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City of St. Helens
COUNCIL PUBLIC HEARING AGENDA
Wednesday, January 15, 2020
City Council Chambers, 265 Strand Street, St. Helens

Members

Mayor Rick Scholl
Council President Doug Morten
Councilor Keith Locke
Councilor Ginny Carlson
Councilor Stephen R. Topaz

Welcome!

All persons planning to address the Council, please sign-in at the back of the room. When invited to provide comment regarding items not on tonight's agenda, please raise your hand to be recognized, walk to the podium in the front of the room to the right, and state your name only. You are not required to give your address when speaking to the City Council. If you wish to address a specific item on the agenda, you should make your request known to the Mayor as soon as possible before the item comes up. The Council has the authority to grant or deny your request. Agenda times and order of items are estimated and are subject to change without notice.

1. **6:30 P.M. – OPEN PUBLIC HEARING**
2. **TOPIC – Comprehensive Plan & Zone Map Amendment at SE Corner of Matzen Street and Brayden Street (Multi-Tech Engineering Services)**
3. **CLOSE PUBLIC HEARING**

The St. Helens City Council Chambers are handicapped accessible. If you wish to participate or attend the meeting and need special accommodation, please contact City Hall at 503-397-6272 in advance of the meeting.

Be a part of the vision...get involved with your City...volunteer for a City of St. Helens Board or Commission!
For more information or for an application, stop by City Hall or call 503-366-8217.

CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
CPZA.3.19

DATE: January 2, 2020
TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, AICP, Associate Planner
APPLICANT: Multi-Tech Engineering Services, Inc.
OWNER: St. Helens Land Company, LLC
ZONING: Moderate Residential (R7)
LOCATION: 4N1W-5DD-2002
SE corner of the Matzen Street and Brayden Street intersection
PROPOSAL: Zone Map Amendment from Moderate Residential (R7) to General Commercial (GC) and Comprehensive Plan Amendment from Suburban Residential to General Commercial (GC)

The 120-day rule (ORS 227.178) for final action is **not applicable** per ORS 227.178(7).

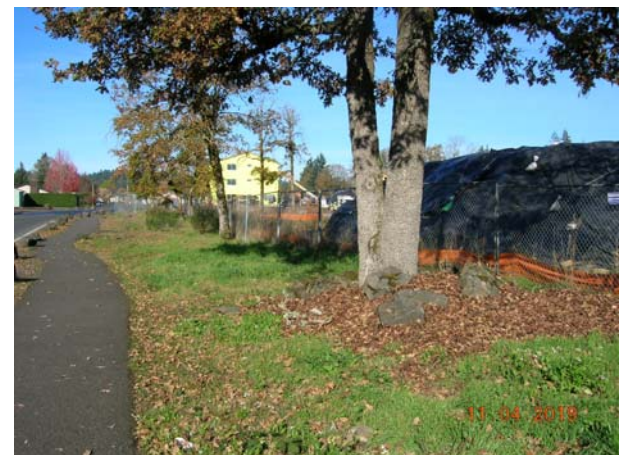
SITE INFORMATION / BACKGROUND

The 0.48 acre subject property is located east of Matzen Street and south of Brayden Street, an undeveloped right-of-way currently under development. The applicant received Conditional Use Permit approval (CUP.2.18) for a multi-family development north of Brayden Street in September 2018. This multi-family development is currently under construction. The subject property is currently utilizing a Temporary Use Permit (TUP.9.18) on the site for temporary storage of a construction-related trailer, materials, and equipment related to the multi-family development.

Surrounding uses to the west of Matzen Street are dominated by single-family dwellings. To the north of Brayden Street is the multi-family development under construction and more single-family dwellings. To the south of the subject property is one single-family dwelling and one undeveloped property. To the east between the subject property and Highway 30 are commercial uses, including a hotel.



*Top: Matzen Street to left, subject property to right (11/08/19)
Bottom: Same photo approximately 1 year later (11/04/19)*



PUBLIC HEARING & NOTICE

Hearing dates are as follows: December 10, 2019 before the Planning Commission and January 15, 2020 before the City Council.

At their December 10, 2019 meeting, the Planning Commission unanimously recommended approval of this proposal.

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on November 20, 2019 via first class mail. Notice was sent to agencies by e-mail on November 19, 2019. Notice was published in the The Chronicle on November 27, 2019. Notice was sent to the Oregon Department of Land Conservation and Development on November 5, 2019.

AGENCY REFERRALS & COMMENTS

As of the date of this staff report, no relevant agency comments have been received.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.08.040 Quasi-judicial amendments and standards (1) (a) - (b):

(a) A recommendation or decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on the following standards:

- (i) The applicable comprehensive plan policies and map designation; and that the change will not adversely affect the health, safety, and welfare of the community; and
- (ii) The applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197, until acknowledgment of the comprehensive plan and ordinances; and
- (iii) The standards applicable of any provision of this code or other applicable implementing ordinance; and
- (iv) A proposed change to the St. Helens Zoning District Map that constitutes a spot zoning is prohibited. A proposed change to the St. Helens Comprehensive Plan Map that facilitates a spot zoning is prohibited.

(b) Consideration may also be given to:

- (i) Any applicable evidence of change in the neighborhood or community or a mistake of inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

(a)(i) Discussion: This criterion requires analysis of applicable comprehensive plan policies and that the change will not adversely impact the health, safety, and welfare of the community. The applicable Comprehensive Plan goals and policies are:

19.08.020 Economic goals and policies.

[...]

(3) *Policies. It is the policy of the city of St. Helens to:*

[...]

