

**CITY OF UMATILLA
PLANNING COMMISSION
January 23, 2017
Draft
COUNCIL CHAMBERS**

- I. CALL TO ORDER:** Planning Commission, Vice Chair Sipe, called the meeting to order at 7:00 p.m.

ROLL CALL:

- A. **Present:** Commissioners Jodi Hinsley, Heidi Sipe, Ramona Anderson, and Kelly Nobles.
B. **Absent:** Chair Lyle Smith and Commissioner Craig Simson.
C. **Staff present:** City Planner Brandon Seitz and Administrative Assistant, Esmeralda Horn.

- II. APPROVAL OF MINUTES:** For June 22, 2017 & November 28, 2017.

Motion to approve minutes for June 22, 2017 & November 28, 2017 by Commissioner Anderson. Commissioner Nobles seconded the motion. Voted: 4-0. Motion carried.

- III. UNFINISHED BUSINESS:** None

- IV. NEW BUSINESS:**

- A. **Lifeways Variance (V-1-2017):** The applicant requests approval of a variance to the six (6) foot height restriction on fences in the McNary Center Mixed Use Zone. The property has been developed with a six-foot fence surrounding the existing treatment center and utilizes a ditch to achieve an eight-foot height as required by state law. The ditch is eroding and has become a safety issue for the facility. Therefore, the applicant is requesting a variance to allow the facility to remove the ditch and replace the existing six-foot fence with an eight-foot fence. The subject property is identified as Tax Lot 6200 on Assessors Map 5N2815AD and the situs address is 290 Willamette Ave, Umatilla, OR 97882. Applicant and property owner, Lifeways.

Vice Chair, Sipe, opened the public hearing for V-1-2017 at 7:04pm. Vice Chair, Sipe, read the procedures for the public hearing. Vice Chair, Sipe, requested the staff report from City Planner, Brandon Seitz. Brandon stated the applicant is requesting a variance to the height of the current fence. Currently, the height restriction is 6'. The facility has been able to achieve the 8' state requirement by utilizing a ditch. With time, the ditch has become a safety and maintenance issue. The variance request would not apply to the entire zone. This variance is specific due to the nature of the facility and services provided, it's a requirement of state law. Brandon recommends approval as the application meets all criteria necessary.

Commissioner Nobles, asked if the height requirement was to keep people in or keep people out. Brandon stated both, but for this application, it is to keep people in.

Vice Chair, Sipe, stated that part of the original application was for Lifeways to offer counseling services to the community of Umatilla. After a year of the facility opening they ceased to offer counseling service and have become an inpatient facility only. Her concern is that the original promises have not been upheld and if the zone even still allows Lifeways to operate.

City Planner, Brandon, stated that in 2015, the zone was amended and at this point their current use would not be allowed under the current zoning. Since it is an existing facility and it was in part approved as a secured residential facility he believes they have the right to continue the use. As far as the ORS reads it is based off the number of patients not weather it is secured or not secured or if they are offering some sort of treatment or counseling type services.

Vice Chair, Sipe, main concern is that it was **only** approved on the basis that they did offer counseling services to community members and they did not uphold it. What can be done to enforce original promise?

City Planner, Brandon, stated he will look further into the issue and see if there is anything that can be done. He would have to see if it was a condition of approval or if it was just referenced on the original application.

Commissioner Anderson, **inquired** on the specification of the fence: if its' location will be in the same place and if it will also be white vinyl.

Vice Chair, Sipe, welcomed any testimony from the applicant.

Suzie Ireland, Facility Manager for Lifeways, 702 Sunset Drive, Ontario, Oregon, 97914. Applicant representative stated it will be white vinyl and they have spoken to a contractor regarding the fence. The contractor stated they would be able to add 2' of fence on top of the existing white vinyl fence to meet the required 8' minimum. To touch base with some previous stated concerns. She stated Lifeways is still providing community services in schools. The problem is that they outgrew the facility so fast. They are not able to add on to the facility, so the solution was to move counseling services to the office in Hermiston. Had they known it would have grown so fast they would have made it originally bigger.

Vice Chair, Sipe, stated she is the Umatilla School District Superintendent, and the services provided are in fact in the schools not the facility.

Representative, Suzie agreed to that statement she thought that they still use the McNary facility offices at off times as well.

Vice Chair, Sipe, asked if there were any public testimony in support of the application. Vice Chair, Sipe, asked if there was any public testimony in opposition of the application. Any further comments or questions?

Chief Huxel, 300 6th St, Umatilla, OR 97882. Directed a question to the representative for Lifeways. She inquired if the alarm on top of the fence was going to continue to be

maintained on the fence. Suzie Ireland, confirmed the alarm will stay. It is a laser alarm from corner to corner.

Vice Chair, Sipe, asked if there were any further testimony or comment, there were none.

Vice Chair, Sipe, called for a motion. Motion to close the hearing by Commissioner Nobles. Motion was second by Commissioner Anderson. Motion to close 4-0.

Vice Chair, Sipe, stated she is deeply disappointed to approve this request as Lifeways failed to uphold their original promise to offer counseling services to the community of Umatilla. To expect community members to drive to Hermiston for services is completely unacceptable.

Lifeways representative, Suzie, stated Lifeways does have a new CEO and she will state our concerns to him and hope changes are made.

Vice Chair, Sipe called for a motion. Motion to approval Variance Request V-1-2017 by Commissioner Hinsely. Motion seconded by Commissioner Nobles. Voted: 4-0. Motion carried.

V. DISCUSSION ITEMS:

A. Mobile Food Vendors – Update

City Planner Brandon, stated no substantial information to report back at this time. We will be getting to it in the future. Most of our time is consumed updating day to day procedures with the new staff and outdated information.

B. Moving Meeting to 6:30.

City Planner, Brandon presented the idea to possibly move meeting to 6:30 pm if it works for all Commissioners. He doesn't want to put any undue stress on anyone, but it makes it easier for staff who commute.

Vice Chair, Sipe stated she doesn't see the problem if we start in March granted it works for all the other Commissioners. This will be presented at the February's meeting.

VI. INFORMATIONAL ITEMS:

A. Healthy Communities Policy Guide

City Planner, Brandon, states this is a document that is a policy guide that Tamra obtained guide during her APA Conference in Washington DC. Tamra is not here to present, so at this time this serves as reading material.

VII. ADJOURMENT: Next meeting will be held February 27, 2018 at 7pm.
Meeting adjourned at 7:23 pm.

**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECOMMENDATION
FOR
PLAN AMENDMENT PA-1-18**

STAFF REPORT DATE: February 16, 2018

REPORT PREPARED BY: Brandon Seitz, City Planner

I. GENERAL INFORMATION AND FACTS

Applicant:	Fastrack, Inc. 4803 Catalonia Dr Pasco, Washington 98301
Property Owner:	Fastrack, Inc. 4803 Catalonia Dr Pasco, Washington 98301
Land Use Review:	Comprehensive Plan Map Amendment and Zone Change (Type IV review).
Subject Property Description:	Township 5N, Range 28E, Section 15AA, Tax Lots 2103, 2104, 3500, 3600 and 3700.
Location:	The property is located in the McNary area along the west side of Willamette Avenue across from Big River Golf Course.
Proposed Development:	Proposed for single-family residential subdivision.
Existing Zoning:	McNary Center Mixed Use Commercial (MC) Zone.
Proposed New Zoning:	Single-Family Residential (R-1) Zone.

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

The applicant, Fastrack, Inc., originally submitted a Plan Amendment application to the City in 2015 to rezone all of what is now Virginia's Place to R-1. The City denied that request. The applicant reapplied for a Plan Amendment in 2016 and reduced the number of lots in the proposed subdivision and also left a 100-foot strip of MC zoned property along Willamette Ave. The City approved that request and subsequently approved a Subdivision application, Virginia's Place, in 2017. The applicant is now requesting an amendment to the City of Umatilla Comprehensive Plan and Zoning Map to change the existing plan map/zoning map designations of the 100-foot strip, including five separate parcels, from MC to R-1. The applicant intends to request a replat of the existing subdivision upon approval of this request.

The applicable decision criteria are listed in Chapter 13, Section 3 of the City of Umatilla Zoning Ordinance (CUZO), as outlined in this report, and the review procedures are contained under Chapter 14, Sections 6(C) and 7 of the 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.

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

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

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

Findings: The Traffic Impact Analysis (TIA) submitted with the application was prepared by the engineering firm, HDJ Design Group, and is stamped by John Andrew Manix, who is both an Oregon Registered Professional Engineer and a Washington Registered Professional Engineer.

The TIA was completed in December of 2015 and considers the rezone of two properties and development of a 38-lot subdivision. However, the original application in 2015 was denied by the City. The applicant resubmitted the request in 2016 and decreased the number of lots to 29 and left a 100-foot strip of commercial zoning along Willamette Avenue. That request was approved by City Council on December 20, 2016. Now the applicant is requesting a plan/zone change to the 100-foot strip of commercial zoning and the applicant intends to submit a replat application to divide 3 of the existing lots (Tax Lots 3500, 3600 and 3700). Approval of both requests would result in a 32-lot subdivision. Therefore, the impacts evaluated in the TIA exceed the development proposed and there have been no significant changes to the area.

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

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

Findings: The applicant is proposing to amend the City’s Comprehensive Plan Map and Zoning Map to change from MC to R-1. According to the TIA submitted by the applicant, development associated with the proposed single-family residential zoning is expected to have less impact on existing traffic facilities than the current commercial zoning, as determined by the Level of Service (LOS) at the main intersections in the vicinity of the subject property. The TIA did not find any potential negative impacts to

existing transportation facilities, or that anticipated development expected as a result of the proposed plan map amendment/rezone would have any significant effects pursuant to the Transportation Planning Rule.

Conclusion: As demonstrated by the TIA no mitigation measures are necessary to meet the City's LOS or Volume/Capacity Standards for existing streets if the applicant's proposal is approved. Any future development of the subject properties will be required to meet the zoning and land division standards.

3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - a. Have the least negative impact on all applicable transportation facilities;
 - b. Accommodate and encourage nonmotor vehicular modes of transportation to the extent practicable;
 - c. Make the most efficient use of land and public facilities as practicable;
 - d. Provide the most direct, safe and convenient routes practicable between on site destinations, and between on site and off site destinations; and
 - e. Otherwise comply with applicable requirements of this code.

Findings: This request is for an amendment to the City's Comprehensive Plan Map and Zoning Map to change the current MC zoning to R-1 zoning. The applicant is not proposing to modify the existing subdivision as part of this application. The existing subdivision was found to meet City standards for site design and traffic circulation. A subsequent replat application will be required to meet City standards for site design and traffic circulation.

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

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

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

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

Findings: The applicant's arguments addressing this criterion are: 1) The City Comprehensive Plan was completed twenty-six years ago and the planning time horizon used was the year 2000. Therefore, seventeen years later circumstances have changed to justify a change in the Comprehensive Plan. 2) There is already a surplus of commercial property and approval of this request is consistent with the City's Plan for the revitalization of the downtown area.

As demonstrated by the Traffic Impact Analysis submitted with the application, the proposed plan map amendment/zone change would not negatively impact existing or planned transportation facilities in the vicinity.

According to the Buildable Lands Inventory (BLI) contained in the Comprehensive Land Use Plan, the City has more than the projected amount of vacant buildable land needed for both single-family residential and commercial use for the 20-year planning period between 1998 and 2018. The projected need for vacant building land for single-family residential development is 173.4 acres and the existing supply within city limits is 252.7 acres. The projected need for vacant buildable land for commercial use is 8.5 acres and the existing supply within city limits is 62.5 acres. Staff performed GIS analysis of the MC zone and determined that there would be approximately 4.99 acres of undeveloped vacant land zoned MC if this request is approved. There is also a 1.41-acre parcel, Tax Lot 2000 Map 5N2815AA, that is currently vacant and would presumably be available for redevelopment.

Conclusion: Based on the TIA submitted no major road improvements would be needed and the existing public facilities, such as sewer, water and electricity, are adequate to serve the proposed use. The BLI projects a need for 8.5 acres of vacant buildable land for commercial use within City Limits. If approved there would be approximately 4.99 acres of vacant buildable land within the MC zone, over half of the projected need for all commercial uses within City Limits. As a result, sufficient land for both residential and commercial development will be maintained in the City's BLI.

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

Findings: The City of Umatilla Comprehensive Land Use Plan discusses the projected need for land designated for commercial use and for single-family residential use. The BLI identifies the need for 173.4 acres of vacant buildable land to accommodate single-family residential development (including manufactured homes) to meet the demand for the 20-year planning period from 1998-2018. The BLI indicates 252.7 acres of net vacant buildable land is available for single-family residential development.

The Comprehensive Land Use Plan identifies a total of 62.5 acres of gross vacant buildable commercial land within the city limits and 83.3 acres between the city limits and urban growth boundary for a total of 145.8 acres within the UGB. The Comprehensive Land Use Plan indicates that 8.5 acres of commercial land would be needed to meet the projected needs.

Conclusion: Based on the BLI, the proposed amendment would not significantly affect the inventory of vacant commercial and single-family residential zoned lands. Therefore, the City will have an adequate supply of vacant commercial and single-family residential lands.

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

Findings: The subject property is well served with the water, sewer, electricity, cable and natural gas being located within the adjacent street rights-of-way of Willamette Street, John Day Street and Miller Loop.

The Traffic Impact Analysis finds no negative impacts to existing streets, intersections or accesses that would require needed improvements to accommodate the proposed development. Sidewalks will be required to be developed as part of any replat approval.

The City does not have any existing facilities or services or any future facilities or services planned that would be adversely affected by the proposed change and subsequent development.

Conclusion: Existing city facilities, services and other utilities are either adequate to serve the subject property, or are located within reasonable proximity to make them technically and economically feasible to be extended to the subject property (at the applicant's expense). No new facilities or services are planned for the area.

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

Findings: The subject property is part of Virginia's Place a 29-lot subdivision that has been improved with utilities and a new city street Miller Loop. No physical alterations to the site would be required to develop single family dwellings on the properties. The applicant has indicated that if this request is approved they will apply to replat 3 of the existing lots to allow for additional development.

Conclusion: The properties are flat and have little or no physical features or issues that would prevent development or require mitigation measures. Access, and basic and secondary utility facilities and services are available to the subject property. The site is suitable for the proposed use, considering the topography, adjacent streets, access, size of the site, availability of public facilities, and other pertinent physical features.

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

Findings: The applicant concedes in the written justification submitted with the application that other sites in the City exist that could accommodate the proposed use without a plan map amendment/zone change. The applicant acknowledges the BLI indicates buildable land available for single-family residential development exceeds the projected need through the planning period.

The applicant argues that the reason other sites are unsuitable "revolves around costs associated with slightly challenging topography and costs associated with bringing utilities to land that is not suited to be developed in an economically feasible fashion."

A review of the Comprehensive Plan and Zoning Map indicates that within the city

limits, most of the areas that could accommodate single-family residential subdivision on the scale proposed by the applicant are located in the South Hill area where several large vacant buildable parcels zoned R-1 and Medium Density Residential (R-2) exist.

Other sites within the vicinity of the subject property currently include vacant buildable lots in the R-1 zone scattered throughout McNary, and one 2.49-acre parcel zoned R-2 that is located south of the golf course along Umatilla Street that could accommodate 10-12 single-family residential lots.

Conclusion: The Comprehensive Land Use Plan's BLI demonstrate the City has more than enough vacant buildable land to meet both its single-family residential needs and its commercial needs. In order for the applicant's reasons to be justified the applicant would need to provide information and analysis for other sites in the same manner as the applicant has analyzed the subject property for its economic potential – i. e., how much it would cost to extend utilities and services to other sites already planned and zoned for the proposed use and why those costs could not be recouped in a manner that makes those other sites economically unfeasible. A site would only be unfeasible if the costs to develop the site exceed the market potential in developing the site. Other sites might be less feasible where the initial investment capital needed is larger than for the subject property or the potential profit margin is not as great; however, sites that are less feasible are not necessarily unsuitable.

Despite the fact that other sites within the vicinity or the city appear capable of accommodating the proposed use without the need for a plan map amendment/zone change, this criterion does not necessarily preclude the amendment if the proposal can be found to support the interests of the City as a whole. In this case, the subject properties have been zoned for commercial use since the original comprehensive land use plan was adopted in 1978, but have remained undeveloped since that time with little, if any interest from the property owner or prospective purchasers or developers wanting to develop the site with commercial uses. Further the City has a surplus of residential and commercial lands and has a need for additional housing. Therefore, the proposed plan map amendment/zone change could be found to support the interests of the City as a whole.

IV. SUMMARY CONCLUSIONS AND STAFF RECOMMENDATION

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

Therefore, based on the information in Sections I and II of this report, and the above review criteria, findings of fact and conclusions contained in Section III, staff recommends approval of this request, PA-1-18, to amend the City of Umatilla Comprehensive Plan and Zoning Map from the McNary Center Mixed Use Commercial Zone to the R-1 Single-Family Residential Zone. The properties are identified as Tax Lots 2103, 2104, 3500, 3600 and 3700 in Township 5 North, Range 28 East, Section 15AA.

