

TECHNICAL MEMORANDUM #2

Pendleton IAMPs: Exit 210

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 210 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 210 interchange is located in the southeast corner 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 undeveloped lots to the northeast of the interchange.

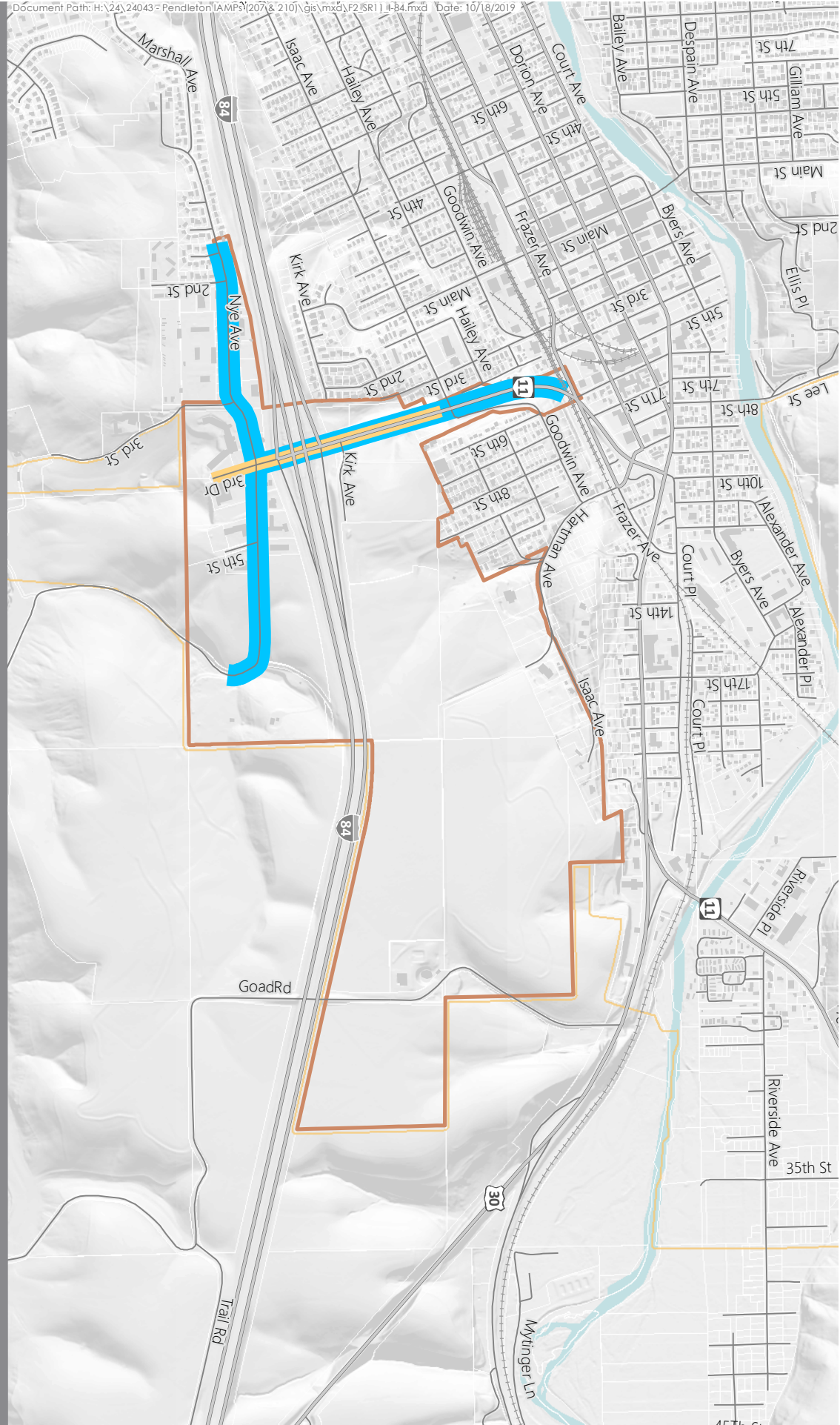
Figure 1 also includes the Operation/Access Study Area (OASA) boundary. This is the area for which operational analysis will be completed and that will be considered in the Access Management Plan element of the IAMP.

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

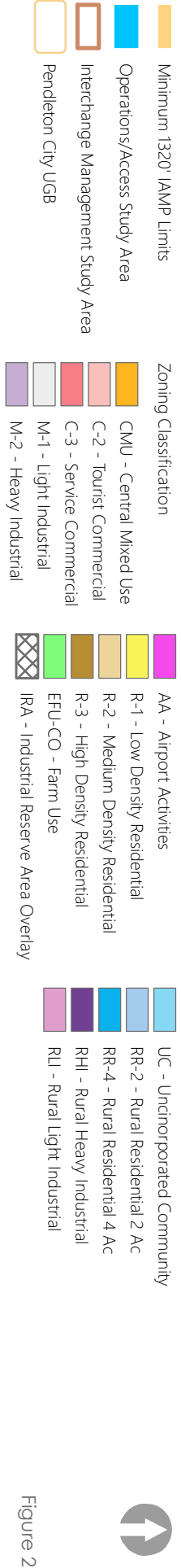
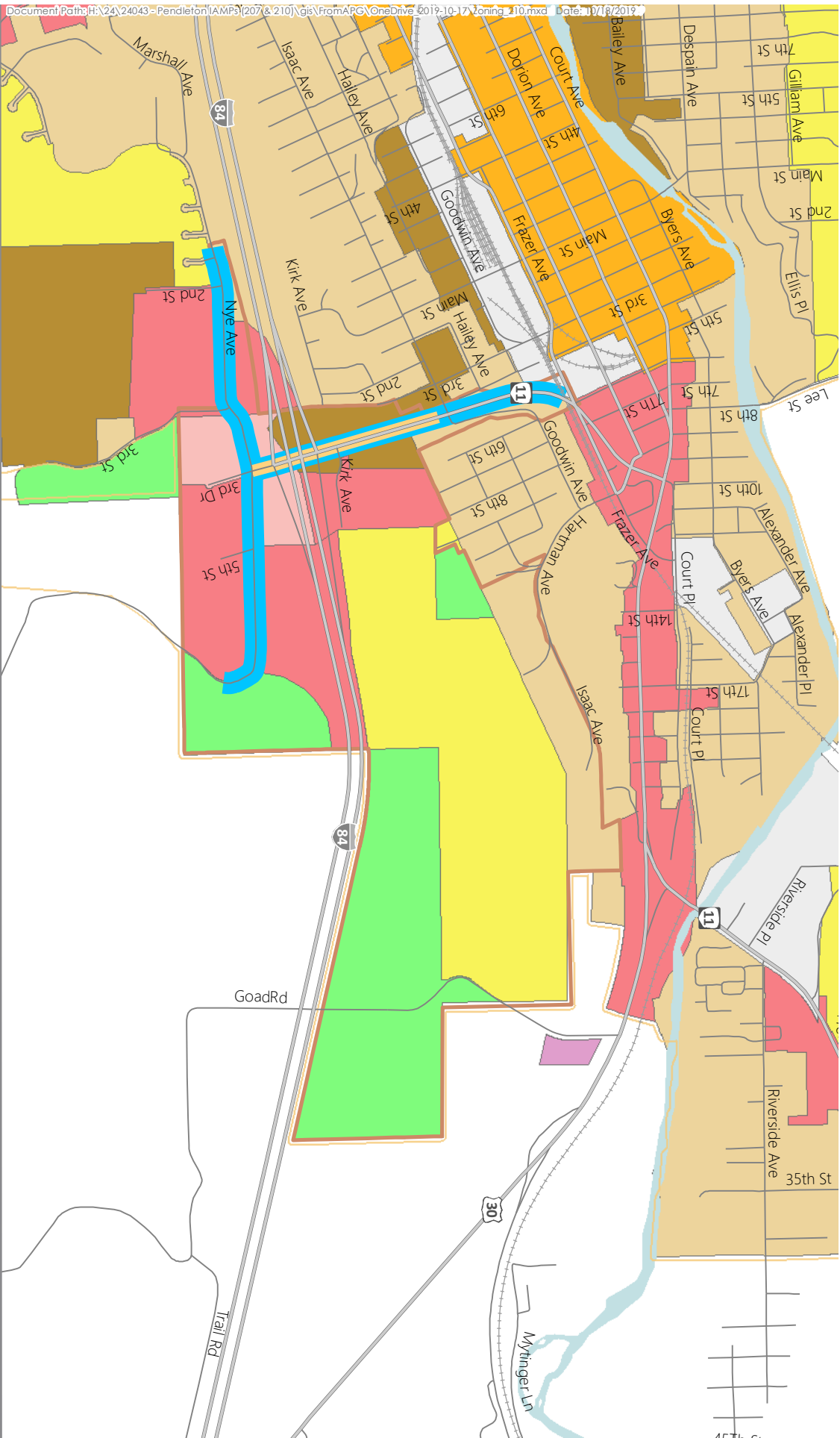
The IMSA is located within the City of Pendleton's Urban Growth Boundary (UGB) and is primarily located within the city limits. The land in the UGB is subject to the land use regulations of the City of Pendleton, which are implemented through the Comprehensive Plan and zoning designations, shown on Figure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



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



Figure 1



**Pendleton Zoning Map
Exit 210**

Figure 2



Land south of the interchange is designated for commercial uses, with a mix of Service Commercial and Tourist Commercial zoning. High Density and Medium Density Residential zoning encompasses the areas to the northwest of the interchange while the East Side Mixed Use Opportunity Area Subdistrict (MOA) overlay encompasses lands in the northeast quadrant of the interchange. More information on the uses allowed and regulations within each zoning district can be found in Attachment “A.”

The East Side MOA is located northeast of the interchange and consists of over 285 acres. It is intended to provide an area for mixed use development with a variety of housing types and commercial uses at various densities. Development in the East Side MOA is approved through a unique approval process. Property owners in the MOA have two options; develop under the existing, underlying zoning or use the provisions of the MOA, which requires the development to be approved as a master planned development. Once a master plan is approved, the existing zoning is replaced. Master plans are not required to cover the entire MOA, but must contain a minimum of 20 gross acres. More information on the purpose, permitted uses, and lot standards for the 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 3 shows the current land uses within the IMSA. Figure 4 shows vacant and redevelopable land by use type within the IMSA.

Properties shown as vacant are based on 2017 County property class codes. Generally, 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.¹ 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, there is a large area of farmland in the NE quadrant of the interchange that is in the East Side MOA and consists of a mix of non-farm zones. These areas are considered developable for urban uses, at urban densities.

Most of the land within the immediate vicinity of the interchange is developed with the exception of the northeast quadrant. A large portion of this land undeveloped but is zoned for residential and commercial as part of the East Side MOA.

A large portion of current farm use areas within the IMSA have residential or commercial zoning applied to them. As such, there is a considerable amount of vacant or redevelopable space within the IMSA.

¹ Non-farm properties shown as redevelopable are based on a land value to improvement value ratio of 2:1.

Overall, there is approximately 330 acres of vacant or redevelopable land. These areas are primarily located along OR-11, Nye Avenue, and Isaac Avenue. This information is summarized in Table 1.

Table 1 Exit 210 IMSA Vacant and Redevelopable Land by Current Use

Current use	Developed (acres)	Redevelopable (acres)	Vacant (acres)	Undevelopable (acres)	Total (acres)
Residential	6	7	6	3	22
Commercial	26	4	6	0	36
Farm	25	297	0	0	322
Public	10	0	10	0	20
TOTAL	67	308	22	3	400

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.

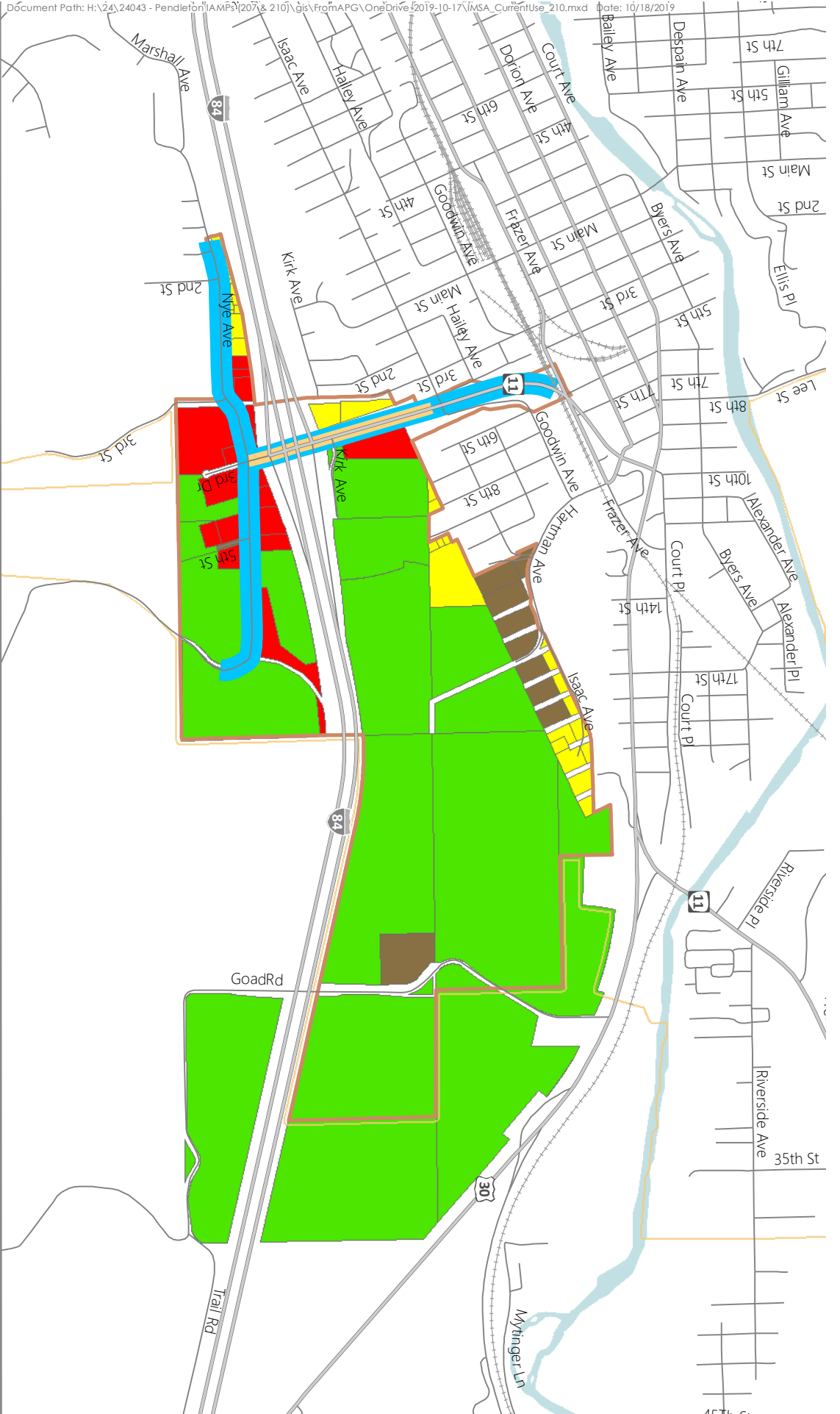
The following sections summarize demographic data for the IMSA. Attachment “A” contains more details on the study area’s demographics.