(j) Allocate adequate amounts of land for economic growth and support the creation of commercial and industrial focal points.

19.12.070 General commercial category goals and policies.

(1) Goals. To establish commercial areas which provide maximum service to the public and are properly integrated into the physical pattern of the city.

(2) Policies. It is the policy of the city of St. Helens to:

- (a) Encourage new commercial development in and adjacent to existing, well-established business areas taking into account the following considerations:
 - (i) Making shopping more convenient for patrons;*
 - (ii) Cutting down on street traffic;*
 - (iii) Maximizing land through the joint use of vehicular access and parking at commercial centers; and*
 - (iv) Encouraging locations that enjoy good automobile access and still minimize traffic hazards.**
- (b) Designate sufficient space for business so that predictable commercial growth can be accommodated and so that an adequate choice of sites exists.*

[...]

- (e) Improve the general appearance, safety and convenience of commercial areas by encouraging greater attention to the design of buildings, parking, vehicle and pedestrian circulation, and landscaping through a site design review procedure.*
- (f) Preserve areas for business use by limiting incompatible uses within them.*

[...]

- (h) Encourage in-filling of vacant lands within commercial areas.*

19.12.080 Suburban residential category goals and policies.

(1) Goals. To establish conditions which will maintain attractive, convenient residential living typical of moderate density semi-suburban areas.

(2) Policies. It is the policy of the city of St. Helens to:

- (a) Allow for the convenient location of grocery stores by the conditional use process.*
- (b) Permit a degree of flexibility in residential site design and a mixture of housing, including multi-dwelling units, through the planned development procedures.*
- (c) Promote the development of homesites at a density and standard consistent with: the level of services that can reasonably be provided and the characteristics of the natural environment.*
- (d) Review diligently all subdivision plats in the suburban residential category to ensure the establishment of a safe and efficient road system.*
- (e) Designate suburban residential lands as R-7, Moderate Residential, or R-10, Suburban Residential, on the city zoning map.*

This proposal could be viewed as creating a larger commercial focal point in this area, which aligns with an economic policy from the Comprehensive Plan. Also, given that this property is a corner lot and is close in proximity to Highway 30, it has good automobile access which aligns with the General Commercial Comprehensive Plan policies. Matzen Street is classified as a collector street per the City's Transportation Systems Plan (2011).

Other relevant adopted addendums to the Comprehensive Plan include the 2019 Housing Needs Analysis (HNA) (Ord. No. 3244) and the 2008 Economic Opportunities Analysis (EOA) (Ord. No. 3101). The HNA concluded that there is a 293-acre surplus of low density residential lands to accommodate a 20-year projected housing demand within the urban growth boundary. R7 zoned properties are considered low density per the HNA. The EOA concluded that St. Helens has a shortage of commercial lands. This zone change would change property for which there is a surplus (R7) to a designation for which there is a shortage (GC).

Finding: This criterion does not conflict with the comprehensive plan goals and policies nor other addendums to the Comprehensive Plan.

(a)(ii) Discussion: This criterion requires analysis of the applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197, until acknowledgment of the Comprehensive Plan.

Finding: The City has an approved Comprehensive Plan.

(iii) Discussion: This criterion requires that the proposal not conflict with the applicable provisions of the implementing ordinances. The following list the relevant implementing ordinances:

SHMC Chapter 17.08.060 Transportation planning rule compliance

- 1) A proposed comprehensive plan amendment, zone change, or land use regulation change, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-012-0060 (the "Transportation Planning Rule" or "TPR"). "Significant" means the proposal would:
 - a) Change the functional classification of an existing or planned transportation facility
 - b) Change standards implementing a functional classification system
 - c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility
 - ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP
 - iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan

The applicant submitted a trip generation analysis for the proposal, which is attached to this staff report. The trip generation analysis found that if the subject property were developed with retail development, the requested zone change from R7 to GC would generate additional tips than the R7 zone would. However, the analysis concluded there would not have a significant effect on transportation facilities as a result of this zone change. Matzen Street is classified as a collector street, and this zone change is not expected to reduce or worsen performance below an

acceptable performance standard. The change will also not change the functional classification of the street.

Finding: This proposal is not likely to significantly affect an existing or planned transportation facility.

Finding: There are no other applicable standards of any provision of this code or other applicable implementing ordinance to be reviewed for the purpose of this proposal not already addressed herein.

(a)(iv) Discussion: This criterion requires that the proposed change is not a spot zone. The definition of “spot zoning” per Chapter 17.16 SHMC:

Rezoning of a lot or parcel of land to benefit an owner for a use incompatible with surrounding uses and not for the purpose or effect of furthering the comprehensive plan.

The proposal is to amend the Zoning Map from Moderate Residential (R7) to General Commercial (GC) and the Comprehensive Plan Map from Suburban Residential (SR) to General Commercial (GC). The property borders GC to the north and Highway Commercial (HC) to the east. Given that this property abuts commercial uses two out of four sides with Matzen Street separated the west side, staff does not feel this is a use that is incompatible with the surrounding uses.

Finding: This proposal is not contrary to Comprehensive Plan goals and policies, provided the Planning Commission and City Council can find that this proposal is not a spot zone.

(b) Discussion: Any applicable evidence of change in the neighborhood or community or a mistake of inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

Finding: There is no evidence that a mistake of inconsistency has been made in the comprehensive plan or zoning map for this property.

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, the Planning Commission recommends the City Council’s approval of the proposal.