V. EXHIBITS

Exhibit A - Notice Map

PROPERTY OWNERS WITHIN 100'

NOTICE AREA
FROM SUBJECT PARCEL

MAP	TAX LOT	OWNER
5N281400	400	BIG RIVER GOLF COURSE LLC
5N2815AA	1500	PHILLIPS JEFFREY L & THERESA D
5N2815AA	1700	BECK CLINTON WAYNE
5N2815AA	1800	CRUZ CURTIS D
5N2815AA	1900	KHEHRA BROTHER LLC
5N2815AA	2101	FASTRACK INC
5N2815AA	2102	FASTRACK INC
5N2815AA	2103	FASTRACK INC
5N2815AA	2104	FASTRACK INC
5N2815AA	2105	FASTRACK INC
5N2815AA	2106	FASTRACK INC
5N2815AA	3300	FASTRACK INC
5N2815AA	3400	FASTRACK INC
5N2815AA	3500	FASTRACK INC
5N2815AA	3600	FASTRACK INC
5N2815AA	3700	FASTRACK INC
5N2815AA	3800	FASTRACK INC
5N2815AA	4000	FASTRACK INC
5N2815AA	4100	FASTRACK INC
5N2815AA	4200	FASTRACK INC
5N2815AA	3900	FASTRACK INC

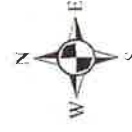


Exhibit A

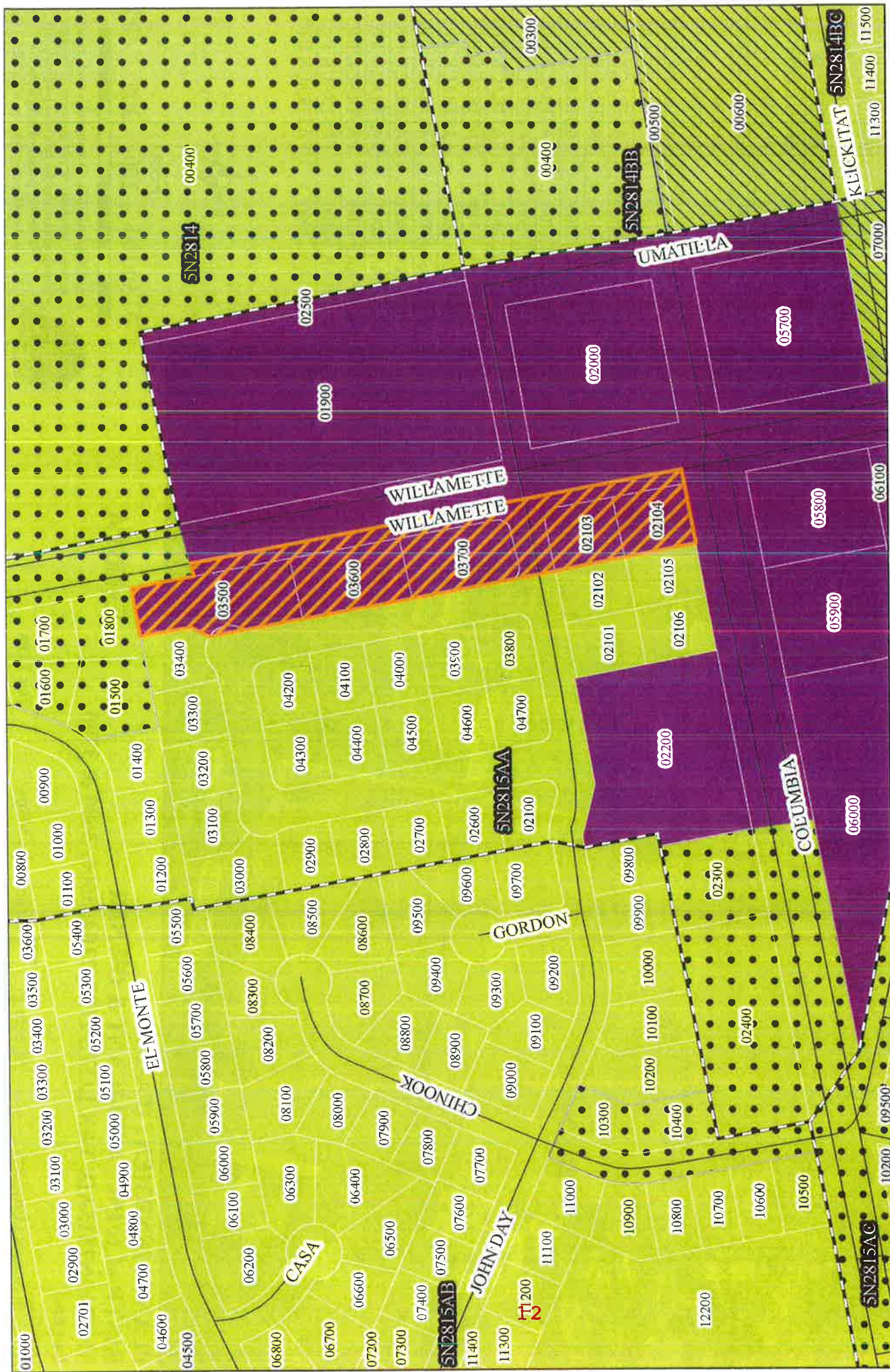
PLAN AMENDMENT (PA-1-18)
FASTRACK INC; APPLICANT & OWNER
MAP #5N2815AD, TAX LOTS 2103, 2104, 3500, 3600 & 3700

Legend

- Subject Property
- Streets
- Tax Lots



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Brandon Seitz, on 1/22/2018



Feet
0 50 100 200 300 400



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Brandon Seitz, on 1/22/2018

Exhibit A

PLAN AMENDMENT (PA-1-18) FASTRACK INC; APPLICANT & OWNER

Legend








-  Proposed Single-Family Residential
-  Medium Density Residential
-  Multi-Family Residential
-  Single-Family Residential
-  McNary Center Commercial
-  Tax Lots
-  Streets

Exhibit B

**City of Umatilla Comprehensive Plan Text Amendment
Written Narrative of Proposed Zoning Change
Written Justification Addressing Approval Criteria**

Tax Map Number 5N 28 15AA, Lot 2103

Tax Map Number 5N 28 15AA, Lot 2104

Tax Map Number 5N 28 15AA, Lot 3500

Tax Map Number 5N 28 15AA, Lot 3600

Tax Map Number 5N 28 15AA, Lot 3700

**As proposed by Arney Wick on behalf of property owner
Fastrack, Inc**

Location. Location. Location. In the real estate world, this seems to be the single most influential factor in the sale and sometimes development of real property in most any market. While location deems to be an influential factor in the sale, purchase, and development of real property, we also feel it a significant factor in the success of any project. Because of the unique nature and location of the tax map numbers 5N 28 15AA, specifically lots 2103, 2104, 3500, 3600, 3700 and the fact that we feel this property to be an immediate success for the present land owner, potential developer, future homeowners, and the City of Umatilla, we are requesting a change in zoning from Mixed Use Commercial to Single Family Residential from the City of Umatilla.

Per Section 10-13-3 (C) and (D) of the City of Umatilla Zoning Ordinance as part of the approval process, we are providing this written narrative demonstrating compliance with approval criteria as well as a site and vicinity map identifying the subject property along with adjacent properties. We also will address the five (5) Approval Criteria as listed in Section 10-13-3 (D) listed below:

- 1.) The proposed designation is consistent with and supports the purposes of the portions of the City's Comprehensive Plan not proposed for amendment, or circumstances have changed to justify a change in the Comprehensive Plan.***

- 2.) The proposed change will not affect the land supply for the existing zoning designation as related to projected need for a particular land use.***
- 3.) The proposed designation will not negatively impact existing of planned facilities and services.***
- 4.) The land is suitable for the proposed use, considering the topography, adjacent streets, access, size of the site, availability of public facilities, and any other pertinent physical features.***
- 5.) Other sites in the City or in the vicinity are unsuitable for the proposed use. In other words, ownership and the desire to develop a particular use in and of themselves provide insufficient rationale for changing a zoning designation that does not support the interests of the City as a whole.***

We will address each of the Approval Criteria separately in this narrative, but have also unearthed other pertinent factors to consider in preparation of this document which we feel worth sharing.

As part of the process, former City Planner Bill Searles suggested that we become familiar with the Comprehensive Plan with special attention paid to Goals 9 and 14. After reading through the Comprehensive Plan in its entirety, several relevant points seem to stand out that support our cause:

“The Comprehensive Plan is a guide to the City of Umatilla’s future growth. The plan was developed through a series of workshops that were initiated on September 14th, 1976. The plan at that point was regarded as presenting decisions about the future as they were seen at that point in time.” As part of the annual updates to this document, we feel it in the best interests of the City, future homeowners and tax payers, and the sellers and buyers of said property to consider this zone change from Mixed Use Commercial to Single Family Residential.

Point – by definition, Mixed Use Commercial areas should be located along major travel routes and at major intersections offering large site and high visibility. We feel it hard to include the subject property in this definition as it sits a considerable distance from State Route 730

although the intersections of Willamette Avenue and John Day Street along with Willamette Avenue and Columbia Boulevard may be considered “major intersections”, the entire property feels more like unused residential property than anything that should be considered “commercial”. One might even consider this re-zone to be a reassignment or extension of the adjacent already zoned residential property.

Approval Criteria 2.2.110 (a) – *The proposed designation is consistent with and supports the purposes of the portions of the City’s Comprehensive plan not proposed for amendment, or circumstances have changed to justify a change in the Comprehensive Plan.*

Citing 9.2.630, page 112 – “The City’s plan published in 1977 is outdated. To implement the Downtown Revitalization Plan, revisions to the Umatilla Comprehensive Plan and Zoning Ordinance are included under sections 9.2.631 and 9.2.632”.

Citing 9.2.631 (1) Land Use, page 112, paragraph 5 – “Projected land use needs for Umatilla are documented in Chapter 14, Sections 14.2 and 14.3. The information is deemed reliable. The Downtown Revitalization Plan is consistent with the Buildable Lands Analysis. The Plan assumes growth that is well within the range outlined in the Buildable Lands Analysis. Based on this Comprehensive Plan policy, the City should consider whether the policy is met, particularly with respect to findings on natural resources and public services capacity. The City should also consider a complete revision of the Comprehensive Plan, given that it was completed twenty-six years ago and the planning time horizon used was the year 2000”. Seventeen years later, one might think a different circumstance exists.....

Appendix 9.2-A-1, page 4 (page 120 of Comprehensive Plan) – In response to a questionnaire as part of the City of Umatilla, Downtown Revitalization Circulation Plan, Public Questionnaire Comments: “What type of commercial developments would you like to see in downtown Umatilla?” the response was noted “McNary is well rounded out”.

Appears as though there is already a surplus of commercial property that remains vacant in the downtown area. Why develop more commercial inventory that is obviously not aligned with the vision and goals of the City? The re-zone request we are campaigning is consistent with the City’s plan for the revitalization of the downtown area and the bulk of Goal (or chapter as it is sometimes referred to) Nine.

Citing 9.2.400 Downtown Revitalization Plan, Page 72, Paragraph 4 – “One of the guiding principles of the Downtown Revitalization Plan is to concentrate redevelopment efforts. A key problem with the existing pattern of development is that it is scattered over a large area. By first focusing the community’s efforts on a small area, the City can later expand the area of focus to other locations. The intent of concentrating redevelopment efforts is to achieve a critical mass of business activity and investment that will trigger a cycle of economic growth”.

Once again, we feel our request is complimentary to the City’s goal of revitalizing the downtown area. We also feel that economic growth is initiated through an increase in population, and/or rooftops housing new residents of the community!

Our request can be easily viewed as consistent with and supporting of the purposes of portions of the City’s Comprehensive Plan not proposed for amendment and circumstances have changed justifying a change in the Comprehensive Plan.

Approval Criteria 2.2.110 (b) – *The proposed change will not affect the land supply use for the existing designation as related to projected need for the particular land use.*

Citing Table 14.3-9, Page 431 of the Comprehensive Plan

**Projection of Land Required by Employment Sector
City of Umatilla, 1996-2016**

Zone	Net Buildable Acreage			Land Needed 1996-2016
	Inside	Between	Total Inside UGB	
Industrial	34.4	287.5	321.9	16.4
Commercial	62.5	83.3	145.8	8.5

Source: The Benkendorf Associates and Pacific Meridian Resources

Projected commercial land needed between 1996 and 2016 estimates 8.5 net buildable acres needed with 145.8 acres inside the Urban Growth Boundary.

“As shown in table 14.3-9, the land available for industrial and commercial use far exceeds the projected land demand for the next 20 years. In fact, the commercial and industrial land located *inside* city limits is projected to be more than sufficient to meet land demand, with more than twice the amount needed of industrial-designated land and more than seven times the amount needed of commercially-designated land available for development.”

As mentioned previously, these land use needs are an estimate for the City of Umatilla based on the City receiving a share of regional employment growth equivalent to its correct share of the regional population”.

To remove 1.93 acres of Mixed-Use Commercial from the City’s Comprehensive plan and re-zone it to R-1 obviously is a step towards developing a better proportion of land use, given the results of table 14.3-9 and the ensuing comments.

Citing Table 14.6-4, page 439 of the Comprehensive Plan

Residential Acreage Needed by Plan Designation

Residential Zone	Net Acreage Needed
SR	-
R-1	173.4
R-2	40.4
R-3	18.6
MH	-
Total	232.4

“Section 14.5 identifies the measures appropriate to both reduce the surplus of residential (and industrial and commercial) land within the UGB and to increase land available for multi-family development (R-2

and R-3 zones). These measures will be sufficient to meet the appropriate amount of land available for development needs for the next 20 years. However, these measures do not guarantee that development will occur as planned or needed. And, they will not necessarily influence the character or location of future development. If the City of Umatilla wishes to influence the nature of future development (i.e. creating a more pedestrian friendly environment, revitalize the downtown area, limit the amount of sprawl), it must go beyond merely ensuring that appropriate land is available for development by plan designation”.

Approval Criteria 2.2.110 (c) – *The proposed designation will not negatively impact existing or planned facilities and services.*

According to former City Planner Bill Searles, “based on my knowledge of the Comprehensive Plan, the City has no planned facilities in the area that would be affected by the proposed development”. While we appreciate comments like this, part of our due diligence is to prove this to be true...

Citing 10.8.101, page 119 of the Comprehensive Plan – “Housing should be developed in areas that reinforce and facilitate orderly and compatible community development”.

Citing 10.8.102, page 119 of the Comprehensive Plan – “The City should evaluate proposals for new housing construction in terms of the additional numbers of people with respect to impact on natural environment, community services, utility support systems, projected housing needs, and the City’s capital improvement programming”.

Citing 11.1.100 Municipal Water, page 121 of the Comprehensive Plan

“The City of Umatilla has three wells as the source of its water supply: one in the McNary area and two near the central part of the City. Supply of the City water system is summarized as follows:

Table 11.1-1 Existing Umatilla City Water Supply Sources

Well	GPM	Storage
-------------	------------	----------------

McNary Area	2500**	.125 MG
City of Umatilla	1350**	.65 MG

Note: GPM – gallons per minute, MG = million gallons

**CH2M-Hill, Community Impacts of Alumax*

*** Ibid, p.135*

A more complete analysis and inventory of the municipal water system is available at the City Hall in the Umatilla Water Study, 1977”.

Given the fact that the McNary area has far and above the greatest capacity to produce and now store water with the addition of the new storage tank, we can’t imagine that the area proposed for development will place a burden on the City’s overall water use.

Approval Criteria 2.2.110 (d) – The site is suitable for the proposed use, considering the topography, adjacent streets, access, size of the site, availability of public facilities, and any other pertinent physical features.

When one considers all of the above criteria, topography, adjacent streets, access, size of the site, availability of public services, and geographic proximity to a boat launch, public golf course, access to highway 730, etc. we feel this re-zone to be a no-brainer with the highest probability for immediate success.

Citing 11.4.102, page 125 of the Comprehensive Plan – “New development should occur in areas where public facilities are available before reaching out into areas that are not served”.

One of the biggest attractions that we see is the availability of power, water, and sewer surrounding the subject property making the project more economically feasible than other areas of the City already zoned residential. The biggest factor in producing affordable housing is the cost of the land initially along with the expense incurred in the development process. In over 20 years of developing land in order to produce affordable housing, we have never come across an area that fits the City’s criteria more perfectly. Nevertheless, in considering the City’s criteria:

Topography – Basically flat with little if any import of material for development.

Adjacent Streets – Bordered by Miller Loop, John Day Street, and Willamette.

Access – Easily accessed from State Route 730 by Willamette Avenue.

Size of the Site – The five (5) parcels are combined for a total of 1.93 acres capable of producing 8 building lots with average lot size of 10,547 square feet. The beauty of this rezone is that all that will be necessary to finish developing it is to survey, establish corner pins, apply for building permits, and begin building – there will be a minimal amount of work and monetary outlay in order to get the ball rolling almost immediately!

Availability of Public Facilities – Easy access to State Route 730, the boat launch at Lake Wallula, and public golf course to name a few.

As mentioned numerous times, rarely does a parcel, or parcels, offer the location, amenities, topography, and features as the subject property under consideration.

Approval Criteria 2.2.110 (e) – Other sites in the City are unsuitable for the proposed use. In other words, ownership and desire to develop a particular use in themselves provide insufficient rationale for changing zoning designation that does not support the interests of of the City as a whole.

One might actually struggle a bit in trying to satisfy this criteria when considering the fact that, yes, there are parcels available in the City that may be considered for development before the subject property. When attempting to sway decision making our way in lieu of developing already zoned residential property, one first needs to consider:

Section 14.9 Urbanization Findings

Citing 14.9.102, page 446 of the Comprehensive Plan – “An urban environment should be promoted which contributes to functional efficiency and visual attractiveness in both public and private properties”.

Citing 14.9.103, page 446 of the Comprehensive Plan – “An urban setting which has an identity and conveys a sense of place should be developed”.

We believe that development of the subject property in McNary, as proposed, satisfies both of these conclusions as principles adopted by the City. Other factors to consider may include but are not limited to:

**Table 14.5-1 (Page 435 of Comprehensive Plan)
Residential Acreage Compared to Buildable Acreage**

Residential Zone	Allocated Units	Projected Density (units/acre)	Acreage Needed (includes 20% Increase for Streets)	Net Buildable Acreage in the City	Net Buildable Acreage in the UGB	Difference Between Acreage Needed and Available in UGB
R-1	717	5.0	173.4	252.7	575.2	401.8
Single Family Detached	557	4.8	138.2		-	-
Manufactured Homes	160	5.4	35.2		-	-
R-2	282	8.4	40.4	33.1	33.1	-7.3
Single Family Attached	43	7.3	7.1		-	-
Manufactured Homes	53	5.8	11.0		-	-
Apartments	93	10.0	11.2			
Apartments Gvmt Assist	93	10.0	11.2			
R-3	186	12.0	18.6	14.6	14.6	-4.0
Apartments	93	12.0	9.3		-	-
Apartments Gvmt Assist	93	12.0	9.3			
SR	-	-	-	162.3	625.2	625.2
MH	-	-	-	141.4	141.4	141.4
Total	1,186	6.1	232.4	604.1	1,389.50	1157.1

Sources: Pacific Meridian Resources and The Benkendorf Associates Corp., 1998 from data provided by the Umatilla Tax Assessors Office

Notes: Figures may not add due to rounding; C (Commerical) zone allows for apartment residential uses, but has not been calculated as residential land for purposes of this analysis

“As shown in Table 14.5-1, a total of 232.4 acres of residential land are projected to be required over the next 20 years in the City of Umatilla to meet projected housing demand of 1,186 units, assuming that needed development densities are met. There are a total of 604.1 net buildable acres of residential land available within the city limits and a total of 1389.5 net buildable residential acres within the entire UGB of the City of Umatilla (land within city limits plus land within UGB outside of city limits). This means that there is 2.6 times the amount of buildable residential land needed within the entire UGB than required by residential development within the UGB of the City of Umatilla over the next 20 years.

