

TECHNICAL MEMORANDUM #2

Pendleton IAMPs: Exit 207

Existing Conditions: System Inventory

Date:	February 4, 2020	Project #: 24043
To:	Technical Advisory Committee, Citizen Advisory Committee	
From:	Nick Foster, AICP, Matt Hughart, AICP, Mark Heisinger, and Amy Griffiths; Kittelson & Associates, Inc. Darci Rudzinski, Clinton "CJ" Doxsee, and Emma Porricolo; Angelo Planning Group Dana Kurtz; Anderson-Perry & Associates, Inc.	

This memorandum provides a review of existing land uses and transportation facilities within the vicinity of the I-84 Exit 207 interchange. The information in this memorandum will inform the identification of various opportunities and constraints for meeting the goals and objectives of the interchange area management plan (IAMP).

INTERCHANGE MANAGEMENT STUDY AREA

As shown in Figure 1, the Exit 207 interchange is located on the west side of Pendleton. The figure also shows the Interchange Management Study Area (IMSA), which defines the land use study area. The IMSA includes properties whose development may have a direct impact on the near- and long-term function of the interchange. This includes the Eastern Oregon Regional Airport and surrounding uses.

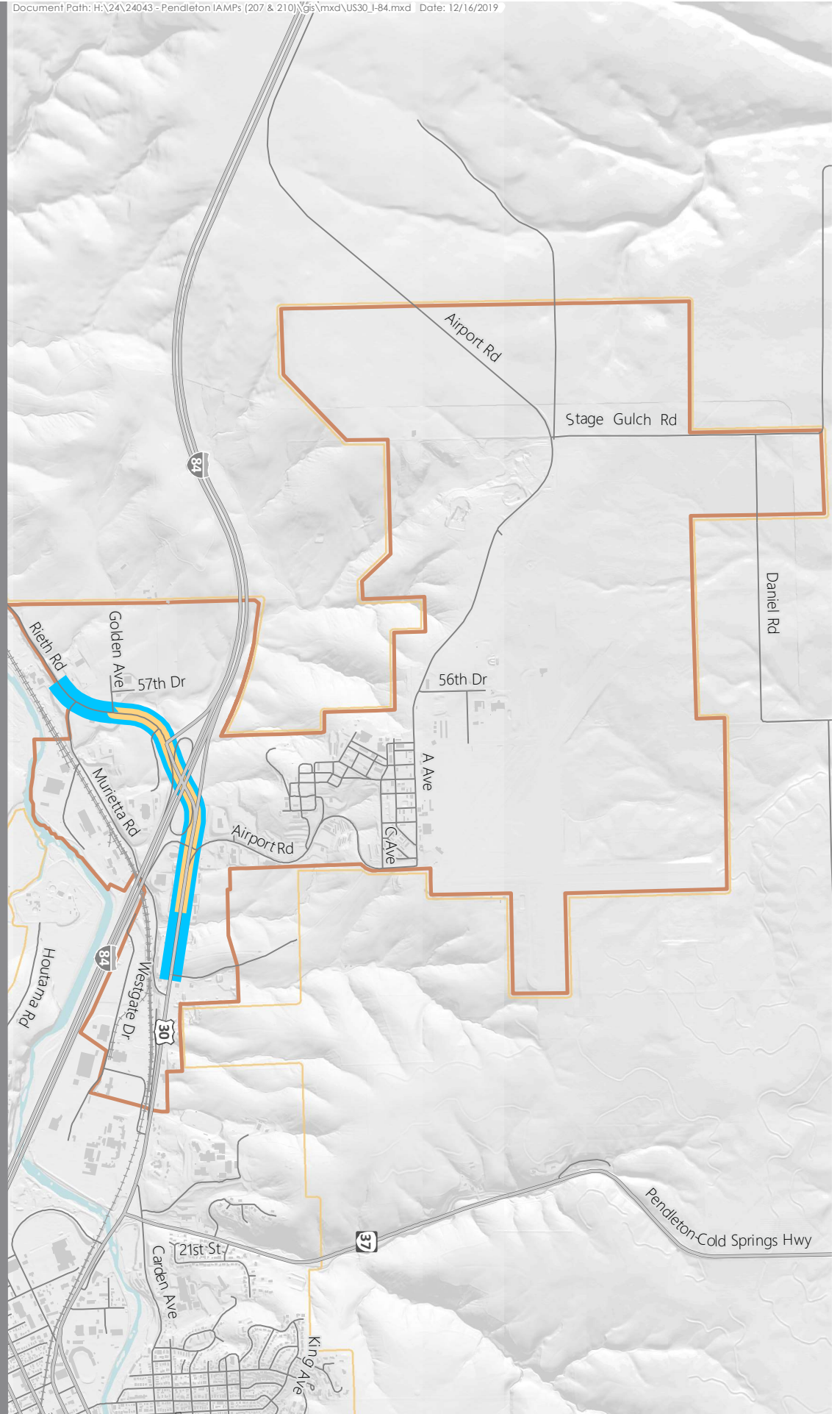
Figure 1 also includes the Operation/Access Study Area (OASA) boundary. This is the area for which operational analysis will be completed and that will be considered in the Access Management Plan element of the IAMP.

EXISTING LAND USE AND DEMOGRAPHICS

This section summarizes existing land use conditions and demographics within the IMSA. More detailed information on these topics is included in Attachment "A."

Existing Zoning

The IMSA is located within the City of Pendleton's Urban Growth Boundary (UGB) and is primarily located within the city limits. The land in the UGB is subject to the land use regulations of the City of Pendleton, which are implemented through the Comprehensive Plan and zoning designations, shown on Figure 2.



- Minimum 1320' IAMP Limits
- Operations/Access Study Area
- Interchange Management Study Area
- Pendleton City UGB



Figure 1

Generally, the zoning in the IMSA primarily consists of industrial and airport associated zones, with the exception of the tourist commercial zoned area directly surrounding the interchange. Additionally, a handful of the properties in the ISMA are not currently within city limits; these areas are zoned for farm use. More information on the uses allowed and regulations within each zoning district can be found in Attachment “A.”

The IMSA contains several subdistricts around the airport area, the districts are primarily focused on industrial and commercial uses. The subdistricts in the IMSA are the following:

- Airport Industrial – Intended to reserve sites near the airport for targeted industrial users.
- Airport Hazard – Intended to reduce hazards and conflicts with airport operations
- Business Park – Intended to provide for a mix of light industrial, heavy commercial, office, and supporting commercial uses in master planned setting.
- Regional Distribution Center – Intended to provide a large site for a regional distribution center with a direct access to Barnhart Road Extension.

More information on the purpose, permitted uses, and lot standards for each subdistrict is found in Attachment “A.”

Existing Uses and Vacant/Developable Land

An inventory of existing land uses and vacant and developable land was produced using Umatilla County’s tax assessor data for tax lots located within or partially within the IMSA. Each tax lot is classified in accordance with ORS 308.215 and, with the exception of specially-assessed properties, the classification is based upon the highest and best use of the property. Tax assessor information for tax lots provides a basic inventory of existing land uses and vacant and developable land. Figure 4 shows the current land uses within the IMSA. Figure 5 shows vacant and redevelopable land by use type within the IMSA.

Properties shown as vacant are based on 2017 County property class codes. Non-farm redevelopable properties – i.e. residential, commercial, and public – are shown using a basic value ratio based on the most recent County assessment of property values. Non-farm properties shown as redevelopable are based on a land value to improved value ratio of 2:1.¹

Based on discussions with City staff, areas located west and north of the airport are currently vacant and there are plans to have city services extended to them. The provision of city services will make these areas more readily developable. These developable areas are generally bounded by Airport Road

¹ Farm properties typically have minimal building improvements on large lots and are generally readily redevelopable. However land use regulations such as zoning typically restrict the type and intensity of development for farming uses. Data shown for current farm uses are assumed to have such restrictive zoning.

to the south, city limits to the west, and Daniel Road to the north. In addition, a portion of the area is associated with the closed and capped City landfill and is not developable.

Most of the land within the IMSA is currently used as an airport and airport supportive uses, which are considered a public use. Other uses, in order of most land to fewest land, include farm, industrial, commercial, and residential. The areas nearest to the interchange exit are primarily public or industrial uses.

There is a large amount of vacant or redevelopable land available for non-farm uses within the IMSA. Overall, there is over 1,200 acres of vacant or redevelopable land, most of which is a public or farm use. The amount of vacant and redevelopable land is likely overestimated as these areas are primarily located adjacent to the airport and may serve airport needs. Similarly, some areas may be vacant or redevelopable due to environmental constraints such as steep slopes. There is no vacant or redevelopable land for residential uses and very little for commercial uses, based on the current zoning. This information is summarized in Table 1.

Table 1 Exit 207 IMSA Vacant and Redevelopable Land by Current Use

Current use	Developed (acres)	Redevelopable (acres)	Vacant (acres)	Undevelopable (acres)	Total (acres)
Residential	8	8	0	0	16
Commercial	47	1	1	0	49
Farm	0	41	568	0	609
Industrial	104	57	36	0	197
Public	862	384	140	156	1,542
TOTAL	1,021	491	745	156	2,413

The largest landowner within the IMSA is the City of Pendleton, which owns approximately 5,500 acres. Information on major tax lot ownership can be found in Attachment “A.”

Demographic Data

Statistical information covering employment, population, and minority populations provides insight into the current conditions within the IMSA. Demographic data for identified populations was gathered using 2010 Decennial Census and 2017 5-Year American Community Survey (ACS) data sources. Note that neither Census Block Groups, associated with ACS 2017 5-Year American Community Survey, nor Census Tracts, associated with the 2010 Decennial Census, fit precisely to the IMSA boundaries. Block groups that are found in the IMSA, but that are largely outside and not representative of the IMSA characteristics, were removed.

The following sections summarize demographic data for the IMSA. Attachment “A” contains more details on the study area’s demographics.

Population

Figure 6 shows the population by Census Block, which provides an indication of the limited population within the IMSA.

Employment

The majority of the IMSA’s paid employees work in construction (16%), manufacturing (35%), wholesale trade (14%), and retail trade (18%). This is consistent with the land uses within the IMSA, including the Airport, adjacent industrial area, and small retail area.

Title VI and Environmental Justice Populations

Figure 3 summarizes demographic data within the approximate area of the IMSA for eight Title VI and environmental justice populations.

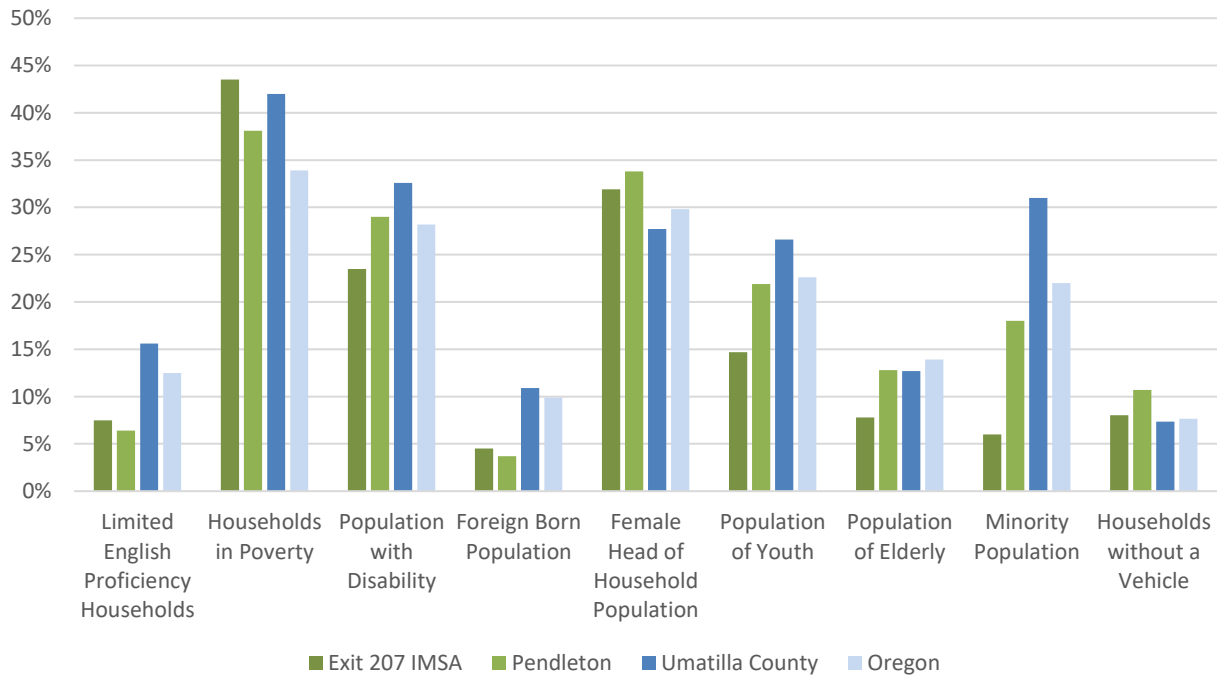











Figure 3 Title VI and Environmental Justice Populations

The demographic information suggests the following:

- The IMSA has a higher percentage of households in poverty than in Pendleton or the State average.
- The percentage of Youth and Elderly populations in the IMSA are less than the Pendleton, Umatilla County, and State percentages.

- Within in IMSA the percentage of females as the head of the household is greater than Umatilla County and the State as a whole.

More information on each of these populations, including maps showing the relative concentrations of each population across the IMSA, can be found in Attachment "A."

-  Minimum 1320' IAMP Limits
 -  Operations/Access Study Area
 -  Interchange Management Study Area
 -  Pendleton City UGB
-
-  Commercial
 -  Farm
 -  Industrial
 -  Public
 -  Residential

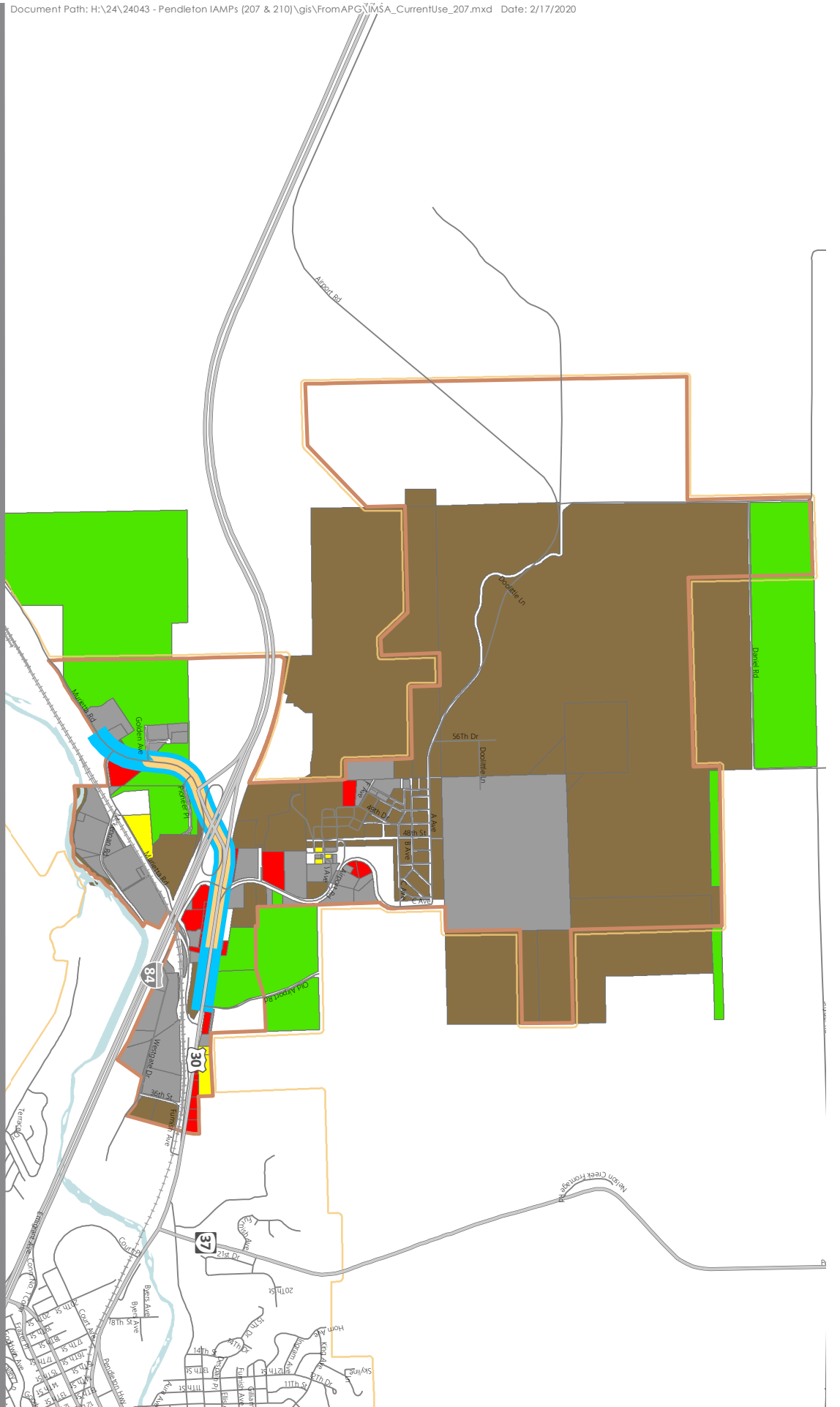
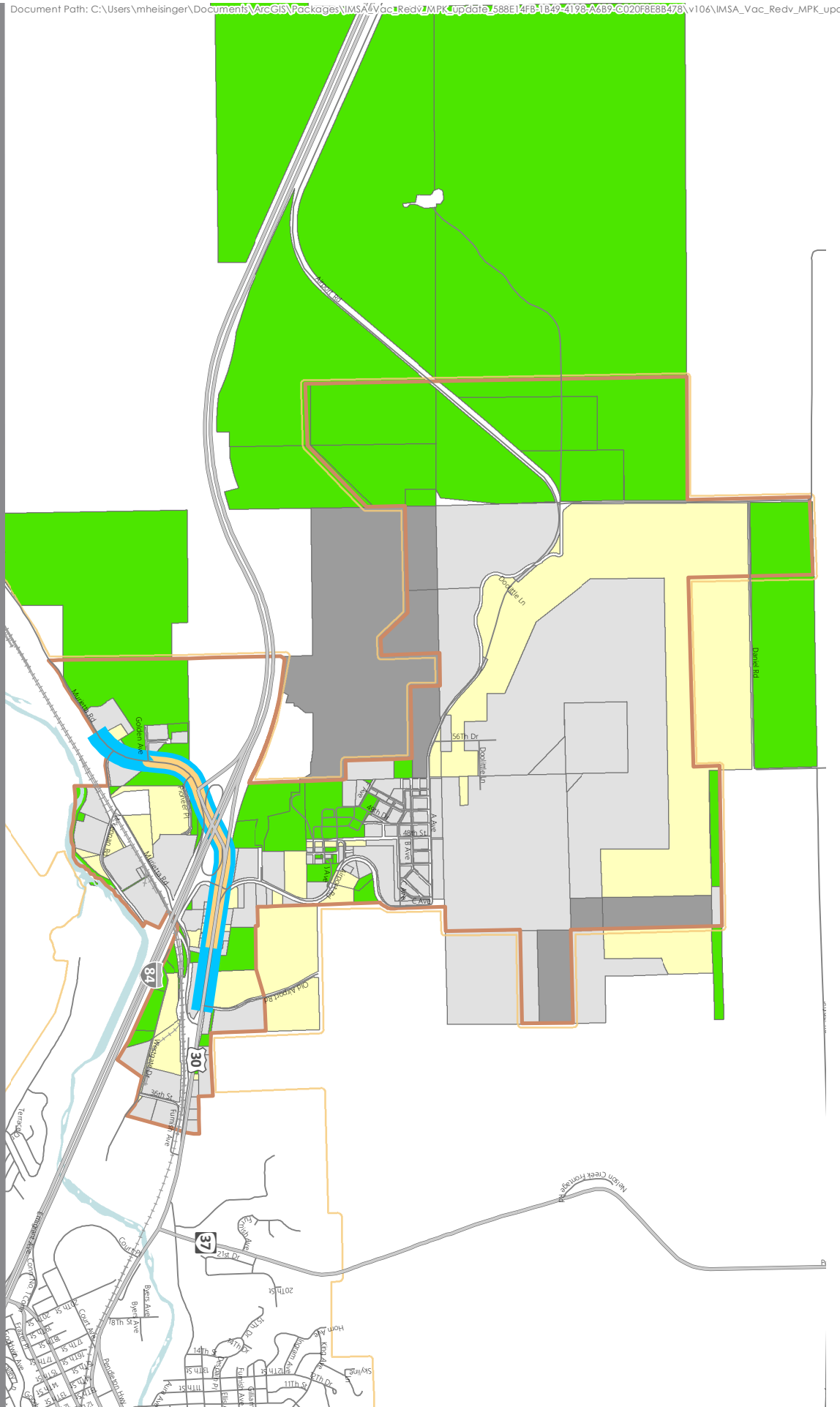


Figure 4

**Current Uses
Exit 207**



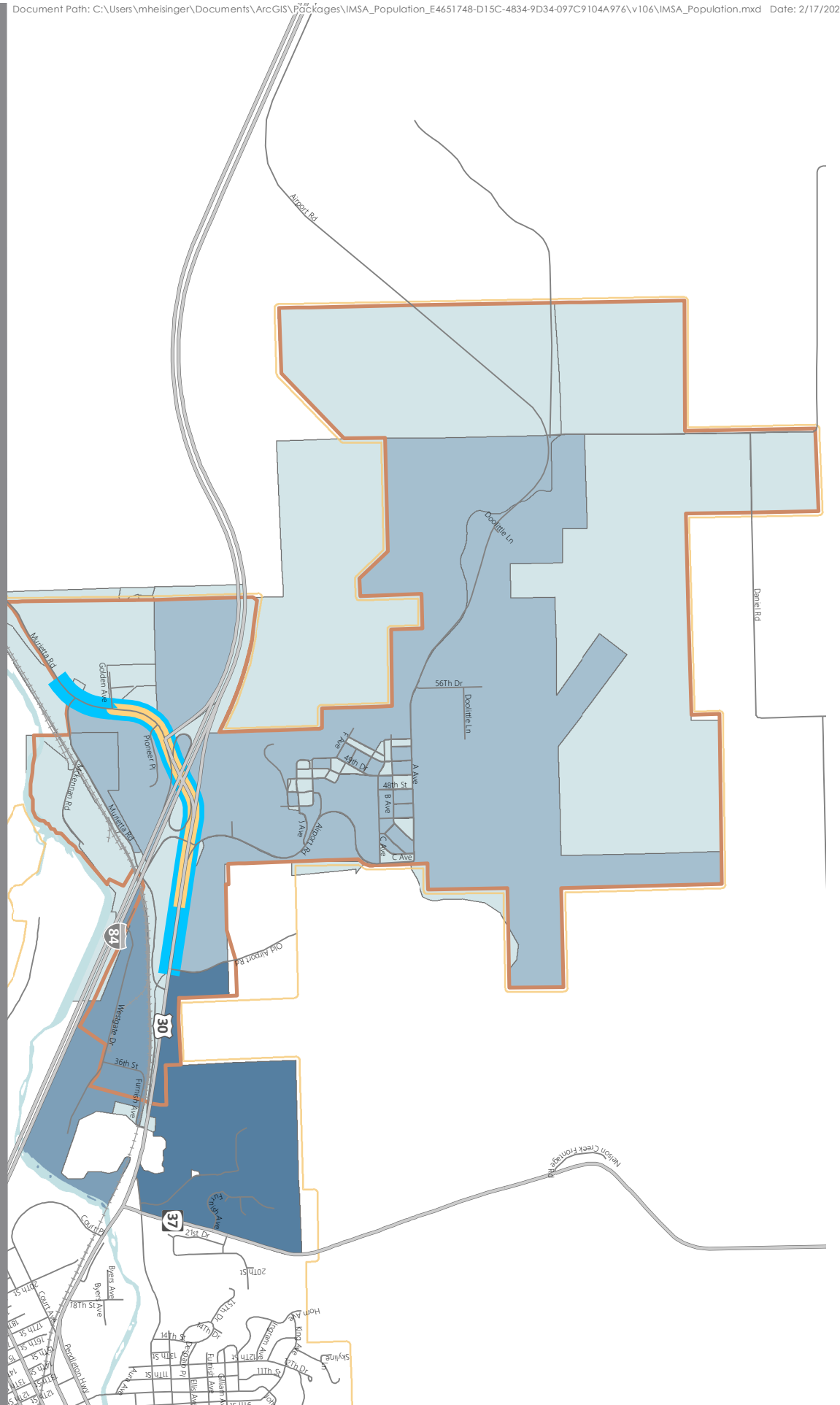
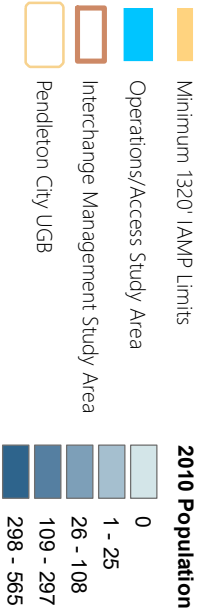
- Minimum 1320' IAMP Limits
- Operations/Access Study Area
- Interchange Management Study Area
- Pendleton City UGB

- Vacant & Redevelopable Land**
- Undevelopable
 - Developed
 - Redevelopable
 - Vacant



Vacant and Redevelopable Land
Exit 207

Figure 5



**2010 Population (by Census Block)
Exit 207**

Figure 6

EXISTING TRANSPORTATION INVENTORY

The existing transportation inventory provides a detailed description of all transportation facilities and travel modes within the study area, specifically focusing on the OASA. In addition, the inventory identifies the traffic control and geometric characteristics of roadways and other transportation facilities within the OASA. A detailed description of these facilities is provided in the following sections.

