Findings of Fact for Appeal of Hermiston High School

Conditional Use Permit

November 8, 2021

600 S 1st Street

HERMISTON SCHOOL DISTRICT
HERMISTON HIGH SCHOOL CLASSROOM ADDITION BUILDING CONDITIONAL USE PERMIT AND SITE PLAN REVIEW APPLICATION

Written Statement

1.0 PROJECT INFORMATION

Applicant's Request:	Hermiston School District #8R requests Conditional Use Permit and Site Plan Review application approval to develop a new thirteen-classroom addition building and subsequent site improvements on the Hermiston High School campus.
Property Owner:	Hermiston School District #8R 305 SW 11th St. Hermiston, OR 97838 541.667.6000
Applicant:	Tricia Mooney, Superintendent Hermiston School District #8R 305 SW 11th St. Hermiston, OR 97838 541.667.6000
Applicant's Representative:	Colin McArthur, AICP Cameron McCarthy 160 E. Broadway, Eugene OR 97401 541.485.7385 cmcarthur@cameronmccarthy.com
Project Name:	Hermiston High School Classroom Annex Building
Subject Property:	Assessor's Map No. 4N2810DD Tax Lot 00300; Tax Lot 00400
Location:	600 S 1st Street
Property Size:	33.94 acres (1,478,426 square feet)
Development Area:	6.14 acres (267,684 square feet)
Zoning Designation:	R-2 Duplex Residential
Overlay Zoning Designation:	None
Plan Designation:	LDR Low Density Residential
Plan Overlay Designation:	None

2.0 DESCRIPTION OF PROPOSAL

Hermiston School District #8R (the Applicant) requests Conditional Use Permit and Site Plan Review application approval to develop a new thirteen-classroom addition building on the Hermiston High School campus. The site is located north of the existing Hermiston High School between Weber Field and the newly paved parking lot. The new building is a two-story, 22,800 square-foot addition to the high school campus. The proposed development also includes an expansion to the existing parking lot north of the existing high school.

The subject site is comprised of two parcels identified on Assessor's Map No. 4N2810DD; Tax Lot 00300 and Tax Lot 00400. The property is zoned R-2 Duplex Residential. The subject property is located within Hermiston city limits, and accordingly within Hermiston's UGB. The subject site is owned by the Applicant. The site is centrally located between downtown to the east, and predominantly residential to the south and west, making the site ideal for educational use. The site is bordered by S 1st Street to the east, and W Highland Avenue to the south, with SW 7th Street to the far west, and W Orchard Avenue to the north. The proposed addition building complements the existing educational and athletic facilities already located on the development site. Existing facilities surrounding the proposed development include a baseball field at the eastern edge of the site with McKenzie Park further north, Kennison Field (football) to the west, and Hermiston High School further south.

As shown on Sheet L2.00 Overall Site Plan, the proposed development includes a north parking lot expansion, high school addition, two greenhouse buildings, and improved pedestrian and vehicular site access. The north parking lot expansion includes two dry plant beds at the north of the parking lot, an 8-foot wide sidewalk to the east and west, proposed lighting, and a two-lane drive on the western side, with a 36-foot driveaway along West Orchard Street. An irrigated lawn is located at the south end of the parking lot, which leads into asphalt paving further south, with a grassy swale stormwater treatment and irrigated lawn to the east, and the new building to the south. As noted, this is a two-story, 22,800 square-foot addition to the high school campus.

Pedestrian circulation is provided around the perimeter of the irrigated lawn, and west and east of the addition, cutting east along a lawn berm adjacent to Weber Field. Two greenhouse buildings are located south of the addition, sited on vehicular concrete, and also includes a plant bed stormwater treatment. The existing fence is to remain along the east overflow parking lot, with a new driveway proposed leading onto South First Street. A new sidewalk and curb are proposed along the east side.

The Applicant proposes an addition that will complement and align with the established character of the existing high school. As a separate building, it must also maintain an individual identity that is able to adapt to future needs of the district.

The new addition will be joining an existing campus, most of which was added in a 2000 Addition and Renovation project. Much of the existing high school's CTE, visual arts classrooms, and media centers are clad in a corrugated metal panel, a material that juxtaposes the primarily brick exterior of the school. Similar to the existing school, the new addition will feature a neutral-tone brick on the three classroom groups.