Attachments: *Maps (3) prepared by City staff*
Trip Generation Analysis for Brayden Storage Facility dated October 21, 2019
Applicant’s narrative

**CPZA.3.19
AERIAL (2009)**



Subject Property

MCBRIDE STREET

MCBR

MAPLEWOOD DRIVE

BRAYDEN STREET

HIGHWAY

CEDAROK STREET

MATZEN STREET

SYKES

ROAD

RIVER









COLUMBIA

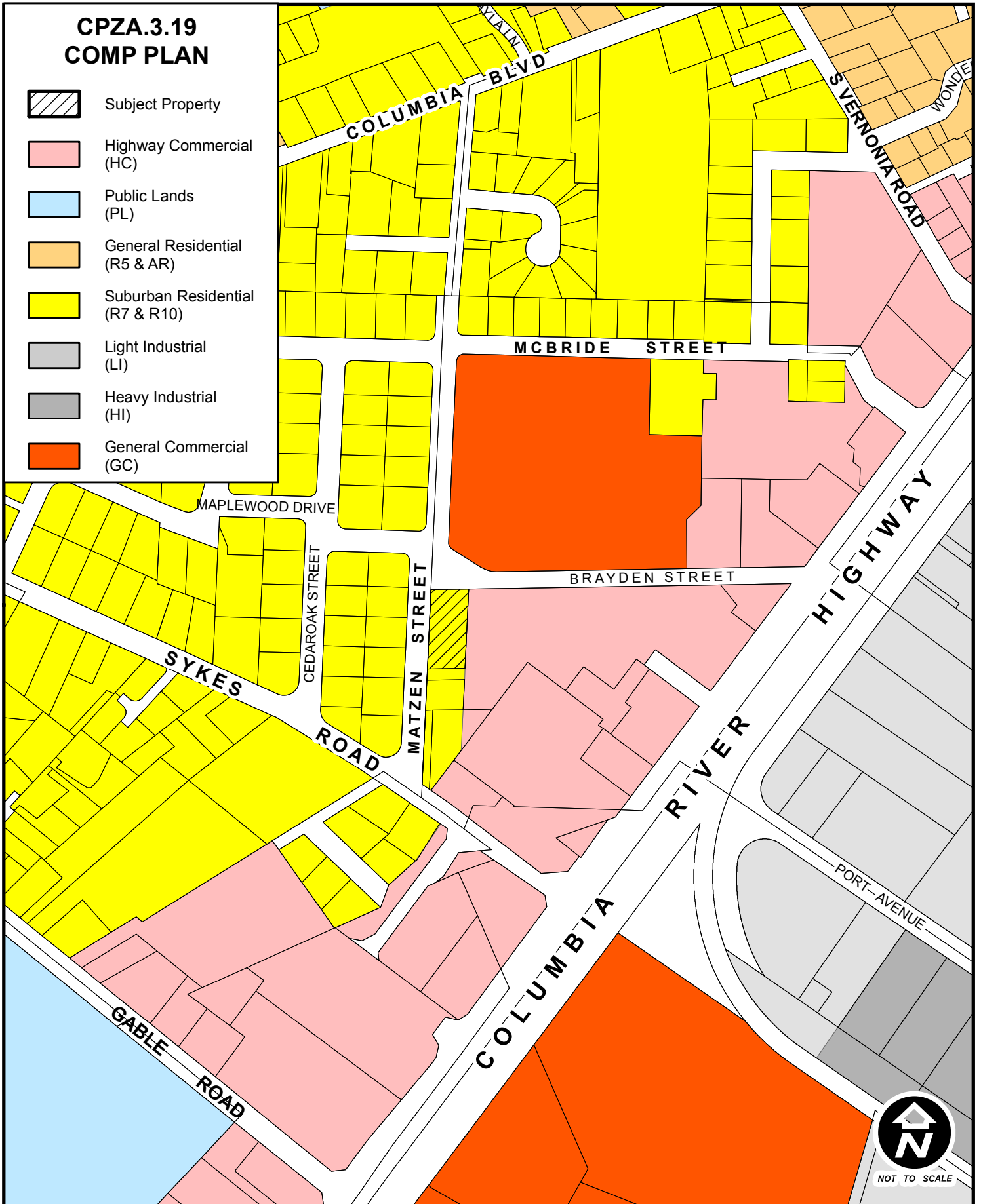
GABLE ROAD












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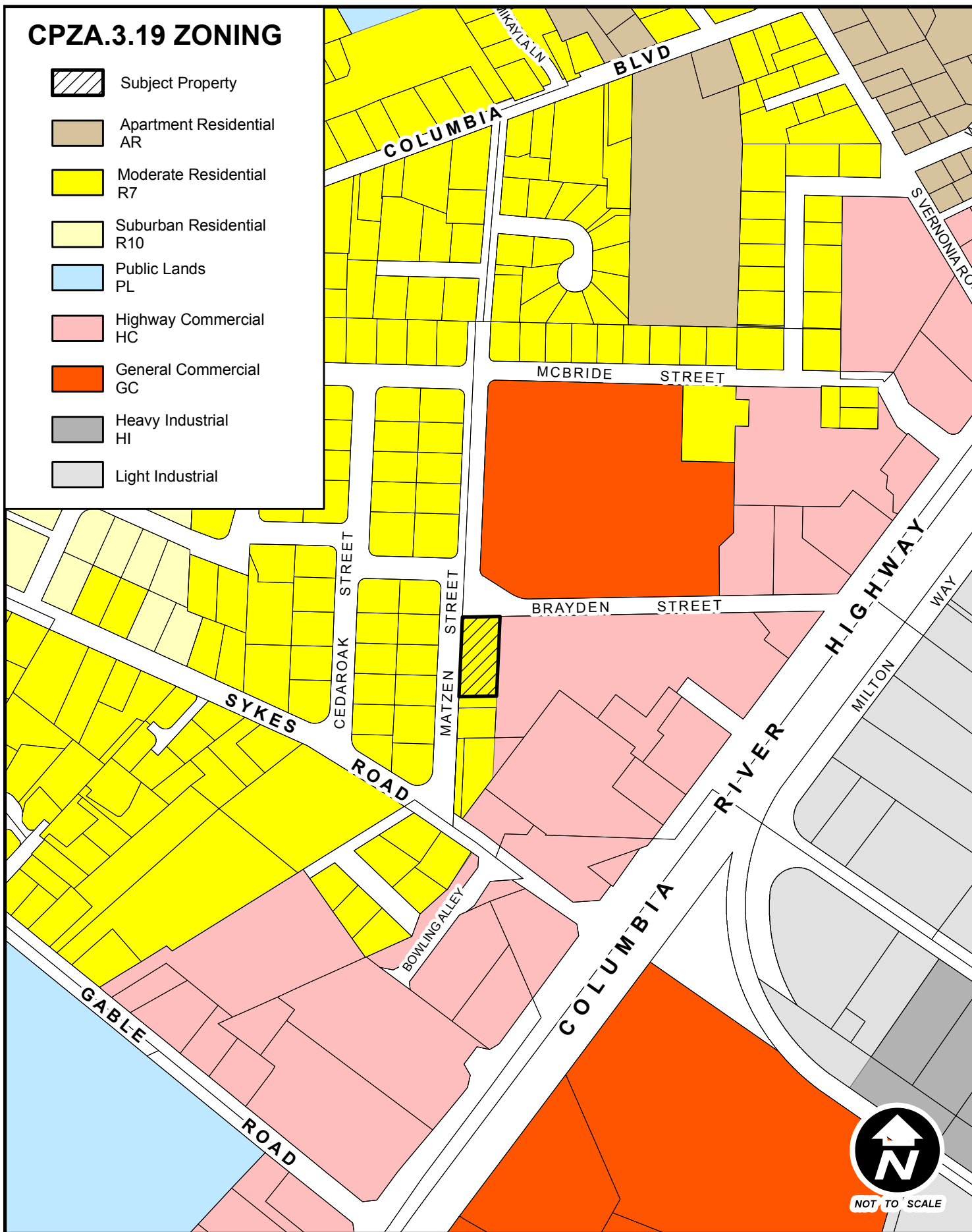
CPZA.3.19 COMP PLAN

-  Subject Property
-  Highway Commercial (HC)
-  Public Lands (PL)
-  General Residential (R5 & AR)
-  Suburban Residential (R7 & R10)
-  Light Industrial (LI)
-  Heavy Industrial (HI)
-  General Commercial (GC)



CPZA.3.19 ZONING

-  Subject Property
-  Apartment Residential
AR
-  Moderate Residential
R7
-  Suburban Residential
R10
-  Public Lands
PL
-  Highway Commercial
HC
-  General Commercial
GC
-  Heavy Industrial
HI
-  Light Industrial





CONSULTING, LLC
503.805.8115

NOTES
BY
CITY
PLANNER
RECEIVED
OCT 21 2019
OCT. 22, 2019
CITY OF ST. HELENS



DATE: October 21, 2019

TO: Jacob Graichen / Planning Manager, City of St. Helens

FROM: Tegan Enloe, PE / Enloe Consulting, LLC

SUBJECT: Trip Generation Analysis for Brayden Storage Facility

Executive Summary

4N1W-5DD-2002

The applicant seeks to rezone tax lot 2002, located in the southeast corner of the intersection of Brayden Street and Matzen Street in St. Helens, from "R-7" to "General Commercial (GC)". The applicant requests this rezoning to allow for the construction of a self-storage facility. Once constructed, the proposed self-storage facility would have less trips than associated