Roadway Facilities

The roadways within the OASA include state, county, and city roadways. A description of each of the roadway facilities, including functional classification and geometric characteristics, is summarized in Table 2. Figure 7 illustrates the existing lane configurations and traffic control devices at the study intersections. Information related to the location and condition of ODOT culverts and bridges is shown in Attachment “B”.

Table 2 Existing Transportation Facilities and Roadway Designations, Interchange 207

Roadway	Existing Roadway Ownership/Functional Classification ¹	Cross Section	Posted Speed (MPH)	Pavement Condition ²	Lane Width (ft)	Shoulder Width (ft)/Type	On-Street Parking?	ROW Width (ft) ³
Interstate 84	ODOT - Interstate	4 lanes	70	Very Good	12	16/Paved	No	450-850
US 30	ODOT - District Highway	2 lanes	40	Very Good	12	4-8/Paved	No	120-140
Rieth Rd	City - Local Road	2 lanes	45	<i>Data not available</i>	12-13	4-8/Paved, Gravel	No	80-100
Airport Rd	City - Local Road	2 lanes	55	Very Good	12	3/Paved	No	160
NW Pioneer Pl	City - Local Road	2 lanes	Not Posted	Good	16	0/Curb & Gutter	No	85

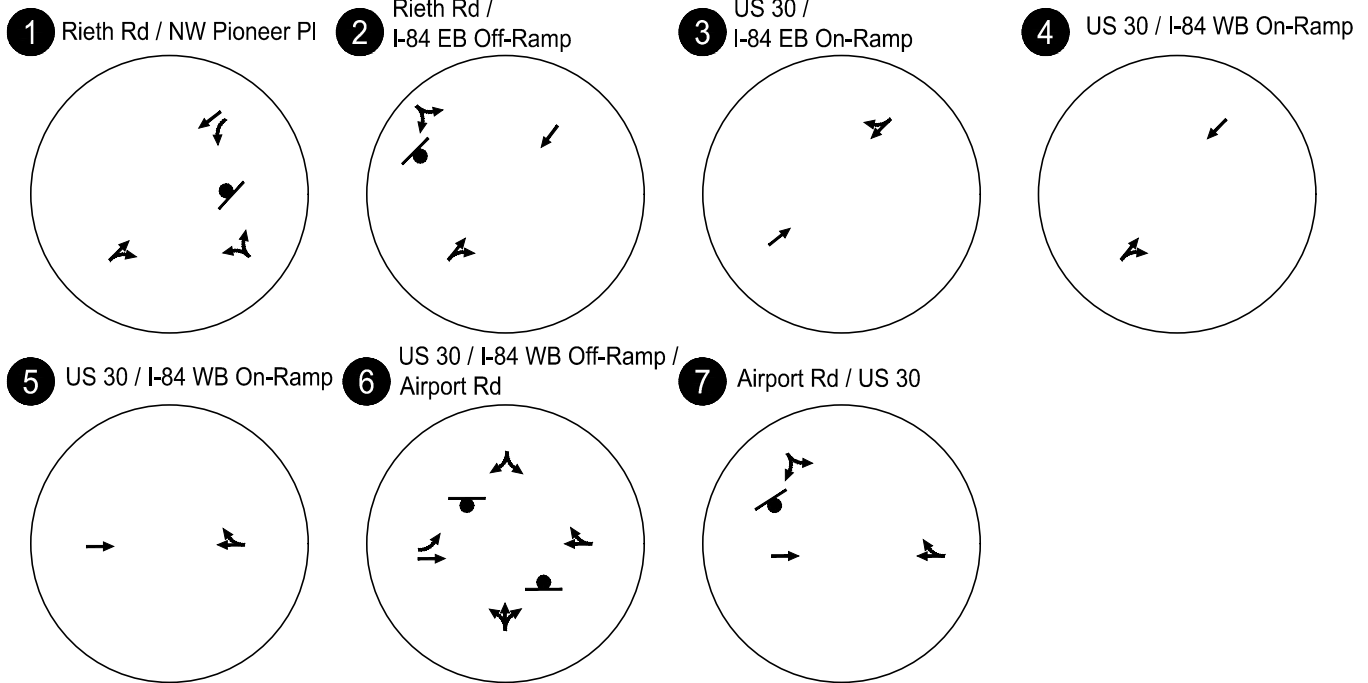
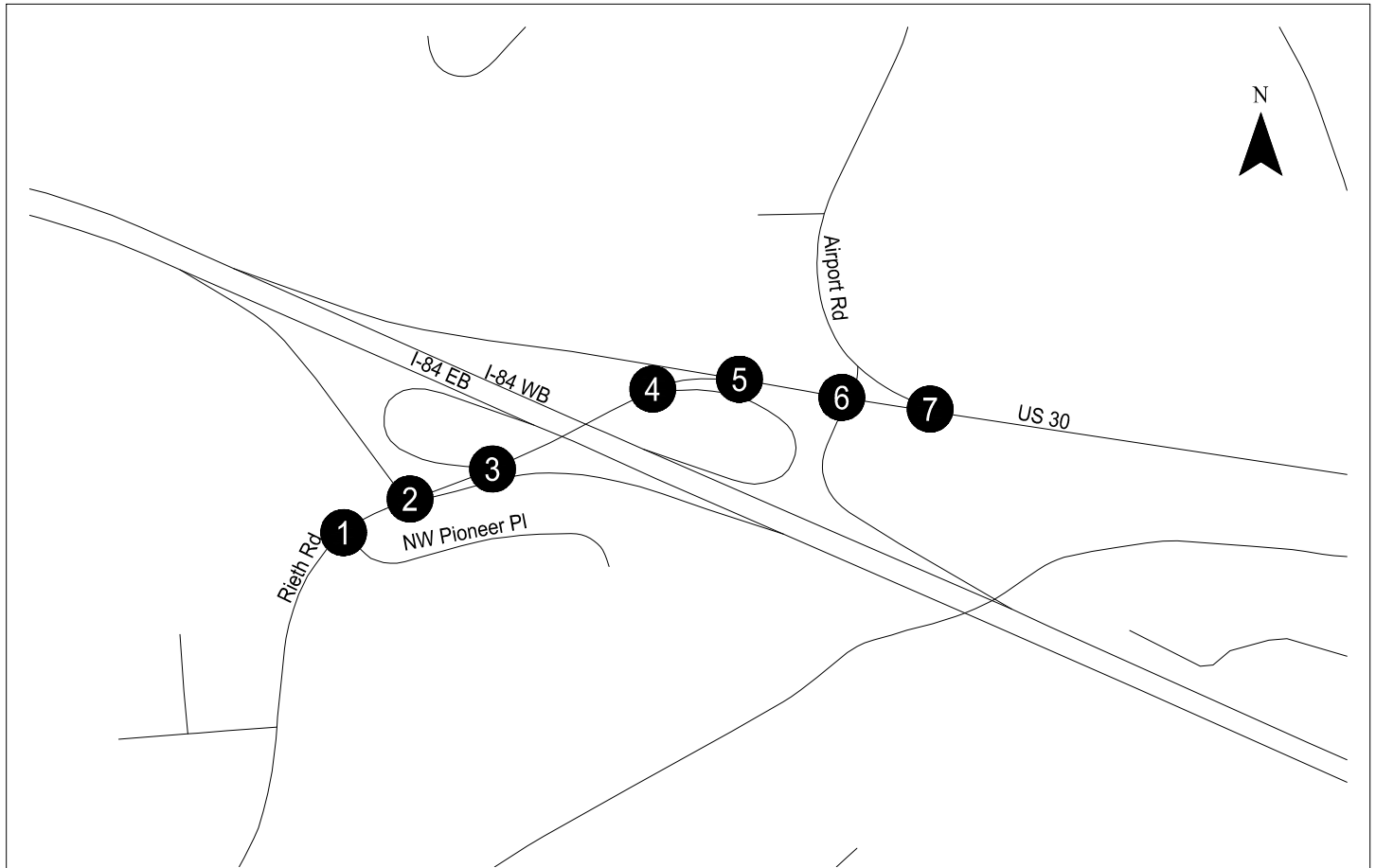
¹ODOT Functional Classifications are from the *Oregon Highway Plan* (Reference 1) and City functional classifications are from the *City of Pendleton Transportation System Plan* (Reference 2)

²Data for ODOT facilities from ODOT TransGIS website (Reference 3) and data for City roads from City Planning Department.

³Widths measured in GIS Tax Lot data from City Planning Department

Freight Routes

Within the Exit 207 IMSA, I-84 is identified in the Oregon Highway Plan as a Freight Route and as a Reduction Review Route, which, per Oregon Administrative Rule 731-012-0010, requires a review of any proposed activity that will alter, relocate, change, or realign the facility to determine whether the activity will result in a Reduction of Vehicle-Carrying Capacity.



LEGEND

- # - Study Intersections
- ⊥ - Stop Sign
- ↔ - Lane Movement

**Existing Lane Configurations
Exit 207
Pendleton, OR**

**Figure
7**

H:\2\24043 - Pendleton IAMPs (207 & 210)\dwgs\Lane Configurations Exit 207_AEG.dwg Oct 17, 2019 - 4:32pm - mhelsinger Layout Tab: Lane Configurations 8.5x11

Roadway Access Configurations

The OHP and Oregon Administrative Rule 734, Division 51 identify ODOT’s access management standards within the vicinity of interchanges. Based on an outright application of the standards, no full public or private access is allowed within 1,320 feet (¼-mile) from the ramp terminals.

Accesses within the Exit 207 OASA are listed in Table 3 and shown in Figure 8. Table 3 describes the roadway being accessed, whether the access is private driveway or public street/access, the type of use being served by the access, and the access number, which corresponds with the access numbers shown on Figure 8. Accesses shaded grey are located within ¼ mile of the interchange ramp terminals.

Table 3 Exit 207 OASA Access Inventory

Access Number	Roadway	Approach Type	Side of Roadway	Access Width (ft) ¹	What Does the Access Serve?
1	Rieth Rd	Private	West	52	Pendleton Sanitary Services – Utility/Truck Storage
2	Rieth Rd	Private	East	400	Dirt pull-out/storage lot
3	Rieth Rd	Private	West	72	Pendleton Sanitary Services
4	Rieth Rd	Private	West	20	Utility building
5	Rieth Rd	Public	East	90	Murietta Road
6	Rieth Rd	Private	East	45	RDO Equipment
7	Rieth Rd	Private	East	45	RDO Equipment
8	Rieth Rd	Public	West	47	NW Golden Ave
9	Rieth Rd	Private	West	43	Residential Driveway/Farm Access
10	Rieth Rd	Public	East	35	NW Pioneer Pl
11	US 30	Public	North	60	Airport Rd Connector
12	US 30	Public	North	240	Airport Rd
13	US 30	Private	South	55	Gas Station & Pendleton Bottling (Access 1)
14	US 30	Private	South	35	Gas Station & Pendleton Bottling (Access 2)
15	US 30	Private	North	94	Pacific Power Maintenance Yard
16	US 30	Private	South	900	Approximately 900 ft of open frontage to commercial and industrial uses
17	US 30	Private	North	66	Pacific Power
18	US 30	Private	North	37	Storage facilities
19	US 30	Private	North	65	Material Storage Facilities
20	US 30	Private	South	900	Approximately 900 ft of open frontage to Umatilla County Road Department facilities
21	US 30	Public	North	54	Old Airport Road

¹Data from Google Earth aerial imagery – measured at stop bar location or approximately 10 feet from edge of roadway

There are 21 accesses within the OASA. There are 10 accesses within 1,320 feet from the Exit 207 ramp terminals on Rieth Road and US 30. These accesses primarily serve industrial and commercial facilities. Other observations from the Exit 207 access inventory include the following:

- The majority of accesses (80%) within the OASA are private.
- Access 16 is approximately 900 feet of open frontage that serves approximately 8 different properties with varying commercial and industrial uses. It is also within 1,320 feet of the Exit 207 WB Off-Ramp.
- Access 17 is approximately 900 feet of open frontage that serves Umatilla County Road Department facilities.



- Access Location - Driveway or Public Street
- - - ○ Access Location - Open Frontage
- - - Minimum 1320' IAMP Limits

Figure 8

- Access 11 is located directly across from the Exit 207 WB Off-Ramp/US 30 intersection.

Pedestrian, Bicycle, and Transit Considerations

There are no pedestrian, bicycle, and transit facilities within the Exit 207 OASA. People walking and biking within the OASA must use the limited shoulders along US 30 and Rieth Road or walk or bike in the travel lanes. In many locations along these roadways, the paved shoulder is less than 4 feet wide and the adjacent terrain is dirt or gravel.

Potential generators of pedestrian and bicycle activity include the various employers in the area, including those around the airport and the Blue Mountain Community College.

The Pendleton Transportation System Plan (Reference 2) identifies future bike lanes and sidewalks on US 30, east of Airport Road.

NATURAL RESOURCES AND ENVIRONMENTAL BARRIERS

The project team completed a cursory environmental assessment. This assessment is focused on Goal 5 resources, Federal Emergency Management Agency (FEMA) floodplains, potential wetlands, Threatened and Endangered species, hazardous materials, cultural resources, historic properties, and 4(f) and 6(f) resources. In summary, it found the following:

- There are no Goal 5 resources present within the IMSA.
- The southern portion of the IMSA is within a 100-year floodplain and FEMA standards will need to be considered if the final project alternative will impact the floodplain.
- There are known wetlands and waterbodies within the IMSA.
 - A wetland determination and/or delineation may be required to quantify potential impacts to wetlands during later project development stages.
- The nearest known habitat for Threatened or Endangered species is the Umatilla River (Bull Trout) just outside the IMSA.
- There are several potential hazardous materials sites within the IMSA.
 - A Level 1 Hazardous Materials Survey may be required during later stages of project development.
- Two historic structures and no archaeological sites are located within the IMSA.
- The only park or recreational land within the IMSA is a mountain bike trail system in the eastern end of the IMSA.

The full environmental assessment can be found in Attachment "C."

REFERENCES

1. Oregon Department of Transportation. *Oregon Highway Plan*. 2015.
2. City of Pendleton. *Transportation System Plan Update*. 2016.
3. Oregon Department of Transportation. *ODOT TransGIS*. <https://gis.odot.state.or.us/transgis/>. Accessed in October 2019.

Attachment A
Land Use and Demographic
Overview Memorandum



MEMORANDUM

Technical Memorandum #2: Existing Conditions - Land Use and Demographic Overview

Pendleton Exit 207 IAMP - Task 4.1 & 4.6

DATE February 4, 2020
TO Nick Foster and Matt Hughart, KAI
FROM Darci Rudzinski, Clinton "CJ" Doxsee, and Emma Porricolo, APG

OVERVIEW

This memorandum presents land use and demographic data for the land use study area for the I-84 Exit 210 Interchange Area Management Plan (IAMP). The study area is hereafter referred to as the Interchange Management Study Area (IMSA). The IMSA was initially established in Technical Memorandum #1 (Project Background, Definition, Goals, and Objectives) and is the boundary depicted in the maps and figures included in this memorandum.

Land use data presented in this memorandum includes a description of existing land use designations and existing land uses in the IMSA. This review is intended to provide an idea of the demands existing and allowed land uses put upon the interchange and surrounding transportation system, as well as identify specific transportation needs of existing and potential future land uses.

The review of demographic data addresses employment, race, language, poverty, age, and gender. Employment data helps describe who is using commercial, industrial, and public service land described in the land use data review. Data on race, poverty, age, and gender could inform targeted outreach during the IAMP planning process; it also will inform project alternatives analysis in terms of minimizing adverse transportation impacts and equitably distributing the benefits of planned improvements.

The information in this memorandum is intended to accompany the review of IMSA transportation facilities and services, natural resources, and environmental features to complete a comprehensive existing conditions report (Technical Memorandum #2).

Location & Geography

The IMSA is located in eastern Oregon, in the city of Pendleton (2018 pop. 16,810). Pendleton was built along the Umatilla River, which connects to the Columbia River and is located in a semi-arid climate. As Pendleton sits in the foothills of the Blue Mountains, there are significant slopes found throughout the City. Interstate-84 connects Pendleton to the greater region. Notable neighboring cities include Hermiston (2018 pop. 18,200), Walla Walla, Washington (2018 pop. 61,800) and La Grande (2018 pop.

13,340). In addition, the Confederated Tribes of the Umatilla Indian Reservation, which has approximately 2,965 tribal members, is located approximately 1.6 miles from the IMSA.¹

I. LAND USE

Comprehensive Plan Designations

The use designations established in the Pendleton Comprehensive Plan Map (2014) are shown in Figure 1. Land north of the interchange is designated for industrial and commercial uses, primarily centered around the Eastern Oregon Regional Airport at Pendleton. The designations are Airport Industrial, Business Park, Regional Distribution, and Heavy and Light Industrial designations. South of the interchange is a Service Commercial area and industrial area, with a mix of Light and Heavy Industrial designations. The industrial areas are intended to provide available land of large parcels to allow industrial development. The Business Park provides for a mix of light industrial, heavy commercial, office, and supporting commercial uses. Service Commercial area is intended to provide retail and services to Pendleton residents.

The use designations established in the Pendleton Comprehensive Plan Map (2014) are generally consistent with the zoning designations. Table A-1, found in Attachment A, shows the corresponding Comprehensive Plan designation to each zone. Furthermore, most properties in the IMSA have the corresponding Comprehensive Plan designation for the existing zone. However, there are discrepancies between the designations for properties that are currently zoned EFU. They still contain County zoning, in the anticipation that they will be rezoned to the designated City (Pendleton) zoning once development is proposed. Zone changes can be applied for concurrently with the annexation; however, it is not required. The Comprehensive Plan designations for these properties indicate the City zoning that is expected to be applied once development begins. EFU zoning severely restricts development in the zone, see Table A-1 for more information. Therefore, City zoning must be applied if significant development on the property is proposed.

Within the IMSA, there are numerous properties north of the interchange that have EFU zoning. The corresponding Comprehensive Plan designations are Light Industrial and Regional Distribution. Additionally, one of the properties located in the UGB with EFU zoning does not have a designated Comprehensive Plan designation; however, surrounding designations are Light Industrial and Airport Industrial.

Zoning Designations

The IMSA is located within the Urban Growth Boundary (UGB) for the City of Pendleton and is primarily located within the city limits. The land in the UGB is subject to the land use regulations of the City of Pendleton, which are implemented through the Comprehensive Plan and zoning designations, shown on Figure 2. Because future development and redevelopment in the IMSA will be subject to the regulations

¹ Source of 2018 populations are PSU's Population Research Center Population Estimates (for Oregon cities) and Washington State Office of Financial Management population estimates.

associated with the City’s land use designations, knowing the designations and permitted uses provides an idea of the type and intensity of traffic to be expected in the area.

Generally, the zoning in the IMSA primarily consists of industrial and airport associated zones, with the exception of the tourist commercial zoned area directly surrounding the interchange. Additionally, a handful of the properties in the IMSA are not currently within city limits; these area are zoned for farm use. Table 1 presents a summary of zoning in the IMSA. Table A-1 in Attachment A provides a detailed summary of the purposes, permitted uses, and lot standards in each zoning district and corresponding Comprehensive Plan designation.

Table 1. IMSA Zoning by Subarea

IMSA Subarea	Overview of Zoning
North of I-84	<ul style="list-style-type: none"> • To the north of the interchange the are areas of Light and Heavy Industrial zoning designations and the Airport Activities zone. • Several parcels adjacent to industrial areas and the Airport Activities zone are zoned Exclusive Farm Use. A few of which are located outside city limit but within the Pendleton UGB.
South of I-84	<ul style="list-style-type: none"> • Directly south of the interchange, many of the parcels are designated Tourist Commercial • Further south and east of the Service Commercial zone, the parcels in the IMSA are designated Light Industrial

Subdistricts

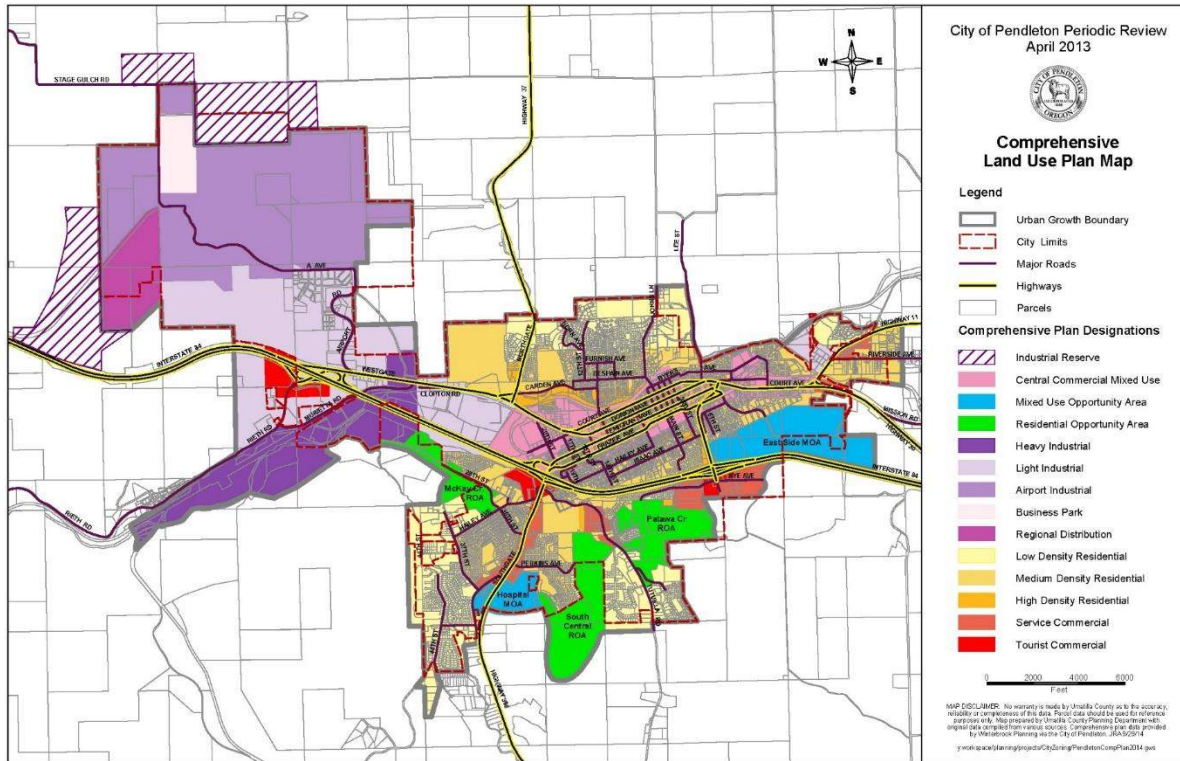
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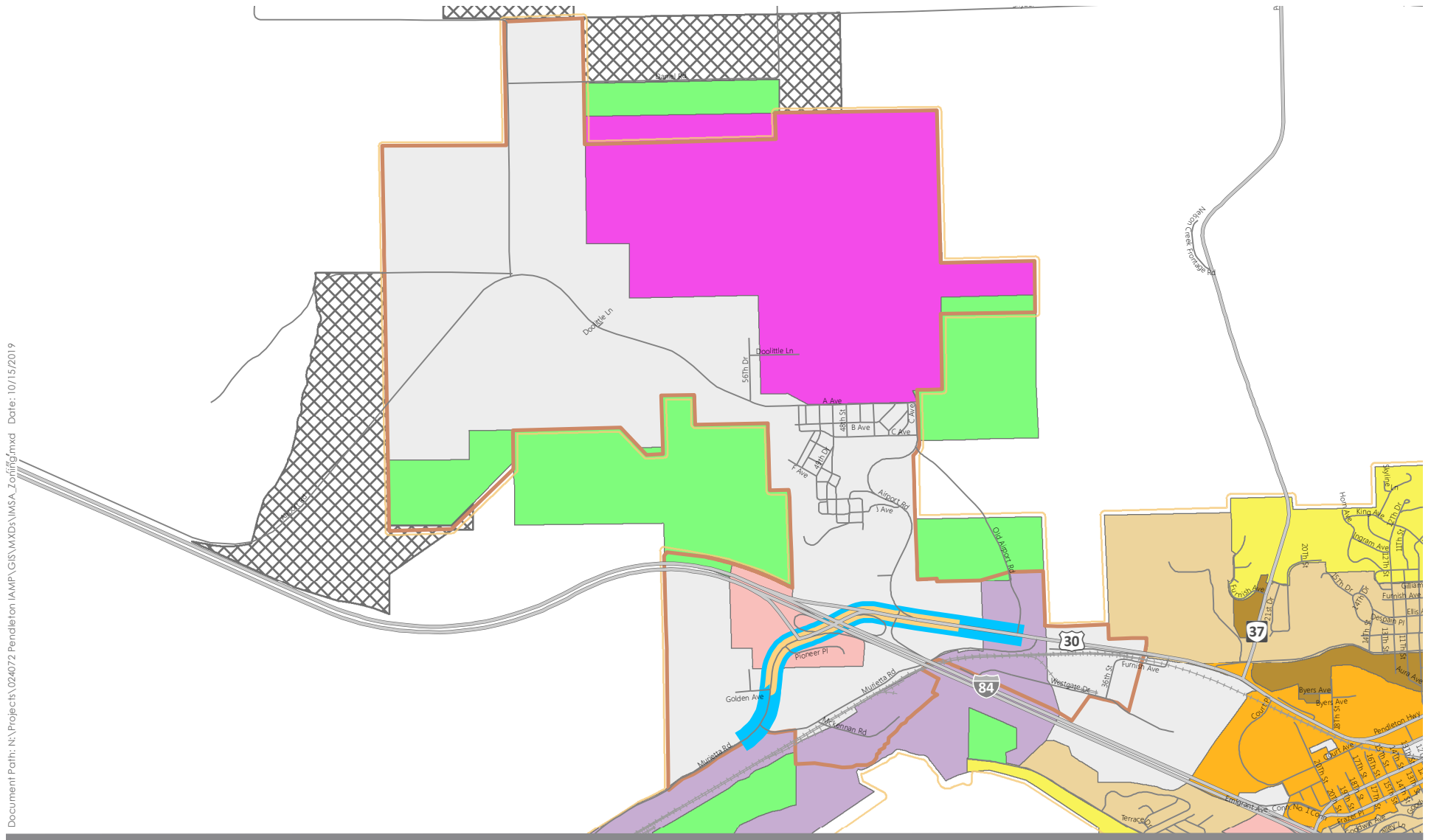
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- Business Park – Intended to provide for a mix of light industrial, heavy commercial, office, and supporting commercial uses in master planned setting.
- Regional Distribution Center – Intended to provide a large site for a regional distribution center with a direct access to Barnhart Road Extension.