In reviewing the land requirements by comprehensive plan/zoning code designation, there is a large surplus of land beyond the projected requirements in the R-1 (Residential, Single Family) zone. In the R-1 zone, buildable land exceeds needed land by over 3.3 times in the UGB and by almost 1.5 times inside the city limits”.

This statement alone might be cause for City Officials to consider denying our request for a zone change. If all the available land set aside for R-1 development was so desirable, why hasn't there been development in these areas? The answer primarily revolves around costs associated with slightly challenging topography and costs associated with bringing utilities to land that is not suited to be developed in an economically feasible fashion that will yield cost effective, affordable housing. If this were not the case, why hasn't there been activity in the areas already designated R-1? In a sit down meeting with former City Planner Bill Searles on September 14th, 2016 he readily admits that other developers have looked at purchasing residentially zoned land within the City's limits and growth boundaries but have passed on the opportunity due to the higher costs of extending services to those properties.

A readily available solution to the dilemma may actually reside within the Comprehensive Plan itself. There are implications within the Comprehensive Plan to rezone land already designated R-1 to either R-2 or R-3. On page 440, paragraphs (or bullets) 1 and 2 state:

“Currently, most of the R-2 zoned land is centrally located. The additional R-2 zoned land to meet projected housing needs could be taken from R-1 land located just south of downtown and the Umatilla River, or alternatively, from the land located on the south side of Highway 730 across from the mobile home park on the east side of town. This would maintain the central location of needed higher-density housing”.

“Currently, all of the R-3 zoned land is located in one area on the far east of town. This could be somewhat problematic in terms of access to services and jobs for the lowest-income households in the city and in the concentration of all the lowest-income households in one isolated area. The City should examine the possibility of breaking up R-3 zoned land to make it more evenly distributed across the City and more centrally located to services and jobs. A small amount of additional R-3 zoned land will also be needed to meet projected need. At a minimum, this land should be located closer to the central area of the City”.

Our point here is that land already zoned R-1 that could fit the criteria for either R-2 or R-3 zones as needed by the City should come from areas as described above with challenging topography and/or high utility service. Costs associated with the development of this land is more easily spread out over zoning that allows for higher densities such as R-2 or R-3.

In conclusion, we have tried to address each of the five (5) approval criteria as outlined by Section 10-13-3 of the City of Umatilla Zoning Ordinance (D) in a manner as fairly and completely as possible. We also appreciate former City Planner Bill Searles’ recommendation for reading and becoming familiar with the City’s Comprehensive Plan in addressing these approval criteria and have a better appreciation of the challenges ahead for the City of Umatilla. As the information contained within the Comprehensive Plan reveals, the City may be viewed as “slightly behind the eight-ball” in satisfying housing demand per projected and current population might suggest.

One only has to look at what has happened to the City of Pasco, Washington in the last 17 years, with special emphasis on the areas surrounding Road 68, to see what happens when residential rooftops

are allowed to increase at a pace that necessitates commercial development. That area alone (more commonly referred to as “West Pasco”) has 5 or 6 banks along a boulevard that was only a couple of years ago, onion fields. Our vision for the subject property that we are attempting to rezone may not be quite as grandiose, by comparison, but we feel that we can certainly add a much needed “spark” in fueling a much needed demand for housing in the City of Umatilla.

Amy White
1-15-18

Transportation Impact Analysis

John Day Street - Rezone

City of Umatilla, Oregon

Prepared for:

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1/22/16
EXP 12/31/16

Prepared by:

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December 15, 2015

Exhibit C

EXECUTIVE SUMMARY

PURPOSE

Fastrack Inc. has submitted a proposal for rezoning along John Day Street, from General Commercial (GC) to Residential, Single Family (R1). The site is located on the north side of Columbia Boulevard, south of Rio Senda Street, situated between Willamette Avenue and Lake Avenue, and is located in Umatilla, Oregon. John Day Street runs between the parcels to be rezoned. This proposal would develop two parcels, for a total of 9.04 acres. The site is located in the NE 1/4 of Section 15, Township 5 North, Range 28 East of the Willamette Meridian, Umatilla County. The project proposes to access US 730 from Willamette Avenue, an existing intersection. This project is scheduled for completion in summer 2016. This report analyzes the traffic impacts generated by the completed development as required by the City of Umatilla (City) and after consultation with City staff. The primary need for the analysis is due to the change in zoning based on Oregon Transportation Planning Rule (OAR 660-012-0060).

CONCLUSIONS

The findings of the Traffic Impact Analysis are listed below:

1. Based on the change in zoning from General Commercial (GC) to Single Family Dwelling (R1), the proposed project will not significantly affect existing or planned transportation facilities.
2. The background annual growth rate of 2.0% is expected in the area.
3. Based on the change in zoning from GC to R1, the proposed development of single family dwellings level of service (LOS) in 2036 is estimated at LOS B at the intersection of US 730 and Willamette Avenue and LOS C at the intersection of Columbia Boulevard and Willamette Avenue. The estimated 2036 LOS is estimated at LOS C at the intersection of US 730 and Willamette Avenue and LOS C at the intersection of Columbia Boulevard and Willamette Avenue for the current zoning.
4. Both the Columbia Boulevard and Willamette Avenue/US 730 intersections will operate within acceptable capacity levels with the rezoning of the properties along John Day Street in the design horizon year of 2036.
5. The 2010-2015 collision history at the study intersections was reviewed. The number, frequency, and severity of collisions are low, thus no further analysis is recommended.
6. The ODOT criterion for right and left turn lanes is not met, thus no further analysis is recommended.
7. There is no scheduled public transit within typical walking distances. There is a "flag stop" at the McNary Market, near the proposed development, where passengers of the Hermiston Hopper may de-board. This location is not currently scheduled for passenger pick-up service. It is not anticipated that there will be a regularly scheduled bus route due to this proposal.

8. Willamette Avenue and Columbia Boulevard are two lane streets with a median, some sidewalks, and no shoulders. Willamette Avenue does not have bike lanes, while Columbia Boulevard does. John Day Street is an unstriped, approximately 24 foot wide street, with sidewalk on the south side and no shoulders.
9. Future connections to John Day Street and Columbia Boulevard shall be constructed to meet AASHTO requirements for stopping and intersection sight distance. No sight distance issues are anticipated at the site access points.

RECOMMENDATIONS

The Traffic Analysis supports the following improvements:

Design the site access points to John Day Street and Columbia Boulevard to follow AASHTO requirements for stopping and intersection sight distance.

Do not install objects within the sight distance triangle that would block the drivers view exiting the site onto John Day Street or Columbia Boulevard.

Sidewalks along the frontage of John Day Street and inside the development are recommended. All sidewalks and driveways constructed for this development will need to be Americans with Disabilities Act (ADA) compliant.

No other improvements are recommended.

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- A. TRIP GENERATION, IN-PROCESS TRIPS and BACKGROUND INFORMATION
- B. TRAFFIC COUNTS
- C. LEVEL OF SERVICE
- D. CAPACITY CALCULATIONS AND SIGNAL WARRANT ANALYSIS
- E. ACCIDENT DATA AND TURN LANE ANALYSIS
- F. LEFT TURN TREATMENT ANALYSIS

INTRODUCTION

The purpose of this study is to determine the impacts of the traffic generated by the Fastrack Inc.'s proposed rezoning of two parcels along John Day Street on the surrounding roadway infrastructure. The proposal 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 current traffic engineering standards and the Oregon Transportation Planning Rule. This report documents the findings and conclusions of a Transportation Impact Analysis (TIA) conducted for a proposed site plan (Figure 2) for property located in the City of Umatilla Oregon.

SCOPE OF STUDY

This study documents the existing and proposed conditions, traffic data, safety analysis, and capacity in accordance with the requirements of the City of Umatilla.

The scope of the traffic study was refined in phone conversations and email correspondence with City of Umatilla staff. The following intersections were identified for analysis:

- *US 730 / Willamette Avenue intersection*
- *Columbia Boulevard / Willamette Avenue intersection*

This study includes analysis of the background growth and in-process trips at a rate of 2.0% annual to analyze future conditions. No in-process trips were noted by City staff.

The difference (delta) between the existing zoning trips and the proposed zoning trips have been analyzed as required by the Oregon Transportation Planning Rule.

This TIA is prepared for submission to the City of Umatilla. Traffic related issues addressed in this report are consistent with current traffic engineering practice. The issues are:

- *Transportation Planning Rule Compliance*
- *Existing traffic conditions.*
- *Site generated traffic volumes and their distribution.*
- *Future project generated traffic and conditions.*
- *Comparison of the existing General Commercial (GC) zoning to the proposed Single-Family Dwelling (RI) zoning.*
- *Level of Service (LOS) analysis of the existing and future conditions.*
- *Safety analysis of the existing and future conditions.*
- *Recommendations for mitigation of traffic impacts and conclusions.*

- *After consultation with City of Umatilla Staff, the AM peak hour was concluded as the critical period due to the close proximity to the McNary Heights Elementary School and low background traffic volumes in the PM peak hour.*



NTS

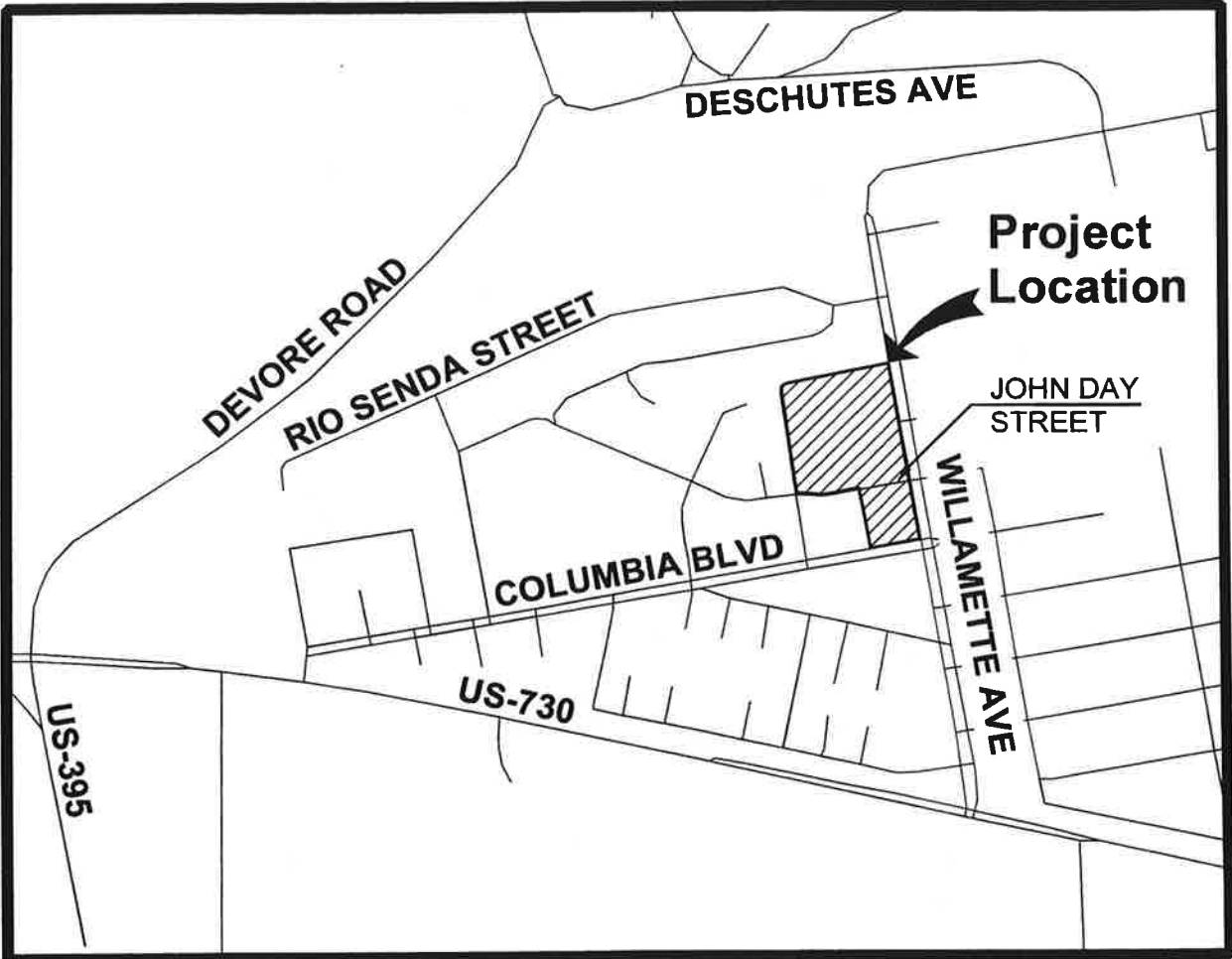


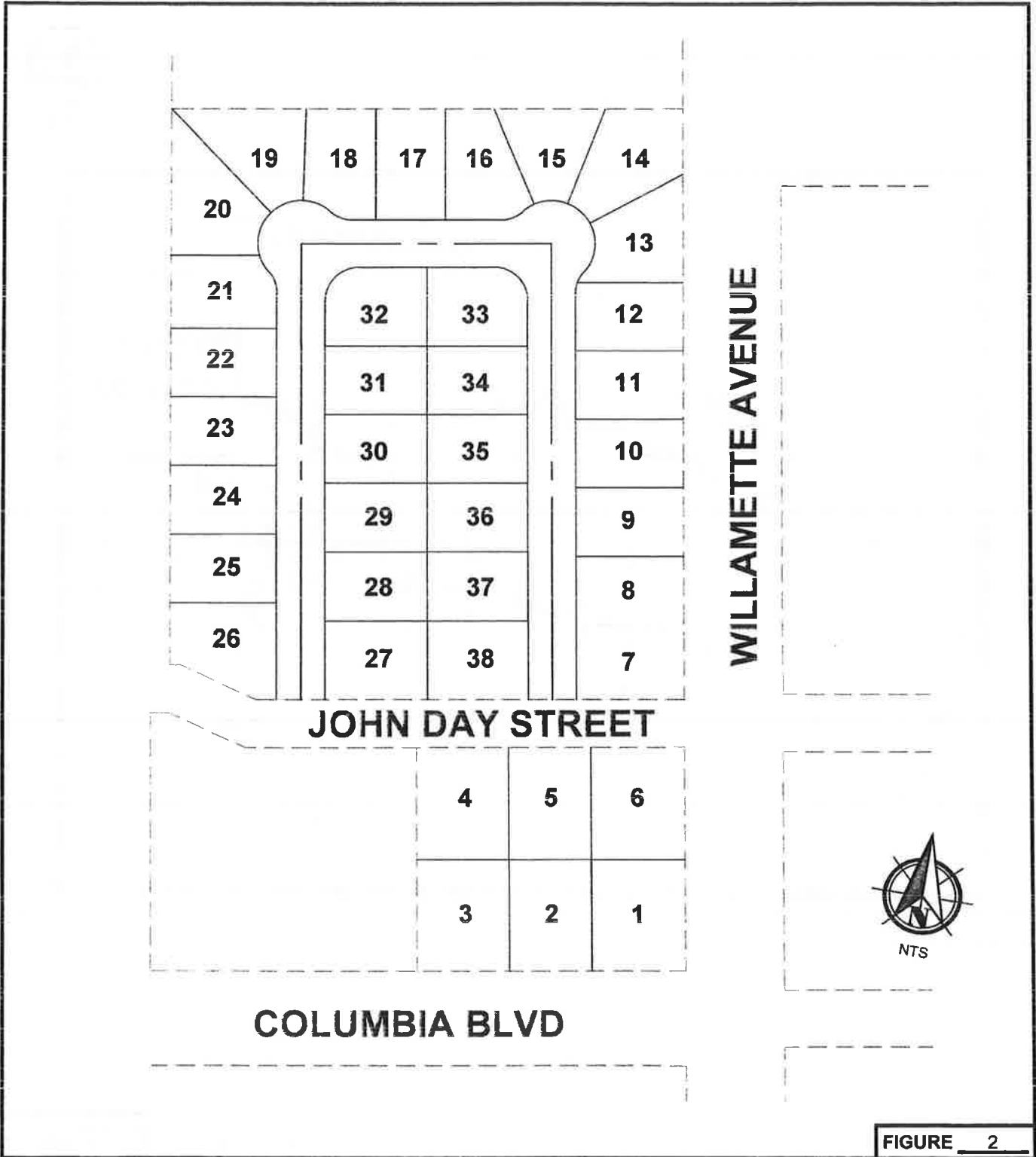
FIGURE 1



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Vicinity Map / Study Area

John Day Street Rezone - TIA



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Site Plan
John Day Street Rezone - TIA

EXISTING CONDITIONS

The existing infrastructure and operational traffic conditions in the vicinity of the site were documented. Roadway conditions were studied to confirm that the roadway is currently operating in a safe and efficient manner. The study area (Figure 1) and the study intersections were defined based on information provided by the City of Umatilla staff prior to starting the TIA.

