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City of St. Helens COUNCIL AGENDA

Wednesday, February 18, 2015


City Council Chambers, 265 Strand Street, St. Helens

City Council Members

Mayor Randy Peterson
Council President Doug Morten
Councilor Keith Locke
Councilor Susan Conn
Councilor Ginny Carlson

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. **6:00PM - SPECIAL MEETING: FY 2015-16 Budget Orientation**
2. **7:00PM - CALL REGULAR SESSION TO ORDER**
3. **PLEDGE OF ALLEGIANCE**
4. **INVITATION TO CITIZENS FOR PUBLIC COMMENT** – *Limited to five (5) minutes per speaker.*
5. **PROCLAMATION – Touch the  of a Child Heart Month – February 2015**
6. **ORDINANCES – Final Reading**
 - A. **Ordinance No. 3181:** An Ordinance Adopting the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan as an Addendum to the City of St. Helens Comprehensive Plan, Amending Section 2 of the Transportation Systems Plan, Amending the St. Helens Municipal Code Chapters 8.12, 17.16, 17.32, 17.72, 17.80, 17.84, 17.152, 18.04, 18.12, 18.20, 19.08, 19.12, and Adding Chapters 19.30 and 19.32
7. **RESOLUTIONS**
 - A. **Resolution No. 1692:** A Resolution Setting Building Department Fees and Repealing Resolution No. 1690
 - B. **Resolution No. 1693:** A Resolution of the Common Council of the City of St. Helens, Oregon, Transferring Appropriations within Funds
 - C. **Resolution No. 1694:** A Resolution Establishing a Police Special Events/Training Reserve Account for Police and Authorizing Appropriations
8. **APPROVE AND/OR AUTHORIZE FOR SIGNATURE**
 - A. Oregon Business Development Dept. Brownfields Redevelopment Fund Grant Agreement
 - B. Contract Payments
9. **APPOINTMENTS TO CITY BOARDS & COMMISSIONS**
10. **CONSENT AGENDA FOR ACCEPTANCE**
 - A. Library Board Minutes dated December 18, 2014
 - B. Parks Commission Minutes dated December 15, 2014
 - C. Parks Commission Bylaws
 - D. Accounts Payable Bill List
11. **CONSENT AGENDA FOR APPROVAL**
 - A. Work Session, Public Forum and Regular Session Minutes dated January 21, 2015
 - B. OLCC Licenses
 - C. Animal Facility Licenses

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.

D. Street Closure Request:

- i. Race Against Child Abuse – Close Strand Street from 265 to 295, April 25, 5:30am to 2pm

E. Accounts Payable Bill List

12. **MAYOR PETERSON REPORTS**

13. **COUNCIL MEMBER REPORTS**

14. **DEPARTMENT REPORTS**

15. **ADJOURN**



PROCLAMATION

By Mayor Randy Peterson

Touch the Heart of a Child Heart Month February 2015

WHEREAS, The Sacagawea Health Center is like a small doctor's office on the Lewis and Clark Elementary campus in St. Helens, Oregon, ensuring easy access to healthcare services for the students in the community; and

WHEREAS, Sacagawea Health Center is a non-profit organization that provides care to students who need it, regardless of medical insurance status, offering access to all who otherwise may not get the medical attention they need; and

WHEREAS, By providing physical and mental health services right on school grounds, children are able to stay in school, promoting educational achievement; and

WHEREAS, During the entire month of February, local businesses sell hearts to benefit the Sacagawea Health Center. Community members may purchase a heart in their name, in honor of a loved one, or anonymously. All proceeds go to provide direct care for the children of Columbia County.

NOW, THEREFORE, I, Randy Peterson, Mayor of the City of St. Helens, do hereby proclaim the month of February as Touch the Heart of a Child Heart Month in St. Helens, Oregon, and encourage all citizens to recognize the importance of a school-based health center in our community.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of St. Helens to be affixed at St. Helens City Hall on this 18th day of February, 2015.

MAYOR:

Randy Peterson, Mayor

ATTEST:

Kathy Payne, City Recorder

*Place
Gold
Seal &
Stamp
Here*

City of St. Helens
ORDINANCE NO. 3181

AN ORDINANCE ADOPTING THE US 30 AND COLUMBIA BOULEVARD/ST. HELENS STREET CORRIDOR MASTER PLAN AS AN ADDENDUM TO THE CITY OF ST. HELENS COMPREHENSIVE PLAN, AMENDING SECTION 2 OF THE TRANSPORTATION SYSTEMS PLAN, AMENDING THE ST. HELENS MUNICIPAL CODE CHAPTERS 8.12, 17.16, 17.32, 17.72, 17.80, 17.84, 17.152, 18.04, 18.12, 18.20, 19.08, 19.12, AND ADDING CHAPTERS 19.30 AND 19.32

WHEREAS, pursuant to St. Helens Municipal Code 17.20.020(1)(c) the Planning Director initiated a legislative change to the St. Helens Comprehensive Plan (St. Helens Municipal Code Title 19) to adopt the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan as an addendum to the Comprehensive Plan and amend Section 2 of the Transportation Systems Plan as adopted by Ordinance No. 3150; and to adopt related text amendments to the Municipal Code, Health and Safety (St. Helens Municipal Code Title 8), Community Development Code (St. Helens Municipal Code Title 17), Engineering Standards Manual (St. Helens Municipal Code Title 18), and Comprehensive Plan (St. Helens Municipal Code Title 19); and

WHEREAS, consultants have prepared the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan and related amendments after extensive review of existing plans, policies, studies and other information; analysis; consultation with an ad hoc Technical Advisory Committee, an ad hoc Citizen Advisory Committee, the City Council, Planning Commission, City staff, and other agencies; and public involvement; and

WHEREAS, pursuant to the St. Helens Municipal Code and Oregon Revised Statutes, the City has provided notice to: the Oregon Department of Land Conservation and Development on October 1, 2014, and the local newspaper of record on October 15, 2014; and

WHEREAS, the St. Helens Planning Commission did hold a duly noticed public hearing on November 4, 2014, and, following deliberation, made a recommendation of approval to the City Council; and

WHEREAS, the St. Helens City Council conducted a public hearing on December 17, 2014, and having the responsibility to approve, approve with modifications, or deny an application for a legislative change, has deliberated and found that based on the information in the record and the applicable criteria in the St. Helens Municipal Code that the proposed addendum and related amendments be approved.

NOW, THEREFORE, THE CITY OF ST. HELENS DOES ORDAIN AS FOLLOWS:

Section 1. The above recitations are true and correct and are incorporated herein by reference.

Section 2. The City hereby adopts the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan, attached hereto as **Attachment "A"** and made part of this reference, as an addendum to the St. Helens Comprehensive Plan (St. Helens Municipal Code Title 19).

Section 3. Section 2 of the Transportation Systems Plan as adopted by Ordinance No. 3150, Attachment "A," is hereby amended, attached hereto as **Attachment "B"** and made part of this reference.

Section 4. The City of St. Helens Municipal Code and Comprehensive Plan are hereby amended, attached hereto as **Attachment "C"** and made part of this reference.

Section 5. In support of the plan addendum described herein, the Council hereby adopts the Findings of Fact and Conclusions of Law, attached hereto as **Attachment "D"** and made part of this reference.

Section 6. Severability. If any section, provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other sections, provisions, clauses or paragraphs of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

Section 7. Provisions of this Ordinance shall be incorporated in the St. Helens Municipal Code and the word "ordinance" may be changed to "code," "article," "section," or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that Whereas clauses and boilerplate provisions need not be codified.

Section 8. The effective date of this Ordinance shall be 30 days after approval, in accordance with the City Charter and other applicable laws.

Read the first time:	January 21, 2015
Read the second time:	February 18, 2015

APPROVED AND ADOPTED this 18th day of February, 2015, by the following vote:

Ayes:

Nays:

Randy Peterson, Mayor

ATTEST:

Kathy Payne, City Recorder

Ordinance No. 3181

Attachment “A”

The following 291 pages is the final and approved draft of the US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan (108 pages) and the plan’s appendix (183 pages).

CORRIDOR MASTER PLAN

ST. HELENS - US 30 & COLUMBIA BLVD./ST. HELENS ST. CORRIDOR MASTER PLAN
JANUARY 2015

ORD. NO. 3181



PROJECT TEAM

PROJECT MANAGEMENT TEAM (PMT)

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Naomi Zwerdling, *Oregon Department Of Transportation (ODOT)*
Matt Hastie, *Angelo Planning Group*
Shayna Rehberg, *Angelo Planning Group*
Chris Brehmer, *Kittelson & Associates*
Matt Bell, *Kittelson & Associates*
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Wes Shoger, *GreenWorks*
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Sue Nelson, *City of St. Helens - Public Works*
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Anne Debbaut, *DLCD - Community Services*
Janet Wright, *Columbia County Transit*
Lonnie Welter, *Columbia County Road Department*
Scott Jensen, *Port of St. Helens - Planner*
Patrick Kerr, *Portland & Western RR - Government Affairs*
John Cyrus, *Portland & Western RR - General Manager*
ODOT Staff

CITIZEN ADVISORY COMMITTEE (CAC)

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J.J. Deuhren, *S.H. Economic Development Corporation, Property Owner*
Don Patterson, *The Chronicle*
Al Petersen, *Architect, Planning Commission, and Historical Commission*
Kannikar Petersen, *Arts Commission*
Jim Wilson, *Resident, Business Owner*
Ginny Carlson
Trent Dolyaniuk

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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A. INTRODUCTION

The City of St. Helens worked with a project team of staff from the Oregon Department of Transportation (ODOT) and urban design, land use planning, and transportation engineering and planning consultants to develop this Corridor Master Plan. The Master Plan addresses the US 30 corridor, as well as Columbia Boulevard, St. Helens Street and 1st Street within the greater Downtown Area, including the Houlton business district and the Riverfront District. The plan reflects the community's vision of how these areas should appear and function in the future, and includes measures for how to implement the plan. The plan focuses primarily on how the major streets and intersections in these areas are designed and improved over time to ensure that vehicles, bicyclists and pedestrians have ready access to local businesses and can travel safely and comfortably within and between these different parts of town.

As initial steps in the corridor planning process, the City's project team prepared a series of technical memoranda describing existing and projected future conditions in the study area, including land use, urban design, access, and relevant plans and policies, as well as different strategies or approaches that may be used to meet the goals for the corridor.

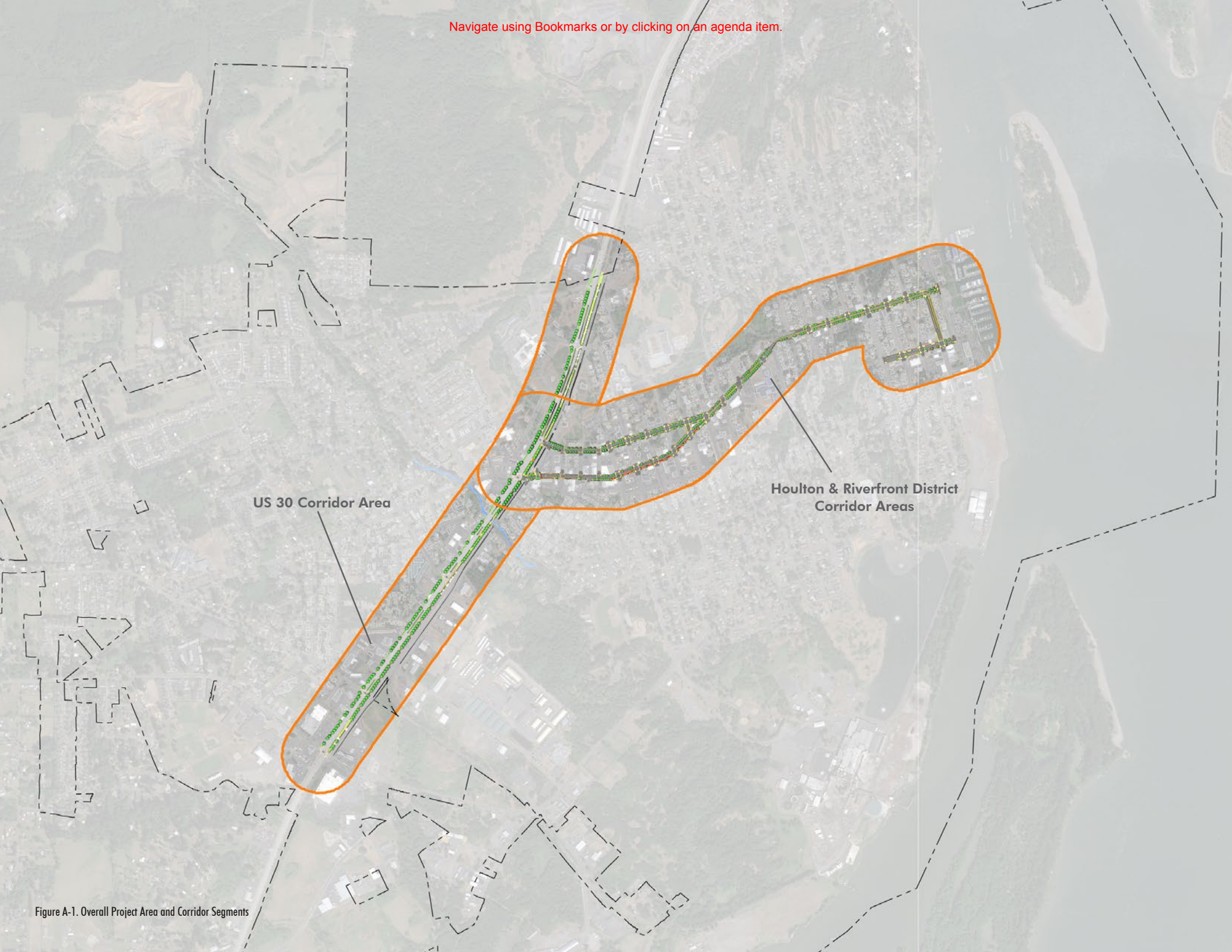
Previous reports summarized and illustrated a set of alternative design concepts and improvements for the three corridor segments in the study area, including:

- proposed plan view drawings of the corridor segments (with elements such as pedestrian crossings, gateway features, and special opportunity areas);
- three-dimensional cross-sections showing streetscape design options for each corridor segment; and
- potential enhancements to key intersections in the project area.

The information in this Plan builds on previous work conducted in this project, including the project Vision and Guiding Principles, Existing Conditions Report, Streetscape Design Toolkit and Master Plan Design Options and Evaluation Report. The project team, advisory committees, local business and property owners, St. Helens Planning Commission and City Council, and other community members reviewed and evaluated all of these documents and provided invaluable input which was used to refine those reports and help prepare this document.

The Table of Contents for this plan is as follows. Sections that address recommendations and design options are broken down into the three corridor segments.

- Introduction
- Summary of Recommendations
- Planning Process, Public and Agency Involvement
- Plan Goals and Objectives, Vision and Guiding Principles
- Evaluation of Corridor Design Options
 - Summary of Evaluation Criteria and Process
 - Summary of Options Evaluated
 - Rationale for Recommended Design Options
- Recommended Corridor Design Options
 - Overall Approach
 - Streetscape Design Concepts
 - Special Opportunity Areas
 - Conceptual Intersection Enhancements
 - Phasing recommendations and cost considerations
- Policy and Regulatory Changes
 - Land Use Issues and Potential Changes
 - Development Code Changes or Strategies
 - Access Management Goals and Approach



US 30 Corridor Area

Houlton & Riverfront District
Corridor Areas

Figure A-1. Overall Project Area and Corridor Segments

B. SUMMARY OF RECOMMENDATIONS

US 30 Corridor Segment

DESIGN RECOMMENDATION FOR US 30 CORRIDOR SEGMENT

- **Green Edge**, short-term
- Sidewalk and fencing on the rail side as shown in **Green Corridor Design**, long-term

The streetscape design option recommended for the US 30 Corridor Segment is the “Green Edge” option, with lower-cost plantings in the median, a combination of banner poles, and more consistent landscaping on the east side (rail side) of the highway in the short-term

Developing sidewalk and fencing on the rail side, as is shown in the “Green Corridor” option, is recommended in the long-term, if feasible within the available area and rail constraints.

The recommendation includes planted center medians at designated locations throughout the corridor segment and fencing on both sides of the rail corridor. An initial review of the corridor segment shows that there is enough room on the rail side of the highway for a six-foot sidewalk and at least three feet of landscaped area along the entire length of the US 30 corridor segment. Portions of potential future improvements along the rail side may encroach on the railroad easement currently owned by the Portland and Western Railroad (PNWR). If railroad right-of-way is required to accommodate the proposed improvements, it is likely that the right-of-way would need to be purchased from the Portland and Western Railroad. Even though the state of Oregon technically owns the underlying right-of-way, due to an existing rail service easement benefitting PNWR, the state cannot sell, lease or give permission for improvements thereon, without consulting with PNWR.

Two **Special Opportunity Areas** are recommended for the US 30 corridor segment.

- US 30/Downtown Gateway
- Pedestrian Bridge at Milton Creek

Conceptual Intersection Enhancements are recommended at the following intersections in this corridor segment.

- US 30 / Wyeth Street
- US 30 / St. Helens Street

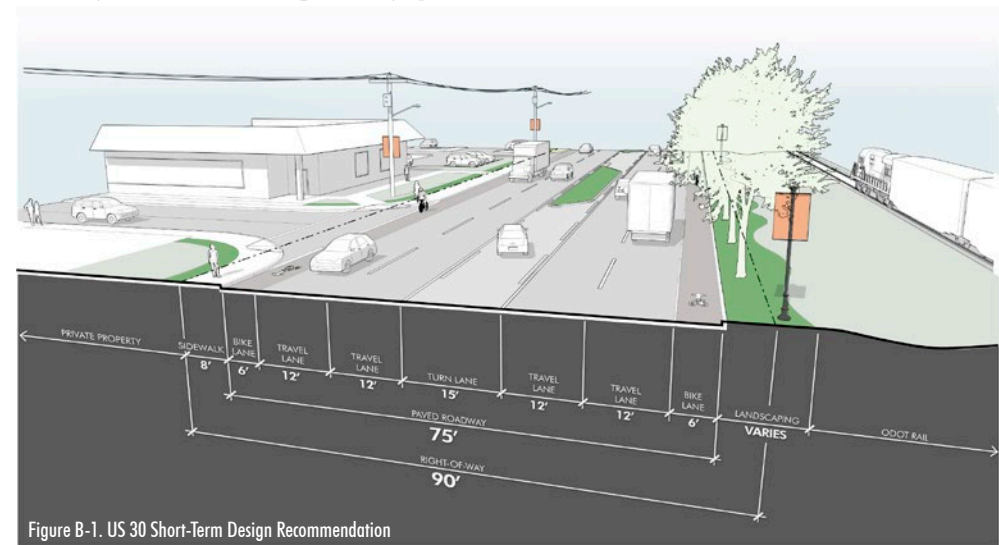


Figure B-1. US 30 Short-Term Design Recommendation

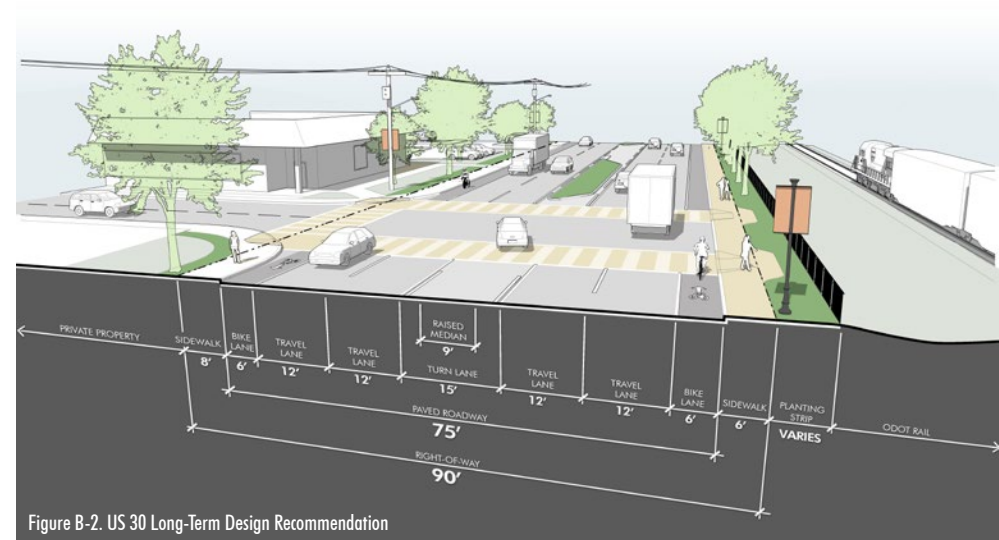


Figure B-2. US 30 Long-Term Design Recommendation

B. SUMMARY OF RECOMMENDATIONS



Figure B-3. US 30 Corridor Segment - Proposed Improvements and Plan Keymap



Figure D-6 on pages 38-39

Figure D-7 on pages 40-41

Figure D-8 on page 42-43



B. SUMMARY OF RECOMMENDATIONS

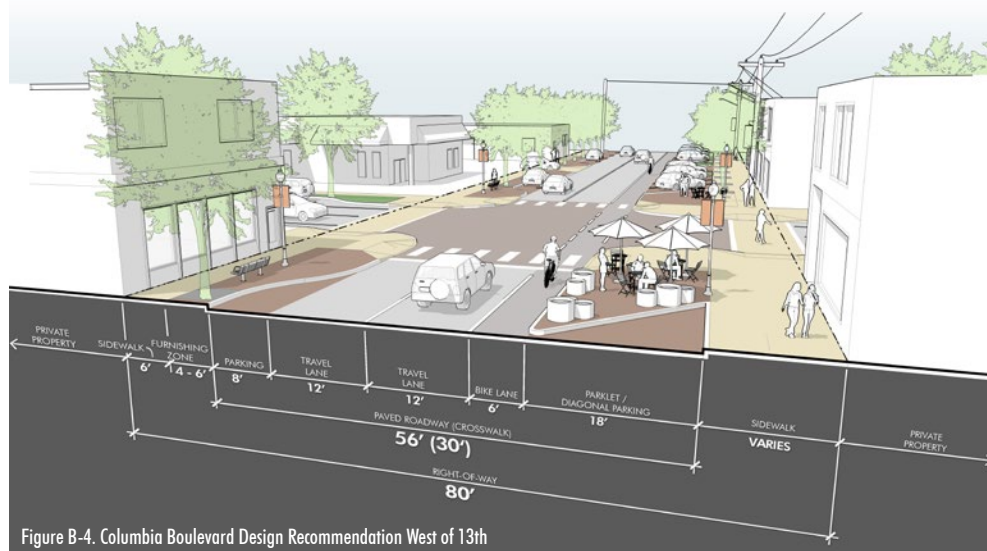


Figure B-4. Columbia Boulevard Design Recommendation West of 13th

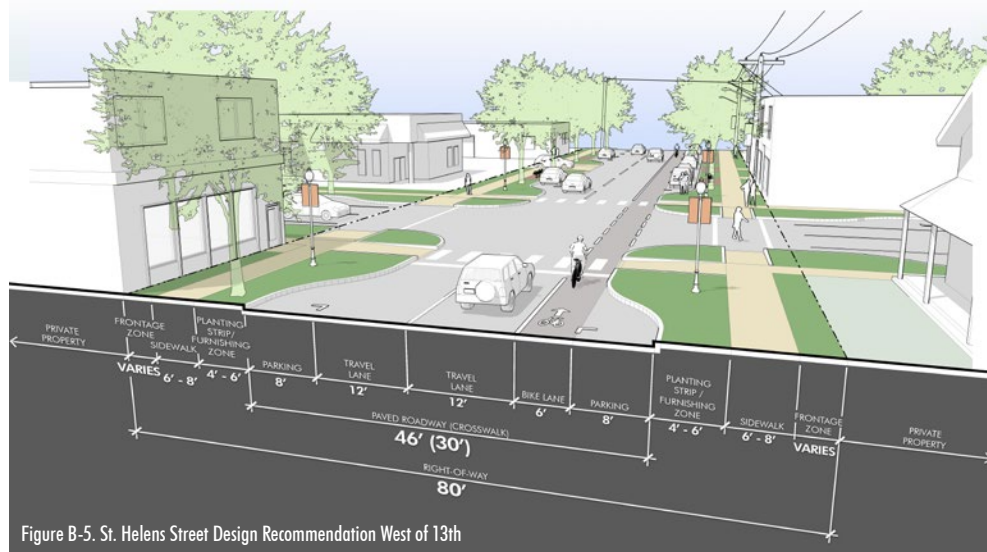


Figure B-5. St. Helens Street Design Recommendation West of 13th

Houlton/Riverfront District – West of 13th Street

DESIGN RECOMMENDATION FOR HOULTON/RIVERFRONT DISTRICT – WEST OF 13TH STREET

- Columbia Boulevard: Parklets Design
- St. Helens Street: Pedestrian Promenade Design, with bicycle lanes

The Parklet option proposed on the majority of Columbia Boulevard includes wider sidewalks, a bicycle lane and on-street parking on both sides of the street, with angled parking provided along the south side of Columbia Boulevard. This efficient parking layout allows room for large, open sidewalk areas called “parklets” at each intersection corner and/or in selected mid-block locations. Given the available right-of-way, angled parking would not be feasible between US 30 and 18th Street. In that area, parallel parking would be provided but parklets could still be included based on requests or agreements between property owners and the City in place of some on-street parking.

The Pedestrian Promenade on St. Helens Street includes widened sidewalks with generous planting strips and/or furnishing zones with street trees on both sides of the street. Curb extensions are proposed at all intersections in both the Parklet and Pedestrian Promenade options.

In ODOT terminology, buffered bike lanes refer to bike lanes with an extra wide striped area between the vehicle travel lane and the bike lane, creating a “buffer”. Although not represented in the graphic, the City could create buffered bicycle lanes as an interim striping improvement on Columbia Boulevard and St. Helens Street. The striping would offer a lower cost alternative in the short term if the City resurfaces St. Helens Street in the next few years but doesn’t have the full funding to implement the other plan elements.

Three **Special Opportunity Areas** are recommended for this corridor segment:

- Gateway Plaza - Columbia Boulevard / Milton Way (Chamber of Commerce)
- Stormwater / Interpretive Gathering Space - Columbia Boulevard / 14th Street
- Civic Gathering Space - Columbia Boulevard / 13th Street

Conceptual Intersection Enhancements are recommended for the following sets of intersections in this corridor segment.

- Columbia Boulevard / Milton Way
- Columbia Boulevard / 18th Street
- Columbia Boulevard / St. Helens Street / 13th Street

Houlton/Riverfront District – East of 13th Street

DESIGN RECOMMENDATION FOR HOULTON/RIVERFRONT DISTRICT – EAST OF 13TH STREET

- Primarily **Pedestrian Promenade**, with buffered bike lanes
- Allow for **Parklets** in some locations where appropriate

As noted above, the Pedestrian Promenade option includes widened sidewalks with generous planting strips and/or furnishing zones with street trees on both sides of the street, along with curb extensions at all intersections. More permanent or temporary parklets are recommended for this corridor segment in situations. Curb extensions, a bicycle facility, and improved crossings at the intersections are also recommended.

Although not represented in the graphic, the City could create buffered bicycle lanes as an interim striping improvement on Columbia Boulevard and St. Helens Street. The striping would offer a lower cost alternative in the short term if the City resurfaces a street segment in the next few years but doesn't have the full funding to implement the other plan elements.

Four **Special Opportunity Areas** are recommended for this corridor segment.

- Civic Gathering Space – Columbia Boulevard / 9th Street
- Civic Gathering Space – Columbia Boulevard / 2nd Street
- Columbia River Overlook – Columbia Boulevard just east of 1st Street
- Riverfront District Overlook – 1st Street between Columbia Boulevard & St. Helens Street

Conceptual Intersection Enhancements are recommended for the following sets of intersections in this corridor segment.

- Columbia Boulevard / 11th Street
- Columbia Boulevard / 9th Street
- Columbia Boulevard / 7th Street
- Columbia Boulevard / 1st Street
- St. Helens Street / 1st Street



Figure B-6. Columbia Boulevard Design Recommendation East of 13th

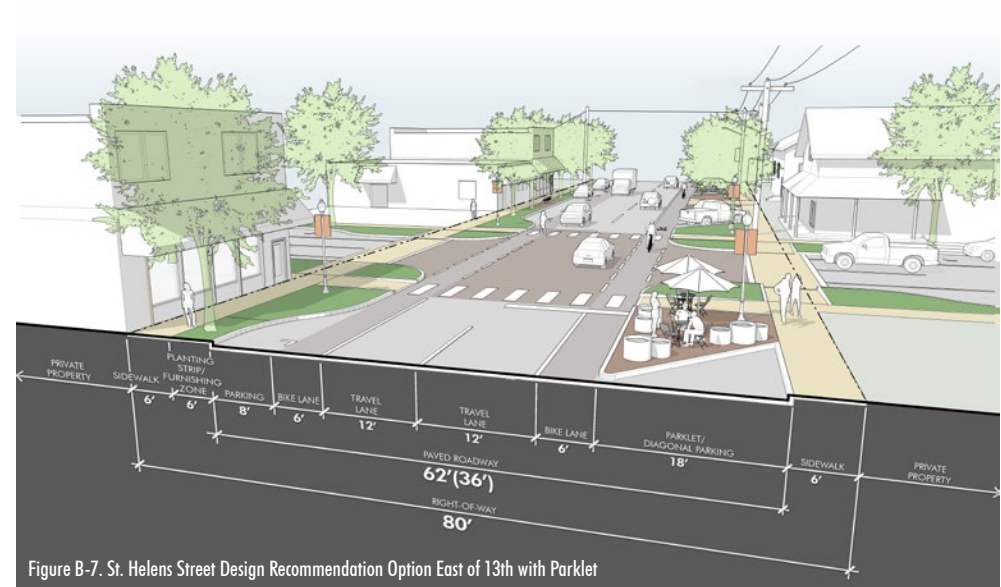


Figure B-7. St. Helens Street Design Recommendation Option East of 13th with Parklet

B. SUMMARY OF RECOMMENDATIONS



Figure B-8. Houlton & Riverfront District Corridor Segment Proposed Improvements



C. EVALUATION OF CORRIDOR DESIGN OPTIONS

As illustrated in Figure C-1 The Corridor Design Planning process included the following steps:

- Preparation of project goals, objectives, visions and guiding principles
- Review of existing conditions in the study area related to land use, streetscape design, access and regulatory requirements
- Development of a Design Options Toolkit
- Creation and evaluation of Design Options for each corridor segment
- Recommendations for preferred designs for each corridor segment

Throughout this process, city staff and consulting team members worked with community members to review and refine these materials and the recommendations in this Corridor Master Plan. These activities included the following:

- Project Website to distribute and provide access to all project materials and notify people about upcoming meetings and events
- Five meetings of a Citizens Advisory Committee (CAC) and four meetings of a Technical Advisory Committee (TAC)
- Three meetings with other business and property owners in the study area
- Additional meetings with staff from the Oregon Department of Transportation (ODOT)
- Three combined Planning Commission work sessions and public meetings
- Direct e-mail and phone conversations with community members
- Displays of presentation materials at City Hall and in a storefront on Columbia Boulevard

PLANNING PROCESS, PUBLIC AND AGENCY INVOLVEMENT

Throughout this process, Streetscape Design Concepts were evaluated for consistency with the project Goals and Guiding Principles, including improving safety, economic vitality, appearance and function of these areas, as well as relative cost and financial feasibility of implementing the improvements. Based on the review and evaluation of the concepts, the project team identified a preferred design concept and set of improvements for each corridor.

TASK 1:
Project Start-up & Management

TASK 2:
Citizen/Public & Agency
Involvement & Project Kick-off

TASK 3:
Develop Project Vision, Goals &
Guiding Principles

TASK 4:
Existing Conditions, Opportunities
& Constraints

TASK 5:
Draft Corridor Master Plan Design
Options & Implementation
Strategy

TASK 6:
Corridor Master Plan Design
Option Evaluation

TASK 7:
Refinement of Corridor Master
Plan, Implementaiton Report &
Access Management Element

TASK 8:
Adoption

**PROJECT MANAGEMENT
TEAM MEETINGS**
**STAKEHOLDER & COMMITTEE
MEETINGS**
**PUBLIC, PLANNING
COMMISSION & CITY COUCIL
MEETINGS**

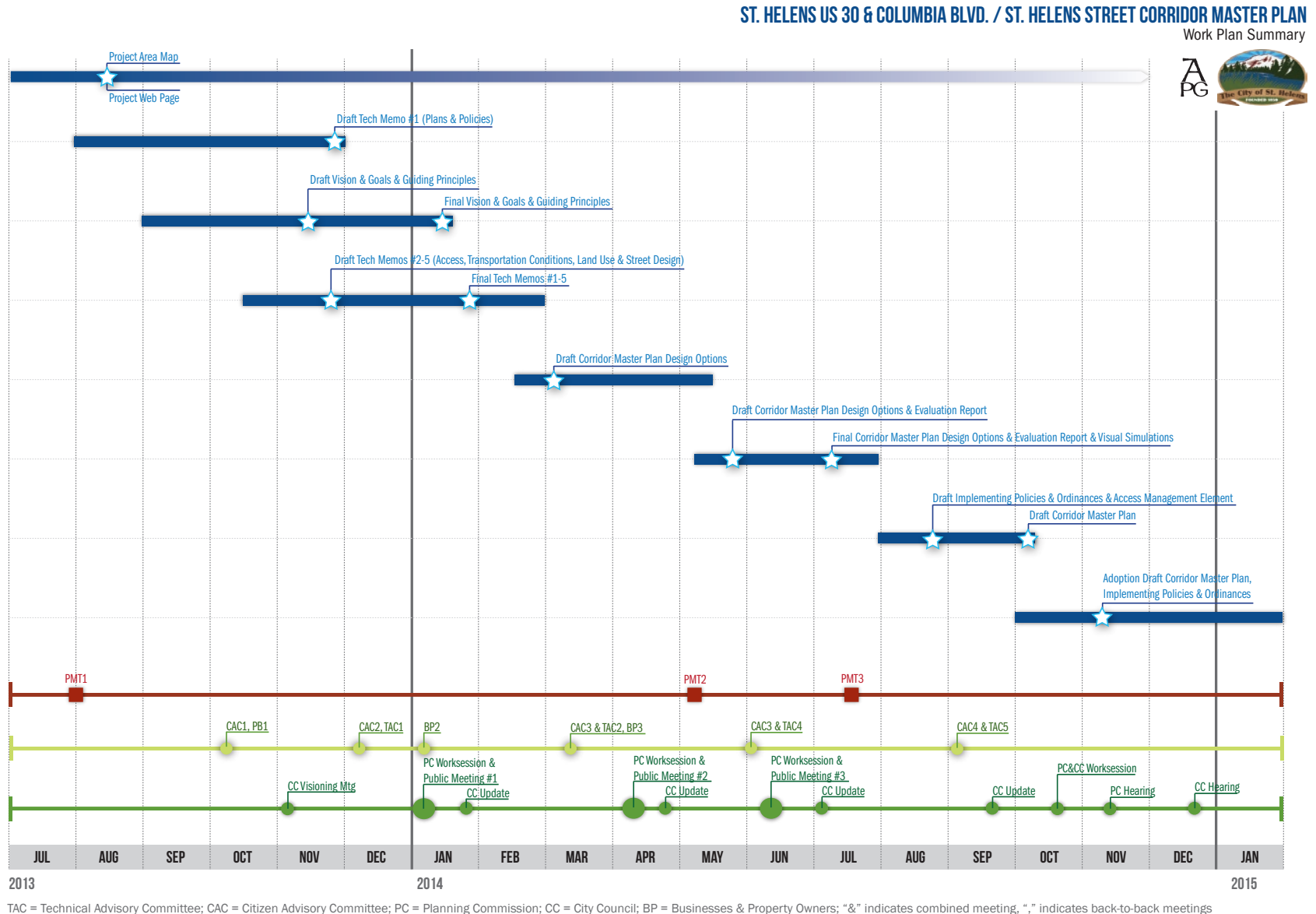


Figure C-1. Project Schedule

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

Summary of Evaluation Criteria and Process

In evaluating the relative merits of different street design options, the project team considered the goals and guiding principles developed in earlier phases of the project, along with the feedback and recommendations received from community members including:

- Business and property owners
- Technical and citizen advisory committees
- St. Helens Planning Commission
- St. Helens City Council

PROJECT AND CORRIDOR VISION, OVERALL GOALS, AND GUIDING PRINCIPLES

The following guiding principles and vision statements were developed in the early stages of the project and used to develop and evaluate corridor design options and recommended actions.

CORRIDOR VISION

US 30 CORRIDOR SEGMENT

Highway 30 will provide safe, convenient access to local businesses along the highway, while balancing that with state goals for traffic mobility. The appearance of the highway will be improved over time to enhance landscaping and other elements that will make it a more attractive place for people to travel by car, bicycle, walking or transit. Key intersections such as at Gable Road, Columbia Blvd. and St. Helens Street will be improved to enhance safety for all types of travel and to create attractive, clearly recognizable gateways to other parts of St. Helens, helping meet the community's goals for economic revitalization in those areas.

COLUMBIA BLVD./ST. HELENS STREET SEGMENT

Columbia Blvd. and St. Helens Street will provide safe, convenient travel to access the Houlton business area, Riverfront District and adjacent neighborhoods by drivers, bicyclists and pedestrians. These streets will provide good access to local businesses and be attractively designed to help draw people to the area and enhance their shopping and travel experiences. Street designs will incorporate opportunities for landscaping, public art and signage that directs people to the Houlton area and Riverfront District. Designs will recognize physical conditions and constraints, be cost-effective and build on natural and cultural features and other opportunities in the area.

OVERALL PROJECT GOALS

- Create "streetscape" plans for the US 30 & Columbia Blvd/St. Helens Street corridors that reflect the community's vision for appearance and function.
- Improve the aesthetics and function of the corridors to attract business and investment, provide better access, direction and signage to the Houlton and Riverfront District areas, and improve desirability.

GUIDING PRINCIPLES

Planning Process and Community Involvement

- Establish a community vision, goals and guiding principles for the project area.
- Engage business and property owners, residents, stakeholders, and elected and appointed officials.
- Ensure consistency with local and state plans and policies.

Economy and Business Support

- Develop planning design and implementation standards to revitalize businesses and business districts in the planning area.
- Ensure that customers, employees and others have good access to local businesses, including through on-street parking.
- Ensure that proposed solutions and projects are cost-effective and make efficient use of limited resources.

Transportation Safety and Mobility

- Improve street connectivity, design, and ability to access and locate business areas.
- Improve pedestrian and bicycle safety and accessibility, thereby encouraging walking and bicycling.
- Balance the need for local access and traffic calming with the need to provide for through-traffic movement and mobility (particularly in the US 30 corridor) as well as emergency vehicle accommodations.
- Develop and implement solutions that are consistent with local and regional transportation needs.

Connectivity and Streetscape Aesthetics

- Improve the appearance of the US 30 and Columbia Boulevard/St. Helens Street corridors.
- Improve pedestrian and bicycle connectivity between the corridor areas and adjacent open spaces and parks, trail/bicycle/transit networks, and neighborhoods.
- Develop and apply street designs that serve the unique needs of each corridor segment (US 30, Houlton and Riverfront District).
- Consider opportunities for integrating sustainable design strategies into the streetscape design and implement them where appropriate.

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

Existing Conditions and Corridor Options Evaluated

This section of the Plan briefly summarizes the design options evaluated for each corridor segment. Existing conditions are briefly illustrated with visual simulation graphics alongside illustrations of the design options. More detailed information about existing conditions in the study area can be found in Appendix B.

US 30 CORRIDOR SEGMENT

Three alternative streetscape design options were developed for consideration for the US 30 corridor segment, and are shown in Figure C-2. In general, these options would apply to the entire corridor segment but some of the individual improvements are targeted to specific locations within the corridor. Each concept attempts to “humanize” the current vehicle-dominated environment and create a civic identity befitting St. Helens through the use of landscape plantings, street trees, landscaped roadway medians, and improved pedestrian sidewalks and crossings. Each of the three concepts is described in further detail below. The descriptions are followed by a summary of responses from advisory committees, business and property owners, the Planning Commission, and City Council to these options. (See Table B-1: Feedback Regarding Design Options In The US 30 Corridor Segment)

OPTION 1: “GREEN EDGE” – This option proposed to create a distinctive landscaped edge along the east side of the highway while discouraging informal pedestrian crossings of US 30 and of the railroad tracks. Crosswalks would be provided at signalized intersections along US 30 to offer connectivity with destinations (potentially including future bus stops) and/or other sidewalks, and a new distinctive planting area was proposed along the east side of the highway.

OPTION 2: “GREEN CORRIDOR” – This option proposed a new sidewalk with a planting strip and continuous fence along the east side of the highway, with enhanced pedestrian crossings at key intersections. Raised planted medians with trees and shrubs were also proposed along the middle of the highway at strategic locations, as well as new planting areas behind the sidewalk along the west side of the highway.

OPTION 3: “COMPLETE STREET” – Option 3 proposed to modify US 30 to meet the recommended roadway cross section established for Major Arterials in the 2011 Transportation System Plan (TSP). This includes widening the west sidewalk to accommodate a new planting strip with street trees, several planted medians at strategic locations, reconstructing the east curb to accommodate a new sidewalk and planting strip with street trees, and re-striping the highway. New pedestrian-scale lighting and furnishings would be proposed at strategic locations.

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

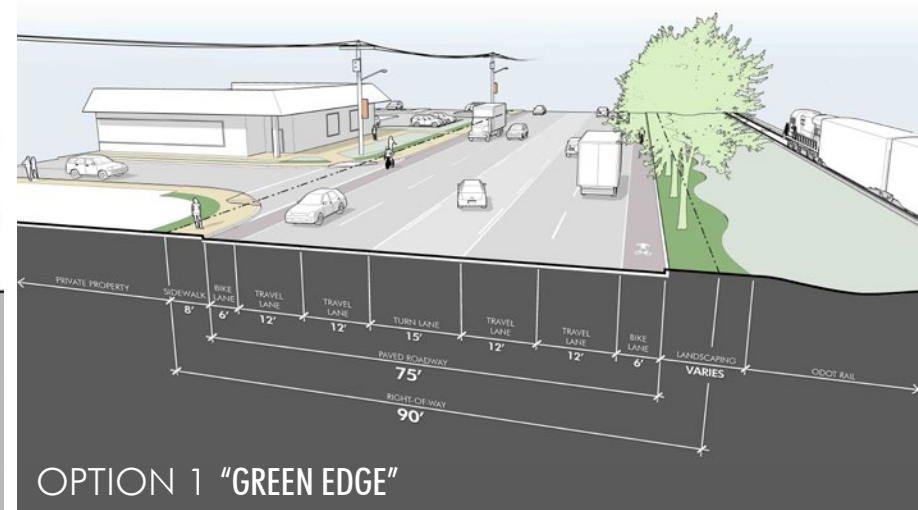
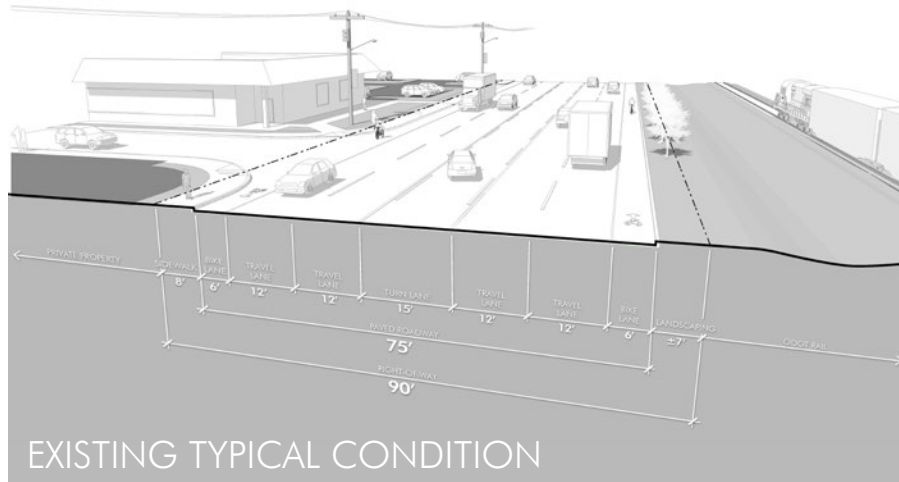


Figure C-2. Existing conditions and three preliminary streetscape options developed for the US 30 corridor.

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

TABLE C-1. FEEDBACK REGARDING DESIGN OPTIONS IN THE US 30 CORRIDOR SEGMENT	
TAC	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Maintenance • Highway Capacity • Fencing/appearance • Transit accommodation
CAC	<p><u>RECOMMENDATION:</u> None, but generally supported concepts</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Maintenance • Visibility related to trees in median or planting areas • Access to east side landscaped area
PROPERTY AND BUSINESS OWNERS	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Potential visibility impacts of median landscaping and street trees • Landscaping maintenance • Location of medians • Visual impacts of overhead utilities • Demand for eastside sidewalk
PLANNING COMMISSION	<p><u>RECOMMENDATION:</u> None but like median; like pathway on RR side in long term</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Median landscaping visibility impacts • Safety/use of pathway on RR side • Maintenance • Banner poles, lighting on RR side • Type of landscaping on RR side
CITY COUNCIL	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Mixed opinions on RR sidewalk • No consensus on median

HOULTON / RIVERFRONT DISTRICT – WEST OF 13TH STREET

Three alternative streetscape design options were developed for consideration for the one-way streets west of 13th Street along Columbia Boulevard and St. Helens Street, and are shown in Figure C-3. Each option focused on narrowing the vehicular roadway to the widths recommended in the 2011 TSP in order to improve the safety of pedestrians while creating a sense of place and identity for St. Helens. Each option proposed widened sidewalks, street trees and plantings, site furnishings, and improved pedestrian sidewalks and crossings. Each design option is described in further detail below. The descriptions are followed by a summary of responses from advisory committees, business and property owners, the Planning Commission, and City Council to these options. (See TABLE C-3 on page 26)

OPTION 1: “PEDESTRIAN PROMENADE” – This option proposed widened sidewalks with generous planting strips and/or furnishing zones with street trees on both sides of the street. Bulbouts were proposed at each intersection to significantly shorten the pedestrian crossing distances.

OPTION 2: “GREEN SPINE” – This option proposed an elevated “cycle track” between the parking lane and the sidewalk buffered by planting strips and furnishing zones on either side. New widened sidewalks with planting strips and furnishing zones were proposed on each side of the street, with bulbouts at intersections shortening the pedestrian crossing distance.

OPTION 3: “PARKLETS” – This option proposed back-in angled parking along the south side of Columbia Boulevard and the north side of St. Helens Street. This efficient parking layout allows room for large, open sidewalk areas called “parklets” at each intersection corner and/or in selected mid-block locations, which can be designed to reflect the character and function of the adjacent land use (e.g., outdoor seating and tables adjacent to commercial uses, and landscaped areas with a bench or two adjacent to residential uses). On-street parking areas are shown to have special paving that visually extends the parklet, offering adjacent business owners the opportunity for temporary uses in the on-street parking areas such as outdoor seating or shopping areas. Widened sidewalks with street trees, pedestrian lighting, and furnishing zones were proposed along the other side of the street.

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

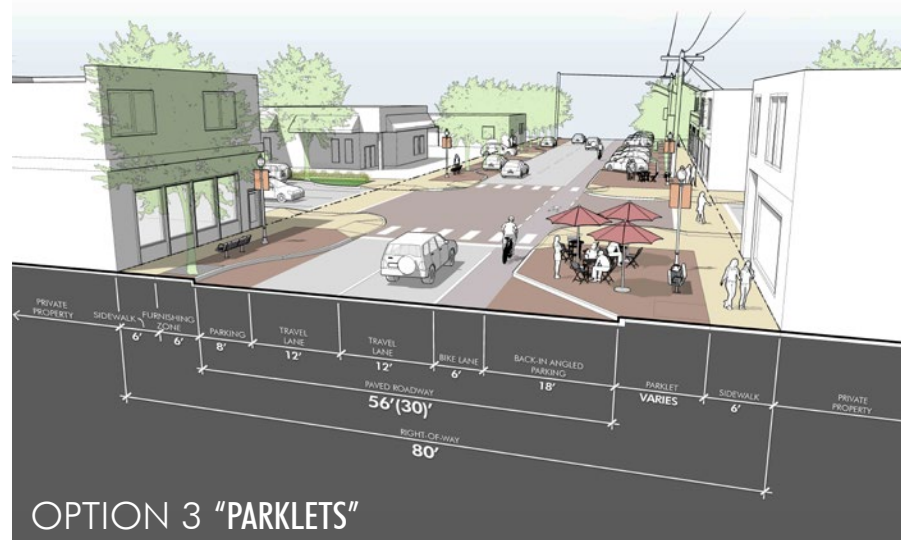
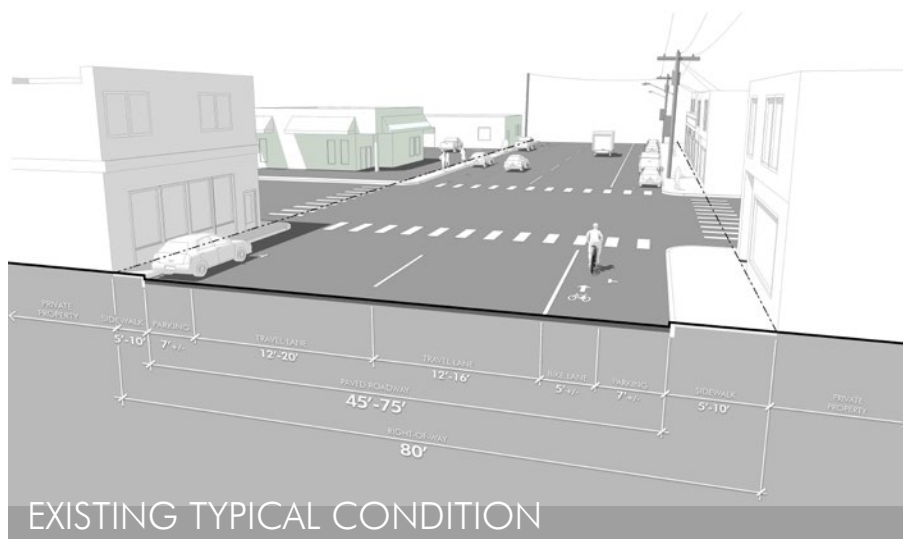


Figure C-3. Existing conditions and three preliminary streetscape options developed for the Houlton/Riverfront District - West of 13th Street

TABLE C-2. FEEDBACK REGARDING DESIGN OPTIONS IN THE HOULTON/RIVERFRONT DISTRICT – WEST OF 13TH STREET CORRIDOR SEGMENT	
TAC	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Cost/benefit of bicycle facilities • Viability of street trees • Parking impacts • Wayfinding, freight movement
CAC	<p><u>RECOMMENDATION:</u> Parklets or Green Spine on Columbia; Promenade or Green Spine on St. Helens</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Bicycle and pedestrian safety • Difficulty with reverse angled parking • Flexibility, location of parklets
PROPERTY AND BUSINESS OWNERS	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Greater benefit to businesses immediately adjacent to parklets • Accommodating truck traffic with narrow lanes and bulbouts • Difficulty of using reverse angle parking • Enough room for gateway
PLANNING COMMISSION	<p><u>RECOMMENDATION:</u> Parklets on Columbia; Promenade or Green Spine on St. Helens</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Bicycle and pedestrian safety; bike/vehicle conflicts • Flexibility, location of parklets • Location of diagonal parking
CITY COUNCIL	<p><u>RECOMMENDATION:</u> Parklets</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Differing opinions on reverse angle vs. traditional diagonal parking

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

HOULTON / RIVERFRONT DISTRICT – EAST OF 13TH STREET

Three alternative streetscape design options were developed for consideration for the two-way portion of Columbia Boulevard east of 13th Street, and are shown in Figure C-4. Like the corridor segment west of 13th Street, each concept focused on narrowing the vehicular roadway to the widths recommended in the 2011 TSP in order to improve pedestrian safety while creating a sense of place and identity. Each option proposed widened sidewalks, street trees and plantings, site furnishings, and improved pedestrian sidewalks and crossings. Each concept is explained in further detail below. The descriptions are followed by a summary of responses from advisory committees, business and property owners, the Planning Commission, and City Council to these options. (See Table B-3: Feedback Regarding Design Options In The Houlton/Riverfront District – East Of 13Th Street Corridor Segment)

(Note: These concepts do not apply to 1st Street between Columbia Boulevard and St. Helens Street, which has a unique configuration requiring special attention. However, they could be applied with some modifications to the section of St. Helens Street between 1st Street and 4th Street.)

OPTION 1: “PEDESTRIAN PROMENADE” – This option proposed widened sidewalks with generous planting strips and/or furnishing zones with street trees on both sides of the street. Bulbouts were proposed at each intersection to significantly shorten the pedestrian crossing distances.

OPTION 2: “BOULEVARD” – This option proposed raised landscaped medians that separate the east- and west-bound lanes. Other improvements include widened sidewalks with planting strips, site furnishings, street trees, as well as bulbouts and pedestrian refuge islands.

OPTION 3: “PARKLETS” – This option proposed parklets similar to that of Streetscape Option 3 for the corridor segment west of 13th Street, above. However, due to the added bike lane in this two-way roadway configuration, the right-of-way would not accommodate a planting strip between back-in or traditional angled parking lane and the sidewalk along the south side of Columbia Boulevard.

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

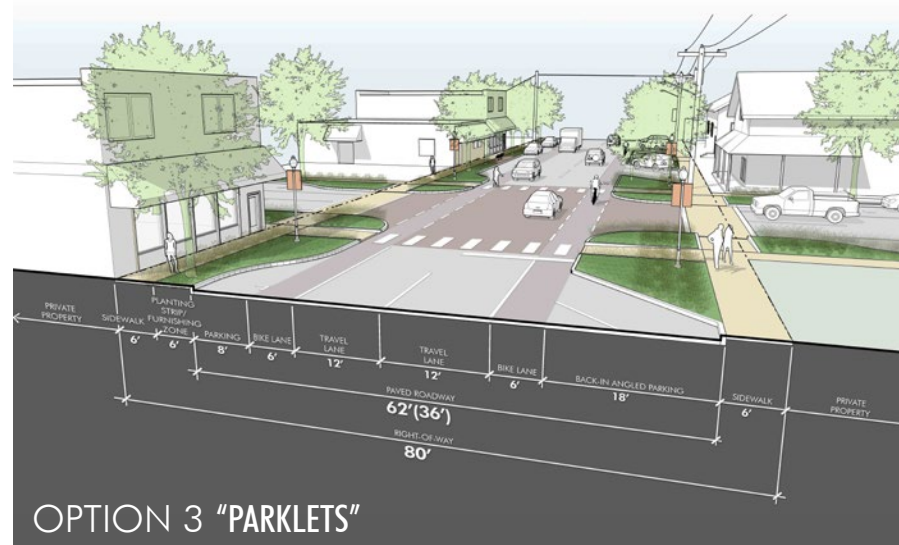
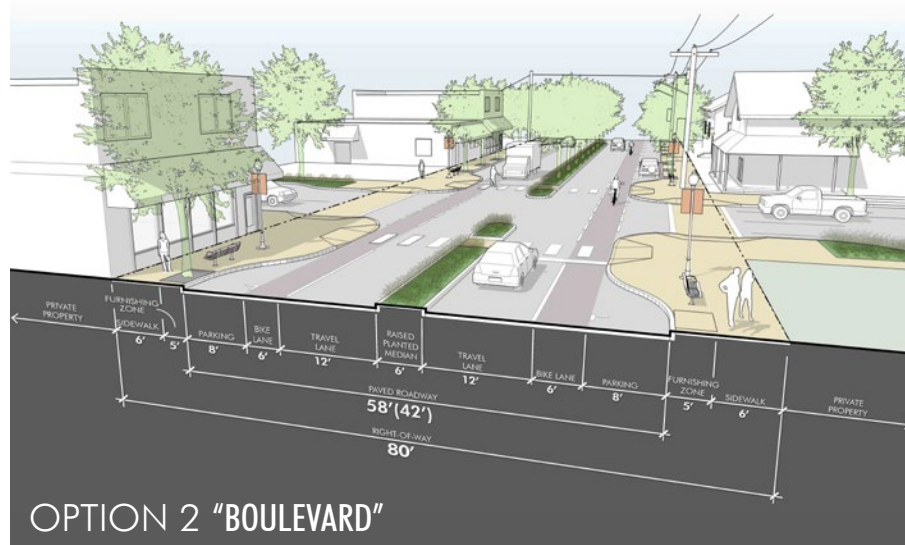
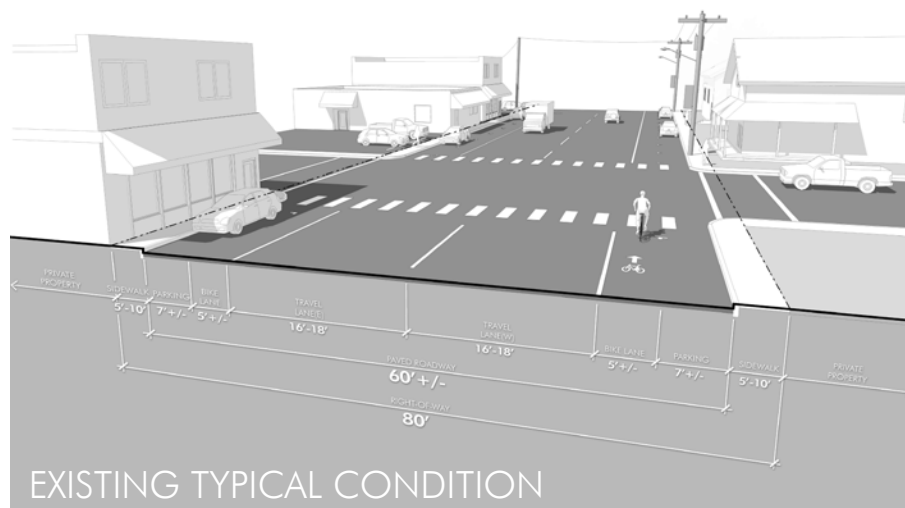


Figure C-4. Existing conditions and three preliminary streetscape options developed for the Houlton/Riverfront District - East of 13th Street

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

TABLE C-3. FEEDBACK REGARDING DESIGN OPTIONS IN THE HOULTON/RIVERFRONT DISTRICT – EAST OF 13TH STREET CORRIDOR SEGMENT	
TAC	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Difficulty with reverse angled parking • Mini-roundabout operations
CAC	<p><u>RECOMMENDATION:</u> Green Spine or Parklets</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Median is overkill • Loss of on-street parking • Location, design of gateway on 1st Street
PROPERTY AND BUSINESS OWNERS	<p><u>RECOMMENDATION:</u> None</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Location of gateway • Grade-separated rail crossings • Improving appearance of streets in order to improve area's vitality
PLANNING COMMISSION	<p><u>RECOMMENDATION:</u> Pedestrian Promenade</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Median is overkill • Don't need diagonal parking in this area • Bicycle safety (consider buffered bike lanes)
CITY COUNCIL	<p><u>RECOMMENDATION:</u> Parklets</p> <p><u>ISSUES OF CONCERN</u></p> <ul style="list-style-type: none"> • Special opportunity area at end of Columbia/1st – concern about open space there; want trail connection

Rationale for Recommended Design Options

Following is a summary of the rationale for selecting each corridor segment design option.

US 30 SEGMENT

- Selective application of raised median treatment promotes City and ODOT safety and access management objectives while recognizing and respecting property access needs (no existing driveway closures are proposed by the plan)
- Final Design of median location and content can address site-specific considerations such as individual property access, business visibility and maintenance issues
- Consistent with state design standards and guidelines
- Improves the visual appearance of the corridor to a greater degree than the non-median option
- Balances goals for improvements to appearance with cost and financial viability
- Short-term implementation represents lower cost solution; long-term phases will not be undertaken if not financially feasible
- Improves bicycle and pedestrian connectivity and safety in the short- and long-term
- Equally consistent or superior in satisfying project goals and objectives in a financially feasible manner as compared to other options
- Generally consistent with community and stakeholder feedback to date; anticipated property-specific issues can be addressed and resolved through the detailed design of specific proposed improvements
- Improvements shown along the east side of US 30 advance long-sought safety and aesthetic changes that screen and protect the adjacent railroad corridor
- Improvement recommendations can be implemented in phases as resources and timing allow and/or as property redevelopment occurs

HOULTON/RIVERFRONT DISTRICT – WEST OF 13TH STREET

- Designs for each street best meet land use conditions and goals
- Improves the visual appearance of the corridor segment to an equal or greater degree than other options; creates a long-sought gateway
- Deemed best option to enhance economic viability compared to other options (particularly on Columbia Boulevard)
- Represents mid-range or lower cost alternative compared to other options
- Key elements (e.g., parklets) can be implemented in a temporary manner at relatively low cost and in a shorter timeframe, allowing the community to “try on” these options
- Improves bicycle and pedestrian connectivity and safety with a balanced approach to meeting mobility needs for all users
- Equally consistent with all other project goals and objectives in comparison to other options

C. EVALUATION OF CORRIDOR DESIGN OPTIONS

- Most consistent with community and stakeholder feedback to date, compared to other options
- Improvement recommendations can be implemented in phases as resources and timing allow and/or as property redevelopment occurs

HOULTON/RIVERFRONT DISTRICT – EAST OF 13TH STREET

- Designs for each street best meet land use conditions and goals
- Improves the visual appearance of the corridor segment to an equal or greater degree than other options
- Represents lower cost alternative compared to other options
- Maximizes space for pedestrians throughout the corridor compared to other options
- Improves bicycle and pedestrian connectivity and safety with a balanced approach to meeting these needs and those of drivers
- Equally consistent with all other project goals and objectives in comparison to other options
- Most consistent with community and stakeholder feedback to date, compared to other options
- Improvement recommendations can be implemented in phases as resources and timing allow and/or as property redevelopment occurs

D. RECOMMENDED CORRIDOR DESIGNS

This section of the Plan describes the designs recommended for each corridor segment in detail using narrative text, plan view maps, street cross-sections and other illustrations, and photos depicting specific design features.

US 30 Corridor Segment

OVERALL APPROACH

The proposed improvements along the US 30 highway corridor between Gable Road and Pittsburgh Road strive to improve safety while enhancing the character of the roadway, better creating a sense of place, and bolstering economic viability. Through the use of landscape plantings, street trees, landscaped roadway medians, and improved pedestrian sidewalks and crossings, the recommended design creates a Green Corridor and attempts to “humanize” this vehicle-dominated environment and create a civic identity befitting St. Helens. The following goals and strategies for the recommended design of the US 30 corridor segment are summarized below.

1. IMPROVE PEDESTRIAN SAFETY. The recommended design proposes to retrofit the US 30 corridor with a number of traffic calming features and elements intended to facilitate pedestrian movement without impacting vehicular function. These improvements include new crosswalk striping, ADA-accessible curb ramps, pedestrian refuge median islands, and enhanced crosswalk signals. Additionally, new fencing along each side of railroad corridor will help discourage informal crossings of the railroad tracks.
2. IMPROVE CONNECTIVITY. Several design features improve pedestrian and bicycle connectivity along the US 30 corridor, and between the corridor and nearby neighborhoods and destinations. New sidewalks along the east side of highway provide additional accessible routes for pedestrians to reach and move along the corridor, tying into existing sidewalks at most intersections. Additionally, a new pedestrian bridge at Milton Creek provides an important link for pedestrians moving along the east side of the US 30 corridor.
3. IMPROVE AESTHETICS AND SENSE OF PLACE. New street trees, planted highway medians, and planting areas on each side of the highway work together to reinforce US 30 as a Green Corridor, breaking down the scale of this wide, intimidating highway arterial to one that is attractive, inviting and accessible to pedestrians. Highly visible gateway elements at the intersections of Gable Road and Columbia Boulevard mark key transitions and reinforce civic identity. Additionally, banner poles distributed at equal intervals along each side of the corridor add festiveness and help to unify the corridor.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-1. US 30 Corridor Segment - Proposed Improvements and Plan Keymap

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

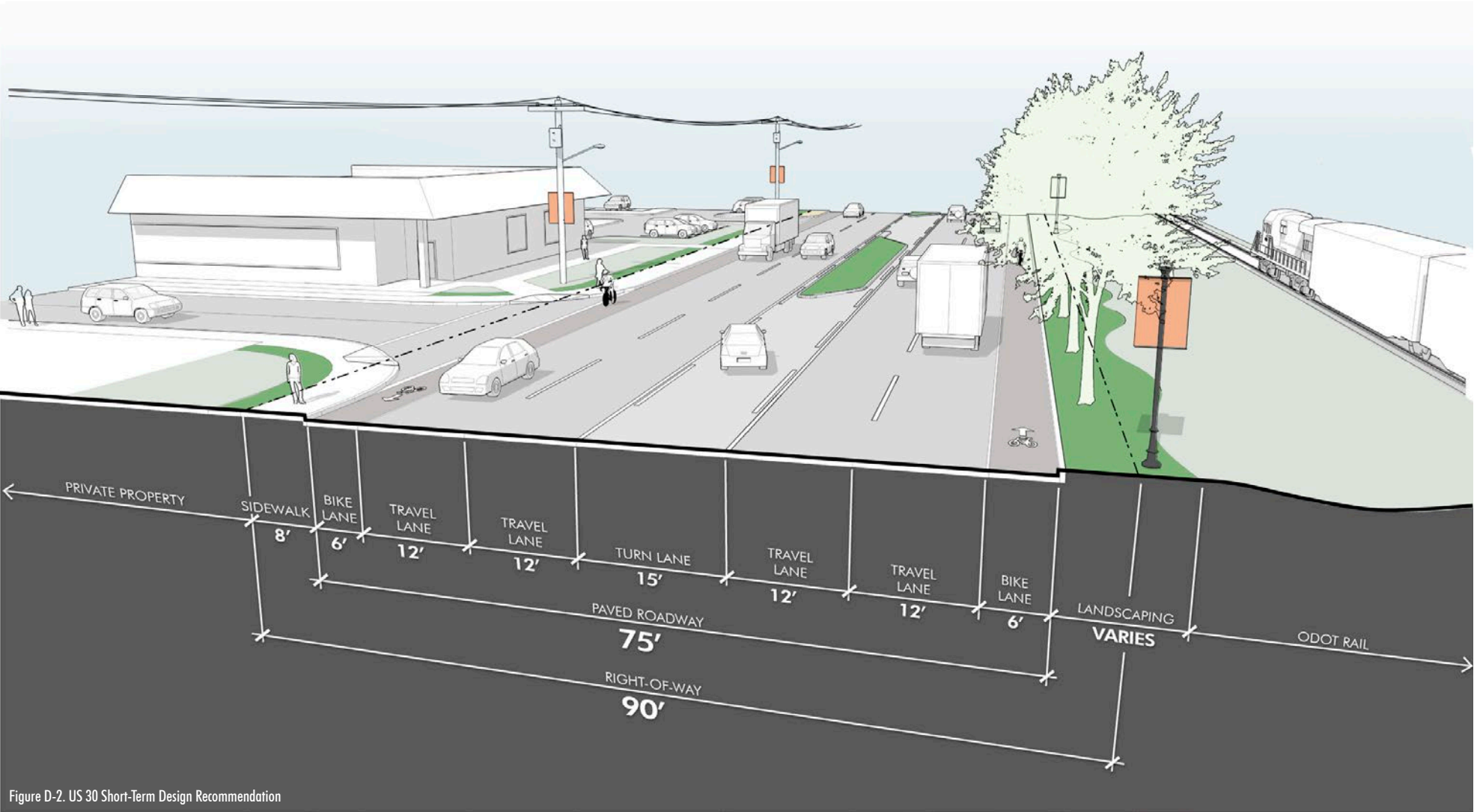


Figure D-2. US 30 Short-Term Design Recommendation

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

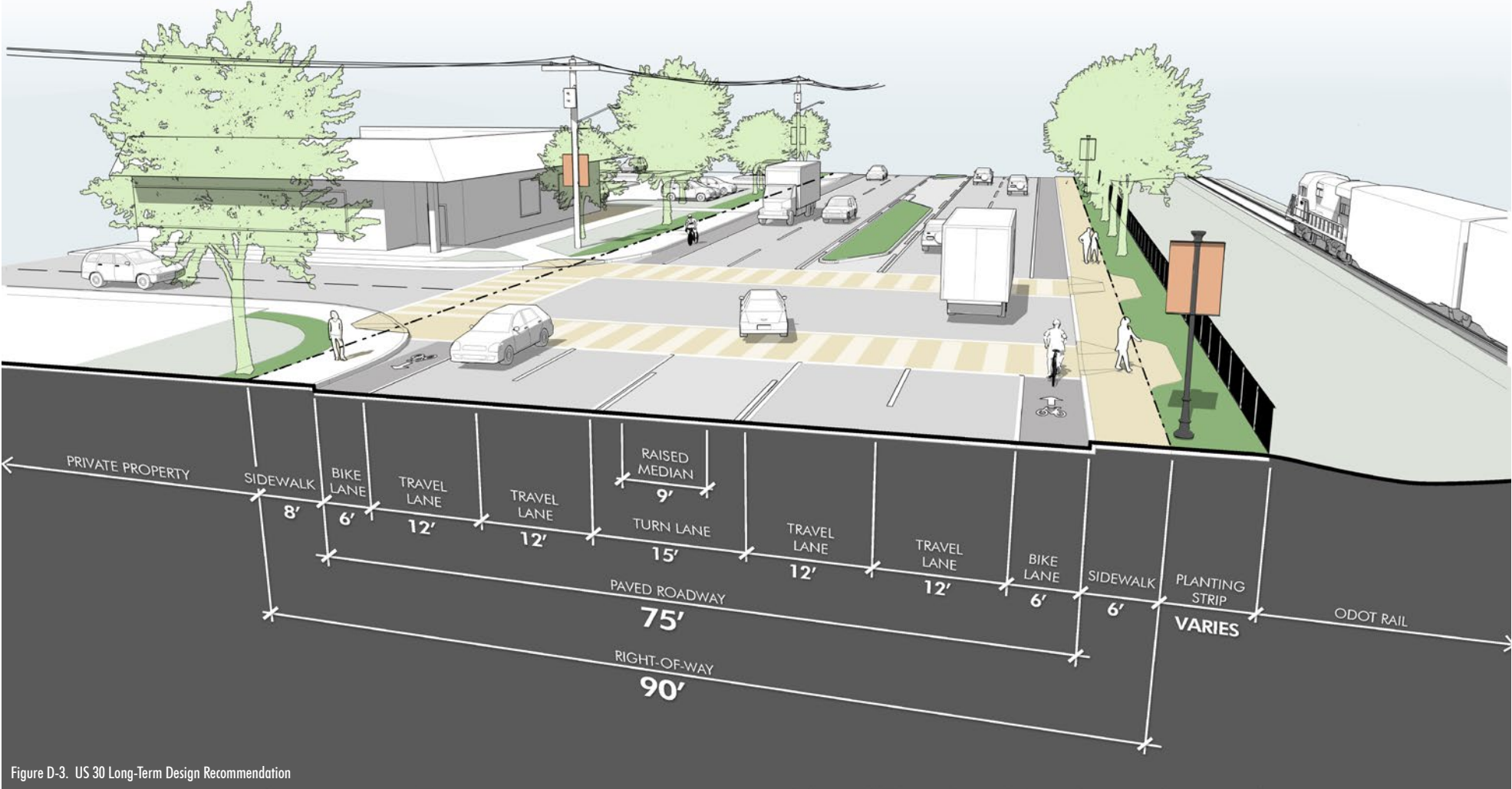


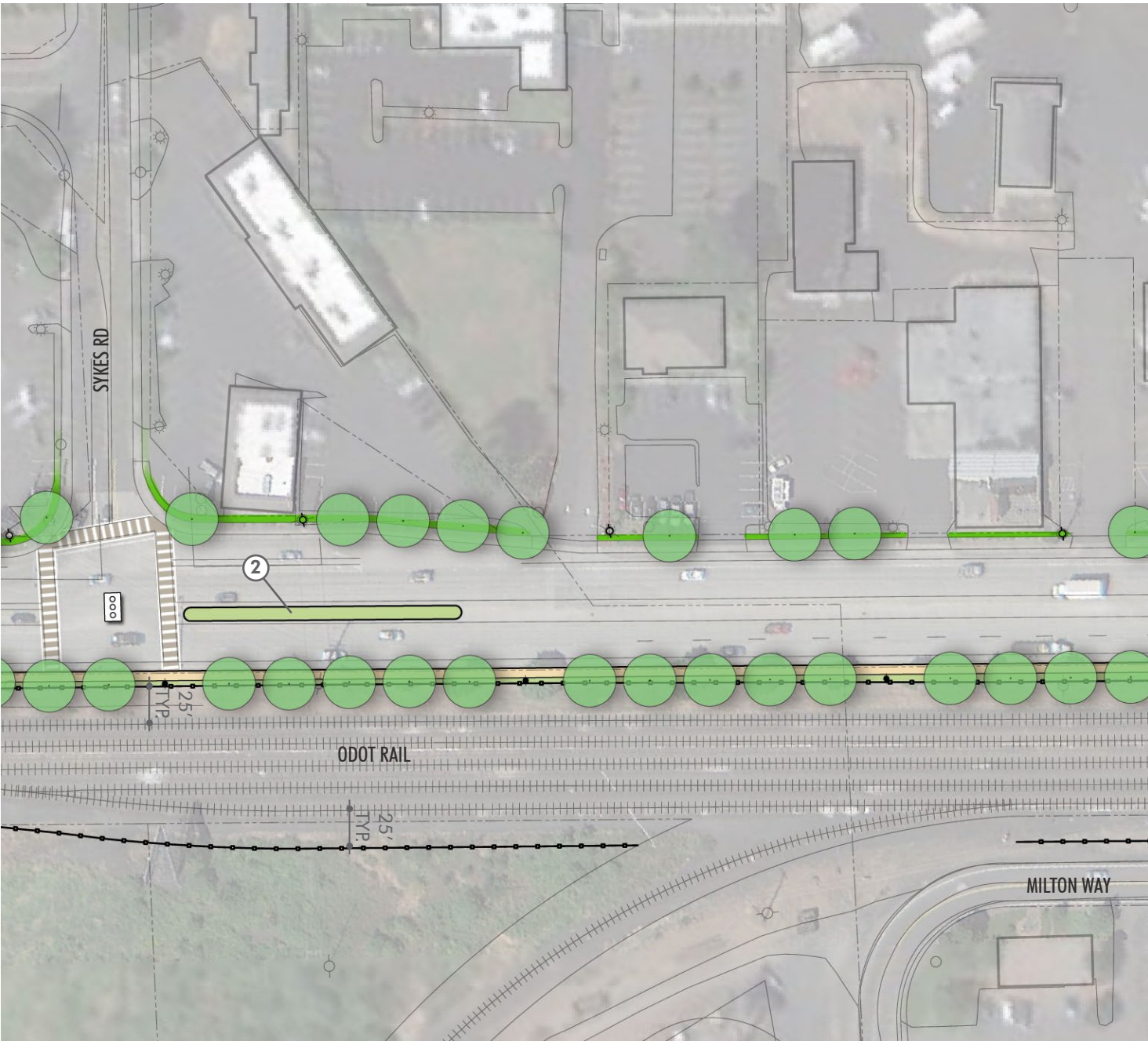
Figure D-3. US 30 Long-Term Design Recommendation

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-4. Conceptual Streetscape Design for US 30 Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



LEGEND: US 30 CORRIDOR

- NEW 6' SIDEWALK *
- NEW LANDSCAPE AREA
- PRIVATE PROPERTY LANDSCAPE IMPROVEMENTS
- INTERSECTION CROSSWALK PAVING ENHANCEMENTS *
- NEW CROSSWALK STRIPING
- NEW 5' HT. FENCE *
- NEW BANNER POLE
- NEW BANNER ON EXISTING UTILITY / POLE
- NEW TREE *
- EXISTING TREE TO REMAIN
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT
- * DENOTES LONG-TERM IMPROVEMENTS

KEY NOTES

- ① FUTURE BUS STOP
- ② PLANTED MEDIAN - SEE PAGE 46



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

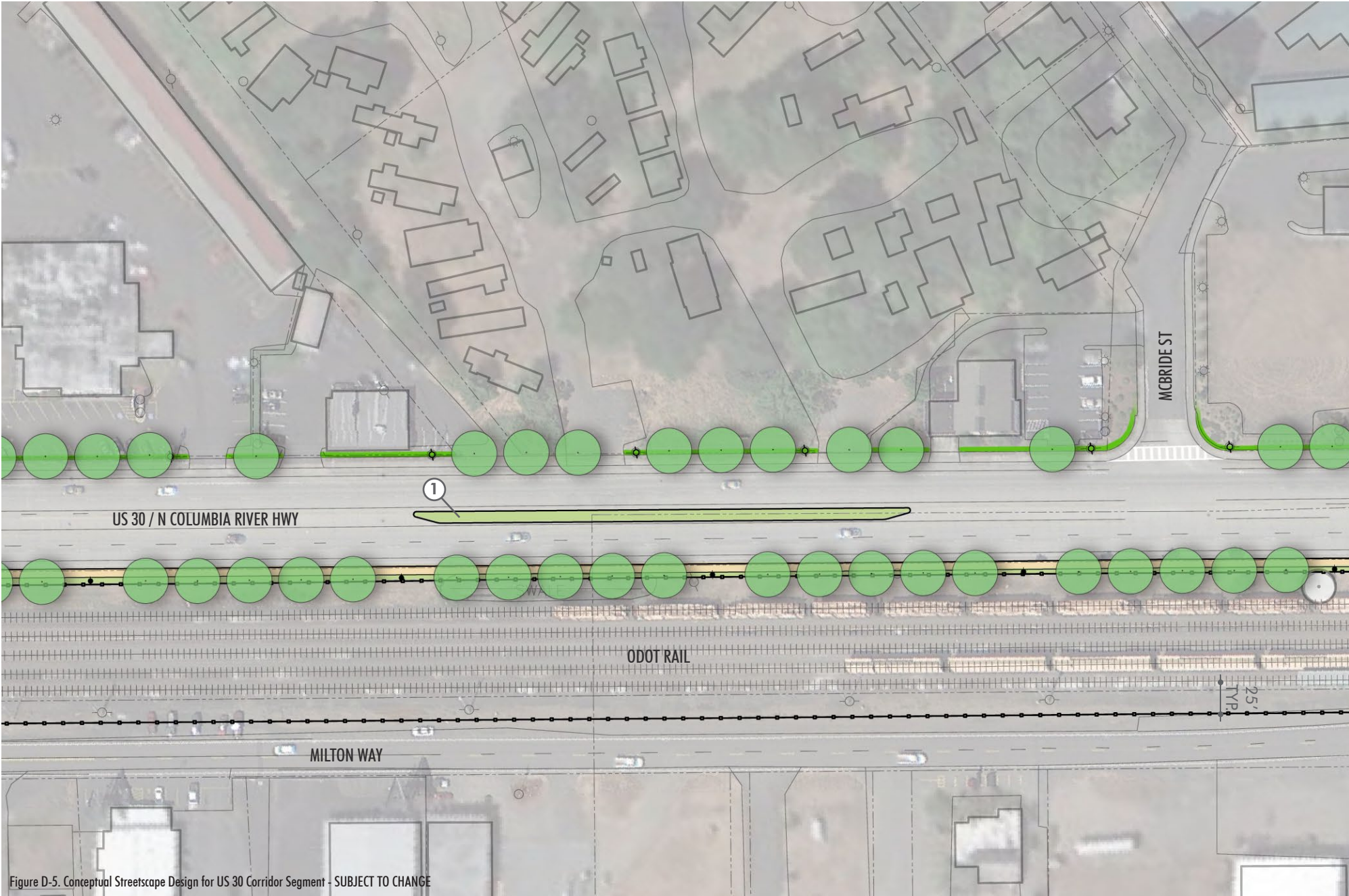
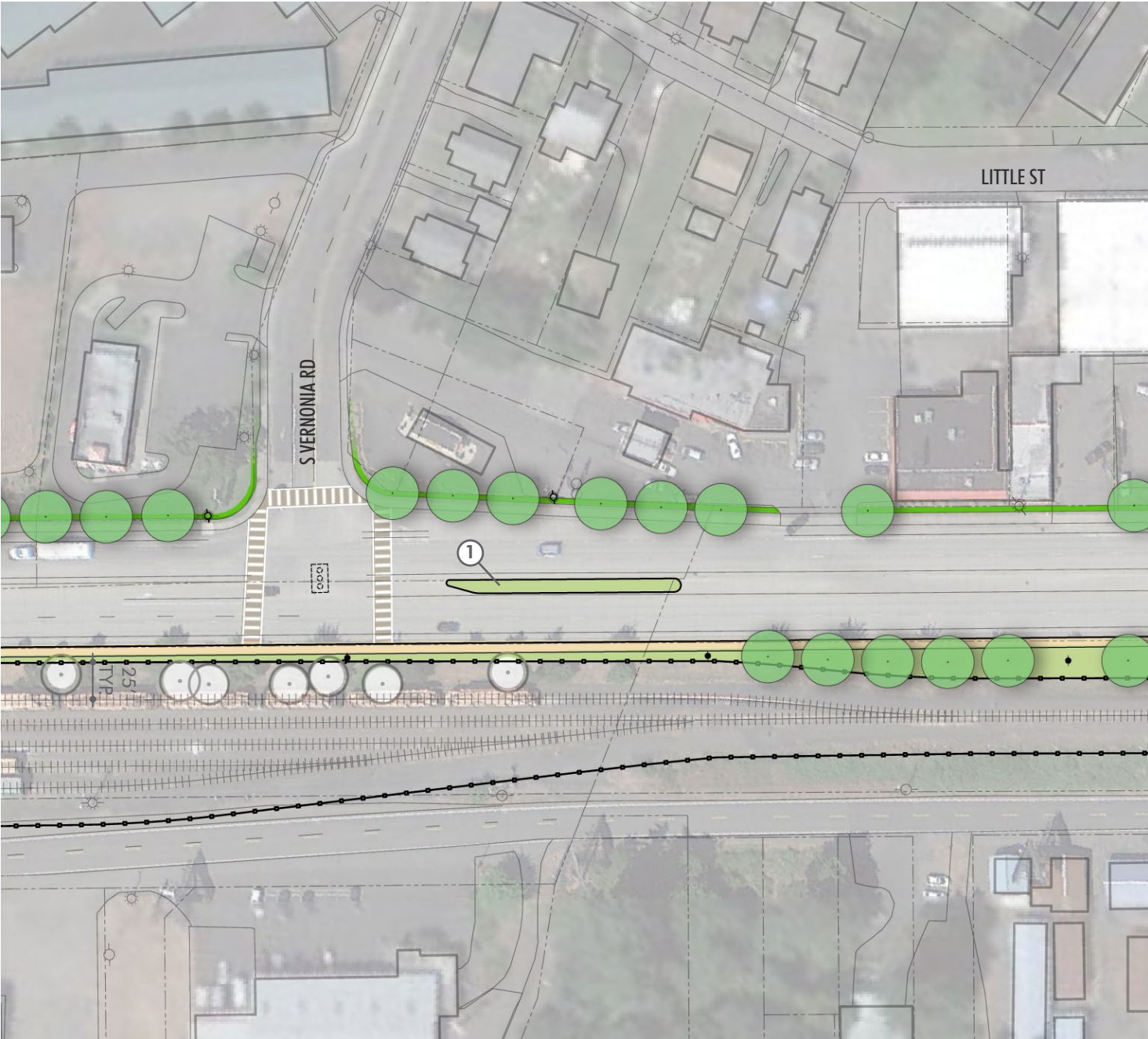


Figure D-5. Conceptual Streetscape Design for US 30 Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



LEGEND: US 30 CORRIDOR

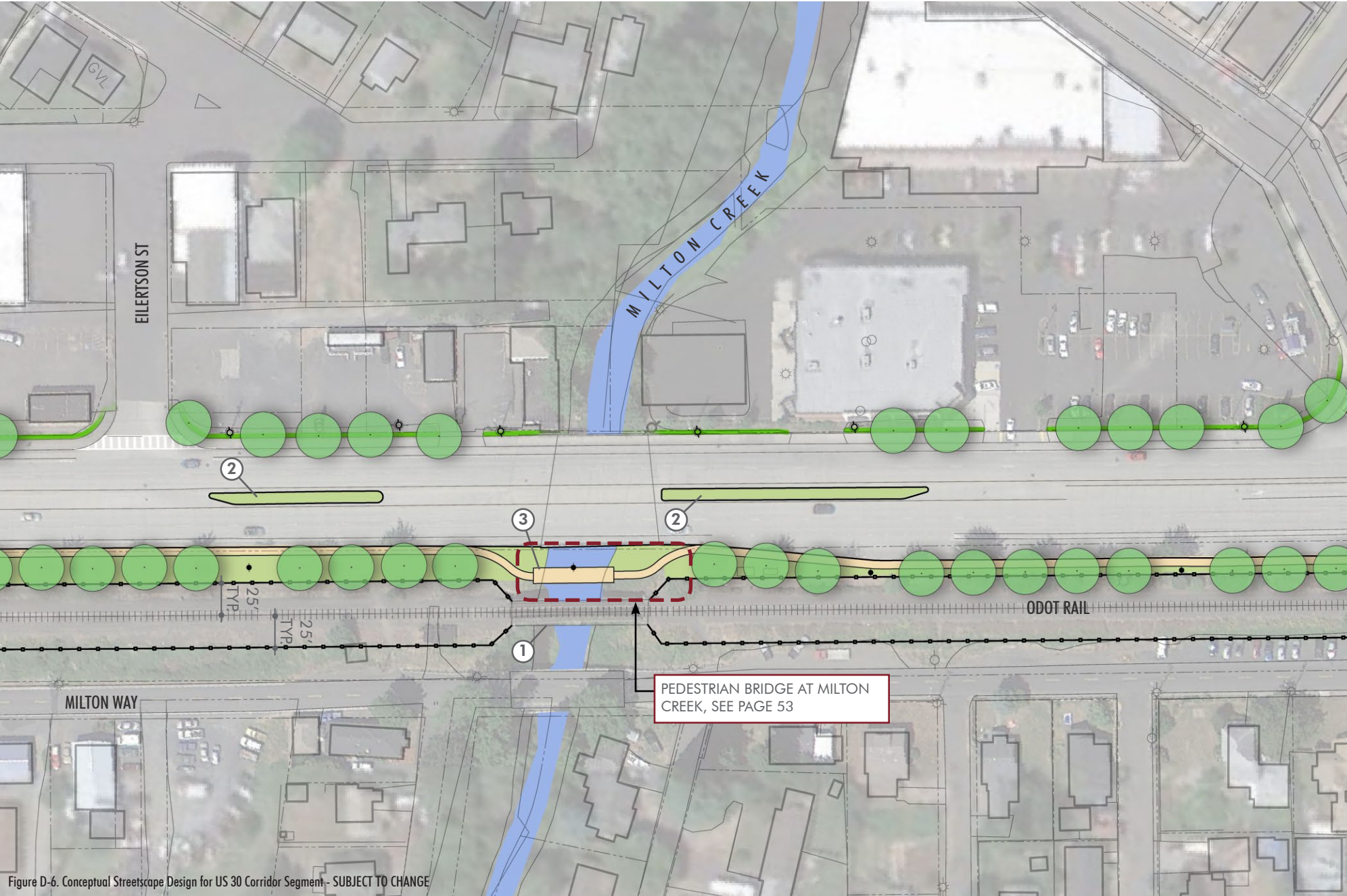
- NEW 6' SIDEWALK *
- NEW LANDSCAPE AREA
- PRIVATE PROPERTY LANDSCAPE IMPROVEMENTS
- INTERSECTION CROSSWALK PAVING ENHANCEMENTS *
- NEW CROSSWALK STRIPING
- NEW 5' HT. FENCE *
- NEW BANNER POLE
- NEW BANNER ON EXISTING UTILITY / POLE
- NEW TREE *
- EXISTING TREE TO REMAIN
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT
- * DENOTES LONG-TERM IMPROVEMENTS

KEY NOTES

- ① PLANTED MEDIAN - SEE PAGE 46



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

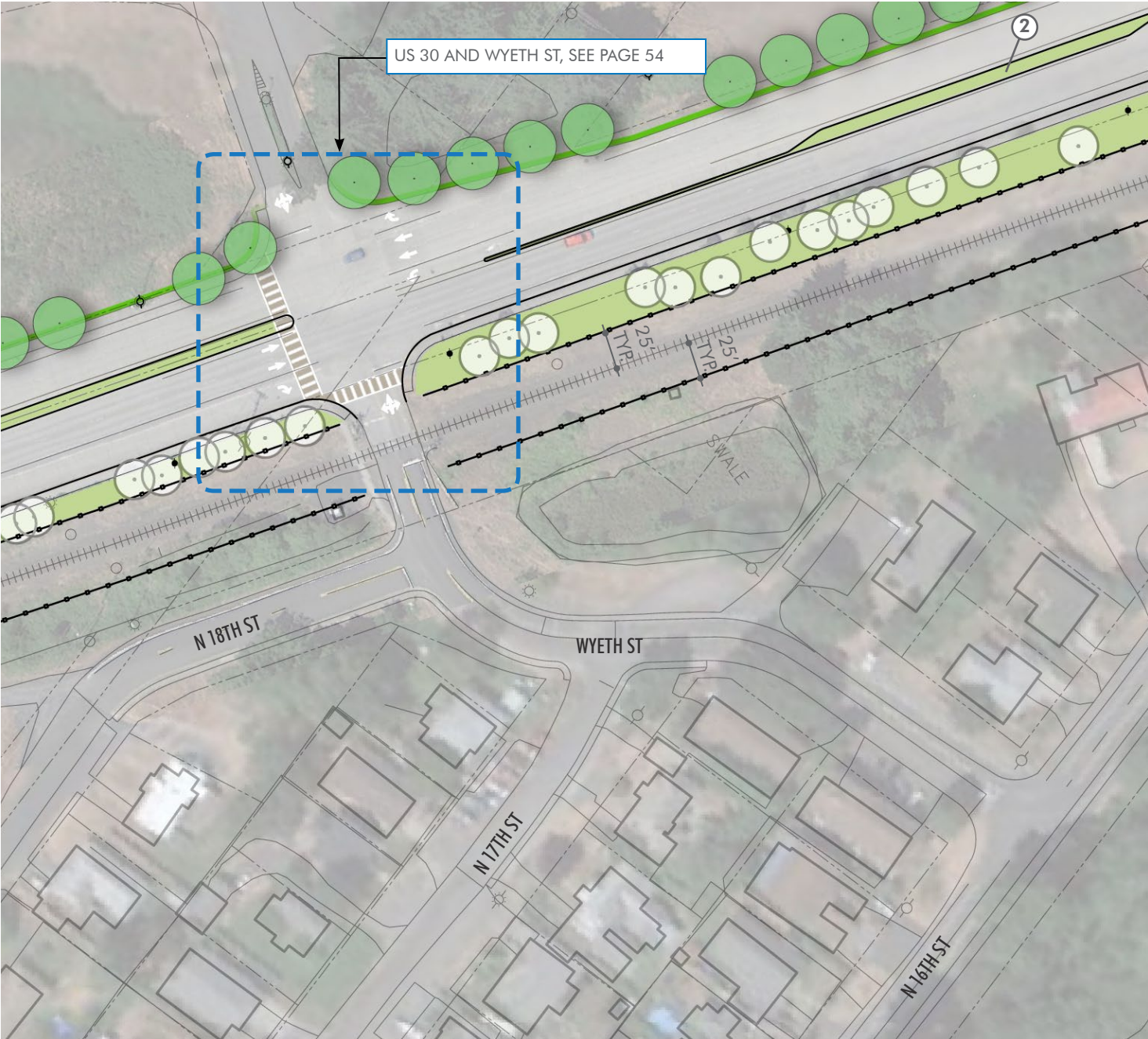


D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-7: Conceptual Streetscape Design for US 30 Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



LEGEND: US 30 CORRIDOR

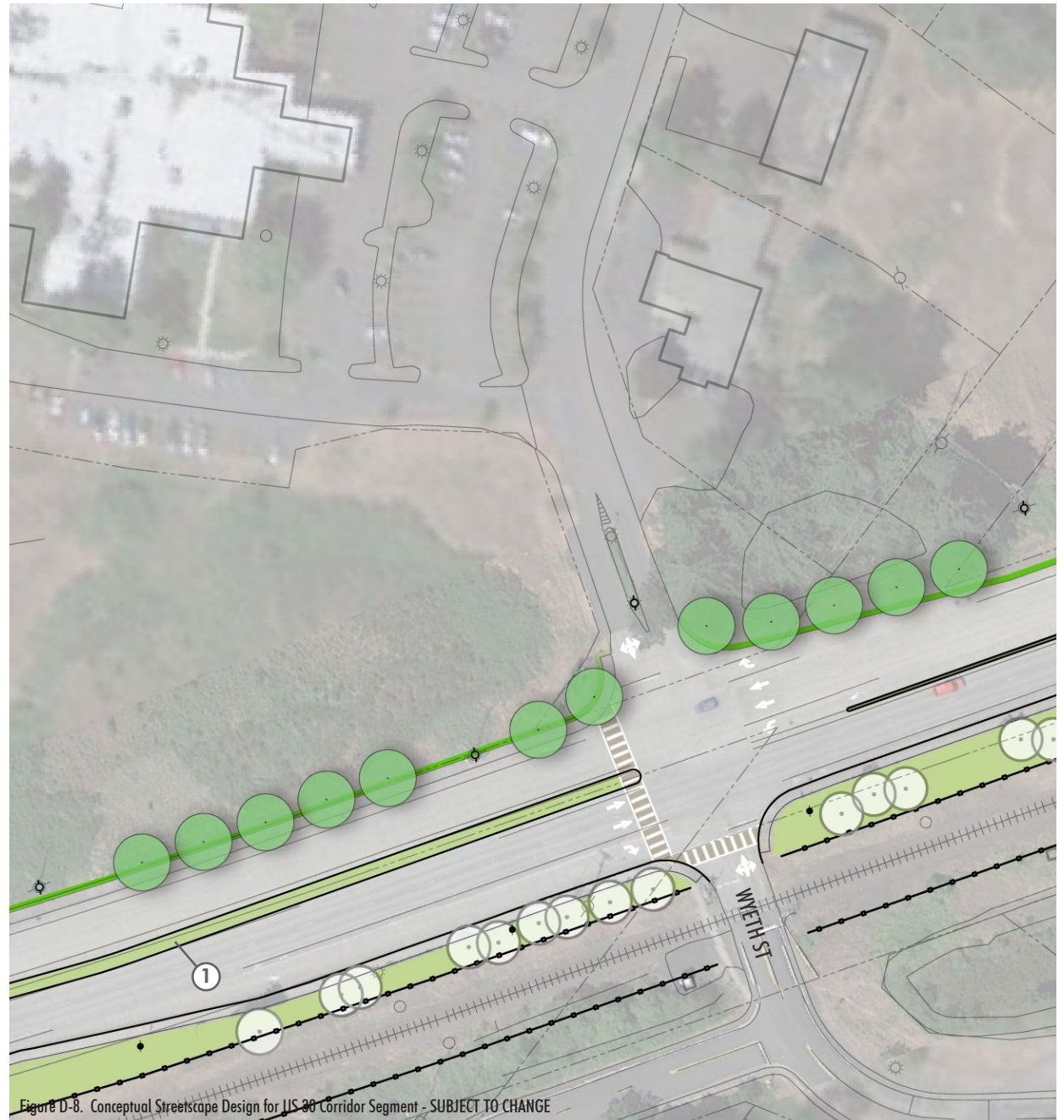
- NEW 6' SIDEWALK *
- NEW LANDSCAPE AREA
- PRIVATE PROPERTY LANDSCAPE IMPROVEMENTS
- INTERSECTION CROSSWALK PAVING ENHANCEMENTS *
- NEW CROSSWALK STRIPING
- NEW 5' HT. FENCE *
- NEW BANNER POLE
- NEW BANNER ON EXISTING UTILITY / POLE
- NEW TREE *
- EXISTING TREE TO REMAIN
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT
- * DENOTES LONG-TERM IMPROVEMENTS

KEY NOTES

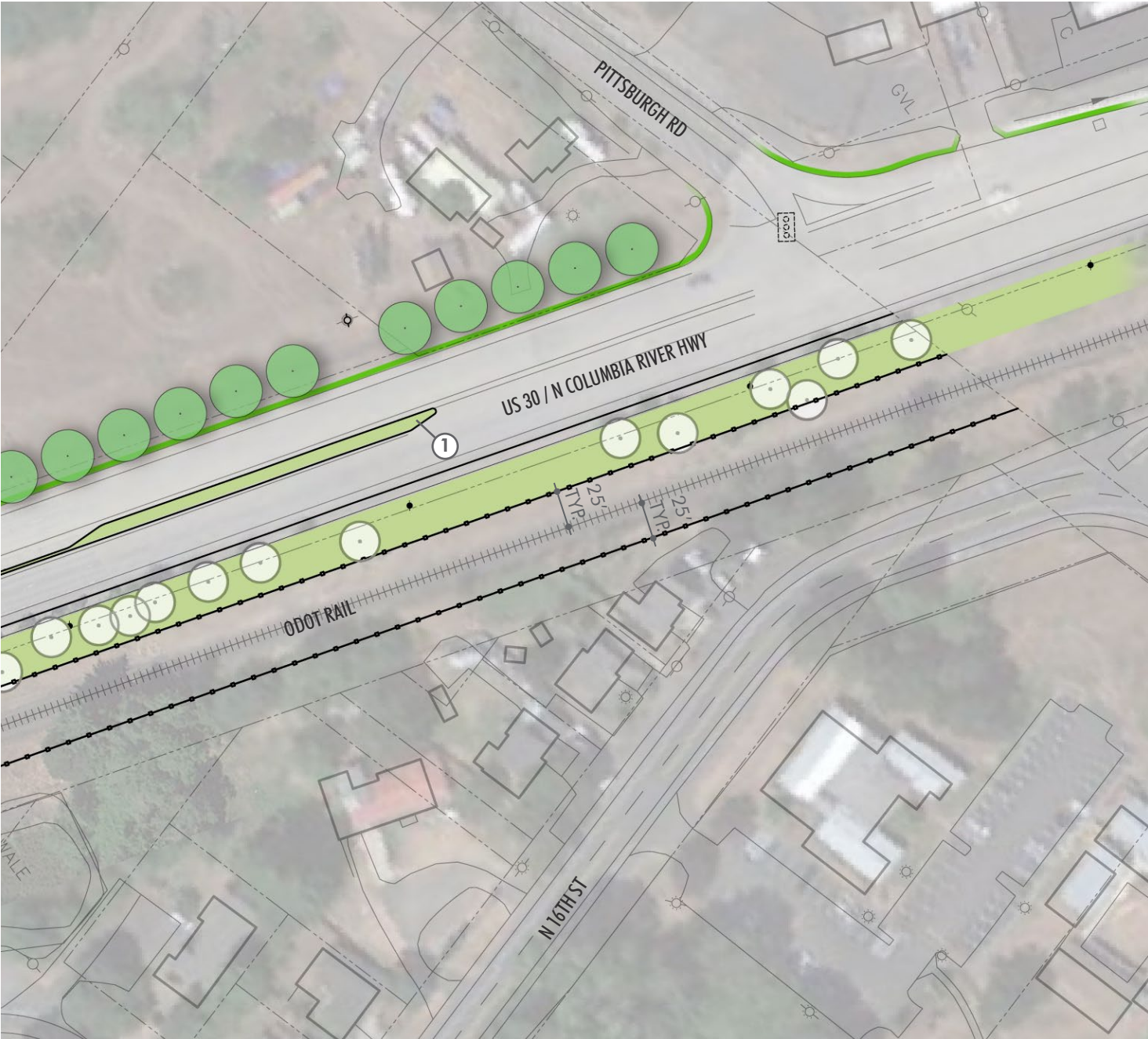
- ① FUTURE BUS STOP
- ② PLANTED MEDIAN, SEE PAGE 46



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



LEGEND: US 30 CORRIDOR

- NEW 6' SIDEWALK *
- NEW LANDSCAPE AREA
- PRIVATE PROPERTY LANDSCAPE IMPROVEMENTS
- INTERSECTION CROSSWALK PAVING ENHANCEMENTS *
- NEW CROSSWALK STRIPING
- NEW 5' HT. FENCE *
- NEW BANNER POLE
- NEW BANNER ON EXISTING UTILITY / POLE
- NEW TREE *
- EXISTING TREE TO REMAIN
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT
- * DENOTES LONG-TERM IMPROVEMENTS

KEY NOTES

- ① PLANTED MEDIAN, SEE PAGE 46



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

STREETSCAPE DESIGN CONCEPTS

Specific site responses to the goals listed above, and to the physical and environmental influences on the corridor are explained in further detail below.