More information on the purpose, permitted uses, and lot standards for each subdistrict is found in Table A-1 (in Attachment A).

Several of the subdistrict areas are locating outside city limits but within the UGB. Pursuant to UDC 14.07, the UDC allows the special district designation to be withdrawn during annexation if the City determined it is in their best interest to remove the designation. Therefore, there is potential for alternative development from the subdistrict’s intended development.

Figure 1. Pendleton Comprehensive Plan Land Use Designations Map





- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

- Zoning Classification**
- CMU - Central Mixed Use
 - C-2 - Tourist Commercial
 - C-3 - Service Commercial
 - M-1 - Light Industrial
 - M-2 - Heavy Industrial

- AA - Airport
- R-1 - Low Density Residential
- R-2 - Medium Density Residential
- R-3 - High Density Residential
- EFU-CO - Farm Use
- IRA - Industrial Reserve Area Overlay
- UC - Uncorporated Community

- RR-2 - Rural Residential 2 Ac
- RR-4 - Rural Residential 4 Ac
- RHI - Rural Heavy Industrial
- RLI - Rural Light Industrial



Figure 2

Pendleton Zoning Map Exit 207

Existing and Potential Land Use

Existing Uses and Vacant/Developable Land

An inventory of existing land uses and vacant and developable land was produced using Umatilla County’s tax assessor data for tax lots located within or partially within the IMSA. Each tax lot is classified in accordance with ORS 308.215 and, with the exception of specially-assessed properties, the classification is based upon the highest and best use of the property. Tax assessor information for tax lots provides a basic inventory of existing land uses and vacant and developable land (see Figure 4).

Generally, properties shown as vacant are based on 2017 County property class codes. Non-farm redevelopable properties – i.e. residential, commercial, and public – are shown using a basic value ratio based on the most recent County assessment of property values. Non-farm properties shown as redevelopable are based on a land value to improved value ratio of 2:1.² Farm properties typically have minimal building improvements on large lots. Land use regulations associated with farm zoning typically restrict the type and intensity of development to farming uses. However, this analysis assumes that farm land within the study area will be available to develop because the land is located within the UGB and has zoning or comprehensive plan designations applied to it that would allow more intense development.

Based on discussions with City staff, areas located west and north of the airport are currently vacant and there are plans to have city services extended to them. The provision of city services will make these areas more readily developable. These developable areas are generally bounded by Airport Road to the south, city limits to the west, and Daniel Road to the north. In addition, a portion of the area is associated with the closed and capped City landfill and is not developable.

Table 2: 207 IMSA Vacant and Redevelopable Land (Acres)

CURRENT USE	DEVELOPED	REDEVELOPABLE	VACANT	UNDEVELOPABLE	TOTAL
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Most of the land within the IMSA is currently used as an airport and airport supportive uses, which are considered a public use. Other uses, in order of most land to fewest land, include farm, industrial, commercial, and residential. The areas nearest to the interchange exit are primarily public or industrial uses.

There is a large amount of vacant or redevelopable land available for non-farm uses within the IMSA. Overall, there is over 700 acres of vacant or redevelopable land, most of which is a public or farm use. The amount of vacant and redevelopable land is likely overestimated as these areas are primarily located adjacent to the airport and may serve airport needs. Similarly, some areas may be vacant or

² Farm properties typically have minimal building improvements on large lots and are generally readily redevelopable. However land use regulations such as zoning typically restrict the type and intensity of development for farming uses. Data shown for current farm uses are assumed to have such restrictive zoning.

redevelopable due to environmental constraints such as steep slopes. There is no vacant or redevelopable land for residential uses and very little for commercial uses, based on the current zoning.

Major Tax Lot Ownership

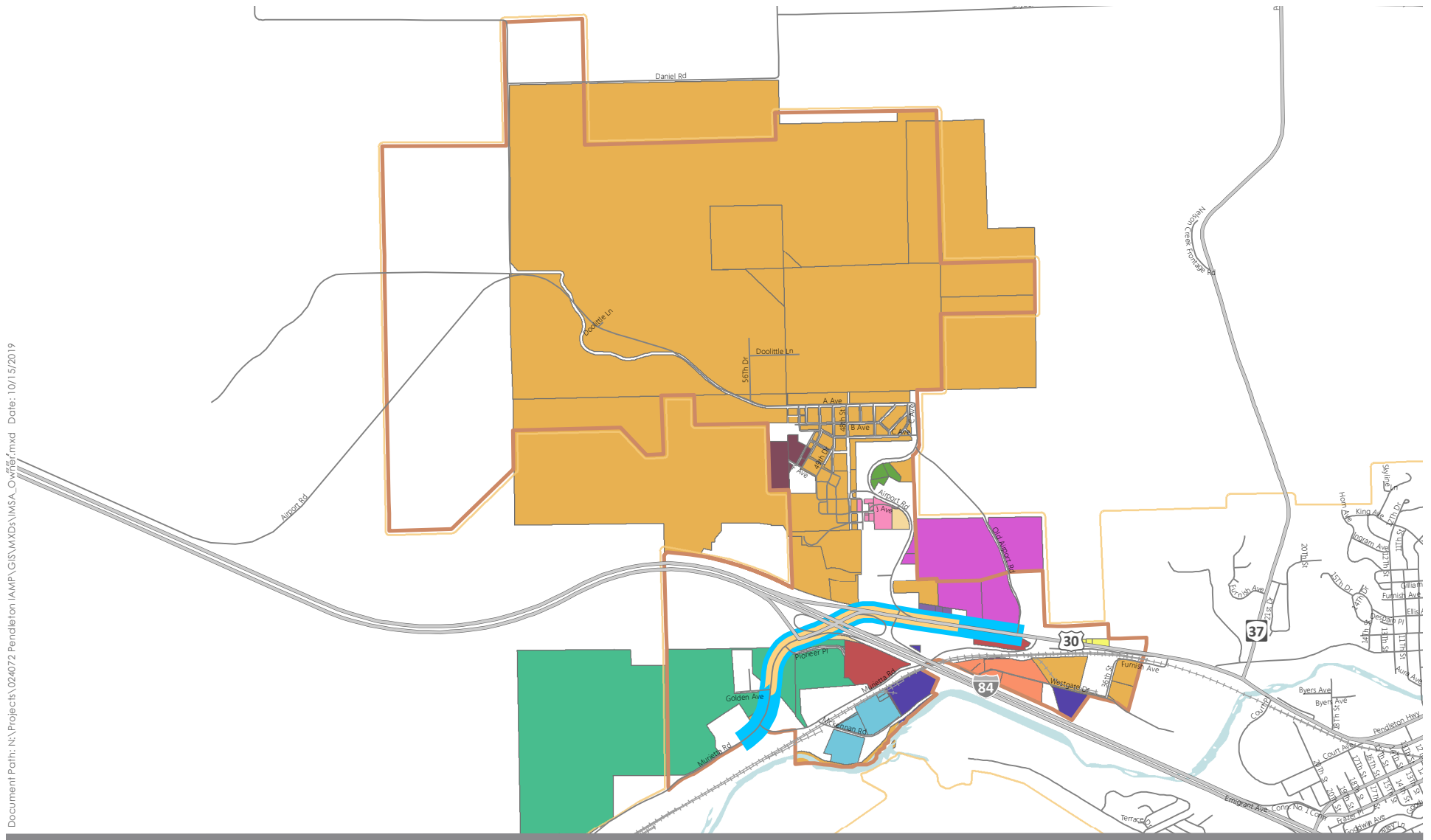
According to data available in County’s tax assessment for land within the IMSA’s, several properties are under single ownership. As shown in Table 3 below, most of the land is owned by the City of Pendleton. The remaining major ownership is primarily business oriented followed by a small amount of private family ownership.

Table 3: IMSA 210 Major Tax Lot Ownership

OWNERSHIP	PROPERTIES	TOTAL ACRES
City of Pendleton	30	5,448
Lloyd Family	9	33
Keystone RV Company	6	26
Hill Meat Co.	5	18
Pendleton Grain Growers Inc.	5	15
Fieldhouse & 17 th LLC	5	22
JR Zukin Corp.	4	22
Ozcorp 3 LLC	4	30
Barhyte Investment Group LLC	4	202
Gutterud Family	3	2
Pacificorp	3	5
Brogioitti Family	3	687
Hart Properties LLC	3	11

Activity Centers

Connecting residents and workers to services they use on a daily basis can be accomplished by well-considered integrated land use and transportation planning. Activity centers where the transportation network should support multi-modal and accessible public transportation. Key activity centers within the IMSA and vicinity where the transportation network should support multi-modal and accessible public transportation include the Eastern Oregon Regional Airport, Airport Park, Pendleton City Police and Oregon State Police Offices and the Bethel Church Assembly of God. Blue Mountain Community College, Pendleton High School, and Downtown Pendleton attractions also may be considered “attractors” that are accessed via the interchange.



- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

OWNER

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Barhyte Investment Group LLC | JR Zukin Corp. | Pendleton Grain Growers Inc. |
| Brogoitti Family | Keystone RV Co. | State of Oregon |
| Fieldhouse & 17th LLC | Lloyd Family | Umatilla County |
| Gutterud Family | Ozcorp LLC | |
| Hill Meat Co. | Pacificorp | |
| | City of Pendleton | |



Figure 5

Major Tax Lot Ownership Exit 207

II. DEMOGRAPHIC INFORMATION

Statistical information covering employment, population, and minority populations provides insight into the current conditions within the IMSA. Demographic data for identified populations was gathered using 2010 Decennial Census and 2017 5-Year American Community Survey (ACS) data sources. Note that neither census block groups, associated with ACS 2017 5-Year American Community Survey, nor Census Tracts, associated with the 2010 Decennial Census, fit precisely to the IMSA boundaries. Block groups that are found in the IMSA, but that are largely outside and not representative of the IMSA characteristics, were removed. The demographic information considered is provided in the list below. Additional details are provided in Title VI and Environmental section, later in this document.

- Members of Minority Groups (Black or African American, Hispanic or Latino, Asian American, Native American and Alaskan Native, and Native Hawaiian or Other Pacific Islander)
- Individuals or Families that are Low-income
- Elderly (Age 65 and Over) and Youth (Age 17 and Younger)
- Female Head of Households
- Disabled Persons
- Limited English Proficiency

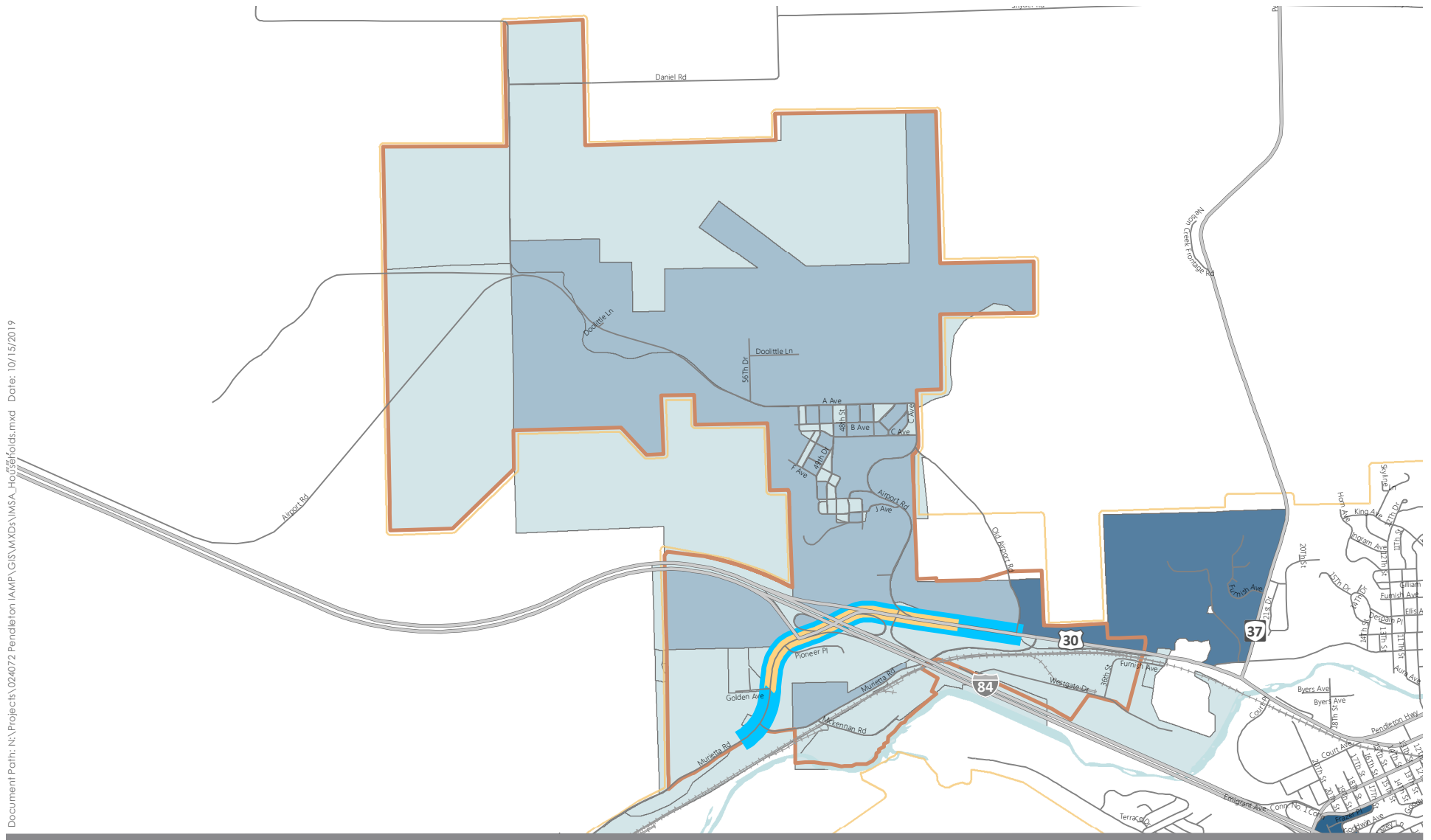
Population

The population of Pendleton was 16,612, according to the 2010 Decennial Census. The City experienced 17% population growth between 1980 and 2010, which was slower than Umatilla County (31%) and the State as a whole (46%). Until 2011, Pendleton was the largest city in Eastern Oregon and Umatilla County. As shown in Table 4, the population in Pendleton grew by approximately 258 people between 2000 and 2010—approximately 1.5% growth over that time. Pendleton’s population increased by 1,227 in the prior decade from 1990 to 2000. PSU’s Center for Population Research Center estimates Pendleton had a population of 16,816 in 2018, which is following a similar pattern of growth between 1% and 2%.

Table 4. Pendleton Historic Population Growth (1980-2010) Source: Census Data

	Population				Change 1980 – 2010	
	1980	1990	2000	2010	Number	Percent
Oregon	2,633,105	2,842,321	3,421,399	3,831,074	1,197,969	46
Umatilla County	51,861	59,249	70,548	75,889	24,028	31
Pendleton	14,521	15,127	16,354	16,612	2,091	17

Figures 6 and 7 show the population and number of households by census block, which provides an indication of the limited population within the IMSA. The Decennial census block data provides a reasonable scale of information relative to the IMSA. However, for some demographic data – for disabled persons, limited English proficiency, foreign born populations, and poverty – American Community Survey (ACS) 5-Year Estimates are the best available data. ACS data is geographically categorized by block groups, which cover a larger area than census blocks. Further, due to the expansive areas the Block groups cover, well beyond the IMSA, the ACS data may not be entirely representative of the demographic portions found within the IMSA.












-  Minimum 1320' IAMP Limits
 -  Operations/Access Study
 -  Interchange Management Study Area
 -  Pendleton City
- 2010 Households**
-  0
 -  1 - 22
 -  23 - 36
 -  37 - 120
 -  121 - 197



Figure 6
2010 Households (by Census Block)
Exit 207

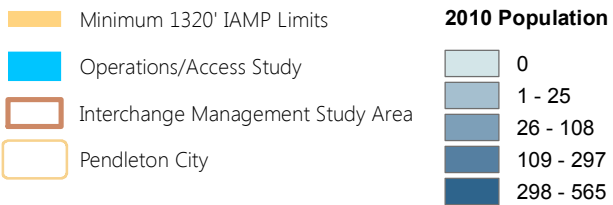
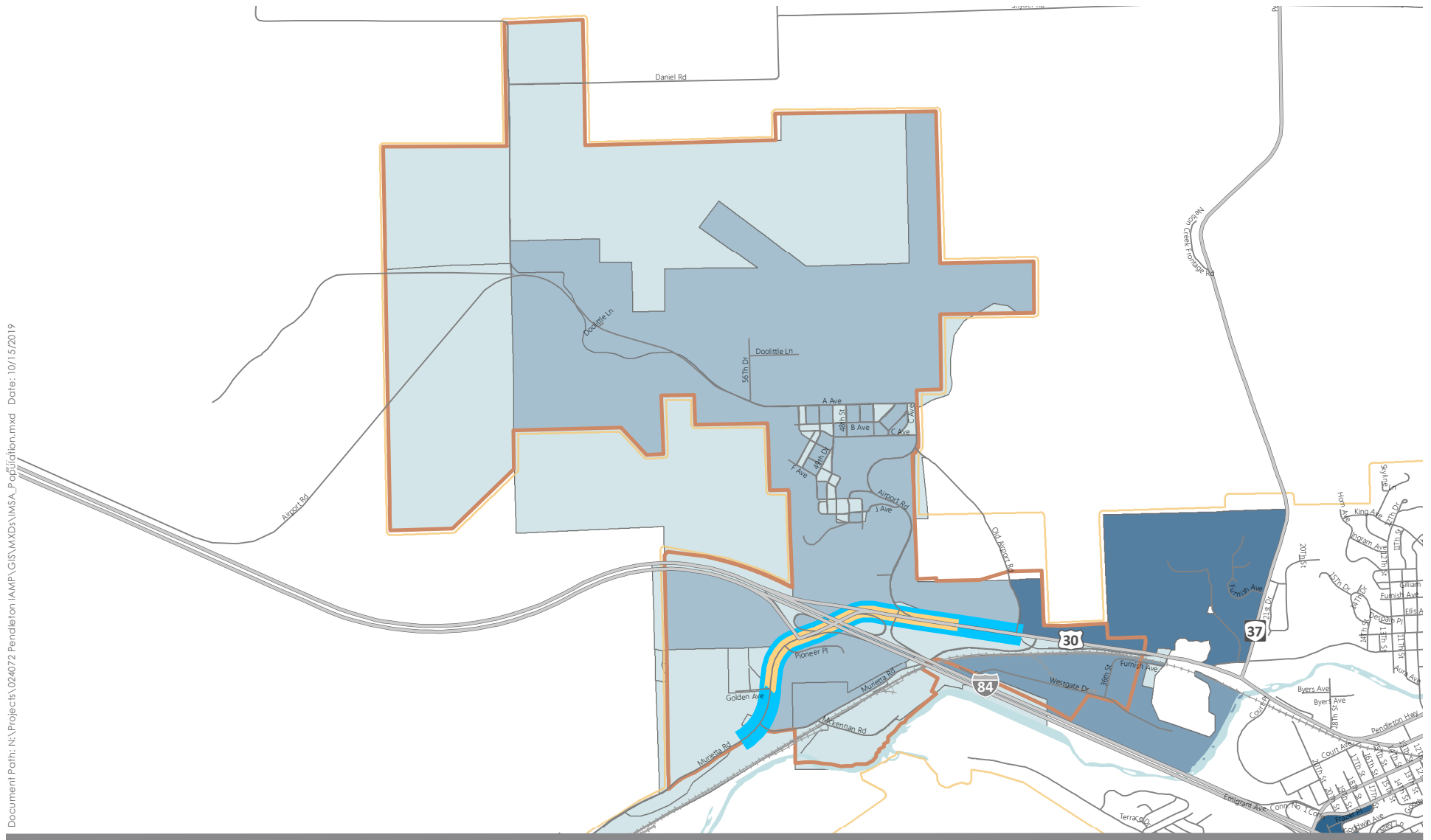


Figure 7

2010 Population (by Census Block) Exit 207

Employment

The State of Oregon Office of Economic Analysis provides employment data on a county-wide basis, while the US Census Bureau annual County Business Patterns series offers employment profiles on a “micropolitan” level for the City of Pendleton. While the IMSA is a subset of the city geography, it captures many of the City’s employment areas. The profile in Table 5 shows how many employees work in the IMSA in the industries listed.

Table 5. Presence of Employment within Study Area (US Census Bureau, OnTheMap and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017)

	EXIT 207 IMSA	
Total:	432	
Agriculture, Forestry, Fishing and Hunting	9	2%
Mining, Quarrying, and Oil and Gas Extraction	0	0%
Utilities	0	0%
Construction	68	16%
Manufacturing	153	35%
Wholesale Trade	59	14%
Retail Trade	79	18%
Transportation and Warehousing	17	4%
Information	18	4%
Finance and Insurance	0	0%
Real Estate and Rental and Leasing	4	1%
Professional, Scientific, and Technical Services	0	0%
Management of Companies and Enterprises	0	0%
Administration & Support, Waste Management and Remediation	2	0%
Educational Services	0	0%
Health Care and Social Assistance	8	2%
Arts, Entertainment, and Recreation	0	0%
Accommodation and Food Services	0	0%
Other Services (excluding Public Administration)	10	2%
Public Administration	5	1%

The majority of the IMSA’s paid employees work in construction, manufacturing, wholesale trade, and retail trade. This is consistent with the land uses within the IMSA, including the Airport, adjacent industrial area, and small retail area.

Title VI and Environmental Justice Populations

Environmental Justice (EJ) populations are a special focus in transportation planning and project development. Identifying EJ populations early on is intended to make participation in transportation planning and project development more inclusive of diverse communities. The analysis is also valuable in identifying the transportation needs that will provide the most benefits to EJ populations. Nine population groups are considered for transportation impact susceptibility, representing those who may rely more heavily on public infrastructure or transit for access to day-to-day needs and jobs. They include minority groups, populations under 17 or over 64 years of age, female head of households, low-income households, low-English proficiency households, people with disabilities, people with limited English proficiency and foreign born people.

Minority Groups³

Information on minority groups includes a combination of Hispanic or Latino origins as well as race at the census block geographic levels. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the persons parents or ancestors before their arrival in the US. People who identify their origin as Hispanic or Latino may be any race. Race is based on racial classifications issued by the Office of Management and Budget (white, black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race). Respondents can select two or more races.

Table 6 summarizes the minority groups for the State of Oregon, Umatilla County, and the City of Pendleton. Compared to the state, the IMSA and Pendleton have a lower share of minority groups. Umatilla County has a larger group of minority groups in comparison to the state.

Table 6. Hispanic or Latino, and Not Hispanic or Latino by Race (Table P4, 2010 Decennial Census)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	320		16,612		75,889		3,831,074	
Hispanic or Latino	19	6%	1,605	10%	18,107	24%	450,062	12%
Not Hispanic or Latino:	301	94%	15,007	90%	57,782	76%	3,381,012	88%
White alone	278	87%	13,690	82%	52,691	69%	3,005,848	78%
Black or African American alone	2	1%	223	1%	557	1%	64,984	2%
American Indian and Alaska Native alone	10	3%	479	3%	2,383	3%	42,706	1%
Asian alone	3	1%	183	1%	626	1%	139,436	4%
Native Hawaiian and Other Pacific Islander alone	-	0%	26	0%	95	0%	12,697	0%
Some other race alone	-	0%	8	0%	55	0%	5,502	0%
Two or more races	8	3%	398	2%	1,375	2%	109,839	3%

³ Information for selected demographic groups is from the 2010 Decennial Census data. Decennial Census data provides a full count of US population and various demographic information. Starting in 2010, the Census stopped using the long form survey and reports information on population, households, age, sex, race and ethnicity, and housing characteristics only. Additional information for other demographic and socioeconomic data was gathered using the American Community Survey.

For the purposes of showing minority groups in Figure 8, minority groups are considered a combination of the following individual classifications:

- Not Hispanic or Latino: Black or African American alone
- Not Hispanic or Latino: American Indian and Alaska Native alone
- Not Hispanic or Latino: Asian alone
- Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone
- Not Hispanic or Latino: Some Other Race alone
- Not Hispanic or Latino: Two or More Races
- Hispanic or Latino

As shown on Figure 8, there is a cluster of census blocks just south of the airport have a large percentage of minority groups; over 34% of the population in these blocks consists of minority groups. Each include a low total population that ranges between one to ten people. The eastern edge of the IMSA also has a low percentage of minority groups ranging from 1% to 17%. Although the percent of minority population in these blocks is lower compared to those near the airport, these blocks have considerably larger total populations ranging between approximately 50 to 160 people in each. In comparison, the majority of blocks within the IMSA have no minority population, which is primarily associated with the lack of households.

