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City of St. Helens COUNCIL AGENDA

Wednesday, October 18, 2017

City Council Chambers, 265 Strand Street, St. Helens

City Council Members

Mayor Rick Scholl
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. **6:30PM - PUBLIC HEARING: Street Vacation, Portion of N. 10th Street Adjacent to 1020 Columbia Blvd. (Bilton)**
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. **DELIBERATIONS: Street Vacation, Portion of N. 10th Street Adjacent to 1020 Columbia Blvd. (Bilton)**
6. **ORDINANCES – Final Reading**
 - A. **Ordinance No. 3220:** An Ordinance to Amend the City of St. Helens Comprehensive Plan Map for Certain Property from the Light Industrial (LI) Designation to the General Residential (GR) Designation and the Zoning District Map from the Light Industrial (LI) Zone to the Apartment Residential (AR) Zone
7. **RESOLUTIONS**
 - A. **Resolution No. 1800:** A Resolution Adopting the St. Helens Branding and Wayfinding Master Plan
 - B. **Resolution No. 1801:** A Resolution Assessing Cost of Abatement as a Lien Against 215 N. 5th Street, St. Helens, Oregon
 - C. **Resolution No. 1802:** A Resolution Assessing Cost of Abatement as a Lien Against 375 S. 13th Street, St. Helens, Oregon
 - D. **Resolution No. 1803:** A Resolution Assessing Cost of Abatement as a Lien Against 920 Plymouth Street, St. Helens, Oregon
 - E. **Resolution No. 1804:** A Resolution Adopting a Universal Fee Schedule and Superseding Resolution No. 1789
8. **CONSENT AGENDA FOR ACCEPTANCE**
 - A. Parks Commission Minutes dated August 14, 2017
 - B. Planning Commission Minutes dated September 12, 2017
9. **CONSENT AGENDA FOR APPROVAL**
 - A. Declare Surplus Property – Electronic Equipment
 - B. Declare Surplus Property – Police Van
 - C. Street Closure Requests
 - D. OLCC Licenses
 - E. Accounts Payable Bill List

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.

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For more information or for an application, stop by City Hall or call 503-366-8217.

10. **MAYOR SCHOLL REPORTS**
11. **COUNCIL MEMBER REPORTS**
12. **DEPARTMENT REPORTS**
13. **ADJOURN**

**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
VAC.1.17**

DATE: October 10, 2017
To: City Council
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, Associate Planner

PETITIONER: Harvey Bilton

PROPOSAL: Vacation of public right-of-way described as follows:

The west 25 feet of the north 10th Street right-of-way between the Willamette Street and Columbia Boulevard rights-of-way of the St. Helens Subdivision, St. Helens, Columbia County, Oregon

The purpose of this vacation is to develop and access 4N1W-4AA-9200 (vacant lot behind 1020 Columbia Blvd) per the petitioner's petition.

PUBLIC HEARING & NOTICE

Hearing date: October 18, 2017 before the City Council

Notice of this proposed street vacation was published in the Chronicle on October 4 and October 11, 2017. Utilities were notified of the proposal on September 21, 2017. Staff posted a copy of the notice at or near each end of the proposed street vacation areas on September 26, 2017.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.32.030(5): Whenever any street is lawfully vacated, and when the lands within the boundaries thereof attach to and become a part of lands adjoining such street, the lands formerly within the vacated street shall automatically be subject to the same zoning district designation that is applicable to lands to which the street attaches.

SHMC 17.136.220—Vacation of Streets: All street vacations shall comply with the procedures and standards set forth in ORS Chapter 271 and applicable local regulations.

Discussion: The above two excerpts are the only places where vacations are specifically mentioned in the St. Helens Municipal Code. The Municipal Code does not set forth any additional approval criteria other than those per State law below.

Oregon Revised Statutes, ORS 271.120 – Street Vacation Approval Criteria

... the governing body shall hear the petition and objections and shall determine whether the consent of the owners of the requisite area has been obtained, whether

notice has been duly given and whether the public interest will be prejudiced by the vacation of such plat or street or parts thereof. If such matters are determined in favor of the petition the governing body shall by ordinance make such determination a matter of record and vacate such plat or street; otherwise it shall deny the petition. The governing body may, upon hearing, grant the petition in part and deny it in part, and make such reservations, or either, as appear to be for the public interest.

Discussion:

- **Have there been any objections or other comments submitted regarding this request?**
City Engineering requested to maintain a public utility easement on the northerly 100 feet of the 25 foot wide right-of-way proposed to be vacated. In addition, maintain a public access easement for the entire right-of-way to be vacated to ensure that Public Works can use the existing driveway access that is currently within the 10th Street right-of-way to access the section where the public sanitary sewer line is located.
- **Has the consent of the owners of the requisite area been obtained?**
Pursuant to ORS 271.080(2), the consent of the owners of all abutting property and not less than two-thirds in area of the real property affected area (i.e. an area 200 feet parallel to and on both sides of the portion of street ROW to be vacated and 400 feet along its course beyond each terminus of the portion of street ROW to be vacated) is required. **The applicant submitted documentation showing 100% consent of all property owners abutting the portion of street right-of-way to be vacated and 79.4% of the affected area.**
- **Has notice been duly given?**
Notice requirements are set forth by ORS 271.110. This requires published notice to occur once each week for two consecutive weeks prior to the hearing and posted notice within five days after the first date of published notice. The posting and first day of publication notice is required to be at least 14 days before the hearing. The notice requirements have been met (see Public Hearing & Notice above).
- **Will the public interest be prejudiced by the proposed street vacation?**

Streets

The portion of N. 10th Street proposed to be vacated is classified as a local street according to the City's Transportation System Plan (TSP). According to SHMC 17.152.030, local streets have a minimum right-of-way width of 50 feet. However, in this case, because the street is not anticipated to ever serve uses that result in more than 200 ADT, the local "skinny street" standard can be used per SHMC 17.152.030 (27) (a). The local "skinny street" has a minimum right-of-way width of 40 feet. The existing right-of-way width is 90 feet, therefore vacating 25 feet of the "extra" 40 feet would still retain the minimum right-of-way width standards. In addition, the Willamette Street right-of-way to the north of the proposed street vacation is undeveloped and encumbered with a City storm main line. The Willamette Street right-of-way also contains extremely difficult topography to construct a future road that would connect with the undeveloped N. 10th Street right-of-way.

Access

N. 10th Street is an undeveloped right-of-way with an existing gravel driveway approach that serves the single-family dwelling unit at 1020 Columbia Blvd. The gravel driveway is approximately 12 feet wide with a 24 feet wide approach on Columbia Blvd. Columbia Blvd. is classified as a minor arterial according to the City's TSP. According to SHMC 17.84.040, the minimum private access drive-to-drive on a Minor Arterial is 200 feet. This means that future development of the vacant property abutting the proposed vacation must share access with the new driveway approach that serves both properties. At the time of development, the existing driveway approach that serves 1020 Columbia Blvd. must be removed and replaced with a driveway that utilizes the remaining 10th Street right-of-way and has standard curb and sidewalk. Alternatively, the driveway approach could be replaced by an actual street within the right-of-way, which would mean that all driveways for N. 10th Street access would branch off the new stub street.

Utilities

There is a City sanitary sewer mainline that runs diagonally through the proposed right-of-way to be vacated. If approved, a utility easement should be retained over the northerly 100 feet of the proposed vacated right-of-way.

Trees

Any tree within the current right-of-way will no longer be subject to public protection under SHMC 8.12.090.



Photo is taken looking north from the Columbia Blvd. The gravel driveway to 1020 Columbia Blvd. is almost entirely within the proposed 25 feet to be vacated. The house sits very close to the property line.



Photo is taken looking south while standing within the proposed 25 feet to be vacated. The area between the fence and the photographer is the southern end of the vacant lot that the applicant wishes to develop in the future. The vacant lot is 9,600 square feet (0.22 acres).



Photo is taken standing near the edge of the vacant property that the applicant wishes to develop in the future. Photo looks north into the cliff of the Willamette Street right-of-way.

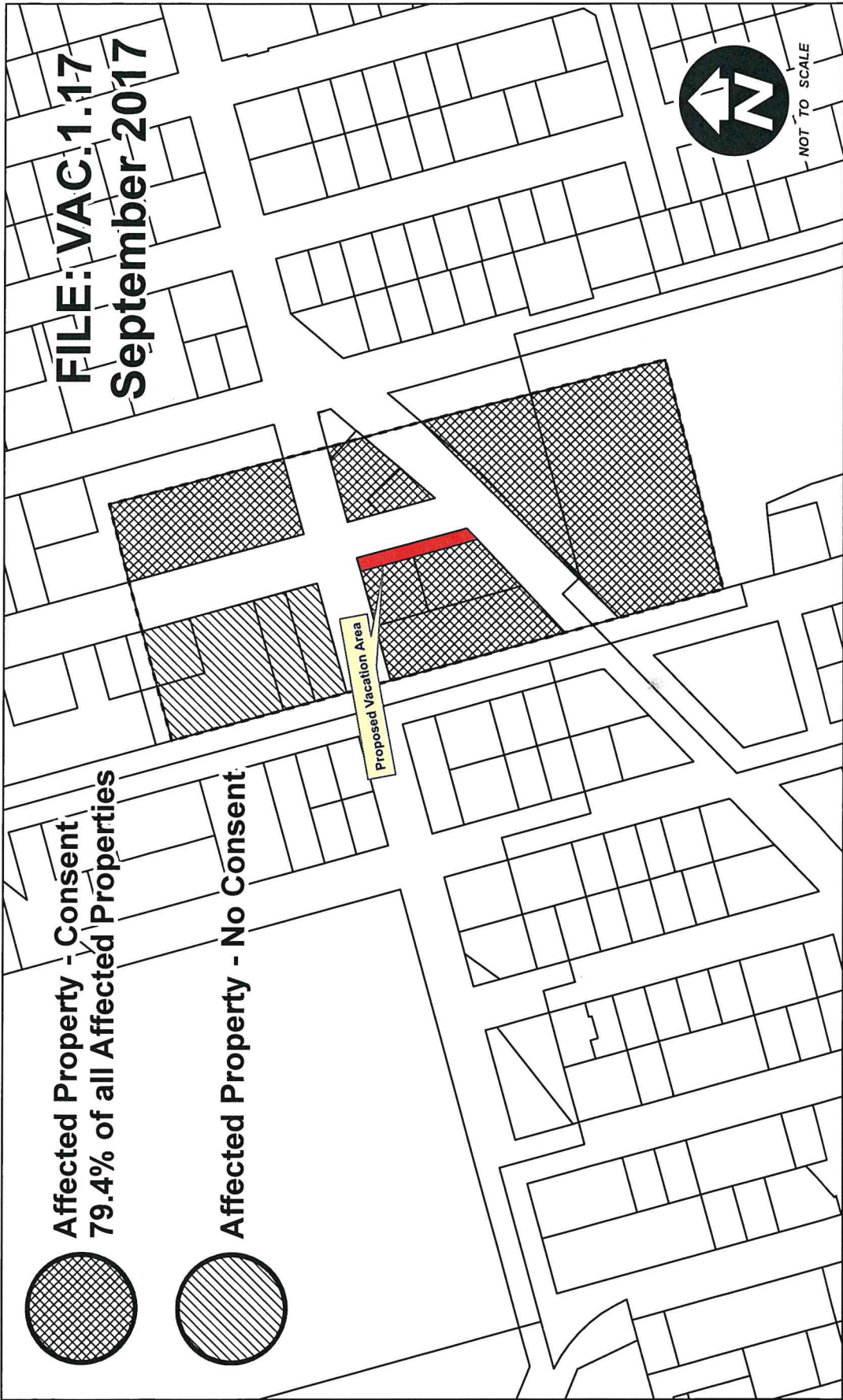
Finding: The public interest will not be compromised by this street vacation because of the unlikelihood that the N. 10th Street and Willamette Street right-of-ways will ever be fully developed due to the difficult topography. Also, given close proximity of the existing City sanitary sewer main, a utility easement should be preserved over the northerly 100 feet of the 25 foot right-of-way. Lastly, access to the public sanitary sewer line should be maintained. This can occur either with a public access easement over the entire right-of-way to be vacated or further development of the 10th Street right-of-way could facilitate better access to the sanitary sewer line without an access easement.

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, staff recommends the City Council grant the street vacation petition with the provisions that:

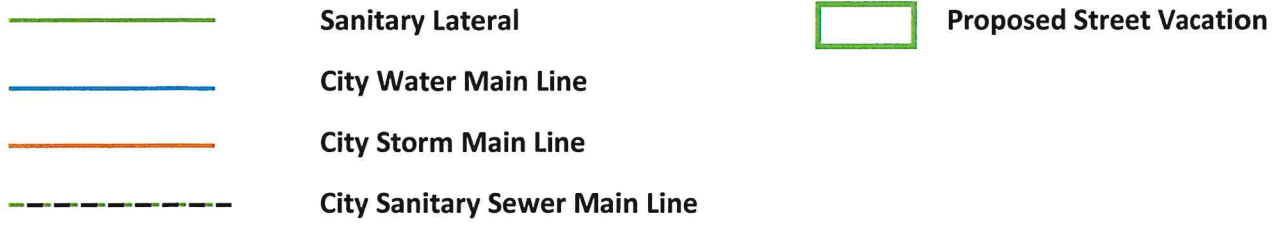
1. A public utility easement be retained over the northerly 100 feet of the right-of-way to be vacated.
2. A public access easement be retained over the entire right-of-way to be vacated to ensure access to the public sanitary sewer line.
3. When any future development occurs that uses N. 10th Street for access, the existing driveway serving 1020 Columbia Boulevard must be removed and replaced with a shared driveway built within the remaining 10th Street right-of-way. Driveway must include standard curb and sidewalk. Alternatively, the existing driveway must be removed and replaced with a standard street. The 10th Street improvement standards will be based on the development proposal at that time.