Population

Figure 5 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 accommodation/food services (50%), health care and social services (24%), construction (7%), and retail trade (7%). This is consistent with the land uses within the IMSA.

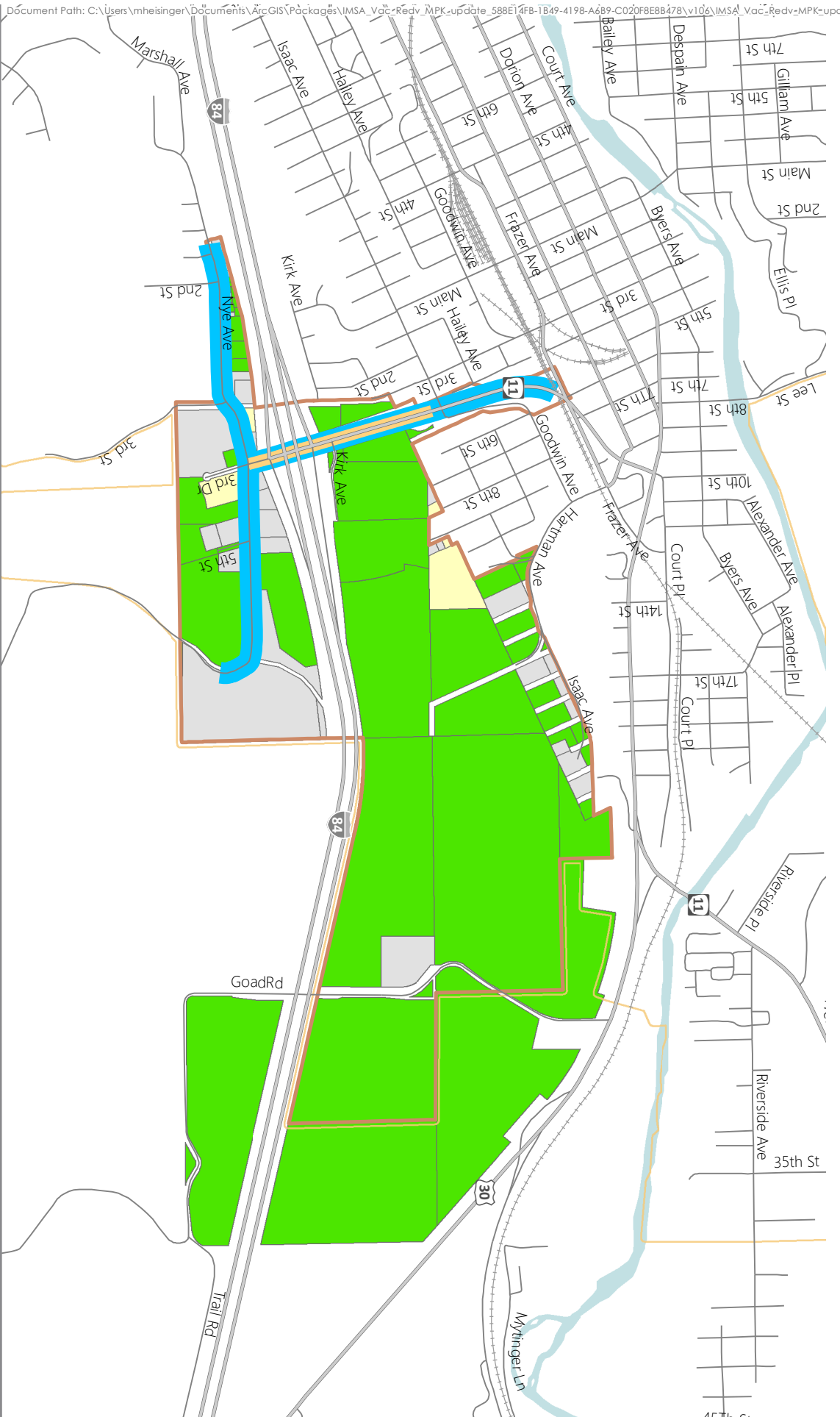


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- Minimum 1320' IAMP Limits
 - Operations/Access Study Area
 - Interchange Management Study Area
 - Pendleton City UGB
-
- Commercial
 - Farm
 - Industrial
 - Public
 - Residential



Figure 3

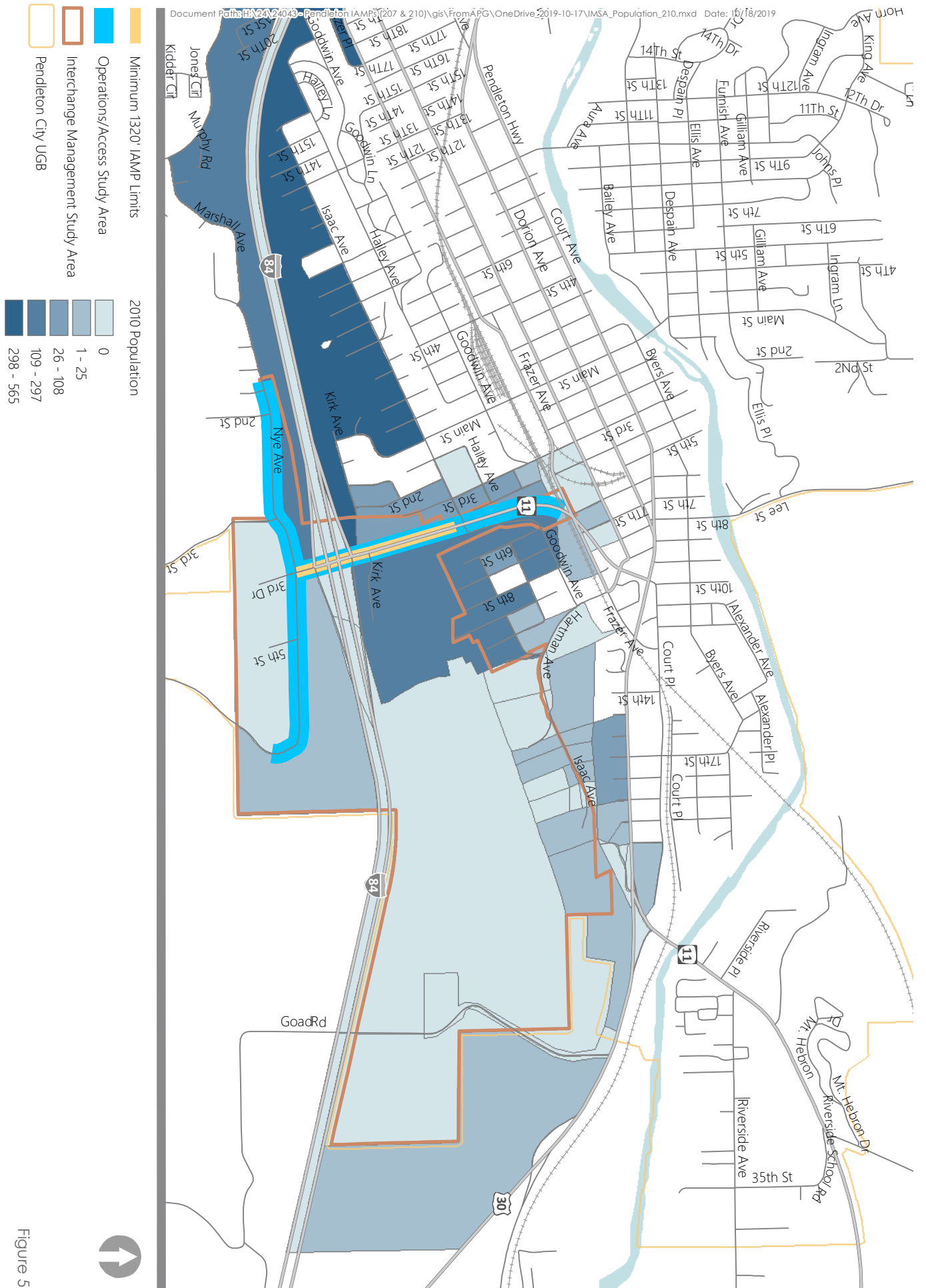


- Minimum 1320' IAMP Limits
- Operations/Access Study Area
- Interchange Management Study Area
- Pendleton City UGB

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



Figure 4



**2010 Population (by Census Block)
Exit 210**

Figure 5



Title VI and Environmental Justice Populations

Figure 6 summarizes demographic data within the approximate area of the IMSA for nine Title VI and environmental justice populations.

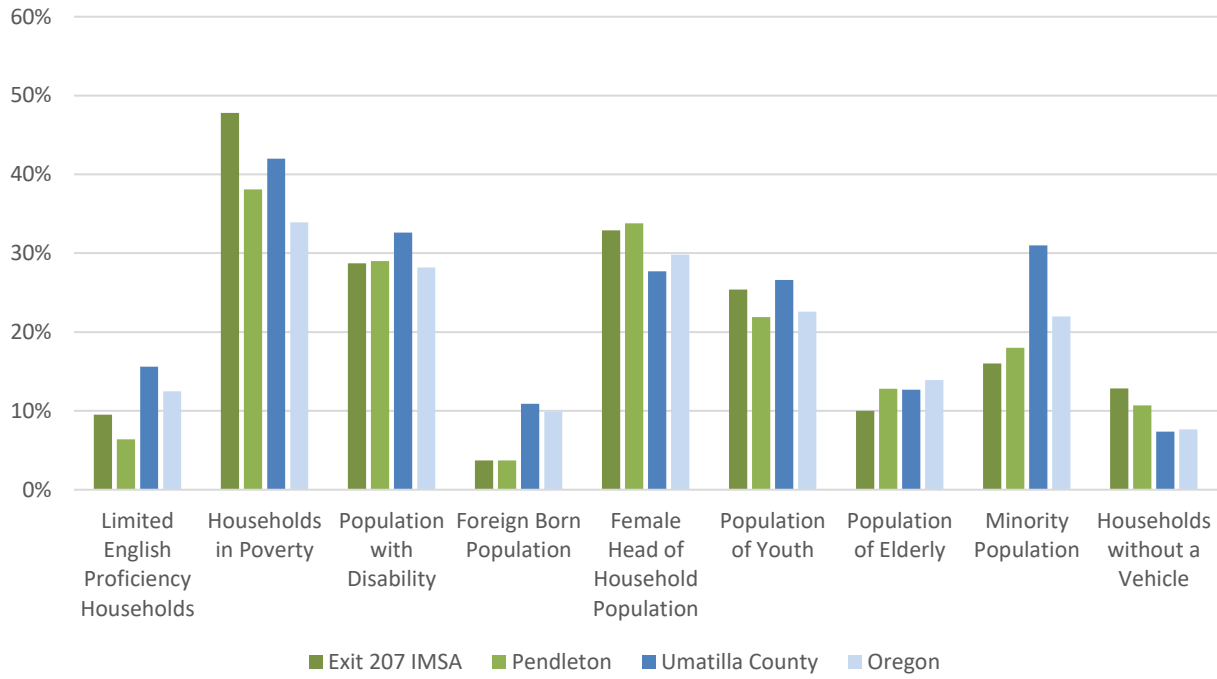


Figure 6 Title VI and Environmental Justice Populations

The demographic information suggests the following:

- The IMSA has a significantly higher percentage of households in poverty compared to Pendleton, Umatilla County, and the State as a whole.
- The IMSA has a notable population of youth, which is comparable to the City and State.
- In the IMSA there are small populations of limited English proficiency households, elderly, and foreign-born individuals.
- The minority population in the IMSA is significantly lower than Umatilla County and the State as a whole.
- The IMSA has a higher percentage of households without a vehicle in comparison to the City, County, and State

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.”

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 and city roadway. 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 210

Roadway	Existing Roadway Ownership/Functional Classification ¹	Cross Section	Posted Speed (MPH)	Pavement Condition ⁴	Lane Width (ft)	Shoulder Width (ft)/Type	On-Street Parking?	ROW Width (ft)
Interstate 84	ODOT - Interstate	4 lanes	70	Very Good	12	10/Paved	No	500-600
OR 11	ODOT - Statewide Highway	2/4 lanes ³	40	Fair	12-17	0/Curb, Guardrail	No	280-350
Isaac Ave	City - Urban Collector	2 lanes	Not Posted	Very Poor	12-14	0/Curb & Gutter	Yes	85
Kirk Ave	City - Local Road	2 lanes	Not Posted	<i>Data not available</i>	16	0/Curb & Gutter	No	60
Nye Ave	City - Collector-Local Road ²	2 lanes	Not Posted	Good to Very Poor	14	0/Curb & Gutter	Yes	90-130

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

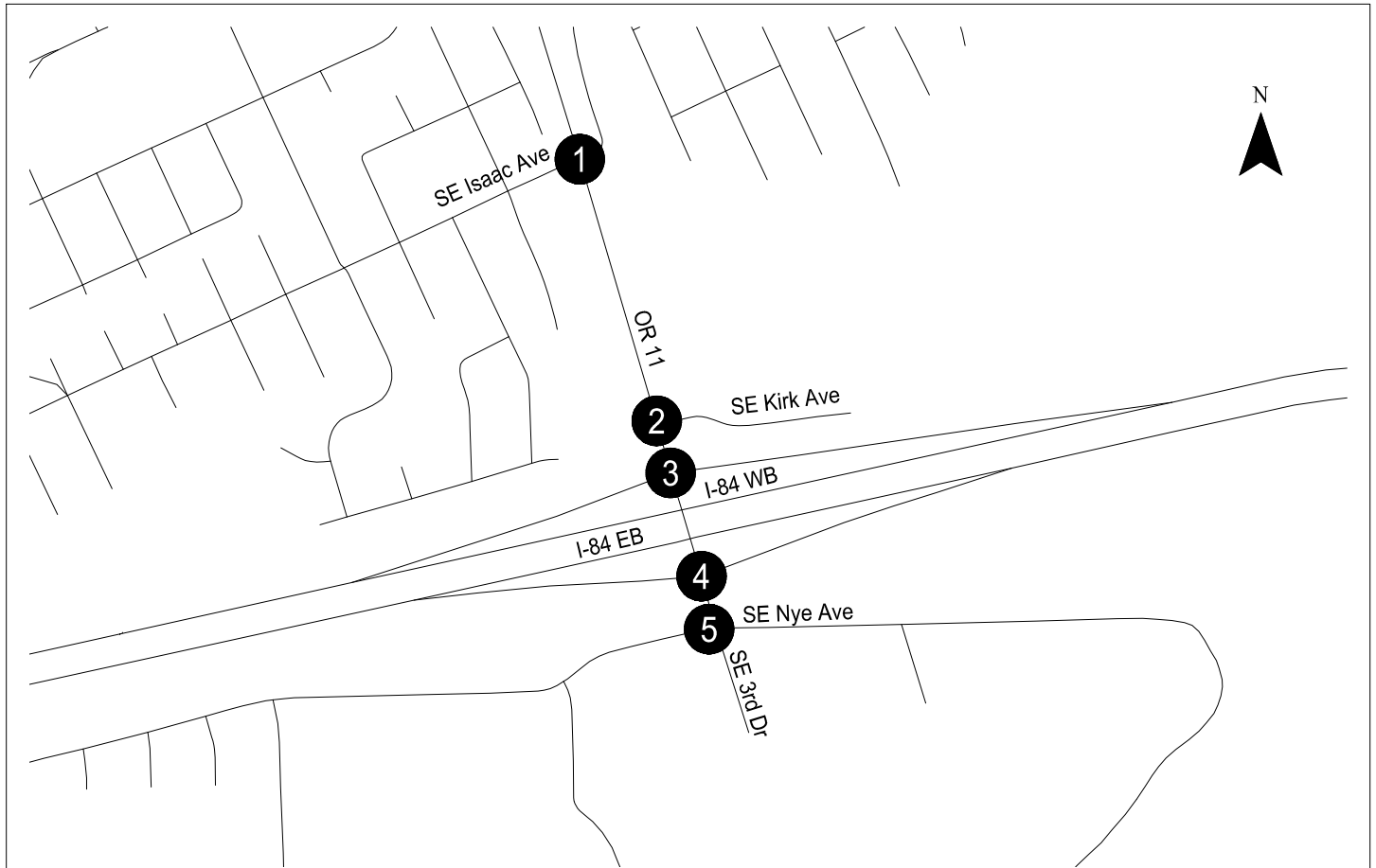
²Urban collector west of Nye Avenue and local road east of Nye Avenue.