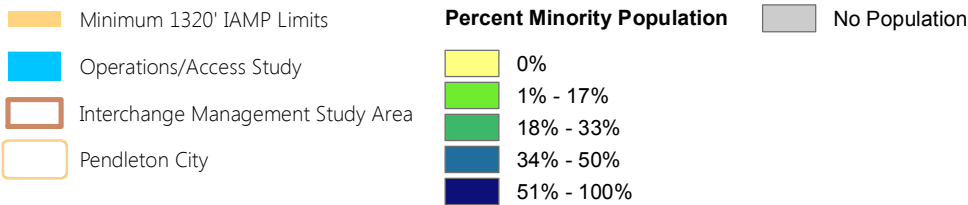
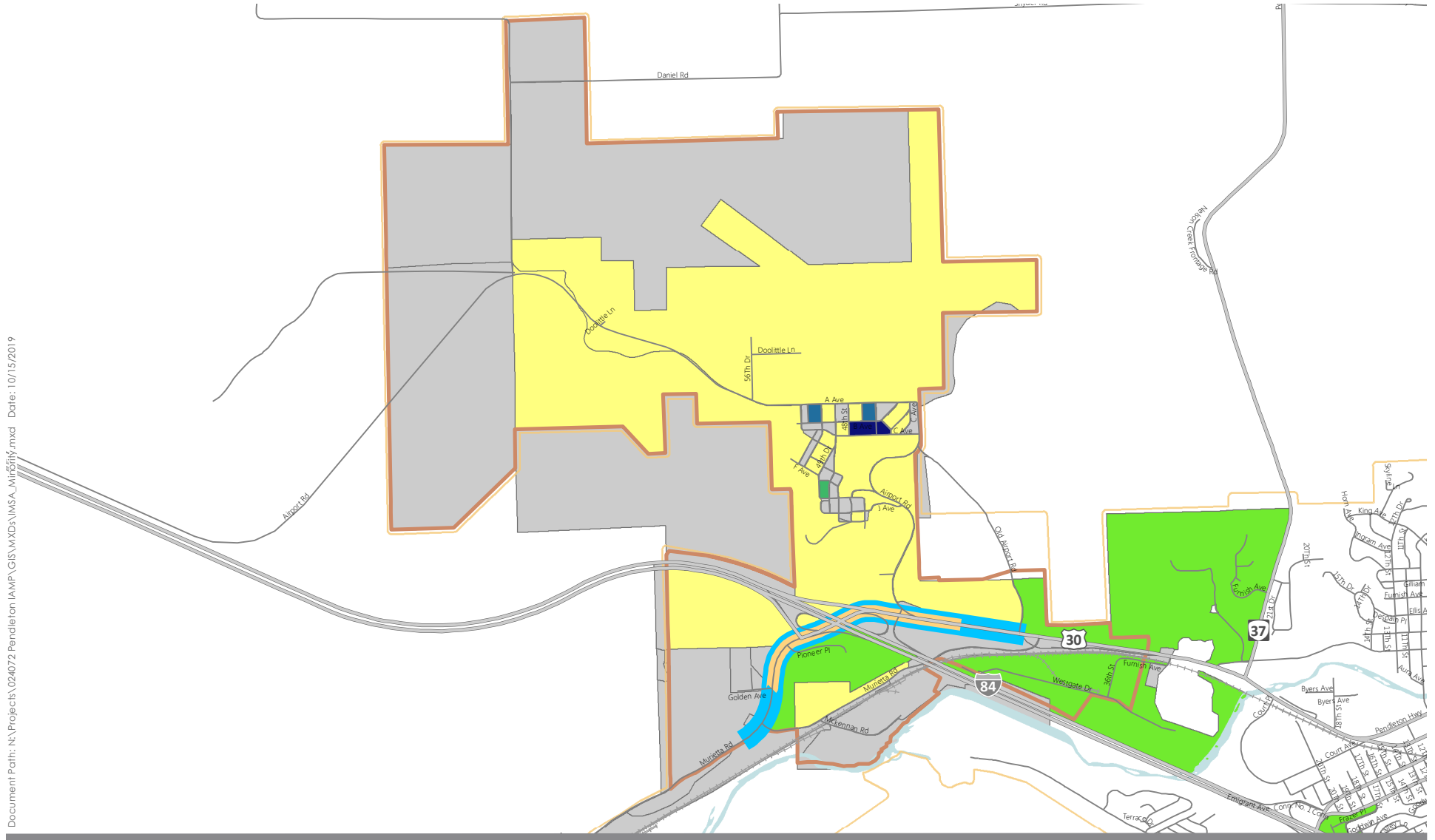


Figure 8

Minority Populations (by Census Block) Exit 207

Age⁴

Data on age is derived from a two-part census question (age and date of birth). Both age and date of birth is used in combination to determine the most accurate age as of the census reference date. Age data are tabulated in age groupings including populations 65 and older (Elderly) and populations 17 and younger (Youth).

As summarized in Table 7, youth populations comprise of approximately 15% of the overall population in the IMSA. Youth populations in Umatilla County and Pendleton are generally consistent with the overall portion of youth in the state. Umatilla County and Pendleton generally have a consistent portion of elderly population compared to the state percentage of 14%. Whereas the IMSA has a lower percentage of all three with 8% elderly population.

Table 7. Youth and Elderly Populations (P12: Sex by Age, 2010 Decennial Census)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	320		16,612		75,889		3,831,074	
Youth (Age 17 and Under)	47	15%	3,645	22%	20,200	27%	866,453	23%
Elderly (Age 65 and Over)	25	8%	2,131	13%	9,657	13%	533,533	14%

The location of youth populations is provided at the census block geographical level in Figure 9. As shown, the neighborhood south of the A Avenue has higher concentrations of youth populations, with census blocks typically ranging between 25% to 37% youth. These blocks have total populations ranging from 25 to 100 people each. A couple outliers include two census blocks with a youth population ranging from of 38% to 92%. These blocks have low total populations with under 10 people each. The majority of the remaining areas with no youth population also lack housing units, as shown in Figure 6.

Elderly populations by census block are shown in Figure 10. There is a higher concentration of elderly population among the census blocks between NW A Avenue and NW C Avenue near the airport. Although each census block in this area has low total population – typically under 10 people each – there five census blocks in this area that consist of over 25% elderly population. All remaining tracks have elderly populations of less than 50% of the total population.

⁴ Ibid

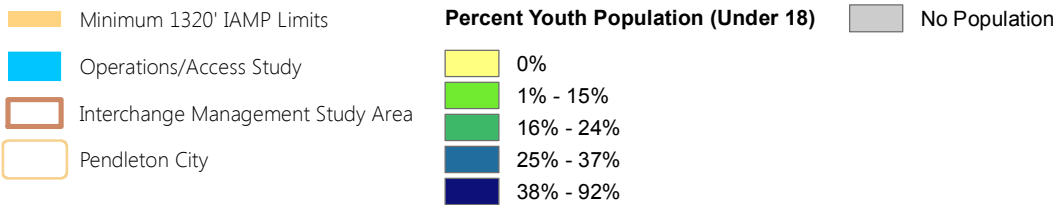
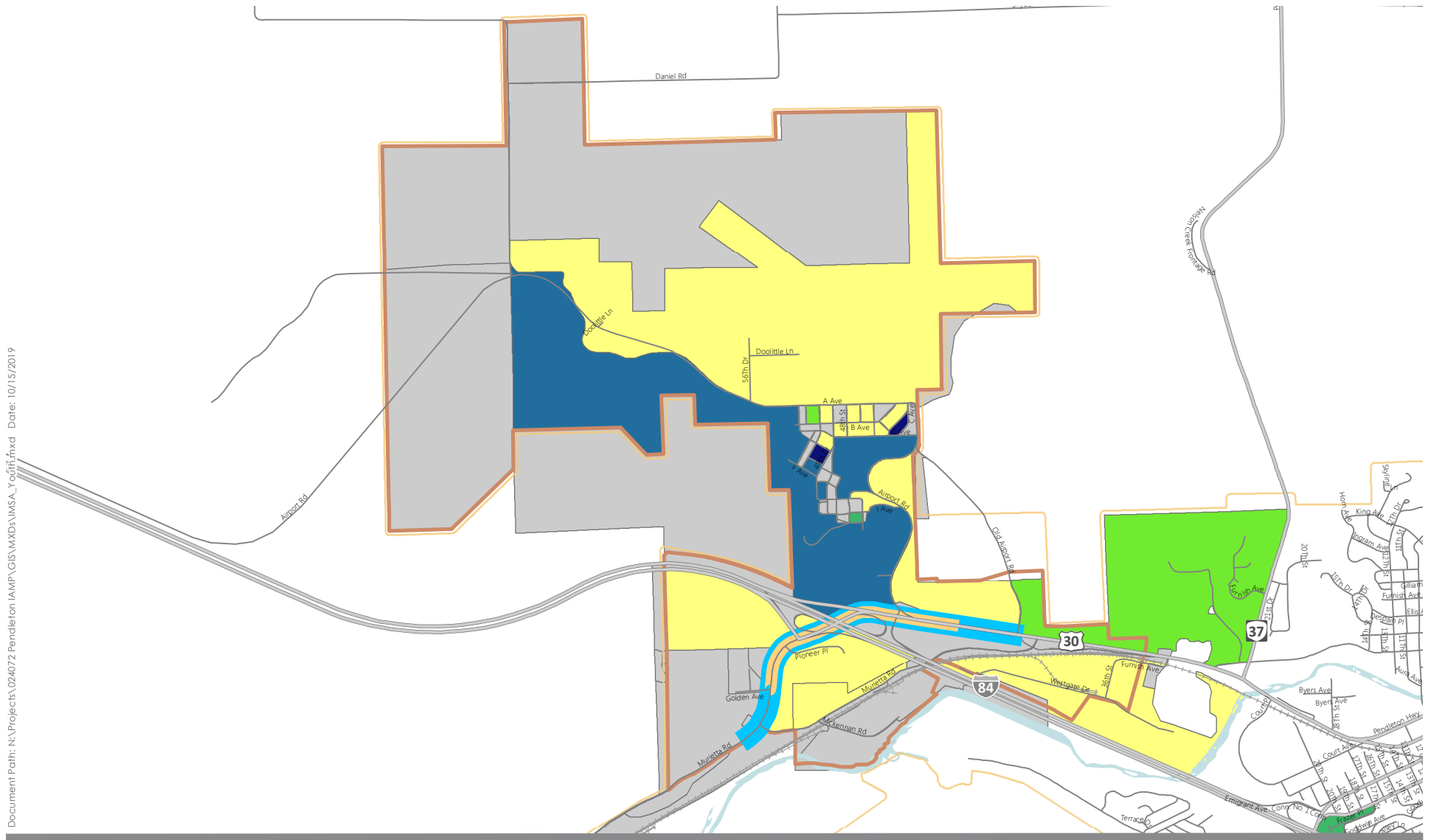


Figure 9
Youth Population (by Census Block)
Exit 207

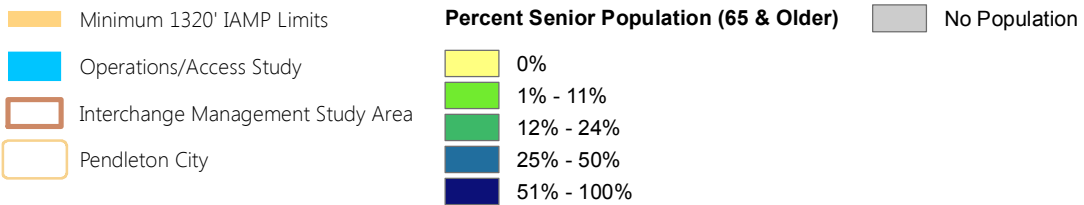
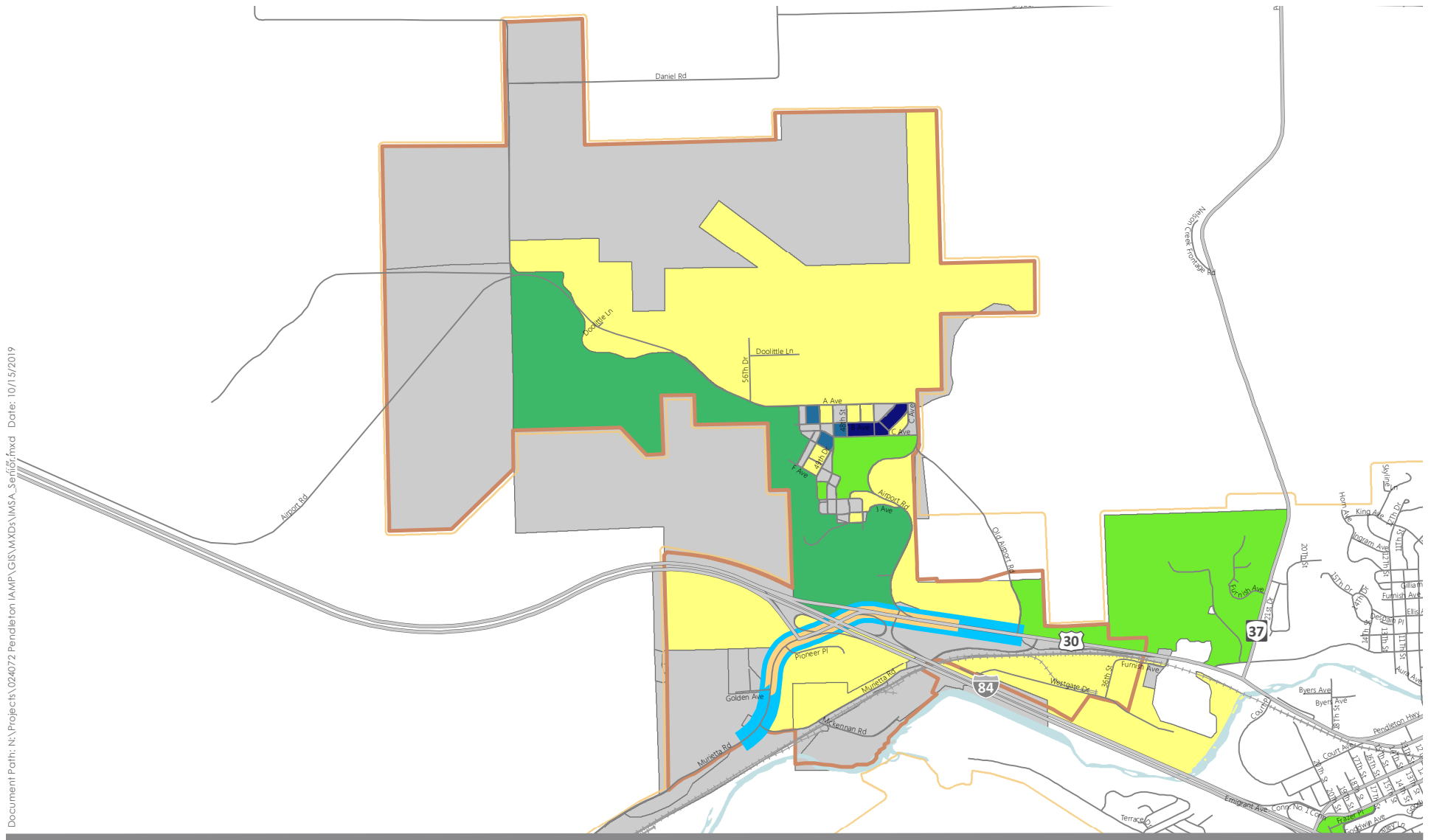


Figure 10

Senior Population (by Census Block) Exit 207

Female Head of Household

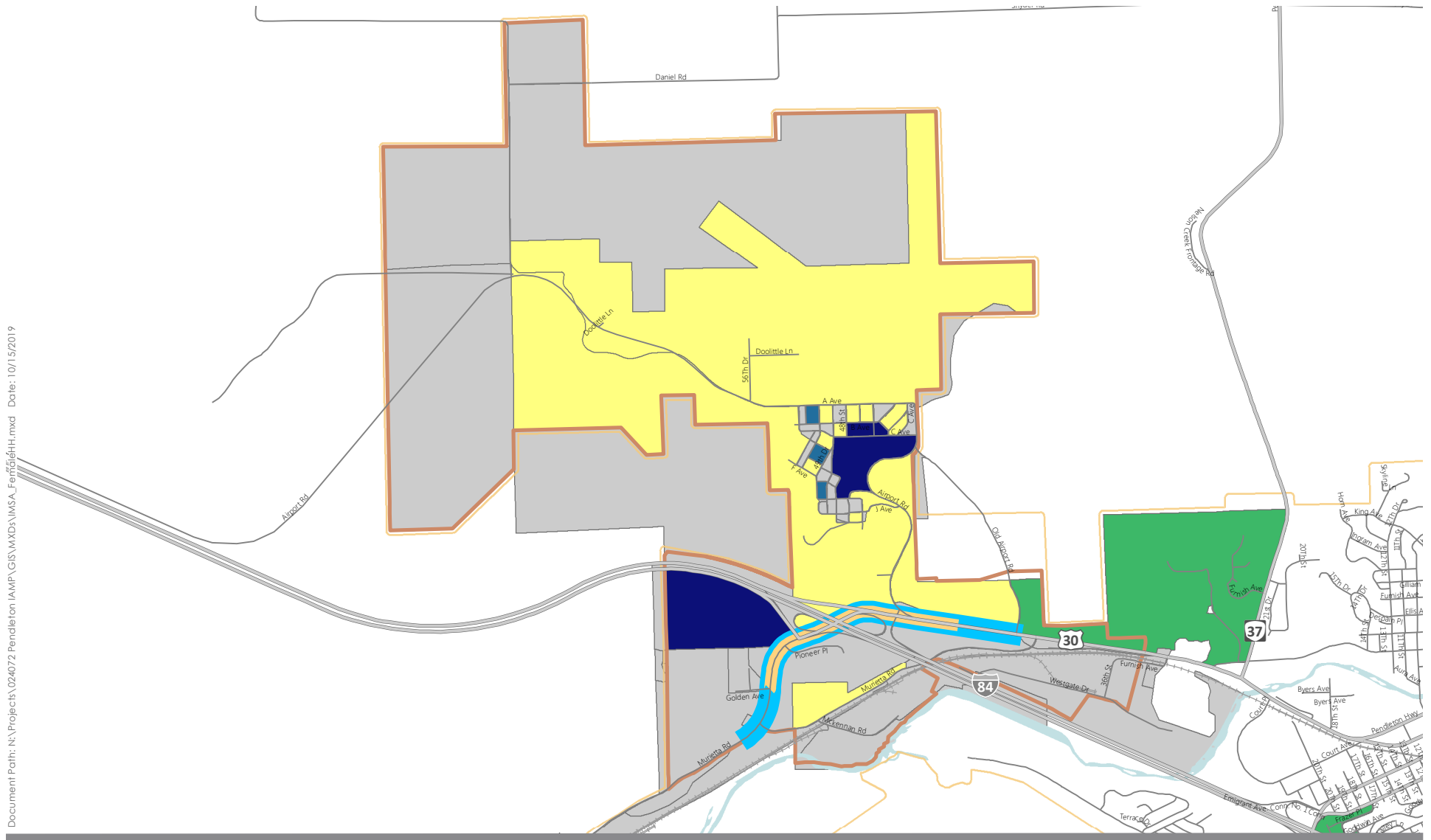
One person in each household is designated as the head-of-household or householder. In most cases this is the person, or one of the people, in whose name the home is owned or rented. If there is no such person, any adult 15 years old and over can be designated as the householder. Households are classified by type according to the sex of the householder and the presence of relatives (i.e. family household or nonfamily household).





The IMSA and Umatilla County percentage of female head of households – 32% and 28%, respectively – are generally consistent with the state percentage, 30%. Pendleton as a slightly higher percentage at 34%. Overall, approximately three out of ten households in the IMSA and the State of Oregon have females as the head of the households.

Table 8. Female Heads of Households (P19: Household Size by Household Type by Presence of Own Children, 2010 Decennial Census)





	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	113		6,220		26,904		1,518,938	
Female Head of Household	36	32%	2,100	34%	7,447	28%	452,937	30%
1-person Household	18	16%	1,110	18%	3,574	13%	231,699	15%
2-or-more-person Household	18	16%	990	16%	3,873	14%	221,238	15%
Family Household	12	11%	781	13%	3,236	12%	158,805	10%
Nonfamily Household	6	5%	209	3%	637	2%	62,433	4%

Figure 11 shows the percentage of female head of households by census block based on Decennial Census data. There is a high concentration of households with female head of households among the census blocks south of the airport. Although each census block has a low number of total households – typically under seven households each – there are five census blocks in this area that consist of 25% or more female head of households.



-  Minimum 1320' IAMP Limits
-  Operations/Access Study
-  Interchange Management Study Area
-  Pendleton City

Percent Female Head of Household Population

-  0%
-  1% - 24%
-  25% - 35%
-  36% - 50%



-  51% - 100%
-  No Population



Figure 11

Femal Heads of Households (by Census Block) Exit 207

Low Income⁵

Poverty statistics shown in Table 9 and Figure 12 adhere to the Office of Management and Budget in Statistical Policy Directive 14. The data uses a set of dollar value thresholds that vary by various family characteristic. A person’s poverty status is determined by comparing the person’s total family income in the last 12 months with the poverty threshold appropriate for that person’s family size and composition.

As shown in Table 9, compared to the overall State of Oregon, a higher portion of the overall population in the IMSA and Umatilla County are in poverty with a ratio of income to poverty below 1.00.

Approximately 25% of the IMSA population is in poverty (below 1.00 ratio), compared to approximately 16% of the overall State.

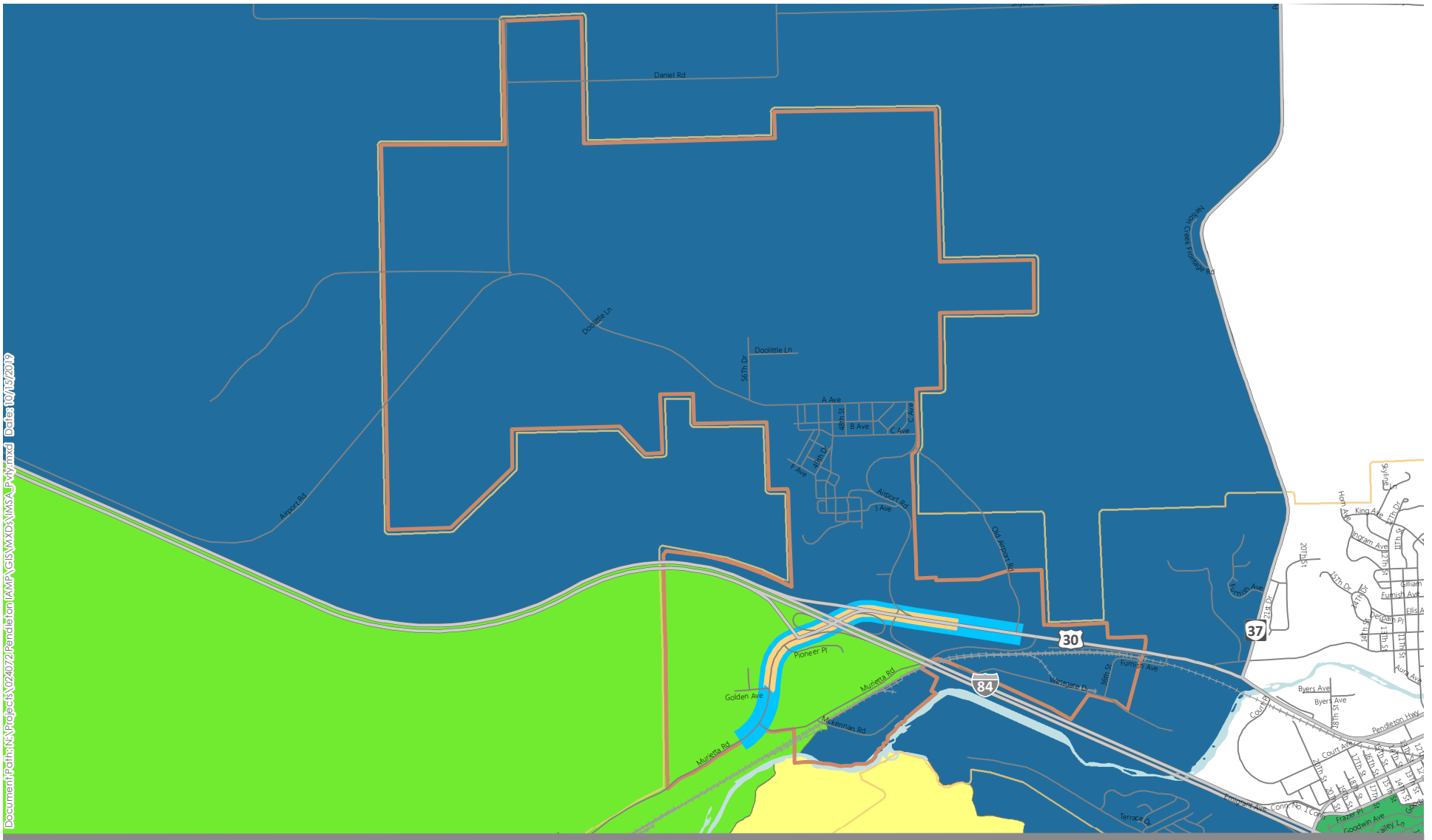
Table 9. Ratio of Income to Poverty (C17002: Ratio of Income to Poverty in the Past 12 Months, 2017 5-year American Community Survey)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	2,734		14,785		71,980		3,947,954	
Under .50	314	11%	1,032	7%	4,527	6%	258,105	7%
.50 to .99	381	14%	1,275	9%	8,290	12%	329,143	8%
1.00 to 1.24	237	9%	995	7%	4,314	6%	190,525	5%
1.25 to 1.49	88	3%	980	7%	4,269	6%	183,384	5%
1.50 to 1.84	48	2%	907	6%	6,343	9%	265,306	7%
1.85 to 1.99	121	4%	438	3%	2,524	4%	111,250	3%
2.00 and over	1,545	57%	9,158	62%	41,713	58%	2,610,241	66%

As shown in Figure 12, the majority of the IMSA have a notable rate of poverty. Approximately 43% - 48% of the population is 1.99 ratio or lower of poverty rating. The block group to the south of the interchange as a lower concentration with 5% to 20% of the population with a 1.99 or below poverty rating.

⁵ APG compiled information for selected demographic groups using American Community Survey (ACS) data. ACS data was used where 2010 decennial information on the identified demographics was not available. The ACS is a nation-wide survey conducted by the Census Bureau to provide estimates on population, housing unit, and household characteristics at the census block group geographic level. Because the ACS is based on a sample, they have a margin of error. The margin of error, combined with the ACS estimate, provides a range of values within which the actual value may fall. As such, demographic information shown below should be considered carefully.