1. **TRAFFIC CALMING FEATURES.** An inviting pedestrian environment on US 30 relies on creating routes for pedestrians that are safe, accessible, and can help calm traffic. Traffic calming measures such as enhanced crosswalks and planted medians slow traffic and encourage awareness of drivers to their surroundings. The following features are proposed along US 30:

- Several enhanced east-west pedestrian crosswalks are proposed at key intersections along US 30, visually breaking the monotony of asphalt streets and creating a more inviting pedestrian route. These crosswalks could feature special paving materials, articulated scoring patterns, or integral concrete colors, and can significantly enhance the pedestrian experience along the US 30 corridor. They also must include some kind of highly visible striping, consistent with state design standards for the highway. If textured paving is used, stamping or texturing of crosswalks should be relatively minimal to avoid adverse impacts on people in wheelchairs with spinal issues. Crosswalk enhancements are proposed at the intersections of Gable Road, Columbia Boulevard, St. Helens Street (north side only), Wyeth Street (south side only) and Pittsburgh Road (south side only). New E-W crosswalks are proposed at Vernonia Road and Sykes Road



Figure D-9. Example of a concrete crosswalk on an asphalt roadway with striping.



Figure D-10. Example of a Pedestrian Refuge Island with Crosswalk Striping

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-11. Example of a raised planted median on an arterial roadway with plantings, trees, light poles with banners, and a perimeter maintenance walkway - Ottawa, Canada

with the anticipated future new pedestrian sidewalk and intersection signalization. It should be noted that ODOT State Traffic Engineer approval is required for all crosswalk locations across US 30 .

- Several improved north-south pedestrian crosswalks are proposed at roadway intersections and major driveway entrances along the west side of US 30 where few, if any, crosswalk amenities exist. New striping and ADA-accessible curb ramps are proposed at the US 30 entrance to Safeway, and the intersections at McBride Street, Eilertson Street, Marshall Street, and Howard Street.
- New planted roadway medians are proposed at strategic locations, subject to ODOT approval considering the freight classification of US 30. The areas where potential medians are conceptually shown assume that existing driveway access and left-turn lanes at public intersections will remain unchanged. The median areas will need to accommodate both long-term intersection left-turn queues and the taper transition design requirements established by ODOT through the Oregon Highway Design Manual (HDM). It should also be noted that one or more breaks in the conceptual median area shown between Milton Creek and 22nd Street may be sought as properties west of US 30 redevelop in the future.

Generally speaking, ODOT will require the following for raised planted medians:

- The roadway cross section shall include a 2' shy distance between the median curb and adjacent travel lane.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

- Raised medians with planted trees will require a minimum 8' median island width and minimum 100' length per ODOT HDM standards.
- If trees are planted in medians, and their mature canopy size is wider than the median area itself, the bottom of the canopy must maintain minimum 16' vertical clearance, free of branching to avoid vehicular conflicts. If the mature canopy size is less than or equal to the width of the median, the bottom of the canopy must maintain 10' vertical clearance.
- Any groundcover plantings must maintain a maximum 24" height from the adjacent roadway grade.

Three possible planted median options are presented here, offering different low-maintenance planting and hardscape strategies to consider during design.

Option 1 proposes the use of columnar deciduous or coniferous trees planted in tree wells and spaced approximately 30-feet on center, creating a vertical punctuation at key intersections. The ground plane consists of low maintenance unit paving material such as clay bricks, or concrete unit pavers, mortared in place. An ODOT-approved mountable curb is utilized to provide ease of access for maintenance vehicles.



Figure D-12: US 30 Planted Median Option 1



Figure D-13: US 30 Planted Median Option 3



Figure D-14: US 30 Planted Median Option 2

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

Option 2 proposes the use of free-standing poles with colorful banners to further reinforce the civic and cultural identity of St. Helens, and are coordinated with new banner located along the east side of the highway, as well as banners mounted to existing utility and light poles along the west side of the highway. A mass of low-maintenance, drought-tolerant ornamental grasses are proposed to soften the roadway and further reinforce US 30 as a Green Corridor.

Option 3 proposes to utilize ODOT-approved modified jersey barrier-style walls to create a robust, elevated planting expression along US 30. Large, broad-leaved deciduous trees are proposed in this option, offering a number of benefits to this asphalt-dominated roadway corridor including needed shade, reduced heat-island effect, stormwater benefits. Low-maintenance, evergreen shrubs provide a year-long stripe of green along this Green Corridor.

From a traffic operations perspective, all three options are viable. Key considerations stakeholders should evaluate when selecting a preferred alternative include on-going ease/cost of maintenance, visibility implications for businesses along the corridor, and the ease of making future modifications if needed to accommodate changes in adjacent land use/access/or turn bay lengths. While the concept plan shows anticipated needs, some redevelopment/further development along the corridor is anticipated. Certain options will have advantages over others in these respects. For example, Option 1 likely would have the lowest maintenance costs, while providing less greenery to soften the character of the roadway. Option 3 would have the most significant impact on the look and feel of the road but also could have the most significant impact on visibility of businesses or properties on the west side of the highway for drivers heading north. Note that some businesses along Milton Way on the east side of the highway may also have visibility concerns.

2. PEDESTRIAN AMENITIES. Streetscape enhancements to the US 30 corridor like new sidewalks, fencing, and plantings are important features for pedestrians to feel welcome and that the street is a comfortable place to be. A vibrant pedestrian realm can increase public safety, increase the value of adjacent real estate, and sustain the health of local businesses. The following summarizes the proposed amenities along US 30:
 - A new 6' wide, curb-tight sidewalk is proposed along the east side of the US 30 corridor between Gable Road and St. Helens Street, with connections to existing sidewalks at Gable Road, Columbia Boulevard, and St. Helens Street. This new sidewalk will provide an extension to the existing sidewalk network on the east side of US 30 north of St. Helens Street, and is proposed as a long term improvement for the US 30 corridor. As an alternative to a curb-tight sidewalk, this walkway could be buffered by a landscaping strip next to the roadway. This would improve pedestrian comfort and safety to some degree. However, provision of a landscape strip would have several disadvantages. Because of the variation in right-of-way and the need to maintain a distance of at least 25 feet from the railway tracks, the path would be forced to meander. This would increase costs of construction and maintenance and would be at odds with current pathway standards recommended by ODOT (which don't favor meandering pathways). In addition, the potential need to purchase railroad right-of-way, varying topography and drainage issues along the length of the corridor also would increase costs and make construction and drainage more challenging. For these reasons, the curb-tight walkway is recommended. However, other options could be considered during a detailed design process.
 - To discourage informal crossings of the railroad tracks, a 5' tall fence is proposed on each side of the railroad corridor located 25' from the centerline of the nearest track as required by ODOT Rail to accommodate operations and maintenance vehicles and activity. Access gates shall be provided at each private property entrance, and every 1,000' along each side of the corridor. In addition, access gate location should be determined with cooperation of emergency response agencies.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

- The fence should be attractive, visually transparent, durable yet cost effective, and should not have barbed wire or other such human-proofing elements.
- Two fence types - welded-wire mesh fence panels and chain link fencing - are recommended here, each with benefits and disadvantages.

Welded-wire mesh partition fences are a better security barrier than chain link, are easier to modify an existing layout, easier to replace damaged partitions, and have better structural integrity. The vertically-oriented 2"x4" mesh grid is difficult to get a foot-hold, discouraging people from climbing. Additionally, most are fabricated with a durable epoxy and polyester coating that provides better corrosion resistance over time than galvanized chain-link fences. This type of fence is an attractive, alternative to standard chain-link fence, which tends to look and feel utilitarian. This type of fence is more expensive than chain-link fences.

Chain link fences are the best-selling fencing system in the world, are less expensive, and easier to install. However, they are easier to climb and not as structurally stable, requiring more long-term maintenance. If this type of fence is pursued, a black vinyl coating is recommended to create a more attractive streetscape edge.

Although the pathway and fencing proposed adjacent to the roadway have been located at least 25' from the center of the railroad tracks, consistent with ODOT and railway guidance and the right-of-way in this area is owned by ODOT, approval of improvements within the rail right-of-way will have to be approved by the railroad because it has an easement to use this area.



Figure D-15. Example of a concrete sidewalk with plantings and fencing

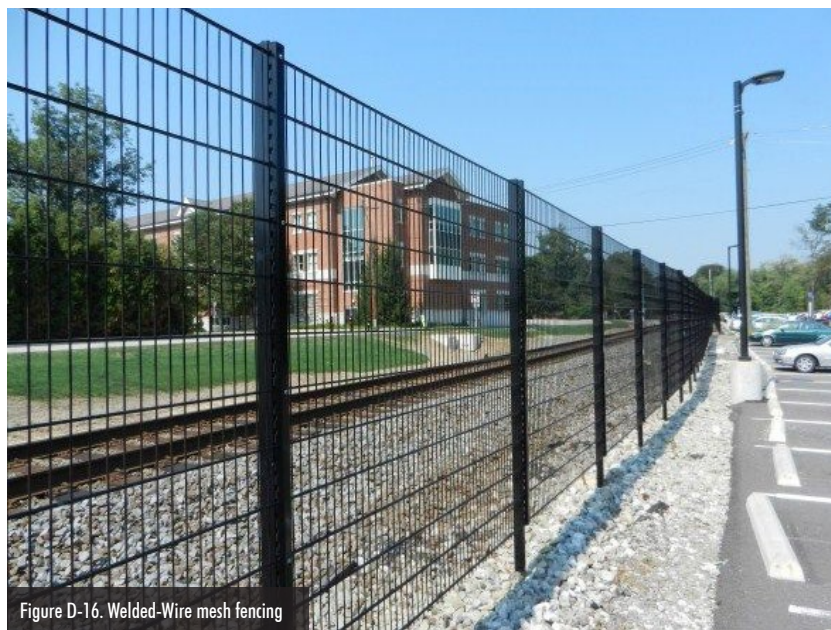


Figure D-16. Welded-Wire mesh fencing



Figure D-17. Black vinyl-coated chain link fence

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

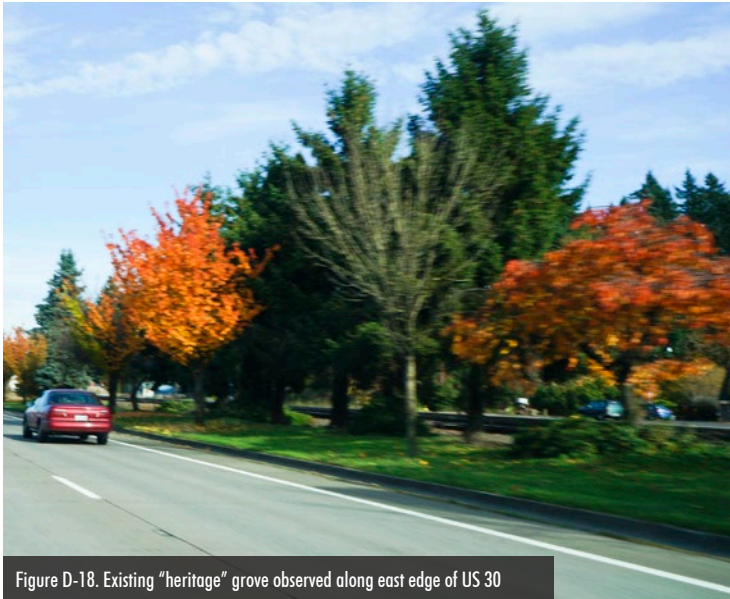


Figure D-18. Existing "heritage" grove observed along east edge of US 30



Figure D-19. Existing street trees on US 30



Figure D-20. Long term planting concept for the east edge of US 30 including tree groups, shrubs, grasses, and groundcover

- To create a distinctive and uniform "green edge" along the east side of US 30, a continuous, linear swath of street trees is proposed to supplement existing groups of tree plantings. In proposing a long-term vision for establishing a distinctive green edge of the highway, several factors were considered.

First, there are several existing stands of trees and shrubs along the east side of US 30 that are comprised of a mix of species in various states of health and maturity. Several stands, however, are in good health and vigor and should be preserved, and are specifically located just north of Gable Road, just east of Vernonia Road, and from north of St. Helens Street to Pittsburgh Road (and beyond). The design proposes to retain these existing "heritage" groves, and intersperse new plantings in a way that complements and highlights them.

Secondly, approximately 60 street trees located approximately 6' from the back of curb, extend north from Gable Road to just north of Sykes Road, and from McBride Street to Columbia Boulevard. These street trees, which are also in varying states of health and maturity, are comprised of a mix of oak, ash, and cherry, will likely all require replacement in roughly 20-30 years. Additionally, due to its proximity to these existing trees, the new east sidewalk may require many, if not all of these street trees to be removed. However, considering the east sidewalk is a long-term improvement, the design proposes removing and replacing these trees in kind with species of equal or greater value at the time the sidewalk is installed, which would help in establishing the long-term vision of creating a distinc-

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

tive, uniform green edge along the east side of US 30.

- New shrub and ornamental grass plantings are proposed along the east edge of the highway between the back of sidewalk and fence to reinforce the concept of a green highway edge, and should be comprised of species that are low-maintenance, site appropriate, distinctive, and should maintain sight lines at intersections and rail crossings.
 - The design proposes to enhance the west side of US 30 by encouraging private property owners to plant new tree and shrub plantings behind the sidewalk and create a needed visual and physical buffer between public sidewalks and private parking lots. These plantings would be installed on private property through redevelopment activity and/or partnerships between the City and private property owners. These shrubs and trees should complement the species and groupings on the east side of the highway to maintain continuity and reinforce US 30 as a green corridor.
3. **CIVIC IDENTITY.** Gateway elements, public art, and banner poles can strengthen the identity of the US 30 corridor, enhancing the visitor's relationship to St. Helens and resulting in frequent visitation, loyalty, and an ongoing interest in the vitality of its downtown. The following summarizes the proposed elements that contribute to civic identity along US 30:
- New banners are proposed on both sides of US 30 to add festiveness and variety to this commercial arterial. Along the west edge, the design proposes to hang banners on existing utility and light poles, which are spaced on average at 250' apart between Gable Road and Columbia Boulevard. North of Columbia Boulevard on the west side where there are fewer existing utility poles, and along the eastern edge of US 30 from Gable Road to Pittsburgh Road, new banners poles are proposed at 250' spacing to reinforce a consistent and unified roadway corridor.
 - As part of the US 30 / Columbia Boulevard Gateway (described further below), a series of sculptural elements are proposed



Figure D-21. Example of street banners from Lake Oswego, OR



Figure D-22. Banner poles in groups have a significant impact on civic identity

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

along the east side of the highway at strategic locations to help announce key intersections, help draw visitors downtown, and create a unified and distinctive streetscape that honors the spirit of St. Helens. Specific locations include north of Gable Road, between Columbia Boulevard and St. Helens Street, and north of St. Helens Street. These sculptures are intended to serve as a “trail of breadcrumbs” for visitors to St. Helens, and are described in greater detail below.

4. **PUBLIC TRANSIT AND POLICE VEHICLES** The Columbia County Transit District (CC Rider) has long term plans for providing transit service in the US 30 corridor using bus stops on the roadway. Currently buses pull off the road into parking or other areas to allow riders to get on or off the buses, causing significant increases in transit time. At this time, only two to three stops are envisioned, at approximately Gable Road, Columbia Boulevard and possibly a location approximately mid-way between them. Incorporating bus pullouts in these or other locations will require some combination of the following to accommodate them:

- Acquisition of additional right-of-way or easements, particularly on the west side of US 30
- Location-specific design refinements to the proposed pathway and landscaping concepts on the east side of US 30
- Incorporation of bus shelters, lighting, landing pads and/or other needed amenities associated with the bus pullouts and stops

These features are not illustrated in the proposed design concept for US 30. They could be incorporated during a future, more detailed design phase as construction design plans are developed. The St. Helens Police Chief requested provision of pull-outs for law enforcement use along US 30. Pullout for use by law enforcement vehicles could be stand-alone or potentially integrated with future Transit pullouts.



Figure D-23. Metal sculptural elements recall railroad history, creating a unique identity for the front door of St. Helens. A welcome sign is integrated into one of the elements, and is located at a “mini plaza”.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

SPECIAL OPPORTUNITY AREAS

A number of areas are identified throughout this report as "Special Opportunity Areas." These locations provide prospects for signature improvements that will enhance the overall corridor and meet specific community goals or needs, and may include the creation of gathering places, gateway features, viewpoints, or stormwater management features. Special Opportunity Areas that are located on private property are identified below, which will require the City to purchase the land and develop these recommended improvements. These preliminary ideas would need the support of impacted property owners to move forward.

1. US 30 / DOWNTOWN GATEWAY

– A gateway feature that marks the entrance to downtown St. Helens is proposed along US 30 between St. Helens Street and Columbia Boulevard to help draw people into Houlton and towards the Riverfront District. The feature should be highly visible, and representative of the spirit and culture of St. Helens. A number of site constraints should be considered, including proximity to the railroad tracks, required sight lines, and limited landscape area. Subject to ODOT approval, this feature could be one or any combination of typical gateway features, including an arched gateway monument, a sculptural or iconic element, or a vibrant and expansive landscaped area. While the primary gateway features are envisioned at the intersection of US 30 and Columbia Boulevard, the gateway may include features that extend as far as the US 30/ St. Helens Street intersection, which would serve as a secondary gateway.



Figure D-24. Conceptual view of the US 30 / Downtown Gateway, showing sculptural elements, "mini-plaza", street trees, intersection enhancements, and gateway arch - SUBJECT TO CHANGE



Figure D-25. Conceptual view of a gateway arch spanning over Columbia Boulevard located just east of Milton Way, integrating metal materials also utilized in sculptural elements along US 30 - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-26. The existing US 30 crossing and train trestle at Milton Creek

2. MILTON CREEK PEDESTRIAN BRIDGE
– A critical link to the successful establishment of a new pedestrian sidewalk along the east side of US 30 will be a new pedestrian bridge crossing at Milton Creek. This bridge will be constructed independently of the existing roadway bridge currently spanning the creek. A gateway art installation has been placed on the existing US 30 bridge, as shown in Figure D-26. The potential new pedestrian bridge will need to be designed to accommodate the new art.



Figure D-27. Example of a pedestrian bridge of similar scale and character

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

CONCEPTUAL INTERSECTION ENHANCEMENTS

A number of potential improvements have been identified to address traffic safety and operational issues and concerns at specific locations in this corridor segment. These conceptual intersection enhancements are intended to improve safety for all users (e.g., drivers, bicyclists, and pedestrians), while also enhancing the appearance and function of the transportation system.

1. **US 30 / WYETH STREET** - This concept illustrates a potential enhanced pedestrian crossing at the south leg of the US30 / Wyeth Street intersection. Conceptually the crossing would include signing, striping, and a raised median island to help facilitate pedestrian movements across US30. Subject to ODOT and ODOT Rail review and approval, the crossing may also include Rectangular Rapid Flash Beacons (RRFB) on the shoulders and in the center median or a High-Intensity Activated crossWalk (HAWK) signal. Either treatment would restrict northbound left-turn movements from US30 to the Columbia Commons Business Campus. ODOT state traffic engineer approval would be required for any intersection improvements; coordination with ODOT Rail is also needed. This likely will be a challenging project for which to obtain ODOT approval and secure funding. It also should be considered in the context of potential future development in this area and alternative connectivity, such as the anticipated future US30 / Pittsburg Road traffic signal.



Figure D-28. Conceptual Intersection Enhancement: US 30 @ Wyeth Street

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT



Figure D-29. Conceptual Intersection Enhancement: St. Helens Street @ US 30

2. ST. HELENS STREET / US 30 -
This concept illustrates potential enhancements to the westbound approach to the US30/St Helens Street intersection as well as the segments of St Helens Street within the Houlton area. This concept includes a continuous on-street bicycle lane along the north side of St Helens Street, which continues straight through to US30 between the two left-turn lanes and the right-turn lane (which is developed after 21st Street). This concept also includes a small splitter island at the westbound approach to the intersection to improve crossing conditions for pedestrians as well as to provide further separation between cyclists and right-turning motorists. This concept would not impact the capacity of the intersection for motor vehicles; however, there would be a significant increase in the capacity for cyclists. Further, this concept provides bicycle lane delineation in accordance with ODOT and transportation industry best practices. This concept would also contribute to an improvement in the Bicycle Level of Traffic Stress scoring for the roadway.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

PHASING RECOMMENDATIONS AND COST CONSIDERATIONS

Improvements for the US 30 Corridor segment can be separated into short-term and long-term improvements:

- **Short-term Improvements** – Implement Option 1, with lower cost plantings in the medians, a combination of banner poles, and more consistent landscaping on the rail (east) side of the highway.
- **Long-term Improvements** – Develop sidewalk on the rail side of the highway, if feasible within available area and rail constraints.

A potential range of construction costs is provided for the US 30 Corridor Segment improvements in Table C-1, below. These potential costs are broken down into Short-Term Improvements and Long-Term Improvements. These order-of-magnitude costs were derived from the recommended improvements described in the pages above, and are presented as a range to allow for flexibility in implementation, described further below.

TABLE D-1. ORDER OF MAGNITUDE COSTS FOR US 30 CORRIDOR SEGMENT IMPROVEMENTS			
ITEM	INCLUSIONS	POTENTIAL RANGE OF CONSTRUCTION COSTS	
		LOW	HIGH
<u>SHORT-TERM IMPROVEMENTS</u>	<ul style="list-style-type: none"> • Medians (curbs, plantings, trees/banner poles) • Plantings (east side of US 30) • New Banner Poles (east side of US 30) • New Banners on Existing Utility Poles • New Curb Ramps • New Crosswalk Striping • Mobilization/Demo • 30% Design / Construction Contingencies 	\$750,000	\$1,650,000
		Assumes low-intensity landscape plantings throughout medians and new planting areas, standard median curbs, and base options for banners and banner poles.	Assumes medians with banner poles or sculptural elements, jersey barrier-style walls and articulated paving, higher-intensity trees and plantings in all new landscape areas, and high quality banners and banner poles.
<u>LONG-TERM IMPROVEMENTS</u>	<ul style="list-style-type: none"> • Fencing (each side of ODOT Rail property) • New Sidewalk (east side of US 30) • Intersection Crosswalk Paving • Curb Ramps • Trees and Plantings (east side of US 30) • Private Property Landscape Improvements • Mobilization/Demo • 30% Design / Construction Contingencies 	\$1,500,000	\$2,350,000
		Assumes chain-link fencing, standard concrete sidewalks, standard concrete crosswalk paving materials, and low-intensity landscape plantings.	Assumes welded-wire mesh panel fencing, articulated concrete sidewalk paving, colored and/or textured concrete crosswalk paving materials, and high-intensity landscape plantings.

Greater Downtown (Houlton & Riverfront District) Corridor Segment

OVERALL APPROACH

In developing concepts for improving these areas, our overall approach considers the Houlton and Riverfront District corridor segments together, working in concert to create a cohesive Master Plan for the entire corridor between US 30 and 1st Street. The following list summarizes the overall approach for improving Greater Downtown (Houlton and Riverfront District). These goals build on and are consistent with the Vision and Guiding Principles developed for this project, as well as discussion with advisory committee and community members.

1. IMPROVE PEDESTRIAN SAFETY. The recommended design proposes to introduce a number of traffic calming features and elements throughout Houlton and the Riverfront District that help build human-scale spaces and a pedestrian-friendly environment. These improvements rely on narrowing the roadway and widening sidewalks to accommodate bulbouts and pedestrian refuge islands that shorten pedestrian crossings, diagonal parking strategies that increase driver awareness and calm traffic, as well as enhanced intersections and new crosswalk striping.
2. IMPROVE CONNECTIVITY. Several design features improve pedestrian and bicycle connectivity throughout and between the Houlton and Riverfront District corridors. Widened sidewalks, new roadway striping for bicyclists and pedestrians, as well as a consistency in streetscape design and materials from US 30 to 1st Street facilitate pedestrian and bicycle movement throughout the downtown district.
3. IMPROVE AESTHETICS AND SENSE OF PLACE. A number of pedestrian amenities are proposed as part of the recommended design for the Houlton and Riverfront District corridor segments, and include planting strips with new street trees, streetscape furnishings such as benches, bike racks, and waste receptacles, pedestrian scale lighting, wayfinding signage, community kiosks, and gateway markers. Additionally, several flexible, unprogrammed sidewalk spaces called “parklets” are provided as a strategy to provide additional space for amenities and green space and to “reclaim the right-of-way” for pedestrians.
4. IMPROVE ECONOMIC VITALITY. Improving the safety and comfort for pedestrians will make this a more attractive place to visit and shop, including for those people driving to the area. Providing more area for people to gather, sit and/or shop on the sidewalks and within the parking areas will expand opportunities for local business and also help draw people to the area. All of these impacts will enhance the economic viability of the area.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-30. Houlton & Riverfront District Corridor Segment Proposed Improvements

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

Two predominant roadway types comprise the Houlton and Riverfront District project areas: one-way streets along Columbia Boulevard and St. Helens Street west of 13th Street; and two-way streets along Columbia Boulevard east of 13th Street, along 1st Street between Columbia Boulevard and St. Helens Street, and along St. Helens Street between 1st Street and 4th Street. The following two sections provide a summary of the design concepts for each of these areas – West of 13th Street, and East of 13th Street – followed by a summary of the design concepts and streetscape elements common to the Houlton and Riverfront District corridor segments.

STREETSCAPE DESIGN CONCEPTS – WEST OF 13TH STREET

Between US 30 and 13th Street in the Houlton corridor segment, Columbia Boulevard serves as the one-way eastbound street surrounded primarily by commercial land uses, while St. Helens Street serves as the one-way westbound street and is predominantly residential. The recommended design proposes two distinctive streetscape strategies that best serve the unique character and settings of each of these streetscapes west of 13th, and are explained further below:

1. COLUMBIA BOULEVARD BETWEEN US 30 AND 13TH STREET

The recommended design concept proposes to narrow each one-way travel lane width down to 12' and dedicate the leftover space oriented towards pedestrians, and also to introduce unprogrammed, flexible spaces that serve as extensions of the sidewalk called "parklets".

- Parklets can be either permanent spaces at corners or mid-block bulbout locations designed in a flexible manner to accommodate various uses or amenities. Alternatively, parklets can be more temporary in nature and located in on-street parking stalls that are visually or physically differentiated from the adjacent roadway in some manner. In this commercial setting, parklets offer adjacent business owners with potential for setting up outdoor seating, dining, or shopping areas, which would help activate the streetscape and encourage people to stop and linger.

Parklets can be implemented along Columbia Boulevard between US 30 and 13th Street, however, due to varying right-of-way widths, parklets will tend to be narrow and more linear between Milton Way and 18th Street where the existing right-of-way is generally around 60' in width, and generally deeper and larger between 18th Street and 13th Street where the right-of-way width widens out to approximately 80' in width.

- Between 18th Street and 13th Street, this 80' right-of-way provides opportunities to introduce diagonal parking with a 6-7' width sidewalk along the south side of Columbia Boulevard. Angle parking requires less linear curb length per parking stall than traditional parallel parking, so more stalls can typically be provided on the same block. Angle parking is commonly used in downtown areas to increase the on-street parking supply and to slow or calm traffic. Angle parking also visually reinforces one-way street orientation for drivers. Striving for no net loss or gain in parking, this efficient diagonal parking layout accommodates more space for parklets than in traditional parallel parking configurations. The graphics in this report show potential conceptual locations for parklets that make sense within the context of the location of intersections and other conditions in the area. However, the exact location of these features could be refined based on further discussion between the City, business and property owners and other community members.
- Both back-in and front-in angled parking were discussed and considered in this area. While both front-in and back-in angle parking are viable options, back-in angle parking offers a variety of benefits over front-in angle parking that were and should be considered in the future, including:
 - A. Better visibility: Back-in angle parking allows for better visibility than front-in angle parking because the driver is backing into a parking stall instead of into a travel lane where there is moving traffic. This reduces the potential for collisions and provides a safer environment for the parked vehicle and the vehicles and bicycles in the adjacent travel lane.
 - B. Easier access: Drivers can generally maneuver into back-in parking stalls faster than parallel parking stalls allowing for quicker entry and exits, and therefore shorter time period when the travel lane is blocked.
 - C. Safer for users: Back-in angle parking allows for safer loading and unloading than front-in angle parking from the vehicle doors and the trunk. With back-in angle parking, the vehicle doors channel occupants to the sidewalk and the vehicle trunk may be accessed from the sidewalk instead of from the adjacent roadway.
 - D. Bicycle friendly: Back-in angle parking creates a more bicycle friendly environment than front-in angle parking since drivers are able to see them easier (and much sooner) when exiting a parking stall. Some cities have reported a decrease in the number of parking related accidents since back-in angle parking was installed.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

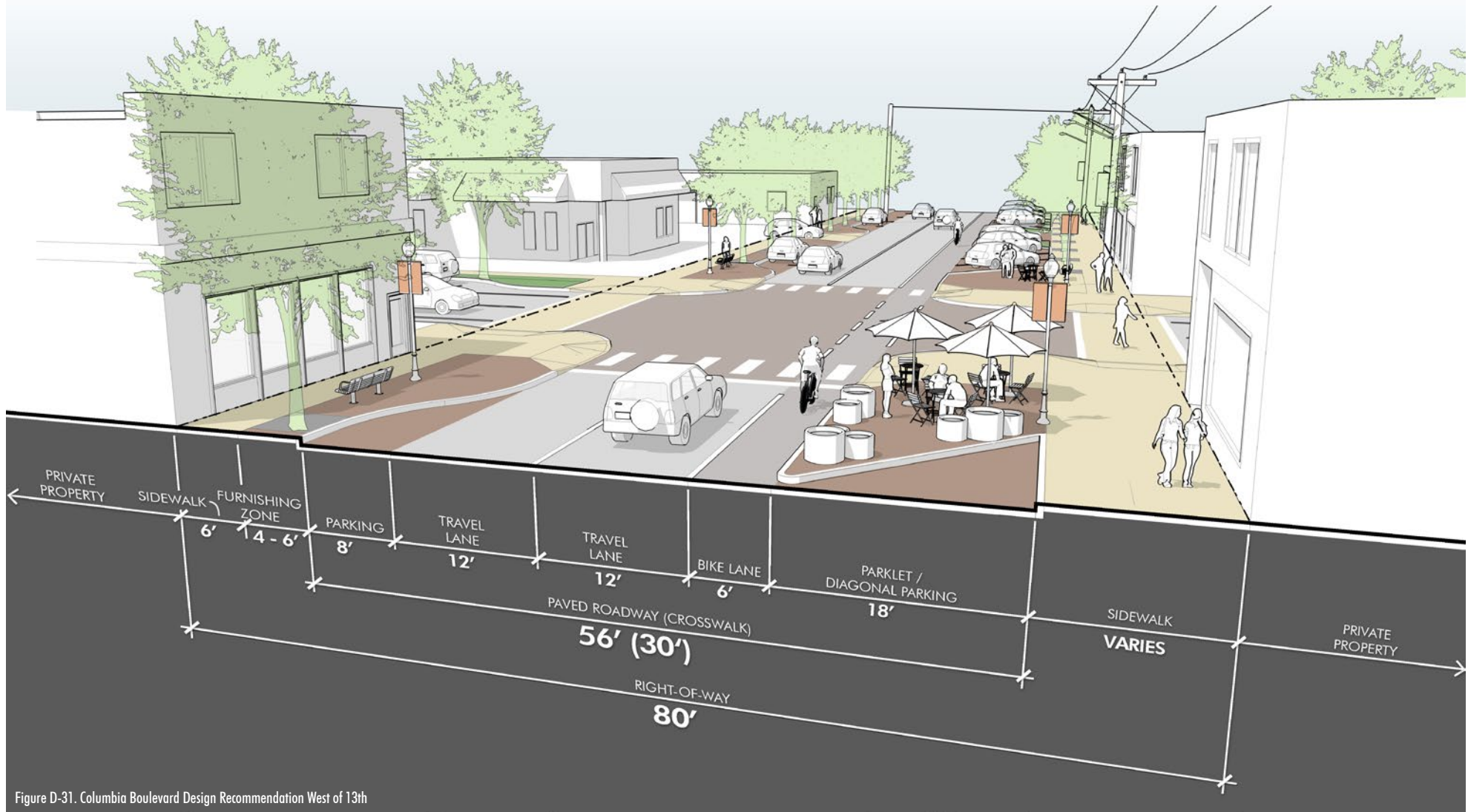


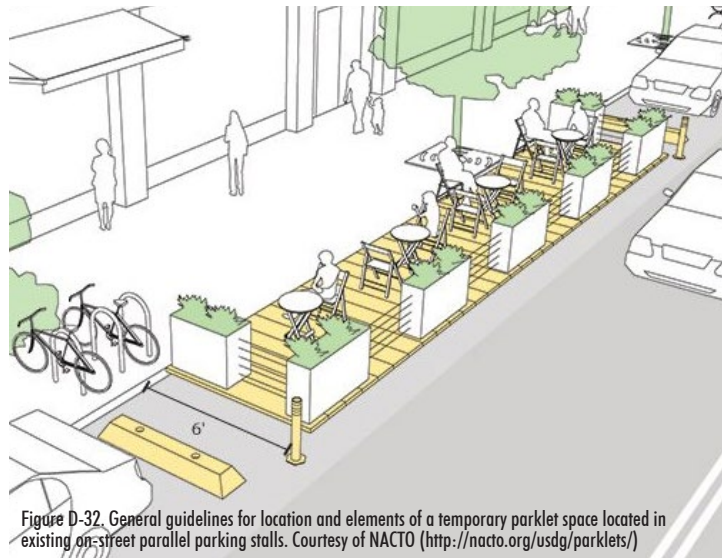
Figure D-31. Columbia Boulevard Design Recommendation West of 13th

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

While back-in angle parking offers many benefits over front-in angle parking, there are a few drawbacks unique to back-in angle parking that should also be considered:

- Vehicles may overhang the sidewalk and/or back into street furniture. This can be alleviated with proper design of the parking stalls and placement of the street furniture.
- Vehicles may enter the stalls head-in from the opposite side of the street. This can be alleviated with enforcement, signs, and driver awareness. This will not be an issue along the one-way segments of Columbia Boulevard slated for angle parking.
- Vehicles may idle in the parking stall, emitting exhaust over sidewalks. Some cities restrict idling for certain periods of time.
- Community member support for back-in angle parking can also be a challenge in some communities, and therefore it is often installed on a trial/ temporary basis.

Ultimately a majority of advisory groups and other stakeholders in this process recommended front-in angled parking in large part due to the potential unfamiliarity with and difficulty in becoming accustomed to back-in angle parking. However, the City could consider implementing back-in angle parking if these attitudes



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

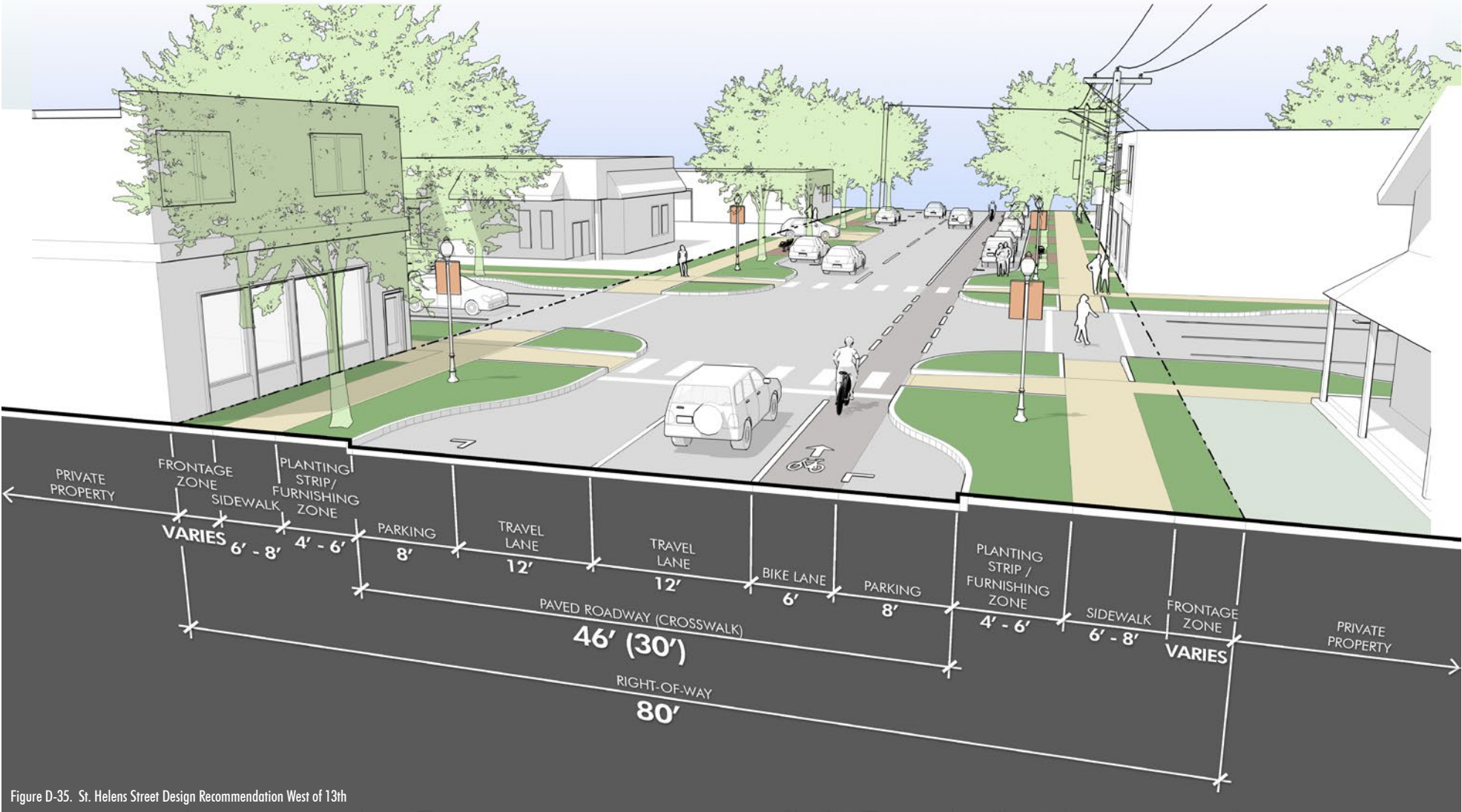


Figure D-35. St. Helens Street Design Recommendation West of 13th

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

change or could implement it in small demonstration areas to test its feasibility.

Along the north side of Columbia Boulevard between 18th Street and 13th Street, the design proposes a 10' wide paved sidewalk that accommodates a 6' width pedestrian through-zone and a 4' width furnishing zone with site furnishings, pedestrian scale lights, and street trees.

- Between US 30 and 18th Street, the 60' right-of-way can accommodate 6' width sidewalks and parallel parking on each side of Columbia Boulevard in addition to the two 12' width travel lanes and 6' width bicycle lane. Bulbouts and mid-block curb extensions along this stretch provide spaces for planting areas, street furnishings, and pedestrian scale lighting, which need to meet minimum sight clearance requirements.
- To shorten pedestrian crossing distance and help calm traffic, bulbouts and mid-block crossings are proposed at most intersections along Columbia Boulevard between US 30 and 13th Street. Bulbouts with crosswalks are generally located on the west side of intersections along this one-way street to minimize pedestrian and motor vehicle conflicts. Mid-block crossings are located at T-intersections along the south side of Columbia Boulevard, and provide space for additional plantings and/or street furnishings.

2. ST. HELENS STREET BETWEEN US 30 AND 13TH STREET

The recommended design concept proposes to narrow one-way travel lanes to 12' in width along St. Helens Street, and dedicate the leftover space to create widened sidewalks with generous planting strips and furnishing zones on both sides of the street. Street trees and plantings soften the streetscape and create an aesthetically-pleasing buffer between the paved roadway and pedestrian areas, creating a Pedestrian Promenade for visitors and residents of St. Helens. Bulbouts shorten the pedestrian crossing distance from 45'-55' in the current roadway conditions down to 30' in this option, improving pedestrian safety.

- To shorten pedestrian crossing distance and help calm traffic, bulbouts and mid-block crossings are proposed at most intersections along St. Helens Street between US 30 and 13th Street. Bulbouts with crosswalks are generally located on the east side of intersections along this one-way street to minimize pedestrian and motor vehicle conflicts. Mid-block crossings are located at T-intersections along the north side of St. Helens Street, and provide space for additional plantings and/or street furnishings, which need to meet minimum sight clearance requirements.

STREETSCAPE DESIGN CONCEPTS – EAST OF 13TH STREET

East of 13th Street, Columbia Boulevard serves as the primary two-way street providing access to the Riverfront District area. The recommended design concept proposes the use of widened sidewalks, street trees and plantings, site furnishings, and improved pedestrian sidewalks and crossings, to improve the safety of pedestrians, while creating a sense of place and identity for St. Helens. As noted previously, 1st Street between Columbia Boulevard and St. Helens Street has a unique configuration demanding special attention, and will be addressed in the following Special Opportunity Areas section.

1. COLUMBIA BOULEVARD BETWEEN 13TH STREET AND 1ST STREET

The recommended design concept for this segment proposes to narrow two-way travel lanes to 12' in width, and dedicate the leftover space towards widened sidewalks with generous planting strips and/or furnishing zones on both sides of the street. Street trees and plantings soften the streetscape and create an aesthetically-pleasing buffer between the paved roadway and pedestrian areas. Bulbouts shorten the pedestrian crossing distance from 55'-60' in the current roadway condition down to 36' in this option, improving pedestrian safety. These elements work in concert to create a Pedestrian Promenade that connects visitors between the Houlton and Riverfront District areas.

2. ST. HELENS STREET BETWEEN 1ST STREET AND 4TH STREET

Along these four blocks, new bulbouts and crosswalk striping are proposed to increase pedestrian safety and provide additional areas for planting areas and site furnishings. Parklets are proposed at the corner of St. Helens and 1st Street, providing flexible spaces that could act as gateway elements announcing visitors' arrival into the Riverfront District.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

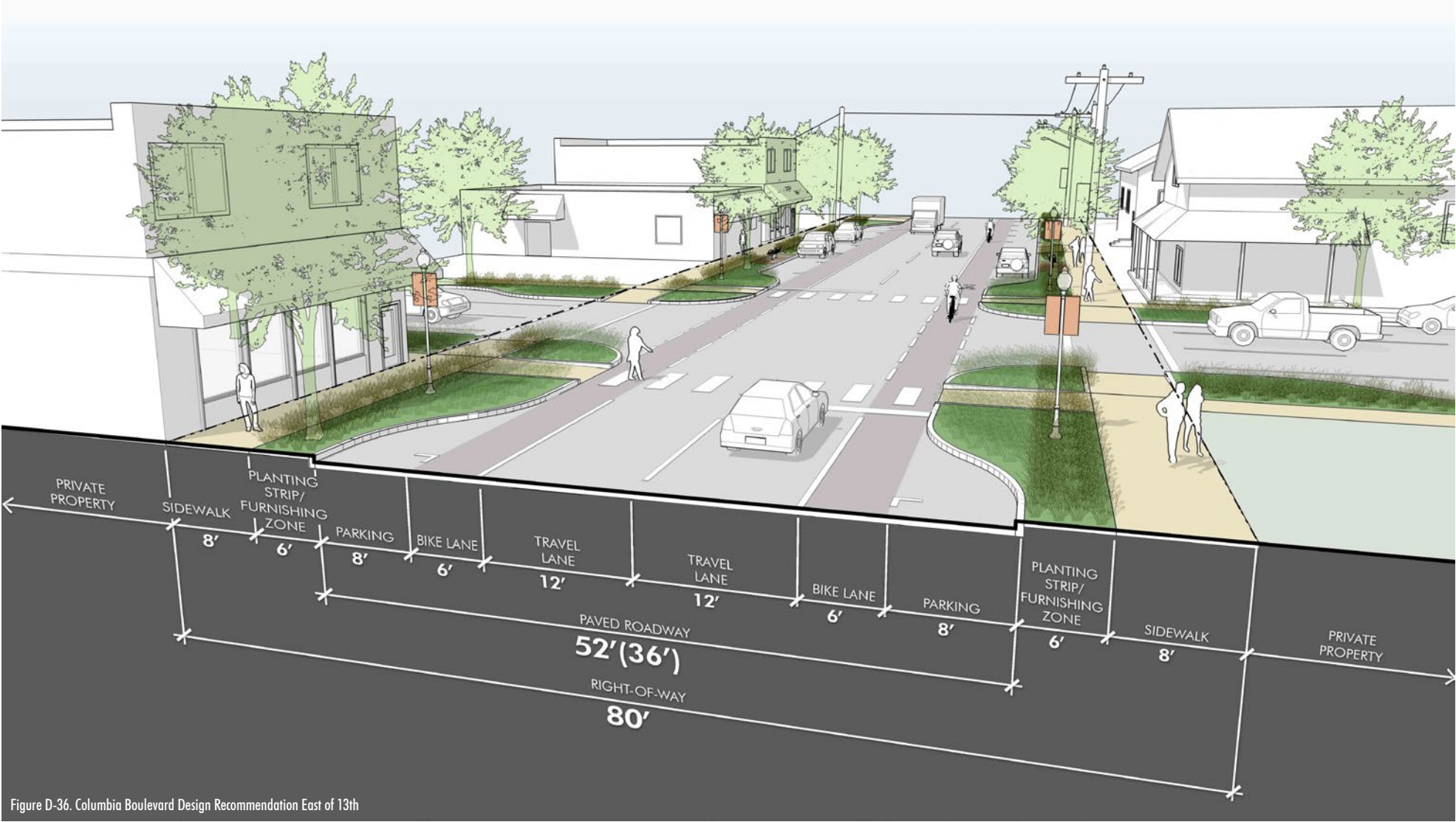


Figure D-36. Columbia Boulevard Design Recommendation East of 13th

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

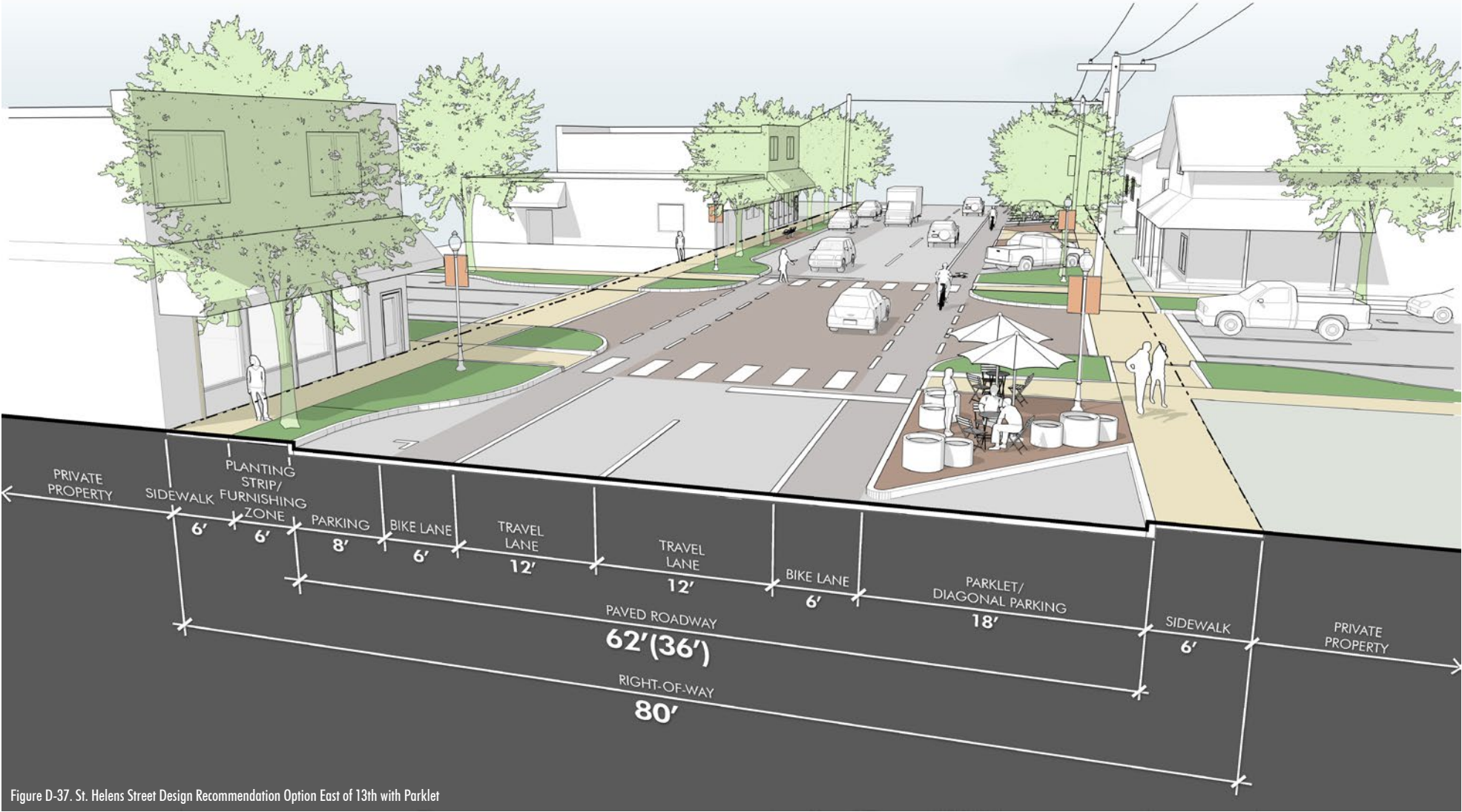


Figure D-37. St. Helens Street Design Recommendation Option East of 13th with Parklet

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

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D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

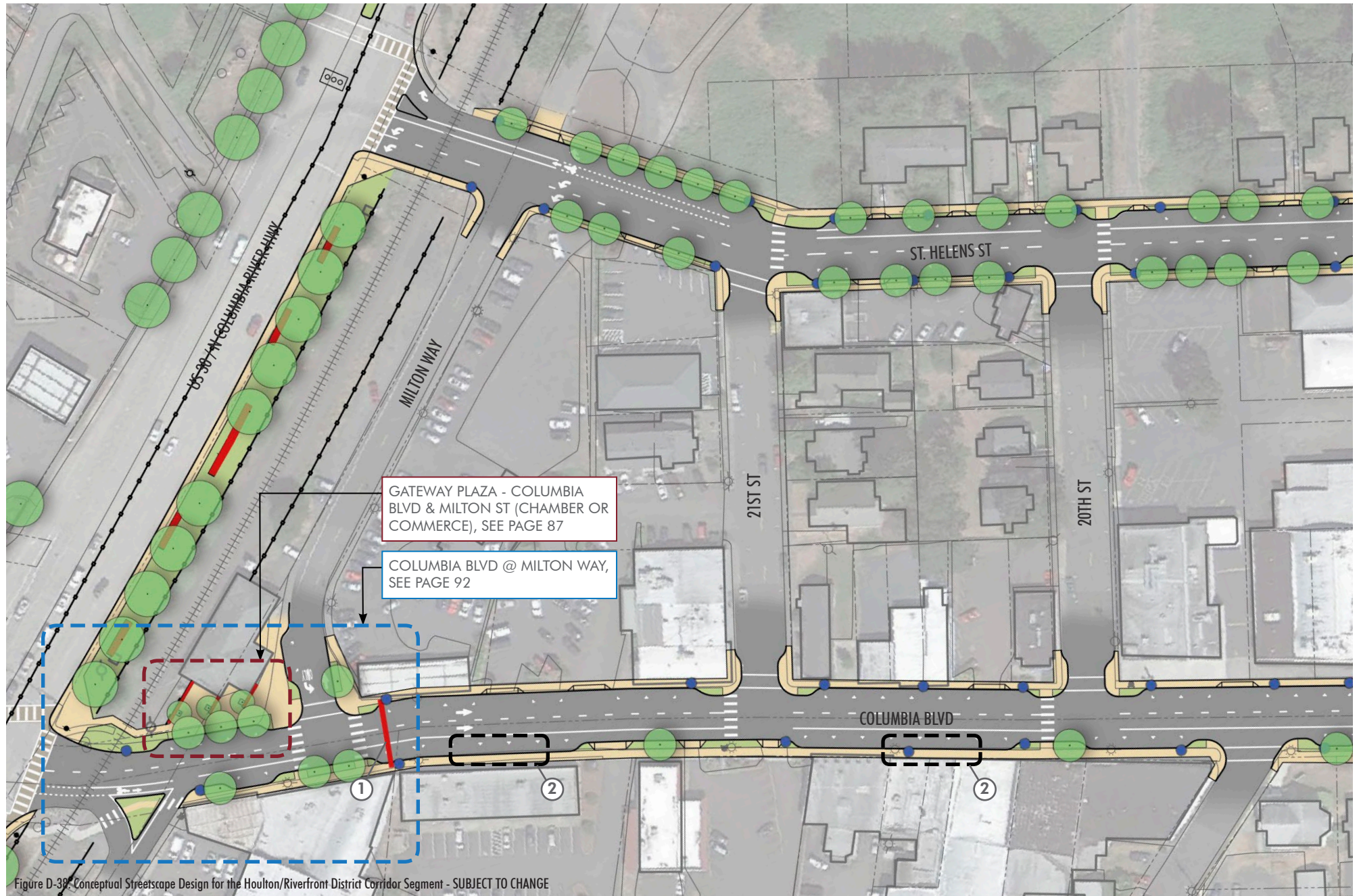


Figure D-39: Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

- 1 GATEWAY ARCH
- 2 TEMPORARY PARKLET LOCATION - SUBJECT TO CHANGE



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

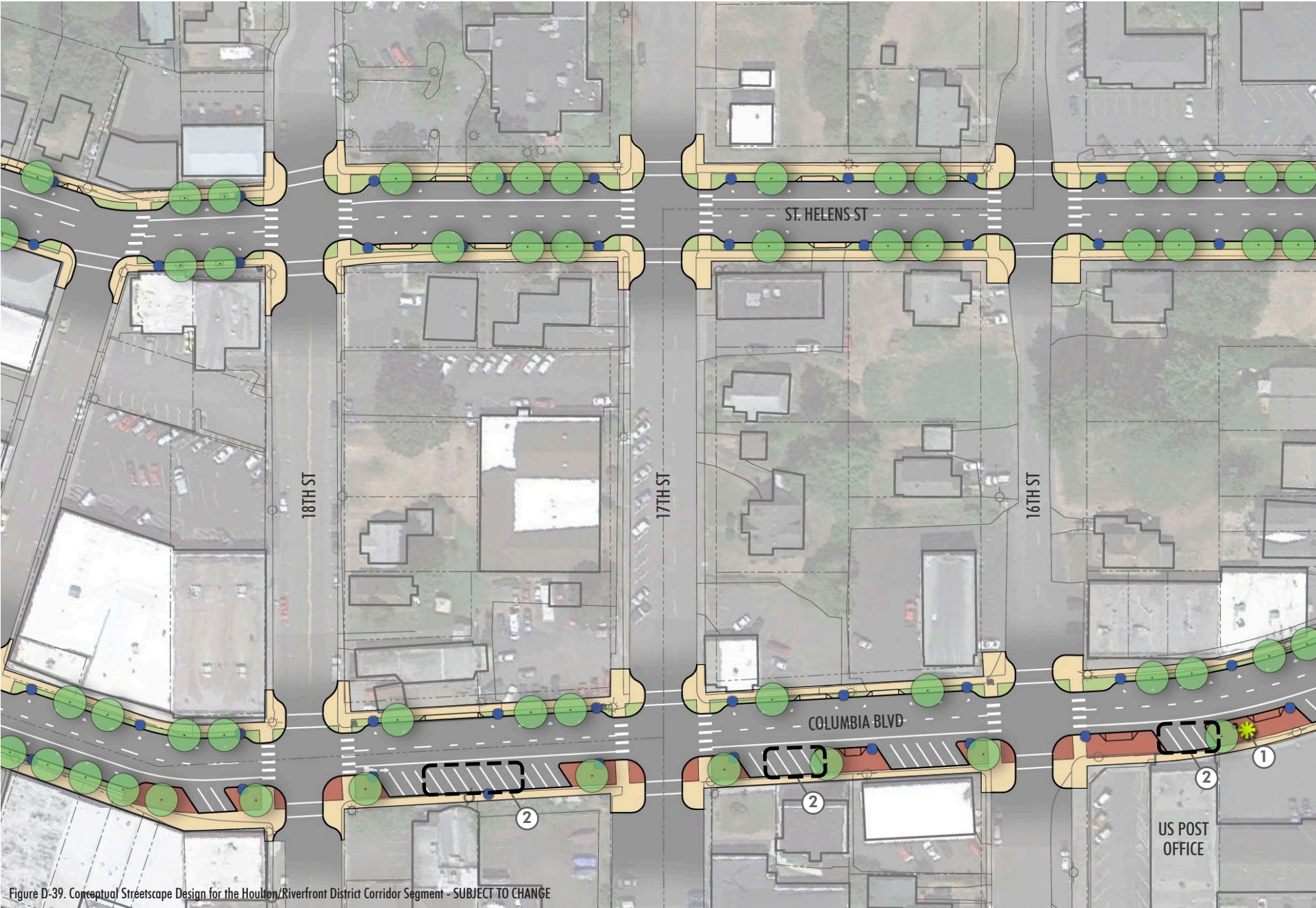
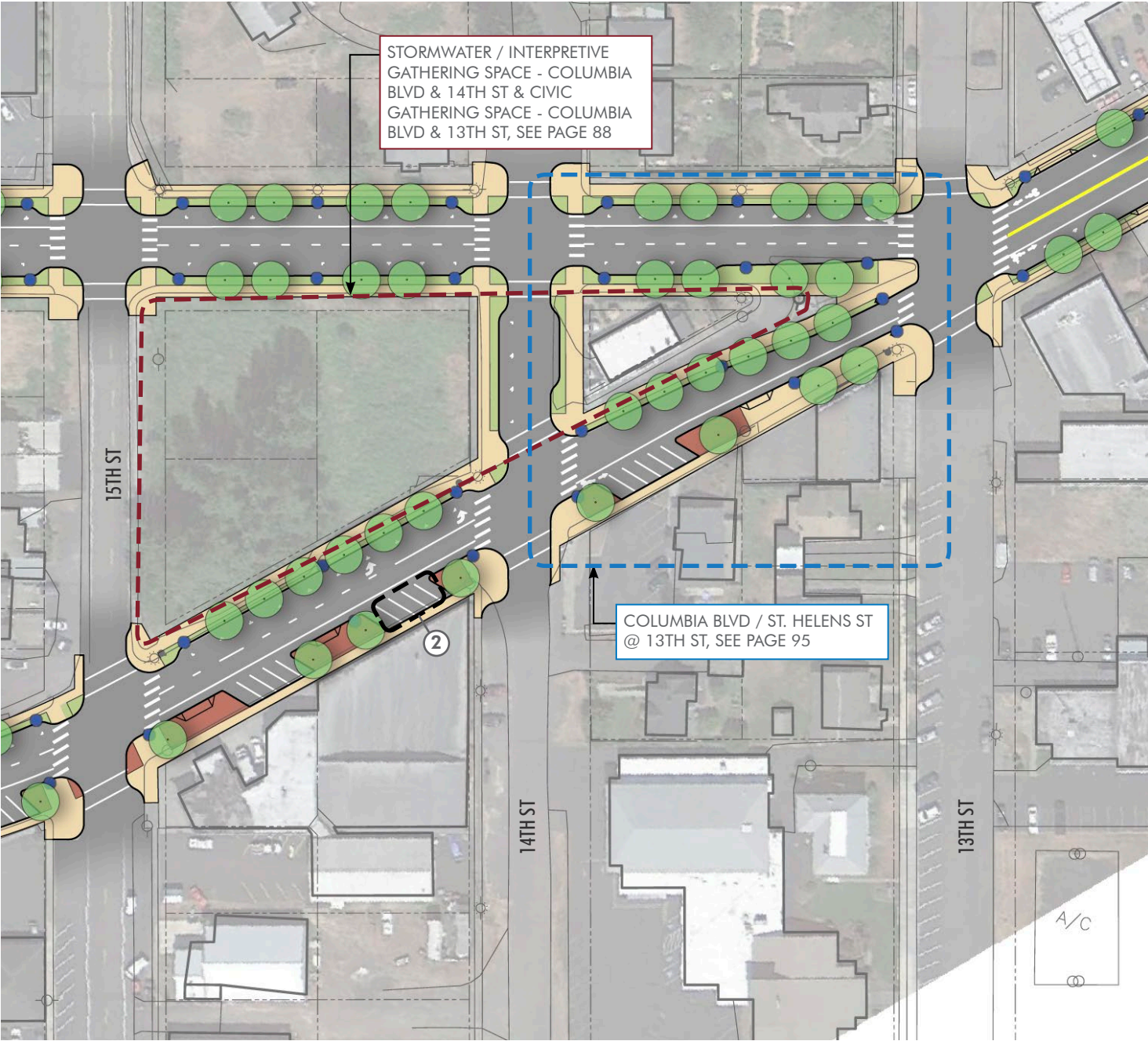


Figure D-39. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

- ① COMMUNITY KIOSK
- ② TEMPORARY PARKLET - LOCATION SUBJECT TO CHANGE



PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

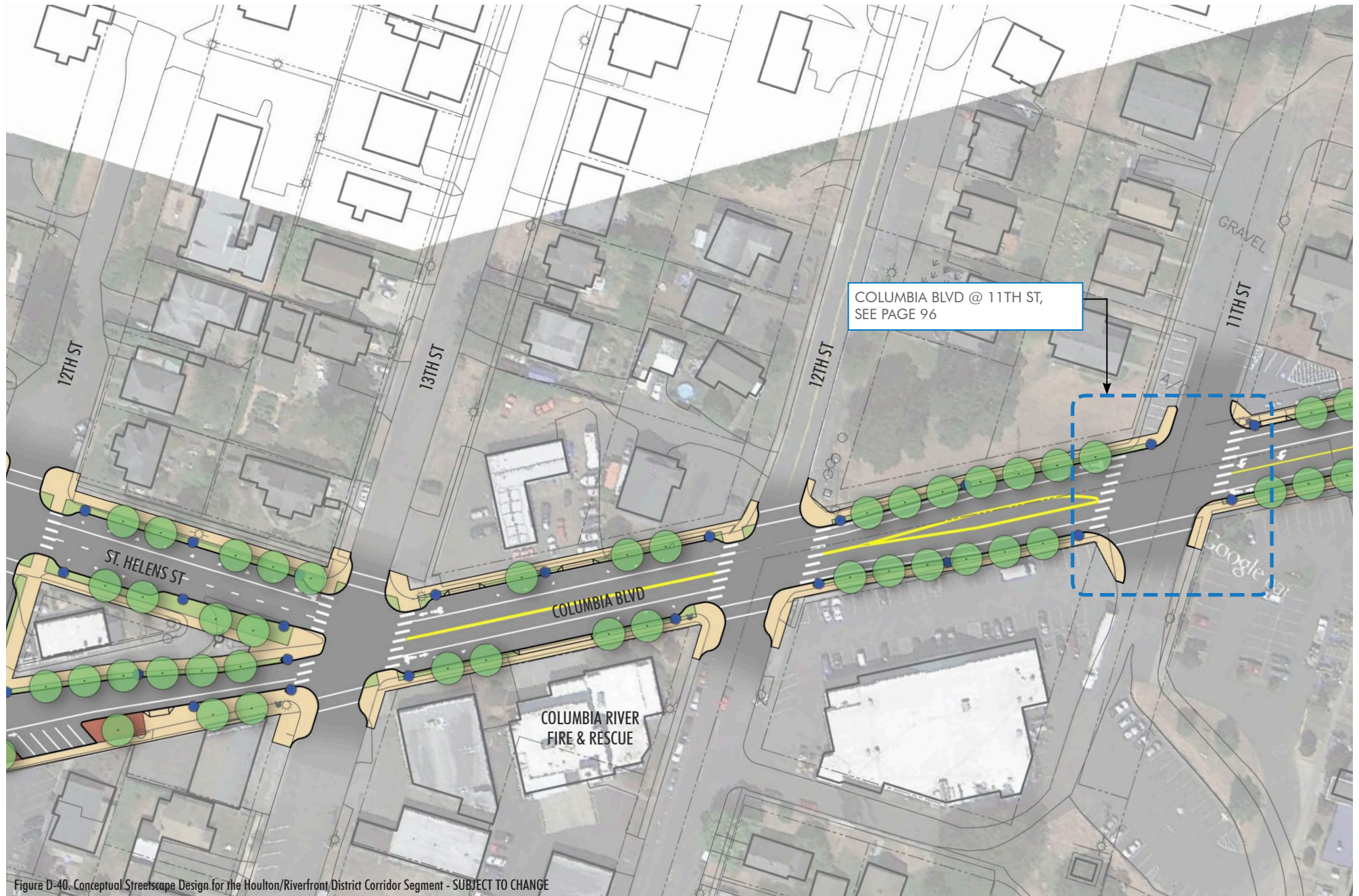
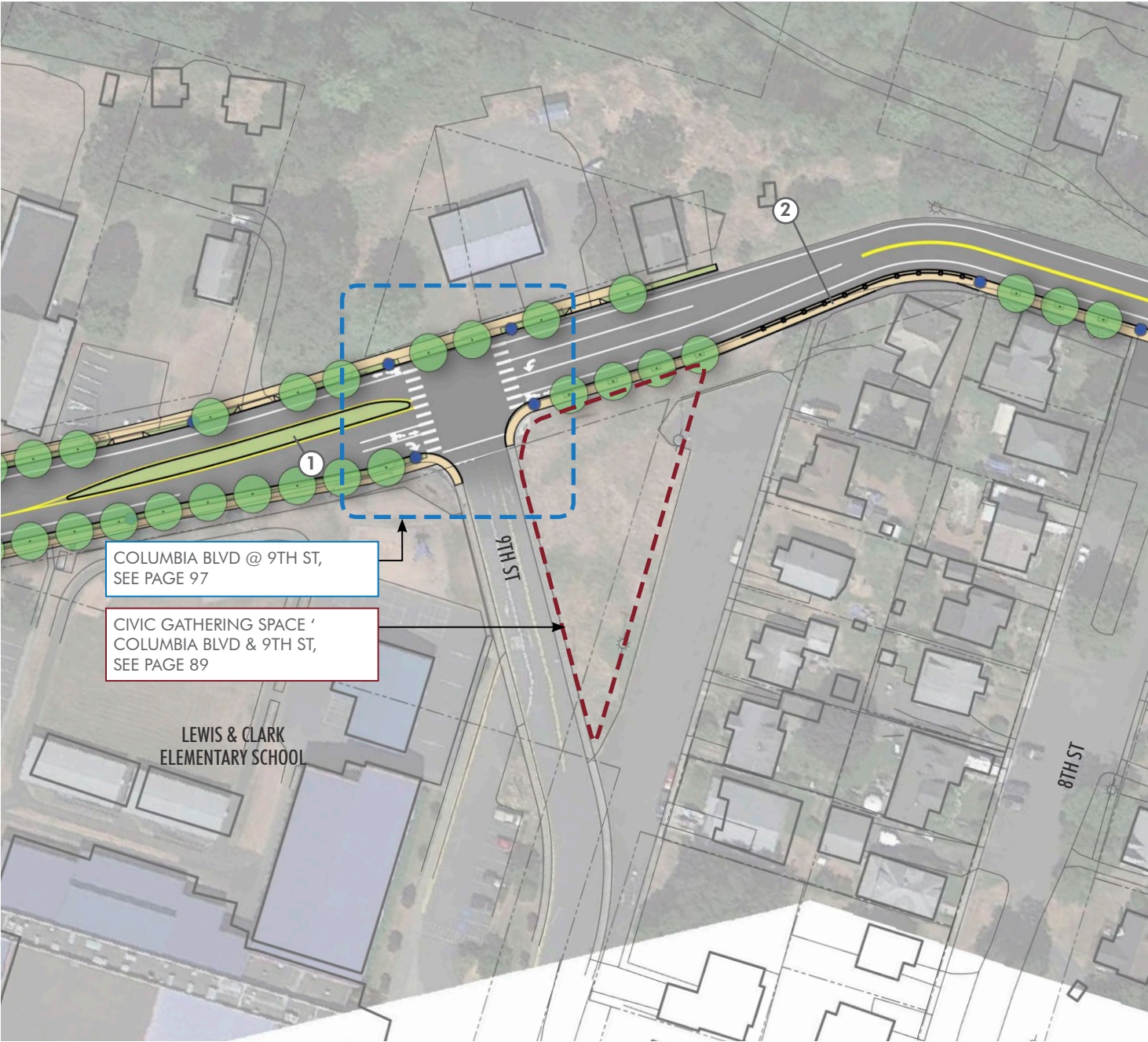


Figure D-40. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

- ① NEW PLANTED MEDIAN
- ② NEW ORNAMENTAL GUARDRAIL



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

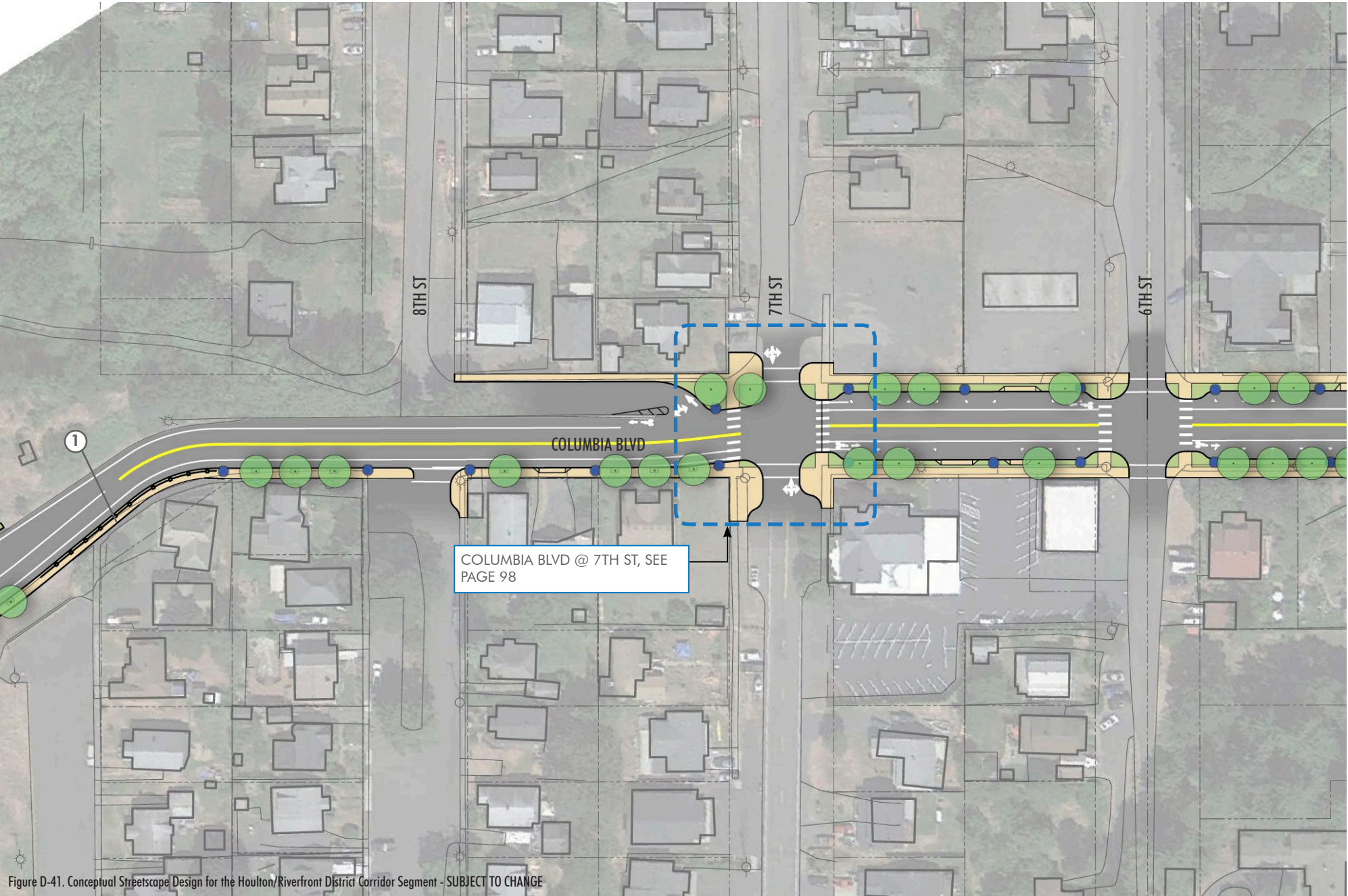
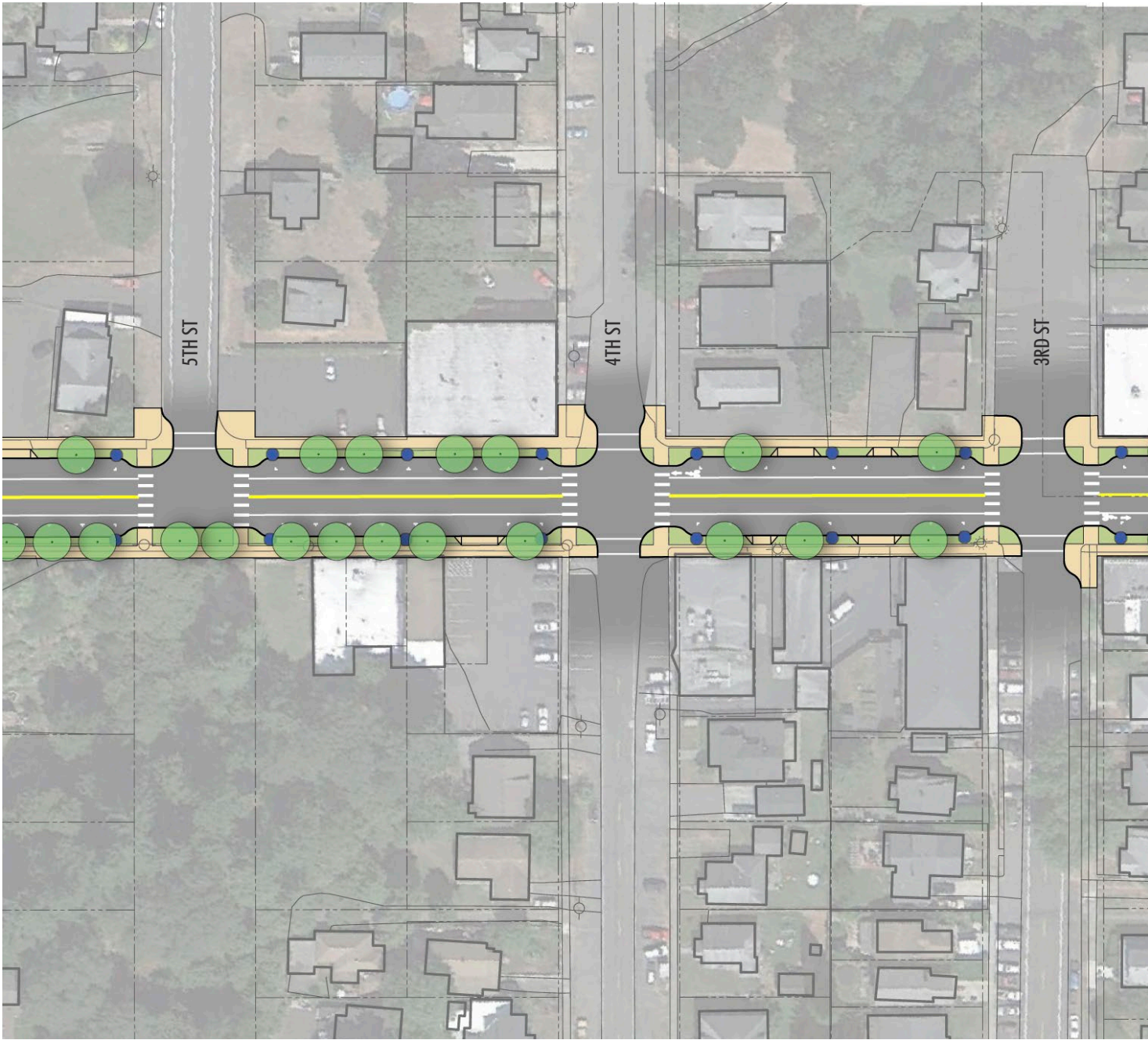


Figure D-41. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

- ① NEW ORNAMENTAL GUARDRAIL



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

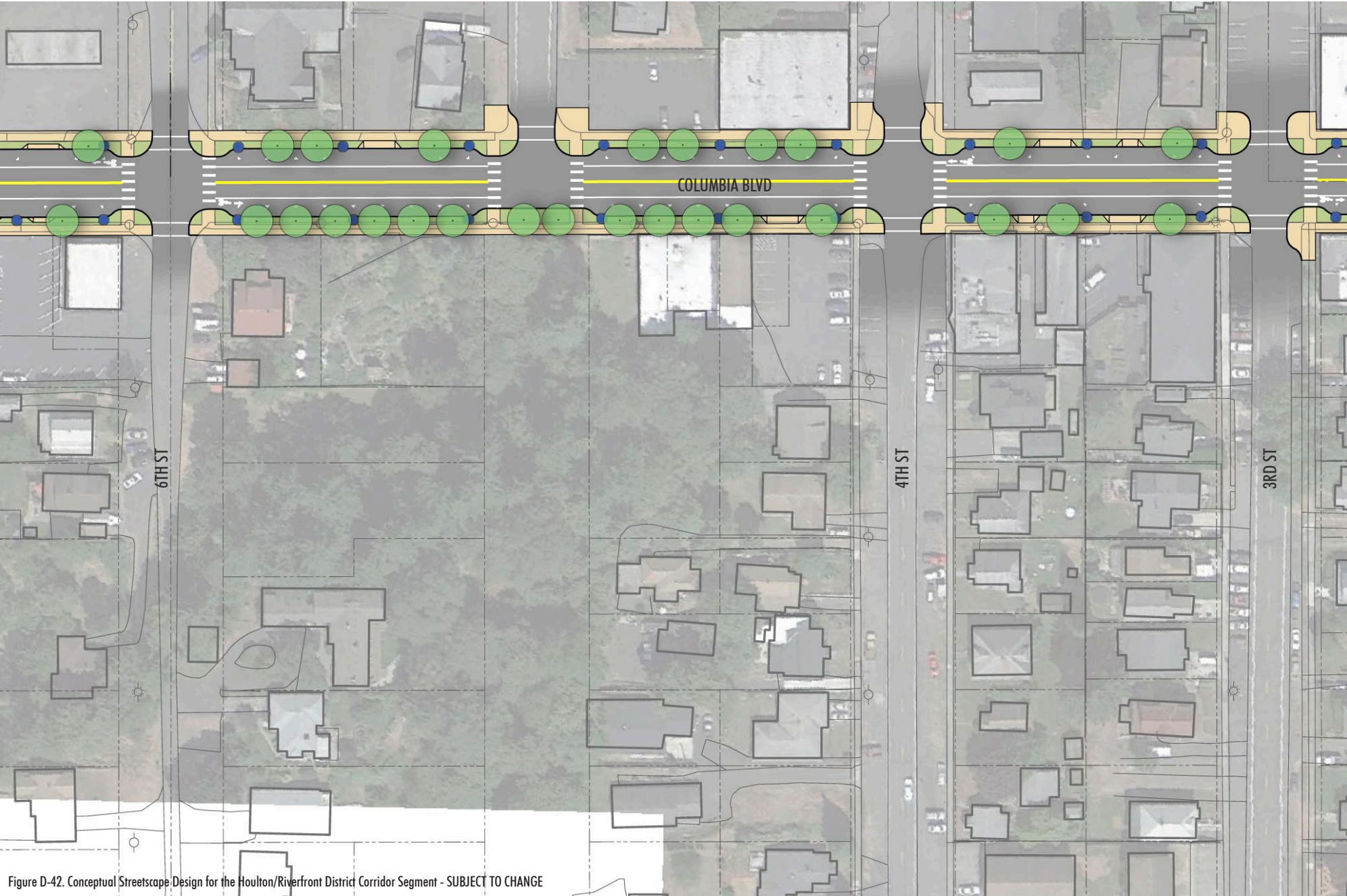
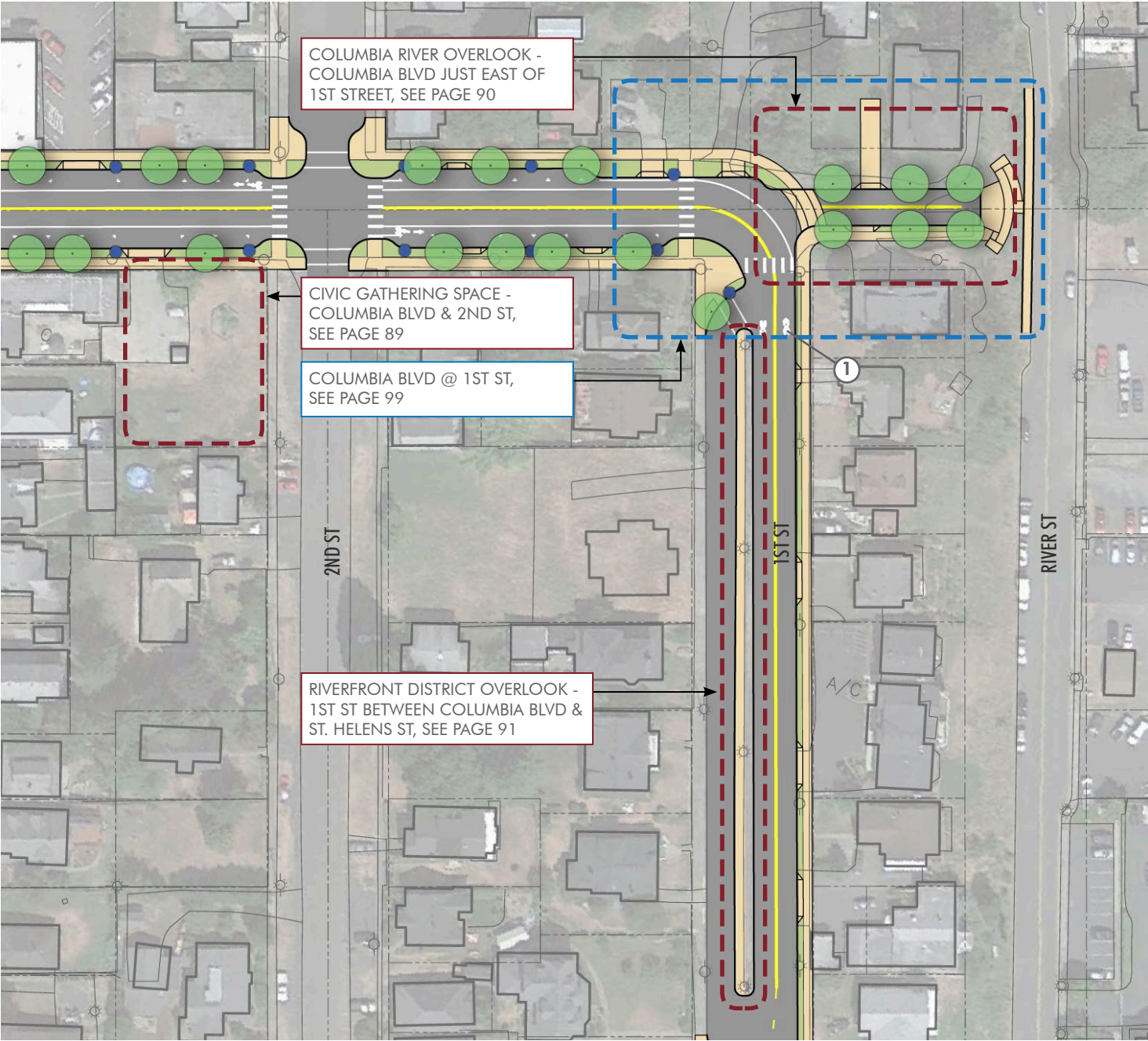


Figure D-42. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

- ① SHARROWS ON NORTH- AND SOUTHBOUND LANES OF 1ST STREET - SHARED BIKE AND VEHICULAR TRAFFIC.



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

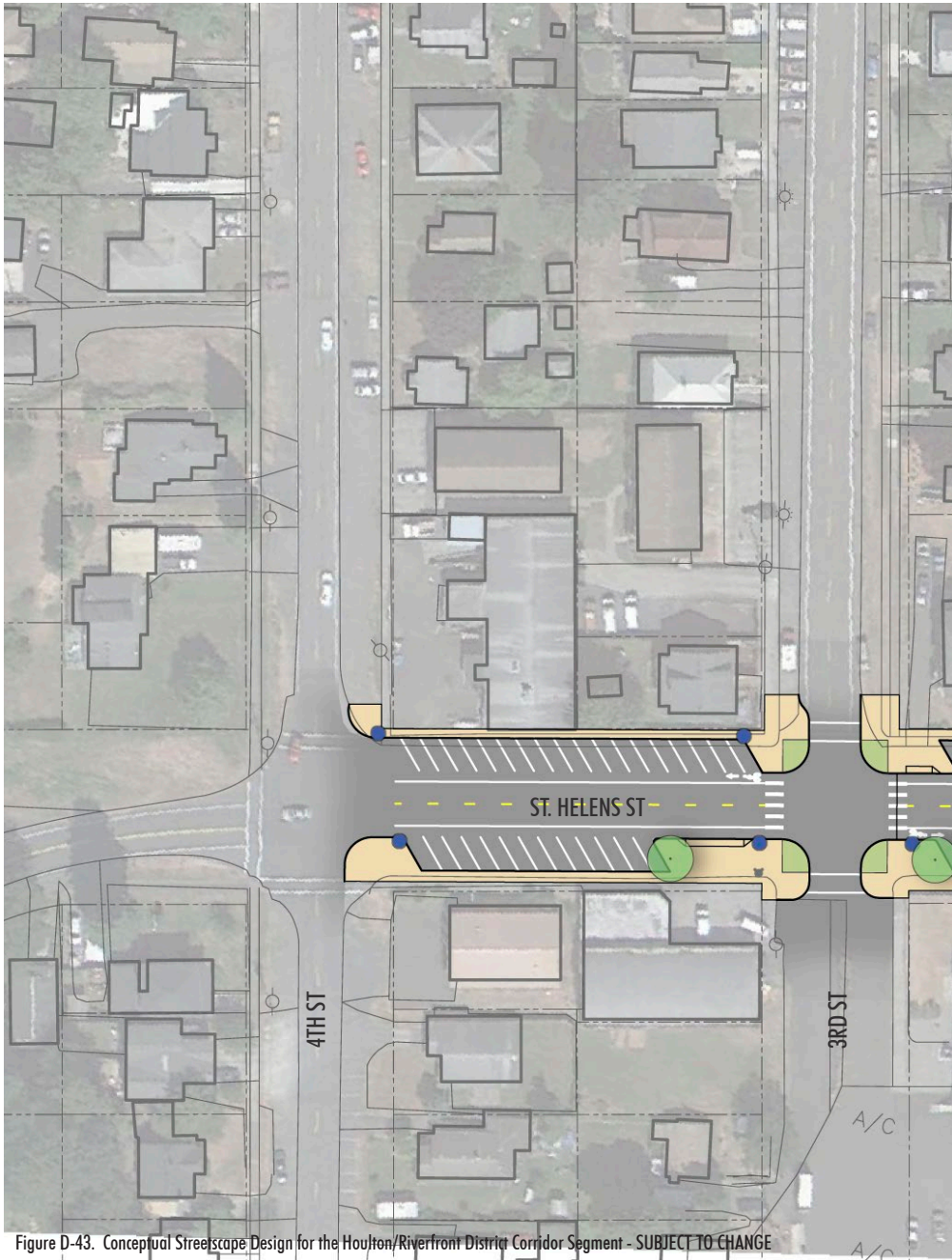
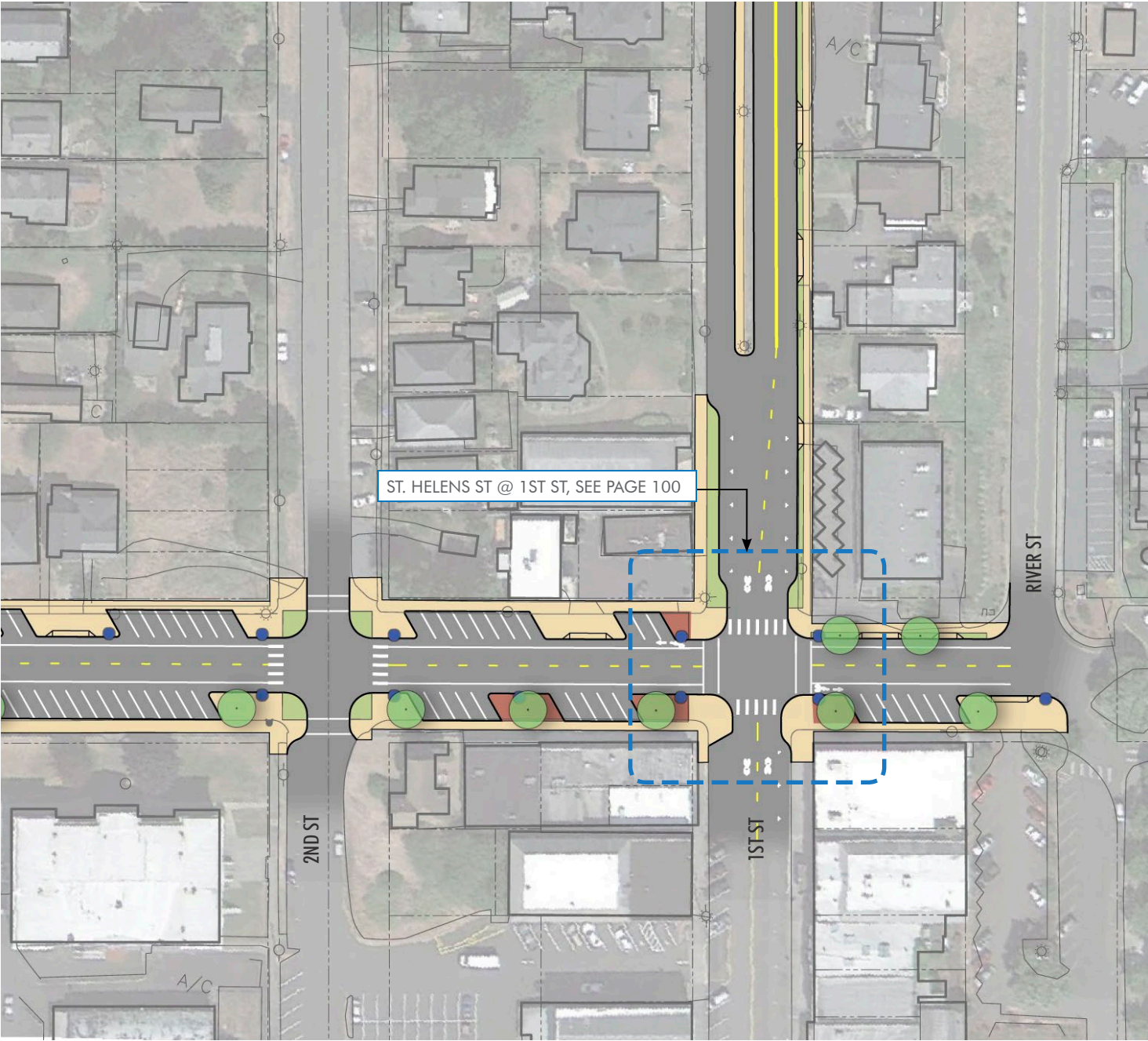


Figure D-43. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS



LEGEND: HOULTON & RIVERFRONT DISTRICT

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

STREETSCAPE DESIGN CONCEPTS – GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

1. TRAFFIC CALMING FEATURES

Traffic calming measures like bulbouts, mid-block crossings, improved crosswalks, buffered bicycle lanes, and on-street angled-parking areas will encourage slower vehicular speeds and make Houlton and the Riverfront District safer and more comfortable for residents, pedestrians, children, bicyclists, and drivers. The following traffic calming features are proposed along Houlton and the Riverfront District:

- The design proposes to reduce travel lanes to the recommended width of 12' per the TSP, and dedicate the leftover space to widened pedestrian sidewalks and, where space permits, planting strips and/or furnishing zones on each side of the street.
- To shorten pedestrian crossing distance and help calm traffic, bulbouts are proposed at most intersections throughout these two corridor areas, where adjacent on-street parking areas can accommodate them. Generally these bulbouts work to re-configure on-street parking without eliminating existing spaces, though there are several locations where a minimal loss of on-street parking is required.
- Buffered bicycle lanes, which are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane, and are encouraged along St. Helens Street between US 30 and 13th Street, and along Columbia Boulevard between 13th Street and 1st Street. Buffered bike lanes provide greater shy distance between vehicles and bicyclists, allow bicyclists space to pass one another without encroaching on the vehicular travel lane, and encourage bicyclists to ride outside of the "door zone" when the buffer is between parked cars and the bike lane.
- New crosswalk striping and ADA-accessible curb ramps are proposed at all pedestrian crossings throughout the Houlton and Riverfront District corridor areas.
- At key intersections, the design proposes concrete with articulated scoring in the roadway and along crosswalks to reinforce these two corridors as a pedestrian-friendly environment. The change in material from asphalt to concrete alerts drivers as they pass through spaces designed to facilitate pedestrian movement, and helps improve safety throughout the corridor.



Figure D-44. Curb extension (bulbout) example integrated with a stormwater planter - Portland, OR



Figure D-45. Example of a buffered bike lane

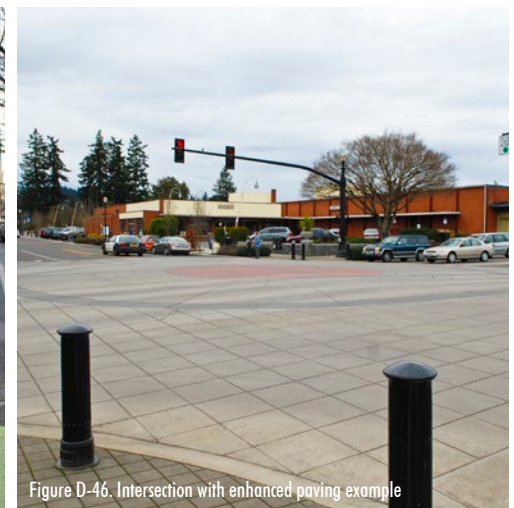


Figure D-46. Intersection with enhanced paving example

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-47. Wood bench example



Figure D-48. Seatwall Example



Figure D-49. Pedestrian scale lighting integrated with banners located within the furnishing zone



Figure D-50. Custom Bike Rack



Figure D-51. Benson bubbler drinking fountain, Portland OR

2. PEDESTRIAN AMENITIES

Streetscape enhancements like street furnishings, street trees and planting areas, and pedestrian light poles create an inviting streetscape for pedestrians and encourages them to linger. This has numerous benefits to a streetscape including safety and economic growth and stability. The following summarizes the proposed pedestrian amenities in the Houlton and Riverfront District corridor segments:

- Street furnishings such as benches, bike racks, and waste receptacles are proposed throughout the corridor within furnishing zones, outside of the path of travel, and in special opportunity areas. The final locations, quantities, types, and styles of these elements will need to be further developed during subsequent design phases, but should generally be of a style and material befitting St. Helens.
- Pedestrian-scale light poles are proposed along each block face throughout the corridor, which will act as an organizing element for the streetscape and have numerous benefits including increased pedestrian safety, economic vitality during evening hours, and increased access throughout the project corridor. These lights are generally 12'-18' in height and should reinforce the character and identity of St. Helens. This design proposes locating one light at each corner near pedestrian crosswalks, and additional lights every 100' minimum.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

- Street trees are proposed throughout the US 30, Houlton, and Riverfront District corridor segments. Street trees are an integral component to a successful, vibrant, pedestrian-friendly streetscape. Their social, economic, and environmental benefits include shading streets and buildings, enhancing neighborhood beauty, filtering the air, improving adjacent real estate values, and even reducing crime.
- The requirements for locating street trees can be found in chapter 17.72.035 of St. Helens Municipal Code. In addition to these requirements, the following recommended criteria informed by feedback from the TAC, CAC, Planning Commission, and City Council, are intended to act as a guide for the selection of new street trees along US 30, Columbia Boulevard, and St. Helens Street:
- Select trees to avoid interference with overhead utility lines where applicable;
 - Select trees with canopy widths to work with pedestrian-scale lighting (i.e. ensure that trees do not block light), and utility poles;
 - Select trees with non-invasive roots to minimize impacts to tree well paving and sidewalks;
 - Avoid tree species that cause excessive litter;
 - Select trees to provide color and contribute to neighborhood identity;
 - Select 'business-friendly' trees with airy leaf/branch patterns;
 - Select trees suited for the available planting area to ensure proper root development;
 - Select trees from the City's Recommended Street Trees list in Chapter 17.72 of the Municipal Code that meet the above criteria

Given these criteria, the following is a preliminary recommendation of potential street trees for US 30, Houlton, and Riverfront District areas:

TABLE D-2. PRELIMINARY LIST OF RECOMMENDED STREET TREES FOR US 30, HOULTON, AND RIVERFRONT DISTRICT CORRIDOR SEGMENTS		
CORRIDOR SEGMENT	LOCATION	SPECIES (Botanical name - Common Name)
US30	East Side	<i>Acer platanoides</i> 'Schwedener' - Schwedler Norway Maple <i>Carpinus betulus</i> - European Hornbeam <i>Gleditsia triacanthos</i> 'Skyline' - Skyline Honeylocust <i>Tilia cordata</i> 'Glenleven' - Glenleven Linden
	West Side	<i>Acer truncatum</i> x <i>A. platanoides</i> 'Warrenred' - Pacific Sunset Maple <i>Acer grandidentatum</i> - Rocky Mountain Glow Maple <i>Cercis canadensis</i> - Red Bud <i>Ginkgo biloba</i> 'Saratoga' - Saratoga Ginkgo
	Medians - Columnar Trees	<i>Acer platanoides</i> 'Columnar' - Columnar Norway Maple <i>Acer rubrum</i> 'Bowhall' - Bowhall Maple
	Medians - Broad Canopies	<i>Acer platanoides</i> 'Schwedener' - Schwedler Norway Maple <i>Carpinus betulus</i> - European Hornbeam <i>Gleditsia triacanthos</i> 'Skyline' - Skyline Honeylocust
HOULTON	Under Overhead Power	<i>Acer truncatum</i> x <i>A. platanoides</i> 'Warrenred' - Pacific Sunset Maple <i>Acer grandidentatum</i> - Rocky Mountain Glow Maple <i>Cercis canadensis</i> - Red Bud
	No Overhead Power	<i>Fraxinus ornus</i> - Flowering Ash <i>Fraxinus oxycarpa</i> - Flame Ash <i>Ginkgo biloba</i> 'Saratoga' - Saratoga Ginkgo
RIVERFRONT DISTRICT	Under Overhead Power	<i>Acer grandidentatum</i> - Rocky Mountain Glow Maple <i>Cercis canadensis</i> - Red Bud <i>Styrax japonica</i> - Japanese Snowbell
	No Overhead Power	<i>Fraxinus ornus</i> - Flowering Ash <i>Fraxinus oxycarpa</i> - Flame Ash <i>Ginkgo biloba</i> 'Saratoga' - Saratoga Ginkgo

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

Carpinus betulus - European Hornbeam



Cercis canadensis - Red Bud



Acer rubrum 'Bowhall' - Bowhall Maple



Gleditsia triacanthos 'Skyline' - Skyline Honeylocust



Figure D-52. Preliminary recommended street trees for the US 30 Corridor Segment

Acer grandidentatum - Rocky Mountain Glow Maple



Ginkgo biloba 'Saratoga' - Saratoga Ginkgo



Figure D-53. Preliminary recommended street trees for the Houlton Corridor Segment

Styrax japonica - Japanese Snowbell



Fraxinus oxycarpa - Flame Ash



Figure D-54. Preliminary recommended street trees for the Riverfront District Corridor Segment

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

- Planting areas along streetscape corridors are an effective, attractive way to enhance the pedestrian experience, improve adjacent property values, and indicate a sense of civic care for a neighborhood. Some planting areas can manage stormwater runoff, as described in the last section of this document.