with the existing residential allowed use. The site was also analyzed for a retail development, which would be allowed under the new zoning. The retail use would generate more trips than the existing allowed residential use, but the number of trips is not expected to have a large impact on the surrounding roadway network.

Background

The applicant seeks to construct a self-storage facility on their property in St. Helens, identified by tax lot 2002. The lot is currently zoned as "R-7"¹. Construction of a self-storage building is not allowed based on the current zoning. The applicant seeks to rezone the lot to "General Commercial", which would allow for the construction of the self-storage facility.

NOT ALLOWED AS A PRINCIPAL USE IN THE GC ZONE

Estimated Traffic Impacts

The existing lot size, per **Attachment A**, is 21,210 square feet (0.49 acres). This means the existing site could have slightly more than three houses under the current zoning. For the purposes of this analysis, the number of single-family houses is rounded up to four.

Once rezoned to "General Commercial", the site could be used for a variety of business types. For the purposes of this analysis, estimated trips are shown for both the intended use and a theoretical use. The intended use is a 68-unit self-storage facility, as shown in **Attachment B**. For the theoretical use, a retail establishment is estimated to show what else could be built on the site should the self-storage ever be redeveloped. The theoretical retail establishment footprint is based on the square footage for a single level shopping center occupying the same footprint of the proposed self-storage facility.