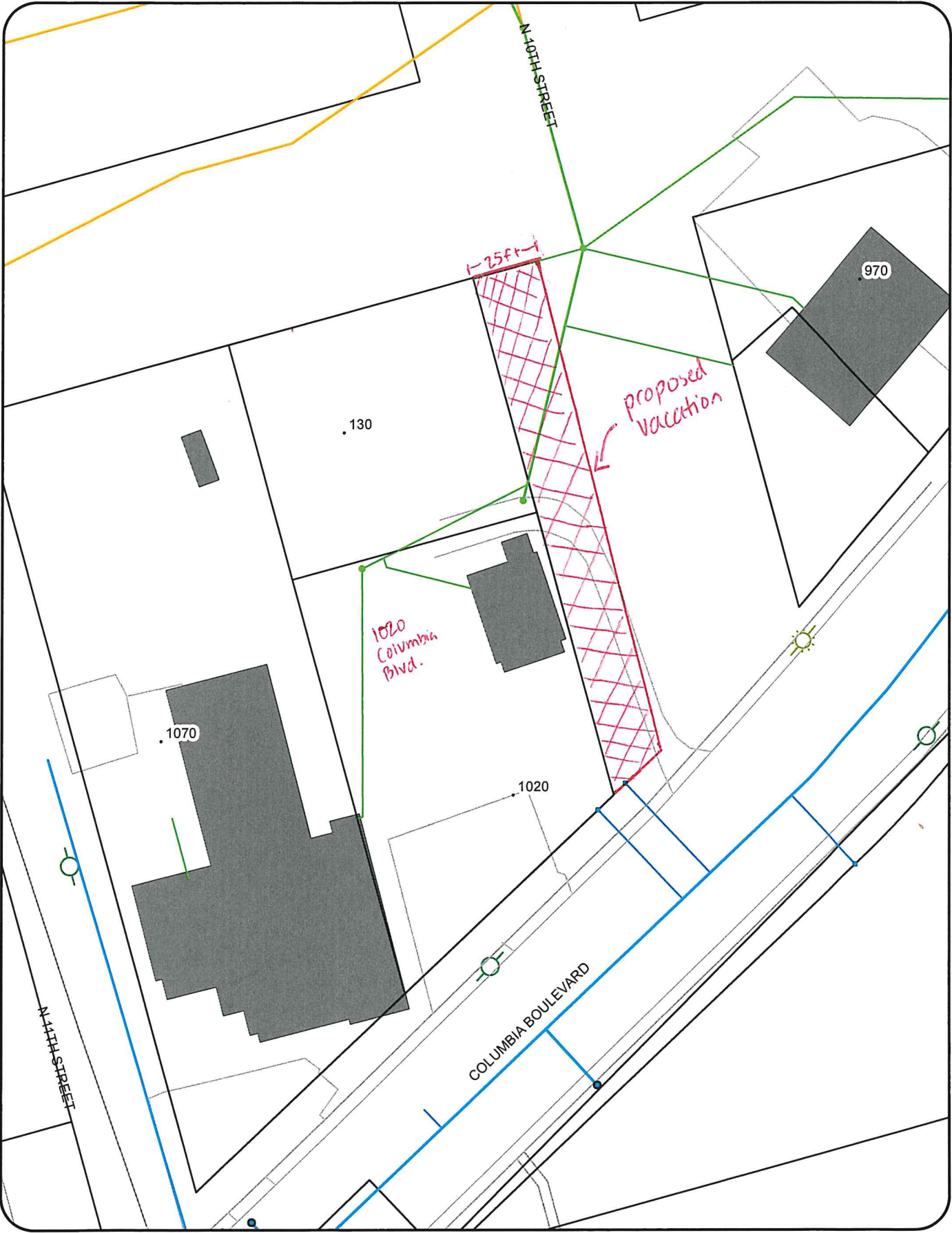
Attachments: *Consent Map, Aerial Utility Map, Property Lines & Buildings Map*



VAC.1.17 Utility Map

9/21/17





City of St. Helens
ORDINANCE NO. 3220

AN ORDINANCE TO AMEND THE CITY OF ST. HELENS COMPREHENSIVE PLAN
MAP FOR CERTAIN PROPERTY FROM THE LIGHT INDUSTRIAL (LI)
DESIGNATION TO THE GENERAL RESIDENTIAL (GR) DESIGNATION AND THE
ZONING DISTRICT MAP FROM THE LIGHT INDUSTRIAL (LI) ZONE TO THE
APARTMENT RESIDENTIAL (AR) ZONE

WHEREAS, applicants have requested to amend the City of St. Helens Comprehensive Plan Map and Zoning District Map for property depicted in **Attachment "A"** attached hereto and made part of this reference, and identified as Columbia County Tax Assessor Map Number 5N1W-33DB-500 and the portion of 5N1W-33DB-100 south of the easterly extension of the north property line of 5N1W-33DB-500 from Light Industrial (LI) to General Residential (GR), and Light Industrial (LI) to Apartment Residential (AR), respectively; and

WHEREAS, the St. Helens Planning Commission did hold a duly noticed public hearing and did conclude to recommend such a change to the City Council; and

WHEREAS, the City Council did hold a duly noticed public hearing and did find that after due consideration of all the evidence in the record compared to the criteria, that they agreed with the application; and

WHEREAS, the Council has considered the findings of compliance with criteria and law applicable to the proposal.

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 of St. Helens Comprehensive Plan Map is amended to change the plan designation boundaries of the Light Industrial (LI) designation to the General Residential (GR) designation for the property described herein.

Section 3. The City of St. Helens Zoning District Map is amended to change the zoning district boundaries of the Light Industrial (LI) zone to the Apartment Residential (AR) zone for the property described herein.

Section 4. In support of the aforementioned Comprehensive Plan Map and Zone District Map Amendment, the Council hereby adopts the Findings of Fact and Conclusions of Law, attached hereto as **Attachment "B"** and made part of this reference.

Section 5. 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: October 4, 2017
Read the second time: October 18, 2017

APPROVED AND ADOPTED this 18th day of October 2017 by the following vote:

Ayes:

Nays:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

**CITY OF ST. HELENS PLANNING DEPARTMENT
FINDINGS OF FACT AND CONCLUSIONS OF LAW
Comprehensive Plan Map and Zoning Map Amendment CPZA.1.17**

APPLICANT: Lesley Everett
OWNER: Lesley Everett
Peter & Elaine Frank
ZONING: Light Industrial (LI)
LOCATION: 5N1W-33DB-500 & a portion of 5N1W-33DB-100
1160 & 1170 Deer Island Road
PROPOSAL: Zone Map Amendment from Light Industrial (LI) to Apartment Residential (AR)
and Comprehensive Plan Amendment from Light Industrial (LI) to General
Residential (GR)

The 120-day rule (ORS 227.178) for final action for this land use decision is not applicable per ORS 227.178(7).

SITE INFORMATION / BACKGROUND

1160 Deer Island Road (duplex dwelling unit) and 1170 Deer Island Road (detached single-family dwelling unit) are located on a 0.4 acre site. According to the Columbia County Assessor, these dwellings were built between 1938 and 1942. The small single-family dwelling unit was recently damaged by a fire and is in very poor condition due to the age of the building. In order to demolish and re-build the unit, the applicant must request a zone change from Light Industrial to residential because of our City's non-conforming use rules. In addition, if either dwelling unit were destroyed, they could not be rebuilt with current Light Industrial zoning. The applicant would also have to apply for a land partition because the City's residential zones only allow one principal building per lot or parcel (except for multi-dwelling units).

Both addresses have access from Deer Island Road with two gravel driveway approaches and gravel parking areas. Deer Island Road is a developed road, but does not have frontage improvements (sidewalks, curbs, etc.) on the subject property side. Deer Island Road is classified as a minor arterial, which requires a minimum right-of-way width of 60 feet. This is met.

The site is located across the street from the Columbia County Transit Center (CC Rider) and adjacent to the City of St. Helens Public Works Shops property. This request includes a portion of City-owned property that was formally used to access the Public Works Shops. Per the May 17, 2017 City Council Work Session, the City Council was willing to entertain the inclusion of the portion of the City-owned property in this zone change request because the additional access to the Public Works Shop is no longer needed, as noted by Public Works staff. All other dwellings adjacent to the property are detached single-family dwelling units.

PUBLIC HEARING & NOTICE

Hearing dates are as follows: August 8, 2017 before the Planning Commission and September 20, 2017 before the City Council.

At their meeting, the Planning Commission unanimously recommended the Council approve this proposal.

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on July 19, 2017 via first class mail. Notice was sent to agencies by mail or e-mail on July 19, 2017. Notice was published in the The Chronicle on July 26, 2017. Notice was sent to the Oregon Department of Land Conservation and Development on June 29, 2017.

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.
- (e) A proposed change to the St. Helens Zoning District Map that constitutes a spot zoning is prohibited. A proposed change to the St. Helens Comprehensive Plan Map that facilitates a spot zoning is prohibited.

(a) Discussion: This criterion requires analysis of the applicable statewide planning goals. The applicable goals in this case are Goal 1, Goal 2, Goal 10, and Goal 12.

Finding (s):

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. Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties. The City has met these requirements and notified DLCD of the proposal.

Given the public vetting for the plan, scheduled public hearings, and notice provided, Goal 1 is satisfied.

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.

The City and State (i.e., DLCD) coordinated with regard to the adoption of this proposal. The City notified DLCD as required by state law prior to the public hearings to consider the proposal.

There are no known federal or regional documents that apply to this proposal. 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.

Statewide Planning Goal 10: Housing

This goal is about meeting the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

The City's most recent analysis of this sort is from the Period Review Work Task #1, Land Use Inventory from 1998. This calls for 35% of total residential lands to be zoned for multi-family dwelling units. Of all current residential lands (zones AR, R5, R7, R10, and MHR), 9.8% is zoned AR. AR is the only zone that allows for multi-family dwelling units as a permitted use and is the City's highest density zone. Given the disparity between the target percentage and the current, this proposal advances the City's identified housing needs. Goal 10 is satisfied.

Statewide Planning Goal 12: Transportation

Goal 12 requires local governments to "provide and encourage a safe, convenient and economic transportation system." Goal 12 is implemented through DLCD's Transportation Planning Rule (TPR), OAR 660, Division 12. The TPR requires that where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures to assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.

A traffic impact analysis shall be submitted with a plan amendment or zone change application, **as applicable**, pursuant to Chapter 17.156 SHMC. See Section (d) for a more detailed discussion of the TPR and implementing ordinances.

(b) Discussion: This criterion requires analysis of any applicable federal or state statutes or guidelines in regards to the residential zone change request.

Finding: There are no known applicable federal or state statutes or guidelines applicable to this zone change request.

(c) Discussion: This criterion requires analysis of applicable comprehensive plan policies, procedures, appendices, and maps. The applicable Comprehensive Plan goals and policies are:

19.08.020 Economic goals and policies.

[...]

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

[...]

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

[...]

19.08.050 Housing goals and policies.

(1) Preface. Residents of the city of St. Helens are demographically in different stages of socioeconomics. As such, they vary in their family sizes, economic capabilities and interests and will desire different types of housing. The strategy is to ensure that sufficient lands are designated for those different phases and desires of current and future residents and to encourage policies and decisions to allow all residents the ability to find affordable housing.

(2) Goals.

(a) To promote safe, adequate, and affordable housing for all current and future members of the community.

(b) To locate housing so that it is fully integrated with land use, transportation and public facilities as set forth in the Comprehensive Plan.

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

(a) Maintain adequate development and building codes to achieve the city's housing goals.

(b) Encourage the distribution of low income and/or multifamily housing throughout the city rather than limiting them to a few large concentrations.

[...]

(d) Encourage and cooperate with all efforts to provide adequate housing for those with special needs.

[...]

(h) Encourage energy-efficient housing patterns in residential developments.

19.12.090 Light industrial category goals and policies.

(1) Goals. To provide a place for smaller and/or less intensive industrial activities where their service and transportation requirements can be met, and where their environmental effects will have minimal impact upon the community.

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

(a) Apply this category where light industrial concerns have become established and where vacant industrial sites have been set aside for this purpose.

(b) Encourage preserving such designated areas for light manufacturing, wholesaling, processing and similar operations by excluding unrelated uses which would reduce available land and restrict the growth and expansion of industry.

(c) Ensure that light industry operations have adequate space with respect to employee and truck parking, loading, maneuvering and storage.

(d) Follow a site design review process for light industrial activity to ensure proper setbacks as well as screening and buffering, particularly for unsightly areas which can be viewed from arterials or from adjoining residential areas; in contemplating the setbacks, consideration should be given to the effect of the activity on significant fish and wildlife areas.

19.12.020 General residential category goals and policies.

(1) Goals. To create conditions suitable for higher concentrations of people in proximity to public services, shopping, transportation and other conveniences.

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

(a) Require undeveloped public ways of record to be improved to applicable city standards as a condition to the issuance of building permits for lots that front these ways.

(b) Encourage the infilling of areas presently undeveloped due to topographical limitations to achieve a more efficient use of the land.

(c) Allow for the convenient location of grocery stores by the conditional use process.

(d) Develop rules for multifamily dwellings which are consistent with housing policies.

(e) Designate general residential lands as R-5, General Residential or AR, Apartment Residential on the city zoning map.

(c) Discussion: The proposal is to amend the Zoning Map from Light Industrial (LI) to Apartment Residential (AR), and the Comprehensive Plan Map from Light Industrial (LI) to General Residential (GR), in order to accommodate AR zoning.