Like street trees, planting areas can take many forms. They can exist at-grade, visually breaking up the paving area and providing focal points of interest, or they can be raised above the grade of the sidewalk in planters to elevate the green to the pedestrian's eye and help to create distinct spaces. They can be containerized, either in pots on or adjacent to sidewalks as the City has done in the Houlton area in recent years, or elevated in planter baskets that hang off of other streetscape elements like light posts or wayfinding signs. Plantings can also be located in roadway medians at busy highway intersections or crosswalks to help with traffic calming and pedestrian safety. Median planting/landscaping on US 30 was identified as a potential option in the St. Helens 2011 TSP.

As with installing street trees, certain site conditions in each of the corridor segments can limit the ability to implement planting areas. Shallow basalt bedrock, vehicular sight lines, and narrow rights-of-way all have an impact on where and how planting areas might be located.



Figure D-55. The existing planting area at Columbia Blvd/St. Helens St. is a good example of planting areas serving as a streetscape focal point



Figure D-57. Stormwater plantings accent a curb extension - Portland, OR



Figure D-56. Streetscape plantings provide the streetscape with a native landscape character - Winters, CA

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-58. Gateway arch marks the transition into an old town neighborhood - Bandon, OR



Figure D-60. Banners on light poles add festivity and reinforce civic identity.



Figure D-59. A community kiosk example



Figure D-61. Example of a downtown wayfinding sign - Breckenridge, CO

3. CIVIC IDENTITY & WAYFINDING

Gateway elements, wayfinding signs, banners, and community kiosks can enhance the civic identity of the Houlton and Riverfront District areas, adding vitality and character to its downtown. The following summarizes the proposed elements that contribute to civic identity throughout Houlton and the Riverfront District:

- Establish a gateway at the US 30 / Columbia Boulevard intersection that draws people into the Houlton area and towards the Riverfront District. Additional gateway elements are proposed at 13th Street to mark the arrival to Houlton's commercial couplet, and one at Columbia Boulevard and 1st Street marking the arrival to the Riverfront District.
- Locate wayfinding signs at key intersections that include maps and directories to guide people to various neighborhood amenities and destinations within and outside of the Houlton and Riverfront District project areas.
- A community kiosk is proposed mid-block on the south side Columbia Boulevard at 16th Street, adjacent to the St. Helens Post Office. Several community members have expressed a desire for this streetscape element, and confirmed that this location currently acts as a community news and gathering place.

4. GATEWAYS

The proposed gateway features at the intersection of US 30 and Columbia Boulevard would serve as a primary gateway to the Houlton and Riverfront District areas. A series of secondary gateways could be located at multiple locations along Columbia Boulevard to alert people that they are approaching or entering the Riverfront District area. Advisory committee and other community members suggested consideration of gateway elements at 6th, 4th, 2nd and/or 1st Streets. These gateway elements could include repeating signage, sculptural or other artistic elements and could vary somewhat at each place to signify culturally or historically significant aspects of each location.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

5. GREEN STREET STRATEGIES

The Houlton and Riverfront District streetscapes will feature a series of vegetated stormwater planters to capture and infiltrate stormwater run-off from adjacent roadways and sidewalks. These planters are envisioned as structural, landscaped reservoirs used to collect, filter, and infiltrate stormwater run-off and will feature low vegetation that tolerates both drought and inundation; street trees will be planted in their own wells rather than in the planters.

Though stormwater facilities are not located on the plans or sections above, we recommend that vegetated stormwater planters, swales, and rain gardens be integrated into the final streetscape design, where feasible. Reference the City of Portland 2008 Stormwater Management Manual for location, sizing, and design criteria of these Green Street Strategies.

Each of the following strategies for Houlton and the Riverfront District must consider the shallow basalt bedrock present throughout the project areas, and the potential impediments this bedrock could have on constructability and long-term performance:

- Rain Gardens
- Stormwater Planters
- Stormwater Infiltration Swales



Figure D-62. Example of a rain garden



Figure D-63. Example of a stormwater planter



Figure D-64. Example of a stormwater swale

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-65. Existing photo of the South Columbia County Chamber of Commerce

SPECIAL OPPORTUNITY AREAS

Refer to plan views on page 68-79 for locations of Special Opportunity Areas.

1. GATEWAY PLAZA – COLUMBIA BOULEVARD & MILTON STREET (CHAMBER OF COMMERCE)

The South Columbia County Chamber of Commerce is located just off of US 30 on Columbia Boulevard at Milton Way, and is situated at the front door to St. Helens' commercial core. Recommended intersection and streetscape enhancements adjacent to this site create an opportunity to establish a Gateway Plaza - a space to welcome visitors to relax and orient themselves to the various businesses and destinations throughout downtown St. Helens. Sculptural features that define the US 30 / Columbia Boulevard Gateway could be repeated in this space to further unify this gateway area. Sculptural elements should be designed to minimize future maintenance needs, including as a result of unintended use by skateboarders.

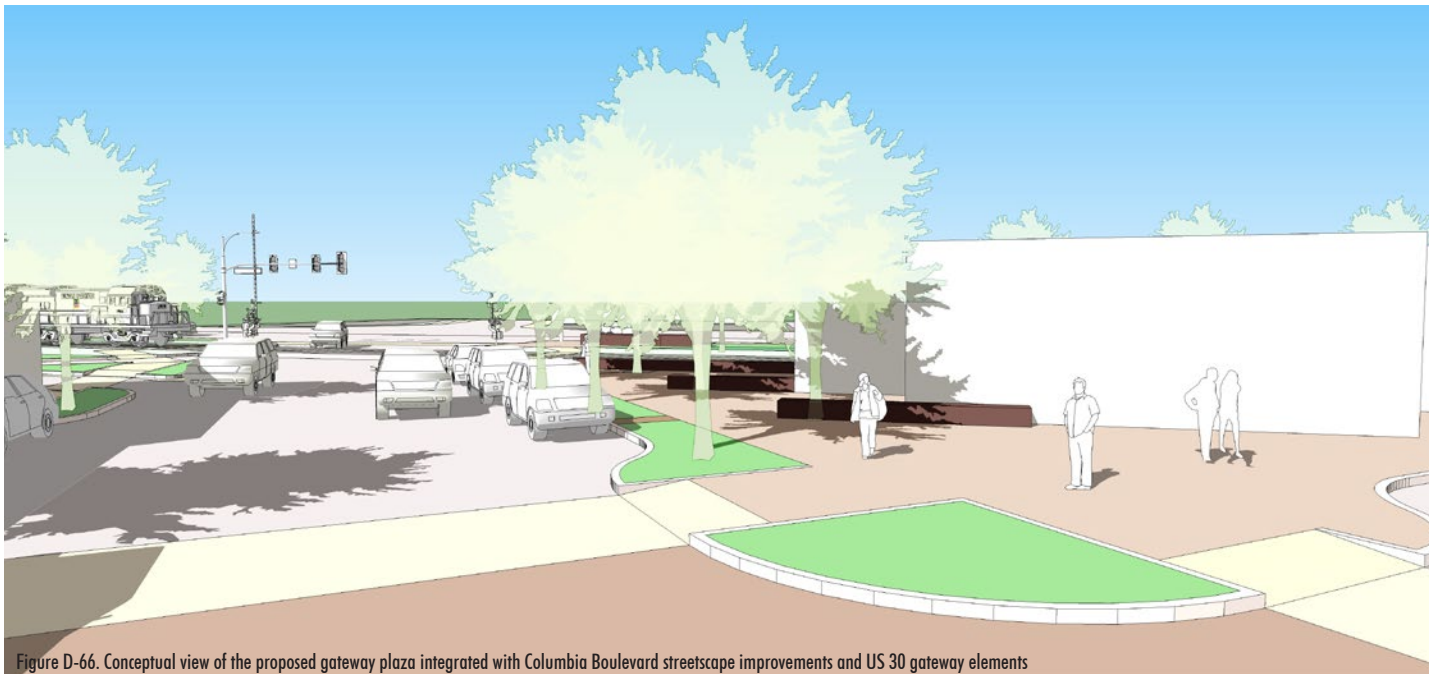


Figure D-66. Conceptual view of the proposed gateway plaza integrated with Columbia Boulevard streetscape improvements and US 30 gateway elements

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

2. STORMWATER / INTERPRETIVE GATHERING SPACE – COLUMBIA BOULEVARD & 14TH STREET

Located at the heart of the Houlton area, a vacant, depressed city block provides a special opportunity for creating a public space that could serve the many needs of the community. The site is situated at the low point of the Houlton area, making it a prime location for a large-scale stormwater detention basin with pedestrian trails or boardwalks, as well as interpretive elements that recall the natural history of the St. Helens area. According to City staff, this site already serves as a stormwater management facility to some degree. Enhancing its function for this purpose and as a community focal point is recommended. While this facility could improve the appearance and function of this area, it also requires acquisition of private property and likely would be relatively expensive to construct. As a result, it is considered a lower priority or longer range project in comparison to other recommended improvements.



Figure D-67. Photo of the existing vacant site at 14th Street and Columbia Blvd



Figure D-68. Photo of the existing triangular area at 13th Street and Columbia Blvd / St. Helens St



Figure D-69. Tanner Springs Park is an example of stormwater / interpretive civic gathering place - Portland, OR

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-70. Photo of the existing lawn space at Columbia Blvd @ 9th Street



Figure D-71. Photo of the existing lawn space at Columbia Blvd @ 2nd Street



Figure D-72. Example of a family-friendly civic space oriented towards recreation, gathering, and natural history.

3. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 13TH STREET

A wedge-shaped parcel located at 13th Street where Columbia Boulevard and St. Helens Streets converge could accommodate a flexible, pedestrian-oriented, paved outdoor space that could host a number of different civic events. This space could be designed to work in concert with the stormwater / interpretive gathering space located across 14th Street. As described in the Conceptual Intersection Enhancements 3B and 3C, the overall size of the wedge could increase significantly over what is there today.

4. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 9TH STREET

A large, elevated lawn area at 9th Street adjacent to the elementary school could accommodate a civic gathering space that is oriented towards families, education, or cultural or natural history of St. Helens.

5. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 2ND STREET

An existing lawn area at 2nd Street is located in the heart of a residential neighborhood, and could host a variety of civic events with a park-like setting. If this idea moves forward, it will be essential to carefully consider the type and hours of use of this area and minimize impacts on adjacent residents and property owners.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

6. COLUMBIA RIVER OVERLOOK – COLUMBIA BOULEVARD JUST EAST OF 1ST STREET

An existing parking area in City right-of-way at the end of Columbia Boulevard offers great views of the Columbia River. Nestled between two residences, an overlook with seating could provide some respite off the beaten path and a new way for the community to experience a natural wonder in their backyard. More discussion of this area is provided on page 99.



Figure D-73. Photo of the existing right-of-way spur just east of the Columbia Boulevard / 1st Street intersection



Figure D-74. Concept view of an overlook feature integrated with pedestrian walkways, on-street parking, planting areas and a vehicular turn around. Existing access to adjacent residences are preserved. SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



Figure D-75. Photo of the upper section of 1st Street overlooking the Riverfront District, the Columbia County Courthouse, and the Columbia River

7. RIVERFRONT DISTRICT OVERLOOK
– 1ST STREET BETWEEN COLUMBIA
BOULEVARD & ST. HELENS STREET

An elevated portion of 1st Street offers great views of the Riverfront District's "Main Street", the historic Columbia County Courthouse, and the Columbia River beyond. An overlook with seating and other pedestrian accommodations is proposed here, and would be accessed by a new pedestrian sidewalk along the top of the basalt outcrop wall.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

CONCEPTUAL INTERSECTION ENHANCEMENTS

As with the US 30 corridor segment, a number of potential improvements have been identified to address traffic safety and operational issues at specific locations in the Houlton/Riverfront District area. These options are intended to improve safety for all users (drivers, bicyclists and pedestrians), while also enhancing the appearance and function of the transportation system. The proposed enhancements are shown in Figure D-76 to Figure D-84.

1. COLUMBIA BOULEVARD / MILTON WAY (Figure D-76) - This concept illustrates potential enhancements to the Milton Way/Columbia Boulevard intersection. This concept has been designed to prevent southbound motorists on Milton Way north of Columbia Boulevard from traveling the wrong-way on Columbia Boulevard to continue south along Milton Way as well as to enhance pedestrian and bicycle connectivity to US 30 and to improve parking for the Chamber of Commerce. Initially two concepts were considered in this area: the recommended concept; and another option that would allow and legitimize the southbound movement onto Milton Way while making it safer. The primary benefit of the second alternative would be to continue to provide direct access southbound on Milton Way and to adjacent neighborhoods. The primary disadvantages would be to narrow Columbia Boulevard, to one lane between US 30 and Milton Way and to continue to create potential conflicts between vehicles and pedestrians in this area.



Figure D-76. Conceptual Intersection Enhancement: Columbia Boulevard @ Milton Way

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

While the project advisory groups failed to reach a consensus on a preferred option and a number of citizens argued for the second option, the City Council ultimately recommended the preferred option shown in this Report. While this will reduce direct access to residents near Milton Way to some degree, they will still be able to access the area from roads to the south via Columbia Boulevard such as 18th Street.

In addition to prohibiting the southbound movement to Milton Way, City Police Department personnel advocated for measures to ensure that vehicles turning left onto Columbia from US 30 southbound do not subsequently turn right onto Milton Way southbound. There is inadequate space between US 30 and Milton Way to perform this maneuver legally. Police personnel suggested considering a median or other barrier in this section of Columbia Blvd to restrict this maneuver. However, the project team does not recommend a barrier at this time because it likely would not prevent all motorists from making the maneuver and could in fact create safety and maintenance issues. As an alternative, the design team recommends installing “lane extension striping (wide white dotted line)” that directs motorists turning left southbound from US 30 to remain in the left lane of Columbia Boulevard. Subject to ODOT approval, the design team further recommends either 1) modifying the existing “No Right Turn on Red” part time restriction sign (that currently becomes active during a rail crossing event) to also activate when the southbound left-turn receives a green light or 2) posting a “No Turn on Red” sign on the northbound US 30 intersection approach. Both of these measures would reduce potential southbound left-turn and northbound right-turn vehicle interaction at this intersection. Additional options to address the concerns raised by police personnel also could be considered during a more detailed design phase.

This concept includes re-aligning the north leg of the intersection further east to provide greater separation between the north and south legs of the intersection, which also creates the opportunity for a pedestrian plaza adjacent to the Chamber of Commerce building. This concept also includes curb extensions on all four quadrants of the re-aligned north leg of the intersection (improving sight lines and shortening crossing distances for pedestrians). Pedestrian crossings of Columbia Boulevard are shown both east and west of Milton Way to maximize pedestrian connectivity. It would be possible to implement just one of these crossings and that could be considered in a more detailed design process. This project also includes a splitter island at the south leg to provide a refuge for pedestrian crossing Milton Way. As configured in this Report, the splitter island would allow from a moderate sized truck (e.g., one with a wheel base of about 40 feet) to turn right onto Milton Way after turning onto Columbia Boulevard. However, larger trucks would not be able to make this maneuver without driving over the splitter island. Signage is recommended to discourage larger trucks from attempting this maneuver.

Additional information about other concepts considered for this intersection is found in Appendix C.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

2. COLUMBIA BOULEVARD / 18TH STREET (Figure D-77) - This concept illustrates potential enhancements to the 18th Street/Columbia Boulevard intersection as well as the segments of Columbia Boulevard within the Houlton area. This concept includes curb extensions on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as providing channelization through the intersection). This concept also includes removal of the eastbound right turn-lane to provide wider sidewalks and on-street parking along Columbia Boulevard. Final design of the intersection will need to accommodate truck turn movements toward the Port area.



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

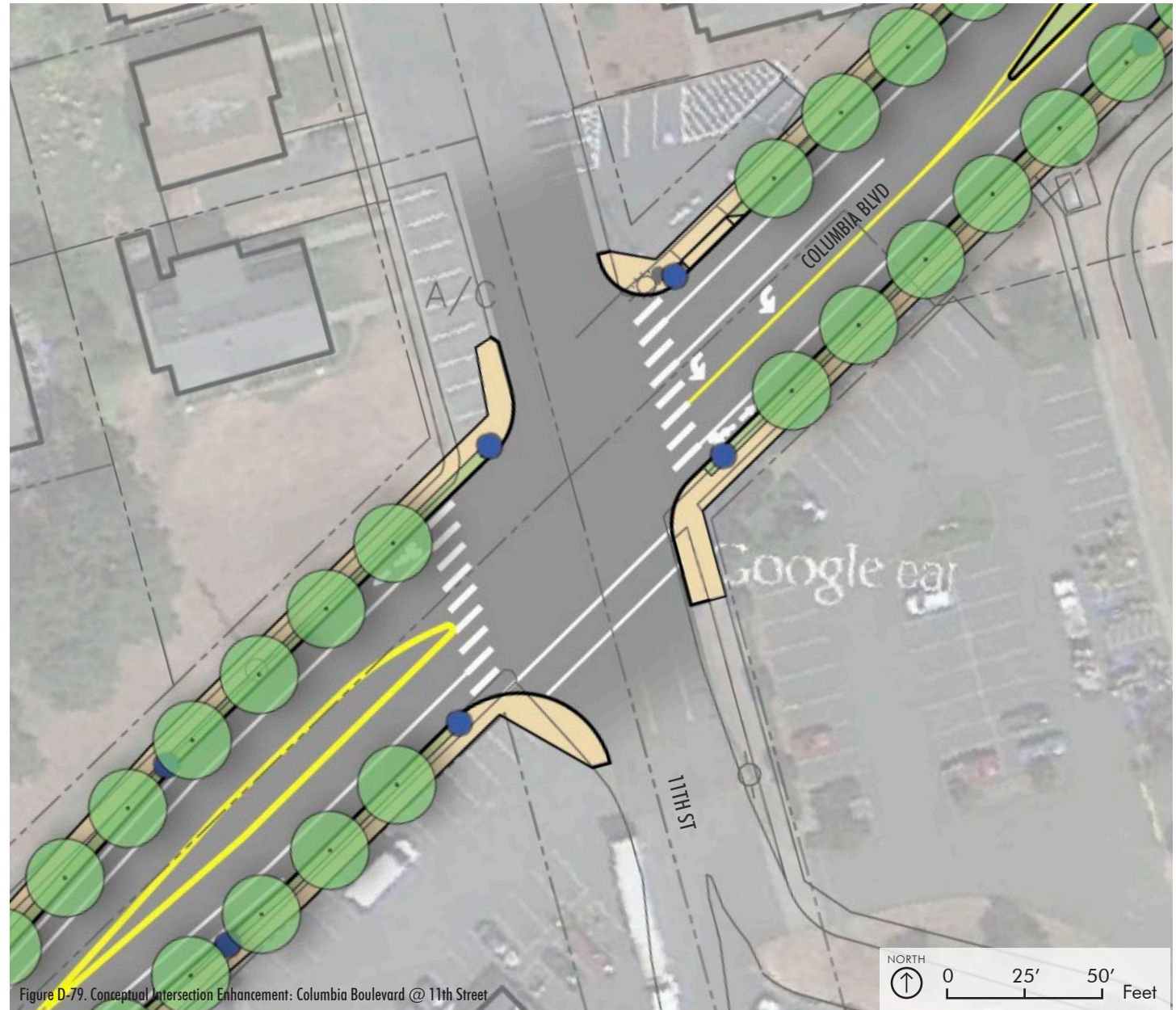


Figure D-78. Conceptual Intersection Enhancement: Columbia Boulevard / St. Helens Street @ 13th Street

3. COLUMBIA BOULEVARD / ST. HELENS STREET / 13TH STREET (Figure D-78)
 - This concept illustrates a wide variety of potential enhancements to the 14th Street/Columbia Boulevard, 14th Street/St Helens Street, and 13th Street Columbia Boulevard intersections as well as the block bounded by 14th Street, Columbia Boulevard, and St Helens Street. This concept has been designed to improve the transition between the one-way segments of Columbia Boulevard and St Helens Street and the two-way segments of Columbia Boulevard. This concept includes removal of the eastbound left-turn lane between 14th and 13th Street and creation of a left-turn lane at the eastbound approach to 14th Street. This concept also includes curb extensions on all four quadrants of all three intersections (improving sight lines and shortening crossing distances for pedestrians) as well as wider sidewalks and on-street bike lanes.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

4. COLUMBIA BOULEVARD / 11TH STREET (Figure D-79) - This concept illustrates minor variations on the existing lane configurations at the 11th Street/Columbia Boulevard intersection. This concept has been designed to better transition between the potential cross-sections located east and west of the intersection while accommodating large trucks traveling to/from the south along 11th Street. This concept includes a painted median at the west leg of the intersection as well as wider sidewalks along Columbia Boulevard.



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



5. COLUMBIA BOULEVARD / 9TH STREET (Figure D-80) - This concept illustrates minor variations on the existing lane configurations at the 9th Street/Columbia Boulevard intersection. This concept has been designed to better transition between the potential cross-sections located east and west of the intersection while accommodating vehicles queues and school buses traveling to/from Lewis & Clark Elementary. This concept includes a painted median and striped crosswalk at the west leg of the intersection as well as wider sidewalks along Columbia Boulevard.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

6. COLUMBIA BOULEVARD / 7TH STREET (Figure D-81) - This concept illustrates potential enhancements to the 7th Street/Columbia Boulevard intersection. This concept has been designed to better transition between the existing cross-section located west of the intersection to the potential cross-section located east while also maintaining access to 8th Street. This concept includes bulbouts on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as to providing channelization through the intersection).
7. COLUMBIA BOULEVARD / 1ST STREET (Figure D-82 and Figure D-83) - This concept illustrates potential enhancements to the 1st Street/Columbia Boulevard intersection as well as the special opportunity area located immediately east of the intersection. This concept has been designed to better transition between the potential cross section along Columbia Boulevard to the existing cross-section along 1st Street while maintaining access to 1st Street (overlook). This concept includes a bulbout in the southwest quadrant of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as providing channelization through the intersection). Final design of the intersection/adjacent roadways should accommodate boat trailers



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS



and other large vehicles traveling to/from the boat launch located along River Street. The design for the overlook and surrounding area includes three short-term recommendations: (1) provide a stairway from the end of the Columbia Boulevard right-of-way to River Street below; (2) build a raised crossing area between the two curb extensions on the east side of 1st Street; and (3) provide a bicycle connection to River Street using existing right of way north and east of the intersection. In the long term if the two properties on either side of the right-of-way extension redevelop and no longer need direct vehicle access from that portion of Columbia Boulevard, the area between them could potentially be closed to vehicle traffic and transformed into a pedestrian plaza adjacent to the overlook.

Recommendations for the Section of 1st Street between Columbia Boulevard and St. Helens Street include not allowing for on-street parking within the constrained lower tier, prohibiting parking on the existing sidewalk on the east side within the constrained lower tier, maintaining the current width of that sidewalk, and providing “sharrows” (shared lane markings) in the street for bicycles where the right-of-way is too constrained to provide bike lanes. The striping on the east side of the street would be removed.

Another option which may be considered by the City would be to provide on-street parking on the east side of this section (lower tier) of 1st Street. In order to do so, the sidewalk would need to be narrowed, which

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

would not be ideal from a pedestrian comfort perspective because this is the only sidewalk through this section of roadway and the sidewalk would have to be narrowed to five feet which represents a minimum acceptable width. However, this could be done if the City decides to pursue that option to allow for on-street parking on that side of the street and ensure that people do not park on the sidewalk. The project team recommends that if this is the final direction given by the City, in the near term, the City should at a minimum reverse the ordinance that currently allows for on-sidewalk parking at this specific location.

8. **ST. HELENS STREET / 1ST STREET**
(Figure D-84) - This concept illustrates potential enhancements to the 1st Street/St Helens Street intersection as well as the adjacent segments of 1st Street and St Helens Street within the Riverfront District area. This concept includes bulbouts on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians). Shared lane pavement markings are shown along 1st Street and on-street bike lanes are shown along St Helens Street to improve driver awareness of cyclists along the roadways. Many of the potential enhancements shown in this concept could be applied to the intersections/roadway segments located further west along St Helens Street as illustrated in other sections of this report. Final design of the intersection/adjacent roadways should accommodate boat trailers and other large vehicles traveling to/from the boat launch located along River Street.



Figure D-84. Conceptual Intersection Enhancement: St. Helens Street @ 1st Street

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

PHASING RECOMMENDATIONS AND COST CONSIDERATIONS

Streetscape design concepts that are recommended for the Greater Downtown (Houlton and Riverfront District) corridor segments west of 13th Street can be separated into phases by street.

- Columbia Boulevard – Parklets that are recommended for this street in this corridor segment can be implemented first as temporary parklets in on-street parking spaces to explore the success and public use of these spaces. As support builds and the spaces serve public needs in a successful manner, more permanent parklet features as described above in bulbouts at intersections and at mid-block locations can be implemented.
- St. Helens Street – The Pedestrian Promenade streetscape design concept is recommended for this street in this corridor segment, with buffered bicycle lanes, widened sidewalks, planting strips, pedestrian scale lighting, and site furnishings.
- Curb extensions – Upgrading the number of intersections shown in this plan with curb extensions will be costly and will presumably occur on an incremental basis. A phased implementation plan will need to be developed in the future and some curb extensions may be constructed by private parties in conjunction with local development projects.
- Painting and striping – Some of the intersection improvements identified in this plan could initially be undertaken through painting and striping, rather than by building new curbs, sidewalks and specially paved areas. This would allow for the City to try these projects out in a less permanent way and ensure that a more permanent design meets the community's needs.

The Pedestrian Promenade streetscape design concept, with buffered bike lanes, is recommended for the Houlton/Riverfront District corridor segment east of 13th Street. It is also recommended to allow for parklets in some locations where appropriate in this corridor segment. In terms of phasing, these parklets can be initially implemented as temporary parklets within on-street parking areas.

A potential range of construction costs is provided for the Houlton and Riverfront District Corridor Segment improvements in Table C-3, below. These potential costs are broken down into Intersection Improvements (including vehicular roadway and pedestrian sidewalk areas), Roadway Improvements (including only vehicular roadway areas), and Pedestrian Improvements (including only pedestrian sidewalk areas). These order-of-magnitude costs were derived from the recommended improvements for each Houlton and Riverfront District corridor segment area described in the pages above, and are presented in a manner that allows for flexibility in determining priority projects for implementation.

POTENTIAL PRIORITY PROJECTS

Ultimately the City will need to prioritize the improvements identified in this Report. In doing so, the City should consider the overarching objectives for the proposed design concepts and specific improvements including the goals of improving safety, connectivity, economic vitality and appearance/sense of place. Other criteria for prioritizing projects could include:

- Ease and cost of implementation. Focus first on the “low hanging fruit” – projects with the most benefit for the lowest cost. This will help create early successes reasonably quickly and leverage additional improvements by community partners.
- Consistency with the City's Transportation System Plan (TSP). The City has already identified a number of projects that should be undertaken to meet overall transportation needs. These also should be considered as relatively high priority.
- Potential for grant funding. Certain types of projects have a higher potential for successful funding from state and federal grant programs. Bicycle and pedestrian improvement projects in particular may garner potential funding from Active Transportation, or other similar grant programs.
- Significant community priorities. Some projects have been identified in a variety of community plans and discussions as priorities for a long period of time. The US 30/Columbia Boulevard/ld. gateway project would fit into this category.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

Based on these criteria, the project team has identified the following potential preliminary list of priorities. These should undergo community scrutiny and discussion before completion of the Corridor Master Plan.

1. Stripe a continuous bike lane at the westbound approach to the US30/St Helens Street intersection. (TSP Project)
2. Install a crosswalk at the west leg of the 9th/Columbia Boulevard intersection – could also complete most of the striping enhancements between 11th and 9th Streets along Columbia Boulevard.
3. Install buffered bike lanes in select locations.
4. Install curb extensions/street patios and striping enhancements at 1st Street/St Helens Street. This project is also a priority in terms of addressing existing sight distance needs at the intersection. (TSP Project)
5. Reconfigure the 18th Street/Columbia Boulevard intersection with wider sidewalks along the north and curb extensions. (TSP Project)
6. Reconfigure the 18th Street/St Helens Street intersection with wider sidewalks along the north and curb extensions. (TSP Project)
7. Install curb extensions at 15th/Columbia Boulevard and 15th/St Helens Street. (TSP Project)
8. Reconfigure island between 13th and 14th along Columbia and St Helens to remove left-turn; consider doing this initially with striping and other less costly means.
9. Install curb extensions at 13th Street/Columbia Boulevard. (TSP Project)
10. Install curb extensions at 7th Street/Columbia Boulevard. (TSP Project)
11. Install one or more temporary parklets along Columbia Boulevardld. along with diagonal parking through striping and use of planter boxes and street furniture to delineate and enhance the parklet.
12. As funding allows, complete initial stages of the US 30/Columbia/Milton Way gateway project, beginning with striping and other low-cost means of providing safety and operational improvements.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

TABLE D-3. ORDER OF MAGNITUDE COSTS FOR HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENT IMPROVEMENTS			
ITEM	INCLUSIONS	POTENTIAL RANGE OF CONSTRUCTION COSTS	
		LOW	HIGH
<u>INTERSECTION IMPROVEMENTS</u> <ul style="list-style-type: none"> Vehicular Roadway & Pedestrian Sidewalk Areas Assumes a 110'x75' intersection 	<ul style="list-style-type: none"> Curb Extensions (curbs, curb ramps, pedestrian paving areas) Wearing Surfaces (roadway asphalt, striping, pavement markings) Pedestrian Scale Lighting (1 luminaire per corner) and associated switching, conduit, and wiring Site Furnishings (benches & bike racks) Intersection Paving Enhancements (HIGH only) Subsurface Drainage Allowances Mobilization/Demo 30% Design / Construction Contingencies 	\$170,000 / Intersection	\$325,000 / Intersection
		Assumes standard curbs, concrete pedestrian paving areas, asphalt roadway paving, pavement markings and striping, roadway signage, base pedestrian scale lighting options and site furnishings (2 benches and 2 bicycle racks per intersection).	Assumes concrete pavers and/or colored concrete pedestrian paving areas, colored and/or scored concrete intersection paving and crosswalks, higher quality pedestrian scale lighting, seatwalls, and optimal number of benches and bicycle racks (4 each per intersection).
<u>ROADWAY IMPROVEMENTS</u> <ul style="list-style-type: none"> Vehicular Roadway Only Assumes a 200' length block 	<ul style="list-style-type: none"> Curbs Driveways Subsurface Drainage Allowances Wearing Surfaces (asphalt, striping, pavement markings) Signage Mobilization/Demo 30% Design / Construction Contingencies 	\$65,000 / Block	\$70,000 / Block
		Assumes standard curbs, asphalt roadway and parking aisle paving, pavement markings, and roadway signage.	Assumes more curbs associated with mid-block curb extensions, painted bike-lanes, and some customized roadway signage.
<u>PEDESTRIAN IMPROVEMENTS</u> <ul style="list-style-type: none"> Pedestrian Sidewalk Areas Only Assumes a 200' length block 	<ul style="list-style-type: none"> Pedestrian Sidewalk Paving Planting Strips / Furnishing Zone Treatments Site Furnishings (bicycle racks, benches, seatwalls) Pedestrian Scale Lighting (1 luminaire per block face) and associated switching, conduit, and wiring Pedestrian Wayfinding Signage (select locations) Mobilization/Demo 30% Design / Construction Contingencies 	\$115,000 / Block	\$200,000 / Block
		Assumes standard concrete sidewalk paving, low-intensity landscape plantings in planting strips, minimal number of site furnishings, & base lighting options.	Assumes colored and/or scored concrete pedestrian sidewalk paving with unit paver accents, high-intensity planting strip/ furnishing zone paving treatments, optimal quantity of site furnishings, seatwalls, and higher quality pedestrian scale lighting.

E. POLICY AND REGULATORY CHANGES

Conclusions from the Land Use and Urban Design report (Technical Memorandum #4) can be used as the basis for potential policy and regulatory changes needed in order to implement the Corridor Master Plan. The following conclusions, by corridor segment, are those that can be addressed through local regulations, particularly City development code.

US 30

- Consider updating standards for parking lot landscaping and design to increase landscaping and improve pedestrian connections.

HOULTON

- Use excess right-of-way to enhance landscaping, as well as bicycle and pedestrian facilities and create a narrower feel to the road that can help slow traffic.
- Provide improved pedestrian amenities (e.g., pedestrian scale light, street furniture, etc.) to create more of sense of place and unique identity for the area; use signage both for this purpose and to guide people to the Riverfront District.

RIVERFRONT DISTRICT

- Ensure that on and off-street parking requirements and availability are integrated to meet the needs of existing and future land uses and businesses in the area.

These conclusions, in addition to elements from the recommended streetscape design options, are discussed further in terms of potential regulatory changes in the following sections.

Land Use Issues and Potential Changes

The following conclusions related to land use were presented in the Land Use and Urban Design report.

- Short of undergoing a very significant transformation through major redevelopment, the vehicle-oriented character of development on US 30 is not likely to change in the near future.
- Houlton is a key shopping and business district for residents and visitors, as well as a gateway to the Riverfront District area. Land use patterns and design standards have the potential to encourage a mix of land uses.
- There are opportunities for more mixed use development in the Riverfront District in the future. The area currently has a strong residential character with accents of civic uses and businesses as well as activities on the Riverfront.

A variety of uses can be developed and redeveloped in the corridor given existing land use and zoning designations. Therefore, no land use or zone changes are being developed or proposed as part of the Corridor Master Plan.

The recommended streetscape design options for Houlton and the Riverfront District, in particular, have been developed to reflect and complement the variety of existing and potential uses in these areas. For example, parklets recommended in commercial areas would feature more seating and active uses than parklets recommended in residential uses, which would feature more landscaping, passive, and “park-like” uses.

Development Code Changes or Strategies

Potential development code changes and strategies are being developed based on conclusions from the Land Use and Urban Design report and elements from the recommended streetscape design options that relate to the development code. These potential changes and strategies include the following development code concepts:

- Landscaping standards for parking lots and yards fronting US 30, Columbia Boulevard, and St. Helens Street
- Pedestrian connections through parking lots to US 30
- Landscaping in planting strips and bulbouts along Columbia Boulevard and St. Helens Street
- Pedestrian amenities (e.g., pedestrian-scale lighting, street furniture, etc.) along Columbia Boulevard and St. Helens Street
- Temporary parklets in on-street parking spaces

These code concepts are discussed in terms of on-site landscaping standards, pedestrian access standards, planter strip standards, and other code requirements in the following sections.

LANDSCAPING STANDARDS

City Development Code requirements for landscaping and screening (St. Helens Municipal Code (SHMC) Chapter 17.72) generally apply to construction of new structures and to changes of use that either increase on-site parking or loading requirements or change access requirements. The requirements do not apply to single-family and two-family dwelling units or to uses that do not require site design review or a conditional use permit. Landscaping and screening requirements apply to on-site locations. Landscaping in the public right-of-way, namely the planting strip, is addressed by street trees and related requirements discussed in the following sections.

PARKING LOT LANDSCAPING

Pursuant to SHMC 17.72.110(b), the following screening provisions apply to parking areas in St. Helens:

(b) Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:

- (i) Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters;*
- (ii) Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way;*

RECOMMENDATION: For parking lots that front US 30, Columbia Boulevard, or St. Helens Street in the project area, it can be specified which design features (e.g. landscaping or planters, but not walls) shall be required to screen parking lots, as well as any other design details that will serve the vision of the Master Corridor Plan. Buffer requirements should accordingly be set for parking lots fronting an arterial street in Figure 13 of SHMC Chapter 17.72.

FRONT YARD LANDSCAPING

There are no front yard setbacks, per se, required in the Highway Commercial District along US 30 and there is a zero front yard setback in the Houlton Business District and Riverfront District.

SHMC Chapter 17.64 of the City Development Code establishes the setback requirements below for streets of substandard width in the project area, which is not necessarily an identified issue in the project area.

E. POLICY AND REGULATORY CHANGES

- Major arterials (US 30) – At least 50 feet measured from the centerline
- Minor arterials (Columbia Boulevard, St. Helens Street, and Old Portland Road) – At least 30 feet from the centerline
- Collectors (1st Street) – At least 25 feet measured from the centerline

The Development Code allows the maximum setback in Houlton and the Riverfront District to be increased if the increased setback is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard (17.32.170 and SHMC 17.32. 175(4)).

Existing landscaping standards do not set minimum standards (e.g., percentage) for site landscaping based on land use district or proposed use.

RECOMMENDATION: Minimum landscaping standards can be established for front yard setbacks created during development or redevelopment (development subject to site development review pursuant to SHMC Chapter 17.96) along US 30, Columbia Boulevard, and St. Helens Street in the project area. Given the recommendations in this Plan, the most effective use of front-yard setbacks for new landscaping and buffering would be along US 30. While such setbacks would help implement the recommendations in this Plan, setbacks should not be excessive.

PEDESTRIAN ACCESS STANDARDS

SHMC 17.84.050 (Required walkway location) establishes walkway requirements between buildings on a site and between building entrances and streets. It also requires separated or demarcated walkways when crossing motor vehicle traffic ways in parking lots.

Recommendation: To increase pedestrian connections to US 30 for development subject to site development review, requirements can be added specifying the maximum spacing of walkways crossing parking lots larger than a threshold size and connecting to US 30.

PLANTING STRIP STANDARDS

PLANTER STRIPS

SHMC 17.152.060(2) requires at least five feet separation between the curb and sidewalk (i.e., planter strip) for arterials and collectors except in some specified cases. Maintaining sidewalks, planter strips, and curbs is the responsibility of the adjacent property owner.

STREET TREES

Pursuant to SHMC Chapter 12.06 (Street Trees), the City or a development applicant is required to plant street trees where there is a lack of street trees, which is defined as the absence of trees for 100 lineal feet or more along one or both sides of the street. It is the City's responsibility to provide street trees under the following conditions:

- Replaces or substantially repairs 30 lineal feet or more of sidewalk;
- Performs an asphalt overlay of the entire street width for a street section longer than 50 feet; or
- Makes underground utility repairs that require any of the work described above.

Street tree provisions in SHMC 17.72.030 also specify that all development fronting a public or private street, or a private driveway more than 100-feet long, must provide street trees according to a City-approved plan. Exemptions to street tree requirements may be granted if the tree would potentially conflict with existing utility lines, would create visual clearance problems, does not have enough space within the public right-of-way, or could not be supported by the ground/soil conditions within the public right-of-way. In cases of exemption the applicant may be required to provide a landscaping easement outside of the public right-of-way or pay a fee to the City commensurate with the cost of the trees that would have otherwise been required.

Street trees are to be provided in accordance with street tree regulations in SHMC Chapter 17.72. These regulations address the location,

spacing, size, and species of the trees. Recommended street tree species tables (small trees, understory trees, overstory trees, flowering trees, columnar trees, and conifers) are provided at the end of Chapter 17.72.

RECOMMENDATION: Landscaping requirements can be modified to specify trees that are particularly suited to the soils in the project areas, as well as to allow for and/or require other (non-tree) planting in the soil or in planters in the planting strip are part of development subject to site development review. Spacing and other standards also may be adjusted based on the recommendations in this Plan.

PEDESTRIAN AMENITY REQUIREMENTS

Existing street improvement standards require that street lights to be provided “in accordance with regulations adopted by the city’s direction,” and that, at a minimum, “there shall be a street light at each street intersection”(SHMC 17.152.030(24)). There is not guidance about the type or design of lighting. There are also not requirements currently in the Development Code for providing furniture or other pedestrian amenities in the planting strip as part of street improvements.

RECOMMENDATION: Provisions could be added to these standards that require development subject to site development review to provide pedestrian amenities in the planting strip—for example, developers can be required to provide a fee-in-lieu of actual amenities that would cover their proportional share of the cost of amenities along a given section of the street. Examples of and guidelines for pedestrian-scale lighting, street furniture, and other pedestrian amenities that can be installed in the planting strip should be provided in the City of St. Helens Engineering Department Public Facilities Construction Standards Manual, and a reference to that section in the manual should be included in the street improvement standards in the Development Code.

OTHER CODE REQUIREMENTS

The Development Code also likely will need to be updated in order to allow and implement parklets and, in particular, temporary parklets in on-street parking spaces. Other communities have regulated these types of parklets in street, traffic, and building code and not development code. They have provided a permitting process and guidelines for design, construction, and maintenance.

RECOMMENDATION: Guidelines for parklets, including temporary parklets in on-street parking spaces, should be provided in the City of St. Helens Engineering Department Public Facilities Construction Standards Manual. A reference to that section in the manual should be included in applicable code sections—for example, in SHMC Title 10 (Vehicles and Traffic), Title 12 (Streets, Sidewalks and Public Places), and Title 15 (Buildings and Construction).

More information about this topic can be found in Appendix D.

E. POLICY AND REGULATORY CHANGES

Access Management Goals and Approach

Access management goals for roadways within the study area are documented in the City's adopted Transportation System Plan (TSP) as well as in previous technical memoranda associated with this study. The segments of US 30, Columbia Boulevard, and St Helens Street located within the project area currently have multiple access points that do not meet adopted access spacing standards for new construction.

This study does not provide recommendations for making changes to existing private driveways within the project area, nor does it provide guidance on how to address issues with existing access points in the future. As public and private properties within the project area redevelop, ODOT and the City will review the location of existing and proposed access points along their respective facilities. Driveway conformance with access spacing standards will be assessed and a determination will be made as to whether proposed land use changes or other factors necessitate the consolidation or reconfiguration of existing or proposed access points. ODOT and the City retain the legal authority to close or restrict driveways on an as-needed basis if safety or other conditions warrant. In the interim, many of the existing access points that do not conform with access spacing standards may continue to operate acceptably due to: 1) relatively low traffic volumes and travel speeds, 2) separation of left and right-turn movements at many of City's the major intersections, and 3) the presence of a two-way left-turn lane (TWLTL) along US 30 and Columbia Boulevard east of St Helens Street.

This study includes recommendations for installation of a raised median islands along portions of US 30 and for roadway alignment changes along the Columbia Boulevard and St. Helens Street Corridors. The recommended changes shown are conceptual in nature and were developed to minimize potential impacts to existing private driveways. No private driveway closures or turn movement restrictions are proposed along US 30 except at the US 30/Wyeth Street intersection and in areas where signalized intersection queuing currently blocks driveway access. Final design of any median improvements along US 30 will be subject to a public review process and that process would be the forum for assessing specific potential property implications. Similarly, any potential future changes to private driveway access along US 30 are subject to a public review and appeal process.

More information on this topic can be found in Appendix E.

APPENDIX A. PROJECT MISSION, GOALS AND GUIDING PRINCIPLES

APPENDIX

Vision, Goals and Guiding Principles

St. Helens US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan

One of the first steps in the Corridor Planning process was to identify a Vision for the area and a set of related goals and guiding principles for the project and the different corridor segments being addressed by it. This document includes a vision, goals and guiding principles which were reviewed and refined based on discussion with project advisory committee members, local business and property owners, the St. Helens City Council and other community members.

Corridor Vision

US 30 Corridor Segment

Highway 30 will provide safe, convenient access to local businesses along the highway, while balancing that with state goals for traffic mobility. The appearance of the highway will be improved over time to enhance landscaping and other elements that will make it a more attractive place for people to travel by car, bicycle, walking or transit. Key intersections such as at Gable Road, Columbia Blvd. and St. Helens Street will be improved to enhance safety for all types of travel and to create attractive, clearly recognizable gateways to other parts of St. Helens, helping meet the community's goals for economic revitalization in those areas.

Columbia Blvd./St. Helens Street Segment

Columbia Blvd. and St. Helens Street will provide safe, convenient travel to access the Houlton business area, Olde Towne and adjacent neighborhoods by drivers, bicyclists and pedestrians. These streets will provide good access to local businesses and be attractively designed to help draw people to the area and enhance their shopping and travel experiences. Street designs will incorporate opportunities for landscaping, public art and signage that directs people to the Houlton area and Olde Towne. Designs will recognize physical conditions and constraints, be cost-effective and build on natural and cultural features and other opportunities in the area.

Overall Project Goals

- Create “streetscape” plans for the US 30 & Columbia Blvd/St. Helens Street corridors that reflect the community's vision for appearance and function.
- Improve the aesthetics and function of the corridors to attract business and investment, provide better access, direction and signage to the Houlton and Olde Towne areas, and improve desirability.

Project and Corridor Guiding Principles

Planning Process and Community Involvement

- Establish a community vision, goals and guiding principles for the study area.
- Engage business and property owners, residents, stakeholders, and elected and appointed officials.
- Ensure consistency with local and state plans and policies.

Economy and Business Support

- Develop planning design and implementation standards to revitalize businesses and business districts in the planning area.
- Ensure that customers, employees and others have good access to local businesses, including through on-street parking.
- Ensure that proposed solutions and projects are cost-effective and make efficient use of limited resources.

Transportation Safety and Mobility

- Improve street connectivity, design, and ability to access and locate business areas.
- Improve pedestrian and bicycle safety and accessibility, thereby encouraging walking and bicycling.
- Balance the need for local access and traffic calming with the need to provide for through-traffic movement and mobility (particularly in the US 30 corridor) as well as emergency vehicle accommodations
- Develop and implement solutions that are consistent with local and regional transportation needs.

Connectivity & Streetscape Aesthetics

- Improve the appearance of the US 30 and Columbia Blvd./St. Helens St. corridors (Houlton area).
- Improve pedestrian and bicycle connectivity between the corridor areas and adjacent open spaces & parks, trail/bicycle/transit networks, and neighborhoods.
- Develop and apply street designs that serve the unique needs of each corridor segment (US 30, Houlton and Olde Towne).
- Consider opportunities for integrating sustainable design strategies into the streetscape design and implement them where appropriate.

APPENDIX B. EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS REPORT

APPENDIX



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: January 31, 2014

Project #: 13172.3

To: Jacob Graichen, City of St. Helens and Naomi Zwerdling, Oregon Department of Transportation

From: Ribeka Toda, Matthew Bell, and Chris Brehmer, P.E.

Project: US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan

Subject: Final Technical Memorandum #3 – Existing and Future Transportation Conditions

This memorandum summarizes existing and projected future transportation conditions along the segments of US 30, Columbia Boulevard, and St. Helens Street located within the US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan study area (herein referred to as the “study area”). The information presented in this memorandum provides the project team with an overview of the planned and potential future transportation improvements within the study area.

Much of the information presented in this memorandum was obtained from the *City of St. Helen's 2011 Transportation System Plan* (TSP) update prepared by Kittelson & Associates, Inc. (KAI) and Angelo Planning Group (APG) in conjunction with the city, Columbia County, and Oregon Department of Transportation (ODOT). Supplemental data and further analysis of the corridors was prepared to provide the following:

- An evaluation of the existing physical and operational characteristics of the study area corridors.
- An evaluation of existing motor vehicle volumes at select locations within the study area to understand daily traffic patterns and variations throughout a typical mid-week day,
- An assessment of existing pedestrian and bicycle volumes at select locations within the study area to identify areas that experience high levels of pedestrian and bicycle activity,
- A block-by-block assessment of existing bicycle infrastructure using a new methodology adopted by ODOT.

The remainder of the memorandum is organized as follows:

- Existing conditions
 - Roadway facilities
 - Pedestrian facilities

- Bicycle facilities
 - Traffic volumes
 - Intersection safety analysis
 - Bicycle infrastructure assessment
 - Long-term Future Travel Demand
 - Planned Transportation Improvements from the TSP
 - Roadway facilities
 - Pedestrian facilities
 - Bicycle facilities

Appendix “A” contains the TSP figures referenced throughout this memorandum.

EXISTING TRAFFIC CONDITIONS

This section documents the existing physical and operational characteristics of the multimodal transportation system within the study area and reflects all transportation related improvements that have occurred since adoption of the TSP. This section also includes a review of traffic volume patterns, traffic safety, and a qualitative evaluation of bicycle infrastructure.

ROADWAY FACILITIES

US 30 travels north-south through St. Helens connecting the City to communities such as Astoria, Clatskanie, Rainer, Prescott, and Columbia City to the north and Scappoose and the greater Portland metropolitan area to the south. US 30 is classified as a major arterial by the City of St. Helens and as a principal arterial by ODOT. Both US 30 and the Portland & Western Railroad rail line are barriers to providing connectivity for motorists, pedestrians, and cyclists within the community. The City and ODOT have been working together to identify and implement solutions to increase the frequency and improve the quality of the pedestrian and bicycle crossings on US 30. The City’s current TSP includes several projects to enhance crossing conditions along US 30. The Corridor Plan will build upon this work and identify additional projects to improve multimodal connectivity within the community.

Columbia Boulevard and St. Helens Street form a couplet east of US 30. Both streets are classified as minor arterials by the City of St. Helens and ODOT. Both streets provide local access to a variety of land uses in the eastern part of the city, including the Houlton and St. Helens Olde Towne areas. Both streets are also relatively wide in many areas with the extra pavement width presenting both challenges and opportunities for connectivity and safety.

Historically, Columbia Boulevard and St. Helens Street served as major trucking routes to industries located along the Columbia River and were constructed to accommodate freight vehicles between US

30 and the river industrial area. Over time the amount of right-of-way needed to accommodate these wide roadways has become unnecessary due to the evolution of local industry and diminished large truck travel needs through the corridor. The wide roadways present challenges for the community in that they create a travel environment that contributes to speeding, requires lengthy pedestrian crossings, and is costly to maintain. While there are challenges, the wide roadways also present opportunities for the community in that there may be ways that the public right-of-way could be better used to create an environment where the focus can be on travel to instead of through the area. The City's current TSP includes several projects to address the challenges presented by the wide roadways. The Corridor Plan will build upon this work and identify additional projects to improve travel conditions.

PEDESTRIAN FACILITIES

The TSP provides an inventory of existing pedestrian facilities within the study area and identifies locations where there are gaps in the sidewalk network as well pedestrian crossings needing improvement. Figure 3-5 from the TSP illustrates the existing pedestrian facilities and known deficiencies. As shown, sidewalks are provided along both sides of US 30 between Wyeth Street and St. Helens Street and along the west side of US 30 south of St. Helens Street. There are no sidewalks provided along US 30 north of Wyeth Street. Sidewalks are also provided along both sides of Columbia Boulevard and St. Helens Street through the couplet and on both sides of Columbia Boulevard east of the couplet to 9th Street. Sidewalks are provided on the north side of Columbia Boulevard between 9th Street and 7th street and on both sides east of 7th Street.

Each of the signalized crossings along US 30 provides striped pedestrian crosswalks and pedestrian signals that can be activated by pedestrians at the intersection. Unsignalized intersections along US 30 do not have striped crosswalks. The lack of a sidewalk along the east side of US 30 between Gable Road and St. Helens Street, coupled with the presence of the Portland & Western Railroad to the east of the highway, limits but does not eliminate the number of pedestrian crossings across US 30 at unsignalized locations. Anecdotal information obtained from the public through the current corridor study process indicates that a number of pedestrian crossings occur along US 30 at unsignalized intersections and other mid-block locations, often to destinations without an adjacent sidewalk along the east side of the roadway.

The city has several marked and unmarked pedestrian crossings along Columbia Boulevard and St. Helens Street that rely on drivers to yield the right-of-way to pedestrians. These and other locations throughout the Houlton area tend to have wide (approximately 60 feet) roadway cross sections that require pedestrians to cross not only the travel lanes, but also on-street parking lanes provided on one or both sides of a given roadway. Figure 3-5 from the TSP identifies several intersections within the study area with unmarked or unimproved pedestrian crossings. The City's current TSP identifies several projects to address the gaps in the sidewalk network as well as improve crossing conditions along US 30, Columbia Boulevard, and St. Helens Street. The Corridor Plan will build upon this work and identify additional projects to pedestrian and bicycle access and circulation along the corridors.

BICYCLE FACILITIES

The TSP provides an inventory of existing bicycle facilities within the study area and identifies locations where there are missing bike lanes (on one or both sides of the roadway) and where crossing improvements are desirable. Figure 3-6 from the TSP illustrates the existing bicycle facilities and known deficiencies. As shown, US 30, Columbia Boulevard, and St. Helens Street currently have striped bike lanes. Field measurements completed in the fall of 2013 indicate that the width of the striped bike lanes do not meet the City's roadway design standards in some areas. The TSP indicates that bike lanes along Columbia Boulevard and St. Helens Street should be six feet wide, yet in some areas the bike lanes are less than six feet wide and/or overlap with the on-street parking. Figure 3-6 also illustrates two locations with identified bicycle crossing improvement needs. Although the City's current TSP does not include any projects to restripe Columbia Boulevard and/or St. Helens Street, it does include projects to enhance crossing conditions. The corridor master plan will contemplate solutions that can enhance bicycle travel within the study area.

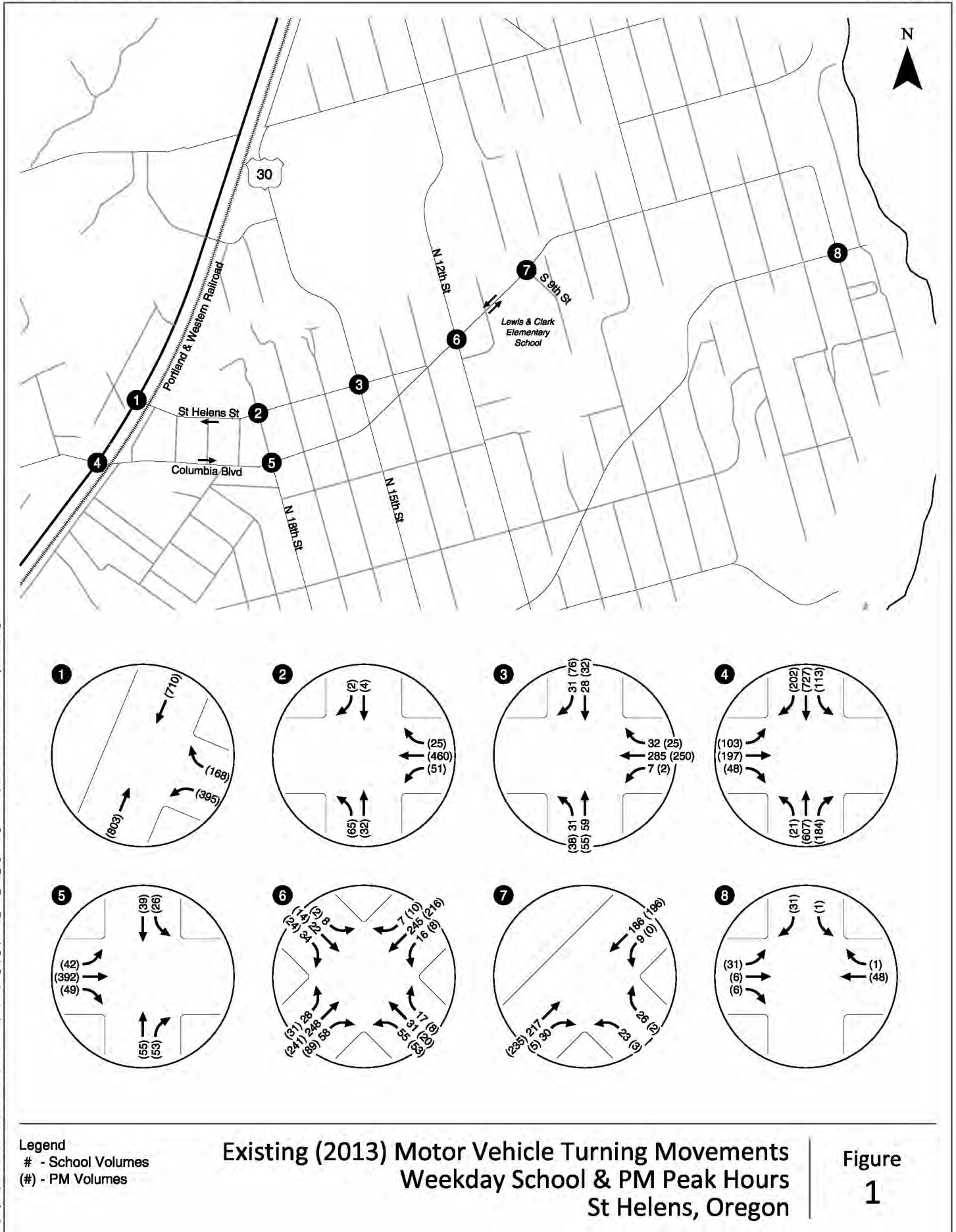
TRAFFIC VOLUMES

Manual turning movement counts were conducted by ODOT at eight intersections in October 2013. Five of the counts were conducted during the weekday evening (4:00 to 6:00 p.m.) peak time period consistent with the TSP and three were conducted over a 16-hour period (6:00 a.m. to 10:00 p.m.). The counts include the total number of pedestrian, bicycles, and motor vehicles at the following locations:

- US 30/St. Helens Street (2-hour count)
- US 30/Columbia Boulevard (2-hour count)
- 18th Street/St. Helens Street (2-hour count)
- 18th Street/Columbia Boulevard (2-hour count)
- 15th Street/St. Helens Street (16-hour count)
- S River Road/St. Helens Street (2-hour count)
- 12th Street/Columbia Boulevard (16-hour count)
- 9th Street/Columbia Boulevard (16-hour count)

The traffic volumes along US 30 were seasonally adjusted to reflect the 30th highest hour in a manner consistent with the TSP. Given the number of intersecting roadways and driveways along the study corridors, there was no basis to balance volumes between study intersections.

Based on a review of the turning movement counts, the weekday evening peak hour was found to occur from 4:30 to 5:30 p.m. Figure 1 summarizes the motor vehicle turning movement volumes at the study intersections during the weekday evening peak hour. Given the relatively high level of pedestrian and bicycle activity adjacent to local schools, additional turning movement volumes representing the school peak hour (2:00 to 3:00 p.m.) are included where applicable.



Review of the traffic volumes shown in Figure 1 indicates that the roadway capacity along Columbia Boulevard and St. Helens Street exceeds the current traffic demand. Traffic volumes eastbound and westbound on the 2-lane segment of Columbia Boulevard east of 12th Street were measured to be *higher* than those eastbound and westbound on the couplet west of 18th Street where there are more travel lanes. These results indicate there may be opportunities to reconfigure the roadway cross sections while still preserving adequate capacity. For example, the eastbound right-turn lane on Columbia Boulevard at 18th Street could be eliminated (at least from an intersection capacity perspective) as was suggested during the corridor study walking tour (Business and Property Owners Meeting #1/CAC Meeting #1). Other opportunities to reconfigure the cross sections are presented later in this report.

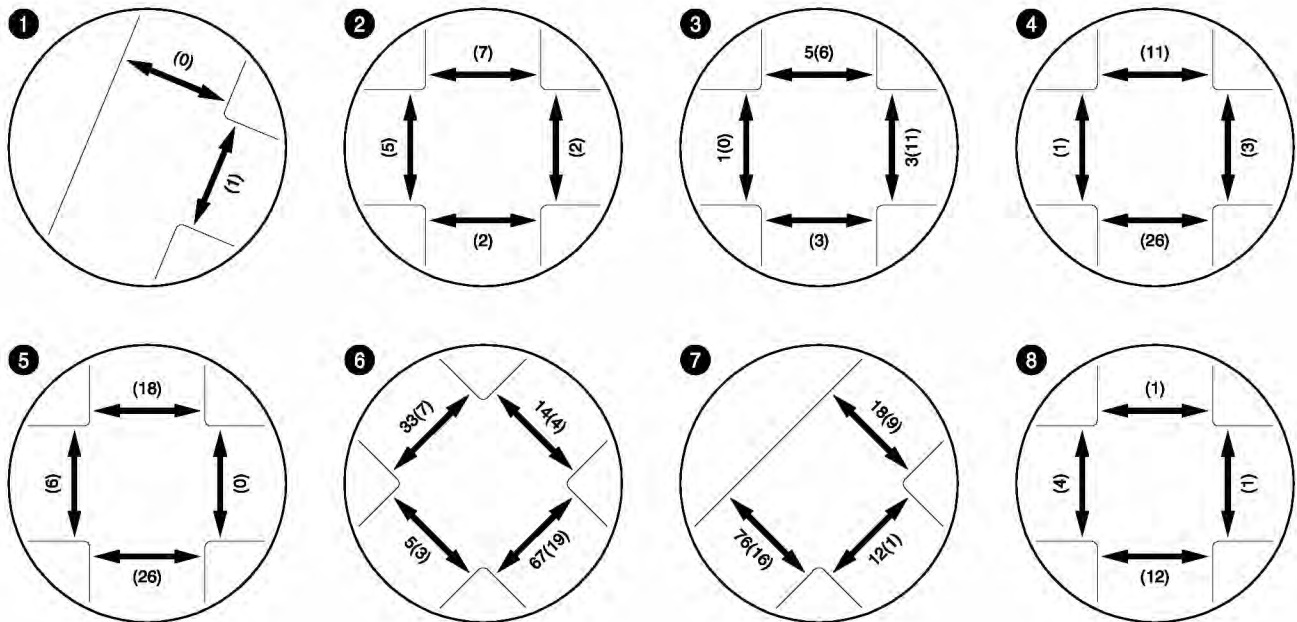
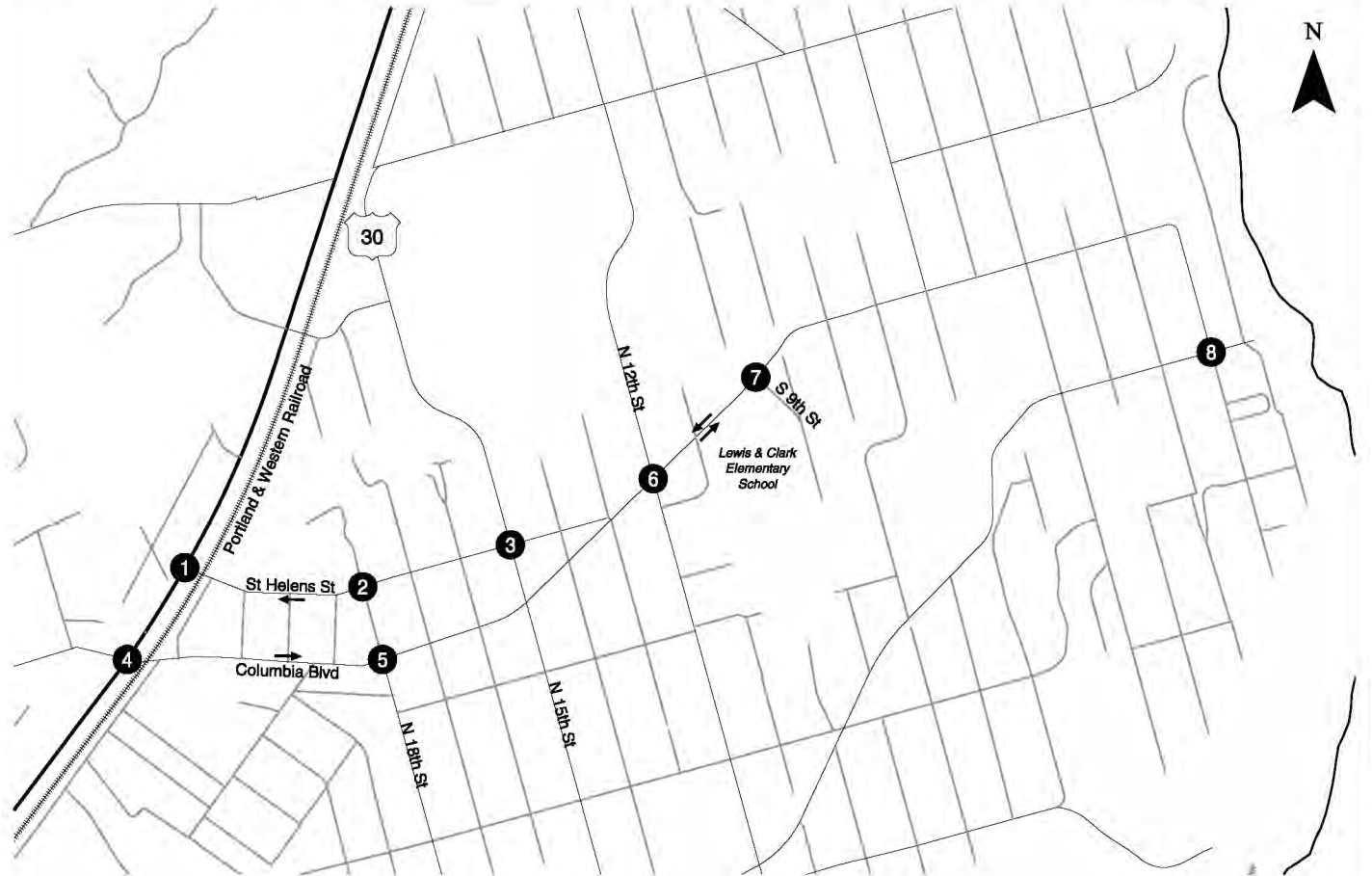
Figure 2 illustrates the pedestrian crossing volumes measured by ODOT at the study intersections in October 2013 during the weekday evening peak hour (4:30 to 5:30 p.m.) and during the school peak hour (2:00 to 3:00 p.m.) where applicable. Our review indicates that the level of pedestrian crossing volumes at the 9th Street/Columbia Boulevard intersection and the 12th Street/Columbia Boulevard intersection may warrant additional treatments to facilitate comfortable and convenient crossings at these locations. Improvements may include curb extensions, raised median islands, flashing beacons, or other facilities. Opportunities to improve crossing conditions at these locations, as well as a number of others identified in the TSP are identified later in this report.

Figure 3 illustrates the bicycle volumes at the study intersections during the evening peak hour (4:30 to 5:30 p.m.) and during the school peak hour (2:00 to 3:00 p.m.) where applicable.

Automated through traffic counts were conducted by ODOT at three locations in October 2013. The counts include the total number of vehicles at the following locations over a 36-hour period:

- Columbia Boulevard, west of 18th Street
- St. Helens Boulevard, west of 18th Street
- Columbia Boulevard, east of 12th Street

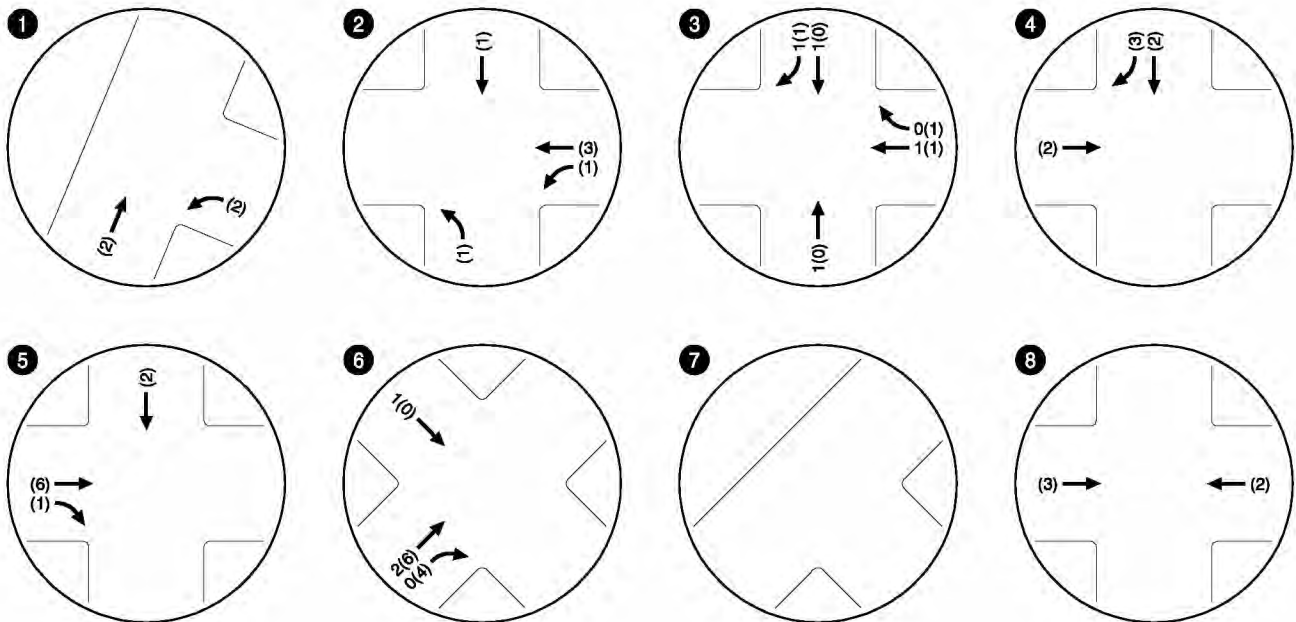
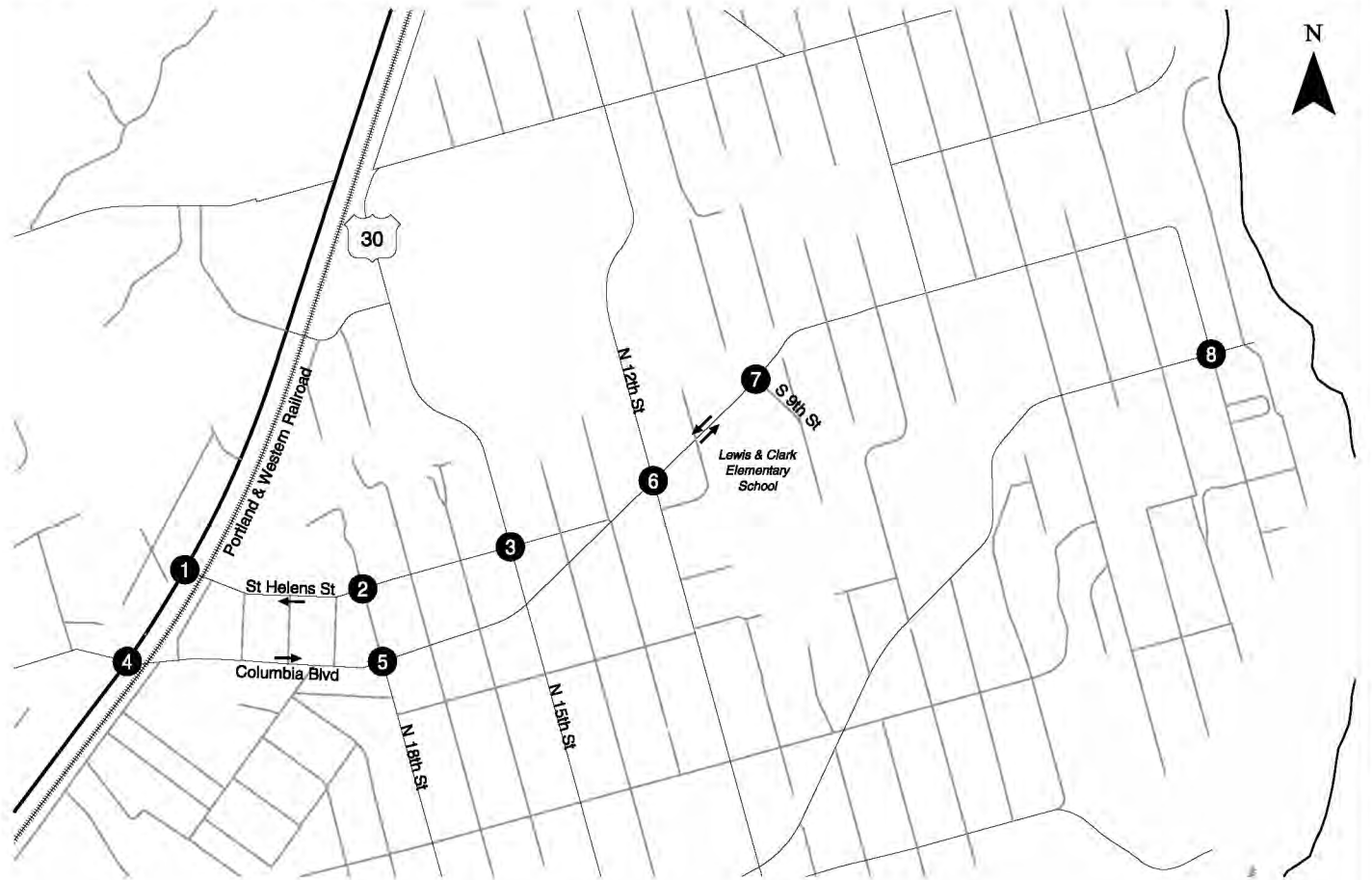
Figure 4 illustrates the location of the through traffic counts and the highest 24-hour profile at each location. As shown, Columbia Boulevard and St. Helens Street west of 12th Street were found to experience higher traffic volumes during the mid-day and evening peak hours compared to the morning peak hour, but there does not appear to be a difference in the directional split of traffic. Columbia Boulevard east of 12th Street, however, was found to experience a morning peak hour similar to the mid-day and evening peak hours. This is, in part, reflective of its proximity to the Lewis and Clark Elementary School. The measured traffic volumes on these streets are consistent with the TSP facility designations. Further, the traffic volumes confirm that the evening peak time period evaluated as part of the TSP is an appropriate representation of the peak period of the day. *Appendix "B" contains the traffic count data provided by ODOT.*



Legend
 # - School Volumes
 (#) - PM Volumes

Existing (2013) Pedestrian Volumes at Crosswalk
 Weekday School & PM Peak Hours
 St Helens, Oregon

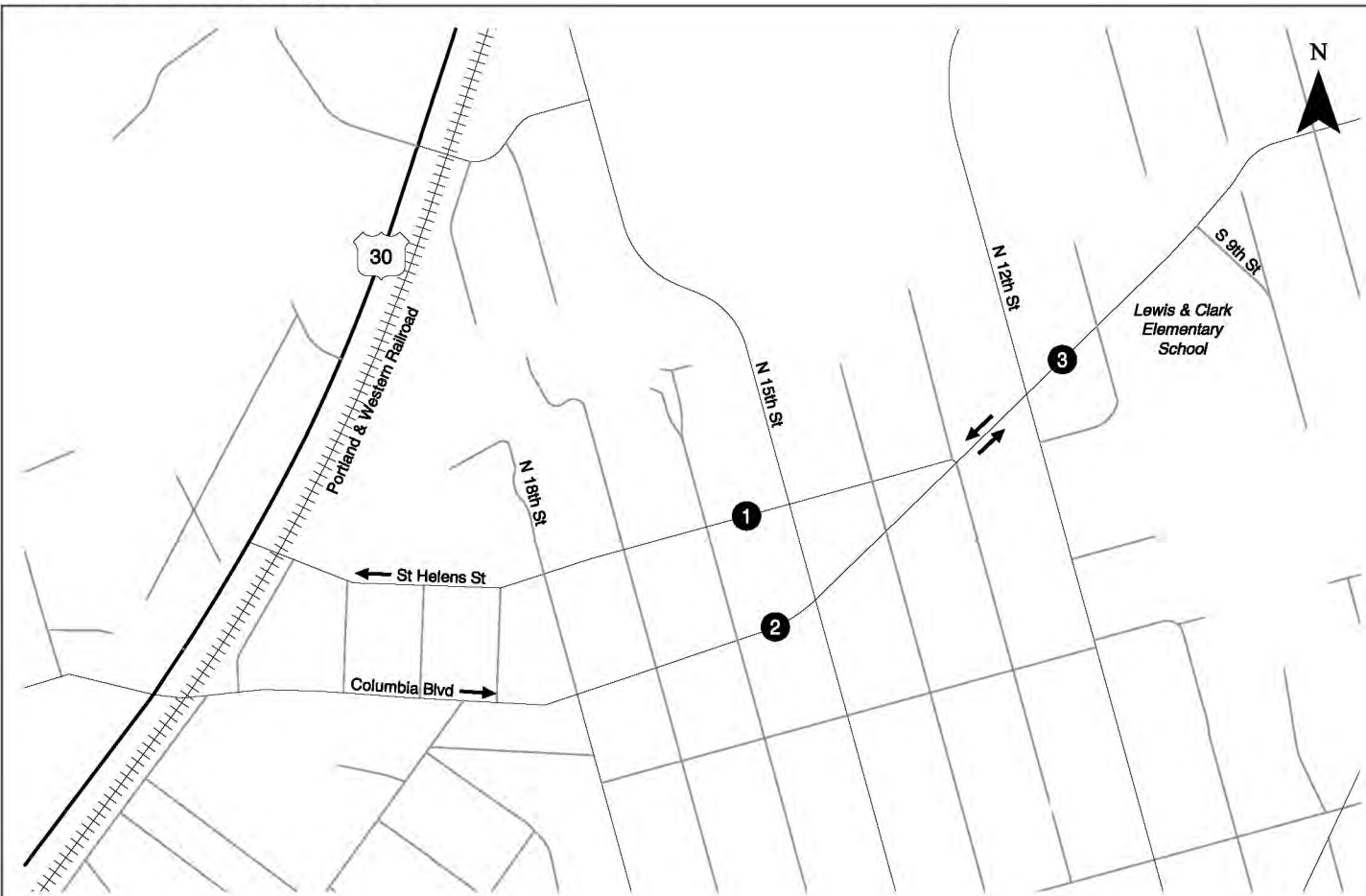
Figure
 2



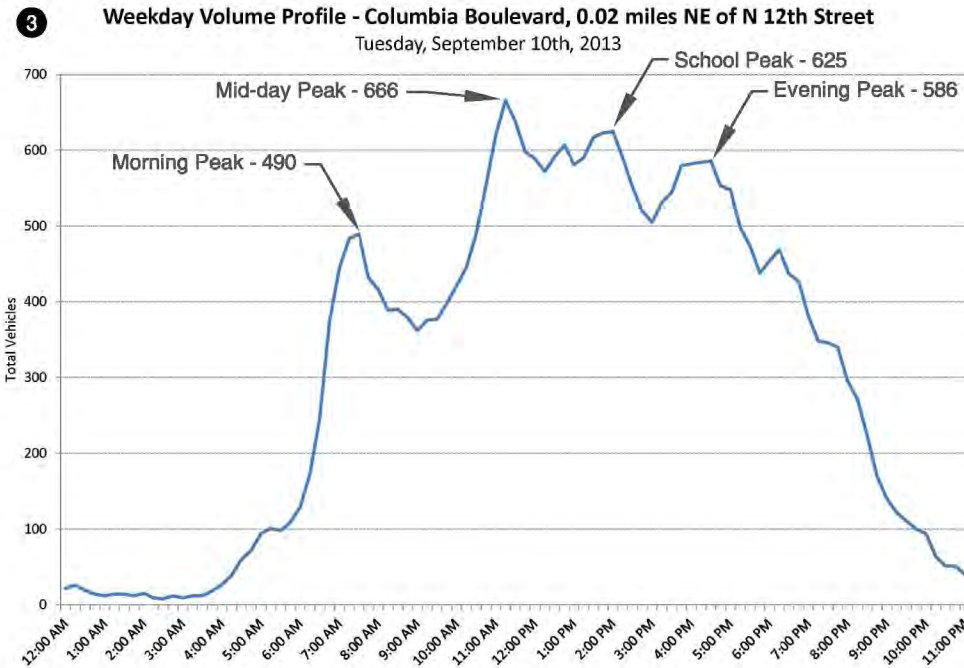
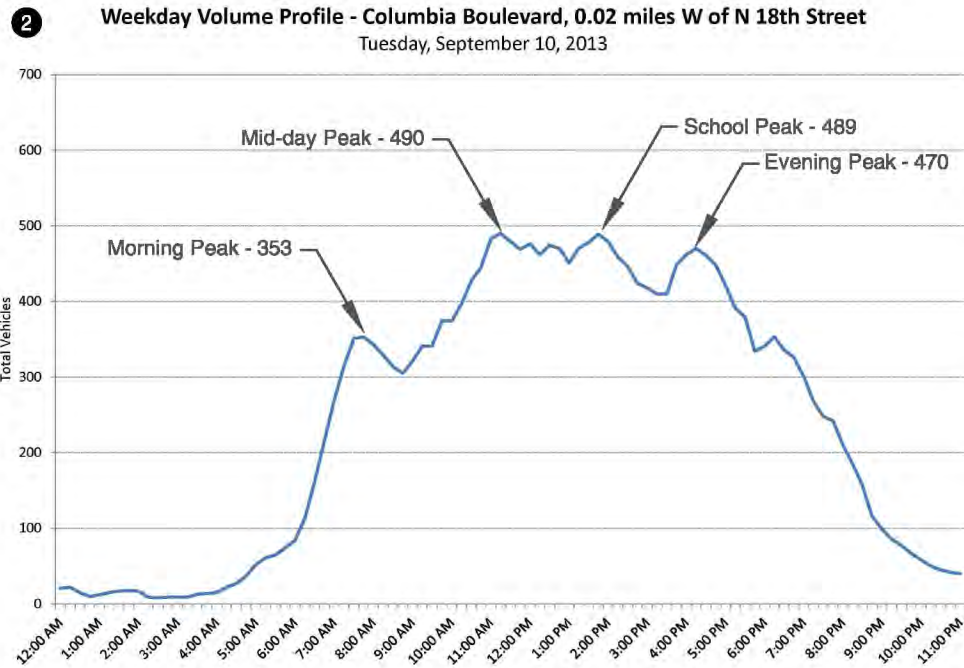
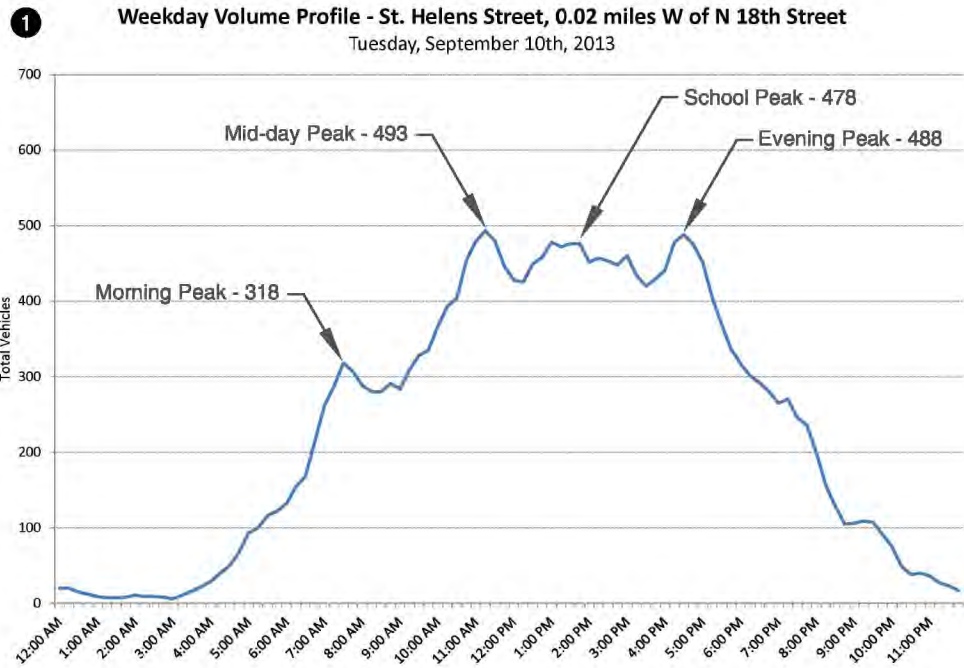
Legend
 # - School Volumes
 (#) - PM Volumes

Existing (2013) Bicycle Movement Volumes
 Weekday School & PM Peak Hours
 St Helens, Oregon

Figure
 3



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24-Hour Weekday Volume Profile
St Helens, Oregon

Figure
4

SAFETY ANALYSIS

Traffic safety along US 30, Columbia Boulevard, and St. Helens Street was evaluated as part of the TSP. ODOT provided information from the Statewide Priority Index System as well as crash data for the segment of US 30 located within the City limits and for each of the study intersections included in the TSP. The following provides a summary of the safety analysis included in the TSP.

Statewide Priority Index System

The Statewide Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency, crash rate, and crash severity. An intersection or roadway segment can be designated as a SPIS site if it experiences three or more crashes or one or more fatal crashes over a three-year period. Under this method, all state highways are analyzed in 0.10 mile segments to identify SPIS sites. At the time of the TSP, there were approximately 6,000 SPIS sites statewide, including two in St. Helens:

- US30/Sykes Road
- US 30/Gable Road

Given the frequency and severity of crashes at the intersections, the SPIS program identified potential safety improvements for the intersections that involve installation of a traffic separator, median islands, and access management at the US 30/Sykes Road intersection and provision of a dual left-turn lane from US 30 onto Gable Road in conjunction with installation of raised median and lane realignment treatments at the US 30/Gable Road intersection. No safety improvements are currently funded at either intersection.

Crash Data Analysis

The TSP also reviewed segment crash data within the study area, particularly along US 30. The TSP noted that the segment of US 30 between Gable Road and St. Helens Street exceeds the statewide average for similar facilities. Inspection of the crash data revealed that a majority of the crashes occurred at intersections, which is to be expected given the frequent and relatively closely spaced access points and street intersections along US 30.

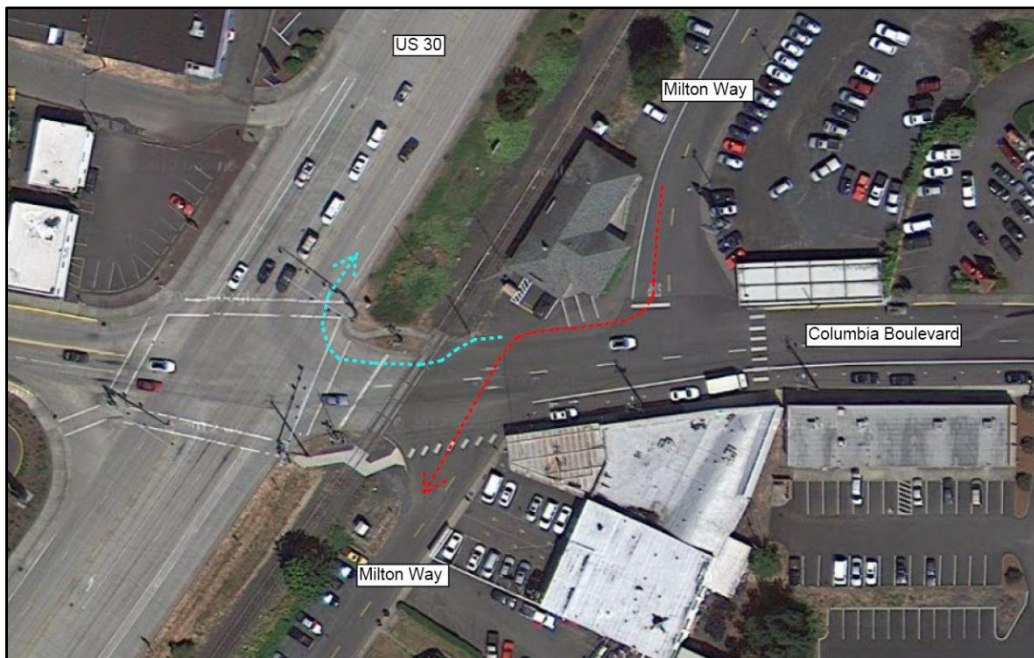
Intersection Crash Data Analysis

The TSP also documented individual intersection crash data at key locations. Review of the reported crashes confirmed that the US 30/Gable Road intersection was experiencing a high number of crashes and found that turn lane and access management improvements identified by ODOT should improve intersection safety. To date, no major improvements have been made at the intersection.

Other Observations

Citizen comments and observations made during the field walking tour of the Columbia Boulevard and St. Helens Street corridors (Business and Property Owners Meeting #1/CAC Meeting #1) identified wrong-way traffic movements occurring on Columbia Boulevard at Milton Way. Specifically, vehicles traveling southbound on Milton Way were observed to make a southbound right-turn onto Columbia Boulevard and travel westbound (within eastbound travel lanes) on Columbia Boulevard to reach the south continuation of Milton Way as shown in Exhibit 1. Meeting participants further noted that some drivers on Milton Way make a southbound right-turn onto Columbia Boulevard and travel westbound (within eastbound travel lanes) across the railroad tracks to then turn right on US 30.

Exhibit 1: Wrong-Way Turn Movement Patterns at Milton Way/Columbia Boulevard



Both of the turn movement patterns depicted in Exhibit 1 are illegal; however, no crashes have been reported at the Milton Way/Columbia Boulevard intersection over the last five-year period based on crash data provided by the City of St. Helens Police Department and ODOT.

Feedback obtained at the December 2013 Technical Advisory Committee and Citizens Advisory Committee meetings indicated that there is a strong desire to maintain the ability of drivers southbound on Milton Way to cross Columbia Boulevard and continue south on Milton Way. City staff noted that efforts previously undertaken by the City to restrict turns at Milton Way to left-turns only (eliminating the ability to cross Columbia Boulevard to continue south on Milton Way) were removed due to citizen complaint. Meeting participants noted that no other convenient alternatives are currently available for traffic westbound on St. Helens Street to reach Milton Way south of Columbia Boulevard and also that the automobile dealership located at the Milton Way/Columbia Boulevard intersection would be impacted by turn movement restrictions at Milton Way. The alternatives analysis

conducted as part of this corridor study should consider options to address the turn movement and connectivity needs at this location.

BICYCLE INFRASTRUCTURE ASSESSMENT

Since the time the TSP was prepared, ODOT has adopted an analysis procedure to evaluate bicycle infrastructure. This process, known as the Bicycle Level of Traffic Stress (LTS) methodology, can be used to evaluate the existing bicycle infrastructure and environment. As applied by ODOT, this method classifies four levels of traffic stress that a cyclist can experience on the roadway, ranging from LTS 1 (which represents little traffic stress) to LTS 4 (which represents high stress). A road segment with LTS 1 generally has low traffic speeds and low volumes and is suitable for all cyclists, including children. A road segment with LTS 4 generally has high speeds, high volumes and is perceived as unsafe by most adults. It is desirable to achieve an LTS 2 on most roadways to appeal to a majority of the bike-riding population. The LTS methodology originated with a document titled, "Low Stress Bicycling and Network Connectivity," published by the Mineta Transportation Institute.

The calculated LTS for the streets within the study area is shown in Figure 5. As shown, the calculated LTS for US 30 and the couplet exceed LTS 2. The Corridor Plan should contemplate solutions that lower the LTS at these locations. Key observations from the LTS review include:

- Generally, the LTS is lower on the eastern side of the study area (which primarily has residential land use) and increases toward US 30.
- The entire length of US 30 is currently at LTS 3 due to the higher roadway speed, multiple travel lanes, and the right turn configuration at intersections along the roadway.
- Most of the one-way segments of St. Helens Street and Columbia Boulevard are also at LTS 3 due to the number of vehicle lanes in each direction and the width of the bike lanes.
- The segment of Columbia Boulevard rated LTS 2 has a lower posted speed limit and only one vehicle lane per direction.
- The LTS ratings can be lowered in most areas by increasing the width of the bike lane and by changing the right turn configurations at intersections so that the right turn lane length is less than 150 feet long (shortening right-turn lanes along US 30 may not be possible due to competing vehicular storage needs and ODOT design requirements).
- The addition of a marked or physical buffer between the bike lane and the vehicular lane would also improve the LTS rating, especially in the one-way segments of St. Helens Street and Columbia Boulevard.

Several of the projects included in the City's current TSP will improve the LTS score. The corridor plan should build upon this work and identify additional projects to further enhance bicycle travel along the corridors. *Appendix "C" contains additional information related to the LTS estimate included in this analysis.*

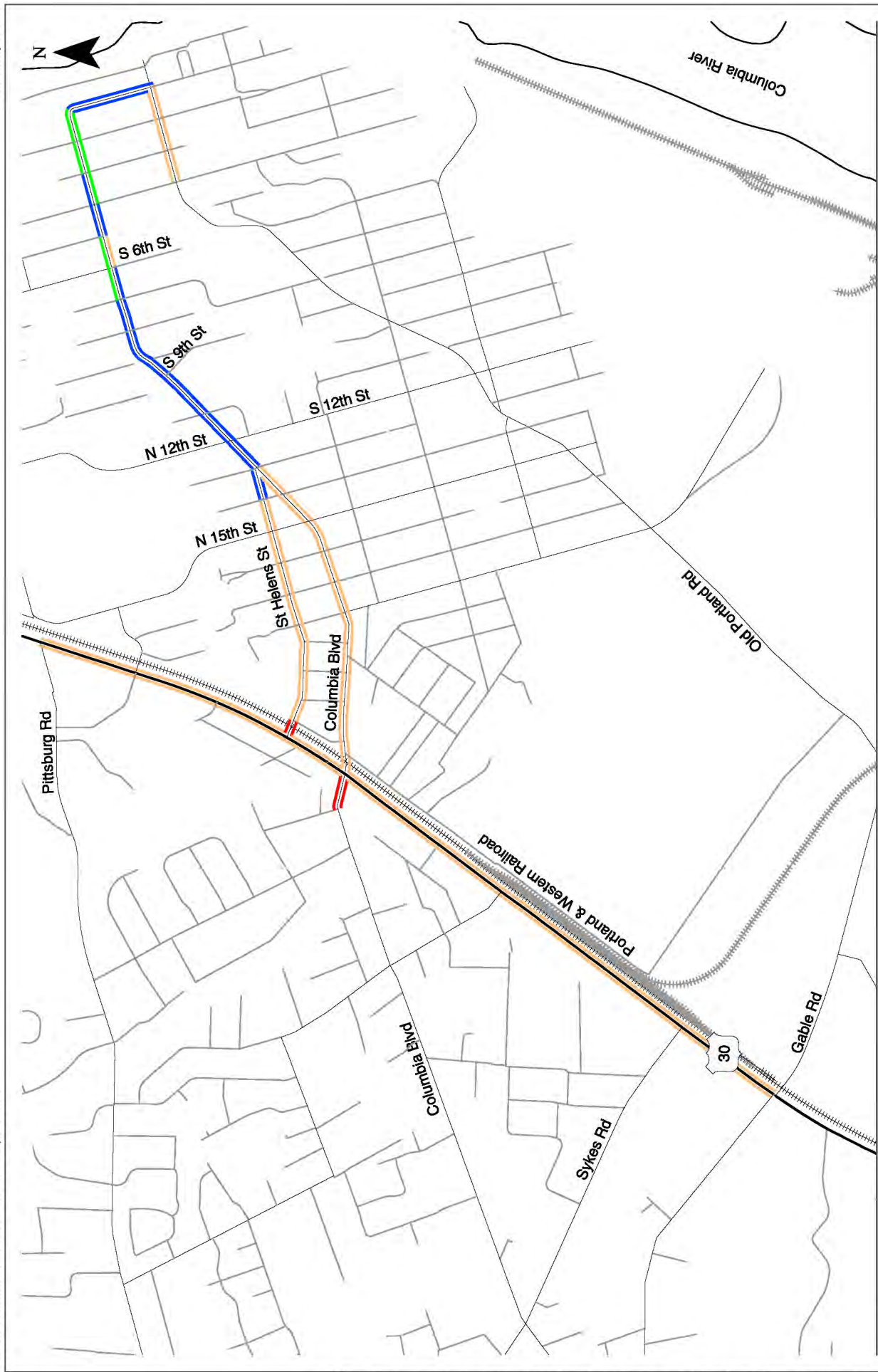


Figure 5

Level of Traffic Stress (LTS)
St Helens, Oregon

- Legend
- LTS 1
 - LTS 2
 - LTS 3
 - LTS 4

YEAR 2031 TRAFFIC CONDITIONS

This section summarizes the planned improvements identified in the TSP for the roadway system as well as the pedestrian and bicycle systems. This section also presents opportunities to further enhance the transportation system in coordination with and beyond the improvements identified in the TSP.

The primary focus of the year 2031 traffic conditions analysis presented in the 2011 TSP was to address the long-term capacity needs at identified study intersections. Based on a review of the TSP, there are four intersections located within the study area that are expected to operate over capacity in the 2031, including US 30/Pittsburg Road, US 30 Wyeth Street, US 30/Gable Road, and 12th Street/Columbia Boulevard. The TSP includes projects to address the long term needs at each intersection. As indicated previously, the vehicle traffic counts confirm the weekday p.m. peak hour analysis provided in the TSP is an appropriate representation of peak vehicular travel demand along the corridors. Consequently there was no need to project future traffic volumes for other times of day or to reevaluate year 2031 traffic conditions.

PLANNED IMPROVEMENTS

The recommended TSP projects within the study are summarized below to provide context for the Corridor Master Plan.

Roadway Improvements

Figure 7-7 of the TSP illustrates the location of the planned roadway improvements within St. Helens. Within the study area, these improvements are not projected to be needed until the end of the planning horizon and are included in the long-term (2022 to 2031) transportation improvement program. The relevant projects in the study area and their respective timing are shown in Table 1 (which was obtained directly from the TSP).

Table 1: Long-Term (2022 to 2031) Transportation Improvement Program

Project No.	Project Location	Project Description	Estimated Cost
L01 ¹	US 30/Gable Road	Install westbound right-turn lane	\$485,000
L02 ²	US 30/Pittsburg Road	Install traffic signal	\$400,000
L03 ²	US 30/Vernonia Road	Install traffic signal	\$400,000
L04	12 th Street/Columbia Blvd.	Install traffic signal or roundabout	\$250,000

¹Project will require coordination/approval by ODOT and ODOT Rail Division. Engineering studies, traffic analysis, and conformance with ODOT standards will be evaluated as projects are developed.

²Project must meet traffic signal warrants and receive approval from State Traffic Engineer. Engineering studies, signal warrant and traffic analysis, and conformance with ODOT standards will be evaluated as projects are developed.

Pedestrian Improvements

Figure 7-5 of the TSP illustrates the location of the planned pedestrian improvements within St. Helens. As shown, there are several projects to improve pedestrian crossings along US 30, Columbia Boulevard,

and St. Helens Street. The pedestrian crossing improvements may include traffic signal modifications such as leading pedestrian interval and pedestrian countdown signals along US 30 as well as curb extensions, raised median islands, rectangular rapid flashing beacons, or pedestrian hybrid signal treatments along Columbia Boulevard and St. Helens Street.

The corridor master plan effort should evaluate opportunities to incorporate the TSP-identified improvements into the final plan. In addition, project stakeholder feedback identified the need to further assess improvement opportunities at key crossing locations specifically including:

- Safety/sight-distance at 15th Street/Columbia Boulevard;
- Safety/sight-distance at 1st Street/Columbia Boulevard;
- Safety/sight-distance at 1st Street/St Helens Street;
- Signal timing/crossing conditions at US 30/Columbia Boulevard;
- Crossing conditions at Milton Way/Columbia Boulevard; and
- Crossing conditions at the Wyeth Street/US 30 intersection¹.

Also shown in Figure 7-5, there are several additional planned improvements along roadways adjacent to the study area, including new sidewalks and multi-use paths. While not directly in the study area, these projects are expected to increase pedestrian activity within the study area and could be developed in support of the current corridor study recommendations. Table 2 summarizes the near-term pedestrian improvement projects within and adjacent to the study area (Table 2 was obtained from the TSP).

Table 2: Near-Term (2011 to 2016) Transportation Improvement Program

Project No.	Project Location	Project Description	Estimated Cost
N19	12 th Street (Columbia Blvd. to Old Portland Road)	Add curbs and sidewalks	\$580,000
N22	Columbia Boulevard (Sykes Road to US 30)	Add curbs and sidewalks	\$1,353,000
N24	Sykes Road (Columbia Blvd. to US 30)	Add curbs and sidewalks	\$190,000
N27	Gable Road (Bachelor Flat to US 30)	Add curbs and sidewalks	\$995,000
N32	Columbia Blvd./St. Helens Couplet	Install curb extensions (4 locations)	\$106,000
N33	Columbia Blvd. Couplet to 2 nd Street	Install curb extensions and island refuges (8 locations)	\$200,000
N34	Columbia Blvd./1 st Street	Install 1 striped crosswalk and 3 new ADA ramps	\$10,000
N35	St. Helens Street	Install curb extensions (4 locations)	\$106,000
N36	US 30 Corridor	Install Pedestrian Countdown Heads (5 Locations)	\$15,000

¹ Based on stakeholder feedback, ODOT will be conducting traffic counts at this intersection within the next month. The pedestrian, bicycle, and vehicular count information will then be used by the project team to assess improvement needs and potential options. This additional information will be provided to project stakeholders as it becomes available.