The CTE/lab portion of the addition has a footprint that protrudes from the classrooms, as well as a shed roof. It will be clad in a metal panel like that which has been used elsewhere on campus, but one easier to maintain. These choices bring emphasis to the lab block, distinguishing it from adjacent spaces and allowing it to be slightly larger. The slope of the shed roof differs from the roof line on the rest of the new addition. Visually, it creates a link to the existing high school where CTE spaces have similar roof slopes for shed light monitors. The nearest parallels to the shed roof on the new addition are found just across the planned courtyard and outdoor learning space in the sloped

roof lines of the Wood Shop.

In order to highlight the main entry and stair volumes, the circulation nodes of the new addition, the building uses a transparent curtain wall system. This system is a glass wall assembly that will provide plenty of light into these areas of the addition, and also allows for transparency into and out of the building. This transparency creates visual connection in all directions. In combination with the double doors that open from the Ag Lab toward the existing high school, every side of the new addition—in addition to windows throughout—have visual or physical openings to the larger campus. The glass at the main entry of the addition also speaks to the glass at the main entry of the existing high school creating gentle continuity.

In summary, the applicant requests Site Plan Review approval, and a Conditional Use Permit approval per HC §157.208. Findings of compliance with applicable approval criteria are provided in Section 4.0.

SUBMITTAL REQUIREMENTS

1. Described below are each of the required procedural and informational requirements necessary for the submittal of a Conditional Use Permit application. Findings of compliance with applicable provisions are provided in Section 4 Approval Criteria and Standards.
    a. Conditional Use Permit Filing Fee
        i. The required filing fee for the CUP is provided with the initial submittal.
    b. Written Statement
        i. A written statement is provided as part of initial application submittal. Findings of compliance with applicable criteria in HC §157.208 are provided in Section 4.0.
    c. Evidence that applicant is owner or purchaser of the property or has written permission of such owner to make an application for the proposed use.
        i. A deed and title report are pending.
    d. Two copies (one digital copy) of a site plan (11" x 17") drawn to scale, showing the location of the property concerned, the location of all proposed or existing building(s), highways, streets and alleys.
        i. A site plan is included in Exhibit A.
    e. Building elevation drawings
        i. This information is provided on Sheets A3.01, A3.02, and A4.01 (Exhibit A).
    f. Lot lines and dimensions, including all easements
        i. This information is provided on Sheet L2.00 Overall Site Plan (Exhibit A).
    g. Location and dimension of existing structures to remain, proposed buildings or improvements, and the height of structure
        i. This information is provided on Sheet C1.00 Site Plan (Exhibit A).
    h. The gross floor area of existing structures to remain and proposed structures
        i. This information is provided on Sheet L2.00 Overall Site Plan (Exhibit A).
    i. All points of access to public and private rights-of-way and easements
        i. This information is provided on Sheets L1.00 and Sheet L2.00 (Exhibit A).
    j. All existing and proposed streets or other rights of way
        i. This information is provided on Sheets L1.00 and Sheet L2.00 (Exhibit A).
    k. Off-street parking lot location and design, including all existing and proposed driveways and required parking spaces (including handicapped spaces)
        i. This information is provided on Sheet L2.00 (Exhibit A).
    l. Existing and proposed curbs, gutters and sidewalks
        i. This information is provided on Sheet L2.00 (Exhibit A).
    m. Contour lines
        i. This information is provided on Sheet L4.00 Overall Grading Plan (Exhibit A).
    n. A landscaping plan showing species name, planting method, size, height, caliper and location of

plants, and the method of irrigation. The type and design of non-living material must be specified. Existing trees and significant plant groupings must be shown, as well as the method of tree protection during construction (if applicable) and the method of protection of the finished landscape area. Show the total landscaped area in square feet.
    i. This information is provided on Sheet L2.01, L2.02, L2.03 (Exhibit A).