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- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

Percent of Population with Ratio of 1.99 or Below Poverty Level

- 4%
- 5% - 29%
- 30% - 42%
- 43% - 48%



Figure 12

Population with Ratio 1.99 or Below Poverty Level Exit 207

Disabled Persons⁶

Information on disabled population was gathered from ACS data on Food Stamp benefits – also known as the Supplemental Nutrition Assistance Program (SNAP). Disability status is a self-reported variable within the data source. Disability within ACS data is limited to four basic areas of functioning – hearing, vision, cognition, and ambulation. It is further supplemented by Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales which relate to difficulty with bathing, dressing, and performing errands.

As shown in Table 10, a higher share of the households in both Umatilla County and Pendleton have more persons with a disability, at 33% and 29% respectively. The IMSA percentage, at 23% is lower than the State of Oregon percentage of persons with a disability, 28%. In the IMSA, approximately two out of ten households have one or more persons with a disability.

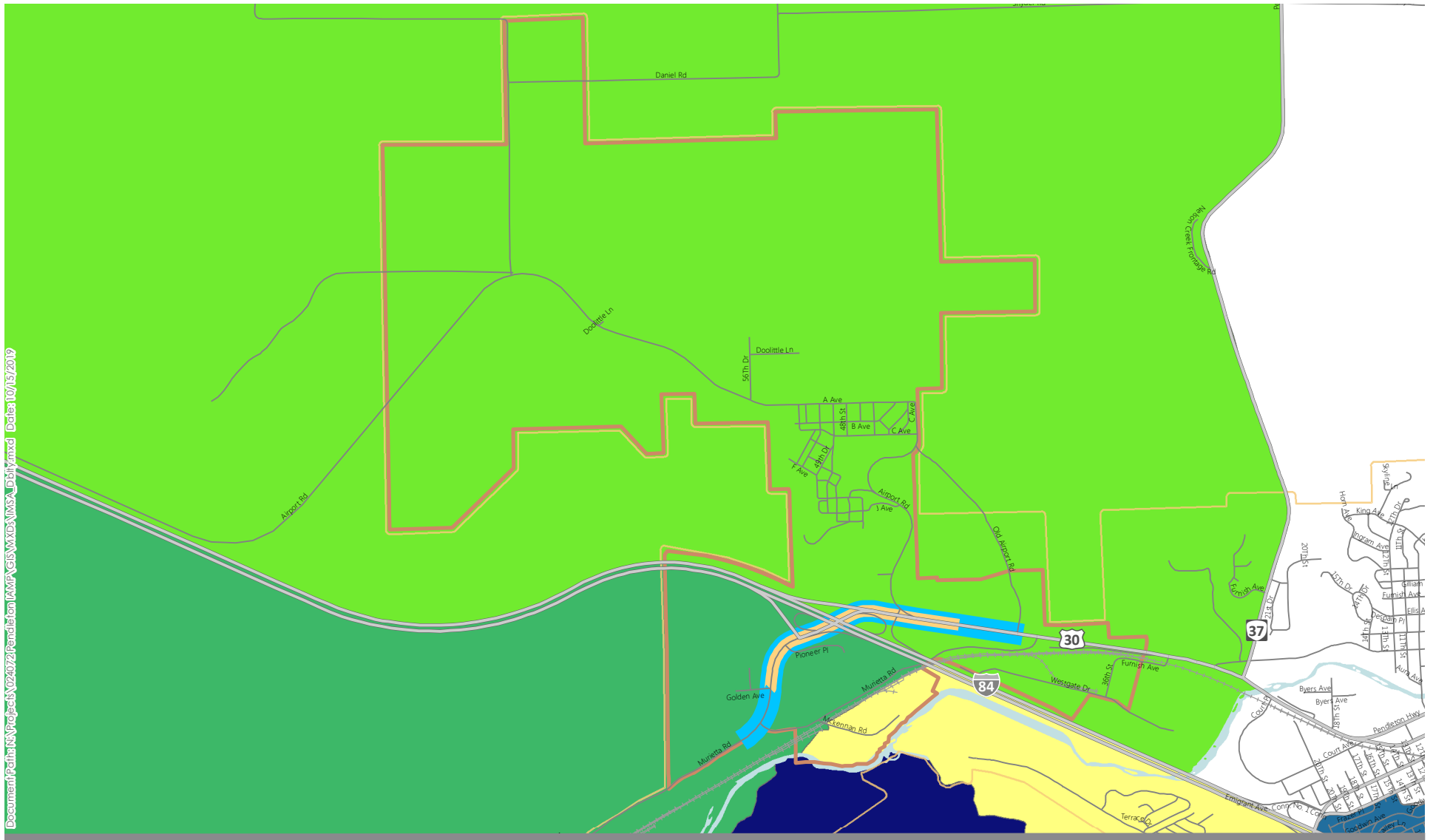
Table 10. Households with One or More Persons with a Disability (B22010: Receipt of Food Stamps/Snap in the Past 12 Months by Disability Status for Households, 2017 5-year American Community Survey)

	207		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,013		6,057		26,976		1,571,631	
Households with 1 or More Persons with a Disability	238	23%	1,759	29%	8,801	33%	443,532	28%

ACS data shows several census block groups in the IMSA, shown in Figure 13. The block groups in the IMSA include a population of 17% to 31% of the population with households with one of more individuals with a disability. Since most of the IMSA’s block groups cover a large geographical area, the percentages may not be entirely representative of the IMSA area.

⁶ Ibid

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- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

Percent of Households with 1 or More Persons with a Disability	
38% - 39%	(Dark Blue)
32% - 37%	(Dark Green)
28% - 31%	(Medium Green)
22% - 27%	(Light Green)
17% - 21%	(Yellow)



Figure 13

Households with One or More Disabled Persons (by Block Group) Exit 207

Limited English Proficiency⁷

Data on language spoken at home were derived from two answers to ACS data. Respondents were instructed to mark “Yes” if they sometimes or always spoke a language other than English at home and “No” if a language was spoken only at school – or if speaking was limited to a few expressions or slang. The second question asked respondents to list the name of the non-English language they spoke at home.

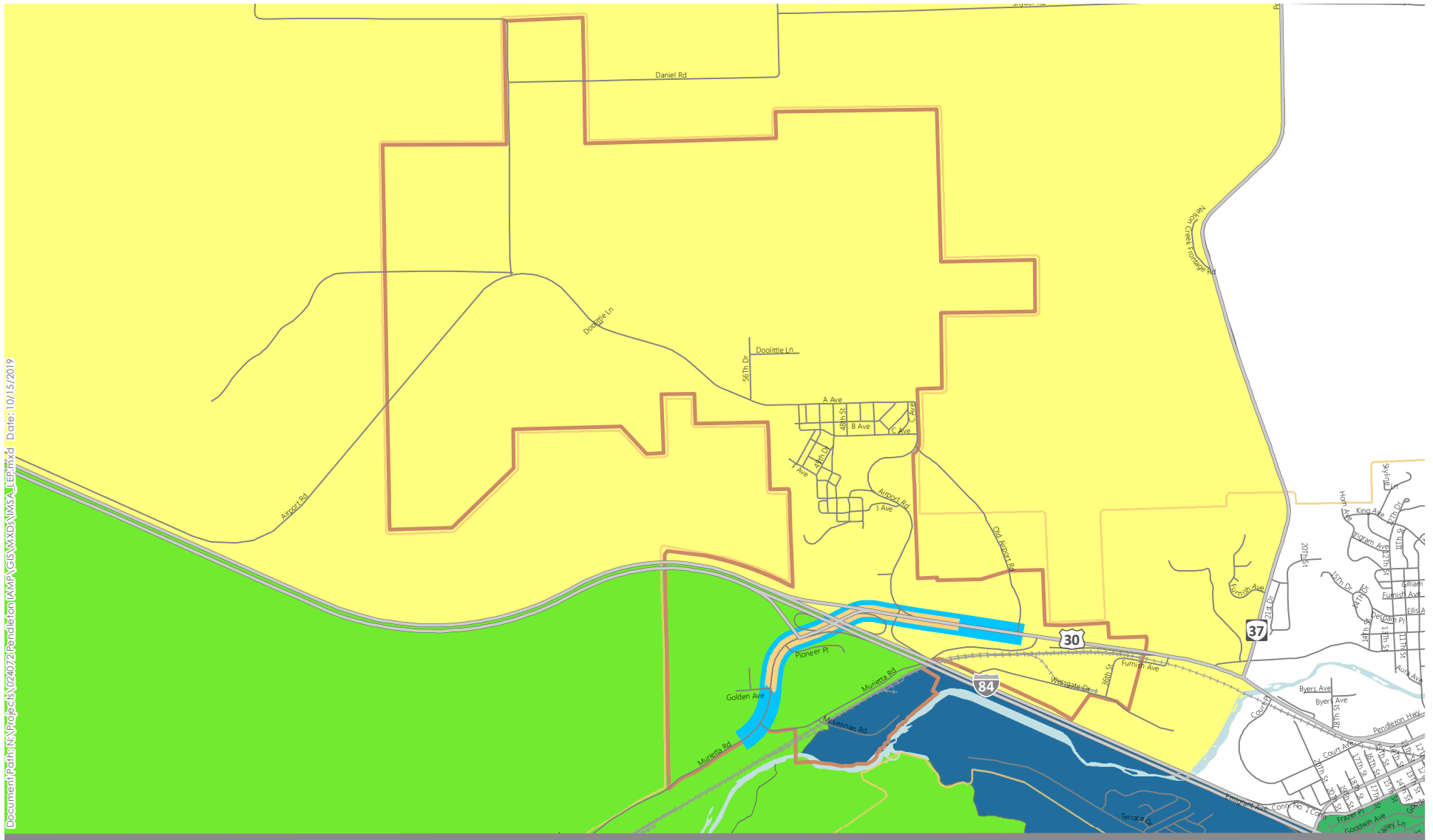
As shown in Table 11, only a small portion of households in Pendleton and the IMSA speak a language other than English, 8% and 7% respectively. In comparison, Umatilla County has 20% of the population that speaks other languages. The majority of households that speak another language have limited proficiency with the English language. In the IMSA all households that speak languages other than English have limited English proficiency.

Table 11. Limited English Proficiency Households (C16002: Household Language by Household Limited English Speaking Status, 2017 5-year American Community Survey)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,013		6,057		26,976		1,571,631	
English Only	937	92%	5,634	93%	21,608	80%	1,334,686	85%
Other Languages	76	8%	423	7%	5,368	20%	236,945	15%
Limited English Proficiency	76	8%	386	6%	4,197	16%	195,758	12%

As shown in Figure 14, a large majority of the population in the IMSA do not speak a language other than English. One block group located in the south east corner of the IMSA, south of Murietta Rd. has the highest concentration of limited English proficiency individuals, consisting of 11% to 12% of the total population.

⁷ Ibid



- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

Percent of Households with Limited English Proficiency

- 0%
- 1% - 3%
- 4% - 10%
- 11% - 12%



Figure 14

Households with Limited English Proficiency (by Block Group) Exit 207

Other-National Origin Persons⁸

Information on other-national origin population was gathered from ACS data on derived citizenship status. Information on the foreign-born population includes people who are not US citizens or US nationals at birth. This also includes people who are US citizens by naturalization.

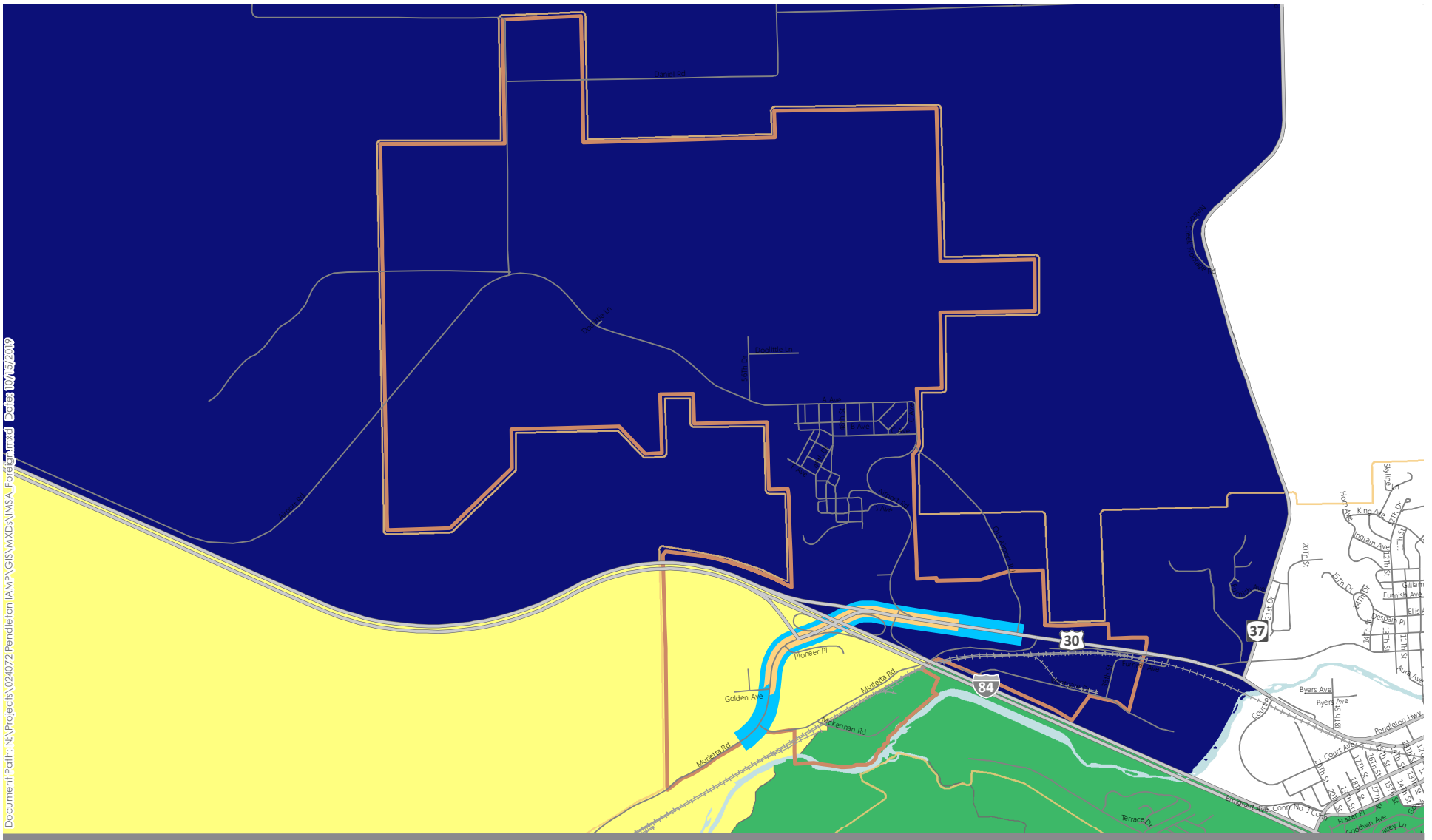
As shown in Table 12, the population in the IMSA and Pendleton are more likely to have been born in the United States, as compared to the state as a whole. Approximately 4% percent of the population in these areas are foreign born, compared to approximately 10% percent of the overall population in Oregon. As shown in Figure 15, all the block groups in the IMSA have a limited percentage of foreign born population, at 10% or less of the total population of the block group.

Table 12. Foreign Born Population (B99051: Allocation of Citizenship Status, 2017 5-year American Community Survey)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	4,552		16,709		76,736		4,025,127	
Native Born	4,349	96%	16,099	96%	68,337	89%	3,626,726	90%
Foreign Born	203	4%	610	4%	8,399	11%	398,401	10%

⁸ Ibid

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-  Minimum 1320' IAMP Limits
 -  Operations/Access Study
 -  Interchange Management Study Area
 -  Pendleton City
- Percent of Population Foreign Born**
-  1%
 -  2% - 3%
 -  4% - 10%



Figure 15

Foreign-Born Population (by Block Group) Exit 207

Vehicles Available⁹

Information on vehicle availability was gathered from ACS tenure data and derived from means of transportation to work. Data is gathered for workers 16 years old and over and is organized by number of households.

As shown in Table 13, the share of households with no vehicles available in the IMSA (approximately 8%) is similar to that of the County (approximately 7%) and the State as a whole (approximately 8%). The IMSA is lower compared to the City of Pendleton at approximately 11%.

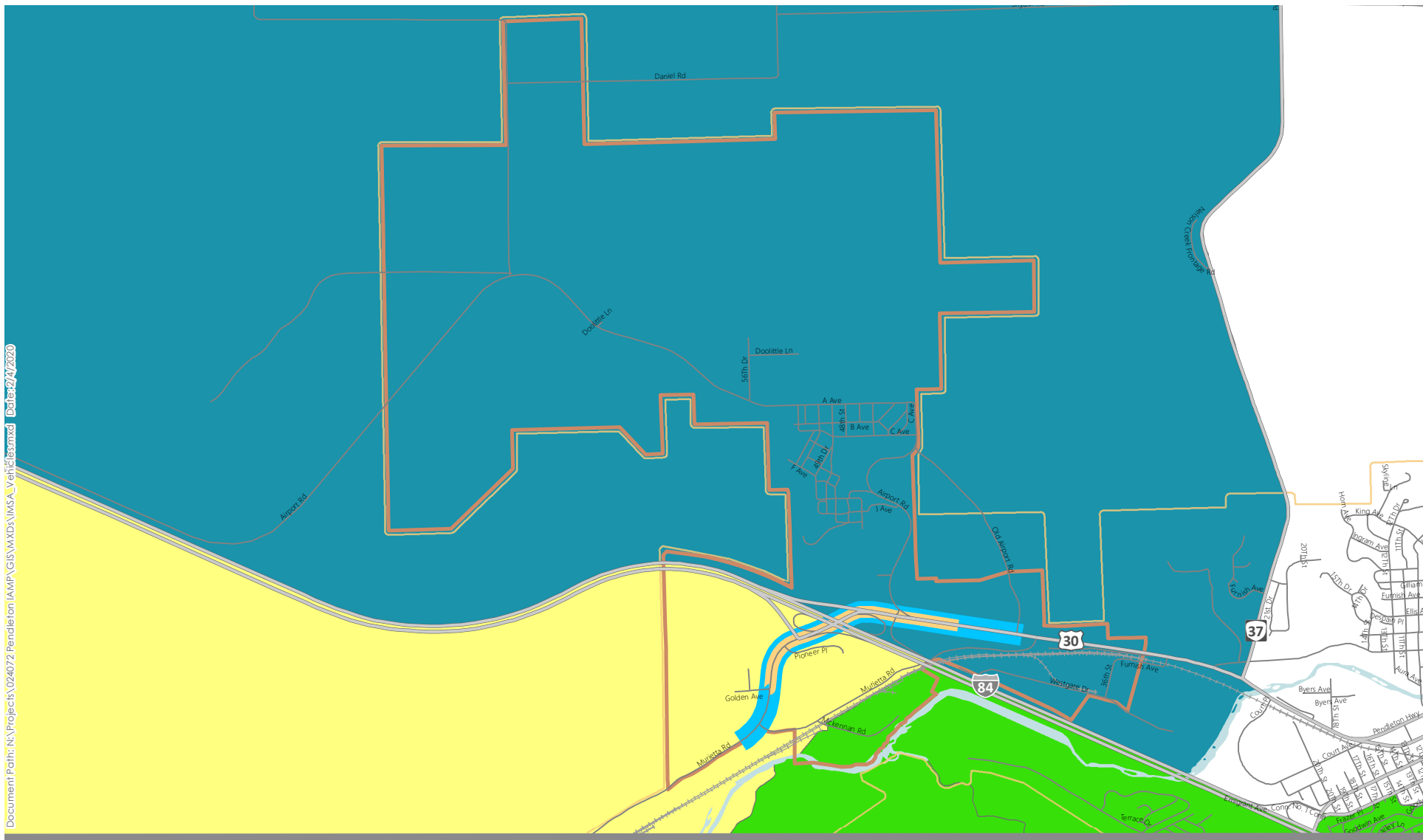
Figure 16 shows the percent of households with no vehicles available. As shown, the Census Block Group north of the interchange consists of between 8% and 19% households that do not have a personal vehicle. This amount equals or exceeds the County and State average.

Table 13. Vehicle Available (B25044: Tenure by Vehicles Available, 2017 5-year American Community Survey)

	EXIT 207 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,398		6,057		26,976		1,571,631	
No Vehicle Available	112	8%	649	11%	1,984	7%	120,271	8%
1 Vehicle	428	31%	2,036	34%	7,559	28%	505,523	33%
2 Vehicles	400	29%	2,000	33%	9,705	36%	592,686	39%
3 Vehicles	304	22%	1,028	17%	5,084	19%	242,041	16%
4 Vehicles	119	9%	267	4%	1,829	7%	75,629	5%
5 or More Vehicles	35	3%	77	1%	815	3%	35,481	2%

⁹ Ibid

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- Minimum 1320' IAMP Limits
- Operations/Access Study
- Interchange Management Study Area
- Pendleton City

Percent of Households with No Vehicles Available

- 0%
- 1% - 7%
- 8% - 19%



Figure 16
Households with No Vehicles Available (by Block Group)
Exit 207

Title VI and Environmental Justice Summary

This memorandum provides generalized information on Title VI impact areas based on the combination of available data provided on the following demographic groups:

- Minority Groups (Block)
- Population 17 Years and Younger (Block)
- Population 65 Years and Older (Block)
- Female Heads-of-Households (Block)
- Low-Income Population (Block Group)
- Disabled Persons (Block Group)
- Limited English Proficiency (Block Group)
- Other-National Origin Persons (Block Group)
- Vehicle Ownership

As previously discussed, due to the limitations of available Decennial and ACS data, the specific location of Title VI populations is limited to census blocks and census block groups respectively. The geographic boundaries of blocks and block groups are not limited to the extent of the study area buffer; some census blocks, and most census block groups, extend beyond the study area. Further, the geographic boundaries of census blocks and census block groups can vary greatly in size.

Figures 8 through 16 show the information for all Title VI populations addressed in this memorandum and potential Title VI populations that may be affected. Tables 6 to 13 are summarized in Figures 17 and 18, below.

According to Figures 17 and 18, the demographic information suggests the following:

- The IMSA has a notable percentage of households in poverty and is a significantly higher percentage than the State average.
- The percentage of Youth and Elderly populations in the IMSA are less than the Pendleton, Umatilla County, and State percentages.
- Within in IMSA the percentage of females as the head of the household is greater than Umatilla County and the State as a whole.

Figure 17. Title VI and Environmental Justice Summary – Part I

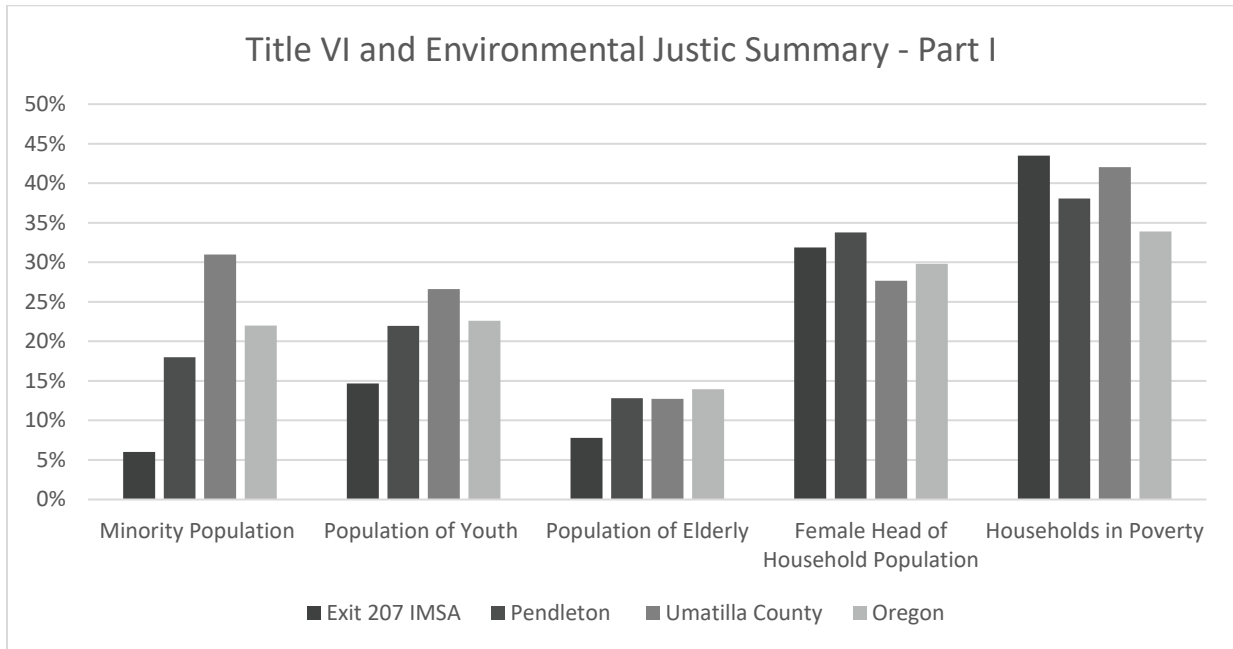
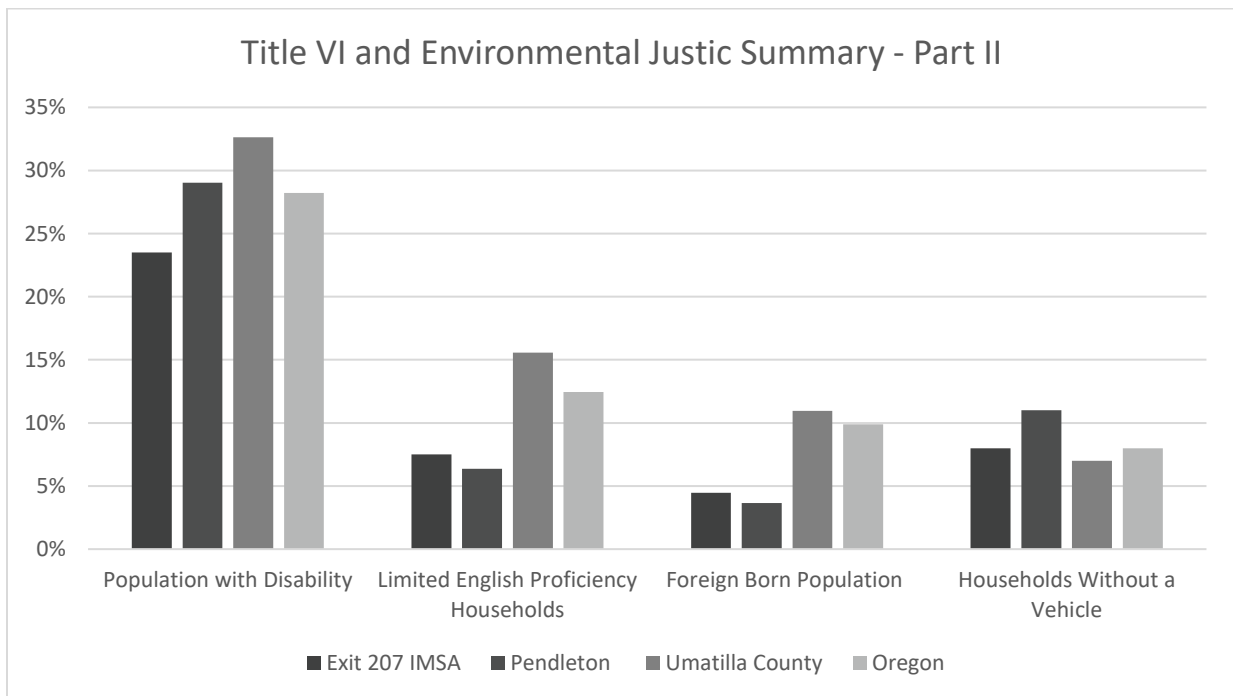


Figure 18. Title VI and Environmental Justice Summary – Part II



ATTACHMENT A: CITY OF PENDLETON ZONING DISTRICT REGULATIONS

As discussed earlier in the memorandum, land in the IMSA is subject to the land use regulations of the City of Pendleton, found in the Pendleton Unified Development Code (UDC). Because future development and redevelopment in the IMSA will be subject to UDC provisions, knowing the zoning designations, permitted uses, and lot standards in the IMSA provides information about the type and intensity of transportation demand to be expected in the area. Table A-1 provides a detailed summary of the purposes, permitted uses, and lot standards in each zoning district in the IMSA and the corresponding Comprehensive Plan designation.