The Light Industrial zoning district policy states, “Apply this category where light industrial concerns have become established and where vacant industrial sites have been set aside for this purpose.” In this case, light industrial uses have never been established in this location, and the site is not vacant. Nevertheless, the site has been zoned Light Industrial since at least 1978. The assumption for this is consistent zoning patterns. Irregular zoning patterns of conflicting zones can have a negative impact by restricting growth and expansion of industry.

According to the 2008 Economic Opportunities Analysis (Ord. 3101), St. Helens should have no shortage of industrial land over the next 20 years. Projections of future employment and industry demand indicate that St. Helens has a surplus of industrial zoned lands and parcels of at least 78 acres. Since 2008, the City has moved 25 acres of Heavy Industrial to the Riverfront District zoning district (Ord. 3215). This means there is still a 53-acre industrial land surplus. This proposal is requesting the removal of less than one acre from Light Industrial to Apartment Residential.

Finding(s): There is a surplus of industrial land and an increasing demand for housing. This proposal is not contrary to Comprehensive Plan goals and policies; the City Council finds that removing Light Industrial zoning in this area will not have a negative impact on growth and expansion of industry.

(d) Discussion: This criterion requires that the proposal not conflict with the applicable provisions of the implementing ordinances.

Duplexes and single-family dwelling units are allowed in the AR zoning and GR comprehensive zoning districts.

In addition, the Commission found and Council concurred that this location is more appropriate for AR zoning given the immediate proximity to Columbia County Rider Transit Center (across the street) and, per uses possible in the current and proposed zoning, the potential of a neighborhood market which is possible in the AR zone but not the LI zone. Note that if the CC Rider Transit Center property was still a mill (the use existing when zoned in the 1970's until the early part of the 21st century), the Commission's finding would likely differ. Thus, an aspect of the Commission's favorable stance on this issue is how the current CC Rider Transit Center property has changed over time.

Per Chapter 17.156 Per SHMC, a Traffic Impact Analysis shall be required to be submitted to the City with a land use application when the proposed change in zoning or Comprehensive Plan designation will result in more vehicle trips based on permitted uses.

According to the 9th ed. of the Institute of Transportation Engineers (ITE), one of the worst case development scenarios using the permitted nursery use for the 0.58 acres lot under LI zoning would generate 63 ADTs. Under AR zoning, the net developable area for multi-dwelling units per SHMC Chapter 17.56 Density Computations is 0.38 acres. The worst case development scenario using permitted uses is a 9-unit multi-dwelling unit. The ITE states this would generate 60 ADTs, which is less than the LI zoning scenario. Therefore, a Transportation Impact Analysis will not be required for this proposal.

Finding: This proposal will not significantly affect an existing or planned transportation facility. A Traffic Impact Analysis will not be required for this proposal.

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

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

Finding: The property abuts existing AR and R5 on the Zoning Map. On the Comprehensive Plan Map, the properties surrounding the zone change proposal are zoned GR and LI. The Council finds this is not a spot zone.

CONCLUSION & DECISION

Based upon the facts and findings herein, the City Council approves this Comprehensive Plan Map and Zoning Map Amendment.

Rick Scholl, Mayor

Date

City of St. Helens
RESOLUTION NO. 1800

**A RESOLUTION ADOPTING THE
ST. HELENS BRANDING AND WAYFINDING MASTER PLAN**

WHEREAS, the City acquired a grant through the Travel Oregon Matching Grants Program to create a plan for wayfinding signage, informational kiosks, and gateways; and

WHEREAS, unified wayfinding signage enlivens business districts of St. Helens, increases foot traffic to businesses, and enhances the visitor experience; and

WHEREAS, the US Highway 30 and Columbia Boulevard/St. Helens Street Corridor Master Plan (Ordinance No. 3181) identified the need for improving the connectivity between the business districts with wayfinding signage and improving the streetscape appearance with pedestrian-oriented amenities; and

WHEREAS, the St. Helens Urban Renewal Plan (Ordinance No. 3217) identifies a detailed list of projects to fund by the Urban Renewal Agency, one of which includes wayfinding improvements; and

WHEREAS, the St. Helens Waterfront Framework Plan (Resolution No. 1765) identifies the short-term need for improved wayfinding to help attract people from US Highway 30 to the Riverfront District; and

WHEREAS, consultants have prepared the St. Helens Branding and Wayfinding Master Plan after extensive review and analysis of existing plans, policies, studies and other information, consultation with the general public and stakeholders through various Open House events, and consultation with the City Council, the Planning Commission, City staff and other agencies.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES that the St. Helens Branding and Wayfinding Master Plan attached hereto is adopted and shall be used as a guide for the development and implementation of a complete, unified wayfinding system.

APPROVED AND ADOPTED by the City Council on October 18, 2017 by the following vote:

Ayes:

Nays:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

City of St. Helens Branding & Wayfinding Master Plan

RESOLUTION NO. 1800

October 2017



prepared by:
Alta Planning + Design
711 SE Grand Avenue
Portland, Oregon 97214



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This project was made possible
in part by a grant from Travel
Oregon.

Executive Summary

*The **City of St. Helens Branding and Wayfinding Master Plan** provides a strategy for the City to implement a citywide wayfinding system*

The City of St. Helens is located on the Columbia River, north of Portland, Oregon. Highway 30, which follows the path of the Columbia River to the Pacific Ocean, runs through the community and serves as a major transportation route for commercial and recreational trips. St. Helens has a resident population of approximately 13,000 people and welcomes visitors throughout the year. St. Helens was established as a river port on the Columbia River in the 1840s and still has a strong connection to the river for recreational and commercial activities.

The City of St. Helens Branding and Wayfinding Plan provides a strategy for the City to implement a citywide wayfinding system. This plan provides guidance on sign placement and route prioritization, in addition to a preferred design for a family of wayfinding signs.

The preferred design incorporates national best practices, community input, local materials, and distinctive architectural details to create a unique wayfinding identity rooted in the history and landscape of St. Helens.



The historic 1906 Columbia River Courthouse with Mount St. Helens in the background.

Preferred Design

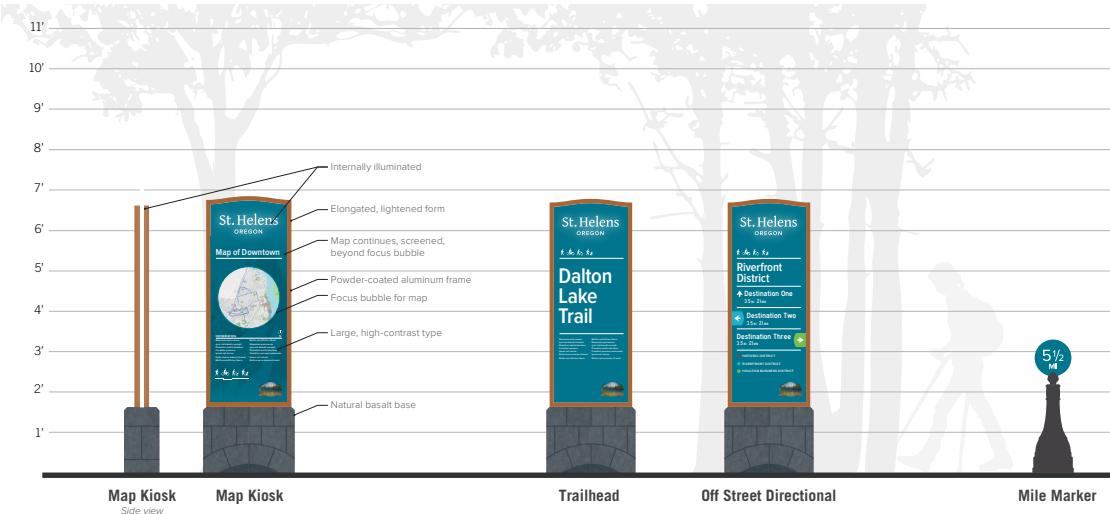
The family of wayfinding elements for St. Helens will define a sense of place in a way that is clear and simple, reflects local character, and integrates well among other landscape, streetscape, and transportation elements.

The bright, clean, and modern interpretation of a nautical color palette will be used throughout the sign family, with large and legible text. The soft arching wave shape will be used in the top of the larger signs, with color

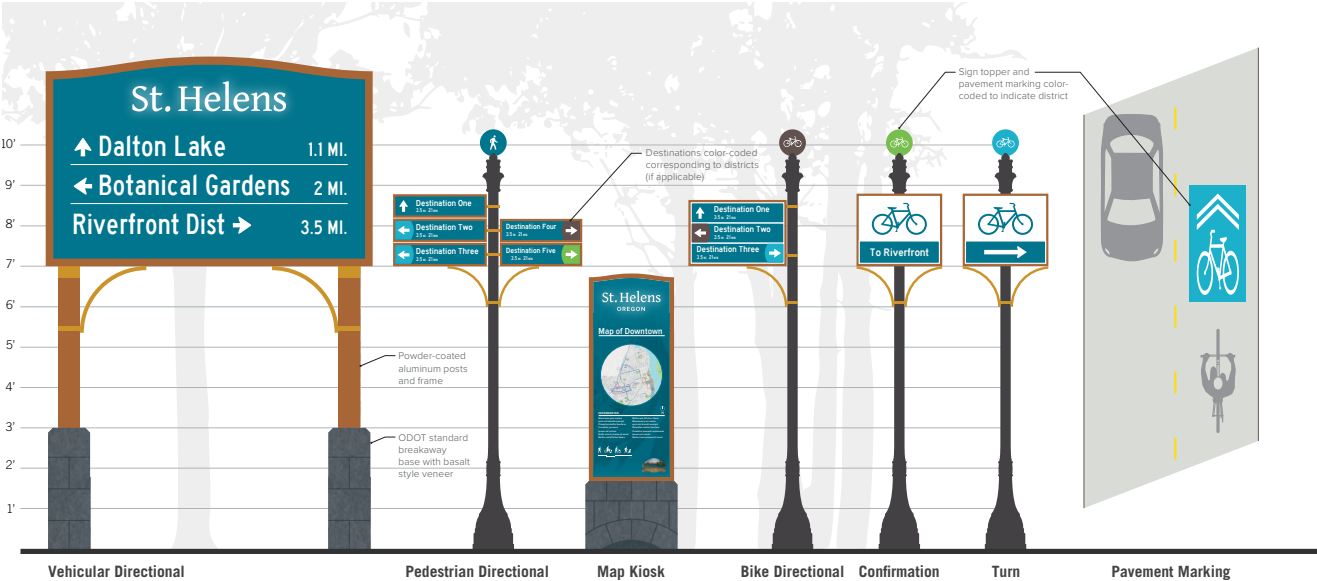
coded directional arrows and pavement markings used to indicate the district. The sign poles are chosen to match the existing, historic light poles in St. Helens.

The Gateway Arch, to be placed over Columbia Boulevard, will be constructed of painted aluminum for ease of maintenance.

Enhanced Navigational Elements - Off Street Signage



Fundamental Navigational Elements - On Street Signage



Identity Signage



Chapter 1

Introduction

*The **City of St. Helens Branding and Wayfinding Master Plan** provides a strategy for the City to implement a citywide wayfinding system. The plan is a product of the community's goals to connect residents and visitors to city services and destinations like the Riverfront, to support and enhance tourism, and to encourage travel off Highway 30 and into St. Helens.*

With its beautiful riverfront location, Historic District, and access to Highway 30, St. Helens offers a unique visitor and shopping experience.

Strategically placed and branded wayfinding signage will help both visitors and residents navigate to key points of interest in the City. Unified directional signage, informational kiosks, and gateways will enliven business districts by making them easier to locate from Highway 30, increasing foot traffic, and encouraging visitors to explore different parts of the City once they have arrived. Most St. Helens amenities are to the east of Highway 30; therefore, the planning effort focused on the area between the highway and the Columbia River.



There are many destinations and attractions throughout St. Helens, including the river, commercial districts, and parks.

Overview

The City of St. Helens is located on the Columbia River, north of Portland, Oregon. Highway 30, which follows the path of the Columbia River to the Pacific Ocean, runs through the community and serves as a major transportation route for commercial and recreational trips. St. Helens has a resident population of approximately 13,000 people and welcomes visitors throughout the year. St. Helens was established as a river port on the Columbia River in the 1840s and still has a strong connection to the river for recreational and commercial activities.

St. Helens has two commercial districts (in addition to the commercial corridor along Highway 30) – the Historic District downtown and the Houlton Business District to the west near Highway 30. The Historic District is situated near the river and is defined by walkable streets, historic storefronts, and mature street trees. The Houlton Business District is less densely built than the Historic District and contains more surface parking lots and empty lots.

Effective wayfinding is important as residents and visitors explore St. Helens through different modes of transportation, including walking, biking, and driving, and from different entry points. This plan provides a comprehensive and consistent approach for wayfinding signage that will benefit the entire City.



Art along a roadway provides visual interest and a sense of place in St. Helens.



A historic photo of St. Helens showing the corner of 4th and Old Portland Road.

A good wayfinding system equips residents and visitors with easy to read information allowing a logical, intuitive experience by which to explore a local area, its services, and attractions. Clean and concise navigation information creates a welcoming experience and signage is an effective investment to encourage tourism and improve access to local destinations.

Background Review

In developing the Branding and Wayfinding Master Plan, municipal plans and policies were reviewed in relation to multi-modal transportation and wayfinding signage.

In the following documents, there are references to Old Town/Olde Towne/Riverfront District. In order to better reflect the City's future redevelopment, City Council changed the district name from Olde Towne to Riverfront District.

St. Helens Waterfront Framework Plan

The St. Helens Waterfront Framework Plan (2016) calls for wayfinding improvements to “help people find downtown retail and existing business district, attract people on Hwy 30 to St. Helens downtown, and integrate corridor master planning and other efforts.” The plan goes on to say that “there is a perception that Old Town and especially the waterfront are hard to find from Highway 30. A wayfinding program would help promote existing businesses and attractions and provide greater ease of travel for visitors”.