o. All existing and proposed waterways
    i. This item is not applicable.
p. All existing and proposed pedestrian areas
    i. This information is provided on Sheet L2.00 (Exhibit A).
q. Loading and unloading areas
    i. This information is provided on Sheet L2.00 (Exhibit A).
r. Utility lines and service areas
    i. This information is provided on Sheet C1.00 (Exhibit A).
s. Drainage and runoff areas
    i. This information is provided on Sheet L2.01, L2.02, L2.03 (Exhibit A).
t. Fencing and landscape screens
    i. This information is provided on Sheet L2.01, L2.02, L2.03 (Exhibit A).
u. For multi-family residential projects, the number of units by number of bedrooms
    i. This item is not applicable.
v. Exterior lighting and signs
    i. This item is not applicable.
w. Trash receptacle enclosures, which are, required for all exterior trash receptacles
    i. This information is provided on Sheet L2.00 (Exhibit A).
x. Proposed use of property, if known
    i. This information is provided on Sheet G0.00 Cover Sheet (Exhibit A).
y. Any other information felt necessary to aid in the consideration of the application
    i. This information is provided on all other sheets provided in the Plan Set (Exhibit A).
z. Legal description
    i. A legal description is pending.
aa. Vicinity map
    i. A vicinity map is provided on Sheet G0.00 Cover Sheet (Exhibit A).
bb. Hermiston Irrigation District Certification
    i. The Hermiston Irrigation District Certification is provided in Exhibit D.
cc. Umatilla County Road Department or Oregon Department of Transportation access permit (if accessing a county or state highway)
    i. The site does not access a county or state highway: this item is not applicable.

4.0 APPROVAL CRITERIA & STANDARDS

As noted previously, Hermiston School District #8R (the Applicant) requests Conditional Use Permit and Site Plan Review application approval to develop a new thirteen-classroom addition building and subsequent site improvements on the Hermiston High School campus.

As shown on Sheet C1.00 Site Plan (Exhibit A), the site design proposes a thirteen-classroom addition building, two greenhouse structures, and associated landscaping improvements, namely irrigated lawn to the north, five proposed new trees to the northwest, a lawn berm to the east along Weber Field, and stormwater treatment landscapes to the north and south of the annex. The west parking lot will be expanded to the north as part of the proposal. Currently, 120 parking stalls exist (16 ADA stalls) in the north lot. The parking lot expansion proposes 254 stalls (12 ADA).

The subject site is zoned as R-2 Duplex Residential and is in accordance with standards and procedures outlined in Title XV – Land Usage – of the municipal code and the Comprehensive Plan. The applicability of the development criteria necessary for a Conditional Use Permit per HC §157.208 is outlined below.

1. The proposal is in conformance with the comprehensive plan and zoning ordinance:

This Conditional Use Permit application is in accordance with the applicable criteria listed below from the Hermiston Comprehensive Plan. The applicable policies and implementing actions are provided in **bold** text. Findings addressing compliance with each policy are provided in plain text. The findings demonstrate that the proposal is in conformance with the applicable comprehensive plan policies and standards outlined in the R-2 zone.

POLICY 26: Schools

The City of Hermiston will support and facilitate the provision of high quality elementary and secondary education in the community.

Implementing Actions:
1) ***
2)May engage in joint planning activities with the school district and county intermediate educational district to:
-Identify future facility needs;
-Acquire appropriate sites;
-Utilize school facilities during non-school hours for community educational and recreational activities.

The Applicant proposes the development of a thirteen-classroom addition building, two greenhouse structures, and associated landscaping improvements located north of Hermiston High School. The proposed development enables the provision of high-quality educational facilities, which directly aligns with Policy 26. Not only does the proposed development satisfy future facility needs for the school district, but the development also serves the broader community for educational and recreational purposes. This Policy is satisfied.

POLICY 29: Local Government Services and Facilities

The City of Hermiston will promote adequate and efficient provisions of local government services and facilities.

Implementing Actions:
1) Will continue to concentrate public facilities at fairgrounds site as this facilitates public access. Improve pedestrian and bicycle access and on- site parking, to minimize impacts on surrounding neighborhoods, through the use of the CIP planning process.
2) ***

Policy 29 and associated implementing actions seek to provide services in an efficient manner, mainly by concentrating public facilities at the Fairgrounds site. The Applicant's proposal is in direct agreement with this policy, as the proposed development is located at the former Fairgrounds site north of Hermiston High School. To improve pedestrian and bicycle access, as well as provide on-site parking, a new parking lot addition is proposed north of the existing High School and includes a new sidewalk eight feet wide to the east to support circulation on and through the site. This Policy is satisfied.