These improvements will enhance pedestrian connectivity in the area, establishing a more walkable neighborhood in St. Helens. Curb extensions and sidewalks will add pedestrian access to locations that are currently challenging to pedestrians, and striped crosswalks and island refuges can help facilitate the crossing of key roadways within the study area.

Bicycle Improvements

Figure 7-6 of the TSP illustrates the location of the planned bicycle improvements within St. Helens. As shown, two projects were previously identified to improve bicycle crossings along US 30 (one at Gable Road and one at St. Helens Street). The US 30 bicycle crossing improvements may include additional signing and striping to help facilitate bicycle crossings and/or the addition of bicycle detection at the two respective traffic signals. Bicycle detection improvements could include pavement markers to indicate where cyclists can actuate a signal as well as modifying the sensitivity of loop detectors to improve bicycle activation. The corridor study should evaluate opportunities to incorporate these improvements into the final plan.

In addition to the TSP-recommended improvements, potential improvement opportunities identified through the current corridor master planning effort include:

- Widening the existing bicycle lanes along Columbia Boulevard and St. Helens Street (potentially in conjunction with widening of select on-street parking areas);
- Adding buffers to the bicycle lanes along US 30 (a re-striping activity that would provide an additional striped pavement area between the bicycle lane and the closest vehicular travel lane);
- Improving bicycle paths through the Columbia Boulevard/US 30 intersection;
- Improving left and right-turn lane striping/geometric configurations at key intersections; and/or
- Incorporating bicycle parking in the commercial areas along US 30, Columbia Boulevard, and St. Helens Street as well as in the Olde Towne, Downtown, and Riverfront areas.

Also shown in Figure 7-6, there are several additional identified bicycle improvements along roadways adjacent to the study area, including new on-street bike lanes, shared roadways, and multi-use paths. While not directly in the study area, construction of these projects will improve connectivity of the bicycle network and create a more extensive environment for cyclists in St. Helens. Adding bike lanes should draw more cyclists to the area and reconfiguring striping and signage will also create a more bike-friendly environment. Table 3 summarizes the near-term bicycle improvement projects within and adjacent to the study area (obtained from the TSP).

Table 3: Near-Term (2011 to 2016) Transportation Improvement Program

Project No.	Project Location	Project Description	Estimated Cost
N05	12 th Street (Columbia Blvd. to Old Portland Road)	Widen roadway and add bike lanes	\$364,000
N09	Columbia Boulevard (Sykes Road to US 30)	Add bike lanes	\$30,000
N13	Gable Road (Bachelor Flat to US 30)	Widen roadway and add bike lanes	\$502,000
N16	US 30/St. Helens Street	Reconfigure bike lane striping across right turn lane	\$5,000
N17	US 30/Gable Road	Enhance existing bicycle facilities with pavement markings and signage	\$5,000

SUMMARY

Key findings to date include:

- Traffic demand along the Columbia Boulevard and St. Helens one-way couplet facilities is below the capacity of the two roadways east of US 30. As such, there may be opportunities to reconfigure the roadway cross sections while still preserving adequate capacity. In particular, it appears that the eastbound right-turn lane on Columbia Boulevard at 18th Street could be eliminated (at least from an intersection capacity perspective).
- The pedestrian and bicycle volume data offers insights as to prominent travel routes today, as well as those locations that are potentially less friendly to non-auto trips. This information could be used to help assess where near-term pedestrian and bicycle improvements could be focused.
- The vehicle traffic counts confirm the weekday p.m. peak hour analysis provided in the TSP is an appropriate representation of peak vehicular travel demand along the corridors.
- The upcoming alternatives analysis should consider options to eliminate wrong-way traffic movements occurring on Columbia Boulevard at Milton Way while ensuring sufficient connectivity and circulation to homes and businesses located along Milton Way.
- The bicycle level of stress evaluation provides insights as to areas where there are improvement needs and offers basic insights as to what improvements might be made.
- The crash data points to the need for thoughtful consideration of improvement opportunities on US 30 at Gable Road and Sykes Road.
- The list of planned improvements identified in the TSP offers insight as to previously identified infrastructure needs in the community, forming a context for the current planning effort and also leaving room for additional improvement projects to be identified during the Corridor planning process.

- In addition to the TSP-recommended bicycle improvement needs, potential improvement opportunities identified through the current corridor master planning effort include:
 - Widening the existing bicycle lanes along Columbia Boulevard and St. Helens Street (potentially in conjunction with widening of select on-street parking areas);
 - Adding buffers to the bicycle lanes along US 30 (a re-striping activity that would provide an additional striped pavement area between the bicycle lane and the closest vehicular travel lane);
 - Improving bicycle paths through the Columbia Boulevard/US 30 intersection;
 - Improving left and right-turn lane striping/geometric configurations at key intersections; and/or
 - Incorporating bicycle parking in the commercial areas along US 30, Columbia Boulevard, and St. Helens Street as well as in the Olde Towne, Downtown, and Riverfront areas.
- Other areas requiring further review during upcoming stages of the project include, but are not limited to:
 - Safety/sight-distance at 15th Street/Columbia Boulevard;
 - Safety/sight-distance at 1st Street/Columbia Boulevard;
 - Safety/sight-distance at 1st Street/St Helens Street;
 - Crossing conditions at US 30/Columbia Boulevard (signal timing/crosswalk length);
 - Crossing conditions at Milton Way/Columbia Boulevard;
 - Crossing conditions at the Wyeth Street/US 30 intersection;
 - Lane configurations at the St Helens Street/Columbia Boulevard couplet terminus;
 - Lane Configurations at the Columbia Boulevard/18th Street intersection;
 - Cross sections along Columbia Boulevard between 7th Street and 1st Street; and
 - Cross sections along St Helens Street between 4th Street and 1st Street.

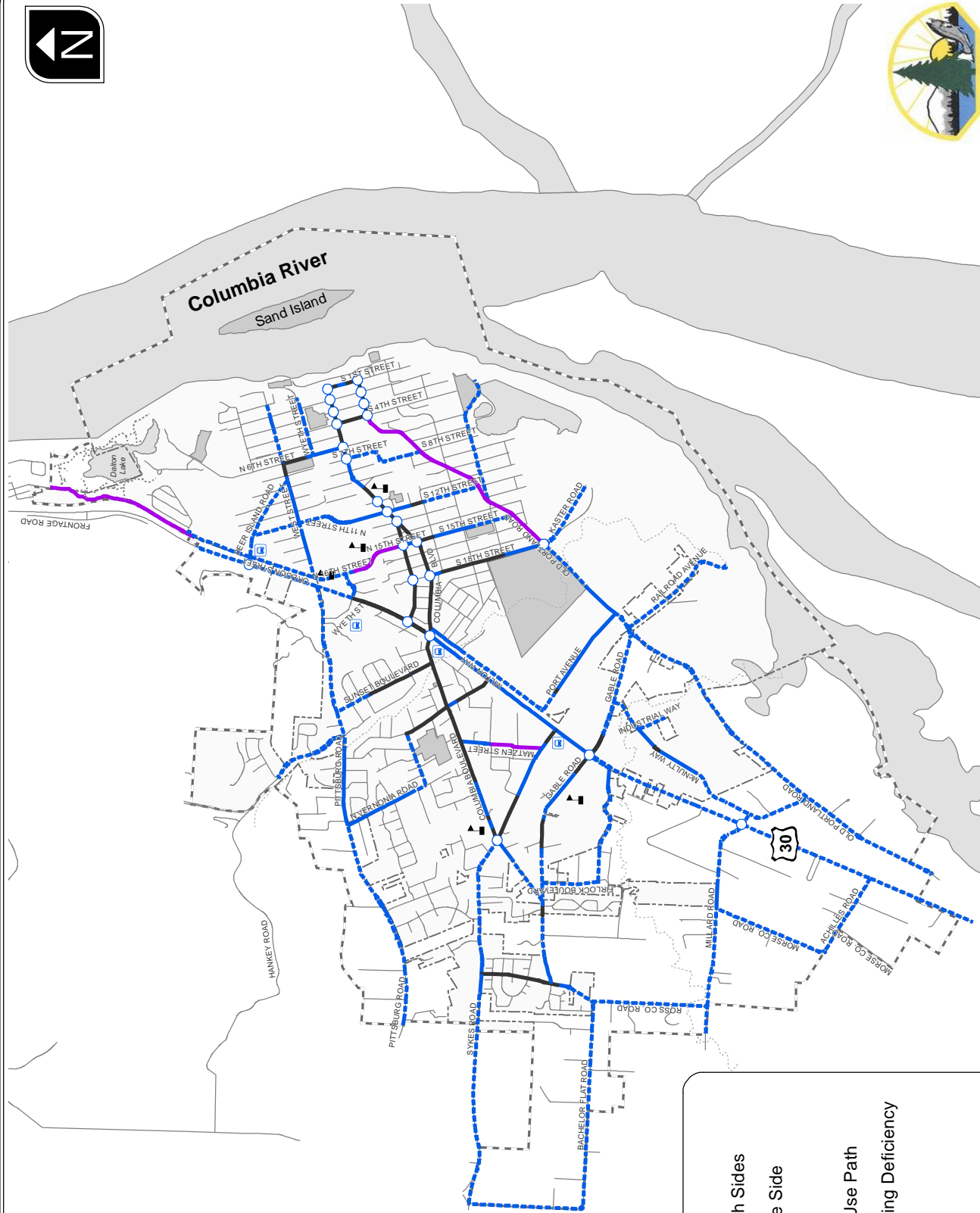
The maintenance and life cycle costs associated with each of the potential improvements identified above will be considered during the upcoming design phase of the corridor study.

Appendix A TSP Figures



FIGURE
3-5

**EXISTING PEDESTRIAN FACILITIES AND KNOWN DEFICIENCIES
ST. HELENS, OREGON**

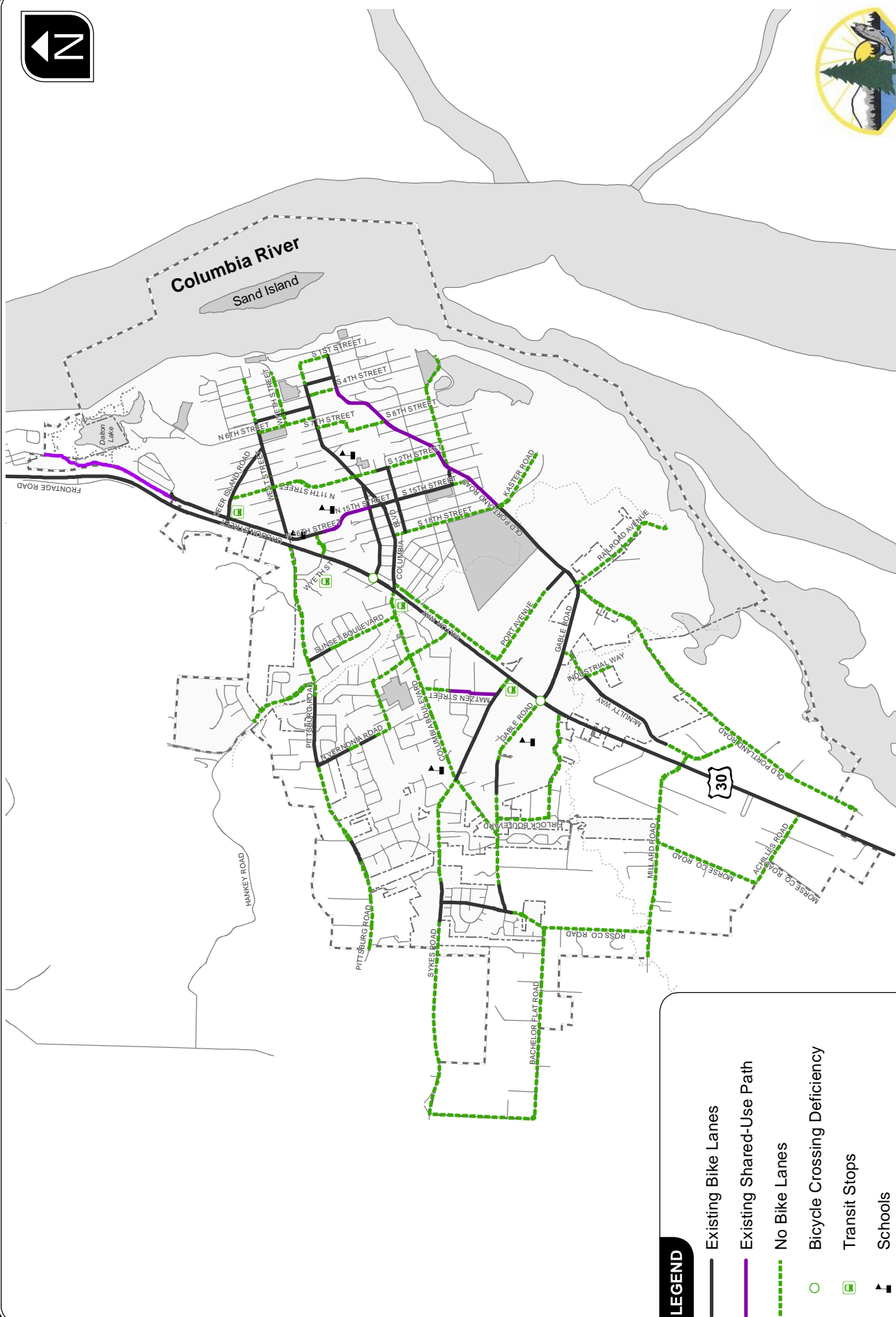


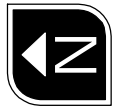
LEGEND

- Sidewalks on Both Sides
- Sidewalks on One Side
- No Sidewalks
- Existing Shared-Use Path
- Pedestrian Crossing Deficiency
- Transit Stop
- Schools
- City UGB
- City Limits

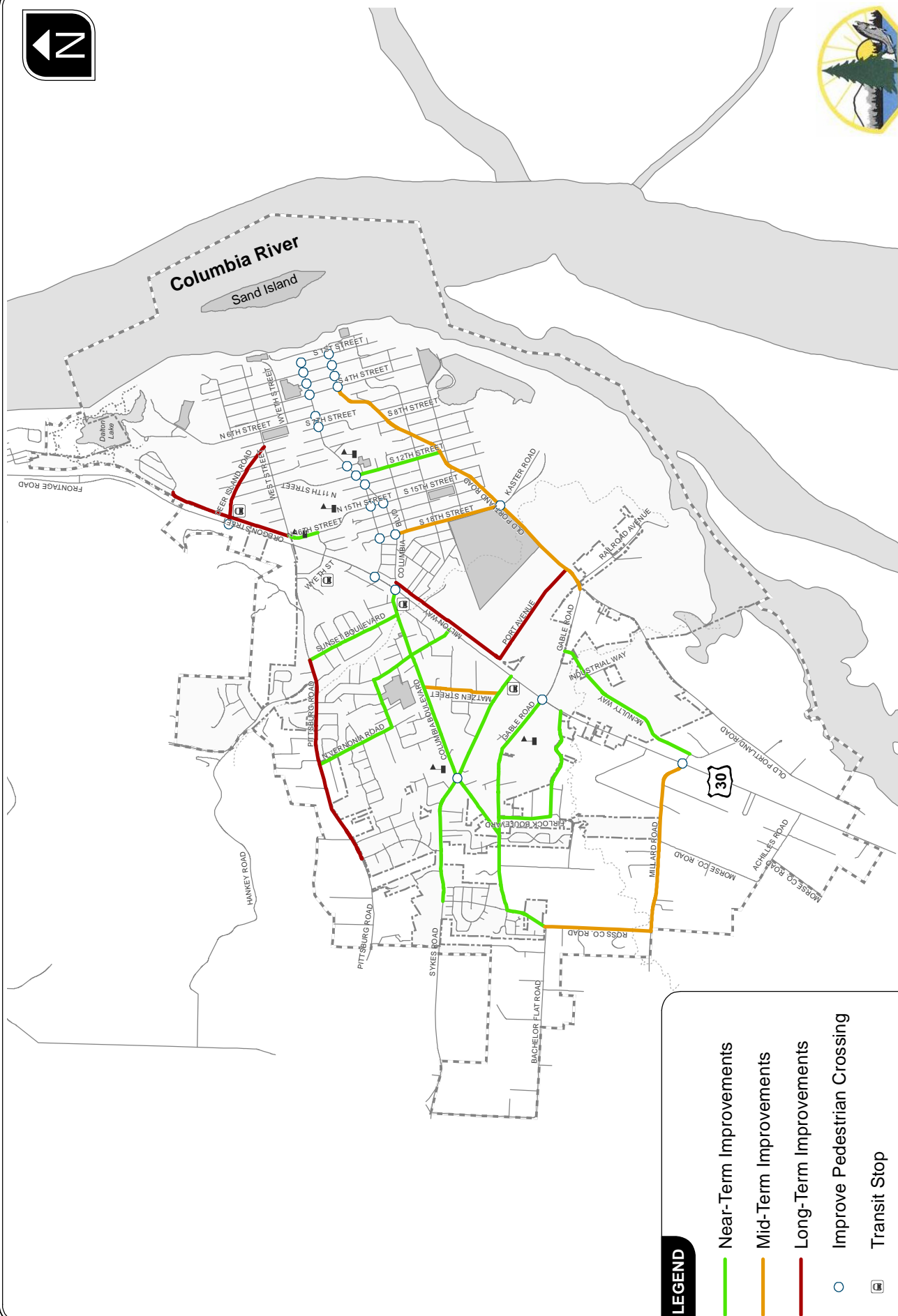


EXISTING BICYCLE FACILITIES AND KNOWN DEFICIENCIES ST. HELENS, OREGON





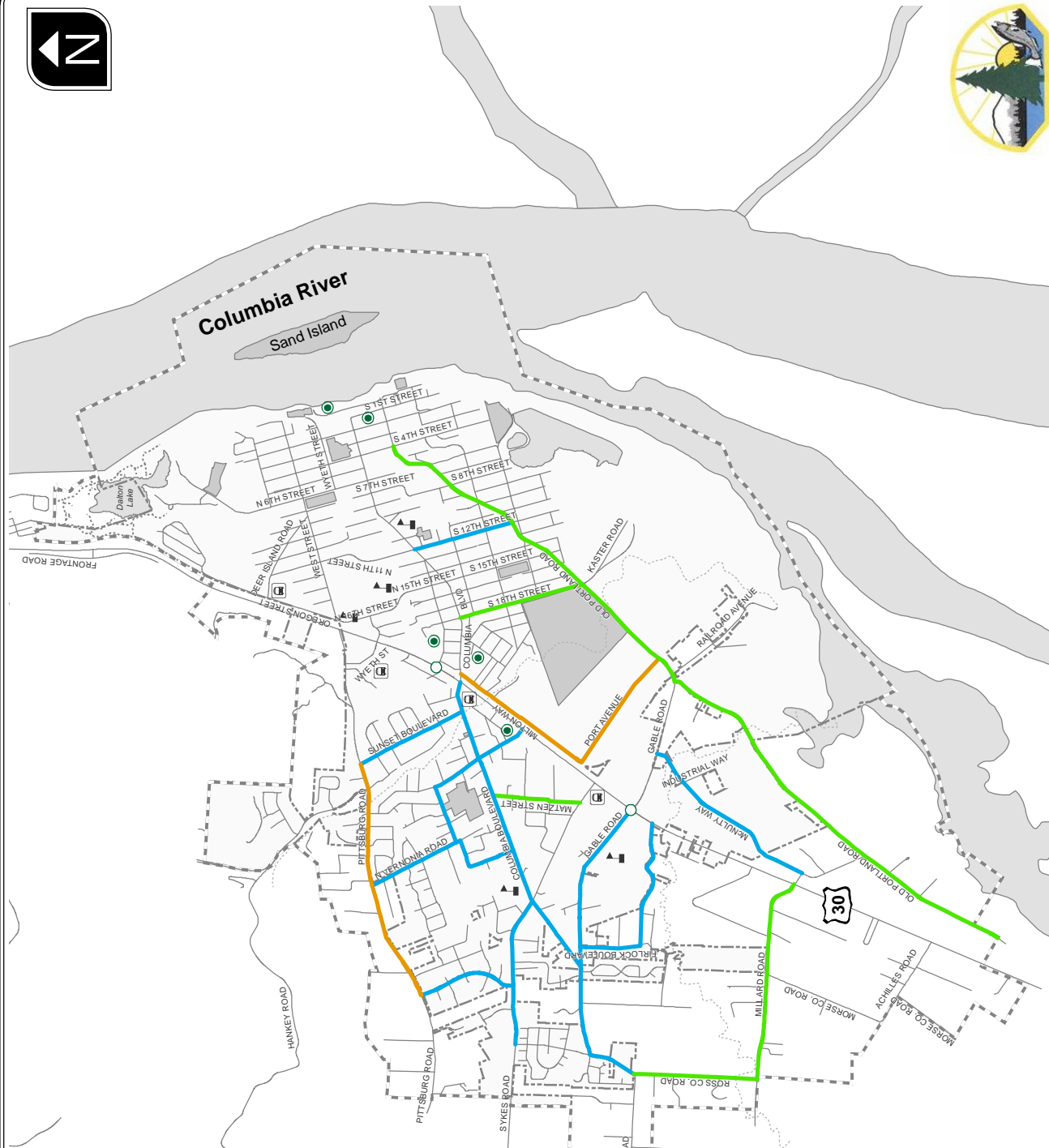
PEDESTRIAN SYSTEM PLAN
ST. HELENS, OREGON



H:\profile\10639 - St Helens TSP Update\gis\draft\isp\Fig7-5.mxd

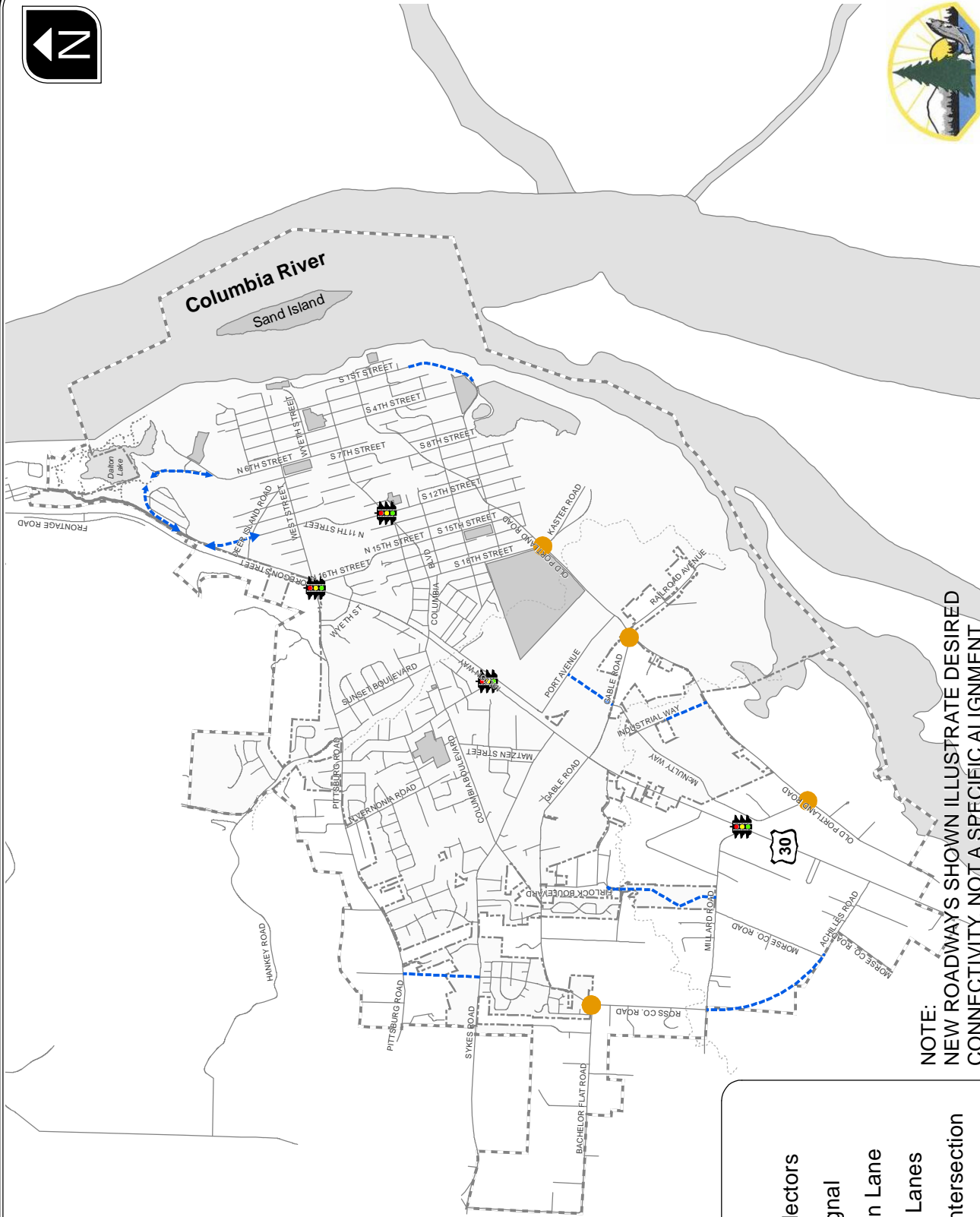


**BICYCLE SYSTEM PLAN
ST. HELENS, OREGON**



LEGEND

- Near-Term Improvements
- Mid-Term Improvements
- Long-Term Improvements
- Add Bicycle Parking
- Improve Bicycle Crossing
- Transit Stops
- City UGB
- City Limits



NOTE:
NEW ROADWAYS SHOWN ILLUSTRATE DESIRED
CONNECTIVITY, NOT A SPECIFIC ALIGNMENT

LEGEND

- Proposed Collectors
- Add Traffic Signal
- Add Right-Turn Lane
- Add Left-Turn Lanes
- Reconfigure Intersection
- City Limits
- City UGB

Appendix B Traffic Count Data

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

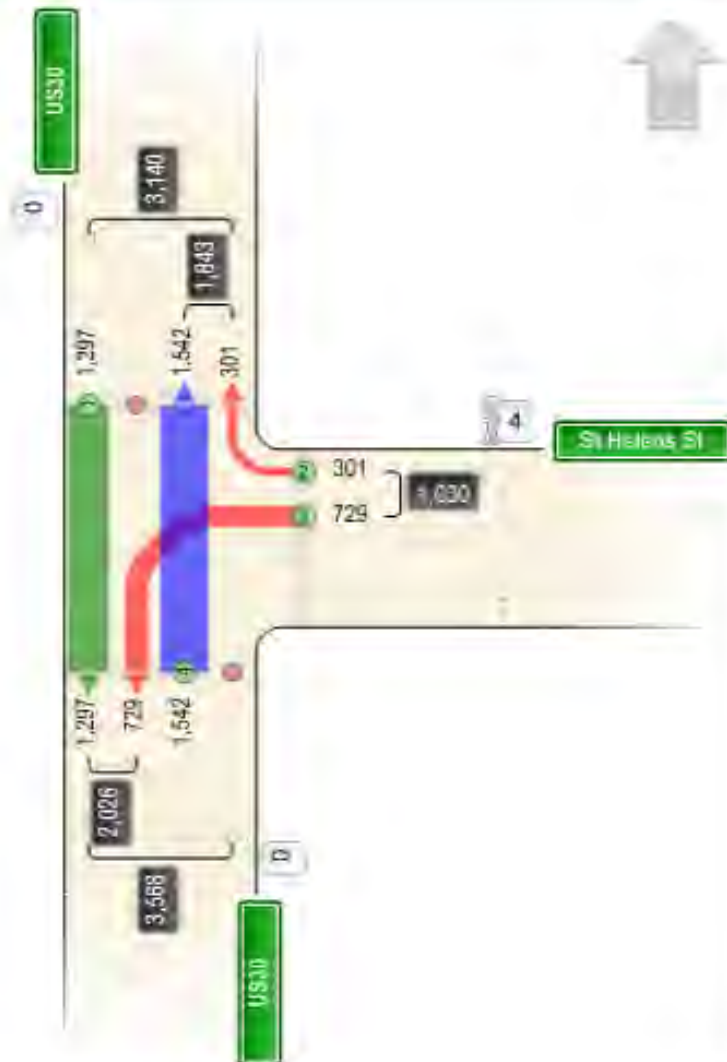
Date: 9/11/2013
Hours: 4:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 38449
Mile Point: 28.67
Street Number: 092
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: US30 and St Helens St
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division

Site: 38449

Date: 9/11/2013

County: Columbia

Hours: 4:00 PM-6:00 PM

City: St. Helens

Highway #: 092

Milepoint: 28.67

Location: US30 and St Helens St

Count Number: 1.00

Weather: Clear

Time of Day	Summary By Movements						Entering Volumes		
	N-S	E-N	E-S	S-N		TOTAL	North	East	South
16:00	148	36	82	201		467	148	118	201
16:15	147	34	80	184		445	147	114	184
16:30	161	37	91	209		498	161	128	209
16:45	157	50	94	187		488	157	144	187
17:00	204	43	104	190		541	204	147	190
17:15	168	38	106	194		506	168	144	194
17:30	160	33	80	199		472	160	113	199
17:45	152	30	92	178		452	152	122	178
Total Count	1297	301	729	1542		3869	1297	1030	1542
24hr Factor	1	1	1	1		1	1	1	1
24hr Volume	1297	301	729	1542		3869	1297	1030	1542

Summary Of Bicycle Count Transportation Development Division									
Site: 38449					Date: 9/11/2013				
County: Columbia					Hours: 4:00 PM-6:00 PM				
City: St. Helens					Highway #: 092				
Milepoint: 28.67					Location: US30 and St Helens St				
Count Number: 1.00					Weather: Clear				
Time of Day	Summary By Movements						Entering Volumes		
	N-S	E-N	E-S	S-N		TOTAL	North	East	South
16:00	0	0	0	0		0	0	0	0
16:15	0	0	0	0		0	0	0	0
16:30	0	0	0	0		0	0	0	0
16:45	0	0	0	0		0	0	0	0
17:00	0	0	2	0		2	0	2	0
17:15	0	0	0	2		2	0	0	2
17:30	0	0	0	0		0	0	0	0
17:45	0	0	0	0		0	0	0	0
Total Count	0	0	2	2		4	0	2	2
24hr Factor	1	1	1	1		1	1	1	1
24hr Volume	0	0	2	2		4	0	2	2

Summary Of Pedestrian Count Transportation Development Division

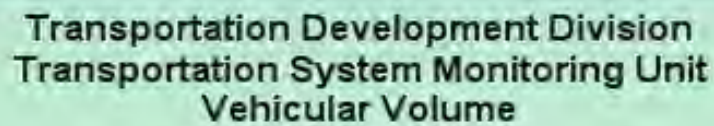
Site: 38449
County: Columbia
City: St. Helens

Date: 9/11/2013
Hours: 4:00 PM-6:00 PM
Highway #: 092

Milepoint: 28.67
Count Number: 1.00

Location: US30 and St Helens St
Weather: Clear

Time of Day	Pedestrian		
	North	East	South
16:00		2	
16:15			
16:30		1	
16:45			
17:00			
17:15			
17:30			
17:45		1	
Total	0	4	0



Summary of Traffic Count Transportation Development Division												
Site: 38450 County: Columbia City: St. Helens Milepoint: 0.26 Count Number: 1.00				Date: 9/9/2013 Hours: 4:00 PM-6:00 PM Highway #: 2744 St Helens St and N 18th Location: St Weather: Clear								
Time of Day	Summary By Movements								Entering Volumes			
	N-S	N-W	E-N	E-S	E-W	S-N	S-W	TOTAL	North	East	South	
16:00	1	2	7	13	121	8	17	169	3	141	25	
16:15	0	0	6	14	105	6	9	140	0	125	15	
16:30	3	0	5	16	116	5	16	161	3	137	21	
16:45	0	0	7	9	102	5	17	140	0	118	22	
17:00	1	2	8	8	154	15	18	206	3	170	33	
17:15	0	0	5	18	88	7	14	132	0	111	21	
17:30	0	1	3	8	87	5	16	120	1	98	21	
17:45	0	0	6	3	85	0	10	104	0	94	10	
Total Count	5	5	47	89	858	51	117	1172	10	994	168	
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	
24hr Volume	5	5	47	89	858	51	117	1172	10	994	168	

Summary Of Bicycle Count Transportation Development Division												
Site: 38450 County: Columbia City: St. Helens Milepoint: 0.26 Count Number: 1.00				Date: 9/9/2013 Hours: 4:00 PM-6:00 PM Highway #: 2744 St Helens St and N 18th Location: St Weather: Clear								
Time of Day	Summary By Movements								Entering Volumes			
	N-S	N-W	E-N	E-S	E-W	S-N	S-W	TOTAL	North	East	South	
16:00	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	1	0	0	1	0	1	0	
16:30	0	0	0	0	1	0	0	1	0	1	0	
16:45	0	0	0	0	1	0	0	1	0	1	0	
17:00	1	0	0	1	1	0	1	4	1	2	1	
17:15	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	5	0	0	5	0	5	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	
Total Count	1	0	0	1	9	0	1	12	1	10	1	
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	
24hr Volume	1	0	0	1	9	0	1	12	1	10	1	

Summary Of Pedestrian Count Transportation Development Division				
Site: 38450		Date: 9/9/2013		
County: Columbia		Hours: 4:00 PM-6:00 PM		
City: St. Helens		Highway #: 2744		
Milepoint: 0.26		Location: St		
Count Number: 1.00		Weather: Clear		
Time of Day	Pedestrian			
	North	East	South	West
16:00		1		1
16:15				
16:30				
16:45	1	1		
17:00	2	1	2	
17:15	4			4
17:30	1			1
17:45			1	
Total	8	3	3	6

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

Date: 9/10/2013
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 38451
Mile Point: 0.11
Street Number: 2744
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: St Helens St and N 15th St
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division

Site: 38451
County: Columbia
City: St. Helens

Date: 9/10/2013
Hours: 6:00 AM-10:00 PM
Highway #: 2744

Milepoint: 0.11
Count Number: 1.00

Location: St Helens St and N 15th St
Weather: Clear

Time of Day	Summary By Movements									Entering Volumes		
	N-S	N-W	E-N	E-S	E-W	S-N	S-W		TOTAL	North	East	South
6:00	11	9	6	2	92	5	10		135	20	100	15
6:15	0	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0	0		0	0	0	0
7:00	56	45	25	2	180	30	13		351	101	207	43
7:15	0	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0	0		0	0	0	0
8:00	48	76	25	4	196	56	16		421	124	225	72
8:15	0	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0	0		0	0	0	0
9:00	25	17	13	0	189	10	29		283	42	202	39
9:15	0	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0	0		0	0	0	0
10:00	21	52	12	5	202	21	28		341	73	219	49
10:15	0	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0	0		0	0	0	0
11:00	19	49	21	2	311	21	46		469	68	334	67
11:15	0	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0		0	0	0	0
12:00	16	43	8	5	273	22	41		408	59	286	63
12:15	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0	0		0	0	0	0
13:00	25	43	12	6	298	44	39		467	68	316	83
13:15	0	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0	0		0	0	0	0
14:00	28	31	32	7	285	59	31		473	59	324	90
14:15	0	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0	0		0	0	0	0
15:00	38	102	30	3	243	42	37		495	140	276	79
15:15	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0	0		0	0	0	0
16:00	9	13	4	0	69	7	5		107	22	73	12
16:15	6	12	6	1	57	8	8		98	18	64	16
16:30	9	15	3	2	69	14	9		121	24	74	23

16:45	6	14	2	0	56	10	8		96	20	58	18
17:00	8	26	9	0	63	18	9		133	34	72	27
17:15	9	21	11	0	62	13	12		128	30	73	25
17:30	5	8	2	1	61	8	3		88	13	64	11
17:45	7	8	4	1	58	13	9		100	15	63	22
18:00	24	32	8	6	212	29	20		331	56	226	49
18:15	0	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0	0		0	0	0	0
19:00	25	32	8	0	157	33	23		278	57	165	56
19:15	0	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0	0		0	0	0	0
20:00	15	13	3	4	142	9	12		198	28	149	21
20:15	0	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0	0		0	0	0	0
20:45	0	0	0	0	0	0	0		0	0	0	0
21:00	2	9	2	3	62	4	8		90	11	67	12
21:15	0	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0	0		0	0	0	0
Total Count	412	670	246	54	3337	476	416		5611	1082	3637	892
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	454	737	271	60	3671	524	458		6173	1191	4001	982

Summary Of Bicycle Count Transportation Development Division

Site: 38451
County: Columbia
City: St. Helens

Date: 9/10/2013
Hours: 6:00 AM-10:00 PM
Highway #: 2744

Milepoint: 0.11
Count Number: 1.00

Location: St Helens St and N 15th St
Weather: Clear

Time of Day	Summary By Movements									Entering Volumes		
	N-S	N-W	E-N	E-S	E-W	S-N	S-W		TOTAL	North	East	South
6:00	0	0	0	0	0	1	0		1	0	0	1
6:15	0	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0	0		0	0	0	0
7:00	1	1	3	0	1	2	0		8	2	4	2
7:15	0	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0	0		0	0	0	0
8:00	0	0	2	0	1	0	0		3	0	3	0
8:15	0	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0	0		0	0	0	0
9:00	0	0	0	0	1	0	0		1	0	1	0
9:15	0	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0	0		0	0	0	0
10:00	1	1	0	0	1	1	1		5	2	1	2
10:15	0	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0	0		0	0	0	0
11:00	0	0	1	0	4	1	0		6	0	5	1
11:15	0	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0		0	0	0	0
12:00	0	2	0	0	2	0	0		4	2	2	0
12:15	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0	0		0	0	0	0
13:00	0	0	0	0	2	0	0		2	0	2	0
13:15	0	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0	0		0	0	0	0
14:00	1	1	0	0	1	1	0		4	2	1	1
14:15	0	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0	0		0	0	0	0
15:00	0	2	0	0	3	0	0		5	2	3	0
15:15	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0	0		0	0	0	0
16:00	0	0	0	0	1	0	0		1	0	1	0
16:15	0	0	3	0	0	0	0		3	0	3	0
16:30	0	0	0	0	1	0	0		1	0	1	0

16:45	0	0	0	0	0	0	0		0	0	0	0
17:00	0	1	1	0	0	0	0		2	1	1	0
17:15	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	1	0	0	0	0		1	0	1	0
17:45	0	2	0	0	0	0	0		2	2	0	0
18:00	0	0	0	0	0	2	0		2	0	0	2
18:15	0	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0	0		0	0	0	0
19:00	0	1	1	0	2	1	0		5	1	3	1
19:15	0	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0	0		0	0	0	0
20:00	1	0	1	0	1	1	0		4	1	2	1
20:15	0	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0	0		0	0	0	0
20:45	0	0	0	0	0	0	0		0	0	0	0
21:00	0	0	0	0	0	1	0		1	0	0	1
21:15	0	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0	0		0	0	0	0
Total Count	4	11	13	0	21	11	1		61	15	34	12
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	5	13	15	0	24	13	2		68	17	38	14

Summary Of Pedestrian Count Transportation Development Division

Site: 38451
County: Columbia
City: St. Helens

Date: 9/10/2013
Hours: 6:00 AM-10:00 PM
Highway #: 2744
St Helens St and N 15th
Location: St
Weather: Clear

Milepoint: 0.11
Count Number: 1.00

Time of Day	Pedestrian			
	North	East	South	West
6:00				
6:15				
6:30				
6:45				
7:00	7	23	1	5
7:15				
7:30				
7:45				
8:00	5	17	1	3
8:15				
8:30				
8:45				
9:00	9	3	1	
9:15				
9:30				
9:45				
10:00	4	15	1	2
10:15				
10:30				
10:45				
11:00	4	1	2	
11:15				
11:30				
11:45				
12:00	4	4		1
12:15				
12:30				
12:45				
13:00	1	4	1	2
13:15				
13:30				
13:45				
14:00	5	3		1
14:15				
14:30				
14:45				
15:00	18	53		6
15:15				
15:30				
15:45				
16:00				
16:15				
16:30	6	2	1	

16:45		6		
17:00				
17:15		3	2	
17:30		3		
17:45				
18:00	3		1	
18:15				
18:30				
18:45				
19:00	3	4	2	
19:15				
19:30				
19:45				
20:00		4	2	
20:15				
20:30				
20:45				
21:00	3	1	1	
21:15				
21:30				
21:45				
Total	72	146	16	20

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

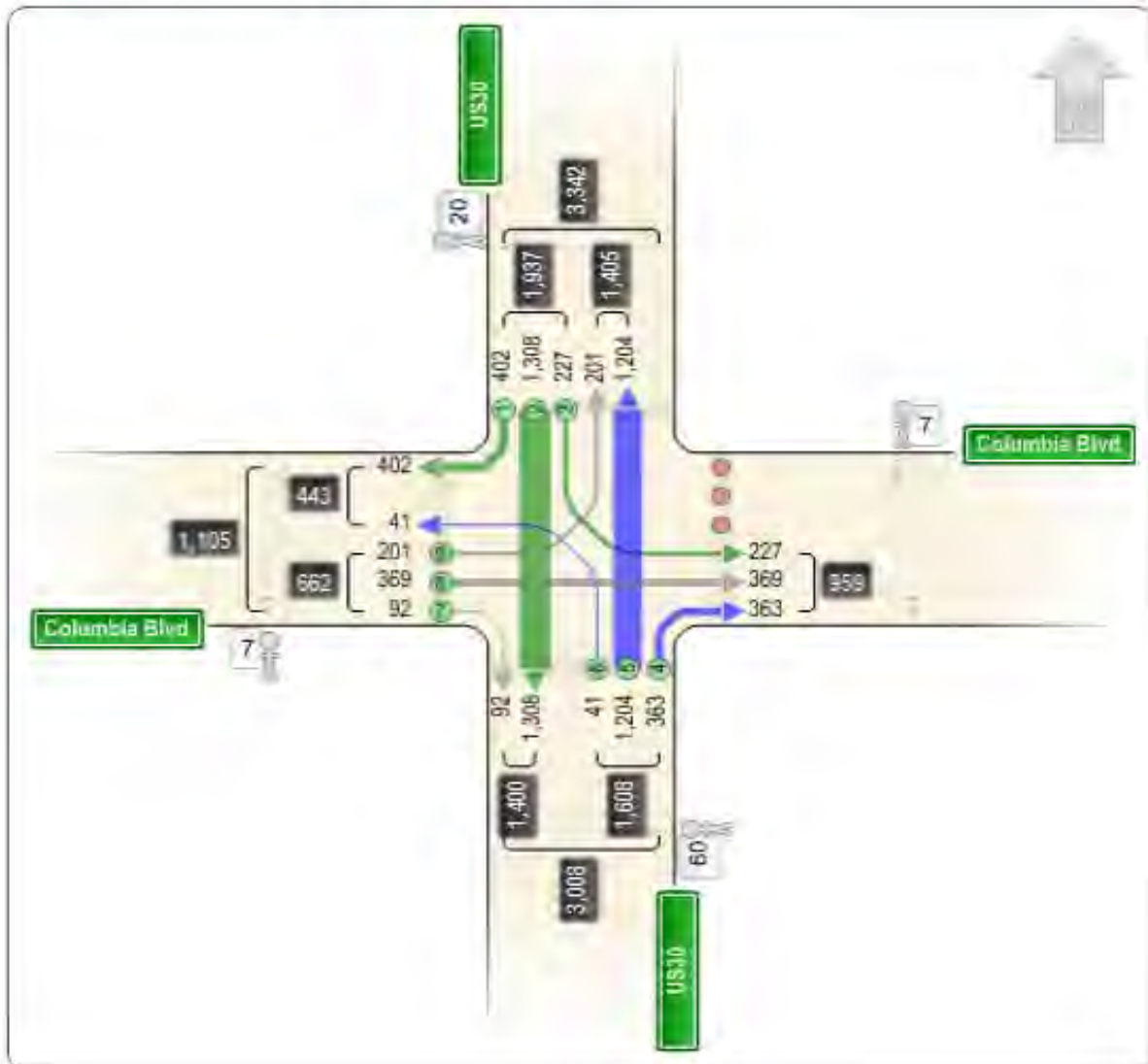
Date: 9/10/2013
Hours: 4:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 38452
Mile Point: 28.56
Street Number: 092
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: US30 and Columbia Blvd
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division																
Site: 38452 County: Columbia City: St. Helens				Date: 9/10/2013 Hours: 4:00 PM-6:00 PM Highway #: 092				Location: US30 and Columbia Blvd Weather: Clear								
Milepoint: 28.56 Count Number: 1.00				Summary By Movements										Entering Volumes		
Time of Day	N-E	N-S	N-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	South	West		
16:00	30	157	42	143	48	3	23	49	19		514	229	194	91		
16:15	25	172	51	123	46	7	26	40	6		496	248	176	72		
16:30	35	160	57	151	51	5	31	62	11		563	252	207	104		
16:45	30	148	43	139	41	6	24	43	11		485	221	186	78		
17:00	23	224	55	154	46	5	30	44	16		597	302	205	90		
17:15	25	174	47	146	46	5	18	48	10		519	246	197	76		
17:30	34	145	42	175	39	7	21	45	9		517	221	221	75		
17:45	25	128	65	173	46	3	28	38	10		516	218	222	76		
Total Count	227	1308	402	1204	363	41	201	369	92		4207	1937	1608	662		
24hr Factor	1	1	1	1	1	1	1	1	1		1	1	1	1		
24hr Volume	227	1308	402	1204	363	41	201	369	92		4207	1937	1608	662		

Summary Of Bicycle Count Transportation Development Division													
Site: 38452 County: Columbia City: St. Helens				Date: 9/10/2013 Hours: 4:00 PM-6:00 PM Highway #: 092				Location: US30 and Columbia Blvd Weather: Clear					
Milepoint: 28.56 Count Number: 1.00				Summary By Movements							Entering Volumes		
Time of Day	N-E	N-S	N-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	South	West
16:00	0	0	0	0	0	0	0	1	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	1	0	0	0	0	0	0	2	2	0	0
16:45	0	1	1	0	0	0	0	1	0	3	2	0	1
17:00	0	0	1	0	0	0	0	0	0	1	1	0	0
17:15	0	0	0	0	0	0	0	1	0	1	0	0	1
17:30	0	1	0	0	0	0	0	1	0	2	1	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Count	0	3	3	0	0	0	0	4	0	10	6	0	4
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume	0	3	3	0	0	0	0	4	0	10	6	0	4

Summary Of Pedestrian Count Transportation Development Division						
Site: 38452 County: Columbia City: St. Helens			Date: 9/10/2013 Hours: 4:00 PM-6:00 PM Highway #: 092			
Milepoint: 28.56 Count Number: 1.00			Location: US30 and Columbia Blvd Weather: Clear			
Time of Day	Pedestrian					
	North	East	South	West		
16:00	4		8	3		
16:15	3	1	13	1		
16:30	6		3			
16:45	1	2	9			
17:00	2	1	5			
17:15	2		9			
17:30	2	3	11	3		
17:45			2			
Total	20	7	60	7		

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

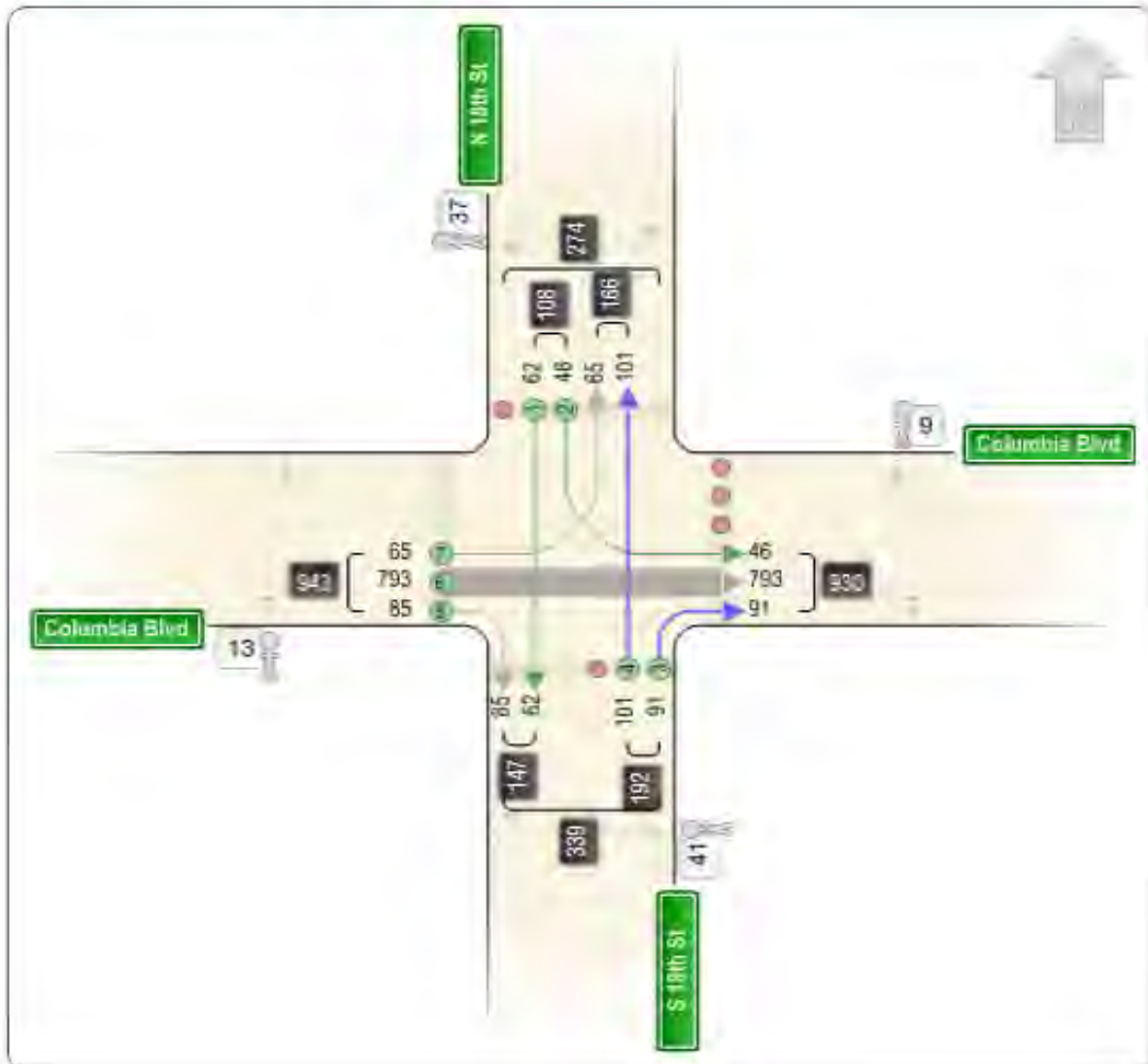
Date: 9/9/2013
Hours: 4:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 38453
Mile Point: 1.53
Street Number: 2718
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Columbia Blvd and 18th St
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division												
Site: 38453			Date: 9/9/2013			Hours: 4:00 PM-6:00 PM			Location: Columbia Blvd and 18th St			
County: Columbia			City: St. Helens			Highway #: 2718			Weather: Clear			
Milepoint: 1.53			Count Number: 1.00									
Time of Day	Summary By Movements								Entering Volumes			
	N-E	N-S	S-N	S-E	W-N	W-E	W-S	TOTAL	North	South	West	
16:00	9	8	15	11	8	103	10	164	17	26	121	
16:15	8	6	8	10	10	113	9	164	14	18	132	
16:30	11	14	11	16	9	96	12	169	25	27	117	
16:45	6	3	12	14	16	103	13	167	9	26	132	
17:00	7	8	17	10	13	92	16	163	15	27	121	
17:15	2	14	15	13	4	101	8	157	16	28	113	
17:30	3	6	14	9	5	109	11	157	9	23	125	
17:45	0	3	9	8	0	76	6	102	3	17	82	
Total Count	46	62	101	91	65	793	85	1243	108	192	943	
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	
24hr Volume	46	62	101	91	65	793	85	1243	108	192	943	

Summary Of Bicycle Count Transportation Development Division												
Site: 38453			Date: 9/9/2013									
County: Columbia			Hours: 4:00 PM-6:00 PM									
City: St. Helens			Highway #: 2718									
Milepoint: 1.53			Location: Columbia Blvd and 18th St									
Count Number: 1.00			Weather: Clear									
Time of Day	Summary By Movements								Entering Volumes			
	N-E	N-S	S-N	S-E	W-N	W-E	W-S	TOTAL	North	South	West	
	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	1	0	1	0	0	1	
	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	1	0	1	0	0	1	
	0	2	0	0	0	2	1	5	2	0	3	
	0	0	0	0	0	3	0	3	0	0	3	
	0	0	0	0	0	1	0	1	0	0	1	
	0	0	0	0	0	3	0	3	0	0	3	
Total Count	0	2	0	0	0	11	1	14	2	0	12	
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	
24hr Volume	0	2	0	0	0	11	1	14	2	0	12	

Summary Of Pedestrian Count Transportation Development Division				
Site: 38453		Date: 9/9/2013		
County: Columbia		Hours: 4:00 PM-6:00 PM		
City: St. Helens		Highway #: 2718		
Milepoint: 1.53		Location: Columbia Blvd and 18th St		
Count Number: 1.00		Weather: Clear		
Time of Day	Pedestrian			
	North	East	South	West
16:00	3	3	7	4
16:15	11	4	7	2
16:30	10		11	2
16:45	6		6	1
17:00			1	
17:15	2		3	3
17:30	3	1	5	
17:45	2	1	1	1
Total	37	9	41	13

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

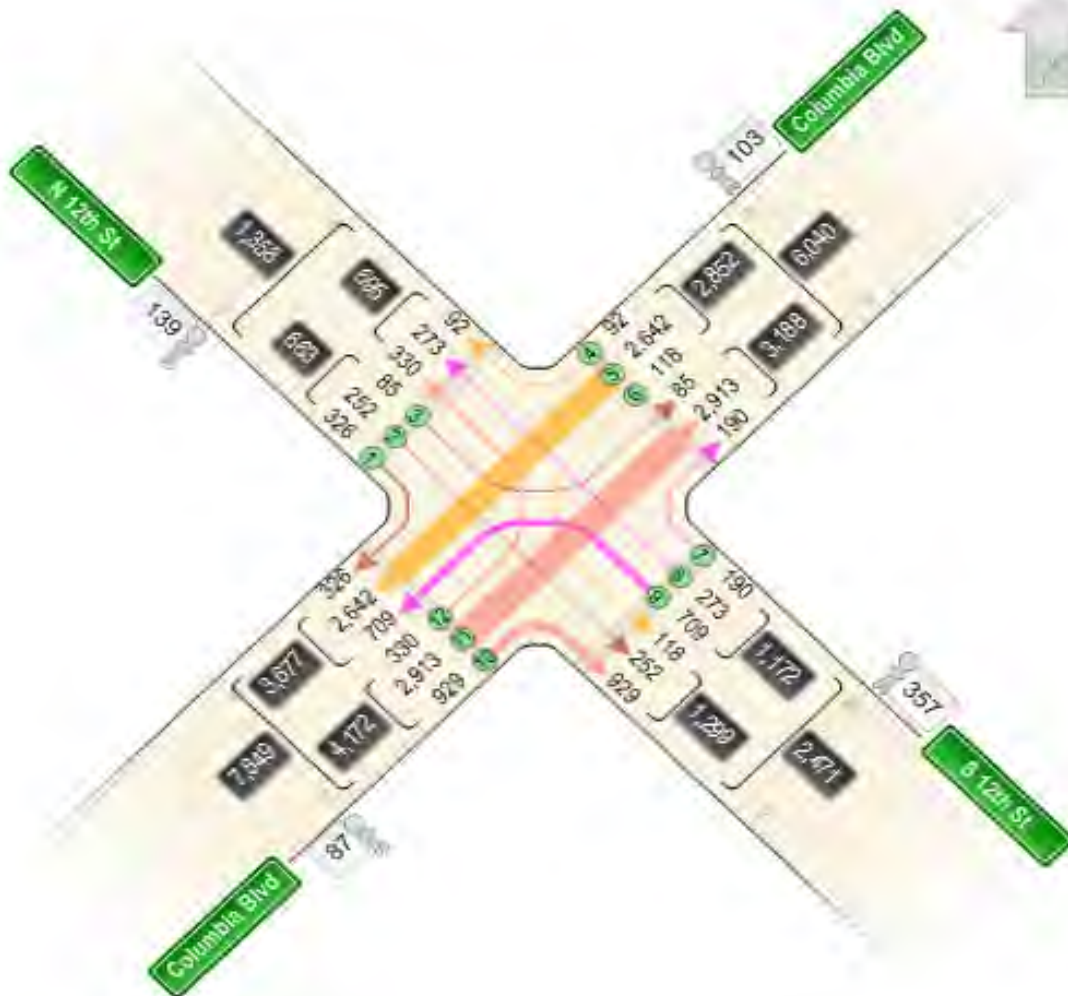
Date: 9/9/2013
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 38454
Mile Point: 1.88
Street Number: 2718
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Columbia Blvd and 12th St
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division

Site: 38454

Date: 9/9/2013

County: Columbia
City: St. Helens

Hours: 6:00 AM-10:00 PM

Highway #: 2718

Milepoint: 1.88

Location: Columbia Blvd and 12th St

Count Number: 1.00

Weather: Clear

[illegible]

[illegible]

[illegible]

Summary Of Pedestrian Count Transportation Development Division								
Site: 38454 County: Columbia City: St. Helens				Date: 9/9/2013 Hours: 6:00 AM-10:00 PM Highway #: 2718				
Milepoint: 1.88 Count Number: 1.00				Location: Columbia Blvd and 12th St Weather: Clear				
Time of Day	Pedestrian				North- East	South- East	South- West	North- West
	North- East	South- East	South- West	North- West				
6:00		7	4	2				
6:15								
6:30								
6:45								
7:00	8	21	6	32				
7:15								
7:30								
7:45								
8:00	3	8	3	12				
8:15								
8:30								
8:45								
9:00		14	4					
9:15								
9:30								
9:45								
10:00	8	9	10					
10:15								
10:30								
10:45								
11:00	2	22	11	6				
11:15								
11:30								
11:45								
12:00	4	21	7	4				
12:15								
12:30								
12:45								

13:00	5	36	5	13
13:15				
13:30				
13:45				
14:00	14	67	5	33
14:15				
14:30				
14:45				
15:00	10	34	11	12
15:15				
15:30				
15:45				
16:00	1	8	2	
16:15	3	9		2
16:30	8	7	1	4
16:45		7	2	
17:00	3			1
17:15	3	5		2
17:30	2	3	1	2
17:45		5		
18:00	12	22	7	9
18:15				
18:30				
18:45				
19:00	4	22	2	3
19:15				
19:30				
19:45				
20:00	10	9		1
20:15				
20:30				
20:45				
21:00	3	21	6	1
21:15				
21:30				
21:45				
Total	103	357	87	139

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

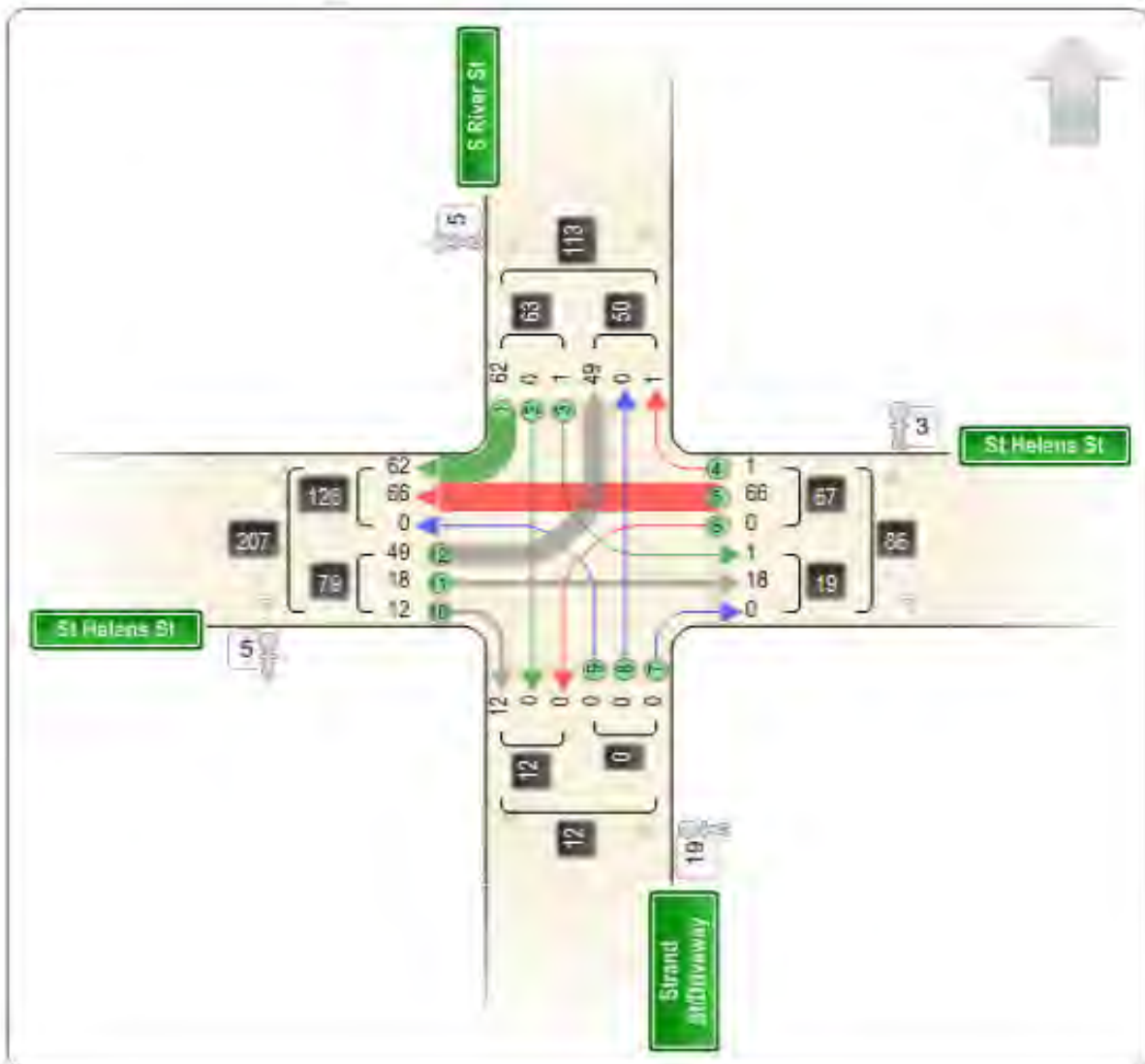
Date: 9/10/2013
Hours: 4:00 AM-6:00 AM
Weather: Clear

Source

Site Number: 38455
Street Number: 000
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: St Helens St and S River St
County: Columbia
City: St. Helens



Summary of Traffic Count Transportation Development Division																		
Site: 38455 County: Columbia City: St. Helens				Date: 9/10/2013 Hours: 4:00 AM-6:00 AM Highway #: 000				Location: St Helens St and S River St Weather: Clear										
Time of Day		Summary By Movements											Entering Volumes					
		N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S	TOTAL	North	East	South	West
4:00		0	0	8	0	0	8	0	0	0	4	6	3	29	8	8	0	13
4:15		0	0	5	0	0	4	0	0	0	2	3	1	15	5	4	0	6
4:30		0	0	7	1	0	5	0	0	0	10	2	5	30	7	6	0	17
4:45		0	0	4	0	0	10	0	0	0	9	2	1	26	4	10	0	12
5:00		0	0	7	0	0	18	0	0	0	6	1	0	32	7	18	0	7
5:15		1	0	13	0	0	15	0	0	0	6	1	0	36	14	15	0	7
5:30		0	0	10	0	0	3	0	0	0	5	1	1	20	10	3	0	7
5:45		0	0	8	0	0	3	0	0	0	7	2	1	21	8	3	0	10
Total Count		1	0	62	1	0	66	0	0	0	49	18	12	209	63	67	0	79
24hr Factor		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume		1	0	62	1	0	66	0	0	0	49	18	12	209	63	67	0	79

Summary Of Bicycle Count Transportation Development Division																				
Site: 38455 County: Columbia City: St. Helens				Date: 9/10/2013 Hours: 4:00 AM-6:00 AM Highway #: 000				Location: St Helens St and S River St Weather: Clear												
Time of Day				Summary By Movements										Entering Volumes						
				N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N					W-E	W-S	TOTAL
				0	0	0	0	0	2	0	0	0	0	3	1	6	0	2	0	4
4:00				0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2
4:15				0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:30				0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
4:45				0	0	0	0	0	1	0	0	0	0	2	0	3	0	1	0	2
5:00				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15				0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1
5:30				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Count				0	0	0	0	0	4	0	0	0	0	8	1	13	0	4	0	9
24hr Factor				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24hr Volume				0	0	0	0	0	4	0	0	0	8	1	13	0	4	0	9	9

Summary Of Pedestrian Count Transportation Development Division				
Site: 38455		Date: 9/10/2013		
County: Columbia		Hours: 4:00 AM-6:00 AM		
City: St. Helens		Highway #: 000		
Milepoint:		St Helens St and S River		
Count Number: 1.00		Location: St		
		Weather: Clear		
Time of Day	Pedestrian			
	North	East	South	West
4:00	1	2	2	
4:15	2		3	1
4:30				2
4:45	1	1	5	
5:00			6	
5:15			1	1
5:30	1		2	1
5:45				
Total	5	3	19	5

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

Date: 9/10/2013-9/11/2013

Hours: 9/10/2013 6:00 AM-9/11/2013 6:00 AM

Weather: Clear

Source

Site Number: 38456

Mile Point: 2.03

Street Number: 2718

Vehicle Type: Vehicles

Crossing Flow: Pedestrians

Source Description

Location Description: Columbia Blvd and 9th St.

County: Columbia

City: St. Helens



Summary of Traffic Count Transportation Development Division

Site: 38456

Date: 9/10/2013-9/11/2013

County: Columbia

Hours: 9/11/2013 6:00 AM

City: St. Helens

Highway #: 2718

Milepoint: 2.03

Location: Columbia Blvd and 9th St

Count Number: 1.00

Weather: Clear

Time of Day	Summary By Movements							TOTAL	Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE			North-East	South-East	South-West
0:00	0	0	0	0	0	0		0	0	0	0
0:15	0	0	0	0	0	0		0	0	0	0
0:30	0	0	0	0	0	0		0	0	0	0
0:45	0	0	0	0	0	0		0	0	0	0
1:00	0	0	0	0	0	0		0	0	0	0
1:15	0	0	0	0	0	0		0	0	0	0
1:30	0	0	0	0	0	0		0	0	0	0
1:45	0	0	0	0	0	0		0	0	0	0
2:00	0	0	0	0	0	0		0	0	0	0
2:15	0	0	0	0	0	0		0	0	0	0
2:30	0	0	0	0	0	0		0	0	0	0
2:45	0	0	0	0	0	0		0	0	0	0
3:00	0	0	0	0	0	0		0	0	0	0
3:15	0	0	0	0	0	0		0	0	0	0
3:30	0	0	0	0	0	0		0	0	0	0
3:45	0	0	0	0	0	0		0	0	0	0
4:00	0	0	0	0	0	0		0	0	0	0
4:15	0	0	0	0	0	0		0	0	0	0
4:30	0	0	0	0	0	0		0	0	0	0
4:45	0	0	0	0	0	0		0	0	0	0
5:00	0	0	0	0	0	0		0	0	0	0
5:15	0	0	0	0	0	0		0	0	0	0
5:30	0	0	0	0	0	0		0	0	0	0
5:45	0	0	0	0	0	0		0	0	0	0
6:00	1	59	2	2	19	5		88	60	4	24
6:15	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0		0	0	0	0
7:00	52	92	45	40	102	124		455	144	85	226
7:15	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0		0	0	0	0
8:00	2	134	0	8	168	8		320	136	8	176
8:15	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0		0	0	0	0
9:00	2	130	4	6	127	4		273	132	10	131
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	4	140	1	9	151	24		329	144	10	175
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0

10:45	0	0	0	0	0	0	0	0	0	0	0
11:00	4	201	3	5	238	25	476	205	8	263	
11:15	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	
12:00	5	190	4	8	230	9	446	195	12	239	
12:15	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	
13:00	12	216	0	7	203	18	456	228	7	221	
13:15	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	
14:00	9	186	26	23	217	30	491	195	49	247	
14:15	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	
15:00	2	166	4	6	194	7	379	168	10	201	
15:15	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	
16:00	2	44	1	1	49	0	97	46	2	49	
16:15	1	43	0	1	51	2	98	44	1	53	
16:30	0	53	0	0	73	1	127	53	0	74	
16:45	0	34	0	3	56	3	96	34	3	59	
17:00	0	54	2	0	46	1	103	54	2	47	
17:15	0	55	0	0	60	0	115	55	0	60	
17:30	0	36	0	1	41	2	80	36	1	43	
17:45	0	36	0	1	48	3	88	36	1	51	
18:00	0	47	0	1	29	1	78	47	1	30	
18:15	0	40	1	0	36	2	79	40	1	38	
18:30	0	37	0	1	43	1	82	37	1	44	
18:45	0	40	0	1	53	1	95	40	1	54	
19:00	1	110	0	2	132	4	249	111	2	136	
19:15	0	0	0	0	0	3	3	0	0	3	
19:30	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	
20:00	0	98	0	1	106	3	208	98	1	109	
20:15	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	
21:00	1	44	1	1	64	0	111	45	2	64	
21:15	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	
Total Count	98	2285	94	128	2536	281	5422	2383	222	2817	

24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	98	2285	94	128	2536	281		5422	2383	222	2817

Summary Of Bicycle Count Transportation Development Division

Site: 38456

Date: 9/10/2013-9/11/2013

County: Columbia

Hours: 9/10/2013 6:00 AM-9/11/2013

City: St. Helens

Highway #: 2718

Milepoint: 2.03

Location: Columbia Blvd and 9th St

Count Number: 1.00

Weather: Clear

Time of Day	Summary By Movements								Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE		TOTAL	North-East	South-East	South-West
0:00	0	0	0	0	0	0		0	0	0	0
0:15	0	0	0	0	0	0		0	0	0	0
0:30	0	0	0	0	0	0		0	0	0	0
0:45	0	0	0	0	0	0		0	0	0	0
1:00	0	0	0	0	0	0		0	0	0	0
1:15	0	0	0	0	0	0		0	0	0	0
1:30	0	0	0	0	0	0		0	0	0	0
1:45	0	0	0	0	0	0		0	0	0	0
2:00	0	0	0	0	0	0		0	0	0	0
2:15	0	0	0	0	0	0		0	0	0	0
2:30	0	0	0	0	0	0		0	0	0	0
2:45	0	0	0	0	0	0		0	0	0	0
3:00	0	0	0	0	0	0		0	0	0	0
3:15	0	0	0	0	0	0		0	0	0	0
3:30	0	0	0	0	0	0		0	0	0	0
3:45	0	0	0	0	0	0		0	0	0	0
4:00	0	0	0	0	0	0		0	0	0	0
4:15	0	0	0	0	0	0		0	0	0	0
4:30	0	0	0	0	0	0		0	0	0	0
4:45	0	0	0	0	0	0		0	0	0	0
5:00	0	0	0	0	0	0		0	0	0	0
5:15	0	0	0	0	0	0		0	0	0	0
5:30	0	0	0	0	0	0		0	0	0	0
5:45	0	0	0	0	0	0		0	0	0	0
6:00	0	0	0	0	0	0		0	0	0	0
6:15	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0		0	0	0	0
7:00	0	0	0	0	0	0		0	0	0	0
7:15	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0		0	0	0	0
8:00	0	0	0	0	0	0		0	0	0	0
8:15	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0		0	0	0	0
9:00	0	0	0	0	0	0		0	0	0	0
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	0	0	0	0	0	0		0	0	0	0
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0

	10:45	0	0	0	0	0	0		0	0	0	0
	11:00	0	0	0	0	0	0		0	0	0	0
	11:15	0	0	0	0	0	0		0	0	0	0
	11:30	0	0	0	0	0	0		0	0	0	0
	11:45	0	0	0	0	0	0		0	0	0	0
	12:00	0	0	0	0	0	0		0	0	0	0
	12:15	0	0	0	0	0	0		0	0	0	0
	12:30	0	0	0	0	0	0		0	0	0	0
	12:45	0	0	0	0	0	0		0	0	0	0
	13:00	0	0	0	0	0	0		0	0	0	0
	13:15	0	0	0	0	0	0		0	0	0	0
	13:30	0	0	0	0	0	0		0	0	0	0
	13:45	0	0	0	0	0	0		0	0	0	0
	14:00	0	0	0	0	0	0		0	0	0	0
	14:15	0	0	0	0	0	0		0	0	0	0
	14:30	0	0	0	0	0	0		0	0	0	0
	14:45	0	0	0	0	0	0		0	0	0	0
	15:00	0	0	0	0	0	0		0	0	0	0
	15:15	0	0	0	0	0	0		0	0	0	0
	15:30	0	0	0	0	0	0		0	0	0	0
	15:45	0	0	0	0	0	0		0	0	0	0
	16:00	0	0	0	0	0	0		0	0	0	0
	16:15	0	0	0	0	0	0		0	0	0	0
	16:30	0	0	0	0	0	0		0	0	0	0
	16:45	0	0	0	0	0	0		0	0	0	0
	17:00	0	0	0	0	0	0		0	0	0	0
	17:15	0	0	0	0	0	0		0	0	0	0
	17:30	0	0	0	0	0	0		0	0	0	0
	17:45	0	0	0	0	0	0		0	0	0	0
	18:00	0	0	0	0	0	0		0	0	0	0
	18:15	0	0	0	0	0	0		0	0	0	0
	18:30	0	0	0	0	0	0		0	0	0	0
	18:45	0	0	0	0	0	0		0	0	0	0
	19:00	0	0	0	0	0	0		0	0	0	0
	19:15	0	0	0	0	0	0		0	0	0	0
	19:30	0	0	0	0	0	0		0	0	0	0
	19:45	0	0	0	0	0	0		0	0	0	0
	20:00	0	0	0	0	0	0		0	0	0	0
	20:15	0	0	0	0	0	0		0	0	0	0
	20:30	0	0	0	0	0	0		0	0	0	0
	20:45	0	0	0	0	0	0		0	0	0	0
	21:00	0	0	0	0	0	0		0	0	0	0
	21:15	0	0	0	0	0	0		0	0	0	0
	21:30	0	0	0	0	0	0		0	0	0	0
	21:45	0	0	0	0	0	0		0	0	0	0
	22:00	0	0	0	0	0	0		0	0	0	0
	22:15	0	0	0	0	0	0		0	0	0	0
	22:30	0	0	0	0	0	0		0	0	0	0
	22:45	0	0	0	0	0	0		0	0	0	0
	23:00	0	0	0	0	0	0		0	0	0	

24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	0	0	0	0	0	0		0	0	0	0

Summary Of Pedestrian Count Transportation Development Division

Site: 38456
County: Columbia
City: St. Helens

Date: 9/10/2013-9/11/2013
Hours: 9/11/2013 6:00 AM
Highway #: 2718

Milepoint: 2.03
Count Number: 1.00

Location: Columbia Blvd and 9th St
Weather: Clear

Time of Day	Pedestrian		
	North-East	South-East	South-West
0:00			
0:15			
0:30			
0:45			
1:00			
1:15			
1:30			
1:45			
2:00			
2:15			
2:30			
2:45			
3:00			
3:15			
3:30			
3:45			
4:00			
4:15			
4:30			
4:45			
5:00			
5:15			
5:30			
5:45			
6:00	2		
6:15			
6:30			
6:45			
7:00	42		10
7:15			
7:30			
7:45			
8:00	7	1	9
8:15			
8:30			
8:45			
9:00	24	2	8
9:15			
9:30			
9:45			
10:00	14		13
10:15			
10:30			

10:45			
11:00	16		11
11:15			
11:30			
11:45			
12:00	6	1	3
12:15			
12:30			
12:45			
13:00	10		10
13:15			
13:30			
13:45			
14:00	18	12	76
14:15			
14:30			
14:45			
15:00	4		20
15:15			
15:30			
15:45			
16:00	2		7
16:15	2	1	2
16:30	1	1	6
16:45	4		1
17:00	1		4
17:15	3		5
17:30	1		4
17:45	7		3
18:00	4		6
18:15	3		5
18:30	2		2
18:45	4		3
19:00	21	2	11
19:15	8		
19:30	12		
19:45			
20:00	7		15
20:15			
20:30			
20:45			
21:00	12		6
21:15			
21:30			
21:45			
22:00			
22:15			
22:30			
22:45			
23:00			
23:15			
23:30			
23:45			
Total	237	20	240

Appendix C LTS Data

	Description	Class	Func. Class	One-way	Speed (mph)	# of Lanes*	Lane width**	Lane blockage	Turn Length (ft)	LTS	Notes
1	St. Helens St. from S 4th St to 1st St	Mixed traffic	Minor Arterial		25	2				3	Originally LTS 2, but X factor of diagonal parking bumps up to LTS 3
2	S 1st St from St. Helens to Columbia Blvd.	Mixed traffic	Collector		20	2				2	
3	Columbus Blvd. from S 1st St to S 3rd St	Bike lane with parking	Collector		25	1	15	Rare		1	
4	Columbus Blvd. from S 3rd St to S 4th St	Bike lane with parking	Minor Arterial		25	1	16 EB, 14 WB	Rare		1 EB, 2 WB	Ground measurements would be helpful
5	Columbus Blvd from S 4th St to 5th ST	Bike lane with parking	Minor Arterial		25	1	14	Rare		2	Ground measurements would be helpful
6	Columbus Blvd from S 5th St to 6th ST	Bike lane with parking	Minor Arterial		25	1	13.5 EB, 15 WB	Rare		3 EB, 1 WB	Ground measurements would be helpful
7	Columbus Blvd from S 6th St to 7th St	Bike lane with parking	Minor Arterial		25	1	14 EB, 15 WB	Rare		2 EB, 1 WB	
8	Columbus Blvd. from S 7th to S 9th St	Bike lane no parking	Minor Arterial		25	1	5	Rare		2	Ground measurements would be helpful
9	Columbus Blvd. from S 9th St to 11th St	Bike lane no parking	Minor Arterial		20	1	5.5		EB 90	2	School Zone. Intersection Approach Used for EB, assuming turning speed 15 mph
10	Columbus Blvd. from S 11th St to 12th St	Bike lane with parking	Minor Arterial		20	1	12 EB, 9 WB	Rare		3	School Zone.

	Description	Class	Func. Class	One-way	Speed (mph)	# of Lanes*	Lane width**	Lane blockage	Turn Length (ft)	LTS	Notes
11	Columbus Blvd. from S 12th St to 13th St	Bike lane with parking	Minor Arterial		25	1	12	Rare		3	Ground measurements would be helpful
12	St Helens St. from S 13th St to 14th St	Bike lane with parking	Minor Arterial	One-way	25	1	14	Rare		2	Start of one-way traffic
13	St Helens St. from S 14th to 21st St	Bike lane with parking	Minor Arterial	One-way	25	2	13	Rare		3	Ground measurements would be helpful
14	St Helens St. from S 21st St to US 30	Mixed traffic	Minor Arterial	One-way	25	3		Rare		4	Intersection Approach Used, assuming turning speed 15 mph
15	Columbus Blvd. from Bradley St to US 30	Mixed traffic	Minor Arterial		25	2				4	West leg of Columbia/US 30 analyzed to see EB approach. Intersection Approach Used, shared turn lane.
16	Columbus Blvd. from US 30 to S 19th St	Bike lane with parking	Minor Arterial	One-way	20	2	13	Rare		3	Bus blockage.
17	Columbus Blvd. from S 19th St to S 18th St		Minor Arterial	One-way	20	2	14.5		75	3	Intersection Approach Used, assuming turning speed 15 mph
18	Columbus Blvd. from S 18th St to 13th St	Bike lane with parking	Minor Arterial	One-way	25	2	13	Rare		3	Ground measurements would be helpful
19	US 30 from Pittsburg Rd to Gable Rd	Bike lane no parking	Major Arterial		35	2			All > 150	3	Intersection Approach Used, assuming turning speed 15 mph

* for lanes, counts both direction if mixed traffic, one direction if bike lane

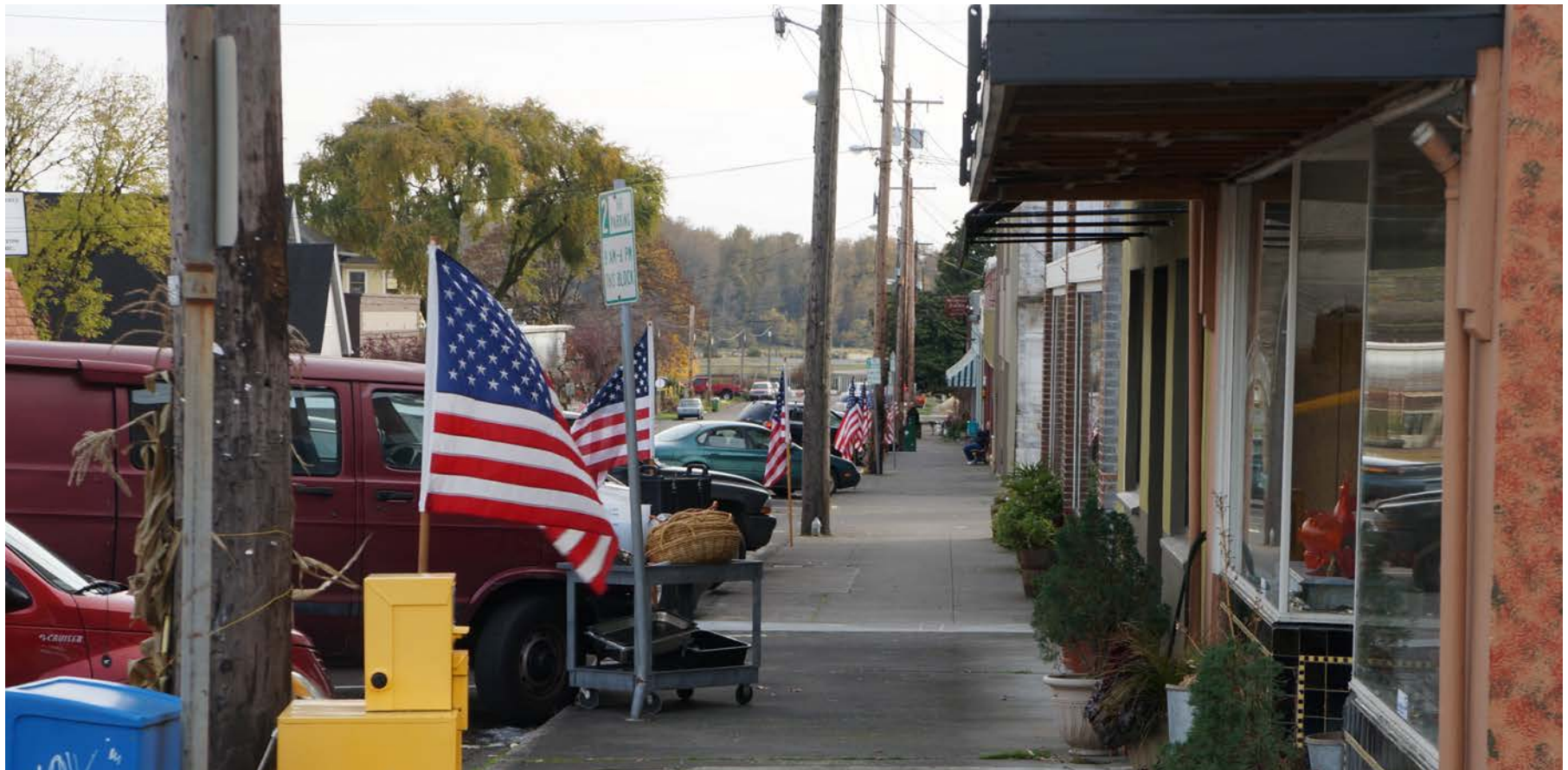
** includes width of parking if there is street parking

TECHNICAL MEMORANDUM #4:

Land Use and Urban Design

ST. HELENS - US 30 & COLUMBIA BLVD./ST. HELENS ST. CORRIDOR MASTER PLAN

December 2013



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Introduction

The City of St. Helens has been awarded a Transportation and Growth Management (TGM) grant in order to develop a Corridor Plan for the US 30, and Columbia Blvd / St Helens Street and Old Towne/1st Street corridors. The Plan will reflect the community's vision of how these areas should appear and function in the future, and to determine how the plans can be implemented. The Plans will focus primarily on how the major streets and intersections in these areas are designed and improved over time to ensure that vehicles, bicyclists and pedestrians have ready access to local businesses and can travel safely and comfortably within and between these different parts of town.

As one of the initial steps in the corridor planning process, the City's project team is preparing a series of technical memoranda describing existing and projected future conditions in the study area, including land use, urban design, access and relevant plans and policies, as well as different strategies or approaches that may be used to meet the goals for the corridor. This memo focuses on land use and urban design conditions in the area and addresses the following topics:

- Existing and future land use plans and projections
- Development code requirements
- Urban design conditions, i.e., the design character of uses within the planning area
- Non-conforming uses and code issues
- Conclusions about how the conditions and character of the area relates to possible Streetscape Design tools or options



INTRODUCTION

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Existing and Future Land Use Plans and Projections

Following is a summary of land use characteristics of each corridor segment, including current land use and expectations regarding future land use.

US 30 CORRIDOR SEGMENT

Land on the west side of US 30 is zoned and used primarily for commercial development. Figures 1 and 2 show land use patterns and building footprints in the northern and southern portions of the area. Consistent with the area's zoning, the area is primarily characterized by highway commercial developments including grocery stores, pharmacies, hotels, restaurants, banks and a variety of other retail and commercial businesses. There are relatively few vacant properties in this area although some parcels have relatively large parking lots, with buildings taking up a relatively small portion of the site, representing some opportunities for future additional development or redevelopment. Within about 150 feet from the highway, land uses alternate between commercial and residential development.

The Portland and Western rail line parallels US 30 to the east, with a landscaping strip separating the highway from the rail corridor. As

Figure 1. Existing Land Use - US 30 North



EXISTING AND FUTURE LAND USE PLANS AND PROJECTIONS

a result, no businesses directly front the highway's east side. Milton Way parallels US 30 and the rail line approximately 150 from US 30 between Port Avenue and Columbia Blvd, providing access to land east of the rail line in this area. Land uses along Milton Way are a mix of commercial, industrial and residential uses. Commercial uses are generally located in the vicinity of intersections of Gable Road, St. Helens Street and Columbia Boulevard. A mix of industrial and commercial uses are located north of Gable Road along Milton Way and residential uses are located between this area and the Houlton business area near St. Helens and Columbia.

Land use projections prepared for the City's Transportation System Plan assumed continued development of this area, consistent with zoning in the area, with additional potential development on properties with the capacity for more development based on the parcel size, amount of existing development and remaining additional capacity.

Figure 2. Existing Land Use - US 30 South



This area is a key shopping district for residents and visitors to St. Helens and also serves as a gateway to the Olde Towne area. Land in this area is generally zoned and used for commercial use although the character of uses differs along the two streets. Along Columbia Blvd. between US 30 and 12th Street, virtually all properties on both sides of the road are zoned and used for commercial businesses. Many properties in this area are substantially built out, with buildings covering the majority or all of the parcel, although some sites feature larger parking areas. Most buildings along Columbia are located relatively close to the sidewalk. A wide variety of retail and commercial uses are located in the area, including restaurants, auto parts stores, insurance agencies, medical uses, a grocery store and many others.

The Lewis and Clark Elementary School is located at the eastern end of the corridor, just west of 9th Street and area between the school and the Olde Towne area is primarily used for housing although the area is zoned for a mix of housing, retail and commercial uses.

[illegible]

For the purposes of this study, this segment includes land along Columbia Blvd. between approximately 8th and 1st Streets, the area along 1st Street between Columbia and St. Helens, and St. Helens Street between 1st and 4th Streets. The area along Columbia Blvd. is zoned for mixed use although the majority of properties are used for housing. The same is generally true for the portion of 1st Street in this area, which is zoned for a combination of mixed use and apartment residential use. However at St. Helens Street and to the south, land uses transition to retail and commercial uses in the Olde Towne business area (also home to City Hall and the Columbia County Courthouse and services building). Most properties along the St. Helens Street portion of this corridor segment also are home to commercial businesses. There are relatively few vacant parcels in this area although some of the buildings along 1st are vacant and some of the properties with single-family homes potentially could be used more intensively

Figure 4. Existing Land Use - Olde Towne



Summary of Development Code Requirements

Study area zoning, described briefly in the previous section, regulates the way in which sites within the corridor planning area can develop, including allowed land uses, building heights, building setbacks, lot coverage, and landscaping requirements. These elements affect the way the site is experienced from the sidewalk or street. Elements like vehicle and bicycle parking also can impact the way people experience the streetscape. Development regulations are established in the City’s Community Development Code, Title 17 of the St. Helens Municipal Code (SHMC). Zoning regulations are found in SHMC Chapter 17.32.

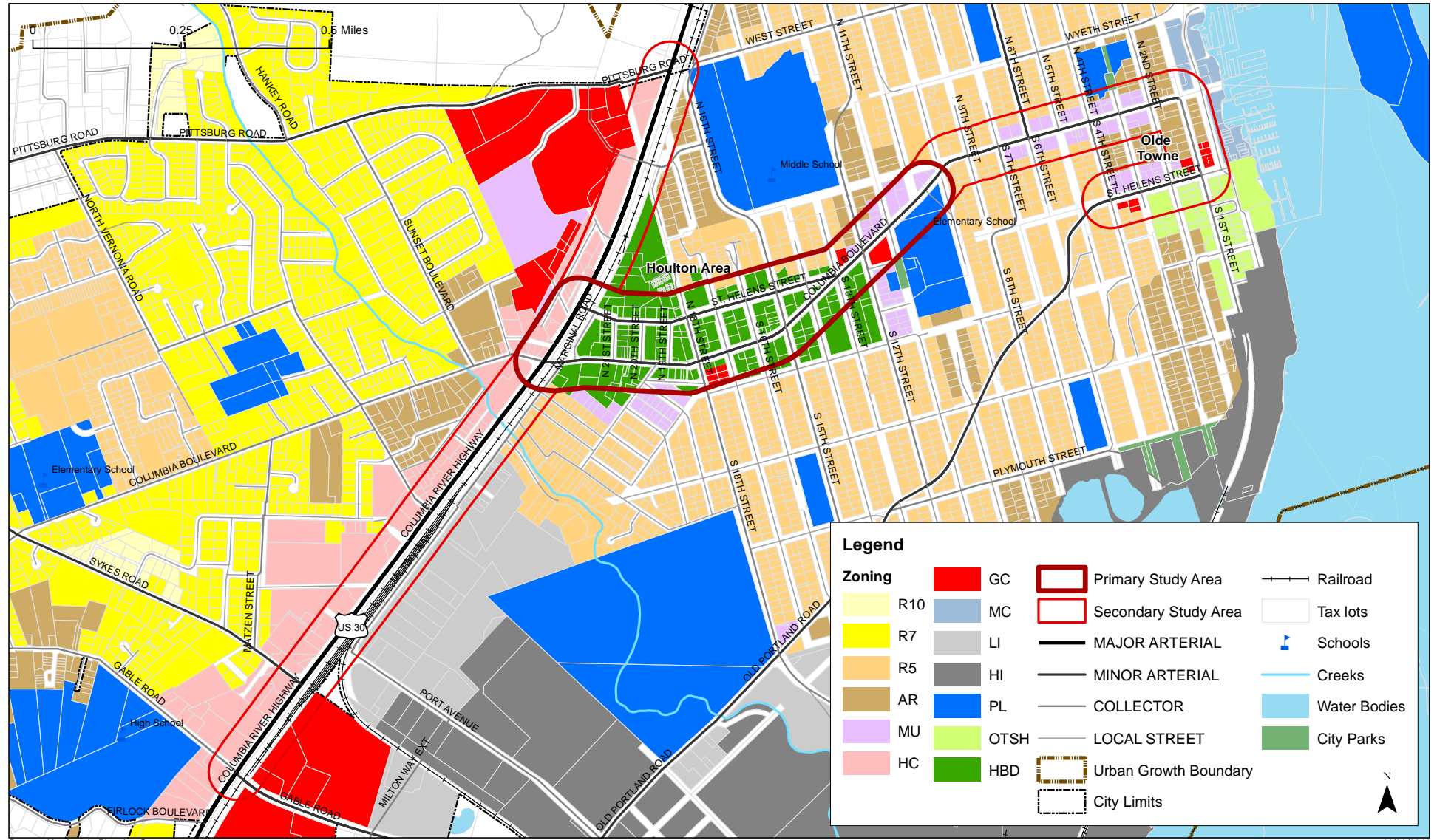
Figure 5 shows the zoning designations in the study area. Table 1 summarizes applicable zones by study area segments. Several of the zones are found in more than one of the study area segments – e.g., General Commercial, General Residential, and Apartment Residential – while other zones are more unique to the study area segments. The Highway Commercial (HC), Houlton Business District (HBD), and Olde Towne St. Helens (OTSH) zones are the predominant and characteristic zones of the US 30, Houlton, and Old Towne segments in the study area, respectively.

Table 1. Zoning in Study Area Segments

	Highway	Houlton	Olde Towne
Highway Commercial (HC)	X		
General Commercial (GC)	X	X	X
Marine Commercial (MC)			X
Light Industrial (LI)	X		
General Residential (R-5)	X	X	X
Apartment Residential (AR)	X	X	X
Mixed Use (MU)		X	X
Public Lands (PL)		X	
Houlton Business District (HBD)		X	
Olde Towne St. Helens (OTSH)			X

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

Figure 5. Project Area Zoning



Prepared by Angelo Planning Group

11/20/2013

The following sub-sections provide an overview of zoning regulations regarding permitted uses, maximum building heights, minimum and maximum building setbacks, maximum lot coverage, and minimum landscaping requirements in study area zones. Parking and building design, which the code addresses in supplemental developmental regulations, are also summarized. Many of these regulations are also discussed in Technical Memorandum #1, so the following sub-sections include references to that report as well.

USES

Table 2 below presents a summary of the types of uses permitted outright and permitted conditionally in zones in the study area. The use provisions specify that zones other than the residential zones (with some exceptions) are subject to site development provisions in SHMC Chapter 17.96 as well as other supplemental development regulations in the code. Conditional uses are subject to provisions in SHMC Chapter 17.100.

Use provisions outlined in Table 2 compare in the following ways between zones.

- **Commercial zones.** The Highway Commercial (HC) and General Commercial (GC) zones are similar in their use provisions. The HC zone specifies that retail services and offices that are permitted outright be motorist-oriented, including drive-ups and drive-throughs. Civic/cultural services (e.g., libraries) and housing above allowed uses are permitted outright in the GC zone, while multi-dwelling unit buildings and care/residential facilities are permitted conditionally. Residential care facilities and multi-dwelling unit buildings are not permitted in the HC zone. The Marine Commercial (MC) zone blends residential (houseboats and multi-dwelling housing) and commercial uses that are oriented toward marine residential and recreational uses.
- **Residential zones.** Uses permitted outright are the same for the R-5 and Apartment Residential (AR) zones except for multi-dwelling units, which are permitted outright in the AR zone but only conditionally in the R-5 zone. There are also more uses permitted conditionally in the AR zone, including schools, hospitals, and care facilities.
- **Mixed use zone.** The Mixed Use (MU) zone blends City commercial and residential zones. It permits commercial uses like those in the GC zone, which do not have to be vehicle-/motorist-oriented to be permitted outright as is required in the HC zone. Like the R-5 zone, the MU zone permits multi-dwelling unit buildings and auxiliary dwelling units only conditionally, however like other commercial zones, multi-dwelling units are permitted over ground floor nonresidential uses outright.
- **HBD and OTSH zones.** The Houlton Business District (HBD) and Olde Towne St. Helens (OTSH) zones are essentially mixed use zones which combine the permitted uses of the AR, GC, and PL (Public Lands) zones,

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

allowing for a variety of uses that can be developed and redeveloped in the HBD and OTSH zones, which is a major City objective. The same sets of uses are permitted in the HBD and OTSH zones. As will be discussed in following sub-sections, they also share the same development regulations. The main distinction between the zones is the set of architectural design guidelines that have been adopted for the OTSH zone.

Table 2. Summary of Permitted Uses in Study Area Zones

Zone	Uses	Uses
<p>I Pursuant to SHMC 17.16.010, minor public facilities include the following public service improvements developed by or for a public agency:</p> <p>(a) Minor utility structures, except substations, but including poles, lines, pipes or other such facilities.</p> <p>(b) Sewer, storm drainage, or water system structures except treatment plants, reservoirs, or trunk lines, but including reconstruction of existing facilities, pump stations, manholes, valves, hydrants or other portions of the collection, treatment and distribution systems located within public property or specified easement.</p> <p>(c) Street improvements within existing development including sidewalks, curbs, gutters, catch basins, paving, signs and traffic control devices and street lights.</p> <p>(d) Transit improvements, such as shelters or pedestrian and bicycle safety improvements, located within public right-of-way or on public property.</p>	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Retail sales establishments, motorist-oriented ▪ Offices, motorist-oriented services ▪ Personal and business services ▪ Eating and drinking establishments ▪ Most drive-in/drive-up/drive-through services ▪ Vehicle sales, services, and repair ▪ Parking lots ▪ Produce stands ▪ Minor public facilities¹ 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Retail establishments, not motorist-oriented ▪ Dwelling units above outright permitted uses ▪ Hospitals ▪ Parks and recreational facilities ▪ Schools ▪ Religious assembly ▪ Major public facilities²
<p>2 Major public facilities include any public service improvement or structure developed by or for a public agency that is not defined as a minor public facility.</p>	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Retail sales establishments ▪ Offices ▪ Personal and business services ▪ Dwellings above permitted uses ▪ Eating and drinking establishments ▪ Small equipment sales, rental and repairs ▪ Retail product maintenance and repair ▪ Cultural and library services ▪ Produce stands ▪ Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Drive-up businesses and services ▪ Parking lots ▪ Vehicle repair, service, and sales ▪ Transit and rail stations ▪ Bars ▪ Bed and breakfast facilities and boarding houses ▪ Child care facility/nursery ▪ Hospitals and senior or convalescent care facilities ▪ Residential facilities ▪ Multi-dwelling units ▪ Parks and recreational facilities ▪ Schools ▪ Civic assembly ▪ Religious assembly ▪ Major public facilities

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

Zone	Uses	
Marine Commercial (MC)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Boat and boat-oriented facilities and services (e.g., moorage, equipment sales, service, storage, rental, or repair) ▪ Retail sales, marine recreation-oriented ▪ Retail sale, tourist-oriented ▪ Eating and drinking establishments ▪ Houseboats ▪ Dwellings located above permitted uses ▪ Parking lots ▪ Public parks and public recreational facilities ▪ Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Commercial amusement and recreational facilities and private parks ▪ Multi-dwelling units ▪ Private parks ▪ Major public facilities
Light Industrial (LI)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Manufacturing, repairing, compounding, research, assembly, fabricating, or processing activities of prepared materials, without off-site impacts ▪ Laboratories and research services ▪ Warehousing, enclosed ▪ Wholesale trade ▪ Equipment sales, storage, repair, and rentals ▪ Building supply including outdoor storage ▪ Mini storage and storage site ▪ Vehicle sales, service, repair, and painting. ▪ Parking lots ▪ Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Manufacturing, repairing, compounding, research, assembly, fabricating, processing or packing of resource materials, with some off-site impacts ▪ Industrial park to combine light manufacturing, offices, and complementary related commercial uses ▪ Wrecking and junkyards ▪ Eating and drinking establishments and bars ▪ Child care facilities ▪ Public parks and public and private recreational and amusement facilities ▪ Major public facilities

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

Zone	Uses	
General Residential (R-5)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> Single-dwelling unit, detached Single-dwelling units, attached (five units maximum) Duplex dwelling units Public parks Residential facilities and homes Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> Auxiliary dwelling units Multi-dwelling units Bed and breakfast and boarding houses Children's day care/nursery Elderly/convalescent home Private parks and commercial recreation facilities Cultural exhibits and library services Religious assembly Neighborhood stores/plazas Major public facilities
Apartment Residential (AR)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> Single-dwelling unit, detached Single-dwelling units, attached (five units maximum) Duplex dwelling units Multi-dwelling units Public parks Residential facilities and homes Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> Auxiliary dwelling units Multi-dwelling units Hospitals and care homes Schools and related facilities Bed and breakfast and boarding houses Children's day care/nursery Private parks and commercial recreation facilities Cultural exhibits and library services Civic assembly Religious assembly Neighborhood stores/plazas Parking facilities Major public facilities

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

Zone	Uses	
Mixed Use (MU)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Retail sales establishments ▪ Offices ▪ Personal and business services ▪ Eating and drinking establishments ▪ Small equipment sales, rental and repairs ▪ Retail product maintenance and repair ▪ Cultural and library services ▪ Produce stands ▪ Dwellings: single-dwelling detached or attached, duplexes, and multi-dwelling above permitted uses ▪ Residential facilities and homes ▪ Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Drive-up businesses and services ▪ Parking lots ▪ Vehicle repair, service, and sales ▪ Transit and rail stations ▪ Bars ▪ Bed and breakfast facilities and boarding houses ▪ Child care facility/nursery ▪ Hospitals and senior or convalescent care facilities ▪ Residential facilities and homes ▪ Multi-dwelling units ▪ Auxiliary dwelling units ▪ Dwellings on same level as nonresidential use ▪ Parks and recreational facilities ▪ Schools ▪ Religious assembly ▪ Major public facilities
Public Lands (PL)	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Cultural exhibits and library services ▪ Parks and playgrounds ▪ Schools and colleges ▪ Minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Hospitals ▪ Major public facilities

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

Zone	Uses	
<p>Houlton Business District (HBD) and Olde Towne St. Helens (OTSH)</p>	<p>Uses Permitted Outright</p> <ul style="list-style-type: none"> ▪ Dwellings above nonresidential permitted uses (single-family, duplex, townhouse, and multi-family dwellings) ▪ Historic residential structures, with or without auxiliary dwelling unit ▪ Transient housing ▪ Public and institutional uses ▪ Cultural/historical exhibits and library services ▪ Education and research facilities ▪ Government administrative facilities/offices ▪ Civic assembly ▪ Parks and recreation facilities ▪ Public parking lots ▪ Schools and colleges ▪ Artisan workshops and art studios/galleries ▪ Bed and breakfast facilities ▪ Retail sales establishments ▪ Produce stands ▪ Small equipment sales, rental, and repairs ▪ Retail product repair and maintenance facilities/services ▪ Offices ▪ Business and personal services, including health and fitness clubs ▪ Eating and drinking establishments and bars ▪ Major and minor public facilities 	<p>Uses Permitted Conditionally</p> <ul style="list-style-type: none"> ▪ Transit and rail stations ▪ Business with outdoor storage ▪ Vehicle repair, service, and sales ▪ Drive-up businesses and services ▪ Child care facility/day nursery ▪ Hospitals, clinics, and care homes ▪ Religious assembly ▪ Private parking lots/facilities

Unless they have particular off-site impacts, the uses described above and in Attachment __ may not affect the streetscape as much as other development regulations. These other development regulations are discussed in the following sub-sections.

