streets when crossing streets with higher level classifications.

**Findings:** The proposed street will not cross Powerline Road.

**Conclusion:** The proposed streets will not cross a street with a higher-level classification.

3. Cul-de-sacs and flag lots shall only be permitted when the following conditions are demonstrated:

- a. Existing conditions, such as topographic features, water features, an irrigation canal, a railroad, a freeway, or other condition, that cannot be bridged or crossed prevents the extension of a street.
- b. The existing development pattern on adjacent properties prevents a street connection.
- c. An accessway is provided consistent with the standards for accessways.
- d. A minor street is not a suitable alternative to multiple flag lots (more than 2 adjacent flags) due to size of the site, topographic features, or other physical constraint.

**Findings:** No Cul-de-sacs are proposed as part of this application.

**Conclusion:** No Cul-de-sacs are proposed.

4. Cul-de-sacs shall not exceed four hundred feet (400') in length.

**Findings:** No Cul-de-sacs are proposed.

**Conclusion:** No Cul-de-sacs are proposed.

5. Where a land division includes or is adjacent to land that can be divided and developed in the future, streets, bicycle paths, and pedestrian ways shall continue through the full length of the land division to provide connections for the adjacent land.

**Findings:** The proposed subdivision includes streets that continue through the full length of the proposed subdivision. The proposed streets and pedestrian ways continue through the full length of the land division to provide connections to the adjacent land.

**Conclusion:** The proposed subdivision is adjacent to lands that can be divided and developed, including the remained of the subject property. The proposed subdivision includes a proposed layout that continue the streets and pedestrian ways throughout the property, and connects to adjacent lands that may be divided and developed in the future.

6. Where proposed lots or parcels in a proposed land division exceed double the minimum lot size and can be redivided, the location of lot and parcel lines and other layout details shall be such that future land divisions may readily occur without interfering with the orderly extension of adjacent streets, bicycle paths, or pedestrian ways. Any building restrictions within future transportation locations, such as future street rights of way or future street setbacks, shall be made a matter of record for the purpose of future land divisions.

**Findings:** The proposed subdivision would create 60 new residential lots and 1 lot for future residential development on the subject property. The proposed street layout would allow for subsequent land division applications to develop the remainder of the adjacent property.

**Conclusion:** The remainder of the subject property, the 1 lot for future residential development, would be large enough to be divided in the future. The location and parcel lines are such that future land division may readily occur without interference.

7. Where there is a reasonable relationship between the impacts of the proposed development and the public need for accessways, such as direct connections to public schools or parks, the land divider shall be required to publicly dedicate accessways to:
  - a. Connect to cul-de-sacs;
  - b. Pass through oddly shaped or unusually long blocks; or
  - c. Provide for networks of public pedestrian and bicycle paths; or
  - d. Provide access to other transportation routes, businesses, residential, or public uses.

**Findings:** The proposed subdivision provides for the extension of existing streets and provides access onto Powerline Road, the primary transportation route from the south hill area to downtown via “H road”. There are no existing parks, schools or other public facilities in the area that would require dedication of additional public access.

**Conclusion:** The proposed subdivision connects to existing streets and provides access onto Powerline Road, a minor arterial and primary north south connector in the south hill area. There are no public schools, parks or other public facilities in the area that would require dedication of additional public access.

8. New construction or reconstruction of collector and arterial streets shall include bicycle facilities and pedestrian sidewalks as required by applicable city plans.
9. Sidewalks shall be installed along the street frontage of arterial and collector streets and for any street within a multi-family, commercial, or industrial land division by the land divider. Sidewalks on local streets within a subdivision for single-family residential lots shall be provided with the construction of a structure on the lot and shall be completed prior to occupancy of the structure.

**Findings:** The proposed application includes the creation of new local streets within a single-family residential subdivision. Therefore, installation of sidewalks along the property frontage will be required at time of issuance of a building permit. There are eight lots(66-72, 115) along Powerline Road that are proposed for development. Powerline Road street improvements for these eight lots will be required.

**Conclusion:** Although engineered construction plans were not submitted as part of this application street improvements along Powerline Road, a minor arterial, will require installation of a sidewalk. The proposed internal roads are considered local streets and sidewalks will be required as a condition of approval on a building permit to be installed prior to issuance of a certificate of occupancy.

10. An easement may be required to provide for all or part of sidewalks along one or both sides of a public right of way which lacks width to include sidewalks within the public right of way.

**Findings:** All of the proposed new streets will be required to dedicate right of way to a current city standard including sidewalks. Powerline Road is a sixty-foot (60') right of way and has sufficient space to include sidewalks within the public right of way.

**Conclusion:** All of the proposed new streets will be required to meet a current city standard including sidewalks within the public right of way. Powerline Road has sufficient area to accommodate sidewalks within the public right of way.

11. When a sidewalk in good repair does not exist, all applicants for building permits for a new structure or remodeling of more than a minor nature of an existing structure shall, in conjunction with the issuance of a building permit, obtain a permit to construct a sidewalk for the full frontage of the site. No final inspection or certificate of occupancy shall be issued for the building permit until a sidewalk has been constructed in accordance with the permit requirements.

**Findings:** As addressed in this report new sidewalk along Powerline Road will be required to be installed as part of the street improvements along lots 66-72 and lot 115 when developed. All of the proposed roads are considered local streets and installation of a sidewalk will be required as a condition of approval on a building permit.

**Conclusion:** Sidewalks will be required to be installed along lots 66-72 and lot 115 on Powerline Road prior to the City accepting the proposed street improvements. All of the proposed local streets will be required to install sidewalks as a condition of approval upon issuance of a building permit.

12. Offsite pedestrian improvements may be required concurrent with a land division to ensure access between the land division and an existing developed facility such as a commercial center, school, park, or trail system. The approval authority must show a reasonable relationship between the impacts of the land division and the required improvement.

**Findings:** The entirety of the proposed subdivision will be located east of Powerline Road. Powerline Road is the primary north/south road that connects the south hill area to downtown. There are no public lands or facilities adjacent to the proposed subdivision to provide access to or that would warrant dedication of off-site pedestrian improvements.

**Conclusion:** There are no public lands or facilities in the vicinity that would warrant dedication of off-site pedestrian improvements.

13. Structures are not allowed in any dedicated sidewalk areas which will obstruct movements on the sidewalk. The minimum widths of sidewalks shall conform to ADA standards.

**Findings:** No structures are identified on the preliminary plat. A new structure within a public right of way would be subject to review and approval by the City. All new sidewalks will be required to meet ADA standards.

**Conclusion:** The tentative plat does not show a structure within an area dedicated for sidewalks or that would obstruct movement on a sidewalk. The applicant's engineered construction plans will be reviewed to ensure new sidewalks meet City and ADA standards.

14. Sidewalks generally shall be parallel to adjacent streets in line and grade, except where existing features or topographical conditions warrant an alternative design.

**Findings:** As addressed in this report the applicant has not submitted construction plans with this application. However, the applicant has indicated that sidewalks will generally be parallel to the adjacent street as required by this standard.

**Conclusion:** As addressed in this report engineered construction drawings have not been submitted as part of this review. The construction drawings will show the location of curb and sidewalks within the new subdivision.

15. All sidewalks shall be adjacent to the curb as specified in the public works standards, unless impractical due to special circumstances of the site or adjacent street.

**Findings:** This provision seems to create some confusion and conflict with the City's adopted street standards in Section 12.2.510 of the City's Transportation System Plan (TSP) as adopted in the City Comprehensive Plan, specifically figure 12.2-10 and Table 12.2-10. The standards addressed in the TSP were intended to allow for greater flexibility enabling the City to apply sound engineering judgment to determine the appropriate functional classification for new streets. However, the TSP designates an optional planter strip for most road classifications that would provide for detached sidewalks set back from the curb. All of the proposed new streets would be considered local residential streets and are not required to provide a planter strip and will have sidewalks adjacent to the curb. Powerline Road is considered a minor arterial street and includes the optional planter strip.

**Conclusion:** All of the proposed new streets are considered local residential streets and do not require a planter strip and will have sidewalks adjacent to the curb. A planter strip is identified as an optional improvement for Powerline Road. However, as addressed in the report engineered construction plans will be required to be submitted and approved by the public works director. It is anticipated that proposed improvements will include a planter strip/landscape area but have sidewalks adjacent to the curb to match the existing improvements along Powerline Road to the north.

16. Street trees are required along both sides of new public streets, at a minimum of thirty feet (30') on center, with at least one tree for each new lot or parcel. Street tree locations shall be shown on construction plans and shall generally be located at the edge of the right of way. Street trees shall be required with building permits for structures on approved lots and shall be installed prior to approval of occupancy.

**Findings:** Street trees are not identified on the preliminary plat and are typically not shown on the construction plans. This criterion is best met through a condition of approval.

**Conclusion:** Installation of street trees are generally not shown on construction plans or the preliminary plat. The applicant is aware of this requirement and intends to comply. A

condition of approval will be imposed requiring street trees to be installed in accordance with this standard prior to issuance of a certificate of occupancy.

- C. Right Of Way And Roadway Widths: Generally, right of way and roadway widths for state highways and county roads shall be determined by these entities. Unless otherwise determined by the city administrator based on the recommendation of the city engineer and public works director, the widths of streets and roadways shall meet the following standards and, in addition, all street construction shall conform to the public works standards:
1. The city administrator may modify the width of a planter strip to accommodate drainage and public utilities.
  2. Curbside sidewalks shall be required.
  3. Bike lanes and shoulder bikeways along arterial and collector streets shall be five feet (5') wide and shall be provided for each direction of travel allowed on the street.
  4. Sidewalk and bicycle path lighting shall be provided in conjunction with new road construction and new development.
  5. Wheelchair ramps and other facilities shall be provided as required by the Americans with disabilities act (ADA).
  6. Bikeways shall be designed and constructed consistent with the design standards in the Oregon bicycle plan, 1992, and ASSHTO's "Guide For The Development Of Bicycle Facilities, 1991".

**Findings:** As addressed in this report construction plans were not submitted as part of this request. Installation of improvements within the right of way will be reviewed by the public works director to ensure improvements meet City standards.

**Conclusion:** The required improvements within the right of way are typically shown on the construction plans not the preliminary plat. As addressed in this report the applicant will be required to submit engineered construction plans to the public works director prior to starting construction. All improvements will be required to meet City standards.

- D. Reserve Strips: Public reserve strips or street plugs controlling access to streets may be approved where necessary for the protection of the public welfare or of substantial property rights.

**Findings:** The use of public reserve strips or street plugs is not proposed nor has the City identified the need for such access control measures.

**Conclusion:** No reserve strips or street plugs are proposed. This criterion is not applicable.

- E. Alignment: Streets other than minor streets shall be in alignment with existing streets by continuations of the centerlines. Staggered street alignment resulting in "T" intersections shall be avoided and in no case shall the distance between centerlines of offset streets be less than two hundred feet (200').

**Findings:** The proposed streets are in alignment with existing streets by the continuation of the centerlines. Three "T" intersections are proposed and are necessary to create a function road system within a neighborhood.

**Conclusion:** The proposed streets and future street layout is designed to connect to existing and proposed future streets. No "T" intersections that could be aligned to form continuations

of existing streets are proposed and the distance between off set streets is not more than two hundred feet (200').

- F. Future Extension Of Streets: Streets shall be extended to the boundary of the land division. A temporary turnaround may be required for emergency vehicle access if a dead end street results.

**Findings:** All of the proposed streets extend to the boundary of the proposed subdivision. There are four dead end streets that will be extended in future development phases. G, N, & H roads do not have any homes on them, therefore no temporary turnaround is required for these streets. Thrush Street does have a home on the end, therefore a temporary turnaround will be required. A temporary turnaround for Thrush street will be required as a condition of approval.

**Conclusion:** Four dead end streets are shown on the preliminary plat. G, N, & H roads do not have any homes on them, therefore no temporary turnaround is required for these streets. Thrush Street does have a home on the end, therefore a temporary turnaround will be required. A temporary turnaround for Thrush street will be required as a condition of approval.

- G. Intersection Angles: Streets shall be laid out to intersect at right angles as nearly as practical. In no case shall the intersection angle be less than seventy five degrees (75°). The intersection of arterial or collector streets with other arterial or collector streets shall have at least one hundred feet (100') of tangent adjacent to the intersection. Other streets, except alleys, shall have at least sixty feet (60') of tangent adjacent to the intersection.

**Findings:** The layout of the proposed street are nearly at right angles. No new arterial or collector street are proposed.

**Conclusion:** The proposed street intersections are laid out at nearly right angles.

- H. Existing Streets: When existing streets adjacent to or within a site have widths less than city standards, additional right of way shall be provided with the land division.

**Findings:** The four existing streets within the site have widths that meet city standards. No additional right of way will be needed in this capacity.

**Conclusion:** The Four existing streets within the site have widths that meet city standards. No additional right of way will be needed in this capacity.

- I. Partial Street Dedication And Improvements: Half streets shall be avoided wherever possible. A partial street dedication may be permitted when a land division abuts undeveloped property which is likely to dedicate the remainder of the street. At minimum, two-thirds ( $\frac{2}{3}$ ) of the street dedication and improvement shall be required for any partial street to accommodate two (2) travel lanes, one parking lane, and sidewalk on one side. Reserve strips and street plugs may be required to preserve the objectives of the partial street.

**Findings:** No partial street dedications/improvements are proposed.

**Conclusion:** No partial street dedications or improvements are proposed. This criterion is not applicable.

- J. Street Names: Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of existing streets. Street names and numbers shall conform to the established pattern in the city, applicable requirements, and shall be approved by the city.

**Findings:** There are three new streets and four existing in the proposed development. Curlew, Cardinal, Grouse, and Thrush Streets are continuations from the adjacent “Ballard Phase 1” subdivision. The three new streets are labeled Road G, N, H on the tentative plan lot layout.

**Conclusion:** The three new streets labeled as Road G, N, H will need to be renamed with names that meet the above criteria. Therefore, the applicant will need to submit three new street names to be approved by the City and shown on the final plat.

- K. Grades And Curves: Centerline radii of curves shall not be less than three hundred feet (300') on arterial streets, two hundred feet (200') on collector streets, or one hundred feet (100') on local streets. Grades shall not exceed six percent (6%) on arterials, ten percent (10%) on collector streets, or twelve percent (12%) on any other street.

**Findings:** The submitted tentative plat show no centerline curve radius for the proposed streets. All of the proposed streets are considered local streets, and are straight. The grade of the streets is not shown on the tentative plan. The required construction plans will show grade of all of the proposed streets.

**Conclusion:** The required construction plans will be reviewed to ensure compliance with city standards including grade.

- L. Streets Adjacent To Railroad Rights Of Way: Wherever the proposed land division includes or is adjacent to a railroad right of way, provisions may be required for a street approximately parallel to and on each side of such right of way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow vegetative or other screening to be placed along the railroad right of way.

**Findings:** The proposed land division does not include and is not adjacent to a railroad right-of-way.

**Conclusion:** There are no railroad rights-of-way included or adjacent to the proposed subdivision. This criterion is not applicable.

- M. Marginal Access Streets: Where a land division abuts or contains an existing or proposed arterial street, the city may require marginal access streets, reverse frontage lots with additional depth, screen planting or other screening contained in a nonaccess reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic. Alleys are acceptable as a means of providing access to lots or parcels fronting state highways or county roads.

**Findings:** Eight lots in the proposed subdivision abut Powerline Road a minor arterial street. As addressed in this report the applicant intends to provide a sidewalk, landscaping/planner strip and permeant barrier along powerline road for lots 66-72 and lot 115 at time of issuance of building permit. The applicant intends to provide a design consistent with similar barriers located along Powerline Road to the north of the property.

**Conclusion:** Construction plans were not submitted as part of this application but the applicant intends to provide a barrier including sidewalks, landscaping and a fence along the street frontage of Powerline Road for lots 66-72, 115. Final design and approval will be included as part of the public works director review of the required engineered plans.

N. Alleys:

1. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off street parking and loading facilities are approved by the city.
2. Alleys are encouraged to serve residential development that front along state highways or county roads to minimize congestion and traffic hazards.
3. The corners of alley intersections shall have a radius of not less than two feet (2').

**Findings:** There is no commercial or industrial district within the area of the proposed subdivision. The proposed subdivision does not front along a state highway or county road. This criterion does not apply.

**Conclusion:** There is no commercial or industrial district within the area of the proposed subdivision. The proposed subdivision does not front along a state highway or county road. This criterion does not apply.

**SECTION 11-4-3: BLOCKS:**

The length, width, and shape of blocks shall take into account the need for adequate lot size and street width. No block shall be more than eight hundred feet (800') in length between street corner lines, unless it is adjacent to an arterial street or unless justified by the location of adjoining streets. The recommended minimum length of blocks along an arterial street is one thousand six hundred feet (1,600'). Any block over eight hundred feet (800') in length may be required to provide pedestrian connections through the block and crosswalks dedicated and improved to city standards.

**Findings:** The proposed subdivision would in essentially extend four blocks and creates a new one. The proposed blocks are approximately 600 feet by 200 feet. The proposed blocks are less than 800' in length.

**Conclusion:** As addressed in this report all of the proposed lots will be less than the maximum block dimensions. All of the proposed blocks will be less than 800 feet in length.

**SECTION 11-4-4: EASEMENTS:**

- A. Utility Lines: Utility lines shall generally be located within public rights of way unless other provisions are required to meet the specific needs of a particular utility provider. A ten foot (10') wide easement for public and private utilities shall be provided along property frontages (measured from the right of way line) and a six foot (6') wide easement for public and private utilities shall be provided along side and rear lot lines, except as otherwise approved by the city administrator.

**Findings:** The applicant is proposing to dedicate a ten foot (10') public utility easement along all property frontages including side and rear lot lines.

**Conclusion:** The applicant is proposing to dedicate a ten foot (10') public utility easement along all property frontages including side and rear lot lines.

- B. Watercourses: If a land division is crossed by or adjacent to a natural water body, an easement conforming to the riparian area shall be provided to protect the watercourse.

**Findings:** The proposed subdivision is not crossed or adjacent to a water body.

**Conclusion:** The proposed subdivision is not crossed or adjacent to a water body. This criterion is not applicable.

#### **11-4-5: LOTS:**

Lot and parcel size, shape, and orientation shall be consistent with the applicable zoning district and for the type of use contemplated. No lot or parcel dimension shall include the adjacent public right of way.

- A. Through lots with public streets on both front and rear or both sides shall be avoided except when essential to provide separation of residential development from adjacent arterial or collector streets. An easement at least five feet (5') in width shall be located adjacent to the right of way and there shall be no right of access to the major street. A permanent barrier may be required along the right of way, within the easement.

**Findings:** There are 8 through lots with public streets on both front and rear, along Powerline Road.

**Conclusion:** There are 8 through lots with public streets on both front and rear, along Powerline Road, the applicant has proposed a 10-foot easement along both street frontages, and no street access to Powerline Road will be allowed.

- B. Lot and parcel side lot lines shall be at right angles to fronting streets or radius to curved streets to the extent practical, in order to create lots and parcels with building sites which are nearly rectangular.

**Findings:** All of the proposed lots as show on the submitted preliminary plat are nearly rectangular in shape and will provide building sites which are rectangular in shape.

**Conclusion:** All of the proposed lots will provide a rectangular building area.

- C. Lots shall have a width to depth ratio not to exceed 2.5.

**Findings:** As shown on the submitted preliminary plat all of the proposed lots do not exceed a width to depth ratio of 2.5.

**Conclusion:** As shown on the submitted preliminary plat all of the proposed lots will have a width to depth ratio no exceeding 2.5.

- D. All lots and parcels shall have a minimum street frontage on a public street of fifty feet (50'), except that lots or parcels fronting a cul-de-sac or curved street may have a minimum street

frontage of forty feet (40'), so long as the minimum lot width required by the zoning district is provided at a distance equivalent to the required front yard setback.

**Findings:** As shown on the submitted preliminary plat all of the proposed lots will have a minimum street frontage on a public street of fifty feet (50').

**Conclusion:** As shown on the submitted preliminary plat all of the proposed lots will exceed the minimum street frontage standards.

- E. Flag lots shall not be acceptable for land divisions, but may be approved if the following circumstances apply:
1. For one or two (2) lot land divisions when it is not practical to create or extend a public street or partial public street due to the nature of surrounding development.
  2. When topographic conditions or other physical constraints make it impractical or infeasible to create or extend a public street.
  3. When the size and shape of the site limit the possible arrangement of new lots or parcels and prevent the creation or extension of a public street.
  4. When allowed, the flag portion of a new lot shall have a minimum width of fifteen feet (15') to accommodate a driveway a minimum of twelve feet (12') wide. Two (2) adjacent flag lots may reduce the street frontage and pole width to twelve feet (12') wide, if joint access easements are created and a driveway is provided with a minimum width of twenty feet (20').

**Findings:** No flag lots are proposed as part of this application.

**Conclusion:** No flag lots are proposed as part of this application. These criteria are not applicable.

### **City of Umatilla Zoning Ordinance Section 10-11-10(D) Traffic Impact Analysis Requirements and Approval Criteria**

Section 10-11-10(B) of the City of Umatilla Zoning Ordinance (CUZO) requires a Traffic Impact Analysis (TIA) to be submitted with a land use application when certain conditions apply. Subsection 10-11-10(B)(b)(1) identifies an application with an increase in site traffic volume generation by two hundred fifty (250) average daily trips (ADT) or more as one of the conditions in which a TIA is required to be submitted. The applicant submitted a 61-lot subdivision application that will increase site traffic volume by more than 250 average daily trips. The applicant submitted a Traffic Impact Analysis report with a previous Subdivision application (Ballard Phase 1).

Section 10-11-10(C) specifies that a TIA must be prepared by an Oregon Registered Professional Engineer that is qualified to perform traffic engineering analysis.

Section 10-11-10(D) lists the following criteria under Section 10-13-3 of the Zoning Ordinance that must be satisfied and supported with findings and reasons as to how each criterion is met in order for this request to be approved.

1. *The 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 subdivision application shows it to have been prepared by the engineering firm, PBS, and is stamped by John Andrew Manix, who is both an Oregon Registered Professional Engineer and a Washington 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. This criterion is met.

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.*

**Findings:** According to the Traffic Impact Analysis (TIA) submitted by the applicant, development associated with the proposed single-family residential subdivision will have an impact on existing traffic facilities, as determined by the Level of Service (LOS) at the main intersections of Powerline road in the vicinity of the subject property. A review of the TIA by the City of Umatilla's engineer of record, JUB, states "The intersection of US 730 and Powerline Road is forecast to provide Level of Service "F" with the proposed developments in 2030.". There are several mitigation scenarios presented in the TIA submitted by the applicant. JUB states in their comments that "Installation of a traffic signal or roundabout will achieve the required LOS (level of service) standards." As stated in the applicants TIA "further consultation between city staff and ODOT to determine the ultimate intersection control and configuration" will need to happen. The applicant should contribute an amount (57% is found in the TIA on page VI) based on the increase of traffic caused by their development. In addition to this the TIA and JUB recommend that the City reduce the speed limit on Powerline Road to 35 MPH along the development frontage. The Study shows a need for five left turn lanes at four intersection along Powerline Road. The Study makes the recommendation to not install left turn lanes, whereas JUB states "It appears that the corridor may be well served with a two-way left-turn lane (TWLTL), at least through the areas of the proposed development where there are several local street connections."

**Conclusion:** As demonstrated by the TIA, mitigation of traffic impacts is required for the Ballard Subdivision. The applicant has entered into a development agreement with that City that states that the applicant will contribute 57% of the costs relating to the traffic mitigation affecting the Powerline Road/Highway 730 intersection caused by this development. In addition, 57% of the cost to construct five left turn lanes along Powerline Road.

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 non-motor 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 the City of Umatilla Code.*

**Findings:** The proposed subdivision site design and traffic design are able to be considered as having a low negative impact on transportations facilities. The negative impacts to the transportation facilities such as Powerline Road come from the number of trips that will be taken by the residents living in the proposed subdivision, this is a normal and expected consequence of residential growth. The actions listed above will allow for effective mitigation of the negative impacts to applicable transportation facilities. With the installation of sidewalks in the neighborhood and along the frontage of Powerline Road it can be reasonably assumed that the site and traffic design accommodate and encourage non-motor vehicular modes of transportation to the extent practicable. The site plan of the proposed subdivision is able to be considered as making efficient use of land and public facilities and providing the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations.

**Conclusion:** As shown above the proposed site design and traffic and circulation design and facilities meet the criterion.

#### **IV. PUBLIC COMMENT, SUMMARY AND DECISION**

Public comment was received from ODOT, to summarize they wanted to make sure a TIA is completed and that the developer is paying its fair share of improvements as determined by the TIA. The applicant has submitted a TIA for the entirety of their full build out which includes this subdivision. The applicant has entered into a development agreement with the City which is addressed above in 10-11-10(B)(b)(2). This TIA was submitted in august of 2020 and is attached as Exhibit C.

This request by the applicant, Fastrack Inc., for tentative subdivision plat approval for a 61-lot subdivision in the Single-Family Residential (R-1) Zone appears to meet, or be capable of meeting with appropriate conditions of approval, all of the applicable development standards of the City of Umatilla Zoning Ordinance and the criteria and development standards in the City of Umatilla Land Division Ordinance. Therefore, based on the information in Sections I and II of this report, and the above criteria and standards, findings of fact and conclusions contained in Section III, this request, SUB-1-22, for tentative subdivision plat approval to create a 61-lot subdivision on property in the Single-Family Residential (R-1) Zone is **APPROVED**, subject to the conditions of approval contained in Section V of this report.

#### **V. CONDITIONS OF APPROVAL**

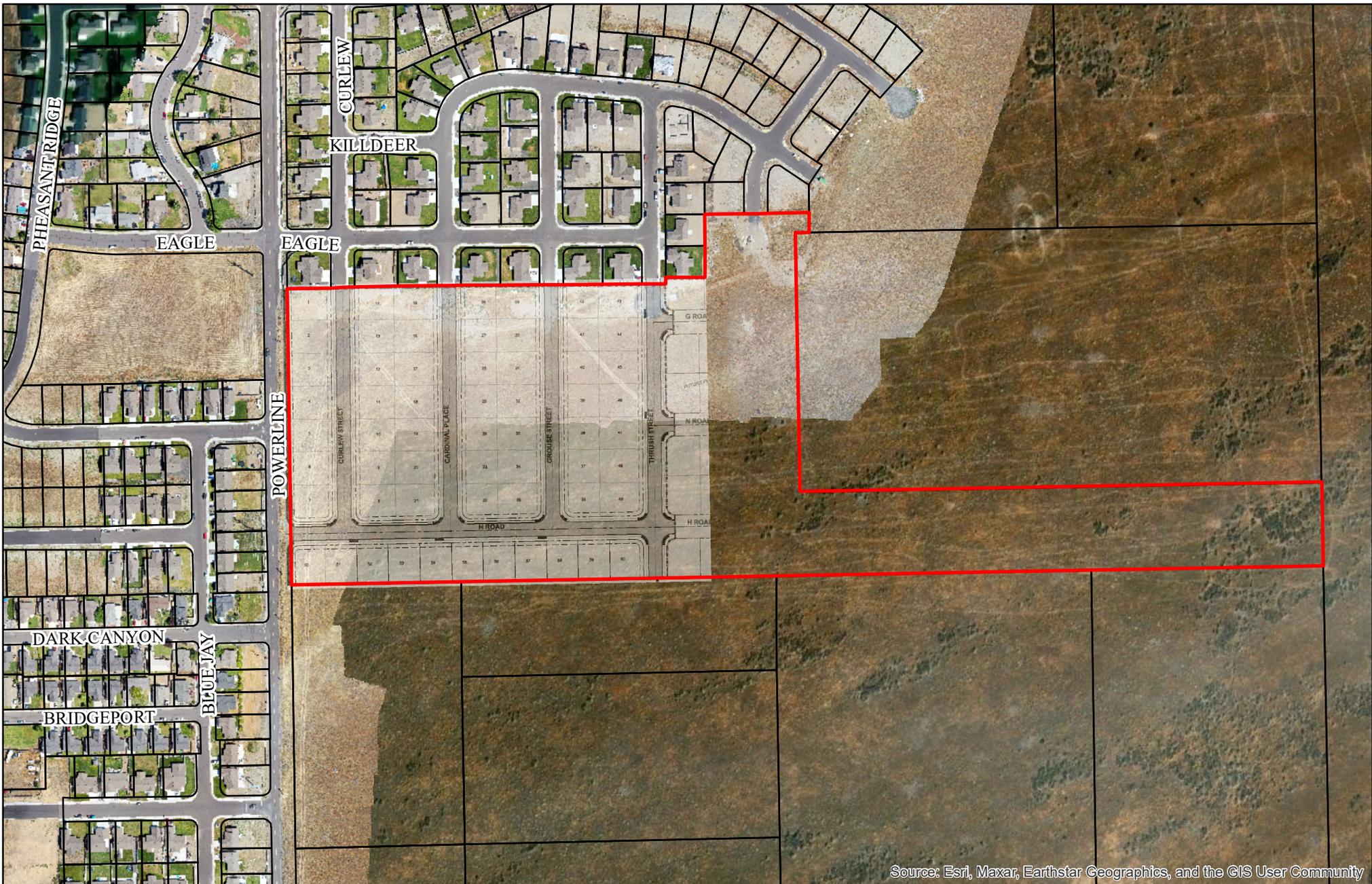
1. The final plat must be approved and recorded within one year from the date of this approval. The final subdivision plat must comply with the requirements of ORS chapter 92, and the requirements under Section 11-3-1 and 11-3-2 of the City of Umatilla Land Division Ordinance which the City will use as a checklist.

2. The applicant/developer shall submit a preliminary copy of the preliminary plat to the County Surveyor and GIS Department for review prior to submitting the final plat to the City.
3. The applicant/developer shall submit engineered construction plans for streets, water, sewer, street lighting and all other improvements within the street rights-of-way to the City Public Works Director for review and approval. No construction shall begin until the construction plans have been approved.
4. Street trees shall be provided as required by the Land Division Ordinance and shall be required as a condition of approval on each building permit issued for a dwelling within the subdivision.
5. Street names approved by the City shall be shown on the final plat. No street name will be approved that is confusing, offensive or duplicates or sounds too similar to existing street names within the urban growth boundary.
6. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
7. The applicant, or applicant's construction contractor, must obtain all federal, state and local permits, prior to starting construction.
8. The applicant shall be responsible for ensuring that all areas disturbed within existing street rights-of-way by construction are returned to their pre-construction condition or better after construction or installation of required improvements.
9. The applicant shall submit a copy of the final recorded plat of the subdivision and 'as-built' drawings of all required improvements to the City of Umatilla.
10. No building permit for a dwelling will be issued until final plat approval of the subdivision has been obtained and recorded in the Umatilla County Records Office.
11. A temporary turn-around will be constructed for Thrush Street to allow for Emergency vehicle access.
12. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

## **VI. EXHIBITS**

### Exhibit A Notice Map

Exhibit B Tentative Plat  
Exhibit C Applicants TIA  
Exhibit D ODOT Comments



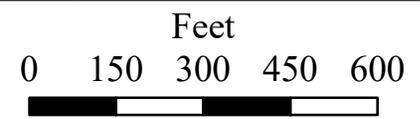
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

# BALLARD PHASE 2 SUBDIVISION SUB-1-22

\*Notice given to property owners within 100'

## Legend

- Subject Property
- Tax Lots 4\_05\_22



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 10/28/2022

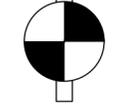
# BALLARD SUBDIVISION PHASE 2 TENTATIVE PLAN LOT LAYOUT

LOCATED IN A PORTION OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, NORTHEAST 1/4 OF THE SOUTHWEST 1/4, THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 5 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY AND COUNTY OF UMATILLA, OREGON.



Scale 1" = 200'  
0 100 200 400

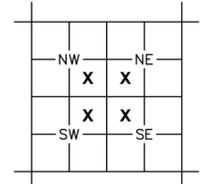
**BASIS OF BEARINGS**  
BEARING OF N88°58'24"E, ALONG THE NORTH LINE OF THE NW 1/4 OF SECTION 20, TOWNSHIP 5 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, BETWEEN TIED MONUMENTS. OREGON NORTH ZONE STATE PLANE DERIVED FROM OPUS SOLUTIONS FROM STATIC GPS DATA COLLECTED ON CONTROL POINTS. DISTANCES SHOWN ARE TRUE GROUND DISTANCES, USING A COMBINED GRID TO GROUND SCALE FACTOR OF 1.00004281770771.



**VERTICAL DATUM**  
NAVD88, HOLDING AN ELEVATION OF 397.19 ON THE 3" BRASS CAP AT THE N 1/4 COR. OF SEC. 20 DERIVED BY ESTABLISHING A GPS NETWORK CONSTRAINED TO POINT COORDINATES OBTAINED THROUGH GPS STATIC OBSERVATIONS ON CONTROL POINTS NEAR THE SITE AND POST PROCESSING THROUGH OPUS.

**SHEET INDEX**  
1..... SITE BOUNDARY, LOT 126 SECTION BREAKDOWN  
2..... PROPOSED LOTS & ROADS, WEST HALF  
3..... LEGEND, DATA TABLES, NARRATIVE, NOTES & VICINITY MAP  
4..... UTILITY LAYOUT

SECTION DIAGRAM



SECTION 20  
T 5 N, R 28 E

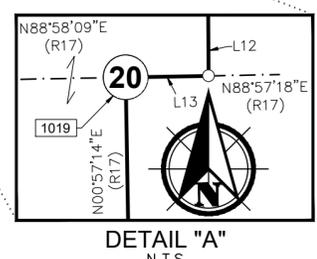
REGISTERED PROFESSIONAL LAND SURVEYOR

## PRELIMINARY

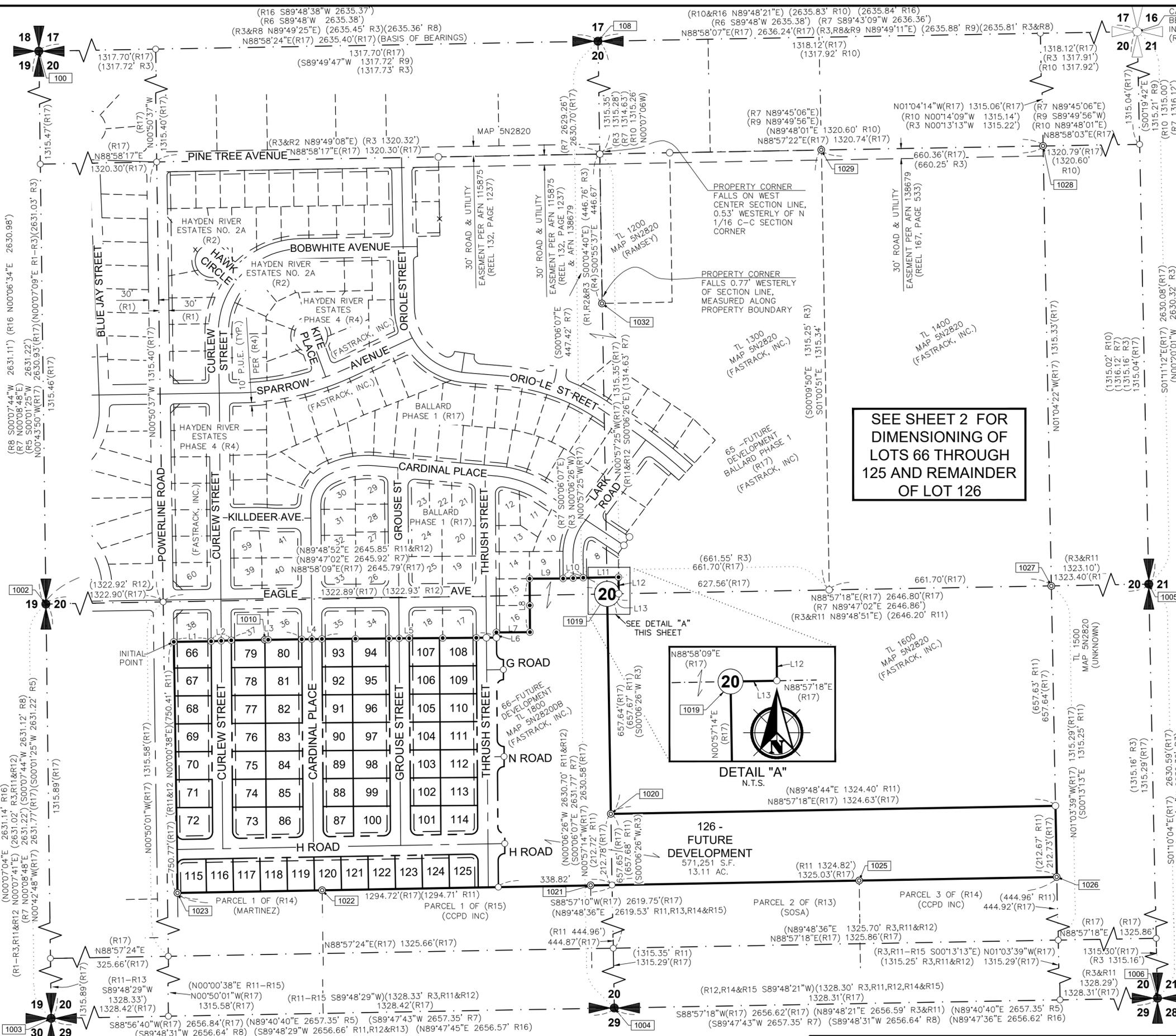
OREGON  
JUNE 30, 1997  
GREG E. FLOWERS  
02820LS

RENEWS 12/31/2023

SEE SHEET 2 FOR DIMENSIONING OF LOTS 66 THROUGH 125 AND REMAINDER OF LOT 126



126 - FUTURE DEVELOPMENT  
571,251 S.F.  
13.11 AC.