Hermiston Zoning Code

The proposed development is also in accordance with the Hermiston Zoning Code given a school is a conditional use

in the R-2 zone per §157.026(B)(1). In a R-2 zone, a use permitted as a conditional use in a R-1 zone and their accessory uses are permitted (§157.025 (B-6)). The proposed development includes a thirteen-classroom addition building, two greenhouse structures, associated landscaping improvements, and expansion of the west parking lot to the north. §157.026(C) states that in a R-2 zone, minimum lot depth shall be 80 feet, and the minimum lot width shall be 60 feet. As shown on Exhibit C, the lot exceeds these requirements.

§157.210(A) of the Hermiston Code of Ordinances establishes that conditional uses must have setbacks which are at least two thirds the height of the principal structure. In this case, the principal structure is 34 feet and 8 inches at the highest point, necessitating a 23-foot setback from all lot lines. Provided setbacks are over 72 feet on all sides. §157.026(E) states that in a R-2 zone, no building shall exceed a height of 35 feet. The maximum height of the tallest building is 34 feet and 8 inches. §157.026(F) states in a R-2 zone, buildings shall not occupy more than 45% of the lot area. Tax Lot 4N2810DD 00300 is 17.95 acres (781,902 square feet). The proposed new building is 12,078 square feet, and therefore is 1.5% of the lot area.

Per §157.175 Off-Street Parking Requirements and Table 157.176, high schools require 1.5 spaces per classroom plus one space for each six students or one space per four seats or eight feet of bench length in the main auditorium, whichever is greater. In this context, 402 spaces would be required. Calculations are illustrated in Exhibit E and provided below:

- 1.5 spaces x (73 existing classrooms + 13 new classrooms in Addition) = 129 spaces
- 1637 students x (1space/6students) = 273 spaces
- Total = 402 spaces required (662 provided)

Proposed parking numbers totaling 662 spaces, as shown in Exhibit E Parking Analysis, and provided below:

- North Parking Lot: 254 space total (12 ADA)
- Overflow Parking Lot: 145 spaces total (5 ADA)
- Stadium Parking Lot: 36 spaces total (13 ADA)
- Main Parking Lot: 227 spaces total (8 ADA)

§157.179 Design Requirements outline the following design standards for Off-Street Parking:

(A) Hard surfaces required; maintenance. Areas used for standing and maneuvering of vehicles shall have a hard surface and be maintained adequately for all-weather use and so drained as to avoid flow of water across a property line.

(B) Minimal resident disturbance. Except for parking to serve single or duplex residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a sight-obscuring fence of not less than five or more than six feet in height except where vision clearance is required.

(C) Extension beyond property line prohibited. Parking spaces within a parking lot shall be designed and constructed so that no portion of a parked vehicle, including an opened door, will extend beyond the property line.

(D) Glare from lighting prohibited. Artificial lighting which may be provided shall not create or reflect substantial glare in a residential zone or on any adjacent dwelling.

(E) Access aisles. Access aisles shall be of sufficient width for all vehicle turning and maneuvering.

(F) Driveways required. All parking spaces, except single-family and duplex residential, shall be served by a driveway so that no backing movements or other maneuvering within a street other than an alley will be required.

(G) Safety for traffic and pedestrians required.

(1) Off-street parking areas. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives.

(2) Minimum vision clearance area. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway center-line, the street right-of-way line and a straight line joining the lines through points of ten feet from their intersection.

The proposed North parking lot expansion will include lighting and associated ADA parking. This lot will be constructed with a durable asphalt surface. The parking lot expansion also includes widening the current driveway at Orchard Ave. from two lanes at 24 feet to three lanes at 36 feet. The applicant proposes increasing the size of the North parking lot in an attempt to balance parking and congestion to streets surrounding the school. In particular, the proposed design seeks to reduce traffic through the intersection at S First Street and Highland Avenue.

The overflow parking lot (former fairgrounds lot) is going to be re-striped with the asphalt paving to remain. This parking lot does not provide direct access to Weber Field, the high school or the new addition project and is to be used as an overflow/staff parking lot. This lot will be reduced by 45 spaces in an attempt to reduce traffic onto S First Street. The driveway will be relocated to the north in order to provide additional spacing between driveways. The design also includes a pedestrian connection along the north side of the high school that directs pedestrian traffic towards the existing mid-block crossing location and away from the congested intersection at S First Street and Highland Avenue.