BUILDING HEIGHT

Building heights, in conjunction with building setbacks in cases when there are no or minimal setbacks, help provide a sense of enclosure and place along a street and corridor. Limiting heights contributes to the character of an area (e.g., a traditional or small town feeling) and its human scale and orientation.

As shown in Table 3, in the study area maximum building heights are generally limited to roughly three to four stories in the commercial and mixed use zones (HC, GC, MU, HBD, and OTSH), and two to three stories in the residential zones (R-5 and AR).³ Building heights are determined on an individual basis in the more specialized MC and PL zones.

SHMC 17.68.040 establishes additional limitations and exceptions to building height regulations in individual zones. These provisions include building height criteria related to scenic resources, which affects only the Olde Towne segment of the study area. These requirements specify that no new development over one story (or 15 feet in height) on lots fronting South 2nd Street, North and South 1st Street, and River Street in the study area shall significantly obstruct⁴ views of the Columbia River.

Another set of height-related development regulations are City vision clearance area regulations (SHMC Chapter 17.76). These provisions, also addressed in Technical Memorandum #1, more directly address the streetscape. They create a triangular area at the intersection of streets, railroads, and driveways in which there shall be no obstructions taller than three feet, except “the occasional utility pole” and trees whose branches must be removed up to eight feet in height.

Table 3. Development Standards in Study Area Zones

Zone/Corridor Segment	Building Height (Maximum)	Building Setback (Minimum/Maximum)	Lot Coverage (Maximum)	Landscaping (Minimum)
Highway Commercial (HC)	40 feet	No setbacks specified ^a	90%	10% of gross land area
General Commercial (GC)/ All corridor segments	45 feet	No setbacks specified ^a	90%	10% of gross land area
Marine Commercial (MC)/ Olde Towne	Case-by-case determination ^b	No setbacks specified ^a	90%	10% of gross land area
Light Industrial (LI)/US 30	75 feet ^c	Standards shall be determined by proximity to residential zones, anticipated off-site impacts, and other supplemental code chapters		

- 3 The exception is the LI zone, found in the Highway segment of the study area. SHMC 17.68.020 permits buildings up to 75 feet (roughly six to seven stories) in industrial zones, given requirements related to total building floor area and yard setbacks as a percentage of height requirements in adjacent zones. However, existing development in this area of LI zoning is generally not this tall.
- 4 SHMC 17.68.040(3) defines significantly obstruct as: “...restrict(ing) the ability to see the full view of the Columbia River by more than 50 percent. This shall apply to an accumulation of view from all living spaces with view at time of new development application.”

SFR Single-family/single-dwelling residential

MFR Multi-family/multi-dwelling residential

- a Proposed setbacks are subject to site development review, SHMC Chapter 17.96.
- b Buffers and screens must be provided according to proposed use and existing adjacent use, pursuant to the matrix (Figure 13) in SHMC 17.72.130.
- c With provisions regarding total floor area and yard setbacks related to building height regulations in adjacent zones (SHMC 17.68.020)
- d Except for multi-dwelling housing. SHMC 17.64.030 establishes special development standards for multi-dwelling housing.

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

- e Single-dwelling units and duplexes shall comply with R-5 standards, and multi-dwelling units and units above permitted uses must comply with AR standards.
- f The maximum setback in the Olde Towne St. Helens and Houlton Business Districts can be increased if the increased setback is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard, pursuant to SHMC 17.32.170 and SHMC 17.32.175(4).
- g Development featuring 100% lot coverage may be approved with payment of a lot coverage fee to the Olde Towne St. Helens and Houlton Business District community capital improvement accounts, pursuant to SHMC 17.32.170 and SHMC 17.32.175.

Zone/Corridor Segment	Building Height (Maximum)	Building Setback (Minimum/Maximum)	Lot Coverage (Maximum)	Landscaping (Minimum)
General Residential (R-5)/ All Corridor Segments	35 feet	Front: 20 feet Side: 5 feet (SFR and duplex), 10 feet (MFR and corner lots) Rear: 10 feet	35% (SFR detached) 50% (SFR attached and MFR)	25% ^d
Apartment Residential (AR)/ Houlton and Olde Towne	35 feet	Front: 20 feet Side: 5 feet (SFR detached), 10 feet (SFR attached, duplex, MFR, and corner lots) Rear: 10 feet	50%	25% ^d
Mixed Use (MU) ^e /Houlton and Olde Towne	45 feet	Buffer and screening requirements ^b	90% (non-residential)	-
Public Lands (PL)/Houlton	Case-by-case determination ^b	Standards shall be determined by proximity to residential zones, anticipated off-site impacts, and other supplemental code chapters		
Houlton Business District (HBD)/Houlton	45 feet ^b	Front: No min setback, zero max setback ^f Side and Rear: No min setback (adjacent to non-residential zone) or 1 foot per foot of building wall height (non-residential use adjacent to residential zone), min 10 feet	90%**	10% open space**
Olde Towne St. Helens (OTSH)/Olde Towne	45 feet ^b	Front: No min setback, zero max setback ^f Side and Rear: No min setback (adjacent to non-residential zone) or 1 foot per foot of building wall height (non-residential use adjacent to residential zone), min 10 feet	90% ^g	10% open space ^g

BUILDING SETBACKS

As noted in the previous section, building setbacks – particularly front and side building setbacks – can play a significant role in the sense of enclosure and place experienced on the sidewalk and street. This is of particular importance in the HBD and OTSH zones, where the City would like to encourage more development and redevelopment.

Building setbacks for zones in the study area are summarized in Table 3. Many setbacks are determined during the development review process. However, the HBD and OTSH zones make a point of bringing buildings up to the property lines except when sites are adjacent to residential zones or are providing pedestrian amenities like seating and plazas in the front yard setback.

The requirements for uses along those streets are as follows:

- **Major arterials (US 30).** Setback distance required by the zoning district plus 50 feet measured from the centerline of the street.
- **Minor arterials (Columbia Boulevard and St. Helens Street).** Setback distance required by the zoning district plus 30 feet measured from the centerline of the street.
- **Collectors (1st Street).** Setback distance required by the zoning district plus 25 feet measured from the centerline of the street.

LOT COVERAGE AND LANDSCAPING

In the same way that setbacks regulate where buildings will be located on a site, lot coverage requirements regulate the extent to which buildings can cover a site. Like setbacks, this also influences how people experience buildings from the sidewalk and street. The commercial and mixed use zones that account for most of the zoning in the study area (HC, GC, MC, MU, HBD, and OTSH) allow for relatively high lot coverages. In the HBD and OTSH zones, where the City wants to encourage development and redevelopment and reinforce a traditional small city look and feel, 100% coverage is permitted in exchange for payment of a fee to district capital improvement accounts (SHMC 17.32.170 and SHMC 17.32.175).

Landscaping requirements are related to lot coverage standards in the City's code and also affect the look and feel of development in an area. As can be seen in Table 3, whatever part of the lot is not covered by a building needs to be landscaped. City landscaping and screening provisions (SHMC Chapter 17.72) apply to construction of new structures and to changes of use, and not to single-family and two-family dwelling units or to uses that do not require site design review or a conditional use permit.

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

As is also discussed in Technical Memorandum #1, landscaping and screening provisions primarily address on-site requirements. Landscaping in the right-of-way (e.g., street trees) is part of the streetscape. SHMC Chapter 12.06 (Street Trees) and SHMC 17.72.030 (Street trees) specify the conditions under which the City and property owners must provide street trees as well as exceptions to those conditions.

OTHER DEVELOPMENT REQUIREMENTS

Vehicle Parking and Loading

Minimum off-street parking requirements are established according to land use in SHMC 17.80. Parking issues that most affect the streetscape are whether parking is permitted between the building and the sidewalk (in the front yard setback) and the extent to which parking requirements must be met on-site, i.e., how much of the site is devoted to parking. Of the zones in the study area, only the HBD and OTSH address these issues.

There are maximum zero-foot front yard setbacks in the HBD and OTSH zones, which do not allow for parking between buildings and the street.

No additional on-site parking is required for sites when existing development covers more than 50% of the site area; there is a change of use; or remodeling being done does not change the footprint of existing development.

New development may use on-street parking spaces in adjacent right-of-way to help meet off-street parking requirements. Alternately, new development can buy out of on-site parking requirements by contributing to the districts' capital improvement accounts for the provision of future parking facilities in the districts.

Bicycle Parking

Providing bicycle parking is important in encouraging biking in a community, and it also can be a contributing element of the streetscape. Currently, bicycle parking is required for multi-family residential, commercial, civic/institutional, and industrial uses in St. Helens, pursuant to SHMC 17.80.020(15). The minimum number of required bicycle parking spaces is generally scaled to the number of required vehicle parking spaces. Bicycle parking must be constructed within 50 feet of primary building entrances and not within landscape areas or pedestrian ways. Cover should be provided where possible.

Building Design

Generally, there are no building design standards or guidelines in the City of St. Helens. However, the City has determined that it is important to develop architectural design guidelines for the Olde Towne St. Helens district in order

to support development and design that is complementary to historic buildings and the traditional feel of the district, particularly in terms of materials, scale, features, and orientation. Guidelines and a review process have been adopted into the code (SHMC 17.32.170). The guidelines address awnings and canopies, building façades/entries, building lighting, building signage, and building setback, orientation, and bulk. Historic photos of Olde Towne are included in the guidelines for reference.

SUMMARY OF DEVELOPMENT CODE REQUIREMENTS

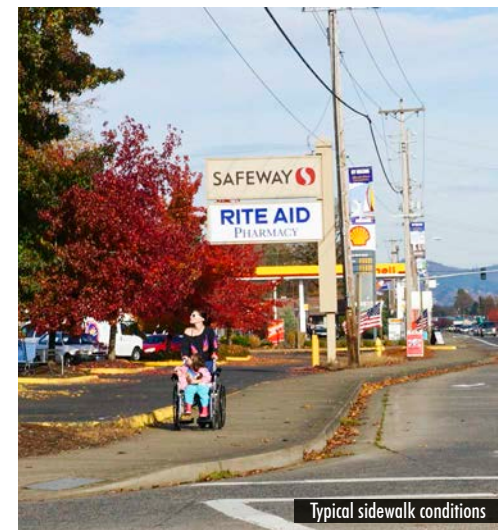
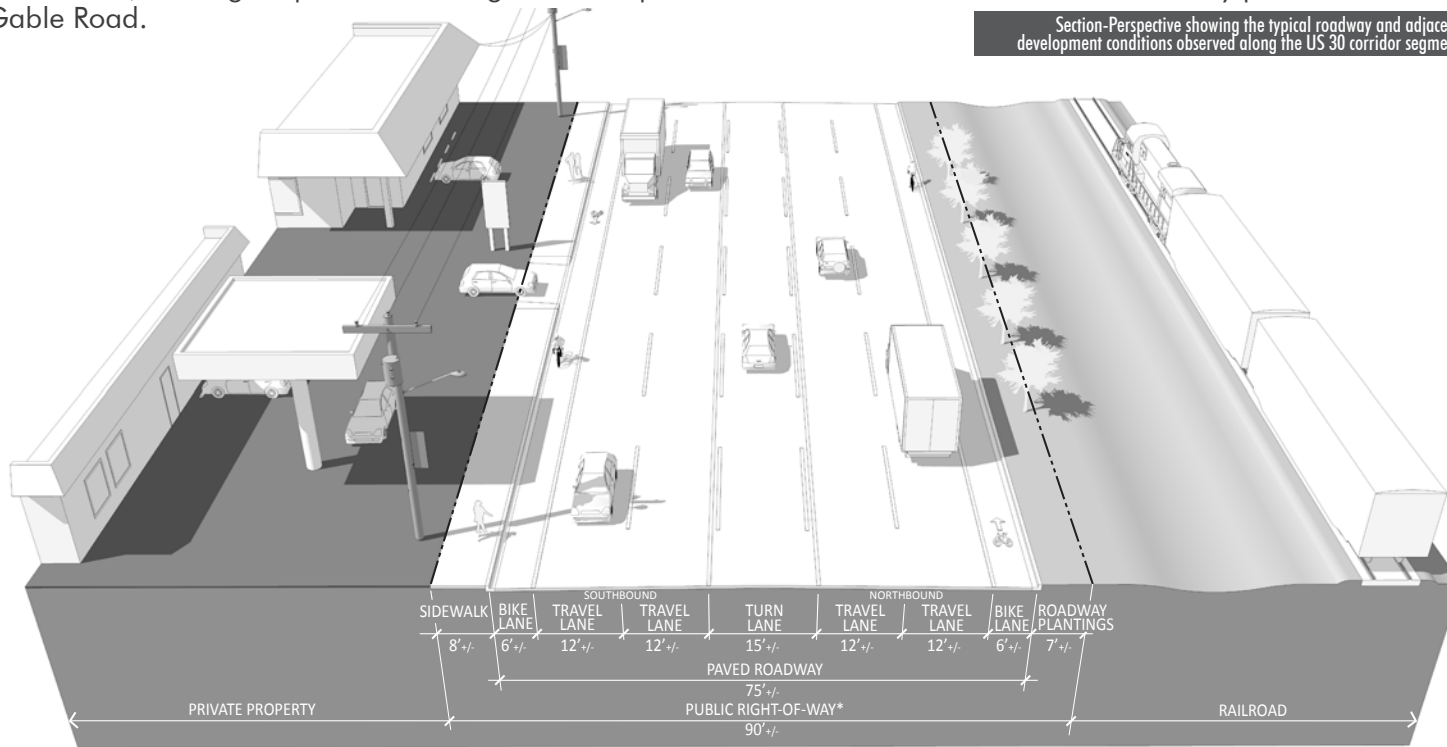
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Urban Design Conditions

This section summarizes physical and environmental characteristics that will have implications for enhancing the design of streets and future development in each corridor segment of the project area. This will help advance the overall goal of creating viable, aesthetically pleasing, safe and sustainable business districts in these areas. A description of each corridor segment summarizes the roadway configuration, pedestrian facilities, and adjacent development. Graphic section-perspectives show the typical conditions observed in each corridor segment, providing a visual analysis of the relationships between each of these spaces.

US 30

The US 30 corridor segment is a major arterial characterized by a wide concrete roadway with four lanes of traffic, a continuous center turn lane, and north- and southbound bicycle lanes on each side of the street. The roadway widens to provide right-turn only lanes at three signalized intersections, each of which provide striping and crosswalk signals for pedestrian crossing. This segment currently lacks pedestrian refuge islands or planted medians at any intersection, although a pedestrian refuge island is provided at the US 30 entrance to the Safeway just north of Gable Road.



URBAN DESIGN CONDITIONS



East side of US 30



Typical crosswalk conditions



Typical back of sidewalk condition - lack of screening

Pedestrian facilities on the west side of the street consist of a narrow curb-tight sidewalk with frequent utility poles occurring behind the sidewalk. Very few, if any, pedestrian amenities or street trees exist. The east side of the street is predominately grassy drainage ditch lined with occasional groupings of small to medium sized ornamental trees, beyond which is a railroad right-of-way with a high frequency of daily freight trains. Crosswalks and curb ramps are provided for pedestrians at signalized intersections.

Adjacent development is primarily situated along the west side of US 30, and consists of service-related and retail businesses with various setbacks ranging from zero to 100+ feet. Buildings are predominately single-story and utilitarian in character, lacking a cohesive definitive architectural style. Business frontages consist predominately of asphalt-paved parking and vehicular-oriented areas, very few of which have adequate edge screening or interior landscape areas.

Based on these conditions, this corridor segment lacks an overall identity, or a sense of place. Public and private spaces are not clearly distinguished from one another, nor do they provide amenities for pedestrians to feel welcome. The corridor is generally oriented towards vehicular users, resulting in ready access for vehicles but creating intimidating conditions for pedestrians to easily move through or around.

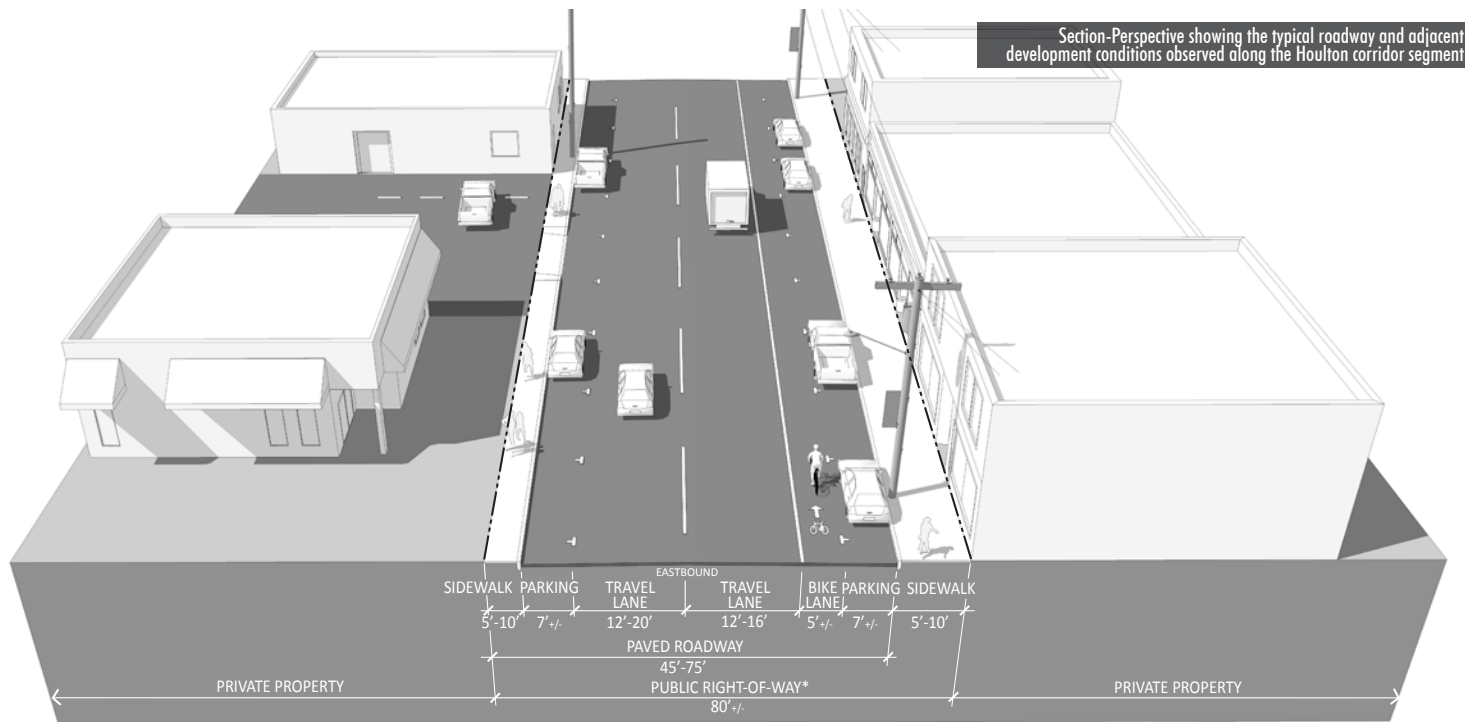
Streetscape improvements within the ODOT right-of-way along the east side of US 30 are generally favored by railroad representatives, however special consideration must be given to any physical improvements to ensure they do not impact operations or safety. For example, clearly designated pedestrian pathways are encouraged, granted they are located at least 25 feet from the tracks or within the outer 10 feet of the right-of-way. Landscaping is permissible, however, trees and shrubs must be located so that they do not interfere with railroad operations. Fencing is also permissible, granted it is tall enough to discourage people from climbing over it, and it is located on both sides of the tracks. Pedestrian and bicycle improvements at railroad crossings are generally supported, so long as clear sight distances are maintained. Since ODOT Rail owns the right-of-way within which the railroad operates, any proposed improvements would need to be coordinated through ODOT Rail.



HOULTON AREA

The Houlton corridor segment consists of the Columbia Boulevard / St. Helens Street couplet, which turns into Columbia Boulevard at the 13th Street intersection. The asphalt roadway typically consists of two travel lanes, one to two bike lanes, and parallel parking on each side of the street. Striped crosswalks are provided for pedestrian crossing at each intersection. New curb ramps have relatively recently been installed at a number of intersections; however, other intersections lack adequate curb ramps. Curbs are observed to range in height from flush with the roadway to over 8" in height in some locations. This corridor segment is separated from US 30 by a 100-foot wide railroad right-of-way.

Pedestrian facilities generally consists of narrow, curb-tight, concrete sidewalks with utility poles, fire hydrants, and roadway signs occurring just behind the curb, constricting the path of travel at each location. Due to the difficulty of planting trees in the underlying layer of basalt rock, this segment area currently has no street trees, though isolated clusters of small ornamental trees in container planters occur in the right-of-way in some locations. Relatively few pedestrian amenities exist along this corridor segment, although customized benches have been provided just behind the sidewalk in some locations. Cobra-style roadway lighting provides the only pedestrian illumination



URBAN DESIGN CONDITIONS



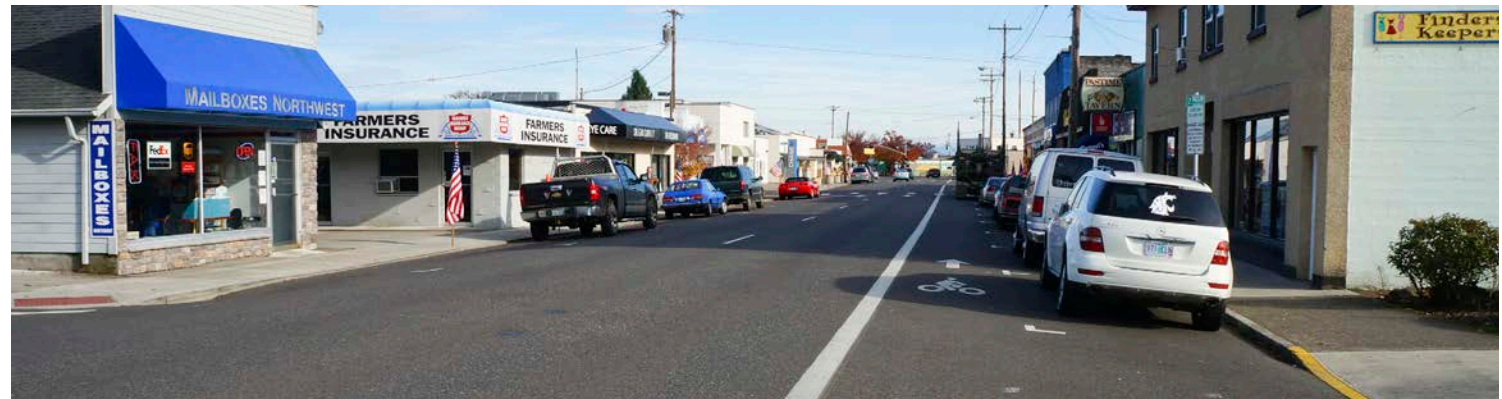
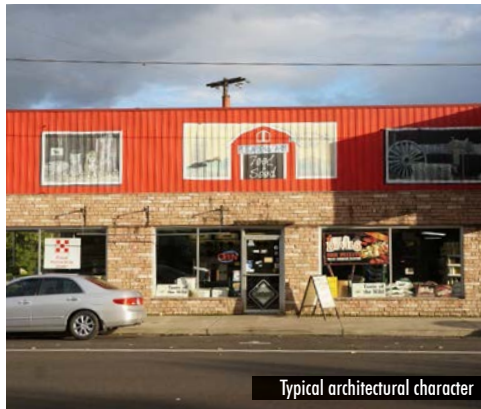
during night-time hours. An ornamental landscape area with a fountain feature marks the St. Helens St. and Columbia Blvd intersection, although this is the only landscape feature along this corridor segment. Seasonal decorations such as cornstalks, scarecrows, and American flags are placed along the street by neighborhood and business associations during holiday celebrations.

Adjacent development is predominately commercial and civic in nature, with some vacant lots and single-family residences occurring in between Columbia and St. Helens, and along the north side of the corridor segment. Buildings are one- to two-story, and have setbacks ranging from zero to 20+ feet. Architecturally, many retail buildings are of the early 20th century commercial vernacular, with some articulation of the facades. Many buildings have glass fronts, allowing for some visibility between the insides of the businesses and the public street. Many buildings that are set back from the sidewalk have attempted to create pedestrian-oriented spaces in front, though most are separated from the sidewalk with small parking lots. Very few properties have landscaped areas along this segment, though some mature trees are observed in this project segment.



Based on these conditions, this corridor segment has an identity that lacks a clear distinction, though some “pockets” exhibit some consistency in character and feel. Public and private spaces are not generally distinguished from one another, although there are a few exceptions. This corridor segment is more pedestrian-oriented than US 30; however, sidewalks are generally too narrow and travel lanes are excessively wide for this street classification, and the lack of amenities does little to make pedestrians want to linger.

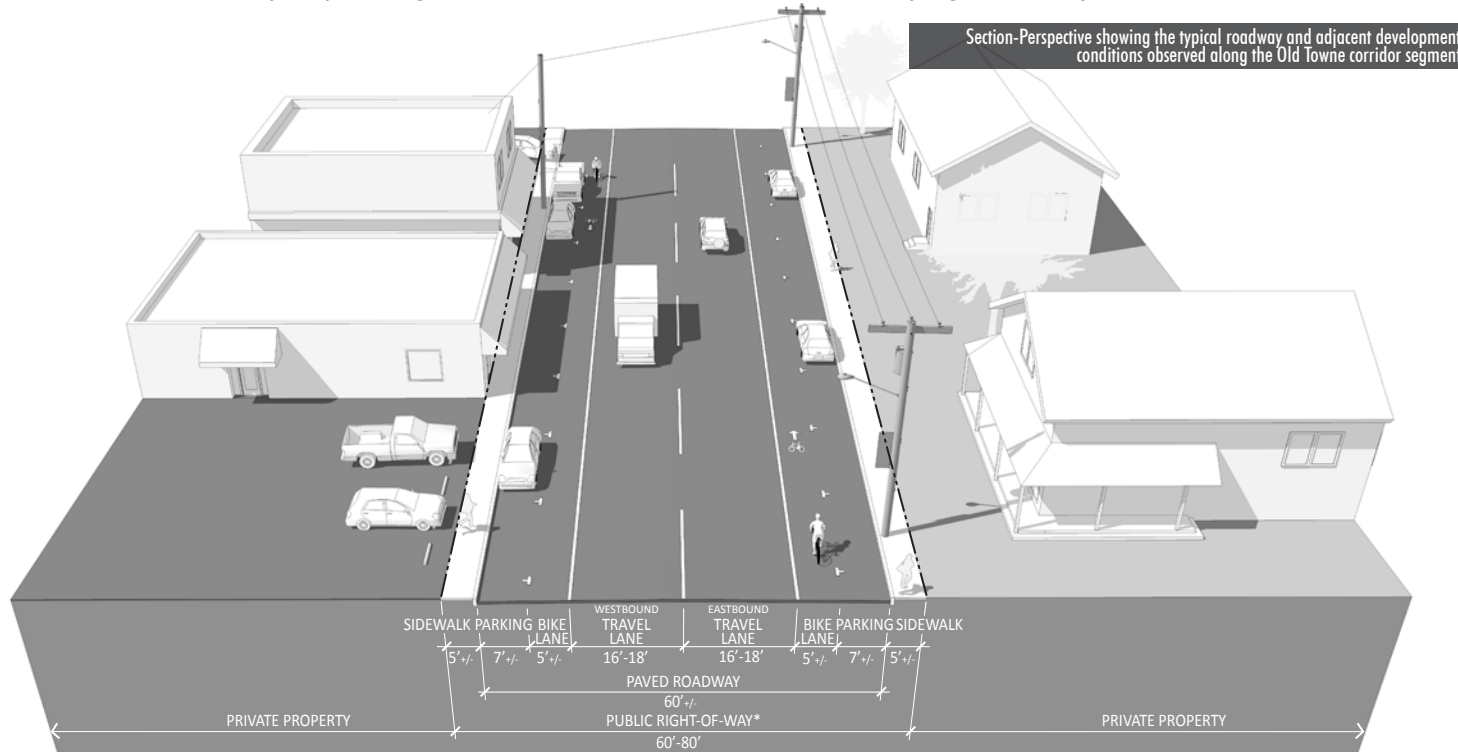
The extensive system overhead utility lines along Columbia Boulevard and St. Helens Street visually clutters the streetscape and can significantly impact many potential streetscape improvements by limiting, for example, locations of street trees and constricting pedestrian routes. Undergrounding existing overhead utilities is an effective way to reduce this visual clutter, opening up valuable space in a constricted pedestrian environment for a number of streetscape improvements. However, the high costs associated with excavating bedrock and undergrounding utility lines and vaults can be prohibitively expensive, but may be combined with other municipal and/or privately funded projects in the vicinity.



OLD TOWNE

The Olde Towne study area is split into two segments: Uppertown, or the area above Dispaïne's Hill, and Lowertown, the area below Dispaïne's Hill. Similar to the Houlton area, the roadway in the Old Towne corridor segment consists of two travel lanes, two bike lanes, and parallel parking on each side of the street. However, a large basalt outcropping encroaches the roadway on Columbia Blvd. and on S. 1st Street, having significant impact on the roadway cross section. Additionally, the St. Helens Street portion of this corridor segment consists of a wider roadway with angle-in parking between 1st and 4th Streets. Striped crosswalks are provided for pedestrian crossings at nearly every intersection of the Old Towne corridor segment.

Pedestrian facilities also are similar to those in the Houlton area, with narrow, curb-tight concrete sidewalks and few pedestrian amenities. Utility poles with cobra-style roadway lighting are located just behind the curb, as well as fire hydrants and roadway signs. Broken sections of sidewalk are observed at some locations, and are either in disrepair, or have been paved over with asphalt. Street trees are also absent from this corridor segment, with the exception of four maple trees on the south side of Columbia Blvd. between 2nd and 3rd Streets. This also is likely a function of the difficulty of planting street trees in areas where the underlying basalt layer forms a natural barrier.



URBAN DESIGN CONDITIONS



Unique conditions observed along Columbia Blvd



Typical setback and sidewalk conditions



Commercial business "hub"

Adjacent development is a mix of one- to two-story commercial buildings and single family residences, parking lots and vacant lots. Setbacks range from zero to 20+ feet, and consist primarily of minimally-landscaped front yards and parking areas. Very few commercial buildings are architecturally significant, though many residences are craftsman bungalows that have been well-maintained and have a strong presence along this corridor segment.

The Old Towne area has a strong residential character along the eastern end of the segment, though lacks a consistent set of facilities and amenities for pedestrians. The western end of the segment lacks a clear character due to the inconsistent quality and frequency of adjacent development. The basalt outcrops present significant barriers to pedestrian and bicycle movement in these areas, limiting sight lines and acting to divide this portion of the project area into three distinct segments. Like Houlton, Old Towne is more geared towards pedestrians than US 30; however, the sidewalks are also generally too narrow and the travel lanes are excessively wide to make travel for pedestrian feel safe and comfortable.



Non-Conforming Uses and Code Violations

While non-conforming uses and code violations are not significant issues in the study area from the perspective of City staff, there are a number of issues that the City has identified as challenges in the study area, particularly in the US 30 and Houlton segments of the study area. These issues are discussed below. Example images are provided to illustrate the issues being discussed, although many of the images come from other communities.

US 30

Built-out nature of the area. There are relatively few undeveloped parcels in the Highway segment. This may limit the amount of redevelopment that will occur in the area in the foreseeable future and, thus, limit the use of redevelopment to help directly fund streetscape improvement projects (e.g., establishing planting strips, medians, etc.).

Older nature of development in the area. Much of the development in the US 30 segment occurred before current code provisions were implemented. As a result, development in this area may not be consistent with current requirements for streetscape and site elements such as parking or landscaping. This makes these uses non-conforming in this respect and may present challenges for property owners during an expansion or redevelopment process.

Signs. There have been difficulties with highway signs and temporary signs in this area, particularly on the railroad side of the highway and at key intersections. Temporary signs often are not consistent with city standards and/or remain in place beyond the duration allowed.



An example of older development



Temporary Signs

NON-CONFORMING USES AND CODE VIOLATIONS



Pedestrian Crossing without Sidewalk

Lack of Landscape Cover. Many properties along US 30 appear to lack the minimum amount (10%) of landscape coverage, which detracts from civic identity.

Pedestrian Crossings. Several intersections exhibit sub-par pedestrian crossing features, including curb ramps and detectable warning strips. Though the latter may not necessarily be in violation of the City's code, there are a number of locations where pedestrian crossings across US 30 terminate at a curb, or at a curb ramp with no sidewalk.

HOULTON AND OLDE TOWNE

Older nature of development in Houlton. As in the Highway segment, the age of existing development in Houlton means that it is not always consistent with current requirements for streetscape and site elements such as parking or landscaping.

Ground floor residential uses. These are no longer permitted uses in Houlton, resulting in a number of non-conforming uses. There is concern that if these uses become vacant and do not redevelop in the future, they may become derelict uses and degrade the character and quality of the streetscape.

Setbacks and off-street parking. Buildings are required to be built close to the street in the Houlton and Olde Towne area pursuant to existing requirements. As a result, parking must be placed on the side of or behind buildings. There may be some uses in these areas that do not conform to these setback requirements.

Parking. On-street parking spaces may be counted towards meeting off-street parking requirements in Houlton and Olde Towne, so that development may be able to provide a few less off-street parking spaces. Buildings that occupy 50% or more of a site are exempt from meeting off-street parking requirements, which may make them more reliant on on-street parking. In these and other cases, on-street parking is an important asset and streetscape improvements that reduce on-street parking may face resistance from local businesses.

Street trees and planters. Both private and public improvements can trigger the requirement for the City or property owners to provide street trees or planters. The City Council can waive those requirements under certain circumstances. The corridor planning project represents an opportunity to refine that process and set criteria for making those decisions based on analysis and recommendations generated during this process.



Example of large setback with parking



Street Trees and Planters in St. Helens

Conclusions

US 30. The pattern and character of development in this corridor segment from land use, zoning and urban design character is very vehicle-oriented as would be expected along a state highway. Short of undergoing a very significant transformation through major redevelopment, this character is not likely to change in the near future. However, enhancements to the streetscape in this area can improve the overall appearance of the corridor and improve the safety and comfort of pedestrians and bicycles. The design of targeted improvements should focus on the following:

- Provide more landscaping and greenery along the east side of the road.
- Establish an enhanced landscaping plan for the west side of the road adjacent to the rail line.
- Enhance pedestrian crossings, particularly at key intersections.
- Establish gateway features either at entrances to the town or at key intersections (Gable and Columbia/St. Helens).
- Consider implementation of a landscaped central median along portions of the road to enhance its appearance, manage access and improve safety.
- Consider updating standards for parking lot landscaping and design to increase landscaping and improve pedestrian connections and encourage businesses to voluntarily make such improvements, possibly through some kind of business association.

Houlton. This is a key shopping and business district for residents and visitors, as well as a gateway to the Olde Towne area. It currently features wide rights-of-way and limited pedestrian amenities. Land use patterns and design standards have the potential to encourage a mix of land uses and a relatively pedestrian-oriented district with building built close to the sidewalk, parking located to the side or rear of buildings and requirements for future street trees (in containers) and/or other landscaping. The design of future streetscape improvements in this area should include:

- Improve pedestrian crossings through pavement treatments, curb extensions or other strategies.
- Use excess right-of-way to enhance landscaping, as well as bicycle and pedestrian facilities and create a narrower feel to the road that can help slow traffic.
- Establish a gateway feature and improved signage at the intersection of Columbia Blvd and US 30 to draw

CONCLUSIONS

people into the Houlton area and toward Olde Towne.

- Provide improved pedestrian amenities (e.g., pedestrian scale light, street furniture, etc.) to create more of sense of place and unique identity for the area; use signage both for this purpose and to guide people to Olde Towne.
- Consider creating a small park or pedestrian plaza somewhere in the area to serve as an amenity and gathering place for residents and visitors.

Old Towne. This corridor segment represents an opportunity for more future mixed use development and helps draw people towards civic uses and businesses north of St. Helens Street and activities on the Riverfront. It has a strong residential character but pedestrian and bicycle facilities are constrained. Streetscape improvements in this area should include:

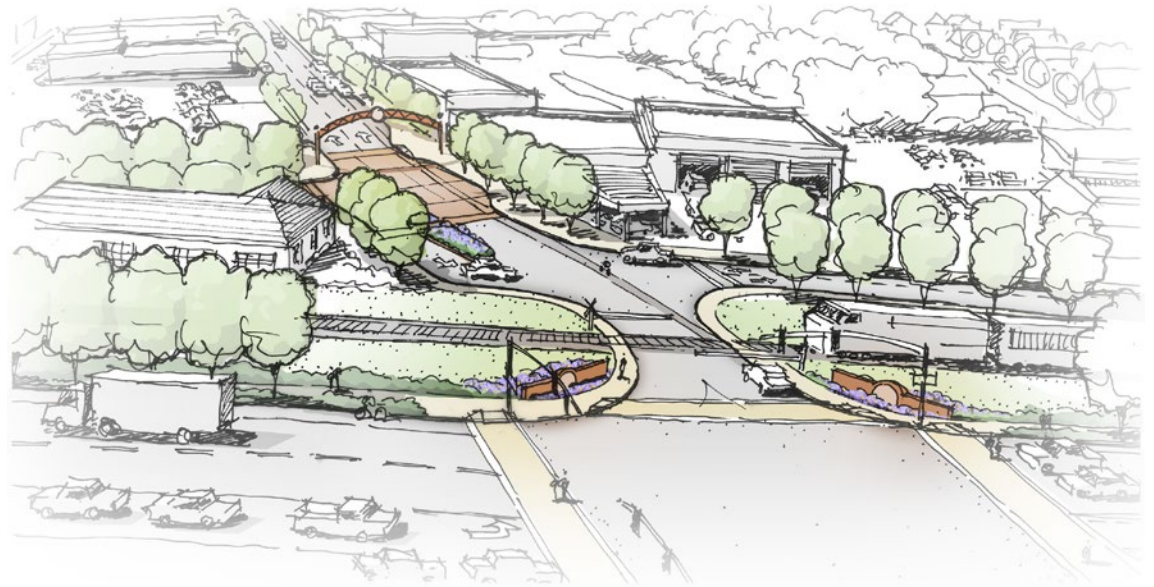
- Continue signage from the Houlton area guiding people towards Olde Towne and the Columbia River.
- Improve facilities for bicyclists and pedestrians, working within constraints posed by topography and geology.
- Ensure that on and off-street parking requirements and availability are integrated to meet the needs of existing and future land uses and businesses in the area.

APPENDIX C. MILTON WAY/ COLUMBIA BOULEVARD INTERSECTION CONCEPT OPTIONS

APPENDIX

During the Corridor Master Planning process, two basic options were considered for potential future improvements to the intersection of Milton Way and Columbia Boulevard, in combination with a proposed gateway in that area. Each option was intended to support creation of a gateway and address safety issues associated with people traveling south on Milton Way through this intersection. Currently, drivers travel the wrong way on Columbia Boulevard for a short distance to access Milton Way south of Columbia. One option would facilitate or legitimize that movement, while the other would make it more difficult than it is today to further discourage or prevent it. These options are described in the text below and the following graphics.

A. ALLOW southbound movement to Milton Way. A separate westbound left-turn lane from Columbia Boulevard to Milton Way would be added in this option. This potential modification would provide a way for motorists to continue south along Milton Way without traveling the wrong way on Columbia Boulevard. This modification also includes narrowing the east leg of the US 30/Columbia Boulevard intersection to a single lane with continuous bike lane striping from US 30 to east of Milton Way. The primary benefit of this alternative would be to continue to provide direct access southbound on Milton Way and to adjacent neighborhoods. The primary disadvantages would be to narrow Columbia Boulevard to one lane between US 30 and Milton Way and to continue to create potential conflicts between vehicles and pedestrians in this area.

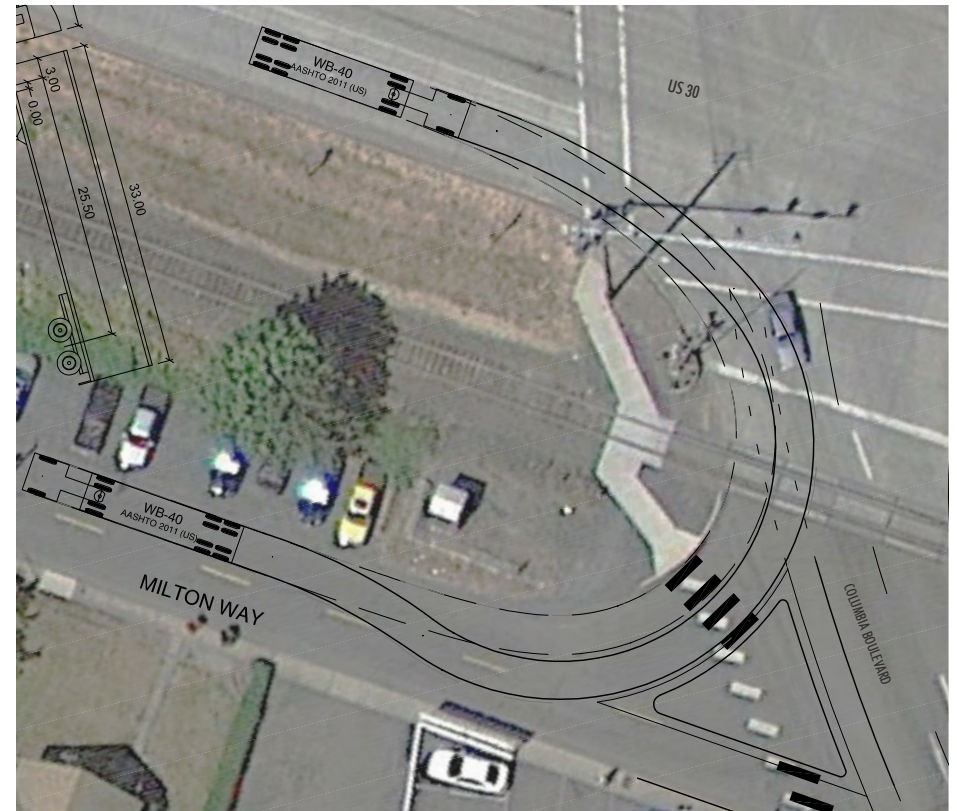


B. PREVENT southbound movement to Milton Way. A “splitter island” would be installed at the northbound approach to the Milton Way/Columbia Boulevard intersection. This island would prevent southbound motorists on Milton Way north of Columbia Boulevard from traveling the wrong way on Columbia Boulevard to continue south along Milton Way. The island offers the added benefit of providing pedestrians along Columbia Boulevard with a refuge while crossing Milton Way. This option was subsequently refined to also extend the curb and create a plaza adjacent to the Chamber of Commerce building. This would narrow the intersection, further discouraging the movement to southbound Milton Way.



APPENDIX

The St. Helens City Council ultimately recommended Option B, as described and illustrated in the Corridor Master Plan. The schematic design shown in the proposed option would enable city bus and fire trucks to turn right onto southbound Milton Way from US 30/Columbia, as well as trucks with a wheel base of 40 feet (WB40 truck classification) or less. This equates to a truck that is a little more than 40-feet long and has a cab that is approximately 33-feet long. Larger trucks (e.g., WB62 and WB67 vehicles) would not be able to make this turning movement without refinements to the design of the intersection.



APPENDIX D. IMPLEMENTING POLICIES AND ORDINANCES

APPENDIX

St. Helens Corridor Master Plan - Memorandum

To: Jacob Graichen, City of St. Helens
Naomi Zwerdling, Oregon Department of Transportation

From: Matt Hastie and Shayna Rehberg, Angelo Planning Group

CC:

Date: January 12, 2014

Re: **Revised Implementing Policies and Ordinances (Subtask 7.2)**

Overview

Conclusions from the Land Use and Urban Design report (Technical Memorandum #4) and recommendations from the Corridor Master Plan Design Options and Evaluation Report were developed into draft policy and code changes that were proposed in the first draft of this memorandum. These changes are needed in order to implement the Corridor Master Plan.

The proposed changes are presented in “adoption-ready” format, which means that language that is proposed to be added is underlined and language that is proposed to be removed is ~~struck through~~. In a few cases underlined language is presented in [brackets], which indicate language options to be considered by the reviewers.

An initial draft of this proposed policy and code language has been reviewed by the Project Management Team, Technical Advisory Committee, and Citizen Advisory Committee and has been revised to reflect their comments. It will now be forwarded as part of the Corridor Master Plan for public hearing and review. Further refinements to the amendments will continue to be made, as needed as the result of results of Planning Commission and City Council work sessions and public hearings, as well as other public comments.

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Revised Implementing Policies and Ordinances

Implementing Policies

Existing economic development policies in the Comprehensive Plan and transportation policies in the 2011 Transportation System Plan (TSP) address many of the guiding principles developed for this project (*Vision, Goals and Guiding Principles*, Final Draft February 3, 2014). However, it is recommended that a few new policies be added to address project principles primarily related to improving the aesthetics and increasing multimodal access in the US 30, Columbia Boulevard, and St. Helens Street corridors.

Comprehensive Plan

19.08.020 Economic goals and policies.

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

(a) Develop program strategies with other agencies, groups and businesses in an effort to improve the local economy...

(b) Assist in programs to attract diverse businesses and industries ~~in terms of diversification and nonpollution rather than accept any business or industry which may wish to locate here; additionally, to prohibit industries with levels of pollution or other effects which would outweigh economic benefits or threaten the existing quality of living.~~

(c) Work with applicable agencies at the state and federal levels in enacting controls and performance standards for industrial operators to reduce the possibility of adverse impacts on the environment.

(d) Encourage enterprises offering local residents a far greater selection of goods and services to locate here.

(e) Make waterfront development a high priority.

(f) Develop and implement public facility designs and development standards to revitalize businesses and business districts in the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan area.

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(g) Create gateways and improve access and wayfinding signage to Houlton Business District and Historic Downtown.

(h) Improve the appearance, attractiveness, and safety of the Houlton Business District and Historic Downtown, through an enhanced street design that includes street trees, landscaping and more public spaces and pedestrian amenities.

(f) Develop the local tourist and recreation sectors of the economy.

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

(h) Identify special locations for industrial activities that will assist in energy conservation.

(i) Discourage the leapfrog development of industrial lands, unless there is a program to provide sewer and water to intervening properties.

(j) Make commercial designation large enough to accommodate a large variety of commercial development with sufficient buffers.

(k) Encourage land uses that are compatible with the transportation facilities.

19.12.080 Highway commercial category goals and policies.

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

(a) Designate as highway commercial such areas along portions of U.S. 30 where highway business has already become well established.

(b) Designate as highway commercial such areas at major road intersections where access to business sites does not conflict with safe traffic movement.

(c) Encourage enterprises which cater to the traveling public to locate in this designation.

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(d) Encourage curbing along Highway 30 and limit the number of curb-cuts to minimize traffic hazards as a result of conflicts between through traffic and shopper traffic.

(e) Preserve areas for business use by limiting incompatible uses within them.

(f) Improve the appearance and safety of US 30 and sites along US 30, through means such as landscaped medians, banner poles, landscaping along the highway right-of-way, and landscaping in parking lots.

(g) Encourage undergrounding of overhead utilities.

Transportation System Plan

Section 2 Goals and Policies

Non-motorized and Transit Modes Policies

It is the policy of the City of St. Helens to:

p) Develop a plan for walking trails.

q) Maintain, implement, and update the City's bikeway plan.

r) Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secured bicycle parking.

s) Promote safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.

t) Improve and expand walkways to existing and planned schools, parks, senior residential areas, and commercial areas. In particular, improve pedestrian and bicycle connectivity (including wayfinding to points of interest) between the US 30 and Columbia Boulevard/St. Helens Street corridors and adjacent open spaces and parks, trail and bicycle networks, transit stops, and neighborhoods; see US

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30 & Columbia Boulevard/St Helens Street Corridor Master Plan (Ordinance No. _____,
Attachment _____).

- u) Work with Columbia County and other agencies in their efforts to meet the needs of the transportation disadvantaged in the community.
- v) Encourage increased opportunities for local and regional public transit facilities.
- w) Support public transit planning in Columbia County. Transit improvements within city limits shall be guided by the findings and recommendations of the County Community-wide Transit Plan, as adopted by Columbia County.
- x) Work in partnership with the County in planning for public transit facilities located within city limits and, when feasible, facilitate the setting and operation of such facilities.

Economic Development Policies

It is the policy of the City of St. Helens to:

- y) Improve rail and water connections to enhance and provide economic opportunity.
- z) Maintain a road and multimodal transportation network that contributes to the viability of existing commercial areas.
- aa) Acknowledge and support future expansion of both freight and potential commuter rail operations along the Lower Columbia River and continue to work with ODOT and Portland & Western Railroad and Columbia County Rider to take advantage of this growth and to mitigate potential conflicts.
- bb) Continue to explore the viability of waterfront shuttle service as an alternative to private vessel/vehicle use along the city's waterfront and to enhance connectivity to waterfront amenities and recreational venues.

Natural Resources and Recreation Policies

It is the policy of the City of St. Helens to:

St. Helens US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan
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- cc) Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.
- dd) Encourage development patterns that decrease reliance on single occupancy vehicles.
- ee) Minimize and mitigate the adverse impacts that transportation-related construction has on the natural environment, including impacts to wetlands, estuaries, and other wildlife habitat.

ff) Identify opportunities for integrating sustainable design strategies into streetscape design and implement them where appropriate.

~~ffgg)~~ Maintain and enhance access to parks and recreational and scenic resources. Look for opportunities to connect these community resources through pedestrian and bicycle trails.

~~gggh)~~ Create a nature trail around portions of Dalton Lake that provides recreational (e.g. walking, hiking and biking) opportunities for city residents and visitors.

~~hhij)~~ Create a trail system along the waterfront that will provide access to the river, and connect existing and potential waterfront parks and amenities.

Community Policies

It is the policy of the City of St. Helens to:

~~iiij)~~ Design, enhance, and maintain safe and secure access between residential neighborhoods and community gathering areas such as, parks, schools, public plazas, and natural areas.

~~jjkk)~~ Provide transportation improvements that protect the area's historical character and neighborhood identity.

~~kkll)~~ Require new development to include pedestrian, bicycle, and transit-supportive improvements within the right-of-way in accordance with adopted city policies and standards.

mm) Balance the need for local access and traffic calming with through-traffic and emergency vehicle movements (particularly in the US 30 corridor).

Implementing Ordinances

Ordinances to implement the St. Helens Corridor Master Plan consist primarily of amendments to the City of St. Helens Community Development Code, which is Title 17 in the St. Helens Municipal Code (SHMC).

As discussed in the Corridor Master Plan Design Options and Evaluation Report, development code changes and strategies focus on the following concepts:

- Pedestrian connections through parking lots to US 30
- Landscaping standards for parking lots and yards fronting US 30, Columbia Boulevard, and St. Helens Street
- Street trees in planter/landscape strips along Columbia Boulevard and St. Helens Street
- Pedestrian amenities (e.g., pedestrian-scale lighting, street furniture, etc.) along Columbia Boulevard and St. Helens Street
- Parklets in on-street parking spaces

These code concepts are discussed in terms of pedestrian access standards, landscaping standards, pedestrian amenity standards, and parklet procedures and guidelines in the following sections. Code amendments that are recommended in the following sections come primarily from the following sources:

- Existing St. Helens code language that has been re-arranged and/or slightly modified;
- Oregon Transportation and Growth Management's Model Development Code for Small Cities, 3rd Edition ("Model Code"); and
- Web pages and manuals regarding parklets from City of Portland, City of San Francisco, and the University of California Los Angeles (UCLA).

As noted in the overview, this proposed code language will be reviewed and revised by City and ODOT staff, project Citizens and Technical Advisory Committees and the City's Planning Commission and Council before being forwarded as part of the Corridor Master Plan for public hearing and review.

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Pedestrian Access Standards

Existing pedestrian access and circulation provisions in SHMC 17.84.050 (Required walkway location) establish walkway requirements between buildings on a site and between building entrances and streets. They also require separated or demarcated walkways when crossing motor vehicle traffic ways in parking lots. Principles developed for the St. Helens Corridor Master Plan include increasing pedestrian access and connectivity in the project area, which is particularly needed between buildings fronting US 30 and sidewalks, bicycle lanes, and transit facilities on US 30.

Recommendation: It is recommended that walkways be required across large parking lots in St. Helens, many of which are likely to front US 30. It is proposed that these requirements be included in the pedestrian access and circulation requirements in Chapter 17.84 SHMC, which apply to construction of new structures, to remodeling of existing structures, and to changes of use which increase on-site parking or loading requirements or change access requirements. The spacing interval of 150 feet is generally based on half of the existing pedestrian/bicycle accessway spacing requirement in St. Helens (approximately 300 feet) for blocks 600 feet or more in length (SHMC 17.152.040(2)(b)).

17.84.050 Required walkway location.

(1) Walkways shall extend from the ground floor entrances or from the ground floor landing of stairs, ramps, or elevators of all commercial, institutional, and industrial uses, to the streets which provide the required access and egress. Walkways shall provide convenient connections between buildings in multi-building commercial, institutional, and industrial complexes. Walkways also shall provide access to existing and planned transit stops adjacent to the development site. Unless impractical, walkways should be constructed between a new development and neighboring developments.

(2) Within all attached housing and multifamily developments, each residential dwelling shall be connected by walkway to the vehicular parking area, and common open space and recreation facilities.

(3) Where a site for proposed commercial, institutional, or multifamily development is located within at least one-quarter mile of an existing or planned transit stop, the proposed pedestrian circulation system must ~~include demonstrate~~ a safe and direct pedestrian ~~route~~ walkway from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.

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(4) In parking lots one acre or larger, pedestrian walkways shall connect from buildings to sidewalks in the adjacent rights-of-way, and shall be provided at least every 150 feet between rows of parking.

(45) Wherever required walkways cross vehicle access driveways or parking lots, such crossings shall be designed and located for pedestrian safety. Required walkways shall be physically separated from motor vehicle traffic and parking by either a minimum six-inch vertical separation (curbed) or a minimum three-foot horizontal separation, except that pedestrian crossings of traffic aisles are permitted for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used. Walkways shall be a minimum of four feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts, and shall be in compliance with ADA standards.

(56) Required walkways shall be paved with hard-surfaced materials such as concrete, asphalt, stone, brick, etc. Walkways ~~may~~ shall be required to be lighted and/or signed as needed for safety purposes. Soft-surfaced public use pathways may be provided only if such pathways are provided in addition to required pathways.

Landscaping Standards

Existing City development code requirements for landscaping and screening (Chapter 17.72 SHMC) apply to construction of new structures, remodeling of existing structures, and to changes of use that increase on-site parking or loading requirements or change access requirements. The following sections address standards related to parking lot landscaping, yard landscaping, and street trees, and how they can implement the Corridor Master Plan vision, goals, and principles.

Parking Lot Landscaping

The vision, goals, and principles developed for the St. Helens Corridor Master Plan commit to improving the aesthetics and desirability of the project area, which in part entails “greening”, softening, and beautifying typically less attractive areas like parking lots. Recommended code changes related to landscape screening of parking lots and landscaping requirements inside parking lots are addressed below.

Screening

The screening of parking lots is particularly important for improving the streetscape where parking lots are adjacent to right-of-way in the project area. This is most common along US 30 where parking lots are permitted between buildings and the right-of-way.

Recommendation: It is recommended that code provisions be modified for screening that is required between parking lots and the right-of-way on US 30. This includes setting buffer requirements between parking lots and US 30 that are not currently called for in the development code. In addition, the City has requested that screening provisions be specified for roof-mounted service facilities and equipment, a related issue of aesthetics in the project area and elsewhere in the City. Last, it is recommended that existing requirements under the screening provisions related to interior parking lot landscaping – technically not screening – be moved to a new subsection, which is addressed in the next section of this memorandum.

17.72.110. Screening – Special provisions.

(1) Screening of Parking and Loading Areas.

[...]

(b) Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:

- (i) Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters. Berms, planters, and other forms of vegetative

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landscaping are permitted for screening that fronts US 30. Walls are prohibited for screening that fronts US 30;

(ii) Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way;

(iii) Materials to be installed should achieve a balance between low-lying and vertical shrubbery and trees;

~~(iv) Trees shall be planted in landscaped islands in all parking areas, and shall be equally distributed and on the basis of one tree for each seven parking spaces in order to provide a canopy effect; and~~

~~(v) The minimum dimension of the landscape islands shall be three feet and the landscaping shall be protected from vehicular damage by some form of wheel guard or curb.~~

(2) Screening of Service Facilities. Except for single-dwelling units and duplexes, service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area shall be screened from view by placement of a solid wood fence or masonry wall between five and eight feet in height or evergreens already to correct height minimums. All refuse materials shall be contained within the screened area. Rooftop service facilities and equipment shall be screened from view from adjacent streets and adjacent properties in one of the following ways:

(a) A parapet wall of adequate height;

(b) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or

(c) Setback such that it is not visible from the public street(s) and adjacent properties.

[...]

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17.72.130 Buffer matrix.

(1) The buffer matrix (Figure 13) shall be used in calculating widths of buffering and screening to be installed between proposed uses and abutting zoning districts or specified types of streets.

(2) An application for a variance to the standards required in Figure 13 shall be processed in accordance with Chapter 17.108 SHMC.

Existing Abutting Use of Zoning District	Parking Lot 4-50 spaces	Parking Lot 51 or more spaces
Detached Single-Family (R-10, R-7, R-5)	10' S	20' S
Attached Dwelling Units (1 story)	10' S	20' S
Attached Dwelling Units (2 or more stories)	10' S	20' S
Mobile Home Parks	10' S	20' S
Any Arterial Street (<u>except US 30</u>)	0'	0'
<u>US 30</u>	<u>5'</u> <u>S</u>	<u>5'</u> <u>S</u>
Commercial Uses	0'	0'

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Existing Abutting Use of Zoning District	Parking Lot 4-50 spaces	Parking Lot 51 or more spaces
Industrial Park	0'	0'
Heavy Industrial	0'	0'
Any Parking Lot with 4-50 spaces	0'	0'
Any Parking Lot with 51 or more spaces	0'	0'

“S” indicates screening required

Interior parking lot landscaping

As noted above, there are some existing standards for interior parking lot landscaping found in the screening requirements for parking lots. However, the existing standards do not provide a threshold parking lot size to which the standards apply, set relatively small minimum dimension for the landscape islands, and do not address planting other than trees in the islands.

Recommendation: It is recommended that existing requirements be moved from the landscape screening section to a new subsection for interior parking lot landscaping. This new subsection includes existing standards about the spacing/frequency of landscape islands in parking lots as well as larger minimum dimension standards and additional requirements about planting other than trees, based on state Model Code provisions.

17.72.130 Buffer matrix...

17.72.140 Interior parking lot landscaping.

(1) All parking areas with more than 20 spaces shall provide landscape islands with trees that provide a canopy effect and break up the parking area into rows of not more than 7 contiguous parking spaces.

(2) Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth.

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(3) All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.

(4) The landscaping shall be protected from vehicular damage by some form of wheel guard or curb permanently fixed to the ground.

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Yard Landscaping

There are no front yard setbacks required in the Highway Commercial (HC) zone, the predominant zone along US 30 in the project area, and there is a zero front yard setback in the Houlton Business District and Olde Towne St. Helens District. The development code allows the maximum setback in Houlton and Olde Towne to be increased if the increased setback is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard (SHMC 17.32.170 and SHMC 17.32. 175(4)). Similar to the enhanced landscaping and screening standards recommended for parking lots adjacent to US 30, setbacks with landscaping and pedestrian amenities in yards that front US 30 will serve to “green”, beautify, and improve pedestrian conditions in this part of the project area.

Recommendation: It is recommended that a minimum setback for yards fronting US 30 be established in the HC zone, and that landscaping and pedestrian-oriented amenities be required in this setback.

17.32.100 Highway commercial – HC.

(4) Standards. In the HC zone the following standards shall apply:

(a) The maximum building height shall be 40 feet.

(b) The minimum yard (as defined by Chapter 17.16 SHMC) adjacent to US 30 shall be 10 feet. The setback shall be occupied by landscaping or pedestrian-oriented amenities (such as a walkway, seating, or a plaza, including such amenities as part of a transit stop) in addition to landscaping. Landscaping in the setback may be credited toward the minimum landscape requirement for the site established in subsection (f).

~~(b)~~ Outdoor storage abutting or facing a lot in a residential zone shall comply with Chapter 17.72 SHMC.

~~(c)~~ Parking shall comply with Chapter 17.80 SHMC.

~~(d)~~ Maximum lot coverage including all impervious surfaces shall be 90 percent.

~~(e)~~ Minimum landscaping shall be 10 percent of gross land area associated with the use.

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Street Trees

Existing code (SHMC 17.152.060(2)) requires at least five feet separation between the curb and sidewalk (i.e., planter strip) for arterials and collectors, with some exceptions. For example, the separation may be different if otherwise indicated in street designs in the TSP or in other adopted street plans.

Subsection (3) establishes that maintenance of sidewalks, planter strips, and curbs is the responsibility of the adjacent property owner.

Pursuant to SHMC Chapter 12.06 (Street Trees), the City or a development applicant is required to plant street trees where there is a lack of street trees, which is defined as the absence of trees for 100 lineal feet or more along one or both sides of the street. The City or applicant must provide street trees when involved in the following:

- Replacing or substantially repairing 30 lineal feet or more of sidewalk;
- Performing an asphalt overlay of the entire street width for a street section longer than 50 feet; or
- Making underground utility repairs that require any of the work described above.

In addition, street tree provisions in SHMC 17.72.030 require that all development fronting a public street, a private street, or a private driveway more than 100-feet long provide street trees and provide the trees according to a City-approved plan. Exemptions to street tree requirements may be granted under a specified set of conditions including that the tree could not be supported by the ground/soil conditions within the public right-of-way. In cases of exemption, the applicant may be required to provide a landscaping easement outside of the public right-of-way or pay a fee to the City commensurate with the cost of the trees that would have otherwise been provide.

Existing street tree provisions in Chapter 17.72 SHMC address the location, spacing, size, and species of the trees. Particular street tree species are suited to the corridor segments in the project area. Existing spacing standards (e.g., 20 feet maximum spacing for trees up to 25 feet tall and 30 feet maximum spacing for trees 25 to 40 feet tall) were reviewed and found to provide a density of trees in the project area that is consistent with the principles and recommended designs of the Corridor Master Plan.

Recommendation: It is recommended that landscaping requirements be modified to specify trees that are suited to the soils and conditions in the project area corridor segments. These trees should be spaced relatively closely in the Houlton and Olde Towne corridor segments, except when other spacing standards related to intersections and utilities apply.

17.72.030 Street trees.

[...]

(2) Certain trees can severely damage utilities, streets, and sidewalks or can cause personal injury.

Approval of any planting list shall be subject to review by the director. ~~List~~ A list of suggested

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appropriate tree species is located at the end of this chapter.} Additional or alternative tree species also may be recommended by the applicant or determined by the Director based on information provided in adopted city plans, policies, ordinances, studies or resolutions. Proposals by the applicant shall require approval by the Director.

17.72.060 Exemptions

(4) If one or more conditions described in subsection (2) of this section are shown to exist on the site, the director may require the following to fulfill the street tree requirements of this chapter:

(b) An applicant may, with the consent of the director, elect to compensate the city for costs commensurate with the number of street trees that would have otherwise been required for the site. The fee, established by resolution of the city council, will be generally based on the city's approved street tree list in Chapter 17.72 SHMC and market value of the tree(s).

Pedestrian Amenity Requirements

Existing street improvement standards require that street lights to be provided "in accordance with regulations adopted by the city's direction," and that, at a minimum, "there shall be a street light at each street intersection" (SHMC 17.152.030(24)). There is not further guidance – or references to guidance – about the location, type, or design of lighting. The code also currently does not include requirements for providing street furniture or other pedestrian amenities in the planter/landscape strip as part of development. Pedestrian amenities such as seating, waste receptacles, and pedestrian-scale street lighting are envisioned as part of the streetscape in Houlton and Olde Towne in the Corridor Master Plan.

Recommendation: It is recommended that provisions be added to landscaping standards that require development to either contribute toward or provide pedestrian amenities in the planter/landscape strip adjacent to the development site. The contribution toward or provision of amenities would be based on the general vision of amenities in the Corridor Master Plan. The fee would be established by resolution and will be collected to, ideally, enable the installation of amenities by the City as part of a single uniform project and process.

Specific code requirements for pedestrian amenities and/or calculation of a fee-in-lieu resolution would be prepared as part of a follow-up process to the Corridor Master Plan project to ensure that all aspects of these requirements are carefully considered and do not act as an impediment to development or redevelopment in the area. However, amendments to the City's lighting standards are recommended at this time to ensure provision of pedestrian scale lighting in the Columbia Boulevard/St. Helens Street corridor, consistent with the Corridor Master Plan.

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Examples of and guidelines for pedestrian amenities including pedestrian-scale lighting and street furniture also should be provided in the City Engineering Standards Manual, which the development code can refer to.

Chapter 17.152

STREET AND UTILITY IMPROVEMENT STANDARDS

17.152.030 Streets.

[...]

(24) Street Light Standards. Street lights shall be installed in accordance with regulations adopted by the city's direction. At the very least, there shall be a street light at each street intersection. In addition, lighting within the Columbia Boulevard/St. Helens Street Corridor Master Plan area shall be installed in accordance with the US30 and Columbia Boulevard/St. Helens Street Corridor Master Plan (Ordinance No. ____, Attachment __) and shall be:

(a) Pedestrian-scale lighting between 12 to 18 feet in height;

(b) Uniform in design;

(c) Placed in the planter/landscape strip or curb extension (e.g., at street corners) when possible;
and

(d) Spaced no more than 100 feet apart along the block face.

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Chapter 18.20

TRAFFIC DEVICES AND STREET ILLUMINATION

18.20.050 Street Illumination.

Street lighting shall be designed by Columbia River ~~People's~~ Public Utility District (CRPUD), except within the Columbia Boulevard/St. Helens Street Corridor Master Plan area; see SHMC 17.152.030(24). This shall be done at the applicant's initiative and expense. The lighting plan shall be included with the submittals to the city. Lamp type used should be uniform.

Parklet Procedures, Standards, and Guidelines

Parklets are envisioned at several locations throughout the Houlton and Olde Towne corridor segments, both in on-street parking spaces and in curb extension areas. New procedures, standards, and guidelines are needed in order to allow and implement parklets in St. Helens, particularly in on-street parking spaces. Other communities have regulated these types of parklets in street/traffic and building code, but not development code. They have provided a permitting process and guidelines for design, construction, and maintenance. For example, Portland’s “Street Seats” program is implemented through a permitting process developed and administered by the Portland Bureau of Transportation (PBOT).

Recommendation: It is recommended that procedures and guidelines for establishing parklets in on-street parking spaces be provided in the City Engineering Standards Manual (SHMC Title 18). These procedures and guidelines are primarily based on those from the “Street Seats” program in Portland¹, which also relies heavily on recommendations from the UCLA Luskin School of Public Affairs’ *Reclaiming the Right-of-Way: A Toolkit for Creating and Implementing Parklets* (September 2012)² and City of San Francisco’s *Parklet Manual* (February 2013)³. Related amendments should be made in code sections about uses and obstructions in the right-of-way in SHMC Title 8 (Health and Safety). A reference to new and amended sections of Title 8 and Title 18 should be included in the street improvement standards section of SHMC Title 17 (Community Development Code).

Title 18

ENGINEERING STANDARDS MANUAL

Chapter 18.04

ABBREVIATIONS AND DEFINITIONS

18.04.010 Abbreviations and definitions.

“Parking lot” means paved surfaces on private property intended for the movement and storage of six or more vehicles.

¹ City of Portland “Street Seats” web page, <http://www.portlandoregon.gov/transportation/59158>

² UCLA Luskin School of Public Affairs’ *Reclaiming the Right-of-Way: A Toolkit for Creating and Implementing Parklets* (September 2012), <http://innovation.luskin.ucla.edu/sites/default/files/parklettoolkit.pdf>

³ City of San Francisco’s *Parklet Manual* (February 2013), http://pavementtoparks.sfplanning.org/docs/SF_P2P_Parklet_Manual_1.0_FULL.pdf

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“Temporary Parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

“PRV” means pressure-reducing valve.

Chapter 18.12 STREETS

18.12.170 Utilities...

18.12.180 Planter/landscape strip – Pedestrian amenities.

18.12.190 Temporary Parklets – In on-street parking spaces.

The following are procedures for establishing a temporary parklet in an on-street parking space in the city. Applications are received and processed by City Administration. The City Administrator, or his or her designee, issues a temporary parklet application permit upon review and approval by the City Public Works, Engineering, Planning and Building departments. The City Administrator, or his or her designee, may revoke an approved temporary parklet permit if it is being conducted contrary to this section or any condition of the temporary parklet permit approval, or if the temporary parklet and associated use or activities is otherwise found to be contrary to public health, safety and welfare. The parklet application steps and regulations are as follows:

- (1) The maximum duration for a temporary parklet permit is 6 months; permits can be renewed subject to City approval. The maximum renewal duration is 6 months per renewal. If a parklet permit becomes void due to revocation, expiration or otherwise, the related improvement shall be immediately removed and the location restored to its original condition.

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- (2) The applicant selects a location according to location criteria.
- Temporary parklets shall only be allowed along non-residential uses. Temporary parklets along and/or associated with residential uses is prohibited.
 - Temporary parklets are not permitted on streets where parking lanes become tow-away zones during morning or afternoon hours, in front of fire hydrants, in active bus zones, across driveways, or over manholes or public utility valves or covers.
 - The proposed site should be located at least one standard-size parking space in from a corner. Otherwise, a protected bollard, curb extension, or other similar feature as approved by the City must be present if located at the corner.
 - The proposed site should be located on a street with a speed limit of 25 MPH or less. Locations on streets with higher speeds will be considered on a case-by-case basis.
 - The location of the proposed site shall be generally consistent with potential locations and guidance provided in the St. Helens US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan.
 - The street grade shall be less than 5 percent.
- (3) The applicant develops a preliminary conceptual design, using the general design guidelines, design criteria, and design elements below.

General Design Guidelines:

- Design for easy removal. Because the temporary parklet sits on top of critical infrastructure and utilities, it needs to be designed for easy removal in case of emergency or other needed access to the infrastructure. Some applicants elect to remove the temporary parklet during colder months.
- No advertising. Logos, advertising, or other branding is prohibited.
- Be creative. There are possibilities beyond the standard tables and chairs on a platform.

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Design Criteria:

- Design quality. What is the level of quality and creativity of the design?
- Public seating. Does the proposal provide open public use of the space and is not just an extension of a business?
- Streetscape enhancement. How will the proposal enhance the aesthetic quality of the streetscape?
- Quality of materials. What is the quality and durability of proposed materials and furniture?
- Appropriateness of location. Is the proposed parklet likely to be well-used and active?
- Community support. Is there demonstrated neighborhood support for proposal at the proposed location (including neighboring businesses and properties)?

Design Elements:

- Platform should be on the same plane as and flush with the sidewalk height. At least 12 feet of the platform must be flush with the adjacent sidewalk for wheelchair access.
- Platform must be designed to accommodate the crown and cross slope of the street surface. Close attention must be paid to existing curb condition and height to ensure platform is flush with curb.
- The use of high quality, durable materials capable of withstanding the elements of any season and extended use (with proper permit renewals) is required.
- The design should not include any bolts/anchors or other elements that require disturbing the street surface or sidewalk. No temporary parklet component may weigh more than 200 pounds per square foot.

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- The platform may not extend beyond six feet from the curb line where there is parallel parking to allow some separation from vehicle travel lanes. Angled or perpendicular parking locations and associated dimensions may be approved on a case-by-case basis, but still must allow some separation from vehicle travel lanes.
- The maximum length of the platform must not be longer than the frontage of the applicant's/permit holder's establishment. A platform may be located along the frontage of multiple properties/businesses provided all applicable parties are applicants/permit holders.
- Design must maintain a minimum six-foot clear pedestrian through zone in the sidewalk corridor.
- Platform must be designed to allow for curblane stormwater drainage.
- Platform design must include a physical barrier along the street while maintaining clear visual sightlines to the street. Vertical elements, such as planters and umbrellas, should be included so that the facility is visible to vehicles.
- A setback on either end of the platform, adjacent to parallel parking, will need to be reserved for wheel stops with embedded reflective candlesticks or other similar features that reflect light and protect the platform from parking maneuvers. These may be installed by the public works department as deemed necessary after facility construction is complete. Additional features may be added to the final design by City staff for safety.
- Temporary parklet furniture shall be subject to City approval. Furniture must be able to accommodate those with disabilities, wheelchairs, or mobility devices.
- Proposed covers or shelters may be subject to additional structural engineering requirements.
- Loose surface materials, such as sand or loose stone, are not permitted in the temporary parklet.

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- Public temporary parklets must be clearly posted with signs to differentiate them from private business temporary parklets and restaurant/café seating. Such signage shall not conflict with the City sign regulations, Chapter 17.88 SHMC.
- (4) The applicant begins gathering and documenting community support (meetings, letters, petitions, site posting, etc.) to be submitted as part of the application package.
- (5) The applicant prepares a detailed design document and plan package. It is recommended to contract or consult with professional design assistance.
- Parklet Location and Context Plan
 - Detailed Site Plan
 - Elevations
 - Sections (Profile Drawings)
 - Renderings and Perspectives (optional)
- (6) An application package consists of the following:
- A completed right-of-way encroachment permit application form
 - Design document and plan package
 - Community support documentation. The applicant shall provide written support of the proposed temporary parklet from adjacent businesses and/or property owners.

The applicant completes the application package and submits for review by the City.

- (7) Business and property owners within the immediate vicinity of the proposed temporary parklet will be notified and will have the opportunity to submit comments within 14 days to be included in the evaluation of an application.
- (8) If the application is approved, the applicant will finalize and submit construction drawings.

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- (9) The City will schedule a pre-construction site visit.
- (10) The applicant submits payment and provides proof of liability insurance, and the public works department issues a right-of-way encroachment permit, which includes conditions for maintenance.
- Fees: The applicable fees, as set by resolution of the City Council, may include but not be limited to addressing the following components:
 - Application/encroachment permit fee
 - Café seating permit fee, if applicable
 - Additional costs (e.g., changing/removing loading zone sign), if applicable
 - Insurance: Evidence of at least \$1 million in liability insurance naming the City as additional insured must be provided. Most businesses already carry this insurance.
 - Encroachment permit and maintenance terms: The permit requires that the facility is swept daily and debris is removed from under and around the platform a minimum of once a week.
- (11) The applicant must install the temporary parklet within 90 days of permit issuance. Failure to do so voids any temporary parklet permit approval.
- (12) The applicant must notify the City within 48 hours of completing construction to schedule a post-construction site inspection.
- (13) Post-construction, the City will monitor the temporary parklet for compliance with the permit, design guidelines, and maintenance agreement as applicable.

Title 8
HEALTH AND SAFETY

Chapter 8.12
NUISANCES

8.12.010 Definitions.

(1) As used in this chapter, except where the context indicates otherwise, the following shall mean:

[...]

(d) “Nuisance” means any violation of any provision of this chapter.

(e) “Temporary Parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

(ef) “Person” means every natural person, firm, partnership, association or corporation.

(ff) “Premises” means real property located in the city, including submerged lands, regardless of the ownership form, together with any and all buildings and structures located thereon, including floating structures, as well as more transient personal property where nuisance material or conditions may accumulate or occur such as vehicles, barges, or open storage vessels located on the property.

(gh) “Public place” means any building, place or accommodations, whether publicly or privately owned, open and available to the public.

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[...]

8.12.080 Obstructions in passageways.

(1) Purpose. The purpose of this section is to identify objects prohibited from being placed in the sidewalks, streets, and other public rights-of-way, and to ensure that any objects not prohibited that are placed on sidewalks, streets, and other public rights-of-way are appropriately located, are compatible with surrounding allowed uses, and are conducive to the public health, safety, and welfare. Another purpose of this section is for enhancement and beautification of the commercial areas.

(2) Definitions and General Notes.

(a) “Sidewalk furniture” includes items placed in the public sidewalk by businesses for incidental use by their customers while patronizing said business, and includes but is not limited to:

- (i) Chairs.
- (ii) Flower boxes.
- (iii) Tables.
- (iv) Umbrellas.
- (v) Lights.
- (vi) Heaters.
- (vii) Street clocks.
- (viii) Trash cans and ashtrays.
- (ix) Shelving for merchandise.
- (x) Devices to hang merchandise.

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- (xi) Any other fixture or furnishing deemed to be similar by the council-designated person.
 - (b) Sidewalk furniture does not include signs which are regulated by another ordinance.
 - (c) Objects and furniture used by street vendors are covered by another ordinance.
 - (d) Public utilities, authorized public agencies, and other organizations recognized by the city council are not restricted by this section.
 - (e) No advertising on sidewalk furniture, benches or planters.
 - (f) Sidewalk furniture shall not interfere with parking of vehicles in street rights-of-way unless permitted as part of a “temporary parklet” through permitting procedures referred to subsection (6). Interference shall be determined by the city engineer and city manager/administrator and shall generally mean that vehicles that have painted lines and/or wheel stops shall be allowed to use them.
- (3) Planter Boxes. Planter boxes may be allowed on sidewalks and passageways lying within street rights-of-way in accordance with the following:
- (a) “Planter box” is defined as a container with a display of landscape plant material, excluding city-approved and/or installed street trees.
 - (b) A planter box shall be clean and the plants well-maintained.
 - (c) It is the responsibility of the permittee to position the planter box to provide an unobstructed passageway on the sidewalk in compliance with Americans with Disabilities Act Administrative Guidelines (ADAAG).
 - (d) A planter box shall be located ~~at the curb in the planter/landscape strip, in a curb extension,~~ or against the building within the front yard setback as established by zone in Chapter 17.32 SHMC.
 - (e) A planter box shall be positioned to not obstruct any entrances or exits to buildings or to legally parked vehicles.

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(f) A planter box shall not be placed on a corner, except on a corner with a curb extension and located in a manner consistent with the City's visual clearance area requirements in Chapter 17.76 SHMC or SHMC 8.12.212.

(g) There shall be no fee or permit required for a planter box.

(4) Merchandise. Merchandise, owned by the merchant abutting the area where displayed, may be displayed on sidewalks and passageways lying within street rights-of-way in accordance with the following:

(a) Shelves used to display merchandise of any character, including but not limited to groceries, vegetables, and products, must be a stable status, must not block normal flow of users and must at least comply with American with Disabilities Act Administrative Guidelines (ADAAG).

(b) Shelves must be removed no later than sunset each evening and cannot be set up again until at least sunrise the next morning.

(i) Merchandise may be displayed on sidewalks in front of/abutting a properly approved and licensed commercial enterprise or business in commercial zones as long as they meet the following standards:

(A) Location shall not interfere with pedestrian rights to travel on the city sidewalk; and

(B) Merchandise shall be secured against being blown away; and

(C) Merchandise shall not be more than six feet from the building frontage, except when permitted as part of a "temporary parklet" in a curb extension or in an on-street parking space pursuant to permit procedures referred to in subsection (6); and

(D) Merchandise shall be removed from the sidewalk during hours when business is closed.

(ii) There shall be no fee required for display of merchandise on the sidewalk.

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(iii) The provisions of this section do not apply to the delivery of merchandise or equipment. No person may permit such delivered merchandise or equipment to remain on a street or sidewalk beyond a reasonable time.

(5) Tables, Chairs, and Equipment Associated with the Serving of Food and Beverages. Tables, chairs, and equipment associated with the serving of food and beverages are permitted on sidewalks and passageways and in on-street parking spaces lying within street rights-of-way in accordance with the following requirements and permitting procedures referred to in subsection (6):

(a) The tables, chairs, and equipment are for the purpose of serving food and beverages and for the comfort of patrons to a particular business.

(b) The business is required to keep the area occupied by the tables, chairs, and equipment clean and well-maintained.

(c) All tables, chairs, and other equipment associated with the serving of food and beverages must be stored next to the building daily at the close of the business for which they are associated and at least five feet of unobstructed sidewalk must be maintained from sunset to sunrise, or if the area where the furniture is located is well-lit and secure and does not present a danger to the public or block required accessways and pathways, then it can remain in place at all times (not permanently attached to the public sidewalks but can be secured against theft in a temporary manner, such as a lock and/or chain).

(d) It is the responsibility of the permittee to position the table and chairs to provide an unobstructed passageway at all times on the sidewalk in compliance with Americans with Disabilities Act Administrative Guidelines (ADAAG).

(e) Umbrellas, heaters, and such tall equipment shall not interfere with pedestrians below a height of seven feet on a sidewalk.

(f) The smoking rules still apply as to proximity to the entrance of a business.

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(g) Short fences, not over three feet in height, may be used to delineate seating areas for restaurants and such users of tables and chairs in the rights-of-way where the furniture is not required to be moved inside each sunset.

(h) These rules shall not override more restrictive rules such as building codes and federal or state laws.

(6) Permit Requirements. Use of sidewalks and passageways lying within street rights-of-way described in this section shall be in accordance with the following:

(a) Before use of a sidewalk area, ~~a~~ Use of Public Passageway Permit application with the required fee, as set by resolution of the city council, must be submitted to the council-designated person. The permit fee shall apply to all furniture for a single business at one location and shall not be charged on each individual component. The permit shall be valid for one year and shall expire on the last day of a year. A permit is not required for a planter box or approved bench.

(b) The permittee is liable in damages to a person injured upon a sidewalk because of the permittee's fault or negligence in the placement or condition of obstructions placed upon such sidewalk by the permittee.

(c) The permittee is responsible for compliance with Americans with Disabilities Act Administrative Guidelines (ADAAG) concerning the placement or condition of obstructions placed upon such sidewalk by the permittee.

(d) Additional guidance for designing and permitting temporary parklets in on-street parking spaces is provided in SHMC 18.12.190. This is separate from the Use of Public Passageway Permit noted previously in this subsection. Generally, the Use of Public Passageway Permit applies to use of sidewalks and passageways and the Temporary Parklet Permit applies to use of on-street parking spaces.

Title 17

COMMUNITY DEVELOPMENT CODE

17.16.010 General and land use definitions.

“Parking space” means a space for the parking of a motor vehicle within a public or private parking area.

“Temporary parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

“Parkway” means that portion of street right-of-way lying between the curb line of the improved roadway and the adjacent private property line.

Chapter 17.152

STREET AND UTILITY IMPROVEMENT STANDARDS

17.152.200 Engineer’s certification required...

17.152.210 Temporary Parklets.

Temporary parklets may be permitted in the right-of-way in on-street parking spaces pursuant to procedures in SHMC 18.12.190 and SHMC 8.12.080.

Housekeeping Amendments

City staff has requested two sets of minor “housekeeping” code amendments to be included with the other code amendments being proposed for adoption in conjunction with the Corridor Master Plan. The first set of amendments acknowledges provisions in the code that may allow for flexibility in crediting on-street parking toward parking requirements. The second set of amendments, which removes drive-to-drive spacing standards on local streets, simplifies code by removing provision that are not needed because other provisions in the section already limit the number and width of access drives per use on local streets.

Chapter 17.80

OFF-STREET PARKING AND LOADING

17.80.020 General provisions.

[...]

(22) On-Street parking. Parking spaces in a public street or alley shall not be eligible as fulfilling any part of the parking requirement except as otherwise provided in this code.

Chapter 17.84

ACCESS, EGRESS, AND CIRCULATION

Table 17.84.040-2: Access Spacing Standards on City Streets

Functional Classification	Public Street (<u>street-to-street</u>) (feet)	Private Access Drive (<u>street-to-drive or drive-to-drive</u>) (feet)
Local Street	150	50 ¹
Collector	300	100
Minor Arterial	350 or block length	200 or mid-block

St. Helens US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan
Revised Implementing Policies and Ordinances

Functional Classification	Public Street (<u>street-to-street</u>) (feet)	Private Access Drive (<u>street-to-drive or drive-to-drive</u>) (feet)
Major Arterial ²	350 or block length	350 or block length
¹ For single dwelling units, attached, on local streets only, 25 feet is allowed This applies to street-to-drive spacing only. <u>There is no minimum spacing standard for access points (drive-to-drive) on local streets.</u>		
² Access standards identified in the Oregon Highway Plan supersede this table on all state highways.		

St. Helens US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan
Revised Implementing Policies and Ordinances

Functional Classification	Public Street (<u>street-to-street</u>) (feet)	Private Access Drive (<u>street-to-drive or drive-to-drive</u>) (feet)
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¹ For single dwelling units, attached, on local streets only, 25 feet is allowed This applies to street-to-drive spacing only. <u>There is no minimum spacing standard for access points (drive-to-drive) on local streets.</u>		
² Access standards identified in the Oregon Highway Plan supersede this table on all state highways.		

APPENDIX E. ACCESS MANAGEMENT ELEMENT

APPENDIX



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: August 27, 2014

Project #: 13172.7

To: Jacob Graichen, City of St Helens and Naomi Zwerdling, Oregon Department of Transportation

From: Matthew Bell and Chris Brehmer, P.E.

Project: US 30 & Columbia Boulevard/St Helens Street Corridor Master Plan

Subject: Draft Access Management Element

This memorandum summarizes City of St. Helens (City) and Oregon Department of Transportation (ODOT) access management policies and standards related to the US 30 & Columbia Boulevard/St Helens Street Corridor Master Plan. The standards presented in this memorandum were obtained from the City's 2011 Transportation System Plan (TSP), prepared by Kittelson & Associates, Inc. (KAI) in conjunction with the City, Columbia County, and ODOT as well as other adopted City Ordinances.

The access spacing standards adopted by ODOT and the City were considered during development of the project alternatives shown in the *Corridor Design Options and Evaluation Report*. In particular, conceptual median treatments along US 30 were developed in a manner that preserves existing access locations while accommodating future projected queuing needs along US 30.

ODOT Access Management Standards

Oregon Administrative Rule 734, Division 51 establishes procedures, standards, and approval criteria used by ODOT to govern highway approach permitting and access management consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), statewide planning goals, acknowledged comprehensive plans, and the Oregon Highway Plan (OHP). The OHP serves as the policy basis for implementing Division 51 and guides the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.

Access management standards for approaches to state highways are based on the classification of the highway and highway designation, type of area, and posted speed. The OHP classifies US 30 as a Statewide Highway and a designated Freight Route. Future developments along US 30 (new development, redevelopment, zone changes, and/or comprehensive plan amendments) will be required to meet the OHP access management policies and standards. Table 1 summarizes ODOT's current access management standards for US 30 per the OHP. It is important to note that the information presented in Table 1 reflects recent updates in ODOT's access management policies and

standards that occurred following the adoption of the TSP. These updates allow for closer spacing along US 30 in areas where posted speeds at less than 50 mph.

Table 1: US 30 Access Spacing Standards

Posted Speed (MPH)	Spacing Standards (Feet) ¹
≤ 25	350
30 and 35	500
40 and 45	800
50	1,100
≥ 55	1,320
¹ These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-5120(9).	

City Roadway Access Standards

Table 2 summarizes the access spacing standards for the City's roadway network as they relate to new development and redevelopment. It should be noted that the access spacing standards for local streets have been modified from those presented in the City's Transportation System Plan (City Code Table 17.84.040-2), primarily to provide more flexibility for access along local streets. Minimum and maximum standard widths for private driveways are summarized in Table 3.

Table 2: City Street Access Spacing Standards

Functional Classification	Public Street (feet)	Private Access Drive (feet)
Local Street	150	50 ¹
Collector	300	100
Minor Arterial	350 or block length	200 or mid-block
Major Arterial	350 or block length	350 or block length ²
¹ This standard applies to street-to-drive spacing only. There is no minimum spacing standard for access points (drive-to-drive) on local streets.		
² Access standards identified in the <i>Oregon Highway Plan</i> supersede this table on all state highways.		

Table 3: Private Driveway Width Standards

Land Use	Minimum (Feet)	Maximum (Feet)
Single Family Residential	12	24
Multi-Family Residential	24	30
Commercial	30	40
Industrial	30	40

Application of Access Spacing Standards to Project Alternatives

The segment of US 30 located within the project area currently has multiple access points that do not meet ODOT's access spacing standards. The *Corridor Design Options and Evaluation Report* preserves

existing access locations to US 30 and does not identify the closure, consolidation, or relocation of any existing private access points.

The potential raised median islands identified along US 30 were conceptually developed and located to ensure continued access to the current public and private access points located along US30 as well as to accommodate projected future queues at key intersections. Further refinement of the specific median design and extent will need to be prepared if and when a detailed median design effort is pursued.

Similar to US 30, the segments of Columbia Boulevard and St Helens Street located within the project area currently have multiple access points that do not meet the City's access spacing standards. As with US 30, the draft corridor plan does not call for the closure, consolidation, or relocation of any existing access points. The *Corridor Design Options and Evaluation Report* was developed in a manner that preserves existing access rights along Columbia Boulevard and St Helens Street. The new sidewalks, curb extensions, street patios, and other amenities were developed to ensure continued access to the properties located along Columbia Boulevard and St Helens Streets.

As private properties redevelop in the future, ODOT and the City development review processes will require review of access spacing with respect to access spacing requirements. The development review process will determine if the potential changes in land use require the consolidation or reconfiguration of existing accesses. ODOT and the City retain the legal authority to close or restrict driveways on an as-needed basis if safety or other conditions warrant. In the interim, many of the existing driveways that do not conform with the access spacing standards may continue to operate acceptably due to: 1) relatively low traffic volumes and travel speeds in many areas, 2) separation of left and right-turn movements at many of city's the major intersections, and 3) the presence of a two-way left-turn lane along US 30 and Columbia Boulevard east of St Helens Street.

NEXT STEPS

The City's access spacing standards should be amended (specifically Table 17.84.040-2) to reflect the revised local street access spacing standards identified by City staff. These changes can be incorporated into the text amendments proposed in conjunction with the overall project.

Future planning and detailed design efforts associated with implementation of the *Corridor Design Options and Evaluation Report* should seek to facilitate access management goals and develop refined plans that support City and ODOT access goals. Potential future modifications to existing access points should move in the direction of meeting, or ideally satisfying, adopted City and ODOT access management standards.

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APPENDIX F. STREET TREES MEMORANDUM

APPENDIX

MEMORANDUM

DATE: October 29, 2014

TO: Jacob Graichen, Matt Hastie

FROM: Robin Craig

PROJECT: US 30 St Helens Corridor Master Plan

RE: Street Tree Appendix

This memo responds to questions in regards to the Street Tree component of the St Helens US 30 Corridor Master Plan. The main areas of concern include the following topics:

- I. THE IMPORTANCE OF STREET TREES
- II. CONTEXT OF TREE GROWTH
- III. STREET TREE MAINTENANCE
- IV. STREET TREE DESIGN ALTERNATES

I. THE IMPORTANCE OF STREET TREES

Urban trees and landscapes are assets that require the expenditure of resources – labor, energy, and even water - on their proper management. The question that might be asked: “What is the value of the benefits that are provided by trees? Or perhaps what does society get in return?” The U.S Forest Service facts, figures and new traffic safety studies detail many urban street tree benefits. Once seen as highly problematic for many reasons, street trees are proving to be a great value to people living, working, shopping, socializing, walking and motoring in, around and through urban places. For a planting cost of \$250-600 or even \$1500.00 (includes first 3 years of maintenance) a single street tree returns over \$90,000 of direct benefits (not including aesthetic, social and natural) in the lifetime of the tree. Street trees (generally planted from 4 feet to 8 feet from curbs) provide many benefits to those streets they occupy. These trees provide so many benefits that they should always be considered as an urban area default street making feature. With new attentions being paid to global warming, the need for energy independence, and more urban living more is becoming known about the many negative environmental impacts of treeless urban streets. We are well on the way to recognizing the need for urban street trees to be the default mandatory design requirement for livable communities, rather than a luxury item.

A. ENVIRONMENTAL VALUE

- Climate Control

People value both the aesthetic and physical quality of our environment. Trees contribute to this quality by modifying local climates, reducing noise and air pollution, and by protecting soil and water.

Climate control is one important service that trees provide naturally in the landscape, but the urban landscape is far from natural. Streets, parking lots and buildings have changed the climate of urban areas by absorbing solar radiation. Water that once percolated into the soil and later evapotranspired from soil and plants now drains away or dries on the hard surfaces. These changes have increased the temperatures of cities. Compared to the surrounding rural areas, the urban “heat islands” are five to nine degrees Fahrenheit warmer (three to five degrees Celsius). Trees help moderate the “heat island” effect. They also greatly increase human comfort: indoors or outdoors. On hot days, trees pump hundreds of gallons of water through their foliage. This water evaporates, keeping the tree and its immediate surroundings cool.

While groves of trees reduce local air temperatures, individual trees increase human comfort primarily by controlling solar radiation, not air temperature. Trees and other vegetation shield people from direct sunlight. Trees also shade soil, pavement, buildings, and other surfaces that would absorb solar energy and then radiate that heat back to the surroundings. Without the protection of trees, city dwellers are literally surrounded by radiant heat. At night, radiation moves heat in the opposite direction: from the relatively warm earth to the relatively cool sky. Again, tree cover steps in by blocking radiant heat loss from homes and people. Icy mornings provide evidence of this process, lawns otherwise white with frost often have green circles under the trees.

Indoor air temperatures are also affected by trees growing around buildings. During hot weather, trees reduce cooling costs by buffering high air temperatures and blocking unwanted solar energy. But during winter months, solar gain is desirable, because it cuts heating costs. To get the best balance, on the south and west sides of buildings plant deciduous trees that have thin, open branches to allow winter sun penetrate into the building. In addition, the schedule of leaf growth and leaf drop should coincide with the need for heating and cooling. Few, if any, species will meet these requirements perfectly, but it’s wise to select species that give the best possible match.

- Air Pollution

Air pollution control is another way that trees improve the urban environment. The reductions in air pollution are modest, and air pollution poses some risk to the trees themselves.

Trees are fairly effective at removing both solid and gaseous particulates from the air. In one study, stands of trees reduced particulates by 9 to 13 percent, and the amount of dust reaching the ground was 27 to 42 percent less under a stand of trees than in an open area. Among gaseous pollutants, ozone, chlorine, fluorine, sulphur dioxide

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and PAN (peroxyacetylnitrate, a photochemical component of smog) are all absorbed by trees. In most cases, these gases also damage the trees. Unfortunately, trees remove little, if any, carbon monoxide which amounts to roughly one-half the total weight of air pollutants in this country.

Increasingly, carbon dioxide is being recognized as a “greenhouse gas” pollutant with potentially devastating consequences, such as global warming, dramatic changes in rainfall patterns, and rising sea levels that threaten flooding in coastal cities. Since photosynthesis in green plants consumes carbon dioxide, plants could help to counteract the increase of this gas in the atmosphere. Rosenfeld, Martin, and Rainer report that planting urban trees could reduce heating and cooling demands enough to significantly cut fossil fuel consumption. They suggest that urban trees could be about 10 times as effective as forest trees for lowering carbon dioxide in cities.

Noise pollution from highways and other sources can be reduced with trees. Used alone, trees must be planted in belts 35 to 100 feet wide to create noticeable reductions. However, earth berms can cut traffic noise by up to half, if they are tall enough to hide the source of noise and are planted with trees, shrubs, and grasses. Where this kind of adjustment to the topography is not possible, a row of trees and a solid wall reaching up to the base of the crowns will provide a similar reduction.

- Soil and Water Quality

Soil and water quality are protected by trees. In urban settings, large areas are covered by buildings, pavement, and other impervious surfaces. Instead of percolating into the soil, rainwater and snowmelt are concentrated and accelerated, increasing soil erosion and silt accumulation in streams. Trees and other vegetation protect the soil from erosion. Along watercourses, roots and fallen leaves help hold the soil together and shield it against the cutting forces of surface water. Vegetation also absorbs some of the force of falling rain, so soil particles are not dislodged. And, the leaf litter that accumulates under trees creates an environment for earthworms and other organisms that help maintain soil porosity.

In studies at Pennsylvania State University, tracts of trees in municipal watersheds were used to purify partly treated sewage and protect surface waters. By adjusting sewage water application rates researchers prevented the ground water from becoming contaminated with nitrates. Ninety percent of the water applied went into recharging the underlying aquifer. Heavy metals, a worrisome component of municipal sewage, did not become a problem.

B. SOCIAL VALUE

Scientific studies confirm our intuition that trees in cities provide social and psychological benefits. Humans derive substantial pleasure from trees, whether it is inspiration from their beauty, a spiritual connection, or a sense of meaning (Dwyer et al. 1992; Lewis 1996). Following natural disasters people often report a sense of loss if the urban forest in their community has been damaged. Views of trees and nature from homes and offices provide restorative experiences that ease mental fatigue and help people to concentrate. Desk-workers with a view of nature report lower rates of

sickness and greater satisfaction with their jobs compared to those having no visual connection to nature. Trees provide important settings for recreation and relaxation in and near cities. The act of planting trees can have social value, for community bonds between people and local groups often result.