EXISTING INFRASTRUCTURE

Land Uses

The land uses surrounding the site are documented to help identify the site location and to 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 Use Around The Site**

North of Site				East of Site	
Zoning	R1/R2	S I T E		Zoning	R2/CS, R2 and R3
Description	Residential Single Family/Residential Multi- Family			Description	Residential Multi- Family/Community Service/Residential Multi- Family/Residential Multi- Family Apartments
Existing Use	Residential and Vacant			Existing Use	Community Service and Residential
West of Site				South of Site	
Zoning	R1/R2			Zoning	GC
Description	Residential Single Family/Residential Multi- Family			Description	General Commercial
Existing Use	Residential and Vacant			Existing Use	General Commercial Vacant

The site is zoned general commercial and currently is vacant.

Existing Roadways

The existing street system providing access to the site is John Day Street, Columbia Boulevard, and Willamette Avenue. The existing arterial roadway providing access to the site is US 730. Data was gathered on the study area transportation system for the purpose of Level of Service (LOS) analysis of the existing roadway system. The pertinent information regarding this system is tabulated in Table 2.

**Table 2 –
Existing Roadway Information**

Roadway Name	Classification	Speed Limit	Lane Configuration	
			Current	Sidewalks/Bike Lanes
US 730	Major Arterial/Statewide National Highway System (NHS) Highway	55	4-5 Lanes	Shoulder, no bike lanes and no sidewalk
Willamette Avenue	Local	25	2 Lanes	Sidewalk and no bike lanes
Columbia Boulevard	Local	25*	2 Lanes	Some sidewalk and some bike lanes
John Day Street	Local	25	2 Lanes (unmarked)	No shoulder, no sidewalk and no bike lanes

*assumed no record found.

Major Intersections and Traffic Control

The intersections being reviewed in the site study area have been identified through communication with City staff. The intersections are:

- *US 730 / Willamette Avenue intersection*
- *Columbia Boulevard / Willamette Avenue intersection*

The information shown in Table 3 was gathered and is relevant to the analysis of the capacity of the intersections noted above. The information shown below is the existing geometrics and traffic control at these intersections.

**Table 3 –
Intersections and Traffic Control**

Intersection:	<i>US 730 / Willamette Avenue</i>			
Weekday AM Peak	<i>7:00 AM – 9:00 AM</i>			
Leg:	NB	SB	WB	EB
Control:	NA	Stop	Unc.	Unc.
Number of Lanes:	NA	2	2	2

Intersection:	<i>Columbia Boulevard / Willamette Avenue</i>			
Weekday AM Peak	7:00 AM – 9:00 AM			
Leg:	NB	SB	WB	EB
Control:	Unc.	Unc.	Stop	Stop
Number of Lanes:	1	1	1	1

Stop = Stop controlled leg of intersection

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

TRAFFIC VOLUMES

Existing traffic volume data is the basis for the analysis of the capacity and safety of the roadway.

The planning horizon year is 2036 and is based on the State of Oregon planning rules. The year of opening is 2016. The background traffic growth was estimated for the 20 year design horizon.

Existing Traffic

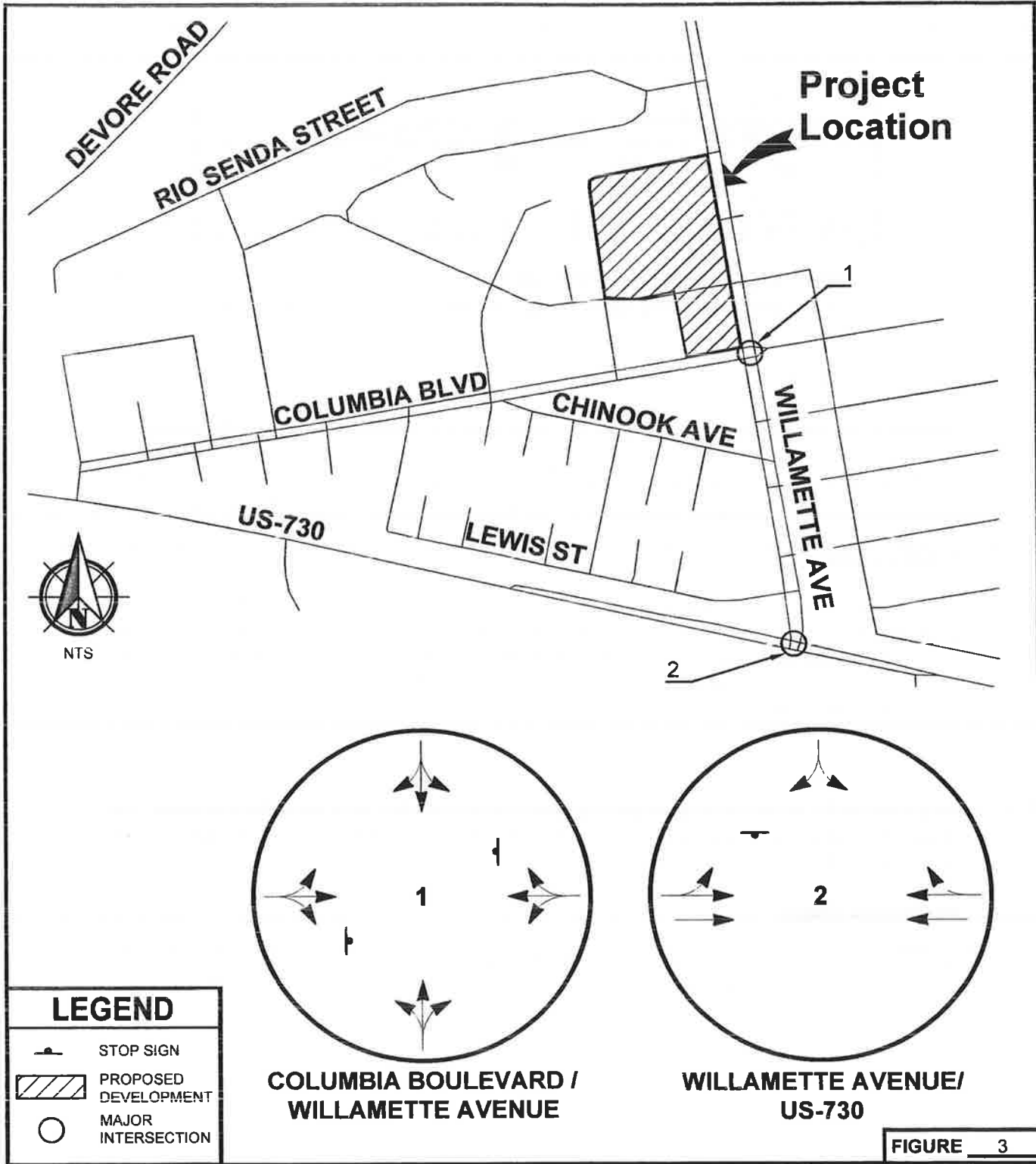
Traffic volume data was gathered for the major intersections in the site vicinity. During the month of November 2015, HDJ Design Group retained: *All Traffic Data Services, Inc.*, to collect the traffic data at the studied intersections. All traffic counts were conducted during the weekday AM (7:00 AM – 9:00 AM) peak hours (See Appendix B). The peak hour volumes for the studies intersections are shown in Figure 4.

In-Process Traffic

In-process traffic is the traffic generated by approved projects that have yet to be completed. No in-process traffic was noted by City staff for inclusion in this report. For this analysis, no in-process developments have been noted.

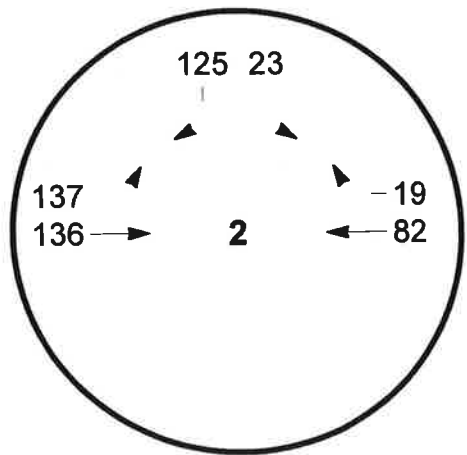
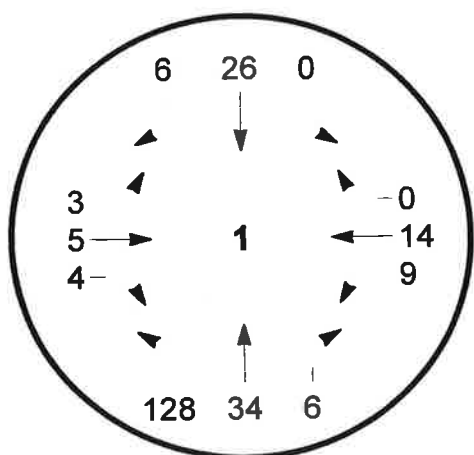
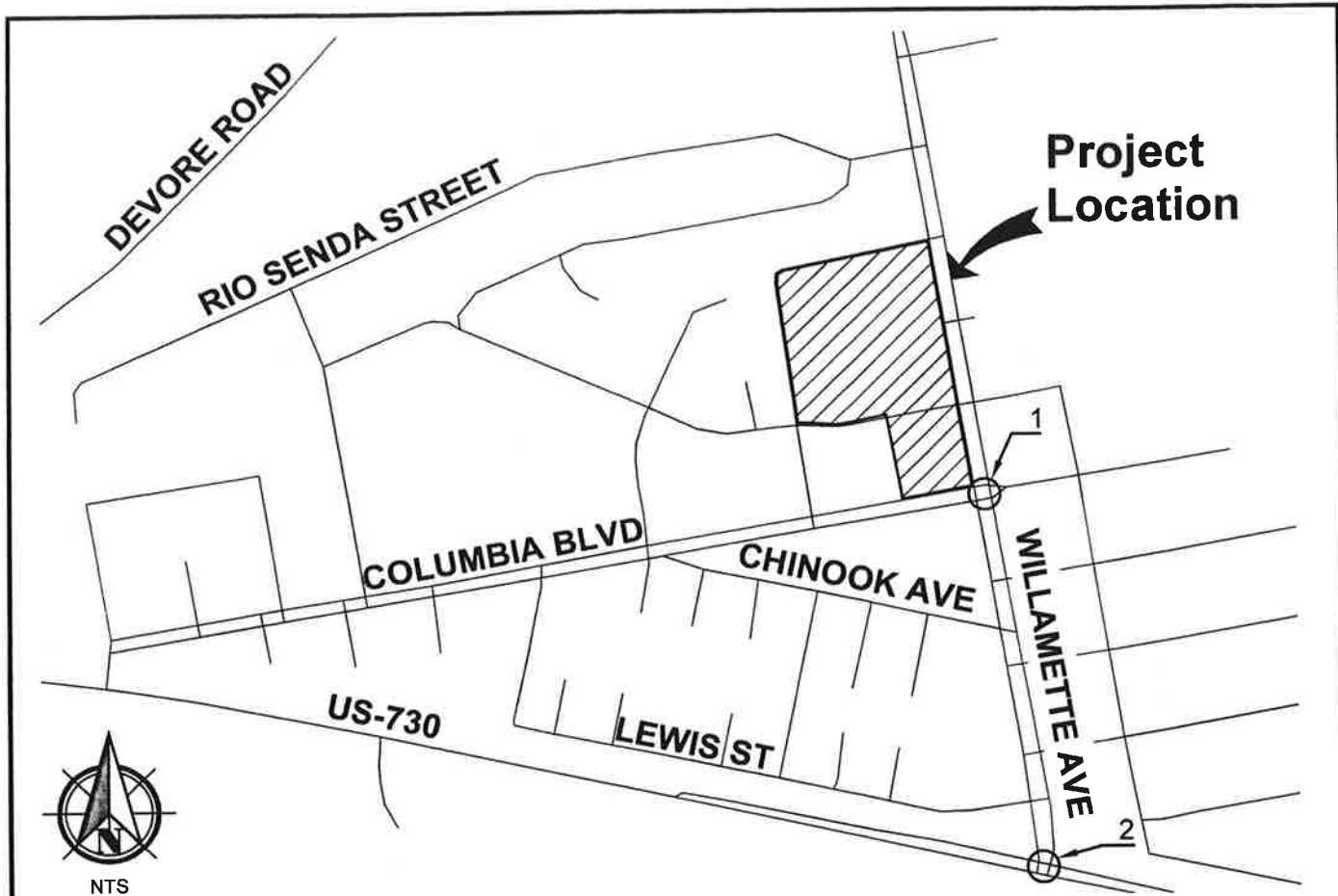
Background Traffic

A 2.0% annual growth rate was used to account for background increase of traffic in the area of the site based on discussions with City staff.



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Existing Lane Configuration John Day Street Rezone - TIA



LEGEND

XXX AM PEAK HOUR

PROPOSED DEVELOPMENT

MAJOR INTERSECTION

COLUMBIA BOULEVARD / WILLAMETTE AVENUE

WILLAMETTE AVENUE / US-730

FIGURE 4

HDJ
DESIGN GROUP
engineers landscape architects planners surveyors

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Existing 2015 AM Peak Hour Volumes
John Day Street Rezone - TIA

PROPOSED CONDITIONS

The proposed rezoning and 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 proposal 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 the above elements are important in accessing the traffic impact of this project.

PROJECT DESCRIPTION

This proposal would develop two parcels, for a total of 9.04 acres. The site is located in the NE 1/4 of Section 15, Township 5 North, Range 28 East of the Willamette Meridian, Umatilla County. This project is scheduled for completion in summer 2016. This report analyzes the traffic impacts generated by the completed development.

Access

Properly located access points are essential to allow for the safe and orderly movement of traffic in and out of a site. There will be new access points onto both John Day Street and Columbia Boulevard. The project proposes to access US 730 from Willamette Avenue, an existing intersection. Additional access may be available as the surrounding parcels are developed in the future but, for this analysis, it is assumed all project traffic will use the above noted access points.

TRIP GENERATION AND DISTRIBUTION

Trip Generation

For the purposes of this study, the ITE Trip Generation Manual, 9th Edition was used to determine trips from the site. Average rates for the land uses were used to determine the project generated trips for a development of this size, using land use codes, along with the anticipated size of the proposed building. The new trips generated by the project are shown in Table 4.

**Table 4 –
New Trip Generation**

Land Use	Single-Family Dwelling	
Independent Variable	Dwellings	
Size	38	
Weekday ADT	362	
Total Peak Hour Trips	AM	PM
In	7	24
Out	21	14

To fulfill the State of Oregon’s Transportation Planning Rule, *OAR 660-012-0060*, the difference (delta) between the trip generation of the proposed zone change compared to the existing zoning must be analyzed, Table 5. The existing zoning is General Commercial (GC) and the proposed zoning is Residential Single Family (R1).

The GC uses permitted outright by City Ordinance are: Drive-through window for any use, Specialty Trade Contractors, Automobile Dealers, Automotive Parts, Accessories, and Tire Stores, Furniture and Home Furnishings, Electronic and Appliance Stores, Building Materials and Supplies Dealers, Lawn and Garden Equipment and Supplies Stores, Grocery Stores, Specialty Food Stores, Beer, Wine and Liquor Stores, Health and Personal Care Stores, Clothing Stores, Shoe Stores, Jewelry, Luggage and Leather Goods Stores, Sporting Goods, Hobby and Musical Instruments Stores, Book Stores and News Dealers, Miscellaneous Store Retailers, Taxi and Limousine Service, Motor Vehicle Towing, Information Industries – except Internet, Finance and Insurance, Offices of Real Estate Agents and Leasing Services, Machinery and Equipment Rental and Leasing, Professional, Scientific, and Technical Services, Management of Companies and Enterprises, Administrative and Support Services, Health Care Services, Social Assistance Services, Performing Arts Companies, Fitness and Recreational Sports Centers, Public Recreational Park, Facility or Trail, Food Services and Drinking Places, Repair and Maintenance, Personal Care Services, Dry-cleaning and Laundry Services, Other Personal Services, Grant making, Civic, and Professional, and Similar Organizations.

HDJ’s land use planner provided land use assumptions from the above noted outright permitted uses. For this proposal, the best and highest use for the land is the basis for this analysis. Based upon HDJ experience, building sizes have been noted, taking into consideration: zoning, similar settings, single story buildings, and percent of land coverage with setback rules.

Trip generation estimates were prepared for the proposed development (Appendix A).