³4 lanes north of I-84 westbound ramps and 2 lanes south of I-84 westbound ramps

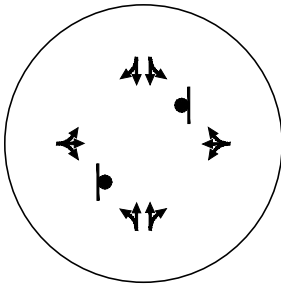
⁴Data for ODOT facilities from ODOT TransGIS website (Reference 3) and data for City roads from City Planning Department.

Freight Routes

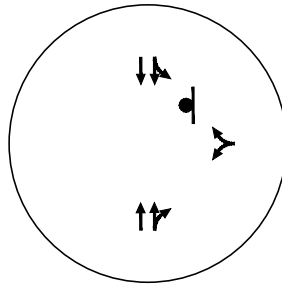
Within the Exit 210 IMSA, I-84 is identified in the Oregon Highway Plan as a Freight Route and as a Reduction Review Route which, as per Oregon Administrative Rule 731-012-0010, requires a review of any proposed activity that will alter, relocate, change, or realign the facility for Reduction of Vehicle-Carrying Capacity. OR 11 is also identified as a Reduction Review Route and as a National Network State freight route as per ODOT TransGIS (Reference 3).



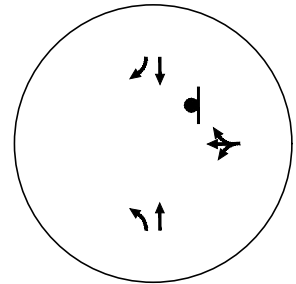
1 SE Isaac Ave / OR 11



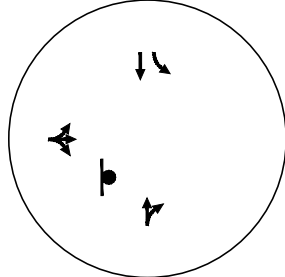
2 SE Kirk Ave / OR 11



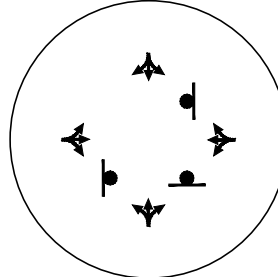
3 I-84 WB On-Ramp / I-84 WB Off-Ramp / OR 11



4 I-84 EB Off-Ramp / I-84 EB On-Ramp / OR 11



5 SE Nye Ave / SE 3rd Dr



LEGEND

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

Existing Lane Configurations
Exit 210
Pendleton, OR

Figure
7

H:\2\24043 - Pendleton IAMPs (207 & 210)\dwgs\Lane Configurations Exit 210_AEG.dwg Oct 15, 2019 - 8:23am - agriffiths Layout Tab: Lane Configurations

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 210 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 210 IMSA Access Inventory

Access Number	Roadway	Approach Type	Side of Roadway	Access Width (ft) ¹	What Does the Access Serve?
1	OR 11	Public	West	65	Isaac Ave
2	OR 11	Public	East	61	SE 5 th St
3	OR 11	Public	East	62	Kirk Ave
4	3 rd Dr	Public	Both	50	Nye Ave
5	3 rd Dr	Private	West	24	Red Lion Hotel
6	3 rd Dr	Private	East	110	Vacant Commercial Lot
7	Nye Ave	Public	South	50	SW 3 rd Pl
8	Nye Ave	Private	North	15	Residential Driveway
9	Nye Ave	Private	North	12	Residential Driveway
10	Nye Ave	Private	North	12	Residential Driveway
11	Nye Ave	Private	North	12	Residential Driveway
12	Nye Ave	Private	North	12	Residential Driveway
13	Nye Ave	Public	South	48	SW 2 nd St
14	Nye Ave	Private	North	10	Residential Driveway (undeveloped lot)
15	Nye Ave	Private	North	12	Residential Driveway (undeveloped lot)
16	Nye Ave	Private	North	12	Residential Driveway (undeveloped lot)
17	Nye Ave	Private	North	12	Residential Driveway
18	Nye Ave	Private	South	20	Office Building
19	Nye Ave	Private	North	26	Hampton Inn
20	Nye Ave	Private	South	32	Utility/Maintenance Yard
21	Nye Ave	Private	South	26	Residential Apartments
22	Nye Ave	Private	North	31	Hampton Inn
23	Nye Ave	Private	South	31	Utility/Maintenance Yard
24	Nye Ave	Private	North	16	Office Building
25	Nye Ave	Private	North	16	Office Building
26	Nye Ave	Private	South	25	Office Building
27	Nye Ave	Private	South	25	Office Building
28	Nye Ave	Private	North	26	Office Building
29	Nye Ave	Private	North	35	Office Building
30	Nye Ave	Public	South	41	SE 3 rd St
31	Nye Ave	Private	South	31	Red Lion Hotel
32	Nye Ave	Private	North	36	Office Building
33	Nye Ave	Private	North	30	Parking Lot
34	Nye Ave	Private	North	28	Chevron
35	Nye Ave	Private	North	30	Chevron
36	Nye Ave	Private	North	35	Chevron
37	Nye Ave	Private	South	30	Red Lion Hotel
38	Nye Ave	Private	South	30	Vacant Commercial Lot
39	Nye Ave	Private	South	37	Vacant Commercial Lot

Access Number	Roadway	Approach Type	Side of Roadway	Access Width (ft) ¹	What Does the Access Serve?
40	Nye Ave	Private	North	60	Sinclair
41	Nye Ave	Private	North	60	Sinclair
42	Nye Ave	Private	North	26	Shari's
43	Nye Ave	Private	North	30	Shari's
44	Nye Ave	Private	South	31	Best Western
45	Nye Ave	Private	South	34	Best Western
46	Nye Ave	Private	North	30	Motel 6
47	Nye Ave	Private	South	42	SE 6 th St
48	Nye Ave	Private	North	32	Super 8
49	Nye Ave	Private	South	31	Holiday Inn
50	Nye Ave	Private	North	36	Residential Driveway

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

There are 50 accesses within the OASA on OR 11, Nye Avenue, and 3rd Drive. The majority of the identified accesses are on Nye Avenue. The accesses on Nye Avenue primarily serve commercial properties, but also serve residential properties and public streets. There are 5 accesses within less than 1,320 feet from the Exit 210 ramp terminals. They are located on OR 11 and 3rd Drive. These accesses primarily serve other public streets, including Nye Avenue. It should be noted that Access 3 (Kirk Ave) is currently closed to traffic and serves an undeveloped lot. Access 3 is approximately 220 feet from the Exit 210 WB Ramp Intersection.

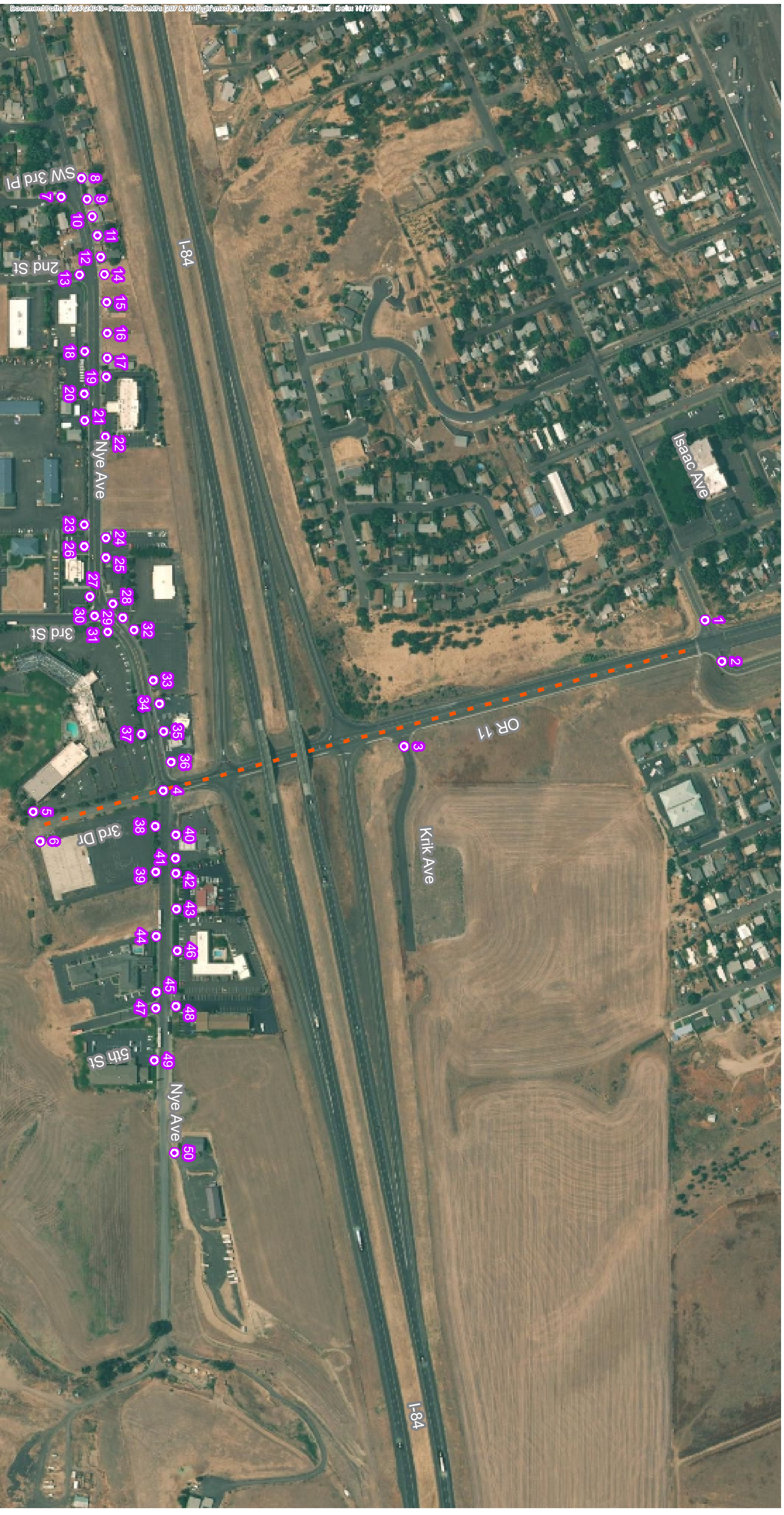
Pedestrian, Bicycle, and Transit Considerations

Bicycle and pedestrian facilities within the Exit 210 OASA are shown in Figure 9. Bike facilities within the OASA are shared-space bike routes. Most roads within the OASA have sidewalk on one or both sides, but there are still notable gaps and deficiencies in the network of pedestrian facilities. Most intersections within the study area do not have marked crosswalks and the crossing at OR 11 / Isaac Ave may warrant higher-visibility treatments. ADA Ramps on the Exit 210 WB Ramp/OR 11, Exit 210 EB Ramp/OR 11, and Kirk Ave / OR 11 intersections were found to be in poor condition (Reference 3). Notable gaps in the sidewalk network include:

- OR 11, north of Isaac Ave (both sides of the street)
- OR 11, from Isaac Ave to Nye Avenue (west side of the street)