### SURVEY REFERENCES

- (R1) HAYDEN RIVER ESTATES NO. 3 (BK. 14 OF PLATS, PG. 13) BY CUMMINGS
- (R2) HAYDEN RIVER ESTATES NO. 2A (BK. 13 OF PLATS, PG. 130) BY CUMMINGS
- (R3) BOUNDARY LINE ADJUSTMENT (SURVEY NO. 97-124-B) BY BAALMAN
- (R4) HAYDEN RIVER ESTATES PHASE 4 (BK. 16 OF PLATS, PG. 97) BY FLOWERS
- (R5) SURVEY FOR COUNTY ROAD DEPARTMENT (SURVEY NO. I-016-C) BY KRUMBEIN
- (R6) BUREAU OF LAND MANAGEMENT PLAT (SURVEY NO. Q-772-B) BY TUERS
- (R7) SURVEY FOR RAINBOW REALTY (SURVEY NO. 86-11-A) BY EDWARDS
- (R8) SURVEY FOR UMATILLA COUNTY AREA #1 (SURVEY NO. 91-01-B) BY EDWARDS
- (R9) SCOTT PARTITION PLAT (PARTITION PLAT NO. 1996-47) BY MCKINNIS

### SURVEY REFERENCES

- (R10) BOUNDARY SURVEY FOR REFFETT (SURVEY NO. 98-234-C) BY ROBERTS
- (R11) BOUNDARY LINE ADJUSTMENT (SURVEY NO. 01-38-B) BY CUMMINGS
- (R12) LAMBERT PARTITION PLAT (PARTITION PLAT 2000-37)
- (R13) LAMBERT PARTITION PLAT (PARTITION PLAT 2003-04)
- (R14) LAMBERT PARTITION PLAT (PARTITION PLAT 2006-26)
- (R15) LAMBERT PARTITION PLAT (PARTITION PLAT 2006-27)
- (R16) SURVEY FOR UMATILLA COUNTY (SURVEY 98-101-C) BY WELLS
- (R17) BALLARD PHASE 1 (BK. 17 OF PLATS, PG. 29) BY FLOWERS



**PBS Engineering and Environmental Inc.**  
400 Bradley Blvd, Ste 106  
Richland, WA 99352  
509.942.1600  
pbsusa.com

CLIENT: FASTRACK, INC.		PROJECT NO.: 66127.003
SURVEYOR: GREG E. FLOWERS		DATE: 08/31/2022
CALC BY: ADM / ROP	DRAWN BY: DWV	SCALE: 1" = 200'
SECTION: 20	TOWNSHIP: 5 NORTH	RANGE: 28 EAST
CITY: UMATILLA	COUNTY: UMATILLA	SHEET 1 OF 4

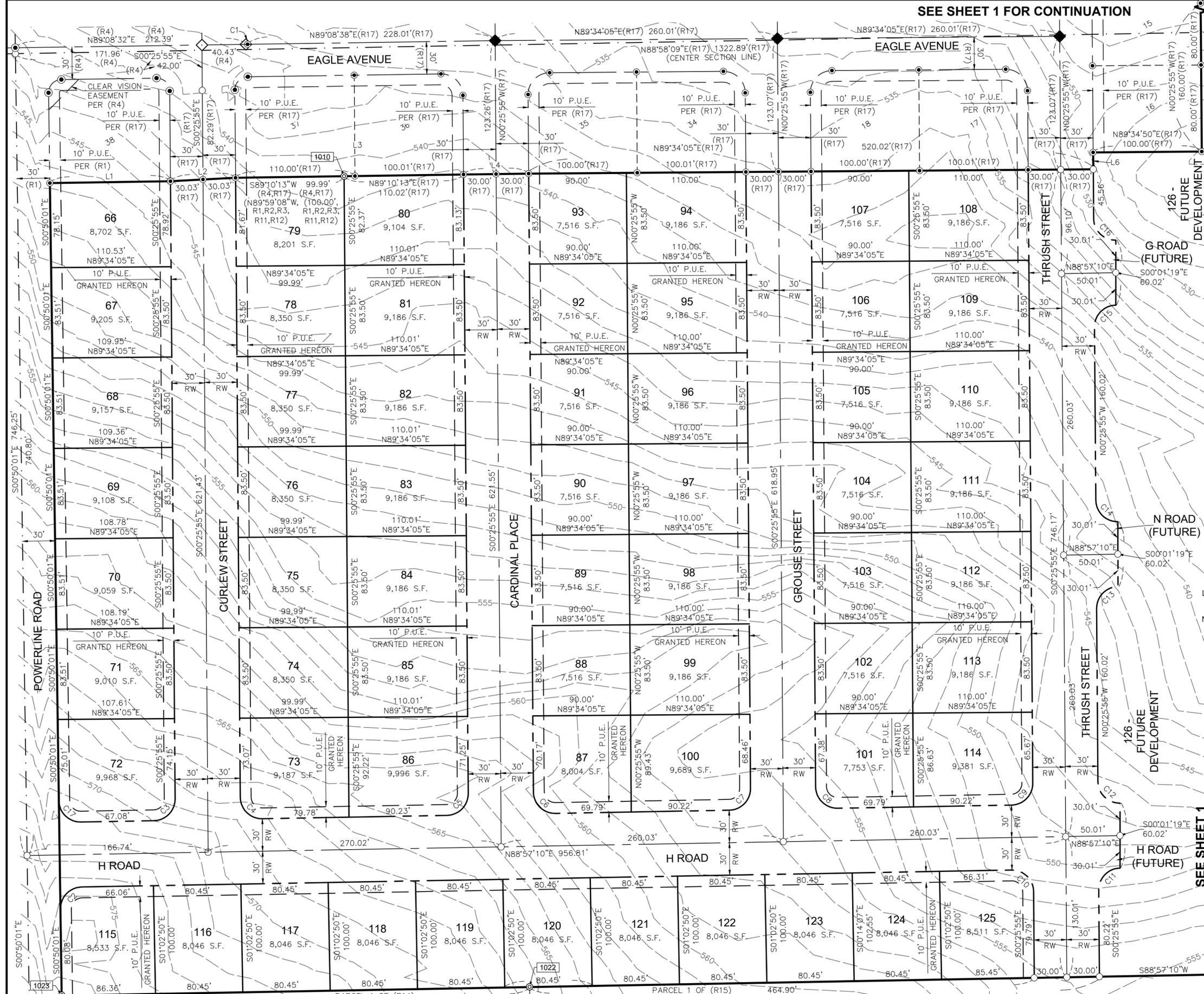
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Scale 1" = 60'  
0 30 60 120

**BASIS OF BEARINGS**  
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SURVEYOR: GREG E. FLOWERS		DATE: 08/31/2022	
CALC BY: ADM / ROP	DRAWN BY: DWW	SCALE: 1" = 60'	
SECTION: 20	TOWNSHIP: 5 NORTH	RANGE: 28 EAST	
CITY: UMATILLA	COUNTY: UMATILLA	SHEET 2 OF 4	

**PRELIMINARY**

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON  
JUNE 30, 1997  
GREG E. FLOWERS  
02820LS  
RENEWS 12/31/2023

SEE SHEET 1 FOR CONTINUATION

FOR CONTINUATION



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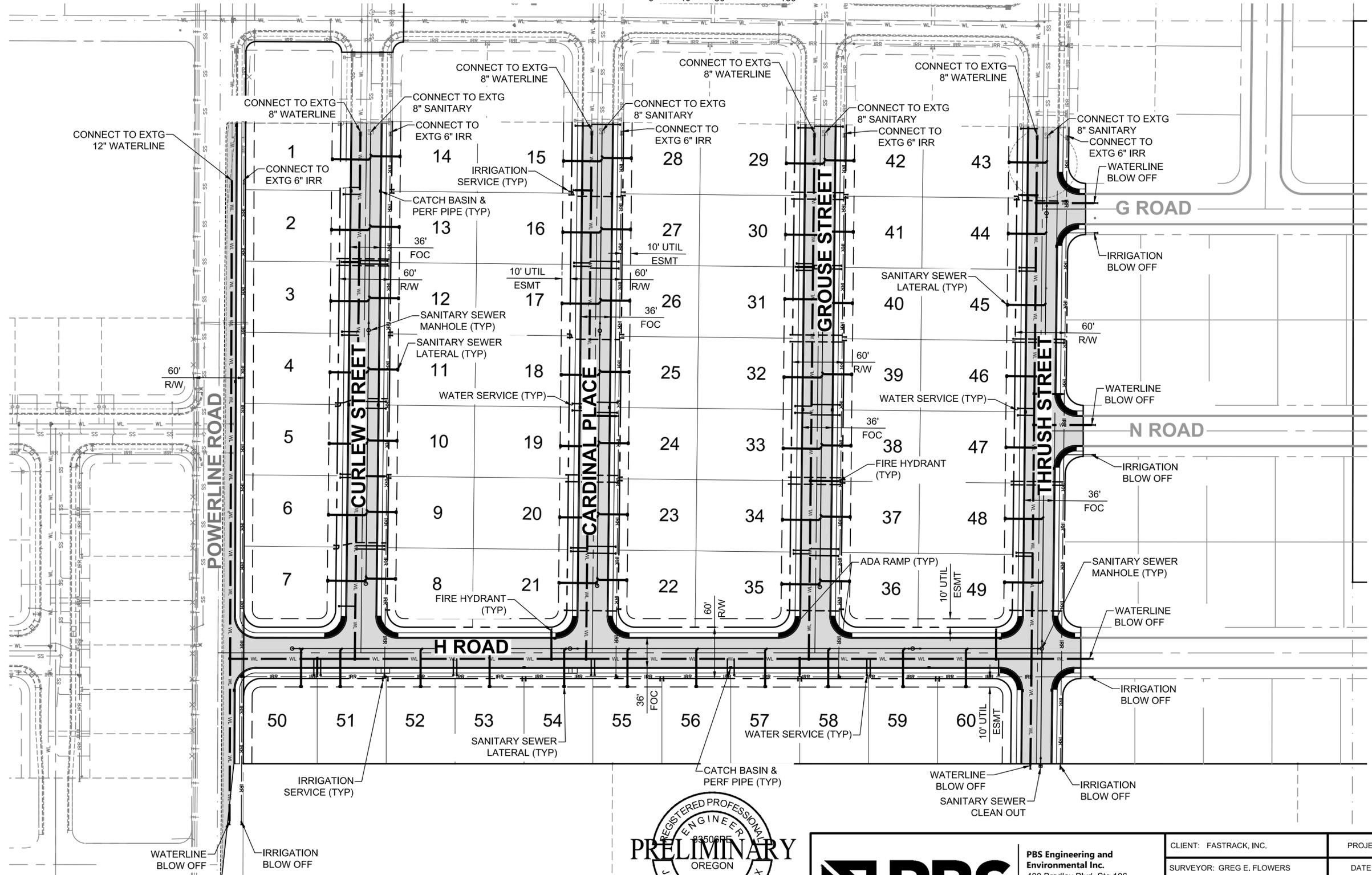
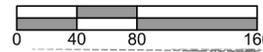
MUNICIPAL WATER.....CITY OF UMATILLA  
MUNICIPAL SEWER.....CITY OF UMATILLA  
MUNICIPAL IRRIGATION.....CITY OF UMATILLA (DRY SYSTEM)  
POWER PROVIDER.....PACIFIC POWER  
STORM WATER.....ON-SITE RETENTION, SYSTEMS IN RIGHT-OF-WAY

**BALLARD SUBDIVISION PHASE 2  
TENTATIVE PLAN  
UTILITY LAYOUT**

LOCATED IN A PORTION OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4,  
THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 & THE NORTHEAST 1/4 OF  
THE SOUTHWEST 1/4 OF SECTION 20, TOWNSHIP 5 NORTH, RANGE 28  
EAST OF THE WILLAMETTE MERIDIAN, CITY & COUNTY OF UMATILLA,  
OREGON



Scale 1" = 80'



EXPIRES: DEC. 31, 2022



**PBS Engineering and Environmental Inc.**  
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Richland, WA 99352  
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CLIENT: FASTRACK, INC.		PROJECT NO.: 66127.003
SURVEYOR: GREG E. FLOWERS		DATE: 09/15/2022
CALC BY:	DRAWN BY: DCC	SCALE: N/A
SECTION: 20	TOWNSHIP: 5 NORTH	RANGE: 28 EAST
CITY: UMATILLA	COUNTY: UMATILLA	SHEET 4 OF 4

# Umatilla Residential Development Traffic Impact Analysis

Powerline Road  
City of Umatilla, Oregon

Prepared for:  
Fastrack, Inc.  
4803 Catalonia Drive  
Umatilla, Oregon 99301



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## EXECUTIVE SUMMARY

### Purpose and Scope

The applicants propose to develop 149± acres of vacant land into multiple uses that include single-family detached housing units and general commercial buildings. The site consists of three separate developments:

- Vandelay Meadows
  - Consists of 4.52 acres of commercial general and 49 lots of single-family detached housing
  - Located south of Eagle Avenue, north of Dark Canyon Road, and west of Powerline Road
- Cheryl's Place
  - Consists of 104 lots single-family detached housing
  - Located south of Dark Canyon Road and west of Powerline Road
- Ballard Property
  - Consists of 389 lots of single-family detached housing
  - Located south of Pine Tree Avenue and east of Powerline Road

The proposed developments are anticipated to be completely built and occupied by 2030. The developers are collaborating to compile this single traffic impact analysis report (TIA) for the benefit of all three developments, collectively referred to as the Umatilla Residential Development.

This TIA analyzes the traffic impacts generated by the completed developments as required by the City of Umatilla (City). The traffic count data constituting the basis of the analyses were collected on Wednesday, March 4, 2020, prior to the implementation of significant statewide restrictions on school hours and nonessential travel, so this study provides a snapshot of typical traffic conditions not possible now due to the ongoing effects of the novel coronavirus/COVID-19 pandemic.

The following intersections were identified for study within this TIA:

1. Powerline Road / US Highway 730 (Highway 730)
2. Powerline Road / Pine Tree Avenue
3. Powerline Road / Sparrow Avenue
4. Powerline Road / Eagle Avenue
5. Powerline Road / Street at Vandelay Meadows
6. Powerline Road / Street at Ballard Property
7. Powerline Road / Riley Avenue (Street at Cheryl's Place)
8. Powerline Road / Interstate 82 Southbound Ramp
9. Powerline Road / Interstate 82 Northbound Ramp

### Findings

Traffic volumes in the study area will continue to increase without or with the project. Generic background growth (at 2.0% for 10 years, compounded) was assumed to add approximately 22.0% to the existing traffic counts to estimate 2030 volumes. In addition, three in-process projects will generate traffic on study area roadways.

Vehicular and pedestrian connections will be provided between the Powerline Road public right-of-way and the proposed developments via six local access roads.

Including all land uses and assuming full build-out of the entire project, the Umatilla Residential Development is anticipated to generate 630 net new vehicle trips during the PM peak hour. In addition, the Umatilla Residential Development is anticipated to generate 48 pass-by trips during the PM peak hour.

Nine intersections were evaluated for operational performance based on level of service (LOS) and volume-to-capacity (v/c) ratio, which measure traffic operations.

All studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

All studied intersections operate at an acceptable LOS during 2030 Without Project conditions in the weekday PM peak hour except for Powerline Road / Highway 730 which operates at a "marginally acceptable" LOS E for the stop-controlled single northbound lane.

All studied intersections operate at an acceptable LOS during 2030 With Project conditions in the weekday PM peak hour except for Powerline Road / Highway 730 which operates at LOS F and with a v/c ratio of 2.391 for the stop-controlled single northbound lane.

No studied intersection meets Oregon Department of Transportation (ODOT) preliminary traffic signal warrants.

Five approaches meet the volume criterion for a left-turn lane:

- Southbound Powerline Road at Pine Tree Avenue
- Southbound Powerline Road at Sparrow Avenue
- Southbound Powerline Road at Eagle Avenue
- Northbound Powerline Road at Eagle Avenue
- Southbound Powerline Road at Street at Ballard Property

One approach meets the volume criterion for a right-turn lane:

- Eastbound Highway 730 at Powerline Road

The 2013–2018 collision history at the study intersections was reviewed; all intersections have collision rates lower than the critical rate and no patterns of collision types or of severe collisions were identified.

Sidewalks, bike lanes, and off-street paths are available along several roadways within the study area. The development will construct new pedestrian and/or bicycle facilities along internal streets, connecting to current facilities where they exist and anticipating future connections.

For the proposed Umatilla Residential Development site accesses that do not currently exist, sight distance measurements are not presently possible.

The proposed Umatilla Residential Development site accesses that exist are assumed to have adequate sight distance measurements.

The project's impacts at the Powerline Road / Highway 730 intersection can be mitigated by upgrading the traffic control, either to a traffic signal with additional turn lanes or with a single-lane roundabout.

The project generates 57% of the total increase in trips from 2020 existing conditions to 2030 with project conditions.

### **Recommendations**

Reduce the speed limit along Powerline Road to 35 miles per hour throughout the developments' frontages.

Assure all driveways, sidewalks, and curb ramps constructed with the project comply with the current Americans with Disabilities Act (ADA) guidelines.

Design the proposed intersections along Powerline Road consistent with Chapter 9.5.3 of the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Guide for intersection sight distance. Install no objects within the sight distance triangles that would block stopped drivers' view of approaching traffic.

Maintain the existing lane cross section on Powerline Road; do not install left-turn lanes. This recommendation is based on precedent established by prior developments' frontage improvements, the turn lanes' being unneeded for LOS, and the City's plan for future bike lanes along the roadway. The City should continue to monitor conditions, especially collision patterns, along the roadway for safety concerns and should pursue a corridor-wide improvement with a consistent lane cross section.

Evaluate the Powerline Road / Highway 730 intersection with further consultation with City staff and ODOT to determine the ultimate intersection control and configuration—traffic signal or roundabout, with or without additional approach lanes—necessary to mitigate the intersection performance to within ODOT operational standards.

The applicant should contribute to a future improvements at the Powerline Rd / Highway 730 intersection. The amount of the contribution should be based on the increase in traffic from the 2030 condition without the project to 2030 with the project and the cost of an improvement that will meet ODOT operational standard.

## 1 INTRODUCTION

The purpose of this study is to determine the impacts of the traffic generated by the Umatilla Residential Development project on the surrounding roadway infrastructure. The project site is shown on the vicinity map (Figure 1). This study will determine if mitigation is required to keep the roadways operating safely and at capacity levels acceptable under the current level of service standards. This report documents the findings and conclusions of a traffic impact analysis (TIA) conducted for the proposed site plan (Figure 2) application for property located in the City of Umatilla, Oregon (City).

### 1.1 Scope of Study

This study documents the existing and proposed conditions, traffic data, safety analysis, and intersection operations in accordance with the requirements of site TIA guidelines of lead agency or other agencies (Oregon Department of Transportation [ODOT]), when applicable.

The following intersections were identified for analysis:

1. Powerline Road / US Highway 730 (Highway 730)
2. Powerline Road / Pine Tree Avenue
3. Powerline Road / Sparrow Avenue
4. Powerline Road / Eagle Avenue
5. Powerline Road / Street at Vandelay Meadows
6. Powerline Road / Street at Ballard Property
7. Powerline Road / Riley Avenue (Street at Cheryl's Place)
8. Powerline Road / Interstate 82 Southbound (I-82 SB) Ramp
9. Powerline Road / Interstate 82 Northbound (I-82 NB) Ramp

This TIA includes analysis of future background conditions growth based on an assumed 2.0% annual growth rate and the addition of traffic from in-process projects.

This TIA is prepared for submission to the City of Umatilla. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2030) conditions without and with the project
- Capacity analysis of the existing and future conditions for weekday AM and PM peak hours
- Safety analysis of the existing and future conditions
- Recommendations for mitigation of traffic impacts and conclusions

### 1.2 Existing Site Conditions

The existing sites span multiple tax lots along the east and west of Powerline Road, south of Pine Tree Avenue and north of CO 1226 Road. To the north of the site, there is a combination of undeveloped land and residential lots with "R-1 Single-Family Residential" zoning. To the south, there is an RV storage facility and undeveloped land. The south of the site has some "GC/CS General Commercial/Community Service" and "R-2 Medium Density Residential" zoning. To the west of the site, there is undeveloped land zoned as "R Residential Plan." To the east of the site, there is undeveloped land zoned as "EFU Exclusive Farm Use."

### 1.3 Existing Infrastructure

The existing infrastructure and operational traffic conditions in the study area were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner.

**1.3.1 Land Uses**

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

**Table 1. Land Uses Around the Site**

<b>North of Site</b>	
<b>Zoning</b>	R-1
<b>Description</b>	Single-Family Residential
<b>Existing Use</b>	Residential Lots and Undeveloped Land

<b>West of Site</b>		<b>S I T E</b>	<b>East of Site</b>	
<b>Zoning</b>	EFU		<b>Zoning</b>	R
<b>Description</b>	Exclusive Farm Use		<b>Description</b>	Residential Plan
<b>Existing Use</b>	Undeveloped Land		<b>Existing Use</b>	Undeveloped Land

<b>South of Site</b>	
<b>Zoning</b>	GC/CS and R-2
<b>Description</b>	General Commercial/Community Service and Medium Density Residential
<b>Existing Use</b>	RV Storage and Undeveloped Land

**1.3.2 Existing Roadways**

The existing roadway providing access to the site is Powerline Road. Data were gathered on this and other roadways in the study area to inform operations analysis of the existing roadway system. The pertinent information regarding the study area roadways is tabulated in Table 2.

**Table 2. Existing Roadway Information**

Roadway Name	Classification	Speed Limit <sup>a</sup>	Lane Configuration		
			Lanes	Sidewalks	Bike Lanes
Highway 730	ODOT: Principal Arterial City: Major Arterial	40	2	No	No
Powerline Road	ODOT: Major Collector City: Minor Arterial	35 <sup>b</sup> or 50 <sup>c</sup>	2	Partial	No
Pine Tree Avenue	Local	25	2	Yes	No
Sparrow Avenue	Local	25	2	Yes	No
Eagle Avenue	Local	25	2	Yes	No
Interstate 82 Ramps	ODOT: Interstate	45 <sup>d</sup>	1	No	No

<sup>a</sup> Values are stated in miles per hour (mph).

<sup>b</sup> The posted speed along the developments' frontage is 45 mph; it is assumed the speed limit will change to 35 mph as development progresses, consistent with other residential segments of the roadway to the north.

<sup>c</sup> The speed limit is not posted outside the Umatilla city limits; 50 mph is assumed for a rural road under county jurisdiction.

<sup>d</sup> This is the advisory speed posted on each freeway off-ramp. The freeway mainline speed limit is 70 mph.

*Recommendation:* Reduce the speed limit along Powerline Road to 35 miles per hour (mph) throughout the developments' frontages to be consistent with nearby residential portions of the roadway.

### 1.3.3 Major Intersections and Traffic Control

The intersections being reviewed in the study area are noted above in the scope of study. The information shown in Table 3 was gathered and is relevant to the intersection operations analysis. Table 3 presents the existing geometrics and traffic controls at the existing study intersections.

**Table 3. Major Intersections: Existing Lanes and Traffic Controls**

Intersection	<i>Powerline Road / Highway 730</i>			
	NB	SB	WB	EB
Leg				
Control	Stop	NA	Unc.	Unc.
Number of Lanes	1	NA	2	1

Intersection	<i>Powerline Road / Pine Tree Avenue</i>			
	NB	SB	WB	EB
Leg				
Control	Unc.	Unc.	Stop	Stop
Number of Lanes	1	1	1	1

Intersection	<i>Powerline Road / Sparrow Avenue</i>			
	NB	SB	WB	EB
Leg				
Control	Unc.	Unc.	Stop	Stop
Number of Lanes	1	1	1	1

Intersection	<i>Powerline Road / Eagle Avenue</i>			
Leg	NB	SB	WB	EB
Control	Unc.	Unc.	Stop	Stop
Number of Lanes	1	1	1	1

Intersection	<i>Powerline Road / I-82 SB Ramp</i>			
Leg	NB	SB	WB	EB
Control	Unc.	Unc.	Stop	NA
Number of Lanes	1	1	1	NA

Intersection	<i>Powerline Road / I-82 NB Ramp</i>			
Leg	NB	SB	WB	EB
Control	Unc.	Unc.	NA	Stop
Number of Lanes	1	1	NA	1

Stop = Stop-controlled leg of intersection

Unc. = Uncontrolled leg approaching intersection – does not stop or yield

The project area is defined as the vicinity of the site encompassed by the study intersections. The operation of the intersections can be controlled by signing, roundabouts, or signalization. Table 3 refers to the type of control and number of approach lanes for each leg of each intersection. The existing lane configurations and traffic controls for all intersections are shown in Figure 3.

#### 1.4 Traffic Volumes

##### 1.4.1 Existing Traffic Volumes

Traffic volume data were gathered from various sources for the site vicinity for the weekday PM peak period (4:00–6:00 PM). PBS retained All Traffic Data (ATD) to gather the counts. ATD collected the data on Wednesday, March 4, 2020, which had a typical school schedule, meaning traffic patterns were also typical. Of note, the volumes were counted prior to significant statewide restrictions on school hours and nonessential travel, providing a snapshot of normal traffic conditions not possible now due to the ongoing effects of the novel coronavirus/COVID-19 pandemic. Copies of the count data used are provided in Appendix A. The peak hour volumes at each intersection were input to the intersection operations analyses addressed later in this TIA.

##### 1.4.2 Background Growth

Background growth is a generic increase in traffic volumes that either is not attributable to specific developments or is attributable to influences outside the study area. As a conservative estimate, a background growth rate of 2.0% per year, compounded annually, was applied to all 2020 existing peak hour movement volumes between public roadways at the studied intersections. The background growth volumes were calculated in a spreadsheet and are available upon request.

##### 1.4.3 In-Process Projects

In-process trips from approved projects were requested from the City of Umatilla. The in-process projects noted by the City are the following:

- Ambience Homes: 105 townhouse lots located 0.2 mile south of Powerline Road / Highway 730 and 0.2 mile west of Powerline road / Carolina Road (based on a TIA by Whipple Consulting Engineers, Inc., dated January 3, 2020)
- Vandelay Meadows: 26 single-family detached units located west of Powerline Road and north of Dark Canyon Road, projected to be occupied by or before 2030. No TIA was provided for the project, so trip generation was estimated by the dwelling unit count modeled with single-family detached housing (land use code 210) according to the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The subdivision is assumed to access Powerline Road. Trip distribution was estimated to match the pattern used for Umatilla Residential Development, as follows:
  - 75% to and from the north on Powerline Road, with the following splits:
    - 50% to and from the east on Highway 730
    - 25% to and from the west on Highway 730
  - 25% to and from the south on Powerline Road, with the following splits:
    - 5% to and from the southwest on I-82
    - 20% to and from the south on Powerline Road
- Cheryl's Place: 26 single-family detached units located west of Powerline Road and south of Dark Canyon Road, projected to be occupied by or before 2030. No TIA was provided for the project, so trip generation was estimated by the dwelling unit count modeled with single-family detached housing (land use code 210) according to the ITE *Trip Generation Manual*. The subdivision is assumed to access Powerline Road. Trip distribution was estimated to match the pattern used for Umatilla Residential Development, as follows:
  - 75% to and from the north on Powerline Road, with the following splits:
    - 50% to and from the east on Highway 730
    - 25% to and from the west on Highway 730
  - 25% to and from the south on Powerline Road, with the following splits:
    - 5% to and from the southwest on I-82
    - 20% to and from the south on Powerline Road

The in-process projects are understood to add some trips at all the studied intersections during the PM peak hour. The in-process trips assigned to the intersections are included in this analysis and are available upon request. A copy of the in-process project trip information is provided in Appendix B.

#### **1.4.4 Future Volumes**

The baseline volumes for 2030 intersection operations analysis, termed the 2030 Without Project volumes, represent the sum of existing traffic, background growth, and the in-process projects. Figure 5 presents the 2030 Without Project volumes for the weekday PM peak hour.

*Findings:* Traffic volumes in the study area will continue to increase without or with the project. Generic background growth (at 2.0% for 10 years) was assumed to add approximately 22.0% to the existing traffic counts to estimate 2030 volumes. In addition, three in-process projects will generate traffic on study area roadways.

## 2 PROPOSED CONDITIONS

The proposed development will add traffic to the roadway system. Where the project is located, the size of the project, and when it will be completed are all important elements that need to be considered to determine the impacts of this development on safety and capacity. It is also important to examine how the project will operate with the existing transportation system, estimate how much new traffic it will generate, and predict where traffic generated by the site will be distributed. Furthermore, this section will address any funded infrastructure changes planned by other agencies or developers. All of these elements are important in assessing the traffic impacts of this project.

### 2.1 Project Description

The project will consist of developing 149± acres of vacant land into multiple uses that include single-family detached housing units and general commercial buildings. The site consists of three separate developments:

- Vandelay Meadows
  - Consists of 4.52 acres of commercial general and 49 lots of single-family detached housing
  - Located south of Eagle Avenue, north of Dark Canyon Road, and west of Powerline Road
- Cheryl's Place
  - Consists of 104 lots single-family detached housing
  - Located south of Dark Canyon Road and west of Powerline Road
- Ballard Property
  - Consists of 389 lots of single-family detached housing
  - Located south of Pine Tree Avenue and east of Powerline Road

The proposed developments are anticipated to be completely built and occupied by year 2030. The developers are collaborating to compile this single TIA for the benefit of all three developments, collectively referred to as the Umatilla Residential Development. It will comprise 542 single-family dwelling units and 37,000 square feet of gross floor area of general commercial buildings. Floor area is estimated based on a typical floor-to-area ratio (FAR) of 0.20 for single-story suburban retail developments.

This TIA analyzes the traffic impacts generated by the completed developments as required by the City. The traffic count data constituting the basis of the analyses were collected on Wednesday, March 4, 2020, prior to the implementation of significant statewide restrictions on school hours and nonessential travel, so this study provides a snapshot of typical traffic conditions not possible now due to the ongoing effects of the novel coronavirus/COVID-19 pandemic.

### 2.2 Access and Circulation

Powerline Road currently provides access into and out of the development sites through three local access roads (Pine Tree Avenue, Sparrow Avenue, and Eagle Avenue) that intersect Powerline Road. The project proposes another three local access roads into and out of the site on Powerline Road, as shown in Figure 2. These consist of two local access roads south of Eagle Avenue and north of Dark Canyon Road plus one local access road south of Dark Canyon Road.

Pedestrian connections will be provided between the public rights-of-way and the developments' internal roadways.

*Findings:* Vehicular and pedestrian connections will be provided between the Powerline Road public right-of-way and the proposed developments via six local access roads.

**2.3 Trip Generation and Distribution**

The following sections rely on data provided in the ITE *Trip Generation Manual*. Detailed trip generation calculations are provided in Appendix C.

**2.3.1 Proposed Trip Generation**

The City of Umatilla roadway network will see some increase in traffic volume from the proposed Umatilla Residential Development. Table 4 presents the preliminary uses and corresponding ITE land use models organized by land zone. The conceptual site plan on Figure 2 provides location references.

**Table 4. Umatilla Residential Development Uses**

<b>Zone Code</b>	<b>Zone Name</b>	<b>Developed Size<sup>a</sup></b>	<b>ITE Land Use Code</b>	<b>ITE Land Use Model</b>	<b>ITE Edition</b>
R-1	Single-Family Residential	542 DU	210	Single-Family Detached Housing	10th
GC	General Commercial	37,000 SF <sup>b</sup>	820	Shopping Center	10th

<sup>a</sup> DU = dwelling units; SF = square feet gross leas area; AC = acres

<sup>b</sup> Floor area is estimated based on a typical floor-to-area ratio (FAR) of 0.20 for single-story suburban retail developments.

The total trip generation estimates for the Umatilla Residential Development were calculated using either the ITE weighted average trip rates or regression equations, following ITE guidelines.

Table 5 summarizes the project-generated trips, including the pass-by and primary trips. Detailed calculations are provided in Appendix C.

**Table 5. Trip Generation Estimates for Umatilla Residential Development**

Land Use (ITE Code)	Single-Family Detached Housing (210)			Shopping Center (820)	Total
	Vandelay Meadows	Cheryl's Place	Ballard Property	Vandelay Meadows	
<b>Development Name</b>	Vandelay Meadows	Cheryl's Place	Ballard Property	Vandelay Meadows	
<b>Total Average Weekday Trips (ADT)</b>	463	982	3,672	1,397	6,514
<b>Peak Hour</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>
<b>In</b>	31	65	243	68	407
<b>Out</b>	18	38	142	73	271
<b>Total</b>	49	103	385	141	678
<b>Pass-By</b>	0	0	0	48	48
<b>2030 Primary Trips</b>	49	103	385	93	630

*Findings:* Including all land uses and full build-out development, the Umatilla Residential Development is anticipated to generate 630 net new vehicle trips during the PM peak hour. In addition, Umatilla Residential Development is anticipated to generate 48 pass-by trips during the PM peak hour.

### 2.3.2 Proposed Trip Adjustments

Internal trip capture reductions were not evaluated in this TIA because the bulk of origin and destination trips are not within the site.

Pass-by trips were evaluated for the commercial general development at Vandelay Meadows. For the 37,000-square-foot shopping center (820) use, a pass-by trip rate of 34% was used, as published in the *ITE Trip Generation Handbook* (see References). Pass-by trips were applied to the PM peak periods.

### 2.3.3 Proposed Pass-By Trip Distribution and Assignment

The proposed distribution of pass-by trips is based on the volumes of vehicles driving past the site, specifically the northbound and southbound through-moving volumes at Powerline Road / Eagle Avenue in the 2030 Without Project conditions. Based on these volumes, the proposed pass-by trip distribution is as follows:

- 61% from northbound Powerline Road
- 39% from southbound Powerline Road

The pass-by trip assignments are as follows:

- 16 entering trips taken out from northbound-through movement at Powerline Road / Eagle Avenue intersection.
- 16 entering trips added to northbound left-turn movement at Powerline Road / Eagle Avenue intersection.

- 16 exiting trips added to eastbound left-turn movement at Powerline Road / Eagle Avenue intersection.
- 8 entering trips taken out from southbound-through movement at Powerline Road / Eagle Avenue intersection.
- 8 entering trips added to southbound right-turn movement at Powerline Road / Eagle Avenue intersection.
- 8 exiting trips added to eastbound right-turn movement at Powerline Road / Eagle Avenue intersection.

#### **2.3.4 Proposed Trip Distribution**

The proposed distribution of new (primary) trips is based on a review of the land uses within the study area, on the distribution of existing traffic patterns, and on engineering judgment. The proposed distribution pattern is as follows:

- 50% to and from east on Highway 730
- 25% to and from west on Highway 730
- 5% to and from southeast of I-82
- 20% to and from south of Powerline Road

The distribution pattern above represents an external distribution of the net new trips entering and exiting the study area. The distribution and assignment of the project's net new trips are shown on Figure 7.

#### **2.3.5 Future Volumes with Project**

Figure 8 presents the 2030 With Project volumes, or the sum of Without Project volumes and the net site-generated trips, for the weekday PM peak hour.

### 3 INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

#### 3.1 Operations Description

Traffic operations are assessed in terms of level of service (LOS), a concept developed by transportation engineers to qualify the level of operation of intersections and roadways (*Highway Capacity Manual*, see References). LOS measures are classified in grades "A" through "F," indicating a range of operation, with LOS "A" signifying the best level of operation and LOS "F" representing the worst level.

LOS at unsignalized intersections is quantified in terms of average delay per vehicle. LOS "A" reflects full freedom of operation for a driver, while LOS "F" represents operational failure. The criteria are based on the theory of gap acceptance for stop-controlled approaches.

The volume-to-capacity (v/c) ratio quantifies the portion of the theoretical capacity consumed by traffic demand volume. A v/c ratio of zero (0.00) reflects none of the capacity is consumed and all the capacity is fully available. A v/c ratio of one (1.00) reflects all the capacity is consumed and represents operational failure. The v/c ratio can be calculated for an intersection approach lane or for a signalized intersection as a whole, with the latter calculation aggregating the v/c ratios of the critical movements.

#### 3.2 Operation Standards

The *City of Umatilla Transportation System Plan* references ODOT's minimum requirements which has LOS D for signalized intersections and LOS E for unsignalized two-way-stop-controlled (TWSC) conditions. The LOS is based on the v/c for highways outside of the city's limit (Highway 730 and I-82 interchange) when the development is in full service.

ODOT has a mobility standard of a v/c ratio 0.85 or less for Highway 730 at Powerline Road based on its classification and location:

- Regional highway
- Outside a metropolitan planning organization (MPO)
- Outside any adopted Special Transportation Area (STA)
- Inside an urban growth boundary (UGB)
- With a posted speed greater than 35 mph and less than 45 mph

ODOT has a mobility standard of a v/c ratio 0.70 or less for interstate highways for locations outside a UGB and on rural lands. This is applicable to the I-82 interchange in this report.

#### 3.3 Analysis Methodology

Traffic impacts were estimated to determine the extent of change in traffic conditions caused by future development. In order to make this determination, the following assumptions were employed:

- The individual peak hour volumes were analyzed for the 2020 existing year and 2030 future conditions.
- The analysis is based on the PM peak hour of the adjacent streets.
- In-process trips generated by 3 developments were included in the analysis.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for each analysis scenario. At intersections that count data was estimated using engineering judgement, a peak hour factor of 0.85 was used.

- The heavy vehicle percentage (HV%) for each movement, as calculated from the count data, was applied for all analysis scenarios. For intersections that count data was estimated, 1.0% was assumed for each movement. A minimum value of 2.0% was assumed for each movement in the future conditions (2030).
- As noted previously, trip generation, distribution, and assignment estimates for the project were prepared for the weekday PM peak hour on the surrounding street system.
- Cumulative traffic impacts of the proposed project were determined by superimposing the project-generated traffic onto the baseline volumes for the weekday PM peak hour at studied intersections. This sum is termed the 2030 With Project conditions.
- The LOS for the signalized intersection was calculated with Trafficware’s Synchro software, Version 10, based on *Highway Capacity Manual* (HCM) 6th Edition (2016) methodologies. The ODOT protocol for Synchro analysis at signalized intersections was used to calculate the intersection v/c ratio.
  - TWSC intersection results report the critical movement LOS, delay, and v/c ratio.

LOS calculation reports for the study area intersections are provided in Appendix D. The key analysis findings are listed in the following tables.

### 3.4 Level of Service Analyses

#### 3.4.1 2020 Existing Conditions

Table 6 presents the LOS analysis for the studied intersection for 2020 existing conditions during the PM peak hour. Detailed LOS calculation reports are provided in Appendix D.

**Table 6. Estimated 2020 Level of Service for Existing Conditions for Study Area Intersections**

INTERSECTION (critical lane group)	PM Peak Hour		
	LOS	Delay (sec/veh)	v/c
Powerline Road / Highway 730 (NB)	C	16.6	0.311
Powerline Road / Pine Tree Avenue (EB)	B	10.3	0.016
Powerline Road / Sparrow Avenue (EB)	B	10.1	0.011
Powerline Road / Eagle Avenue (EB)	A	9.9	0.006
Powerline Road / Street at Vandelay Meadows	-	-	-
Powerline Road / Street at Ballard Property	-	-	-
Powerline Road / Riley Avenue (Street at Cheryl's Place)	-	-	-
Powerline Road / I-82 SB Ramp (WB)	B	10.4	0.093
Powerline Road / I-82 NB Ramp (EB)	B	10.2	0.044

dash = intersection does not exist currently

As shown in Table 6, all studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

*Findings:* All studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

**3.4.2 2030 Future Conditions Without Project**

Table 7 presents the LOS analysis for the studied intersections for 2030 without the project during the PM peak hour. Detailed LOS calculation reports are provided in Appendix D.

**Table 7. Estimated 2030 Level of Service without Project for Study Area Intersections**

INTERSECTION (critical lane group)	PM Peak Hour		
	LOS	Delay (sec/veh)	v/c
Powerline Road / Highway 730 (NB)	E	37.1	0.687
Powerline Road / Pine Tree Avenue (EB)	B	11.4	0.024
Powerline Road / Sparrow Avenue (EB)	B	11.1	0.016
Powerline Road / Eagle Avenue (EB)	B	10.9	0.010
Powerline Road / Street at Vandelay Meadows (EB)	B	10.6	0.018
Powerline Road / Street at Ballard Property	-	-	-
Powerline Road / Riley Avenue (Street at Cheryl's Place) (EB)	B	10.4	0.017
Powerline Road / I-82 SB Ramp (WB)	B	11.2	0.126
Powerline Road / I-82 NB Ramp (EB)	B	11.1	0.067

dash = intersection does not exist in this analysis scenario

As shown in Table 7, all studied intersections will operate at an acceptable or marginally acceptable LOS in the 2030 Without Project conditions during the weekday PM peak hour. For Powerline Road / Highway 730, ODOT stipulates that LOS E is generally considered "marginally acceptable" based on a portion of City of Umatilla *Transportation System Plan, Section 12.2.204 Unsignalized Intersections* (TSP, see References).