St. Helens Municipal Code: Community Development Code

Section 17.88: “Signs” provides guidance on signs in St. Helens. The stated purpose of the sign code is to “improve the effectiveness of signs, to provide for safe construction, location, erection and maintenance of signs, to prevent proliferation of signs and sign clutter, to minimize adverse visual safety factors to travelers on public highways and streets and on private areas open to public travel”. The code provides guidance on sign size, placement, illumination restrictions, and when design review is required.

Architectural Design Guidelines for the Conversation of Traditional Design in Olde Towne

The Architectural Design Guidelines for the Conversation of Traditional Design in Olde Towne, St. Helens (2012), while not providing specific guidance on wayfinding, offers guidance on lighting, commercial signage, and material and color palettes.

City of St. Helens Parks and Trails Master Plan

The City of St. Helens Parks and Trails Master Plan (2012) recommends providing wayfinding signage along high boat



Downtown St. Helens

traffic areas, such as water trails, at Sand Island Marine Park, Grey Cliffs Park, and Columbia View Waterfront Park, to capitalize on the boat traffic generated by the Columbia River. The Parks and Trails Master Plan also recommends adding interpretive installations, kiosks, and wayfinding signage along trail routes, as well as utilizing the St. Helens Arts and Cultural Commission or local artists to provide art along trail systems.

St. Helens Economic Development Corporation's Local Program Evaluation

The St. Helens Economic Development Corporation's Local Program Evaluation (2015) recommends the City "embrace a bike friendly program" and capitalize on

its unique setting along a popular cycling route between Portland and the Pacific Ocean. The recommendation calls for the creation of bicycle-oriented signage along Highway 30 to bring cyclists onto Main Street. The plan also recommends highway signage on Highway 30 and "standard attraction and amenities signs within (ODOT's) right-of-way". The consideration of a gateway sign that reaches across Columbia Boulevard near the highway is also recommended.

City of St. Helens Planning Department Memorandum on Sign Pollution Concerns

The City of St. Helens Planning Department Memorandum on Sign Pollution Concerns (2011) discusses the

City's concern with the use of signs and their impact to the City's appearance, including the resulting sign pollution. The memo notes that public signs (SHMC 17.88.015) are signs "placed by or with the approval of government within the right-of-way. Examples include street and traffic signage. No permit required." The memo recommends using ODOT-approved advertising signage (applicable to the highway only) for tourist-oriented directional signs and signs through the Oregon Travel Information Council.

Corridor Master Plan

The Corridor Master Plan (2015) recommends the installation of wayfinding signage, community kiosks, and gateway markers in greater downtown area of St. Helens (Houlton and Riverfront Districts), in order to improve aesthetics and sense of place. Specific recommendations call for a gateway at the US 30 / Columbia Boulevard intersection, with additional gateway elements at 13th Street to mark the entrance to Houlton's commercial couplet, and one at Columbia Boulevard and 1st Street to make the entrance of the Riverfront District. Another specific recommendation is to install a community kiosk mid-block on the south side of Columbia Boulevard at 16th Street, adjacent to the St. Helens Post Office.



The neon City Hall sign offers an interesting contrast against the historic stone building.

Towards Sustainable Tourism

Towards Sustainable Tourism (2007) recommends new waterfront signage on the Columbia River to "welcome boaters into downtown St. Helens", in addition to wayfinding signage along the Columbia River Highway that is artistic and includes important wording such as "historical" and "riverfront".

Objectives

The City of St. Helens Branding and Wayfinding Master Plan is designed to create a comprehensive and cohesive wayfinding system, along with a plan for implementing signage to serve residents and visitors who are walking, biking, and driving in St. Helens. The plan aims to:

- Create wayfinding signage that will meet the needs of residents and visitors whether traveling through St. Helens as a pedestrian, in a motor vehicle, or by transit or cycling.
- Establish a high quality brand identity and design that captures local character and is coherent and attractive.
- Consider graphic standards focused on local identity and aesthetic.
- Understand key entrances and gateways to St. Helens, including decision points and sites where navigation information is suited.
- Give sign placement guidance for specific corridors or areas of the community.



St. Helens has many important destinations that draw both local residents and visitors.

Wayfinding Principles

The “legibility” of a place describes how easy it is to understand. Places are more legible when they are arranged so people can intuitively determine the location of destinations, identify routes, and recognize areas of different character. A wayfinding system helps to make places more legible by better enabling individuals to:

- Easily and successfully find their destination.
- Understand where they are with respect to other key locations.
- Orient themselves in an appropriate direction with little misunderstanding or stress.
- Discover new places and services.

The following guiding principles, based on best practices from around North America, will help create the most effective wayfinding systems. Together, these wayfinding principles create a wayfinding system plan that is both legible and easy to navigate. These principles should be applied in St. Helens’ wayfinding sign placement and destination logic to effectively enhance the legibility of the community.

Wayfinding Principles:



Be Predictable

Effective wayfinding networks are predictable. When information is predictable, patterns emerge, and users of the network are able to rely on the system to provide information when they expect it. Predictability also helps users understand new situations quickly, whether it be navigating a new intersection or traveling to a destination for the first time.

Users come to trust a predictable wayfinding network, making new journeys easier to attempt and complete. Every time a new trip is completed, users' confidence in the wayfinding network will be sustained or increased.

Predictability should relate to all aspects of wayfinding placement and design (i.e., sign materials, dimensions, colors, forms, and placement). Similarly, maps should employ consistent symbology, fonts, colors, and style. The system must be designed in accordance with local, state, and federal guidelines to ensure funding eligibility through state and federal sources.



Keep Information Simple

For a wayfinding network to be effective, information needs to be presented clearly and logically. The presentation of information needs to be balanced: too much information can be difficult to understand; too little and decision-making becomes impossible. The placement of signs and the information provided at each placement are also critical. To be successful, wayfinding information must be provided in advance of where major changes occur and confirmed when the maneuver is complete.

Wayfinding signage design should be accessible and comprehensible by a wide range of users, including people of all ages and ability levels. Special consideration should be taken for those without high educational attainment, English language proficiency, or spatial reasoning skills. In areas with high rates of users with English as a second language, the wayfinding should use text and symbols that will be understood by non-English speakers. Designers should minimize the use of bilingual text or separate-language signs, as including these elements can make signs cluttered and reduce overall legibility.

It is important to provide information in manageable amounts. Too much information can be difficult to understand; too little and decision-making becomes impossible.



Maintain Motion

Bicycling and walking require physical effort, and frequently pausing to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow pedestrians and bicyclists to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information must be quickly read and easily comprehended.



Promote Active Travel

A wayfinding network should encourage increased rates of active transportation by creating a clear and attractive system that is easy to understand and navigate. The presence of wayfinding signs should communicate that walking and bicycling to many destinations is convenient

An effective wayfinding system makes active transportation facilities more visible and helps to increase use of both on-street and off-street facilities. Wayfinding improvements are a cost-effective way of drawing attention to existing facilities and how they connect people to the places they want to go.



Connect Places

An effective wayfinding system enables residents and visitors alike to travel between destinations and discover new destinations and services. Wayfinding connects neighborhoods and provides navigational assistance to both local and regional destinations. Effective wayfinding is an extension of the transportation network and provides a seamless travel experience for people walking, biking, or driving.

Wayfinding connectivity goes beyond physical signage. Wayfinding signage elements can create a deeper connection to a place, cultivate a sense of pride by reflecting community values and identity, and support local economic development by encouraging residents and visitors to use services.

Chapter 2

Information Scan

Understanding a community's signage and wayfinding needs begins with an exploration of the city including such places as popular parks, main transportation corridors, and commercial areas. Observing the existing conditions in St. Helens is a key element in developing a wayfinding plan.

To better understand the existing conditions and community, the project team explored St. Helens by motor vehicle and on foot. City corridors, districts, and destinations were visited to get a sense of the community and understand the experience of those living in and visiting St. Helens.

St. Helens is comprised of two business districts that are over one mile apart. This separation poses challenges when trying to create a walkable commercial destination without wayfinding signage. The two districts, with surrounding neighborhoods and industrial or vacant areas, appears to be accessible by all modes of travel despite being largely oriented toward motor vehicle traffic. Sidewalks, bike lanes, and trails provide opportunities for walking and biking throughout St. Helens.



The Arts & Cultural Commission banners (above and following page) are attractive welcome banners in St. Helens.

St. Helens' Existing Wayfinding System

The City of St. Helens has signage installed intermittently throughout the community. The City has implemented many different types of signs, ranging from fundamental wayfinding elements to celebrating local culture and achievements. The planning team reviewed existing signage conditions against the wayfinding principles presented in this plan and concluded the following:

- Some wayfinding exists in the city, but it is not comprehensive. There are long corridors with little to no wayfinding signage.
- Wayfinding signs have been installed at different times by different departments, resulting in a range of signage aesthetics.
- There is a general lack of standardization in sign information, hierarchy and placement practices.

Combined, these characteristics limit the effectiveness of the wayfinding system. The lack of signage consistency makes the system unpredictable and often difficult to understand. Additionally, signage is inconsistent and not always scaled appropriately based on location, making navigation between destinations difficult. There are many opportunities to improve St. Helens' wayfinding system. This section provides an overview of how the existing system performs according to each of the five wayfinding principles and indicates where opportunities for improvement exist.



Gateway Signs

St. Helens has entrance and gateway signs along Highway 30. Banner signs and wood gateway structures are also wayfinding elements that welcome and orient people to the community.

The existing wayfinding signage is well designed. However, variation in graphic design elements and branding is inconsistent. Current welcome signs on the edge of the city feature simple timber design and are difficult to see from the highway. Additionally, the existing signage does not effectively represent the community character of St. Helens.



Examples of existing wayfinding signage in St. Helens includes gateway signage and banner signs.

Wayfinding Signage

St. Helens has a mix of wayfinding signage directed at motor vehicles, pedestrians, and cyclists. Local tourism signs advertise the Riverfront District and Business District and destinations such as the Elks Lodge, the Amphitheater, and civic buildings.

Signage is varied in style, color, design, and scale and not uniformly located relative to destinations. Street signs, parking signs, or local destination signs are most effective when located at logical decision points. Pedestrians, cyclists, motorists, and transit users all need and use a range of signage to reach their destinations or to find their way around the community.



Signage is varied across St. Helens and lacks a consistent look and feel.

Local Character and Identifying Elements

St. Helens has a rich history of logging and ship building, with a strong connection to the Columbia River as a port town. Attractive local basalt stone is used as a construction material in many historic civic and residential buildings, in addition to historic infrastructure and retaining walls, throughout St. Helens. Weathered wood, remnants of the town's legacy as a ship building hub, dots the landscape and provide a maritime identity to the community.

Local art enhances the natural landscape, with motifs of fish, animals, and Native American-inspired patterns.



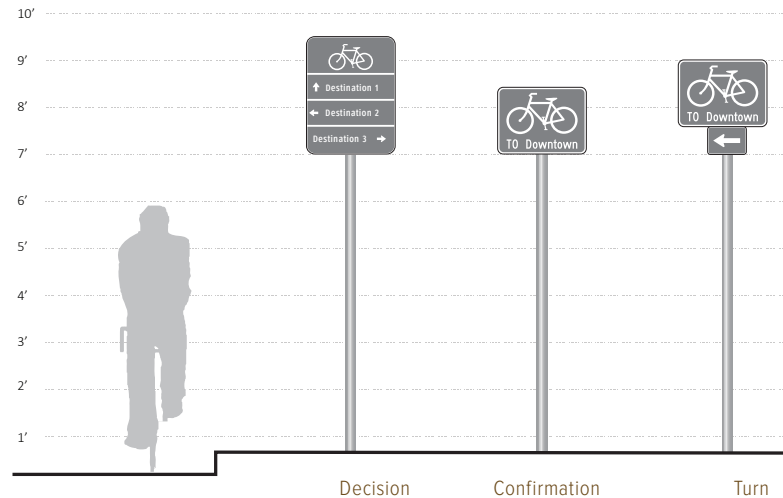
Historic architecture, scenic views, and local artwork are all part of St. Helens' unique character.

Chapter 3

Best Practices

The goal of wayfinding signage is to enhance the user's experience.

Figure 1. Navigation Signage Elements



This section describes the fundamental navigational elements that are recommended to increase legibility along St. Helens' on- and off-street network. This section also describes enhanced wayfinding tools that can be integrated into the wayfinding system to provide additional clarity and opportunities to create custom components reflecting the character of St. Helens.

The fundamental and enhanced elements described apply to both the on-street and off-street transportation and recreation network.

Wayfinding elements reviewed in this section include:

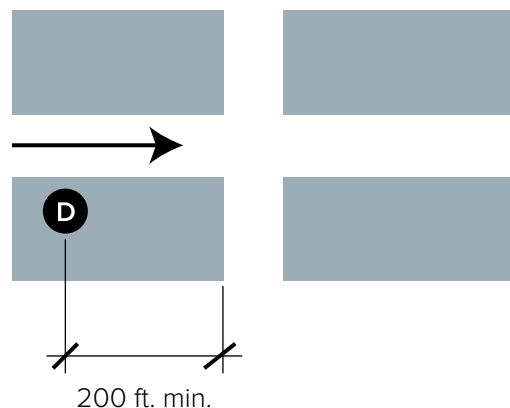
Fundamental Navigational Elements

- Vehicular Oriented Decision sign
- On-street Bicycle Decision sign
- On-street Bicycle Confirmation sign
- On-street Bicycle Turn sign

Enhanced Navigational Elements

- Pavement Markings
- Mile Markers
- Map Kiosks
- Gateway Monuments
- Pedestrian Decision Sign
- Off-street Decision Sign
- Trailhead Identity Sign

Figure 2. Vehicular Signage Placement



Vehicular signage should be located 200' from an intersection (MUTCD).