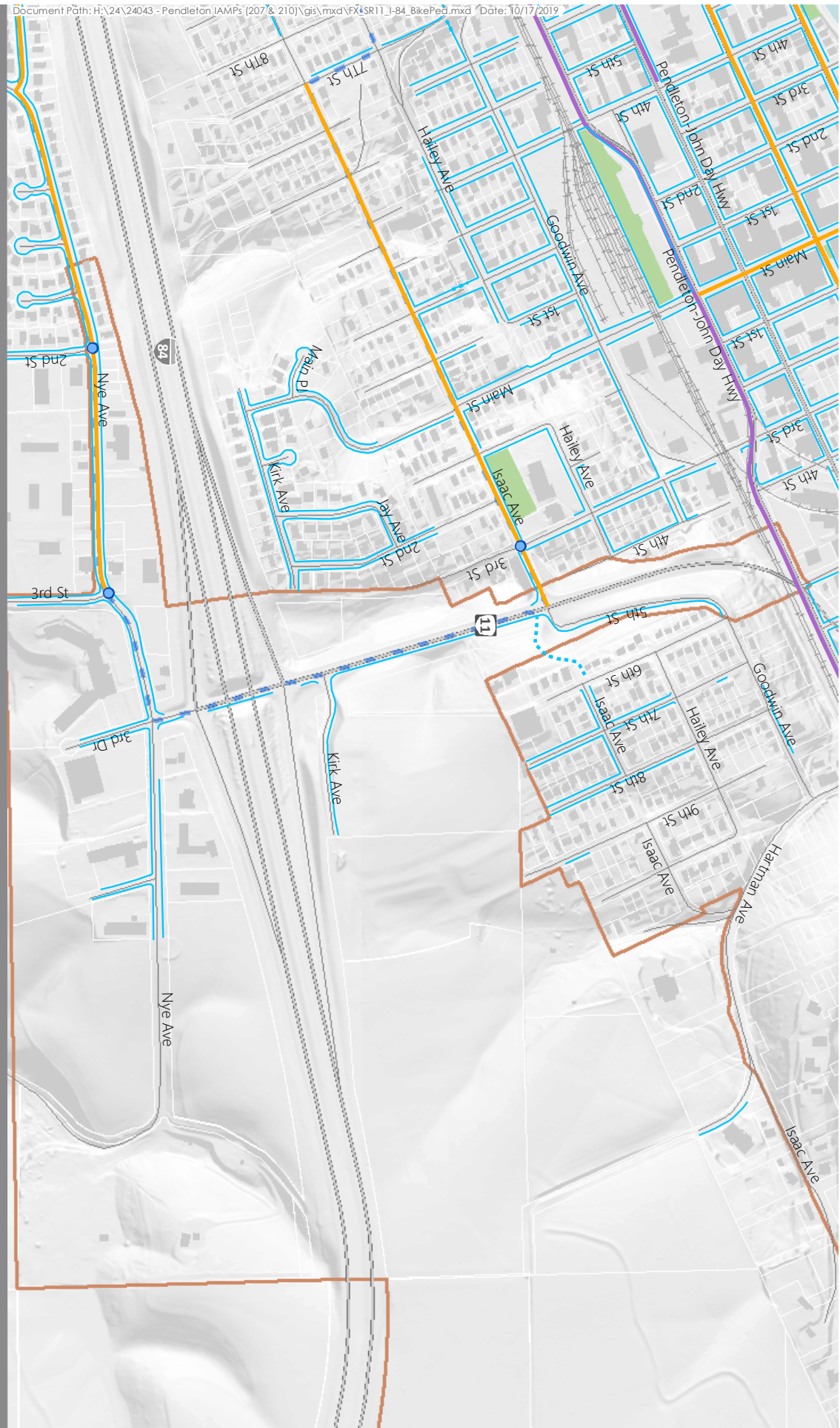
Potential generators of pedestrian and bicycle activity include the various employers in the area and the hotels and restaurants on Nye Avenue.

The City of Pendleton operates a fixed route bus service called “Let'er Bus Transit,” which offers two bus routes within the City. The South West Bus Route operates within the IMSA on Nye Avenue and OR 11. The location of the bus route and bus stops are shown in Figure 9.



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





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 IMSA is located outside of the 100-year floodplain.
- There is a known wetland 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 and Patawa Creek – work is not anticipated to occur within or near these locations
- There are several potential hazardous materials sites within or near the IMSA.
 - A Level 1 Hazardous Materials Survey may be required during later stages of project development.
- One archaeological site was found within the IMSA.
 - A re-examination of historical maps may be required during later stages of project development.
- The eastern portion of the IMSA is zoned for exclusive farm use (EFU).
 - A Conditional Use Permit (CUP) may be required if EFU farmland will be converted as part of Exit 210 improvements.

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 210 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.

I. LAND USE

Comprehensive Plan Designations

The use designations established in the Pendleton Comprehensive Plan Map (2014) are shown in Figure 1. Land south of the interchange is designated for commercial uses, with a mix of Service Commercial and Tourist Commercial. These areas are intended to provide opportunities for businesses primarily meant for the motoring/touring public and retail and service needs of the Pendleton residents. High Density and Medium Density Residential designations dominate areas to the northwest of the interchange and the East Side Mixed Use Opportunity Area Subdistrict (MOA) overlay, described in the following Zoning Designations section, is the designation in the northeast.

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. Development and land use in the UGB are subject to city land use policy and regulations, which are implemented through the Zoning shown on Figure 2. Because future development and redevelopment in the IMSA will be subject to the regulations 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.

The zoning in the IMSA primarily consists of residential and commercial. In addition, there is an Opportunity Area Overlay in the IMSA. The East Side Mixed Use Opportunity Area is located northeast of the interchange. Table 1 presents a summary of zoning in the IMSA, described by quadrant and shown in Figure 2, IMSA Zoning Map. A detailed summary of the purposes, permitted uses, and lot standards in each zoning district and corresponding Comprehensive Plan designation is provided in Attachment A (Table A-1).

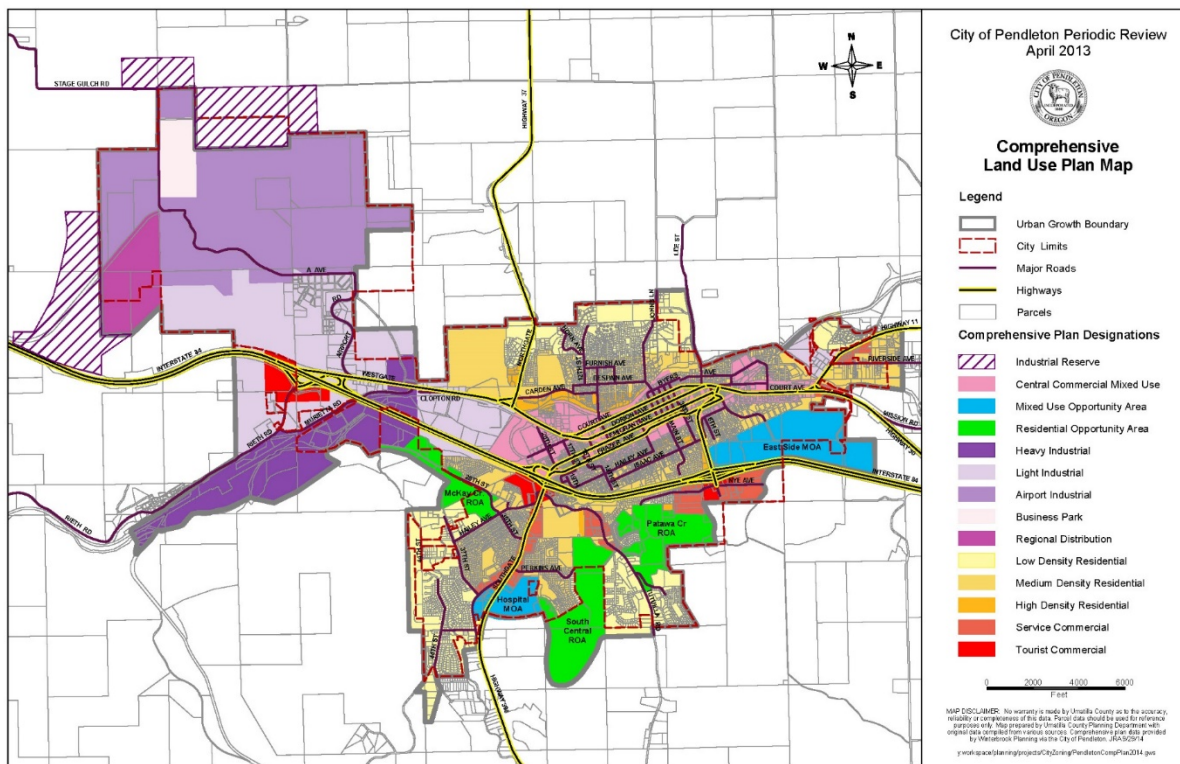
Table 1. IMSA Zoning by Quadrant

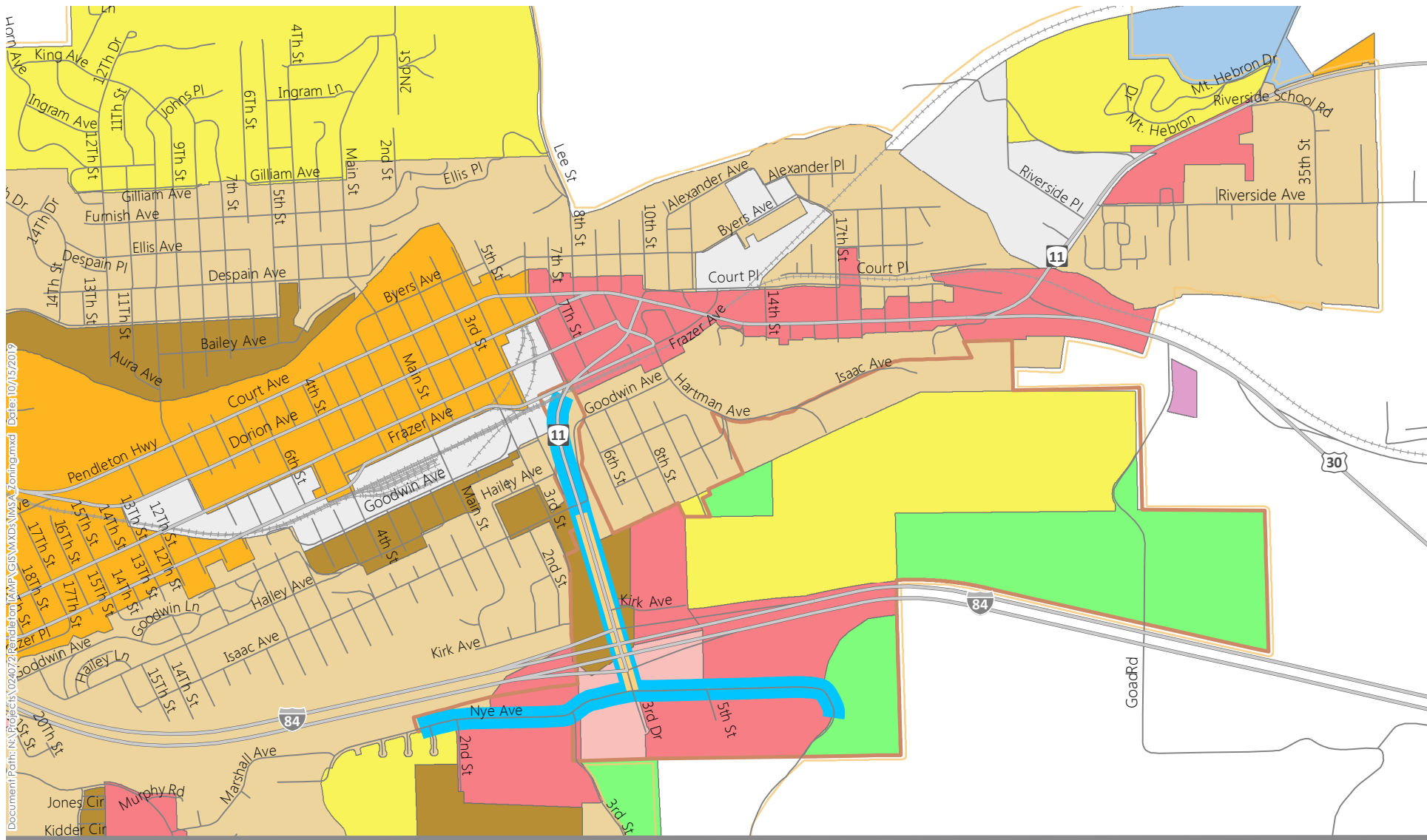
IMSA Quadrant	Overview of Zoning
Northeast:	<ul style="list-style-type: none"> Comprised of primarily low and medium density residential. The Medium Density Zone (R-2), is found in only a few IMSA parcels. Several parcels to the far east have Exclusive Farm Use zoning. A few parcels west of OR-11 have Service Commercial Zoning.
Northwest:	<ul style="list-style-type: none"> Comprised primarily of medium and high density residential.
Southeast:	<ul style="list-style-type: none"> Comprised of primarily commercial areas, tourist and service commercial. One parcel in the southeast corner of the IMSA contains Exclusive Farm Use zoning
Southwest:	<ul style="list-style-type: none"> Comprised of primarily commercial areas, tourist and service commercial.

Overlays/Subdistricts

Land use and development in the northeast quadrant of the IMSA is also governed by the East Side Mixed Use Opportunity Area Subdistrict (MOA) overlay. The East Side MOA consists of over 285 acres, within the IMSA, and is intended to provide an area for mixed use development with a variety of housing types and commercial uses at various densities. Development in the East Side MOA is approved through a unique approval process. Property owners in the MOA have two options; develop under the existing, underlying zoning or use the provisions of the MOA, which requires the development to be approved as a master planned development. Once a master plan is approved, the existing zoning is replaced. Master plans are not required to cover the entire MOA, but must contain a minimum of 20 gross acres. Standards associated with the East Side MOA are described in Attachment A (Table A-1).

Figure 1. Pendleton Comprehensive Plan Land Use Designations





- 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 210

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).

Properties shown as vacant are based on 2017 County property class codes. Generally, 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.¹ 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. There is a large area of farmland in the NE quadrant of the interchange that is in the East Side MOA and consists of a mix of non-farm zones. These areas are considered developable for urban uses, at urban densities.

Table 2: 210 IMSA Vacant and Redevelopable Land

CURRENT USE	DEVELOPED	REDEVELOPABLE	VACANT	UNDEVELOPABLE	TOTAL
Residential	6	7	6	3	23
Commercial	26	4	6	0	36
Farm	25	297	0	0	322
Public	10	0	10	0	20
TOTAL	68	308	23	3	401

Most of the land within the IMSA is currently used for farm uses. A large portion of land currently in farm use is available for residential and commercial as part of the East Side MOA. Other uses, in order of most land to fewest land, include commercial, residential, and public uses. The areas nearest to the interchange exit are primarily commercial, but also include small amounts of residential and farm uses.

A large portion of current farm use areas within the UGB have residential or commercial zoning applied to them. As such, there is a considerable amount of vacant or redevelopable space within the IMSA. Overall, there is approximately 287 acres of vacant or redevelopable land. These areas are primarily located along OR-11, Nye Avenue, and Isaac Avenue.

¹ Non-farm properties shown as redevelopable are based on a land value to improvement value ratio of 2:1.