*Findings:* All studied intersections will operate at an acceptable or marginally acceptable LOS during 2030 Without Project conditions in the weekday PM peak hour. The Powerline Road / Highway 730 intersection will operate at a "marginally acceptable" LOS E.

### 3.4.3 2030 Future Conditions With Project

Table 8 presents the LOS analysis for the studied intersection for 2030 with the project during the PM peak hour. Detailed LOS calculation reports are provided in Appendix D.

**Table 8. Estimated 2030 Level of Service With Project for Study Area Intersections**

INTERSECTION (critical lane group)	PM Peak Hour		
	LOS	Delay (sec/veh)	v/c
Powerline Road / Highway 730 (NB)	F	683.2	2.391
Powerline Road / Pine Tree Avenue (EB)	C	23.5	0.066
Powerline Road / Sparrow Avenue (EB)	C	17.6	0.032
Powerline Road / Eagle Avenue (EB)	C	22.9	0.328
Powerline Road / Street at Vandelay Meadows (EB)	B	13.7	0.061
Powerline Road / Street at Ballard Property (WB)	B	12.6	0.120
Powerline Road / Riley Avenue (Street at Cheryl's Place) (EB)	B	12.7	0.108
Powerline Road / I-82 SB Ramp (WB)	B	13.1	0.159
Powerline Road / I-82 NB Ramp (EB)	B	12.9	0.123

As shown in Table 8, all except one of the studied intersections will operate at an acceptable LOS in the 2030 With Project conditions during the weekday PM peak hour. The Powerline Road / Highway 730 intersection will operate at LOS F and with a v/c ratio of 2.391.

*Findings:* All studied intersections will operate at an acceptable LOS in the 2030 With Project conditions during the weekday PM peak hour except for Powerline Road / Highway 730, which will operate at LOS F and over capacity.

### 3.5 Signal Warrant Evaluation

The criteria for the analysis for traffic signal warrants at intersections is based on the ODOT *Analysis Procedures Manual* (APM, see References). The ODOT Transportation Planning Analysis Unit has also developed a set of "preliminary" traffic signal warrants, which are based on a portion of the *Manual on Uniform Traffic Control Devices* (MUTCD, see References) warrants but require less data for analysis.

Preliminary traffic signal warrants were evaluated at the Powerline Road / Highway 730 intersection for the 2030 With Project conditions. A traffic signal was found not to meet the warrant conditions. Output for ODOT Preliminary Signal Warrant (PSW) is attached in Appendix E. None of the other studied intersections exhibit LOS deficiencies, so none were evaluated for signal warrants.

*Findings:* No studied intersections meet ODOT preliminary traffic signal warrants.

## 4 SAFETY ANALYSIS

### 4.1 Left-Turn Lane Analysis

The criteria for the provision of left-turn lanes at uncontrolled intersection approaches are based on the ODOT *Analysis Procedure Manual* Version 2 (see References), Exhibit 12-1, Left-Turn Lane Criterion, Texas Transportation Institute curves. The exhibit provides guideline curves for posted speeds of 35, 45, and 55 mph. Appendix F presents the approaches that met the criteria for left-turn lanes. The posted speed along Powerline Road is assumed to be 35 mph following the project's development.

A left-turn lane is merited on the following approaches:

- Southbound Powerline Road at Pine Tree Avenue, at 2030 With Project conditions
- Southbound Powerline Road at Sparrow Avenue, at 2030 With Project conditions
- Southbound Powerline Road at Eagle Avenue, at 2030 With Project conditions
- Northbound Powerline Road at Eagle Avenue, at 2030 With Project conditions
- Southbound Powerline Road at Street at Ballard Property, at 2030 With Project conditions

As listed above, some of the existing and proposed intersections along Powerline Road merit left-turn lanes, while others do not. The provision of dedicated turn lanes on an uncontrolled roadway is a safety consideration; these turn lanes are not needed for LOS, as indicated in the Intersection Operations section above.

As noted in the Bicycle Facilities section below, the City has identified Powerline Road for future installation of bicycle lanes, yet the curb-to-curb width established by prior developments' frontage improvements does not accommodate both turn lanes and bicycle lanes at standard widths. The remaining options for Powerline Road include:

- Do nothing: retain the existing shared travel lanes.
- Install left-turn lanes at the locations noted or provide a continuous two-way left-turn lane.
- Install bicycle lanes alongside the existing shared travel lanes.
- Evaluate the feasibility of installing narrow (5 feet wide) bicycle lanes and narrow (10 feet wide) travel and turn lanes.

It is recommended to retain the existing shared travel lanes on Powerline Road at this time, consistent with the existing lane cross sections. This will allow for further evaluation of a consistent corridor treatment and for the City to determine which of the options above will be best suited to the community's goals.

*Findings:* Five approaches meet the volume criterion for a left-turn lane:

- Southbound Powerline Road at Pine Tree Avenue
- Southbound Powerline Road at Sparrow Avenue
- Southbound Powerline Road at Eagle Avenue
- Northbound Powerline Road at Eagle Avenue
- Southbound Powerline Road at Street at Ballard Property

*Recommendation:* Maintain the existing lane cross section on Powerline Road; do not install left-turn lanes. This recommendation is based on precedent established by prior developments' frontage improvements, the turn lanes' being unneeded for LOS, and the City's plan for future bike lanes along the roadway. The City should continue to monitor conditions, especially collision patterns, along the roadway for safety concerns and should pursue a corridor-wide improvement with a consistent lane cross section.

#### 4.2 Right-Turn Lane Analysis

The criteria for the analysis of right-turn lanes at uncontrolled intersection legs are based on the ODOT *Analysis Procedure Manual Version 2* (see References), Right-Turn Lane Criterion (Exhibit 12-2). Appendix F presents the approach that meets the criteria for right-turn lanes.

A right-turn lane is merited on the following approach:

- Eastbound Highway 730 at Powerline Road, at 2030 Without Project conditions

A right-turn lane will be merited in 2030 Without Project conditions; therefore, the Umatilla Residential Development is not responsible for the cost associated with the addition on the eastbound right-turn lane.

*Findings:* One approach meets the volume criterion for a right-turn lane:

- Eastbound Highway 730 at Powerline Road

#### 4.3 Collision Analysis

Collision data from the study area was obtained from ODOT for the five-year period spanning from December 2013 through December 2018. This analysis assumes that a collision rate less than the critical collision rate for the intersection is typically considered to be within acceptable parameters. A collision rate above the critical rate is worthy of further examination. The detailed collision data can be found in Appendix G. Table 9 presents the results of the collision analysis.

**Table 9. Collision Analysis for Study Area Intersections (December 2013 through December 2018)**

Intersection	Angle	Sideswipe	Overturn	Total Collisions	Critical Rate	Collision Rate
Powerline Road / Highway 730	1	-	-	1	0.87	0.05
Powerline Road / Pine Tree Avenue	1	1	-	2	1.07	0.41
Powerline Road / Sparrow Avenue	-	-	-	0	1.08	0.00
Powerline Road / Eagle Avenue	-	-	-	0	1.10	0.00
Powerline Road / I-82 SB Ramp	-	-	-	0	1.07	0.00
Powerline Road / I-82 NB Ramp	-	-	1	1	1.05	0.18

To calculate the collision rate, the PM peak hour total entering volumes from the existing turning movement counts were multiplied by 10 to provide an approximation of the average daily trips (ADT). Detailed calculations of critical rates and collision rates are provided in Appendix G.

As shown in Table 9, all the calculated collision rates are lower than the critical rates. Because of the low number of crashes and lack of serious injuries at the intersections within the study area, no significant pattern was found.

*Findings:* The 2013–2018 collision history at the study intersections was reviewed; all intersections have collision rates lower than the critical rate, and no patterns of collision types or of severe collisions were identified.

#### **4.4 Transit, Pedestrian, and Bicycle Facilities**

Most roadways within the study area have sidewalks or off-street paths for pedestrians, as noted in Table 2. On-street bike lanes currently do not exist along both sides of the several studied roadways, as noted in Table 2.

With the proposed development, sidewalks will be constructed along the Powerline Road frontage and internal residential streets. There is a pedestrian bridge approximately 0.6 mile north of Powerline Road and Pine Tree Avenue intersection that connects Powerline Road to the Clara A Brownell Middle School Campus. Sidewalks to the pedestrian bridge from Vandelay Meadows, Ballard Property, and Cheryl's Place do not connect. In the City of Umatilla's Pedestrian and Bicycle Plan (Appendix 12.4-B-1), there is a plan to have bicycle lanes on Powerline Road that would connect the proposed developments to the pedestrian bridge.

Transit services are provided by Kayak Public Transit in the central city of Umatilla, specifically the Hopper. This service is available but is not within walking range of the proposed developments.

*Findings:* Sidewalks, bike lanes, and off-street paths are available along several roadways within the study area. The development will construct new pedestrian and/or bicycle facilities along internal streets, connecting to current facilities where they exist and anticipating future connections.

*Recommendations:* Assure all driveways, sidewalks, and curb ramps constructed with the project comply with the current Americans with Disabilities Act (ADA) guidelines.

#### **4.5 Intersection Sight Distance**

Chapter 9.5.3 of the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Guide (see References) provides recommendations for intersection sight distance (ISD) at stop-controlled approaches to uncontrolled roadways (AASHTO case B). The proposed Umatilla Residential Development site accesses that exist (Pine Tree, Sparrow, and Eagle Avenues) are assumed to have adequate ISD. Based on this assumption and the alignment of Powerline Road, ISD is presumed to be available at the proposed Umatilla Residential Development site accesses that do not currently exist: Street at Vandelay Meadows, Street at Ballard Property, and Riley Avenue (Street at Cheryl's Place).

To assure compliant conditions, it is recommended to design the proposed intersections along Powerline Road in accordance with AASHTO guidelines for ISD. Install no objects within the sight distance triangles that would block stopped drivers' view of approaching traffic.

*Findings:* The proposed Umatilla Residential Development site accesses that exist are assumed to have adequate intersection sight distance. Adequate intersection sight distance is presumed to be available at the proposed Umatilla Residential Development accesses.

*Recommendation:* Design the proposed intersections along Powerline Road consistent with Chapter 9.5.3 of the AASHTO Geometric Design Guide for ISD. Install no objects within the sight distance triangles that would block stopped drivers' view of approaching traffic.

## 5 INTERSECTION MITIGATION

Table 10 presents some possible mitigations for the Powerline Road / Highway 730 intersection that operates below the acceptable LOS in the 2030 With Project scenario. A summary of LOS calculations for mitigated intersections are presented in Appendix H.

**Table 10. Mitigated 2030 With Project Level of Service at Powerline Road / Highway 730 Intersection**

INTERSECTION	Improvement	PM Peak Hour		
		LOS	Delay (sec/veh)	v/c (Critical Movement)
Powerline Road / Highway 730	None – 2030 Without Project Conditions	E	37.1	0.687 (NB)
	None – 2030 With Project Conditions	F	683.2	2.391 (NB)
	Add EB RT Lane + NB LT Lane	F	440.7	1.698 (NB-LT)
	Signal <sup>a</sup> + EB-RT Lane + NB LT Lane	B	12.7	0.47
	Single-Lane Roundabout <sup>b</sup>	C	18.0	0.841 (EB)

<sup>a</sup>Does not meet peak hour signal warrant

<sup>b</sup>Add eastbound right-turn lane and westbound left-turn lane with channelized westbound through lane

As shown in Table 10, conditions at the Powerline Road / Highway 730 intersection can be improved, but not sufficiently, by the addition of turn lanes to the existing stop-controlled configuration. Conditions can be mitigated by installation of a traffic signal and the addition of turn lanes; however, a traffic signal is not warranted. Conditions also can be mitigated by installation of a single-lane roundabout based on a preliminary roundabout analysis in Synchro; however, right-of-way is limited.

Based on this study, it is found that the Umatilla Residential Development generates 57% of the total increase in trips. Further study, consultation with City staff, and approval by ODOT are needed to determine the ultimate intersection control and configuration.

*Finding:* The project's impacts at the Powerline Road / Highway 730 intersection can be mitigated by upgrading the traffic control, either to a traffic signal with additional turn lanes or with a single-lane roundabout.

*Finding:* The project generates 57% of the total increase in trips from 2020 existing conditions to 2030 with project conditions.

*Recommendation:* Evaluate the Powerline Road / Highway 730 intersection with further consultation with City staff and ODOT to determine the ultimate intersection control and configuration—traffic signal or roundabout, with or without additional approach lanes—necessary to mitigate the intersection performance to within ODOT operational standards.

*Recommendation:* The applicant should contribute to a future improvements at the Powerline Rd / Highway 730 intersection. The amount of the contribution should be based on the increase in traffic from the 2030 condition without the project to 2030 with the project and the cost of an improvement that will meet ODOT operational standard.



## 6 STUDY FINDINGS

The findings of this TIA are listed below.

### 6.1 Future Traffic Volumes Increase

Traffic volumes in the study area will continue to increase without or with the project. Generic background growth (at 2.0% for 10 years, compounded annually) was assumed to add approximately 22.0% to the existing traffic counts to estimate 2030 volumes. In addition, three in-process projects will generate traffic on study area roadways.

### 6.2 Access and Circulation

Vehicular and pedestrian connections will be provided between the Powerline Road public right-of-way and the proposed developments via six local access roads.

### 6.3 Trip Generation

Including all land uses and full built-out development, the Umatilla Residential Development is anticipated to generate 630 net new vehicle trips during the PM peak hour. In addition, Umatilla Residential Development is anticipated to generate 48 pass-by trips during the PM peak hour.

### 6.4 Intersection Performance

Nine intersections were evaluated for operational performance based on LOS and v/c ratio, which measure traffic operations. All locations operate within the applicable LOS standard during all analysis scenarios, both without and with the project trips.

All studied intersections currently operate at an acceptable LOS during the weekday PM peak hour.

All studied intersections will operate at an acceptable LOS during the 2030 Without Project condition in the weekday PM peak hour except for Powerline Road / Highway 730 that operates at a "marginally acceptable" level.

All studied intersections currently operate at an acceptable LOS during the weekday PM peak hour except for Powerline Road / Highway 730 that operates at LOS F.

### 6.5 Signal Warrant Analysis

No studied intersections meet ODOT preliminary traffic signal warrants.

### 6.6 Left and Right Turn Analysis

Five approaches meet the volume criterion for a left-turn lane:

- Southbound Powerline Road at Pine Tree Avenue
- Southbound Powerline Road at Sparrow Avenue
- Southbound Powerline Road at Eagle Avenue
- Northbound Powerline Road at Eagle Avenue
- Southbound Powerline Road at Street at Ballard Property

*Findings:* One approach meets the volume criterion for a right-turn lane:

- Eastbound Highway 730 at Powerline Road

### **6.7 Collision Analysis**

The 2013–2018 collision history at the study intersections was reviewed; all intersections have collision rates lower than the critical rate, and no patterns of collision types or of severe collisions were identified.

### **6.8 Transit, Pedestrian, and Bicycle Facilities**

Sidewalks, bike lanes, and off-street paths are available along several roadways within the study area. The development will construct new pedestrian and/or bicycle facilities along internal streets, connecting to current facilities where they exist and anticipating future connections.

### **6.9 Intersection Sight Distance**

The proposed Umatilla Residential Development site accesses that exist are assumed to have adequate sight distance available. Adequate intersection sight distance is presumed to be available at the proposed Umatilla Residential Development accesses.

### **6.10 Effective Project Mitigation**

The project's impacts at the Powerline Road / Highway 730 intersection can be mitigated by upgrading the traffic control, either to a traffic signal with additional turn lanes or with a single-lane roundabout.

The project generates 57% of the total increase in trips from 2020 existing conditions to 2030 with project conditions.

## **7 RECOMMENDATIONS**

The traffic impact analysis supports the following recommendations.

### **7.1 Speed Limit**

Reduce the speed limit along Powerline Road to 35 mph throughout the developments' frontages.

### **7.2 Accessibility**

Assure all driveways, sidewalks, and curb ramps constructed with the project comply with the current ADA guidelines.

### **7.3 Intersection Turn Lanes**

Maintain the existing lane cross section on Powerline Road; do not install left-turn lanes. This recommendation is based on precedent established by prior developments' frontage improvements, the turn lanes' being unneeded for LOS, and the City's plan for future bike lanes along the roadway. The City should continue to monitor conditions, especially collision patterns, along the roadway for safety concerns and should pursue a corridor-wide improvement with a consistent lane cross section.

### **7.4 Driveway Sight Lines**

Design the proposed Powerline Road intersections consistent with Chapter 9.5.3 of the AASHTO Geometric Design Guide for ISD. Install no objects within the sight distance triangles that would block stopped drivers' view of approaching traffic.

### **7.5 Intersection Mitigation**

Evaluate the Powerline Road / Highway 730 intersection with further consultation with City staff and ODOT to determine the ultimate intersection control and configuration—traffic signal or roundabout, with or without additional approach lanes—necessary to mitigate the intersection performance to within ODOT operational standards.

The applicant should contribute to a future improvements at the Powerline Rd / Highway 730 intersection. The amount of the contribution should be based on the increase in traffic from the 2030 condition without the project to 2030 with the project and the cost of an improvement that will meet ODOT operational standard.

## 8 REFERENCES

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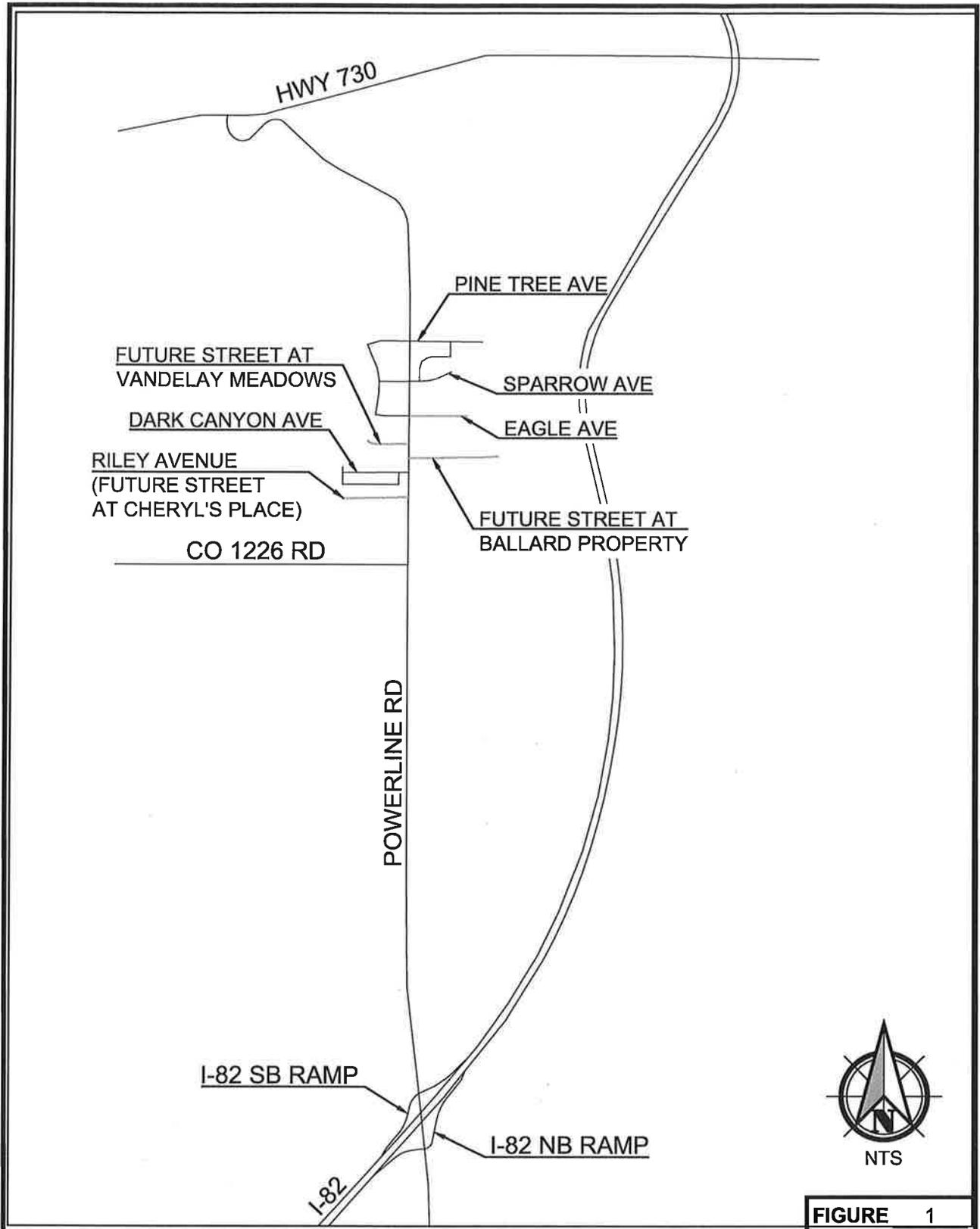
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## Figures



**Vicinity Map**  
**Umatilla Residential Development**

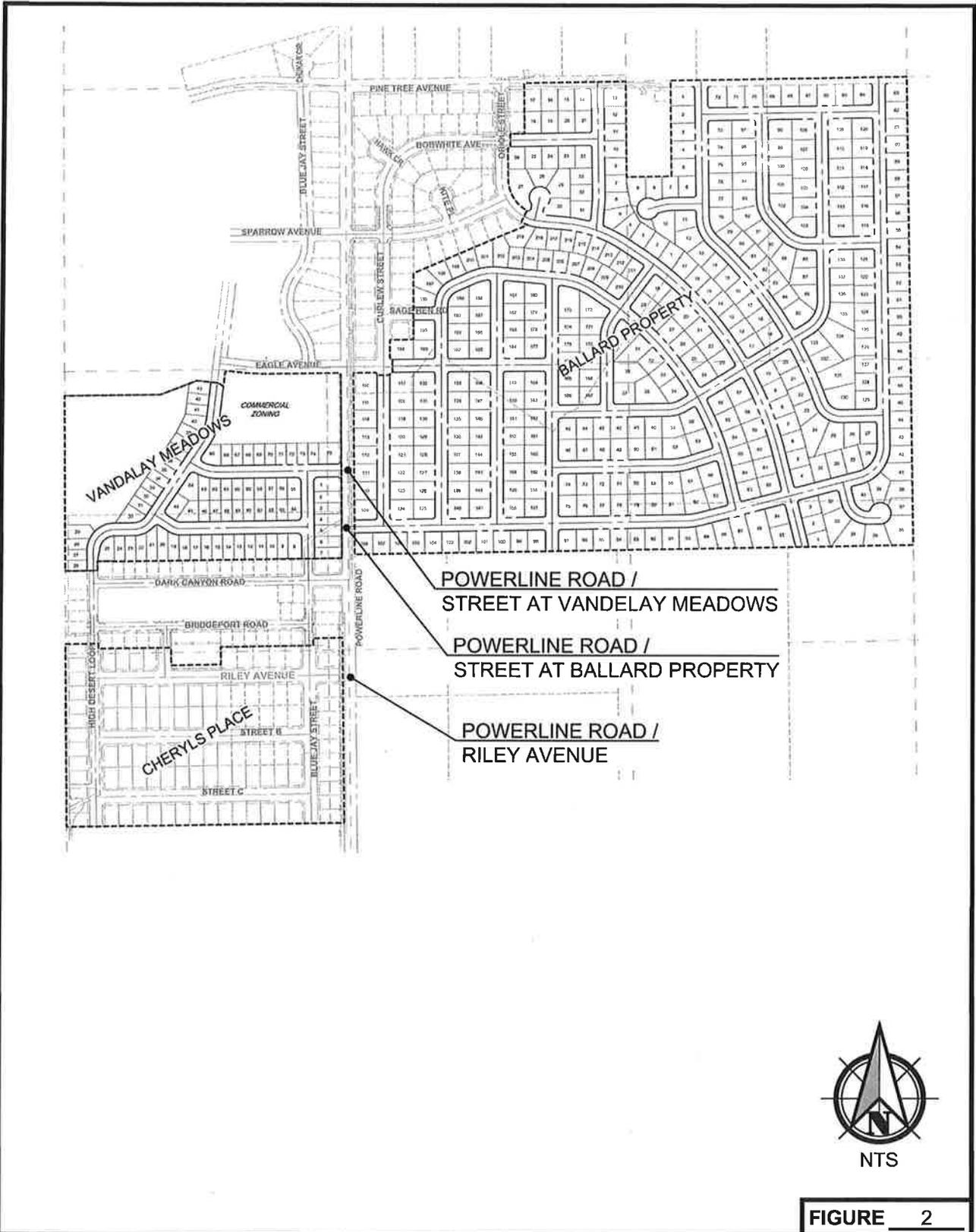
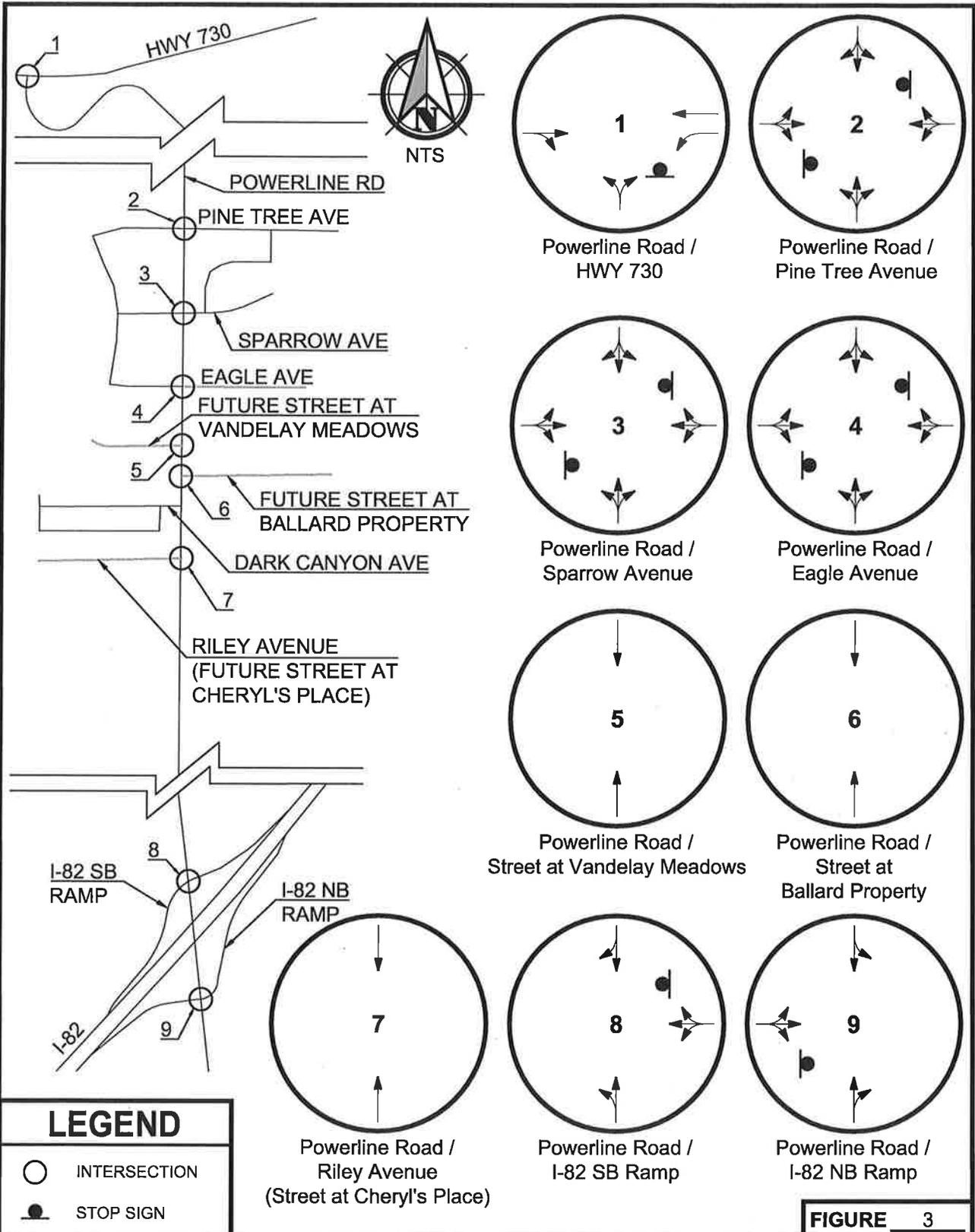


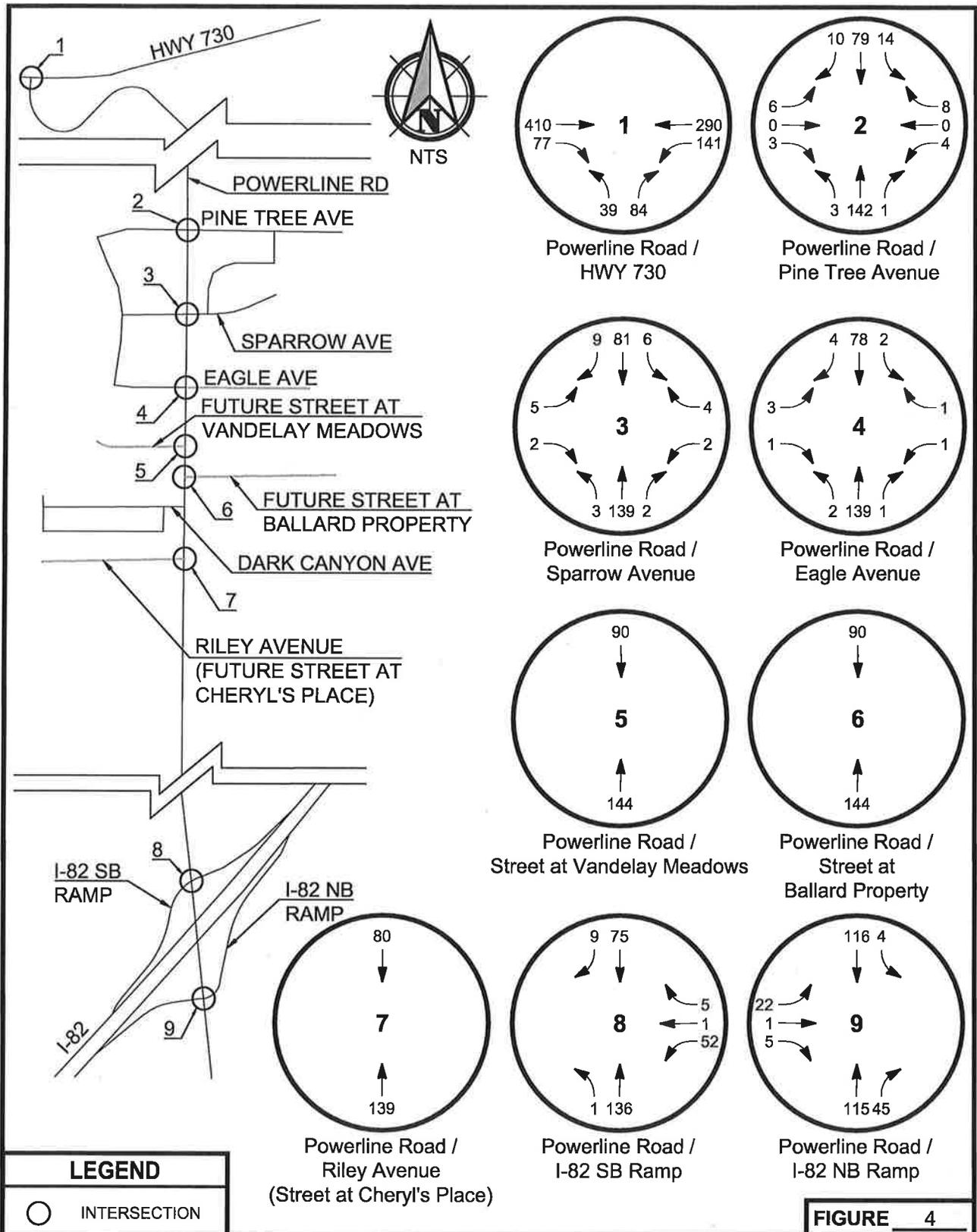
FIGURE 2

# Site Plan

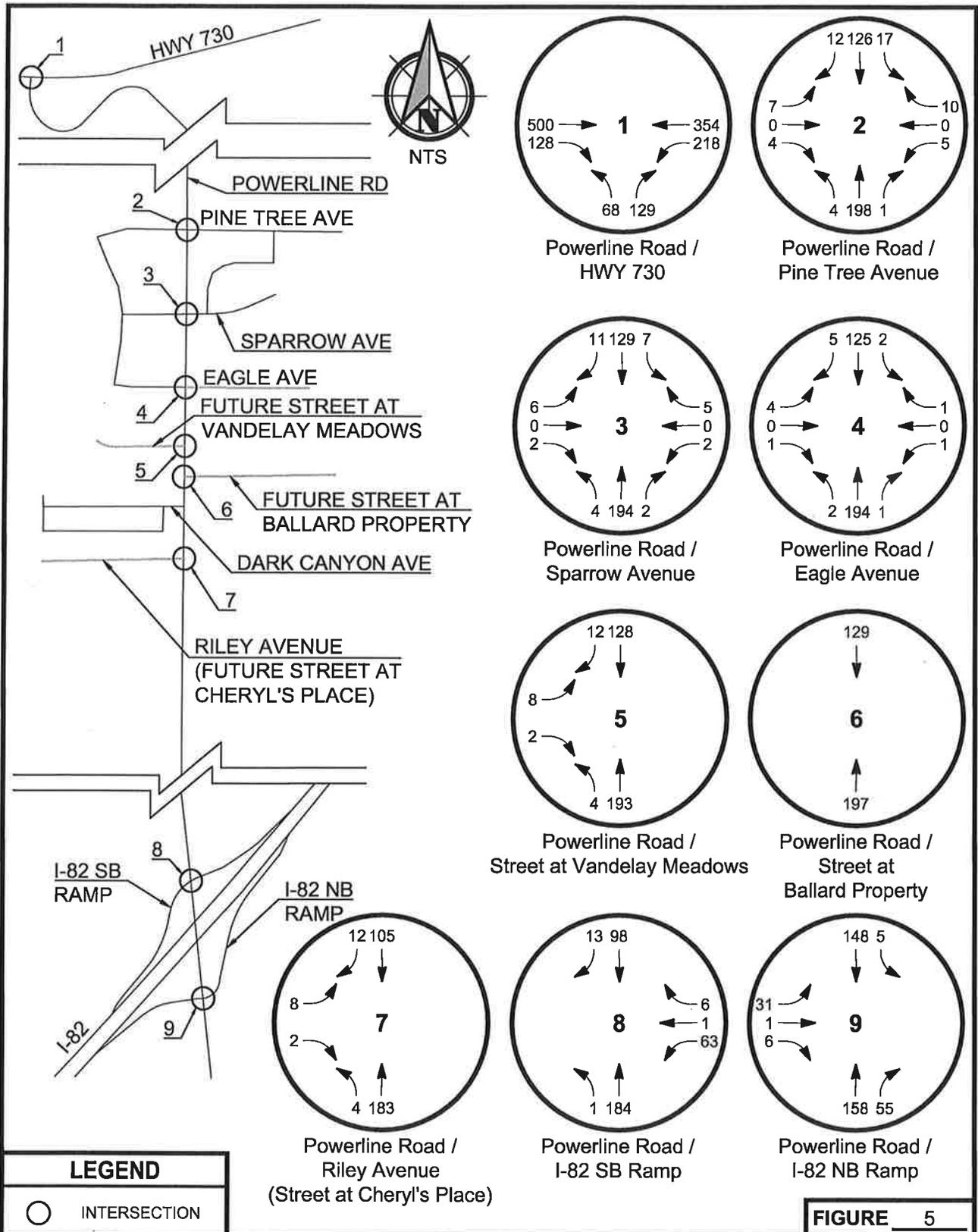
## Umatilla Residential Development



## Existing Lane Configurations and Traffic Controls Umatilla Residential Development



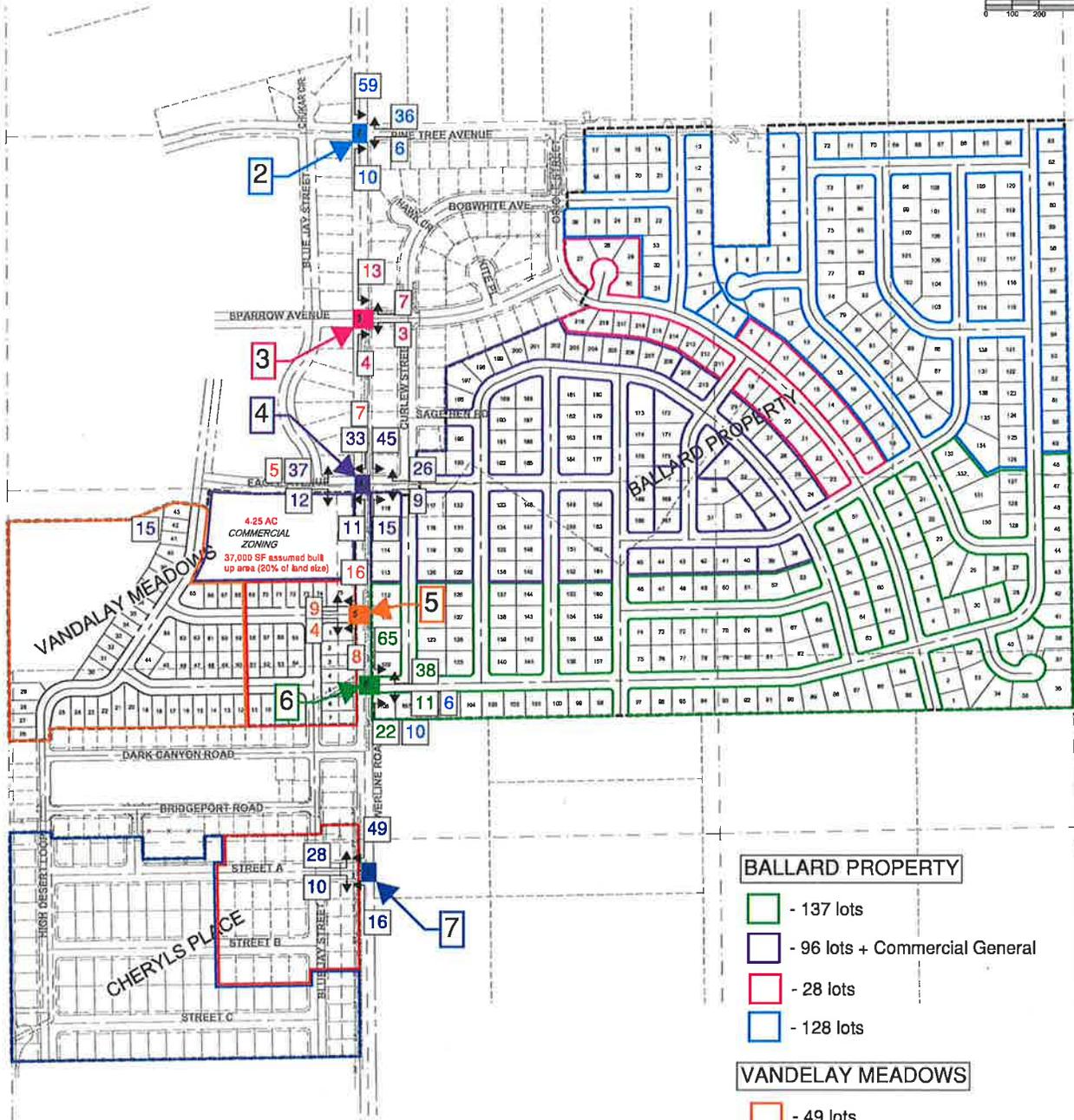
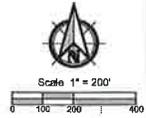
## Existing 2020 Volumes Umatilla Residential Development