The presence of trees in cities provides public health benefits and improves well-being of those who live, work and recreate in cities. Physical and emotional stress has both short term and long-term effects. Prolonged stress can compromise the human immune system. A series of studies on human stress caused by general urban conditions and city driving show that views of nature reduce stress response of both body and mind. City nature also appears to have an “immunization effect,” in that people show less stress response if they’ve had a recent view of trees and vegetation. Hospitalized patients with views of nature and time spent outdoors need less medication, sleep better, and have a better outlook than patients without connections to nature. Trees reduce exposure to ultraviolet light, thereby lowering the risk of harmful effects from skin cancer and cataracts.

C. ECONOMIC VALUE

The following study was provided by the USDA Forest Service and the University of Washington: College of the Environment in order to review the relationship between street trees and urban environment and the value street trees offered on the market economy.

Central business districts are the retail and civic centers of many urban neighborhoods and smaller cities. Main Street merchants now face competitive challenges from big-box retailers, regional malls, and online purchasing. As business associations implement district improvements and strategies to attract and retain shoppers, some retailers overlook the importance of a quality streetscape on visitors’ encounters with a business district. The direct costs of an urban forest improvement program can be readily tallied; assessing the consumer response benefits is more difficult. Negative perceptions about trees based on costs can have broad implications, because business constituents often are politically influential and may voice opinions that impact public policy and decision making throughout a city. City planners can now point to extensive studies that document the environmental services that urban forests provide. However, business people do not consider such evidence to be salient to the bottom line of stores and shops. What can justify investment in tree planting and management in the retail streetscape? Merchants must be able to see some potential of return on green investment. A series of studies has explored the psychosocial response of shoppers to outdoor consumer environments, revealing consistently positive associations between streetscapes having trees and consumer preferences, perceptions, and behavior. The survey research has targeted the Main Street business districts of large, midsize, and small cities. The research program helps to better understand and reconcile the tensions that often are associated with trees in consumer environments.

Economists and other social scientists have devised reliable nonmarket valuation methods to represent natural assets in cities and towns. There are several valuation methods that are used to convert intangible benefits to dollar sums.^{1,2} on order to assist in quantifying the market value of street trees in urban environments. Overall findings have shown:

- A study found 7% higher rental rates for commercial offices having high quality landscapes.³

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- Shoppers claim that they will spend 9% to 12% more for goods and services in central business districts having high quality tree canopy.⁴
- Shoppers indicate that they will travel greater distance and a longer time to visit a district having high quality trees, and spend more time there once they arrive.⁵

- Visual Quality

Visual quality describes settings that people find pleasing and desirable. Through a series of surveys, people have been asked to rate how much they like each scene in of a collection of images. Ratings were summarized and compared. Across all studies, consumer ratings increased steadily in proportion to the presence of trees. Visual preference scores were lower for scenes without trees and much higher for places with trees. Business districts with tidy sidewalks and well-designed buildings, but no trees were rated at the low end of the scores. Images containing well-tended, large trees received the highest ratings, particularly when large trees formed an orderly canopy over the sidewalk and street

- Place Perceptions

People form mental impressions of and associations with places, new or familiar. In one set of studies, people were asked to rate their level of agreement with a series of statements about a variety of retail places. Again, trees were associated with higher ratings of amenity and visual quality across the studies. Moving beyond the obvious visual content, the respondents made inferences about the settings. Positive scores for maintenance were given to districts with trees, despite cues indicating the same level of building care and street tidiness in areas without trees. Judgments of products and merchants were more positive in forested places, as were inferences regarding product value, product quality, and merchant responsiveness.

A consumer's expectations regarding shopping experiences begin at the curb, long before entering a store. Features such as storefronts and sidewalk character can create favorable or negative impressions that subconsciously affect shopper behaviors. It appears that a quality urban forest in a district can affect such impressions.

- Patronage Behavior

Shopper patronage measures are commonly used in retail and marketing studies. Study participants projected their probable patronage behavior while viewing street and sidewalk scenarios. More positive responses were found for places having trees, compared to no-tree settings, across cities of different sizes. Potential shoppers claim they are willing to travel more often, for longer amounts of time, and over greater distances to shop in a retail district containing trees, and once arriving will spend more time there.

Why is such patronage behavior important? Shoppers traveling farther to visit a business district having trees could

translate to an expanded trade area radius, adding thousands of people within urban population centers. Once there, shoppers report that they would stay longer, which could mean greater sales revenue.⁶

Shoppers do not purchase goods and services just to meet needs; many shoppers pursue a positive shopping experience in addition to making purchases. The streetscape is an important part of creating a welcoming, interesting shopping place. Trees can be part of a street improvements program that provides business benefits. Earlier research found that pedestrianized retail areas show an increase in foot traffic by 20% to 40%, and an increase in retail rents by 22%. An additional study found that promoting pedestrian activity will have small but significant positive effects on workers and businesses, and a small but positive impact on retail activity and rents.⁷

- Valuation and Community Decisions

Land ownership and improvements can be expensive in urban areas. If the values of intangibles are not represented, hard costs become powerful disincentives to invest in natural capital. Without some indicator of economic value, there may be little financial incentive to consider urban nature in land-use decisions, market transactions, and capital investment budgets.

In the public sector, local leaders often make decisions about natural resources based on cost-benefit analysis. Any public investment or policy proposal that incurs public costs or affects private development brings forward advocates with evidence on how much market value will be gained or lost. Those who favor conserving or creating “nonproductive” nature are often at a disadvantage, as they cannot readily express the monetary gains or losses arising from environmental changes.

The challenge for monetary valuation is that city trees and open space are public goods.^{8,9} Consumption of a public good by one individual does not reduce the amount of the good available for consumption by others. Another key property of public goods is that they are nonexcludable; any number of people who walk under a splendid street tree can enjoy its shade and beauty immediately or over the course of several decades, irrespective of who pays for the planting and maintenance of the tree. It is nearly impossible to exclude any nonpaying individuals from consuming the good.

Government authorities have often invested in public goods that members of society accept as providing value, such as education or emergency response systems. Having some way to estimate the value of nature’s services helps local governments to weigh costs against returns from development or prioritize payments for green versus gray infrastructure.

Nonmarket valuation is helpful in the private sector as well. The pursuit of profit is based on estimates of costs and revenues. Nonmarket valuations offer the developer and land manager information to estimate return on investment for land development projects. For instance, there may be extra costs associated with taking greater care to protect trees during site preparation, but those costs may be offset by higher purchase prices for the building lots.

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- Closer to Home: A Study by the USDA Forest Service PNW on the Value of Trees in Portland, Oregon

In a recent study in the City of Portland, The USDA Forest Service PNW Research Station provided a research study to specifically study the value of street trees in the City of Portland in March 2008. The intent of the study was to determine the economic value of urban trees in light of their long history of being taken for granted. By examining how trees affect house prices, the USDA Forest Service demonstrated that the benefits of street trees in Portland far outweigh their costs.

Few previous studies have looked at the impact of street trees on the housing market, and those that did only examined the effect of the number of trees. In this study, Forest Service tested whether a wide range of tree attributes such as species, basal area, and height influenced sales price. The USDA found that only crown area within 100 feet of the house, and number of trees fronting the house was significant. When combined, these two variables add an average of \$7,020 to the price of a house, which is equivalent to adding 106 finished square feet to a house. Extrapolating our results to the entire city, the total value of Portland's street trees is \$1.1 billion, which compounded into the future is equivalent to a perpetual benefit of \$45 million annually. Assuming street trees also increase the assessed value of houses, they increase annual property tax revenues for the City of Portland by \$13 million.¹⁰

The study even relates the value and benefits that trees provided to neighboring houses. For example, a tree with a canopy cover of 312 square feet (the average for the study) adds \$7,593 to the house it fronts. However, it also positively influences the prices of houses within 100 feet. On average, there are 7.6 houses within 100 feet of a street tree. Therefore, a tree with 312 square feet of canopy cover adds, on average, \$9,241 to the value of neighboring houses.¹¹

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II. CONTEXT OF TREE GROWTH

A. Understanding Soil and Valley Anatomy

The Columbia Basin of eastern Washington is plastered with deep layers of a fine grained black rock known as basalt. The basalt is lava that cooled and hardened after it flooded over the landscape. These astounding lava floods occurred on a scale unequalled anywhere else on the entire planet. Lava began flowing in the Columbia Basin about 17 million years ago and continued until about 6 million years ago. In all, there may have been 300 individual outbreaks. Streams of basalt lava carved a wide path through the Columbia Gorge region and then on to the Pacific Coast. The coverage area for Columbia River flood basalts exceeds 60,000 square miles. At least 50,000 cubic miles of basalt can be found within that area, and some estimates go as high as 90,000 cubic miles.

Structurally, the network of vertical fractures makes columnar basalt especially vulnerable to weathering, as evidence by the piles of broken rock at the bases of basalt outcroppings. Plants that have survived over the millennia have done so by adapting, pushing roots into cracks in solid rock, pulling nutrients out of clay or sand or whatever was available to them. The temperate climate and the richness of the Columbia River basin contributes to the diverse native plant communities, agricultural communities and forest communities that has made this region of the most productive landscapes in the country. The overall aerial view of St. Helens presents a view of a city within a forest. Trees and plants survive and thrive in the city's current geologic condition which includes a base layer of basalt.

B. Understanding Tree Anatomy

Tree root systems consist of large perennial roots and smaller, short-lived feeder roots. The large, woody tree roots and their primary branches increase in size and grow horizontally. They are predominantly located in the top 6 to 24 inches of the soil and occasionally can grow deeper 3 to 7 feet if soil conditions allow. Root functions include water and mineral conduction, food and water storage, and anchorage. Roots grow where water, minerals and oxygen are found in the soil and allow root growth. Roots need some water and oxygen but if soils are saturated with water, most roots will die. Because oxygen is usually located in the upper surface layer of soil, the largest concentration of feeder roots exists in this zone. Feeder roots, although averaging only 1/16 inch in diameter, constitute the major portion of the root system's surface area. These smaller roots grow outward and predominantly upward from the large roots near the soil surface, where minerals, water and oxygen are relatively abundant. The major function of feeder roots is the absorption of water and minerals. Under normal conditions, feeder roots die and are replaced on a regular basis throughout the life of the tree.

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Other factors that determine root growth include soil compaction (reduction in air pockets resulting from soil particles being packed together) and soil temperature. In general, as the depth increases, soil compaction increases, while the availability of minerals, oxygen and soil temperature all decrease. In some instances, hard, compacted soil (hardpans) can occur near the surface, which restricts root growth. In areas of shallow soils, trees can and will survive in the unlikelyst of locations. For example, the old basalt quarry in Ridgefield, WA currently has trees growing on top of the abandoned quarry. Another example of the perseverance of trees can be observed at the significant basalt outcropping on Columbia Boulevard between South 9th Street and South 8th Street. The significant basalt formation causes the alignment of Columbia Boulevard to curve to the north and then descend to the Columbia River following the natural topography. As a landmark, a tree grows directly on top of this nob of basalt.



Moving forward with street trees for the US 30 St Helens Corridor Master Plan, planting street trees in shallow soils is viable alternative for the proposed streetscape. Jack-hammering of the basalt to create a soil pocket for the tree planting will be necessary in areas of basalt that prevent initial planting. Tree longevity and survival in this landscape is not a factor in the proposition of the street trees for this corridor. Discussion and concerns appear to be entirely based on the difficulty of installation.

III. STREET TREE MAINTENANCE

More and more communities are beginning to recognize the tangible benefits that trees provide in the urban environment. Healthy trees increase property values, reduce air and noise pollution, provide energy-saving shade and cooling, furnish habitat for wildlife, enhance aesthetics, and are an important contributor to community image, pride, and quality of life. Because street trees are one of the most important organizing elements of the streetscape environment, appropriate tree species selection, location and design of the planting site is essential. Proper tree selection and planting will ensure the healthy growth and longevity of trees, enhance the streetscape character, reduce maintenance issues and maximize the City of St Helen's investment.

Growing trees in an urban environment and within the street median is a challenge and takes careful planning. The primary consideration is one of space. It is critical that the tree selected is appropriate for the amount of space available both above

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ground

and below ground. Above ground, the tree must not interfere with overhead utility lines, must be of suitable structure to be pruned with adequate clearance beneath its canopy and cannot interfere with critical site distances. Below ground the tree needs significant soil volume to grow. It is easy to overlook planting space, but the long term health of the tree is directly related to the amount and quality of the soil space that is available. As with most tree “problems,” smart landscape design and tree selection is the key to preventing problems. Pavement damage can be greatly minimized or avoided by proper planning. The following narrative describes the typical areas of maintenance for street trees in the urban environment:

1. Pruning
2. Soils
3. Tree Roots
4. Approaches and Responsibilities

The American National Standards Institute (ANSI) ANSI 300 standards are the generally accepted industry standards for tree care practices. They are voluntary industry consensus standards developed by Tree Care Industry Association (TCIA) and written by a committee called the Accredited Standards Committee (ASC) A300, whose mission is to develop consensus performance standards based on current research and sound practice for writing specifications to manage trees, shrubs, and other woody plants. (more information can be found on the following website along with the individual ANSI A 300 chapters which are available for download with a fee: <http://tcia.org/business/ansi-a300-standards>)

1. PRUNING

A300 Pruning standards recognize four basic methods for pruning:

- Clean: Selective pruning to remove one or more of the following parts: dead, diseased, and/or broken branches.
- Thin: Selective pruning to reduce density of live branches
- Raise: Selective pruning to provide vertical clearance.
- Reduce: Selective pruning to decrease height and/or spread (consideration must be given to the ability of a species to tolerate reduction pruning).

Certain pruning practices are not acceptable and can injure trees:

- Topping: The reduction of a tree’s size using heading cuts that shorten limbs or branches back to a predetermined crown limit
- Lion’s Tailing: The removal of an excessive number of inner, lateral branches from parent branches

The United States Department of Agriculture provides a fantastic resource with guidelines on how to prune trees for

specific pruning approaches, pruning cuts and pruning practices that harm trees and when to prune:

http://na.fs.fed.us/spfo/pubs/howtos/ht_prune/htprune-rev-2012-screen.pdf

A. Pruning and maintenance guidelines on Public Sidewalks and Medians:

B.

- On the vehicular traffic side of the sidewalk, the lowest branch should provide clearance of at least 7.5 feet over sidewalks, 11 feet over residential streets, and 14 feet over main arterial streets.
- Tree or landscape material should not obscure traffic or parking signs/signals or vehicular sightlines.
- Tree foliage should be maintained to provide a minimum 6' clearance from any public streetlight.

2. SOILS

A growing tree will send roots far into the surrounding soil. In uncompacted soil, the roots of a mature tree can spread to more than twice the width of the tree's canopy. Trees get nutrients from soil, but roots also need the air and water that occupy voids between soil particles. In uncompacted soil, these voids are abundant. In dense urban areas where soils are often compacted and covered by pavement, the soil has few voids. Tree roots cannot penetrate highly compacted soil and will not grow in soil that lacks air and water. Roots of street trees frequently grow in the space between the compacted soil and overlying pavement, where air and water are present. As these roots grow, they lift the pavement and cause sidewalk heaving.

Trees growing in typical urban "tree boxes" are usually surrounded by compacted soil. If the tree roots cannot expand into the surrounding soil, they will continue to grow in the tree box until they have filled up the available space. When the needs of the tree exceed the capacity of the soil, the health of the tree will begin to decline and it will eventually die. Trees in typical urban tree boxes rarely reach their full growth potential and cannot provide the wide range of benefits that mature, healthy trees offer.

Published research suggests that trees need 1 to 2 cubic feet of soil volume for every square foot of crown area spread. For example, the recommended amount of soil volume to ensure a beautiful, healthy and vibrant tree (30 feet in canopy diameter) is 400 cubic feet. With a typical 36" planting depth, this requires 470 square feet of root space available and generally, a square or circular root space is more desirable than a long and narrow rectangular space. However, trees are adaptable and if we give them a space to fill with their roots, they typically will do so. Several techniques may be used to expand the available root zone for a street tree, including: providing

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structural soil under pavements, providing adjacent green space areas for root development, and providing paths for roots under pavements in order to encourage trees to reach available root space on the opposite side of a walk or drive.

Several design methods can be used to achieve adequate soil volumes. Soil areas can be open or covered, and root paths can be used to connect soil spaces where needed.

- Open Soil Area

Open soil area is an unpaved area of soil surrounding a tree, which contains existing, new or amended soil. An open soil area may be planted or covered with mulch. Open soil areas reduce impervious surface and stormwater runoff.

- Root Paths

Root paths use aeration or drainage strips to give roots a way to grow out of the tree space and under pavement in order to access better planting soils. Root paths can connect tree spaces and adjacent green spaces. Root paths are constructed by trenching a 4" wide by 14" deep trench to fully connect two soil areas. A 1" thick × 12" tall plastic aeration sheet is inserted along the length of the root path. Top soil or amended soil is lightly compacted around the aeration sheet, filling the trench completely. Root paths may be used to connect trees planted in paved parkways to adjacent greenspace. Root paths should be placed no more than 4 feet on center in a radial pattern from each tree to the adjacent greenspace.

- Covered Soil Area

A covered soil area is an area of soil that is under pavement and specially designed to accommodate tree root growth. Design methods include structural soil, sidewalk support including pervious pavement and soil cells.

- Structural soil

Structural soil (or engineered soil) is a medium that has been used to grow trees in areas where soil must be compacted to support pavement. The first widely used structural soil was developed by Nina Bassuk and her colleagues at Cornell University. The soil consists of a particular mix of crushed gravel (uniformly about 1 inch diameter) and soil (clay loam). When properly constituted and installed, the gravel in the mix provides a locked weight-bearing matrix that can support pavement. The voids between the gravel pieces are mostly filled with the clay loam, which holds moisture and nutrients needed for tree growth. A hydrogel is added when the components are mixed to prevent separation of soil and gravel components.

Structural soil's main advantage is its ability to be compacted to load-bearing specifications. In street tree plantings, structural soil is primarily used under pavement. New trees are planted directly into a suitable topsoil rather than the structural soil.

Due to its limited water holding capacity, trees planted in structural soil need to be irrigated. However, the high

permeability of structural soil allows it to function as a reservoir for absorbing storm runoff. Pollutants present in the runoff can then be degraded in the structural soil matrix, rather than flowing into streams or lakes. Researchers are also investigating the use of structural soils to better manage urban runoff.

- Pervious Pavement

Pervious pavement provides another way to manage urban runoff. It allows contaminated water to infiltrate into the soil where soil microorganisms can degrade contaminants. This prevents oils and other toxic materials from flowing directly into surface waters. In a well-designed system, pervious pavement can help reduce stormwater runoff, help meet U.S. Environmental Protection Agency stormwater regulations, and recharge groundwater that can be used by urban trees.

Several types of pervious pavement are now available. Pavers of various types and materials allow infiltration to occur through openings between or within pavers. In addition, porous versions of concrete are available that allow water to percolate directly through a continuous paved surface to provide tree roots with adequate water.

A variety of pavements, both solid and permeable, can be used to create a covered tree space. Pavers, such as granite cobbles and permeable paver blocks placed with gaps between the stones allow water to flow to the soil below.

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- Soil Cells

Soil cells are plastic structures designed to be filled with soil and covered with pavement. Tree roots grow in the uncompacted soil between the structural supports. The soil cell is a modular suspended pavement system that holds unlimited amounts of lightly compacted soil while supporting traffic loads beneath paving. The healthy soil housed within the soil cell serves two important functions: growing large trees and treating stormwater onsite.

Technical guidelines that provide specifications for soils can be found in the ANSI A300 Part 2 which addresses the following items.

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Soil Management

a. Modification section

- Evaluating site soil condition practices
- Managing soil organic matter content practices
- Incorporation of soil amendments
- Compaction – prevention and mitigation practices
- Mechanical soil loosening
- Surface application of organic mulch
- Soil Management

b. Fertilization section

- Soil reaction (pH) adjustment
- Fertilization practices
- Calculations for fertilization area
- Fertilization applications
- Structural soil

3. TREE ROOTS

Many researchers and urban foresters have tested a variety of techniques for dealing with conflicts between tree roots and nearby sidewalks and curbs. These include reconfiguration of sidewalks around trees, use of different sidewalk construction techniques and materials, and the use of root barriers.

The two main causes of conflicts between trees and sidewalks include:

- Trunk flare damage where the actual trunk of the tree lifts the sidewalk
- Root damage where a root originating from the tree has caused damage to the sidewalk

Trunk flare

The cause of trunk flare damage is a lack of space. The sidewalk is actually in contact with and lifted or offset by the enlarging tree trunk. Increasing the distance between the tree and sidewalk is the optimum way to perform the trunk flare damage sidewalk repair while retaining the tree. Again, proper selection of the right tree in the right place is an integral component of streetscape design in order to avoid heaving of the sidewalk by a tree that is too large for its location.

Root Damage

The causes of root damage vary from shallow and surface roots in contact with the sidewalk to the radial growth increase of deeper roots causing sidewalk displacement. Sometimes the offending shallow or surface roots may be pruned. Pruning roots is only a temporary solution. The interval between root pruning and renewed sidewalk lifting is about five years. This relatively short repair interval can create an escalating and compounding effect of needed repairs as the trees continue to grow. An additional problem with root

pruning is the loss of tree stability. Trees have stability against the wind because of their lateral roots. Tap roots are rare and quite small in most broadleaf trees and provide virtually no support. When the important lateral roots are pruned, tree stability can be reduced. Again, proper selection of the right tree in the right place is an integral component of streetscape design.

Root Control

Root barriers are often specified by landscape architects and sometimes recommended in conjunction with root pruning. Physical barriers, usually panels made of heavy plastic, are used to either circle the tree's rootball or as liners for the planting pit. Another often-seen alternative is landscape fabric with nodules containing trifluralin, an herbicide, or coated with Spin Out, a root growth regulator. The use of root barriers has been a point of contention. Root barriers reduce the amount of roots in a given space. Care must be taken if the top of the barrier is above grade. Mulch or topsoil often allows roots to grow over the barrier. Because of increased incidence of root defects associated with some root barriers, they are not as commonly used or recommended as in the past. Rather than install barriers, plant trees appropriate to the site.

The ANSI A300 (Part 8) - 2013 Root Management Standard seeks to improve the quality, life expectancy, and safety of trees by promoting and facilitating the care of roots. Part 8 Root Management Standard is a guide and addresses the following:

- Trenching near a tree
- Root pruning to mitigate tripping hazards and infrastructure damage
- Managing stem-girdling and stem-circling roots

STREET TREE MAINTENANCE APPROACHES AND RESPONSIBILITIES

Maintenance Approaches

Maintenance of street trees and other pedestrian amenities is key to maintaining the appearance and function of the sidewalk and associated pedestrian areas. This typically involves pruning trees, removing leaves and otherwise keeping these areas free of debris. It also may involve maintaining or repairing benches, lighting or other features. Similar to many other communities in Oregon, the City of St. Helens municipal code requires adjacent property owners to maintain trees and other plants located in the public right-of-way next to their properties. However, in practice, City public works staff frequently maintain street trees located in the right-of-way.

In the future, a variety of approaches could be considered and implemented to ensure adequate, regular maintenance of street trees and furnishings. For example, to reduce the requirements for property owner maintenance, the City could share maintenance responsibilities, possibly requiring property owners to perform basic day-to-day maintenance such as removing leaves or debris from the sidewalk while the city prunes trees and bushes and maintains all other street plantings and furnishings (benches, lighting, etc.). Another option would be for local businesses and/or property owners to form a local association or district, collect fees from participants, and use these fees to pay a private entity to regularly maintain street trees, other plantings and pedestrian features. This is a common approach in a number of

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downtown and Main Street areas in other communities in Oregon and elsewhere. Whatever approach is selected, it should be fair and equitable to local property and business owners, be cost-effective and be consistent with available public and private resources.

IV. STREET TREE DESIGN ALTERNATES

The following vision statements were developed in the early stages of the project and used to develop and evaluate corridor design options and recommended actions throughout the US 30 St Helens Corridor Master Plan process:

US 30 CORRIDOR SEGMENT

Highway 30 will provide safe, convenient access to local businesses along the highway, while balancing that with state goals for traffic mobility. The appearance of the highway will be improved over time to enhance landscaping and other elements that will make it a more attractive place for people to travel by car, bicycle, walking or transit. Key intersections such as at Gable Road, Columbia Blvd. and St. Helens Street will be improved to enhance safety for all types of travel and to create attractive, clearly recognizable gateways to other parts of St. Helens, helping meet the community's goals for economic revitalization in those areas.

COLUMBIA BLVD./ST. HELENS STREET SEGMENT

Columbia Blvd. and St. Helens Street will provide safe, convenient travel to access the Houlton business area, the Riverfront District and adjacent neighborhoods by drivers, bicyclists and pedestrians. These streets will provide good access to local businesses and be attractively designed to help draw people to the area and enhance their shopping and travel experiences. Street designs will incorporate opportunities for landscaping, public art and signage that directs people to the Houlton area and Riverfront District. Designs will recognize physical conditions and constraints, be cost-effective and build on natural and cultural features and other opportunities in the area.

Through the master planning of the streetscape sections for the different areas of the corridor, street trees and planter medians were developed as an important component of the streetscape design. The City of St. Helen's has an adopted street tree list that was developed several years ago. The existing street tree list was used as a basis for the selection of street tree alternatives suggested in the master plan. Based on the age of the current City of St. Helens street tree list, the design team was encouraged to provide additional suggestions to augment the list. The design team consulted the City of Portland street tree list based on the significant amount of peer review provided to create their street tree list by certified arborists, landscape architects, urban designers, city planners, and city engineers and the resources expended by the City of Portland to develop their street tree list. The City of Portland street tree list offers specific tree lists based on the size of the planter median available for planting. The Portland Street Tree list was cross referenced to the City of St. Helens list to determine additional trees that would meet the design needs of the new proposed corridors.

The design team considered the following design parameters in the selection of the street tree alternatives

- Harsh urban conditions
- Urban pollution
- Heat Island effect

- Extensive soil compaction
- Large areas of pavement
- Lack of nutrients and water
- Underground utilities
- Lack of long term managed care

Overall, street tree alternatives were suggested based on the possession of the following traits:

- Non-aggressive growth or root conditions
- Attractive seasonal display (minimum three season performer), Seasonal color and variety desired
- Tree Form: Uniform upright variety and trees with availability in uniform caliper, width, and canopy structure
- Canopy Character: Open, airy and transparent, non-opaque, good form
- Fruit: No messy fruit set or seed pod drop (minimal maintenance)
- Leaf: Ease of maintenance for overall clean-up and removal. Small, narrow blade leaves should be avoided.
- Proven performer in urban street conditions

A. US 30 Corridor Segment Tree Planting Option – 1

Single Species along corridor with median and intersection accents

East Side (Planter Width 7' +/-)

**Styrax japonicus* 'JFS-D' – Snowcone Japanese Snowbell

East Side (Planter Width 7' +/-) - between Columbia Blvd. and St. Helens St.

Quercus shumardii – Shumard Oak

West Side (Planter Width 3')

**Styrax japonicus* 'JFS-D' – Snowcone Japanese Snowbell

Medians – (Planter Width 14')

Quercus robur x *Q. alba* 'Crimschmidt' – Crimson Spire Oak

Intersections (West side of US 30) – First two trees North and South of each intersection

**Acer grandidentatum* 'Schmidt' – Rocky Mountain Glow Maple

Note: Trees included in both St. Helens & City of Portland recommended street trees are marked with an asterisk (*)

B. US 30 Corridor Segment Tree Planting Option – 2

Mixed tree variety by block/planter width with median accents

East Side (Planter Width 7' +/-)

Between Gable Rd. and S. Vernonia Rd.

**Tilia cordata* 'Glenleven' – Glenleven Linden

Between S. Vernonia Rd. and Columbia Blvd.

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Ulmus carpinifolia x U. parvifolia 'Frontier' – Frontier Elm
Between Columbia Blvd. and St. Helens St.

Ulmus japonica x U. wilsoniana 'Morton' – Accolade Elm
Between St. Helens St. and Howard St.

Ulmus carpinifolia x U. parvifolia 'Frontier' – Frontier Elm
Between Howard St. and Pittsburgh Rd.

*Tilia cordata 'Glenleven' – Glenleven Linden

West Side (Planter Width 3')

Between Gable Rd. and S. Vernonia Rd.

*Acer grandidentatum 'Schmidt' – Rocky Mountain Glow Maple

Between S. Vernonia Rd. and Howard St.

Amelanchier grandiflora 'Princess Diana' – Princess Diana Serviceberry

Between Howard St. and Pittsburgh Rd.

*Acer grandidentatum 'Schmidt' – Rocky Mountain Glow Maple

Medians – Columnar (Planter Width 14')

Amelanchier grandiflora 'Princess Diana' – Princess Diana Serviceberry

C. Houlton / Riverfront District – Option 1

North and South sides of Columbia Blvd between Milton Way and 8th St. (Planter Width 4'-6')

*Ginkgo biloba 'Saratoga' – Saratoga Ginkgo (Note: desirable males do not produce fruit)

North and South sides of St. Helens St. between Milton Way and 8th St. (Planter Width 4'-6')

*Ginkgo biloba 'Saratoga' – Saratoga Ginkgo (Note: desirable males do not produce fruit)

North and South sides of Columbia Blvd between 8th St. and 1st St.

Cornus kousa x nuttalii 'Starlight' – Starlight Dogwood

St Helens St.

*Cercis Canadensis 'Forest Pansy' – Forest Pansy Redbud

D. Houlton / Riverfront District – Option 2

North and South sides of Columbia Blvd between Milton Way and 14th St. (Overhead PowerLines)

*Ginkgo biloba 'Saratoga' – Saratoga Ginkgo (Note: desirable males do not produce fruit)

North and South sides of St. Helens St. between Milton Way and 14th St. (No Overhead PowerLines)

A graphic example of the street trees accompanies this Appendix and provides images of the street tree qualities and the relationships of the proposed design alternates of the different street trees for the corridor. Note: Trees

included in both St. Helens and City of Portland recommended street trees.

References

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APPENDIX

APPENDIX G.

RESOLUTION NO. 1687

A RESOLUTION TO CHANGE PLACE NAME REFERENCES OF “OLD TOWN” OR “OLDE TOWNE” TO “RIVERFRONT DISTRICT”

APPENDIX

City of St. Helens
RESOLUTION NO. 1687

A RESOLUTION TO CHANGE PLACE NAME REFERENCES OF "OLD TOWN" OR "OLDE TOWNE" TO "RIVERFRONT DISTRICT"

WHEREAS, "Old Town" or "Olde Towne" has been the traditional reference to the historic downtown area more-or-less along and associated with the Columbia River; and

WHEREAS, "Houlton" is the traditional reference to the uptown area which is generally located closer to the railroad along Columbia River Highway and the highway itself, but lying mostly on the east side of said highway; and

WHEREAS, a commonly known division point between the "Old Town" or "Olde Towne" and "Houlton" areas is the hill along Columbia Boulevard between 7th and 9th Streets more-or-less; and

WHEREAS, the City Council desires to change the "Old Town" or "Olde Towne" reference to "Riverfront District"; and

WHEREAS, a strategic method of implementing this place name change is by changing any existing "Old Town" or "Olde Towne" reference in the St. Helens Municipal Code to "Riverfront District"; and

WHEREAS, a strategic method of implementing this place name change is by using "Riverfront District" instead of "Old Town" or "Olde Towne" in any new official City documentation; and

WHEREAS, a strategic method of implementing this place name change is by using "Riverfront District" instead of "Old Town" or "Olde Towne" for identification and other miscellaneous purposes including but not limited to signage, brochures, and advertisements; and

WHEREAS, it is impractical to change any "Old Town" or "Olde Towne" reference in past official City documents such as previously adopted plans and this resolution acts as a link to said past documentation to help avoid place name confusion in the future.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES AS FOLLOWS:

Section 1. The City Council hereby directs staff to change any "Old Town" or "Olde Towne" reference in the St. Helens Municipal Code to "Riverfront District."

Section 2. Any new official documentation shall use the term "Riverfront District" when referencing the historic downtown area. "Old Town" or "Olde Towne" shall not be used.

Section 3. The City Council, any City Commission or Committee, City staff, any person contracted by the City, or any other person representing the City shall make every effort to use "Riverfront District" when referencing or providing direction to the historic downtown area in writing. "Old Town" or "Olde Towne" shall not be used.

Approved and adopted by the City Council on November 19, 2014, by the following vote:

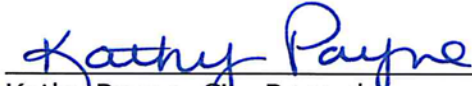
Ayes: Locke, Carlson, Conn, Morten, Peterson

Nays: None



Randy Peterson, Mayor

ATTEST:



Kathy Payne, City Recorder

Ordinance No. 3181

Attachment “B”

The following 6 pages is an update of Section 2 of the St. Helens Transportation Systems Plan as adopted by Ordinance No. 3150. This Section 2 via Ordinance No. 3181 replaces Section 2 as originally adopted via Ordinance No. 3150.

2 Goals and Policies¹

The St. Helens Transportation System Plan (TSP) comprises the transportation element of the City's comprehensive plan. The goals and policies presented in this section are based on the content and format of Title 19 of the Municipal Code (the City's Comprehensive Plan). Upon adoption of the TSP, Title 19 will also be updated (it was last updated in February 2011). Ultimately, policies in both the TSP and the overall comprehensive plan document should be consistent.

The goals and objectives from the 1997 TSP were also considered in developing the update, but were not used as a basis for the updated policy language, primarily because they predate the more current transportation policies in the Comprehensive Plan. The labels used for each type of transportation goal in the 1997 TSP (e.g., transportation, community, economic development, etc.) provide a helpful organizational feature. A similar organization has been used in the TSP Update to help distinguish between different types of policies that support general transportation goals.

In addition to relevant existing City policy language, the goals and policies presented in this section reflect recent policy direction related to Columbia County transit planning, the City's Bicycle Friendly Community designation (Resolution 1446), the City's Safe Passages (Safe Routes to Schools) goals, the Lower Columbia River Rail Corridor Rail Safety Study, and the Waterfront Development Prioritization Plan (Ordinance 3148).²

19.08.040 Transportation Goals and Policies

(1) PREFACE

The transportation goals and policies presented in this section are intended to guide development of the city's transportation system and provide a policy framework that ensures that the transportation system can support planned land uses and meet the needs of those that use the system. Policies for each goal are provided to identify and clarify the course of action necessary to achieve each goal. Detailed information on the goals and policies outlined below, including a brief description of goals and policies that have been revised as a result of this TSP update, is provided in Technical Appendix, Volume 2.

¹ The Transportation Systems Plan (TSP) was originally adopted by Ordinance 3150. Section 2 of the TSP was revised by Ordinance 3181, Attachment "B."

² Only "Top and High Priority Waterfront Improvements" from the Waterfront Development Prioritization Plan were modified and included in the TSP as proposed policies.

(2) TRANSPORTATION GOALS

- a) To develop and maintain transportation facilities for moving people and goods that are:
 - I. Responsive to the needs and preferences of citizens, business and industry;
 - II. Suitably integrated into the fabric of the urban community; and
 - III. Safe, economical and convenient to use.
- b) To reduce existing congestion and prevent future congestion so that both crashes and travel time will be reduced.
- c) To address cut through traffic traveling within residential areas.
- d) To develop, maintain, and support a multi-modal transportation network that supports economic viability.
- e) To ensure that streets can accommodate the future needs of cyclists, pedestrians, transit users, emergency response vehicles, and motorists.
- f) To ensure future arterial rights-of-way are not encroached upon.
- g) To encourage energy-conserving modes of transit.
- h) To increase appropriate walking and bicycling opportunities.
- i) To ensure adequate maintenance of transportation facilities.
- j) To coordinate transportation and other improvements to roadways such as utilities, water and sewer lines and other infrastructure to minimize impacts on road users.

(3) TRANSPORTATION POLICIES

The transportation policies outlined in this section are divided into six categories based on the nature of the individual policies.

Safety and Efficiency Policies

It is the policy of the City of St. Helens to:

- a) Require that all newly established streets are of proper width, alignment, design and construction to facilitate future multimodal needs and are in conformance with the development standards adopted by the City of St. Helens.
- b) Review diligently all subdivision plats and road dedications to ensure the establishment of a safe and efficient street system that accommodates all modes of transportation appropriate for the surrounding land uses.
- c) Support connectivity in the transportation network by permitting cul-de-sacs only when environmental or topographical constraints or exiting development patterns preclude local

street connectivity. Where cul-de-sacs are proposed and built, there shall be pedestrian and bicyclist connections and pathways provided to the surrounding street system.

- d) Support and adopt by reference street projects listed in the Six-Year Statewide Transportation Improvement Program (STIP); specifically, consider new left turn lanes, traffic signals and/or interchanges on US 30, where feasible and consistent with state planning guidelines, standards and policies.
- e) Control or eliminate potential traffic hazards along the roadsides through building setbacks, dedications or regulation of access at the time of subdivision, zone change or construction.
- f) Regulate signs and sign lighting to avoid distractions for motorists.
- g) Work with the railroad owners and operators to improve the safety at railroad crossings.
- h) Support the eventual closure of the St. Helens Yard and the interim efforts of the Portland & Western Railroad to place fencing between the rail yard and US 30.
- i) Support an eventual extension of Pittsburg Road/West Road between Wyeth Street and Deer Island Road over or under both US 30 and the railroad to improve safety and mobility and reduce conflict between rail and road users.
- j) Continue to work with Portland & Western Railroad, ODOT and other interested parties in identifying and preserving possible locations for future grade separated crossings and/or interchanges, consistent with long-term growth projections and associated increased needs for emergency access.
- k) Continue to work with Portland & Western Railroad and interested parties in identifying unsignalized active rail crossings where local roadways can be terminated or rerouted to eliminate conflict points.
- l) Plan and develop local street routes to alleviate US 30's traffic load.
- m) Regulate or prevent development within areas required for future arterials or widening of rights-of-way.
- n) Follow good access management techniques on all roadway systems within the city.
- o) Continue to coordinate with Columbia County regarding development, land uses, and transportation planning in areas of future urban growth, outside of the current city limits, in order to ensure that transportation policies and practice result in an efficient, sound, and sustainable transportation system.

Non-motorized and Transit Modes Policies

It is the policy of the City of St. Helens to:

- p) Develop a plan for walking trails.
- q) Maintain, implement, and update the City's bikeway plan.
- r) Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secured bicycle parking.
- s) Promote safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.
- t) Improve and expand walkways to existing and planned schools, parks, senior residential areas, and commercial areas. In particular, improve pedestrian and bicycle connectivity (including wayfinding to points of interest) between the US 30 and Columbia Boulevard/St. Helens Street corridors and adjacent open spaces and parks, trail and bicycle networks, transit stops, and neighborhoods; see US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan (Ordinance No. 3181, Attachment "A").
- u) Work with Columbia County and other agencies in their efforts to meet the needs of the transportation disadvantaged in the community.
- v) Encourage increased opportunities for local and regional public transit facilities.
- w) Support public transit planning in Columbia County. Transit improvements within city limits shall be guided by the findings and recommendations of the County Community-wide Transit Plan, as adopted by Columbia County.
- x) Work in partnership with the County in planning for public transit facilities located within city limits and, when feasible, facilitate the siting and operation of such facilities.

Economic Development Policies

It is the policy of the City of St. Helens to:

- y) Improve rail and water connections to enhance and provide economic opportunity.
- z) Maintain a road and multimodal transportation network that contributes to the viability of existing commercial areas.
- aa) Acknowledge and support future expansion of both freight and potential commuter rail operations along the Lower Columbia River and continue to work with ODOT and Portland & Western Railroad and Columbia County Rider to take advantage of this growth and to mitigate potential conflicts.
- bb) Continue to explore the viability of waterfront shuttle service as an alternative to private vessel/vehicle use along the city's waterfront and to enhance connectivity to waterfront amenities and recreational venues.

Natural Resources and Recreation Policies

It is the policy of the City of St. Helens to:

- cc) Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.
- dd) Encourage development patterns that decrease reliance on single occupancy vehicles.
- ee) Minimize and mitigate the adverse impacts that transportation-related construction has on the natural environment, including impacts to wetlands, estuaries, and other wildlife habitat.
- ff) Identify opportunities for integrating sustainable design strategies into streetscape design and implement them where appropriate.
- gg) Maintain and enhance access to parks and recreational and scenic resources. Look for opportunities to connect these community resources through pedestrian and bicycle trails.
- hh) Create a nature trail around portions of Dalton Lake that provides recreational (e.g., walking, hiking and biking) opportunities for city residents and visitors.
- ii) Create a trail system along the waterfront that will provide access to the river, and connect existing and potential waterfront parks and amenities.

Community Policies

It is the policy of the City of St. Helens to:

- jj) Design, enhance, and maintain safe and secure access between residential neighborhoods and community gathering areas such as, parks, schools, public plazas, and natural areas.
- kk) Provide transportation improvements that protect the area's historical character and neighborhood identity.
- ll) Require new development to include pedestrian, bicycle, and transit-supportive improvements within the right-of-way in accordance with adopted city policies and standards.
- mm) Balance the need for local access and traffic calming with through-traffic and emergency vehicle movements (particularly in the US 30 corridor).

Planning and Funding Policies

It is the policy of the City of St. Helens to:

- nn) Coordinate and cooperate with neighboring cities, Columbia County, ODOT, and other transportation agencies to develop and fund transportation projects that benefit the city, region, and the State.
- oo) Plan for an economically viable and cost-effective transportation system.
- pp) Evaluate new innovative funding sources for transportation improvements.
- qq) Ensure that the existing transportation network is conserved through maintenance and preservation.
- rr) Build a transportation network that can be adequately maintained; ensure continued maintenance consistent with City of St. Helens standards and policies.
- ss) Minimize impacts of road improvements on travelers and adjacent residents and business owners by effectively coordinating transportation, utility and other infrastructure improvements.

underline words are added
~~words stricken~~ are deleted

Chapter 8.12 NUISANCES

8.12.010 Definitions.

(1) As used in this chapter, except where the context indicates otherwise, the following shall mean:

[...]

(g) “Public place” means any building, place or accommodations, whether publically or privately owned, open and available to the public.

(h) “Temporary Parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

[...]

8.12.080 Obstructions in passageways.

[...]

(2) Definitions and General Notes.

(a) “Sidewalk furniture” includes items placed in the public sidewalk by businesses for incidental use by their customers while patronizing said business, and includes but is not limited to:

[...]

(f) Sidewalk furniture shall not interfere with parking of vehicles in street rights-of-way unless permitted as part of a “temporary parklet” through permitting procedures referred to subsection (6). Interference shall be determined by the city engineer and city manager/administrator and shall generally mean that vehicles that have painted lines and/or wheel stops shall be allowed to use them.

(3) Planter Boxes. Planter boxes may be allowed on sidewalks and passageways lying within street rights-of-way in accordance with the following:

(a) “Planter box” is defined as a container with a display of landscape plant material, excluding city-approved and/or installed street trees.

[...]

(d) A planter box shall be located ~~at the curb in the planter/landscape strip, in a curb extension,~~ or against the building within the front yard setback as established by zone in Chapter 17.32 SHMC.

(e) A planter box shall be positioned to not obstruct any entrances or exits to buildings or to legally parked vehicles.

(f) A planter box shall not be placed on a corner, except on a corner with a curb extension and located in a manner consistent with the City’s visual clearance area requirements in Chapter 17.76 SHMC or SHMC 8.12.212.

(g) There shall be no fee or permit required for a planter box.

(4) Merchandise. Merchandise, owned by the merchant abutting the area where displayed, may be displayed on sidewalks and passageways lying within street rights-of-way in accordance with the following:

[...]

(b) Shelves must be removed no later than sunset each evening and cannot be set up again until at least sunrise the next morning.

(i) Merchandise may be displayed on sidewalks in front of/abutting a properly approved and licensed commercial enterprise or business in commercial zones as long as they meet the following standards:

(A) Location shall not interfere with pedestrian rights to travel on the city sidewalk;
and

(B) Merchandise shall be secured against being blown away; and

(C) Merchandise shall not be more than six feet from the building frontage, except when permitted as part of a “temporary parklet” in a curb extension or in an on-street parking space pursuant to permit procedures referred to in subsection (6); and
[...]

(5) Tables, Chairs, and Equipment Associated with the Serving of Food and Beverages. Tables, chairs, and equipment associated with the serving of food and beverages are permitted on sidewalks and passageways and in on-street parking spaces lying within street rights-of-way in accordance with the following requirements and permitting procedures referred to in subsection (6):
[...]

(6) Permit Requirements. Use of sidewalks and passageways lying within street rights-of-way described in this section shall be in accordance with the following:

(a) Before use of a sidewalk area, ~~an~~ Use of Public Passageway Permit application with the required fee, as set by resolution of the city council, must be submitted to the council-designated person. The permit fee shall apply to all furniture for a single business at one location and shall not be charged on each individual component. The permit shall be valid for one year and shall expire on the last day of a year. A permit is not required for a planter box or approved bench.
[...]

(d) Additional guidance for designing and permitting temporary parklets in on-street parking spaces is provided in SHMC 18.12.190. This is separate from the Use of Public Passageway Permit noted previously in this subsection. Generally, the Use of Public Passageway Permit applies to use of sidewalks and passageways and the Temporary Parklet Permit applies to use of on-street parking spaces.

Chapter 17.16 GENERAL AND LAND USE DEFINITIONS

17.16.010 General and land use definitions.

[...]

Surface Mining. As per ORS 517.755(14)(a):

[...]

“Temporary parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

“Temporary structures” means structures not allowed on a permanent basis.

Chapter 17.32 ZONES AND USES

17.32.100 Highway commercial – HC.

[...]

(4) Standards. In the HC zone the following standards shall apply:

(a) The maximum building height shall be 40 feet.

(b) The minimum yard (as defined by Chapter 17.16 SHMC) adjacent to US 30 shall be 10 feet. The setback shall be occupied by landscaping or pedestrian-oriented amenities (such as a walkway, seating, or a plaza, including such amenities as part of a transit stop) in addition to landscaping. Landscaping in the setback may be credited toward the minimum landscape requirement for the site established in subsection (f).

~~(b)~~ (c) Outdoor storage abutting or facing a lot in a residential zone shall comply with Chapter 17.72 SHMC.

~~(c)~~ (d) Parking shall comply with Chapter 17.80 SHMC.

~~(d)~~ (e) Maximum lot coverage including all impervious surfaces shall be 90 percent.

~~(e)~~ (f) Minimum landscaping shall be 10 percent of gross land area associated with the use.

Chapter 17.72 LANDSCAPING AND SCREENING

17.72.030 Street Trees.

[...]

(2) Certain trees can severely damage utilities, streets, and sidewalks or can cause personal injury. Approval of any planting list shall be subject to review by the director. ~~(List A list of suggested appropriate tree species is located at the end of this chapter.)~~ Additional or alternative tree species also may be recommended by the applicant or determined by the Director based on information provided in adopted city plans, policies, ordinances, studies or resolutions. Proposals by the applicant shall require approval by the Director.

[...]

17.72.060 Exemptions.

[...]

(4) If one or more conditions described in subsection (2) of this section are shown to exist on the site, the director may require the following to fulfill the street tree requirements of this chapter.

[...]

(b) An applicant may, with the consent of the director, elect to compensate the city for costs commensurate with the number of street trees that would have otherwise been required for the site. The fee, established by resolution of the city council, will be generally based on the city's approved street tree list in Chapter 17.72 SHMC and market value of the tree(s).

[...]

17.72.110 Screening – Special provisions.

(1) Screening of Parking and Loading Areas.

[...]

(b) Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:

(i) Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms,

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decorative walls, and raised planters. Berms, planters, and other forms of vegetative landscaping are permitted for screening that fronts US 30. Walls are prohibited for screening that fronts US 30;

(ii) Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way; and

(iii) Materials to be installed should achieve a balance between low-lying and vertical shrubbery and trees;

~~(iv) Trees shall be planted in landscaped islands in all parking areas, and shall be equally distributed and on the basis of one tree for each seven parking spaces in order to provide a canopy effect; and~~

~~(v) The minimum dimension of the landscape islands shall be three feet and the landscaping shall be protected from vehicular damage by some form of wheel guard or curb.~~

(2) Screening of Service Facilities. Except for single-dwelling units and duplexes, service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area shall be screened from view by placement of a solid wood fence or masonry wall between five and eight feet in height or evergreens already to correct height minimums. All refuse materials shall be contained within the screened area. Rooftop service facilities and equipment shall be screened from view from adjacent streets and adjacent properties in one of the following ways:

(a) A parapet wall of adequate height;

(b) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or

(c) Setback such that it is not visible from the public street(s) and adjacent properties.

[...]

17.72.130 Buffer matrix.

(1) The buffer matrix (Figure 13) shall be used in calculating widths of buffering and screening to be installed between proposed uses and abutting zoning districts or specified types of streets.

(2) An application for a variance to the standards required in Figure 13 shall be processed in accordance with Chapter 17.108 SHMC.

BUFFERS
Figure 13

Existing Abutting Use of Zoning District	Any Parking Lot 4-50 spaces	Any Parking Lot 51 or more spaces
Detached Single-Family (R-10, R-7, R-5)	10' S	20' S
Attached Dwelling Units (1 story)	10' S	20' S
Attached Dwelling Units (2 or more stories)	10' S	20' S
Mobile Home Parks	10' S	20' S
Any Arterial Street (<u>except US 30</u>)	0'	0'
<u>US 30</u>	<u>5'</u> <u>S</u>	<u>5'</u> <u>S</u>
Commercial Uses	0'	0'
Industrial Park	0'	0'

Existing Abutting Use of Zoning District	Any Parking Lot 4-50 spaces	Any Parking Lot 51 or more spaces
Heavy Industrial	0'	0'
Any Parking Lot with 4-50 spaces	0'	0'
Any Parking Lot with 51 or more spaces	0'	0'

“S” indicates screening required

17.72.140 Interior parking lot landscaping.

(1) All parking areas with more than 20 spaces shall provide landscape islands with trees that provide a canopy effect and break up the parking area into rows of not more than 7 contiguous parking spaces.

(2) Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth.

(3) All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.

(4) The landscaping shall be protected from vehicular damage by some form of wheel guard or curb permanently fixed to the ground.

Chapter 17.80 OFF-STREET PARKING AND LOADING

17.80.020 General provisions.

[...]

(22) On-Street parking. Parking spaces in a public street or alley shall not be eligible as fulfilling Ordinance No. 3181 – Attachment C

any part of the parking requirement except as otherwise provided in this code.

[...]

Chapter 17.84 ACCESS, EGRESS, AND CIRCULATION

17.84.040 Public Street Access.

[...]

(5) Spacing Standards for Access to City Streets. The following are the minimum spacing requirements for access points and intersections for streets under the jurisdiction of the city of St. Helens.

Table 17.84.040-2: Access Spacing Standards on City Streets

Functional Classification	Public Street (<u>street-to-street</u>) (feet)	Private Access Drive (<u>street-to-drive or drive-to-drive</u>) (feet)
Local Street	150	50 ¹
Collector	300	100
Minor Arterial	350 or block length	200 or mid-block
Major Arterial ²	350 or block length	350 or block length
¹ For single dwelling units, attached, on local streets only, 25 feet is allowed. This applies to street-to-drive spacing only. <u>There is no minimum spacing standard for access points (drive-to-drive) on local streets.</u>		
² Access standards identified in the Oregon Highway Plan supersede this table on all state highways.		

[...]

17.84.050 Required walkway location.

[...]

(3) Where a site for proposed commercial, institutional, or multifamily development is located within at least one-quarter mile of an existing or planned transit stop, the proposed pedestrian circulation system must include demonstrate a safe and direct pedestrian ~~route~~ walkway from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.

(4) In parking lots one acre or larger, pedestrian walkways shall connect from buildings to sidewalks in the adjacent rights-of-way, and shall be provided at least every 150 feet between rows of parking.

~~(4)~~ (5) Wherever required walkways cross vehicle access driveways or parking lots, such crossings shall be designed and located for pedestrian safety. Required walkways shall be physically separated from motor vehicle traffic and parking by either a minimum six-inch vertical separation (curbed) or a minimum three-foot horizontal separation, except that pedestrian crossings of traffic aisles are permitted for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used. Walkways shall be a minimum of four feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts, and shall be in compliance with ADA standards.

~~(5)~~ (6) Required walkways shall be paved with hard-surfaced materials such as concrete, asphalt, stone, brick, etc. Walkways ~~may~~ shall be required to be lighted and/or signed as needed for safety purposes. Soft-surfaced public use pathways may be provided only if such pathways are provided in addition to required pathways.

Chapter 17.152

STREET AND UTILITY IMPROVEMENT STANDARDS

17.152.030 Streets.

[...]

(24) Street Light Standards. Street lights shall be installed in accordance with regulations adopted by the city's direction. At the very least, there shall be a street light at each street intersection. In addition, lighting within the Columbia Boulevard/St. Helens Street Corridor Master Plan area shall be installed in accordance with the US30 and Columbia Boulevard/St. Helens Street Corridor Master Plan (Ordinance No. 3181, Attachment A) and shall be:

(a) Pedestrian-scale lighting between 12 to 18 feet in height;

(b) Uniform in design;

(c) Placed in the planter/landscape strip or curb extension (e.g., at street corners) when possible; and

(d) Spaced no more than 100 feet apart along the block face.

[...]

17.152.200 Engineer's certification required.

[...]

17.152.210 Temporary Parklets.

Temporary parklets may be permitted in the right-of-way in on-street parking spaces pursuant to procedures in SHMC 18.12.190 and SHMC 8.12.080.

**Chapter 18.04
ABBREVIATIONS AND DEFINITIONS**

18.04.010 Abbreviations and definitions.

[...]

“TCDH” means Traffic Control Device Handbook.

“Temporary Parklet” means the use of a vehicle space (e.g., on-street parking space) or curb extension for public use, social interaction, and passive or active recreation. Temporary parklets in an on-street parking space are typically comprised of a platform, barriers to traffic, and seating, yet creativity in incorporating landscaping, art, and other elements is encouraged, given safety requirements are met. The duration of temporary parklets and the design varies accordingly. See SHMC 18.12.190.

“Traffic coefficient” means a number used in determining the structural section of a street.

[...]

Chapter 18.12 STREETS

18.12.170 Utilities.

[...]

18.12.190 Temporary Parklets – In on-street parking spaces.

The following are procedures for establishing a temporary parklet in an on-street parking space in the city. Applications are received and processed by City Administration. The City Administrator, or his or her designee, issues a temporary parklet application permit upon review and approval by the City Public Works, Engineering, Planning and Building departments. The City Administrator, or his or her designee, may revoke an approved temporary parklet permit if it is being conducted contrary to this section or any condition of the temporary parklet permit approval, or if the temporary parklet and associated use or activities is otherwise found to be contrary to public health, safety and welfare. The temporary parklet application steps and regulations are as follows:

(1) The maximum duration for a temporary parklet permit is 6 months; permits can be renewed subject to City approval. The maximum renewal duration is 6 months per renewal. If a temporary parklet permit becomes void due to revocation, expiration or otherwise, the related improvement shall be immediately removed and the location restored to its original condition.

(2) The applicant selects a location according to location criteria.

(a) Temporary parklets shall only be allowed along non-residential uses. Temporary parklets along and/or associated with residential uses is prohibited.

(b) Temporary parklets are not permitted on streets where parking lanes become tow-away zones during morning or afternoon hours, in front of fire hydrants, in active bus zones, across driveways, or over manholes or public utility valves or covers.

(c) The proposed site should be located at least one standard-size parking space in from a corner. Otherwise, a protected bollard, curb extension, or other similar feature as approved by the City must be present if located at the corner.

(d) The proposed site should be located on a street with a speed limit of 25 MPH or less. Locations on streets with higher speeds will be considered on a case-by-case basis.

(e) The location of the proposed site shall be generally consistent with potential locations and guidance provided in the St. Helens US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan.

(f) The street grade shall be less than 5 percent.

(3) The applicant develops a preliminary conceptual design, using the general design guidelines, design criteria, and design elements below.

(a) General Design Guidelines:

(i) Design for easy removal. Because the temporary parklet sits on top of critical infrastructure and utilities, it needs to be designed for easy removal in case of emergency or other needed access to the infrastructure. Some applicants elect to remove the temporary parklet during colder months.

(ii) No advertising. Logos, advertising, or other branding is prohibited.

(iii) Be creative. There are possibilities beyond the standard tables and chairs on a platform.

(b) Design Criteria:

(i) Design quality. What is the level of quality and creativity of the design?

(ii) Public seating. Does the proposal provide open public use of the space and is not just an extension of a business?

(iii) Streetscape enhancement. How will the proposal enhance the aesthetic quality of the streetscape?

(iv) Quality of materials. What is the quality and durability of proposed materials and furniture?

(v) Appropriateness of location. Is the proposed temporary parklet likely to be well-used and active?

(vi) Community support. Is there demonstrated neighborhood support for proposal at the proposed location (including neighboring businesses and properties)?

(c) Design Elements:

(i) Platform should be on the same plane as and flush with the sidewalk height. At least 12 feet of the platform must be flush with the adjacent sidewalk for wheelchair access.

(ii) Platform must be designed to accommodate the crown and cross slope of the street surface. Close attention must be paid to existing curb condition and height to ensure platform is flush with curb.

(iii) The use of high quality, durable materials capable of withstanding the elements of any season and extended use (with proper permit renewals) is required.

(iv) The design should not include any bolts/anchors or other elements that require disturbing the street surface or sidewalk. No temporary parklet component may weigh more than 200 pounds per square foot.

(v) The platform may not extend beyond six feet from the curb line where there is parallel parking to allow some separation from vehicle travel lanes. Angled or perpendicular parking locations and associated dimensions may be approved on a case-by-case basis, but still must allow some separation from vehicle travel lanes.

(vi) The maximum length of the platform must not be longer than the frontage of the applicant's/permit holder's establishment. A platform may be located along the frontage of multiple properties/businesses provided all applicable parties are applicants/permit holders.

(vii) Design must maintain a minimum six-foot clear pedestrian through zone in the sidewalk corridor.

(viii) Platform must be designed to allow for curblane stormwater drainage.

(ix) Platform design must include a physical barrier along the street while maintaining clear visual sightlines to the street. Vertical elements, such as planters and umbrellas, should be included so that the facility is visible to vehicles.

(x) A setback on either end of the platform, adjacent to parallel parking, will need to be reserved for wheel stops with embedded reflective candlesticks or other similar features that reflect light and protect the platform from parking maneuvers. These may be installed by the public works department as deemed necessary after facility construction is complete. Additional features may be added to the final design by City staff for safety.

(xi) Temporary parklet furniture shall be subject to City approval. Furniture must be able to accommodate those with disabilities, wheelchairs, or mobility devices.

(xii) Proposed covers or shelters may be subject to additional structural engineering requirements.

(xiii) Loose surface materials, such as sand or loose stone, are not permitted in the temporary parklet.

(xiv) Public temporary parklets must be clearly posted with signs to differentiate them from private business temporary parklets and restaurant/café seating. Such signage shall not conflict with the City sign regulations.

(4) The applicant begins gathering and documenting community support (meetings, letters, petitions, site posting, etc.) to be submitted as part of the application package.

(5) The applicant prepares a detailed design document and plan package. It is recommended to contract or consult with professional design assistance.

(a) Parklet Location and Context Plan

(b) Detailed Site Plan

(c) Elevations

(d) Sections (Profile Drawings)

(e) Renderings and Perspectives (optional)

(6) An application package consists of the following:

(a) A completed right-of-way encroachment permit application form

(b) Design document and plan package

(c) Community support documentation. The applicant shall provide written support of the proposed temporary parklet from adjacent businesses and/or property owners.

(7) The applicant completes the application package and submits for review by the City.

(8) Business and property owners within the immediate vicinity of the proposed temporary parklet will be notified and will have the opportunity to submit comments within 14 days to be included in the evaluation of an application.

(9) If the application is approved, the applicant will finalize and submit construction drawings.

(10) The City will schedule a pre-construction site visit.

(11) The applicant submits payment and provides proof of liability insurance, and the public works department issues a right-of-way encroachment permit, which includes conditions for maintenance.

(a) Fees: The applicable fees, as set by resolution of the City Council, may include but not be limited to addressing the following components:

(i) Application/encroachment permit fee.

(ii) Café seating permit fee, if applicable.

(iii) Additional costs (e.g., changing/removing loading zone sign), if applicable.

(b) Insurance: Evidence of at least \$1 million in liability insurance naming the City as additional insured must be provided. Most businesses already carry this insurance.

(c) Encroachment permit and maintenance terms: The permit requires that the facility is swept daily and debris is removed from under and around the platform a minimum of once a week.

(12) The applicant must install the temporary parklet within 90 days of permit issuance. Failure to do so voids any temporary parklet permit approval.

(13) The applicant must notify the City within 48 hours of completing construction to schedule a post-construction site inspection.

(14) Post-construction, the City will monitor the temporary parklet for compliance with the permit, design guidelines, and maintenance agreement as applicable.

Chapter 18.20 TRAFFIC DEVICES AND STREET ILLUMINATION

18.20.050 Street Illumination.

Street lighting shall be designed by Columbia River ~~People's~~ Public Utility District (CRPUD), ~~except within the Columbia Boulevard/St. Helens Street Corridor Master Plan area; see SHMC 17.152.030(24).~~ This shall be done at the applicant's initiative and expense. The lighting plan shall be included with the submittals to the city. Lamp type used should be uniform.

Chapter 19.08 GENERAL GOALS AND POLICIES

19.08.020 Economic goals and policies.

[...]

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

[...]

(b) Assist in programs to attract diverse businesses and industries ~~in terms of diversification and nonpollution rather than accept any business or industry which may wish to locate here; additionally, to prohibit industries with levels of pollution or other effects which would outweigh economic benefits or threaten the existing quality of living.~~

[...]

(e) Make waterfront development a high priority.

(f) Develop and implement public facility designs and development standards to revitalize businesses and business districts in the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan area.

(g) Create gateways and improve access and wayfinding signage to Houlton Business District and Historic Downtown.

(h) Improve the appearance, attractiveness, and safety of the Houlton Business District and Historic Downtown, through an enhanced street design that includes street trees, landscaping and more public spaces and pedestrian amenities.

~~(i)~~ (i) Develop the local tourist and recreation sectors of the economy.

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

~~(k)~~ (k) Identify special locations for industrial activities that will assist in energy conservation.

~~(l)~~ (l) Discourage the leapfrog development of industrial lands, unless there is a program to provide sewer and water to intervening properties.

~~(m)~~ (m) Make commercial designation large enough to accommodate a large variety of commercial development with sufficient buffers.

~~(n)~~ (n) Encourage land uses that are compatible with the transportation facilities.

Chapter 19.12 SPECIFIC LAND USE GOALS AND POLICIES

19.12.080 Highway commercial category goals and policies.

[...]

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

[...]

(e) Preserve areas for business use by limiting incompatible uses within them.

(f) Improve the appearance and safety of US 30 and sites along US 30, through means such as landscaped medians, banner poles, landscaping along the highway right-of-way, and landscaping in parking lots.

(g) Encourage undergrounding of overhead utilities.

Chapter 19.30 **TRANSPORTATION SYSTEMS PLAN**

Sections:

19.30.010 Transportation systems plan adoption by reference.

19.30.020 Transportation systems plan revision adoption by reference.

19.30.010 Transportation systems plan adoption by reference.

The city hereby adopts the transportation systems plan, attached to the ordinance codified in this chapter as Attachment “A” and made part of this reference, as an addendum to the St. Helens Comprehensive Plan (this title). (Ord. 3150 § 2, 2011)

19.30.020 Transportation systems plan revision adoption by reference.

The city hereby adopts a revision to Section 2 of the transportation systems plan, attached to the ordinance codified in this chapter as Attachment “B” and made part of this reference, as an addendum to the St. Helens Comprehensive Plan (this title). (Ord. 3181 § 3, 2015)

Chapter 19.32 **US 30 & COLUMBIA BOULEVARD/ST. HELENS STREET CORRIDOR MASTER PLAN**

Sections:

19.30.020 US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan adoption by reference.

19.32.010 US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan adoption by reference.

The city hereby adopts the US 30 & Columbia Boulevard/St. Helens Street corridor master plan, attached to the ordinance codified in this chapter as Attachment “A” and made part of this reference, as an addendum to the St. Helens Comprehensive Plan (this title). (Ord. 3181 § 2, 2015)

**CITY OF ST. HELENS PLANNING DEPARTMENT
FINDINGS OF FACT AND CONCLUSIONS OF LAW
Development Code & Comprehensive Plan Amendments CPZA.1.14**

APPLICANT: City of St. Helens

PROPOSAL: Adopt a US 30 (Columbia River Highway) and Columbia Boulevard/St. Helens Street Corridor Master Plan as an addendum to the Comprehensive Plan, amend Section 2 of the 2011 Transportation Systems Plan (an addendum to the Comprehensive Plan via Ord. No. 3150), and adopt related text amendments to the Community Development Code (Title 17 SHMC), Comprehensive Plan (Title 19 SHMC) and other parts of the St. Helens Municipal Code (SHMC).

The 120-day rule (ORS 227.178) for final action for this land use decision is not applicable.

BACKGROUND

Via a Transportation and Growth Management (TGM) grant, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development [as financed with federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”) funds], the City of St. Helens developed and adopted an updated Transportation Systems Plan in 2011 (Ord. No. 3150). This updated the original TSP from 1997.

A corridor master plan for the US30 commercial area and Columbia Boulevard/St. Helens Street commercial area was identified as a near term priority in the 2011 TSP to examine in greater detail lane widths, sidewalks, landscaping, lighting, pedestrian and bicycle amenities, street furniture, guide/way finding signs, etc. Such corridor master plan would also specify improvements to streets that serve these key commercial areas and identify improvements and the implementation thereof that will help economic development as a catalyst to private investment. The corridor master plans will also help promote multi-modal transportation options and overall transportation function.

In addition to the 2011 TSP, a corridor master plan for the noted commercial areas would advance aspects of other past documents adopted by the council. The 2020 Vision (adopted in 1997 via Resolution 1238) mentions “people are guided to both the Olde Towne and Uptown area by gateway parks, created on Highway 30 and the Columbia River, as well as tree-lined boulevards and other urban design amenities.” The Strategic Plan (adopted in 2005 via Resolution 1417) includes creating gateways to the community along US30 as a high priority strategy as well as comprehensive development plans for the US30 corridor and Houlton. The Economic Development Plan (adopted in 2007 via Resolution 1452) noted a need to revitalize existing commercial districts as well as noting the Olde Towne as an untapped major economic resource. A corridor master plan could address these issues by determining how to improve the major streets that serve them from an aesthetic and functional standpoint as well as gateways and wayfinding to help draw attention to the city’s off-highway commercial areas (Houlton and Olde Towne) for example.

As supported by the Council via Resolution 1594, staff submitted an application for a TGM grant for a corridor master plan for Columbia River Highway (US 30) and Columbia Boulevard/St. Helens Street in June 2012. The city successfully obtained the grant and began the process to develop a corridor master plan in July 2013. Since then, concepts have been developed and refined with multiple stakeholders and

now it's time to adopt the plan, amend the 2011 TSP and adopt certain amendments to the St. Helens Municipal Code, to memorize the effort for the city's (government and citizen) use.

Note: This report references "Olde Towne" throughout as this is a place name used in prior adopted plans/documents noted herein. Per Resolution No. 1687, "Riverfront District" is supposed to be used instead of "Old Town" or "Olde Towne." Because this report references plans and efforts prior to Resolution No. 1687 (approved and adopted November 19, 2014), "Olde Towne" is used herein. The Corridor Plan, however, will honor Resolution No. 1687.

Moreover, Ordinance No. 3180 (approved and adopted on January 7, 2015), changed any "Old Town" or "Olde Towne" reference in the Development Code to "Riverfront District."

PUBLIC HEARING & NOTICE

Hearing dates are **November 4, 2014** before the Planning Commission and **December 17, 2014** before the City Council.

Notice was published in The Chronicle on **October 15, 2014**. Notice was sent to the Oregon Department of Land Conservation and Development on **October 1, 2014**.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.20.120(1) – Standards for Legislative Decision

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;
- (b) Any federal or state statutes or guidelines found applicable;
- (c) The applicable comprehensive plan policies, procedures, appendices and maps; and
- (d) The applicable provisions of the implementing ordinances.

(a) Discussion: This criterion requires analysis of the applicable statewide planning goals. The potentially applicable goals in this case are: Goal 1, Goal 2, Goal 9, Goal 11 and Goal 12.

Finding: Statewide Planning Goal 1: Citizen Involvement.

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded

Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in the statutes and in its acknowledged comprehensive plan and land use regulations.

The City's Development Code is consistent with State law with regards to notification requirements. Pursuant to SHMC 17.20.080 at least one public hearing before the Planning Commission and City Council is required. Legal notice in a newspaper of general circulation is required too. The City has met these requirements and notified DLCD of the proposal.

The plan has been publicly vetted, having been developed with the help of an ad hoc Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) who met multiple times. The Planning Commission and City Council had multiple work sessions all that were open to and attended by the public. The City Council and Planning Commission had a joint work session/public forum as well. An interactive website (www.sthelenscorridorplans.com) was also available to solicit public comment in addition to providing an easy method of obtaining information about the corridor plan throughout its entire process.

In addition, several project exhibits including local contact info and the project website were displayed in the building at 1904 Columbia Boulevard from around April 2014 to the adoption hearings to allow observation by those passing by. This building is the former location JC Penny with large continuous display windows.

Given the public vetting for the plan, scheduled public hearings, and notice provided, Goal 1 is satisfied.

Finding: Statewide Planning Goal 2: Land Use Planning.

This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

This proposal involves an addendum and amendments to the Comprehensive Plan. It will expand the information and guidance of the Comprehensive Plan, which can be used as a basis for future land use decisions, plans, and other actions (e.g., development and budgeting).

It is also consistent with federal, state and regional documents, as they, along with City level documents provide the framework for transportation planning in the City. The applicable documents are many and derived from all aforementioned layers of government.

In addition, the TSP update process included representation from several agencies (e.g., those on the Technical Advisory Committee) as well as opportunities for multiple agency input.

Comprehensive Plan consistency is addressed further below.

Given the inclusion of local, state, regional and federal documents, laws, participation and opportunity for feedback as applicable, Goal 2 is satisfied.

Finding: Statewide Planning Goal 9: Economic Development.

This goal requires that local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.

Economic well-being is dependent on mobility. The transportation systems in the City must function for freight, commuting, emergency response, livability, efficiency, etc.

The 2011 TSP and implementation laws are intended to maintain and enhance multi-modal transportation in the City's urban growth boundary. A disorganized and poorly managed and coordinated transportation system would be an obstacle to economic development as well as quality of life.

This corridor master plan takes that a step further by examining St. Helens' key commercial corridors and looking at how they can be enhanced to further the potential of economic development. This is a refinement plan of these specific areas compared to the urban grow area-wide approach of the 2011 TSP.

As corridor master plan and the related implementation laws are intended to manage the transportation system and provide opportunities/guidance to enhance the city's commercial corridors potentials, Goal 9 is satisfied.

Finding: Statewide Planning Goal 11: Public Facilities and Services.

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Transportation facilities are considered a primary type of public facility. The 2011 TSP documents existing conditions and future needs for the transportation system of key commercial corridors in the City of St. Helens. Proposed improvements and implementation measures in the corridor master plan and related proposed amendments/law are tailored to meet those future needs.

Goal 11 is satisfied.

Finding: Statewide Planning Goal 12: Transportation.

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development. A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Goal 12 is satisfied as the City is updating its Transportation Systems Plan and creating a refinement plan thereof, which amongst other things, implements the TPR as applicable.

(b) Discussion: This criterion requires analysis of any applicable federal or state statutes or guidelines. There are no federal level statutes or guidelines that were specifically analyzed, except where already incorporated in state level statutes or guidelines. Applicable state level statutes/guidelines include: ORS 227.186(2), the Oregon Transportation Plan (2006), Oregon Highway Plan (1999), Oregon Bicycle and Pedestrian Plan (2011), and the Highway Design Manual (2012).

Finding: ORS 227.186(2)

All legislative acts relating to comprehensive plans, land use planning or zoning adopted by a city shall be by ordinance.

The corridor plan and all related amendments and implementation law will be adopted by ordinance in compliance with this statute.

Finding: Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range (2030) multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). The primary function of the OTP is to establish goals, policies, strategies and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan (OHP) and the Oregon Bike and Pedestrian Plan (OBPP).

The OTP emphasizes:

- Maintaining and maximizing the assets in place,
- Optimizing the performance of the existing system through technology,
- Integrating transportation, land use, economic development and the environment,
- Integrating the transportation system across jurisdictions, ownerships and modes,
- Creating sustainable funding, and
- Investing in strategic capacity enhancements.

A Transportation Systems Plan must be consistent with applicable OTP goals and policies. The St. Helens 2011 TSP adoption includes analysis of these. As the corridor plan is a refinement of the TSP, OTP goals and policies remain relevant.

The 2011 City of St. Helens Transportation System Plan Update was consistent with the applicable OTP goals and policies. The current US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan refines the TSP recommendations in regards to streetscape with particular emphasis on developing a detailed vision for the corridors. As with the 2011 TSP, the corridor plan is mindful of the OTP planning principles.

Finding: Oregon Highway Plan (1999 and amendments)

The Oregon Highway Plan (OHP) is a modal plan of the OTP that guides ODOT's Highway Division in planning, operations, and financing. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to better utilize roadway capacity as well as establishing partnerships with other agencies and local governments. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between State highways and local road, bicycle, pedestrian, transit, rail, and air systems. The following policies, in particular, are relevant to the plan:

Policy 1A: State Highway Classification System

The OHP classifies the state highway system into four levels of importance: Interstate, Statewide, Regional, and District. ODOT uses this classification system to guide management and investment decisions regarding State highway facilities. The system guides the development of facility plans as well as ODOT's review of local plan and zoning amendments, highway project selection, design and development, and facility management decisions including road approach permits. **US 30 is classified as a Statewide Highway in the State classification system.** The purpose and management objectives of this highway designation are provided in Policy 1A, as summarized below.

- **Statewide highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly

served by Interstate Highways. A secondary function is to provide connections for intra-urban and intraregional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

In addition to the State highway classification system, US 30 has been given other highway designations that are addressed by other policies.

- **US 30 is part of the National Highway System (NHS) and is a State Freight Route;** these designations in part emphasize the need to maintain regional and freight mobility and have access and signal spacing implications. Access spacing requirements for US 30 and anticipated future traffic signal locations are documented in the City of St. Helens Transportation System Plan (2011) and are not proposed to be changed by the corridor plan.

The US30 part of the corridor plan was carefully developed with the US30 designation as described. Many ODOT staff members were involved in this process of developing the plan to ensure the function of US30 will not be threatened by any aspect of the corridor plan.

Policy 1B: Land Use and Transportation

Policy 1B applies to all State highways. It is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. Policy 1B recognizes that State highways serve as the main streets of many communities – as US 30 does in St. Helens – and strives to maintain a balance between serving local communities (accessibility) and the through traveler (mobility). This policy recognizes the role of both the state and local governments related to the State highway system and calls for a coordinated approach to land use and transportation planning.

Policy 1C: State Highway Freight System

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system, made up of the Interstate Highways and select Statewide, Regional, and District Highways, includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas. Highways included in this designation have higher highway mobility standards than other statewide highways.

Policy 1F: Highway Mobility Standards Access Management Policy

Policy 1F sets mobility standards for ensuring a reliable and acceptable level of mobility on the State highway system. The standards are used to assess system needs as part of long range, comprehensive planning, and transportation planning projects during development review, and to demonstrate compliance with the Transportation Planning Rule (TPR).

Significant amendments to Policy 1F were adopted at the end of 2011. The recent revisions were made to address concerns that State transportation policy and requirements have led to unintended consequences and inhibited economic development. Policy 1F now provides a clearer policy framework for considering measures other than volume-to-capacity (v/c) ratios for evaluating mobility performance. Also as part of these amendments, v/c ratios established in Policy 1F were changed from being standards to “targets.” These targets are to be used to determine significant effect pursuant to TPR Section -0060.

The following mobility targets apply to US 30, which reflect its classification as a Statewide Highway and a designated freight route.

- US 30 (≤ 35 mph): 0.85 v/c
- US 30 (> 35 mph): 0.80 v/c

Per Policy 1F.3, where it is infeasible or impractical to meet the mobility targets ODOT and local jurisdictions may explore different target levels, methodologies and measures for assessing mobility and consider adopting alternative mobility targets for the facility. While v/c remains the initial methodology to measure system performance, measures other than those based on v/c may be developed through a multi-modal transportation system planning process that seeks to balance overall transportation system efficiency with multiple objectives of the area being addressed.

The City of St. Helens 2011 TSP did not recommend alternative mobility standards and the corridor plan doesn't change this.

Policy 1G: Major Improvements

This policy requires maintaining performance and improving safety on the highway system by improving efficiency and management on the existing roadway network before adding capacity. The State's highest priority is to preserve the functionality of the existing highway system. Tools that could be employed to improve the function of the existing roadway include access management, transportation demand management, traffic operations modifications, and changes to local land use designations or development regulations.

After existing system preservation, the second priority is to make minor improvements to existing highway facilities, such as adding traffic signals, or making improvements to the local street network to minimize local trips on the State facility.

The third priority is to make major roadway improvements which could include adding lanes or reconfiguring intersections.

This corridor plan effort includes safety improvements for non-motorized methods of travel while respecting the necessary vehicle modes of US30. It also includes changes to the local codes to help implement some of the functional and aesthetic goals. The Columbia Boulevard/St. Helens Street aspect of the corridor plan is intended to help increase the desirability of these non-US30 commercial areas, thereby increasing their economic potential, which will help draw business and trips off US30. To explain, if Houlton (uptown) and Olde Towne (downtown) are improved by the streets that serve these areas, their competitive attributes compared to the highway corridor will be improved, potentially increasing their share of local vehicular trips, reducing local trips along the highway, and helping to preserve or enhance the "through movement" function of a state highway.

Policy 2B: Off-System Improvements

This policy recognizes that the State may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the State highway system. This corridor plan helps formally identify such improvements.

Policy 2F: Traffic Safety

This policy emphasizes the State's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

While the corridor plan does not rank safety issues in St. Helens with other places in the state, it does identify improvements that can enhance safety along US30.

Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing, and type of road intersections on State highways to ensure the safe and efficient operation of State highways consistent with the classification of the highways.

Action 3A.2 calls for spacing standards to be established for State highways based on highway classification, type of area, and posted speed. Tables in OHP Appendix C present access spacing standards which consider urban and rural highway classification, traffic volumes, speed, safety, and operational needs. The access management spacing standards established in the OHP are implemented by access management rules in OAR 734, Division 51. The corridor plan does not propose any access management strategy beyond that of the 2011 TSP.

Policy 4A: Efficiency of Freight Movement

This policy emphasizes the need to maintain and improve the efficiency of freight movement on the State highway system. As a designated freight route, any proposed changes to US 30 in the corridor plan considered and were mindful of the potential impacts to freight mobility.

Policy 4B: Alternative Passenger Modes

This policy encourages the development of alternative passenger services and systems as part of broader corridor strategies and promotes the development of alternative passenger transportation services located off the highway system to help preserve the performance and function of the State highway system. Note: No rail passenger or air passenger service is provided within the study area. Public transit service is provided by Columbia County Rider.

The US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan was developed in coordination with ODOT so that projects, policies, and regulations will comply with or move in the direction of meeting the standards and targets related to safety, access, and mobility that are established in the OHP.

Finding: Oregon Bicycle and Pedestrian Plan (Updated 2011)

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to provide safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking. The plan is comprised of two parts: the Policy and Action Plan and the Oregon Bicycle and Pedestrian Design Guide.

The plan was adopted in 1995 and reaffirmed as an element of the OTP in 2006. The second part of the plan – the Design Guide – was updated in 2011. ODOT is currently contracting with a consultant to update the policy section of the OBPP. According to the ODOT scope of work, because it has not been updated since 1995, the updated plan needs to include a broader policy framework and be reviewed for consistency with OTP modal plan requirements, federal requirements, and the statewide planning program. The plan is scoped to be developed in collaboration with stakeholders representing a wide variety of transportation interests. The update is due to be completed before the end of 2015.

The existing Policy and Action Plan provides background information, including relevant state and federal laws, and includes goals, actions, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. The plan states that bikeway and walkway systems will be established on State highways as follows:

- *As part of modernization projects (bike lanes and sidewalks will be included);*
- *As part of preservation projects, where minor upgrades can be made;*
- *By restriping roads with bike lanes;*
- *With improvement projects, such as completing short missing segments of sidewalks;*
- *As bikeway or walkway modernization projects;*
- *By developers as part of permit conditions, where warranted.*

The Design Guide is the technical element of the plan that guides design and management of bicycle and pedestrian facilities on State-owned facilities. It has been designated as a companion piece to the Highway Design Manual and includes updated and innovative pedestrian and bicycle treatments.

The signalized intersections located along US 30 have striped crosswalks that facilitate pedestrian movements across US 30; however, they are relatively few and far between due to ODOT spacing requirements. The railroad track along the east side of US 30 also limits pedestrian and bicycle connectivity options. A pedestrian system plan and bicycle system plan is included in the 2011 St. Helens Transportation System Plan. The standards and guidelines for pedestrian and bicycle improvements in the OBPP, such as the location and orientation of pedestrian crossings, helped shape the recommended bicycle and pedestrian improvements to US 30. The recommendations in the Design Guide may be considered as “best practices” for potential applications on City facilities in the study area as well.

Finding: Highway Design Manual (2012)

The Highway Design Manual establishes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing/restoration/rehabilitation projects. The manual is used for all projects that are located on State highways such as US 30. Design standards for State highways depend on the highway’s functional classification and the project type.

Chapter 6 of the Highway Design Manual (HDM) addresses urban highway design standards (non-freeway), **applicable to the segment of US 30 included in the study**. These standards apply to any new construction projects located along US 30, but not to retrofits. Recommendations in the US30/St. Helens Street/Columbia Boulevard Corridor Plans that result in new construction were developed to be consistent with the applicable HDM standards for State highways.

Chapter 13 provides guidance for bicycle and pedestrian facilities on State highways, which were considered in the corridor plan. This chapter summarizes the information presented in the Oregon Bicycle and Pedestrian Design Guide that apply to ODOT highways. Section 13.5 indicates that developed, urban State highways such as US 30 should provide a safe and convenient pedestrian crossing no less frequent than every quarter-mile, which is difficult to achieve along US 30 given existing traffic volumes, speeds and the presence of the railroad. Crossing improvements should be no closer than 300 feet from the nearest signalized crosswalk. Note that crossing locations must take into account property access and circulation along with a variety of other issues, such as land use, transit stops, signal spacing, access management, and others. Additional information related to the design of pedestrian crossings along State highways is also provided in Chapter 13.

(c) Discussion: This criterion requires analysis of applicable comprehensive plan policies, procedures, appendices and maps.

Finding: Transportation Systems Plan (2011)

The City adopted an updated TSP in 2011 via Ordinance 3150. This updated the original TSP from 1997 (Resolution 1247). The TSP is an addendum to and comprises the transportation element of the City's Comprehensive Plan. At a minimum, this proposal is consistent with the TSP since a corridor master plan for the US30 commercial area and Columbia Boulevard/St. Helens Street commercial area was identified as a near term priority in the 2011 TSP.

Finding: Comprehensive Plan (generally)

Existing economic development policies in the Comprehensive Plan and transportation policies in the 2011 Transportation System Plan (TSP) address many of the guiding principles developed for this project (*Vision, Goals and Guiding Principles*, Final Draft February 3, 2014). However, a few new policies are proposed to be added to address project principles primarily related to improving the aesthetics and increasing multimodal access in the US 30, Columbia Boulevard, and St. Helens Street corridors.

(d) Discussion: This criterion requires analysis of the applicable provisions of the implementing ordinances.

Finding: Development Code (SHMC Title 17)

Ordinances to implement the St. Helens Corridor Master Plan consist primarily of amendments to the City of St. Helens Community Development Code, which is Title 17 in the St. Helens Municipal Code (SHMC). However, changes to other parts of the SHMC are proposed where appropriate. Amendments to the SHMC are proposed to advance the Corridor Master Plan; the proposed code changes and strategies focus on the following concepts:

- Pedestrian connections through parking lots to US 30.
- Landscaping standards for parking lots and yards fronting US 30, Columbia Boulevard, and St. Helens Street.
- Street trees in planter/landscape strips along Columbia Boulevard and St. Helens Street.
- Pedestrian amenities (e.g., pedestrian-scale lighting, street furniture, etc.) along Columbia Boulevard and St. Helens Street.
- Parklets in on-street parking spaces.

CONCLUSION & DECISION

Based upon the facts and findings herein, the City Council approves this Comprehensive Plan Addendum (Corridor Master Plan), and related text amendments to the St. Helens Municipal Code, Comprehensive Plan and the 2011 Transportation Systems Plan.

Randy Peterson, Mayor

Date

City of St. Helens
RESOLUTION NO. 1692

**A RESOLUTION SETTING BUILDING DEPARTMENT FEES AND
REPEALING RESOLUTION NO. 1690**

WHEREAS, St. Helens Municipal Code Chapter 15.04.200 authorizes the City Council to establish Building Department fees by resolution; and

WHEREAS, the City Council and staff finds it necessary from time to time to review these fees and adjust them accordingly based on the current estimated and actual costs of materials, staff time, etc.

WHEREAS, during the recent upgrade of the City's financial software program, staff discovered discrepancies in fee calculations necessitating corrections.

WHEREAS, the applied corrections overall hold fees neutral, but allows fees to be accurately calculated in the financial software program.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES AS FOLLOWS:

Section 1. The Building Department fees set forth in Exhibit A, attached, are hereby adopted.

Section 2. This Resolution supersedes all previous resolutions setting forth Building Department fees, including Resolution No. 1690.

Section 3. This Resolution is retroactively effective January 1, 2015

Approved and adopted by the City Council on February 18, 2015, by the following vote:

Ayes:

Nays:

Randy Peterson, Mayor

ATTEST:

Kathy Payne, City Recorder

BUILDING DEPARTMENT FEES City of St. Helens Fee Schedule Effective 1-1-2015		
I. STRUCTURAL PERMIT FEES		NOTES
A. TOTAL VALUATION OF IMPROVEMENT: The valuation of building construction shall be the total construction cost for all classes of work. Includes architectural, structural, electrical, plumbing, heating and ventilation devices & equipment to also <u>include</u> contractors profit.		ORS 455.020 & 455.210
\$1.00 to \$ 2,000	\$61.50	
\$2,001 to \$5,000	\$107.60	
\$5,001 to \$25,000	\$107.60 for first \$5000 plus \$11.62 for each additional \$1000 or fraction thereof, to including \$25,000	
\$25,001 to \$ 50,000	\$340.00 for the first \$25,000 plus \$8.72 for each additional \$1,000, or fraction thereof, to and including \$50,000	
\$ 50,001 to \$100,000	\$558.00 for the first \$50,000 plus \$ 5.81 for each additional \$1,000, or fraction thereof, to and including \$100,000	
\$100,001 and up	\$848.50 for the first \$100,000 plus \$4.85 for each additional \$1,000, or fraction thereof.	
B. PLAN REVIEW FEE:		
Plan Review Fee is 65% of Structural Permit Fee	65% of structural fee	
Additional plan review required by changes, additions or revision to approved plans (minimum 1/2 hr.)	\$91.20/hour	
Fire/Life/Safety Plan review (if required)	40% of structural fee	
Planning & Engineering Review fees could apply.	(see Planning/Eng. Fees)	
C. INSPECTION FEES & MISC. FEES:		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type failed inspections)	\$90.41	
New addition of planning release fee (if planning sig. is required)	See Planning Fee Schedule	
Inspection fee which no fee is specifically indicated	\$92.30/hour	
Administration fee	\$40.00	
D. STATE OF OREGON SURCHARGE FEE:		
Subject to yearly increases, currently at 12%	Current State Surcharge (___ % x structural fee)	
II. PHASED CONSTRUCTION (all types; Residential & Commercial)		
A. PERMIT FEE: Flat Fee (for all types); \$100 for commercial codes or \$50 residential codes, for each separate phase of the project.	\$100 Commercial / \$50 Residential	
B. PLAN REVIEW FEE: The plan review fee shall be increased in an amount equal to 10% of the building permit fee calculated using the value of the particular phase of the project, not to exceed an additional \$1,500 for each phase.	Additional 10% to standard plan review for construction type	OAR 918-480-0020
III. DEFERRED SUBMITTALS (all types; Residential & Commercial)		
A. PERMIT FEE: The fee is for administration, processing, & reviewing deferred plans shall be an amount equal to 65% of the building permit fee calculated using the value of the particular deferred portion(s) of the project. This fee is <u>in addition</u> to the project plan review fee based on total project value.	65% of deferred value	OAR 918-460-0070 OAR 918-480-0030
IV. DEMOLITION PERMIT FEES		
A. Residential: Flat Fee	\$90.00	
B. Commercial: Based on job value	Refer to; I. Structural Permit Fee	

V. PLUMBING FEE		
<u>A. 1 & 2 FAMILY DWELLINGS:</u>	Fee	Notes
1 bathroom (new construction)	\$431.15	OAR 918-050-0100 (pg. 3)
2 bathroom (new construction)	\$521.90	
3 bathroom (new construction)	\$612.65	
Bathroom (each additional; new construction)	\$90.75	
Water service; first 100 feet (new construction excluded)	\$60.50	
Sanitary & Storm water service; first 100 feet (new construction excluded)	\$60.50 each	
Add'l 100' or part thereof; water, sanitary, & storm sewer (no charge for 1st 100' of new construction)	\$33.26	
Minor installation (per fixture including additions/remodels, alterations & repairs)	\$22.70	
Irrigation/Backflow Device (first 100 feet)(if not counted as a minor install minimum permit fee applies)	Minimum Plumbing Permit Fee \$60.00	
Special equipment or DWV alteration	\$60.50	
<u>B. MANUFACTURED STRUCTURES & PREFABRICATED STRUCTURES:</u>		
Connection to existing drain, sewer & water (initial installation)	\$60.50	OAR 918-050-0120
New, sanitary and storm water connection	\$60.50/each	
New water service	\$60.50	
Add'l 30' or part thereof (water, sanitary & storm sewer)	\$33.26	
<u>C. PARKS; RV and MANUFACTURED DWELLING PARKS:</u>		
Base fee (includes 5 or less spaces)	\$267.00	
6-19 spaces (base fee plus cost per spaces)	\$46.00/per space	
20 or more spaces (base fee plus cost per spaces)	\$25.30	
Water, Sanitary & Storm Sewer (per fixture)	\$21.00	
<u>D. COMMERCIAL, INDUSTRIAL & DWELLINGS OTHER THAN 1 & 2 FAMILY:</u>		OAR 918-050-0100 (pg.4)
3 or less fixtures	\$76.00	
Base fee (includes 4 to 10 fixtures)	\$186.00	
11 or more fixtures (base fee plus cost per fixture)	\$22.70	
Water service (first 100 feet)	\$60.50	
Building sanitary sewer (first 100 feet)	\$60.50	
Building storm sewer (first 100 feet)	\$60.50	
Add'l 100' or part thereof (water or sewer)	\$33.26	
<u>E. PLAN REVIEW FEE:</u>		
Plan Review Fee is 30% of Plumbing Permit Fee	30% of plumbing fee	
Additional plan review required by changes, additions or revision to approved plans (minimum 1/2 hr.)	\$61.50/hour	
<u>F. INSPECTION FEES & MISC. FEES:</u>		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type failed inspections)	\$90.41/each	
Specially requested inspections (1 hr. min.)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
Minimum Plumbing Permit Fee	\$60.00	
<u>G. STATE OF OREGON SURCHARGE FEE:</u>		
Subject to yearly increases, currently at 12%	Current State Surcharge (___% x Plumbing fee)	

VI. MECHANICAL PERMIT		
A. RESIDENTIAL: Unless otherwise noted, fees apply to both gas & electric appliances, including piping.		
Gas Test: 1-4 outlets	\$3.93	
Gas Test; for each above 4 outlets	\$1.00/ea.	
Air Conditioning or Heat pump	\$11.80	
Bath/Laundry Fans or Misc house fans	\$8.84	
BBQ gas line	\$11.80	
Vacuum Sustem	\$11.80	
Gas dryer gas test (will require dryer vent fee)	\$3.93	
Dryer Vent	\$8.84	
Fireplace (all types)	\$11.80	
Furnace/Duct Work	\$11.80	
Heat Pump (electric)	\$11.80	
Propane Insert	\$11.80	
Range/Cook Top; gas (No permit required if electrical.)	\$11.80	
Range Hood/Vent	\$8.84	
Water Heater; gas (No mechanical permit required if electrical BUT a Plumbing permit is required for all types.)	\$8.84	
Woodstove	\$11.80	
B. COMMERCIAL, INDUSTRIAL & DWELLINGS OTHER THAN 1 & 2 FAMILY:		
\$1.00 to \$6,000	\$92.00	
\$6,001 to \$7,000	\$101.20	
\$7,001 to \$25,000	\$101.20 for the first \$7,000, plus \$9.71 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.	
\$25,001 to \$50,000	\$275.98 for the first \$25,000, plus \$7.28 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.	
\$50,001 to \$100,000	\$457.98 for the first \$50,000, plus \$4.85 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.	
\$100,001 and up	\$700.48 for the first \$100,000, plus \$4.03 for each additional \$1,000 or fraction thereof.	
Phased Construction	See II. (above)	
Deferred Submittals	See III. (above)	
C. PLAN REVIEW FEE:		
Plan Review Fee is 65% of Mechanical Permit Fee	65% of mechanical fee	
Additional plan review required by changes, additions or revision to approved plans (minimum 1 hr.)	\$91.20 per hour	
Fire/Life/Safety Plan review (if required)	40% of structural fee	
D. INSPECTION FEES & MISC. FEES:		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type-failed inspections)	\$90.41/each	
Specially requested inspections (1 hr. min.)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
Minimum Mechanical Permit Fee	\$60.00	
E. STATE OF OREGON SURCHARGE FEE:		
Subject to yearly increases, currently at 12%	Current State Surcharge (___% x structural fee)	

VII. MANUFACTURED DWELLINGS		
<u>A. RESIDENTIAL:</u>		
Installation Fee	\$201.60	OAR 918-050-0130 (pg 5)
New or relocated Sewer & Storm Sewer	\$60.50/each	
New or relocated water service	\$60.50	
Connection to drain, sewer & water	\$60.50	
State of Oregon Code Development Fee	\$30.00	
Additional Permits are required for decks, garage, pole buildings, & plumbing/mechanical changes per current codes.	(see specific fees above)	
<u>B. RUNNERS / CONCRETE SLAB*</u>		
If the applicant is going to construct runners or a slab, the following fees shall be added to the sitting permit fee. The runners/concrete slab permit fees are based on valuation (fair labor costs & materials);		
\$1.00 to \$6,000.00	\$90.00	
\$6,001 to \$7,000	\$98.68	
\$7,001 to \$8,000	\$108.15	
\$8,001 to \$9,000	\$117.62	
\$9,001 to \$10,000	\$127.09	
\$10,001 to \$11,000	\$136.56	
\$11,001 to \$12,000	\$146.03	
\$12,001 to \$13,000	\$155.50	
\$13,001 to \$14,000	\$164.97	
* Runners or a slab are not required by Oregon law. You may site a manufactured dwelling on a pad of gravel with pier blocks, in accordance with the current Oregon Manufactured Dwelling Standards for installation.		
<u>C. MOVABLE COMMERCIAL INSTALLATION</u>		
Installation Fee	\$187.00	
Connection to water service	\$60.50	
Connection to sewer service or holding tank	\$60.50/each	
<u>D. PLAN REVIEW FEE:</u>		
For Runners/Concrete Slab; Plan Review Fee is 65% of Runner/Slab Fee	65% x (____) runner/slab amt. only	
Movable Commercial Installation; Flat Plan Review Fee (plans required for anchoring)	\$41.00	
Additional plan review required by changes, additions or revision to approved plans (minimum 1/2 hr.)	\$91.20/hour	
Planning & Engineering Review fees could apply.		
<u>E. INSPECTION FEES & MISC. FEES:</u>		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type-failed inspections)	\$90.41/each	
Specially requested inspections (1 hr. min.)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
<u>F. STATE OF OREGON SURCHARGE FEE:</u>		
Subject to yearly increases, currently at 12%	Current State Surcharge (____% x Installation fees)	
Current State Development fee	Currently \$30.00	

VIII. SOLAR STRUCTURAL INSTALLATION FEES		
A. PERMIT FEE: Flat fee for installations that comply with the prescriptive path described in section 305.4 of the Oregon Solar Installation Specialty Code. This includes 1 plan review & 1 inspection	\$148.50	
Per 305.4 OSISC: All other installations shall be based on valuation of structural elements for the; Panels, including Racking, Mounting, Rails & cost of Labor (excluding electrical equipment, collector panels, & inverters). Use the above I. A. Structural Fee chart above.	Use above; I. Structural Fee Chart	
B. PLAN REVIEW FEE:		
Plan Review Fee is 65% of Structural Permit Fee	65% of solar structural fee	
Additional plan review required by changes, additions or revision to approved plans (minimum 1/2 hr.)	\$91.20/hour	
Fire/Life/Safety Plan review (if required)	40% of solar structural fee	
C. INSPECTION FEES & MISC. FEES:		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type failed inspections)	\$90.41/each	
Specially requested inspections (per hour)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
D. STATE OF OREGON SURCHARGE FEE:		
Subject to yearly increases, currently at 12%	Current State Surcharge (___% x Installation fees)	
IX. FIRE SUPPRESSION SYSTEMS		
A. RESIDENTIAL PERMIT FEE: based on square footage of the structure, below. This fee covers the cost of normal plan review & inspections.		
0-2000 Square Feet	\$340.00	
2001-3600 Square Feet	\$367.00	
3601-7200 Square Feet	\$407.00	
7201 and greater	\$462.00	
B. COMMERCIAL, INDUSTRIAL & DWELLINGS OTHER THAN 1 & 2 FAMILY:		
Fee shall be based on value of project.	Use above; I. Structural Fee Chart	
C. INSPECTION FEES & MISC. FEES:		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type failed inspections)	\$90.41/each	
Specially requested inspections (per hour)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
A backflow device could also be required.	Minor Installation fee; \$60.00 per fixture or minimum plumbing permit	
X. MEDICAL GAS INSTALLATIONS		
A. PERMIT FEE: Based on value of installation cost, system equipment; inlets, outlet fixtures & appliances.	Use above structural Fee calculation (I.A)	
B. PLAN REVIEW FEE:		
Plan Review Fee is 65% of Structural Permit Fee	65% of structural fee	
Additional plan review required by changes, additions or revision to approved plans (minimum 1/2 hr.)	\$91.20/hour	
Fire/Life/Safety Plan review (if required)	40% of structural fee	
C. INSPECTION FEES & MISC. FEES:		
Inspections required outside normal business hours (min. 2 hr. charge)	\$110.70/hour	
Reinspection Fee (after 2 same-type failed inspections)	\$90.41/each	
Specially requested inspections (1 hr. min.)	\$90.41/hour	
Inspection fee which no fee is specifically indicated	\$90.41/hour	
Minimum Building Permit Fee	\$60.00	
D. STATE OF OREGON SURCHARGE FEE:		
Subject to yearly increases, currently at 12%	Current State Surcharge (___% x structural fee)	

XI. MISCELLANEOUS FEES		
A. Administration Fee; outside of issuing building permits (min. 1 hr. then 1/2 hour fraction there after)	\$40.00/hour	
B. Records Request	Time & Materials	
C. Temporary Certificate of Occupancy	\$150.00 Residential / \$250.00 Commercial	
D. Refund Policy	Refund must be greater than \$75, or no refund can be issued.	
E. Minimum Fee for all types of permits, if not previously indicated.	\$60.00	
F. Planning & Engineering Reviews could apply.	See Planning/Engineering Fee Schedule	
G. Administration Fee	\$40	
H. Plan Review/Release Fees	Non-refundable	
XII. GRADE & FILL PERMIT		
PLAN REVIEW FEE		
50 cubic yards or less	No fee	
51 to 100 cubic yards	\$39.00	
101 to 200,001	65% of the fill and grade permit fee	
PERMIT FEES		
50 cubic yards or less	No fee	
51 to 100 cubic yards	\$60.00	
101 to 1,000 cubic yards	\$60.00 for the first 100 cubic yards, plus \$22.55 for each additional 100 cubic yards or fraction thereof	
1,001 to 10,000 cubic yards	\$262.95 for the first 1,000 cubic yards, plus \$18.45 for each additional 1,000 cubic yards thereof	
10,001 to 100,000	\$429.00 for the first 10,000 cubic yards, plus \$84.60 for each additional 10,000 cubic yards thereof	
100,001 cubic yard or more	\$1,190.40 for the first 100,000 cubic yards, plus \$46.10 for each additional 10,000 cubic yards or fraction thereof	
<u>A. STATE OF OREGON SURCHARGE FEE:</u>		
Subject to yearly increases, currently at 12%	Current State Surcharge (___% x structural fee)	

City of St. Helens
RESOLUTION NO. 1693

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF ST. HELENS,
OREGON, TRANSFERRING APPROPRIATIONS WITHIN FUNDS

WHEREAS, the Common Council of the City of St. Helens finds it necessary to revise previous appropriations for the purpose of providing category balances which will be adequate to cover unexpressed liabilities and additional accruals relating to the fiscal year 2014-15.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES AS FOLLOWS:

Section 1. The following transfers of appropriations incorporated in Exhibit A are hereby authorized and by virtue of this Resolution are hereby transferred for fiscal year 2014-15.