- Minimum 1320' IAMP Limits
 - Operations/Access Study
 - Interchange Management Study Area
 - Pendleton City
- Vacant & Redevelopable Land**
- Undevelopable
 - Developed
 - Redevelopable
 - Vacant



Figure 4
**Vacant and Redevelopable Land
 Exit 210**

Major Tax Lot Ownership

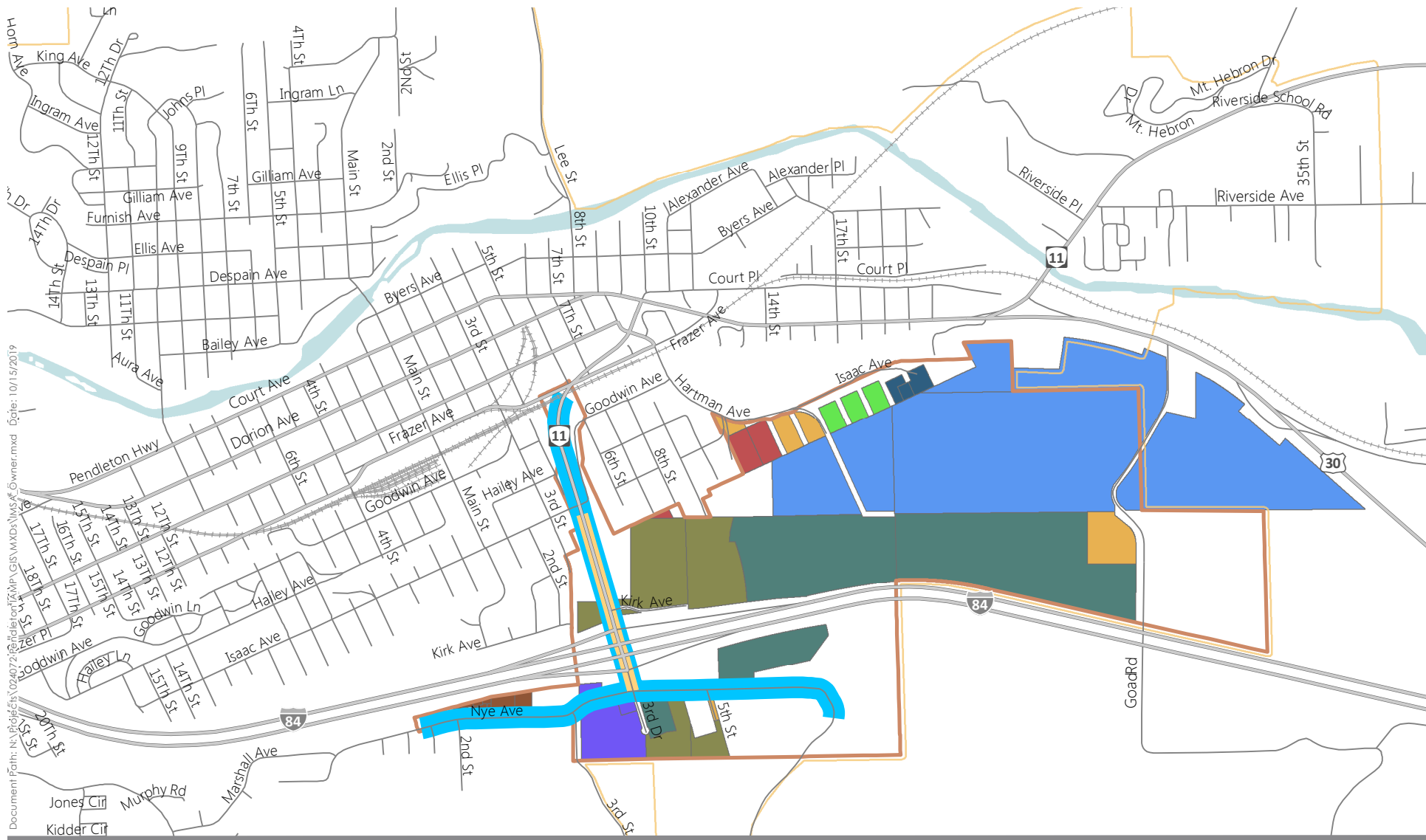
According to data available in County’s tax assessment for land within the IMSA’s, several properties are under single ownership. As shown in Table 3 below, there is a mix of private family ownership, private organization ownership, and ownership by the City of Pendleton. Private family owners have the highest number of properties under a single owner as well as the largest acreage of properties under a single owner.

Table 3: IMSA 210 Major Tax Lot Ownership

OWNERSHIP	PROPERTIES	TOTAL ACRES
Wallulis Family	12	4
Indian Hills Investment	6	39
Goad Family	6	354
City of Pendleton	5	11
Rees Family	4	94
Meduri Family	4	3
Homestead Youth Lodge	3	4
SKMS LLC	3	11

Activity Centers

Connecting residents and workers to services they use on a daily basis can be accomplished by well-integrated land use and transportation planning. Key activity centers within the IMSA where the transportation network should support multi-modal and accessible public transportation include several national hotel and motel chains, the U.S. Social Security Administration Office, a Shari’s restaurant, and a daycare and preschool. May Park, Downtown Pendleton, and Catholic Church of St. Mary also may be considered “attractors” that are accessed via the interchange.



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

- OWNER**
- Goad Family
 - Homestead Youth Lodge
 - Indian Hills Investment
 - Meduri Family
 - City of Pendleton
 - Rees Family
 - SKMS LLC
 - Umatilla County
 - Wallulis Family



Figure 5

Major Tax Lot Ownership Exit 210

II. DEMOGRAPHIC INFORMATION

Statistical information covering employment, population, 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 recorded as 16,612 in 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 the census blocks in the IMSA. This information provides the basis for the demographic data found in this memorandum. As shown, there are few households and limited population within the IMSA.

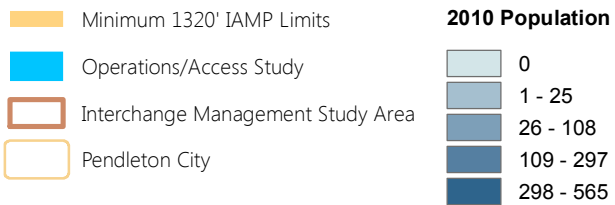
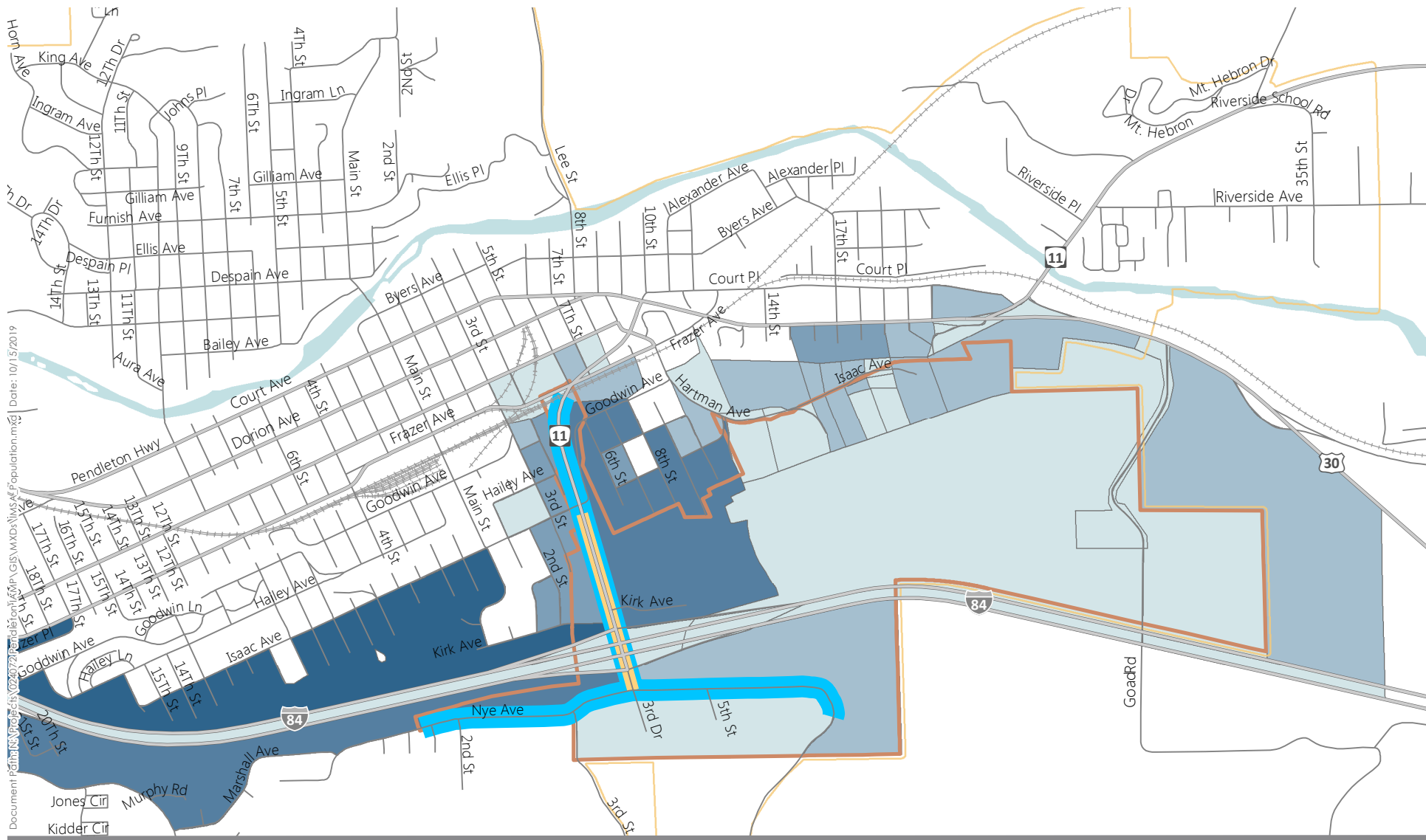


Figure 7

2010 Population (by Census Block) Exit 210

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 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)

EMPLOYEMENT	210	
Total:	316	
Agriculture, Forestry, Fishing and Hunting	0	0%
Mining, Quarrying, and Oil and Gas Extraction	0	0%
Utilities	0	0%
Construction	21	7%
Manufacturing	0	0%
Wholesale Trade	1	0%
Retail Trade	23	7%
Transportation and Warehousing	0	0%
Information	0	0%
Finance and Insurance	0	0%
Real Estate and Rental and Leasing	7	2%
Professional, Scientific, and Technical Services	0	0%
Management of Companies and Enterprises	0	0%
Administration & Support, Waste Management and Remediation	19	6%
Educational Services	0	0%
Health Care and Social Assistance	76	24%
Arts, Entertainment, and Recreation	0	0%
Accommodation and Food Services	159	50%
Other Services (excluding Public Administration)	10	3%
Public Administration	0	0%

As summarized in Table 5, there is slightly over 300 jobs within or near the IMSA. Half of the employment is within the Accommodation and Food Service sector. Nearly a quarter of the employment in the IMSA is in the Health Care and Social Assistance sector. Other employment sectors with 10 or more employees found in or near the IMSA, in order of most to least, include Retail Trade, Construction, Administration/Waste Management, and Other Services. Most of the employment within the IMSA is located on SE Nye Avenue, south of the interchange.

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. Seven 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 Groups²

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, and the IMSA. Compared to the state, Pendleton and the IMSA have an overall lower share of minority groups. Umatilla County has a greater percentage of minority groups than the IMSA, Pendleton, and the State.

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

	IMSA 210		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,511		16,612		75,889		3,831,074	
Hispanic or Latino	134	9%	1,605	10%	18,107	24%	450,062	12%
Not Hispanic or Latino:	1,377	91%	15,007	90%	57,782	76%	3,381,012	88%
White alone	1,275	84%	13,690	82%	52,691	69%	3,005,848	78%
Black or African American alone	11	1%	223	1%	557	1%	64,984	2%
American Indian and Alaska Native alone	56	4%	479	3%	2,383	3%	42,706	1%
Asian alone	4	0%	183	1%	626	1%	139,436	4%
Native Hawaiian and Other Pacific Islander alone	4	0%	26	0%	95	0%	12,697	0%
Some other race alone	1	0%	8	0%	55	0%	5,502	0%
Two or more races	26	2%	398	2%	1,375	2%	109,839	3%

² 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

Most areas in the IMSA have relatively low minority population rates. The areas with the largest minority population percentages, exceeding the City's average minority population of 16%, are found north of the interchange along OR-11, extending east and west, and south of Court Ave between SE 17th Street and SE 20th Street. The total population in each of these census blocks typically ranges between 100 and 300 people, but can be upwards of 600 people.

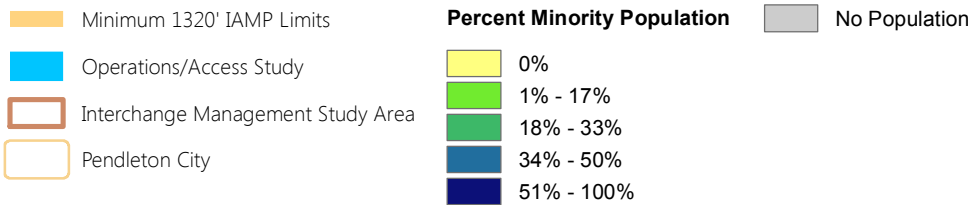
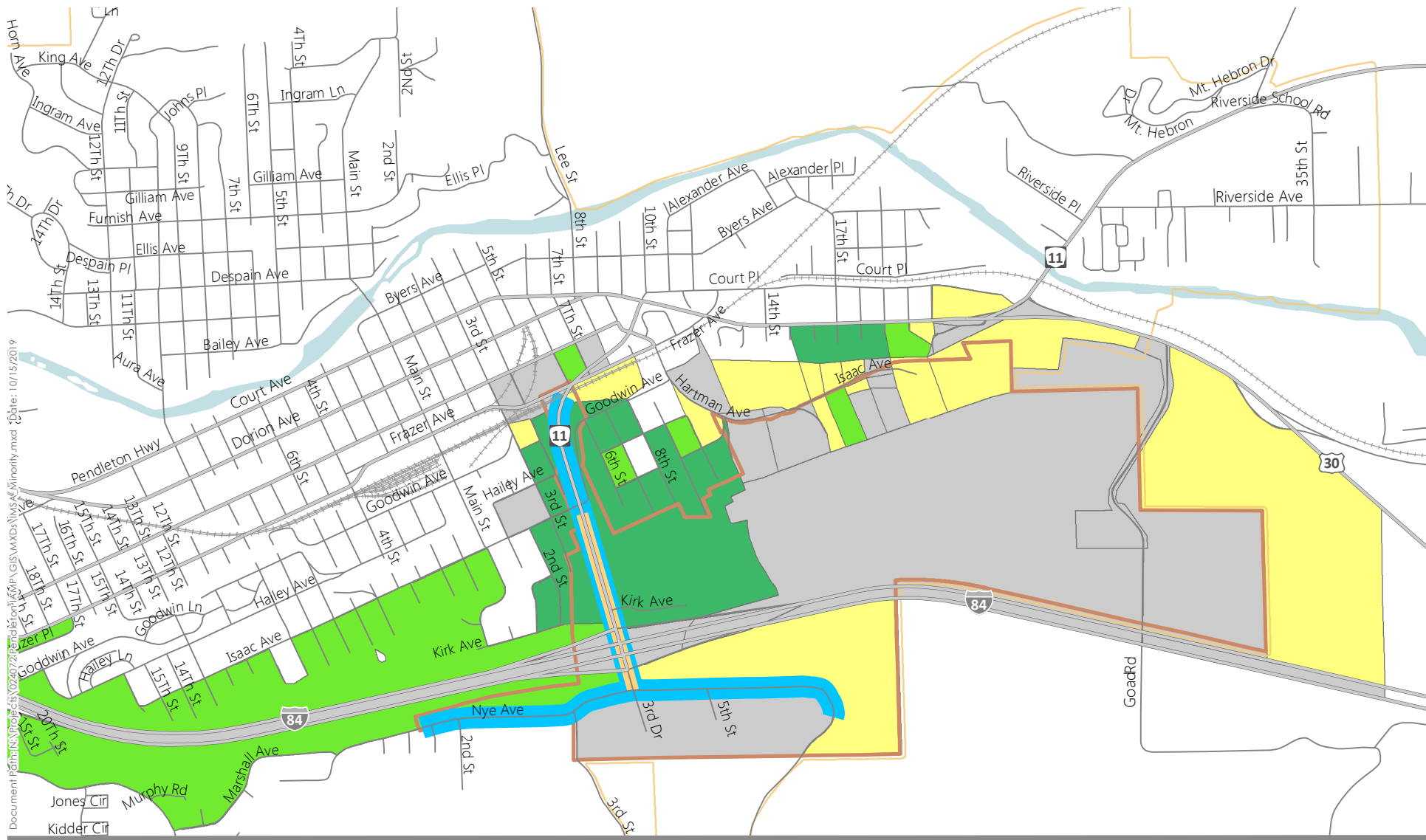