¹ City of St. Helens 2016 Zoning Map, accessed 10/20/2019 at https://www.ci-st-helens.or.us/sites/default/files/fileattachments/planning/page/268/2016_zoning.pdf

Table 1: Trip Generation by Land Use

Land Use Code	Use Type		Quantity	ITE Trip Generation Code*	Approx. Daily Weekday Trips	Approx. AM Peak Hour Trips (7- 9 AM)	Approx. PM Peak Hour Trips (4 – 6PM)
"R-7"	Existing	Single Family Residential	4 Units	Code 210	54	8	5
"General Commercial"	Proposed	Self-storage	68 Units	Code 151	13	1	2
	Theoretical	Retail	4,680 SQFT	Code 820	177	5	57
Notes: * ITE Trip Generation Codes and approximate trips are based on the ITE Trip Generation Manual 10 th Edition							

Under the proposed use of self-storage facility, there would be less trips per day and during the AM and PM peak hours. If later redeveloped, depending on the use, there could be additional daily trips and peak hour trips. The amount of additional traffic will depend on future use types. As a theatrical example, a retail space is also analyzed here for informational purposes. The retail space is shown to produce more trips than the existing single-family use, however, the number of daily trips is not expected to have a large impact on the surrounding roadway network when spread throughout a 24 hour period. The AM peak hour trips are shown to be less than the existing allowed use and the PM peak hour trips are shown to be more, but when dispersed throughout the roadway network would not be expected to have large impacts.

Conclusion

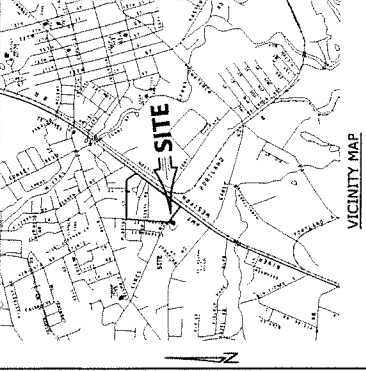
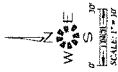
The applicant proposes to update the land use zone for tax lot 2002, at the corner of Brayden Street and Mazten Street, to allow for a self-storage facility. Construction of the proposed self-storage facility would result in fewer trips on the network than the existing use that allows for up to four single-family houses. The proposed zoning of "General Commercial" could also be used in the future, with redevelopment, to build a variety of different types of establishments. As a theoretical example a retail space is also analyzed here. Although a retail space would produce more trips than the existing allowed use of residential, they are not expected to have large impacts on the roadway network.

EXISTING CONDITIONS/
PROPOSED CONDITIONS

ONE-SR

ZONE: SR
DMP, PLAN: R7

EXISTING
ZONE: GC
COMP. PLAN: GC



COMP PLAN
ZONE CHANGE

BRAYDEN STREET STORAGE

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: T.N.S.
Checked: J.C.B.
Date: OCT. 2019
Scale: AS SHOWN