**Table 5 –
Trip Generation Comparison**

Existing Zoning and ITE Code	Units	Daily	Weekday AM Peak Hour		
			Total	In	Out
General Commercial (Permitted Outright Use) Fast Food Drive-through with Window (934)	8.0	1,736	114	60	54
General Commercial (Permitted Outright Use) Specialty Retail (826)	3.5	355	22	10	12
Proposed Zoning and ITE Code	Units	Daily	Weekday AM Peak Hour		
			Total	Total	Total
Single-Family Dwelling (210)	38	362	29	7	21
Net Change in Trips		-1,729	-107	-63	-45

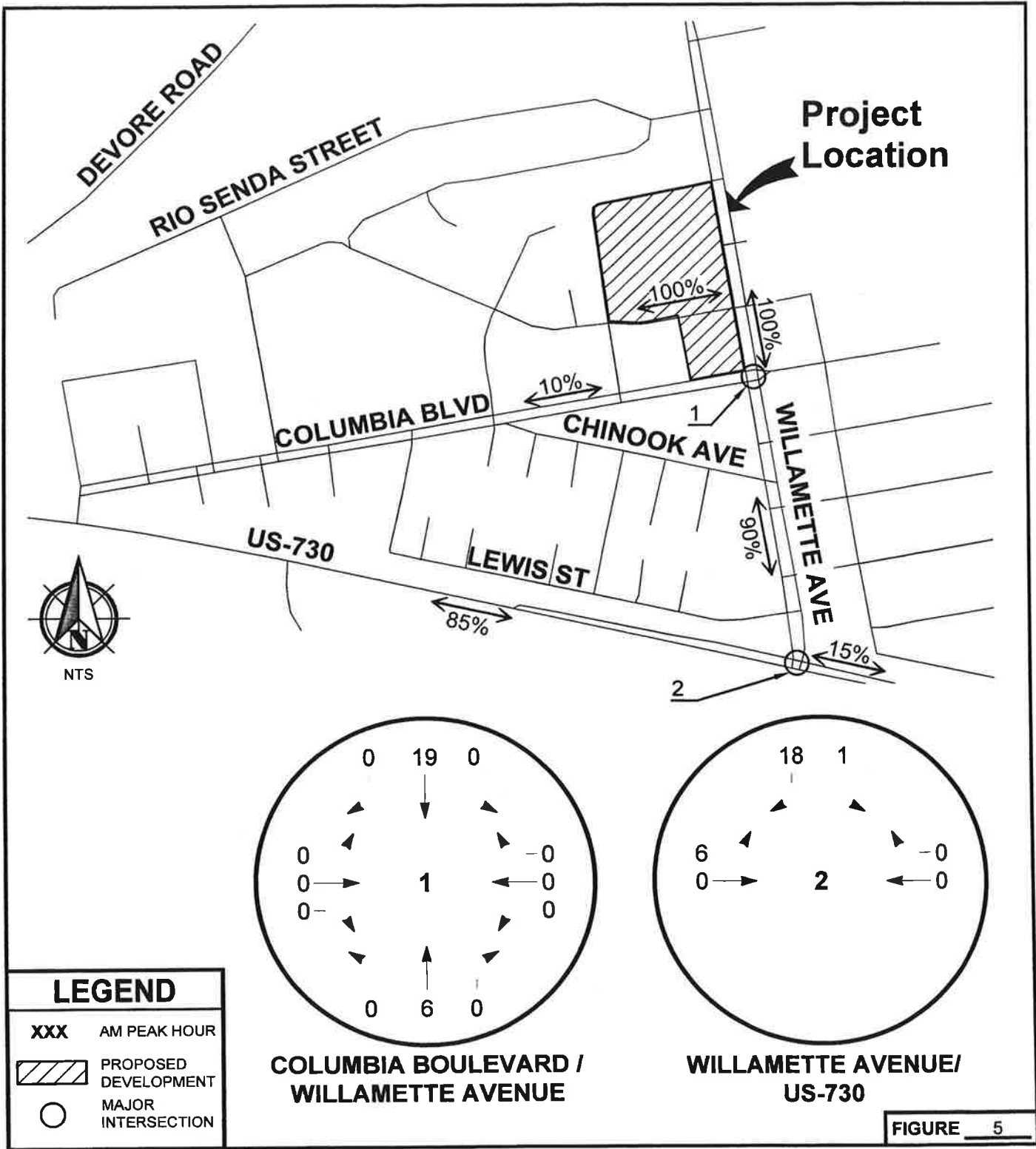
Trip Distribution

The trip distribution is based on the existing travel patterns in the area, discussions with City staff, and engineering judgment. The development will utilize US 730 for outgoing and incoming trips. Site generated trips and distribution are shown in Figure 6.

PROPOSED INFRASTRUCTURE

Roadways and Intersections

Recently the City completed a safe routes to schools project in the vicinity of the proposal. There are no other current or planned projects for this area.



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2036 Site Generated Trips and Distribution

John Day Street Rezone - TIA

CAPACITY ANALYSIS

DESCRIPTION

Traffic operations were assessed in terms of level of service (LOS). LOS is a concept that was developed by transportation engineers to qualify the level of operation of intersections and roadways (Highway Capacity Manual, Reference 1). LOS measures are classified in grades "A" through "F" indicating a range of operation. LOS "A" signifies the best level of operation, while "F" represents the worst.

LOS at un-signalized intersections is quantified in terms of average delay per vehicle. A LOS "A" reflects full freedom of operation for a driver while a LOS "F" represents operational failure. The criteria is based on the theory of gap acceptance for side street stop sign controlled approaches. A detailed description of LOS criteria is provided in Appendix C.

Generally, LOS "D" is considered the threshold of acceptable operation for existing signalized and roundabout intersections. The City of Kennewick's policy on LOS was used in this Traffic Impact Analysis. Per this policy, LOS "D" in the peak hour is considered the minimum acceptable operation at existing signalized and roundabout intersections and for the five (5) year design horizon for new signalized and roundabout intersections. LOS "E" and at times LOS "F", is acceptable for un-signalized minor street approaches.

ANALYSIS METHODOLOGY

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

- *The development will be complete in 2016.*
- *Existing background traffic on the study area's major roadways will grow by 2.0% per year.*
- *Traffic generation estimates for the project have been prepared for a 20 year (2036) build-out period. These estimates were prepared for the weekday AM peak hour of the surrounding street system. The AM peak hour was chosen for analysis due to the near-by school's trip generation making AM volumes greater than PM volumes in the vicinity of the proposal.*
- *Geometric design changes at the major intersections, and background traffic volumes on the surrounding street system have been determined prior to adding the traffic impacts of the proposed project. This was done to establish a baseline for measurement of the incremental impact of the project at the time of its development. Background traffic volume estimates were prepared for the 20 year build out period.*

- The analysis used the AM peak hour due to the substantial school vehicle and pedestrian traffic in the vicinity.
- Cumulative traffic impacts of the proposed project were then determined by superimposing the project-generated traffic onto the background PM peak traffic and then analyzed.
- Roadway improvements have been addressed at appropriate intersections to maintain acceptable levels of operation. This procedure was conducted for non-project and project-related impacts.

The current LOS at the study area's intersections that have been evaluated for the previously defined PM peak hours. The calculations can be found in Appendix D. The findings are listed in Table 6.

LEVEL OF SERVICE ANALYSIS

Existing Conditions

**Table 6 – Existing 2015 LOS
For Study Area Intersections**

INTERSECTION	Existing		
	<i>Delay (sec)</i>	<i>CM*</i>	<i>LOS</i>
Columbia Boulevard / Willamette Avenue	12.9	WB	B
Willamette Avenue / US 730	10.4	SB	B

*CM = Critical Movement

As shown in Table 6, all studied intersections currently do operate at an acceptable level of service according to the City of Umatilla Level of Service Standards.

2016 Design Year Conditions

**Table 7 – Estimated 2016 LOS
For Study Area Intersections**

INTERSECTION	2016 Weekday AM Peak Hour Level of Service					
	W/O Project			With Project		
	<i>Delay (sec)</i>	<i>CM*</i>	<i>LOS</i>	<i>Delay (sec)</i>	<i>CM*</i>	<i>LOS</i>
Columbia Boulevard / Willamette Avenue	13.0	WB	B	13.4	WB	B
Willamette Avenue / US 730	10.5	SB	B	10.6	SB	B

*CM = Critical Movement

As shown in Table 7, all studied intersections will operate at an acceptable level of service according to the City of Umatilla Level of Service Standards in 2016 without and with the project.

2036 Design Year Conditions

**Table 8 – Estimated 2036 LOS
For Study Area Intersections**

INTERSECTION	2036 Weekday AM Peak Hour Level of Service								
	W/O Project			With Project			With Current Zoning		
	Delay (sec)	CM*	LOS	Delay (sec)	CM*	LOS	Delay (sec)	CM*	LOS
Columbia Boulevard / Willamette Avenue	16.2	WB	C	16.9	WB	C	24.2	WB	C
Willamette Avenue / US 730	12.5	SB	B	12.8	SB	B	19.1	SB	C

*CM = Critical Movement

The results of the analysis are based on the current roadway conditions with no mitigation proposed.

With the proposed zoning change, the intersection LOS operation is estimated to have greater capacity than with the current zoning, the associated volumes are shown on Figure 10.

As shown in Table 8, all studied intersections will operate at an acceptable level of service according to the City of Umatilla Level of Service Standards in 2036 without and with the project.

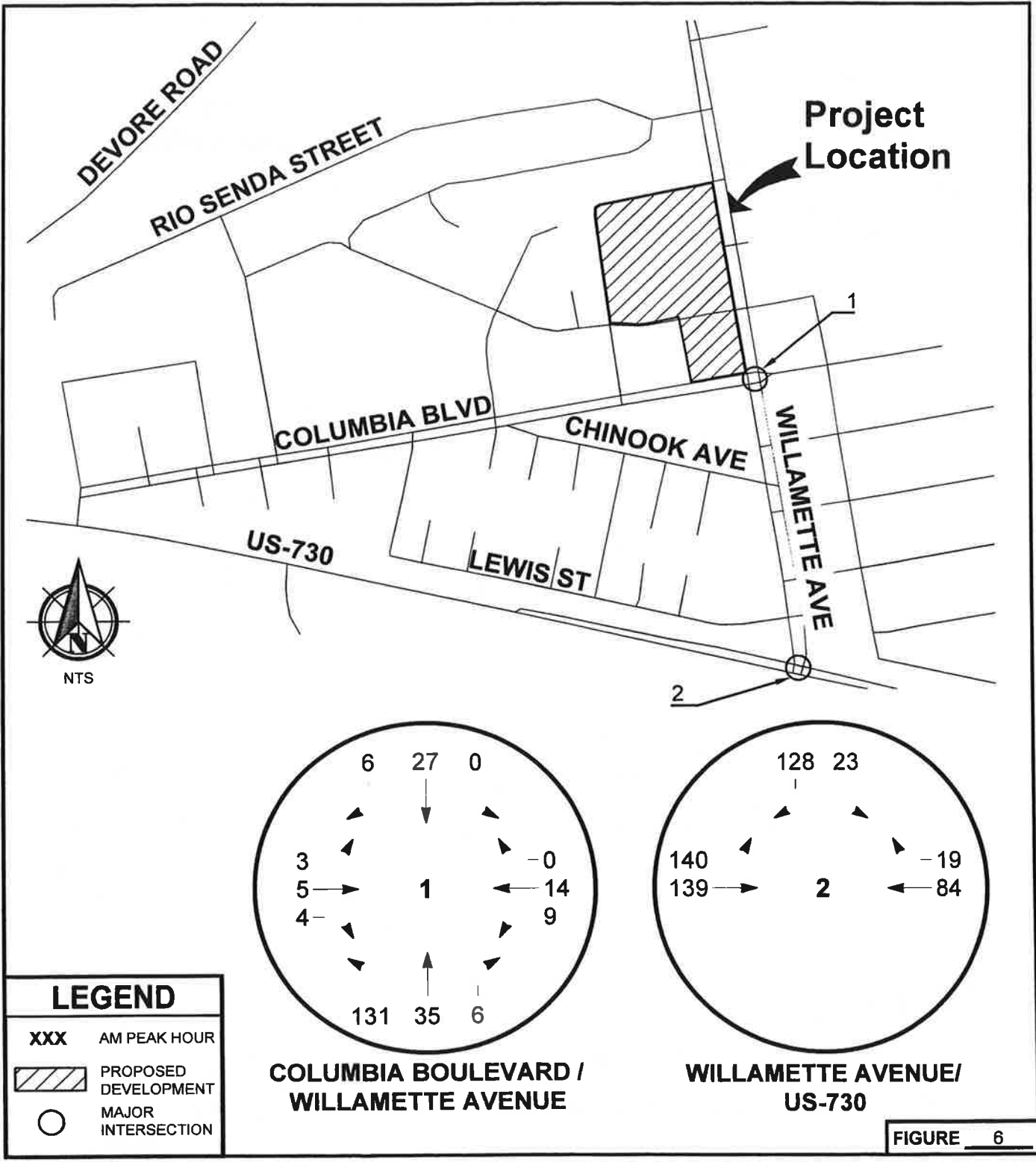


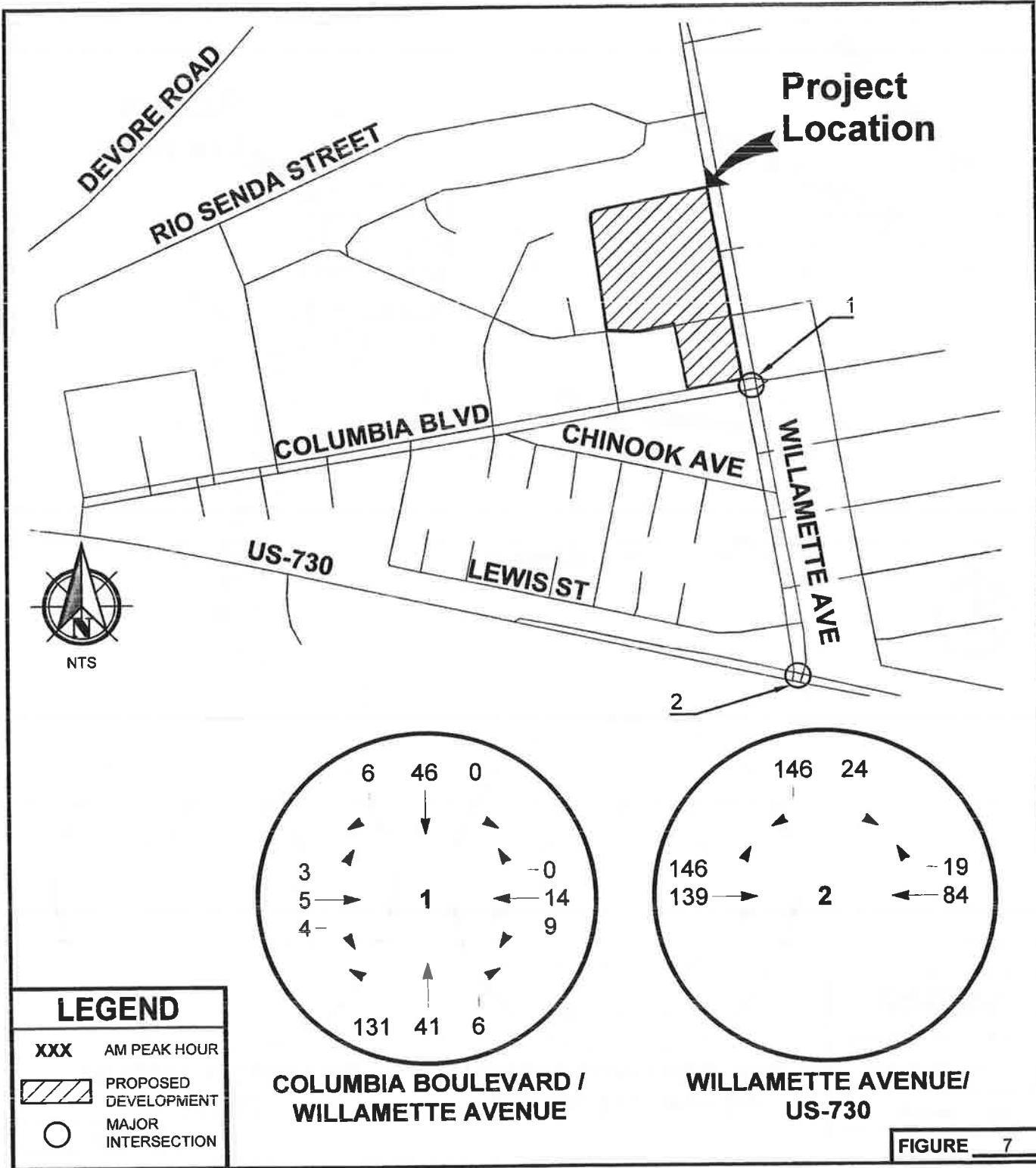
FIGURE 6

LEGEND

- XXX AM PEAK HOUR
- [Hatched Box] PROPOSED DEVELOPMENT
- [Circle] MAJOR INTERSECTION

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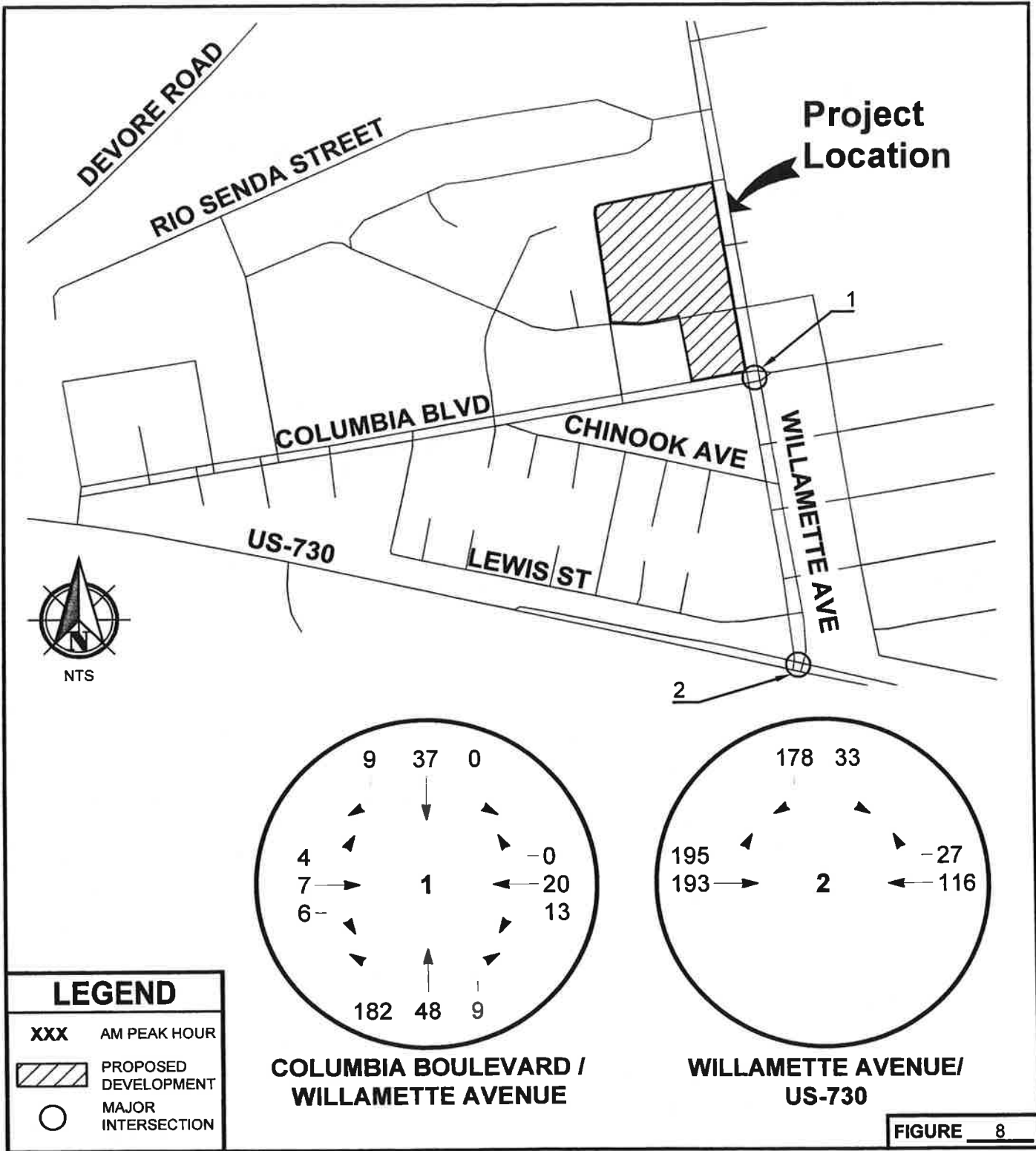
2016 Peak Hour Volumes Without Project John Day Street Rezone - TIA