## 2030 Without Project Volumes Umatilla Residential Development

# UMATILLA RESIDENTIAL DEVELOPMENTS MASTER PLAN

LOCATED IN SECTION 20, TOWNSHIP 5 NORTH, RANGE 28 EAST, W.M.  
CITY OF UMATILLA, UMATILLA COUNTY, OREGON



### BALLARD PROPERTY

- 137 lots
- 96 lots + Commercial General
- 28 lots
- 128 lots

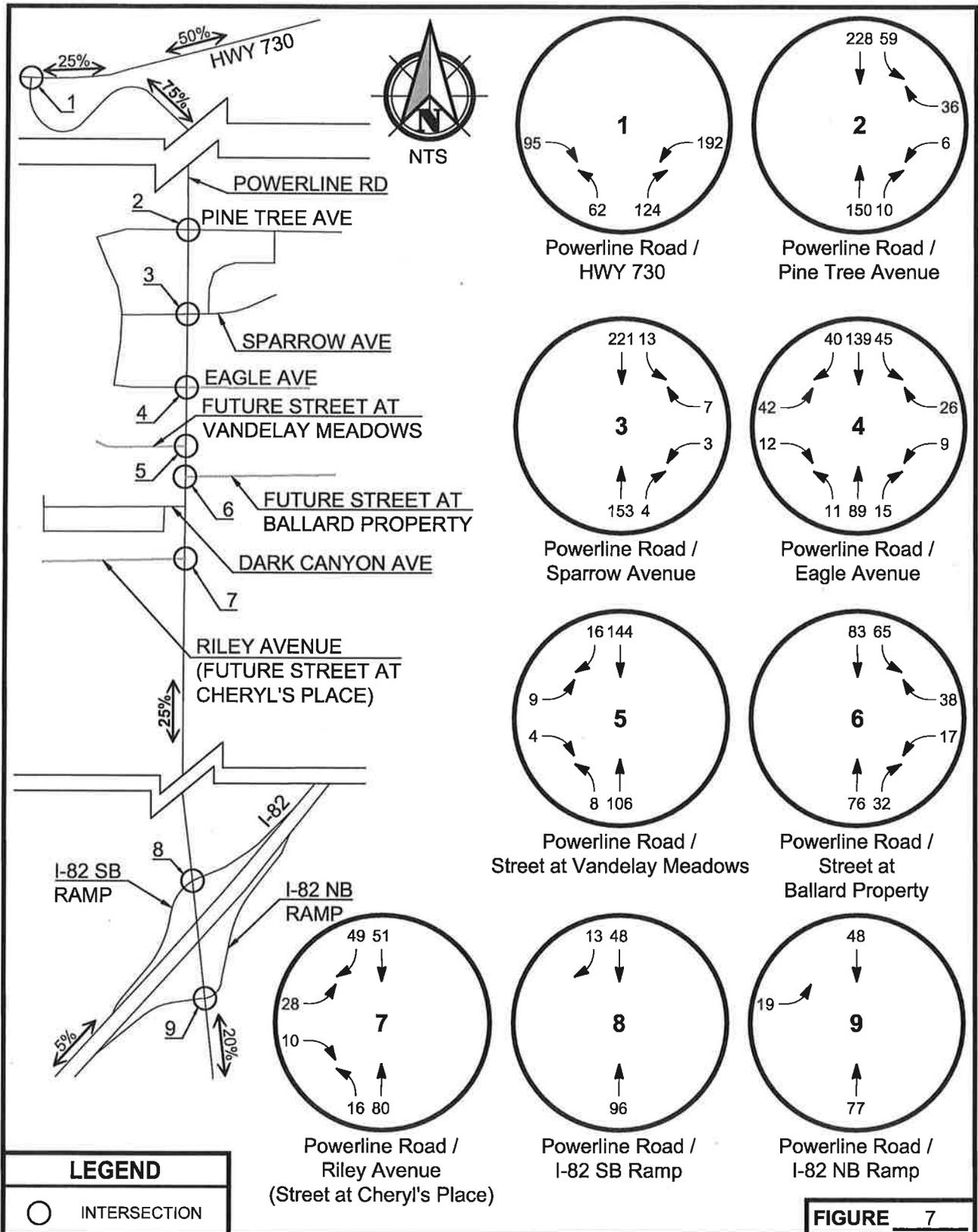
### VANDELAY MEADOWS

- 49 lots
- 26 lots (In-Process)

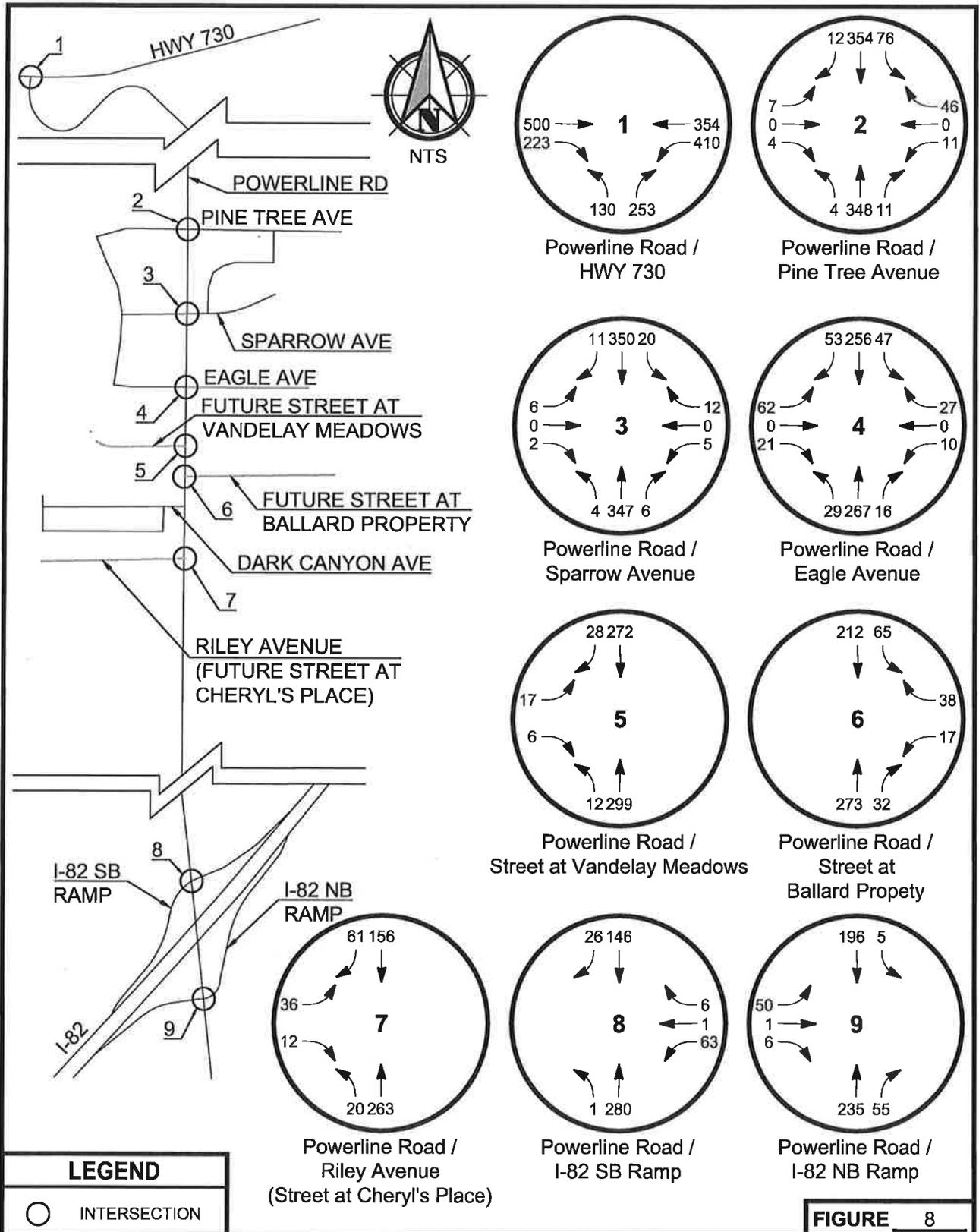
### CHERYL'S PLACE

- 104 lots
- 26 lots (In-Process)

**Access and Circulation**  
Umatilla Residential Development



## 2030 Primary Trip Distribution and Assignment Umatilla Residential Development



## 2030 With Project Volumes Umatilla Residential Development

# Appendix A

## Traffic Counts



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	4:00 PM	0	0		0	0	4:00 PM	0	0		0	0
4:05 PM	0	0		0	0	4:05 PM	0	0		0	0	4:05 PM	0	0		0	0
4:10 PM	0	0		0	0	4:10 PM	0	0		0	0	4:10 PM	0	0		0	0
4:15 PM	0	1		0	1	4:15 PM	0	0		0	0	4:15 PM	0	0		0	0
4:20 PM	0	0		0	0	4:20 PM	0	0		0	0	4:20 PM	0	0		0	0
4:25 PM	0	0		0	0	4:25 PM	0	0		0	0	4:25 PM	0	0		0	0
4:30 PM	0	1		0	1	4:30 PM	0	0		0	0	4:30 PM	0	0		0	0
4:35 PM	0	0		1	1	4:35 PM	0	0		0	0	4:35 PM	0	0		0	0
4:40 PM	0	0		0	0	4:40 PM	0	0		0	0	4:40 PM	0	0		0	0
4:45 PM	0	0		0	0	4:45 PM	0	0		0	0	4:45 PM	0	0		0	0
4:50 PM	0	0		0	0	4:50 PM	0	0		0	0	4:50 PM	0	0		0	0
4:55 PM	0	0		0	0	4:55 PM	0	0		0	0	4:55 PM	0	0		0	0
5:00 PM	0	0		1	1	5:00 PM	0	0		0	0	5:00 PM	0	0		0	0
5:05 PM	1	1		0	2	5:05 PM	0	0		0	0	5:05 PM	0	0		0	0
5:10 PM	0	0		0	0	5:10 PM	0	0		0	0	5:10 PM	0	0		0	0
5:15 PM	0	0		0	0	5:15 PM	0	0		0	0	5:15 PM	0	0		0	0
5:20 PM	0	0		0	0	5:20 PM	0	0		0	0	5:20 PM	0	0		0	0
5:25 PM	0	0		0	0	5:25 PM	0	0		0	0	5:25 PM	0	0		0	0
5:30 PM	0	0		0	0	5:30 PM	0	0		0	0	5:30 PM	0	0		0	0
5:35 PM	0	0		0	0	5:35 PM	0	0		0	0	5:35 PM	0	0		0	0
5:40 PM	0	0		0	0	5:40 PM	0	0		0	0	5:40 PM	0	0		0	0
5:45 PM	0	0		0	0	5:45 PM	0	0		0	0	5:45 PM	0	0		0	0
5:50 PM	0	0		1	1	5:50 PM	0	0		0	0	5:50 PM	0	0		0	0
Count Total	1	3		3	7	Count Total	0	0		0	0	Count Total	0	0		0	0
Peak Hour	1	1		1	3	Peak Hour	0	0		0	0	Peak Hour	0	0		0	0



Location: Powerline Rd & Hwy 730 PM  
 Date: Wednesday, March 4, 2020  
 Peak Hour: 04:05 PM - 05:05 PM  
 Peak 15-Minutes: 04:40 PM - 04:55 PM

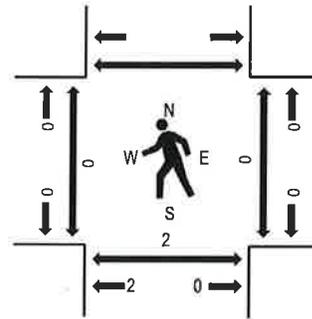
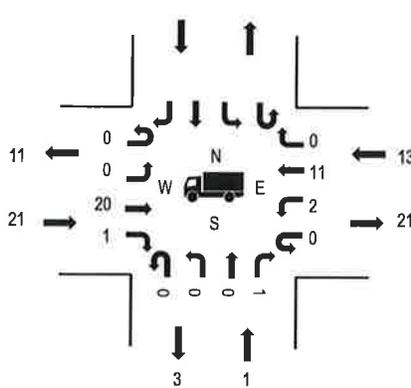
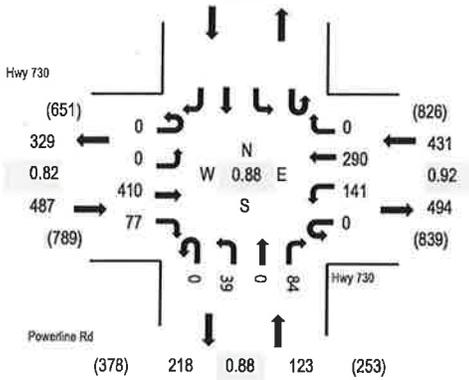
(303) 216-2439  
 www.alltrafficdata.net

Peak Hour

Motorized Vehicles

Heavy Vehicles

Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.3%	0.82
WB	3.0%	0.92
NB	0.8%	0.88
SB		
All	3.4%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	Hwy 730 Eastbound				Hwy 730 Westbound				Powerline Rd Northbound				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	39	9	0	8	17	0	0	1	0	3					77	1,021
4:05 PM	0	0	38	6	0	10	21	0	0	3	0	7					85	1,041
4:10 PM	0	0	40	13	0	9	12	0	0	0	0	12					86	1,031
4:15 PM	0	0	38	9	0	8	22	0	0	6	0	6					89	1,023
4:20 PM	0	0	48	4	0	14	24	0	0	3	0	4					97	1,004
4:25 PM	0	0	34	13	0	9	17	0	0	8	0	7					88	975
4:30 PM	0	0	29	2	0	13	26	0	0	2	0	6					78	969
4:35 PM	0	0	23	6	0	7	24	0	0	2	0	3					65	963
4:40 PM	0	0	43	5	0	11	25	0	0	1	0	9					94	986
4:45 PM	0	0	43	5	0	18	35	0	0	2	0	11					114	980
4:50 PM	0	0	17	4	0	14	40	0	0	7	0	7					89	938
4:55 PM	0	0	27	4	0	11	13	0	0	0	0	4					59	906
5:00 PM	0	0	30	6	0	17	31	0	0	5	0	8					97	
5:05 PM	0	0	24	4	0	7	27	0	0	6	0	7					75	
5:10 PM	0	0	21	8	0	10	27	0	0	5	0	7					78	
5:15 PM	0	0	25	4	0	9	23	0	0	1	0	8					70	
5:20 PM	0	0	20	5	0	8	23	0	0	6	0	6					68	
5:25 PM	0	0	19	2	0	11	33	0	0	5	0	12					82	
5:30 PM	0	0	21	4	0	12	23	0	0	6	0	6					72	
5:35 PM	0	0	25	2	0	14	35	0	0	4	0	8					88	
5:40 PM	0	0	30	1	0	13	29	0	0	7	0	8					88	
5:45 PM	0	0	21	2	0	14	20	0	0	2	0	13					72	
5:50 PM	0	0	16	0	0	13	19	0	0	3	0	6					57	
Count Total	0	0	671	118	0	260	566	0	0	85	0	168					1,868	
Peak Hour	0	0	410	77	0	141	290	0	0	39	0	84					1,041	

### 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	4	1	0		5	4:00 PM	0	0	0	0	4:00 PM	0	0	0	0		
4:05 PM	3	0	1		4	4:05 PM	0	0	0	0	4:05 PM	0	0	0	0		
4:10 PM	2	0	0		2	4:10 PM	0	0	0	0	4:10 PM	0	0	0	0		
4:15 PM	2	0	1		3	4:15 PM	0	0	0	0	4:15 PM	0	0	0	0		
4:20 PM	4	0	1		5	4:20 PM	0	0	0	0	4:20 PM	0	0	0	0		
4:25 PM	3	0	0		3	4:25 PM	0	0	0	0	4:25 PM	0	0	0	0		
4:30 PM	3	1	2		6	4:30 PM	0	0	0	0	4:30 PM	0	0	0	0		
4:35 PM	0	0	0		0	4:35 PM	0	0	0	0	4:35 PM	0	0	0	0		
4:40 PM	0	0	0		0	4:40 PM	0	0	0	0	4:40 PM	0	2	0	2		
4:45 PM	1	0	2		3	4:45 PM	0	0	0	0	4:45 PM	0	0	0	0		
4:50 PM	1	0	3		4	4:50 PM	0	0	0	0	4:50 PM	0	0	0	0		
4:55 PM	1	0	2		3	4:55 PM	0	0	0	0	4:55 PM	0	0	0	0		
5:00 PM	1	0	1		2	5:00 PM	0	0	0	0	5:00 PM	0	0	0	0		
5:05 PM	2	0	1		3	5:05 PM	0	0	0	0	5:05 PM	0	0	0	0		
5:10 PM	2	1	1		4	5:10 PM	0	0	0	0	5:10 PM	0	0	0	0		
5:15 PM	1	0	0		1	5:15 PM	0	0	0	0	5:15 PM	0	0	0	0		
5:20 PM	1	0	2		3	5:20 PM	0	0	1	1	5:20 PM	0	0	0	0		
5:25 PM	2	0	1		3	5:25 PM	0	0	0	0	5:25 PM	0	0	0	0		
5:30 PM	0	0	1		1	5:30 PM	0	0	0	0	5:30 PM	0	0	0	0		
5:35 PM	1	0	3		4	5:35 PM	0	0	0	0	5:35 PM	0	0	0	0		
5:40 PM	3	0	2		5	5:40 PM	0	0	0	0	5:40 PM	0	0	0	0		
5:45 PM	1	0	1		2	5:45 PM	0	0	0	0	5:45 PM	0	2	0	2		
5:50 PM	1	0	3		4	5:50 PM	0	0	0	0	5:50 PM	0	0	0	0		
Count Total	39	3	28		70	Count Total	0	0	1	1	Count Total	0	4	0	4		
Peak Hour	21	1	13		35	Peak Hour	0	0	0	0	Peak Hour	0	2	0	2		



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	1	0	1	2	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	1	1	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	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	1	0	0	0	1	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	1	1	0	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	1	2	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	1	0	0	0	1	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	1	0	1	2	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
Count Total	4	5	0	4	13	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	3	3	0	2	8	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



### 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	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	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	1	1	2	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	1	0	1	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	1	0	0	1	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	1	1	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	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	1	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	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	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
Count Total	0	3	4	5	12	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	2	2	2	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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

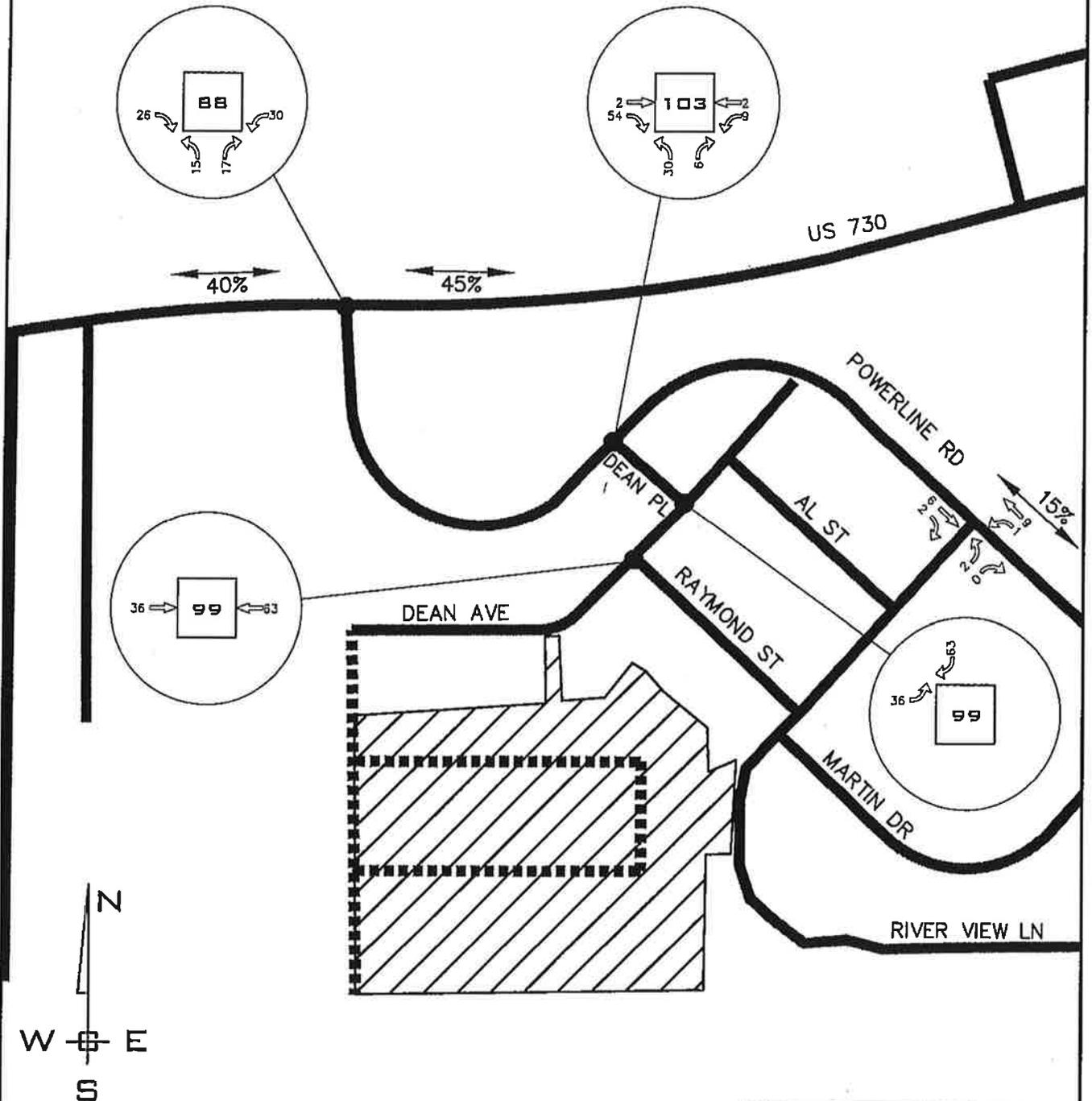
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	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	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	1	1	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	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	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	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
Count Total	0	2	0	2	4	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	2	3	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

# Appendix B

## In-Process Projects

VOLUMES = TRIP GENERATION TABLE

PM PEAK HOUR			
	TOTAL	IN	OUT
TOTAL	104	66	38



NOT TO SCALE

PROJ #: 19-2493  
 DATE: 11/25/19  
 DRAWN: HJH  
 APPROVED: TRW

**TRAFFIC IMPACT ANALYSIS  
 AMBIENCE HOMES  
 DEAN AVENUE & RAYMOND STREET  
 UMATILLA, OREGON**



WHIPPLE CONSULTING ENGINEERS  
 CIVIL AND TRANSPORTATION ENGINEERING  
 21 SOUTH PINES ROAD  
 SPOKANE VALLEY, WASHINGTON 99206  
 PH: 509-893-2617 FAX: 509-925-0227

FIGURE 5

PM PROJECT TRIP DISTRIBUTION

### Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Umatilla Residential Development Master Plan

Open Date: 3/25/2020  
Analysis Date: 3/25/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
210	Vandelay Meadows SF Homes	123	122	245	5	14	19	16	10	26
26	Dwelling Units									
	Unadjusted Volume	123	122	245	5	14	19	16	10	26
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	123	122	245	5	14	19	16	10	26

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

### Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Umattilla Resedential Development Master Plan

Open Date: 3/26/2020  
Analysis Date: 3/26/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	* Exit	* Total	* Enter	* Exit	* Total	* Enter	* Exit	* Total
210	Cheryl's Place SF Homes	123	122	245	5	14	19	16	10	26
26	Dwelling Units									
	Unadjusted Volume	123	122	245	5	14	19	16	10	26
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	123	122	245	5	14	19	16	10	26

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition  
TRIP GENERATION 10, TRAFFICWARE, LLC

# Appendix C

## Trip Generation Calculations

### Trip Generation Summary

Alternative: Alternative 1  
 Phase:  
 Project: Umattilla Resedential Development Master Plan

Open Date: 3/25/2020  
 Analysis Date: 3/25/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	* Exit	* Total	* Enter	* Exit	* Total	* Enter	* Exit	* Total
210	Vandelay Meadows SF Homes	232	231	463	9	27	36	31	18	49
49	Dwelling Units									
210	Cheryl's Place SF Homes	491	491	982	19	58	77	65	38	103
104	Dwelling Units									
210	Ballard Property SF Homes	1836	1836	3672	72	216	288	243	142	385
389	Dwelling Units									
820	Commercial General	699	698	1397	22	13	35	68	73	141
37	1000 Sq. Ft. GLA									
	Unadjusted Volume	3258	3256	6514	122	314	436	407	271	678
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	24	24	48
	Volume Added to Adjacent Streets	3258	3256	6514	122	314	436	383	247	630

Total Weekday Average Daily Trips Internal Capture = 0 Percent  
 Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent  
 Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Umatilla Residential Development

Umatilla Residential Development - Total				ADT	PM		
ITE Code	Land Use	Total	Unit		Enter	Exit	Total
210	Single Family Residential	542	dwelling units	5,116	338	199	537
820	Commercial General	37	1,000 sf	1,397	68	73	141
				6,513	406	272	678

Umatilla Residential Development - Total					PM		
Land Use	Total	Unit			Enter	Exit	Total
<b>2030</b>	Vandelay Meadows SF Homes	49	dwelling units		31	18	49
	Cheryl's Place SF Homes	104	dwelling units		65	38	103
	Ballard Property	389	dwelling units		243	142	385
	External Trips/Primary Trips				339	198	537
	Commercial General	37	1,000 sf		68	73	141
	<i>Pass-By Trips</i>				-24	-24	-48
	External Trips/Primary Trips				44	49	93
Total Trips Generated					407	271	678
<i>Pass-By Trips</i>					-24	-24	-48
<b>Primary Trips</b>					<b>383</b>	<b>247</b>	<b>630</b>

# **Appendix D**

**Level of Service Calculations**

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	410	77	141	290	39	84
Future Vol, veh/h	410	77	141	290	39	84
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	3	0	1
Mvmt Flow	466	88	160	330	44	95

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	556	0	1162
Stage 1	-	-	-	-	512
Stage 2	-	-	-	-	650
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1025	-	218
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	523
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1023	-	184
Mov Cap-2 Maneuver	-	-	-	-	314
Stage 1	-	-	-	-	605
Stage 2	-	-	-	-	441

Approach	EB	WB	NB
HCM Control Delay, s	0	3	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	1023	-
HCM Lane V/C Ratio	0.311	-	-	0.157	-
HCM Control Delay (s)	16.6	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.6	-

HCM 6th TWSC  
2: Powerline Road & Pine Tree Avenue

04/05/2020

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	3	4	0	8	3	142	1	14	79	10
Future Vol, veh/h	6	0	3	4	0	8	3	142	1	14	79	10
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	1	0	1
Mvmt Flow	8	0	4	5	0	10	4	178	1	18	99	13

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	334	329	106	331	335	179	112	0	0	179	0	0
Stage 1	142	142	-	187	187	-	-	-	-	-	-	-
Stage 2	192	187	-	144	148	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	623	593	954	626	589	869	1490	-	-	1403	-	-
Stage 1	866	783	-	819	749	-	-	-	-	-	-	-
Stage 2	814	749	-	864	779	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	608	583	954	615	579	869	1490	-	-	1403	-	-
Mov Cap-2 Maneuver	608	583	-	615	579	-	-	-	-	-	-	-
Stage 1	863	772	-	817	747	-	-	-	-	-	-	-
Stage 2	802	747	-	849	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	9.8	0.2	1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	692	764	1403	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.02	0.012	-	-
HCM Control Delay (s)	7.4	0	-	10.3	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 6th TWSC  
3: Powerline Road & Sparrow Avenue

04/05/2020

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	2	2	0	4	3	139	2	6	81	9
Future Vol, veh/h	5	0	2	2	0	4	3	139	2	6	81	9
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	0	2	2	0	5	4	164	2	7	95	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	291	289	101	289	293	165	106	0	0	166	0	0
Stage 1	115	115	-	173	173	-	-	-	-	-	-	-
Stage 2	176	174	-	116	120	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	663	623	957	665	620	882	1491	-	-	1418	-	-
Stage 1	892	802	-	831	758	-	-	-	-	-	-	-
Stage 2	828	757	-	891	798	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	656	618	957	659	615	882	1491	-	-	1418	-	-
Mov Cap-2 Maneuver	656	618	-	659	615	-	-	-	-	-	-	-
Stage 1	889	798	-	829	756	-	-	-	-	-	-	-
Stage 2	821	755	-	884	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.6	0.2	0.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1491	-	-	721	793	1418	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.009	0.005	-	-
HCM Control Delay (s)	7.4	0	-	10.1	9.6	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC  
4: Powerline Road & Eagle Avenue

04/05/2020

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	1	1	0	1	2	139	1	2	78	4
Future Vol, veh/h	3	0	1	1	0	1	2	139	1	2	78	4
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	0	1	1	0	1	2	164	1	2	92	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	268	268	95	268	270	165	97	0	0	165	0	0
Stage 1	99	99	-	169	169	-	-	-	-	-	-	-
Stage 2	169	169	-	99	101	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	687	640	964	687	638	882	1503	-	-	1419	-	-
Stage 1	910	815	-	835	761	-	-	-	-	-	-	-
Stage 2	835	761	-	910	813	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	685	639	964	685	637	882	1503	-	-	1419	-	-
Mov Cap-2 Maneuver	685	639	-	685	637	-	-	-	-	-	-	-
Stage 1	909	814	-	834	760	-	-	-	-	-	-	-
Stage 2	833	760	-	908	812	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	9.7	0.1	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	738	771	1419	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006	0.003	0.002	-	-
HCM Control Delay (s)	7.4	0	-	9.9	9.7	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC  
8: Powerline Road & I-82 SB Ramp

04/05/2020

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	52	1	5	1	136	0	0	75	9
Future Vol, veh/h	0	0	0	52	1	5	1	136	0	0	75	9
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	2	0	0	1	0	0	1	1
Mvmt Flow	0	0	0	62	1	6	1	162	0	0	89	11

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	259	264	162	100	0	-	0
Stage 1	164	164	-	-	-	-	-
Stage 2	95	100	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	730	641	888	1505	-	0	0
Stage 1	865	762	-	-	-	0	0
Stage 2	929	812	-	-	-	0	0
Platoon blocked, %							
Mov Cap-1 Maneuver	729	0	888	1505	-	-	-
Mov Cap-2 Maneuver	729	0	-	-	-	-	-
Stage 1	864	0	-	-	-	-	-
Stage 2	929	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1505	-	741	-
HCM Lane V/C Ratio	0.001	-	0.093	-
HCM Control Delay (s)	7.4	0	10.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.3	-

HCM 6th TWSC  
9: Powerline Road & I-82 NB Ramp

04/05/2020

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	22	1	5	0	0	0	0	115	45	4	116	0
Future Vol, veh/h	22	1	5	0	0	0	0	115	45	4	116	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	0	4	0	0	0	0	0	2	1	1	0
Mvmt Flow	25	1	6	0	0	0	0	129	51	4	130	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	293	318	130	-	0	0	180	0	0
Stage 1	138	138	-	-	-	-	-	-	-
Stage 2	155	180	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.5	6.24	-	-	-	4.11	-	-
Critical Hdwy Stg 1	5.47	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.336	-	-	-	2.209	-	-
Pot Cap-1 Maneuver	687	602	914	0	-	-	1402	-	0
Stage 1	876	786	-	0	-	-	-	-	0
Stage 2	861	754	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	685	0	914	-	-	-	1402	-	-
Mov Cap-2 Maneuver	685	0	-	-	-	-	-	-	-
Stage 1	876	0	-	-	-	-	-	-	-
Stage 2	858	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1402	-
HCM Lane V/C Ratio	-	-	0.044	0.003	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Vol, veh/h	500	128	218	354	68	129
Future Vol, veh/h	500	128	218	354	68	129
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	2	3	2	2
Mvmt Flow	568	145	248	402	77	147

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	715	0	1541 643
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	898 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	885	-	127 473
Stage 1	-	-	-	-	523 -
Stage 2	-	-	-	-	398 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	883	-	91 472
Mov Cap-2 Maneuver	-	-	-	-	206 -
Stage 1	-	-	-	-	522 -
Stage 2	-	-	-	-	286 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	37.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	883	-
HCM Lane V/C Ratio	0.687	-	-	0.281	-
HCM Control Delay (s)	37.1	-	-	10.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	4.8	-	-	1.2	-

HCM 6th TWSC  
2: Powerline Road & Pine Tree Avenue

04/05/2020

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	4	5	0	10	4	198	1	17	126	12
Future Vol, veh/h	7	0	4	5	0	10	4	198	1	17	126	12
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	5	6	0	13	5	248	1	21	158	15

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	473	467	166	469	474	249	173	0	0	249	0	0
Stage 1	208	208	-	259	259	-	-	-	-	-	-	-
Stage 2	265	259	-	210	215	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	501	493	878	505	489	790	1404	-	-	1317	-	-
Stage 1	794	730	-	746	694	-	-	-	-	-	-	-
Stage 2	740	694	-	792	725	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	485	482	878	494	478	790	1404	-	-	1317	-	-
Mov Cap-2 Maneuver	485	482	-	494	478	-	-	-	-	-	-	-
Stage 1	791	717	-	743	691	-	-	-	-	-	-	-
Stage 2	725	691	-	773	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	10.6	0.1	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	579	658	1317	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.028	0.016	-	-
HCM Control Delay (s)	7.6	0	-	11.4	10.6	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 6th TWSC  
3: Powerline Road & Sparrow Avenue

04/05/2020

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	2	0	5	4	194	2	7	129	11
Future Vol, veh/h	6	0	2	2	0	5	4	194	2	7	129	11
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	2	0	6	5	228	2	8	152	13

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	417	415	159	415	420	229	165	0	0	230	0	0
Stage 1	175	175	-	239	239	-	-	-	-	-	-	-
Stage 2	242	240	-	176	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	546	528	886	548	525	810	1413	-	-	1338	-	-
Stage 1	827	754	-	764	708	-	-	-	-	-	-	-
Stage 2	762	707	-	826	750	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	537	522	886	542	519	810	1413	-	-	1338	-	-
Mov Cap-2 Maneuver	537	522	-	542	519	-	-	-	-	-	-	-
Stage 1	824	749	-	761	705	-	-	-	-	-	-	-
Stage 2	753	704	-	818	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	10.1	0.2	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	596	710	1338	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.012	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.1	10.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC  
4: Powerline Road & Eagle Avenue

04/05/2020

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	1	1	0	1	2	194	1	2	125	5
Future Vol, veh/h	4	0	1	1	0	1	2	194	1	2	125	5
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	1	0	1	2	228	1	2	147	6

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	387	387	150	388	390	229	153	0	0	229	0	0
Stage 1	154	154	-	233	233	-	-	-	-	-	-	-
Stage 2	233	233	-	155	157	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	572	547	896	571	545	810	1428	-	-	1339	-	-
Stage 1	848	770	-	770	712	-	-	-	-	-	-	-
Stage 2	770	712	-	847	768	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	570	545	896	569	543	810	1428	-	-	1339	-	-
Mov Cap-2 Maneuver	570	545	-	569	543	-	-	-	-	-	-	-
Stage 1	846	768	-	768	711	-	-	-	-	-	-	-
Stage 2	767	711	-	844	766	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		10.4		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	615	668	1339	-	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.004	0.002	-	-
HCM Control Delay (s)	7.5	0	-	10.9	10.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	4	193	128	12
Future Vol, veh/h	8	2	4	193	128	12
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	5	227	151	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	395	158	165	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	610	887	1413	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	887	1413	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1413	-	649	-	-
HCM Lane V/C Ratio	0.003	-	0.018	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	8	2	4	183	105	12
Future Vol, veh/h	8	2	4	183	105	12
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	5	215	124	14

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	356	131	138	0	0
Stage 1	131	-	-	-	-
Stage 2	225	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	642	919	1446	-	-
Stage 1	895	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	639	919	1446	-	-
Mov Cap-2 Maneuver	639	-	-	-	-
Stage 1	891	-	-	-	-
Stage 2	812	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	680	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC  
8: Powerline Road & I-82 SB Ramp

04/05/2020

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	63	1	6	1	184	0	0	98	13
Future Vol, veh/h	0	0	0	63	1	6	1	184	0	0	98	13
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	75	1	7	1	219	0	0	117	15

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	346	353	219	132	0	-	-	-	0
Stage 1	221	221	-	-	-	-	-	-	-
Stage 2	125	132	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
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	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	651	572	821	1453	-	0	0	-	-
Stage 1	816	720	-	-	-	0	0	-	-
Stage 2	901	787	-	-	-	0	0	-	-
Platoon blocked, %					-	-	-	-	-
Mov Cap-1 Maneuver	650	0	821	1453	-	-	-	-	-
Mov Cap-2 Maneuver	650	0	-	-	-	-	-	-	-
Stage 1	815	0	-	-	-	-	-	-	-
Stage 2	901	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1453	-	662	-
HCM Lane V/C Ratio	0.001	-	0.126	-
HCM Control Delay (s)	7.5	0	11.2	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.4	-

HCM 6th TWSC  
9: Powerline Road & I-82 NB Ramp

04/05/2020

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Vol, veh/h	31	1	6	0	0	0	0	158	55	5	148	0
Future Vol, veh/h	31	1	6	0	0	0	0	158	55	5	148	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	2	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1	7	0	0	0	0	178	62	6	166	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	387	418	166	-	0	0	240	0	0
Stage 1	178	178	-	-	-	-	-	-	-
Stage 2	209	240	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.52	6.24	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.336	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	607	526	873	0	-	-	1327	-	0
Stage 1	841	752	-	0	-	-	-	-	0
Stage 2	814	707	-	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	604	0	873	-	-	-	1327	-	-
Mov Cap-2 Maneuver	604	0	-	-	-	-	-	-	-
Stage 1	841	0	-	-	-	-	-	-	-
Stage 2	810	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	636	1327	-
HCM Lane V/C Ratio	-	-	0.067	0.004	-
HCM Control Delay (s)	-	-	11.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