Table A-1. IMSA Zoning Districts and Comprehensive Plan Designations

Zoning or Overlay District	Purpose, Permitted Uses, and Lot Standards	Corresponding Comprehensive Plan Designation
ZONES		
Light Industrial (M-1) UDC 5.01	Purpose <ul style="list-style-type: none"> • To provide, enhance and protect areas to accommodate a wide range of manufacturing and allied uses that need generally flat topography and easy access to arterials and intermodal shipping facilities, and to reserve industrial sites near the airport for specific employment uses identified in the Pendleton Economic Opportunities Analysis (EOA). Uses <ul style="list-style-type: none"> • Air transportation facilities, Automobile dealerships, repairs and services, general businesses services, transportation facilities and services, Wholesaling goods, solid waste transfer stations, animal clinic, commercial amusement, eating and drinking establishments, hotels and motels Lot Standards <ul style="list-style-type: none"> • Lot Size - Range from ½ acre to 5 acres depending on location. Reference Figure 5.8 in the UDC • Lot Coverage – No maximum 	Light Industrial
Farm Use (EFO) UDC 6.01 – 6.05	Purpose <ul style="list-style-type: none"> • Preserve and maintain agricultural land, protect scenic resources, main environmental quality in the city. • Designate parcels inside City limits that have retained Umatilla County EFU zoning. 	N/A

Zoning or Overlay District	Purpose, Permitted Uses, and Lot Standards	Corresponding Comprehensive Plan Designation
	<p>Uses</p> <ul style="list-style-type: none"> • Production of crops and livestock, agricultural services sale of agricultural produce grown on the premises, utility facilities as necessary <p>Lot Standards</p> <ul style="list-style-type: none"> • Lot Size – <ul style="list-style-type: none"> ○ Farm parcels – 40 acres ○ Conditional uses – Must be consistent with adjoining land uses, overall land use patterns in the area, designed to retain maximum possible agricultural land 	
<p>Airport Activities (A-A) UDC 5.05</p>	<p>Purpose</p> <ul style="list-style-type: none"> • To protect the lands lying adjacent to the airport runway and terminal areas from incompatible development, while providing lands for airport-related and agricultural uses. <p>Uses</p> <ul style="list-style-type: none"> • Aviation industries and operational services, farming and forestry activities, freight services, passenger transportation services, public services <p>Lot Standards</p> <ul style="list-style-type: none"> • Lot Size - Range from ½ acre to 5 acres depending on location. Reference Figure 5.8 in the UDC • Lot Coverage – No maximum 	<p>Airport Industrial</p>
<p>Tourist Commercial (C-2) UDC 4.02</p>	<p>Purpose</p> <ul style="list-style-type: none"> • To provide areas suitable for motels, restaurants, service stations, and other similar uses for the accommodation of tourists and travelers. <p>Uses</p> <ul style="list-style-type: none"> • Eating or drinking establishments, hotels, motels, camping and trailer parks, service station, auto repair, services, and garages, information center, transportation uses, transit facilities, health care services, <p>Lot Standards</p> <ul style="list-style-type: none"> • Lot size – No minimum • Lot coverage – No maximum, new residential buildings in commercial zones must provide 10% of site as open space • Building height – 50 feet 	<p>Tourist Commercial</p>

Zoning or Overlay District	Purpose, Permitted Uses, and Lot Standards	Corresponding Comprehensive Plan Designation
Heavy Industrial (M-2) UDC 5.07	Purpose <ul style="list-style-type: none"> To provide, enhance, and protect areas to accommodate a wide range of manufacturing and allied establishments located away from residential and commercial uses to avoid inherent incompatibilities, but adjacent to or near major transportation facilities. Uses <ul style="list-style-type: none"> General heavy construction and general trade contractors, fuel and ice dealers, light industrial, heavy industrial (paper and allied products, fabricated metal products, machinery), transportation facilities and services, wholesaling, solid waste transfer station, government structure, heavy industrial, mining, social services, animal clinic, transportation related – park and ride, transit center, or warehouse Lot Standards <ul style="list-style-type: none"> Lot Size - Range from ½ acre to 5 acres depending on location. Reference Figure 5.8 in the UDC Lot Coverage – No maximum 	Heavy Industrial
SUBDISTRICTS		
Airport Industrial Subdistrict (AI) UDC 5.02	Purpose <ul style="list-style-type: none"> The Airport Industrial Subdistrict (AI) is intended to reserve designated Light Industrial (M1) sites near the Pendleton Airport for targeted industrial users as called for in the Pendleton Comprehensive Plan (Industrial Plan Table A-AI) and the Pendleton Economic Opportunities Analysis (EOA). See Table A-2 for applicable sites. Uses <ul style="list-style-type: none"> Same as M-1 and aviation related industrial uses Lot Standards <ul style="list-style-type: none"> For M-1 conditional uses, cumulatively, no more than 10% of the gross land area within the AI Subdistrict may be devoted to Commercial Amusement and Recreation; Eating and Drinking Establishments; and Hotels, Motels and other Lodging. The following lot size and coverage development standards apply with the exception of two sites (1-N and 1-W): <ul style="list-style-type: none"> Lot Size - Range from ½ acre to 5 acres depending on location. Reference Figure 5.8 in the UDC Lot Coverage – No maximum 	Airport Industrial

Zoning or Overlay District	Purpose, Permitted Uses, and Lot Standards	Corresponding Comprehensive Plan Designation
<p>Regional Distribution Center Subdistrict (RDC) UDC 5.04</p>	<p>Purpose</p> <ul style="list-style-type: none"> Provide a large site for a regional distribution center with direct access to the Barnhart Road Extension. This subdistrict applies to Airport Site 2-S (Pinkerton) and the southern portion of Airport Site IOE (Pinkerton) identified in Industrial Plan Table A of the Pendleton Comprehensive Plan and shown in Table A-2. <p>Uses</p> <ul style="list-style-type: none"> Regional wholesale distribution center that requires at least 50 acres <p>Lot Standards</p> <ul style="list-style-type: none"> Lot Size - Range from ½ acre to 5 acres depending on location. Reference figure 5.8 in the UDC Lot Coverage – No maximum 	<p>Regional Distribution</p>
<p>Airport Hazard Subdistrict (AHZ) UDC 5.06</p>	<p>Purpose</p> <p>To limited hazards from airport activities to lives, property owners, and uses of the Eastern Oregon Regional Airport at Pendleton by ensuring that an obstruction may reduce the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Eastern Oregon Regional Airport at Pendleton and the public investment.</p> <p>Use</p> <ul style="list-style-type: none"> No uses that interfere with navigational signs or radio communications of the airport or impair visibility for airport operations <p>Lot Standards</p> <ul style="list-style-type: none"> Height restrictions - Based range from a maximum of 20 feet to 150 feet, depending on distance from runway and slope. Lot Size - Range from ½ acre to 5 acres depending on location. Reference figure 5.8 in the UDC Lot Coverage – No maximum 	<p>Airport Industrial</p>
<p>Business Park Subdistrict (BP) UDC 5.03</p>	<p>Purpose</p> <ul style="list-style-type: none"> Provide for a mix of light industrial, heavy commercial, office and supporting commercial uses in a master planned setting. <p>Uses</p> <ul style="list-style-type: none"> Air transportation facilities, Automobile dealerships, repairs and services, general businesses services, transportation facilities and services, Wholesaling goods, solid waste transfer stations, animal clinic, commercial amusement, eating and drinking establishments, hotels and motels, business and 	<p>Business Park</p>

Zoning or Overlay District	Purpose, Permitted Uses, and Lot Standards	Corresponding Comprehensive Plan Designation
	<p>personal service, general offices, health services, and parking areas/garages, educational services, hospitals, museums, art galleries, zoo, social service organizations</p> <p>Lot Standards</p> <ul style="list-style-type: none"> • Lot Size - Range from ½ acre to 5 acres depending on location. Reference figure 5.8 in the UDC • Lot Coverage – No maximum 	

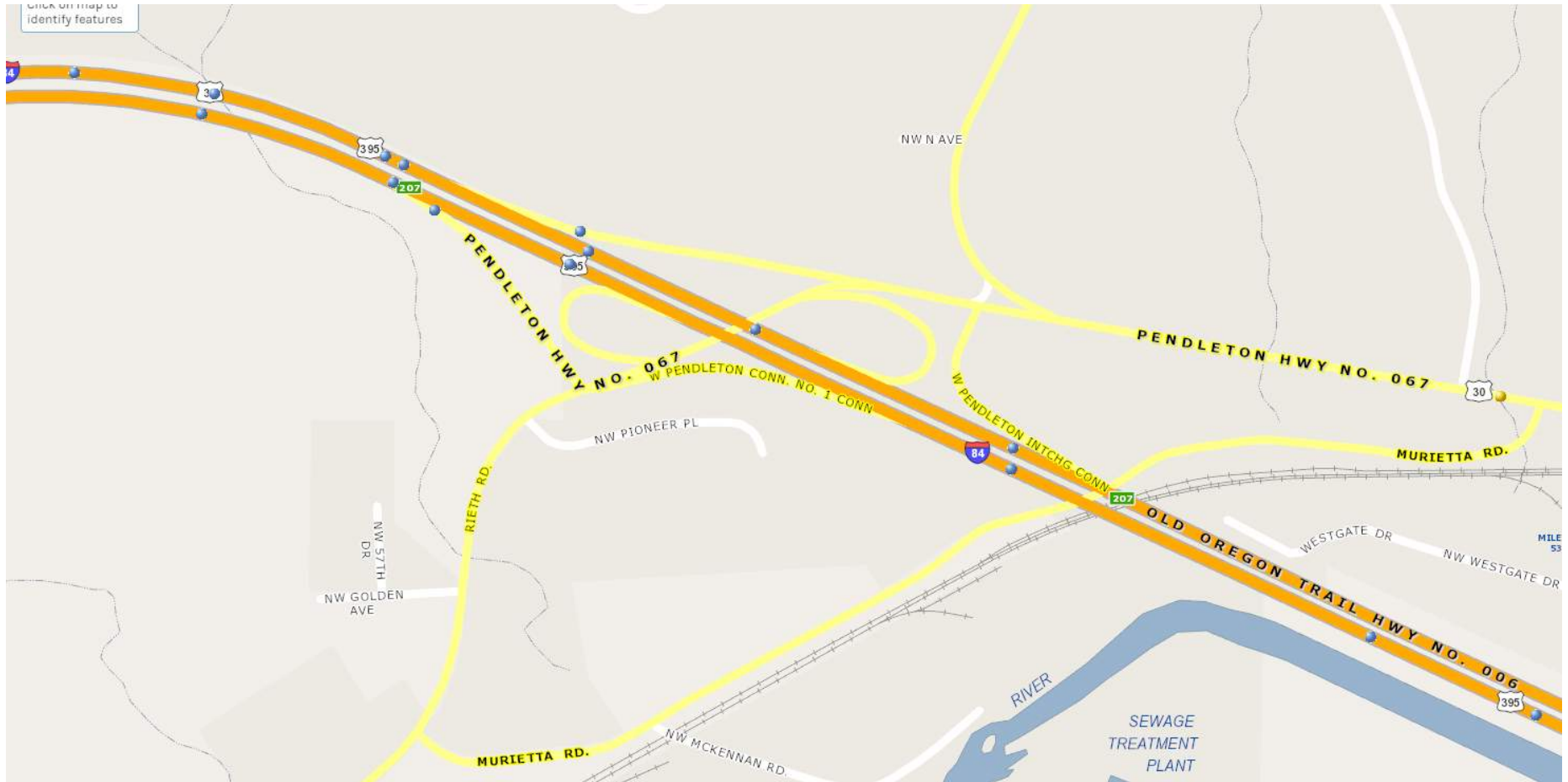
Table A-2. Airport Industrial Subdistrict Properties

Table 5.1 –Airport Industrial Subdistricts

Site Name	Gross Acres	Suitable Acres	Site Need	Location / Comment
Site I-A	133	70	General Industrial	City owned lease-only land N of Barnhart Road Extension
Site I-OE (Pinkerton)	25	15	General Industrial	North of Barnhart Road Extension
Pinkerton 1-N	160	106	Large Site + General Industrial	West of Stage Gulch Road, North of Barnhart Road Extension
Miller 1-W	42	25	Large Site + General Industrial	Retain to meet general industrial needs; East of Stage Gulch Road, North of Daniel Road
Airport 1-W	100	45	Master Planned Business Park	Retain as master planned business park; East of Stage Gulch Road, North of Airport
Pinkerton 2-S	127	125	Regional Distribution Center	South of Barnhart Road Extension; Combine w/ Site 1-OE (Pinkerton) for 200-acre site
Site I-OE (Pinkerton)	75	75	Regional Distribution Center	South of Barnhart Road Extension

Attachment B
ODOT Culvert and Bridge
Inventory

Exit 207 IMSA: ODOT Culvert Locations¹



¹ Source: Oregon Department of Transportation. ODOT TransGIS. <https://gis.odot.state.or.us/transgis/>. Accessed in October 2019.

Exit 207 IMSA: ODOT Bridge Locations²



² Source: Oregon Department of Transportation. ODOT TransGIS. <https://gis.odot.state.or.us/transgis/>. Accessed in October 2019.

Attachment C
Environmental Assessment
Memorandum

MEMO

To: Nick Foster, AICP, RSP, Kittelson & Associates, Inc.
From: Dana Kurtz, Environmental Scientist DK
Subject: **Pendleton Interchange Area Management Plan: Exit 207 (Task 4.5 Natural Resources and Environmental Barriers) Cursory Environmental Assessment**
Date: October 17, 2019
Job/File No. 863-169-111 (w/o encl.)

Project Description

The Oregon Department of Transportation (ODOT) Region 5 is preparing an Interchange Area Management Plan for Exit 207 along Interstate 84 (I-84) inside the city limits and urban growth boundary of Pendleton, Oregon. Exit 207 provides vital access between I-84 and the Eastern Oregon Regional Airport and is located in the western portion of the City of Pendleton (see Figure 1, Location and Vicinity Maps). ODOT has contracted with Kittelson & Associates, Inc., and Anderson Perry & Associates, Inc., to assist in identifying current conditions, opportunities, and constraints; analyzing alternatives; and recommending improvements and implementation.

The potential development is limited by several key factors including the Umatilla River, I-84, protected species, cultural resource sites, and waterways. The purpose of this Cursory Environmental Assessment Memo (Memo) is to identify the existing environmental and cultural resource conditions in the proposed area for improvements (Management Area) and evaluate the potential constraints associated with the proposed project. A specific alignment for the Exit 207 improvements has not yet been proposed. The information in this Memo will be used to develop alignment alternatives.

Cursory Environmental Assessment

This Memo evaluates features in the vicinity of the Management Area. The majority of the improvements will be in the Operations Area (generally along Rieth Road and Highway 30 from approximately Murrieta Road to Old Airport Road) but will incorporate the entire Management Area (extending from Rieth Road north to Snyder Road) (see Figure 1). This preliminary assessment is based on an evaluation of existing data. This assessment includes the existing natural resources and environmental barriers. The following environmental conditions and concerns exist or are associated with the Management Area.

Goal 5 Resource Mapping

Goal 5 Resources address a broad statewide planning goal that incorporates important local resources to protect natural resources and conserve scenic and historic areas and open spaces.

The National Wild and Scenic Rivers System (NWSR) map and Oregon's Scenic Waterways list (Oregon Parks and Recreation Department [OPRD], 2019) indicate that no designated Wild and Scenic Rivers or State Scenic Waterways are located within the Management Area (NWSR, 2019).

According to the Oregon Water Resources Department (OWRD) (OWRD, 2019), no groundwater resources are located within the vicinity of the Management Area. No designated Oregon recreation trails are located within Umatilla County (OPRD, 2019). The nearest wilderness area is the North Fork Umatilla Wilderness located approximately 60 miles east of the City of Pendleton and the Management Area (Wilderness Connect, 2019). The Oregon Sage-Grouse Core Areas Map developed by the Oregon Department of Fish and Wildlife (ODFW) and Bureau of Land Management does not include areas of Core Habitat within Umatilla County (ODFW, 2011; SageCon, 2019) (see Attachment A, Goal 5 Resources).

Due to the distance of Goal 5 Resources from the Management Area, the proposed project is not anticipated to impact Goal 5 Resources.

Federal Emergency Management Agency Floodplain Mapping

According to the Federal Emergency Management Agency (FEMA) Map Service Center, FEMA Flood Insurance Rate Map Panels No. 41059C1011G, 41059C1012G, 41059C1003G, and 41059C1004G, the southern border of the Management Area is located within the 100-year floodplain of the Umatilla River; however, the Operation Area is located outside the 100-year floodplain (see Figure 2, Floodplain Map) (FEMA, 2019). If development were to occur in the 100-year floodplain, FEMA standards would need to be considered.

Potential Wetlands and Waterways

The Umatilla River is the nearest waterbody to the Management Area. In addition to the Umatilla River, two unnamed streams are present in the northern portion of the Management Area (see Figure 3, Waterway Map). The Umatilla River is a perennial river that originates in the Blue Mountains of northeast Oregon and flows east to the Columbia River. The Umatilla River is approximately 0.4 mile south of the Exit 207 Operations Area and approximately 0.05 mile south of the Management Area. Construction associated with the proposed project is not anticipated to impact the Umatilla River but has the potential to impact the two unnamed streams.

According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Map, eight Freshwater Forested/Shrub and Riverine wetland types are mapped within the Management Area (USFWS, 2019a). Two wetlands are mapped north of the Eastern Oregon Regional Airport, two are mapped near N.W. A Avenue, two on either side of Old Airport Road, and two are located along the southern border of the Management Area (see Figure 4, Wetland Map).

Once the final alignment is determined, a wetland determination and/or delineation may be required to quantify potential impacts to wetlands. An Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers (USACE) Joint Permit Application may be required if any work is needed in jurisdictional waterbodies. Once the final alignment is determined, impacts to jurisdictional waterbodies would need to be assessed.

Threatened and Endangered Listed Species

Several federally listed species occur in Umatilla County. Middle Columbia River (MCR) steelhead (*Oncorhynchus mykiss ssp.*), bull trout (*Salvelinus confluentus*), and yellow-billed cuckoo (*Coccyzus americanus*) are listed as Threatened. The gray wolf (*Canis lupus*) is listed as Endangered for Umatilla County under the federal Endangered Species Act (ESA) (USFWS, 2019b; National Marine Fisheries Service [NMFS], 2019) (see Attachment B, U.S. Fish and Wildlife Service Species List).

A review of the Oregon Biodiversity Information Center (ORBIC) database on October 4, 2019, revealed records of 11 tracked, rare species within 2 miles of the Management Area, including two federally listed species (steelhead and bull trout) (ORBIC, 2019).

The Management Area does not contain suitable habitat for gray wolf. According to the ORBIC report, there are no records of yellow-billed cuckoo within 2 miles of the Management Area. Little habitat for this species (dense riparian forests) exists in the Management Area, and the proposed project is not likely to impact yellow-billed cuckoo.

According to StreamNet, fish are not present in the streams located within the Management Area (2019). However, the Umatilla River is used by bull trout, summer steelhead, spring and fall Chinook salmon, coho salmon, Pacific lamprey, and redband trout. MCR distinct population segment steelhead and bull trout are listed as federally threatened, and the Umatilla River is designated steelhead and bull trout critical habitat (NMFS, 2019). The Umatilla River is essential salmonid habitat as well as essential fish habitat for Pacific salmon (DSL, 2019). Work is not expected to occur within or near the Umatilla River, the proposed project is not anticipated to impact these species (see Figure 5, Sensitive Species Distribution and Critical Habitat).

Hazardous Materials

Environmental records were reviewed for identified hazardous and solid waste sites, cleanup sites, underground storage tanks (UST), and leaking underground storage tanks (LUST) using information on the Oregon Department of Environmental Quality (DEQ) Environmental Cleanup Site Information Database and the DEQ Facility Profiler (DEQ, 2019). Several environmental records were found within the Management Area.

Seventeen environmental cleanup sites (six suspected sites, nine sites that have no further action required, and two are contaminated sites listed on Confirmed Release List or inventory), ten hazardous waste generators, four UST sites, eight LUST sites (all with cleanups completed), six active air emissions permits, four water quality site permits, and four underground injection

permits (including the one within the Management Area) are located within approximately 1 mile of the Management Area. The majority of environmental cleanup sites are located in the northern portion of the Management Area near the Eastern Oregon Regional Airport (see Attachment C, Oregon Department of Environmental Quality Profiler Lite).

One contaminated site (Facility ID 40435) is located approximately 380 feet east of Airport Road and is the location of a former agricultural chemical storage facility. This site had soil contamination and unknown impacts to groundwater based on a 1996 soil test investigation. Further remediation of the site in the form of altering on- and off-site drainage and developing/implementing a cap-maintenance program is required for a DEQ No Further Action Determination. The second contaminated site (Facility ID 91923) is located approximately 220 feet from Airport Road and indicates pesticide release as part of past business practices. A site evaluation was completed in 1997 and further investigation is recommended. This site is a medium priority for further investigation. Four suspect sites are located near the Eastern Oregon Regional Airport.

Three USTs are located within the Management Area, two of which are located near the Eastern Oregon Regional Airport: one is located on N.W. A Avenue (Facility ID 16691), and the other is on N.W. 50th Drive (Facility ID 88732). The third UST (Facility ID 24423) is located south of Highway 30 and north of I-84 near Airport Road. Four hazardous waste generators are located within the Management Area. Three are located in the northern portion of the Management Area near N.W. D Avenue (Facility IDs 2079, 120797, and 126774) and one hazardous waste generator is located near the Highway 30 and Airport Road intersection (Facility ID 10327). No violations have been reported for the hazardous waste generators and they are all currently inactive.

Based on the location of contaminated sites within the Management Area, there is the potential that soil and/or groundwater has been impacted in the Management Area. No environmental sites are located with the Operations Area. Once the specific improvements alignment is developed, a Level 1 Hazardous Materials Survey may be required along the proposed project corridor to determine potential effects.

Cultural Resources and Historic Properties

The Oregon Archaeological Records Remote Access Database (2019) was searched by Stephanie O'Brien on October 4, 2019, for archaeological sites and isolates and cultural resource surveys conducted within a 1-mile radius of the Management Area.

The search resulted in the identification of two archaeological sites and 13 surveys within the search radius around Exit 207. The sites include a lithic scatter on the south bank of the Umatilla River approximately 0.5 mile from the Management Area and a historic refuse scatter on the south bank of the Umatilla River nearly 1 mile from the Management Area. Cultural resource surveys within the search area have been conducted for McKay Creek and Umatilla River habitat restoration and fish passage, industrial and airport areas, transportation, and other purposes. Three negative cultural resource surveys overlap the Management Area, and no archaeological sites or isolates are located within the Management Area.

According to the Oregon Historic Sites Database, two historic structures are located in the Management Area. One site is listed as an eligible historic structure and the other is listed as undetermined. According to the National Register of Historic Places (NRHP) (National Park Service, 2014), no NRHP-listed historic properties are located within the Management Area. All sites within the City of Pendleton appear to be located near the City center.

Potential impacts to archaeological resources that may occur as a result of construction include excavation, sediment disturbance, sediment compaction, and other ground-disturbing construction activities. A re-examination of historical maps should occur as specific plans and designs are made to ascertain if such work could potentially impact historical archaeological deposits and mitigate for such impacts. Additionally, efforts may be required to identify previous areas of disturbance within proposed work areas so undisturbed areas may be avoided or investigated for archaeological materials.