Figure 8

Minority Populations (by Census Block) Exit 210

Age³

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 25% of the overall population in the IMSA. Youth populations in Pendleton and Umatilla County are generally consistent with the overall portion of youth in the state. At 14% elderly population, the IMSA has a lower portion of elderly population at 10% compared to the state as a whole. Pendleton and Umatilla County have comparable percentage of elderly population compared to the state as a whole

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

	EXITIMSA	210 IMSA	PENDLETON	UMATILLA COUNTY	OREGON			
Total:	1,511		16,612	75,889	3,831,074			
Youth (Age 17 and Under)	384	25%	3,645	22%	20,200	27%	866,453	23%
Elderly (Age 65 and Over)	151	10%	2,131	13%	9,657	13%	533,533	14%

The location of youth populations is provided at the census block geographic level in Figure 9. As shown, the area with higher than average youth population can be found north the Interchange and west of OR-11. The youth population in these census blocks ranges from 25% to 37% and have total populations between 25 and 100 each. There are a few outlier pockets of census blocks with high percentage of youth population exceeding 37%. These census blocks typically have under 25 people per block and are north and south of SE Isaac Ave and south of Court Street.

The location of elderly populations is also provided at the census block geographic level in Figure 10. Most all other census blocks range from 0% to 11 % elderly population. As shown, there are generally few areas with a significant percentage of elderly population in the IMSA. All of these census blocks with higher concentrations of elderly population have low total populations; typically, under 10 people each.

³ Ibid

Female Head of Household

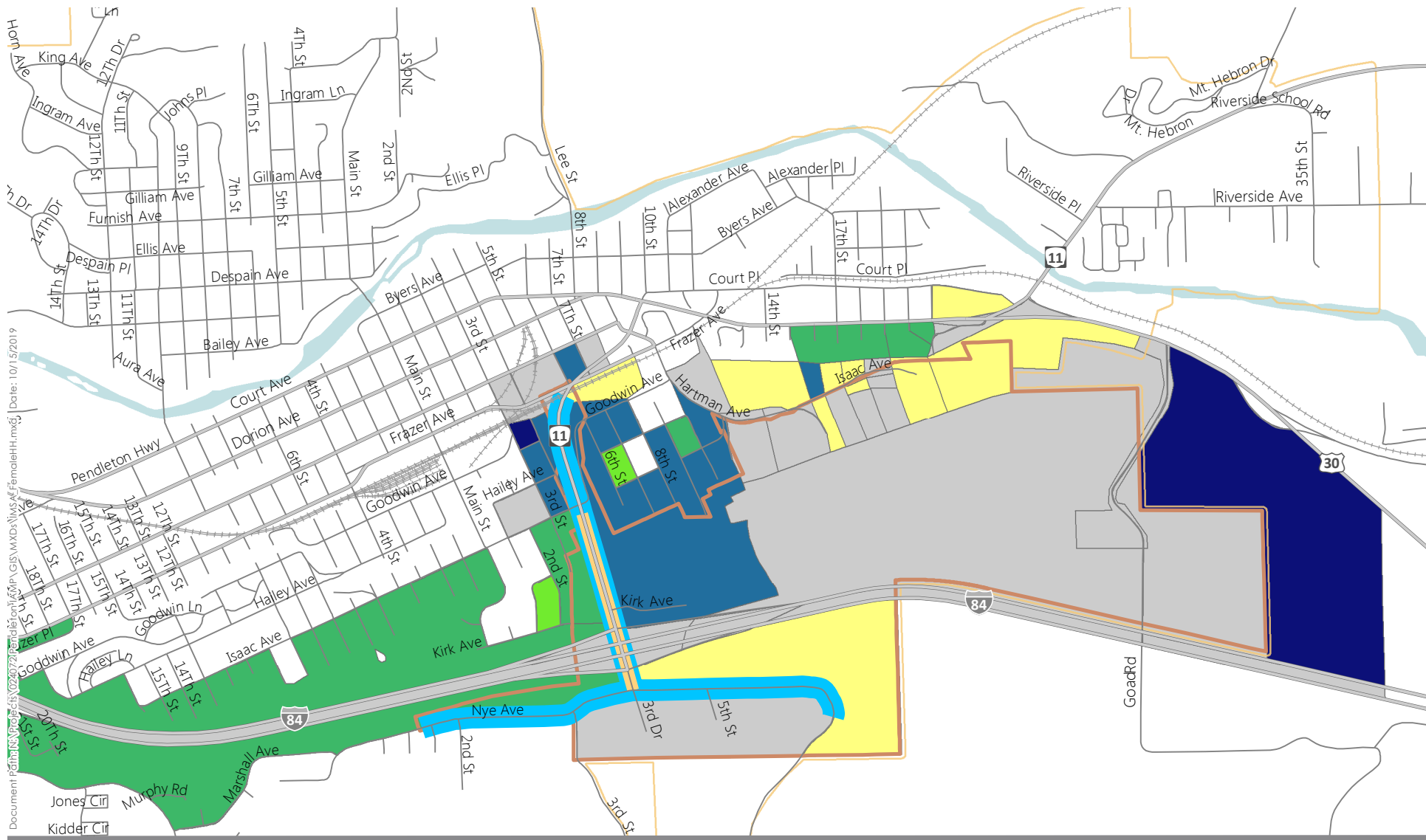
One person in each household is designated as the head-of-household or householder. In most cases this is the person, or one of the people, in whose name the home is owned or rented. If there is no such person, any adult 15 years old and over can be designated as the householder. Households are classified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

As shown in Table 8, the IMSA and Umatilla County percentage of female head of households – 33% and 28%, respectively – are generally consistent with the state percentage of 30%. Pendleton has a slightly higher percentage at 34%. Overall, approximately three out of ten households in the IMSA and the State of Oregon have a female head of household.

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

	EXITIMSA	210 IMSA	PENDLETON	UMATILLA COUNTY	OREGON			
Total:	565		6,220	26,904	1,518,938			
Female Head of Household	186	33%	2,100	34%	7,447	28%	452,937	30%
1-person Household	84	15%	1,110	18%	3,574	13%	231,699	15%
2-or-more-person Household	102	18%	990	16%	3,873	14%	221,238	15%
Family Household	76	13%	781	13%	3,236	12%	158,805	10%
Nonfamily Household	26	5%	209	3%	637	2%	62,433	4%

Figure 11 shows a large concentration of female head of households located north of the interchange and adjacent to OR-11, with percentages ranging between 36% to 50%. These census blocks typically have 10 to 20 total households each, except for the census block directly east of OR-11, which has between 30 to 120 total 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 210**

Low Income⁴

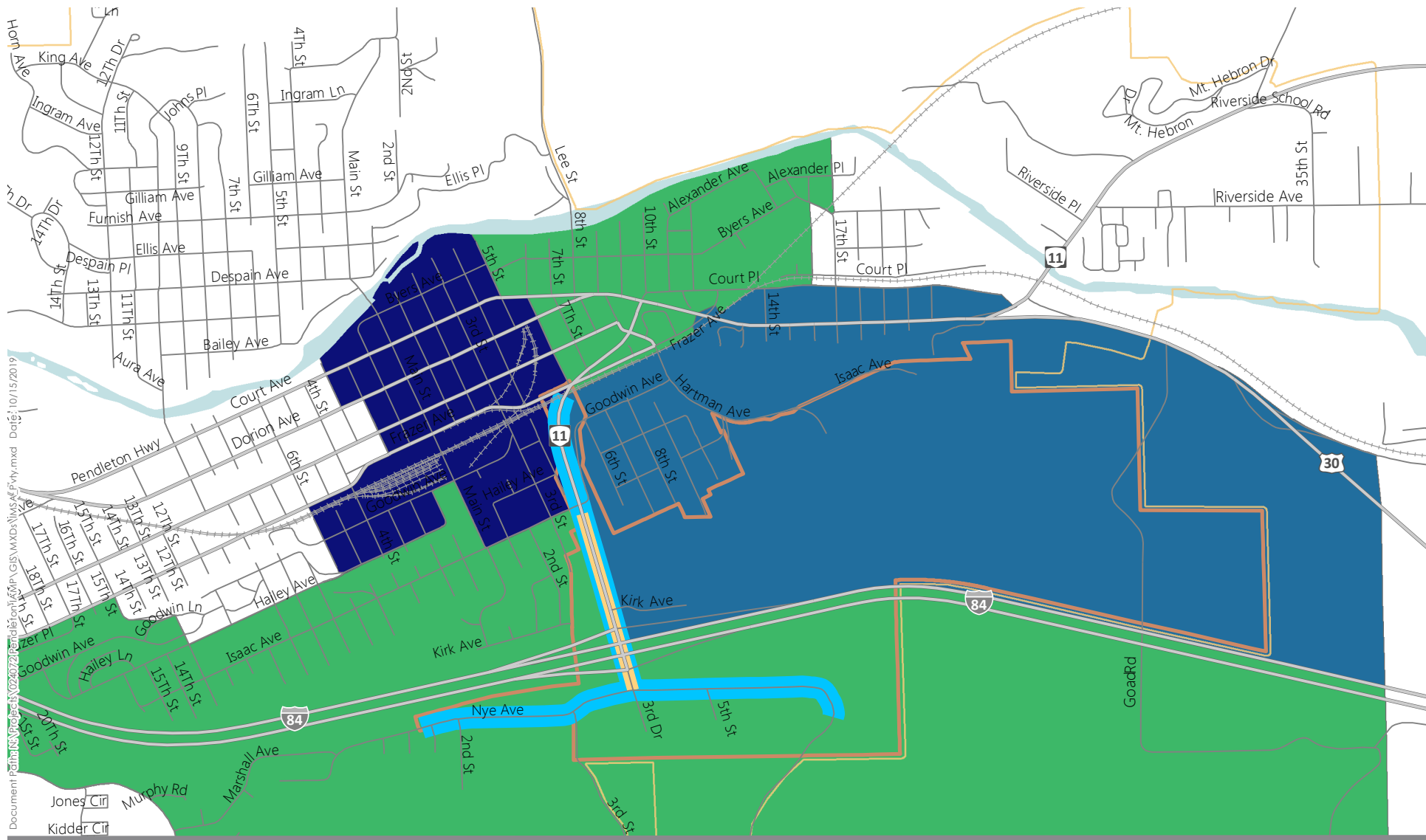
Poverty statistics shown in Table 9 and Figure 12 adhere to the Office of Management and Budget in Statistical Policy’s Directive 14. The data uses a set of dollar value thresholds that vary by various family characteristic. A person’s poverty status is determined by comparing the person’s total family 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 State of Oregon, a higher portion of the overall population in the IMSA and Umatilla County is in poverty with a ratio of income to poverty below 1. Approximately 20% of the population in the IMSA is in poverty, 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 210 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	3,804		14,785		71,980		3,947,954	
Under .50	302	8%	1,032	7%	4,527	6%	258,105	7%
.50 to .99	465	12%	1,275	9%	8,290	12%	329,143	8%
1.00 to 1.24	362	10%	995	7%	4,314	6%	190,525	5%
1.25 to 1.49	380	10%	980	7%	4,269	6%	183,384	5%
1.50 to 1.84	213	6%	907	6%	6,343	9%	265,306	7%
1.85 to 1.99	96	3%	438	3%	2,524	4%	111,250	3%
2.00 and over	1,986	52%	9,158	62%	41,713	58%	2,610,241	66%

As shown in Figure 12, the census block group northeast of the interchange has 43% to 48% of population below a ratio of 1.99, an indicator of poverty. However, based on the small number of households in the census block, shown on Figure 3, the numbers may be skewed due to a limited selection. Just northwest of the IMSA, the census block group has highest percentage of poverty. The large block group south and east of the interchange doesn’t provide a clear picture of the level of poverty in those area due to its expansive geographical area.

⁴ 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.



- 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

- 30% - 42%
- 43% - 48%
- 49% - 72%



Figure 12

**Population with Ratio 1.99 or Below Poverty Level
Exit 210**

Disabled Persons⁵

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.