**Intersection**

Int Delay, s/veh 143.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↖
Traffic Vol, veh/h	500	223	410	354	130	253
Future Vol, veh/h	500	223	410	354	130	253
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	2	3	2	2
Mvmt Flow	568	253	466	402	148	288

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	823
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	807
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	805
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	\$ 683.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	182	-	-	805	-
HCM Lane V/C Ratio	2.391	-	-	0.579	-
HCM Control Delay (s)	\$ 683.2	-	-	15.4	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	36.2	-	-	3.8	-

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

HCM 6th TWSC  
2: Powerline Road & Pine Tree Avenue

04/05/2020

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	7	0	4	11	0	46	4	348	11	76	354	12
Future Vol, veh/h	7	0	4	11	0	46	4	348	11	76	354	12
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	5	14	0	58	5	435	14	95	443	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1122	1100	451	1095	1100	442	458	0	0	449	0	0
Stage 1	641	641	-	452	452	-	-	-	-	-	-	-
Stage 2	481	459	-	643	648	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	183	212	608	191	212	615	1103	-	-	1111	-	-
Stage 1	463	469	-	587	570	-	-	-	-	-	-	-
Stage 2	566	566	-	462	466	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	151	187	608	172	187	615	1103	-	-	1111	-	-
Mov Cap-2 Maneuver	151	187	-	172	187	-	-	-	-	-	-	-
Stage 1	460	415	-	583	567	-	-	-	-	-	-	-
Stage 2	510	563	-	406	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	15.6	0.1	1.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1103	-	-	208	411	1111	-	-
HCM Lane V/C Ratio	0.005	-	-	0.066	0.173	0.086	-	-
HCM Control Delay (s)	8.3	0	-	23.5	15.6	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.3	-	-

HCM 6th TWSC  
3: Powerline Road & Sparrow Avenue

04/05/2020

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	2	5	0	12	4	347	6	20	350	11
Future Vol, veh/h	6	0	2	5	0	12	4	347	6	20	350	11
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	2	6	0	14	5	408	7	24	412	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	896	892	419	890	895	412	425	0	0	415	0	0
Stage 1	467	467	-	422	422	-	-	-	-	-	-	-
Stage 2	429	425	-	468	473	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	261	281	634	264	280	640	1134	-	-	1144	-	-
Stage 1	576	562	-	609	588	-	-	-	-	-	-	-
Stage 2	604	586	-	575	558	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	249	271	634	256	270	640	1134	-	-	1144	-	-
Mov Cap-2 Maneuver	249	271	-	256	270	-	-	-	-	-	-	-
Stage 1	573	546	-	605	584	-	-	-	-	-	-	-
Stage 2	587	582	-	557	542	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.6		13.5		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1134	-	-	294	444	1144	-	-
HCM Lane V/C Ratio	0.004	-	-	0.032	0.045	0.021	-	-
HCM Control Delay (s)	8.2	0	-	17.6	13.5	8.2	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

HCM 6th TWSC  
4: Powerline Road & Eagle Avenue

04/05/2020

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	0	21	10	0	27	29	267	16	47	256	53
Future Vol, veh/h	62	0	21	10	0	27	29	267	16	47	256	53
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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	0	25	12	0	32	34	314	19	55	301	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	850	843	332	847	865	324	363	0	0	333	0	0
Stage 1	442	442	-	392	392	-	-	-	-	-	-	-
Stage 2	408	401	-	455	473	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	300	710	282	292	717	1196	-	-	1226	-	-
Stage 1	594	576	-	633	606	-	-	-	-	-	-	-
Stage 2	620	601	-	585	558	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	249	273	710	254	266	717	1196	-	-	1226	-	-
Mov Cap-2 Maneuver	249	273	-	254	266	-	-	-	-	-	-	-
Stage 1	573	543	-	611	585	-	-	-	-	-	-	-
Stage 2	572	580	-	532	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	13.2	0.8	1.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	298	480	1226	-	-
HCM Lane V/C Ratio	0.029	-	-	0.328	0.091	0.045	-	-
HCM Control Delay (s)	8.1	0	-	22.9	13.2	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	17	6	12	299	272	28
Future Vol, veh/h	17	6	12	299	272	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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	7	14	352	320	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	717	337	353	0	0
Stage 1	337	-	-	-	-
Stage 2	380	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	396	705	1206	-	-
Stage 1	723	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	390	705	1206	-	-
Mov Cap-2 Maneuver	390	-	-	-	-
Stage 1	713	-	-	-	-
Stage 2	691	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1206	-	441	-	-
HCM Lane V/C Ratio	0.012	-	0.061	-	-
HCM Control Delay (s)	8	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			Y
Traffic Vol, veh/h	17	38	273	32	65	212
Future Vol, veh/h	17	38	273	32	65	212
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	45	321	38	76	249

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	741	340	0	0	359
Stage 1	340	-	-	-	-
Stage 2	401	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	384	702	-	-	1200
Stage 1	721	-	-	-	-
Stage 2	676	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	356	702	-	-	1200
Mov Cap-2 Maneuver	356	-	-	-	-
Stage 1	721	-	-	-	-
Stage 2	626	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	1200
HCM Lane V/C Ratio	-	-	0.12	0.064
HCM Control Delay (s)	-	-	12.6	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	36	12	20	263	156	61
Future Vol, veh/h	36	12	20	263	156	61
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	14	24	309	184	72

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	577	220	256	0	0
Stage 1	220	-	-	-	-
Stage 2	357	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	478	820	1309	-	-
Stage 1	817	-	-	-	-
Stage 2	708	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	467	820	1309	-	-
Mov Cap-2 Maneuver	467	-	-	-	-
Stage 1	799	-	-	-	-
Stage 2	708	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1309	-	523	-	-
HCM Lane V/C Ratio	0.018	-	0.108	-	-
HCM Control Delay (s)	7.8	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 6th TWSC  
8: Powerline Road & I-82 SB Ramp

04/05/2020

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	63	1	6	1	280	0	0	146	26
Future Vol, veh/h	0	0	0	63	1	6	1	280	0	0	146	26
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	75	1	7	1	333	0	0	174	31

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	525	540	333	205	0	-	0
Stage 1	335	335	-	-	-	-	-
Stage 2	190	205	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-
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	2.218	-	-	-
Pot Cap-1 Maneuver	513	449	709	1366	-	0	0
Stage 1	725	643	-	-	-	0	0
Stage 2	842	732	-	-	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	512	0	709	1366	-	-	-
Mov Cap-2 Maneuver	512	0	-	-	-	-	-
Stage 1	724	0	-	-	-	-	-
Stage 2	842	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1366	-	525	-
HCM Lane V/C Ratio	0.001	-	0.159	-
HCM Control Delay (s)	7.6	0	13.1	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.6	-

HCM 6th TWSC  
9: Powerline Road & I-82 NB Ramp

04/05/2020

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	50	1	6	0	0	0	0	235	55	5	196	0
Future Vol, veh/h	50	1	6	0	0	0	0	235	55	5	196	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	2	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	1	7	0	0	0	0	264	62	6	220	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	527	558	220	-	0	0	326	0	0
Stage 1	232	232	-	-	-	-	-	-	-
Stage 2	295	326	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.52	6.24	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.336	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	503	438	815	0	-	-	1234	-	0
Stage 1	795	713	-	0	-	-	-	-	0
Stage 2	744	648	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	500	0	815	-	-	-	1234	-	-
Mov Cap-2 Maneuver	500	0	-	-	-	-	-	-	-
Stage 1	795	0	-	-	-	-	-	-	-
Stage 2	740	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	522	1234	-
HCM Lane V/C Ratio	-	-	0.123	0.005	-
HCM Control Delay (s)	-	-	12.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

# **Appendix E**

## **Preliminary Traffic Signal Warrant**

**Oregon Department of Transportation**  
**Transportation Development Branch**  
**Transportation Planning Analysis Unit**

**Preliminary Traffic Signal Warrant Analysis<sup>1</sup>**

<b>Major Street:</b> Highway 730	<b>Minor Street:</b> Powerline Road
<b>Project:</b> Umatilla Residential Developm	<b>City/County:</b> City of Umatilla
<b>Year:</b> 2030	<b>Alternative:</b> 0

**Preliminary Signal Warrant Volumes**

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

**Case A: Minimum Vehicular Traffic**

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

**Case B: Interruption of Continuous Traffic**

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

**X** 100 percent of standard warrants

70 percent of standard warrants<sup>2</sup>

**Preliminary Signal Warrant Calculation**

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2 or more	10600	13183	N
	Minor	1	2650	2176	
Case B	Major	2 or more	15900	13183	N
	Minor	1	1350	2176	

Analyst and Date:

Reviewer and Date:

<sup>1</sup> Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

<sup>2</sup> Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

# **Appendix F**

## **Left- and Right-Turn Analysis**

# 2030 With Project Conditions at Powerline Road / Pine Tree Avenue

## (Southbound Left-Turn Lane)

### Left Turn Lane Evaluation Process

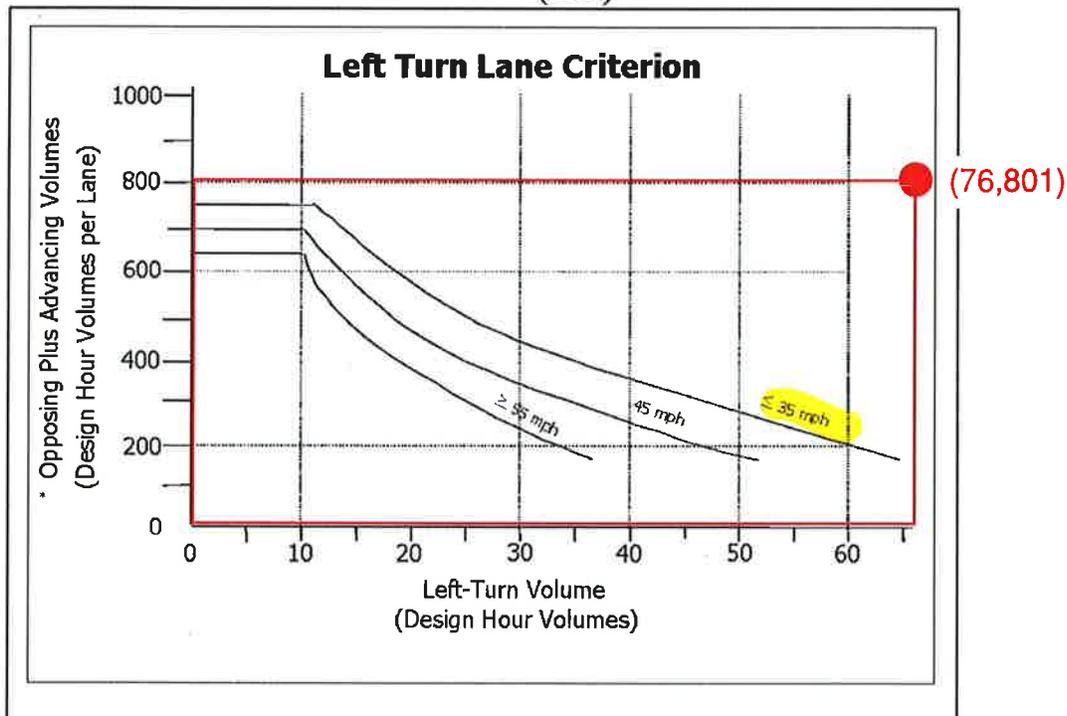
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

### Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

### Exhibit 12-1 Left Turn Lane Criterion (TTI)



\*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

# 2030 With Project Conditions at Powerline Road / Sparrow Avenue

## (Southbound Left-Turn Lane)

### Left Turn Lane Evaluation Process

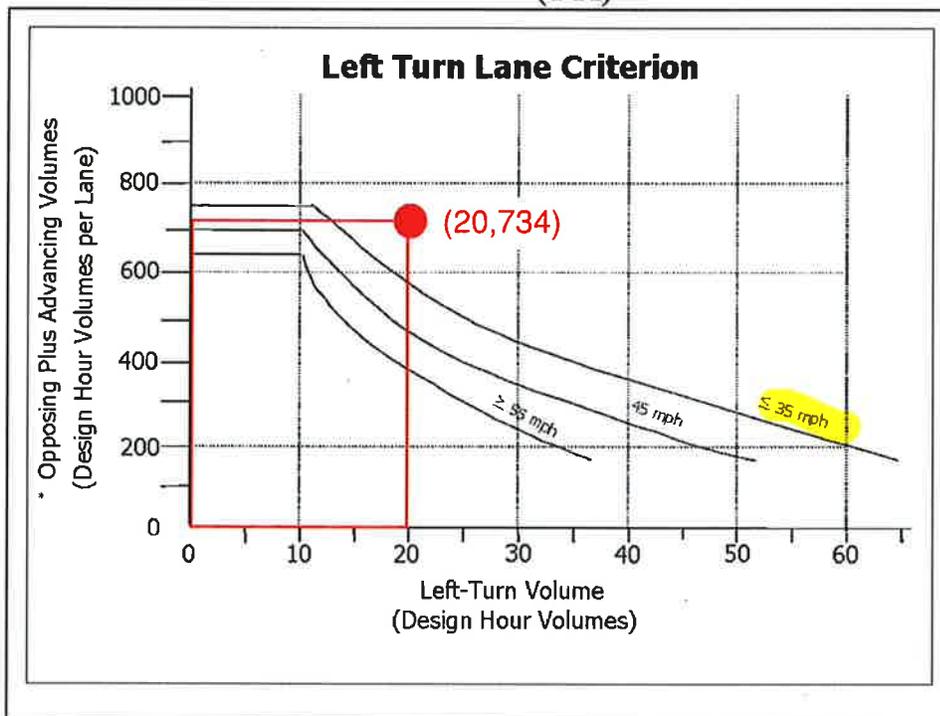
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### Exhibit 12-1 Left Turn Lane Criterion (TTI)



\*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

# 2030 With Project Conditions at Powerline Road / Eagle Avenue

## (Southbound Left-Turn Lane)

### Left Turn Lane Evaluation Process

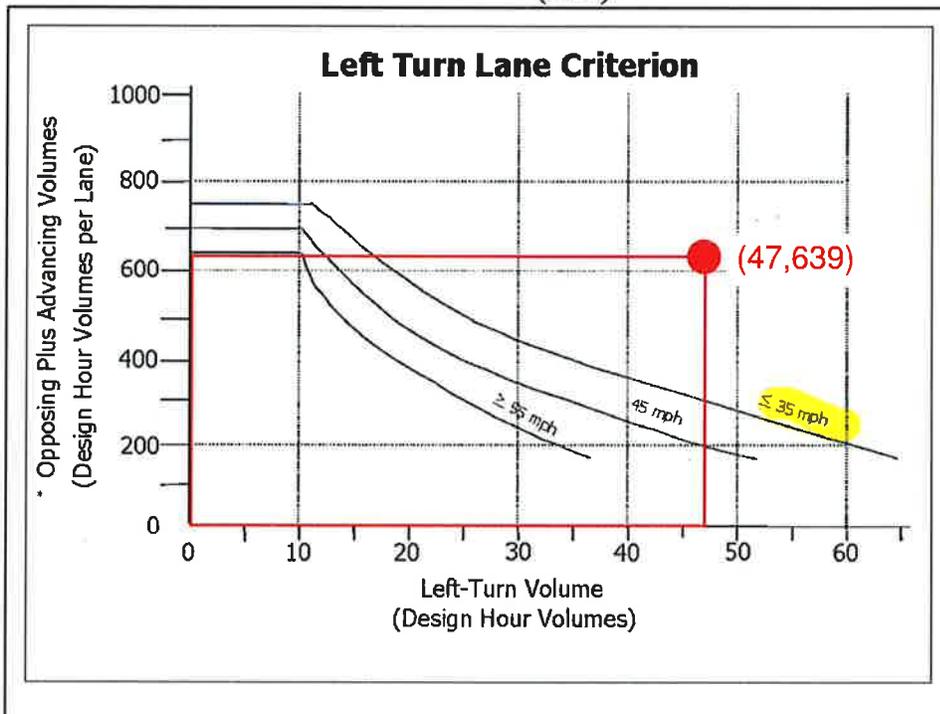
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
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- Left turn lane conforms to applicable local, regional and state plans.

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The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

### Exhibit 12-1 Left Turn Lane Criterion (TTI)



\*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

# 2030 With Project Conditions at Powerline Road / Eagle Avenue

## (Northbound Left-Turn Lane)

### Left Turn Lane Evaluation Process

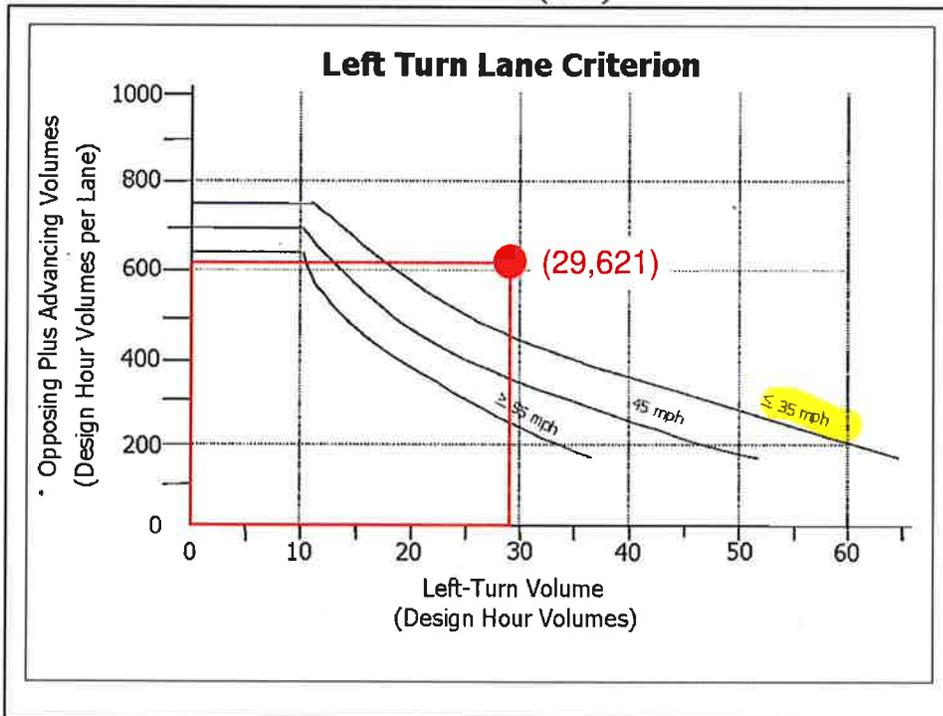
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

### Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

### Exhibit 12-1 Left Turn Lane Criterion (TTI)



\*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

(Southbound Left-Turn Lane)

**Left Turn Lane Evaluation Process**

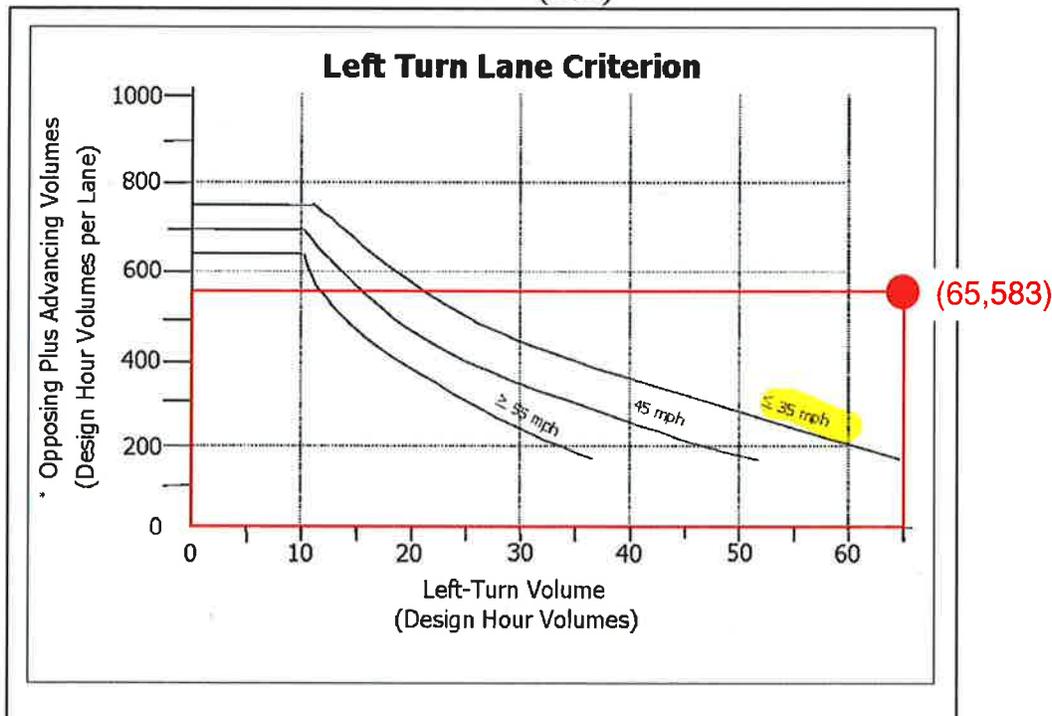
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

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**Exhibit 12-1 Left Turn Lane Criterion (TTI)**



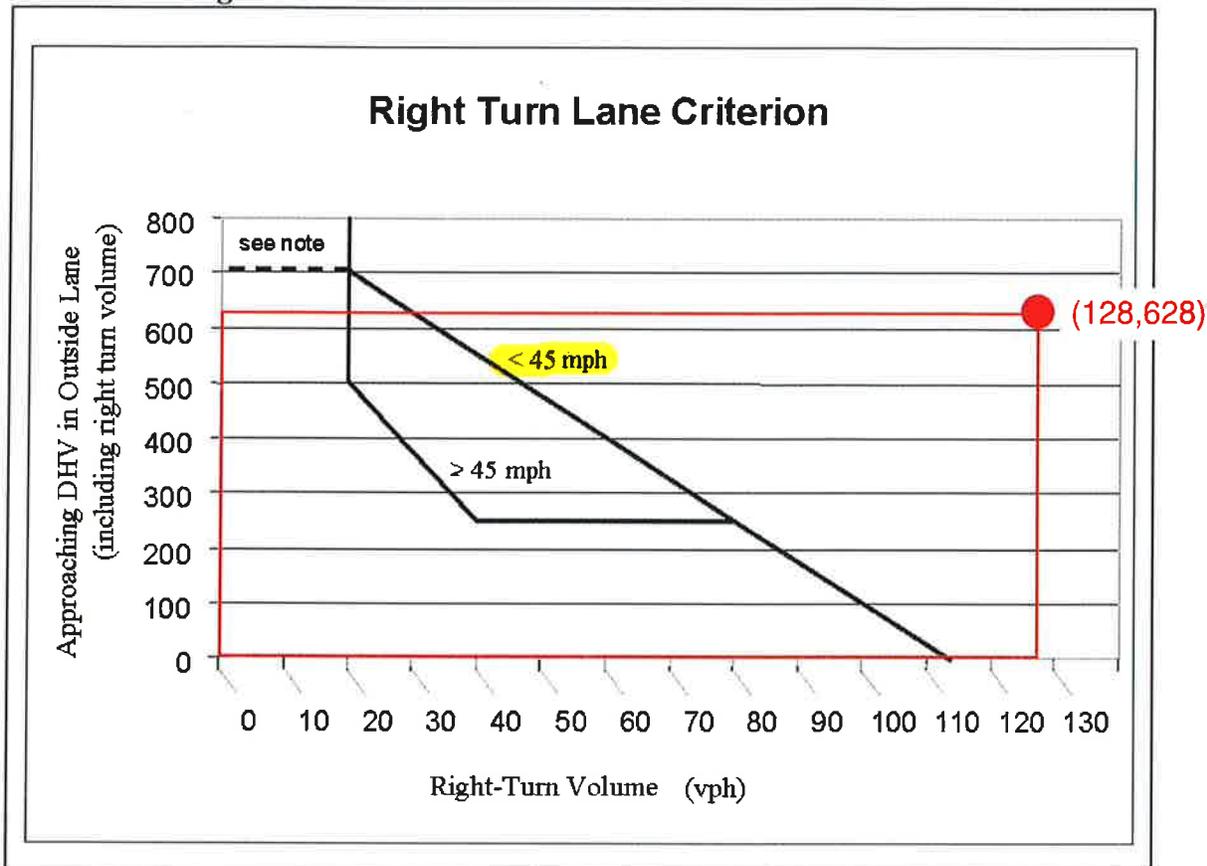
\*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

## 2030 Without Project Conditions at Powerline Road / Highway 730

### (Eastbound Right-Turn Lane)

Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

#### Criterion 2: Crash Experience

The crash experience criterion is satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; **and**
2. A history of crashes of the type susceptible to correction by a right turn lane; **and**
3. The safety benefits outweigh the associated improvements costs; **and**
4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

#### Criterion 3: Special Cases

1. **Railroad Crossings:** If a railroad is parallel to the roadway and adversely affects right turns, a worst case scenario should be used in determining the storage requirements for the right turn lane design. The right turn lane storage length depends on the amount of time the roadway is closed, the expected number of vehicle arrivals and the location of the crossing or other obstruction. The analysis should consider all of the variables influencing the design of the right turn lane and may allow a design for conditions other than the worst case storage requirements, providing safety is not

# **Appendix G**

## **Collision Rate Calculations and Data**







Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / HWY 730 Date 4/5/2020

Ra =	System Wide Average accident rate =	0.6
K =	Statistical Constant =	1.645
Average Daily cars passing Through intersection		
	ADT	0
		4310
		1230
		4870
M=	Millions of Vehicles for a five year period =	18.99825

Rc= Critical Accident Rate = 0.87

## Accident Rate

Number of accidents =	1
Number of years =	5

Accident Rate = 0.05

$$R_c = R_a + (K * R_a / M)^{.5} - 1 / (2 * M)$$

ADT = 2020 PM Count X 10  
PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / Pine Tree Avenue Date 4/5/2020

Ra =	System Wide Average accident rate =	0.6
K =	Statistical Constant =	1.645
Average Daily cars passing Through intersection		
	ADT	1030
		120
		1460
		90
M=	Millions of Vehicles for a five year period =	4.9275

Rc= Critical Accident Rate = 1.07

## Accident Rate

Number of accidents =	2
Number of years =	5

Accident Rate = 0.41

$$R_c = R_a + (K * R_a / M)^{.5} - 1 / (2 * M)$$

ADT = 2020 PM Count X 10  
PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / Sparrow Avenue Date 4/5/2020

Ra =	System Wide Average accident rate =	0.6
K =	Statistical Constant =	1.645
Average Daily cars passing Through intersection		
	ADT	960
		60
		1440
		70
M=	Millions of Vehicles for a five year period =	4.61725

Rc= Critical Accident Rate = 1.08

## Accident Rate

Number of accidents =	0
Number of years =	5

Accident Rate = 0.00

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2020 PM Count X 10  
PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / Eagle Avenue Date 4/5/2020

Ra =	System Wide Average accident rate =	0.6
K =	Statistical Constant =	1.645
Average Daily cars passing Through intersection ADT		840
		20
		1420
		40
M=	Millions of Vehicles for a five year period =	4.234
Rc=	Critical Accident Rate =	1.10

## Accident Rate

Number of accidents =		0
Number of years =		5
Accident Rate =		0.00

$$R_c = R_a + (K * R_a / M)^{.5} - 1 / (2 * M)$$

ADT = 2020 PM Count X 10  
PM Peak Hour = Approx. 10% ADT

Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / I-82 SB Ramp Date 4/5/2020

Ra = System Wide Average accident rate = 0.6

K = Statistical Constant = 1.645

Average Daily cars passing Through intersection  
ADT 840

580

1370

0

M= Millions of Vehicles for a five year period = 5.09175

Rc= Critical Accident Rate = 1.07

## Accident Rate

Number of accidents = 0

Number of years = 5

Accident Rate = 0.00

$$R_c = R_a + (K * R_a / M)^{.5} - 1 / (2 * M)$$

ADT = 2020 PM Count X 10

PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at  
Powerline Road / HWY 730

Intersection: Powerline Road / I-82 NB Ramp Date 4/5/2020

Ra =	System Wide Average accident rate =	0.6
K =	Statistical Constant =	1.645
Average Daily cars passing Through intersection		
	ADT	1200
		0
		1600
		280
M=	Millions of Vehicles for a five year period =	5.621

Rc= Critical Accident Rate = 1.05

## Accident Rate

Number of accidents =	1
Number of years =	5

Accident Rate = 0.18

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2020 PM Count X 10  
PM Peak Hour= Approx. 10% ADT

# Appendix H

## Mitigated Level of Service Calculations

Intersection						
Int Delay, s/veh	36.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	500	223	410	354	130	253
Future Vol, veh/h	500	223	410	354	130	253
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	180	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	2	3	2	2
Mvmt Flow	568	253	466	402	148	288

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	823	0	1904
Stage 1	-	-	-	-	570
Stage 2	-	-	-	-	1334
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	807	-	~76
Stage 1	-	-	-	-	566
Stage 2	-	-	-	-	246
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	805	-	~32
Mov Cap-2 Maneuver	-	-	-	-	~87
Stage 1	-	-	-	-	565
Stage 2	-	-	-	-	~104

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	162.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	520	-	-	805	-
HCM Lane V/C Ratio	1.698	0.553	-	-	0.579	-
HCM Control Delay (s)	\$ 440.7	20.1	-	-	15.4	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	12.2	3.3	-	-	3.8	-

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

HCM 6th Signalized Intersection Summary  
 1: Powerline Road & OR730

04/10/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (veh/h)	500	223	410	354	130	253
Future Volume (veh/h)	500	223	410	354	130	253
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	1695	1723	1792	1709	1723	1723
Adj Flow Rate, veh/h	568	84	466	402	148	168
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	4	2	2	3	2	2
Cap, veh/h	695	597	561	1180	231	492
Arrive On Green	0.41	0.41	0.20	0.69	0.14	0.14
Sat Flow, veh/h	1695	1456	1706	1709	1641	1460
Grp Volume(v), veh/h	568	84	466	402	148	168
Grp Sat Flow(s),veh/h/ln	1695	1456	1706	1709	1641	1460
Q Serve(g_s), s	14.1	1.7	6.3	4.5	4.0	4.1
Cycle Q Clear(g_c), s	14.1	1.7	6.3	4.5	4.0	4.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	695	597	561	1180	231	492
V/C Ratio(X)	0.82	0.14	0.83	0.34	0.64	0.34
Avail Cap(c_a), veh/h	892	766	729	1547	311	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	8.8	8.5	3.0	19.3	11.8
Incr Delay (d2), s/veh	4.3	0.1	5.8	0.1	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.4	2.1	0.4	1.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	8.8	14.3	3.1	21.5	12.1
LnGrp LOS	B	A	B	A	C	B
Approach Vol, veh/h	652			868	316	
Approach Delay, s/veh	15.7			9.1	16.5	
Approach LOS	B			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.7	13.3	23.5		36.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		8.5	13.5	24.5		42.5
Max Q Clear Time (g_c+l1), s		6.1	8.3	17.1		6.5
Green Ext Time (p_c), s		0.2	0.6	1.9		1.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			

**Critical Intersection Volume-to-Capacity Ratio**

Powerline Road / US Highway 730

2030 With Project Conditions

PM Peak Hour

Critical Lane Group	EB		WB		NB	
	EBT	EBR	WBL	WBT	NBL	NBR
Adj Flow Rate (veh/h)	568	84	466	402	148	168
Sat Flow (veh/h)	1695	1456	1706	1709	1641	1460
Critical Flow Ratios	0.34	0.06	<b>0.27</b>	0.24	<b>0.09</b>	0.12
Sum of Critical Flow Ratios	0.36					
Cycle Length	51.6 seconds					
Lost Time per Phase	4 seconds					
Total Lost Time	12 seconds					

**Critical Intersection V/C Ratio: 0.47**

*Method follows ODOT Analysis Procedures Manual, Version 2, Chapter 13.4.4.*

Intersection					
Intersection Delay, s/veh	18.0				
Intersection LOS	C				
Approach	EB		WB		NB
Entry Lanes	2		1		1
Conflicting Circle Lanes	1		1		1
Adj Approach Flow, veh/h	821		868		436
Demand Flow Rate, veh/h	849		889		445
Vehicles Circulating, veh/h	475		151		591
Vehicles Exiting, veh/h	151		885		733
Follow-Up Headway, s	3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		2
Ped Cap Adj	1.000		1.000		1.000
Approach Delay, s/veh	24.7		9.3		22.6
Approach LOS	C		A		C
Lane	Left	Right	Left	Bypass	Left
Designated Moves	LT	R	L	R	LR
Assumed Moves	LT	R	L	R	LR
RT Channelized					Yield
Lane Util	0.696	0.304	1.000		1.000
Critical Headway, s	5.193	5.193	5.193		5.193
Entry Flow, veh/h	591	258	475	414	445
Cap Entry Lane, veh/h	703	703	972	972	626
Entry HV Adj Factor	0.962	0.981	0.981	0.971	0.980
Flow Entry, veh/h	568	253	466	402	436
Cap Entry, veh/h	676	689	953	943	613
V/C Ratio	0.841	0.367	0.489	0.426	0.711
Control Delay, s/veh	31.2	10.1	9.8	8.8	22.6
LOS	D	B	A	A	C
95th %tile Queue, veh	9	2	3	2	6



# Oregon

Kate Brown, Governor

Department of Transportation

Region 5, District 12

1327 SE 3<sup>rd</sup> Street

Pendleton, OR 97801

136

November 10, 2022

VIA EMAIL: [Jacob@umatilla-city.org](mailto:Jacob@umatilla-city.org)  
Jacob Foutz, City Planner  
City of Umatilla  
PO Box 130  
Umatilla, OR 97882

Subject: SUB-1-22 Tentative Plat 60-Lot Residential Subdivision Phase 2 and to divide 1 lot for Future Residential Development

The Oregon Department of Transportation (ODOT) has reviewed the proposed tentative plat and to divide one tax lot for a future residential development. The site is in the vicinity of Interstate 82/Powerline Interchange and the US 730/Powerline Road intersection. ODOT has interest in assuring future development is consistent with the identified function, capacity and performance standards.

To address development within the City there have been successive traffic impact studies (TIAs) conducted, including in 2021 by Lancaster Mobley which identify future capacity and intersection deficiencies at the US 730/Powerline Road intersection. Correspondingly, the 2020 Urban Growth Boundary TIA recognizes deficiencies and impacts to the Interstate 82/Powerline Interchange as future development occurs. The City should be tracking these as In-Process trips against the TIA limit. At some point these developments will need to provide a TIA to show when we are approaching a Transportation System Plan TIA limit and when we go over.

Ensuring the system is managed effectively with adequate capacity to serve development and deliver a safe transportation system for the community are necessary conditions of approval. To meet City standards and to minimize impact on public facility systems, ODOT recommends development share responsibility and cost of implementing necessary infrastructure improvements to the local and state transportation system.

Thank you for the opportunity to comment.

Rich Lani  
District 12 Manager

CJS

cc: Ken Patterson, ODOT Region 5 Manager  
David Boyd, PE, ODOT Region 5 RAME  
Teresa Penninger, ODOT Region 5 Planning Manager  
Dawn Hert, DLCD  
Bob Waldher, Umatilla County



**CITY OF UMATILLA PLANNING COMMISSION  
REPORT AND RECCOMENDATION  
FOR  
CONDITIONAL USE CU-2-22**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

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## **I. GENERAL INFORMATION AND FACTS**

- Applicant:** Cascade Natural Gas Corporation, 8113 Grandridge Boulevard, Kennewick, WA 99336.
- Land Use Review:** Conditional use for a Natural Gas line as a utility facility/community service use.
- Property Description:** The boring will occur within existing rights of way of Stephens Ave and F Street/City of Umatilla property. The line will go under the Umatilla river, not disturbing any wetlands.
- Proposed Development:** The applicant intends to relocate a Natural Gas line. No above ground structures or impervious surfaces are proposed. No native or non-native vegetation would be removed during project construction.

## **II. NATURE OF REQUEST AND GENERAL FACTS**

The applicant, Cascade Natural Gas Corporation, requests approval of a conditional use permit to install/relocate a natural gas line that will serve the City of Umatilla and surrounding areas. The proposed natural gas line installation process would consist of boring and directional drilling in the City of Umatilla right of way. The entire project will be installed underground.

The proposed natural gas line is considered a community service use. Community service uses may be allowed in any zoning district as a conditional use. All community service uses are required to be reviewed as conditional uses according to the procedures and criteria of Chapters 6, 12 and 14 of the City of Umatilla Zoning Ordinance (CUZO).

## **III. 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.

### **10-7-1: FLOOD PLAIN (FP) DISTRICT:**

The purpose of the Flood Plain District is to promote and protect the public health, safety, and general welfare, and to minimize flood losses by provisions designed to do the following:

- A. Restrict or prohibit uses that are dangerous to health, safety, or property in times of flood or which cause increased flood heights or velocities.
- B. Require that uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction.
- C. Protect individuals from buying lands that are unsuited for some purposes because of flood hazard.
- D. Protect existing wildlife habitat. (Ord. 688, 6-15-1999).

**Findings:** The purpose of the project is to replace a utility that was attached to the Umatilla pedestrian bridge that was knocked down and within a floodplain. Since the new pipeline would be located underground, making it less susceptible to damage from floods, slope failures, or other natural hazards. Entry and exit points for horizontal directional drilling and traditional trenching would occur outside the floodplain in areas that are already developed or disturbed. These areas outside the floodplain boundary would be restored to match existing conditions upon project completion.

**Conclusion:** The installation of a new line completely underground will allow for a more secure facility. This line will circumvent any risk associated with flooding allowing for a more safe and effective delivery of a community service use. Therefore, the proposed development will minimize flood loss.

#### **10-7-4: ACTIVITIES WITHIN THE RIPARIAN AREA:**

A. Permanent Alteration, Exceptions: The permanent alteration of the riparian area by grading or by the placement of structures or impervious surfaces is prohibited, except for the following uses, provided they are designed to minimize intrusion into the riparian area, and no other options or locations are feasible:

1. Streets, roads, and paths;
2. Drainage facilities, utilities, and irrigation pumps;

**Findings:** The proposed use is a utility pipeline. This use is allowed.

**Conclusion:** The proposed use is a utility pipeline. This use is allowed.

B. Removal Of Vegetation: Removal of riparian vegetation is prohibited, except for:

1. Removal of nonnative vegetation and replacement with native plant species. The replacement vegetation shall cover, at a minimum, the area from which vegetation was removed, and shall maintain or exceed the density of the removed vegetation.
2. Removal of vegetation necessary for the development of approved water-related or water-dependent uses. Vegetation removal shall be kept to the minimum necessary to allow the water-dependent or water-related use.
3. Trees in danger of falling and thereby posing a hazard to life or property may be removed, following consultation and approval from the City Administrator. If no hazard will be created, the City Administrator may require these trees, once felled, to be left in place in the riparian area.