Fundamental Navigational Elements

The fundamental family of signs that provide navigational information consists of decision, confirmation, and turn signs. The function, content, and placement of each are described below.

Vehicular Oriented Decision Signs

The Manual on Uniform Traffic Control Devices (MUTCD) is a document issued by the Federal Highway Administration of the United States Department of Transportation. It is the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel.

While the MUTCD provides standards and guidelines for the design, size, and content of roadway signs (see pages 28-32 for more detail on these standards), many jurisdictions have implemented unique signs to enhance visibility or reinforce local identity (See Section 2D.50 Community Wayfinding Signs).

The following guidance is specified in the MUTCD:

Devices should be designed so that:

- Size, shape, color, composition, lighting or retroreflection, and contrast combine to draw attention to the devices.
- Size, shape, color, and simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.
- The correct font and size is used. (Federal approval required for font types other than Highway Gothic fonts).
- All letters have a minimum 6" height.
- Design layouts for conventional road guide signs show centerline spacing, edge spacing, and other specification details per the "Standard Highway Signs and Markings" book (see Section 1A.11).

Size of Legend:

- The longer the legend is on a guide sign, the longer it will take road users to comprehend it, regardless of letter size.
- Guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.
- The maximum length for a single destination title should be 19 characters (including spaces) in title case. The ideal maximum length for a single destination title is 10-14 characters (including spaces) in title case.

Color Coded Districts:

- Color coding is sometimes used on community wayfinding guide signs to help road users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area.
- Per the MUTCD, community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system.

Placement:

- Locate community wayfinding signs away from intersections where high-priority traffic control devices are present.
- On curved alignments, determine the angle of placement by the direction of approaching traffic rather than by the roadway edge at the point where the sign is located.
- Community wayfinding guide signs can not be used to provide direction to highway routes or streets.

Figure 3. Bicycle Decision Sign



MUTCD approved on-street bicycle decision sign (OR MUTCD Supplement 2009)

On-Street Bicycle Decision Sign

Function and Content:

Decision signs clarify route options when many are available. Signs typically consist of a system landmark and space for up to three destinations. Decision signs may also include the specific route or path name. A minimum text height of 2 inches per destination should be used, and character width may vary according to destination length. Oregon’s supplement to the MUTCD allows adding distance in miles and/or time (10 miles per hour/6 minute per mile travel speed for bicyclists; 3 miles per hour/20 minutes per mile for pedestrians).

Per the MUTCD and Standard Highway Signs, the standard size for a sign that lists destinations in three lines is 18 inches high by 30 inches wide. However, many municipalities use a vertical format sign that measures 24 inches wide by 30 or 36 inches tall. This is accomplished by omitting the bicycle symbol from each separate line and instead having a single symbol at the top of the sign. Generally, providing 6 inches of vertical space per destination line allows for the 2 inch minimum text height. Sign width is not standardized by the MUTCD.

Table 1 : Letter Height Guidance

	Capital Letter Height	Lowercase Letter Height
Roadway Signage	8 inches	6 inches
Bike Signage	2 inches	1.5 inches

Placement:

Decision signs should be placed before decision making points or intersections. Sufficient distance prior to the intersection (based on design speed, number of destinations, and other sign placement factors) should be provided to allow for safe recognition and response to information provided. Care should be taken so the turns or options the sign refers to are obvious. Decision signs should not be placed near side or access paths that could be confused with the primary route.

Figure 4. Bicycle Turn and Confirmation Signs



MUTCD turn sign



MUTCD confirmation sign

On-Street Bicycle Turn Sign

Function and Content:

Turn signs clarify a specific route at changes in direction when only one route option is available. These signs may include a system landmark, route or pathway name, and directional arrow. Standard D1-1 series signs may be used to indicate turns. Turn signs use height and width considerations similar to decision signs. Standard turn arrow signs (M5 and M6 series) may also be used in conjunction with bike route signs to clarify turn movements.

Placement:

Placement signs are located prior to turns to provide users advance notice of a change in direction. Turn signs may be used in conjunction with a decision sign at complex intersections warranting additional guidance.

On-Street Bicycle Confirmation Sign

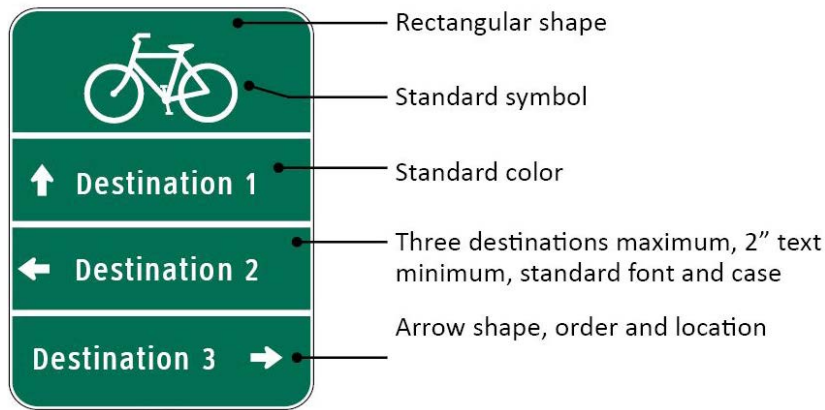
Function and Content:

Confirmation signs, placed after a turn movement or intersection, reassure users that they are on the correct route. System landmark and/or route name may be included. A minimum size of 24 inches wide by 18 inches high should be used for on-street bike route signs.

Placement:

Signs should be placed 50 to 100 feet after decision points. Confirmation signs need not occur after every intersection. They should be prioritized at locations where a designated route is not linear and after complex intersections. Complex intersections include those having more than four approaches, non-right angle turns, roundabouts, or in-direct routing.

Figure 5.Bicycle Decision Sign



Standard MUTCD compliant decision sign

National Signage Guidance

The MUTCD specifies the standard for all traffic control devices (including wayfinding signs and pavement markings) installed on any street, highway, bikeway (including paved shared use paths), or private road open to public travel. The MUTCD was established to achieve uniformity and consistency in traffic control devices so information would be readily recognized and understood by travelers. Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD.

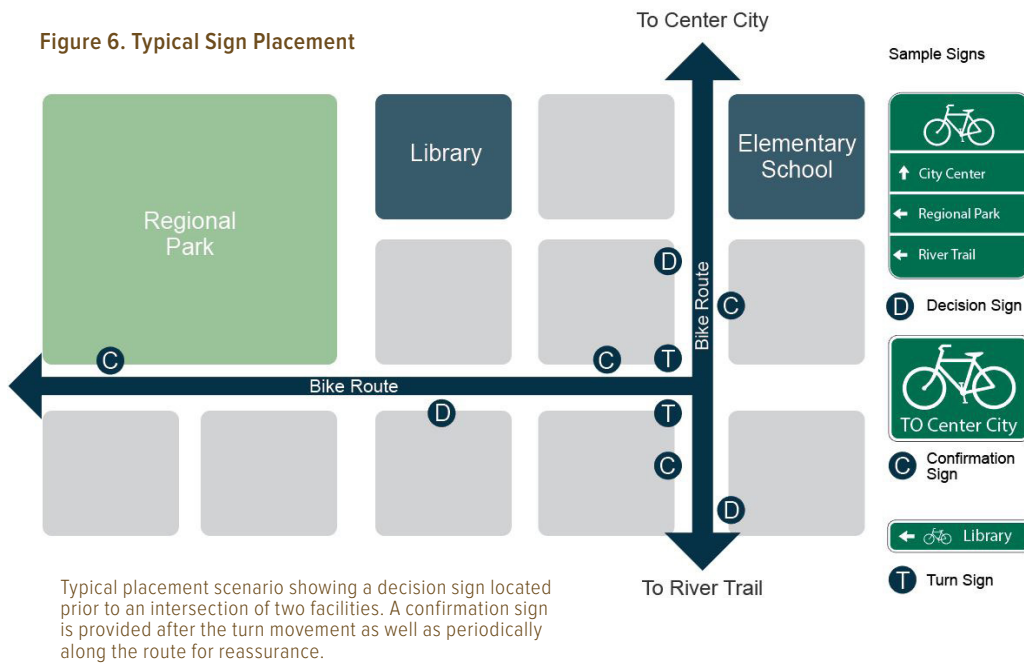
Per the MUTCD, signs should be designed so that:

- Size, shape, color, composition, lighting or retro-reflection, and contrast are combined to draw attention to the sign; simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.

Additionally, the MUTCD recommends the arrangement and amount of text, also referred to as legend, on each section of each sign:

- Decision signs should be limited to no more than three lines of destinations, but a single line destination is highly recommended. These include place names, route numbers, street names, and cardinal directions.
- A straight-ahead location should always be placed in the top slot followed by the destination to the left and then the right. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination.
- Arrows shall be depicted as shown above for glance recognition, meaning straight and left arrows are to be located to the left of the destination name; while an arrow indicating a destination to the right shall be placed to the right of the destination name. The approved arrow style must be used.
- If limiting the destination name to a single line, the maximum length for a destination title should be 19 characters (including

Figure 6. Typical Sign Placement



spaces) in title case. An ideal length for a single destination title is 10-14 characters (including spaces) in title case. These character limits often necessitate the use of abbreviations or icons, which are also helpful in serving non-English speaking travelers. Standard icon sets and abbreviations will be provided in the final document.

- In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs.
- Approved fonts include the Federal Series (series B, C, or D), also known as Highway Gothic. FHWA granted interim approval for use of the Clearview font in 2004, but rescinded this approval in January 2016. A contrast level of 70% needs to be achieved between foreground (text and graphics) and background.

FHWA and USDOT have made statements encouraging a flexible approach in support of facilities for bicycling and walking:

- "...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics..." (2010)
- Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. (2013)

While the MUTCD provides standards and guidelines for the design, size, and content of wayfinding signs, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity.

Figure 7. MUTCD Spectrum



The MUTCD Spectrum (Fig. 7) shows a range of wayfinding elements that have been implemented by municipalities around the U.S. The range extends from rigid MUTCD on the left to the more flexible options on the right. Signs that adhere to the MUTCD basic minimum standards are readily understood by a wide audience, economical, and simple to fabricate and maintain. Because of their

strict MUTCD compliance, these signs are also clearly eligible to be implemented with federal transportation funding sources. Signs that follow the community wayfinding standards may be costlier to design, fabricate, and maintain, however they have the added benefits of reflecting local character and identity.

Figure 8. Fundamental Wayfinding Elements - On-Street Sign

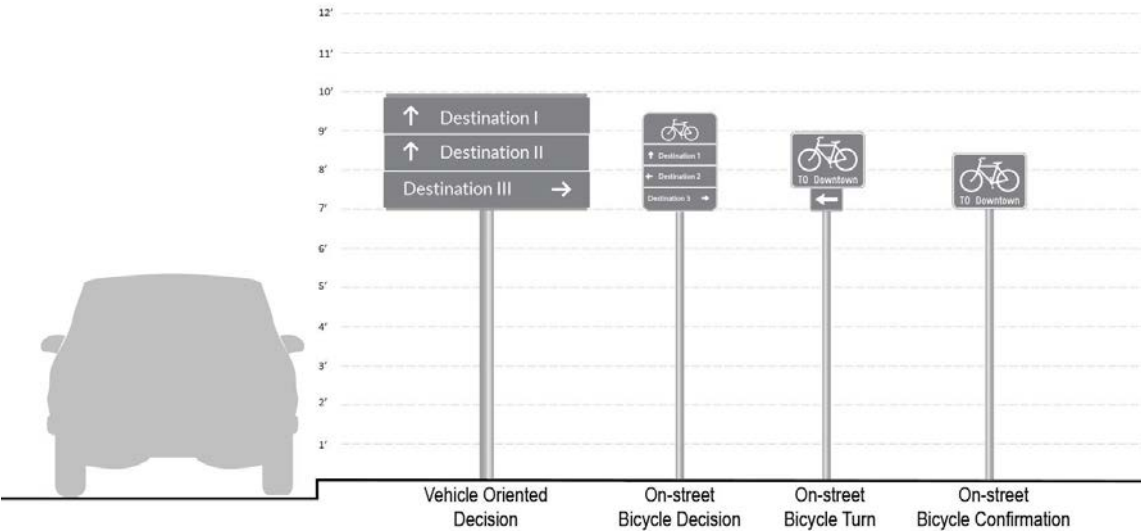


Figure 9. Fundamental Wayfinding Elements - Additional Elements

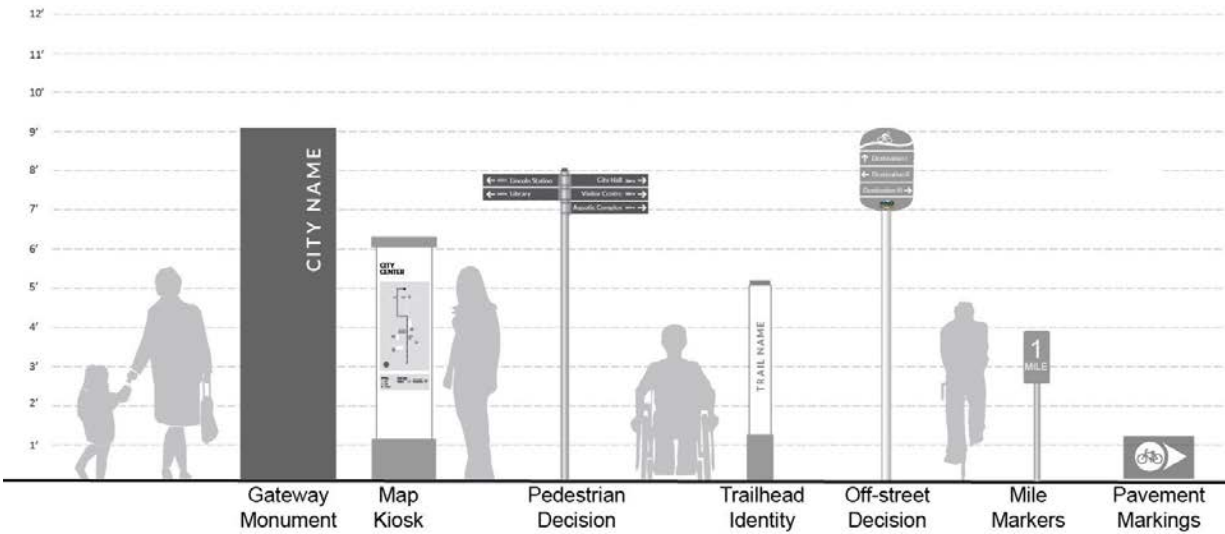
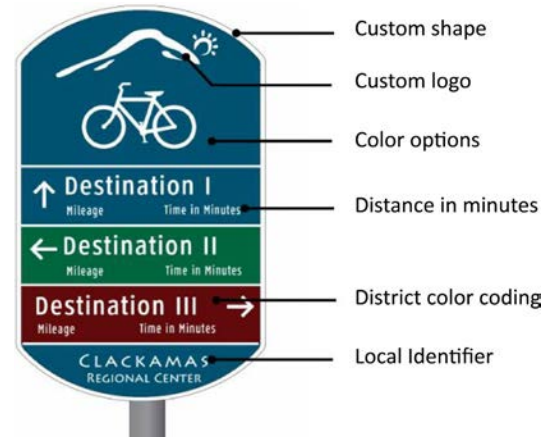