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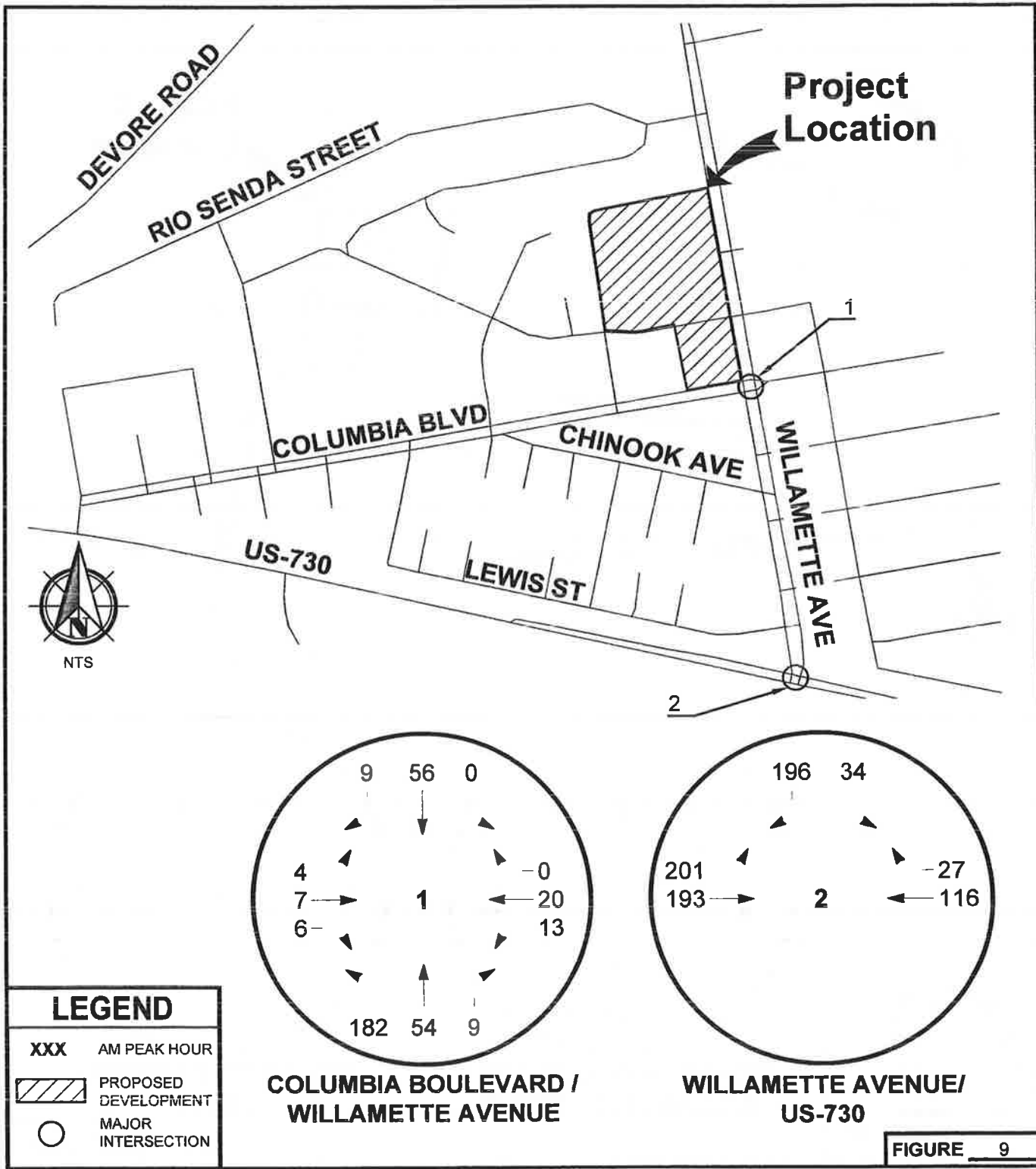
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2016 AM Peak Hour Volumes With Project John Day Street Rezone - TIA



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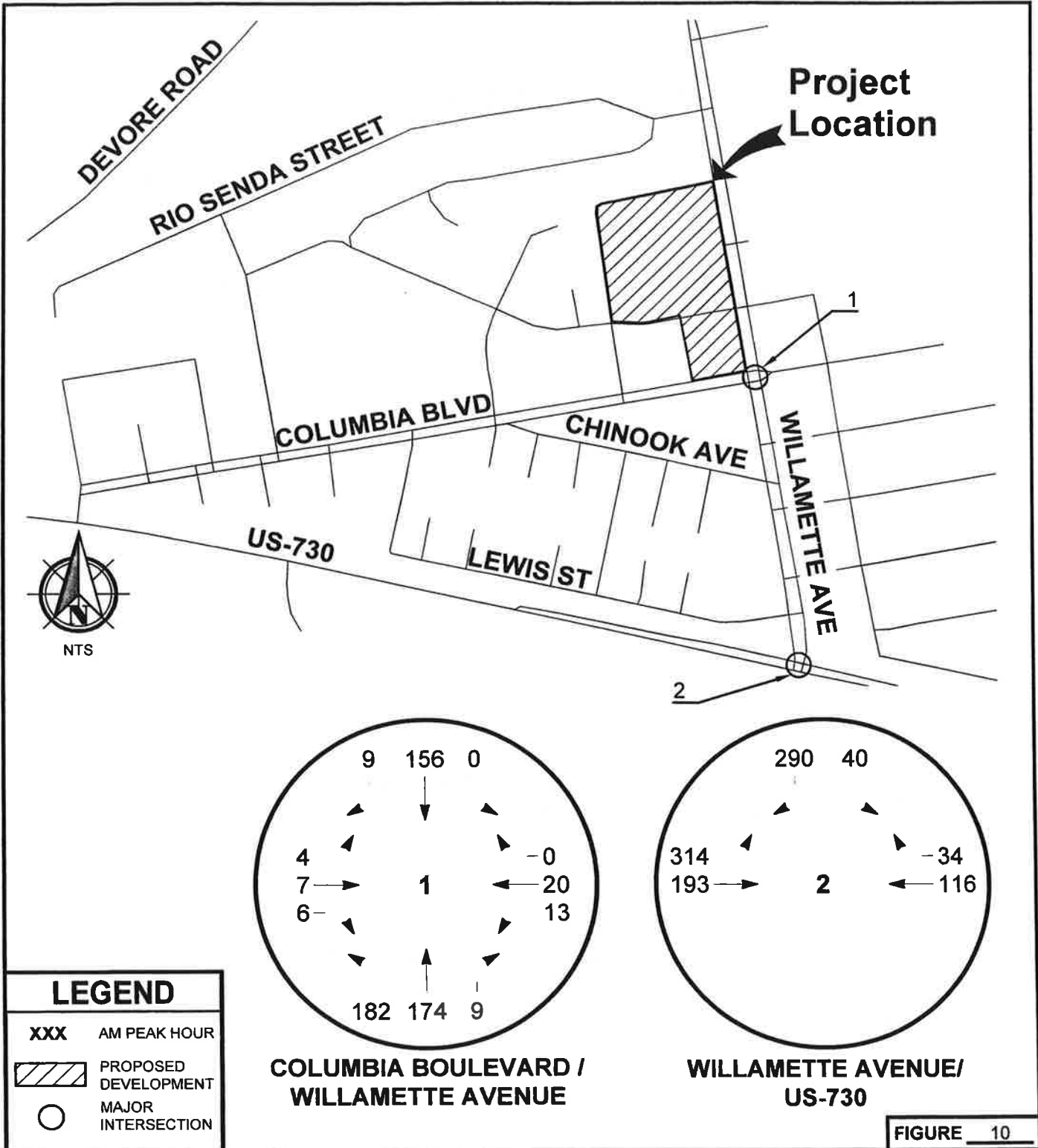
2036 AM Peak Hour Volumes Without Project
John Day Street Rezone - TIA



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2036 AM Peak Hour Volumes With Project
John Day Street Rezone - TIA



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**2036 AM Future Volumes With Current Zoning
 John Day Street Rezone - TIA**

SAFETY ANALYSIS

LEFT TURN STORAGE AND QUEUING ANALYSIS

The need for left turns was evaluated at the studied intersections. Left turn lanes are typically justified based on either safety or capacity. The capacity analysis identifies the need for left turns at STOP or signal controlled intersections. Safety is usually the major justification for left turn lanes on uncontrolled legs of an intersection.

The criteria for the analysis of turn lanes at intersection legs are based on the ODOT Analysis Procedure Manual Version 1. There is an existing left turn lane from EB US 730 onto Willamette Avenue. The left turn volumes are low and the limited queuing, less than one car (25 feet), does not exceed the existing approximately 175 feet of storage.

The remaining study intersections also have low volumes of left turns and limited queuing, less than one car (25 feet), there are no collisions along the local streets within the study area, thus no further left turn lane or storage analysis is recommended.

RIGHT TURN LANE ANALYSIS

For high speed roadways such as US 730 with a posted speed limit of 55 MPH, a right turn lane allows for right turning traffic to decelerate outside the through lane. This can prevent rear-end collisions and minimize disruption to through traffic.

The right turn volumes are low and the limited queuing, less than one car (25 feet), does not meet the criteria for the installation of a right turn lane. The remaining study intersections also have low volumes of right turns and limited queuing, less than one car (25 feet).

The need for right turns was evaluated at the studied intersections. The level of service and traffic safety at the US 730/Willamette Avenue intersection was reviewed for the need of a right turn lane.

According to the ODOT Analysis Procedure Manual Version 1, the right turn lane criterion is not met for the year of opening and design horizon year for the proposal based on low volume of right turning traffic in the study area. There are no collisions along the local streets within the study area, thus no further left turn lane or storage analysis is recommended.

COLLISION ANALYSIS

Collision data (9/2009 to 8/2014) was obtained from ODOT. The detailed collision data can be found in Appendix E. A summary of the data is shown in Table 8.

**Table 9 – Collision Analysis
John Day Street Rezone
Study Intersections (8/2009 to 8/2014)**

COLLISION TYPE	US 730 / Willamette Avenue	Columbia Boulevard / Willamette Avenue	John Day Street / Willamette Avenue
Rear-end	0	0	0
Entering at angle	1	0	0
Opposite direction – both going straight	1	0	0
Opposite direction – one turn - one straight	1	0	0
Opposite direction – one stopped	1	0	0
Sideswipe	0	0	0
Approach turn	0	0	0
Vehicle bicycle	0	0	0
Fixed Object	2	0	0
TOTAL COLLISIONS	6	0	0

Five full years of collision data from ODOT was analyzed for this report. Both the total number of collisions and the frequency of collisions are low and no further analysis is recommended. This can be contributed to a very low volumes crossing US 395 at both studied intersections.

TRANSIT, PEDESTRIAN, AND BICYCLE FACILITIES

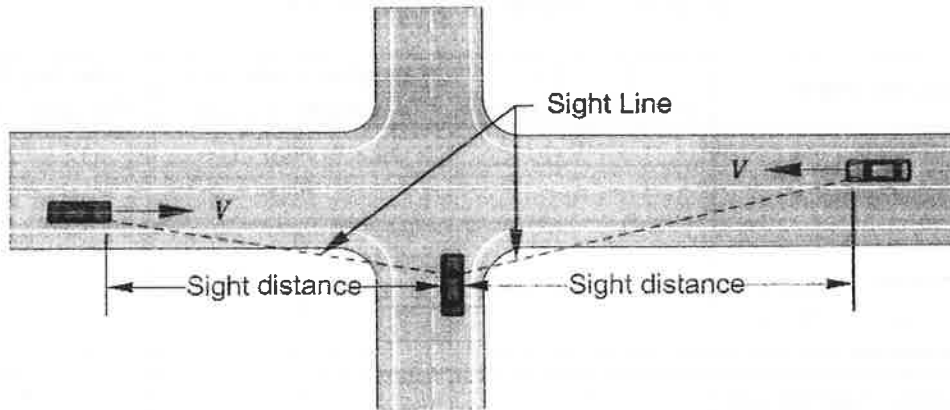
The City of Umatilla does not provide transit services. The Confederated Tribes of the Umatilla Indian Reservation provides limited transit services. The “Hermiston Hopper” bus stops are not in the vicinity of the proposal.

Although traditional residential destinations are not in close proximity to the John Day Street Rezone site, the pedestrian and bicycle activity to and from the site is anticipated to be moderate, as there is a nearby school, convenience store, access to Lake Wallula, and a golf course.

The traffic count noted 10 (ten) pedestrians crossing Willamette Avenue at Columbia Boulevard. They are likely destined to McNary Elementary School. The intersection has a marked crosswalk with a pedestrian refuge island, good sight distance and advance warning signs.

SIGHT DISTANCE AT SITE ACCESS LOCATIONS

The proposed site access points onto US 730 and Columbia Boulevard has over 600 feet of sight distance to the west and east.



The minimum sight distance for 55 MPH is 495 feet. This exceeds stopping and intersection sight distances for AASHTO based on the approaching speed of vehicles (55 MPH). With over 600 feet of sight distance both north and south, no sight distance issues are anticipated with the site access intersection.

All of the local streets are 25 MPH. The minimum sight distance for 25 MPH is 152 feet per AASHTO. The local streets and future access connection have well over 300 feet of sight distance in all directions.

In order to maintain the required AASHTO sight distances, it is recommended that no obstacles that would impair the drivers vision be placed within the sight distance triangle (made by the sight distance and sight line) noted above.

STUDY CONCLUSIONS

The findings of the Traffic Impact Analysis are listed below:

1. Based on the change in zoning from General Commercial (GC) to Single Family Dwelling (R1), the proposed project will not significantly affect existing or planned transportation facilities.
2. The background annual growth rate of 2.0% is expected in the area.
3. Based on the change in zoning from GC to R1, the proposed development of single family dwellings level of service (LOS) in 2036 is estimated at LOS B at the intersection of US 730 and Willamette Avenue and LOS C at the intersection of Columbia Boulevard and Willamette Avenue. The estimated 2036 LOS is estimated at LOS C at the intersection of US 730 and Willamette Avenue and LOS C at the intersection of Columbia Boulevard and Willamette Avenue for the current zoning.
4. Both the Columbia Boulevard and Willamette Avenue/US 730 intersections will operate within acceptable capacity levels with the rezoning of the properties along John Day Street in the design horizon year of 2036.
5. The 2010-2015 collision history at the study intersections was reviewed. The number, frequency, and severity of collisions are low, thus no further analysis is recommended.
6. The ODOT criterion for right and left turn lanes is not met, thus no further analysis is recommended.
7. There is no scheduled public transit within typical walking distances. There is a “flag stop” at the McNary Market, near the proposed development, where passengers of the Hermiston Hopper may de-board. This location is not currently scheduled for passenger pick-up service. It is not anticipated that there will be a regularly scheduled bus route due to this proposal.
8. Willamette Avenue and Columbia Boulevard are two lane streets with a median, some sidewalks, and no shoulders. Willamette Avenue does not have bike lanes, while Columbia Boulevard does. John Day Street is an unstriped, approximately 24 foot wide street, with sidewalk on the south side and no shoulders.
9. Future connections to John Day Street and Columbia Boulevard shall be constructed to meet AASHTO requirements for stopping and intersection sight distance. No sight distance issues are anticipated at the site access points.

PROJECT-RELATED IMPROVEMENTS

The Traffic Analysis supports the following improvements:

Design the site access points to John Day Street and Columbia Boulevard to follow AASHTO requirements for stopping and intersection sight distance.

Do not install objects within the sight distance triangle that would block the drivers view exiting the site onto John Day Street or Columbia Boulevard.

Sidewalks along the frontage of John Day Street and inside the development are recommended. All sidewalks and driveways constructed for this development will need to be Americans with Disabilities Act (ADA) compliant.

No other improvements are recommended.

**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECOMMENDATION
FOR
STREET VACATION SV-1-2017**

STAFF REPORT DATE: February 16, 2018

REPORT PREPARED BY: Brandon Seitz, City Planner

I. GENERAL INFORMATION AND FACTS

Applicants: Clyde Nobles
650 Monroe Street
Umatilla, OR 97882

Type of Review: Petition for Vacation of Public Street

Area Requested for Vacation: That portion of G Street lying south of 8th street and alley lying west of H Street.

**II. NATURE OF REQUEST/APPLICABLE STATE REGULATIONS;
COMPREHENSIVE PLAN AND ZONING ORDINANCE PROVISIONS**

The applicant, Clyde Nobles, request approval to vacate a portion of G Street and the attached alley. The City of Umatilla does not have review standards or procedures adopted as part of its municipal code and must follow the requirements under ORS Chapter 271 for considering a request to vacate a street or public way. To the extent that any Comprehensive Plan policies or provisions apply to the request, such as the street being identified as a necessary component of the transportation system plan, such factors must be considered when deciding whether to approve or deny the request. Under ORS chapter 271, approval or denial of a request for a street vacation is not a land use decision and cannot be appealed as such. However, pursuant to ORS 271.130(4) any property owner affected by a decision approving a vacation may appeal the City's decision to circuit court.

III. Analysis

ORS Chapter 217

ORS Chapter 271 addresses the requirements and procedures for any person seeking to vacate a street and the review standards on which a decision to approve or deny a request must be based. 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.

ORS 271.080 Vacation in incorporated cities; petition; consent of property owners.