**Findings:** No native or non-native vegetation would be removed during project construction.

**Conclusion:** No native or non-native vegetation would be removed during project construction.

## **CUZO 10-12-1: AUTHORIZATION TO GRANT OR DENY:**

A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

**Findings:** The CUZO implements the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO the request is considered to be consistent with the comprehensive plan.

**Conclusion:** This request is found to meet or be capable of meeting all of the applicable standards and criteria in the CUZO as addressed in this report.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

**Findings:** This report outlines the applicable provision of the CUZO. If the request is found to meet all of the criteria addressed in this report the request will comply with this standard.

**Conclusion:** The request is found to comply with all of the applicable criteria of the CUZO as addressed in this report.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

**Findings:** The purpose of the proposed pipeline is to provide increased natural gas delivery capacity and reliability within the City of Umatilla, Oregon, and surrounding communities. The proposed work would contribute to the City's overall goal of encouraging compact growth in the downtown area via the provision of utilities at an acceptable level of service, while ensuring that utilities are provided in a reliable, sustainable, and safe manner (City of Umatilla, Comprehensive Land Use Plan).

**Conclusion:** The proposed use will benefit the community by providing additional level of service, which can help local businesses, governmental agencies and others be more productive in the local and regional economy.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

**Findings:** The proposed pipeline would intersect areas zoned R-1 and R-2. The proposed use meets the definition of a Community Services Use and is therefore compatible with the City of Umatilla Zoning Ordinance. As a utility use, the proposed pipeline does not affect the adequacy of transportation facilities. No adverse cumulative impacts to existing uses are anticipated as a result of the project.

**Conclusion:** The proposed site is an underground route starting and ending within existing street rights of way. The use of street right of way for utility facilities is standard practice for many utility companies and is the City's preferred location for new utilities. Once construction of the proposed natural gas line is complete there are no anticipated negative impacts to adjacent or neighboring uses. Therefore, the proposed site, underground starting and ending within existing rights of way, is considered an appropriate location for the proposed utility facility.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.
6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

**Findings:** The project would not have adverse impacts on the community. There would be beneficial impacts to public facilities because it replaces a pipeline to maintain service. Adverse impacts to land supply and housing are not anticipated because the project is an underground pipeline relocation in an area not otherwise suited to commercial or residential development.

Construction activities have the potential for unearthing artifacts of historic or cultural significance to the Confederated Tribes of the Umatilla Indian Reservation (CTUIR). If historic, cultural or other archaeological artifacts are discovered during construction the applicant will be required to cease construction activities and notify the appropriate agencies.

**Conclusion:** The natural gas line will be placed underground within existing street rights-of-way and there should not be any noticeable long-term impacts on neighboring or nearby properties. Some impacts from construction activities, such as noise from equipment or displaced traffic patterns may occur but should be temporary.

### **CUZO 10-13-2: SITE REVIEW:**

#### **B. Application:**

3. Site Design Criteria And Standards For Nonresidential Developments: The following requirements are in addition to any requirements specified in the applicable zoning district:
  - a. Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.
  - b. Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

**Findings:** The applicant has submitted a site plan showing that the entirety of the work will take place in City/County ROW. The pipeline will be located underground, therefore requiring any landscaping would be impractical. Landscaped areas are not required for this use.

**Conclusion:** As explained above, landscaping for this use is impractical. This criterion does not apply.

- c. Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.
  - d. Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights of way, the city may require right of way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2C of this code, minimum street standards and the public works standards.
  - e. Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.
  - f. Developments shall provide an on-site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet (5') and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.
  - g. The primary building and entry orientation shall be to the fronting street rather than a parking lot.
  - h. All buildings shall incorporate ground floor windows along street facades, with at least twenty percent (20%) of any wall within thirty feet (30') of a street consisting of display areas, windows, or doorways.
  - i. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.
  - j. A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.
4. Access Standards For All Uses
- a. New Connections: New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.
  - b. Access Connections: Where no other alternative exists, the city administrator may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.
  - c. Cross Access Drives, Pedestrian Access: Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.
  - d. Separation Distance: The city may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:
    - (1) Joint access driveways and cross access easements are provided.
    - (2) The site plan incorporates a unified access and circulation system.
    - (3) The property owner enters into a written agreement with the city, recorded with the

deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

- (4) The city may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.
- e. Driveway Standards: Driveways shall meet the following standards:
- (1) If the driveway is one way in or out, the minimum width shall be ten feet (10') and appropriate sign(s) designating the driveway as a one-way connection shall be provided.
- (2) For two-way access, each lane shall have a minimum width of ten feet (10').
- (3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.
- f. Phased Developments: Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.
- g. Nonconforming Access Features: Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.
- h. Reverse Frontage: Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

Review by The Oregon State Department Of Transportation: Any application that involves access to the state highway system shall be reviewed by the Oregon department of transportation for conformance with state access management standards. 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.

**Findings:** Staff have reviewed these standards in light of the application and what is being proposed. The entirety of the project once completed will be underground and not visible to the public, therefore all of the above standards are not applicable.

**Conclusion:** The above standards can not be applied to a below ground utility.

#### **IV. SUMMARY AND RECOMMENDATION**

The applicant, Cascade Natural Gas Corporation, requests approval of a conditional use permit and site plan review to install/replace a natural gas line that will serve the City of Umatilla and surrounding areas. The request appears to meet all of the applicable criteria and standards for this type of use. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, Conditional Use, CU-2-22, is

**APPROVED** subject to the conditions of approval contained in Section V.

## **V. CONDITIONS OF APPROVAL**

1. The applicant shall be responsible for ensuring that locates for all pre-existing utilities are called for at least 48 hours in advance using the Oregon 1-800-332-2344 Call Before You Dig hotline.
2. If any historic, cultural or other archaeological artifacts, are discovered during construction and installation of the Natural Gas line or associated structures, the applicant shall immediately cease construction activity and notify the appropriate agencies including but not limited to the City of Umatilla and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
3. The applicant must begin construction of the proposed use within one year of the date of final approval of this request unless the applicant applies for and receives an extension prior to expiration of this approval.
4. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

## **VI. EXHIBITS**

Exhibit A – Public notice map



# City of Umatilla

700 6<sup>th</sup> Street, PO Box 130, Umatilla, OR 97882

City Hall (541) 922-3226

Fax (541) 922-5758

## NOTICE OF PLANNING COMMISSION REVIEW

November 1, 2022

Dear Property Owner or Affected Agency:

Notice is hereby given that the City of Umatilla Planning Commission will meet on Tuesday, November 22, 2022, in the city council chambers starting at 6:30 p.m. to consider the following request.

**Cascade Natural Gas Conditional Use CU-2-22:** The applicant, Cascade Natural Gas Corporation, is requesting approval of a conditional use and site plan approval to replace a natural gas pipeline line that was destroyed during a flood that destroyed the bridge it was hanging on. The new line will be a 2" intermediate pressure pipeline. The facility is proposed to be developed on Tax Lot 1000 of Assessor's Map 5N2817.

Written or oral comments may be presented at the hearing or directly to the Planning Department at City Hall or mailed to PO Box 130, Umatilla, Oregon 97882. Written comments must be received prior to 5:00 p.m. on the date of the hearing or submitted at the hearing. Comments must address how the application does or does not comply with the applicable criteria. This application is subject to the criteria in Sections 10-12-1(A), 10-13-2, and chapter 6 of the City of Umatilla Zoning Ordinance.

A copy of the application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at City Hall during normal business hours at no cost. A copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing. Copies will be provided upon request at reasonable cost.

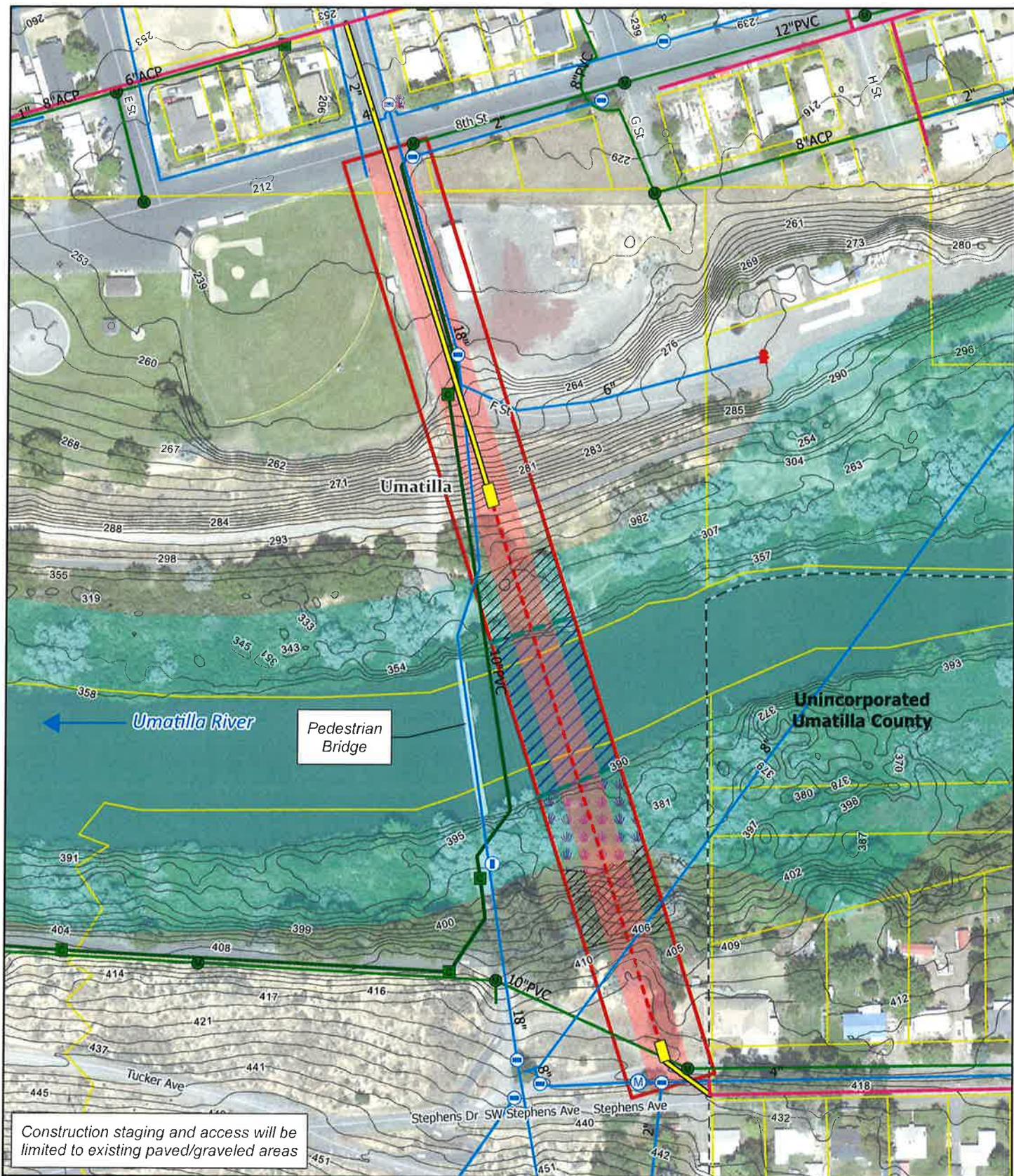
Failure to raise an issue at the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals on that issue. Failure of any person entitled to notice to receive notice shall not invalidate the City's action, provided the City can demonstrate notice was sent.

Umatilla City Hall is handicapped accessible. If special accommodations are needed for persons with hearing, visual, or manual impairments who wish to participate in the hearing, please contact City Hall at (541) 922-3226 at least 48 hours prior to the meeting so that appropriate assistance can be arranged.

If you have any questions about this application or need additional information, please contact the Umatilla City Planner, Jacob Foutz, at (541) 922-3226 ext. 110, or via email at [Jacob@umatilla-city.org](mailto:Jacob@umatilla-city.org)

Respectfully,

Jacob Foutz,  
Senior Planner



Construction staging and access will be limited to existing paved/graveled areas

Date: 10/13/2022  
 Sources: Oregon State Imagery Program (2017 Aerial), WA Department of Natural Resources (Lidar, 2010), ORMAP (Tax Lots), City of Umatilla (Existing Utilities), Montana-Dakota, Parametrix  
 Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

- |                                |                |                           |               |
|--------------------------------|----------------|---------------------------|---------------|
| Pipeline Alignment             | Riparian Area  | <b>Existing Utilities</b> | Hydrant       |
| Study Area                     | Waters         | Manhole                   | Control Valve |
| Bore Pits                      | Wetland A      | Cleanouts                 | System Valve  |
| Tax Lot                        | Trench         | Gravity Sewer Pipe        | Water Meters  |
| City Limits                    | OHWM           | Pressurized Sewer Pipe    | Water Pipes   |
| Cultural Survey Buffer (25 ft) | Contour (2 ft) | Gas Lines                 |               |
| 1% Annual Chance of Flooding   |                |                           |               |



Figure 2  
 Site Plan  
 Umatilla River Pipeline

Umatilla, OR



**CITY OF UMATILLA PLANNING COMMISSION  
 REPORT AND RECCOMENDATION  
 FOR  
 CONDITIONAL USE (CU-3-22) & SITE PLAN REVIEW**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

**I. GENERAL INFORMATION AND FACTS**

**Applicant:** City of Umatilla, 700 sixth street, PO box 130, Umatilla, OR 97882

**Property Owners:** Amazon Data Services, 410 Terry Avenue North, Seattle, Washington 98109

**Land Use Review:** Conditional use and site plan review to establish new water system structures.

**Property Description:** Tax lot 1100 on Assessors Map 5N29

**Location:** The subject property is south of Wanapa Road in the City of Umatilla

**Existing Development:** The property currently has temporary water solutions.

**Proposed Development:** The applicant requests approval to develop municipal potable and non-potable water, stormwater, and industrial waste water facilities.

**Zone** Heavy Industrial (M2).

**Adjacent Land Use(s):**

<b>Adjacent Property</b>	<b>Zoning</b>	<b>Use</b>
North	Tribal-not subject to local land use.	Vacant land
South	County EFU	Vacant Land and Wetlands
East	Heavy Industrial	Data center campus under construction
West	Heavy Industrial	Empty M-2 lots.

## **II. NATURE OF REQUEST AND GENERAL FACTS**

The applicant, City of Umatilla, is requesting approval of a conditional use and site plan approval to establish a new water treatment facility. The facility is proposed to be developed on Tax Lot 1100 of Assessor's Map 5N29.

Facilities required for water system structures are considered a community service use and are subject to the procedures and standards as contained in Chapter six of the City of Umatilla Zoning Ordinance (CUZO). All community service uses are reviewed as conditional uses.

## **III. 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.

**Findings:** were written by Seth King of Perkins Coie and reviewed and applied by staff.

**Conclusion:** were written by staff.

## **CHAPTER 6. - COMMUNITY SERVICES (CS)**

### **Sec. 10-6-1. - Community services uses.**

The purpose of this chapter is to provide a procedure and standards for the review of special uses which, by reason of their public convenience, necessity, unusual character, technical need or effect on the neighborhood, may be appropriate in any district but not suitable for listing within the other sections of this title.

The following uses may be approved as community services uses:

Water system structures.

**Findings:** The City Facilities are public uses that consist of water system structures. Therefore, they are Community Services Uses for purposes of the UCC(Umatilla City Code).

**Conclusion:** Water system structures is specifically listed. This criterion is met.

### **Sec. 10-6-2. - Procedure.**

Community services uses shall be considered a Type III review process.

**Findings:** The City is reviewing the Application pursuant to the Type III review process. This provision is satisfied.

**Conclusion:** The City is reviewing the Application pursuant to the Type III review process. This provision is satisfied.

A. Application. All community services uses shall be reviewed as conditional uses according to the procedures and criteria of Chapters 12 and 14 of this title. Plans shall be submitted for the site that identify the location of the use, building, parking area, landscaping, screening, and any other features on the site. The applicant shall submit a narrative that explains why the use is necessary for the community and why the particular site best serves the community. The narrative shall also consider impacts upon surrounding uses and possible mitigating measures.

including, but not limited to, the location of parking, effects of off-site parking, traffic generation, street access points, buffering and screening, noise, illumination controls, structure height, hours of operation, crime prevention, design elements such as scale, structural design, form and materials, signage, and any other impacts unique to the specific use.

The approval of a community services use is for a specific use. Any change or expansion of an approved use shall be subject to the review procedures of this chapter.

**Findings:** Applicant acknowledges that the City Facilities are subject to review as a conditional use. This Application includes the required Conditional Use Permit application form, narrative, and plans. As explained below, the City Facilities are necessary for the community, the Property is the best site for the City Facilities, and the City Facilities will not have adverse impacts that require mitigation.

**Conclusion:** This application was submitted and is being processed as a community service use.

B. Zoning map. A community services use approval shall not be construed as an amendment to the zoning map, although the same may be depicted thereon by appropriate color designation, symbol or short title identification.

**Findings:** This provision does not include any approval criteria applicable to the Application.

**Conclusion:** No amendment to the zoning map is proposed. This criterion does not apply.

Sec. 10-6-3. - Development standards.

Minimum yard setbacks:

A. Residential districts. In any residential district, setbacks shall be as follows:

Front yard, 30 feet.

Side yard or side street yard, 20 feet for one story building; 25 feet for 2 or more stories.

Rear yard, 25 feet.

**Findings:** The Property is zoned M-2, which is a non-residential district. This provision is not applicable.

**Conclusion:** The Property is zoned M-2, which is a non-residential district. This criterion does not apply.

B. Other districts. In any district other than a residential district, setbacks shall be as required in the district. A CS use adjacent to a residential district shall comply with setbacks in subsection A. of this section; a CS use adjacent to nonresidentially designated land shall comply with setback requirements of the district.

**Findings:** The Property is not adjacent to any residential districts. Therefore, the setbacks of the M-2 zoning district in UCC 10-5B-4 apply to the Property. These setbacks range from 0-10 feet from the Property boundaries. As illustrated on the site plan in Exhibit 1, the City Facilities meet the setbacks of the M-2 district.

**Conclusion:** The M-2 district zoning applies and is demonstrated as being met.

C. Site review. Site review is required for all community services uses.

**Findings:** The Application requests Site Plan Review for the proposed Community Services Use. This provision is satisfied.

**Conclusion:** Site plan review standards have been included in this application, effectively meeting this criterion.

## CHAPTER 12 - CONDITIONAL USES

### Sec. 10-12-1. - Authorization to grant or deny.

A conditional use listed in this title, may be permitted, denied, enlarged or altered upon authorization of the Planning Commission in accordance with the criteria and standards of this chapter and Type III procedures in Chapter 14 of this title. Site review is required for conditional uses.

A. *Approval criteria.* The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this chapter, other applicable chapters of this title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. *Applicable plans.* The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

**Findings:** No directly applicable policies of the City's Comprehensive Plan were identified; however, the Comprehensive Plan is implemented by the UCC, and the Application is consistent with applicable provisions of the UCC as explained in this narrative. The Planning Commission should find that this provision is satisfied.

**Conclusion:** The application complies with the Umatilla City Comprehensive Plan.

2. *Code provisions.* The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this chapter, the base district, and site review, as well as any other applicable provisions of this Code.

**Findings:** As explained in this narrative and as illustrated on the site plan in Exhibit 1, the City Facilities comply with the UCC, including the M-2 development standards and Site Plan Review standards. Based upon these responses and plans, the Planning Commission should find that this provision is satisfied.

**Conclusion:** All applicable provisions of code have been included and evaluated as part of this application.

3. *Use characteristics.* If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

**Findings:** The City Facilities are needed within the community to provide a social or technical benefit because they will facilitate improvements to the City's water system raw water diversion, transmission, and pre-treatment capacity sufficient to meet projected annual water demand of the City and its customers. See Agreement in Exhibit 2 for additional details.

**Conclusion:** Water treatment facilities are needed to provide clean and acceptable water to members of the community. This facility will allow for the City to better serve those in the City of Umatilla.

4. Site characteristics. The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

**Findings:** The Property is appropriate for the City Facilities as follows:

- Neighboring Land Use - As explained in Section II of this narrative, surrounding lands are vacant, and the properties to the east and west are zoned for industrial purposes. The City Facilities will be compatible with these neighboring lands.
- Adequacy of Transportation Facilities and Access - As explained in response to the Site Plan Review criteria below, existing transportation facilities are adequate to serve the City Facilities, and the proposed access to/from Wanapa Road meets applicable City standards.
- Site Size and Configuration - As illustrated on the site plan in Exhibit 1, it is feasible to develop the City Facilities on the Property in a manner that complies with applicable setbacks, development, and access standards.
- Adequacy of Public Facilities - As explained in response to the provisions of UCC Chapter 6, the City Facilities will improve the adequacy of the City's water system for existing and future customers.

**Conclusion:** The site is appropriate for the proposed use as shown above.

5. Impacts on the neighborhood. Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.

**Findings:** The City Facilities will not generate excessive lighting, dust, vibration, or traffic. Further, the City Facilities will be a low-pressure, non-biosolids water treatment facility, which will not generate adverse odors that are detectable off-site. Any noise generated by the City Facilities will comply with applicable City and State Department of Environmental Quality standards applicable to new industrial uses. For these reasons, the Planning Commission should find that the City Facilities will not have adverse impacts on neighboring properties.

**Conclusion:** There are no adverse impacts that will be created from this facility that are not expected to be had in the M-2, Heavy industrial zone of the City of Umatilla.

6. Impacts on the community. Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

**Findings:** As explained in this narrative, development of the City Facilities will not have adverse impacts on surrounding uses and will benefit the community by improving the capacity of the

City's water system. Moreover, development of the City Facilities on the Property will not adversely affect the City's industrial land supply because the Property is small in size, and the City currently has multiple undeveloped industrial sites. Finally, development of the City Facilities will not adversely affect housing because it will neither reduce the supply of residentially-zoned land nor increase demand for housing. For these reasons, the Planning Commission should find that the benefits of developing the City Facilities outweigh any potential impacts of their development.

**Conclusion:** Impacts on the community is addressed above. This criterion is met.

B. Conditions of approval. Conditions of approval for mitigating measures shall be clearly related to the identified impact or impacts. If complex conditions of approval are considered necessary, this is an indication that the proposed use may not be appropriate for the proposed site. Conditions of approval may include, but are not limited to, the following:

1. Increasing the required lot size or yard dimension.
2. Limiting the height, size, or location of the building or use.
3. Controlling the location and number of vehicle access points.
4. Increasing the street width and requiring street improvements.
5. Increasing or decreasing the number of required off-street parking spaces.
6. Limiting the number, size, location, and lighting of signs.
7. Requiring diking, fencing, screening, landscaping, or other facilities designed to protect adjacent or nearby properties.
8. Designating sites for open space.

**Findings:** As explained, the City Facilities will not have adverse impacts on surrounding areas. Therefore, the Planning Commission should find that no conditions of approval for mitigating measures are required.

**Conclusion:** No additional conditions of approval listed above are anticipated by staff to be needed.

Sec. 10-12-2. - Standards governing conditional uses.

In addition to the standards of the district in which the conditional use is located and the other standards of this title, the following criteria and standards shall apply to the specifically identified conditional use:

D. Utilities, storage tanks, and towers for transmission of radio waves for cellular communications and similar facilities. The Planning Commission shall determine that the proposed site is located to best serve the intended area and that impacts on surrounding

properties and appropriate mitigating measures are identified. Such facilities shall be located, designed, and installed with regard for aesthetic values.

**Findings:** The City Facilities include storage tanks, which are set back from Wanapa Road and surrounding properties. Fencing around the Property will provide screening. The Planning Commission should find that this provision is satisfied.

**Conclusion:** The facility is located in an industrial area which is adequate for a water treatment facility.

#### Sec. 10-13-2. - Site review.

The purpose of site review is to provide a process to review proposals to verify compliance with requirements of this title, including requirements of this section, and any other applicable provisions of this Code.

##### A. General provisions.

1. Applicability. Site review is required for multi-family residential, commercial, and industrial developments as specified in each zoning district.

**Findings:** The proposed development consists of a Community Services Use and facilities that support industrial development. Therefore, the proposed development is subject to Site Plan Review.

**Conclusion:** A site plan review is required when applying for a community service use.

2. Procedure. Site review is a Type II permit, unless incorporated into a Type III review such as a community services or conditional use permit.

**Findings:** The present Site Plan Review is incorporated into a Type III review for a Community Services Use. Therefore, the Site Plan Review is also subject to a Type III review.

**Conclusion:** This application is being processed as a Type III review.

3. Exemptions. The following developments are exempt from site review:

a. Single-family dwellings, manufactured homes on individual lots, and duplexes.

b. A development that adds less than 25 percent to existing floor area or outdoor use area when the primary use on the site remains unchanged and required parking does not increase.

c. An addition to an existing development when the primary use on the site remains unchanged.

**Findings:** The proposed development does not qualify for an exemption from Site Plan Review.

**Conclusion:** The proposed development is not exempt from site plan review.

##### B. Application.

1. Submission. The applicant shall submit at least six copies of a narrative, plans, and drawings that describe the proposed development. A traffic impact analysis (TIA), as established

in Section 10-11-10 of this title, shall also be submitted pursuant to applicability requirements in subsection 10-11-10 B. of this title. Information specified by Chapter 14 of this title and this section may be combined and provided in narrative form or on plans and maps so long as required information is clear and understandable. Additional copies of documents and plans will be required for a Type III review.

**Findings:** City staff have waived the requirement for additional paper copies of Application materials. The development does not involve any of the actions identified in UCC 10-11-10.B. Therefore, no Traffic Impact Analysis is required for this development.

**Conclusion:** No Traffic Impact Analysis is required for this development.

3. Site design criteria and standards for nonresidential developments. The following requirements are in addition to any requirements specified in the applicable zoning district:

a. Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.

b. Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

**Findings:** As appropriate, the Planning Commission has the authority to impose conditions of approval requiring installation of landscaping on the Property.

**Conclusion:** Landscaping is required as part of this application. Landscaping shall be required as a condition of approval.

c. Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

**Findings:** The proposed development does not include any outdoor storage component. Garbage collection areas will be screened. This provision is satisfied.

**Conclusion:** No outdoor storage is proposed. This criterion is not applicable.

d. Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights-of-way, the City may require right-of-way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2 C. of this Code, minimum street standards and the public works standards.

**Findings:** The Property fronts on and takes access to/from Wanapa Road, which is a newly completed street that meets City standards. The proposed development is not anticipated to

generate significant vehicle and pedestrian traffic. Therefore, there is no basis for the City to require right-of-way improvements as a condition of approving the Application.

**Conclusion:** No ROW improvements are anticipated to be required as part of this planning process.

e. Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.

**Findings:** The Property only fronts on, and takes access to/from, Wanapa Road. This provision is not applicable.

**Conclusion:** Wanapa Road is the only street in the area, access will be taken from Wanapa Road.

f. Developments shall provide an on site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

**Findings:** As illustrated on the site plan in Exhibit 1, the development incorporates an on-site circulation system for vehicles and pedestrians. The Planning Commission should find that this provision is satisfied.

**Conclusion:** On site pedestrian circulation is shown as part of this application on the submitted site plan.

g. The primary building and entry orientation shall be to the fronting street rather than a parking lot.

**Findings:** There is no parking lot located between the primary water treatment facility building and Wanapa Road. The Planning Commission should find that this standard is satisfied.

**Conclusion:** This criterion is addressed and shown to be met above.

h. All buildings shall incorporate ground floor windows along street facades, with at least 20 percent of any wall within 30 feet of a street consisting of display areas, windows, or doorways.

i. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.

**Findings:** The street-facing improvements on the Property are in the nature of necessary public facilities that are designed to accommodate their ultimate function rather than improve the

neighborhood aesthetic. The Planning Commission should find that this provision is not applicable.

**Conclusion:** This facility is for the processing of water, and will not be open to the public in any way. As such, this criterion is met.

j. A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

**Findings:** The development will not include any drive-through uses. This provision is not applicable.

**Conclusion:** No drive through use is proposed. This criterion does not apply.

#### 4. Access standards for all uses.

a. New connections. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.

**Findings:** The development includes a new access connection to Wanapa Road, but it will not be located within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards. This standard is satisfied.

**Conclusion:** The new connection is not within the functional area of an intersection. This criterion is not applicable.

b. Access connections. Where no other alternative exists, the City Administrator may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

**Findings:** The development includes a new access connection to Wanapa Road, but it will not be located within the functional area of an intersection. Therefore, there is no basis to require that the access connection be located along the property line or that it be a limited directional connection.

**Conclusion:** The connection is not near an intersection.

c. Cross access drives, pedestrian access. Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

**Findings:** The Property will not be developed as one of multiple adjacent commercial or office properties that are major traffic generators. Therefore, there is no basis to require direct cross access for vehicles and pedestrians between the Property and any adjacent sites.

**Conclusion:** There are no adjacent commercial or office properties. This criterion is not applicable.

d. Separation distance. The City may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided.

(2) The site plan incorporates a unified access and circulation system.

(3) The property owner enters into a written agreement with the City, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

(4) The City may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

**Findings:** The Application does not request a reduction in separation distance standards. This provision is not applicable.

**Conclusion:** The Application does not request a reduction in separation distance standards. This provision is not applicable.

e. Driveway standards. Driveways shall meet the following standards:

(1) If the driveway is one way in or out, the minimum width shall be ten feet and appropriate sign(s) designating the driveway as a one-way connection shall be provided.

(2) For two-way access, each lane shall have a minimum width of ten feet.

(3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

**Findings:** The development includes a single, two-way access driveway connecting with Wanapa Road. As illustrated on the site plan in Exhibit 1, this access driveway is 30 feet wide, which exceeds the minimum width for each lane.

The City Facilities and Owner's Facilities will have limited on-site employees and are not generally open to visitors, customers, or commercial truck traffic. Therefore, the length of the driveway does not need to be designed to accommodate extensive storage of entering and exiting vehicles to prevent on-site or off-site conflicts.

**Conclusion:** as shown on the site plan the development includes a single, two-way access driveway connecting with Wanapa Road. This access driveway is 30 feet wide, which exceeds the minimum width for each lane.

f. *Phased developments.* Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

**Findings:** Owner also owns the large parcel to the west of the Property and intends to develop it in the future with a light-industrial campus. When that development is proposed, the City will review it to ensure that both the western parcel and the Property have reasonable access.

**Conclusion:** Although this facility will help serve surrounding properties, those built and not built yet, the facility itself as proposed is not phased. This does not limit future development or expansion of similar water treatment on this property.

g. *Nonconforming access features.* Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.

**Findings:** The Property does not include any nonconforming access features. This provision is not applicable.

**Conclusion:** The subject property does not include nonconforming access features.

h. *Reverse frontage.* Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

**Findings:** The Property is not a reverse frontage lot. This provision is not applicable.

**Conclusion:** The Property is not a reverse frontage lot. This provision is not applicable.

i. *Review by the Oregon State Department of Transportation.* Any application that involves access to the state highway system shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. 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.

**Findings:** The Application does not involve access to the state highway system. Therefore, the Application is not subject to ODOT review for conformance with state access management standards. The Property is not located within the management area of the I-82/U.S. 730 Interchange Area Management Plan (“IAMP”). Therefore, proposed access to the Property is not required to be consistent with the IAMP.

**Conclusion:** The proposed development does not have access onto the state highway system. This criterion is not applicable.

#### **IV. SUMMARY AND PLANNING COMMISSION DECISION**

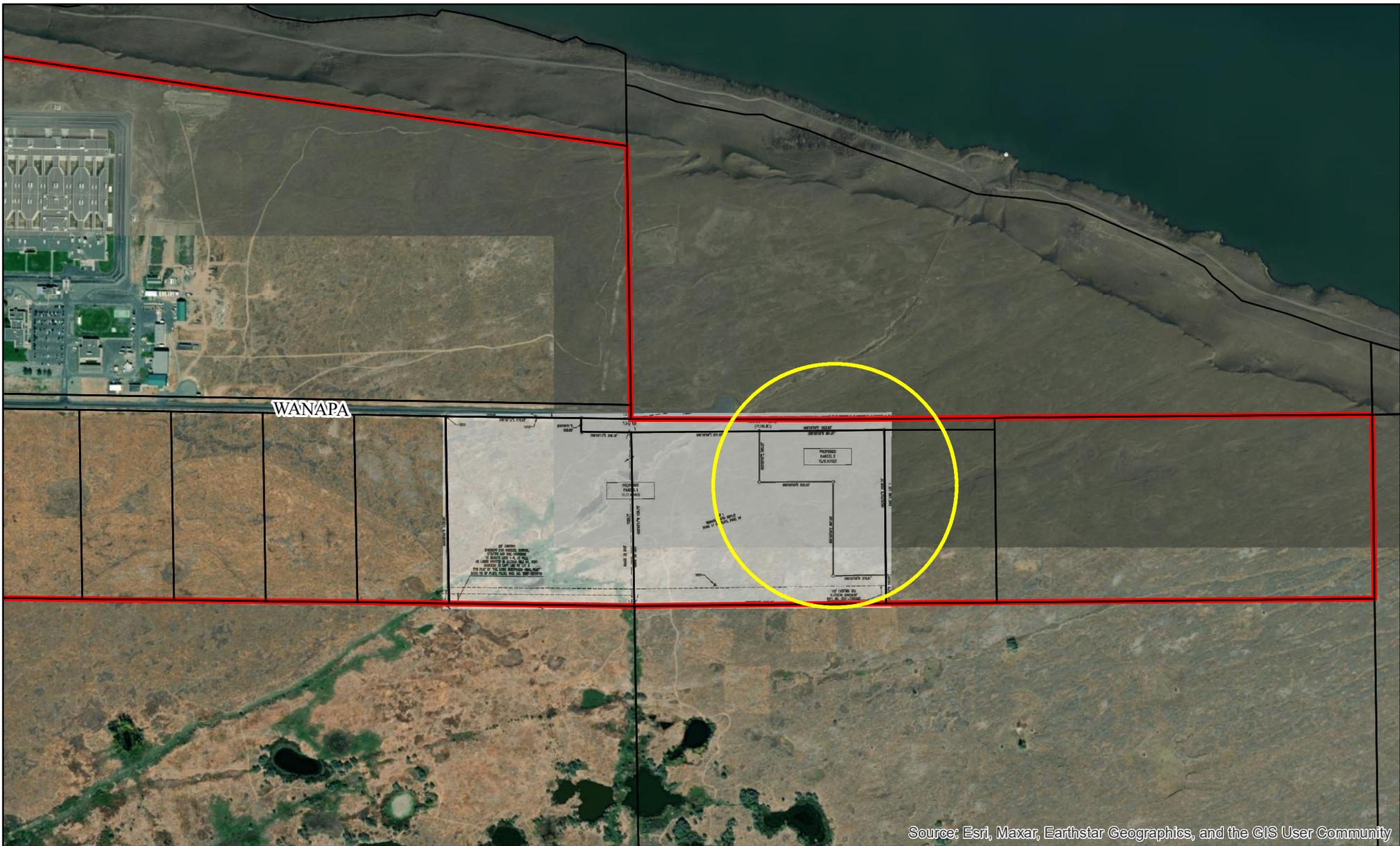
The applicant is proposing to develop the site with a new municipal potable and non-potable water, stormwater, and industrial waste water facility. The submitted materials meet or are capable of meeting the standards and criteria of approval as addressed in this report. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the City of Umatilla Staff **RECOMMENDS** that the Planning Commission **APPROVES** Conditional Use, CU-3-22 & SP subject to the conditions of approval contained in Section V.

#### **V. CONDITIONS OF APPROVAL**

1. The applicant must obtain all federal, state and local permits or licenses prior to starting construction activities.
2. Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development. Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.
3. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, Oregon State Historic Preservation Office and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
4. The applicant must establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives an extension prior to the expiration of the approval.
5. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

#### **VI. EXHIBITS**

Exhibit A – Public Notice Map  
Exhibit B – Applicant’s Site Plan



**Wanapa Water Parcel CU-3-22** \*NOTICE GIVEN TO PROPERTY OWNERS WITHIN 100'

**City of Umatilla, Applicant**  
**Amazon Data Services, Property Owner**  
**MAPS #5N29 Tax Lots #1100**  
**Legend**

 Tax Lots (4/5/22)  City Limits

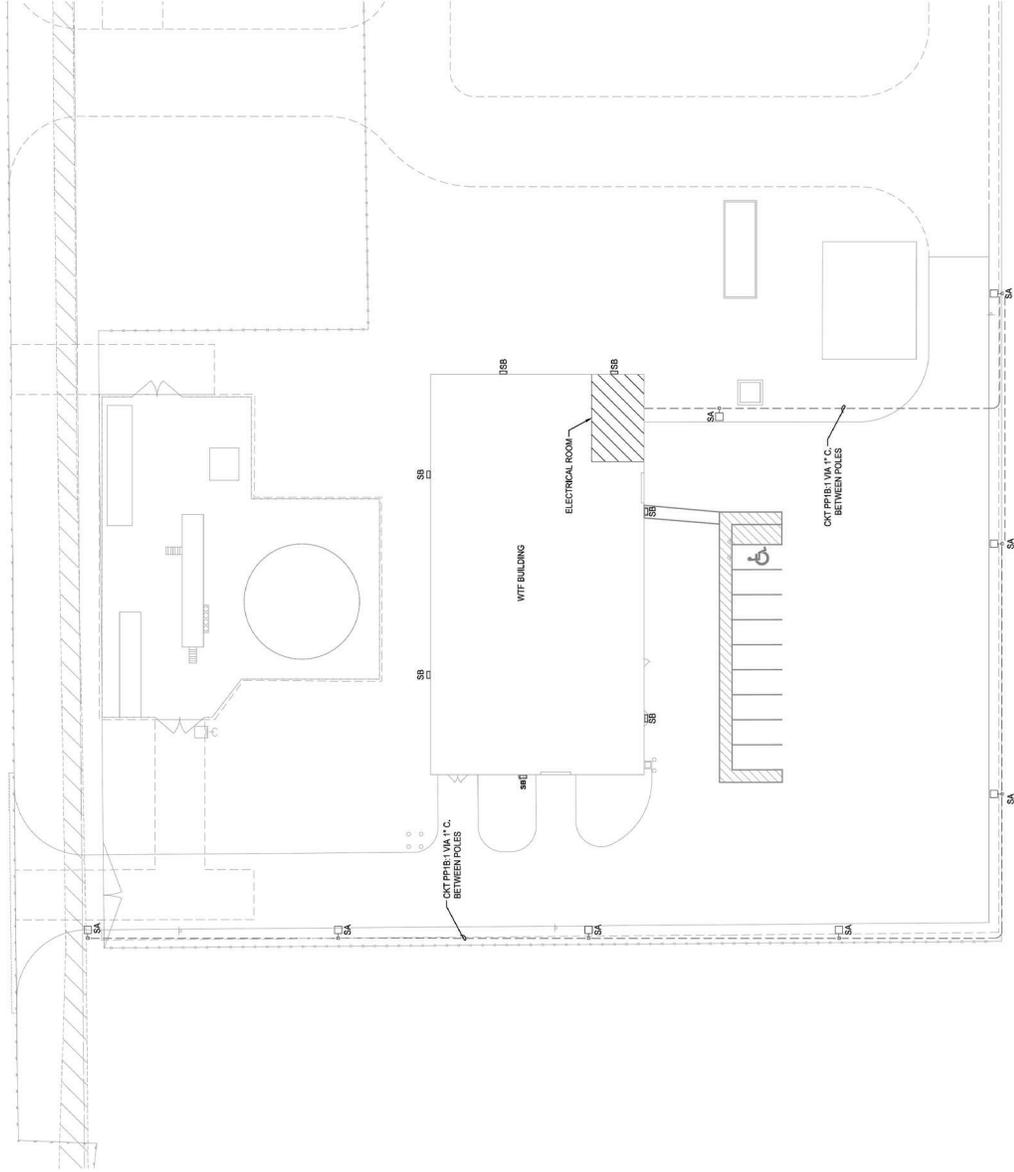
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



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 10/28/2022 **160**

ITEM	DESCRIPTION
SA □	POLYBAMA MOUNTED FIXTURE AT 30' OF AEG; COORDINATE POLE BASE AND POLE MOUNTING WITH ELECTRICAL ENGINEER.
SBJ	BUILDING MOUNTED WALL PACK
SB	INDICATES FIXTURE TYPE: SEE LIGHT FEATURE CONTROL SCHEDULE E-2-604 FOR MORE INFORMATION
b	INDICATES SWITCH LEG

NOTES	
1	FOR GENERAL NOTES AND ABBREVIATIONS, SEE E-2-001.