JOE R 6773

C1.1

SITE PLAN

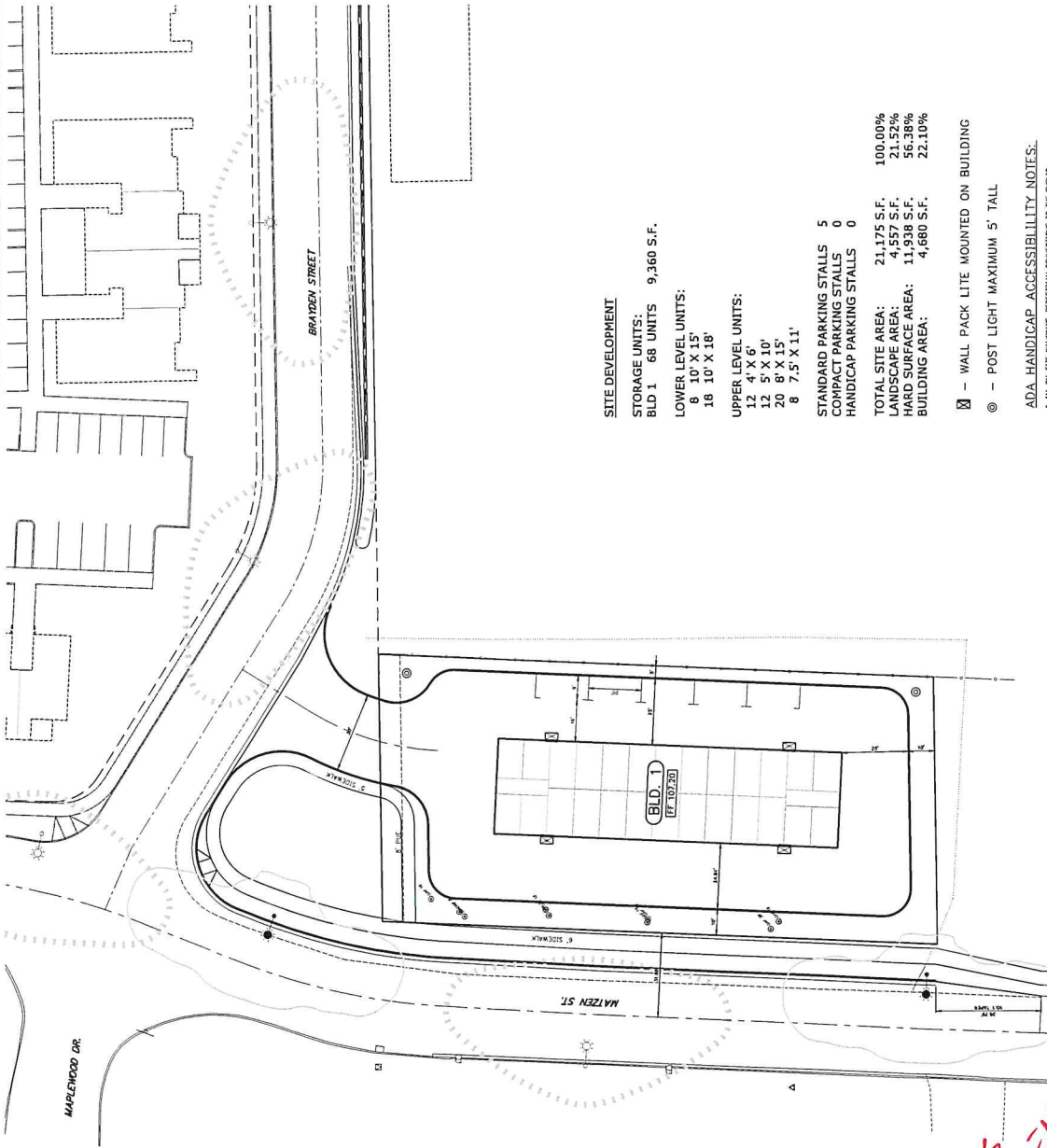
BRAYDEN STREET STORAGE

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DISCREPANCIES & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Checked: J.F.B.
Date: FEB 2019
Scale: AS SHOWN



C1.3



SITE DEVELOPMENT

STORAGE UNITS: BLD 1 68 UNITS 9,360 S.F.

LOWER LEVEL UNITS:

8' 10" X 15'
18' 10" X 18'

UPPER LEVEL UNITS:

12' 4" X 6'
12' 5" X 10'
20' 8" X 15'
8' 7.5" X 11'

STANDARD PARKING STALLS 5
COMPACT PARKING STALLS 0
HANDICAP PARKING STALLS 0

TOTAL SITE AREA: 21,175 S.F. 100.00%
LANDSCAPE AREA: 4,557 S.F. 21.52%
HARD SURFACE AREA: 11,938 S.F. 56.28%
BUILDING AREA: 4,680 S.F. 22.10%

☒ - WALL PACK LITE MOUNTED ON BUILDING
○ - POST LIGHT MAXIMUM 5' TALL

ADA HANDICAP ACCESSIBILITY NOTES:

1. ALL ON-SITE WALKWAYS, PAVEMENT CONNECTIONS TO THE PUBLIC RIGHT-OF-WAY, AND DRIVEWAYS SHALL BE CONSTRUCTED TO MEET THE MINIMUM REQUIREMENTS OF THE ADA. RUNNING SURF SHALL BE 48" WIDE AND CROSS SLOPE LESS THAN 2% MAX. SIDEWALKS SHALL BE 60" WIDE AND CROSS SLOPE LESS THAN 2% MAX. SIDEWALKS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 1%.
2. HANDICAP PARKING STALLS AND ACCESSIBLE AREAS TO HAVE SLOPES IN THE DIRECTION OF TRAVEL NOT TO EXCEED 1%.
3. HANDICAP ACCESSIBLE CURB RAMP SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1% IF WALK AND A CROSS SLOPE NOT TO EXCEED 1%.
4. HANDICAP ACCESSIBLE DRIVEWAYS SHALL BE 12' WIDE MINIMUM.
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100. HANDICAP ACCESSIBLE IN ACCORDANCE WITH ADA CHAPTER II.

THIS SITE
PLAN IS
CONCEPTUAL
ONLY. IT HAS NOT
BEEN APPROVED.
FOR EXAMPLE, THERE IS
NO SITE DEVELOPMENT
REVIEW OR CONDITIONAL
USE PERMIT THAT ALLOWS
DEVELOPMENT OF THIS SITE.
OCT. 29, 2019

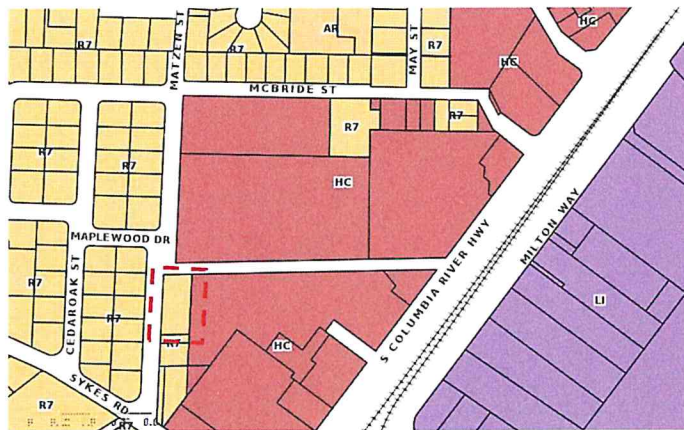
INSTALL 15 WATT LED LUMINAIRE
MOUNTED 8' HIGH TO ILLUMINATE
TO COLUMBIA PARK PLAZA STAIRCASE.

INSTALL 15 WATT LED LUMINAIRE
MOUNTED 8' HIGH TO ILLUMINATE
TO COLUMBIA PARK PLAZA STAIRCASE.

St. Helens: Comprehensive Plan Change and Zone Change

Background: The subject property is located on the south side of Brayden Street and the east side of Matzen Street (040105DD/Tax Lot 2002).

The subject property is zoned R7 (Moderate Residential). The subject property is designated as "Residential" on the Comprehensive Plan Map.



Proposal: The applicant is proposing to rezone the property from R7 to GC and change the comprehensive plan designation from "Residential" to "General Commercial".

Vicinity Information:

The vicinity map is attached as shown. The surrounding land uses within the vicinity are zoned and used as follows and as shown.