4(F) and 6(F) Resources

Section 4(F) of the U.S. Department of Transportation Act provides consideration for park and recreational lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The Land and Water Conservation Fund Act (Section 6[F]) was enacted to preserve, develop, and ensure accessibility to outdoor recreation.

Several parks, green spaces, and natural areas are located within the vicinity of the Management Area. The eastern end of the Management Area includes a mountain bike trail system. No other City, state, or national parks are located within the Management Area (see Figure 6, 4(F) and 6(F) Resources). If land is converted from current uses, 4(F) and 6(F) consultation mitigation may be required. Municipal, state, and federal laws related to development, zoning, and activity in these areas should be considered as the proposed project is developed.

Permits

The National Environmental Policy Act (NEPA) states that if there is a federal action (i.e., funding, permitting, etc.), the project must comply with NEPA requirements.

If work is performed below the ordinary high water elevation (OHWE) or within wetlands, permits will be required from the USACE and the DSL. If a USACE permit is required, it will trigger a federal nexus requiring compliance with Section 7 of the ESA, as well as Section 106 of the National Historic Preservation Act (NHPA). Compliance with Section 7 will require an analysis of the potential impact on ESA-listed species and consultation with USFWS and NMFS. Consultation may be completed through a programmatic biological opinion such as Federal-Aid Highway Programmatic, the Standard Local Operating Procedures for Endangered Species, or through formal consultation with a biological assessment.

Conclusion

Depending on the locations of potential improvements, the proposed project could potentially impact several unnamed tributaries and wetlands. There are known populations of federally listed species in the vicinity of the Management Area along with several known historic and archaeological sites. Several known hazardous materials and spills are located within the Management Area where improvements to the 207 Interchange may be located. Based on the environmental review of the Management Area, the following are recommended for the Pendleton Interchange Area Management Plans: Exit 207.

Goal 5 Resource Mapping

- No Goal 5 Resources are present within the Management Area; the proposed project is not anticipated to impact Goal 5 Resources.

Federal Emergency Management Agency Floodplain Mapping

- The southern portion of the Management Area is within the 100-year floodplain. Once a final alignment is determined, impacts to the 100-year floodplain should be determined.
- If the 100-year floodplain is impacted, FEMA standards need to be considered.

Waterways and Wetlands

- Work below the OHWE of jurisdictional waterways may require state and federal permits.
- Once the specific improvement alignment is developed, a site visit should be conducted to document the occurrence of wetlands and a wetland delineation may be required if wetlands will be impacted by the proposed project.
- Impacts to wetlands may require compensatory mitigation.
- A 1200-C Stormwater Construction Permit would be required if total disturbed area exceed 1 acre.
- If the proposed project increases impervious surfaces, a Stormwater Management Plan may be required.

Threatened and Endangered Listed Species

- Consultation with the USFWS and NMFS may be required if there is a federal nexus (federal permits, federal funding, federal land).

Hazardous Materials

- Once the specific improvements alignment is developed, a Level 1 Hazardous Materials Survey may be required along the proposed project corridor.

Cultural Resources and Historic Properties

- Known cultural resource sites should be avoided so as not to disturb sensitive cultural resources.
- If a federal nexus is anticipated, ODOT will be obligated to meet the requirements of Section 106 of the NHPA.
- The Oregon State Historic Preservation Office (SHPO) and local Tribal Historic Preservation Officers, particularly of the Confederated Tribes of the Umatilla Reservation, should be consulted to identify any potential concerns or important resources.
- A cultural resource survey may be required for any ground disturbance within the corridor alignment (once developed) on land that has not been previously surveyed or disturbed.
- Recommendations provided by SHPO and the tribes should be followed.
- If cultural resources are discovered during construction, all work should halt and SHPO should be notified.

4 (F) and 6(F) Resources

- The proposed improvements are not anticipated to impact green spaces or parks. If 4(F) or 6(F) land conversion occurs, consultation and mitigation may be required.
- Zoning and compatibility of the designed improvements will need to be assessed.

Impacts to aquatic species should be minimized by implementing erosion control measures, managing stormwater discharge, preparing a Spill Prevention Plan, and using clean and well-maintained construction equipment. Best management practices should be applied to all construction activities.

This Memo provides general information regarding the Management Area. When a specific alignment for the Management Area is developed, an additional environmental review would be prudent.

DHD/ct

Enclosures

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Figures

Figure 1 Location and Vicinity Maps
Figure 2 Floodplain Map
Figure 3 Waterway Map
Figure 4 Wetland Map
Figure 5 Sensitive Species Distribution and Critical Habitat
Figure 6 4(F) and 6(F) Resources

Attachments

Attachment A - Goal 5 Resources
Attachment B - U.S. Fish and Wildlife Service Species List
Attachment C - Oregon Department of Environmental Quality Profiler Lite

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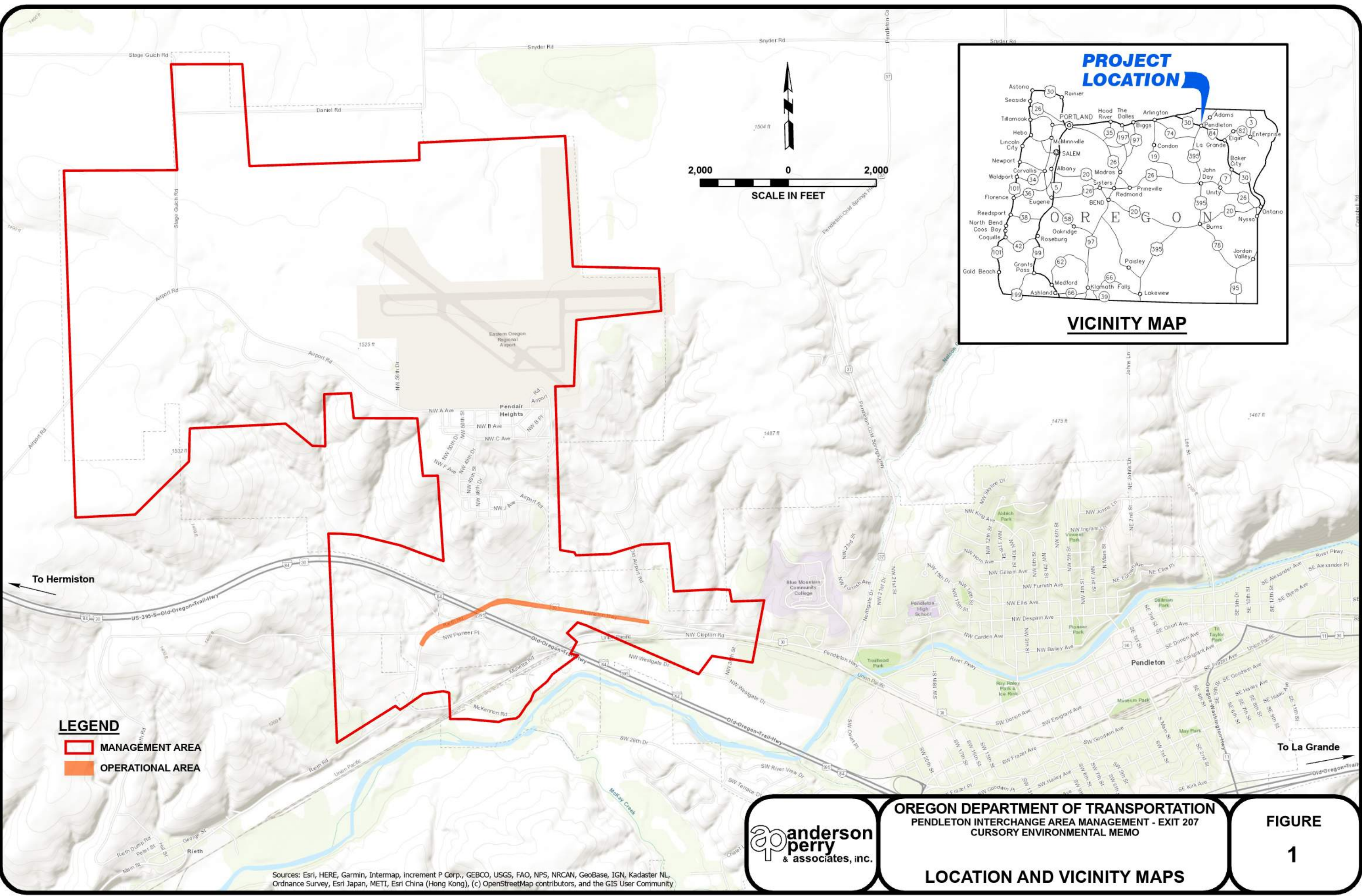
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Wilderness Connect (2019). *Wilderness Areas of the United States*. Accessed 3 October 2019. <<https://www.oregon.gov/OWRD/programs/GWWL/GW/Documents/GWAdminAreasMap.pdf>>.

FIGURES

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LEGEND

- MANAGEMENT AREA
- OPERATIONAL AREA

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

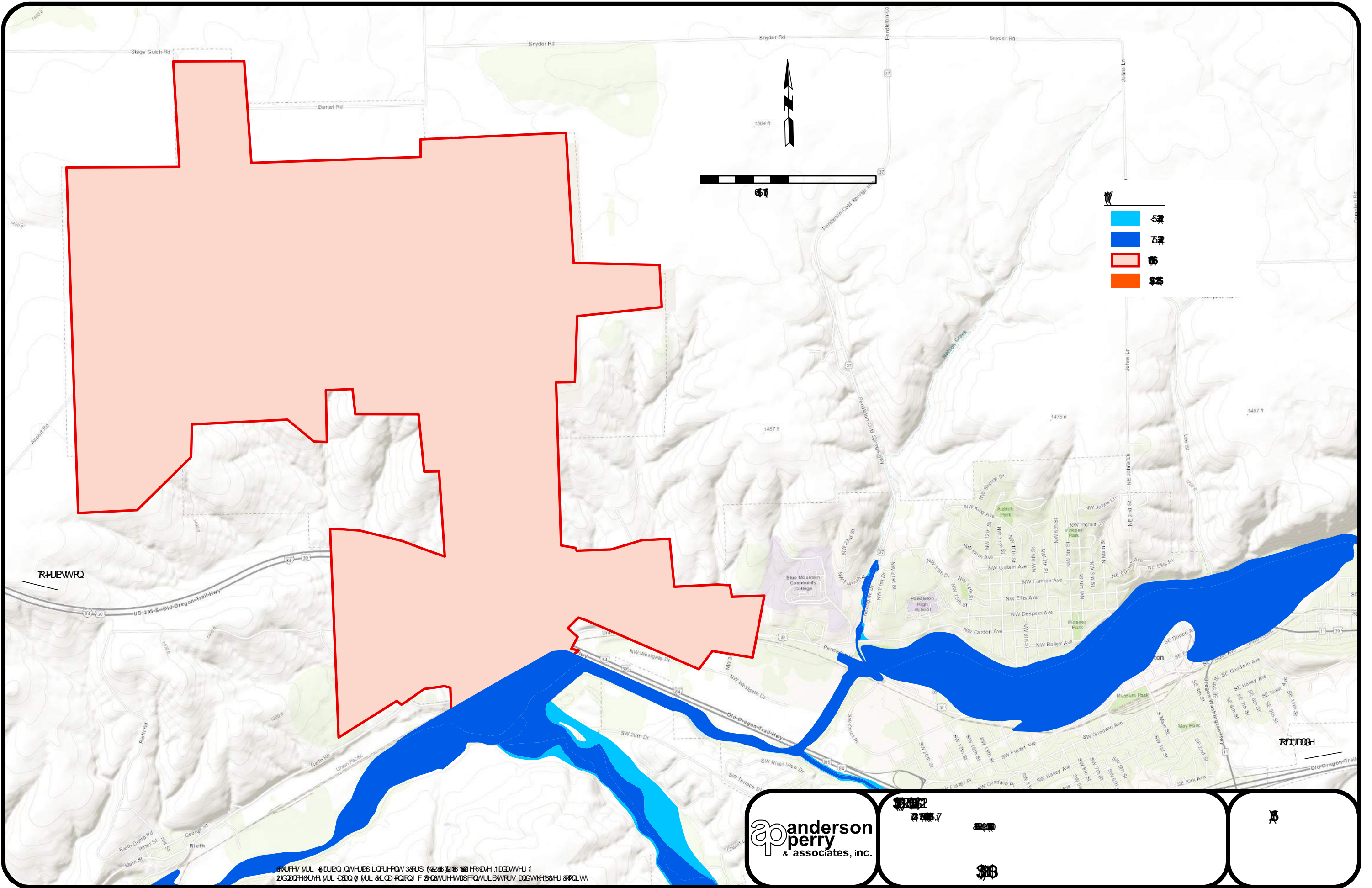


OREGON DEPARTMENT OF TRANSPORTATION
PENDLETON INTERCHANGE AREA MANAGEMENT - EXIT 207
CURSORY ENVIRONMENTAL MEMO

LOCATION AND VICINITY MAPS

FIGURE
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- 路

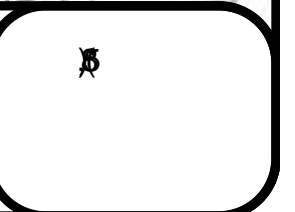


**apanderson
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& associates, inc.

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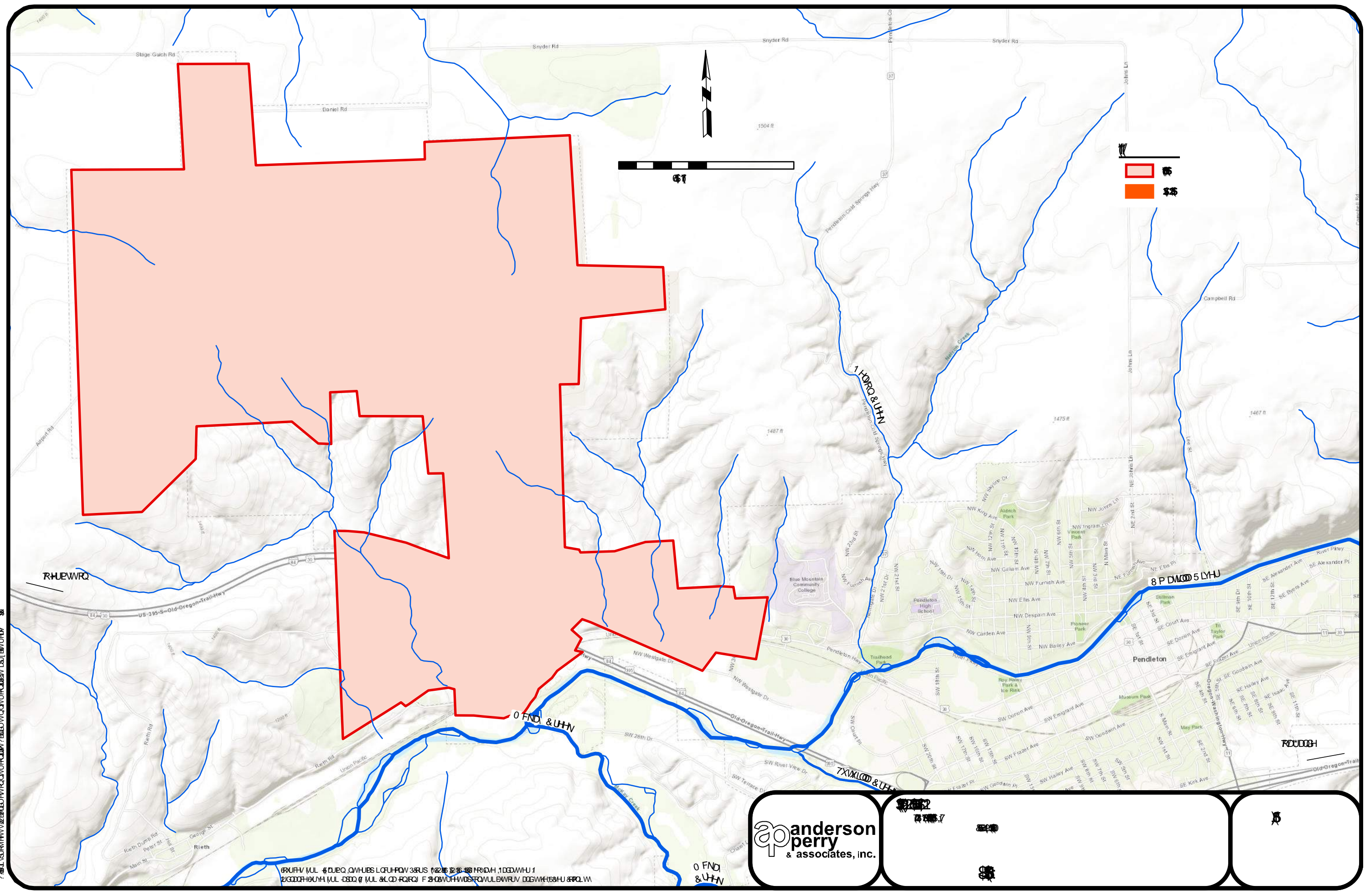
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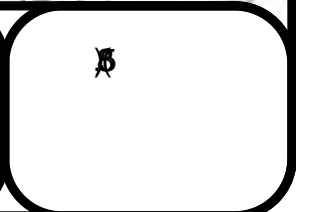
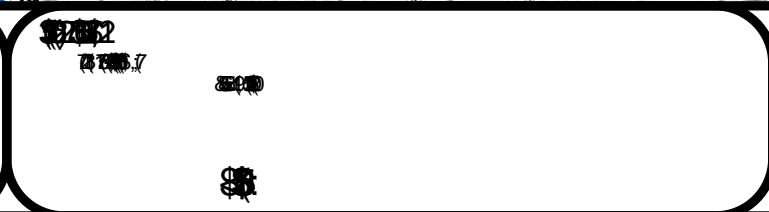


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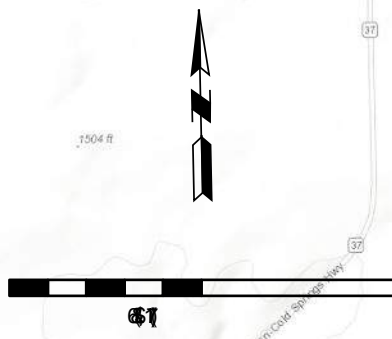
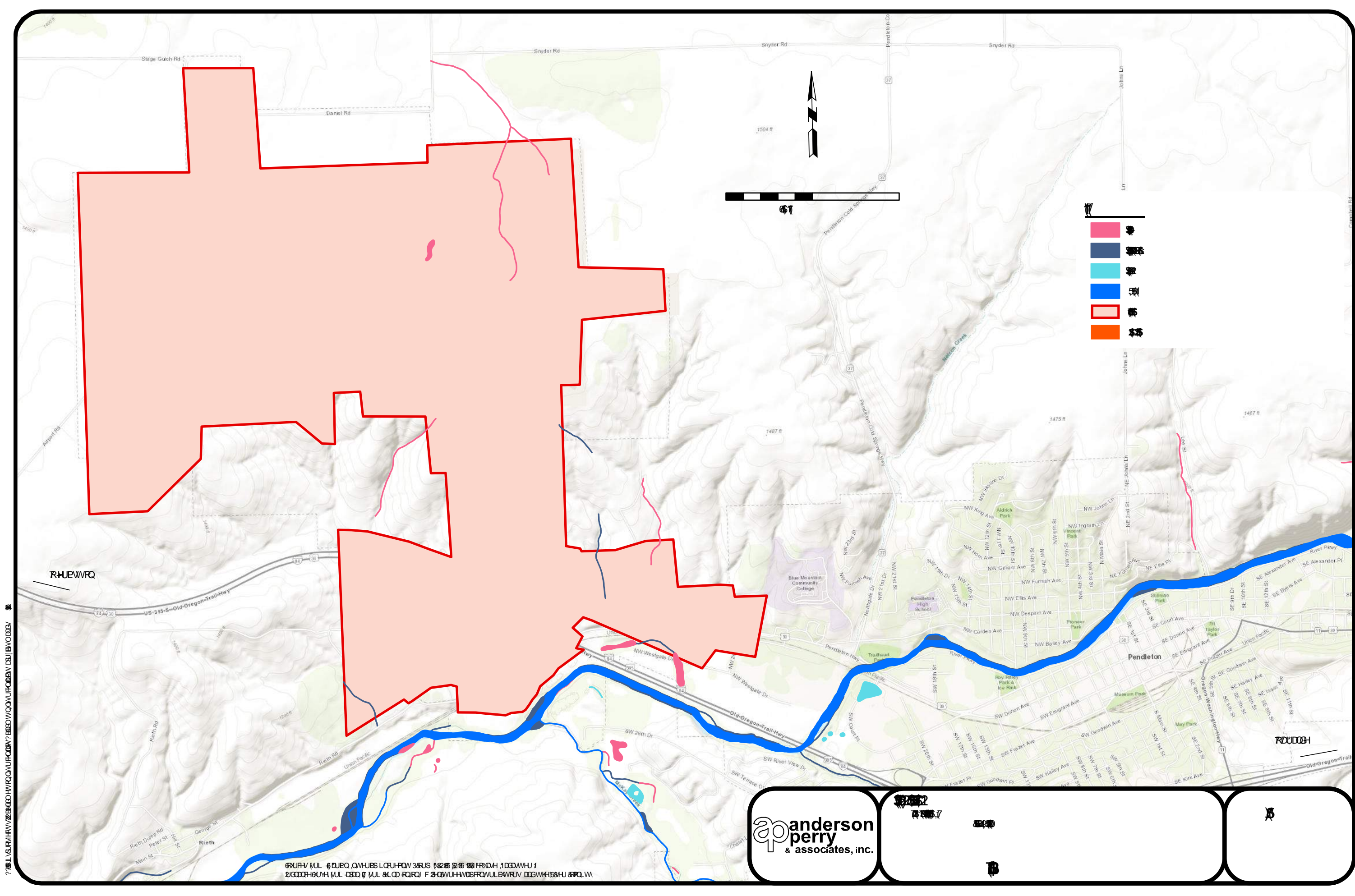
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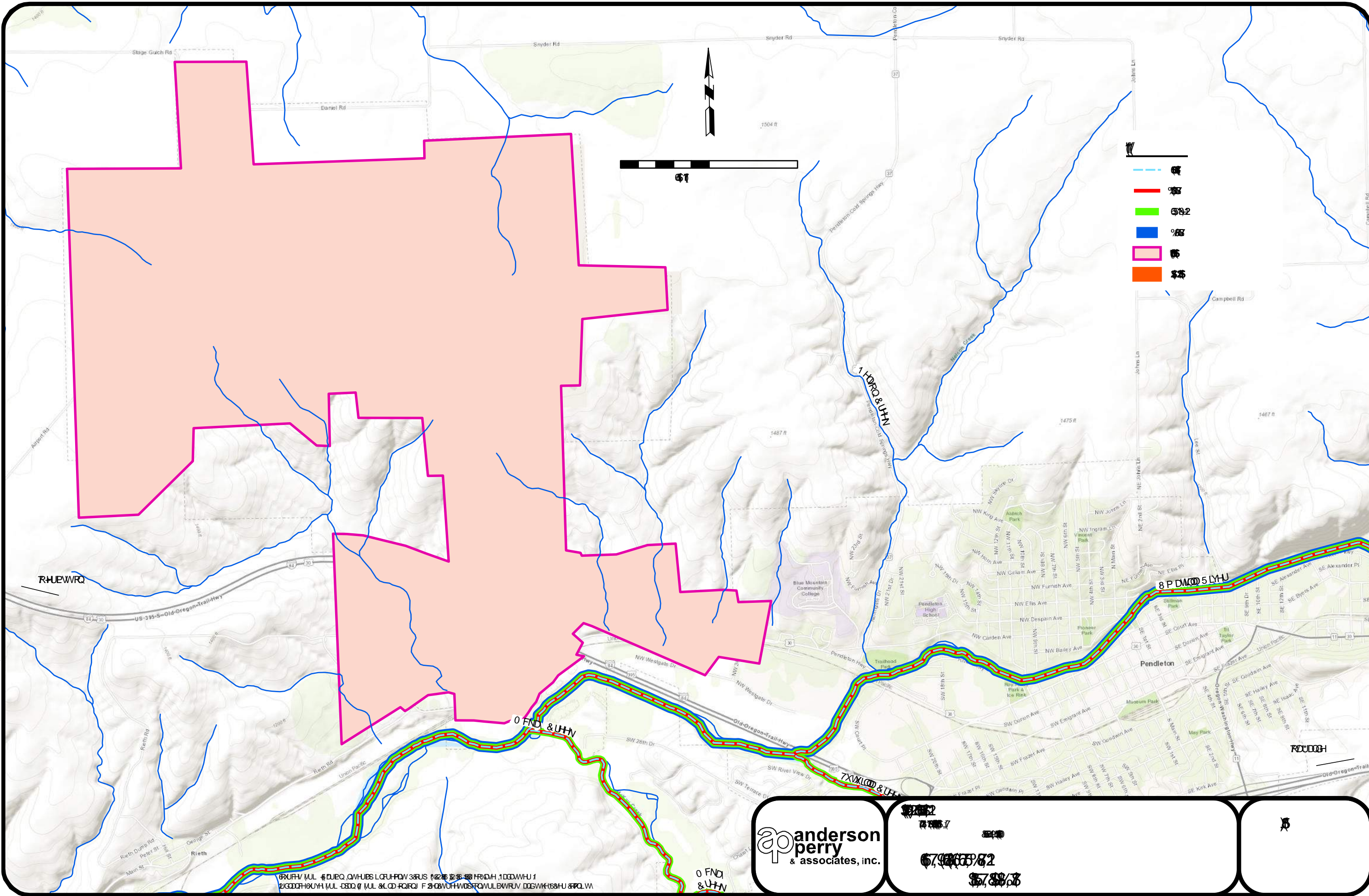
apanderson perry & associates, inc.