Approved and adopted by the City Council on February 18, 2015, by the following vote:

Ayes:

Nays:

Randy Peterson, Mayor

ATTEST:

Kathy Payne, City Recorder

Exhibit A
Resolution No. 1693

Resolution:						XXXX	XXXX
Fd	Dpt	Dept/Program	Classification	Acct	Account Description	Amended FY 2014-15 Budget	Appropriation Amendment 2-18-15
001 General Fund							
	002	Police	Personnel Services	4xxxxx	Salaries and benefits	2,008,150	39,750
	104	Planning	Personnel Services	4xxxxx	Salaries and benefits	150,430	40,440
	104	Planning	Materials & Services	454000	Attorney	30,000	10,000
	004	Library	Personnel Services	4xxxxx	Salaries and benefits	380,950	3,490
	110	Non-Departmental	Contingency	596000	Contingency	661,930	(93,680)
001 General Fund Total							-
009 - Community Enhancement Fund							
	207	Grants	Revenues	392000	City Contribution	28,500	28,500
	207	Grants	Revenues	334320	Or Parks Grant	43,300	43,300
		Total Revenues					71,800
	207	Grants	Capital Outlay	652970	McCormick Park Ped Bridge	71,800	71,800
		Total Expenditures					71,800
	204	Parks Property Reserve	Capital	652406	Potential Park Land Acquis	51,800	(28,000)
	204	Parks Property Reserve	Revenues	692000	Transfer Out	28,000	28,000
		Total Expenditures					-
009 Community Enhance Fund total							-
017 Water Fund							
	017	Production/trans	Contingency	596000	Contingency	190,510	(16,100)
	417	WFF	Materials & Services	527000	Chlorine	33,800	8,800
	417	WFF	Materials & Services	501000	Operating Materials & Sup	35,300	7,300

Re-Appropriation
Resolution No. 1693 - Summary Narrative

1. Administrative/Community Development Department:

a. Planning

- i. Attorney costs \$10,000 – cover costs associated with defending the City Council decision associated sensitive lands issue. Reappropriated \$17,000 per resolution 1680 on November 5. Additional reappropriation of funds required totaling \$10,000, which takes the City through LUBA appeal and brings the total reappropriation for the year to \$27,000. Additional funds may be required pending review at Court of Appeals.
- ii. Personnel Services Costs \$40,440 – Hire a term limited Assistant Planner to assist in reducing current workloads on the front office staff and City Planner; increase capacity to pursue additional economic development grants; and assist the City Administer in handling the additional workloads associated with Boise Veneer property after acquisition.

b. Building

- i. Transfer out \$61,450 – excess building services funds for fiscal year 2013-14 that are to be restricted (reserved) for Building Services programs per ORS 455.210. Please note resolution 1682 – establishing the reserve account on November 5 identified a per audit reserve of \$56,951, subsequent audit increased this balance accordingly.

2. Police:

a. Operations

- i. Personnel Services costs \$39,750 - Overfill Sergeant position for three months to assist in a smooth transition of retiring Sergeant while administering staffing turnover and additional training and overtime demands.

3. Library:

a. Operations

- i. Personnel Services costs \$3,490 - Extend the part-time Library Assistant for an additional five months at 11 hours per week. Continued continuity of Library operations through June 30, 2015.

4. Public Works:

a. Parks Grant

- i. Capital Outlay \$71,800 – to construct a Pedestrian Bridge at McCormick Park. Oregon State Parks grant for \$43,300 was awarded to fund this bridge with the City matching funds of \$28,500 being dedicated from the Parks Property Reserve.

b. Water Filtration Facility

- i. Materials and supplies \$16,100 –
 1. \$8,800 is for chemicals which were erroneously under budgeted, and
 2. \$7,300 is for repair to the facilities sewer system.

City of St. Helens
RESOLUTION NO. 1694

A RESOLUTION ESTABLISHING A POLICE SPECIAL EVENTS / TRAINING
RESERVE ACCOUNT FOR POLICE AND AUTHORIZING APPROPRIATIONS

WHEREAS, the Police Department annually holds specialized fundraising events and reimbursable CENT Training programs; and

WHEREAS, to enhance tracking and assure compliance with budget law, staff recommends tracking such expenditures and revenues in a specialized reserve.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES AS FOLLOWS:

Section 1. The City Council authorizes the Finance Director to implement a Police Special Events / Training Reserve.

Section 2. Authorize the following appropriations:

<u>Police Special Events/Training Reserve</u>	
009-212-3xxxxx – Donations	(\$30,000)
009-213-4xxxxx – Materials and services	\$ 30,000

Approved and adopted by the City Council on February 18, 2015, by the following vote:

Ayes:

Nays:

Randy Peterson, Mayor

ATTEST:

Kathy Payne, City Recorder

**OREGON BUSINESS DEVELOPMENT DEPARTMENT
BROWNFIELDS REDEVELOPMENT FUND
GRANT AGREEMENT**

BETWEEN: State of Oregon, acting by and through its ("State")
Oregon Business Development Department
775 Summer Street NE, Suite 200
Salem, OR 97301-1280

AND: City of St. Helens ("Recipient")
265 Strand Street/PO Box 278
St. Helens, Oregon 97051

DATE OF AWARD: September 25, 2014

PROJECT NUMBER: N15004

**SECTION 1
LEGAL BASIS OF AWARD**

Pursuant to ORS 285A.188(2) and OAR 123-135-0000 through 123-135-0110 ("Program Rules"), State is authorized to enter into a grant agreement and to make an award from the Brownfields Redevelopment Fund ("Fund"). State is willing to make the grant on the terms and conditions of this Agreement. Accordingly, the parties agree as follows:

**SECTION 2
GRANT AWARD**

Section 2.01. Grant. In accordance with the terms and conditions of this Agreement, State will provide Recipient with a maximum of \$25,000 ("Grant") from the Brownfields Redevelopment Fund for the activities and purposes set forth in Exhibit A (the "Project"). All expenditures of Grant moneys must be in accordance with the Project budget set forth in Exhibit B.

Section 2.02. Disbursement of Grant Moneys. Subject to Sections 2.03, State will disburse the Grant moneys to Recipient on an expense reimbursement basis, within thirty (30) days after State's receipt of a disbursement request on a form provided by State, accompanied by documentation satisfactory to State of the expenses for which reimbursement is requested. The documentation must include invoices and receipts as applicable. Subject to the availability of undisbursed Grant moneys, each disbursement of Grant moneys under this Section 2.02 will be in an amount equal to the total amount of expenses satisfactorily documented in the disbursement request, provided that any reimbursement of travel expenses cannot exceed the State of Oregon approved rates.

Section 2.03. Conditions Precedent to Each Disbursement. State's obligation to disburse Grant moneys to Recipient pursuant to Section 2.02 is subject to satisfaction, with respect to each disbursement, of each of the following conditions precedent:

(a) The Oregon Department of Administrative Services has not notified the Business Development Department of an anticipated shortfall in Oregon State Lottery revenues for the biennium in which this Agreement becomes effective or for any biennium thereafter;

(b) Moneys are available in the Brownfields Redevelopment Fund to finance the disbursement;

(c) State has received sufficient appropriations and other expenditure authorizations to allow State, in the reasonable exercise of its administrative discretion, to make the disbursement;

(d) No default as described in Section 6.03 has occurred and is continuing;

(e) Recipient's representations and warranties set forth in Section 4 are true and correct on the date of disbursement with the same effect as though made on the date of disbursement.

Section 2.04. Grant Availability Termination. The availability of Grant moneys under this Agreement and State's obligation to disburse Grant moneys pursuant to Section 2.02 ends on the earlier of thirty (30) days after the date the Project is completed or thirty (30) days after the Project completion deadline set forth in Section 5.01 (the "Availability Termination Date"). Recipient will not submit any disbursement requests and State will not disburse any Grant moneys after the Availability Termination Date.

SECTION 3 USES OF GRANT

Section 3.01. Uses of Grant. Recipient's use of the Grant moneys is limited to those activities necessary to complete the Project. Recipient will not use the Grant moneys to retire any debt. Recipient must provide documentation acceptable to the State for all requested expenditures, including, but not limited to the nature of the activity, when it took place, cost details, and applicable receipts and invoices.

SECTION 4 RECIPIENT'S REPRESENTATIONS AND WARRANTIES

Recipient represents and warrants to State as follows:

Section 4.01. Existence and Power. Recipient is a municipality, duly organized and validly existing under the laws of Oregon; and Recipient has full power, authority and legal right to execute and deliver this Agreement and to incur and perform its obligations hereunder.

Section 4.02. Authority, No Contravention. The making and performance by Recipient of this Agreement (a) have been duly authorized by all necessary action of Recipient, (b) do not and will not violate any provision of any applicable law, rule, regulation or order of any court, regulatory commission, board or other administrative agency and (c) do not and will not result in the breach of, or constitute a default or require any consent under any other agreement or instrument to which Recipient is a party or by which Recipient or any of its properties may be bound or affected.

Section 4.03. Binding Obligation. This Agreement has been duly authorized, executed and delivered on behalf of Recipient and constitutes the legal, valid, and binding obligation of Recipient, enforceable in accordance with its terms.

Section 4.04. Approvals. No further authorization, consent, license, approval of, filing or registration with, or notification to, any governmental body or regulatory or supervisory authority is required for the execution, delivery or performance by Recipient of this Agreement.

SECTION 5 RECIPIENT'S AGREEMENTS

Section 5.01. Project Completion. Recipient will complete the Project within twenty-four months from the date of execution of this Agreement.

Section 5.02. Notifications. Recipient will reasonably acknowledge in some public fashion, such as in promotional materials, on its web site and in public statements, that the Project was funded in part with Oregon State Lottery Funds administered by the Oregon Business Development Department.

Section 5.03. Books, Inspection. Recipient will keep proper books of account and records on all activities associated with the Grant, including, but not limited to, invoices, cancelled checks, instruments, agreements and other supporting financial records documenting the use of the Grant. Recipient will maintain these books of account and records in accordance with generally accepted accounting principles

and will retain these books of account and records at least until three years after the later of the Availability Termination Date or the date that all disputes, if any, arising under this Agreement have been resolved.

Recipient will permit State, the Secretary of State of the State of Oregon, or their duly authorized representatives to inspect its properties, all work done, labor performed and materials furnished in and about the Project, and to review and make excerpts, transcripts, and copies of its books of account and records with respect to the receipt and disbursement of funds received from State. The authorized representatives will have access to these books of account and records for as long as those books of account and records are required to be maintained by Recipient pursuant to this Section 5.05; provided that if such records are kept for a longer period, the authorized representatives shall have access to these records for as long as they are kept by Recipient.

Section 5.04. Compliance with Laws. Recipient will comply with the requirements of all applicable laws, rules, regulations and orders of any governmental authority, except to the extent an order of a governmental authority is contested in good faith and by proper proceedings. Applicable laws and rules include, but are not limited to: Workers' Compensation laws (ORS Chapter 656); Wages, Hours and Records Laws (ORS Chapter 652); Conditions of Employment Laws (ORS Chapter 643); and Unemployment Insurance (ORS Chapter 657).

Section 5.05. Responsibility for Taxes. Recipient will be responsible for all taxes, if any, arising from or related to Recipient's receipt of the Grant. State will not withhold from the disbursements made to Recipient hereunder, any amounts to cover Recipient's tax liability.

Section 5.06. Minority, Women & Emerging Small Business. ORS 200.090 requires all public agencies to "aggressively pursue a policy of providing opportunities for available contracts to emerging small businesses..." The Oregon Business Development Department encourages Recipient in any contracting activities to follow good faith efforts in ORS 200.045, which may be accessed at <http://www.leg.state.or.us/ors/200.html>. Additional resources are provided by the Governor's Advocate for Minority, Women & Emerging Small Business at <http://egov.oregon.gov/Gov/MWESB/index.shtml>. Also, the Office of Minority, Women, and Emerging Small Business at the Department of Consumer and Business Services maintains a list of certified firms and can answer questions. Search for certified MWESB firms on the web at: <http://imd10.cbs.state.or.us/ex/dir/omwesb/>.

Section 5.07. Economic Benefit Data. State may request that Recipient submit specific requested data on the economic development benefits of the Project, from the date hereof until six (6) years after the Project completion date. Upon such request by State, Recipient will, at Recipient's expense, prepare and file the requested data within the time specified in the request. Data must include specific requested information such as any new direct permanent or retained jobs resulting from the Project and other information to evaluate the success and economic impact of the Project.

Section 5.08. Conditions of Award. The award is subject to the following conditions:

Pre-Award Costs: Recipient will provide sufficient documentation that pre-award expenditures meet all programmatic eligibility requirements, including, but not limited to, the nature of the activity, when the activity took place, its cost, etc. Pre-award expenses incurred in accordance with all program rules and policies are eligible to be reimbursed.

SECTION 6

TERMINATION AND DEFAULT; REMEDIES

Section 6.01. Mutual Termination. This Agreement may be terminated by mutual consent of both parties.

Section 6.02. Termination by State. State may terminate this Agreement effective upon written notice to Recipient, or at such later date as may be established by State in such notice, under any of the following

circumstances: (a) the Oregon Department of Administrative Services notifies State of an anticipated shortfall in Oregon State Lottery revenues, (b) State fails to receive sufficient appropriations or other expenditure authorizations to allow State, in the reasonable exercise of its administrative discretion, to continue making payments under this Agreement, (c) there are not sufficient funds in the Fund to permit State to continue making payments under this Agreement, (d) there is a change in federal or state laws, rules, regulations or guidelines so that the Project funded by this Agreement is no longer eligible for funding, or (e) in accordance with Section 6.04.

Section 6.03. Default. Recipient will be in default under this Agreement upon the occurrence of any of the following events:

(a) Recipient fails to perform, observe or discharge any of its covenants, agreements or obligations contained herein or in any exhibit attached hereto; or

(b) Any representation, warranty or statement made by Recipient herein or in any documents or reports relied upon by State to measure progress on the Project, the expenditure of Grant moneys or the performance by Recipient is untrue in any material respect when made

Section 6.04. Remedies Upon Default. If Recipient's default is not cured within thirty (30) days of written notice thereof to Recipient from State or such longer period as State may authorize in its sole discretion, State may pursue any remedies available under this Agreement, at law or in equity. Such remedies include, but are not limited to, termination of this Agreement, return of all or a portion of the Grant amount, payment of interest earned on the Grant amount, and declaration of ineligibility for the receipt of future Fund awards. If, as a result of Recipient's default, State demands return of all or a portion of the Grant amount or payment of interest earned on the Grant amount, Recipient will pay the amount upon State's demand. The remedies provided herein are cumulative and not exclusive of any remedies provided by law.

SECTION 7 MISCELLANEOUS

Section 7.01. No Implied Waiver. No failure or delay on the part of State to exercise any right, power, or privilege under this Agreement will operate as a waiver thereof, nor will any single or partial exercise of any right, power, or privilege under this Agreement preclude any other or further exercise thereof or the exercise of any other such right, power, or privilege.

Section 7.02. Choice of Law; Designation of Forum; Federal Forum.

(a) The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Contract, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

(b) Any party bringing a legal action or proceeding against any other party arising out of or relating to this Contract shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be brought and conducted in another county). Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

(c) Notwithstanding Section 7.02(b), if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This Section applies to a claim brought against the State of Oregon only to the extent Congress has appropriately abrogated the State of Oregon's sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This Section is also not a waiver by the State of Oregon of any form

of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

Section 7.03. Notices. Except as otherwise expressly provided in this Agreement, any required or permitted notice will be given in writing by personal delivery, facsimile, or by mail, postage prepaid, to Recipient or State at the address or number on page 1 of this Agreement, or to such other addresses or numbers as either party may subsequently indicate pursuant to this Section 7.03. Any notice so addressed and mailed will be deemed to be given five (5) days after mailing. Any notice delivered by facsimile will be deemed to be given when receipt of the transmission is generated by the transmitting machine. Any notice by personal delivery will be deemed to be given when actually delivered.

Section 7.04. Amendments. This Agreement may not be altered, modified, supplemented, or amended in any manner except by written instrument signed by both parties.

Section 7.05. Severability. If any provision of this Agreement will be held invalid or unenforceable by any court of competent jurisdiction, such holding will not invalidate or render unenforceable any other provision.

Section 7.06. Successors and Assigns. This Agreement will be binding upon and inure to the benefit of State, Recipient, and their respective successors and assigns, except that Recipient may not assign or transfer its rights or obligations hereunder or any interest herein without the prior consent in writing of State, which consent will not be unreasonably withheld in the event the Recipient wishes to assign its rights or obligations hereunder to the Recipient's Urban Renewal Agency.

Section 7.07. Indemnity. To the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, Recipient will defend (subject to ORS chapter 180), save, hold harmless and indemnify the State of Oregon, the Oregon Business Development Department and their officers, agents, employees, and members from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever resulting from or arising out of, or relating to the activities of Recipient or its officers, employees, contractors, or agents under this Agreement.

Section 7.08. Titles and Subtitles. The titles in this Agreement are for convenience only and in no way define, limit, or describe the scope or intent of any provision of this Agreement.

Section 7.09. Counterparts. This Agreement may be executed in more than one counterpart, which, taken together, will constitute one and the same instrument, and either party may execute this Agreement by signing any such counterpart.

Section 7.10. No Third Party Beneficiaries. State and Recipient are the only parties to this Agreement and are the only parties entitled to enforce the terms of this Agreement. Nothing in this Agreement gives or provides, or is intended to give or provide, to third persons any benefit or right not held by or made generally available to the public, whether directly, indirectly or otherwise, unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.

Section 7.11. Entire Agreement. This Agreement (including any attachments hereto which are by this reference incorporated herein) constitutes the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. Any waiver or consent, if made, will be effective only if in writing signed by the party against whom such waiver or consent is sought to be enforced and is effective only in the specific instance and for the specific purpose given.

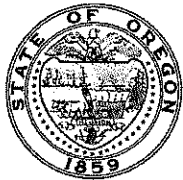
Section 7.12. Survival. All provisions of this Agreement set forth in the following sections and any that by their terms are intended to survive shall survive termination of this Agreement: Section 3.02.

Unexpended Grant Moneys; Section 5.05. Books; Inspection; Section 5.10. Special Conditions; Section 6.04. Remedies Upon Default; Section 7.07. Indemnity; and this Section 7.12.

Section 7.13. Time is of the Essence. Recipient agrees that time is of the essence under this Agreement.

Section 7.14. Attorney Fees. To the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, the prevailing party in any dispute arising from this Agreement will be entitled to recover from the other its reasonable attorney fees and costs and expenses at trial, in a bankruptcy, receivership or similar proceeding, and on appeal. Reasonable attorney fees shall not exceed the rate charged to the State by its attorneys.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the dates set forth below their respective signature and approved as required by applicable laws. The Recipient, by the signature below of its authorized representative, hereby acknowledges that it has read this Agreement, understands it and agrees to be bound by its terms and conditions.



STATE OF OREGON
acting by and through its Business
Development Department

CITY OF ST. HELENS

By: _____ By: _____
Karen Wilde Goddin, Managing Director John Walsh, City Administrator
Business, Innovation and Trade Division

Date: _____ Date: _____

APPROVED AS TO LEGAL SUFFICIENCY IN ACCORDANCE WITH ORS 291.047:

Not Required per OAR 137-045-0030

Exhibit A: Project Description and Special Conditions
Exhibit B: Project Budget

EXHIBIT A
PROJECT DESCRIPTION AND SPECIAL CONDITIONS

Recipient will complete the following brownfields integrated planning activities:

1. Conduct a series of public and community stakeholder workshops focused on evaluating public interest and or concern with property acquisition and opinions regarding future reuse of the waterfront properties.
2. Complete a Community Visioning Summary Report incorporating the findings from the stakeholder workshops as well as including:
 - (a) A discussion of potential reuse alternatives as generated by public input and stakeholder feedback; and
 - (b) Recommendations for next steps and a strategy forward towards redevelopment.
3. Complete an Economic Impact Study that evaluates:
 - (a) Impacts on local and regional economy;
 - (b) Scale of benefits, including potential for job creation and revenue generation per land use type;
 - (c) Benefits to the local community and overall quality of life; and,
 - (d) Potential for implementation of an urban renewal program around the waterfront properties.

Portfolio #249-18

(A) Activity	Department Funds				Other/Matching Funds			All Funds
	(B) Approved Budget	(C) Prior Disbursements	(D) Current Request	(E) = [B-C-D] Balance	(F) Approved Budget	(G) Expended To Date	(H) = [F-G] Balance	(I) = [C+D+G] Disbursed & Expended To Date
Stakeholder/Community Outreach	\$18,000			\$18,000				
Economic Impact Assessment	7,000			7,000				

Total Project Budget		
Funding Sources	Approved Budget	Expenditures To Date
Brownfields Redevelopment Fund - Grant	\$25,000	
Other/Matching Funds		
Total Project Costs	\$25,000	

Non-Department Funds (Other/Matching)		
Sources Used for all Expenditures		
Funding Sources	Approved Budget	Expenditures To Date
Total Non-Dept. Funds		

Non-Department Funds (Other/Matching) IN-KIND		
Source of In-Kind Contribution	Goods/Services Donated	Value of Contribution To Date
In-Kind Contributions To Date		

CONTRACT PAYMENTS

City Council Meeting
February 18, 2015

HDR Engineering, Inc.

Project: W-429 Telemetry Upgrade (Inv#00434055-H) \$ **1,142.56**

Due to time constraints with the Council's summer schedule, the following invoices have been paid but need Council ratification:

Advanced Composting Systems LLC

Project: M-434 Sand Island Restrooms (Inv#01108189) \$ **57,600.00**

Liberty Electric

Project: W-429 Telemetry Upgrade (Inv#1405-6) \$ **38,344.37**

Murray, Smith & Associates, Inc. (Inv#09-1078-59)

Project: S-618C I&I Rehab \$ 4,186.80

Project: SD-146 Godfrey Park Storm \$ 3,903.92

Total \$ **8,090.72**

S-2 Contractors, Inc.

Project: Trench Patching \$ **17,284.16**



Invoice

HDR Engineering, Inc.
Portland, OR 97204
Phone: (503)423-3700

City of St. Helens
Sue Nelson
PO Box 278
St. Helens, OR 97051

Reference Invoice Number with Payment

HDR Invoice No. 00434055-H
 Invoice Date February 2, 2015
 Invoice Amount Due \$1,142.56
 Payment Terms Net 30

Remit to P.O. Box 3480
 Omaha, NE 68103-0480
 Wire transfer to US Bank
 ABA #104000029
 Account #148704272449

Telemetry Upgrade W-429

Professional Services
 From: December 28, 2014 To: January 24, 2015

Professional Services Summarization	Hours	Amount
Direct Labor	8.50	1,016.56
	8.50	Total Professional Services
		\$1,016.56

Expenses Summarization	Quantity	Amount
Miscellaneous Charges		90.00
Phones		4.55
Technology Charge	8.50	31.45
		Total Expenses
		\$126.00

Amount Due this Invoice **\$1,142.56**

010-302-653200

Fee Amount	\$76,590.00
Fee Invoiced to Date	\$64,694.50
Fee Remaining	\$11,895.50

HDR Internal Reference Only	
Client Number	200053
Business Unit	00102
Contract Number	CON0083154
Project Number	000000000215938

APPROVED FOR PAYMENT

INIT	DATE
<i>[Signature]</i>	<i>2/10/15</i>
ACCOUNTS PAYABLE	
FINANCE	
SUPERVISOR	<i>2-10-15</i>



Invoice

HDR Invoice No.
Invoice Date

00434055-H
February 2, 2015

Professional Services and Expense Detail

Project ID 000000000215938
St. Helens:Telemetry Upgrade2

Activity 001
Project Administration

Professional Services		Hours	Billing Rate	Amount
Direct Labor	Johnston,Bruce M	0.50	196.85	98.43
		0.50	Total Professional Services	\$98.43

Expenses		Quantity	Billing Rate	Amount
Miscellaneous Charges				90.00
Technology Charge		0.50	3.70	1.85
		Total Expenses		\$91.85
		Total Activity		\$190.28



Invoice

HDR Invoice No.
Invoice Date

00434055-H
February 2, 2015

Professional Services and Expense Detail

Project ID 000000000215938
St. Helens:Telemetry Upgrade2

Activity 004
Services During Construction

Professional Services		Hours	Billing Rate	Amount
Direct Labor	Davis,Greg R	7.00	103.04	721.28
	Johnston,Bruce M	1.00	196.85	196.85
		8.00	Total Professional Services	\$918.13
Expenses		Quantity	Billing Rate	Amount
Phones				4.55
Technology Charge		8.00	3.70	29.60
			Total Expenses	\$34.15
			Total Activity	\$952.28

KP

Advanced Composting Systems LLC
195 Meadows Rd
Whitefish MT 59937

Invoice

Invoice #: 01108189

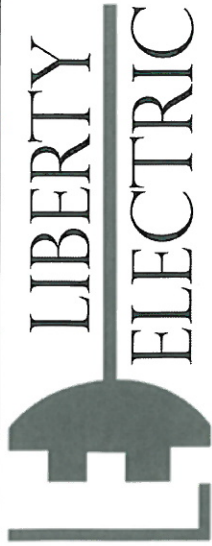
Bill To:

The City of St. Helens

Ship To:

The City of St. Helens

SALESPERSON	YOUR NO.	SHIP VIA	COL	PPD	SHIP DATE	TERMS	DATE	PG.
						Net	1/26/2015	1
QTY.	ITEM NO.	DESCRIPTION	PRICE	UNIT	DISC %	EXTENDED	TX.	
1	INST-B	Building Installation	\$57,600.00	ea.		\$57,600.00		
<p>APPROVED FOR PAYMENT</p> <p>INIT _____ DATE _____</p> <p>_____ ACCOUNTS PAYABLE FINANCE SUPERVISOR</p> <p>1/29/15 1-29-15</p>								
<p>009-207-652950</p> <p>M-434, Sand Island Restrooms</p>						Sale Amt.:	\$57,600.00	
						Freight:	\$0.00	
						Sales Tax:	\$0.00	
						Total Amt.:	\$57,600.00	
						Paid Today:	\$0.00	
						Balance Due:	\$57,600.00	



PAYMENT APPLICATION

Invoice Number: 1405 - 6
For Period Ending: 1/31/2015

To: City of St. Helens
PO Box 278
St. Helens OR 97051

Project Number: 1405

Project: Water Dist. Telemetry System Upgrade
St. Helens OR 97051

Owner Project Number: W-429

Remit Payment to: Liberty Electric
PO Box 1681
Clackamas, OR 97015
503-752-7573

Contract Summary	
Original Contract Amount:	216,012.50
Changes Amount:	0.00
Total Contract Amount:	216,012.50
Completed To Date:	160,312.50
Retainage To Date:	8,015.63
Completed Less Retainage:	152,296.87
Less Previous Application:	113,952.50
Current Payment Due:	38,344.37
Current Payment Due Plus Tax:	38,344.37
Balance To Finish:	55,700.00

APPROVED FOR PAYMENT

INIT

DATE

ACCOUNTS PAYABLE

FINANCE

SUPERVISOR

1/29/15
1-29-15

010-302-653200

PAYMENT APPLICATION DETAILS

Customer: City of St. Helens

Application Number: 6

Project: Water Dist. Telemetry System Upgrade

For Period Ending: 1/31/2015

Item Number - Description	Scheduled Value	Prev. App Value	Completed Work			Balance To Finish	Retainage Value
			This App. Value	%	Total Value		
01 - St. Helens Telemetry Upgrade							
01.01 - General Items							
01.01.01 - Mobilization	5,400.00	2,700.00	0.00	0.00	2,700.00	2,700.00	135.00
01.01.02 - Basic Material Submittals	16,200.00	16,200.00	0.00	0.00	16,200.00	0.00	810.00
01.01.03 - Radio Survey Submittal	10,800.00	10,800.00	0.00	0.00	10,800.00	0.00	540.00
01.01.04 - Design Submittals	16,700.00	16,700.00	0.00	0.00	16,700.00	0.00	835.00
02 - Site A							
02.01 - City Shop							
02.01.01 - Install MTU Panel	13,000.00	10,400.00	0.00	0.00	10,400.00	2,600.00	520.00
02.01.02 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	0.00	62.50
02.01.03 - Install Raceway System / Cable	5,500.00	0.00	2,750.00	50.00	2,750.00	2,750.00	137.50
02.01.04 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	500.00	0.00
02.01.05 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	750.00	0.00
03 - Site B							
03.01 - Low Level Reservoir							
03.01.01 - Install Underground Raceway Sys. / Cable	26,500.00	0.00	26,500.00	100.00	26,500.00	0.00	1,325.00
03.01.02 - Install Exposed Raceway System / Cable	6,750.00	0.00	0.00	0.00	0.00	6,750.00	0.00
03.01.03 - Install Instrument & Hatch Switches	1,500.00	0.00	0.00	0.00	0.00	1,500.00	0.00
03.01.04 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	0.00	62.50
03.01.05 - Install RTU Panel	11,000.00	8,800.00	2,200.00	20.00	11,000.00	0.00	550.00
03.01.06 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	750.00	0.00
03.01.07 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	500.00	0.00
04 - Site C							
04.01 - 200,000 Gallon Tank							
04.01.01 - Install Raceway System / Cable	12,225.00	0.00	6,112.50	50.00	6,112.50	6,112.50	305.63
04.01.02 - Install Hatch Switch	400.00	0.00	0.00	0.00	0.00	400.00	0.00
04.01.03 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	500.00	0.00
05 - Site D							
05.01 - Rainey Collector Well 2							
05.01.01 - Install Raceway System / Cable	1,250.00	0.00	0.00	0.00	0.00	1,250.00	0.00
05.01.02 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	0.00	62.50

PAYMENT APPLICATION DETAILS

Customer: City of St. Helens

Application Number: 6

Project: Water Dist. Telemetry System Upgrade

For Period Ending: 1/31/2015

Item Number - Description	Scheduled Value	Prev. App Value	Completed Work				Balance To Finish	Retainage Value
			Value	%	Total Value	%		
05.01.03 - Install RTU Panel	11,000.00	8,800.00	0.00	0.00	8,800.00	80.00	2,200.00	440.00
05.01.04 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	0.00	750.00	0.00
05.01.05 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00
06 - Site E								
06.01 - Bayport Well								
06.01.01 - Install Raceway System / Cable	1,250.00	0.00	0.00	0.00	0.00	0.00	1,250.00	0.00
06.01.02 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	100.00	0.00	62.50
06.01.03 - Install RTU Panel	13,000.00	10,400.00	0.00	0.00	10,400.00	80.00	2,600.00	520.00
06.01.04 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	0.00	750.00	0.00
06.01.05 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00
07 - Site F								
07.01 - Lemont Pump Station								
07.01.01 - Install Raceway System / Cable	1,200.00	0.00	600.00	50.00	600.00	50.00	600.00	30.00
07.01.02 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	100.00	0.00	62.50
07.01.03 - Install RTU Panel	11,000.00	8,800.00	2,200.00	20.00	11,000.00	100.00	0.00	550.00
07.01.04 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	0.00	750.00	0.00
07.01.05 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00
08 - Site G								
08.01 - Ranney Collector Well 3								
08.01.01 - Install Raceway System / Cable	1,200.00	0.00	0.00	0.00	0.00	0.00	1,200.00	0.00
08.01.02 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	100.00	0.00	62.50
08.01.03 - Install RTU Panel	11,000.00	8,800.00	0.00	0.00	8,800.00	80.00	2,200.00	440.00
08.01.04 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	0.00	750.00	0.00
08.01.05 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00
09 - Site H								
09.01 - Elk Ridge								
09.01.01 - Install Utility Service	5,387.50	0.00	0.00	0.00	0.00	0.00	5,387.50	0.00
09.01.02 - Platform Structure Modifications	1,500.00	0.00	0.00	0.00	0.00	0.00	1,500.00	0.00
09.01.03 - Install Raceway System / Cable	3,250.00	0.00	0.00	0.00	0.00	0.00	3,250.00	0.00
09.01.04 - Install Antenna	1,250.00	1,250.00	0.00	0.00	1,250.00	100.00	0.00	62.50
09.01.05 - Install RTU Panel	11,000.00	8,800.00	0.00	0.00	8,800.00	80.00	2,200.00	440.00

PAYMENT APPLICATION DETAILS

Customer: City of St. Helens

Application Number: 6

Project: Water Dist. Telemetry System Upgrade

For Period Ending: 1/31/2015

Item Number - Description	Scheduled Value	Prev. App Value	Completed Work				Balance To Finish	Retainage Value
			This App. Value	%	Total Value	%		
09.01.06 - Demolition of Existing	750.00	0.00	0.00	0.00	0.00	0.00	750.00	0.00
09.01.07 - Testing / Startup	500.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00
TOTAL:	216,012.50	119,950.00	40,362.50	18.69	160,312.50	74.21	55,700.00	8,015.63

KP



Murray, Smith & Associates, Inc.
Engineers/Planners

121 S.W. Salmon, Suite 900 • Portland, Oregon 97204-2919 • PHONE 503.225.9010 • FAX 503.225.9022

RECEIVED

JAN 23 2015

January 21, 2015

Invoice No:

09-1078 - 59

Ms. Sue Nelson
City Engineering Supervisor
City of St. Helens
PO Box 278
St. Helens, OR 97051

CITY OF ST. HELENS

Project 09-1078 Sanitary Sewer Rehabilitation Program

For professional engineering services performed through December 31, 2014

Task 206 Phase 2A - Record Drawings

Labor

	Hours	Rate	Amount	
Engineering Designer I	40.50	99.00	4,009.50	
Technician IV	1.00	120.00	120.00	
Total	41.50		4,129.50	
Labor Subtotal				4,129.50

In-House Reimbursable

CADD Time			16.00	
In-house Reimbursable Subtotal			16.00	16.00

Miscellaneous

Communication Charge			41.30	
Miscellaneous Subtotal			41.30	41.30

Task Total \$4,186.80

Task 310 PM - Godfrey Park

Labor

	Hours	Rate	Amount	
Principal Engineer II	1.00	180.00	180.00	
Professional Engineer V	.50	132.00	66.00	
Total	1.50		246.00	
Labor Subtotal				246.00

Miscellaneous

Communication Charge			2.46	
Miscellaneous Subtotal			2.46	2.46

Task Total \$248.46

Task 330 Environmental & Cultural Research - Godfrey Park

Labor

	Hours	Rate	Amount	
Engineering Designer I	13.00	99.00	1,287.00	
Total	13.00		1,287.00	
Labor Subtotal				1,287.00

Project	09-1078	Sanitary Sewer Rehabilitation Program	Invoice	59
---------	---------	---------------------------------------	---------	----

Miscellaneous

Communication Charge	12.87	
Miscellaneous Subtotal	12.87	12.87
Task Total		\$1,299.87

Task 350 Design - Godfrey Park
Labor

	Hours	Rate	Amount	
Professional Engineer V	1.50	132.00	198.00	
Engineering Designer I	19.50	99.00	1,930.50	
Technician IV	1.50	120.00	180.00	
Total	22.50		2,308.50	
Labor Subtotal				2,308.50

In-House Reimbursable

CADD Time	24.00	
In-house Reimbursable Subtotal	24.00	24.00

Miscellaneous

Communication Charge	23.09	
Miscellaneous Subtotal	23.09	23.09
Task Total		\$2,355.59

Invoice Total **\$8,090.72**

010-303-653302 I & I Rehab S-618C \$4,186.80
010-304-653409 Godfrey Park Storm SD-146 \$3,903.92

APPROVED FOR PAYMENT
INIT DATE
 ACCOUNTS PAYABLE
 FINANCE
 SUPERVISOR

KP

S-2 Contractors, Inc.

6860 S. Anderson Rd.

Aurora, Or. 97002

PHONE # 503-651-4000 FAX # 503-651-4004

Invoice

DATE	INVOICE #
1/21/2015	1507E1

BILL TO
CITY OF ST. HELENS PO BOX 278 ST. HELENS, OR 97051 ATTN: SUE NELSON

OR. CCB# 67253 AZ. CCB# ROC185469

QTY	DESCRIPTION	RATE	AMOUNT
5,242	HMAC PATCHING PER INSPECTOR (TIM)	4.48	23,484.16
	DISCOUNT	-6,200.00	-6,200.00

APPROVED FOR PAYMENT

INIT	DATE
<u>[Signature]</u>	<u>1/29/15</u>
ACCOUNTS PAYABLE	
FINANCE	
SUPERVISOR	<u>1-29-15</u>

--

NET 30 DAYS

Total

\$17,284.16

011-011-523000
Trench Patching

APPOINTMENTS TO ST. HELENS CITY BOARDS AND COMMISSIONS

City Council Meeting ~ February 18, 2015

Pending applications received:

<u>Name</u>	<u>Interest</u>	<u>Date Application Received</u>	<u>Referred by Email To Committee(s)</u>
▪ Stephen Topaz	Parks Commission	4/14/14	4/15/14
▪ Elisa Mann	Parks Commission	11/18/14	11/19/14
▪ Jerry Belcher	Parks Commission	1/13/15	1/14/15

Bicycle & Pedestrian Commission (3-year terms)

- Dave Ehrenkranz resigned. His term expires 12/31/2015.
- Matt Freeman resigned. His term expires 12/31/2015.
- Ray Scholl resigned. His term expires 12/31/2015.
- Paul Barlow, Cindy Sutliff and Dave Woullet all have term expirations of 12/31/2014.

Status: A press release to recruit members was sent out on October 31 with a deadline to apply of December 5. No applications have been received as of this packet. Dave Woullet does not wish to be reappointed. Cindy Sutliff and Paul Barlow wish to be reappointed. The Commission meets again in February and will discuss membership at that time.

Next Meeting: February 26, 2015

Recommendation: None at this time.

Parks Commission (4-year terms)

- Sari Swick's term expired 12/31/2013. She has resigned from the Commission.
- Debi Corsiglia resigned. Her term expires 12/31/2016.

Status: At their February 9 meeting, the Commission interviewed Elisa Mann and Steve Topaz. They are waiting until they can meet with Jerry Belcher before making a recommendation to the Council.

Next Meeting: April 20, 2015

Recommendation: None at this time.

City of St. Helens
Library Board
Minutes from Thursday, December 18, 2014
Columbia Center Auditorium

Members Present

Barbara Lines, Chair
Mary Woiccak, Vice Chair
Marsha Caton
An Der Chang
Casey Jolissaint

Members Absent

Alex Mann
Nancy Bensen

Guests

N/A

Councilors in Attendance

Susan Conn

Staff Present

Margaret Jeffries, Library Director
Nicole Woodruff, Library Assistant



CALL MEETING TO ORDER: The meeting was called to order at 7:19pm by Chair Barbara Lines.

INVITATION TO CITIZENS FOR PUBLIC COMMENT: No public comment.

PREVIOUS MEETING MINUTES: Minutes approved as written.

AGENDA REVISIONS: Board agreed to move discussion of the 5-year plan to be the last item on the agenda and to hear the Friends of the Library Report before the City Councilor's Report and the Library Director's Report after the City Councilor's Report.

CONVERSATION PROJECT UPDATE: Lost and Found: Community in the Age of the Internet, will be hosted at the Library on January 22, 2015 at 7 p.m.

The next Conversation Project will be "What is Education For?" led by Alex Sager of Portland State, on April 23, 2015 at 7 p.m. pending approval of the Library's application by Oregon Humanities. The Board suggested trying to tie in a Community Reads program with the April Conversation. Potential titles are being reviewed at this time.

In October the Library and SHEDCO hope to co-host the Conversation Project Program. "A City's Center: Rethinking Downtown" led by Nan Laurence, a senior planner for the City of Eugene.

REVIEW OF LIBRARY BOARD BYLAWS: Final revisions to the current bylaws will be submitted to the Board for approval at the January 15 meeting.

FRIENDS REPORT: Friends would like to do more to support the Library than just the book sale. Director Jeffries will identify upcoming opportunities for Friends support.

Book sale – The Friends are reorganizing shelves so that books are categorized by genre. There was discussion about using stickers to identify which books are not selling.

The decision for the placement of the second Little Free Library will happen at the next meeting.

CITY COUNCILOR'S REPORT: Councilor Conn recommends Director Jeffries includes teen gaming, Teen Advisory Board and the attendance of both Frozen parties in the report to the Budget Committee.

DIRECTOR'S REPORT: The Library received \$500 from the Oregon College Savings Plan Sweepstakes that was part of the Summer Reading Program. Youth Librarian Jones will wait to spend the funds until after the final year of the LSTA grant ends.

On January 17, at 11 a.m. the Library will host an electric cello concert performed by Gideon Freudmann. The Library previously hosted him in 2011.

NaNoWriMo had 44 writers register in our region. There are 616 regions worldwide. The writers in the St. Helens region were second in the state, ninth in the nation, and eighteenth in the world for average word count per registered writer.

Nine people attended the Late Night Write event and thirteen attended the TGIO party at the Village Inn.

Starting in February Youth Librarian Jones will be partnering with the ESD to offer six Every Child Ready to Read workshops. In January Cindy Jaeger, of the ESD, and Jones will be presenting to City Council about the workshops.

In May, our Library will be 100 years old. Reference Librarian Brenda Herren is working with Director Jeffries and Les Watters of the Columbia County Courthouse Museum to find historical information about the Library. Herren will approach the Chronicle about a series of stories to be published in May, each week covering 25 years of Library history. One possible activity might include partnering with the Friends to go into the community and collect stories about individual experiences in the Library, recollections of each Library building and what the community would like the Library to provide for the next 100 years.

NEXT MEETING:

The next regular meeting is scheduled for Thursday, January 15, at 7:15 p.m. Columbia Learning Center Auditorium.

Board members will begin discussing the Strategic Plan next meeting. Members to bring all relevant materials to meeting.

ADJOURNMENT:

The meeting was adjourned at 8:38 p.m. by Chair Lines.



Respectfully submitted by:

Library Assistant, Nicole Woodruff

2014 Library Board Attendance Record

P=Present E=Excused Absence U=Unexcused Absence

Date	Bensen	Caton	Chang	Jolissaint	Lines	Mann	Woiccak
01/16/14	P	P	E	E	P	P	P
02/20/14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03/20/14	U	P	P	P	P	U	P
04/17/14	U	P	P	E	P	P	P
05/15/14	P	P	E	P	P	E	P
06/19/14	P	P	P	E	P	P	P
07/17/14	P	P	E	E	P	P	P
08/21/14	P	P	E	E	P	E	P
09/18/14	P	P	P	P	P	E	P
10/16/14	P	P	P	E	P	P	P
11/20/14	P	P	P	P	P	U	P
12/18/14	U	P	P	P	P	E	P
01/15/15							

ST. HELENS PARKS COMMISSION

Minutes for Meeting of December 15, 2014

Council Chambers, City Hall

MEMBERS PRESENT

Jacob Woodruff, Vice Chair
Phillip Roddy, Commissioner
Stan Chiotti, Commissioner
Howard Blumenthal, Commissioner

STAFF PRESENT

Neal Sheppeard, Public Works Supervisor
Sheri Ingram, Secretary
Jenny Dimso, RARE
Thad Houk, Parks Supervisor

MEMBERS ABSENT

John Brewington, Commissioner

GUESTS

Jeff Kroll, SH Girls Softball

COUNCILORS IN ATTENDANCE

■ ■ ■

CALL TO ORDER

The meeting was called to order by Vice Chair Woodruff at 4:00 p.m.

APPROVAL OF MINUTES

Blumenthal made a **motion** to approve the minutes of the November 17, 2014 meeting. **Motion** was seconded by Chiotti and approved unanimously.

TOPICS FROM THE FLOOR

Jeff Kroll, President of St. Helens Girls Softball found out the fees doubled this year and wanted to suggest that Campbell Park be calculated separately somehow. He said they only use the lights about a half dozen times a season where the adults use them every night. He has also talked to a couple of Councilors about getting some kind of rebate program for field upkeep. They got a new tractor and do a lot of mowing and have leveled out part of the field so it doesn't flood so much. He understands the City doesn't have money to put into improvements. Part of the problem is, when they pay for that, there are a third of the days they can't even get on the fields because it's flooded during their season. Morten has suggested a reimbursement program at the end of the year and he doesn't know what that amount is, maybe 25% of in-kind donations for improvements they make out there. They are planning on putting \$12-13,000 into Campbell this year. He knows the City can't do it. They are going to pay Fischer to do to Field 2 what he donated to Field 1 last year. That should keep it from flooding. They would also like to replace the dugout roofs that are rotten and falling apart. They see other facilities that are nice. He likes to play in Rainier and he understands their fields are part of the school system but we are going to be making some huge strides this year. Their goal is to make St. Helens a big softball area like it used to be.

Woodruff said we looked at other facilities around Portland and a lot of these places charge \$20.00 an hour per field where we charge by the day. We are a recommending body and part of their

recommendation to the Council was that the extra fee money go to help maintain the fields. It will take some time but eventually these fields will be nice. That was our goal.

Kroll said Little League uses the fields at the Elks and Fairgrounds and he understands those aren't City parks but they are nicer fields than Campbell. Woodruff said that is because the coaches and parents do a lot of the work. Kroll said Women's Softball does not take care of the fields. They pay a guy to come out and rake and chalk and he barely does that. It's not fair to ding their little non-profit with the light situation. Ingram said, just to clarify, the lights are paid for separately and the league is supposed to be keeping track of the usage and paying us for it at the end of the year. Kroll said that is not a problem since they only used them about a half dozen times the previous season. He said he would put a sheet up in the equipment shed so they can keep track of it.

He said someone told him they could raise their registration a couple of bucks but he said they dropped it last year and had a lot more girls sign up plus they gave out 17 scholarships for girls that couldn't afford to play. They don't want any child to not be able to play softball because their parents can't afford it. This is going to limit what they can do at Campbell Park so if they can get some of it back next year, great. Everyone thinks they have a lot of money. On their big raffle last year, they made a profit of \$35,477.00 but they bought a \$16,000.00 tractor and \$7500.00 in new gear for the new teams.

Sheppard asked why they are mowing the fields and Houk said they don't need to because we do it. Sheppard wanted to emphasize they have had a lot of issues out there in the past with people doing things out there without permission so they need to coordinate with Houk. Kroll said they just prefer to mow because their tractor picks up all the grass so there weren't clumps lying all over. He said he had neighbors come out while he was mowing and tell him the fields have never looked so good. Sheppard said the past, we have had different groups do things out there the way they want them and one year, the high school painted all the buildings yellow and black without asking and that is why those things need to be coordinated through the City.

Kroll said the fields at Astoria are really nice and the employees chalk the fields and have everything ready to go so they just have to walk on. Woodruff asked what they charge for field rental down there and Kroll said he did not know. He said if they had to pay by the hour here, they wouldn't reserve the fields for so long. Woodruff said that is just the way these groups have done it in the past. They reserve the fields for their whole season even the days they aren't playing just so they can have the fields. We just want all of the parks and fields to look nice, not just Campbell and McCormick. We want more kids out there. In order to do that, we have to get them looking nice and in better condition so we thought we would make this small step. He knows Kroll is saying its \$1000 more but how long is their season? Kroll said three months. He doesn't have an issue with the rates going up but he would like to see some sort of rebate program. And he is tired of the Women's League tearing up the fields and not taking care of them. It's horrible. They are hosting the Chief Painter tournament this year and want to get more teams than they had in Rainier. They want to get the fields to where people want to be there and play. He thinks if they could work out a rebate of 25% of the field fees, he thinks that would be more than fair.

Dimsho asked if they have a way of addressing other organizations who might think that is favoritism. Kroll said if other groups want to start dumping money into the fields, that is fine. The Women's League is the only other group that uses Campbell Park with Exclusive Use permits. He thinks if they are going to pay someone to take care of the fields, they can pay him to do it and the fields will look better for them than they have in years. He is going to talk to them about it. Houk asked if Chiotti was comfortable with that and Houk said he was because Kroll has been easy to work with and good about checking with him when he does things.

Kroll asked if they could also look into taking care of the permits if they pay Fischer to work on the other field. Sheppard didn't think they needed a permit unless they brought in more than 50 yards of fill and Kroll said they took dirt off when they did the first field. If they do the dugout roofs, they won't need a permit. Kroll said the equipment shed is rotten too and they are looking at maybe putting up scoreboards. If they put up scoreboards, he doesn't know if they will be donated to the City and Sheppard said anything they put up structurally in the park becomes City property.

Woodruff said they should recommend the Council look at approving them getting a partial refund up to 25% of their permit fees on their permit for the following year for work they do on the fields. Kroll said they are asking for credit for 25% of the money they spend on the work, not the permit fees. They aren't going to spend \$12,000 every year. The Commission can discuss a percentage but they work really hard to raise that money and they are not asking anyone else to help pay for it. Woodruff said the Council should decide the percentage, not the Parks Commission. Sheppard asked if they are going to make that a blanket policy for everyone and Woodruff said they should. The Adult League paid for the lights at McCormick and that was a big chunk of money. Kroll said he is just looking at it going forward.

Houk said they probably need to look at adjusting their days on their permits instead of reserving the fields for the whole season. Sheppard said he has gotten complaints from people saying they were kicked off the fields when the leagues weren't playing and they can't do that. It is a park first and the leagues don't "own" the fields during their permit period. Anyone can come along and use them if they aren't being used by the leagues.

NEW BUSINESS

Resignation: Woodruff read an e-mail from Debi Corsiglia saying she was resigning from the Parks Commission due to her work schedule. Chiotti said the City owes her a big debt of gratitude for all she has done over the years. Sheppard said he would talk to Kathy about getting something to officially recognize her years of service.

Appointments & Vacancies: Roddy made a **motion** to recommend that Council reappoint Woodruff and Chiotti for another term. Motion was seconded by Blumenthal and approved unanimously. We have two applicants for the vacant position and now that we have another position vacant, they would like to re-advertise to see if we get more applicants and have them come to the February meeting to be interviewed.

Bylaws: Ingram said Kathy told her each Commission needs to have a set of bylaws and Ingram went through all of the old records and could not find any for Parks. She created one from the sample Katy sent and most of it is just straight out of the Ordinance except Article 6, Goals of the Commission. After looking them over, Blumenthal made a **motion** to accept them and send them on to Council with an addition about identifying funding opportunities in the Goals section. Motion was seconded by Roddy and approved unanimously.

OLD BUSINESS

Master Plan Update: Dimsho had some more questions for the plan about the war memorial and the ball field dugouts at McCormick. She was looking for dates and information to put in the Master Plan and a way to estimate future expansion on the memorial.

Restroom & Pay Station Updates: Sheppard said they started working on the pay stations last week and got the pedestals and some conduit in. They will be gone for about two weeks and then come back. The plumber got the new dump station put in. The restroom contractor got here Friday and moved a bunch of things to the island over the weekend. They said they would be here for 12

days. Dimsho told Houk he should think about where he wants to designate campsites while he is over there. She had a previous estimate of 35 and doesn't know if we want to keep that number.

DISCUSSION ITEMS

Blumethal said we had talked about making a field trip to Nob Hill and March would be a good time with the wildflowers in bloom. Woodruff said we can still do field trips. We don't have to have a meeting. They can come up with a date at the February meeting. Blumenthal said he got more gravel and graveled another 250 to 300 feet of trail. They also have a couple of trees that are starting to lean and a couple that fell so maybe they can cut sections out of them for a trail. If Paul can meet him up there sometime, he can show him.

Blumenthal also asked about the disc golf area by the bridge where they had put the bark chips. It has become a muddy mess. It's become a good place for four-wheelers to chew up even more. Sheppard said we were going to gravel that area but Morten had safety concerns about parking there that we need to talk about.

Chiotti said the garden club cleaned up the traffic triangle. If they have had complaints about visibility from plants being too high, that is no longer a problem. They trimmed everything.

COUNCILOR'S REPORT

OTHER MATTERS

ADJOURNMENT

The meeting was adjourned at 5:05 p.m. The next meeting is scheduled for Monday, February 9, 2015, at 4:00 p.m., in the Council Chambers at City Hall.

Respectfully Submitted,

Sheri Ingram
Secretary

2014 ATTENDANCE RECORD							
P = PRESENT / E = EXCUSED ABSENCE/U = UNEXCUSED ABSENCE							
Meeting Date	John Brewington	Debi Corsiglia	Jacob Woodruff	VACANT	Stan Chiotti	Howard Blumenthal	Phillip Roddy
1/13	P	P	P		P	P	P
2/10	Meeting	Cancelled	Due To	Snow			
3/17	P	P	P		E	P	P
4/21	E	P	P		P	E	P
5/19	E	P	P		P	P	P
6/16	P	P	P		P	P	P
7/21	A	P	P		P	P	P
8/18	A	P	P		P	P	P
9/15	P	P	P		P	P	P
10/15	P	P	P		P	P	P
11/17	P	E	P		P	P	P
12/15	A	VACANT	P		P	P	P

BYLAWS OF THE ST. HELENS PARKS COMMISSION

ARTICLE 1

Name

The name of this Commission shall be the St. Helens Parks Commission as established by St. Helens City Ordinance No. 2352, as amended.

ARTICLE 2

Purpose and Powers of Commission

The purpose of the Parks Commission is to encourage opportunities for parks use in St. Helens, identify groups and organizations that could help enhance the parks in the St. Helens area, provide liaison and recommendations to the City Council and other City commissions and boards, advocate and promote parks in the community, identify funding opportunities for the parks, and to perform such other park related tasks as it shall be directed by Council to perform. In addition, the Parks Commission shall have responsibilities, duties and powers as stated in Chapter 2.16 of the St. Helens Municipal Code, as amended.

ARTICLE 3

Composition

The Parks Commission shall consist of seven at-large members, at least 6 of which shall be city residents, and one ex-officio, non-voting Council member. All members shall be appointed to the Parks Commission by the Mayor with the consent of the City Council. Commissioners serve at the pleasure of the City Council.

ARTICLE 4

Term of Office; Vacancy

Term of office for each position shall be four years beginning on January 1 of the year subsequent to the appointment, unless the appointment is to fill an unexpired term. Vacancies in the commission can occur following a resignation or a removal of a commission member. A commissioner may resign at any time. A commissioner may be removed from the commission for cause following a hearing before the city council. Cause for removal includes but is not limited to misconduct in office or nonperformance of official duties, violation of government ethics, or conviction of a felony or a misdemeanor involving moral turpitude, including the crime of official misconduct. Commission members shall regularly attend meetings of the Commission and any meetings of the subcommittees to which they are appointed, and shall fulfill other duties as appointed by the Chair. Any Commission member failing to attend three consecutive Commission meetings without an excused absence shall be deemed to have resigned. The Commission shall report any vacancies in the commission to the Council and the Council shall declare the position vacant. The mayor may then, with the consent of Council, appoint a new member to complete the term.

ARTICLE 5

Officers

A majority of the at large members shall comprise a quorum for the conduct of business and the concurrence of a majority of those members present shall be required to decide any matter, except that no commission meeting to conduct business shall be held by less than 3 members. Pursuant to Ordinance No. 2352, as amended, the Commission shall have authority to adopt rules for the conduct of its business. The following officers shall be elected from the at large commission membership during the first meeting of each year and shall serve a one-year term in the office:

Chair: The Chair shall have the responsibility of conducting all meetings and hearings in an orderly manner. Except for unanimous consent, the Chair may not initiate a motion, but may second, and shall vote on each issue after the question is called. However, in the event the Chair's vote shall create a tie, the Chair shall refrain from voting.

Vice Chair: The Vice Chair shall be responsible for conducting the meetings and hearings in the absence of the Chair.

Nothing in this section shall be deemed to limit the number of terms these officers may ultimately serve.

ARTICLE 6

Subcommittees

The Commission shall have the power to create subcommittees with such responsibilities as the Commission directs. The Chair shall appoint and charge each subcommittee with its responsibilities, shall appoint the members of the subcommittee, and shall appoint the chair of the subcommittee in the event the subcommittee consists of more than one person. The subcommittee chair shall be responsible for scheduling meetings, assigning specific tasks within the mandate of the subcommittee, and reporting to the Commission concerning the work of the subcommittee.

ARTICLE 7

Public Meetings and Records

The Commission is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to public records and meetings. The regular meeting of the Parks Commission shall be the third Monday every other month at a place accessible to the public. The Commission is subject to the Open Meetings law (ORS 192.610 to 192.690) and shall conduct meetings accordingly. Special meetings may be called by the Chair by giving the members and the press written or verbal notice at least 24 hours before the meeting.

ARTICLE 8

Rules of Order

The rules contained in Robert's Rules of Order Newly Revised shall generally govern the Commission if they are not inconsistent with these bylaws, Oregon Revised Statutes, or St. Helens City Ordinances.

ARTICLE 9

Ethics

Parks commission membership is an unpaid voluntary appointed position and members receive no compensation for their service except for expenses specifically budgeted and authorized by the city council. The Parks Commission is subject to the local government ethics rules of ORS Chapter 244. Conflicts of interest shall be handled as specified in ORS 244.120.

ARTICLE 10

Amendment

These bylaws may be amended at any regular meeting of the Commission by a simple majority vote, provided that the amendment has been submitted in writing to each member prior to the meeting and any such amendment is approved by the City Council. These bylaws may be amended by the City Council upon its own motion. Prior to an amendment, the City Council may request a recommendation from the Commission.

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Accounts Payable To Be Paid Proof List

User: shellym
Printed: 01/23/2015 - 9:32 AM
Batch: 522-01-2015



Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
001726 APWA OREGON CHAPTER										
JAN21 2015	01/21/2015	300.00	0.00	01/23/2015	NEAL SHEPPEARD MEMBERSHIP RENEWAL		-			No 0000
013-402-490000	Professional development									
JAN21 2015	01/21/2015	300.00	0.00	01/23/2015	NEAL SHEPPEARD MEMBERSHIP RENEWAL		-			No 0000
013-403-490000	Professional development									
	JAN21 2015 Total:	600.00								
	001726 Total:	600.00								
003660 BLUMENTHAL UNIFORMS										
98122	10/28/2014	156.80	0.00	01/23/2015	KATE WELTER UNIFORM		-			No 0000
001-002-502000	Equipment Expense									
	98122 Total:	156.80								
98122-001	11/12/2014	205.90	0.00	01/23/2015	KATE WELTER UNIFORM		-			No 0000
001-002-502000	Equipment Expense									
	98122-001 Total:	205.90								
98122-03	12/29/2014	725.00	0.00	01/23/2015	VEST		-			No 0000
001-002-502000	Equipment Expense									
	98122-03 Total:	725.00								
	003660 Total:	1,087.70								
005845 CARQUEST AUTO PARTS STORES										
1611-261609	12/03/2014	87.75	0.00	01/23/2015	AUTO PARTS PD		-			No 0000
001-002-501000	Operating Materials & Supp									
	1611-261609 Total:	87.75								
1611-262068	12/10/2014	34.92	0.00	01/23/2015	AUTO PARTS		-			No 0000
015-015-501000	Operating Materials & Supp									
	1611-262068 Total:	34.92								
1611-262149	12/11/2014	21.22	0.00	01/23/2015	AUTO PARTS PD		-			No 0000
001-002-501000	Operating Materials & Supp									
	1611-262149 Total:	21.22								
1611-262619	12/17/2014	90.23	0.00	01/23/2015	AUTO PARTS STOCK		-			No 0000
015-015-501000	Operating Materials & Supp									
	1611-262619 Total:	90.23								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
1611-262923	12/22/2014	8.79	0.00	01/23/2015	AUTO PARTS		-			No 0000
015-015-501000	Operating Materials & Supp									
	1611-262923 Total:	8.79								
1611-263398	12/31/2014	80.49	0.00	01/23/2015	AUTO PARTS PD		-			No 0000
001-002-501000	Operating Materials & Supp									
	1611-263398 Total:	80.49								
	005845 Total:	323.40								
006830 CINTAS CORPORATION-463										
463245936	01/14/2015	43.27	0.00	01/23/2015	MATERIALS		-			No 0000
018-019-470000	Building Expense									
463245936	01/14/2015	43.26	0.00	01/23/2015	MATERIALS		-			No 0000
018-020-470000	Building Expense									
	463245936 Total:	86.53								
	006830 Total:	86.53								
007159 COASTWIDE LABORATORIES										
2736530	01/15/2015	512.80	0.00	01/23/2015	SUPPLIES 984 OREGON		-			No 0000
013-403-457000	Office supplies									
	2736530 Total:	512.80								
	007159 Total:	512.80								
007248 KOLDKIST										
169870	12/31/2014	5.50	0.00	01/23/2015	WATER		-			No 0000
001-002-473000	Miscellaneous Expense									
	169870 Total:	5.50								
	007248 Total:	5.50								
007579 COLUMBIA COUNTY TRANSFER STATI										
dec31m2015	12/31/2014	98.59	0.00	01/23/2015	ACCT 17		-			No 0000
018-019-501000	Operating Materials									
	dec31m2015 Total:	98.59								
	007579 Total:	98.59								
007581 COLUMBIA CO. DEPT. OF COMM. JU										
201412	01/12/2015	1,625.00	0.00	01/23/2015	WORK CREW LABOR FOR PARKS		-			No 0000
001-005-554000	Contractual Services									
201412	01/12/2015	1,625.00	0.00	01/23/2015	WORK CREW LABOR FOR PUB		-			No 0000
013-403-554000	Contractual/consulting serv				WORKS					
	201412 Total:	3,250.00								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
007581 Total:		3,250.00								
007584 COLUMBIA COUNTY LAND DECEMBER 2014	01/15/2015	1,747.50	0.00	01/23/2015	INSPECTIONS		-		No	0000
001-005-554000 Contractual Services										
DECEMBER 2014 Total:		1,747.50								
007584 Total:		1,747.50								
007600 COLUMBIA CO. SHERIFF'S DEPT. 0002444	01/15/2015	25.00	0.00	01/23/2015	RESTITUTION RANDALL MOWATT		-		No	0000
001-000-341000 Fines										
0002444 Total:		25.00								
007600 Total:		25.00								
007701 COLUMBIA CO. TREASURER JAN15 2015	01/15/2015	323.84	0.00	01/23/2015	JAIL ASSESSMENTS FOR DEC 2014		-		No	0000
001-000-235000 State Assessments										
JAN15 2015	01/15/2015	-32.38	0.00	01/23/2015	LESS COURT COSTS		-		No	0000
001-000-341000 Fines										
JAN15 2015 Total:		291.46								
007701 Total:		291.46								
008325 COLUMBIA RIVER P.U.D. 0002453	01/15/2015	25.00	0.00	01/23/2015	RESTITUTION LORI BRADFORD		-		No	0000
001-000-341000 Fines										
0002453 Total:		25.00								
1353610	01/15/2015	1,203.91	0.00	01/23/2015	STREET LIGHT REPAIR		-		No	0000
011-011-453000 Street Lighting										
1353610 Total:		1,203.91								
1354841	01/16/2015	317.24	0.00	01/23/2015	STREET LIGHT REPAIR		-		No	0000
011-011-453000 Street Lighting										
1354841 Total:		317.24								
JAN14 2015	01/14/2015	452.14	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-		No	0000
001-002-459000 Utilities										
JAN14 2015	01/14/2015	703.00	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-		No	0000
001-004-459000 Utilities										
JAN14 2015	01/14/2015	536.77	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-		No	0000
001-005-459000 Utilities										
JAN14 2015	01/14/2015	272.35	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-		No	0000
001-005-509000 Marine board expense										
JAN14 2015	01/14/2015	4,840.67	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-		No	0000
011-011-453000 Street Lighting										

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
JAN14 2015	01/14/2015	1,007.05	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
012-107-459000	Utilities									
JAN14 2015	01/14/2015	988.34	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
013-403-459000	Utilities									
JAN14 2015	01/14/2015	2,478.54	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
017-017-459000	Utilities									
JAN14 2015	01/14/2015	4,352.11	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
017-417-459000	Utilities									
JAN14 2015	01/14/2015	638.41	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
018-019-534000	Electrical Energy									
JAN14 2015	01/14/2015	1,915.24	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
018-020-534000	Electrical Energy									
JAN14 2015	01/14/2015	166.59	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
018-021-459000	Utilities									
JAN14 2015	01/14/2015	865.33	0.00	01/23/2015	ACCT 7493 ELECTRICITY		-			No 0000
018-022-459000	Utilities									
	JAN14 2015 Total:	19,216.54								
	008325 Total:	20,762.69								
010700 DON'S RENTAL										
467799	01/16/2015	8.92	0.00	01/23/2015	PROPANE JACOB		-			No 0000
018-019-501000	Operating Materials									
467799	01/16/2015	8.93	0.00	01/23/2015	PROPANE JACOB		-			No 0000
018-020-501000	Operating Materials & Supplies									
	467799 Total:	17.85								
	010700 Total:	17.85								
010970 EAGLE STAR ROCK PRODUCTS, INC.										
28826	01/08/2015	2,161.21	0.00	01/23/2015	ROCK SD-153		-			No 0000
010-304-653400	Storm drains									
	28826 Total:	2,161.21								
28831	01/09/2015	123.04	0.00	01/23/2015	SD-153		-			No 0000
010-304-653400	Storm drains									
	28831 Total:	123.04								
28841	01/13/2015	120.53	0.00	01/23/2015	ROCK HANKINS DR WATER		-			No 0000
017-017-501000	Operating Materials & Sup.									
28841	01/13/2015	247.33	0.00	01/23/2015	ROCK 7TH ST STORM		-			No 0000
018-021-501000	Operating Materials & Supplies									
	28841 Total:	367.86								
28846	01/14/2015	373.46	0.00	01/23/2015	ROCK 6TH ST AND 7TH ST STORM		-			No 0000
018-021-501000	Operating Materials & Supplies									
	28846 Total:	373.46								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
010970 Total:		3,025.57								
<hr/>										
011595 CENTERLOGIC, INC.										
27824-27929	01/19/2015	1,672.80	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
012-108-575000	Equipment expense									
27824-27929	01/19/2015	76.14	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
001-100-500000	Information services									
27824-27929	01/19/2015	152.43	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
001-103-500000	Information services									
27824-27929	01/19/2015	76.14	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
001-104-500000	Information services									
27824-27929	01/19/2015	899.40	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
001-002-500000	Computer System Maint.									
27824-27929	01/19/2015	162.50	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
001-004-500000	Computer Maintenance									
27824-27929	01/19/2015	76.14	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
011-011-500000	Computer System Maint.									
27824-27929	01/19/2015	16.25	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
015-015-500000	Computer System Maint.									
27824-27929	01/19/2015	76.14	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
012-102-500000	Information services									
27824-27929	01/19/2015	304.71	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
012-106-500000	Information services									
27824-27929	01/19/2015	380.99	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
013-402-500000	Information services									
27824-27929	01/19/2015	304.85	0.00	01/23/2015	INFORMATION SERVICES		-		No	0000
013-403-500000	Information services									
27824-27929 Total:		4,198.49								
011595 Total:		4,198.49								
<hr/>										
012206 FINKSINC MARKETING & COMMUNICA										
620-012115-SH	01/15/2015	1,600.00	0.00	01/23/2015	ISLAND CREATIVE SERV MEDIA		-		No	0000
008-008-451000	Media Expense				REIMBURSEMENT					
620-012115-SH	01/15/2015	500.00	0.00	01/23/2015	BURTON DESIGN AD		-		No	0000
008-008-451000	Media Expense									
620-012115-SH Total:		2,100.00								
012206 Total:		2,100.00								
<hr/>										
013581 SOLUTIONS YES										
INV35891	01/20/2014	168.80	0.00	01/23/2015	265 STRAND COPPIES		-		No	0000
012-107-502000	Equipment expense									
INV35891 Total:		168.80								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
013581 Total:		168.80								
<hr/>										
014200 HACH COMPANY										
9191067	01/12/2015	12.84	0.00	01/23/2015	AMMONIA SOL		-		No	0000
018-019-501000	Operating Materials									
9191067	01/12/2015	12.85	0.00	01/23/2015	AMMONIA SOL		-		No	0000
018-020-501000	Operating Materials & Supplies									
9191067 Total:		25.69								
9199295	01/16/2015	236.89	0.00	01/23/2015	MATERIALS		-		No	0000
017-017-501000	Operating Materials & Sup.									
9199295 Total:		236.89								
014200 Total:		262.58								
<hr/>										
016061 IN TIME SERVICES INC										
8195	12/31/2014	2,280.00	0.00	01/23/2015	ISELINK SERVICES 2/1/15-1/31/16		-		No	0000
001-002-554000	Contractual Services									
8195 Total:		2,280.00								
016061 Total:		2,280.00								
<hr/>										
019366 MAILBOXES NORTHWEST										
JAN02 2015	01/02/2015	20.21	0.00	01/23/2015	POSTAGE		-		No	0000
001-002-480000	Postage									
JAN02 2015 Total:		20.21								
019366 Total:		20.21								
<hr/>										
020693 EMMERT MOTORS, INC.										
90781	12/02/2014	130.00	0.00	01/23/2015	2011 CAPRICE WORK		-		No	0000
001-002-510000	Automobile Expense									
90781 Total:		130.00								
020693 Total:		130.00								
<hr/>										
021400 NORTHWEST NATURAL GAS										
JAN14 2015	01/14/2015	165.76	0.00	01/23/2015	UTILITIES		-		No	0000
013-403-459000	Utilities									
JAN14 2015	01/14/2015	182.66	0.00	01/23/2015	UTILITIES		-		No	0000
001-005-459000	Utilities									
JAN14 2015	01/14/2015	219.17	0.00	01/23/2015	UTILITIES		-		No	0000
001-002-459000	Utilities									
JAN14 2015	01/14/2015	162.08	0.00	01/23/2015	UTILITIES		-		No	0000
018-019-459000	Utilites									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
JAN14 2015 018-020-459000	01/14/2015 Utilities	162.08	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 001-004-459000	01/14/2015 Utilities	1,061.44	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 001-005-459000	01/14/2015 Utilities	27.79	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 017-017-459000	01/14/2015 Utilities	15.68	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 012-107-459000	01/14/2015 Utilities	146.42	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 012-107-459000	01/14/2015 Utilities	166.79	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 017-417-459000	01/14/2015 Utilities	1,468.60	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 017-017-459000	01/14/2015 Utilities	7.84	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 018-018-459000	01/14/2015 Utilities	7.84	0.00	01/23/2015	UTILITIES		-		No	0000
JAN14 2015 Total:		3,794.15								
021400 Total:		3,794.15								
021556 NORTHSTAR CHEMICAL, INC. 58354	01/13/2015	402.20	0.00	01/23/2015	SODIUM HYPOCHLORITE		-		No	0000
017-417-527000	Chlorine									
58354 Total:		402.20								
021556 Total:		402.20								
021979 OPUS:INTERACTIVE, INC. ACCT 4775	01/15/2015	5.00	0.00	01/23/2015	MAILBOXES		-		No	0000
001-002-500000	Computer System Maint.									
ACCT 4775 Total:		5.00								
ACCT 4776	01/15/2015	60.00	0.00	01/23/2015	DNS HOSTING		-		No	0000
001-002-500000	Computer System Maint.									
ACCT 4776 Total:		60.00								
ACCT 5951	01/15/2015	39.00	0.00	01/23/2015	DSL & IP		-		No	0000
012-102-473000	Miscellaneous									
ACCT 5951 Total:		39.00								
021979 Total:		104.00								
022715 OREGON ASSOCIATION CHIEFS OF 201501008	01/06/2015	6.00	0.00	01/23/2015	POST TEST FORMS		-		No	0000
001-002-473000	Miscellaneous Expense									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
201501008 009-212-473300	01/06/2015 Other Reimbr Events	90.00	0.00	01/23/2015	POST TEST FORMS		-			No 0000
	201501008 Total:	96.00								
	022715 Total:	96.00								
023202 OREGON DEPT. OF REVENUE JAN15 2015	01/15/2015	1,987.76	0.00	01/23/2015	CRIMINAL ASSESSMENTS		-			No 0000
001-000-235000	State Assessments									
	JAN15 2015 Total:	1,987.76								
	023202 Total:	1,987.76								
024159 PACIFIC BUSINESS SYSTEMS 26960	01/09/2015	1,360.00	0.00	01/23/2015	POCKET FILES PD		-			No 0000
001-002-457000	Office Supplies									
	26960 Total:	1,360.00								
	024159 Total:	1,360.00								
024225 PACIFIC INDUSTRIAL SERV., INC. 14734	01/12/2015	3,500.00	0.00	01/23/2015	LABOR-SHOP FAB & SPILL GATES		-			No 0000
018-020-554000	Contractual/Consulting				WWTP					
	14734 Total:	3,500.00								
	024225 Total:	3,500.00								
024755 PAPE' MATERIAL HANDLING EXCHAN 142643	01/11/2015	1,216.47	0.00	01/23/2015	PARTS AND REPAIRS MCNULTY		-			No 0000
015-015-501000	Operating Materials & Supp				WAY					
	142643 Total:	1,216.47								
	024755 Total:	1,216.47								
025515 PHILLIPS CYNTHIA 013115	01/28/2015	1,592.00	0.00	01/23/2015	END JAN JUDICIAL SERVICES		-			No 0000
001-103-554000	Contractual/consulting serv									
	013115 Total:	1,592.00								
JAN13 2015	01/13/2015	100.00	0.00	01/23/2015	LEGAL SERVICES		-			No 0000
018-021-454000	Attorney expense									
JAN13 2015	01/13/2015	10.00	0.00	01/23/2015	LEGAL SERVICES		-			No 0000
018-018-454000	Attorney Expense									
JAN13 2015	01/13/2015	60.00	0.00	01/23/2015	LEGAL SERVICES		-			No 0000
012-101-454000	Attorney									
JAN13 2015	01/13/2015	10.00	0.00	01/23/2015	LEGAL SERVICES		-			No 0000
017-017-454000	Attorney Expense									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
JAN13 2015 Total:		180.00								
025515 Total:		1,772.00								
<hr/>										
028930 ST. HELENS FED. CREDIT UNION										
0002455	01/15/2015	20.00	0.00	01/23/2015	RESTITUTION BRANDIE OWENS		-		No	0000
001-000-341000	Fines									
0002455 Total:		20.00								
028930 Total:		20.00								
<hr/>										
029225 ST. HELENS MARKET FRESH IGA										
0002451	01/15/2015	17.38	0.00	01/23/2015	RESTITUTION SIMON LUTTRELL		-		No	0000
001-000-341000	Fines									
0002451 Total:		17.38								
029225 Total:		17.38								
<hr/>										
030715 SELDEN LAURIE										
083114	01/20/2015	2,948.00	0.00	01/23/2015	PROSECUTORIAL SERVICES 1N5		-		No	0000
001-103-554000	Contractual/consulting serv				JAN 2015					
083114 Total:		2,948.00								
030715 Total:		2,948.00								
<hr/>										
031349 THE SIGN COMPANY										
5331	12/29/2014	110.00	0.00	01/23/2015	INSTALL GRAPHICS ON CRUISER		-		No	0000
001-002-510000	Automobile Expense									
5331 Total:		110.00								
031349 Total:		110.00								
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031690 SPRINGBROOK SOFTWARE, INC										
INV30007	12/31/2014	77.00	0.00	01/23/2015	3RD PART TELEWORKS		-		No	0000
012-106-554000	Contractual/consulting serv				SUBSCRIPTION					
INV30007 Total:		77.00								
031690 Total:		77.00								
<hr/>										
032700 SUNSET EQUIPMENT CO.										
078079	12/02/2014	15.64	0.00	01/23/2015	MATERIALS		-		No	0000
015-015-501000	Operating Materials & Supp									
078079 Total:		15.64								
078083	12/02/2014	5.71	0.00	01/23/2015	MATERIALS		-		No	0000
015-015-501000	Operating Materials & Supp									
078083 Total:		5.71								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO Line #
078126	12/08/2014	24.00	0.00	01/23/2015	MATERIALS		-			No 0000
015-015-501000	Operating Materials & Supp									
	078126 Total:	24.00								
078284	12/23/2014	33.21	0.00	01/23/2015	MATERIALS		-			No 0000
015-015-501000	Operating Materials & Supp									
	078284 Total:	33.21								
	032700 Total:	78.56								
033013 TCMS CORPORATION										
012086	01/09/2015	1,455.15	0.00	01/23/2015	REPAIRS AT CITY HALL		-			No 0000
012-107-554000	Contractual/consulting serv									
	012086 Total:	1,455.15								
	033013 Total:	1,455.15								
033900 UPS										
00006550XW025	01/10/2015	22.49	0.00	01/23/2015	SHIPPING		-			No 0000
017-017-501000	Operating Materials & Sup.									
	00006550XW025 Total:	22.49								
	033900 Total:	22.49								
034002 CENTURY LINK										
JAN5 2015	01/05/2015	65.99	0.00	01/23/2015	ACCT 374B		-			No 0000
015-015-458000	Telephone Expense									
	JAN5 2015 Total:	65.99								
	034002 Total:	65.99								
034004 CENTURY LINK										
B111664280-1500	01/08/2015	88.43	0.00	01/23/2015	ACCT 1664		-			No 0000
001-002-458000	Telephone Expense									
	B111664280-1500 Total:	88.43								
B11166583915008	01/08/2015	88.40	0.00	01/23/2015	ACCT 1665		-			No 0000
017-417-458000	Telephone expense									
	B11166583915008 Total:	88.40								
	034004 Total:	176.83								
037003 WILCOX & FLEGEL										
0643183-IN	01/02/2015	57.18	0.00	01/23/2015	GAS OR ST SHOP[-			No 0000
015-015-501000	Operating Materials & Supp									
	0643183-IN Total:	57.18								
C156412-IN	01/12/2015	1,188.91	0.00	01/23/2015	UNLEADED		-			No 0000
001-002-531000	Gasoline Expense									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
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C156413-IN	C156412-IN Total:	1,188.91								
018-021-501000	01/12/2015	91.90	0.00	01/23/2015	#34 BIO DIESEL		-		No	0000
	Operating Materials & Supplies									
C156442-IN	C156413-IN Total:	91.90								
013-403-531000	01/13/2015	3,239.25	0.00	01/23/2015	GAS CITY SHOPS		-		No	0000
	Gasoline									
C156525-IN	C156442-IN Total:	3,239.25								
018-021-501000	01/15/2015	76.64	0.00	01/23/2015	#34 BIO DIESEL		-		No	0000
	Operating Materials & Supplies									
	C156525-IN Total:	76.64								
	037003 Total:	4,653.88								
<hr/>										
037620 CINTAS CORPORATION										
5002367136	12/30/2014	43.30	0.00	01/23/2015	FIRST AID CABINET		-		No	0000
001-002-473000	Miscellaneous Expense									
	5002367136 Total:	43.30								
	037620 Total:	43.30								
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AIRGAS AIRGAS USA, LLC										
9924014259	12/31/2014	58.28	0.00	01/23/2015	CO2 CYL RENTAL		-		No	0000
017-017-501000	Operating Materials & Sup.									
	9924014259 Total:	58.28								
	AIRGAS Total:	58.28								
<hr/>										
D.SIMPSON SIMPSON DUANE										
0002450	01/15/2015	50.00	0.00	01/23/2015	RESTITUTION CORY CROCKER		-		No	0000
001-000-341000	Fines									
	0002450 Total:	50.00								
	D.SIMPSON Total:	50.00								
<hr/>										
NOVAK.A NOVAK AYLAH										
0002446	01/15/2015	290.00	0.00	01/23/2015	RESTITUTOIM JACOB MUNSON		-		No	0000
001-000-341000	Fines									
	0002446 Total:	290.00								
	NOVAK.A Total:	290.00								
<hr/>										
OLIVER.J OLIVER JONATHAN LEE										
0002454	01/15/2015	25.00	0.00	01/23/2015	RESTITUTION SHAWN CRANE		-		No	0000
001-000-341000	Fines									
	0002454 Total:	25.00								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
OLIVER.J Total:		25.00								
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PDX.COMM PDX PROPERTIES (COMM)										
JAN21 2015	01/21/2015	20.00	0.00	01/23/2015	RECEIPT 1374572 BUS LIC		-		No	0000
001-000-311000	Business License				OVERPAYMENT					
JAN21 2015 Total:		20.00								
PDX.COMM Total:		20.00								
<hr/>										
PDX.RES PDX PROPERTIES (RES)										
JAN21 2015	01/21/2015	20.00	0.00	01/23/2015	RECEIPT 1374571 BUS LIC		-		No	0000
001-000-311000	Business License				OVERPAYMENT					
JAN21 2015 Total:		20.00								
PDX.RES Total:		20.00								
<hr/>										
POORMAN POORMAN CHRIS										
0002452	01/15/2015	30.00	0.00	01/23/2015	RESTITUTION ANDREW WEIR		-		No	0000
001-000-341000	Fines									
0002452 Total:		30.00								
POORMAN Total:		30.00								
<hr/>										
PPI GROU PPI GROUP										
INV309438	01/07/2015	55.55	0.00	01/23/2015	CHARGER AND ADAPTER		-		No	0000
018-018-501000	Operating Materials & Supplies									
INV309438 Total:		55.55								
PPI GROU Total:		55.55								
<hr/>										
RITE AID RITE AID										
0002448	01/15/2015	25.00	0.00	01/23/2015	RESTITUTION WENDY PETERSON		-		No	0000
001-000-341000	Fines									
0002448 Total:		25.00								
RITE AID Total:		25.00								
<hr/>										
ROTHWILS ROTHWILSON BLAIR MIKAL										
0002445	01/15/2015	27.50	0.00	01/23/2015	RESTITUTION REBECCA STOTTS		-		No	0000
001-000-341000	Fines									
0002445 Total:		27.50								
ROTHWILS Total:		27.50								
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Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
SAFEWAY SAFEWAY										
0002447	01/15/2015	37.50	0.00	01/23/2015	RESTITUTION ROBERT SEASTONE		-			No 0000
001-000-341000	Fines									
	0002447 Total:	37.50								
0002449	01/15/2015	100.00	0.00	01/23/2015	RESTITUTION MICHAEL THOMPSON		-			No 0000
001-000-341000	Fines									
	0002449 Total:	100.00								
	SAFEWAY Total:	137.50								
SH.INTER ST. HELENS INTERNAL MEDICINE										
JAN21 2015	01/21/2015	20.00	0.00	01/23/2015	RECEIPT 1374713 BUS LIC OVERPAYMENT		-			No 0000
001-000-311000	Business License									
	JAN21 2015 Total:	20.00								
	SH.INTER Total:	20.00								
	Report Total:	65,654.66								

Accounts Payable GL Distribution Report

User: shellym
Printed: 01/23/15 13:49
Batch: 524-01-2015
Fiscal Period: 7
JE Date: 01/23/15

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Fund	DR Amount	CR Amount	Account Number	Description
013 Public Works				
	0.00	600.00	013-000-202000	Accounts Payable
	300.00	0.00	013-402-490000	Professional development
	300.00	0.00	013-403-490000	Professional development
	<u>600.00</u>	<u>600.00</u>		
	<u> </u>	<u> </u>		
Grand Total:	<u>600.00</u>	<u>600.00</u>		

Accounts Payable To Be Paid Proof List

User: shellym
Printed: 01/28/2015 - 9:04 AM
Batch: 526-01-2015



Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO Line #
000480 ABC FOR LIFE TRAINING CENTER										
JAN26 2015	01/26/2015	140.00	0.00	01/28/2015	CRP TRAINING		-			No 0000
009-208-457000	Supplies									
	JAN26 2015 Total:	140.00								
	000480 Total:	140.00								
001145 AMAZON.COM										
JAN10 2015	01/10/2015	29.99	0.00	01/28/2015	MATERIALS		-			No 0000
001-004-511000	Printed Materials									
JAN10 2015	01/10/2015	43.63	0.00	01/28/2015	MATERIALS		-			No 0000
001-004-519000	Furnishing/Shelving Exp									
JAN10 2015	01/10/2015	7.32	0.00	01/28/2015	MATERIALS		-			No 0000
001-004-473000	Misc Expense									
	JAN10 2015 Total:	80.94								
	001145 Total:	80.94								
005751 CANON FINANCIAL SERVICES, INC										
14558638	01/22/2015	162.99	0.00	01/28/2015	POLICE COPIER CONTRACT		-			No 0000
001-002-502000	Equipment Expense									
	14558638 Total:	162.99								
	005751 Total:	162.99								
005925 CASCADE CONCRETE PRODUCTS, INC.										
61643	01/09/2015	96.00	0.00	01/28/2015	CONCRETE GRADE RING		-			No 0000
010-304-653400	Storm drains									
	61643 Total:	96.00								
	005925 Total:	96.00								
007162 CODE PUBLISHING, INC.										
48737	01/19/2015	232.40	0.00	01/28/2015	ST HELENS MUNI CODE UPDATE		-			No 0000
012-102-554000	Contractual/consulting serv									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO Line #
	48737 Total:	232.40								
	007162 Total:	232.40								
008325 COLUMBIA RIVER P.U.D. 1357468	01/21/2015	1,051.96	0.00	01/28/2015	STREET LIGHT REPAIRS		-		No	0000
011-011-453000 Street Lighting										
	1357468 Total:	1,051.96								
	008325 Total:	1,051.96								
009000 CONSOLIDATED SUPPLY S7168104.001	01/15/2015	73.75	0.00	01/28/2015	MATERIALS		-		No	0000
009-207-652950 Marine Board - Parks Project										
	S7168104.001 Total:	73.75								
	009000 Total:	73.75								
009257 COUNTRY GARDENS JAN22 2015	01/22/2015	33.97	0.00	01/28/2015	SUBSCRIPTION		-		No	0000
001-004-512000 Periodicals										
	JAN22 2015 Total:	33.97								
	009257 Total:	33.97								
010138 OREGON JOINT USE ASSOCIATION 15-020	01/06/2015	575.00	0.00	01/28/2015	DOUGLAS MORTEN 2015 MEMBERSHIP DUES		-		No	0000
001-100-490000 Professional development										
	15-020 Total:	575.00								
	010138 Total:	575.00								
010970 EAGLE STAR ROCK PRODUCTS, INC. 28853	01/16/2015	250.81	0.00	01/28/2015	ROCK		-		No	0000
018-021-501000 Operating Materials & Supplies										
	28853 Total:	250.81								
	010970 Total:	250.81								
012650 H.D. FOWLER CO. 13830555	01/20/2015	1,217.56	0.00	01/28/2015	WATER METERS		-		No	0000
010-302-653202 Water meter replacement										
	13830555 Total:	1,217.56								
	012650 Total:	1,217.56								

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
014819 HEALTH JAN22 2015 001-004-512000	01/22/2015 Periodicals JAN22 2015 Total: 014819 Total:	12.97 12.97 12.97	0.00	01/28/2015	SUBSCRIPTION		-			No 0000
016240 INGRAM LIBRARY SERVICES, INC. 82594173 001-004-511000	12/31/2014 Printed Materials 82594173 Total:	7.02 7.02	0.00	01/28/2015	MATERIALS		-			No 0000
82594175 001-004-483000	12/31/2014 Audio Materials 82594175 Total:	55.20 55.20	0.00	01/28/2015	MATERIALS		-			No 0000
82694241 009-208-501000	01/06/2015 Library Materials 82694241 Total:	303.84 303.84	0.00	01/28/2015	MATERIALS		-			No 0000
82863302 001-004-511000	01/09/2015 Printed Materials 82863302 Total:	-7.77 -7.77	0.00	01/28/2015	MATERIALS		-			No 0000
82986992 001-004-511000	01/13/2015 Printed Materials 82986992 Total:	53.27 53.27	0.00	01/28/2015	MATERIALS		-			No 0000
82986993 001-004-483000	01/13/2015 Audio Materials 82986993 Total:	26.32 26.32	0.00	01/28/2015	MATERIALS		-			No 0000
82986994 001-004-511000	01/13/2015 Printed Materials 82986994 Total:	693.75 693.75	0.00	01/28/2015	MATERIALS		-			No 0000
82986995 001-004-511000	01/13/2015 Printed Materials 82986995 Total:	63.58 63.58	0.00	01/28/2015	MATERIALS		-			No 0000
83102648 001-004-511000	01/15/2015 Printed Materials 83102648 Total:	-21.59 -21.59	0.00	01/28/2015	RETURNED MATERIALS		-			No 0000
	016240 Total:	1,173.62								
016949 JEFFRIES MARGARET JAN22 2015 001-004-511000	01/22/2015 Printed Materials JAN22 2015 Total: 016949 Total:	104.35 104.35 104.35	0.00	01/28/2015	BOOKS		-			No 0000

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
018040 LAWSON PRODUCTS, INC.											
9303007873	01/15/2015	272.88	0.00	01/28/2015	MATERIALS		-			No	0000
015-015-501000	Operating Materials & Supp										
	9303007873 Total:	272.88									
	018040 Total:	272.88									
018758 PETTY CASH-JENNIFER JOHNSON											
JAN23 2015	01/23/2015	47.64	0.00	01/28/2015	COURT STAFF LUNCH		-			No	0000
001-103-490000	Professional development										
JAN23 2015	01/23/2015	17.50	0.00	01/28/2015	LUNCHES WHILE DELIVERING		-			No	0000
018-019-501000	Operating Materials				SAMPLES		-			No	0000
JAN23 2015	01/23/2015	17.50	0.00	01/28/2015	LUNCHES WHILE DELIVERING		-			No	0000
018-020-501000	Operating Materials & Supplies				SAMPLES		-			No	0000
JAN23 2015	01/23/2015	11.82	0.00	01/28/2015	COUNCIL SNACKS		-			No	0000
001-100-473000	Miscellaneous										
JAN23 2015	01/23/2015	51.88	0.00	01/28/2015	SURGE PROTECTORS		-			No	0000
012-107-457000	Office supplies										
JAN23 2015	01/23/2015	12.75	0.00	01/28/2015	COFFEE FOR MEETINGS		-			No	0000
012-107-457000	Office supplies										
JAN23 2015	01/23/2015	5.90	0.00	01/28/2015	BORTHDAY CARDS		-			No	0000
012-102-473000	Miscellaneous										
JAN23 2015	01/23/2015	14.40	0.00	01/28/2015	COUNCIL SNACKS		-			No	0000
001-100-473000	Miscellaneous										
JAN23 2015	01/23/2015	11.50	0.00	01/28/2015	CERTIFIED COPPIES AT CIRCUIT		-			No	0000
001-103-473000	Miscellaneous				CT		-			No	0000
JAN23 2015	01/23/2015	30.35	0.00	01/28/2015	PAYMENT FOR JANUARY		-			No	0000
001-000-341000	Fines				OVERAGE		-			No	0000
	JAN23 2015 Total:	221.24									
	018758 Total:	221.24									
020427 MIDWEST TAPE											
92499009	01/14/2015	35.98	0.00	01/28/2015	MATERIALS		-			No	0000
001-004-481000	Visual Materials										
	92499009 Total:	35.98									
	020427 Total:	35.98									
020809 SUNSET											
JAN22 2015	01/22/2015	29.00	0.00	01/28/2015	SUBSCRIPTION		-			No	0000
001-004-512000	Periodicals										
	JAN22 2015 Total:	29.00									
	020809 Total:	29.00									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO	Line #
020907 NATIONAL MINORITY UPDATE 6832576	01/26/2015	145.00	0.00	01/28/2015	ADVERTISING SPACE		-			No	0000
012-102-526000	Advertisements										
	6832576 Total:	145.00									
	020907 Total:	145.00									
027305 RIDGECREST DEVELOPMENT 2 LLC JAN26 2015	01/26/2015	1,200.00	0.00	01/28/2015	PARTIAL PLAN REVIEW REFUND		-			No	0000
001-000-315000	Plan Check Fee									No	0000
JAN26 2015	01/26/2015	-255.60	0.00	01/28/2015	PARTIAL PLAN REVIEW REFUND		-			No	0000
001-000-312000	Building Permits										
	JAN26 2015 Total:	944.40									
	027305 Total:	944.40									
031690 SPRINGBROOK SOFTWARE, INC INV29485	10/31/2014	105.00	0.00	01/28/2015	OCTOBER IVR 3RD PARTY TELEWORKS		-			No	0000
012-106-554000	Contractual/consulting serv										
	INV29485 Total:	105.00									
	031690 Total:	105.00									
031983 STAPLES BUSINESS ADVANTAGE 8032824108	01/10/2015	71.51	0.00	01/28/2015	SUPPLIES		-			No	0000
012-107-457000	Office supplies										
	8032824108 Total:	71.51									
	031983 Total:	71.51									
032700 SUNSET EQUIPMENT CO. 078470	01/20/2015	19.90	0.00	01/28/2015	HUSKY BAR/CHAIN OIL		-			No	0000
001-005-501000	Operating Materials & Supp										
	078470 Total:	19.90									
	032700 Total:	19.90									
033230 TIME JAN22 2015	01/22/2015	72.20	0.00	01/28/2015	SUBSCRIPTION		-			No	0000
001-004-512000	Periodicals										
	JAN22 2015 Total:	72.20									
	033230 Total:	72.20									

Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close PO Line #
034002 CENTURY LINK										
JAN17 2015	01/17/2015	20.21	0.00	01/28/2015	ACCT 8602		-			No 0000
018-019-458000	Telecommunication Expense									
JAN17 2015	01/17/2015	20.20	0.00	01/28/2015	ACCT 8602		-			No 0000
018-020-458000	Telecommunication Expense									
JAN17 2015	01/17/2015	40.41	0.00	01/28/2015	ACCT 8547		-			No 0000
017-017-458000	Telephone Expense									
	JAN17 2015 Total:	80.82								
	034002 Total:	80.82								
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035345 THE WALL STREET JOURNAL										
JAN22 2015	01/22/2015	347.88	0.00	01/28/2015	SUBSCRIPTION		-			No 0000
001-004-512000	Periodicals									
	JAN22 2015 Total:	347.88								
	035345 Total:	347.88								
<hr/>										
037003 WILCOX & FLEGEL										
C156792-IN	01/22/2015	670.96	0.00	01/28/2015	PARKS GAS		-			No 0000
001-005-531000	Gasoline Expense									
	C156792-IN Total:	670.96								
	037003 Total:	670.96								
<hr/>										
AMERICAN AMERICAN EXTERMINATION										
108565	01/19/2015	105.00	0.00	01/28/2015	SENIOR CENTER PEST CONTROL		-			No 0000
001-110-470000	Building expense									
	108565 Total:	105.00								
	AMERICAN Total:	105.00								
<hr/>										
BLUECUBI BLUE CUBICLE PRESS										
jan22 2015	01/22/2015	15.00	0.00	01/28/2015	SUBSCRIPTION		-			No 0000
001-004-512000	Periodicals									
	jan22 2015 Total:	15.00								
	BLUECUBI Total:	15.00								
<hr/>										
COMCAST COMCAST										
JAN14 2015	01/14/2015	114.29	0.00	01/28/2015	PARKS INTERNET		-			No 0000
001-005-458000	Telephone Expense									
	JAN14 2015 Total:	114.29								
	COMCAST Total:	114.29								
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Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
FINEGARD FINE GARDENING										
JAN26 2015	01/26/2015	29.95	0.00	01/28/2015	SUBSCRIPTION		-			
001-004-512000	Periodicals									No 0000
	JAN26 2015 Total:	29.95								
	FINEGARD Total:	29.95								
G.FREUDM FREUDMANN GIDEON										
JAN17 2015	01/17/2015	105.00	0.00	01/28/2015	CD'S		-			No 0000
001-004-483000	Audio Materials									
	JAN17 2015 Total:	105.00								
	G.FREUDM Total:	105.00								
KENYON.S KENYON STACY LYNN										
0002456	01/27/2015	625.00	0.00	01/28/2015	BOND TRANSFER		-			No 0000
001-000-204000	Bail Deposit									
	0002456 Total:	625.00								
0002457	01/27/2015	625.00	0.00	01/28/2015	BOND TRANSFER		-			No 0000
001-000-204000	Bail Deposit									
	0002457 Total:	625.00								
0002458	01/27/2015	544.00	0.00	01/28/2015	BOND TRANSFER		-			No 0000
001-000-204000	Bail Deposit									
	0002458 Total:	544.00								
	KENYON.S Total:	1,794.00								
WOMANS WOMAN'S DAY										
JAN26 2015	01/26/2015	30.00	0.00	01/28/2015	SUBSCRIPTION		-			No 0000
001-004-512000	Periodicals									
	JAN26 2015 Total:	30.00								
	WOMANS Total:	30.00								
	Report Total:	10,416.33								