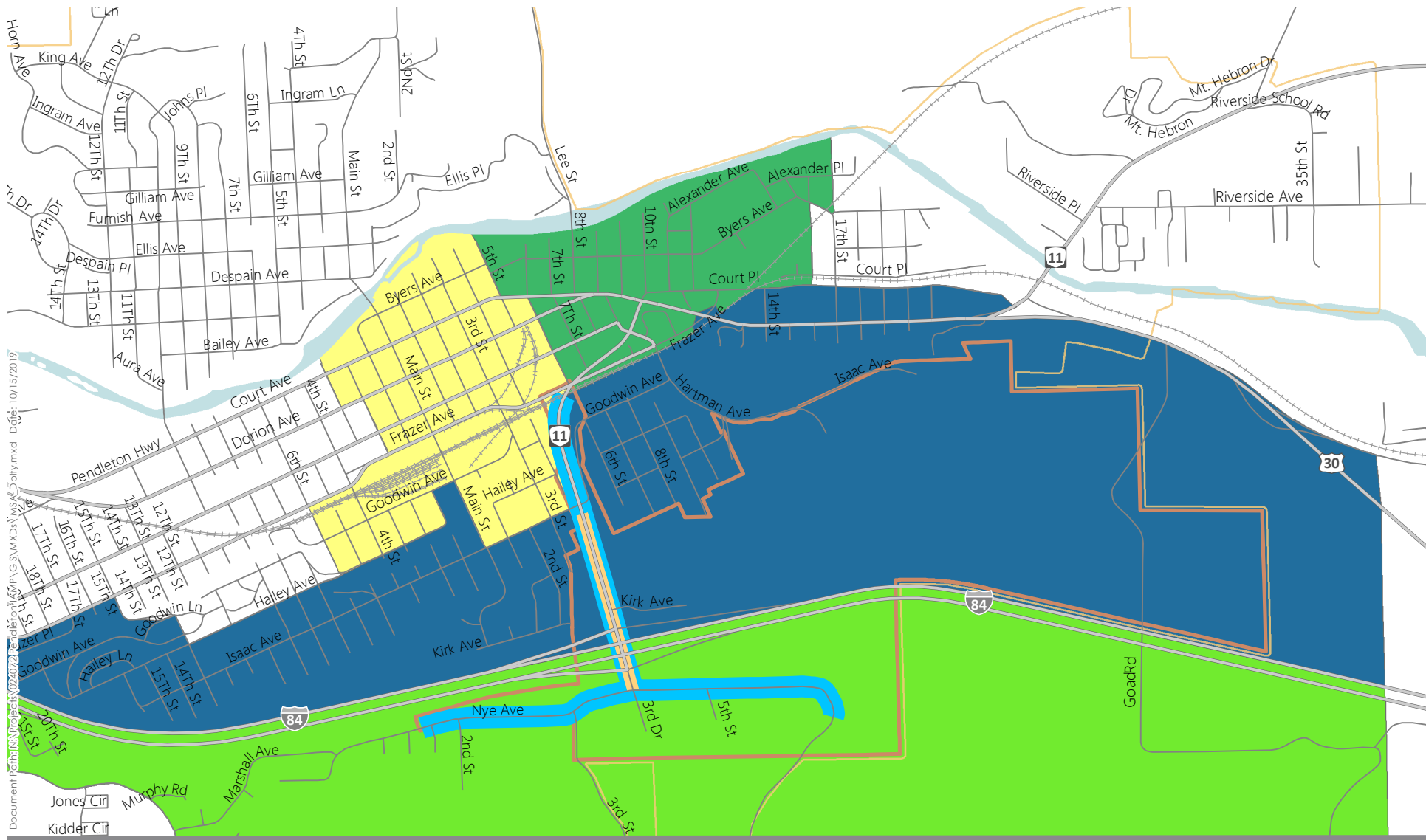
As shown in Table 10, a higher share of the households the IMSA and Pendleton have one or more persons with a disability. Nearly three out of ten households in the IMSA, County, City, and State have a person with a disability.

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)

	EXIT 210 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,712		6,057		26,976		1,571,631	
Households with 1 or More Persons with a Disability	491	29%	1,759	29%	8,801	33%	443,532	28%

ACS data shows that in several census block groups within the IMSA, 32% to 37% of households have one or more persons with a disability as shown in Figure 13. North of Frazer Ave the census block group has similar range, 28% to 31%, of households where a person has a disability. South of the interchange 22% to 27% of the households have one or more person with disability. This is notable, however, there are few dwellings in the block group that are located within the IMSA.

⁵ Ibid



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

Percent of Households with 1 or More Persons with a Disability

- 17% - 21%
- 22% - 27%
- 28% - 31%
- 32% - 37%



Figure 13

Households with One or More Disabled Persons (by Block Group) Exit 210

Limited English Proficiency⁶

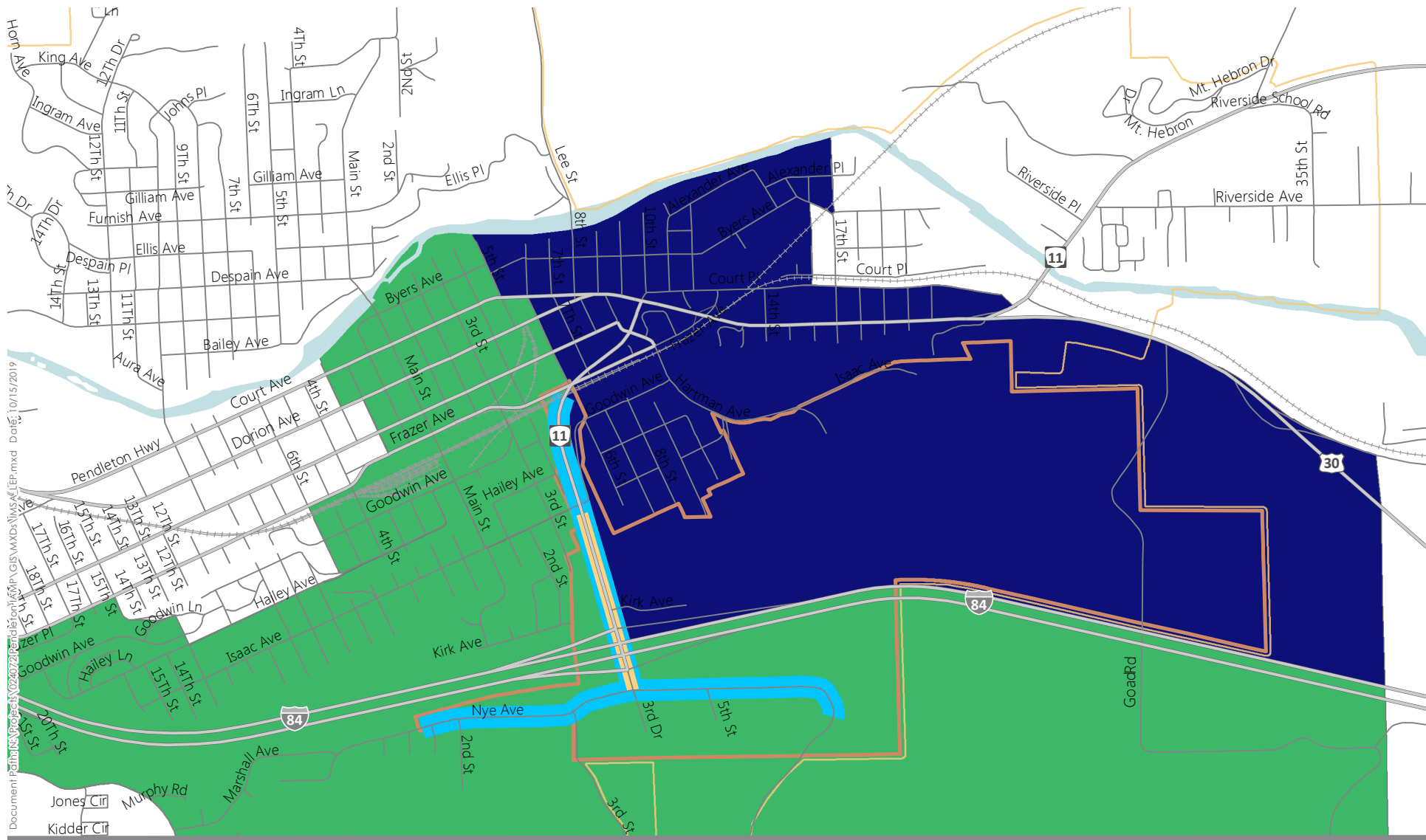
Information on language spoken at home was derived from two answers to ACS questions. Respondents were instructed to mark “Yes” if they sometimes or always spoke a language other than English at home and “No” if a language was spoken only at school – or if speaking was limited to a few expressions or 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 the IMSA and Pendleton speak another language other than English, approximately 7%-9%. The majority of those households in Pendleton and Umatilla County are proficient with the English language. In the IMSA 100% of the households that speak another language other than English have limited English proficiency. Information shown on Figure 14 is an aggregate of the various languages spoken. According to ACS data, the area northeast of the interchange has the largest population of households with limited English proficiency, 13% to 16% of the population.

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

	EXIT 210 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	1,712		6,057		26,976		1,571,631	
English Only	1,550	91%	5,634	93%	21,608	80%	1,334,686	85%
Other Languages	162	9%	423	7%	5,368	20%	236,945	15%
Limited English Proficiency	162	9%	386	6%	4,197	16%	195,758	12%

⁶ Ibid



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

Percent of Households with Limited English Proficiency

- 4% - 10%
- 13% - 16%



Figure 14

Households with Limited English Proficiency (by Block Group) Exit 210

Other-National Origin Persons⁷

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 3% to 4% of the population in these areas are foreign born, compared to approximately 10% of the overall population in Oregon. As shown in Figure 15, all census block groups within the IMSA are limited, all show less than 10% of the population is foreign born. The majority of the block groups in the IMSA have between 2% to 3% foreign born population.

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

	EXIT 210 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	3,820		16,709		76,736		4,025,127	
Native Born	3,680	96%	16,099	96%	68,337	89%	3,626,726	90%
Foreign Born	140	4%	610	4%	8,399	11%	398,401	10%

⁷ Ibid

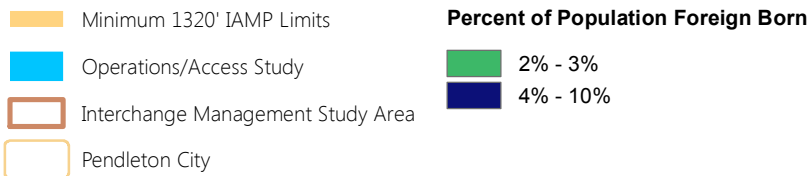
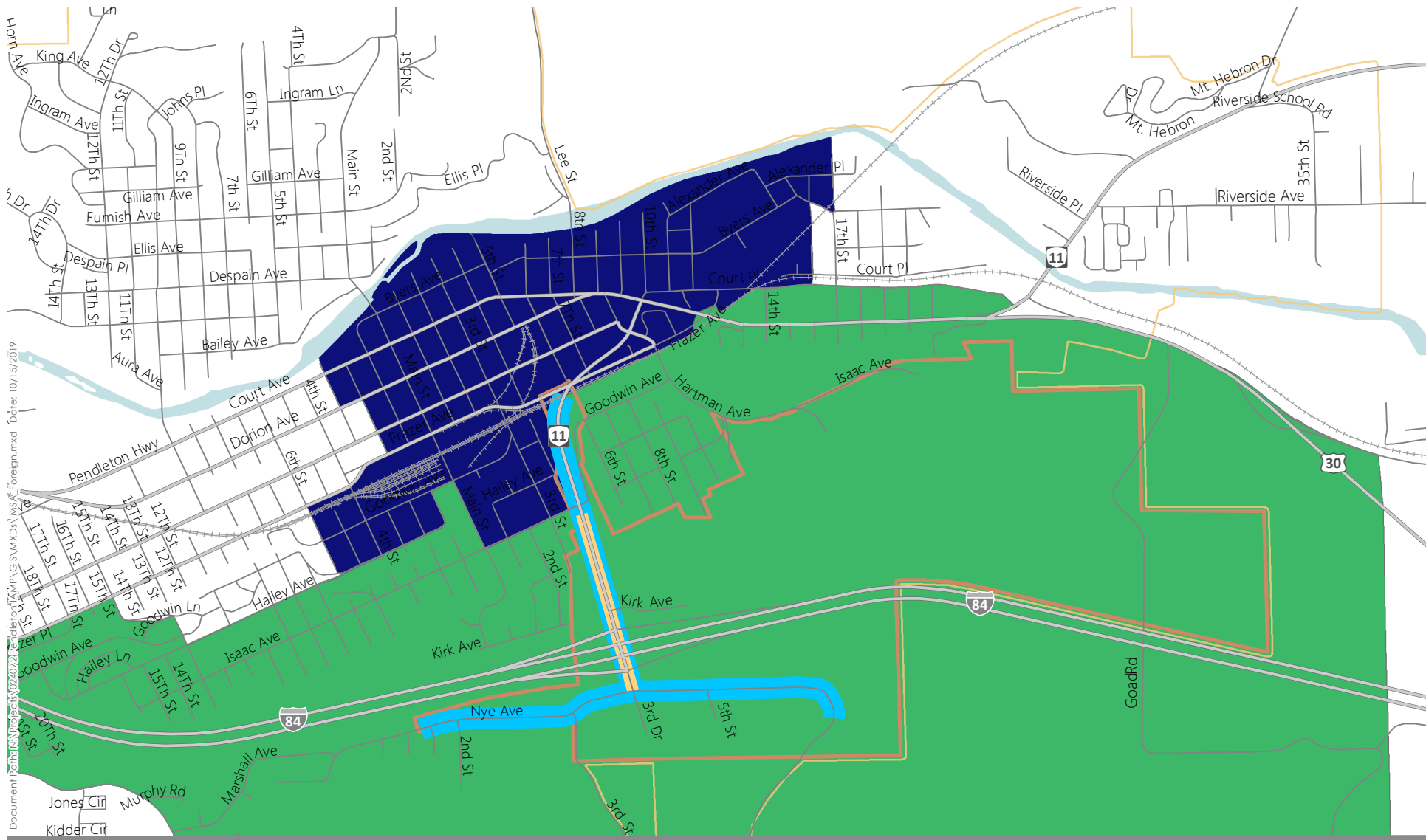


Figure 15

Foreign-Born Population (by Block Group) Exit 210

Vehicle Availability⁸

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.