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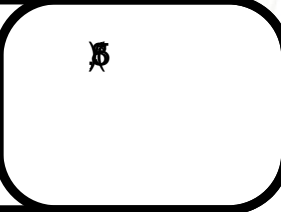
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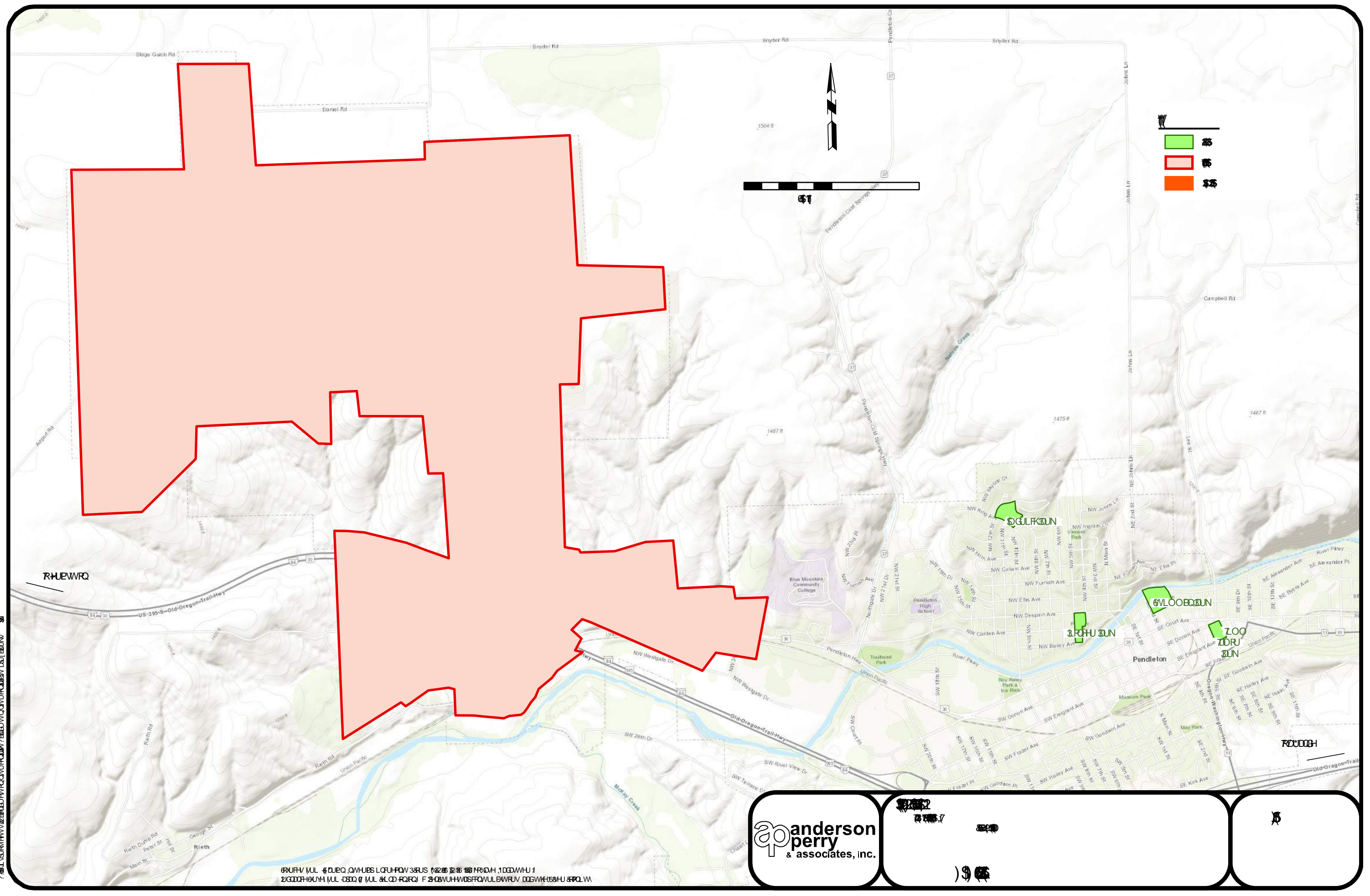
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& associates, inc.**

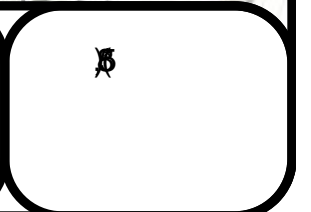
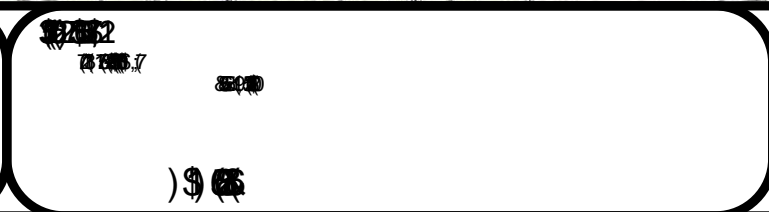
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2024年10月1日
 1. 本图是根据最新的卫星影像和地形数据制作的。
 2. 图中所有标注均为系统自动识别，仅供参考。
 3. 本图不包含任何法律或政策声明。



ATTACHMENT A
Goal 5 Resources



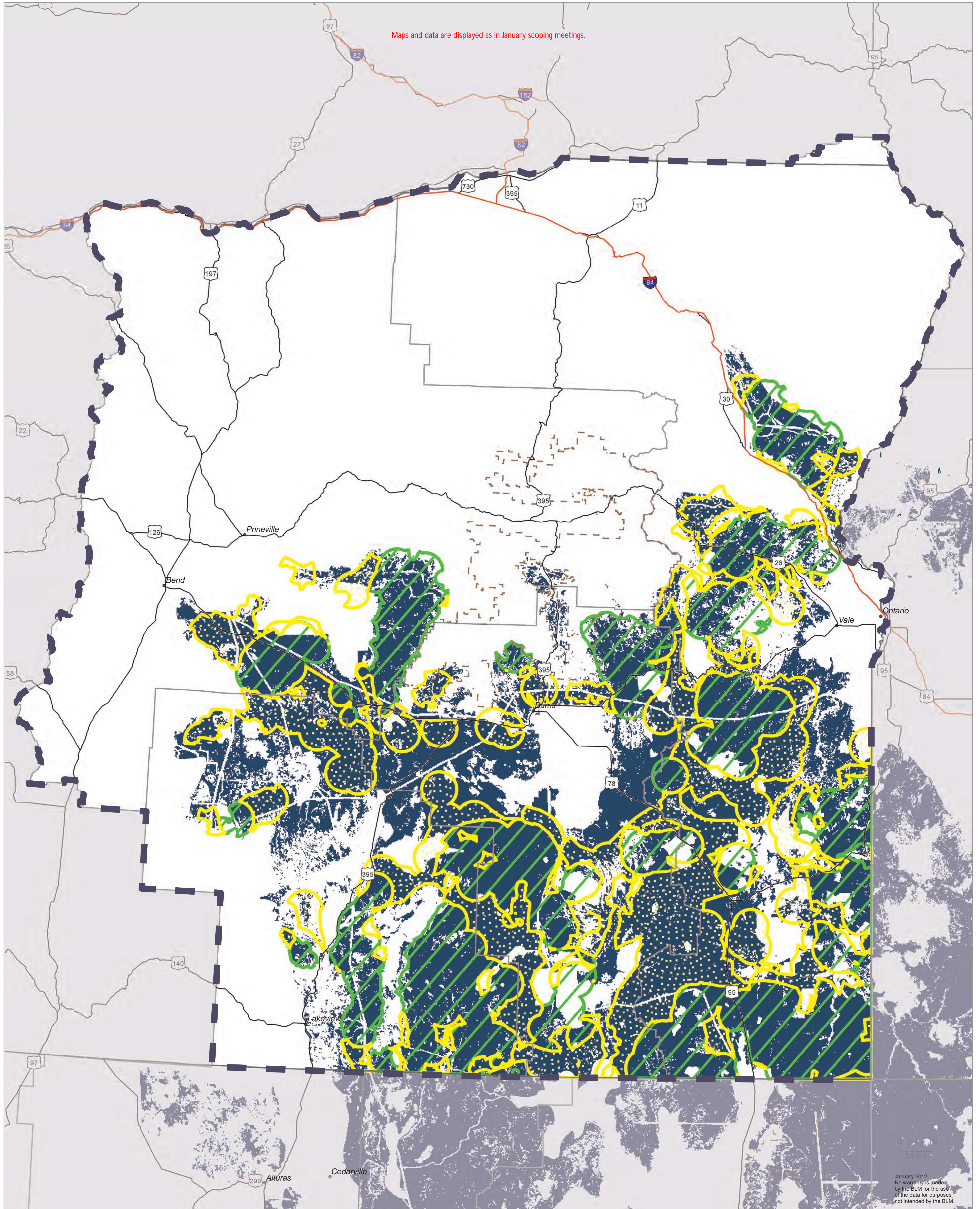
National Greater Sage-Grouse Planning Strategy



Oregon Sage-Grouse Core Areas and Occupied Habitat

The Oregon Sage-Grouse Core Areas Map was developed by ODFW and BLM in close coordination with the Oregon Sage-grouse Conservation Planning Team and Local Implementation Teams. Core Areas are considered Preliminary Priority Habitat (PPH) in Oregon. Core Areas include over 90% of Oregon's breeding sage-grouse populations and 84% of occupied leks.

Low Density Areas reflect lek density strata, connectivity corridors and winter use areas. Low Density Areas combined with the remaining Occupied Habitat outside of Core Areas are considered Preliminary General Habitat (PGH) in Oregon.



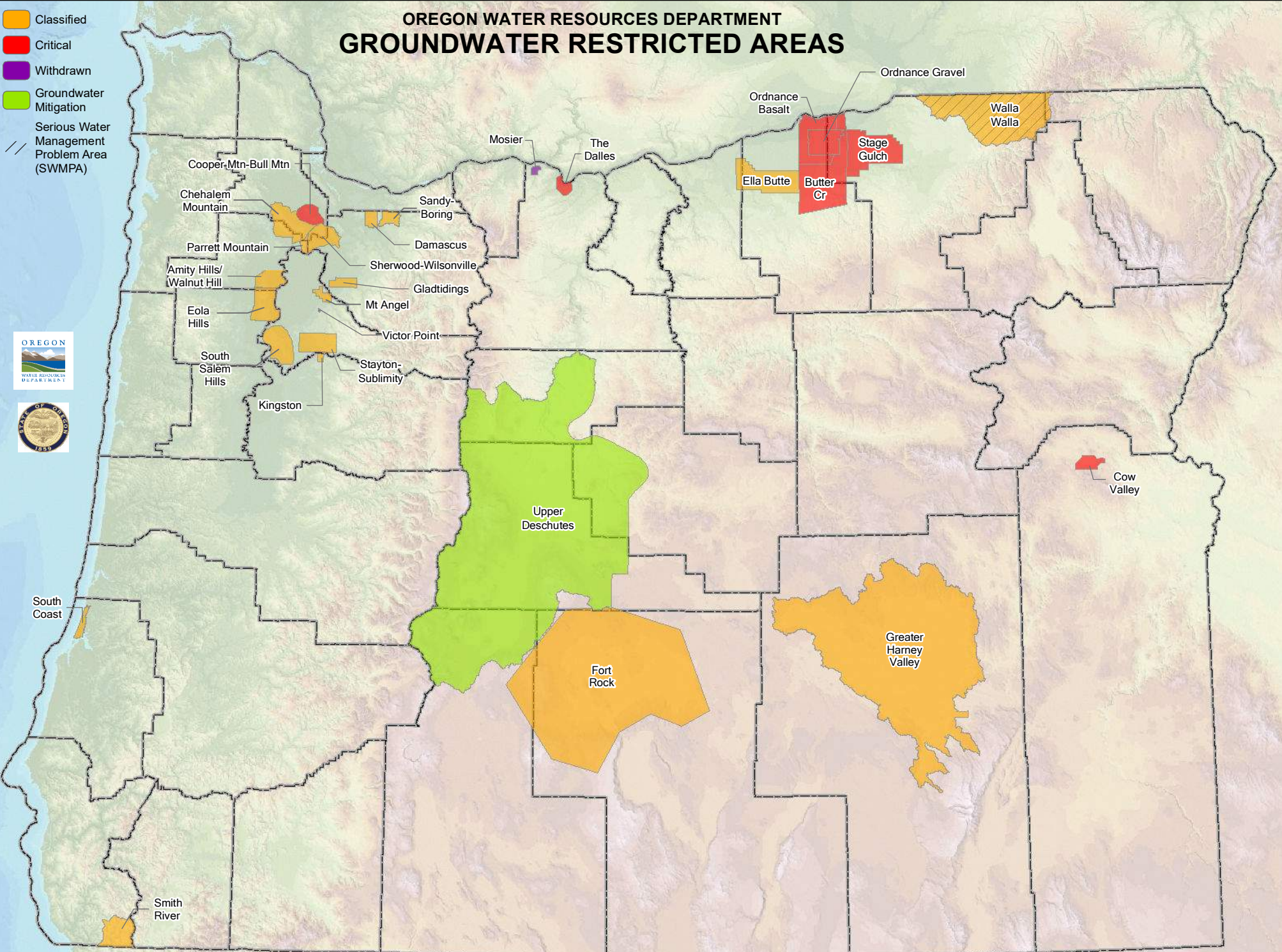
- Core Area
- Low Density
- Current occupied habitat
- Oregon sub-region
- BLM District Office boundary
- USFS priority forest or grassland



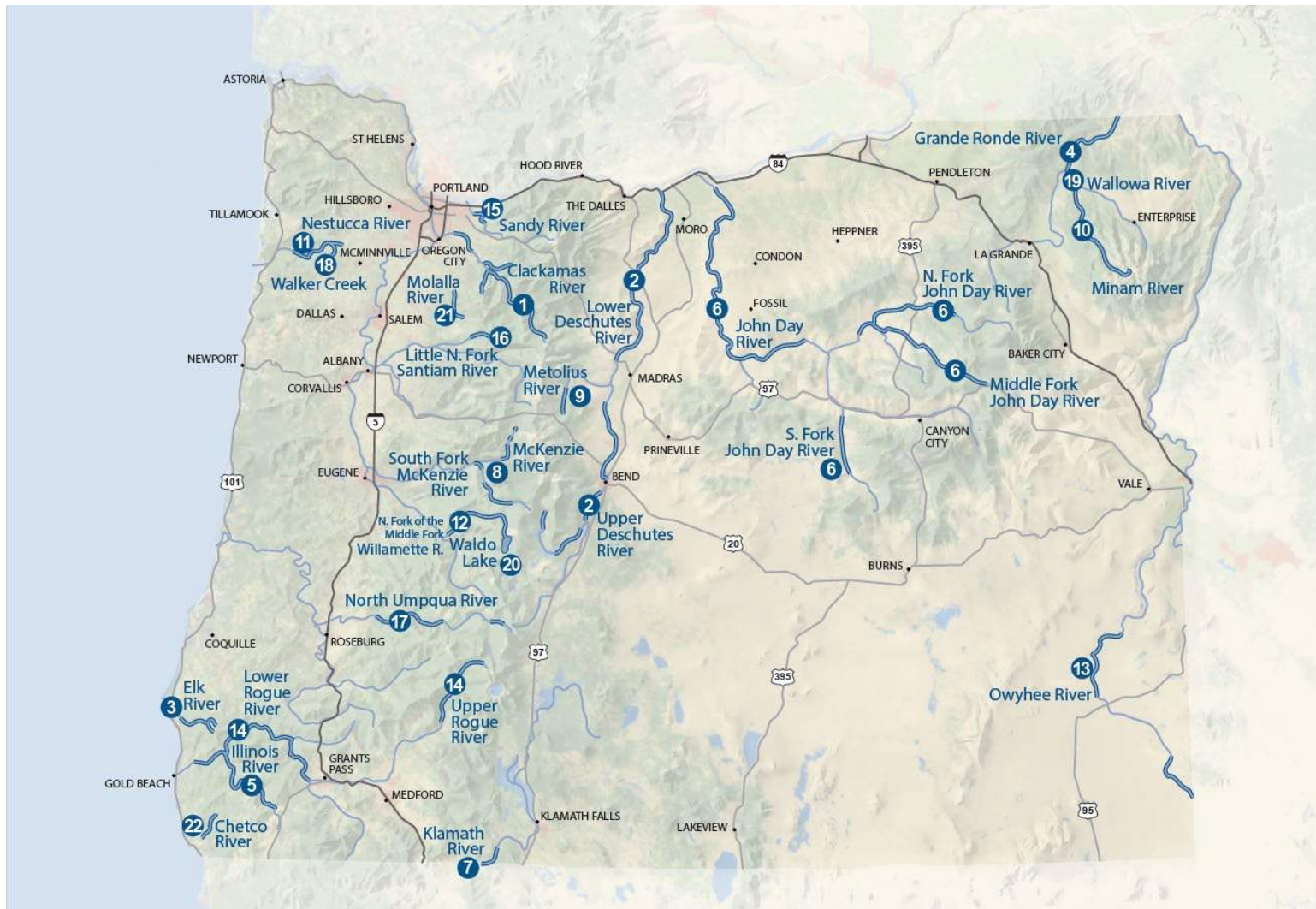
Source: ODFW 2011; Greater Sage-Grouse Conservation Assessment and Strategy for Oregon- ODFW Sage-Grouse, BLM Durtsche et al. 2010

OREGON WATER RESOURCES DEPARTMENT GROUNDWATER RESTRICTED AREAS

- Classified
- Critical
- Withdrawn
- Groundwater Mitigation
- Serious Water Management Problem Area (SWMPA)



Scenic Waterway Map



ATTACHMENT B
U.S. Fish and Wildlife Service Species List



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Oregon Fish And Wildlife Office
2600 Southeast 98th Avenue, Suite 100
Portland, OR 97266-1398

Phone: (503) 231-6179 Fax: (503) 231-6195

<https://www.fws.gov/oregonfwo/articles.cfm?id=149489416>

In Reply Refer To:

October 02, 2019

Consultation Code: 01EOFW00-2020-SLI-0006

Event Code: 01EOFW00-2020-E-00013

Project Name: Pendleton Interchange Area Management Plans: Exits 207 & 210

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to investigate opportunities for incorporating conservation of threatened and endangered species into project planning processes as a means of complying with the Act. If you have questions regarding your responsibilities under the Act, please contact the Endangered Species Division at the Service's Oregon Fish and Wildlife Office at (503) 231-6179. For information regarding listed marine and anadromous species under the jurisdiction of NOAA Fisheries Service, please see their website (http://www.nwr.noaa.gov/habitat/habitat_conservation_in_the_nw/habitat_conservation_in_the_nw.html).

Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Oregon Fish And Wildlife Office
2600 Southeast 98th Avenue, Suite 100
Portland, OR 97266-1398
(503) 231-6179

Project Summary

Consultation Code: 01EOFW00-2020-SLI-0006

Event Code: 01EOFW00-2020-E-00013

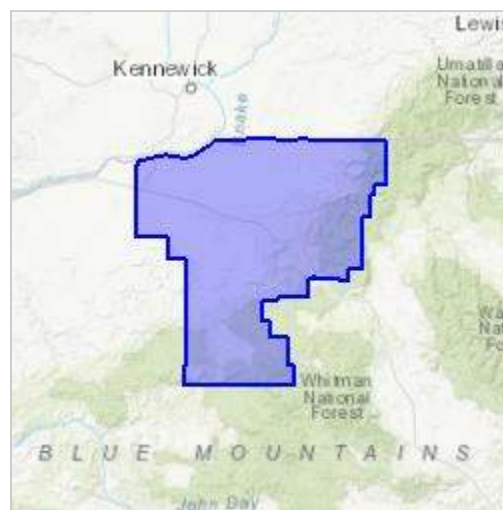
Project Name: Pendleton Interchange Area Management Plans: Exits 207 & 210

Project Type: DEVELOPMENT

Project Description: identifying current conditions, opportunities, and constraints; analyzing the alternatives; and making recommendations for improvements and implementation.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/45.498503522346745N118.63137954079407W>



Counties: Umatilla, OR

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Gray Wolf <i>Canis lupus</i> Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is proposed critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Bull Trout <i>Salvelinus confluentus</i> Population: U.S.A., conterminous, lower 48 states There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Bull Trout <i>Salvelinus confluentus</i> https://ecos.fws.gov/ecp/species/8212#crithab	Final

ATTACHMENT C
Oregon Department of Environmental
Quality Profiler Lite



Oregon Dept. of Environmental Quality

DEQ Facility Profiler-Lite Permitted Sites

Leaking Underground Storage

Tanks (LUST)

Regulated LUST - Cleanup started

Regulated LUST - Reported

Regulated LUST - Cleanup completed

Non-regulated LUST - Cleanup started

Non-regulated LUST - Reported

Non-regulated LUST - Cleanup completed

Solid Waste Information Facility

Tracking (SWIFT)

Compost

Industrial

Municipal

SWLA

Sludge

Waste Tire

Tracking, Reporting & Admin. of Air Contaminated Sources (TRAACS)

ACDP, Active

ACDP, Closed

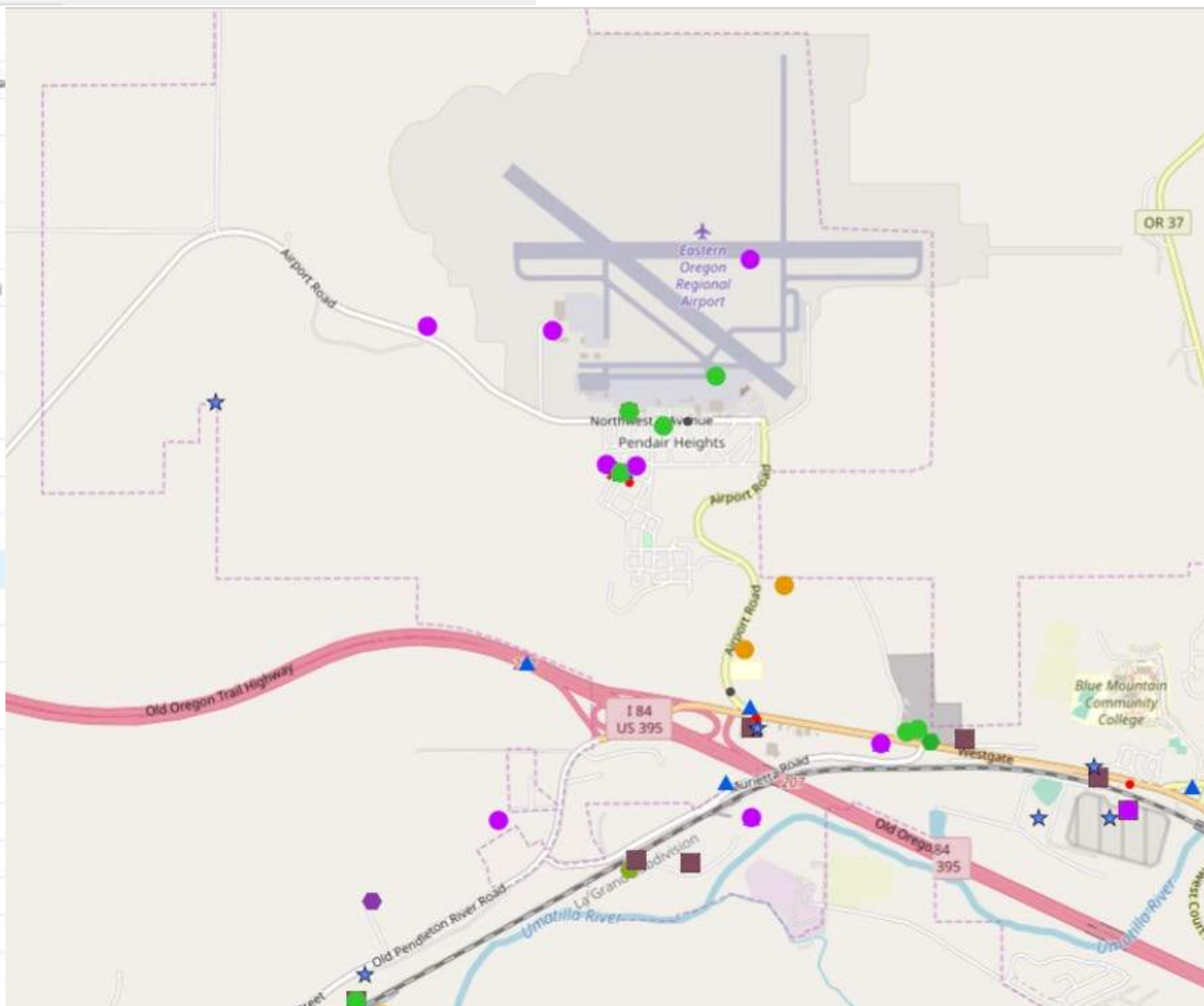
ACDP, Temporarily Closed

ASR, Active

Title V, Active

Title V, Temporarily Closed

Underground Storage Tanks (LUST)



WQ Underground Injection

Control (WQUIC) Sites

Water Quality Underground Injection Control (WQUIC)

Facility Profiler-Lite Sites

Environmental Cleanup Site

Information (ECSI)

Contaminated Site, Listed on CRL or Inventory

Contaminated Site, No further action required

Contaminated Site, Suspect site requiring further investigation

Study Area, Listed on CRL or Inventory

Study Area, Suspect site requiring further investigation

Hazardous Waste (HAZWASTE)

Generator

TSD

Water Quality Site Information System (WQSYS)

Individual NPDES - Domestic wastewater treatment facilities

Individual NPDES - Industrial storm water Discharges

Individual NPDES - Industrial wastewater discharges

Individual WPCF - Domestic on-site sewage system

Individual WPCF - Domestic wastewater treatment facilities

Individual WPCF - Industrial storm water Discharges

Individual WPCF - Industrial wastewater discharges

NPDES General Permit - Domestic wastewater discharges

NPDES General Permit - Industrial storm water discharges

NPDES General Permit - Industrial wastewater discharges

WPCF General Permit - Domestic on-site sewage system

WPCF General Permit - Industrial wastewater discharges