- (1) Whenever any person interested in any real property in an incorporated city in this state desires to vacate all or part of any street, avenue, boulevard, alley, plat, public square or other public place, such person may file a petition therefor setting forth a description of

other public place, such person may file a petition therefor setting forth a description of the ground proposed to be vacated, the purpose for which the ground is proposed to be used and the reason for such vacation.

- (2) There shall be appended to such petition, as a part thereof and as a basis for granting the same, the consent of the owners of all abutting property and of not less than two-thirds in area of the real property affected thereby. The real property affected thereby shall be deemed to be the land lying on either side of the street or portion thereof proposed to be vacated and extending laterally to the next street that serves as a parallel street, but in any case not to exceed 200 feet, and the land for a like lateral distance on either side of the street for 400 feet along its course beyond each terminus of the part proposed to be vacated. Where a street is proposed to be vacated to its termini, the land embraced in an extension of the street for a distance of 400 feet beyond each terminus shall also be counted. In the vacation of any plat or part thereof the consent of the owner or owners of two-thirds in area of the property embraced within such plat or part thereof proposed to be vacated shall be sufficient, except where such vacation embraces street area, when, as to such street area the above requirements shall also apply. The consent of the owners of the required amount of property shall be in writing.

Findings: The applicant submitted a street vacation request petitioning the City to vacate a portion of G Street and the attached alley (see Exhibit A). The applicant owns the property on both sides of G street and intends to establish attached single-family dwellings on the west side of G street and a multi-family unit on the east side.

City staff mapped and identified the abutting property and the affected properties as defined by ORS 271.080(2). The applicant submitted written consents to vacation forms for 27 of the 40 the property owners within the affected area.

Conclusion: The applicant petitioned the City for the proposed street vacation and submitted the written consent of all of the abutting property owners and not less than two-thirds of the affected property owners.

ORS 271.110 Notice of hearing.

- (1) The city recorder or other recording officer of the city shall give notice of the petition and hearing by publishing a notice in the city official newspaper once each week for two consecutive weeks prior to the hearing. If no newspaper is published in such city, written notice of the petition and hearing shall be posted in three of the most public places in the city. The notices shall describe the ground covered by the petition, give the date it was filed, the name of at least one of the petitioners and the date when the petition, and any objection or remonstrance, which may be made in writing and filed with the recording officer of the city prior to the time of hearing, will be heard and considered.
- (2) Within five days after the first day of publication of the notice, the city recording officer shall cause to be posted at or near each end of the proposed vacation a copy of the notice, which shall be headed, "Notice of Street Vacation," "Notice of Plat Vacation" or "Notice of Plat and Street Vacation," as the case may be. The notice shall be posted in at least two conspicuous places in the proposed vacation area. The posting and first day of publication of such notice shall be at least 14 days before the hearing.
- (3) The city recording officer shall, before publishing such notice, obtain from the petitioners a sum sufficient to cover the cost of publication, posting and other anticipated expenses.

The city recording officer shall hold the sum so obtained until the actual cost has been ascertained, when the amount of the cost shall be paid into the city treasury and any surplus refunded to the depositor.

Findings: The City's official newspaper for providing public notice is the East Oregonian. The City published a notice of the application for the proposed street vacation in the East Oregonian on February 13, 2018 and February 20, 2018. On February 13, 2018, the City posted a public notice of street vacation signs at each end of the area proposed to be vacated. The initial hearing before the City Planning Commission will be held on February 27, 2018.

The applicant paid a \$300.00 application fee for a proposed street vacation. The City will include a condition of approval to invoice the applicant for the remained of the cost incurred by the City as a result of publishing the required notices.

Conclusion: The City published in the East Oregonian notice of the proposed street vacation once each week for two consecutive weeks prior to the hearing and posted public notice of street vacation signs at each end of the area proposed to be vacated. The City will impose a condition of approval that the applicant must reimburse the City for the difference between the amount paid and the total cost incurred by the City.

ORS 271.120 Hearing; determination

At the time fixed by the governing body for hearing the petition and any objections filed thereto or at any postponement or continuance of such matter, the governing body shall hear the petition and objections and shall determine whether the consent of the owners of the requisite area has been obtained, whether notice has been duly given and whether the public interest will be prejudiced by the vacation of such plat or street or parts thereof. If such matters are determined in favor of the petition the governing body shall by ordinance make such determination a matter of record and vacate such plat or street; otherwise it shall deny the petition. The governing body may, upon hearing, grant the petition in part and deny it in part, and make such reservations, or either, as appear to be for the public interest.

Findings: The required consent of two-thirds of the owners within the affected area and public notice requirement were addressed and found to be met. In order to complete review of this provision, the City must decide whether the "public interest will be prejudiced by the vacation" if approved, and whether any reservations are necessary to protect the public interest.

Conclusion: Based on the evidence submitted with the application, and staff analysis of the potential effects to adjacent and nearby properties that could result from vacating the section of G Street and adjoin alley proposed by the applicants, it does not appear the public interest will be prejudiced by the vacation. However, the City needs to reserve an easement for the existing sewer lines that cross the vacated area and limit the placement of permanent structures to no less than five feet from the easement on either side. To ensure the public's interest is best served and to avoid potential conflicts as future development of the area occurs, the applicants will be required to submit a survey map, prepared by an Oregon Registered Professional Land Surveyor, showing the vacated area and the location of the existing sewer line with easement language acceptable to the City.

B. City of Umatilla Comprehensive Plan

To the extent that any Comprehensive Plan policies, transportation system plans or other plan provisions apply to the area proposed for vacation, the City must give consideration to those in determining whether the public interest will be prejudiced or whether any reservations are necessary.

Findings: City staff reviewed the pertinent portions of the Comprehensive Plan, most notably Goal 11 (Public Services and Facilities) and Goal 12 (Transportation). The City has an existing sewer lines that crosses the portion of G Street and the alley proposed to be vacated. The existing sewer line is included as part of the Comprehensive Plan inventory of the City's sewer system. If the City approves the proposed street vacation, an easement must be reserved for the sewer lines to provide for its continued existence and maintenance.

Conclusion: Provided the City reserves an easement for the existing sewer lines that run through the area proposed to be vacated, sufficient to allow for access to, and for maintenance and upgrades to the sewer line, no Comprehensive Plan or implementing provisions of the Plan will be adversely affected by approving the vacation of the portion of G Street and attached alley proposed to be vacated.

IV. SUMMARY AND RECOMMENDATION

The applicant, Clyde Nobles, has met the procedural requirements for their request to vacate a portion of G Street and the adjoining alley. In addition, the City finds the area proposed to be vacated is not needed by the public, except for an easement for existing sewer lines that serves the surrounding area.

Therefore, based on the information in Sections I and II of this report, and the applicable State and City regulations, findings of fact and conclusions contained in Section III, staff recommends approval of this request, SV-1-2017, to vacate a portion of G Street and attached alley subject to the conditions under Section V of this report.

V. CONDITIONS OF APPROVAL

1. The applicant must reimburse the City of Umatilla for all costs in excess of the \$300.00 application fee related to publishing and providing public notice of the proposed street vacation, and for recording the subsequent ordinance with the Umatilla County Records Office.
2. The applicant shall be required to establish an easement to run with the land for access to the City's existing sewer lines for maintenance, repair or replacement by the City of Umatilla Public Works employees or contractor.
2. The applicants shall have one year from the date of this approval to complete all subsequent requirements for recording the ordinance adopted by the City Council that is necessary to give legal effect to the street vacation.
3. Failure to comply with all conditions of approval contained in Section V of this report will result in nullification of the approval granted herein.

VI. EXHIBITS

Exhibit A – Map showing area of street proposed to be vacated
Exhibit B – Signed consent to vacation forms.



07500 08200 08600 08700 08800 09000 09100 09200 09900 10000 10100 10200 10300 10400 10500 10600 10700 10701 08900 09000 08500 08600 08700 08800 08100 08200 08300 08400 08500 08600 07500 07600 07700 07901 07800 07700 08000 07900 07401 04300 04100 04200 04300 03100 03400 03500 04500 04700 04800 04300 04400 04600 04401 04900 05000 05100 05200 05300 07500 07601 07600 07901 07800 07700 08000 07900 07401 01000 00900 00800 00500 00500 00500 11800 11400 11500 11600 11700 11800 10900 11100 11300 09201 09800 09900 09900 10000 10100 10200 10300 10400 10500 10600 10700 10701 08900 09000 08500 08600 08700 08800 08100 08200 08300 08400 08500 08600 07500 07601 07600 07901 07800 07700 08000 07900 07401 01000 00900 00800 00500 00500 00500 11800 11400 11500 11600 11700 11800 10900 11100 11300 09201 09800 09900 09900 10000 10100 10200 10300 10400 10500 10600 10700 10701 08900 09000 08500 08600 08700 08800 08100 08200 08300 08400 08500 08600 07500 07601 07600 07901 07800 07700 08000 07900 07401 01000 00900 00800 00500 00500 00500









0 50 100 200 Feet

MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Brandon Seitz, on 10/26/2017

Proposed Vacation Map

Exhibit A

-  Area to be vacated
-  Abutting properties
-  Tax Lots
-  Affected properties
-  Streets
-  Assessor's Maps

CONSENT TO VACATION

I (We) Clyde Nobles Clyde Nobles, am (are) the owner(s) of real property known as (Legal Description) Tax Lots 9000, 8900, 10300 and 10400 (Address) _____, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 9th day of November, 2017.

Clyde Nobles
CLYDE NOBLES

Street Vacation Consent

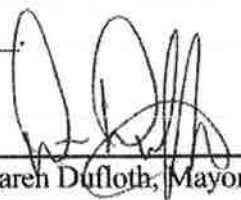
CONSENT TO VACATION

The City of Umatilla is the owner of real property known as Tax Lots 800, 900 and 1000 on Assessor's map 5N2817 and Tax Lot 3500 on Assessor's map 5N2817BC, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th st. between tax lots 8900 and 10300 including the attached alley running east to H St. this are is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 16th day of February, 20 18.



Daren Dufloth, Mayor

CONSENT TO VACATION

I (We) Betty Nobles Betty Nobles, am (are) the owner(s) of real property known as (Legal Description) Tax Lots 9000, 8900, 10300 and 10400 (Address) _____, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 9th day of November, 2017.

Betty Nobles
BETTY NOBLES

Street Vacation Consent

CONSENT TO VACATION

I (We), Jaime Campos & Elodia Barreto C., am (are) the owner(s) of real property known as (Legal Description) _____ (Address) 720 8th St

affected by the proposed vacation of property described as follows:

G Street south of 8th Street and the connecting alley in Umatilla Oregon

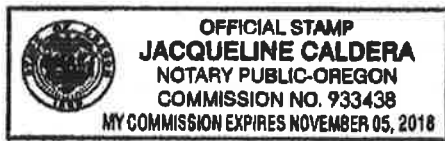
I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 7 day of November, 2017.

Jaime Campos
Elodia Barreto C

State of Oregon)
County of Umatilla)

Personally appeared before me the above named Jaime Campos & Elodia Barreto and acknowledged the foregoing instrument to be Consent Vacation voluntary act and deed.



(SEAL)

J. Caldera
Notary Public of Oregon
My Commission Expires: 11-05-18

*Note: Affected property is the land lying on either side of the street, or portion thereof, proposed to be vacated and extending laterally to the next parallel street (up to 200 feet), and extending for a lateral distance of 400 feet on both sides of the street along its course beyond the part proposed to be vacated.

CONSENT TO VACATION

I (We), Alice Bryan _____, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 1093 (Address) 314 "H" St Umatilla, OR, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 15th day of November, 2017.

Street Vacation Consent

State of New Mexico
County of Sierra

Alice Bryan _____ Signed before me on
15th November, 2017

(Signature of notary) _____
My commission expires: 7/29/2020



OFFICIAL SEAL
KATY FRANKHOUSE
NOTARY PUBLIC STATE OF NEW MEXICO
My commission expires 7/20/2020

CONSENT TO VACATION

SKID05 LLC

I (We) Skid05 LLC, am (are) the owner(s) of real property known as
(Legal Description) Tax Lot 10100 (Address) 1711 8th St Umatilla, affected by the
proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and
10300 including the attached alley running east to H st. This area is indicated in RED on the
attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not
vacated within six (6) months of the date this consent is signed, my consent shall become null and
void.

Dated this 16th day of November, 20 17.

Randy Roubell
Member Skid05 LLC

Street Vacation Consent

CONSENT TO VACATION

I (We) Connie Masterson _____, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 8300 (Address) 620 7th St. Umatilla, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 16th day of November, 2017.

Connie K. Masterson

Street Vacation Consent

CONSENT TO VACATION

I (We), Segisfredo Garcia, Mirna G, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 9201 (Address) 801 8th St Umatilla, OR, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 15th day of November, 2017.

Mirna Garcia
Segisfredo Garcia

Street Vacation Consent

Cell: (626)-806-2801

Email SG1116@AOL.com

CONSENT TO VACATION

I (We) Martin Montoya Martin Montoya am (are) the owner(s) of real property known as (Legal Description) Tax Lot 8700 (Address) 611 8th St Umatilla OR 97882 affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 15th day of November, 2017.

Martin Montoya

Street Vacation Consent

CONSENT TO VACATION

I (We) Fransico Aguiar 631, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 8500 (Address) 631 8TH ST, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 11 day of 20, 20 17.

Fransico Aguiar

Street Vacation Consent

CONSENT TO VACATION

I (We) Filipe Resendiz Eleodora, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 9700 (Address) 7007th St., affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 18 day of November, 2017.

Filipe Resendiz
Eleodora Corcuera

Street Vacation Consent

CONSENT TO VACATION

I (We) Donn Walls Donn Walls, am (are) the owner(s) of real property known as (Legal Description) Tax Lots 8100 (Address) 600 7th Street, Umatilla, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 5 day of December, 2017.

Donn B. Walls

Street Vacation Consent

CONSENT TO VACATION

I (We) Banner Bank Ralph Benner VP. Real Estate am (are) the owner(s) of real property known as (Legal Description) Tax Lot 4900 (Address) 634 Sixth St. Umatilla OR affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 12th day of December, 2017.

Ralph Benner
VP. Cap Real Estate

Street Vacation Consent

CONSENT TO VACATION

Jeff, Merri, Chris Cashman * New owner

I (We) ~~Debra & Donald Graham~~, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 10800 (Address) 830 8th Street Umatilla, OR 97882 affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 5th day of January, 2018.

Jeff Cash
Merri C. Cashman
Chris Cash

Street Vacation Consent

CONSENT TO VACATION

Jeff, Merri, Christopher Cashman * *New owner*

I (We) ~~Dendi Bell~~, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 10900 (Address) 830 8th Street, Umatilla, OR, affected by the proposed vacation of property described as follows: 97882

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 5th day of January, 20 18.

Jeff Cash
Merri C. Cashman
Chris Cash

Street Vacation Consent

CONSENT TO VACATION

Jeff, Merri, Chris Cashman *New owner

I (We) Cyndi Prewitt, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 11100 (Address) 830 8th Street Umatilla, OR 97882, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 5th day of January, 2018.

Jeff Cash
Merri C. Cashman
Chris Cashman

Street Vacation Consent

CONSENT TO VACATION

I (We) Juanita Trujillo *New Owner
~~Rebecca Lynn Wadekamper~~, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 11300 (Address) _____,

affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 4 day of JAN, 20 18.

Juanita Trujillo

Street Vacation Consent

Please sign and mail to
Kelly Nobles
PO Box 368
Umatilla, OR 97882

Thank You VERY MUCH!

Kelly Nobles 541 571 2588
79

CONSENT TO VACATION

I (We) Ann Tevelde , am (are) the owner(s) of real property known as (Legal Description) Tax Lot 8600 (Address) BRANDON DAWNINGTON , affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 4 day of JANUARY , 2018 .

BRANDON D.

Street Vacation Consent

CONSENT TO VACATION

I (We) Guadalupe Barreto, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 10000 (Address) Guadalupe Barreto, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 4 day of Jan, 2013.

Guadalupe Barreto

Street Vacation Consent

CONSENT TO VACATION

I (We) Joaquin Ortiz, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 9900 (Address) Austin Hinrichsen, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 4 day of January, 20 18.



Street Vacation Consent

CONSENT TO VACATION

I (We) Juanita Ramirez-Duarte, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 9100 (Address) _____,

affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 4 day of Jan, 2018.

Juissá Torres

Arnolfo Torres

Street Vacation Consent

CONSENT TO VACATION

I (We) Sylvia Viesca, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 10200 (Address) Sylvia Viesca, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this fourth day of January, 2012.
Sylvia Viesca

Street Vacation Consent


CONSENT TO VACATION

I Mike Filarski (We) Tuscan Lodge #134, am (are) the owner(s) of real property known as (Legal Description) Tax Lot 9800 (Address) 720 7th st Umatilla OR. 97882, affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 12 day of February, 20 18.



Michael Filarski secy

Street Vacation Consent

CONSENT TO VACATION

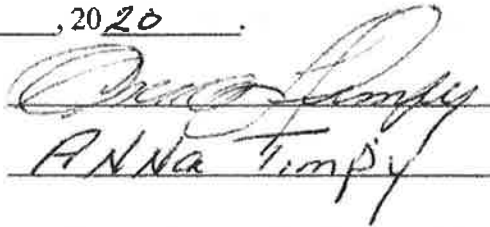
I (We) Anna Timpy, am (are) the owner(s) of real property known as (Legal Description) Tax Lots 9701 and 5000 (Address) _____,

affected by the proposed vacation of property described as follows:

In the city of Umatilla, the portion of G street running south of 8th St. between tax lots 8900 and 10300 including the attached alley running east to H st. This area is indicated in RED on the attached map.

I (We) hereby consent to the vacation of the above described property. If the property is not vacated within six (6) months of the date this consent is signed, my consent shall become null and void.

Dated this 26 day of January, 2020.



ANNA TIMPY

Street Vacation Consent

**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECOMMENDATION
FOR
CONDITIONAL USE CU-1-18 &
SITE PLAN REVIEW SP-1-18**

STAFF REPORT DATE: February 16, 2018

REPORT PREPARED BY: Brandon Seitz, City Planner

I. GENERAL INFORMATION AND FACTS

Applicant: Design West Architects
C/O Dion Zimmerman
216 5th Avenue
Meridan, ID 83642

Property Owner: Umatilla School District
1001 6th Street
Umatilla, OR 97882

Land Use Review: Conditional Use and Site Plan Review to add a 2,670 square foot addition to the existing school, McNary Heights Elementary, and add a new 7,245 square foot gymnasium west of the existing school.