Figure 10. Flexible Decision Sign



Flexible decision sign incorporating community wayfinding standards

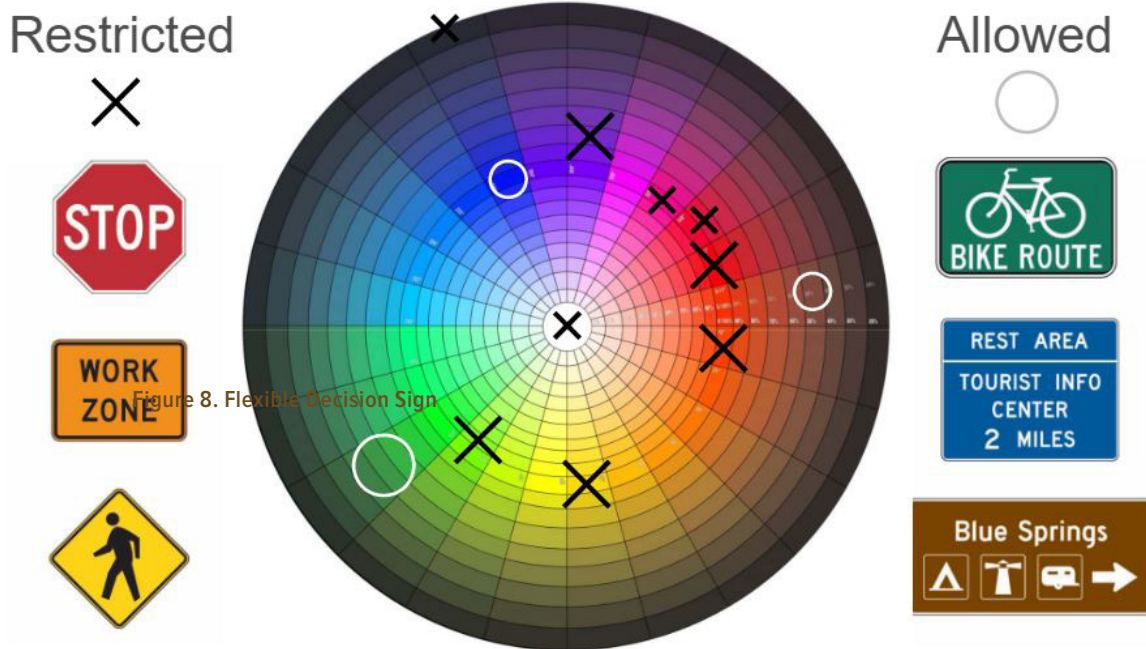
Community Wayfinding Standards

Wayfinding signs, which allow for an expression of community identity and pride, reflect local values and character and may provide more information than signs which strictly follow the basic guidance of Part 9 in the MUTCD. Section 2D.50 of the MUTCD describes community wayfinding signs as follows:

- Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.
- Community wayfinding guide signs are a type of destination guide sign with a common color and/or identification enhancement marker for destinations within an overall wayfinding guide sign plan for an area.

The design of the directional arrows provide clarity and are approved by the FHWA (Fig. 10). The standard arrow has been deemed by engineering studies to have superior legibility. Enhancement markers may occupy up to 20% of the sign face on the top or side of the sign.

Figure 11. Color Wheel Diagram



Each of the colors depicted with an "X" are not allowed for use on community wayfinding signs. Colors and the nature of their message is the following: blue (services), brown (recreation), green (guide), orange (construction), pink (incident management), purple (toll roads), red (regulatory), yellow (warning), yellow-green (school zone).

Colors:

Per the community wayfinding standards, color coding may be used on wayfinding guide signs to help users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area. Community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system.

The MUTCD prohibits the use of some background colors, known as "assigned colors", for community wayfinding signs to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood

by road users. "Assigned colors" consist of the standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink.

The color wheel diagram (Fig. 11) depicts colors that are already assigned specific meanings and thus shall not be used on community wayfinding signs. Green is the standard color for guide signs. Blue and brown are also used for traveler information including destination and street name signs. The remaining colors are eligible for use on community wayfinding signs as long as they are sufficiently different from "assigned colors".

Enhanced Navigational Elements

Pavement Markings

Directional pavement markings indicate confirmation of user presence on a designated route and where users should change direction. Especially in urban settings, pavement markings can often be more visible and can help supplement or reinforce signs.

On-Street Markings

The following images show different types of pavement markings used for wayfinding purposes. While the shared lane marking (right, top) is currently the only FHWA approved pavement marking, some cities are testing the effectiveness of other options.

In some places in the US, the chevrons on the top of the MUTCD-standard bicycle symbol are used to indicate the direction of intended travel. Although this practice is not approved by the FHWA or eligible for federal funding, many local transportation engineers are confident that the benefits of the turned, directional chevrons outweigh the risks. For example, Portland, OR installs standard shared lane markings with federal funds and then makes modifications later with local funds to add the directional wayfinding component.

Off-Street Markings

Some pavement markings, including off-street shared use path markings, can give an identity to the route and include directional and trip information, including distances and/or times. While such markings are not included as traffic control devices within the



On-street shared lane marking



Directional shared lane marking (not FHWA approved)



Off-street pavement marking

MUTCD, numerous communities have implemented off-street markings using thermoplastic or other materials. The installation of thermoplastic on concrete trails requires the use of a binder. Other marking materials, such as an epoxy paint, may be more appropriate for this trail surface type.



Mile marker along the Razorback Greenway in Arkansas



Orientation map with color coded districts in Portland, OR.

Mile Markers

Mile markers assist users by measuring distance traveled along an on-street or off-street facility. Furthermore, mile markers provide emergency response personnel points of reference to identify maintenance needs or locations of emergency events. System brandmark, facility name, and distance information in miles may be included as well as jurisdiction identification.

Mile markers should be placed every 1/4 to 1/2 mile along a route. Point zero should begin at the southernmost and/or westernmost terminus points of a facility. Mile numbering is often reset at zero as a facility crosses a jurisdictional boundary, but regionally-significant facilities may choose continuous numbering.

Although it is ideal to place mile markers on the right-hand side of the path facing bicycle traffic, they may also be installed on one side of a pathway, on a single post, front and back or embedded in the facility surface itself.

Map Kiosks

Kiosks with area and/or citywide orientation maps can provide helpful navigational information, especially where cyclists and pedestrians may be stopping long enough to digest more information (i.e. transit stations or stops, busy intersections, trail heads). The use of icons and high contrasting colors can make maps comprehensible to a wider audience.

Adding circles that indicate walk and bike times provides encouragement to explore urban areas. Additionally, orienting signs with respect to the audience's view (known as a "heads up orientation") is considered by wayfinding practitioners to be more intuitive than maps where north is at the top.



Lents Town Center gateway in the Lents neighborhood in Portland, OR



Cedar Park Entry Monument in Cedar Park, TX

Gateway Monuments

A Gateway Monument is typically any freestanding structure or sign that will communicate the name of a local entity. Gateway signs provide the first welcome to visitors while reinforcing community identity, pride, and sense of place. They should be integrated into the greater wayfinding plan in order to create a unified, welcoming, and legible system.

Gateway Monuments should:

- Be visible from the traveled way and should be placed at the approach into a local entity, to avoid motorist distraction and visual clutter. There should be a maximum of one Gateway Monument.
- Include the officially adopted seal or slogan of the local entity, however this is not required.
- Be located well beyond the clear recovery zone or otherwise placed to minimize the likelihood of being struck by an errant vehicle.
- Be kept clean, free of graffiti, and in good repair. Their care should be incorporated into City maintenance schedules prior to their installation.
- Be developed and placed to require low or no maintenance to minimize exposure of workers and others to potential risks. Protective graffiti resistant coatings should be applied.
- Be composed of materials that are durable for the projected life span of the project.
- Be appropriate to the proposed setting and community context.
- Be in proper size and scale with its surroundings.



Philadelphia pedestrian wayfinding system



Directional sign currently being implemented in Kelowna, British Columbia

Pedestrian Decision Sign

Pedestrian decision signs can enhance a user's awareness of surrounding destinations by using color to clearly recognize districts and attractions. Expressing the proximity to local destinations encourages locals and visitors to explore and visit historic areas and landmarks.

Off-street Decision Sign

Directional signs use arrows to point to nearby destinations, especially at intersections where navigational decisions must be made. These signs name the destinations and may also provide the distance to them.

For pedestrians, the placement of directional signs can be more flexible because pedestrians have more time to pause and interpret the sign. Cyclists, who may be riding faster or together with automobile traffic, require directional signs at prescribed distances before a potential decision point so that they can properly position themselves to make a turn.

Off-street decision signs should be placed a minimum of 24 inches from edge of the facility and be mounted at least 4 feet high.



Trail sign along the Razorback Greenway in Arkansas.

Trail Identity Sign

Trail identity signs can be located at intersections or trailheads to communicate the facility name. A sign blade indicating the name of the off-street facility can also help bring awareness and attention. Signs should meet MUTCD standards. If signs cannot be provided, pavement markings can provide similar information.



Burke-Gilman trail in Seattle, WA

Wayfinding Sign Placement Guidance

Wayfinding Placement Logic

A hierarchy of destinations is established in to order consistently select and arrange destination names for inclusion on signs. It is not possible to name all places on signs, therefore a system of prioritization is used to stagger signs along a route.

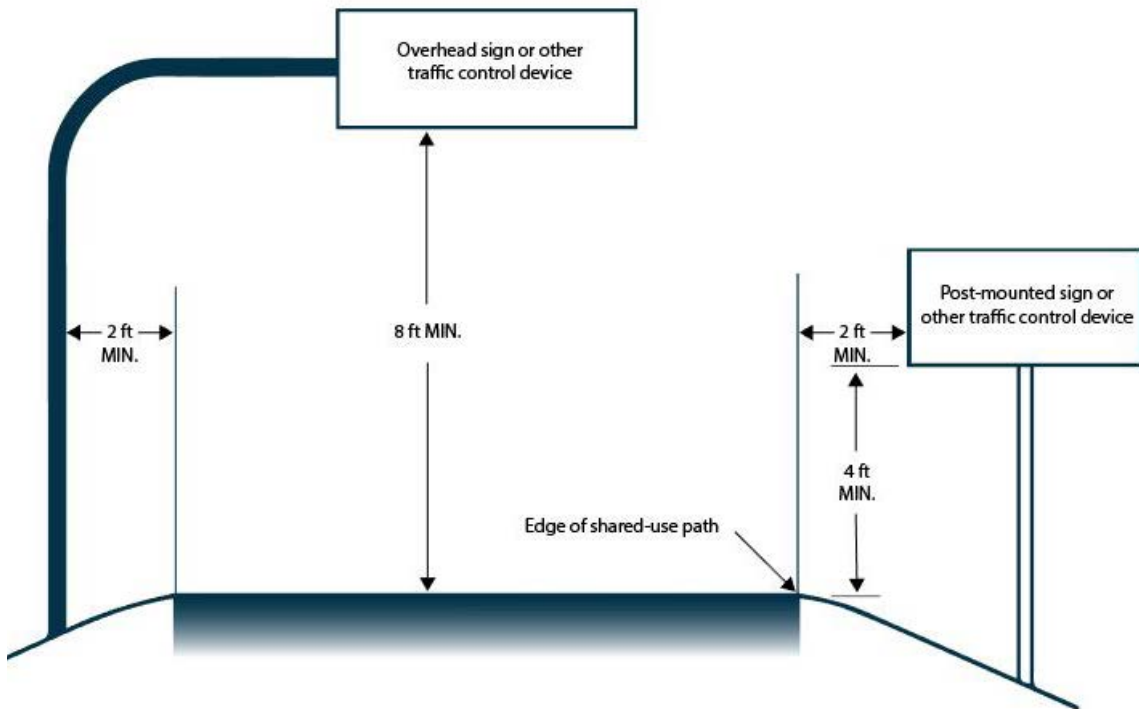
Developing a wayfinding system follows a process that includes identifying and prioritizing destinations; identifying common routes that link to major destinations; identifying important transfer locations or decision points along these routes; and finally determining the best location to place signage.