1 ELECTRICAL SITE PLAN  
SCALE 1" = 20'-0"

**NOTES**  
ARCHITECTURAL CONSULTANT  
CIVIL CONSULTANT  
MECHANICAL, PLUMBING ENGINEER  
ELECTRICAL ENGINEER



**CONFIDENTIAL**  
PROJECT ADDRESS  
WANAPA ROAD CAMPUS  
CITY OF UMATILLA, OREGON  
PROJECT RELAY PACKAGE  
I E A N E I W

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DATE	PROJECT NO.	PROJECT NAME
08/04/2022	22022001	WANAPA ROAD CAMPUS
08/04/2022	22022001	PROJECTS 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
08/04/2022	22022001	PROJECTS 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
08/04/2022	22022001	PROJECTS 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

PROJECT:	NONPOTABLE WATER INFRASTRUCTURE EPIC
FILE:	ELECTRICAL SITE PLAN
DRAWING:	E-2-101
DATE:	08/04/2022
SCALE:	1" = 20'-0"
TABLE NO.:	1
REV. NO.:	1



**CITY OF UMATILLA PLANNING COMMISSION  
 REPORT AND RECCOMENDATION  
 FOR  
 CONDITIONAL USE (CU-4-22) & SITE PLAN REVIEW**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

**I. GENERAL INFORMATION AND FACTS**

**Applicant:** Umatilla Electric Cooperative, 750 West Elm Ave, PO BOX 1148, Hermiston, OR 97838

**Property Owners:** Cleaver Land, LLC, PO BOX 1191, Hermiston, OR 97838

**Land Use Review:** Conditional use and site plan review to establish a new transmission line and switchyard.

**Property Description:** Tax lots 2500,2501 on Assessors Map 5N28E29 & Tax lot 200 on Assessors Map 5N28E32

**Location:** The subject property is east of Powerline Road in the City of Umatilla

**Existing Development:** The property currently is used for farming.

**Proposed Development:** The applicant requests approval to develop new a transmission line and switchyard.

**Zone** Light Industrial (M1).

**Adjacent Land Use(s):**

<b>Adjacent Property</b>	<b>Zoning</b>	<b>Use</b>
North	Light Industrial (M1)	Vacant land used for farming
South	Light Industrial (M1)	Vacant land used for farming
East	Light Industrial (M1)	Vacant land used for farming
West	EFU	Vacant land used for farming

## **II. NATURE OF REQUEST AND GENERAL FACTS**

**UEC Rockpile Conditional Use CU-4-22:** The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line and switchyard. The Switchyard is proposed to be developed on Tax Lot 2500 of Assessor's Map 5N28. The transmission line will cross Tax lot 2500 of Assessor's Map 5N28, Tax lot 2501 on Assessor's Map 5N28, and on Tax lot 200 on Assessor's Map 5N2832.

The proposed transmission line and switch yard is considered a community service use. Community service uses may be allowed in any zoning district as a conditional use. All community service uses are required to be reviewed as conditional uses according to the procedures and criteria of Chapters 6, 12 and 14 of the City of Umatilla Zoning Ordinance (CUZO).

### **Applicant Narrative:**

Umatilla Electric Cooperative is requesting a Condition Use Permit from the City of Umatilla to construct a 230kV transmission line and switchyard within the City's M-1 zone along the east side of Powerline Rd. The new transmission line is designed to originate from an existing UEC-owned transmission facility that runs near the junction of Powerline Rd and Radar Rd. The new transmission line would connect to a new electrical switchyard that is planned to be located on the northwest corner of Tax Lot 2500. From there, the new transmission line would continue south for approximately one mile and then run along the private road, Potato Lane, for a mile and join back with UEC's existing transmission facilities in this area. This configuration completes the transmission circuit for required system reliability. The new transmission line and switchyard (Proposed Facilities) will deliver additional electrical load capacity to this portion of PacifiCorp's Service Territory without the need for much longer transmission lines which would encumber much more land area than what is being proposed in this application. The closest PacifiCorp transmission lines are over 1.5 miles from this portion of the service territory, if measuring a direct path, and would not provide sufficient power capacity to accommodate current and future growth since they are 69kV lines. (See Service Territory map).

The transmission power provided by UEC's Proposed Facilities will energize a PacifiCorp-owned electrical substation which will serve planned and future developments in this part of PacifiCorp's Service Territory. This area, including the southwest portions of the City of Umatilla and near Highway I-82, is expected to see continued growth and both agricultural expansion of irrigation farming and added industrial developments. The Proposed Facilities will provide electrical capacity needed to both continue to reliably serve existing developments and to accommodate future growth in the community. Therefore, by providing transmission capacity through UEC-owned transmission lines, the Proposed Facilities are being planned and sited so that they pose the least impact to surrounding land since they tap into electrical capacity that is most local to the area, already exists and is within close proximity to the available switchyard site.

### **III. 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.

#### **A. LIGHT INDUSTRIAL (M-1) (CITY) – CUZO 10-5A-1 – 10-5A-5**

##### **10-5A-3: CONDITIONAL USES PERMITTED:**

In an M-1 District, the following uses and their accessory uses may be permitted subject to the provisions of Chapter 12 of this Title: 2. Community Services uses as provided by Chapter 6 of this Title.

**Applicant Response:** The Proposed Facilities are a Community Service under Chapter 6 of this Title (Section 10-6-1 of the CUZO). Accordingly, in the M-1 Zone, it is a conditional use permitted subject to the requirements of Chapter 12. Section C below addresses the approval standards for conditional uses in more detail.

**Conclusion:** Chapter 6 of the Umatilla Zoning Ordinance provides a list of uses that can be approved as community service. The applicable use to this application is listed below: Utility facility, including generating facilities, substations, telephone switching stations, and other facilities required for the transmission of power or communications.

##### **10-5A-4: DEVELOPMENT STANDARDS:**

**A. Buffer Area:** If a use in this District abuts or faces a residential district, a landscape area of twenty feet (20') along the entire frontage will be required on the side abutting or facing the adjacent district in order to provide a buffer area. Screening, landscaping or other conditions necessary to preserve the character of the adjacent district may be required to be established and maintained by the property owner. The setback may be reduced if appropriate and compensating screening measures are proposed and approved through site review.

**Applicant Response:** The site location for the Proposed Facilities is not directly adjacent to residential districts. The nearest residential zoning is located north of the proposed project site and across Powerline Road. The nearest residential buildings are approximately 2 tenths of a mile from the proposed switchyard site. The property directly north of the proposed site, which is also north of the 30-foot-wide public road right-of-way is zoned NC (Neighborhood Commercial). There is currently an existing rental storage building located here. UEC plans to install fencing around its proposed switchyard facility but does not generally install fencing around its transmission line facilities. See the attached Exhibit C for switchyard site plan and approximate fencing offset from public right-of-way and property boundaries. The proposed transmission line does not require a fence or buffer as the line will be designed to provide adequate clearances for any needed road entrance, drive, property fences and other utilities and will be located so that adequate clearance is maintained from existing and planned buildings and towers.

**Conclusion:** The proposed use is a utility facility that will not be able to be screened by landscaping, nor is it practical for a use that is not a building. The proposed switchyard will be partially screened by fencing.

**B. Storage:** Materials shall be stored and grounds maintained in a manner that will not attract or aid the propagation of insects or rodents or otherwise create a health hazard. Outside storage in a

required yard shall not exceed ten feet (10') in height. Storage area shall not exceed fifty percent (50%) of the site.

**Applicant Response:** This criterion does not apply. The Proposed Facilities will not involve any storage of materials.

**Conclusion:** No storage of materials is proposed; this criterion does not apply.

C. Screening: Screening of storage or for other purposed shall consist of a sight-obscuring fence or landscaping, or other similar barrier. If screening is used to obstruct the view from adjacent residentially designated properties, the screening shall be of a material and design that is compatible with adjacent residences, shall be free of advertising, and shall be constructed according to plans submitted by the owner or his authorized agent and approved through site review.

**Applicant Response:** The applicant is not proposing fencing or other screening of storage areas and is not aware of any impacts that warrant such measures.

**Conclusion:** No storage is proposed, neither is screening for storage. This criterion is not applicable.

D. Dimensional Standards

Minimum lot area	5,000 square feet
Minimum lot width	50 feet
Minimum yard setbacks:	
Front yard	10 feet or 20 feet if adjacent to a residential district
Side yard	0 feet or 20 feet if adjacent to a residential district
Side street yard	10 feet or 20 feet if adjacent to a residential district
Rear yard	0 feet or 20 feet if adjacent to a residential district
Parking area	10 feet
Maximum building height	35 feet
Maximum site coverage (building and impervious surface)	60 percent

**Applicant Response:** Since the switchyard site has not yet been subdivided from the larger tax lot, the application for a subdivision for this station will be planned to adhere to subdivision standards required by the City for this zone. The Proposed Facilities are not subject to the setback requirements as they are not considered a building.

**Conclusion:** These criterion addresses buildings, not the proposed community services use. This criterion is satisfied.

10-5A-5: LIMITATIONS ON USE:

A. All uses are subject to site review.

B. A chain-link fence that is made in part with barbed wire may be permitted for the purpose of security when it is not along a sidewalk or public right of way. C. Any fence allowed or required in an M-1 District more than six feet (6') in height shall comply with setbacks for structures. D. Loading areas shall not be located within a required yard setback. (Ord. 688, 6-15-1999)

**Applicant Response:** The Applicant proposes fencing and may include barbed wire and/or screening around the station yard. Yard fencing will be approximately 7 to 8 feet tall around the

perimeter as shown in the attached Exhibit C. Fencing or screening is not necessary for the transmission line.

**Conclusion:** The proposed chain link fence is being installed as security for the switchyard. The fence will be higher than 6 feet but will meet all the setbacks of this zone.

### C. CONDITIONAL USE CRITERIA FOR M-1 AND M-2 ZONES

#### 10-12-1: AUTHORIZATION TO GRANT OR DENY:

A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

**Applicant Response:** It is Applicant's understanding that the City Code implements the Umatilla City Comprehensive Plan and that, by complying with the City Code, the proposal is also in conformance with the Comprehensive Plan.

**Conclusion:** The City Code implements the Umatilla City Comprehensive Plan and by complying with the City Code, the proposal is also in conformance with the Comprehensive Plan.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

**Applicant Response:** As addressed in the applicant's narrative, the Proposed Facilities comply with or are capable of complying with all applicable provisions of the City Code.

**Conclusion:** The purpose of this application is to demonstrate that the proposal complies with the applicable provision of code. This criterion can be considered satisfied.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

**Applicant Response:** The Proposed Facilities are a community service under this Code. These facilities are needed in order to deliver additional power capacity to the service provider's electrical substation which will serve both existing and future developments in the surrounding community. These facilities will serve current and future developments, including residential, industrial, commercial and agricultural uses which are expected to increase in this area.

**Conclusion:** These facilities will serve current and future developments, including residential, industrial, commercial and agricultural uses which are expected to increase in this area.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

**Applicant Response:** The electrical powerline is a linear project and the site selected on each parcel is appropriate for the proposed transmission line since this line will be located either along an existing utility corridor paralleling the public road or will be sited in cooperation with

landowners to minimize impacts to current and planned property uses. The Applicant specifically selected a route for the new transmission line in cooperation with current and future landowners on Tax Lots 2500 and 2501 and 200. Applicant is also working with the landowners of the properties along Potato lane (County jurisdiction) and will plan to site the facility in this area so that current agricultural operations will not be impacted.

In addition, the proposed siting of the electrical switchyard will avoid placement of this facility on surrounding, less suitable land, including land zoned for commercial or farm use. The proximity of the Proposed Facilities to existing public roads will minimize land area needed for access drives and entrances.

**Conclusion:** The zoning of Light Industrial is an appropriate zone for a use of this nature. Powerline Road is an adequate transportation facility for this use.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.

**Applicant Response:** The Applicant is aware of no impacts on neighboring properties because of the proposed transmission line. The impacts of the transmission line on the property that is Zoned M-1, Tax Lots 2500, 2501 and 200 are minimized since the development plans associated with these properties will accommodate the location of the transmission facility. Applicant is aware that the City may require Applicant to mitigate impacts but is not aware of any conditions that would warrant such measures for the proposed use.

**Conclusion:** Outside of a fence around the switchyard for safety and screening, there are no impacts on neighboring properties that are identified at this time.

6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

**Applicant Response:** Applicant is not aware of adverse impacts to the community because of the Proposed Facilities which may outweigh the necessity of these facilities for area growth and development. Applicant is aware that the City may require mitigation of potential impacts, but Applicant is not aware of any conditions that would warrant such measures.

**Conclusion:** There are no impacts on neighboring properties that are identified at this time.

10-12-2: STANDARDS GOVERNING CONDITIONAL USES:

D. Utilities, Storage Tanks, And Towers For Transmission Of Radio Waves For Cellular Communications And Similar Facilities: The Planning Commission shall determine that the proposed site is located to best serve the intended area and that impacts on surrounding properties and appropriate mitigating measures are identified. Such facilities shall be located, designed, and installed with regard for aesthetic values.

**Applicant Response:** The proposed transmission line meets these approval criteria because the transmission line is planned to be located so that it does not interfere with existing facilities or existing and planned uses on the properties it crosses. This line is needed to provide for the additional electrical capacity for the service provider in this area, PacifiCorp, which will serve current, planned and future utility customers within its Service Territory. The Applicant is fully

cooperating with City officials and understands that additional mitigation conditions may be required by the Commission.

The proposed switchyard site is planned to be offset from the public road so that it also does not interfere with adjacent land uses. It is the Applicant's understanding that the City has secured or is securing road improvement agreement(s) for planned roadway improvements and associated utility corridors in this area along Powerline Road. The Proposed Facilities will be offset from the road to accommodate needed future improvement activities.

**Conclusion:** The applicant has demonstrated above that this criterion is met.

### 10-13-2: SITE REVIEW

The purpose of site review is to provide a process to review proposals to verify compliance with requirements of this title, including requirements of this section, and any other applicable provisions of this Code.

#### A. General provisions.

1. Applicability. Site review is required for multi-family residential, commercial, and industrial developments as specified in each zoning district.
2. Procedure. Site review is a Type II permit, unless incorporated into a Type III review such as a community services or conditional use permit.
3. Exemptions. The following developments are exempt from site review:
  - a) Single-family dwellings, manufactured homes on individual lots, and duplexes.
  - b) A development that adds less than 25 percent to existing floor area or outdoor use area when the primary use on the site remains unchanged and required parking does not increase.
  - c) An addition to an existing development when the primary use on the site remains unchanged.

#### B. Application.

1. Submission. The applicant shall submit at least six copies of a narrative, plans, and drawings that describe the proposed development. A traffic impact analysis (TIA), as established in Section 10-11-10 of this title, shall also be submitted pursuant to applicability requirements in subsection 10-11-10 B. of this title. Information specified by Chapter 14 of this title and this section may be combined and provided in narrative form or on plans and maps so long as required information is clear and understandable. Additional copies of documents and plans will be required for a Type III review.

**Applicant Response:** Applicant will provide copies of plans, drawings and application materials as required. Please see response regarding traffic impact analysis, section 10-11-10 TRAFFIC IMPACT ANALYSIS (TIA) below.

**Conclusion:** The applicant has addressed the TIA below, a TIA is not required for this application.

3. Site design criteria and standards for nonresidential developments. The following requirements are in addition to any requirements specified in the applicable zoning district:
  - a) Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.
  - b) Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

**Applicant Response:** It is the Applicant's understanding that the City has secured or is securing road improvement agreement(s) for planned roadway improvements and potentially associated shoulder, sidewalk and utility corridors in this area along Powerline Road between the road and

the Proposed Facilities. The Proposed Facilities will be offset from the road to accommodate needed future improvement activities. Applicant will cooperate with the City regarding placement of any needed landscaping and screening so that plans are compatible and consistent with road improvements.

**Conclusion:** Landscaping along Powerline Road will be required by future applications on this property. The proposed switchyard is set off powerline road by 144 feet.

c) Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

**Applicant Response:** This criterion does not apply to the Proposed Facilities since they will not require garbage or trash service.

**Conclusion:** This criterion does not apply to the Proposed Facilities since they will not require garbage or trash service.

d) Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights-of-way, the City may require right-of-way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2 C. of this Code, minimum street standards and the public works standards.

**Applicant Response:** Please see Applicant's response to 10-13-2B 3) a above. Also please see the attached Exhibit D Rockpile Switchyard Site Layout titled "Conditional Use Permit Exhibit" for proposed offset dimensions from the public road right-of-way and preliminary proposed entrance locations.

**Conclusion:** ROW improvements will be required when future applications are made on this property.

e) Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.

**Applicant Response:** As shown in the attached Exhibit D, the proposed access is from Powerline Road. A secondary access to the switchyard facility would be off of a road that is yet to be constructed and would be permitted separately by others, which would come off of the existing 30' road right-of-way located along the north side of the property.

**Conclusion:** Powerline road is the only transportation facility in the vicinity. Access will be taken from Powerline road.

f) Developments shall provide an onsite pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a

different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

**Applicant Response:** Other than potential sidewalk set-aside along Powerline Road, the Proposed Facilities are not expected to have public sidewalks or parking areas due to these facilities not being for use by the public or continual personnel use. The Switchyard will be fenced and gated for public safety. Public walkways across access roads will be marked as/when required for public safety.

**Conclusion:** The proposed use will not be open to the public.

g) The primary building and entry orientation shall be to the fronting street rather than a parking lot.

**Applicant Response:** Since the only building on the Switchyard site will be the station's control shed which is to be constructed and permitted to state requirements, and no parking lot will be included or necessary for the facility, this criterion does not apply.

**Conclusion:** No building is proposed, this criterion is not applicable.

h) All buildings shall incorporate ground floor windows along street facades, with at least 20 percent of any wall within 30 feet of a street consisting of display areas, windows, or doorways.

**Applicant Response:** Please see response to item g) above. This criterion does not apply to the Proposed Facilities.

**Conclusion:** No building is proposed, this criterion is not applicable.

i) Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.

**Applicant Response:** Please see response to item g) above. This criterion does not apply to the Proposed Facilities.

**Conclusion:** No building is proposed; this criterion is not applicable.

j) A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

**Applicant Response:** This criterion does not apply to the Proposed Facilities.

**Conclusion:** A drive through use is not proposed. This criterion is not applicable.

4. Access standards for all uses.

a) New connections. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.

**Applicant Response:** The proposed access drives for the Switchyard facility are outside of the vision clearance of the intersection of Radar Rd and Powerline Rd.

**Conclusion:** No connections are proposed in the functional area of an intersection.

b) Access connections. Where no other alternative exists, the City Administrator may allow

construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

**Applicant Response:** Given the proposed access locations and the limited frequency of traffic to the Proposed Facilities, the access to the Switchyards site is not expected to pose an impact to traffic.

**Conclusion:** No connections are proposed in the functional area of an intersection.

c) Cross access drives, pedestrian access. Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

**Applicant Response:** This criterion does not apply since the access to the Switchyard site is to be limited for safety of the public.

**Conclusion:** There are no commercial uses adjacent to this use. The criterion is not applicable.

d) Separation distance. The City may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided.

(2) The site plan incorporates a unified access and circulation system.

(3) The property owner enters into a written agreement with the City, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

(4) The City may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

**Applicant Response:** Joint access to the Switchyard facilities is not anticipated and not generally proposed due to the need for security of the facility and to avoid potential constraints associated with joint access that could impact the ability of UEC personnel to independently access and secure this facility.

**Conclusion:** The proposed access points are acceptable to the City.

e) Driveway standards. Driveways shall meet the following standards:

(1) If the driveway is one way in or out, the minimum width shall be ten feet and appropriate sign(s) designating the driveway as a one-way connection shall be provided.

(2) For two-way access, each lane shall have a minimum width of ten feet.

(3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

**Applicant Response:** These standards will be met per the attached Exhibit D.

**Conclusion:** These standards are met, the proposed access width is 40' along powerline road and 24' along the north access.

f) Phased developments. Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a

single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

**Applicant Response:** Please see attached Exhibits for site plans for both Proposed Facilities.

**Conclusion:** The entirety of this facility has been submitted, no phasing is expected.

g) Nonconforming access features. Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.

**Applicant Response:** The planned access for the Proposed Facilities does not meet this criterion.

**Conclusion:** New access will be required to meet City standards.

h) Reverse frontage. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

**Applicant Response:** As shown in the attached Exhibit D, the planned access to the Switchyard facility would be primarily from Powerline Rd and a secondary access would be from the undeveloped road on the north side of the facility. This configuration is necessary to maintain the facility and provide adequate off-site entrances and exits. Applicant emphasizes that this access configuration is preliminary and based upon the anticipated layout of switchyard equipment.

**Conclusion:** The subject property is not a reverse frontage property.

i) Review by the Oregon State Department of Transportation. Any application that involves access to the state highway system shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. 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 Response:** This criterion does not apply. The Proposed Facilities do front a state highway.

**Conclusion:** The Proposed Facilities do front a state highway.

#### 10-11-10. – TRAFIC IMPACT ANALYSIS (TIA).

A. Purpose. The purpose of this section is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to specified land use proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the analysis.

B. Applicability. A traffic impact analysis shall be required to be submitted to the City with a

land use application, when the following conditions apply:

1. The application involves one or more of the following actions:

a) A change in zoning or plan amendment designation; or

b) The proposal is projected to cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation Manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

1. An increase in site traffic volume generation by 250 average daily trips (ADT) or more (or as required by the City Engineer). The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips; or

2. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weight by ten vehicles or more per day; or

3. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or vehicles queue or hesitate, creating a safety hazard; or

4. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

5. A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

**Applicant Response:** A TIA is not necessary for the Proposed Facilities since neither the electric switchyard, nor the electric transmission facility includes any of the actions listed in 10-11-10 (B) (Applicability). The Proposed Facilities will not increase the volume of traffic to this site as they will only be visited periodically for routine maintenance by UEC personnel upon completion of construction. The access drives to the switchyard are to be located so that traffic flow in and around the intersection of Radar Rd and Powerline Rd is not impeded.

**Conclusion:** A TIA is not required as part of this application, as the proposed use will be only accessed for maintenance.

#### **IV. SUMMARY AND PLANNING COMMISSION DECISION**

The applicant is proposing to develop the site with a new transmission line and switchyard. The submitted materials meet or are capable of meeting the standards and criteria of approval as addressed in this report. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the City of Umatilla Staff **RECOMMENDS** that the Planning Commission **APPROVES** Conditional Use, CU-4-22 & SP subject to the conditions of approval contained in Section V.

#### **V. CONDITIONS OF APPROVAL**

1. The applicant must obtain all federal, state and local permits or licenses prior to starting construction activities.
2. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, Oregon State Historic Preservation Office and the Confederated

Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.

3. The applicant must establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives an extension prior to the expiration of the approval.
4. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

## **VI. EXHIBITS**

Exhibit A – Public Notice Map

Exhibit B – Applicant's Site Plan



# City of Umatilla

700 6<sup>th</sup> Street, PO Box 130, Umatilla, OR 97882

City Hall (541) 922-3226

Fax (541) 922-5758

## NOTICE OF PLANNING COMMISSION REVIEW

November 1, 2022

Dear Property Owner or Affected Agency:

Notice is hereby given that the City of Umatilla Planning Commission will meet on Tuesday, November 22, 2022, in the city council chambers starting at 6:30 p.m. to consider the following request.

**UEC Rockpile Conditional Use CU-4-22:** The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line and switchyard. The Switchyard is proposed to be developed on Tax Lot 2500 of Assessor's Map 5N28. The transmission line will cross Tax lot 2500 of Assessor's Map 5N28, Tax lot 2501 on Assessor's Map 5N28, and on Tax lot 200 on Assessor's Map 5N2832.

Written or oral comments may be presented at the hearing or directly to the Planning Department at City Hall or mailed to PO Box 130, Umatilla, Oregon 97882. Written comments must be received prior to 5:00 p.m. on the date of the hearing or submitted at the hearing. Comments must address how the application does or does not comply with the applicable criteria. This application is subject to the criteria in Sections 10-12-1(A), 10-13-2, and chapter 6 of the City of Umatilla Zoning Ordinance.

A copy of the application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at City Hall during normal business hours at no cost. A copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing. Copies will be provided upon request at reasonable cost.

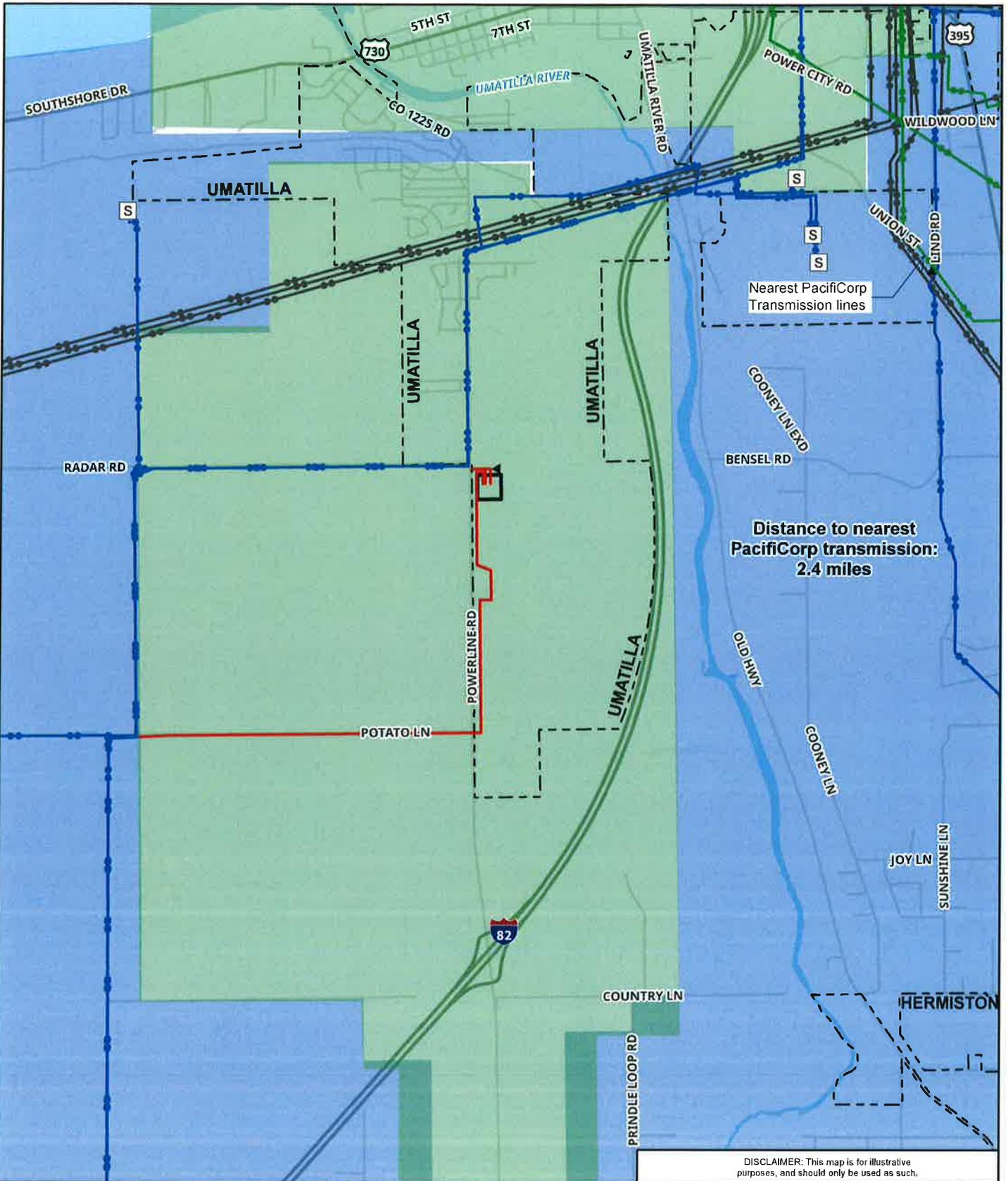
Failure to raise an issue at the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals on that issue. Failure of any person entitled to notice to receive notice shall not invalidate the City's action, provided the City can demonstrate notice was sent.

Umatilla City Hall is handicapped accessible. If special accommodations are needed for persons with hearing, visual, or manual impairments who wish to participate in the hearing, please contact City Hall at (541) 922-3226 at least 48 hours prior to the meeting so that appropriate assistance can be arranged.

If you have any questions about this application or need additional information, please contact the Umatilla City Planner, Jacob Foutz, at (541) 922-3226 ext. 110, or via email at [Jacob@umatilla-city.org](mailto:Jacob@umatilla-city.org)

Respectfully,

Jacob Foutz,  
Senior Planner



Distance to nearest  
PacifiCorp transmission:  
2.4 miles

DISCLAIMER: This map is for illustrative purposes, and should only be used as such.

Substation	City Limit
Planned 230 kV Alignment	
BPA-owned Transmission	
PAC-owned Transmission	
UEC-owned Transmission	
Approximate PacifiCorp Allocated Boundary	
UEC Service Territory	
Proposed Switchyard	



1550 E REPUBLIC RD  
SPRINGFIELD, MO 65804  
Ph: 417-888-0943  
Fax: 417-888-0957  
www.atothassociates.com



MAP BY: mbrown	DATE: 10/24/2022
APPD. BY: ALB	DATE: 10/24/2022

**Proposed Facilities**

Map Title: <b>Service Territories</b>	Map Number: <b>MB-298</b>
Client: <b>UMATILLA ELECTRIC COOPERATIVE HERMISTON, OREGON OREGON 14, UMATILLA</b>	



EXISTING  
COUNTY ROAD 1226

189.8'

42.7'

ACCESS ROADS  
TO BE CONSTRUCTED BY OTHERS

24'

144.7'

498'

481.5'

EXISTING  
POWERLINE ROAD

**PRELIMINARY: NOT FOR CONSTRUCTION**

Oregon Utility  
Notification Center  
**811**  
Oregon's Utility  
Notification Center  
1-800-375-3736  
www.811.or.gov

NE 1/4 OF 1/4, NW  
SECTION 029  
T14N R14E  
RANGE 029 E  
UMATILLA COUNTY, OREGON



DATE: 10/26/22  
REVISION: PRELIMINARY  
BY: BC  
APPROVED: BC

PROJECT: ROCK PILE SWITCHYARD  
LOCATION: LAT 45.820291' LONG -119.242530' UMATILLA COUNTY, OREGON 97862  
CLIENT: UMATILLA ELECTRIC COOPERATIVE  
HERMISTON, OREGON  
OREGON-14-UMATILLA

FILE: CONDITIONAL USE PERMIT EXHIBIT EX-1



**CITY OF UMATILLA PLANNING COMMISSION  
 REPORT AND RECCOMENDATION  
 FOR  
 CONDITIONAL USE (CU-5-22) & SITE PLAN REVIEW**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

**I. GENERAL INFORMATION AND FACTS**

**Applicant:** Umatilla Electric Cooperative, 750 West Elm Ave, PO BOX 1148, Hermiston, OR 97838

**Property Owners:** Amazon Data Service, Inc., PO BOX 80416, Seattle, WA 98180-0415

**Land Use Review:** Conditional use and site plan review to a establish 3/4-mile 115kV transmission line in order to create a looped power supply for the Power City Substation that is currently on a radial transmission feed.

**Property Description:** Tax lots 100,200 on Assessors Map 5N2821 & Tax lot 2400 on Assessors Map 5N2816

**Location:** The subject property is generally west of HWY 395 and south of HWY 730 in the City of Umatilla and Urban Growth Boundary

**Existing Development:** The properties are currently utilized as a substation and data center campus.

**Proposed Development:** The applicant requests approval to develop new a transmission line.

**Zone** Light Industrial (M1).

**Adjacent Land Use(s):**

<b>Adjacent Property</b>	<b>Zoning</b>	<b>Use</b>
North	UGB Industrial	Rock Pit
South	UGB Residential	Rural residences

East	Light Industrial (M1)	Data Center Campus
West	UGB Residential	Rural residences

## **II. NATURE OF REQUEST AND GENERAL FACTS**

**UEC Power City Conditional Use CU-5-22:** The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line. The transmission line will cross Tax lot 2400 of Assessor’s Map 5N2816, and Tax lot 100,200 on Assessor’s Map 5N2821. This application is subject to the criteria in Sections 10-12-1(A), 10-13-2, and chapter 6 of the City of Umatilla Zoning Ordinance.

The proposed transmission line is considered a community service use. Community service uses may be allowed in any zoning district as a conditional use. All community service uses are required to be reviewed as conditional uses according to the procedures and criteria of Chapters 6, 12 and 14 of the City of Umatilla Zoning Ordinance (CUZO).

Applicant Narrative:

Umatilla Electric Cooperative is requesting a Condition Use Permit from the City of Umatilla to construct a 115kV transmission line within the City’s M-1 and M-2 and the Urban Growth Boundary’s M-Industrial Plan zones along the south side of undeveloped Co Rd 1296 and terminating at Lind Rd. UEC’s Power City Substation was constructed 1999 due to growth north of Hermiston and to serve loads in the Port of Umatilla area. The Power City Substation is currently feed from a radial 115 kV line that is fed off of the McNary to Hermiston Generating plant 230/115 kV Double Circuit line. In 2020, UEC completed the Butte to McNary 115 kV line that provided a third feed to the Hermiston Butte substation. This new line runs along Lind Rd and was located approximately 0.5 miles from Power City Substation but there are multiple BPA and PacifiCorp transmission lines between Lind Road and Power City Substation. In early 2021, UEC started discussion on possible routing of a 115 kV transmission line to feed Power City off the McNary to Butte transmission line to allow the substation to have a looped transmission feed. This new transmission configuration for Power City Substation will enable the station to provide more reliable distribution power service to the local area.

## **III. 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.

### **A. LIGHT INDUSTRIAL (M-1) (CITY) – CUZO 10-5A-1 – 10-5A-5**

#### **10- 5A-3: CONDITIONAL USES PERMITTED:**

In an M-1 District, the following uses and their accessory uses may be permitted subject to the provisions of Chapter 12 of this Title: 2. Community Services uses as provided by Chapter 6 of this Title.

**Applicant Response:** The Proposed Facilities are a Community Service under Chapter 6 of this Title (Section 10-6-1 of the CUZO). Accordingly, in the M-1 Zone, it is a conditional use

permitted subject to the requirements of Chapter 12. Section C below addresses the approval standards for conditional uses in more detail.

**Conclusion:** Chapter 6 of the Umatilla Zoning Ordinance provides a list of uses that can be approved as community service. The applicable use to this application is listed below: Utility facility, including generating facilities, substations, telephone switching stations, and other facilities required for the transmission of power or communications.

**10-5A-4: DEVELOPMENT STANDARDS:**

A. Buffer Area: If a use in this District abuts or faces a residential district, a landscape area of twenty feet (20') along the entire frontage will be required on the side abutting or facing the adjacent district in order to provide a buffer area. Screening, landscaping or other conditions necessary to preserve the character of the adjacent district may be required to be established and maintained by the property owner. The setback may be reduced if appropriate and compensating screening measures are proposed and approved through site review.

**Applicant Response:** The site location for the transmission line is not directly adjacent to residential districts. The nearest residential zoning is located south of the proposed project site and across Lind Road to the east. The proposed transmission line does not require a fence or buffer as the line will be designed to provide adequate clearances for any needed road entrance, drive, property fences and other utilities and will be located so that adequate clearance is maintained from existing and planned buildings and towers.

**Conclusion:** The proposed use is a utility facility that will not be able to be screened by landscaping, nor is it practical for a use that is not a building.

B. Storage: Materials shall be stored and grounds maintained in a manner that will not attract or aid the propagation of insects or rodents or otherwise create a health hazard. Outside storage in a required yard shall not exceed ten feet (10') in height. Storage area shall not exceed fifty percent (50%) of the site.

**Applicant Response:** This criterion does not apply. The Proposed Facilities will not involve any storage of materials.

**Conclusion:** No storage of materials is proposed; this criterion does not apply.

C. Screening: Screening of storage or for other purposed shall consist of a sight-obscuring fence or landscaping, or other similar barrier. If screening is used to obstruct the view from adjacent residentially designated properties, the screening shall be of a material and design that is compatible with adjacent residences, shall be free of advertising, and shall be constructed

according to plans submitted by the owner or his authorized agent and approved through site review.

**Applicant Response:** The applicant is not proposing fencing or other screening of storage areas and is not aware of any impacts that warrant such measures.

**Conclusion:** No storage is proposed, neither is screening for storage. This criterion is not applicable.

**D. Dimensional Standards**

Minimum lot area	5,000 square feet
Minimum lot width	50 feet
Minimum yard setbacks:	
Front yard	10 feet or 20 feet if adjacent to a residential district
Side yard	0 feet or 20 feet if adjacent to a residential district
Side street yard	10 feet or 20 feet if adjacent to a residential district
Rear yard	0 feet or 20 feet if adjacent to a residential district
Parking area	10 feet
Maximum building height	35 feet
Maximum site coverage (building and impervious surface)	60 percent

**Applicant Response:** The proposed transmission line would not include a building or facility with these requirements. The line will be constructed in easements that have been acquired specifically for transmission and distribution lines. UEC will comply with the standards required by the City for this zone.

**Conclusion:** These criterion addresses buildings, not the proposed community services use. This criterion is satisfied.