As such, proposed parking with include hard surfaces per criterion A, and result in minimal resident disturbance per Exhibit C Setback Diagram, as the parking is located at least 230 feet from residential properties per criterion B. Per criterion C, no parked vehicle will extend beyond the property line, and lighting will not create or reflect substantial glare per criterion D. Access aisles are of sufficient width for vehicle turning and maneuvering as shown in Exhibit A Plan Set, per criterion E. Driveways are provided, per criterion F, and safety for traffic and pedestrians is illustrated in Exhibit A Plan Set with designated pedestrian concrete, lighting, and plantings.

In sum, the proposed development is in accordance with the Hermiston Zoning Code, as summarized on Sheet C1.00 Site Plan (Exhibit A).

2. The property is adequate in size and shape to accommodate the proposed use, together with all other zoning requirements and any additional conditions imposed by the planning commission:

The property is owned by the Applicant. The site is fully contained within the Urban Growth Boundary (UGB). The total site area is 33.94 acres (1,478,426 square feet) and the subject site is capable of accommodating the proposed development, which is 6.14 acres. As shown on Sheet C1.00 Site Plan (Exhibit A), the proposed site design compactly a thirteen-classroom addition building, two greenhouse structures, associated landscaping improvements, and expansion of the west parking lot to the north.

The site is zoned R-2 and the proposed use is an educational addition building. This use complies with the current

zoning, as specified in the Hermiston Code sections 157.026(B)(1) & 157.025 (B)(10). Given the acreage of the site, and its location adjacent to downtown to the east and residential uses to the south and west, the site is physically capable of accommodating the proposed annex building, greenhouse structures, associated landscaping improvements, and expansion of the west parking lot. Existing facilities surrounding the proposed development include Weber Field (baseball) at the eastern edge of the property, Kennison field to the west, and Hermiston High School to the south. The proposed addition and related improvements are designed to be compatible with these existing amenities. §157.026(F) states in a R-2 zone, buildings shall not occupy more than 45% of the lot area. Tax Lot 4N2810DD 00300 is 17.95 acres (781,902 square feet). The proposed new building is 12,078 square feet, and therefore is 1.5% of the lot area. §157.210(A) of the Hermiston Code of Ordinances establishes that conditional uses must have setbacks which are at least two thirds the height of the principal structure. In this case, the principal structure is approximately 34 feet and 8 inches at the highest point, necessitating a 23-foot setback from all lot lines. Provided setbacks are over 72 feet on all sides. As such, the proposed development is adequate in size and shape to accommodate the proposed use, as summarized on Sheet C1.00 Site Plan (Exhibit A).

3. Public facilities are of adequate size and quality to serve the proposed use:

As previously noted, the proposed development includes a thirteen-classroom addition building, two greenhouse structures, and associated landscaping improvements, namely irrigated lawn to the north, five proposed new trees to the northwest, a lawn berm to the east along Weber Field, and stormwater treatment landscapes to the north and south of the addition. The west parking lot will be expanded to the north as part of the proposal. Currently, 111 parking stalls exist (10 ADA stalls). The parking lot expansion proposes an additional 143 stalls (2 ADA) for a grand total of 254 parking stalls (12 ADA). The site is already serviced by municipal water and sewer lines.

Additional findings pertaining to electrical and utility capacity are provided below.

Electrical

Parking and traffic areas will be illuminated by 20 to 25-foot poles with full cut-off LED fixtures. These poles will be mounted on above grade pole bases to help prevent incidental damage to the poles. Exterior building and pedestrian areas, walkways and paths, will be illuminated by building mounted LED fixtures and 10 to 15-foot pedestrian height poles with full cut- off LED fixtures. These poles, in sidewalks or grass, will be mounted on pole bases flush with the ground. The Parking Lot lighting will be illuminated in accordance with the latest IESNA recommendations, and the Oregon Energy Efficiency Specialty Code. Exterior lighting shall be controlled by an astronomical digital integrated timer with multiple timer setting functions for possible dark campus.