The surrounding properties are fully developed.

North: GC; apartment development

East: R7 and HC; existing single-family dwellings and commercial uses

South: R7 and HC; existing single-family dwellings and commercial uses

West: R7; existing single-family dwellings



APPLICANT'S REASONS ADDRESSING THE COMPREHENSIVE PLAN CHANGE CRITERIA

17.20.120 The standards of the decision.

(1) The recommendation by the commission and the decision by the council shall be based on consideration of the following factors:

(a) The statewide planning goals and guidelines adopted under ORS Chapter 197, including compliance with the Transportation Planning Rule, as described in SHMC 17.08.060;

(b) Any federal or state statutes or guidelines found applicable;

(c) The applicable comprehensive plan policies, procedures, appendices and maps;

(d) The applicable provisions of the implementing ordinances; and

(e) A proposed change to the St. Helens zoning district map that constitutes a spot zoning is prohibited. A proposed change to the St. Helens comprehensive plan map that facilitates a spot zoning is prohibited.

Findings (1)(a):

The following Statewide Planning Goals apply to this proposal:

Goal 1 – Citizen Involvement:

The City's adopted Comprehensive Plan Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City. The City's Plan is acknowledged to be in compliance with

this Goal. Notice of the proposal will be provided to property owners and public agencies, and posted on the property. The published notice will identify the applicable criteria. A public hearing to consider the request will be held by the Planning Commission. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision. These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

Goal 2 – Land Use Planning

The City's adopted Comprehensive Plan implements the Statewide Land Use Planning Goal. The Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the goals, policies and procedures of the SACP and its implementing ordinance. A description of the proposal in relation to the intent of the Plan, its applicable goals and policies, the comprehensive plan change/zone change criteria is part of this review. Facts and evidence have been provided that support and justify the proposed comprehensive plan/zone change applications. For these reasons, the proposal conforms to the land use planning process established by this Goal.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. According to City maps there are no mapped wetlands or waterways on the subject property. In the event that a resource is identified, the City's applicable riparian, tree protection and wetland development standards will apply at the time of development and will ensure compliance with Goal 5.

Landslide hazards do not exist on the site. Therefore, a geological assessment is not required.

There are no significant historic buildings on the subject property. The applicant has taken the opportunity to consider existing conditions and influences that enables him to explore potential development. The City has standards in place to address access, internal circulation, topography, drainage, public facilities, overall site design and layout.

Goal 6 – Air, Water and Land Resources Quality

The City's adopted Comprehensive Plan, Scenic and Historic Areas, Natural Resources and Hazards, Commercial, Industrial and Transportation Goals and Policies along with adopted facilities plans implement this Goal.

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

Storm water runoff will be collected and removed by the City storm drainage system, in a manner determined by the City to be appropriate.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets. The traffic generated from the site will be minor compared to the total volume of traffic in this area and will not create a significant additional air quality impact.

The site is vacant. Development of vacant urban land is expected. The proposed change will have no significant impact on the quality of the land. The GC zone will allow the site to be developed with a commercial use that is accessory to the residential use (apartment complex) to the north. Considering the location of the site within the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The City's adopted facility plans implement Goal 6.

Goal 8 – Recreational Needs

The City's adopted Comprehensive Plan Open Space, Parks and Recreation Goal and Policies implements the Statewide Recreation Needs Goal by encouraging conservation and identification of existing and needed park resources and funding mechanisms. Silverton identifies programs, activities and policies relating to parks and recreational activities in the community. The City's needs for leisure areas and open space areas have been identified in its adopted plans. At the time of development, the proposal provides improved public pedestrian connections via hard-surfaced sidewalks. Therefore, the proposal complies with this Goal.

Goal 9 – Economy of the State

The City's Economic, Commercial and Industrial Goals and Policies implement this Statewide Goal. The proposal meets the goals and policies because it does change the plan designation from a non-commercial zone to a commercial zone. The proposal is only for 0.48 acres of property. The proposal is not a State-sponsored economic development project and there is no negative effect on the local, regional or statewide economy. The proposal will provide a location for a commercial use that will accommodate the storage needs of the apartment complex to the north, along with providing a new opportunity for the local labor force to obtain employment. The subject property is currently underutilized and by developing the site the proposal will improve the economic viability of the location. The site is currently unproductive and returns little value to the City. Redevelopment contributes to the economic base of the urban area, which is consistent with this Goal. The site will offer economic diversification because it will provide for the expansion of new commercial enterprises and will encourage the location of new business. It will provide an opportunity to encourage hiring of local unemployed, skilled and unskilled local residents.

Goal 11 - Public Facilities and Services

The City's adopted Comprehensive Plan, Residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided adjacent to and throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of this Goal are met.

Goal 12 – Transportation

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Transportation System Plan (TSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located on the south side of Brayden Street and the east side of Matzen Street (040105DD/Tax Lot 2002), thus linking the site to existing and proposed transportation. The major streets are in place due to previous development.

Goal 13 - Energy Conservation

The City's adopted Comprehensive Plan General Development, Urban Growth, Growth Management, Commercial, Industrial and Transportation Goal and Policies implements the Statewide Energy Conservation Goal by encouraging conservation practices, alternative sources of energy and efficient use of energy. The site is located within the City limits and within proximity to City facilities which can be extended to serve any new development.