Location: The property is identified as Tax Lot 12200 on Assessor's Map 5N2815AB. The Situs address is 120 Columbia Blvd.

Proposed Development: A 2,670 square foot addition to the existing school and a new 7,245 square foot gymnasium.

Zone(s): R-1 Single-Family Residential, CS Community Services.

Applicable Overlay Zone(s): None.

II. NATURE OF REQUEST/APPLICABLE COMPREHENSIVE PLAN AND ZONING ORDINANCE PROVISIONS

The applicant, Design West Architects, is requesting approval of a conditional use and site plan review to add a 2,670 square foot addition to the existing school and a new 7,245 square foot gymnasium. Public Schools are considered a community service use and may be allowed in any zoning district. However, any change or expansion of an existing community service use is subject to the City's Type III review process and Site Review.

This request is subject to the to the procedures found in Chapter 10-6-2 (A) that requires all community services uses shall be reviewed as conditional uses according to the procedures established in Chapters 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. The following criteria must be satisfied in order for this request to be approved.

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: Staff reviewed the policies under each Goal element of the Comprehensive Plan for specific policies that would be applicable to the request that would not otherwise be addressed through the applicable review procedures, criteria or standards contained in the Zoning Ordinance. No specific policies were noted that would be directly applicable to a proposed use that are not otherwise covered under the standards of the affected zones, or the specific requirements for community services uses, conditional use review criteria or site plan review.

Conclusion: The applicant's request will comply with the applicable policies of the Umatilla City Comprehensive Plan if the request is found to meet all of the applicable review criteria and standards of the Zoning Ordinance as outlined in this report. The request is found to comply with the applicable criteria and standards of the Zoning Ordinance as addressed in this report. This criterion is met.

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 UCZO. If the request is found to meet all of the criteria addressed in this report the request will also met this standard.

Conclusion: The request is found to comply with all of the applicable criteria of the UCZO as addressed in this report. This criterion is met.

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 request is to expand an existing community service use already established within the community. The function of the school would remain the same and the student population is not anticipated to increase as a direct result of the addition and gymnasium. The expansion is necessary to accommodate the school districts needs and anticipated growth.

Conclusion: The request is to expand an existing community service use that serves a need within the community. The addition enhances the current uses of the property and is necessary to accommodate the school districts need. This criterion is met.

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.
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 request is to expand the existing use of the property. The existing elementary school building was established on the property in 1975. The existing school has been compatible with the surrounding uses with limited impacts to the neighborhood and community. The addition and gymnasium are not anticipated to increase impacts to the neighborhood or community. The primary use of the property will remain as an elementary school and the student population is not anticipated to increase as a direct result of this request.

Conclusion: The site is already established as an elementary school. The addition and gymnasium would not significantly alter the established use of the property. These criteria are met.

UCZO 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:

- B. Schools: In considering a conditional use application for a public or private school facility, the Planning Commission shall make findings that the site location best serves the intended area, access to the site is adequate, and impacts on surrounding properties and appropriate mitigating measures are identified.
 1. Day nurseries and kindergartens shall provide and maintain at least one hundred (100) square feet of outdoor play area per child. A sight-obscuring fence at least four feet (4') high, but not more than six feet (6') high, shall separate the play area from abutting properties. The outdoor play area shall not be located in front of the building.

Findings: The existing outdoor play area is 209,682 square feet. The school has a student

population of 655 students. That results in approximately 320 square feet of outdoor play area per child.

Conclusion: The existing school has approximately 320 square feet of outdoor play area per child in excess of the 100 square foot per child standard. This criterion is met.

2. Primary schools shall provide one acre of site area for each ninety (90) pupils or one acre for every three (3) classrooms, whichever is greater.
3. Elementary schools shall provide one acre of site area for each seventy five (75) pupils or one acre for every two and one-half (2¹/₂) classrooms, whichever is greater.

Findings: The property is used as an elementary school not a primary school. Umatilla County records show the subject property is 8.85 acres. To maintain the one acre per 75 students ratio the existing site could accommodate 663 students. The school currently has 655 students.

Conclusion: The subject property meets the required ratio of one acre of site area per 75 students. This criterion is met.

CUZO Chapter 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.

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 subject property has been developed with automatic irrigation including along the street frontages. The irrigation will be modified to incorporate the addition and gymnasium.

Conclusion: The existing irrigated landscaping meets these requirements and will be modified and maintained to incorporate the addition and gymnasium.

- c. Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

Findings: The existing outdoor storage and garbage collection will not be affected by the building additions.

Conclusion: The existing outdoor storage and garbage collection meets this standard. This criterion is met.

- 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.
- 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 site has been improved to City standards. Vehicle traffic patterns and counts are not expected to increase. Site access, traffic direction and traffic flow will not be modified. Therefore, no improvements within the right of way are necessary to serve the proposed development.

Conclusion: The right of way surrounding the property has been improved to City standards and is sufficient to accommodate the existing use. Student enrollment at the school is not anticipated to increase as a result of this request. Therefore, vehicle and pedestrian traffic are not anticipated to increase. These criteria are met.

- 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.

Findings: The site has been developed with hardscape sidewalks to provide onsite pedestrian circulation. To the extent practical the onsite sidewalks connect to public sidewalks. New sidewalks will be added to allow student and public access to the entry points of the addition and gymnasium.

Conclusion: The existing development provides onsite sidewalks consistent with this standard. The addition and gymnasium will be served by a sidewalk that connects to the existing onsite pedestrian system. This criterion is met.

- g. The primary building and entry orientation shall be to the fronting street rather than a parking lot.

Findings: The existing building is oriented towards the fronting street. The addition and gymnasium will be oriented to the fronting street.

Conclusion: The building fronts will be oriented towards the fronting street (Columbia Boulevard). This criterion is met.

- 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.

Findings: The applicant has indicated that special attention has been given to the street façade. The intent is to maximize the buildings efficiency, safety but with consideration to aesthetic appeal. Storefront glass entrances and windows are identified in the administrative additional and similar treatment has been incorporated into the gymnasium entry. Due to natural lighting concerns in a gymnasium window are limited in this space. Photovoltaic panels have been added to the façade to create interest and satisfy the state PV requirement for new public buildings.

Conclusion: The proposed addition and gymnasium are located over 30 feet from a street and are not required to meet the twenty percent display areas, windows or doorways requirement. To the extent practical the buildings incorporated ground floor windows along the fronting street. This criterion is met.

- 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 applicant has indicated that columns, glass vestibules and material changes will help tie the building additions with the vernacular architecture.

Conclusion: The building facades facing a street will include columns and similar architectural elements as required by this standard. 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 proposed use does not include a drive-through use.

Conclusion: The request does not include a drive-through use. This criterion is not applicable.

IV. SUMMARY AND RECOMMENDATION

The applicant, Design West Architects, is requesting approval of a conditional use and site plan review to add a 2,670 square foot addition to the existing school and a new 7,245 square foot gymnasium. The request appears to meet all of the applicable criteria and standards for this type of community services 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, staff recommends approval of Conditional Use, CU-1-18, and Site Plan Review, SP-1-18, 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 prior to starting construction.
2. 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.
3. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

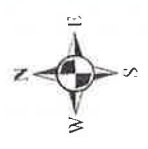
VI. EXHIBITS

Exhibit A – Public notice map

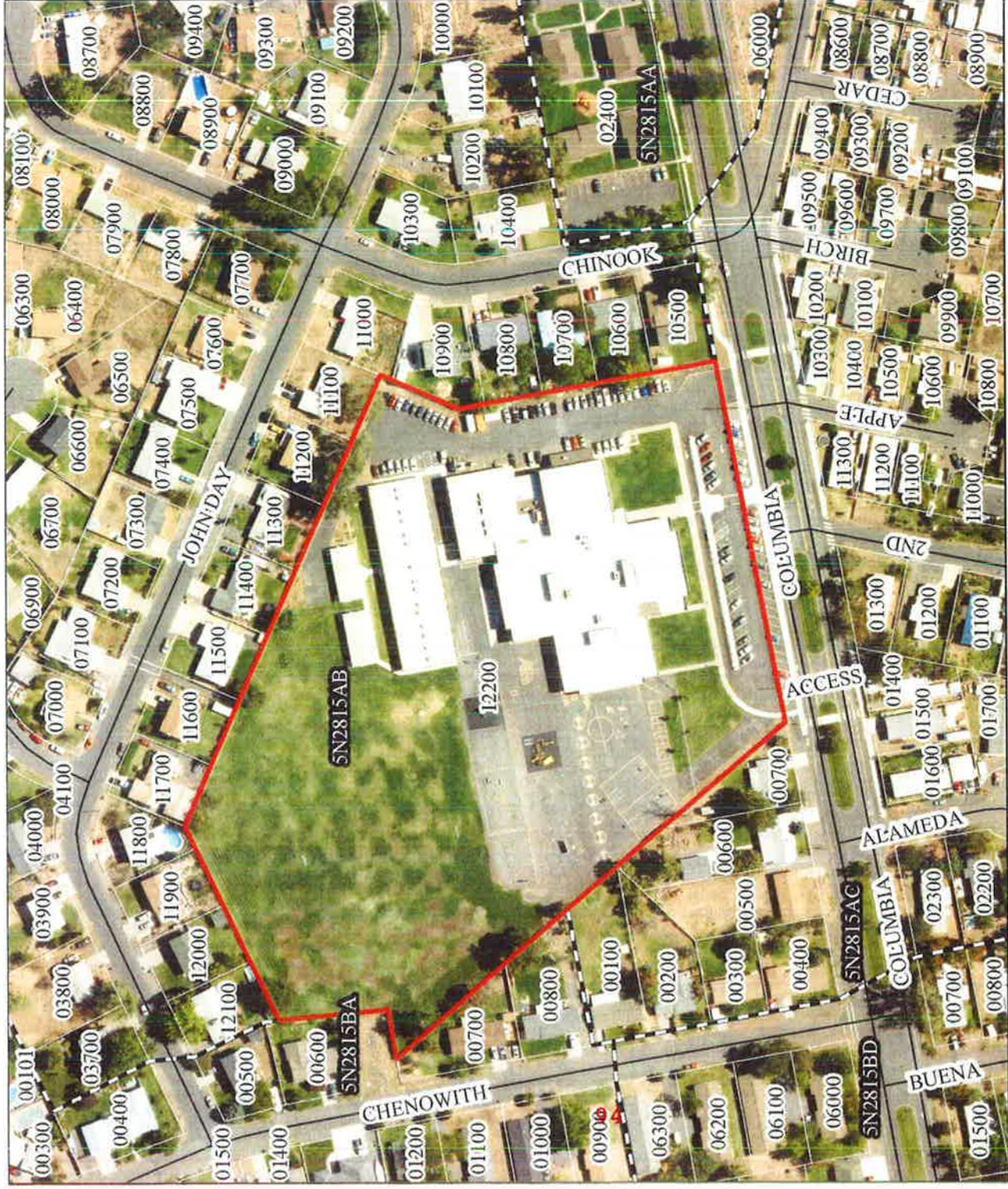
Exhibit B – Applicant’s composite plan and rendering/floor plans

**PROPERTY OWNERS WITHIN 100'
NOTICE AREA
FROM SUBJECT PARCEL**

MAP	TAXLOT	OWNER
5N2815AB	10600	TUNEYCK ROAK D
5N2815AB	10650	APARICIO IRANESCO G
5N2815AB	10700	SAWYER JUDITH A
5N2815AB	10800	CORIA OLIFIO
5N2815AB	10900	ALVARADO ANTONIO LUIGO & MARIA G V G
5N2815AB	11000	BAUSTERT JOHN W ETAL
5N2815AB	11100	BAUSTERT JOHN W ETAL
5N2815AB	11200	BERNA JESUS CARRILLO
5N2815AB	11300	ALCORN JANE L
5N2815AB	11400	MORRIS BRIAN P & REBECCA L PERKINS PAULA
5N2815AB	11500	MILLIHEM THERESE M
5N2815AB	11700	FRANCIS ROGER L & RUTH L
5N2815AB	11800	CARLSON THOMAS E & DEBRA L
5N2815AB	11900	SURBER CASBY J
5N2815AB	12000	MADRIGAL FERNANDO C
5N2815AB	12100	GARCIA CHRIS & DOMITILA
5N2815AB	12200	SCHOOL, DIST #6
5N2815AC	100	CAIN JAMES M & LINDA K
5N2815AC	200	MCCLENAHLEN KEVIN E
5N2815AC	300	CORIA JOSE
5N2815AC	600	CORIA JOSE C & INES M
5N2815AC	700	SANGUINO ANTONIO & ALICIA
5N2815AC	10300	LEON FROYLAN
5N2815AC	11300	MUI VANEY JAMES
5N2815BA	500	JOURNOT MELODY
5N2815BA	600	BETHL ROBERT M & JANET L (TRS)
5N2815BA	700	CORIA GERARDO & ADELFA
5N2815BA	800	LEON JOSE M
5N2815BA	1100	RODRIGUEZ OCTAVIO & BEATRIZ
5N2815BA	1200	HERSCH BRIAN R
5N2815BA	1300	ORTIZ RAMON



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Brandon Seitz, on 2/6/2018



**CONDITIONAL USE REQUEST (CU-1-18)
DESIGN WEST ARCHITECTS; APPLICANT
UMATTILLA SCHOOL DISTRICT; OWNER
MAP #5N2815AB, TAX LOT 12200**

Exhibit A

Legend
 Subject Property
 ——— Streets
 Tax Lots

Assessor's Maps

Exhibit B



OVERALL RENDERING

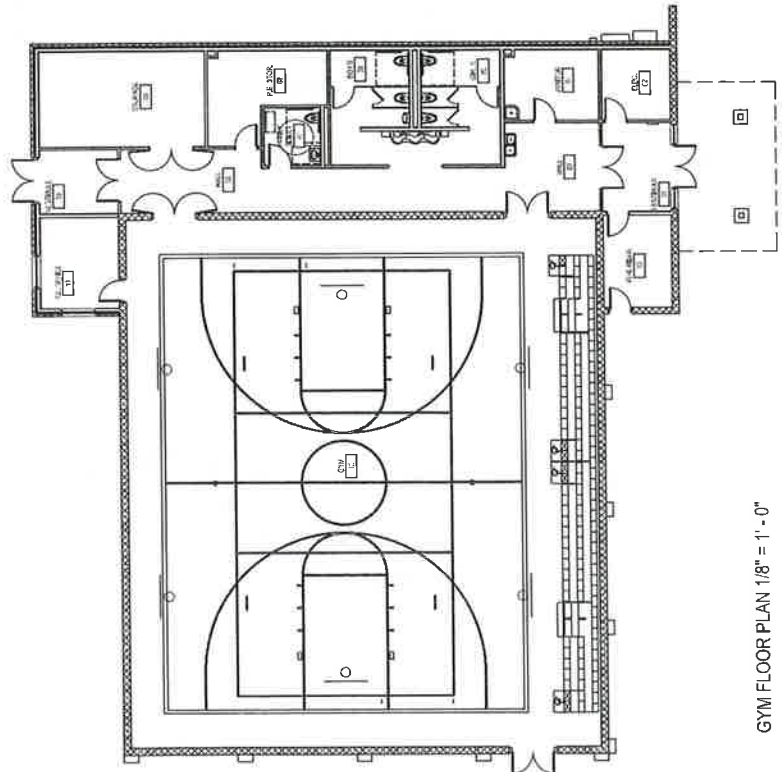


ADMIN ADDITION RENDERING

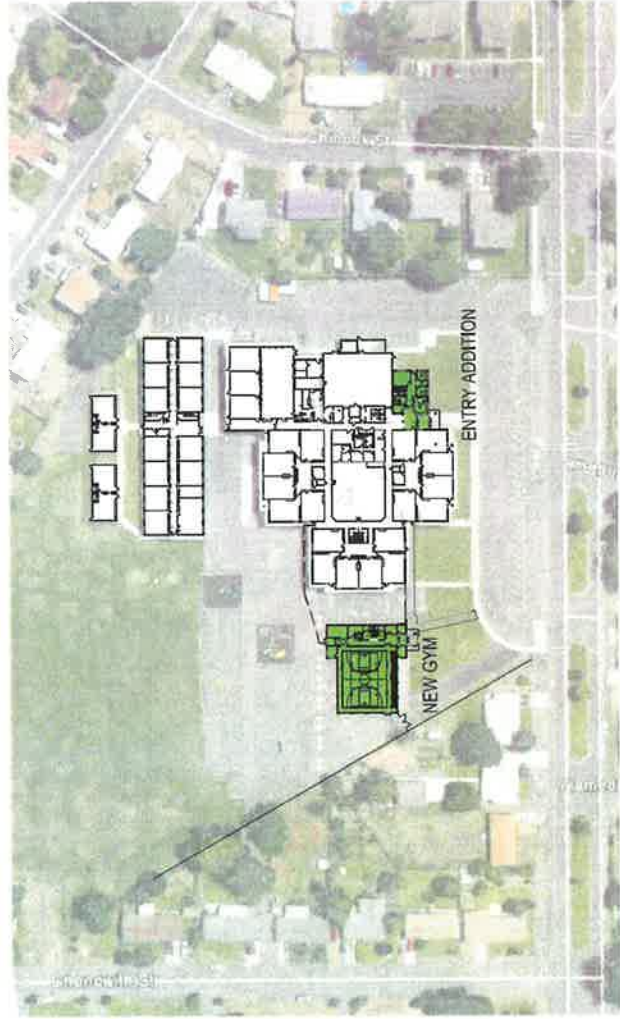


GYM ENTRY RENDERING

M McNARY HEIGHTS ELEMENTARY SCHOOL ADDITION AND RENOVATIONS



GYM FLOOR PLAN 1/8" = 1'-0"



ENTRY ADDITION FLOOR PLAN 1/8" = 1'-0"