Sanitary Sewer

Onsite sewer will be six-inch or eight-inch PVC sewer pipe. The proposed sewer lateral will gravity flow to the existing onsite sewer main northeast of the proposed building. This existing sewer main eventually flows to Orchard Street. Current building penetrations are assumed and yet to be coordinated.

Water System

The onsite water system will connect to the existing water main in the drive aisle north of the existing high school. The new fire water main is anticipated to be a six-inch pipe that will provide fire flow to the proposed building. Assumed fire flow is 1,500 gpm at 20 psi, however, no modeling or design has occurred at this time. The water system is anticipated to be a privately-owned fire main. Domestic water will be tapped directly from the onsite water main as a two-inch service line with a two-inch meter. Both the fire and domestic connections will have a backflow device in an underground vault near the point of connection.

Storm System

The onsite parking lot runoff will be captured in a series of catch basins and conveyed via pipes to the existing swale on the west border of the site for treatment and infiltration. The existing swale will be expanded, as necessary, to

accommodate the additional stormwater runoff. Building roof runoff will drain and infiltrate within drywells or swales placed in various locations around the building.

TESC Note

Onsite TESC measures will be required. The District will obtain coverage under an Oregon DEQ 1200-C Permit.

Offsite Improvements

Offsite improvements are pending further discussion with the City and District over the traffic impact analysis (TIA) completed by Kittelson & Associates dated June 15 and August 24 2021. In summary, with adequate mitigation, public facilities are of adequate size and quality to serve the proposed use.

- The Hermiston High School is serviced by three public streets; W Highland Ave, W Orchard Ave, and S 1st St. S 1st Street is classified as an urban major collector. W Orchard Avenue is classified as an urban minor collector. W Highland Avenue is classified as an urban minor arterial.
- The high school has driveway access to each street abutting the site. Driveways onto W Highland Ave and S 1st St are access controlled and limited to entrance or exit movements. One driveway onto S 1st St is full access and one driveway onto W Orchard Ave is full access.
- Crash history for the W Highland Ave/S 1st St intersection shows a higher than expected number of crashes during the last five years (13 crashes were reported). No one type of crash is predominant. Safety improvements may improve the overall function and safety of the intersection.
- Traffic volumes at W Highland Ave/S 1st St are highest during weekday afternoon times between 4:45 and 5:45 PM. However, relatively comparable volumes are seen during weekday morning and school afternoon peak hours.
- Westbound traffic at the W Highland Ave/S 1st St intersection sees significant queues during weekday morning, midday, and school afternoon hours. Observations show that the traffic queue extends eastward across the railroad crossing approximately 420 feet east of the intersection. Traffic entering Highland from the 395/Highland intersection encounters this standing queue and increases the queue length. The intersection operates above LOS D for the bulk of the day, but brief periods fall to LOS F.
    - The westbound vehicle delay occurs for a relatively short period each day and dissipates as school related traffic volumes decrease.
    - Midday peak hour vehicle queues form due to excessive delay attributable to pedestrian activity at the intersection as students leave and return to campus for lunch.
    - Pedestrians were observed to cross in large groups that stretch across multiple legs of the intersection causing long delays.
    - One incident in the crash history involved a pedestrian incident.
- The intersection of W Orchard Ave/S 1st St sees congestion during weekday AM and PM, and school PM peak hours due to the proximity of the intersection to the Orchard/395 signal. When the signal is green for Orchard Ave movements, congestion eases but then builds again waiting for the next signal cycle.
- The driveways accessing S 1st St contribute to the congestion at the W Highland and W Orchard intersections as all vehicles using the S 1st Street parking lots must travel to either intersection to exit the facility.
- A signal warrant analysis performed for the W Highland Ave/S 1st St intersection shows that of the nine criteria meriting installation of a signal, the intersection meets only one criterion, that of crash history. The standards of the MUTCD note that "…satisfaction of a signal warrant or warrants shall not in itself require installation of a traffic signal." Adequate mitigation measures for preservation of LOS at this intersection will require installation of a signal within a short planning horizon. The evidentiary record demonstrates that Hermiston High School operations contribute significantly to LOS degradation and a financial contribution by the school district is necessary to achieve a proportional mitigation of impact.