The *Guide for the Development of Bicycle Facilities* by the American Association of State Highway Transportation Officials (AASHTO) provides information on the physical infrastructure needed to support bicycling facilities. Most of this guidance applies to off-street facilities as well. The AASHTO Guide largely defers to Part 9 of the MUTCD for basic guidelines related to the design of wayfinding systems.

Additional information provided by AASHTO regarding wayfinding is as follows:

- Many communities find that a wayfinding system as a component of an active transportation network enhances other encouragement efforts, because it provides a visible invitation to new users, while also encouraging current or experienced users to explore new destinations.
- Wayfinding signs should supplement other infrastructure improvements so that conditions are favorable, as signs alone do not improve safety or rider comfort.
- Guide signs may be used to designate continuous routes that may be composed of a variety of facility types and settings.
- Wayfinding guidance may be used to provide connectivity between two or more major facilities, such as a street with bike lanes and/or sidewalks and a shared-use path.
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a facility, such as a bike lane or shared-use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities.

Figure 12. Minimum Clearances on Shared-Use Paths



(Source: MUTCD Figure 9B-1)

Accessibility Standards

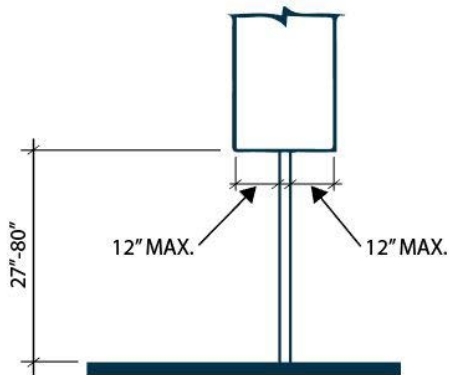
As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to meet technical guidance from the Americans with Disabilities Act 2010 Standards for Accessible Design in order to implement wayfinding elements that do not impede travel or create unsafe situations for those with disabilities.

The following are standards that should be considered when designing and placing wayfinding signs.

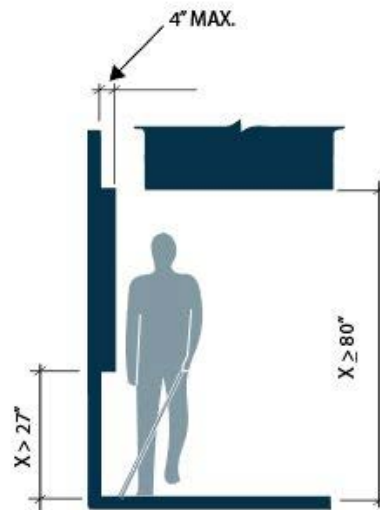
Vertical Clearance

Vertical clearance shall be 96 inches high maximum (when overhanging the an off-street facility), or 48 inches minimum from the grade of the off-street facility to the bottom of the sign and 24 inches from the edge of the facility tread to the edge of the sign when the sign is mounted adjacent to the facility.

Figure 13. ADA Standards Diagrams



(Source: ADA Standards Figure 307.3)



(Source: ADA Standards Figure 307.2)

Post-Mounted Objects

Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches minimum or 80 inches maximum above the finish floor or ground.

Protruding Objects

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

Required Clear Width

Protruding objects may not, in any case, reduce the clear width required for accessible routes. Generally, this requirement is met by maintaining 4 feet minimum clear width for people maneuvering mobility devices. This requirement applies to sidewalks and other pedestrian circulation paths.

Shared Use Paths

Accessibility standards for shared-use paths are being developed by the Architectural and Transportation Barriers Compliance Board (Access Board).

Chapter 4

Mapping

A central principle of wayfinding is consistent, easily understood and legible communication of destination names.

Destination Hierarchy

There are three types of potential destinations that could be included on signs. Level 1 destinations should receive first priority on wayfinding signs, followed by Level 2. Level 3 destinations should only be included when other destinations are not present to fill available slots on a sign. All destinations to be included on the signs should be open and accessible to the public.

Level 1—Districts and Neighborhoods

Level 1 destinations provide specific navigational information by directing users to recognizable districts and neighborhoods. These may be city centers; historic, commercial, cultural, or educational districts; or neighborhoods with a distinct and recognizable name and character. Emphasis should be placed on districts providing a mix of services. Level 1 destinations should be included on signs up to four miles away.

Level 2—Landmarks

Level 2 destinations are specific landmarks or major attractions which generate a high volume of visitors. Landmarks include transit stations, major

tourist venues, regional parks, open spaces, and post-secondary educational institutions. Level 2 destinations should be signed up to two miles away.

Level 3—Local Destinations

Level 3 destinations are local destinations such as civic buildings, parks, high schools, shopping centers, and healthcare facilities. They typically occur on signs in low-density areas where few other destinations are present or along pathways not connecting higher priority (Level 1 and 2) destinations. Level 3 destinations may be signed up to one mile away.

Naming Guidance

Sign guidance outlines a standard approach for names of destinations that can reasonably fit on signage. Typically, 14-15 characters (including spaces) is the ideal length for destination names, and 19 characters is roughly the longest that will fit on a sign.

Approved Destinations

For St. Helens, Level 1 destinations are the Historic District, the Houlton Business District, and the proposed Riverfront District that will be redeveloped in the future. Level 2 destinations are major attractions or landmarks and Level 3 destinations are local attractions.

Table 2 shows the approved destinations, along with the abbreviated name of the destination as it will appear on wayfinding signage.

Table 2: Approved Destinations

Tier 1 - Neighborhoods & Districts	
Tier 1 destinations include neighborhoods and districts of St. Helens that have been identified within City documents. Districts are generally areas that include several destinations which together generate traffic.	
NAME	ABBREVIATION
Houlton Business District	Houlton Bus Dist
Riverfront District	Riverfront Dist
St. Helens Downtown Historic District	Historic Dist
Tier 2 - Landmarks	
Tier 2 destinations are specific landmarks that generate a high amount of interest and travel for visitors and residents alike.	
NAME	ABBREVIATION
Grey Cliffs Park	Grey Cliffs Park
Columbia View Park	Columbia View Park
McCormick Park	McCormick Park
McCormick Park Veteran’s Memorial	Veteran’s Memorial
Campbell Park	Campbell Park
Dalton Lake	Dalton Lake
Nob Hill Nature Park	Nob Hill Park
Eisenschmidt Pool	Pool
Botanical Gardens	Botanical Gardens

City Hall	City Hall
Columbia County Courthouse	Courthouse
County Sheriff's Office & Justice Facility	Sheriff's Office
County Courthouse Plaza	Courthouse Plaza
St. Helens Marina Boat Launch	Boat Launch
Public Docks	Public Docks
St. Helens Public Library	Library
Oregon State Police	State Police
St. Helens Police Station	Police
Fire Station	Fire Station
Legacy Urgent Care Clinic	Urgent Care
Columbia Community Mental Health	CC Mental Health
CC Rider Transit Center	Transit Center
South Columbia County Chamber of Commerce	Chamber of Com
St. Helens Senior Center	Senior Center
Columbia County Fairgrounds	Fairgrounds
Scappoose Bay Marina	Scappoose Bay

Tier 3 - Local Destinations

Tier 3 destinations are locally important places and receive a tertiary level of priority.

NAME	ABBREVIATION
St. Helens High School	High School
St. Helens Middle School	Middle School
Lewis & Clark Elementary School	Lewis & Clark Elem
McBride Elementary School	McBride Elem
Post Office	Post Office
Department of Motor Vehicles	DMV
Columbia River Fire & Rescue Administration Office	Fire Dist. Office
National Guard Armory	Armory
Columbia County Road Department	County Road Dept
Public Health Foundation of Columbia County	Public Health
Columbia County History Museum	History Museum

Mental Mapping

Exploring how members of a community remember and perceive the built and natural environment is part of the process of developing a wayfinding system. In order to understand common destinations in St. Helens, members of the wayfinding committee were asked to draw a map of St. Helens from memory. Drawing a map from memory reveals the mental or cognitive maps individuals retain of a place, their perceptions of a place, and the locations that are most important to them.

The mental maps of St. Helens (Fig. 14) highlight prominent routes, major landmarks, and city features. Each map is different yet the maps contained many similar defining features of St. Helens.

Highway 30, Old Portland Road/Gable Road, and Columbia Boulevard/St. Helens Street are defining paths into and out of St. Helens. The mental maps confirmed the main nodes as the Historic and the Houlton Districts, where people travel for shopping, dining, civic destinations, and recreation. The City's numerous parks are noted on the mental maps, as are the public docks and waterfront areas.

The Columbia River is also a defining feature as it travels through the region. Major landmarks include the Columbia County Courthouse, City Hall and the St. Helens Public Library. The mental maps help form an understanding of St. Helens. The maps also provide qualitative feedback on the priority destinations list and the route prioritization modeling by confirming important decision points, destinations, and commonly used routes throughout the community.

The following is a list of the common routes and destinations that were detailed in the participants' drawings:

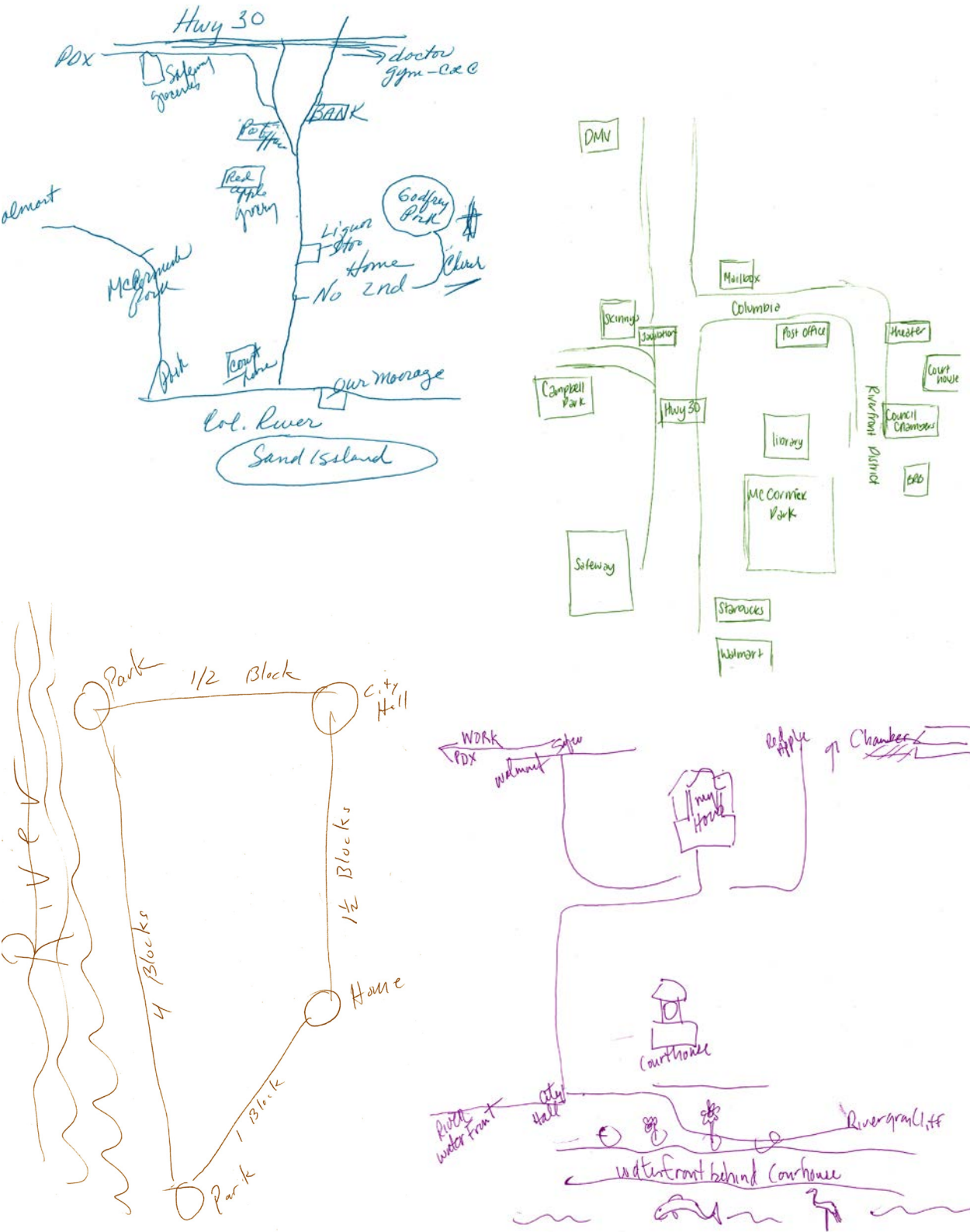
Destinations

- Columbia River
- Columbia County Courthouse
- City Hall
- St. Helens Public Library
- Plaza Square
- St. Helens High School
- St. Helens Middle School
- St Helens Marina
- Walmart (Highway 30 and Gable Road)
- Safeway (Highway 30 and Gable Road)
- Grey Cliffs Waterfront Park
- Columbia View Park
- McCormick Park
- Campbell Park
- Godfrey Park
- Post Office
- DMV

Routes

- Highway 30
- Old Portland Road
- St Helens St.
- 6th Street
- Gable Road
- Columbia Boulevard
- Pittsburg Road
- West Street
- Millard Road

Figure 14. Mental Mapping Exercise Drawings



Sign Placement

Highway 30 and arterial roadways have higher traffic speeds and volumes, and offer important connections to and through St. Helens. Collector roadways and local streets have moderate to lower traffic volume and serve routes within the community. Wayfinding signage and directional signage is located on appropriate or major routes. Pedestrians travel a diversity of routes, all bound by the distance they can comfortably walk.

Decision or access points highlight the logical stages of a journey where travel decisions may be made and where wayfinding information is appropriate.