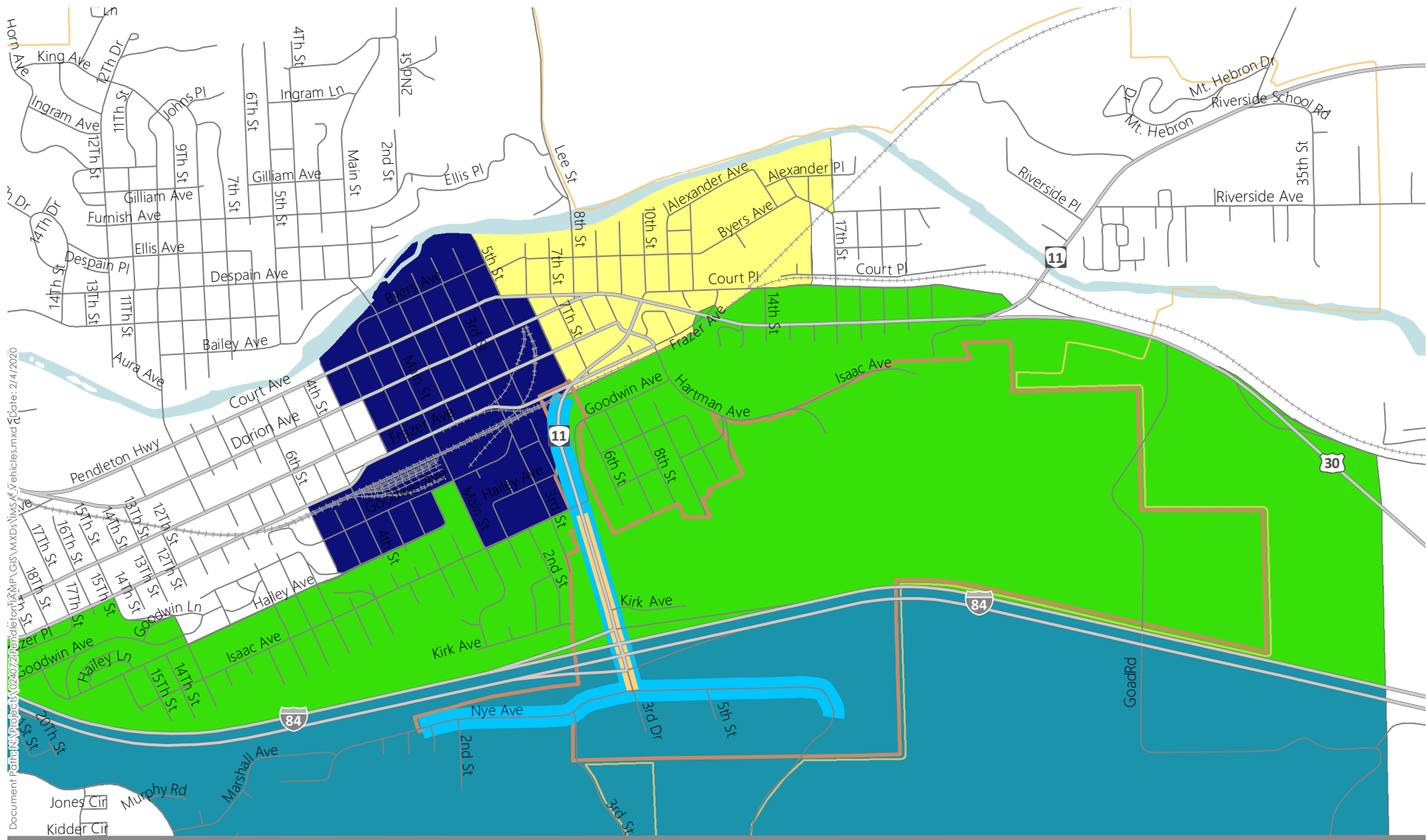
As shown in Table 13, the share of households with no vehicles available in the IMSA (approximately 13%) is slightly higher than the City as a whole (approximately 11%). Both the IMSA and the City generally have higher amount of households with no vehicles available when compared to the County and the State as whole (approximately 7% and 8% respectively).

Figure 16 shows the percent of households with no vehicles available. As shown, the Census Block Groups immediately north of the interchange have a low amount of households with no vehicles available. This is generally consistent with this area largely being developed as farm land with minimal urban infrastructure. The number of households without a vehicle increases for Census Block Groups further north and closer to downtown Pendleton. The Census Block Group immediately south of the interchange generally have a larger number of households with no vehicles available.

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

	EXIT 210 IMSA		PENDLETON		UMATILLA COUNTY		OREGON	
Total:	2,021		6,057		26,976		1,571,631	
No Vehicle Available	260	13%	649	11%	1,984	7%	120,271	8%
1 Vehicle	687	34%	2,036	34%	7,559	28%	505,523	33%
2 Vehicles	729	36%	2,000	33%	9,705	36%	592,686	39%
3 Vehicles	265	13%	1,028	17%	5,084	19%	242,041	16%
4 Vehicles	71	4%	267	4%	1,829	7%	75,629	5%
5 or More Vehicles	9	0%	77	1%	815	3%	35,481	2%

⁸ Ibid



- 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%
- 20% - 35%



Figure 16

**Households with No Vehicles Available (by Block Group)
Exit 210**

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 Availability (Block Group)

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 available suggests the following:

- The IMSA has a significantly higher percentage of households in poverty compared to Pendleton, Umatilla County, and the State as a whole.
- The IMSA has a notable population of youth, which is comparable to the City and State.
- In the IMSA there are small populations of limited English proficiency households, elderly, and foreign-born individuals.
- The minority population in the IMSA is significantly lower than Umatilla County and the State as a whole.
- The IMSA has the highest percentage of households without a vehicle in comparison to the City, County, and State.

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

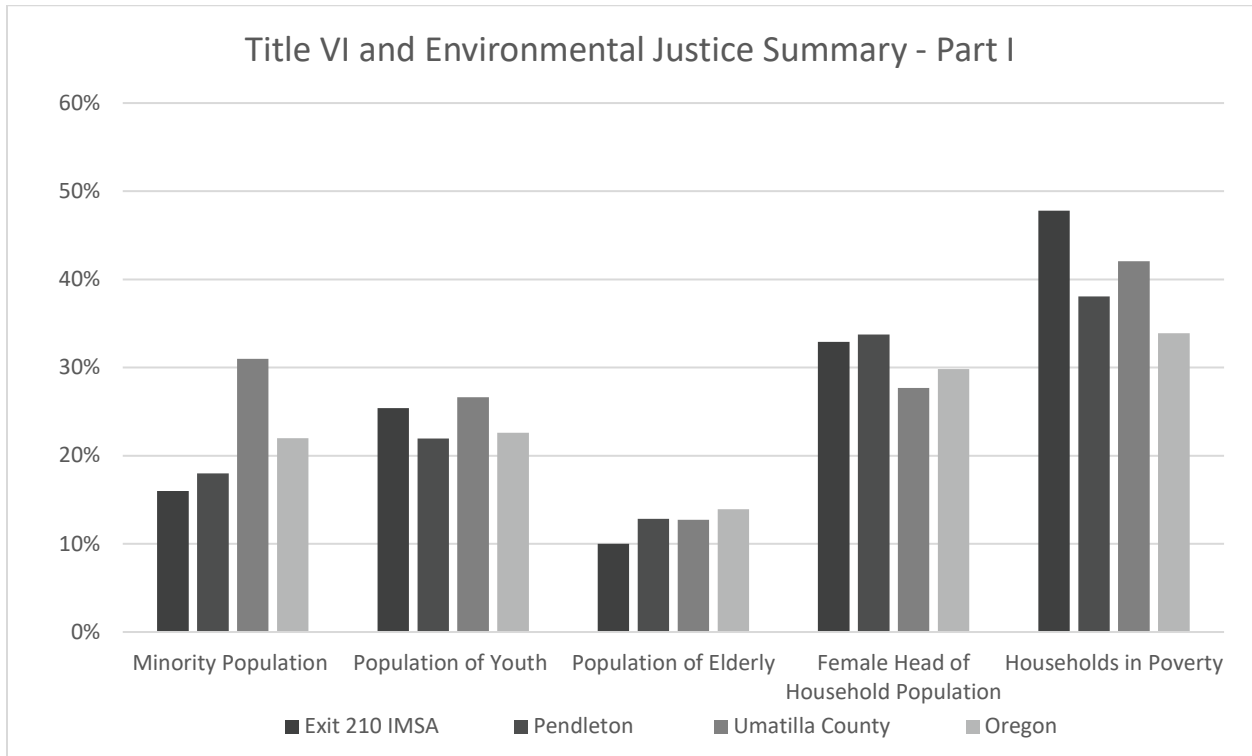
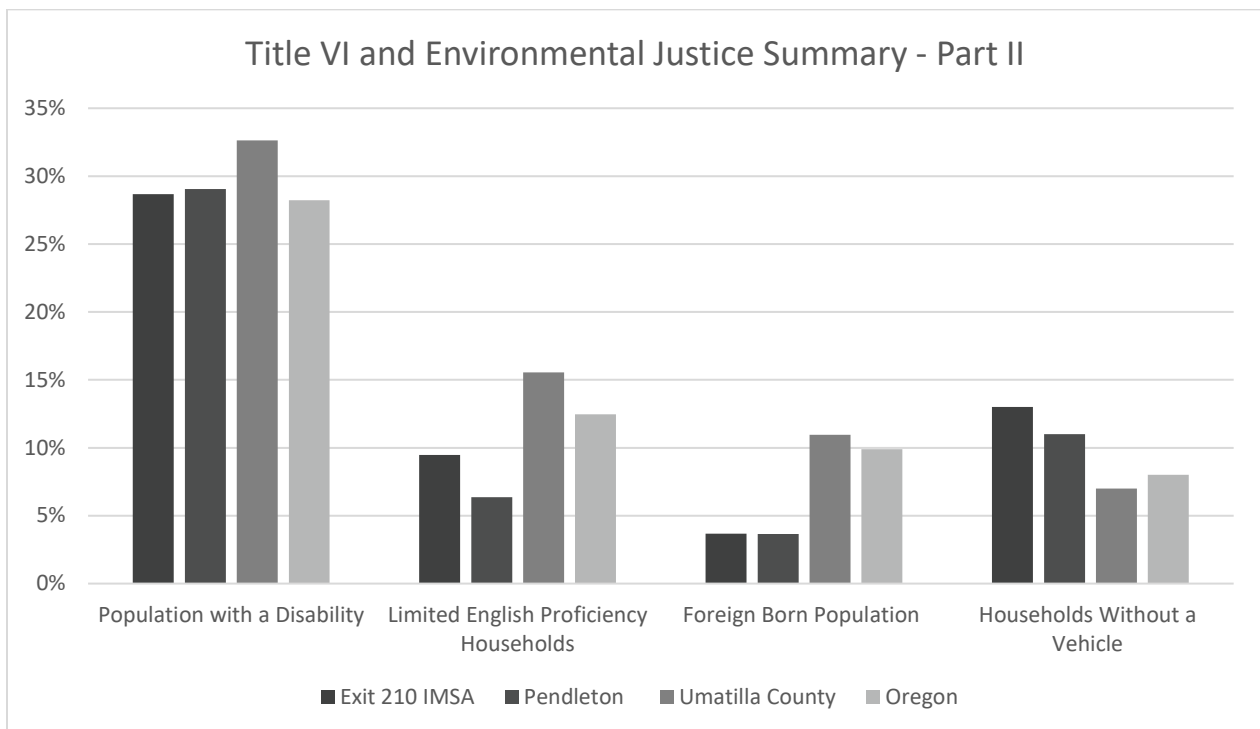


Figure 18. Title VI and Environmental Justice Summary – Part II



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 District	Purpose, Permitted Uses ¹ , and Lot Standards	Corresponding Comprehensive Plan Designation
ZONE		
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. Uses <ul style="list-style-type: none"> • Production of crops and livestock, agricultural services sale of agricultural produce grown on the premises, and necessary utility facilities Lot Standards <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 	N/A
Tourist Commercial (C-2) UDC 4.02	Purpose <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. Uses <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, 	Tourist Commercial

Zoning District	Purpose, Permitted Uses ¹ , and Lot Standards	Corresponding Comprehensive Plan Designation
	Lot Standards <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 	
Service Commercial (C-3) UDC 4.03	Purpose <ul style="list-style-type: none"> • To provide areas for retail and service uses, and housing opportunities which are accessible to the entire community Uses <ul style="list-style-type: none"> • Auto repair, services, and garages, and fueling, general business and personal services, commercial amusement and recreation, general building and trade contractors, dwelling, multifamily or residential facility, eating or drinking establishments, general offices, general retail, health services, transit facilities, communication facilities, educational services, government structures, hotels, motels, mobile home parks, membership organizations, museums, zoos, railroad facilities, social service organizations, animal clinics, kennels, transportation facilities Lot Standards <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 	Service Commercial
Low Density Residential (R-1) UDC 3.02	Purpose <ul style="list-style-type: none"> • To provide for the transition of large, sparsely settled areas from rural or agricultural characteristics to urban one-family residential use and to provide areas where an agricultural atmosphere that does not conflict with other urban uses may be retained. Uses <ul style="list-style-type: none"> • City park, single family dwellings, duplex, two dwellings on 6,000 s.f. lot, manufactured home, townhouse, transportation uses, agricultural production and services, animal clinic, bed and breakfast, cemetery, church, nurse, social services, government structure, hospital and health care facility, light industrial uses (Furniture manufacturing, printing and publishing, electrical and electronic equipment manufacturing, instruments and related products, miscellaneous manufacturing, bakeries, office and computing equipment), schools, colleges, neighborhood commercial business, transportation facilities Lot Standards	Low Density Residential

Zoning District	Purpose, Permitted Uses ¹ , and Lot Standards	Corresponding Comprehensive Plan Designation
	<ul style="list-style-type: none"> Lot Size – Minimum 3,000 s.f. – 9,000 s.f, depending on slopes and type of housing (attached or detached), standard 6,000 s.f. for detached single family with limited differential topography. Lot Coverage – 35% Maximum High – 30 feet 	
<p>Medium Density Residential (R-2) UDC 3.03</p>	<p>Purpose</p> <ul style="list-style-type: none"> To provide for land areas to be used predominately for dwellings of varying types within a moderate density range, together with related uses. <p>Uses</p> <ul style="list-style-type: none"> City park, single family dwellings, duplex, two dwellings on 5,000 s.f. lot, manufactured home, townhouse, transportation uses, bed and breakfast, cemetery, church, social services, nursery, multifamily dwelling, government structure, home occupation, health services, neighborhood commercial, school, colleges and transportation facilities <p>Lot Standards</p> <ul style="list-style-type: none"> Lot Size – Minimum 3,000 s.f. to 8,000 s.f., depending on slopes and type of housing (attached or detached), standard 5,000 s.f. for detached single family with limited differential topography. Lot Coverage – 40% Height – 40 feet 	<p>Medium Density Residential</p>
<p>High Density Residential (R-3) UDC 3.04</p>	<p>Purpose</p> <ul style="list-style-type: none"> To provide for residential development, at increased densities, offering varying forms of urban living in close proximity to jobs, goods and services <p>Uses</p> <ul style="list-style-type: none"> Boarding and lodging house, city park, dwelling – Sf (up to two on 5k lots), duplex, multifamily dwelling, residential facilities, townhomes, Transportation facilities, church, lodge, private club, social services, nursery, government building, home occupation, health services, neighborhood commercial, schools, transportation facilities, bed and breakfast, business and professional services <p>Lot Standards</p> <ul style="list-style-type: none"> Lot Size – Minimum 3,000 s.f. to 7,000 s.f., depending on slopes and type of housing (attached or detached), standard 5,000 s.f. for detached single family with limited differential topography. Lot Coverage – 45% Height – 50 feet 	<p>High Density Residential</p>
OVERLAY/SUBDISTRICT		
<p>Opportunity Area Subdistrict (OA)</p>	<p>Purpose</p>	<p>East Side MOA</p>

Zoning District	Purpose, Permitted Uses ¹ , and Lot Standards	Corresponding Comprehensive Plan Designation
Applicable subdistrict in East Side Mixed Use Opportunity Area (East Side MOA) UDC 7.01	<ul style="list-style-type: none"> • Develop a mixed used area that incorporates a range of housing types and densities, efficient plans through a master planning process, and provide flexibility in comparison to previous. Uses <ul style="list-style-type: none"> • To be determined/approved through the master development plan process. Lot Standards <ul style="list-style-type: none"> • Lot Size – No minimum • Lot Coverage – Required average density of 6 to 35 dwellings units per net buildable acre 	

¹ Permitted uses listed includes those permitted outright and as conditional uses.