Development of the vacant site will continue to provide for the orderly and economic extension of public facilities and services and thus is economically provided. The existing transportation network surrounding the subject property is in place. The transportation system provides efficient and convenient linkages for both motorized and non-motorized forms of transportation. Up-to-date building construction codes provide for energy-saving devices and conservation for any new structures. The comprehensive plan identifies the need for public education, incentive and enforcement programs that encourage lower and alternative energy consumption costs.

The subject property is located very close to major arterial and major streets that provide direct access to HWY 30. New construction provides the opportunity to provide improved construction and building techniques which improves, and conserves energy uses of the new building.

Findings (1)(b): There are no known applicable federal or state statutes or guidelines. Any required federal or state permits will be obtained prior to development of the site.

Findings (1)(c): The subject property is designated as 'Residential' on the St. Helen's Comprehensive Plan Map. The applicant is requesting to change the comprehensive plan map designation to 'General Commercial'.

The applicant's proposal is to rezone the property from R7 to GC to allow the property to be developed with storage units that will be accessory to the apartment complex to the north.

There is a lack of appropriately designated vacant GC zoned sites within this vicinity. Multi-family units and commercial uses are both allowed in the GC zone. The applicant is looking at the potential of developing storage units on the site for the residents within the apartments to the north.

As shown on the City land zone map there is no property contiguous to the existing site that is zoned GC, except for the developed apartment complex to the north.

The request is in conformance with comprehensive plan policies and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed. Development of the subject property can meet the minimum standards of the zone code and the TSP. The proposal complies with the applicable intent statements of the Comprehensive Plan as addressed in this report. The applicant has presented evidence sufficient to prove compliance with these standards.

Findings (1)(D): The proposed comprehensive plan change/zone change fits the development pattern of the vicinity. The GC zone will allow the property to be developed with a commercial use that is accessory to the apartment complex to the north.

The site will be developed to required GC Code and Design Standards to minimize any impacts on the area.

The GC zone allows commercial development and multi-family dwellings. Multi-family dwellings are a permitted use through the Conditional Use Permit process under 17.32.110(3)(p), the storage units are accessory to the multi-family development to the north, therefore, requiring a Conditional Use for the expansion of the use to the north. The applicant has applied for a Conditional Use concurrently with this CPC/ZC application.

Any proposed development on the site will meet the requirements of the GC zone.

Therefore, this criteria is and will be met.

Findings (1)(E): "Spot zoning" means rezoning of a lot or parcel of land to benefit an owner for a use incompatible with surrounding uses and not for the purpose or effect of furthering the comprehensive plan. The applicant is requesting to rezone the property from R7 to GC. The character of the neighborhood in the vicinity of the subject property is a mixture of uses such as single family residential, multi-family residential, and commercial uses. The GC will allow the applicant to develop the subject property with residential or commercial, both are compatible with the surrounding zones and uses. The subject property is surrounded by the following zones and existing uses.

North: GC; apartment development

East: R7 and HC; existing single-family dwellings and commercial uses

South: R7 and HC; existing single-family dwellings and commercial uses

West: R7; existing single-family dwellings

Therefore, the rezoning of the site will be consistent with the existing and future uses within this neighborhood. The applicant is looking at the potential of developing this site with storage units that accessory to the multi-family units to the north.

Prior to development of the site, the applicant will obtain a Conditional Use Permit for the storage units on the site. This process will assure that the development meets required Standards that are consistent with and enhance the character neighborhood.

(2) Consideration may also be given to:

(a) Proof of a change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or implementing ordinance which is the subject of the application.

Findings: There is no identified mistake in the compilation of the zoning map or comprehensive plan map for this area. The site was chosen due to its size, location to the existing multi-family development to the north, existing level of development and access to major streets.

There is a lack of appropriately designated GC zoned sites within this vicinity. As shown on the City land use map there is no property contiguous to the existing site that is appropriately designated and vacant for the proposed use. The most feasible process is to rezone the subject property to allow it to be developed. This area of St. Helen's is lacking in GC zoned property. GC zoning helps to provide a needed type of housing and commercial uses, especially in this area.

This criterion has been met.

17.08.060 Transportation planning rule compliance:

(1) Review of Applications for Effect on Transportation Facilities. A proposed comprehensive plan amendment, zone change or land use regulation change, whether initiated by the city or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-012-0060 (the Transportation Planning Rule ("TPR")). "Significant" means the proposal would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or

(iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Findings for (1)(a)-(c): The proposed storage facility will generate less traffic than residential uses allowed on the site. There will not be a significant effect on any transportation facility. The proposed use will not generate enough traffic to warrant a TPR or TIA.

17.132 Tree Removal:

There are trees located throughout the subject property. There are forty (40) trees located on the site. Thirty-one (31) trees are proposed to be removed, with nine (9) trees designated for preservation. - ???

Replanting per the Code will also be provided at the time of development.

CONCLUSIONS

We believe that requested Comprehensive Plan Change/Zone Change application is appropriate for the subject property for the reasons describe herein. The proposal is consistent and in compliance with the applicable goals and policies of the Comprehensive Plan and the Statewide Planning Goals and satisfies all applicable criteria. As demonstrated herein, the "General Commercial" land use designation and corresponding GC zoning designation is appropriate for the subject property.

<u>EXISTING CONDITIONS/</u>	<u>PROPOSED CONDITIONS</u>

BRAYDEN STREET

MAITZEN S.

EXISTING
ZONE - HC
COMP. PLAN, HC

W E
S
30°
5644.1' = 10°

COMP PLAN
ZONE CHANGE

BRAYDEN STREET STORAGE

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION

design: M.D.G.
drawn: T.N.S.
checked: J.C.B.
date: OCT. 2019
cale: AS SHOWN



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