**10-5A-5: LIMITATIONS ON USE:**

**A. All uses are subject to site review.**

**B. A chain-link fence that is made in part with barbed wire may be permitted for the purpose of security when it is not along a sidewalk or public right of way. C. Any fence allowed or required in an M-1 District more than six feet (6') in height shall comply with setbacks for structures. D. Loading areas shall not be located within a required yard setback. (Ord. 688, 6-15-1999)**

**Applicant Response:** Fencing or screening is not necessary for the transmission line.

**Conclusion:** A fence is not required for a transmission line.

**C. CONDITIONAL USE CRITERIA FOR M-1 AND M-2 ZONES**

**10- 12-1: AUTHORIZATION TO GRANT OR DENY:**

**A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and**

other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

**Applicant Response:** It is Applicant's understanding that the City Code implements the Umatilla City Comprehensive Plan and that, by complying with the City Code, the proposal is also in conformance with the Comprehensive Plan.

**Conclusion:** The City Code implements the Umatilla City Comprehensive Plan and by complying with the City Code, the proposal is also in conformance with the Comprehensive Plan.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

**Applicant Response:** As addressed in the applicant's narrative, the Proposed Facilities comply with or are capable of complying with all applicable provisions of the City Code.

**Conclusion:** The purpose of this application is to demonstrate that the proposal complies with the applicable provision of code. This criterion can be considered satisfied.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

**Applicant Response:** The transmission line is a community service under this Code and is needed in order to deliver alternate power sources to the electric distribution power station that serves the surrounding community. The transmission line therefore creates needed reliability for members that are served from this station.

**Conclusion:** These facilities will serve current and future developments, including residential, industrial, commercial and agricultural uses which are expected to increase in this area.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

**Applicant Response:** The transmission line is a linear project and the site selected on each parcel is appropriate for the proposed transmission line since this line will be located either along an existing utility corridor, will parallel the public road or will be sited in cooperation with landowners to minimize impacts to current and planned land uses. Access to the proposed transmission line corridor for construction and maintenance will be from the local Union St or the access that UEC currently has off of Power City Rd.

**Conclusion:** The zoning of Light Industrial is an appropriate zone for a use of this nature. Lind Road is an adequate transportation facility for this use.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.

**Applicant Response:** The Applicant is aware of no impacts on neighboring properties because of the proposed transmission line. The impacts of the transmission line on the property that is

Zoned M-1 or M-2, Tax Lots 100 and 200 are minimized since the line is sited to occupy the edge of the lot or to run parallel to existing transmission powerline on the property in order to collocate the line with other similar facilities that have similar constraints on the land use. The Applicant is aware that the City may require Applicant to mitigate impacts but is not aware of any conditions that would warrant such measures for the proposed use.

**Conclusion:** Considering the use will run along existing lines, there are no impacts on neighboring properties that are identified at this time.

6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

**Applicant Response:** Applicant is aware of no impacts on the community because of the proposed transmission line other than the provision of added reliability due to a secondary feed to the substation which serves much of the community. Although this added reliability may not be noticed as a community benefit, UEC acknowledges that the ability for community members to ignore added resiliency or reliability upgrades to its system is considered a positive factor. Applicant requests that the City authorize this system upgrade as a Community Service necessary to provide added resiliency and reliability for community members in the McNary and Power City areas as these areas experience increasing electrical load from commercial, residential, irrigation and industry expansion.

**Conclusion:** There are no impacts on neighboring properties that are identified at this time.

#### 10-12-2: STANDARDS GOVERNING CONDITIONAL USES:

D. Utilities, Storage Tanks, And Towers For Transmission Of Radio Waves For Cellular Communications And Similar Facilities: The Planning Commission shall determine that the proposed site is located to best serve the intended area and that impacts on surrounding properties and appropriate mitigating measures are identified. Such facilities shall be located, designed, and installed with regard for aesthetic values.

**Applicant Response:** The proposed transmission line meets these approval criteria because the transmission line is planned to be located so that it does not interfere with existing facilities or

existing and planned uses on the properties it crosses. This line is needed to provide alternate service to the electric distribution substation.

**Conclusion:** The applicant has demonstrated above that this criterion is met.

#### 10-13-2: SITE REVIEW

The purpose of site review is to provide a process to review proposals to verify compliance with requirements of this title, including requirements of this section, and any other applicable provisions of this Code.

##### A. General provisions.

1. Applicability. Site review is required for multi-family residential, commercial, and industrial developments as specified in each zoning district.

2. Procedure. Site review is a Type II permit, unless incorporated into a Type III review such as a community services or conditional use permit.

3. Exemptions. The following developments are exempt from site review:

a) Single-family dwellings, manufactured homes on individual lots, and duplexes.

b) A development that adds less than 25 percent to existing floor area or outdoor use area when the primary use on the site remains unchanged and required parking does not increase.

c) An addition to an existing development when the primary use on the site remains unchanged.

##### B. Application.

1. Submission. The applicant shall submit at least six copies of a narrative, plans, and drawings that describe the proposed development. A traffic impact analysis (TIA), as established in Section 10-11-10 of this title, shall also be submitted pursuant to applicability requirements in subsection 10-11-10 B. of this title. Information specified by Chapter 14 of this title and this section may be combined and provided in narrative form or on plans and maps so long as

required information is clear and understandable. Additional copies of documents and plans will be required for a Type III review.

**Applicant Response:** Applicant will provide copies of plans, drawings and application materials as required. Please see response regarding traffic impact analysis, section 10-11-10 TRAFFIC IMPACT ANALYSIS (TIA) below.

**Conclusion:** The applicant has addressed the TIA below, a TIA is not required for this application.

3. Site design criteria and standards for nonresidential developments. The following requirements are in addition to any requirements specified in the applicable zoning district:

a) Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.

b) Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

**Applicant Response:** This criterion does not apply to the transmission line. The transmission line will not require any landscaping.

**Conclusion:** Landscaping is not required for a transmission line.

c) Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

**Applicant Response:** This criterion does not apply to the Proposed Facilities since they will not require garbage or trash service.

**Conclusion:** This criterion does not apply to the Proposed Facilities since they will not require garbage or trash service.

d) Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights-of-way, the City may require right-of-way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2 C. of this Code, minimum street standards and the public works standards.

**Applicant Response:** This criterion does not apply to the transmission line. The transmission line will not impact vehicle or pedestrian traffic and will be located outside road rights-of-way.

**Conclusion:** This criterion does not apply.

e) Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.

**Applicant Response:** This criterion does not apply to the transmission line. The transmission line does not need to be accessed from streets like traditional businesses developments. The transmission line will be accessible by the Applicant's easements and from either Union St or

Power City Road. Easements have been obtained from landowners to allow UEC to maintain and install this line.

**Conclusion:** No access will be taken, as the use will be transporting electricity.

f) Developments shall provide an onsite pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a

different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

**Applicant Response:** This criterion does not apply to the transmission line.

**Conclusion:** This criterion is not applicable.

g) The primary building and entry orientation shall be to the fronting street rather than a parking lot.

**Applicant Response:** This criterion does not apply to the transmission line since it is not a building and will not have any associated buildings installed as part of the project.

**Conclusion:** No building is proposed; this criterion is not applicable.

h) All buildings shall incorporate ground floor windows along street facades, with at least 20 percent of any wall within 30 feet of a street consisting of display areas, windows, or doorways.

**Applicant Response:** Please see response to item g) above. This criterion does not apply to the Proposed Facilities.

**Conclusion:** No building is proposed; this criterion is not applicable.

i) Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.

**Applicant Response:** Please see response to item g) above. This criterion does not apply to the Proposed Facilities.

**Conclusion:** No building is proposed; this criterion is not applicable.

j) A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

**Applicant Response:** This criterion does not apply to the Proposed Facilities.

**Conclusion:** A drive through use is not proposed. This criterion is not applicable.

#### 4. Access standards for all uses.

a) New connections. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.

**Applicant Response:** This criterion does not apply to the transmission line. The access to the transmission line will be by easements that are specific to this project.

**Conclusion:** No connections are proposed in the functional area of an intersection.

b) Access connections. Where no other alternative exists, the City Administrator may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

**Applicant Response:** This criterion does not apply to the transmission line.

**Conclusion:** No connections are proposed in the functional area of an intersection.

c) Cross access drives, pedestrian access. Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

**Applicant Response:** This criterion does not apply to the transmission line.

**Conclusion:** There are no commercial uses adjacent to this use. The criterion is not applicable.

d) Separation distance. The City may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided.

(2) The site plan incorporates a unified access and circulation system.

(3) The property owner enters into a written agreement with the City, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

(4) The City may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

**Applicant Response:** This criterion does not apply to the transmission line. The transmission line access for maintenance will be by UEC's easement.

**Conclusion:** This criterion is not applicable.

e) Driveway standards. Driveways shall meet the following standards:

(1) If the driveway is one way in or out, the minimum width shall be ten feet and appropriate sign(s) designating the driveway as a one-way connection shall be provided.

(2) For two-way access, each lane shall have a minimum width of ten feet.

(3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

**Applicant Response:** Please see Applicant's response to 10-13-2B-4d) a above.

**Conclusion:** These criteria are not applicable to the proposed use.

f) Phased developments. Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

**Applicant Response:** Please see Applicant's response to 10-13-2B-4d) a above.

**Conclusion:** These criteria are not applicable to the proposed use.

g) Nonconforming access features. Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip

generation.

**Applicant Response:** Please see Applicant's response to 10-13-2B-4d) a above.

**Conclusion:** These criteria are not applicable to the proposed use.

h) Reverse frontage. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

**Applicant Response:** Please see Applicant's response to 10-13-2B-4d) a above.

**Conclusion:** These criteria are not applicable to the proposed use.

i) Review by the Oregon State Department of Transportation. Any application that involves access to the state highway system shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. 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 Response:** This criterion does not apply. The transmission line does not front a state highway.

**Conclusion:** The Proposed Facilities do not front a state highway.

#### 10-11-10. – TRAFIC IMPACT ANALYSIS (TIA).

A. Purpose. The purpose of this section is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to specified land use proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the analysis.

B. Applicability. A traffic impact analysis shall be required to be submitted to the City with a land use application, when the following conditions apply:

1. The application involves one or more of the following actions:

a) A change in zoning or plan amendment designation; or

b) The proposal is projected to cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation Manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

1. An increase in site traffic volume generation by 250 average daily trips (ADT) or more (or as required by the City Engineer). The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips; or

2. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weight by ten vehicles or more per day; or

3. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or

vehicles queue or hesitate, creating a safety hazard; or

4. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

5. A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

**Applicant Response:** The Applicant meets these criteria. The proposed transmission line will not involve any commercial or industrial activities, nor will it involve any storage. The proposed use will also not involve any loading areas or merchandise sales. Finally, the proposed use will comply with appropriate state and federal regulations regarding noise, vibration, dust, odor, smoke, appearance, or other objectionable factors.

**Conclusion:** A TIA is not required as part of this application, as the proposed use will be only accessed for construction.

#### **IV. SUMMARY AND PLANNING COMMISSION DECISION**

The applicant is proposing to develop the subject property with a new transmission line. The submitted materials meet or are capable of meeting the standards and criteria of approval as addressed in this report. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the City of Umatilla Staff **RECOMMENDS** that the Planning Commission **APPROVES** Conditional Use, CU-5-22 & SP subject to the conditions of approval contained in Section V.

#### **V. CONDITIONS OF APPROVAL**

1. The applicant must obtain all federal, state and local permits or licenses prior to starting construction activities.
2. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, Oregon State Historic Preservation Office and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
3. The applicant must establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives an extension prior to the expiration of the approval.
4. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

#### **VI. EXHIBITS**

Exhibit A – Public Notice Map/Site Plan



# City of Umatilla

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

## NOTICE OF PLANNING COMMISSION REVIEW

November 1, 2022

Dear Property Owner or Affected Agency:

Notice is hereby given that the City of Umatilla Planning Commission will meet on Tuesday, November 22, 2022, in the city council chambers starting at 6:30 p.m. to consider the following request.

**UEC Power City Conditional Use CU-5-22:** The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to establish a new transmission line. The transmission line will cross Tax lot 2400 of Assessor's Map 5N2816, and Tax lot 100,200 on Assessor's Map 5N2821.

Written or oral comments may be presented at the hearing or directly to the Planning Department at City Hall or mailed to PO Box 130, Umatilla, Oregon 97882. Written comments must be received prior to 5:00 p.m. on the date of the hearing or submitted at the hearing. Comments must address how the application does or does not comply with the applicable criteria. This application is subject to the criteria in Sections 10-12-1(A), 10-13-2, and chapter 6 of the City of Umatilla Zoning Ordinance.

A copy of the application and all documents and evidence submitted by or on behalf of the applicant are available for inspection at City Hall during normal business hours at no cost. A copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing. Copies will be provided upon request at reasonable cost.

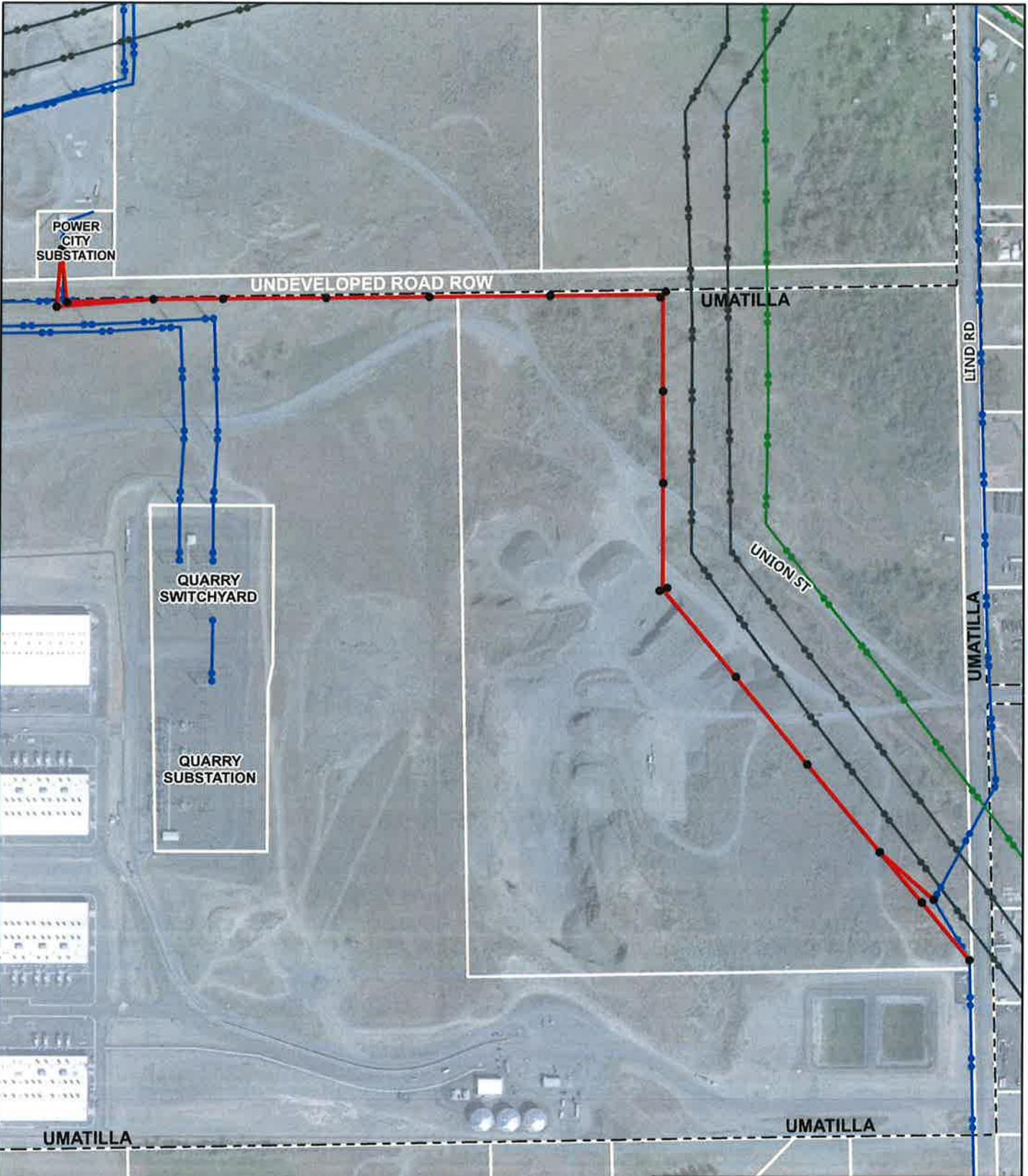
Failure to raise an issue at the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals on that issue. Failure of any person entitled to notice to receive notice shall not invalidate the City's action, provided the City can demonstrate notice was sent.

Umatilla City Hall is handicapped accessible. If special accommodations are needed for persons with hearing, visual, or manual impairments who wish to participate in the hearing, please contact City Hall at (541) 922-3226 at least 48 hours prior to the meeting so that appropriate assistance can be arranged.

If you have any questions about this application or need additional information, please contact the Umatilla City Planner, Jacob Foutz, at (541) 922-3226 ext. 110, or via email at [Jacob@umatilla-city.org](mailto:Jacob@umatilla-city.org)

Respectfully,

Jacob Foutz,  
Senior Planner



Imagery: Google, ©2021 CNES / Airbus, Maxar Technologies, State of Oregon, USDA/FPAC/GEO

- Planned Pole
- Planned 115kV Alignment
- BPA-owned Transmission
- PAC-owned Transmission
- UEC-owned Transmission
- City Limit
- Umatilla County Parcel (04/21/2022)



1550 E REPUBLIC RD  
SPRINGFIELD, MO 65804  
Ph: 417-868-0645  
Fax: 417-868-0557  
www.tothassociates.com



MAP BY: mbrown      DATE: 10/24/2022  
APPD. BY: ALB      DATE: 10/28/2022

DISCLAIMER: This map is for illustrative purposes, and should only be used as such.

Proposed Facilities	
Map Title: <b>Exhibit C</b>	Map Number: <b>MB-305</b>
Client: <b>UMATILLA ELECTRIC COOPERATIVE HERMISTON, OREGON OREGON 14, UMATILLA</b>	

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**CITY OF UMATILLA PLANNING COMMISSION  
 REPORT AND RECOMMENDATION  
 FOR  
 REPLAT RP-2-22**

**DATE OF HEARING:** November 22, 2022

**REPORT PREPARED BY:** Jacob Foutz, Senior Planner

**I. GENERAL INFORMATION AND FACTS**

**Applicant:** Amazon Data Services, Inc. c/o Seth King, Perkins Coie LLP, 1120 NW Couch Street, Tenth Floor, Portland, OR 97209

**Property Owners:** Amazon Data Services, Inc., 410 Terry Avenue North, Seattle, WA 98109.

**Land Use Review:** Replat of Tax Lot 200 on Assessors Map 5N28E32 and Tax Lot 1400 on Assessors Map 5N28E29.

**Property Description:** The properties are described as Tax Lot 200 on Assessors Map 5N28E32 and Tax Lot 1400 on Assessors Map 5N28E29

**Location:** The subject properties are located on the south end of Powerline Rd in the City of Umatilla.

**Existing Development:** The property consists of vacant land.

**Proposed Development:** The applicant intends to develop the property with data centers.

**Zone** Light Industrial (M-1).

**Adjacent Land Use(s):**

Adjacent Property	Zoning	Use
North	Light Industrial (M1)	Vacant land used for farming
South	Light Industrial (M1)	Vacant land used for farming
East	Light Industrial (M1)	Vacant land used for farming
West	EFU	Vacant land used for farming

## **II. NATURE OF REQUEST AND GENERAL FACTS**

**ADS 194 Replat RP-2-22:** The applicant, Amazon Data Services, Inc. c/o Seth King, Perkins Coie LLP, requests approval to replat two existing lots to remove the line between them, effectively combing two lots into one. The properties are identified as Tax Lot 1400 on Assessors Map 5N28E29 and Tax Lot 200 on Assessors Map 5N28E32.

The City's Land Division Ordinance (LDO) does not directly address replat requests, however, Section 11-2-6(A) addresses land division approval criteria. Therefore, the City will process the request subject to the standards contained in Section 11-2-6 of the LDO similar to a subdivision or partition request.

## **III. 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.

### **CITY OF UMATILLA ZONING ORDINANCE**

#### **SECTION 10-5A-4: DEVELOPMENT STANDARDS: (Light Industrial, M-1)**

Minimum lot width	80 feet
Minimum lot depth	100 feet
Minimum yard setbacks:	
Front yard	10 feet or 20 feet if adjacent to a residential district
Side yard	0 feet or 20 feet if adjacent to a residential district
Side street yard	10 feet or 20 feet if adjacent to a residential district
Rear yard	0 feet or 20 feet if adjacent to a residential district
Parking area	10 feet
Maximum building height	35 feet
Maximum site coverage (building, storage area, and impervious surface)	100 percent

**Findings:** The applicant is proposing to replat two existing lots into one (1) lot. The result of the request will consolidate 2 lots into 1 zoned M-1. The dimensional standards for the M-1 zone (Section 10-5A-4) is listed above for reference. The proposed lot will exceed the minimum lot width and depth and area requirements.

**Conclusion:** The proposed lot exceed the minimum dimensional standards for new lots located in

the M-1 zoning district.

## CITY OF UMATILLA LAND DIVISION ORDINANCE

### SECTION 11-2-6: LAND DIVISION APPROVAL CRITERIA:

No plat for a subdivision or partition may be considered for approval until the city has approved a tentative plan. Approval of the tentative plan shall be binding upon the city and the applicant for the purposes of preparing the subdivision or partition plat. In each case, the applicant bears the burden of proof to demonstrate that the proposal satisfies applicable criteria and standards.

A. Approval Criteria: Land division tentative plans shall only be approved if found to comply with the following criteria:

1. The proposal shall comply with the city's comprehensive plan.

**Findings:** The City of Umatilla's Zoning Ordinance (CUZO) and LDO implement the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO and LDO the request is considered to be consistent with the comprehensive plan.

**Conclusion:** The CUZO and LDO implement the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO and LDO the request is considered to be consistent with the comprehensive plan. This request is found to meet or be capable of meeting all of the applicable standards and criterion in the CUZO and LDO as addressed in this report.

2. The proposal shall comply with the I-82/U.S. 730 interchange area management plan (IAMP) and the access management plan in the IAMP (section 7) as applicable.

**Findings:** The interchange area management plan (IAMP) extends along U.S. Highway 730 from its intersection with U.S. Highway 395 west to Eisele Drive just west of the U.S. Post Office within City Limits. The property is not within the IAMP area.

**Conclusion:** The property is not located within the I-82/U.S. 730 Interchange Management Area. This criterion is not applicable.

3. The proposal shall comply with the city's zoning requirements.

**Findings:** The properties are located within the M-1 zoning district and the applicable City zoning requirements are addressed above. The proposed lots comply with all of the dimensional standards as addressed in this report.

**Conclusion:** Both of the proposed lots will meet the minimum dimensional standards as addressed in this report.

4. The proposal shall comply with the city's public works standards.

**Findings:** The City's public works standards are engineering design and safety standards for construction of streets, sidewalks, curbs, water/sewer lines, other utilities and for installation of improvements. No improvements to City infrastructure are required as part of this application.

**Conclusion:** No improvements to City infrastructure are required as part of this application.

5. The proposal shall comply with applicable state and federal regulations, including, but not limited to, Oregon Revised Statutes 92, 197, 227, and wetland regulations.

**Findings:** The CUZO and LDO implement the applicable provision of ORS 92, 197, 227. The subject property does not contain wetlands as shown on the National Wetlands Inventory (NWI) or figure 5-1.2 in the City's Comprehensive Plan. Except as implemented through the City's ordinance, applicable state and federal regulations will be required to be met as a condition of approval.

**Conclusion:** This request is found to meet or be capable of meeting all of the standards and criterion as addressed in this report, the proposal will comply with applicable state and federal regulations, as implemented through the City's ordinances. The applicant will be required as a condition of approval to comply with all other state and federal requirements.

6. The proposal shall conserve inventoried natural resource areas and floodplains, including, but not limited to, mapped rivers, creeks, sloughs, and wetlands.

**Findings:** There are no known wetlands, as identified on the NWI, on the subject property.

**Conclusion:** There are no known wetlands, as identified on the NWI, on the subject property.

7. The proposal shall minimize disruption of natural features of the site, including steep slopes or other features, while providing for safe and efficient vehicle, pedestrian, and bicycle access.

**Findings:** The subject property is not identified as having slope in Figure 7.1-2 of the City of Umatilla's Comprehensive Plan. There are no other known natural features on the subject property.

**Conclusion:** The subject property has no inventoried natural features.

8. The proposal shall provide adjacent lands with access to public facilities and streets to allow its full development as allowed by the City's codes and requirements.

**Findings:** The proposed lot located along Powerline Road will have direct frontage and will have access to city services and public facilities.

**Conclusion:** All of the proposed lots will have access to public facilities and streets.

9. The proposal shall be designed with streets that continue or connect to existing and planned land division plats on adjoining properties. All proposed streets shall comply with standards of this Title and the Public Works Standards.

**Findings:** No proposed streets are included in this application. This criterion is not applicable.

**Conclusion:** No proposed streets are included in this application. This criterion is not applicable.

### SECTION 11-4-5: LOTS:

Lot and parcel size, shape, and orientation shall be consistent with the applicable zoning district and for the type of use contemplated. No lot or parcel dimension shall include the adjacent public right of way.

- A. Through lots with public streets on both front and rear or both sides shall be avoided except when essential to provide separation of residential development from adjacent arterial or collector streets. An easement at least five feet (5') in width shall be located adjacent to the right of way and there shall be no right of access to the major street. A permanent barrier may be required along the right of way, within the easement.

**Findings:** The proposed lot is not a through lot.

**Conclusion:** The proposed lot is not a through lot. This criterion is not applicable.

- B. Lot and parcel side lot lines shall be at right angles to fronting streets or radius to curved streets to the extent practical, in order to create lots and parcels with building sites which are nearly rectangular.

**Findings:** The proposed lot is rectangular in shape to the extent possible.

**Conclusion:** The proposed lot will create building sites which are nearly rectangular.

- C. Lots shall have a width to depth ratio not to exceed 2.5.

**Findings:** As shown on the preliminary plat the proposed lot will have a width to depth ratio that does not exceed 2.5.

**Conclusion:** The proposed lots will have a width to depth ratio that does not exceed 2.5.

- D. All lots and parcels shall have a minimum street frontage on a public street of fifty feet (50'), except that lots or parcels fronting a cul-de-sac or curved street may have a minimum street frontage of forty feet (40'), so long as the minimum lot width required by the zoning district is provided at a distance equivalent to the required front yard setback.

**Findings:** The proposed lot will exceed fifty feet (50') of street frontage.

**Conclusion:** All of the resulting lots will exceed the minimum fifty feet (50') of street frontage.

- E. Flag lots shall not be acceptable for land divisions, but may be approved if the following circumstances apply:

1. For one or two (2) lot land divisions when it is not practical to create or extend a public street or partial public street due to the nature of surrounding development.
2. When topographic conditions or other physical constraints make it impractical or infeasible to create or extend a public street.
3. When the size and shape of the site limit the possible arrangement of new lots or parcels and prevent the creation or extension of a public street.
4. When allowed, the flag portion of a new lot shall have a minimum width of fifteen feet (15') to accommodate a driveway a minimum of twelve feet (12') wide. Two (2) adjacent flag lots may reduce the street frontage and pole width to twelve feet (12') wide, if joint access easements are created and a driveway is provided with a minimum width of twenty feet (20').

**Findings:** No flag lots are proposed as part of this application.

**Conclusion:** No flag lots are proposed as part of this application. These criteria are not applicable

#### **IV. SUMMARY CONCLUSIONS AND DECISION**

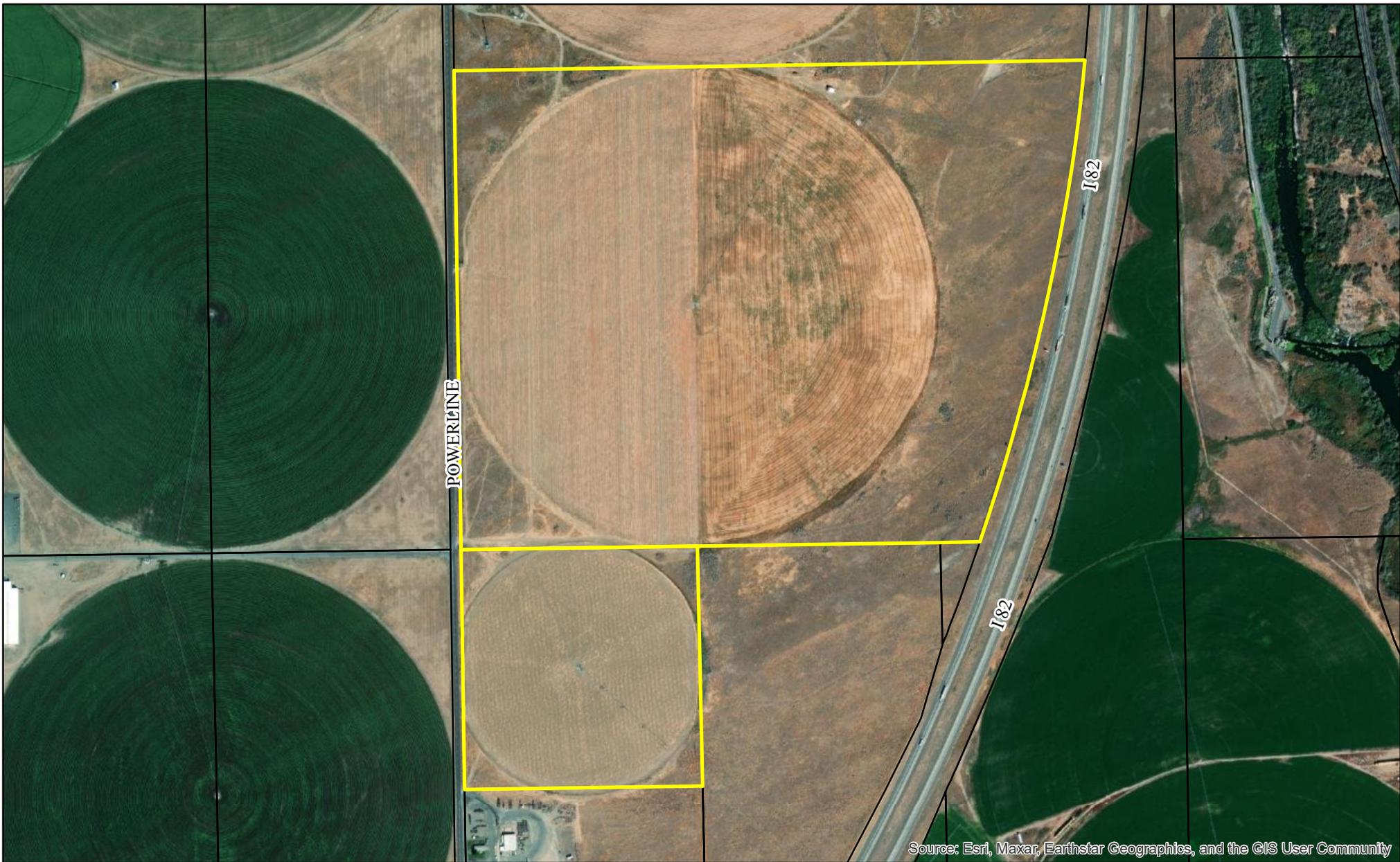
This request for tentative replat approval meets or is capable of meeting through appropriate conditions of approval the land division requirements of the City of Umatilla's LDO. Therefore, staff recommends this request (RP-2-22) to replat two (2) existing lot into one (1) be approved based on the findings of fact and conclusion contained in Section III of this report subject to the conditions of approval contained in Section V of this report.

#### **V. CONDITIONS OF APPROVAL**

1. A tentative plat must be submitted to the City of Umatilla, Umatilla County Surveyor and Umatilla County GIS Department for review prior to submitting the final plat.
2. Final plat approval must be obtained and recorded within one year from the date of this approval, as required by Section 11-3-1(A) of the Land Division Ordinance, unless the applicant applies for and receives approval of an extension as specified under Section 10-14-16 of the City of Umatilla Zoning Ordinance.
3. The final plat must comply with the requirements of ORS chapter 92 and the requirements in Sections 11-3-1 and 11-3-2 of the City of Umatilla Land Division Ordinance.
4. If any historic, cultural or other archaeological artifacts are discovered during construction and installation of any required improvements, the applicant/developer shall immediately cease construction activity and notify appropriate agencies including, but not necessarily limited to the City of Umatilla and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR).
5. Failure to comply with the conditions of approval established herein may result in revocation of this approval.
6. The applicant shall submit a copy of the final recorded plat to the City of Umatilla.
7. The applicant shall obtain all federal, state and local permits or licenses necessary to record the final plat.

#### **VI. EXHIBITS**

Exhibit A Notice Map  
Exhibit B Preliminary Plat



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

**ADS 194 REPLAT RP-2-22**

\*notice given to property owners within 100'

**Tax Lots 1400, 200**

**Assessors maps 5N28E29, 5N28E32**

**Legend**

- Subject Property
- Tax Lots 4\_05\_22



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 10/31/2022

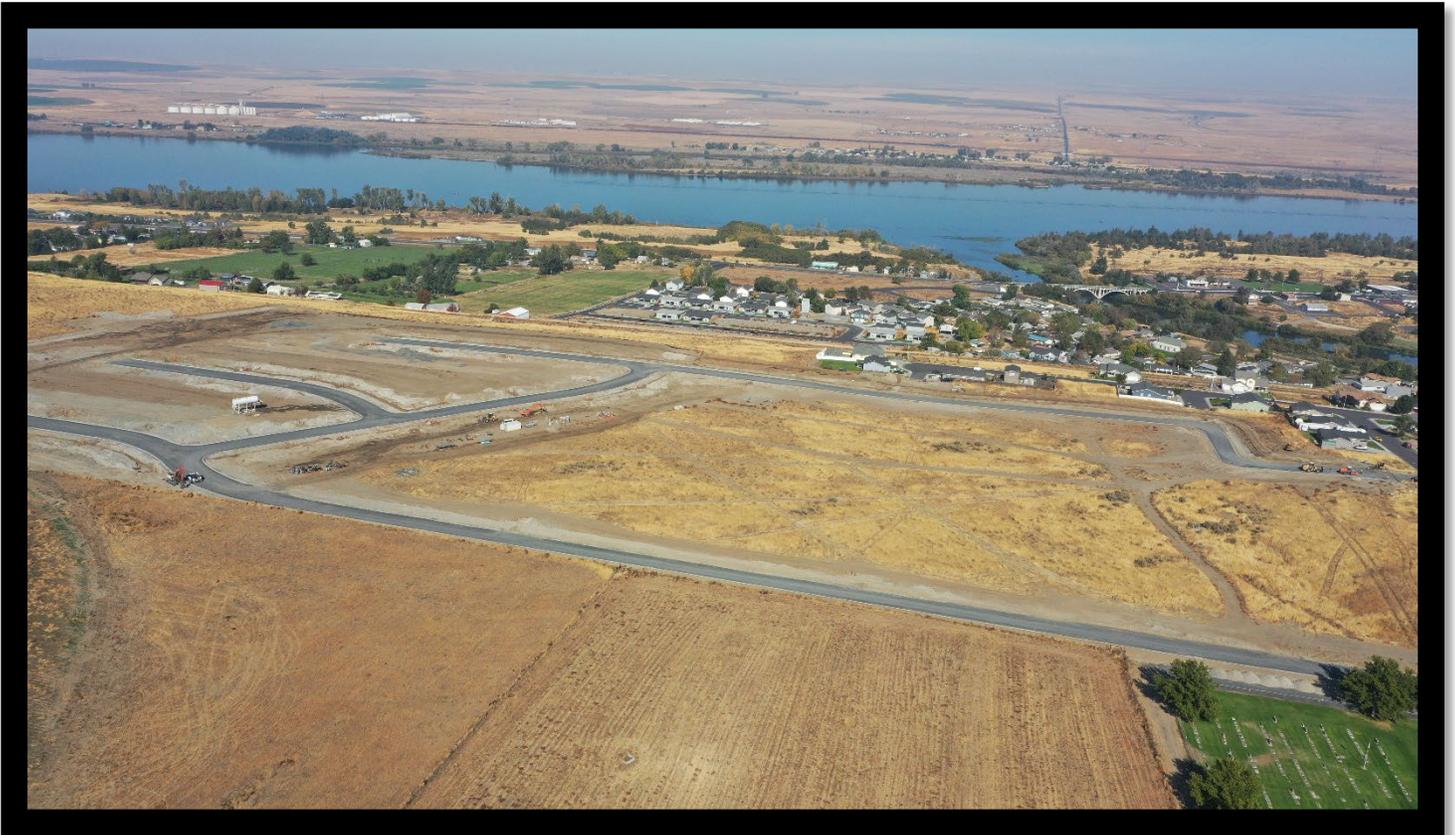






# PLANNING COMMISSION YEARLY REPORT

November 2021-October 2022



# REPORT

## November 2021 through October 2022

Number of Applications	Type of Application
1	Conditional Use
2	Subdivision
1	Replat
3	Plan Amendment
0	Variance
0	Appeal
2	Zone Change
1	Extension of time
3	Street Vacation
1	Zoning Permit seen by Planning Commission
1	Annexation
<b>15</b>	<b>Total</b>



## Summary

*The following is a brief summary of **some** applications considered by the Planning Commission. The intent is to highlight some of the larger project underway or expected to start soon.*

### **Conditional Use**

- Project Path Conditional Use (CU-1-22) - The applicant, City of Umatilla, was given approval of a conditional use and site plan approval to bring together services to assist individuals and families facing homelessness with the objective to move them into and through transitional housing to permanent housing. A suite of services will be delivered or available by referral that include sleeping areas, kitchen and meal services, basic medical, dental and vision services, educational services, behavioral health services, access to job opportunities, and transportation services.

### **Residential Development & Replats**

- Cheryl's Place Phase 2 Subdivision (SUB-3-21) – The applicant Columbia Basin Development, received approval of a tentative plat for a residential subdivision to divide an existing parcel into 31-lots for residential development. The applicant is developing the lots with single-family dwellings. The motion carried 5-0
- Lewis Street Replat (RP-1-22) - The applicant, City of Umatilla, requested approval to replat an existing lot to record the ROW of Lewis Street where the physical street is currently, and remove the ROW that was abandoned. The motion carried 4-0.

### **Legislative Changes**

- ODOT Quarry Plan Amendment (PA-2-21) - The applicant, Oregon Department of Transportation, requested to have their site located in the UGB be added to the City of Umatilla Comprehensive plan Goal 5 so their resource would be protected to allow mining, processing, and stockpiling. Planning Commission recommended approval to the City Council, and it was approved by City Council.
- City of Umatilla General Code Update (ZC-1-22) – A application that amended Chapters 4, 5, 11 and 12 of the City of Umatilla Zoning Ordinance. The amendments lessened restrictions placed on alcoholic beverage drinking places, allowed for mobile food vendors to operate 6 days out of 7, raised the building height allowed in commercial and industrial zones, and adjusted and removed out of compliance code for RV parks and accessory dwelling units. Planning Commission recommended approval to the City Council, and it was approved by City Council.
- Golf Course Rezone (PA-1-22) - An application that settled and corrected both the Comprehensive Plan and Zoning designation of a subject property which lies between the Big River Golf Course and Bud Draper Drive, effectively achieving a Comprehensive Plan of Residential and Zoning of Medium Density Residential (R-2).