Accounts Payable

To Be Paid Proof List

User: Shellym
 Printed: 02/06/2015 - 9:15AM
 Batch: 00001.02.2015

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
ACE HARDWARE									
000500								False	0
ACCT 1213	1/31/2015	96.58	0.00	02/06/2015	MATERIALSPARKS				
001-005-501000 Operating Materials & Supp									
ACCT 1213 Total:		96.58							
ACCT 1214	1/31/2015	88.92	0.00	02/06/2015	MATERIALS POLICE			False	0
001-002-470000 Building Expense									
ACCT 1214 Total:		88.92							
ACCT 1217	1/31/2015	33.39	0.00	02/06/2015	MATERIALS SEWER			False	0
018-019-501000 Operating Materials									
ACCT 1217	1/31/2015	33.39	0.00	02/06/2015	MATERIALS SEWER			False	0
018-020-501000 Operating Materials & Supplies									
ACCT 1217 Total:		66.78							
ACCT 1218	1/31/2015	29.75	0.00	02/06/2015	MATERIALS			False	0
017-417-501000 Operating materials and suppli									
ACCT 1218	1/31/2015	9.48	0.00	02/06/2015	MATERIALS			False	0
011-011-501000 Operating Materials & Supp									
ACCT 1218	1/31/2015	105.32	0.00	02/06/2015	MATERIALS			False	0
017-017-501000 Operating Materials & Sup.									
ACCT 1218	1/31/2015	28.56	0.00	02/06/2015	MATERIALS			False	0
018-019-501000 Operating Materials									
ACCT 1218	1/31/2015	28.57	0.00	02/06/2015	MATERIALS			False	0
018-020-501000 Operating Materials & Supplies									
ACCT 1218	1/31/2015	141.45	0.00	02/06/2015	MATERIALS			False	0
009-207-652950 Marine Board - Parks Project					MATERIALS MARITIME				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
<hr/>									
	ACCT 1218 Total:	343.13							
	ACE HARDWARE Total:	595.41							
<hr/>									
ADVANCED LOCKING SOLUTIONS, INC.									
000668								False	0
8400	1/28/2015	168.24	0.00	02/06/2015	PW MATERIALS				
	017-017-501000 Operating Materials & Sup.							False	0
8400	1/28/2015	195.60	0.00	02/06/2015	PARKS MATERIALS				
	001-005-501000 Operating Materials & Supp								
	8400 Total:	363.84							
	ADVANCED LOCKING S	363.84							
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AIRGAS USA, LLC									
AIRGAS								False	0
9035740791	1/26/2015	49.15	0.00	02/06/2015	CO2				
	017-017-501000 Operating Materials & Sup.								
	9035740791 Total:	49.15							
	AIRGAS USA, LLC Total:	49.15							
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AMERICAN SECURITY ALARMS, INC.									
001384								False	0
65170	1/1/2015	52.50	0.00	02/06/2015	JAN-MARCH 2015 ALARM SERVICE				
	013-403-470000 Building								
	65170 Total:	52.50							
65171	1/1/2015	119.85	0.00	02/06/2015	JAN-MARCH 2015 ALARM SERVICE			False	0
	001-004-470000 Building Expense								
	65171 Total:	119.85							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description			Reference		
65172	1/1/2015	89.85	0.00	02/06/2015				False	0
001-002-473000 Miscellaneous Expense				JAN-MARCH 2015 ALARM SERVICE					
65172 Total:		89.85							
65173	1/1/2015	89.70	0.00	02/06/2015				False	0
018-019-470000 Building Expense				JAN-MARCH 2015 ALARM SERVICE					
65173 Total:		89.70							
65174	1/1/2015	149.70	0.00	02/06/2015				False	0
017-417-470000 Building expense				JAN-MARCH 2015 ALARM SERVICE					
65174 Total:		149.70							
AMERICAN SECURITY A		501.60							
BEMIS PRINTING									
002701								False	0
5919	1/23/2015	470.60	0.00	02/06/2015					
012-102-490000 Professional development				NOTARY STAMP FOR MALINDA					
5919 Total:		470.60							
BEMIS PRINTING Total:		470.60							
BULLARD, SMITH, JERNSTEDT,									
004880								False	0
17344	1/20/2015	109.50	0.00	02/06/2015					
012-101-454000 Attorney				LEGAL SERVICES THROUGH 12/31/14					
17344 Total:		109.50							
BULLARD, SMITH, JERN		109.50							
CASCADE ARCHITECTURAL &									
005875									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
471891	1/26/2015	76.87	0.00	02/06/2015	MATERIALS			False	0
013-402-457000 Office supplies									
471891 Total:		76.87							
CASCADE ARCHITECTU		76.87							
CENTRO PRINTING SOLUTIONS									
006282								False	0
205712	1/30/2015	1,074.40	0.00	02/06/2015	UTILITY BILLS				
012-106-457000 Office supplies									
205712 Total:		1,074.40							
CENTRO PRINTING SOL		1,074.40							
CHAVEZ, LUANA									
CHAVEZ.L								False	0
150021	2/3/2015	259.14	0.00	02/06/2015	FEB 2015 USER FEE				
012-102-554000 Contractual/consulting serv									
150021 Total:		259.14							
CHAVEZ, LUANA Total:		259.14							
CINTAS CORPORATION									
037620								False	0
5002201472	12/2/2015	114.28	0.00	02/06/2015	FIRST AID CABINET				
001-005-501000 Operating Materials & Supp									
5002201472 Total:		114.28							
5002367135	12/30/2015	116.93	0.00	02/06/2015	FIRST AID CABINET			False	0
001-005-501000 Operating Materials & Supp									
5002367135 Total:		116.93							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
CINTAS CORPORATION		231.21							
CINTAS CORPORATION-463									
006830								False	0
463432636	1/28/2015	43.26	0.00	02/06/2015	MATERIALS			False	0
018-019-470000 Building Expense									
463432636	1/28/2015	43.27	0.00	02/06/2015	MATERIALS				
018-020-470000 Building Expense									
463432636 Total:		86.53							
CINTAS CORPORATION		86.53							
CITY OF COLUMBIA CITY									
007370								False	0
001754-000	1/26/2015	80.99	0.00	02/06/2015	K STREET WATER				
017-017-459000 Utilities									
001754-000 Total:		80.99							
001754-001	1/26/2015	69.07	0.00	02/06/2015	1215 4TH ST WATER			False	0
017-417-459000 Utilities									
001754-001 Total:		69.07							
CITY OF COLUMBIA CIT		150.06							
CITY OF PORTLAND									
025636								False	0
1017544	1/23/2015	2,033.00	0.00	02/06/2015	LAB SERVICES WWTP OCT-DEC 2014			False	0
018-019-472000 Lab Testing									
1017544	1/23/2015	2,033.00	0.00	02/06/2015	LAB SERVICES WWTP OCT-DEC 2014				
018-020-472000 Lab Testing									
1017544 Total:		4,066.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
CITY OF PORTLAND Tot		4,066.00							
CITY OF SCAPPOOSE									
SCAPPOOS									
0000037	1/28/2015	1,392.30	0.00	02/06/2015	BUILDING OFFICIAL 12/25/14-1/24/15			False	0
001-005-554000 Contractual Services									
0000037 Total:		1,392.30							
CITY OF SCAPPOOSE To		1,392.30							
COLUMBIA CO. DEPT. OF COMM. JUSTICE									
007581									
201501	2/2/2015	975.00	0.00	02/06/2015	PARKS WORK CREW			False	0
001-005-554000 Contractual Services									
201501	2/2/2015	975.00	0.00	02/06/2015	PUBLIC WORKS WORK CREW			False	0
013-403-554000 Contractual/consulting serv									
201501 Total:		1,950.00							
COLUMBIA CO. DEPT. O		1,950.00							
COLUMBIA COUNTY CLERK									
007500									
JAN30 2015	1/30/2015	66.00	0.00	02/06/2015	RECORDING FEE - PUBLIC SEWER EASMENT 285 S 1			False	0
010-303-653302 I&I Reduction									
JAN30 2015 Total:		66.00							
COLUMBIA COUNTY CL		66.00							
COLUMBIA FEED & SUPPLY									
008120									
19869	1/31/2015	50.95	0.00	02/06/2015	MUFFLER			False	0
015-015-501000 Operating Materials & Supp									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
	19869 Total:	50.95							
21436	1/31/2015	90.95	0.00	02/06/2015	BAR AND CHAIN			False	0
015-015-501000	Operating Materials & Supp								
	21436 Total:	90.95							
	COLUMBIA FEED & SUP	141.90							
COLUMBIA RIVER P.U.D.									
008325								False	0
ACCT 38633	2/2/2015	7,359.53	0.00	02/06/2015	STREET LIGHTING				
018-019-534000	Electrical Energy								
	ACCT 38633 Total:	7,359.53							
	COLUMBIA RIVER P.U.D	7,359.53							
COMMUNITY NEWSPAPERS									
031685								False	0
ACCT 400236	1/30/2015	130.50	0.00	02/06/2015	ORDER # 15762521 & 15763225 SPOTLIGHT DISPLAYS				
001-100-461000	Public meetings								
	ACCT 400236 Total:	130.50							
	COMMUNITY NEWSPAP	130.50							
CONSOLIDATED SUPPLY									
009000								False	0
S7158850.001	1/16/2015	242.00	0.00	02/06/2015	MATERIALS				
009-207-652950	Marine Board - Parks Project								
	S7158850.001 Total:	242.00							
s7168104.002	1/20/2015	31.45	0.00	02/06/2015	MATERIALS			False	0
009-207-652950	Marine Board - Parks Project								

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
	s7168104.002 Total:	31.45							
S7173101.001	1/22/2015	39.98	0.00	02/06/2015	MATERIALS			False	0
009-207-652950 Marine Board - Parks Project									
	S7173101.001 Total:	39.98							
	CONSOLIDATED SUPPL	313.43							
COUNTRY MEDIA INC.									
006800								False	0
JAN31 2015	1/31/2015	168.80	0.00	02/06/2015	CUST # 22481 ADVERTISING				
001-100-461000 Public meetings									
	JAN31 2015 Total:	168.80							
	COUNTRY MEDIA INC. T	168.80							
DAHLGREN BUILDERS SUPPLY									
009800								False	0
A20111260	1/7/2015	85.90	0.00	02/06/2015	SAND ISLAND MATERIALS				
001-005-509000 Marine board expense									
	A20111260 Total:	85.90							
C20144031	1/20/2015	18.95	0.00	02/06/2015	WELLS MATERIALS			False	0
017-417-501000 Operating materials and suppli									
	C20144031 Total:	18.95							
C20144144	1/22/2015	7.49	0.00	02/06/2015	STIMPSON BLDG MATERIALS			False	0
013-403-470000 Building									
	C20144144 Total:	7.49							
	DAHLGREN BUILDERS	112.34							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
DAILY JOURNAL OF COMMERCE, INC. 009900								False	0
741996668	1/28/2015	673.90	0.00	02/06/2015	ADVERTISEMENT FOR CONSTRUCTION BIDS GODF				
010-304-653409 Godfrey Outfall									
	741996668 Total:	673.90							
	DAILY JOURNAL OF CO	673.90							
EAGLE STAR ROCK PRODUCTS, INC. 010970								False	0
208896	1/30/2015	107.41	0.00	02/06/2015	ROCK FOR 6TH ST				
018-021-501000 Operating Materials & Supplies									
	208896 Total:	107.41							
28886	1/27/2015	130.96	0.00	02/06/2015	ROCK FOR 6TH ST			False	0
018-021-501000 Operating Materials & Supplies									
	28886 Total:	130.96							
	EAGLE STAR ROCK PRO	238.37							
FINKSINC MARKETING & COMMUNICATIONS 012206								False	0
020115-SH	2/1/2015	3,300.00	0.00	02/06/2015	FEB 2015 MONTHLY FEE			False	0
008-008-449000 Tourism Director									
020115-SH	2/1/2015	2,000.00	0.00	02/06/2015	E2C CONSULTING INV#3731 FEB 2015				
008-008-558104 Events									
	020115-SH Total:	5,300.00							
	FINKSINC MARKETING	5,300.00							
HOLLOWAY, AMITY HOLLOWAY								False	0
0002459	1/30/2015	284.00	0.00	02/06/2015					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
001-000-204000 Bail Deposit					BOND TRANSFER				
0002459 Total:		284.00							
HOLLOWAY, AMITY Tot		284.00							
INTEGRA TELECOM, INC.									
016479								False	0
12684984	1/21/2015	395.76	0.00	02/06/2015	TELECOM			False	0
001-002-458000 Telephone Expense								False	0
12684984	1/21/2015	53.23	0.00	02/06/2015	TELECOM			False	0
012-106-480000 Postage								False	0
12684984	1/21/2015	1,133.40	0.00	02/06/2015	TELECOM			False	0
012-107-458000 Telecommunication expense								False	0
12684984	1/21/2015	268.22	0.00	02/06/2015	TELECOM			False	0
001-004-458000 Telephone Expense								False	0
12684984	1/21/2015	48.49	0.00	02/06/2015	TELECOM			False	0
017-017-458000 Telephone Expense								False	0
12684984	1/21/2015	192.70	0.00	02/06/2015	TELECOM			False	0
013-403-458000 Telecommunication expense								False	0
12684984	1/21/2015	179.73	0.00	02/06/2015	TELECOM			False	0
018-019-458000 Telecommunication Expense								False	0
12684984	1/21/2015	179.73	0.00	02/06/2015	TELECOM			False	0
018-020-458000 Telecommunication Expense								False	0
12684984	1/21/2015	693.71	0.00	02/06/2015	TELECOM			False	0
018-022-458000 Telecommunication expense								False	0
12684984	1/21/2015	516.41	0.00	02/06/2015	TELECOM			False	0
017-417-458000 Telephone expense									
12684984 Total:		3,661.38							
INTEGRA TELECOM, IN		3,661.38							
JORDAN RAMIS PC									
030274								False	0
JAN31 2015	1/31/2015	276.00	0.00	02/06/2015	LEGAL SERVICES				
012-101-454000 Attorney									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
JAN31 2015	1/31/2015	504.00	0.00	02/06/2015				False	0
001-104-454000 Attorney				LEGAL SERVICES				False	0
JAN31 2015	1/31/2015	360.00	0.00	02/06/2015				False	0
009-209-554120 Urban renewal review				LEGAL SERVICES				False	0
JAN31 2015	1/31/2015	2,035.48	0.00	02/06/2015				False	0
018-019-554000 Contractual/Consulting Serv				LEGAL SERVICES					
JAN31 2015 Total:		3,175.48							
JORDAN RAMIS PC Tota		3,175.48							
JWC ENVIRONMENTAL									
016698								False	0
63372	1/27/2015	1,034.80	0.00	02/06/2015					
018-020-501000 Operating Materials & Supplies				BRUSH/SCREEN					
63372 Total:		1,034.80							
JWC ENVIRONMENTAL		1,034.80							
LANG, ATTORNEY AT LAW, MARK J.									
018006								False	0
1476	1/21/2015	116.00	0.00	02/06/2015					
001-103-554000 Contractual/consulting serv				LEGAL SERVICES					
1476 Total:		116.00							
LANG, ATTORNEY AT LA		116.00							
LEAF									
018101								False	0
5484364	1/26/2015	170.00	0.00	02/06/2015					
012-107-502000 Equipment expense				CH COPIER CONTRACT					
5484364 Total:		170.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
LEAF Total:		170.00							
LEAGUE OF OREGON CITIES									
018100								False	0
16136	1/26/2015	20.00	0.00	02/06/2015	WEB AD POLICE SGT POSITION				
012-102-526000 Advertisements									
16136 Total:		20.00							
LEAGUE OF OREGON C		20.00							
LESKIN, P.C., STEVEN									
018200								False	0
JAN14 2015	1/14/2015	180.00	0.00	02/06/2015	LEGAL SERVICES WILLIAM DERBY				
001-103-554000 Contractual/consulting serv									
JAN14 2015 Total:		180.00							
LESKIN, P.C., STEVEN T		180.00							
MAILBOXES NORTHWEST									
019366								False	0
FEB2 2015	2/2/2015	194.02	0.00	02/06/2015	POSTAGE				
018-019-472000 Lab Testing									
FEB2 2015 Total:		194.02							
MAILBOXES NORTHWE		194.02							
MARTIN, LAW OFFICE, AARON B.D.									
019405								False	0
JAN23 2015	1/23/2015	752.00	0.00	02/06/2015	LEGAL SERVICES BRENDA WARDEN				
001-103-554000 Contractual/consulting serv									
JAN23 2015	1/23/2015	388.00	0.00	02/06/2015	LEGAL SERVICES JUAN ROSALES-EMANUEL			False	0
001-103-554000 Contractual/consulting serv									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
JAN23 2015	1/23/2015	88.00	0.00	02/06/2015				False	0
001-103-554000 Contractual/consulting serv					LEGAL SERVICES SHANON KIRKMAN				
JAN23 2015 Total:		1,228.00							
MARTIN, LAW OFFICE,		1,228.00							
MASON, BRUCE, & GIRARD, INC.									
019413								False	0
19711	1/23/2015	5,000.99	0.00	02/06/2015					
017-517-546000 Forestry preservation					CONSULTINF RO MILTON CREEK FOREST INVENTO				
19711 Total:		5,000.99							
MASON, BRUCE, & GIR		5,000.99							
NAS ASSOCIATES, INC.									
028148								False	0
19427	1/31/2015	4,300.00	0.00	02/06/2015					
018-019-472000 Lab Testing					WATER TESTING				
19427 Total:		4,300.00							
NAS ASSOCIATES, INC.		4,300.00							
OAWU									
021691								False	0
FEB2 2015	2/5/2015	75.00	0.00	02/06/2015					
018-019-490000 Schools & Conventions					JACOB NEWBY 4-1-15 CONFINED SPACE CLASS				
FEB2 2015	2/5/2015	75.00	0.00	02/06/2015				False	0
018-020-490000 Schools & Conventions					JACOB NEWBY 4-1-15 CONFINED SPACE CLASS				
FEB2 2015 Total:		150.00							
OAWU Total:		150.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
PHILLIPS, CYNTHIA									
025515								False	0
021515	2/3/2015	1,592.00	0.00	02/06/2015	2/1-2/15 JUDICIAL SERVICES				
001-103-554000 Contractual/consulting serv									
021515 Total:		1,592.00							
FEB3 2015	2/3/2015	20.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
010-302-653201 Water main replacement								False	0
FEB3 2015	2/3/2015	180.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
012-101-454000 Attorney								False	0
FEB3 2015	2/3/2015	10.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
010-304-653400 Storm drains								False	0
FEB3 2015	2/3/2015	260.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
012-101-454000 Attorney								False	0
FEB3 2015	2/3/2015	20.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
012-101-454000 Attorney								False	0
FEB3 2015	2/3/2015	60.00	0.00	02/06/2015	CONTRACTING ENTRIES 1/13-2/3/35			False	0
010-302-653200 Telemmetry System Upgrade									
FEB3 2015 Total:		550.00							
PHILLIPS, CYNTHIA Tot		2,142.00							
PRECISION ENGRAVING, INC.									
026004								False	0
57278	1/22/2015	53.85	0.00	02/06/2015	PLAQUE FOR CORSIGILIA			False	0
001-100-473000 Miscellaneous									
57278	1/22/2015	11.50	0.00	02/06/2015	NAME PLATE FOR DIMSHO				
001-104-457000 Office supplies									
57278 Total:		65.35							
PRECISION ENGRAVING		65.35							
ROGERS MACHINERY COMPANY, INC									
027589									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
977572	1/27/2015	1,069.41	0.00	02/06/2015				False	0
017-417-501000	Operating materials and suppli				WATER FILTRATION SERVICE AND MATERIALS				
977572 Total:		1,069.41							
ROGERS MACHINERY C		1,069.41							
SELDEN, LAURIE									
030715								False	0
083114	2/3/2015	2,948.00	0.00	02/06/2015					
001-103-554000	Contractual/consulting serv				LEGAL SERVICES FIRST HALF FEB 2015				
083114 Total:		2,948.00							
SELDEN, LAURIE Total:		2,948.00							
SNYDER, THE LAW OFFICE OF NOEL									
018045								False	0
012115	1/21/2015	120.00	0.00	02/06/2015					
001-103-554000	Contractual/consulting serv				LEGAL SERVICES CHRIS MOLLENHOUR				
012115 Total:		120.00							
SNYDER, THE LAW OFF		120.00							
SPRINGBROOK SOFTWARE, INC									
031690								False	0
INV30081	1/31/2015	252.00	0.00	02/06/2015					
012-106-554000	Contractual/consulting serv				IVR 3RD PARTY TELEWORKS 1/1-1/31/15				
INV30081 Total:		252.00							
SPRINGBROOK SOFTWA		252.00							

STAPLES BUSINESS ADVANTAGE

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
031983									
8032918447	1/17/2015	97.55	0.00	02/06/2015				False	0
012-107-457000 Office supplies				SUPPLIES					
8032918447 Total:		97.55							
STAPLES BUSINESS AD		97.55							
SULLIVAN, SUSAN R.									
032572								False	0
jan25 2014	1/26/2015	512.50	0.00	02/06/2015					
001-002-554000 Contractual Services				CONTRACT WORK FOR PD 12/4/14-1/24/15					
jan25 2014 Total:		512.50							
SULLIVAN, SUSAN R. To		512.50							
TCMS CORPORATION									
033013								False	0
012101	1/23/2015	677.00	0.00	02/06/2015					
012-107-554000 Contractual/consulting serv				NEW REFRIGERANT AND LEAK STOP CITY HALL					
012101 Total:		677.00							
TCMS CORPORATION T		677.00							
THE SEMINAR GROUP									
030540								False	0
JAN25 2015	1/28/2015	375.00	0.00	02/06/2015					
001-104-490000 Professional development				JACOB GRAICHEN FLOODPLAIN DEVELOPMENT SE					
JAN25 2015 Total:		375.00							
THE SEMINAR GROUP T		375.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
TYPETHINK, LLC 034599 3586	2/1/2015	300.00	0.00	02/06/2015				False	0
009-206-458100 PEG Access					MONTHLY WEBSITE HOSTING, MAINT				
3586 Total:		300.00							
TYPETHINK, LLC Total:		300.00							
VERIZON WIRELESS 000720 9739178258	1/20/2015	1,397.53	0.00	02/06/2015				False	0
001-002-458000 Telephone Expense					POLICE CELL PHONES ACCT 27182671-00001				
9739178258 Total:		1,397.53							
9739231178	1/20/2015	103.58	0.00	02/06/2015				False	0
013-402-458000 Telecommunication expense					CIRY PHONES ACCT 871458396-001				
9739231178	1/20/2015	292.25	0.00	02/06/2015				False	0
013-403-458000 Telecommunication expense					CITY PHONES ACCT 871458396-001				
9739231178	1/20/2015	113.70	0.00	02/06/2015				False	0
017-417-458000 Telephone expense					CITY PHONES ACCT 871458396-001				
9739231178	1/20/2015	27.94	0.00	02/06/2015				False	0
018-019-458000 Telecommunication Expense					CITY PHONES ACCT 871458396-001				
9739231178	1/20/2015	20.96	0.00	02/06/2015				False	0
018-020-458000 Telecommunication Expense					CITY PHONES ACCT 871458396-001				
9739231178	1/20/2015	20.96	0.00	02/06/2015				False	0
018-022-458000 Telecommunication expense					CITY PHONES ACCT 871458396-001				
9739231178 Total:		579.39							
VERIZON WIRELESS To		1,976.92							
VERNON, VICKI R. 034920 2014-CR-000252	1/5/2015	260.00	0.00	02/06/2015				False	0
001-103-554000 Contractual/consulting serv					LEGAL SERVICES 10-22 THROUGH 1-5-15				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
2014-CR-000252 Total:		260.00							
VERNON, VICKI R. Total		260.00							
WILCOX & FLEGEL									
037003									
C156931-IN	1/26/2015	90.51	0.00	02/06/2015	False				
018-021-501000 Operating Materials & Supplies				GAS #34					
C156931-IN Total:		90.51							
WILCOX & FLEGEL Total		90.51							
Report Total:		56,282.29							

Accounts Payable

To Be Paid Proof List

User: Shellym
 Printed: 02/13/2015 - 9:37AM
 Batch: 00004.02.2015



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
ABC FOR LIFE TRAINING CENTER 000480									
2615	2/6/2015	200.00	0.00	02/13/2015	BABYSITTER FOR SAFETY TRAINING			False	0
009-208-457000 Supplies									
	2615 Total:	200.00							
	ABC FOR LIFE TRAININ	200.00							
AIRGAS USA, LLC AIRGAS									
9924758348	1/31/2015	58.28	0.00	02/13/2015	CO2 CYLINDAR			False	0
017-017-501000 Operating Materials & Sup.									
	9924758348 Total:	58.28							
	AIRGAS USA, LLC Total:	58.28							
ALEXIN ANALYTICAL LABS, INC. 001650									
20949	2/3/2015	375.00	0.00	02/13/2015	WATER TESTING			False	0
017-017-472000 Lab Testing									
	20949 Total:	375.00							
	ALEXIN ANALYTICAL L	375.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
BEMIS PRINTING									
002701									
5958	2/15/2015	473.00	0.00	02/13/2015				False	0
001-105-457000 Office supplies				INSPECTION RECORDS					
5958 Total:		473.00							
BEMIS PRINTING Total:		473.00							
BIO-MED TESTING SERVICE, INC.									
003505									
41498	2/6/2015	141.00	0.00	02/13/2015				False	0
012-102-554000 Contractual/consulting serv				RANDOM TESTING SCOTT WILLIAMS, BRETT LONG					
41498 Total:		141.00							
BIO-MED TESTING SERV		141.00							
BUREAU OF LABOR & INDUSTRIES									
004930									
FEB11 2015	2/11/2015	250.00	0.00	02/13/2015				False	0
010-302-653201 Water main replacement				W-441 PROJECT FEE					
FEB11 2015 Total:		250.00							
BUREAU OF LABOR & I		250.00							
CANON SOLUTIONS AMERICA, INC									
021694									
4015029128	1/30/2015	125.75	0.00	02/13/2015				False	0
001-002-502000 Equipment Expense				POLICE COPPIES					
4015029128 Total:		125.75							
4015043290	1/30/2015	49.52	0.00	02/13/2015				False	0
001-004-473000 Misc Expense				LIBRARY COPPIES					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
4015043290 Total:		49.52							
4015106478	2/1/2015	147.08	0.00	02/13/2015				False	0
012-107-502000 Equipment expense				CITY HALL COPPIES					
4015106478 Total:		147.08							
CANON SOLUTIONS AM		322.35							
CENTERLOGIC, INC.									
011595									
27946	2/4/2015	468.65	0.00	02/13/2015				False	0
012-108-575000 Equipment expense				POWER ADAPTER					
27946 Total:		468.65							
27972	2/4/2015	260.26	0.00	02/13/2015				False	0
012-106-500000 Information services				MAINTENANCE KIT					
27972 Total:		260.26							
28020	2/4/2015	124.61	0.00	02/13/2015				False	0
001-100-500000 Information services				IT SERVICES					
28020	2/4/2015	249.45	0.00	02/13/2015				False	0
001-103-500000 Information services				IT SERVICES					
28020	2/4/2015	124.61	0.00	02/13/2015				False	0
001-104-500000 Information services				IT SERVICES					
28020	2/4/2015	319.20	0.00	02/13/2015				False	0
001-002-500000 Computer System Maint.				IT SERVICES					
28020	2/4/2015	137.45	0.00	02/13/2015				False	0
001-110-500000 Information services				IT SERVICES					
28020	2/4/2015	206.97	0.00	02/13/2015				False	0
001-105-500000 Information services				IT SERVICES					
28020	2/4/2015	124.61	0.00	02/13/2015				False	0
012-102-500000 Information services				IT SERVICES					
28020	2/4/2015	498.66	0.00	02/13/2015				False	0
012-106-500000 Information services				IT SERVICES					
28020	2/4/2015	623.51	0.00	02/13/2015				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
013-402-500000 Information services				IT SERVICES					
28020	2/4/2015	498.89	0.00	02/13/2015				False	0
013-403-500000 Information services				IT SERVICES					
28020	2/4/2015	128.65	0.00	02/13/2015				False	0
017-417-501000 Operating materials and suppli				IT SERVICES					
28020	2/4/2015	201.34	0.00	02/13/2015				False	0
018-019-500000 Computer System Maint.				IT SERVICES					
28020 Total:		3,237.95							
28112	2/4/2015	262.00	0.00	02/13/2015				False	0
001-002-500000 Computer System Maint.				POLICE ON LINE BACKUP					
28112 Total:		262.00							
CENTERLOGIC, INC. To		4,228.86							
CENTRO PRINTING SOLUTIONS									
006282									
205771	2/4/2015	231.64	0.00	02/13/2015				False	0
012-106-457000 Office supplies				PAYROLL CHECKS					
205771 Total:		231.64							
CENTRO PRINTING SOL		231.64							
CHAVES CONSULTING, INC.-CRMS									
006630									
150021	2/3/2015	259.14	0.00	02/13/2015				False	0
012-102-554000 Contractual/consulting serv				FEB2015 MONTHLY USER FEE					
150021 Total:		259.14							
CHAVES CONSULTING,		259.14							
CHINOOK SALES & RENTALS, INC.									
006763									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
69875	1/16/2015	150.58	0.00	02/13/2015				False	0
001-005-501000 Operating Materials & Supp				ACCT 3298 MATERIALS FOR PARKS					
69875 Total:		150.58							
CHINOOK SALES & REN		150.58							
CINTAS CORP									
006831								False	0
8401956883	1/30/2015	75.33	0.00	02/13/2015					
012-102-554000 Contractual/consulting serv				CITY HALL SHREDDING					
8401956883	1/30/2015	124.57	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense				POLICE SHREDDING					
8401956883 Total:		199.90							
CINTAS CORP Total:		199.90							
CINTAS CORPORATION									
037620								False	0
5002458873	1/27/2015	58.55	0.00	02/13/2015					
001-005-501000 Operating Materials & Supp				PARKS FIRST AID CABINET					
5002458873 Total:		58.55							
5002458877	1/27/2015	66.90	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense				POLICE FIRST AID CABINET					
5002458877 Total:		66.90							
CINTAS CORPORATION		125.45							
CINTAS CORPORATION-463									
006830								False	0
463432639	1/28/2015	37.73	0.00	02/13/2015					
013-403-470000 Building				MATERIALS					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
463432639 Total:		37.73							
463439273	2/11/2015	37.73	0.00	02/13/2015				False	0
013-403-470000 Building				MATERIALS					
463439273 Total:		37.73							
CINTAS CORPORATION		75.46							
CLARK SIGNS									
006875									
56466	2/7/2015	330.00	0.00	02/13/2015				False	0
001-004-470000 Building Expense				SIGNAGE REPAIR					
56466 Total:		330.00							
CLARK SIGNS Total:		330.00							
Clear Channel Outdoor, Inc.									
006936									
89033308	2/9/2015	850.00	0.00	02/13/2015				False	0
008-008-451000 Media Expense				2/9-3/8/15 POSTER SCAPPOOSE					
89033308 Total:		850.00							
Clear Channel Outdoor, In		850.00							
CODE PUBLISHING, INC.									
007162									
48919	2/6/2015	466.05	0.00	02/13/2015				False	0
012-102-554000 Contractual/consulting serv				MUNI CODE ELECTRONIC UPDATE 2/6/15					
48919 Total:		466.05							
CODE PUBLISHING, INC		466.05							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
COLUMBIA PUMPING & CONSTRUCTION, INC COL.PUMP FEB10 2015	2/10/2015	20.00	0.00	02/13/2015				False	0
001-000-311000 Business License					REFUND BUS LIC OVERPAYMENT RECEIPT 1375755				
	FEB10 2015 Total:	20.00							
	COLUMBIA PUMPING &	20.00							
COLUMBIA RIVER P.U.D. 008325 1366450	2/6/2015	131.65	0.00	02/13/2015				False	0
011-011-453000 Street Lighting					STREET LIGHT DECORATIONS				
	1366450 Total:	131.65							
	COLUMBIA RIVER P.U.D	131.65							
COMCAST COMCAST FEB5 2015	2/5/2015	68.63	0.00	02/13/2015				False	0
015-015-458000 Telephone Expense					MCNULTY WAY INTERNET				
	FEB5 2015 Total:	68.63							
JAN21 2015	1/21/2015	107.85	0.00	02/13/2015				False	0
001-002-458000 Telephone Expense					ACCT 8778108990004669 POLICE				
JAN21 2015	1/21/2015	190.70	0.00	02/13/2015				False	0
012-107-458000 Telecommunication expense					ACCT 8778108990004669 CH				
JAN21 2015	1/21/2015	187.72	0.00	02/13/2015				False	0
001-004-500000 Computer Maintenance					ACCT 8778108990004669 LIBRARY				
	JAN21 2015 Total:	486.27							
	COMCAST Total:	554.90							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
COMMUNITY NEWSPAPERS									
031685									
15763978	2/6/2015	234.00	0.00	02/13/2015				False	0
012-102-526000	Advertisements				POLICE POITION POSTING				
	15763978 Total:	234.00							
	COMMUNITY NEWSPAP	234.00							
CONSOLIDATED SUPPLY									
009000									
s7185291.002	1/29/2015	48.69	0.00	02/13/2015				False	0
017-017-501000	Operating Materials & Sup.				MATERIALS				
	s7185291.002 Total:	48.69							
	CONSOLIDATED SUPPL	48.69							
CREATIVE SERVICES OF NEW ENGLAND									
009341									
D15-09-9908	2/3/2015	195.95	0.00	02/13/2015				False	0
001-002-473000	Miscellaneous Expense				BADGE STICKERS				
	D15-09-9908 Total:	195.95							
	CREATIVE SERVICES O	195.95							
DIMSHO, JENNIFER									
DIMSHO									
FEB5 2015	2/5/2015	109.02	0.00	02/13/2015				False	0
001-104-490000	Professional development				2/3-2/4/15 MILEAGE OREGON GARDENS, CATALYZIN				
	FEB5 2015 Total:	109.02							
	DIMSHO, JENNIFER Tota	109.02							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
EAGLE STAR ROCK PRODUCTS, INC. 010970									
28909	2/4/2015	128.54	0.00	02/13/2015				False	0
017-017-501000 Operating Materials & Sup.				ROCK FOR GREY CLIFF WATER LINE					
28909 Total:		128.54							
EAGLE STAR ROCK PRO		128.54							
GALLAGHER, DANIEL Q. 013075									
FEB3 2015	2/3/2015	194.00	0.00	02/13/2015				False	0
001-103-554000 Contractual/consulting serv				DOCKET 000301 ANDREW RAY WALKER LEGAL ASS					
FEB3 2015 Total:		194.00							
GALLAGHER, DANIEL Q		194.00							
GENERAL EQUIPMENT COMPANY 013285									
54865	1/31/2015	1,690.00	0.00	02/13/2015				False	0
015-015-501000 Operating Materials & Supp				SEWER HOSE					
54865 Total:		1,690.00							
GENERAL EQUIPMENT		1,690.00							
GOOD HOUSEKEEPING G.HOUSEK									
FEB10 2015	2/10/2015	19.97	0.00	02/13/2015				False	0
001-004-512000 Periodicals				SUBSCRIPTION					
FEB10 2015 Total:		19.97							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
<hr/>									
	GOOD HOUSEKEEPING	19.97							
<hr/>									
GRAICHEN, JACOB A. 014039 FEB9 2015	2/9/2015	82.80	0.00	02/13/2015				False	0
001-104-490000 Professional development				MILEAGE 2/3-5 2015 OREGON GARDENS, CATALYZIN					
FEB9 2015 Total:		82.80							
GRAICHEN, JACOB A. T		82.80							
<hr/>									
GREENLEAF TREE RELIEF LLC 014167 1470	12/22/2014	1,000.00	0.00	02/13/2015				False	0
011-011-554000 Contractual/Consult Serv.				REMOVE OAK 344 S 14TH					
1470 Total:		1,000.00							
1490	2/3/2015	1,200.00	0.00	02/13/2015				False	0
011-011-554000 Contractual/Consult Serv.				REMOVE MAPLE GODFREY PARL					
1490 Total:		1,200.00							
GREENLEAF TREE RELI		2,200.00							
<hr/>									
HACH COMPANY 014200 9226615	2/4/2015	56.84	0.00	02/13/2015				False	0
017-017-501000 Operating Materials & Sup.				MATERIALS					
9226615	2/4/2015	113.68	0.00	02/13/2015				False	0
017-417-501000 Operating materials and suppli				MATERIALS					
9226615 Total:		170.52							
HACH COMPANY Total:		170.52							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
HAEBE, HOLLY									
014301									
7814	2/9/2015	112.73	0.00	02/13/2015				False	0
001-002-514000	C.E.R.T. equipment			CERT- SUPPLIES FOR FIRE EXTINGUISHER TRAININ					
	7814 Total:	112.73							
9014	2/9/2015	48.92	0.00	02/13/2015				False	0
001-002-514000	C.E.R.T. equipment			CERT- SUPPLIES FOR FEXERCISE 9/29/14					
	9014 Total:	48.92							
	HAEBE, HOLLY Total:	161.65							
HUDSON GARBAGE SERVICE									
015875									
8232270	2/1/2015	107.95	0.00	02/13/2015				False	0
018-019-501000	Operating Materials			GARBAGE 451 PLYMOUTH					
8232270	2/1/2015	107.95	0.00	02/13/2015				False	0
018-020-501000	Operating Materials & Supplies			GARBAGE 451 PLYMOUTH					
	8232270 Total:	215.90							
8232429	2/1/2015	82.36	0.00	02/13/2015				False	0
012-107-459000	Utilitites			GARBAGE 265 STRAND					
	8232429 Total:	82.36							
8232430	2/1/2015	82.36	0.00	02/13/2015				False	0
001-002-459000	Utilities			GARBAGE 150 S 13TH					
	8232430 Total:	82.36							
8232431	2/1/2015	77.83	0.00	02/13/2015				False	0
013-403-459000	Utilities			GARBAGE 984 OREGON					
	8232431 Total:	77.83							
8232432	2/1/2015	394.54	0.00	02/13/2015				False	0
001-005-459000	Utilities			GARBAGE MCCORMICK PARK					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
8232432 Total:		394.54							
8232433	2/1/2015	304.48	0.00	02/13/2015				False	0
001-110-459000 Utilities	GARBAGE DOWNTOWN ST HELENS								
8232433 Total:		304.48							
8232435	2/1/2015	51.43	0.00	02/13/2015				False	0
001-004-459000 Utilities	GARBAGE LIBRARY								
8232435 Total:		51.43							
HUDSON GARBAGE SER		1,208.90							
HUGO, JOSETTE									
HUGO.J									
0002460	2/6/2015	700.00	0.00	02/13/2015				False	0
001-000-204000 Bail Deposit	JOSETTE HUGO BOND TRANSFER, ADRIENNE KRAM								
0002460 Total:		700.00							
HUGO, JOSETTE Total:		700.00							
INGRAM LIBRARY SERVICES, INC.									
016240									
83338904	1/22/2015	-15.59	0.00	02/13/2015				False	0
001-004-511000 Printed Materials	RETURN MATERIALS								
83338904 Total:		-15.59							
83594490	1/30/2015	27.70	0.00	02/13/2015				False	0
001-004-511000 Printed Materials	MATERIALS								
83594490 Total:		27.70							
83594491	1/30/2015	24.88	0.00	02/13/2015				False	0
001-004-511000 Printed Materials	MATERIALS								

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
83594491 Total:		24.88							
83594492	1/30/2015	694.77	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83594492 Total:		694.77							
83656980	2/3/2015	157.72	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83656980 Total:		157.72							
83656981	2/3/2015	367.46	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83656981 Total:		367.46							
83656982	2/3/2015	126.51	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83656982 Total:		126.51							
83663830	2/3/2015	16.40	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83663830 Total:		16.40							
83663831	2/3/2015	69.16	0.00	02/13/2015	AUDIO MATERIALS			False	0
001-004-483000 Audio Materials									
83663831 Total:		69.16							
83663832	2/3/2015	150.17	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83663832 Total:		150.17							
83663833	2/3/2015	228.93	0.00	02/13/2015	MATERIALS			False	0
001-004-511000 Printed Materials									
83663833 Total:		228.93							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
83663834	2/3/2015	10.94	0.00	02/13/2015				False	0
001-004-511000 Printed Materials				MATERIALS					
83663834 Total:		10.94							
83756326	2/9/2015	-19.50	0.00	02/13/2015				False	0
001-004-511000 Printed Materials				RETURN MATERIALS					
83756326 Total:		-19.50							
INGRAM LIBRARY SERV		1,839.55							
JEFFRIES, MARGARET									
016949									
FEB10 2015	2/10/2015	31.63	0.00	02/13/2015				False	0
001-004-517000 Library Program				REIMBURSEMENT FOR REFRESHMENTS= CONVERS					
FEB10 2015 Total:		31.63							
JEFFRIES, MARGARET T		31.63							
KOLDKIST									
007248									
169870	1/31/2015	40.00	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense				BOTTLED WATER					
169870 Total:		40.00							
KOLDKIST Total:		40.00							
LEAGUE OF OREGON CITIES									
018100									
16162	2/2/2015	20.00	0.00	02/13/2015				False	0
012-102-526000 Advertisements				POLICE WEB AD					
16162 Total:		20.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
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LEAGUE OF OREGON C		20.00							
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LESKIN, P.C., STEVEN 018200									
JAN13 2015	1/13/2015	124.00	0.00	02/13/2015				False	0
001-103-554000 Contractual/consulting serv				LEGAL SERVICES FOR JOSHUA BLAIR					
<hr/>									
JAN13 2015 Total:		124.00							
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LESKIN, P.C., STEVEN T		124.00							
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MAILBOXES NORTHWEST 019366									
FEB2 2015	2/2/2015	15.16	0.00	02/13/2015				False	0
001-002-480000 Postage				SHIPPING					
<hr/>									
FEB2 2015 Total:		15.16							
<hr/>									
MAILBOXES NORTHWE		15.16							
<hr/>									
MAKE MAKE									
FEB10 2015	2/10/2015	34.95	0.00	02/13/2015				False	0
001-004-512000 Periodicals				SUBSCRIPTION					
<hr/>									
FEB10 2015 Total:		34.95							
<hr/>									
MAKE Total:		34.95							
<hr/>									
METRO PLANNING INC. 020291									
3116	2/2/2015	12.50	0.00	02/13/2015				False	0
001-104-500000 Information services				WEB HOSTING FEB 2015					
3116	2/2/2015	37.50	0.00	02/13/2015				False	0
013-402-575000 Equipment expense				WEB HOSTING FEB 2015					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
	3116 Total:	50.00							
	METRO PLANNING INC	50.00							
MIDWEST TAPE									
020427									
92520006	1/22/2015	49.99	0.00	02/13/2015	MATERIALS			False	0
001-004-481000 Visual Materials									
	92520006 Total:	49.99							
92520008	1/22/2015	255.90	0.00	02/13/2015	MATERIALS			False	0
009-208-501000 Library Materials									
	92520008 Total:	255.90							
92536289	1/29/2015	50.99	0.00	02/13/2015	MATERIALS			False	0
001-004-481000 Visual Materials									
	92536289 Total:	50.99							
92536371	1/29/2015	209.94	0.00	02/13/2015	MATERIALS			False	0
001-004-483000 Audio Materials									
	92536371 Total:	209.94							
	MIDWEST TAPE Total:	566.82							
MORTEN, DOUGLAS									
020688									
FEB3 2015	2/3/2015	91.45	0.00	02/13/2015	CATALYZING COMM PROSP CONF 2-3-15 TRAVEL EX			False	0
001-100-490000 Professional development									
	FEB3 2015 Total:	91.45							
	MORTEN, DOUGLAS Tot	91.45							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
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NATIONAL BOOK NETWORK									
020837									
09762725	1/21/2015	44.11	0.00	02/13/2015				False	0
001-004-511000 Printed Materials				GED MATERIALS					
		<hr/>							
09762725 Total:		44.11							
		<hr/>							
NATIONAL BOOK NETW		44.11							
		<hr/>							
NATIONAL MINORITY UPDATE									
020907									
6832624	2/4/2015	145.00	0.00	02/13/2015				False	0
012-102-526000 Advertisements				ADVERTISING POLICE POSITION					
		<hr/>							
6832624 Total:		145.00							
		<hr/>							
NATIONAL MINORITY U		145.00							
		<hr/>							
NORTHWEST SIGN RECYCLING									
021481									
1982	2/9/2015	559.02	0.00	02/13/2015				False	0
011-011-505000 Street Signs				REFACING SIGNS					
		<hr/>							
1982 Total:		559.02							
		<hr/>							
NORTHWEST SIGN REC		559.02							
		<hr/>							
OPUS:INTERACTIVE, INC.									
021979									
264296	1/15/2015	5.00	0.00	02/13/2015				False	0
001-002-500000 Computer System Maint.				acct 5022 POLICE DNS HOSTING					
		<hr/>							
264296 Total:		5.00							
		<hr/>							
OPUS:INTERACTIVE, IN		5.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
OREGON DEPT. OF STATE LANDS									
023199									
15211	1/29/2015	1,187.66	0.00	02/13/2015				False	0
011-011-475000 Lease expense				WATERWAY LEASE ML9431					
	15211 Total:	1,187.66							
	OREGON DEPT. OF STAT	1,187.66							
PAULSON PRINTING									
025300									
C7585	1/31/2015	55.00	0.00	02/13/2015				False	0
001-100-457000 Office supplies				BUS CARDS LOCKE					
	C7585 Total:	55.00							
C7610	1/31/2015	106.40	0.00	02/13/2015				False	0
001-002-501000 Operating Materials & Supp				BUS CARDS MILTICH AND STAMP					
	C7610 Total:	106.40							
C7626	1/31/2015	48.75	0.00	02/13/2015				False	0
001-100-457000 Office supplies				BUS CARDS PETERSON					
C7626	1/31/2015	28.00	0.00	02/13/2015				False	0
001-103-457000 Office supplies				BUS CARDS PHILIPS					
C7626	1/31/2015	48.75	0.00	02/13/2015				False	0
012-107-457000 Office supplies				BUS CARDS NO NAME					
	C7626 Total:	125.50							
C7651	1/31/2015	130.90	0.00	02/13/2015				False	0
001-002-501000 Operating Materials & Supp				LETTERHEADS					
	C7651 Total:	130.90							
	PAULSON PRINTING To	417.80							

PEACEHEALTH MEDICAL GROUP OCC.HEALTH

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
025390									
03-055604	2/4/2015	200.00	0.00	02/13/2015				False	0
013-403-554000 Contractual/consulting serv					THAD HOUK, TIM ILLIAS EXAM/VISION TEST				
03-055604 Total:		200.00							
PEACEHEALTH MEDICA		200.00							
PRECISION ENGRAVING, INC.									
026004									
57275	1/22/2015	17.00	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense					WELTER- MAILBOX PLATE				
57275 Total:		17.00							
PRECISION ENGRAVING		17.00							
SAN DIEGO POLICE EQUIPMENT CO.									
029630									
615823	1/9/2015	2,121.68	0.00	02/13/2015				False	0
001-002-504000 Ammunition					MATERIALS				
615823 Total:		2,121.68							
SAN DIEGO POLICE EQ		2,121.68							
STAPLES BUSINESS ADVANTAGE									
031983									
8033004893	1/24/2015	27.41	0.00	02/13/2015				False	0
012-107-457000 Office supplies					SUPPLIES				
8033004893 Total:		27.41							
8033115174	1/31/2015	3.16	0.00	02/13/2015				False	0
013-402-457000 Office supplies					SUPPLIES				
8033115174	1/31/2015	82.86	0.00	02/13/2015				False	0
012-107-457000 Office supplies					SUPPLIES				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
8033115174 Total:		86.02							
STAPLES BUSINESS AD		113.43							
TCMS CORPORATION									
033013									
01051	2/2/2015	1,023.00	0.00	02/13/2015				False	0
001-110-470000 Building expense				SENIOR CENTER MAINT CONTRACT 2/1-4/30/15					
01051 Total:		1,023.00							
TCMS CORPORATION T		1,023.00							
TRAFFIC SAFETY SUPPLY CO., INC									
033600									
993482	1/29/2015	680.31	0.00	02/13/2015				False	0
011-011-505000 Street Signs				MATERIALS					
993482 Total:		680.31							
TRAFFIC SAFETY SUPP		680.31							
TRANEOREGON									
033640									
SRV64559	1/31/2015	3,662.00	0.00	02/13/2015				False	0
017-417-470000 Building expense				WATER FILTRATION SERVICE AND REPAIR					
SRV64559 Total:		3,662.00							
TRANEOREGON Total:		3,662.00							
TUALATIN VALLEY FIRE & RESCUE									
033826									
3211	11/26/2014	256.00	0.00	02/13/2015				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
001-002-473000 Miscellaneous Expense					TB FLU AND HEP VACCINES				
3211 Total:		256.00							
3215	11/26/2014	188.00	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense					TB FLU AND HEP VACCINES				
3215 Total:		188.00							
3217	11/26/2014	99.00	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense					TB TESTS AND FLU SHOTS				
3217 Total:		99.00							
3283	1/28/2015	152.14	0.00	02/13/2015				False	0
001-002-473000 Miscellaneous Expense					TESTING AND VACCINES				
3283 Total:		152.14							
TUALATIN VALLEY FIR		695.14							
TUALATIN VALLEY WORKSHOP INC									
033827									
0014417-IN	1/23/2015	1,334.25	0.00	02/13/2015				False	0
012-107-554000 Contractual/consulting serv					JANITORIAL CITY HALL				
0014417-IN Total:		1,334.25							
0014418-IN	1/23/2015	1,241.14	0.00	02/13/2015				False	0
001-004-508000 Janitorial Services					JANITORIAL LIBRARY				
0014418-IN Total:		1,241.14							
0014419-IN	1/23/2015	462.64	0.00	02/13/2015				False	0
001-002-508000 Janitorial Services					JANITORIAL POLICE				
0014419-IN Total:		462.64							
0014420-IN	1/23/2015	147.56	0.00	02/13/2015				False	0
018-019-501000 Operating Materials					JANITORIAL WWTP				
0014420-IN	1/23/2015	147.56	0.00	02/13/2015				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
018-020-501000 Operating Materials & Supplies					JANITORIAL WWTP				
0014420-IN Total:		295.12							
TUALATIN VALLEY WO		3,333.15							
ULINE 034014 64766024	1/23/2015	130.12	0.00	02/13/2015				False	0
001-105-457000 Office supplies					MATERIALS				
64766024 Total:		130.12							
ULINE Total:		130.12							
VIVAX-METROTECH 035218 RO3523	1/26/2015	220.53	0.00	02/13/2015				False	0
017-017-501000 Operating Materials & Sup.					984 OREGON MATERIALS				
RO3523 Total:		220.53							
VIVAX-METROTECH To		220.53							
WEST/MEYER FENCE 036320 20017553	2/2/2015	350.00	0.00	02/13/2015				False	0
013-000-115100 Accounts Receivable					18TH & WYETH FENCE REPAIR, STRUCK BY VEHIC				
20017553 Total:		350.00							
20017554	2/2/2015	1,087.00	0.00	02/13/2015				False	0
013-000-115100 Accounts Receivable					COLUMBIA & MATZEN FENCE REPAIR, STRUCK BY				
20017554 Total:		1,087.00							
20017555	2/2/2015	1,015.00	0.00	02/13/2015				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
013-000-115100 Accounts Receivable					7TH AND WEST ST, FENCE REPAIR, COLUMBIA CO I				
20017555 Total:		1,015.00							
WEST/MEYER FENCE T		2,452.00							
WILCOX & FLEGEL 037003									
C155571-IN	12/22/2015	123.87	0.00	02/13/2015				False	0
018-021-501000 Operating Materials & Supplies									
C155571-IN Total:		123.87							
C157150-IN	1/29/2015	65.44	0.00	02/13/2015				False	0
018-021-501000 Operating Materials & Supplies					#34 SHOP BIO DIESEL				
C157150-IN Total:		65.44							
WILCOX & FLEGEL Tota		189.31							
Report Total:		36,597.12							

City of St. Helens

Consent Agenda for Approval

CITY COUNCIL MINUTES

Presented for approval on this 18th day of February, 2015 are the following Council minutes:

2014

- Work Session, Public Forum and Regular Session Minutes dated January 21, 2015

After Approval of Council Minutes:

- ☐ Scan as PDF Searchable
- ☐ Make one double-sided, hole-punched copy and send to Library Reference
- ☐ Minutes related to hearings and deliberations get copied to working file
- ☐ Save PDF in Minutes folder
- ☐ Update file name of Word document
- ☐ Copy Word document into Council minutes folder on Administration drive
- ☐ Post PDFs to website
- ☐ Email minutes to distribution list
- ☐ Add minutes to HP Trim
- ☐ File Original in Vault

City of St. Helens CITY COUNCIL

Work Session Minutes

January 21, 2015

Members Present: Randy Peterson, Mayor
Doug Morten, Council President
Keith Locke, Councilor
Susan Conn, Councilor
Ginny Carlson, Councilor

Staff Present: John Walsh, City Administrator
Jon Ellis, Finance Director
Margaret Jeffries, Library Director
Terry Moss, Police Chief – left at 1:45 p.m.
Sue Nelson, Interim Public Works Co-Director
Lisa Scholl, Administrative Assistant
Liz Esposito, Main Street Program Coordinator
Jenny Dimsho, Assistant Planner

Others: Bill Amos Kenneth Allen Mark Miller

Mayor Randy Peterson called the meeting to order at 1 p.m.

This meeting is contained in audio file 012115CCWS.MP3 on file at City Hall.

Ballot Election for Council President Per Charter Chapter III Section 11

Councilor Morten and Councilor Locke both expressed interest. Morten gave a statement on what he has done as Council President. Councilor Locke chose not to make a statement and relinquished his interest.

Upon Carlson's motion and Conn's second, the Council unanimously elected Doug Morten as Council President.

Visitor Comments

♦Bill Amos, representing Relay for Life. He spoke of his personal struggle with cancer. He encouraged the City of St. Helens to challenge the City of Scappoose to form a Relay for Life team. He would like to see both Council and staff involved. The City lost two people to cancer during the time he served on the Planning Commission. Relay for Life has a great impact on his life. There will be a Relay for Life rally on January 27 at 6 p.m. at the Scappoose Library. This is for people interested in forming a team.

Council President Morten acknowledged Councilor Locke and late Councilor Martyn who both battled cancer. City Administrator John Walsh's son is currently battling cancer.

♦Liz Esposito, Main Street Program Coordinator. Travel Oregon and rideoregonride.com have teamed up to increase bicycle tourism for the state. The websites allow bicyclists to map their routes and find amenities along the route. It would be great to add City Hall and the Library to the website. It's completely free. You need to have public restrooms, a place to charge your

phone, a place to fill your water bottle, etc. It would be great to show area businesses that we are involved and they can participate as well. She will be speaking to the Bicycle & Pedestrian Commission about it at their February meeting.

Annual Audit Report for Fiscal Year 2013/14

Kenneth Allen reviewed the audit report. A copy is included in the archive meeting packet.

Reorganization Discussion Meeting Update

City Administrator Walsh reviewed his memo. A copy is included in the archive meeting packet. The group recommends the Chamber of Commerce be empowered as the central agency for visitor information, small business support and provide a limited role in organizing and executing community events. The Chamber will be reviewing this recommendation at their next meeting.

There was no objection from the Council to combine resources.

Review Council Operating Rules and Procedures

City Administrator Walsh reviewed his memo. A copy is included in the archive meeting packet. The packet includes recommended amendments. Council will review the recommendations and email changes to Walsh for review at the next meeting.

Watch Community Videos

Videos on the links below were viewed.

<http://www.ci.st-helens.or.us/tourists/>

https://www.youtube.com/watch?v=y6A-AhB_8RY

Main Street Program Coordinator Liz spoke of the SHEDCO video. There are 25 interested applicants for the Business Plan Competition. They have attended workshops and received resources. Applications will be received through the end for March. There will be a public judging of the final three on June 9 at Columbia River Receptions and Events. The sponsors have been very generous.

Department Reports

Interim Public Works Co-Director Nelson reported...

- The Gable Road project has been moved up an entire year! It was just approved by ODOT and they expect it to be approved by the Federal Highway Association by the end of February. We will begin working on the IGA between the City, County and ODOT. A consultant should be on board by June. Nelson talked about easements for a sidewalk. The sidewalk will be on the east side of Gable Road. A bicycle lane is planned for both sides.
- Godfrey Park Storm Drain project will go out for bid next week. She anticipates awarding the project at the first council meeting in March.
- Public Works crews have almost rapped up the storm drain project on St. Helens Street. Good improvements have been made to the storm systems.

Library Director Jeffries reported...

- Tomorrow night is the second Oregon Humanities Conversation Project presented by Professor Todd Sloan.
- Dr. Cynthia Jaeger, County Education Coordinator at ESD, and Nathan Jones, Youth Librarian, will be making a presentation to Council at the next meeting for implementation of a grant for early literacy.

- Ukulele lessons will begin in February at the Library.
- Mahjong lessons will begin soon. It's a game played with small tiles.

Finance Director Ellis reported...

- He is unable to hear very well.
- Springbrook Migration to Version 7 is happening over the next couple weeks. There will be minimal impact to customer service.
- The budget memo to departments should go out this week. It's time for department heads and supervisors to begin working on theirs.
- The final quote for the police roof is \$10,957.
- Emailed information to the Council on utility rates. The last utility bills also included information about the increase.
- Will have a Municipal Court report at the next meeting.

Administrative Assistant Scholl reported...

- The Annual Employee Recognition Banquet will be held on Friday, January 30 at 5:30 p.m. at Best Western.

City Administrator Walsh reported...

- He is very interested in participating in Relay for Life. Council also expressed interest. Mayor Peterson will challenge Scappoose Mayor Burge to participate.
- He and Chief Moss attended a county-wide emergency operation plan event earlier today. Representatives from around the county talked about what to do during an emergency. It reminded him of the Agility program, which guarantees assistance if you are one of the first to call. It's a service provided by CIS as part of our current rates.
- Still working on a phone system proposal.

Council Reports

Mayor Peterson reported...

- Talked about the bike friendly designation status. He agreed that City Hall, Library and McCormick Park could be available. He would like staff to work with Liz on making it happen.
- Public Form tonight on a Smoke-Free Community.

Councilor Conn reported...

- Attended a Columbia Learning Center meeting. They are gearing up for the Black Tie Blue Jeans benefit.
- She accepted an appointment to be on the Drug Court Advisory Board.
- Col-Pac met.
- Library Board met and talked about books for the next Our Community Reads program.
- Attended the electric cello presentation at the Library.
- Attended the City County Quarterly Dinner. There was a presentation on HEAL – Healthy Eating Active Living.
- Met the new councilor for Scappoose. She is looking forward to St. Helens and Scappoose working together.

Council President Morten reported...

- Thanked the Council for their support. He hopes to set a leadership precedent. He appreciates the collaborative effort of staff. We are a team.
- What would St. Helens do if we had a catastrophic event? Who would be responsible? What would our insurance cover? The emphasis was on the rail and petroleum products being transported. Walsh said the Port of St. Helens is working on a grant program for

emergency supplies that would be used collaboratively. Morten would like this added to a future agenda for discussion.

- There are two vacancies on the Parks Commission and three applications were received. Interviews will be conducted at the next meeting. He will meet with each candidate in a separate room and then send them individually into the Council Chambers to meet with the Commission.
- Talked about the Parks Commission chair and vice chair. After bouncing around ideas, it was decided that the past chair could be any past chair and not just the immediate past chair.

Councilor Carlson reported...

- The Planning Commission had a late night public hearing. They discussed chair and vice chair positions. They are going to keep Al Petersen one more year as chair. Dan Cary will move from vice chair to chair next year.
- The Planning Commission will oversee Certified Local Government Grants that the Historic Landmarks Commission previously oversaw.
- Liz Esposito has been bringing items to Planning Commission. She is glad to see Liz and Jenny have been supporting Jacob.
- Her daughter was solicited by a man on West Street. Now she won't walk two blocks to the store on her own. She is curious what the police are doing in the schools to educate students.
- When will the repaving on St. Helens Street be done? Will some of the street trees be planted in the ground? Nelson confirmed some of the trees will be planted in the ground.
- She saw sandbags in front of the funeral home. Is there still a problem there? Nelson said they just put a new catch basin in there. Those sandbags were not put there by us. That should be rectified after the paving is done.
- Talked about the art classes that were done in collaboration with the Arts & Cultural Commission and Library. Kannikar doubts that will be taken on this year. Carlson talked to Rebecca Chaney and Melissa, former ACC member about taking it on as volunteers. Jeffries pointed out that you need to keep the grant cycle in mind for a funding source.
- The geocache event done last year was very popular. There is a similar event called letter boxing. There's a tablet and rubber stamp in the box. It could be a project similar to Elf on the Shelf.
- She has received comments from customers about upgrades to the building. The front office freezes in the winter and bakes in the summer. The chairs and window treatments in the Council Chambers are in need of updating to become more energy efficient. It would show employees we care about them as well.

Councilor Locke reported...

- He will be talking to the school board at their next meeting about the reflector program. They were all very supportive of the project.
- Asked about the status of the dock and island project. They seem to work for a day and then off for a few days. Nelson said the docks contractor does occasionally get called out for emergency industrial jobs and are also waiting on supplies in between work. The island restrooms project is dictated by weather.

Executive Session

ORS 192.660(2)(e) Real Property Transactions

Motion: At 2:35 p.m., upon Locke's motion and Morten's second, the Council unanimously voted to move into executive session under ORS 192.660(2)(e) Real Property Transactions.

Motion: At 2:50 p.m., upon completion of the executive session, Conn moved to go back into work session, seconded by Carlson, and unanimously approved.

Other Business

Public Forum tonight at 6 p.m.



There being no further business, the meeting was adjourned at 2:51 p.m.

ATTEST:

Lisa Scholl, Administrative Assistant

Randy Peterson, Mayor

DRAFT

City of St. Helens CITY COUNCIL

Public Forum Minutes

January 21, 2015

Members Present: Randy Peterson, Mayor
Doug Morten, Council President
Keith Locke, Councilor
Susan Conn, Councilor

Staff Present: John Walsh, City Administrator
Margaret Jeffries, Library Director
Terry Moss, Police Chief
Sue Nelson, Interim Public Works Co-Director
Lisa Scholl, Administrative Assistant

Others:

Linda Oviatt	Karen VonSlyke	R. VonSlyke
Petra McCall	Shannon Fitzgibbons	Dennis Sullivan
Howard Blumenthal	Mike Allehoff	B. Crousser
J. Deets	Ashley Baggett	Sharon Darroux
Sherrie Ford	Kristie P.	Nedra Lambert
Donna Stevens	Joe Corsiglia	Debi Corsiglia
Jeff Kroll	Tricia Stockwell	Danette Russell
Jeremy Russell		

Public Forum

Smoke-Free Community

Ashley Baggett, Tobacco Prevention Coordinator for Public Health Foundation of Columbia County, reviewed her PowerPoint presentation. A copy is included in the archived meeting packet.

Mayor Peterson spoke of the photo that showed placement of candy next to electronic (e) cigarette flavorings. Were local businesses surveyed? Ashley confirmed that the prices and locations in the slides were all generated from local businesses.

Council President Morten asked if cannabis is considered a tobacco product? Ashley said it is not. She thinks that cannabis will soon be used similar to e-cigarettes. Chief Moss agreed. Public marijuana consumption in Oregon will not be allowed. What Ashley is talking about is allowed to be used in public. E-marijuana will not look or smell any different than e-cigarettes, making it difficult to enforce. Moss agrees that the flavored oils for e-cigarettes are placed right next to the candy in stores.

Public Comment

◆ Linda Oviatt. She asked for clarification on the 10 foot law.

Ashley responded that the Clean Air Act is complaint driven. She explained the process. The adjacent business is responsible for helping enforce the 10 foot law.

Linda asked who will enforce no smoking in parks. Chief Moss said we will need be a

community who enforces ourselves. Mayor Peterson added that we have not discussed the enforcement process if a law is passed for no smoking in parks.

◆Bobbie Crousser. She smoked for 32 years and quit three years ago. There was nothing that would stop her from smoking before she was ready. She read a letter into the record. The letter was written before she heard the presentation from Ashley. Bobbie is opposed to the government telling people they cannot smoke on the sidewalks and streets that they helped purchase and maintain. Smoking in the United States is a legal and personal choice for those over 18 years old. It is not the role of City Hall to dictate their personal choice to citizens and ignore over 20% of their constituents. She works with the public every day and has spoken to many people about the proposal. Not one person has been in favor a smoke-free ordinance. Does this mean we will prohibit the selling of tobacco products? That would be devastating to the merchants. She does not foresee an increase in tourism for becoming a smoke-free community. This is a bad and unenforceable idea.

◆Karen VonSlyke. The Spotlight made mention that some cities have become completely smoke-free. If that's the intention, how much will the City lose in taxes from tobacco sales?

Ashley said that is not her intention. She is here to give information and support a healthy environment. Forty-one percent of tobacco users want to quit.

Mayor Peterson approximates the City receives about \$80,000 per year from alcohol and tobacco tax.

◆Kristine Lambert. She appreciates the opportunity to speak at a public forum. This is about prohibition and discrimination. This all started with bar and tavern owners when a government entity forced them to make a change. She reviewed situations similar to this that have not worked; such as, prohibition on alcohol, abortion, religion, obesity, etc. This is a control issue. This will increase the BMI. This is a choice that people should make. People are fighting wars to protect our freedoms. If you outlaw something, kids are going to try it. She attended the last Planning Commission meeting. You cannot see the mountains in the summer. That air is not caused by smoking. It's from car emissions and factories along the river. If you get away with this, it will blow up in your face. More non-smokers are getting lung cancer over smokers. It's not from smoking. It's the environment. This is an extremely controversial topic. It needs to be put to a vote of the citizens.

◆Dennis Sullivan. When he first read the article he thought he was in Multnomah County. He moved out here for a reason. This is taking it too far. Where does it end? He does not smoke but these people have every right to smoke if they want. We need to appreciate those people fighting for our freedoms. We all want clean air and rivers. If you're in a city park and sitting at a picnic table and someone is smoking a ways from you, will you be harmed by the cigarette smoke in the open air?

Ashley said it will harm her if it comes her way. She was a Summer Labor worker for the Parks Department and picked up butts around the ball field and playgrounds. Those are the areas with our most vulnerable population who cannot speak or vote for themselves. It's important that we take care of them as adults.

Dennis believes most responsible cigarette smokers pick up their cigarette butts. He asked how many people smoke and shoot meth in Columbia County? Ashley does not have that data on hand. Dennis said that taking care of the meth problem is more important than the honest smokers.

◆Norma Stevens. The power of the government is given to them by the people. The role of the government is to protect their liberties and not take them away. The power of the people has been taken away on so many levels. No one has a right to tell someone what they can and cannot do. She suggests they drop the idea of a smoking ban. You are infringing upon our rights.

◆Caroline Miller. She is a non-smoker. Obviously, the City Council is considering an ordinance. What can we do to persuade you not to do this?

Mayor Peterson said they are not considering a new ordinance. This is only a public forum to have a discussion about the topic. They will notify the public if they move forward with an ordinance.

Ashley added that her presentation was to provide data about creating a healthy community. There has been no discussion of how it would be done. She suggests the next steps would be to form a committee if they choose to move forward. Mayor Peterson added that this is the first time he has heard the presentation as well.

◆Howard Blumenthal. You can hardly walk down the street without finding a cigarette butt. He is concerned during the summer about butts being thrown into the dry grass. He would like to see rules implemented to protect the parks. Second hand smoke is a problem. There is now even claims of third hand smoke by carrying it on your clothes.

Norma added that it comes down to personal responsibility. We need to educate people.

◆Jenny Dimsho. She worked on the Parks Master Plan last year. Tobacco use in parks contradicts the basic philosophy of recreation departments; which is promoting healthy outdoor living, environmental awareness, fitness and recreation activities. Regarding the personal choice aspect, the environment you're in affects your choice. The goal would be to create an environment that makes the healthy choice the easier choice.

◆Mike Allehof. The same people who are throwing cigarette butts are probably the ones throwing garbage as well. He didn't see anything on the Smoke-Free Oregon website about smoking marijuana.

Ashley said Smoke-Free Oregon is about tobacco use. You will not be allowed to smoke marijuana in public.

◆John. He owns several tobacco shops and owns a home in Columbia County. He appreciates Ashley's presentation. Smokers have to take personal responsibility. There are state laws that prohibit youth from touching tobacco products. He doesn't think any of us are trying to encourage others to smoke. Youth smoking has decreased. We should encourage stores not to place tobacco products near candy. Tobacco shop owners don't encourage youth to buy these products. We need to spend our energy encouraging kids not to smoke.

Ashley explained that education alone does not reduce tobacco use. We are seeing an increase in vaping and e-liquids.

John confirmed there is a ban on smoking marijuana in public. Public Health needs to focus on the youth.

◆Franklin. He is only one of two people in Oregon who has had a successful anti-tobacco case in the local civil courts. He won the case against his landlord. Several months ago, there was an incident at Safeway where a young lady released some form of non-lethal gas. It made people sick. She was sent to jail. A couple years before that a person living in his neighborhood released noxious gas to stop the people living above him. He also went to jail. Same thing has been proven by the CDC with second hand smoke. Why am I able to smoke and murder everyone here but if I do it with a gun or gas then I'm going to prison? Cigarette smoke is a lethal toxic gas. Each one of us has a right to breath and live. A smoker has a right to smoke but if they're right takes away my ability to live and not be murdered by their smoke, then they are infringing upon my rights. This country is about protecting everyone's rights to the extent that the right does not deprive the next individual from their right. There's no reason we can't all live together. It's the government's responsibility to step in and protect our rights if we can't do it on our own.

◆Liz Esposito. She was a smoker until she started looking for an apartment and couldn't find one unless she quit. She started smoking in public parks because she couldn't smoke at her parents' house. She can see regulations of tobacco in public parks the same way we would regulate open containers of alcohol. It's something we don't want around youth and public. Anyone can choose to smoke in public but there will be repercussions. This is not as scary as people make it out to be.

CLOSE PUBLIC FORUM – 7:01 p.m.

ATTEST:

Lisa Scholl, Administrative Assistant

Randy Peterson, Mayor

City of St. Helens CITY COUNCIL

Regular Session Minutes

January 21, 2015

Members Present: Randy Peterson, Mayor
Doug Morten, Council President
Keith Locke, Councilor
Susan Conn, Councilor
Ginny Carlson, Councilor – *arrived at 7:11 p.m.*

Staff Present: John Walsh, City Administrator
Jon Ellis, Finance Director
Margaret Jeffries, Library Director
Terry Moss, Police Chief
Sue Nelson, Interim Public Works Co-Director
Lisa Scholl, Administrative Assistant

Others:

Linda Oviatt	Karen VonSlyke	R. VonSlyke
Petra McCall	Shannon Fitzgibbons	Dennis Sullivan
Howard Blumenthal	Mike Allhoff	B. Crouser
J. Deets	Ashley Baggett	Sharon Darroux
Sherrie Ford	Kristie P.	Nedra Lambert
Donna Stevens	Joe Corsiglia	Debi Corsiglia
Jeff Kroll	Tricia Stockwell	Danette Russell
Jeremy Russell		

7:00PM – Call Regular Session to Order – Mayor Peterson

Pledge of Allegiance – Mayor Peterson

Presentation of Plaque to Debi Corsiglia for Service on the Parks Commission

Council President Morten recognized Debi for her years of service on the Parks Commission.

Debi reported that she served an earlier time on the Parks Commission beginning in 1979. She served as secretary during part of that time. She believes she has served between 20-25 years during her time on and off the Commission. She spoke of the changes she has seen over that time.

Invitation to Citizens for Public Comment

♦Jeff Kroll, representing St. Helens Girls Softball. He is here to talk about field use fees. They would like to talk about a rebate/credit for next year based on how much money they spend doing upgrades. Their initial idea was a 20% credit for future use. They work hard to raise money. They don't have a problem with the field use fee increase. There are other groups who use the fields and don't take care of them as well. Everything they do is for the kids.

Mayor Peterson said they will need to talk to staff and look at numbers. Councilor Locke asked Jeff to submit a request in writing.

Councilor Carlson arrived.

Jeff added that field two does not drain correctly and floods. They have been unable to use it for much of the season. He is requesting credit for future use added to the end of the season. We want the fields to be nice to host tournaments.

Council President Morten said the next Parks Commission meeting is February 9. He would like to review their requests at the meeting and then make a recommendation to the Council.

♦Joe Corsiglia. About three to four years ago, he and Debi opened a shop in 2C's. He had to purchase a business license. That mall has over 60 vendors. It's a small space. He pointed out that some businesses don't send their vendors down to get a license. He suggested implementing a different fee for vendors.

♦Howard Blumenthal. He thanked the Council for the gravel for Nob Hill Nature Park. He has personally laid about 400 feet of trail through there. The Parks Commission will be taking a field trip in March to the park. He invited the Council to attend as well. Sometimes he sees trees cut down that maybe should not be. We need to look at a way to protect trees. Trees make the environment and city more livable.

Mayor Peterson confirmed there are ordinances that protect trees in the right-of-way.

Blumenthal showed the Council the camas bulbs they have been salvaging from different camas meadows around the City. He would like to keep people from driving through them.

♦Joanne Young. She talked about the intersection of N. 5th and West Street. There is a row of weeds right behind the stop sign. She got tired of it and has been cleaning it. It should be the City's responsibility. She is tired of people dumping their garbage on that street. She found a card addressed to her neighbor under a pile of garbage. Do they dump down there? She pays a couple girls to clean it up. She told the City and they just laughed at her.

Council President Morten asked Joanne who laughed at her. Young said it was someone at the shop on Oregon Way. They told her they don't have to clean it.

Ordinances – First Readings

A. **Ordinance No. 3181:** An Ordinance Adopting the US 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan as an Addendum to the City of St. Helens Comprehensive Plan, Amending Section 2 of the Transportation Systems Plan, Amending the St. Helens Municipal Code Chapters 8.12, 17.16, 17.32, 17.72, 17.80, 17.84, 17.152, 18.04, 18.12, 18.20, 19.08, 19.12, and Adding Chapters 19.30 and 19.32

Mayor Peterson read Ordinance No. 3181 by title for the first time. The final reading will be held at the next regular session.

Approve and/or Authorize for Signature

- A. First Amendment to Contract with Murray Smith & Associates, Inc. for Godfrey Park Project
- B. Second Amendment to Contract with North Point Technology, LLC for SCADA Upgrade
- C. Contract Payments

Motion: Upon Morten's motion and Conn's second, the Council unanimously approved 'A' through 'C' above.

Consent Agenda for Acceptance

- A. Library Board Minutes dated November 20, 2014
- B. Planning Commission Minutes dated December 9, 2014
- C. Accounts Payable Bill List

Motion: Upon Conn's motion and Locke's second, the Council unanimously accepted 'A' through 'C' above.

Consent Agenda for Approval

- A. Work Session and Regular Session Minutes dated January 7, 2015
- B. Accounts Payable Bill List

Motion: Upon Locke's motion and Carlson's second, the Council unanimously approved 'A' through 'B' above.

Council Reports

Mayor Peterson reported...

- Nothing to report.

Councilor Conn reported...

- Nothing to report.

Council President Morten reported...

- He will follow-up with Joanne Young's complaint.

Councilor Carlson reported...

- Nothing to report.

Councilor Locke reported...

- The Leadership Conference interferes with the first meeting in February. It was the consensus of the Council to cancel the February 4 meeting.

Department Reports

Police Chief Moss reported...

- Nothing to report.

Interim Public Works Co-Director Nelson reported...

- Nothing to report.

Interim Public Works Co-Director Sheppard reported...

- Nothing to report.

Library Director Jeffries reported...

- Nothing to report.

Finance Director Ellis reported...

- Nothing to report.

Administrative Assistant Scholl reported...

- Nothing to report.

City Administrator Walsh reported...

- Nothing to report.

Adjourn - There being no further business, the meeting adjourned at 7:35 p.m.



ATTEST:

Lisa Scholl, Administrative Assistant

Randy Peterson, Mayor

DRAFT

City of St. Helens
Consent Agenda for Approval

OLCC LICENSES

The following businesses submitted a processing fee to the City for a Liquor License:

2014 RENEWALS

<u>Business Name</u>	<u>Applicant Name</u>	<u>Location</u>	<u>Purpose</u>
• Just Fish n Chips	Janice Johnson	2575 Sykes Road	New Outlet

City of St. Helens
Consent Agenda for Approval

ANIMAL FACILITIES

The following facilities have been inspected by Sargent Rick Graham and are recommended for approval of an Animal Facility License:

<u>Owner Name</u>	<u>Location</u>	<u>Purpose</u>
• Christopher & Jessica Lundgren	474 S. 16 th St.	multiple sugar gliders

City of St. Helens

P.O. Box 278 • 265 Strand Street • St. Helens, OR 97051 • 503-397-6272

Application Fee: \$40.00

Animal Facility License Application

St. Helens Municipal Code Chapter 6.04

If you own any of the following inside the city limits, you must have an Animal Facility License:

- More than 3 adult dogs; or
- More than 3 adult dogs and one litter of puppies; or
- More than 3 adult hens and/or ducks and 6 chicks or ducklings under 9 weeks; or
- More than 3 adult rabbits and/or 1 litter of bunnies under 9 weeks; or
- An exotic animal

RECEIVED

JAN - 9 2015

CITY OF ST. HELENS

Complete the application and return to the above address with the fee. You must list each animal separately in the space provided below that you intend to keep at your facility. Your facility, including perimeter fence if required, must be inspected before your application will be forwarded to the City Council for action. The Police Department will contact you within 10 days of application to schedule an inspection. The application fee is \$40 for a two year license and must be renewed prior to expiration.

If your application is denied, you have two options to obtain compliance:

1. You meet the requirements for an animal facility license; or
2. You have only allowed animals on your property.

Once you can prove that you are in compliance for a license, we can seek approval by the City Council. If you have eliminated the need for an animal facility license, you may request a refund of the application fee.

Address at which animal(s) will be kept:				
Applicant Information			Alternate Contact / In Case of Emergency	
Name: <u>Jessica + Christopher Lundgren</u>			Name:	
Mailing address: <u>474 S. 16th St.</u>			Mailing address:	
City/State/Zip: <u>St. Helens OR 97051</u>			City/State/Zip:	
Cell phone:			Cell phone:	
Home phone:			Home phone:	
Email:			Day/time of week that works best for you:	
List each animal to be kept at the above address (attach additional paper if more than 6 animals)				
Species	Name	Sex	Age	Breed
1. Canine	April May	F/S	10yr	Mini Dachshund
2. Canine	Rica	F/S	10yr	Mini Dachshund
3. Canine	Riker	M/N	3yr	Border Collie
4. feline	Monty	M/N	4yr	DSH
5. feline	Turbo	M/N	5yr	DSH
6. feline	Mojo	M/N	6 months	DSH/Siamese
Veterinarian Information				
Name: <u>VCA Woodstock Animal Hospital</u>			Phone: <u>(503) 775 1519</u>	
Address:			City/State/Zip: <u>Portland OR</u>	
Liability Insurance Information				
Agent's Name:			Phone:	
Insurance Company: <u>Allstate</u>			Policy No.:	
Attach a copy of the policy indicating applicant is covered while maintaining the described animal(s) or have a copy available for the officer when they come to inspect your facility.				

AUTHORIZATION

I, Jessica Lundgren, understand that I am applying for an animal facility license to keep the above listed animal(s) at 474 S. 16th St., St. Helens, Oregon. I have read Municipal Code Chapter 6.04 Animal Control Code, and fully understand my obligation as an animal owner and facility operator and agree to comply with the Code and applicable county, state and federal laws. I further understand that this license, if approved, is valid for a period of two years and must be renewed prior to expiration.

Jessica Lundgren
Applicant Signature

1/9/15
Date Signed

FOR OFFICE USE ONLY		
Date received: <u>1-9-15</u>	Officer assigned: <u>Sgt. Graham</u>	Date forwarded to City Recorder: <u>2-3-15</u>
Received by: <u>H. Davis</u>	Date/Time of inspection: <u>1-25-15</u>	Council meeting date: <u>2-18-15</u>
Receipt No.: <u>1373577</u>	Officer recommendation:	<input type="checkbox"/> Approved <input type="checkbox"/> Denied
Dated forwarded to PD: <u>1-16-15</u>	<input checked="" type="checkbox"/> Approve <input type="checkbox"/> Deny	If approved, date license issued:
Forwarded by: <u>H. Davis</u>		Expiration date:

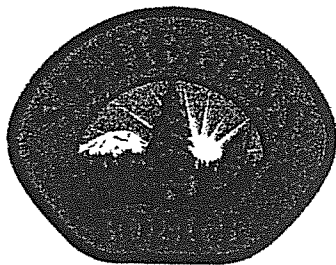
Supplemental AFL Page

	Species	Name	Sex	Age	Breed
7.	Sugar glider	Satchmo	M	1yr	mosaic
8.	Sugar glider	Abra	F	1yr	pieced mosaic
9.	Sugar glider	Fedora	M	1yr	mosaic
10.	Sugar glider	Tesseract	F	1yr	mosaic
11.	Sugar glider	Shine	F	2mo.	mosaic
12.	Sugar glider	Stetson	M	2mo.	pieced mosaic
13.	Sugar glider	Maribel	(non-breeding) F	5yr	white face blonde
14.	Sugar glider	Matthias	M/N	5yr	white face blonde
15.	Sugar glider	Picard	M/N	1yr	cremino
16.	Sugar glider	Promise	(non-breeding) F	3mo.	mosaic
17.	Sugar glider	Fabulous	(non-breeding) F	7mo.	cremino
18.	Sugar glider	Briny	(non-breeding) F	1yr	red standard
19.					
20.					
21.					
22.					
23.					
24.					
25.					
26.					
27.					
28.					

RECEIVED

JAN 30 2015

CITY OF ST. HELENS
MUNICIPAL COURT



ST. HELENS POLICE DEPARTMENT

150 South 13th Street, St. Helens, OR 97051
503-397-3333

Report Distribution:

CASE # 15-300003
GO. PD

Copies:

☐ DET

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☐ P & P

☐ CCMH

☐ JUV

☐ SCF

☐ K-9

☐ S.R.O.

☐ Fraud

☐ Admin

☐ Poly

☒ Other

City Council

AA Approved

____ IBR Check

CASE NUMBER 15-300003	ST. HELENS POLICE DEPARTMENT		GENERAL OFFENSE				PAGE/OF 1/3							
	CASE NUMBER 15-300003		REFER CASE NUMBER(S) CP 33 15-		CLASSIFICATION Animal Facility License Inspection		CLR							
	DATE/TIME REPORTED 01-25-2015 1300		DATE/TIME OCCURRED (START) 01-25-2015 1300		DATE/TIME OCCURRED (END)									
	LOCATION OF OCCURRENCE 474 S. 16TH ST, ST HELENS (COLUMBIA COUNTY)													
	PREMISE TYPE 10 - RESIDENCE SINGLE FAMILY													
	OFFENSES													
	OFFICER'S OFFENSE 6201 - ANIMAL VIOLATION/ORD		CRIMINAL ACT No violation - facility inspection			FORCE		WEAPON						
	PERSON - MENTIONED													
	NAME (last, first middle) LUNDGREN, JESSICA A		CRN		SEX F		RACE [REDACTED]		DOB [REDACTED]					
	HOME ADDRESS 474 S. 16TH ST		CITY ST HELENS		STATE OR		ZIP 97051-		HOME PHONE					
EMPLOYER ADDRESS		WORK PHONE		HGT		WGT		HAIR		EYES		MOBILE PHONE		
EMAIL ADDRESS														
OTHER INFORMATION (Person Details, Linkage Factors, etc.)														
PERSON - MENTIONED														
NAME (last, first middle) LUNDGREN, CHRISTOPHER J		CRN		SEX M		RACE [REDACTED]		DOB [REDACTED]						
HOME ADDRESS 474 S. 16TH ST		CITY ST HELENS		STATE OR		ZIP 97051-		HOME PHONE						
EMPLOYER ADDRESS		WORK PHONE		HGT		WGT		HAIR		EYES		MOBILE PHONE		
OTHER INFORMATION (Person Details, Linkage Factors, etc.)														
NARRATIVE REPORTED BY: 22520 DATE/TIME: 01-25-2015 1400														
ENTRY DPSST	On Wednesday 011415 I received an Animal Facilities License Application send from City Hall on behalf of Mr. and Mrs. Lundgren. We exchanged telephone calls, then arranged for this inspection to take place on Sunday, 012515 at 1300 hours.													
	<input type="checkbox"/> Desk	The purpose of this inspection is to ensure the Lundgren's property, located at 474 South 16th Street, St. Helens, OR is in compliance with Ordinance 6.04.080, OAR 609.415, OAR 609.420, OAR 603-015-0025 through 603-015-0065.												
	<input type="checkbox"/> Persons													
	<input type="checkbox"/> Vehicles	I arrived at the Lundgren home where Mr. and Mrs. Lundgren invited me inside. I perused the application with them. I noted on the license application that in addition to three dogs and three felines, there were a dozen Sugar Gliders listed. Sugar Gliders are small, omnivorous, gliding possums native to Australia and Indonesia. The majority of Sugar Gliders have been bred in captivity in the United States. From the tip of their nose to the end of their tail, they are 12-13 inches and have a life expectancy of 10-14 years.												
<input type="checkbox"/> Distributn.	Mrs. Lundgren has cared for Sugar Gliders for almost nine years. She is also a certified veterinarian technician and works at the VCA Woodstock Animal Hospital in Portland, OR. She has two breeding pairs, each kept with their respective joeys in separate spacious cages. Sugar Gliders mate for life and can experience serious health													
REPORTING OFFICER(S) / DPSST GRAHAM, RICK W (22520)		PREC / DIV PATROL												

ST. HELENS POLICE
DEPARTMENT

GENERAL OFFENSE

PAGE/OF
2/3

conditions and even death if separated from their mate. The baby or "joeys" they have now will be sold eventually. Additionally, she has a very large apiary with neutered Sugar Gliders. She explained that the breeding animals need to be kept separate from other pairs and the larger colony.

Ms. Lundgren keeps the Sugar Gliders in the metal cages most of the time. She frequently removes them for handling and socialization but never allows them free rein of the house because of her cats and dogs. Inside the cage were several fleece "nests" that the Sugar Gliders sleep in during the day when they are least active. During the night, these nocturnal animals spend their time climbing around the cage and eating. She also had several children's toys, which the animal rearrange and play with.

Additionally, Mrs. Lundgren had a separate metal cage she referred to as her quarantine area. She uses this cage for new Sugar Gliders if she acquires them, or if her animals fall ill.

Mrs. Lundgren showed me the Sugar Gliders' food, which consisted of fresh items stored in a refrigerator. Much of the food consisted of fresh fruit, vegetables, chicken or other protein sources. The joey's nourishment is obtained by nursing. Mrs. Lundgren's food for the dogs and cats were stored in separate plastic containers in another room.

I noticed that the Lundgren's home had windows and electronic fixtures, filling the rooms with plenty of both natural and artificial light. It has running potable water and areas for them to clean themselves and equipment. The house was kept at a comfortable temperature; approximately 70 degrees Fahrenheit. The house had proper ventilation and was clean and orderly. I saw bedding material and toys folded neatly while stored up off the floor to prevent infestation.

I inspected the yard and saw a sturdy fence surrounding the yard which was capable of keeping the Lundgren's dogs in and keep other animals out. I did point out a small section of fencing on the southeast corner of the rear yard that needed minor maintenance, and Mrs. Lundgren said she would work on that right away.

I spoke with Mrs. Lundgren about record keeping for the animals. She has records regarding her animals, which she provided with the application. Additionally, she provided me with a detailed copy of her Allstate Homeowner's Policy. Her application also has contact information for Woodstock Animal Hospital, where Mrs. Lundgren works and seeks care for her animals as needed. There are veterinarians on staff there who are qualified in treating marsupials when necessary.

Additionally, while inspecting home I noticed the Lundgren's very prominently displayed St. Helens Animal Facility License, which expires this year. This permit is proudly displayed. I noted that there is a large image of a Sugar Glider printed on this license. Mrs. Lundgren praised the city employee who took the time to create this permit especially for them. During my almost hour long contact with the Lundgrens it was plainly apparent the passion they have for their animals.

From everything I gathered during this inspection I believe the Lundgrens' home is in compliance with City Ordinance 6.04.080 and should be issued an Animal Facility License Permit for 2015-2016.

REPORTING OFFICER(S) / DPSST
GRAHAM, RICK W (22520)PREC / DIV
PATROL

	ST. HELENS POLICE DEPARTMENT	GENERAL OFFENSE	PAGE/OF 3/3

	REPORTING OFFICER(S) / DPSST GRAHAM, RICK W (22520)	PREC / DIV PATROL
--	--	----------------------

Call 15004397 Date 01/21/15 Time 13:37:33 Opr hvaughn
 Location: 150 S 13TH ST; 703
 Call type R-2 Agcy SHPD Area 700 Dist
 Remarks: Report, follow up Map: 5936 How rcvd: DISP
 Case No.: CLR: TUC: Juris SH
 Vehicle 1: 891EYT/

Last: LUNDGREN First: JESSICA Phone:
 ADDRESS:

CROSS STREETS:
 COLUMBIA BLVD COWLITZ ST

703	13:37:40
CALL RPS HUSB AT THIS # - CHRISTOPHER	13:38:50
WANT TO KNOW IF YOU WANT TO COME OVER SUNDAY	13:38:21
FOR ANIMAL ISPECTION	13:38:37
Call 15003920 has been linked to call 15004397.	13:38:40
ANYTIME BETWEEN 1300 - 1500	13:39:09
Call 15004397 scheduled for 01/21 13:40.	13:39:27
SUNDAY AT 1230 FOR 703 PER 703	13:53:41
Call 15004397 requeued due to unit reassignment.	13:53:58
Call 15004397 scheduled for 01/25 12:30.	13:54:10
703 Enroute 474 S 16TH ST	12:51:58
LIC/891EYT	12:55:23

----- Unit Activity -----				
Date	Time	Unit	Status	Operator

01/21/15	13:53:13	711	Dsptch	tlevie
01/21/15	13:53:58	711	Droppd	tlevie
01/21/15	13:53:58	711	Clear	tlevie
01/25/15	12:35:43	703	Dsptch	cegan
01/25/15	12:51:52	703	Enroute	cegan
01/25/15	12:52:00	703	Enroute	cegan
01/25/15	12:55:26	703	Enroute	cegan
01/25/15	12:55:26	703		cegan
01/25/15	12:55:32	703	Arrived	cegan
01/25/15	12:55:45	703	10-53	cegan

CITY OF ST. HELENS
265 Strand
St. Helens, OR 97051

01/09/2015 3:17 PM
Receipt No. 1373577

bl	
AFL	40.00

Total 40.00

Cash	0.00
VISA	40.00

JESSICA & CHRISTOPHER LUNDGREN
Customer #000000
474 S 16TH ST
ST HELENS, OR 97051

Cashier: heidid
Station: CH-FRONTDESKW7

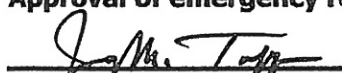

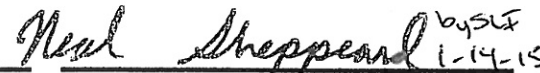
PETITION FOR TEMPORARY CLOSURE OF CITY STREET(S)

You must attach a map of street area to be closed.

I/we, the undersigned, request that the St. Helens City Council allow temporary closure of the following streets.

Street Closure #1			
Street Name	Strand Street		
Beginning Point	265 Strand St	Ending Point	295 Strand St
Start Date	04/25/15	End Date	04/25/15
Time to Begin Closure	5:30 am	Time to Reopen	2:00 pm
Purpose of Closure			
Street Closure #2			
Street Name			
Beginning Point		Ending Point	
Start Date		End Date	
Time to Begin Closure		Time to Reopen	
Purpose of Closure			
Street Closure #3			
Street Name			
Beginning Point		Ending Point	
Start Date		End Date	
Time to Begin Closure		Time to Reopen	
Purpose of Closure			

Approval of emergency responders: (required)

	<u>1/13/15</u>		<u>1/15/15</u>		<u>1-14-15</u>
Fire District	Date	Police Department	Date	Public Works	Date
270 Columbia Blvd.	503-397-2990	150 S. 13 th St.	503-397-3333	984 Oregon St.	503-397-3532

DECLARATION

I/we understand that any barricades or other devices to close off the street must be provided at my (our) expense or may be provided by the City at my/our expense for specific times and dates. I/we also understand that arrangements for placement of barricades/devices must be made with the Public Works Department (503.397.3532). I/we certify that I/we have notified all affected property owners, business owners and/or tenants in person or in writing of my/our intent to close the street/s listed above and that written consents of each are attached. It is my/our belief that there are no major conflicts with this closure.

Petitioner Signature  Date Signed 1-13-15

Print Name Cassy Miller Executive Director Phone 503-366-4005

Mailing Address PO Box 1001 City, State, Zip St Helens, OR 97051

Petitioner Signature _____ Date Signed _____

Print Name _____ Phone _____

Mailing Address _____ City, State, Zip _____

FOR OFFICIAL USE ONLY

Date Rec'd _____ Rec'd by _____ Date sent to CC _____ City Council ☐ Approved ☐ Denied Meeting date _____

Attested  City Administrator Date 1/22/15

CITY STREET CLOSURE CONSENT FORM

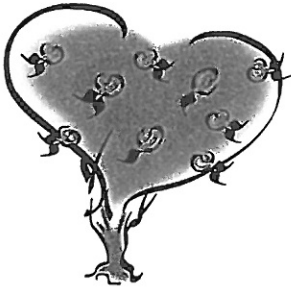
Applicant must take this form to each affected business for consent signatures.

Applicant Amani Center Phone 503-366-4005
 Name of Event Race Against Child Abuse Date(s) of Event 04/25/2015 Time(s) 5:30am-2:00pm
 Street(s) to be closed for event Strand Street (between City Hall & 295, but not blocking access to 295)

The following affected businesses/individuals have been contacted and informed of the event listed above and have marked whether they consent or not to the closure of the street(s) listed above on the date(s) listed above:

Business name <u>N/A</u> <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____	Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____
Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____	Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____
Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____	Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____
Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____	Business name _____ <input type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature _____ Printed name _____ Date signed _____

**Return this to City Hall with your
 Petition for Temporary Closure of City Street(s)**



AMANI CENTER
Columbia County Child Abuse Assessment Program

Mailing Address: PO Box 1001, St Helens, OR 97051
Office Address: 1621 Columbia Blvd, St. Helens, OR 97051
Phone: (503) 366-4005 Fax: (503) 366-0314 Email: amanicenter@comcast.net
www.amanicenter.org

January 14, 2015

City of St. Helens
P.O. Box 278
265 Strand Street
St. Helens, OR 97051

RE: Request for Temporary Street Closure

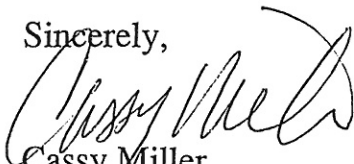
Dear City Administrator and Public Works,

The Amani Center is requesting the temporary closure of Strand Street on April 25, 2015 for the 7th Annual Race Against Child Abuse.

The Race will be utilizing the entire street and street parking spaces between City Hall and Columbia View Park, from the Old Courthouse to Roythai. We are respectfully requesting that city vehicles park elsewhere (such as the off street city parking lot) during this time period.

Thank you for your time and consideration on this matter.

Sincerely,



Cassy Miller
Executive Director

enc

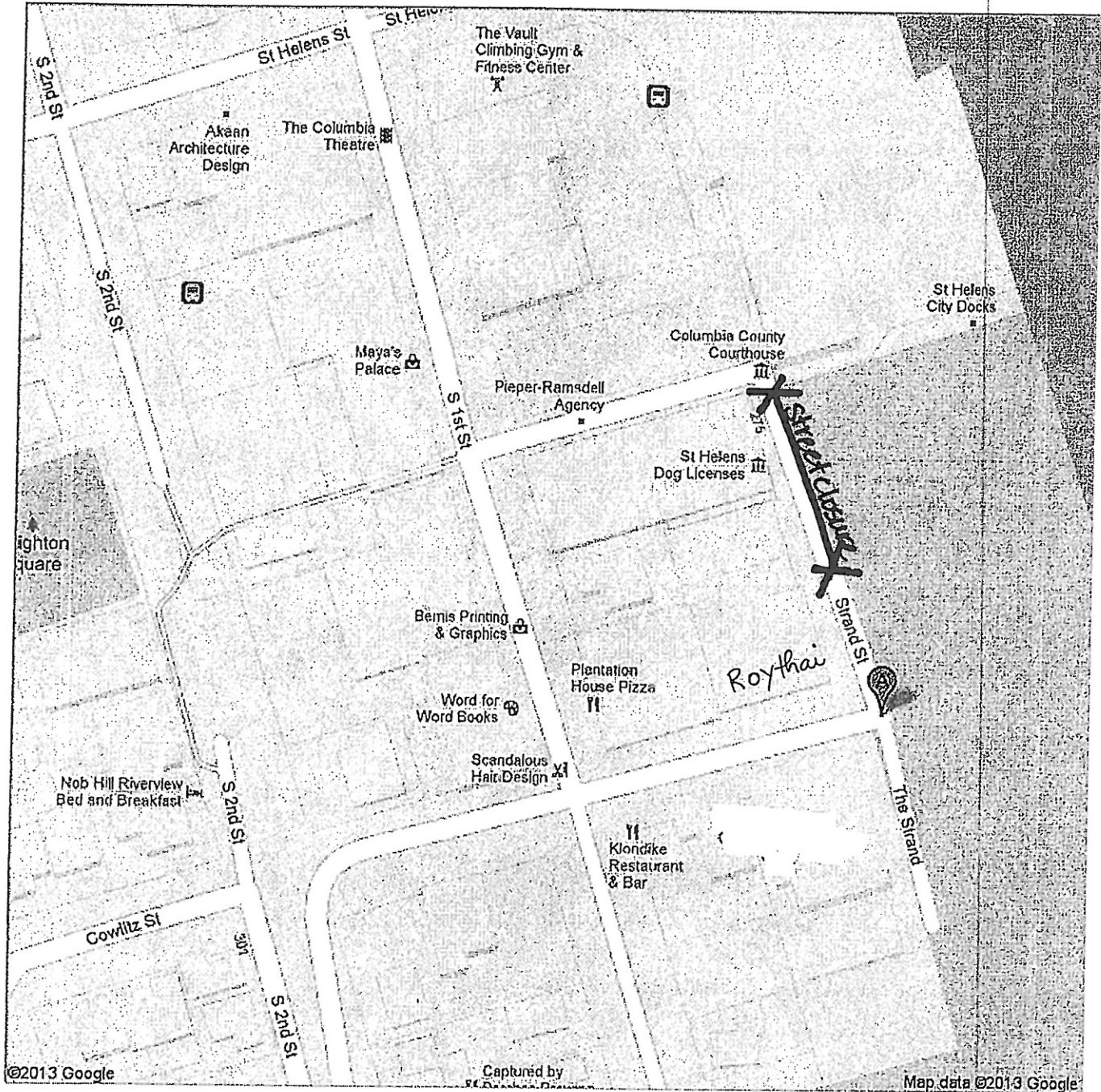
cc: Public Works

Google

Address Strand St
St Helens, OR 97051

Get Google Maps on your phone

Text the word "GMAPS" to 466453



Accounts Payable To Be Paid Proof List

User: shellym
Printed: 01/22/2015 - 2:23 PM
Batch: 523-01-2015



Invoice #	Inv Date	Amount	Quantity	Pmt Date	Description	Reference	Task	Type	PO #	Close POLine #
014187 HDR ENGINEERING, INC.										
00431758-H	01/07/2015	457.24	0.00	01/23/2015	W-429 TELEMETRY UPGRADE		-			No 0000
010-302-653200	Telemmetry System Upgrade									
	00431758-H Total:	457.24								
	014187 Total:	457.24								
019555 MAUL FOSTER ALONGI, INC.										
22231	01/09/2015	3,968.10	0.00	01/23/2015	DUE DIL ASST BOISE		-			No 0000
009-209-554100	Environmental review				WATERFRONT PROPERTY					
	22231 Total:	3,968.10								
22232	01/09/2015	6,918.80	0.00	01/23/2015	DUE DIL ASST BOISE LAND		-			No 0000
018-019-554000	Contractual/Consulting Serv				TRANSF					
	22232 Total:	6,918.80								
	019555 Total:	10,886.90								
030725 SEMLING CONSTRUCTION, INC.										
4760	01/09/2015	5,535.00	0.00	01/23/2015	CONCRETE IMPROVEMENTS AT		-			No 0000
010-303-653305	Meter station				UNLOAD STATION					
	4760 Total:	5,535.00								
	030725 Total:	5,535.00								
	Report Total:	16,879.14								

Accounts Payable

To Be Paid Proof List

User: Shellym
 Printed: 02/06/2015 - 9:13AM
 Batch: 00002.02.2015

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	DescriptionReference								
ADVANCED COMPOSTING SYSTEMS LLC									
ADV.COMP								False	0
01108189	1/26/2015	57,600.00	0.00	02/06/2015	SAND ISLAND RESTROOMS M-434 INSTALLATION				
009-207-652950 Marine Board - Parks Project									
01108189 Total:		57,600.00							
ADVANCED COMPOSTI		57,600.00							
LIBERTY ELECTRIC									
018365								False	0
1405-6	1/31/2015	38,344.37	0.00	02/06/2015	TELEMETRY UPGRADE W-429				
010-302-653200 Telemmetry System Upgrade									
1405-6 Total:		38,344.37							
LIBERTY ELECTRIC Tota		38,344.37							
MURRAY, SMITH & ASSOC., INC.									
020762								False	0
09-1078-59	1/21/2015	4,186.80	0.00	02/06/2015	I& I REHAB S-618C				
010-303-653302 I&I Reduction								False	0
09-1078-59	1/21/2015	3,903.92	0.00	02/06/2015	GODFREY PARK STORM SD-146				
010-304-653409 Godfrey Outfall									
09-1078-59 Total:		8,090.72							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number					Description	Reference			
	MURRAY, SMITH & ASS	8,090.72							
S-2 CONTRACTORS, INC.									
028399								False	0
1507E1	1/21/2015	17,284.16	0.00	02/06/2015	TRENCH PATCHING				
011-011-523000 Road patching projects									
	1507E1 Total:	17,284.16							
	S-2 CONTRACTORS, INC	17,284.16							
WHELESS CONSTRUCTION									
036120								False	0
DEC3 2015	2/3/2015	5,478.50	0.00	02/06/2015	2ND HALF POLICE ROOF				
010-305-653554 Police Roof									
	DEC3 2015 Total:	5,478.50							
	WHELESS CONSTRUCT	5,478.50							
	Report Total:	126,797.75							