- Signalization of the W Highland Ave/S 1st St intersection will require installation of communication equipment for the Highland/395 intersection and will potentially require installation of crossing arms and safety equipment for the railroad crossing.
- The Hermiston School District states that the high school annex under consideration will not generate a near-term increase in student enrollment. As a result of the expansion proposed, eight modular classrooms will be removed and 13 permanent classrooms will be constructed, resulting in a net increase of five classrooms.
- Signalization of the W Highland/S 1st St intersection is not proportional to the impact of the development proposed by the school district or any single development. Signalization will have a benefit beyond the scope of any single property and will be a regional benefit. Therefore, it is appropriate for a condition of approval which requires the school district to provide a financial contribution to a future signal.
- Recommendations have been made by the traffic engineer to mitigate the deficiencies resulting from existing traffic operations at the site. Recommendations are incorporated into this report in a supplemental memo from Kittleson & Associates dated August 24, 2021.
- The staff proposes a condition of approval to address the impact of the application on the operation of the intersection. The City has the burden of proof to demonstrate that the condition of approval is reasonably related to the application's impacts. The City Council can find that the record before it contains substantial evidence to show that the impact of the application will be to add additional vehicle trips to an intersection with existing long delays. One of the relevant approval standards requires that the application demonstrate that the public facilities are of adequate size and quality to serve the proposed use. The City Council can find that the application does not satisfy he relevant approval standard based on substantial evidence in the record. The City Council can find that the intersection is presently inadequate and that the application will add additional vehicle trips to the intersection, thus exacerbating the inadequacy so that that the intersection is not of adequate size and quality to serve the proposed uses. However, the City Council can also acknowledge that it is not the applicant's responsibility alone to mitigate the intersection's deficiencies since other vehicle trips also use the intersection. Therefore, the City Council can find (1) that the application does not meet the approval standard but (2)the approval standard can be met with a condition of approval wherein the applicant and the City share proportional financial responsibility for improvements to the intersection that assure that the application can meet the relevant approval standard.

4. The proposed use will prove reasonably compatible with surrounding properties:

The subject site is within the Hermiston High School campus and is adjacent to West Park Elementary School and McKenzie Park. The proposed addition will have direct connection to Hermiston High School as the new development is located directly north of the existing school. The site is centrally located in between downtown to the east, and predominantly residential to the south and west making the site ideal for educational use. Existing facilities surrounding the proposed development include Weber Field (baseball) at the eastern edge of the property, Kennison Field (football) to the west, and Hermiston High School to the south. The proposed addition and related improvements are designed to be compatible with these existing facilities and will add to the portfolio of opportunities available on-site.

More specifically, the Applicant proposes an addition that will complement and align with the established character of the existing high school. As a separate building, it must also maintain an individual identity that is able to adapt to future needs of the district.

The new addition will be joining an existing campus, most of which was added in a 2000 Addition and Renovation project. Much of the existing high school's CTE, visual arts classrooms, and media centers are clad in a corrugated metal panel, a material that juxtaposes the primarily brick exterior of the school. Similar to the existing school, the new addition will feature a neutral-tone brick on the three classroom groups.

The CTE/lab portion of the addition has a footprint that protrudes from the classrooms, as well as a shed roof. It will be clad in a metal panel like that which has been used elsewhere on campus, but one easier to maintain. These choices bring emphasis to the lab block, distinguishing it from adjacent spaces and allowing it to be slightly larger. The slope of the shed roof differs from the roof line on the rest of the new addition. Visually, it creates a link to the existing high school where CTE spaces have similar roof slopes for shed light monitors. The nearest parallels to the shed roof on the new addition are found just across the planned courtyard and outdoor learning space in the sloped roof lines of the Wood Shop.

In order to highlight the main entry and stair volumes, the circulation nodes of the new addition, the building uses a transparent curtain wall system. This system is a glass wall assembly that will provide plenty of light into these areas of the addition, and also allows for transparency into and out of the building. This transparency creates visual connection in all directions. In combination with the double doors that open from the Ag Lab toward the existing high school, every side of the new addition—in addition to windows throughout—have visual or physical openings to the larger campus. The glass at the main entry of the addition also speaks to the glass at the main entry of the existing high school creating gentle continuity.

This site therefore supports the proposed development.

Conclusion

Based on the preceding findings, and the evidence incorporated herein, this request for Conditional Use Permit and Site Plan Review approval establishes compliance with all applicable approval criteria and standards.