Map 1 shows the recommended sign placement locations. Bicycle signs are illustrated in dark blue dots, pedestrian signs are illustrated in blue triangles, and vehicle signs are illustrated in red squares.

Vehicular directional signs are not included on Highway 30, as ODOT will not allow vehicular directional signs within the ODOT right of way that differ from MUTCD.

Map 1. Sign Placement



0 0.125 0.25 MILES



LEGEND

- Bicycle Sign
- ▲ Pedestrian Sign
- Vehicle Sign
- Destination Districts
- Parks

Route Prioritization

As part of the planning process, routes were prioritized based on route readiness, proximity to destinations, and overall need and gap closure as there relate to navigational challenges in the City. The results of the prioritization process helped to select and prioritize locations for wayfinding improvements. The results are visualized in the initial vehicle route prioritization (Map 2), the initial bicycle route prioritization (Map 3) and the final route prioritization (Map 4).

Wayfinding Route Prioritization Methodology

A route prioritization score was assigned to each street segment in the project area. The prioritization criteria are based on an analysis of available data in St. Helens and best practices in bicycle wayfinding system design. Applying the criteria to the study area produced two separate scores for each street segment: one for bicycle wayfinding and one for motor vehicle wayfinding. Sufficient data are not available for a quantitative prioritization of pedestrian routes. Therefore, the bicycle prioritization results were adopted and applied to pedestrian routes through a qualitative process.

Prioritization Criteria

Bicycle Facilities

Each segment received a score based on the presence of a bicycle facility (existing, planned, or no facility). This criterion only applies to the bicycle wayfinding score. Segments with existing or planned bicycle facilities are a higher priority for bicycle routes and wayfinding.

Proximity to Destinations

Each segment received a score based on the number (and tier) of destinations within a half mile. The more destinations near the segment, the greater the need for wayfinding improvements. This criterion was weighted higher than the others because the relationship to destinations is a key aspect of wayfinding.

Population and Employment Density

Each segment received a score based on the number of people who live and work nearby (within 0.25 miles). The population score was drawn from the 2010 Census, at the Census Block level. The employment score was derived from 2014 Longitudinal Employer–Household Dynamics (LEHD) data. A composite score was created by totaling the population and employment scores for each segment. The composite scores were converted to a scale from 2-10, with 10 representing the greatest number of people living and working near the segment.

Houlton and Riverfront District Corridors

Segments received a score based on their presence within the Houlton and Riverfront District Corridors. The Houlton and Riverfront District Corridors are focus areas for street improvements in the 2015 St. Helens Corridor Master Plan. Segments within these corridors were scored higher for the motor vehicle wayfinding score because of these scheduled infrastructure investments.

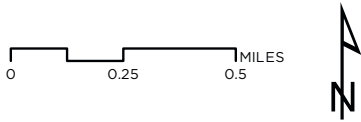
Map 2. Initial Motor Vehicle Route Prioritization



Map 3. Initial Bicycle Route Prioritization



Map 4. Final Route Prioritization



- LEGEND
- Primary Route
 - Secondary Route
 - Points of Interest
 - Destination Districts
 - Parks

Chapter 5

Design

The design incorporated national best practices, community input, local materials, and distinctive architectural details to create a unique wayfinding identity rooted in the history and landscape of St. Helens.

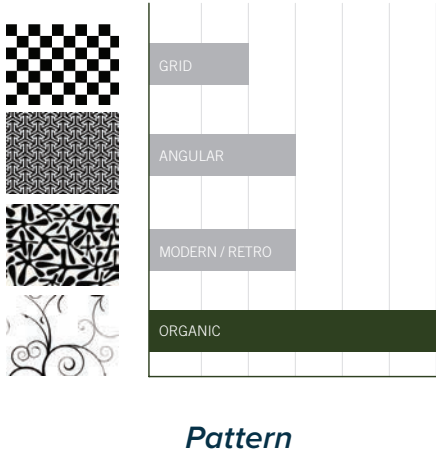
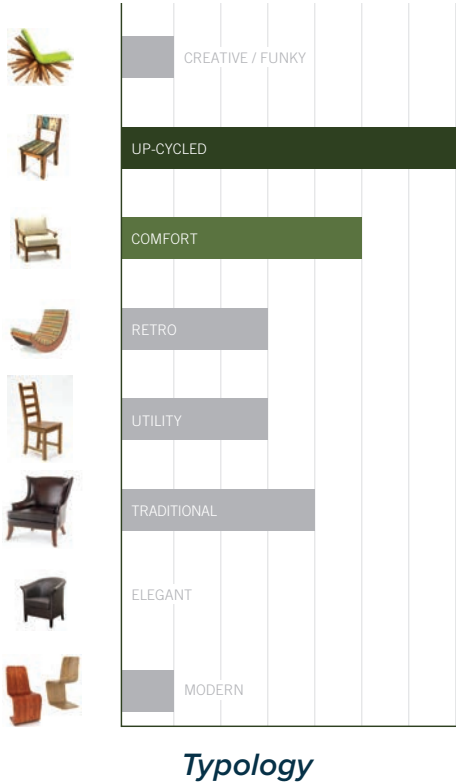
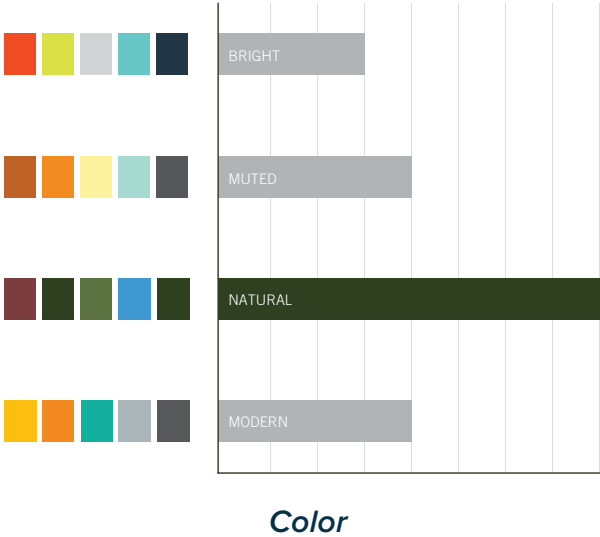
Design Process

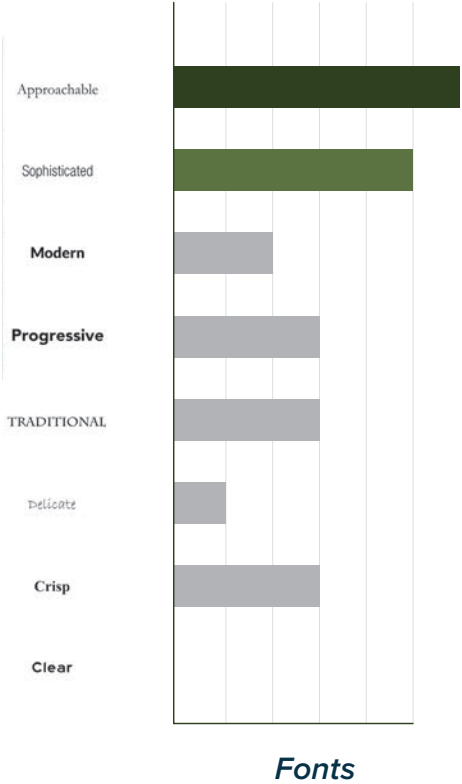
Consultation with City staff and community stakeholders provided the design team with valuable information to guide the City of St. Helens Branding and Wayfinding Master Plan.

A visual preference survey (Fig. 15) was shared with stakeholders to gain a better understanding of the preferred design aesthetic of St. Helens, and the potential direction for the design concepts of the wayfinding sign family.

By asking what words, colors, icons, fonts, typography, materials, and patterns best convey the desired experience and qualities of St Helens, the design team was able to prepare a series of preliminary conceptual designs (Fig. 17-19), which were later finalized into the preferred design (Fig. 20-22).

Figure 15. Visual Identity Preference Activity





Fonts



Lifestyle

FRIENDLY
INVITING
PEACEFUL
ACCESSIBLE
HEALTHY
ADVENTURE
CONNECTED
SAFE
ORGANIC
RELAXED
ENDURING
ENERGETIC
BOLD
FUN
EXERCISE
SIMPLE

Themes



SENSE OF HISTORY



CONNECTION TO THE COLUMBIA RIVER

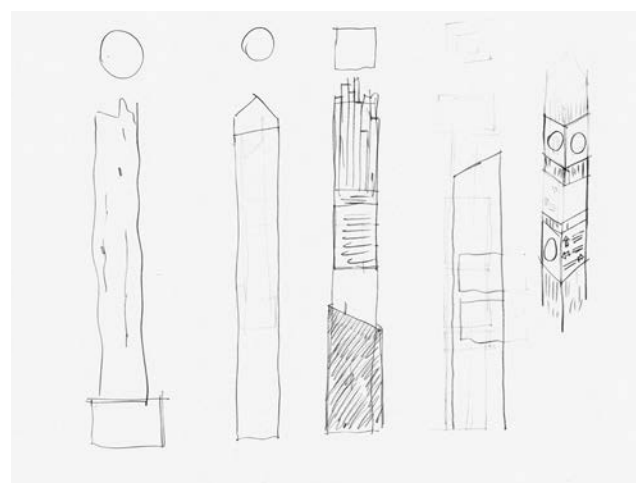
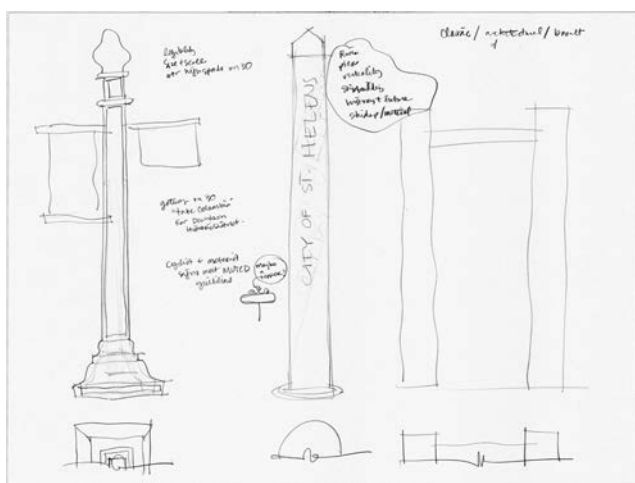
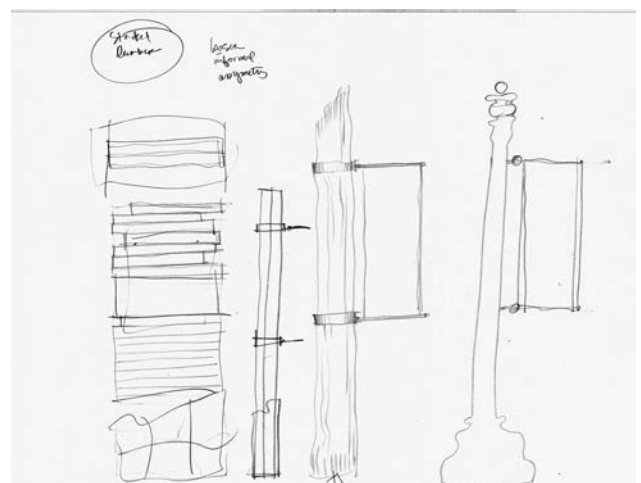
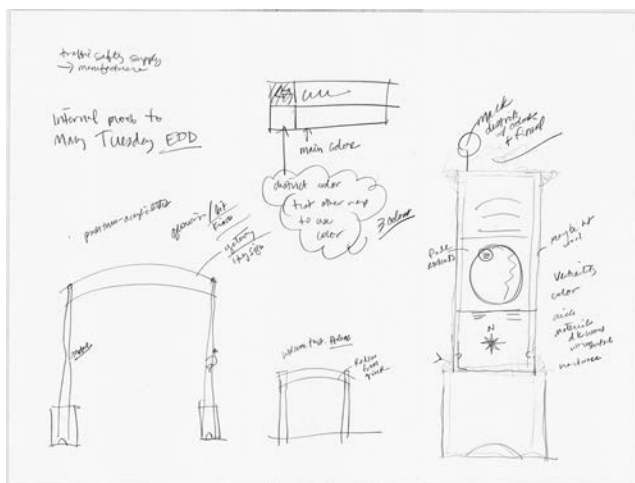
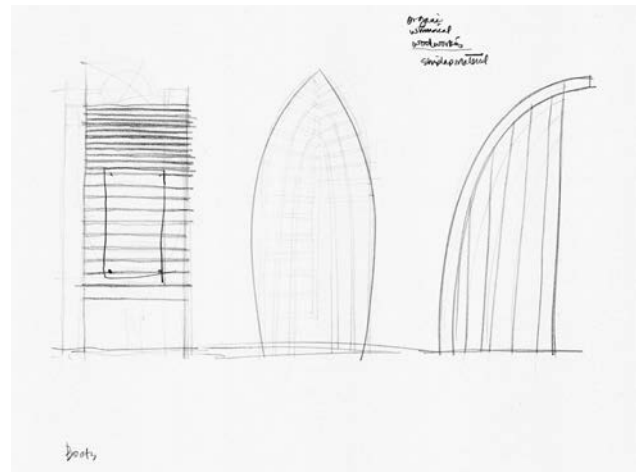


LANDMARK ARCHITECTURE

Context

Architectural drawing showing three views of a stone structure, likely a well or a small tower, with handwritten labels:

- Left View:** Shows the front elevation with a gabled roof and a small arched opening. Label: *chance*.
- Middle View:** Shows the side elevation with a semi-circular arch at the top. Labels: *Architectural element*, *Point of view very small*, *point of view small*, *rough sketch line*, *Vertical or ground*.
- Right View:** Shows the back elevation with a square window. Label: *vertical element*.



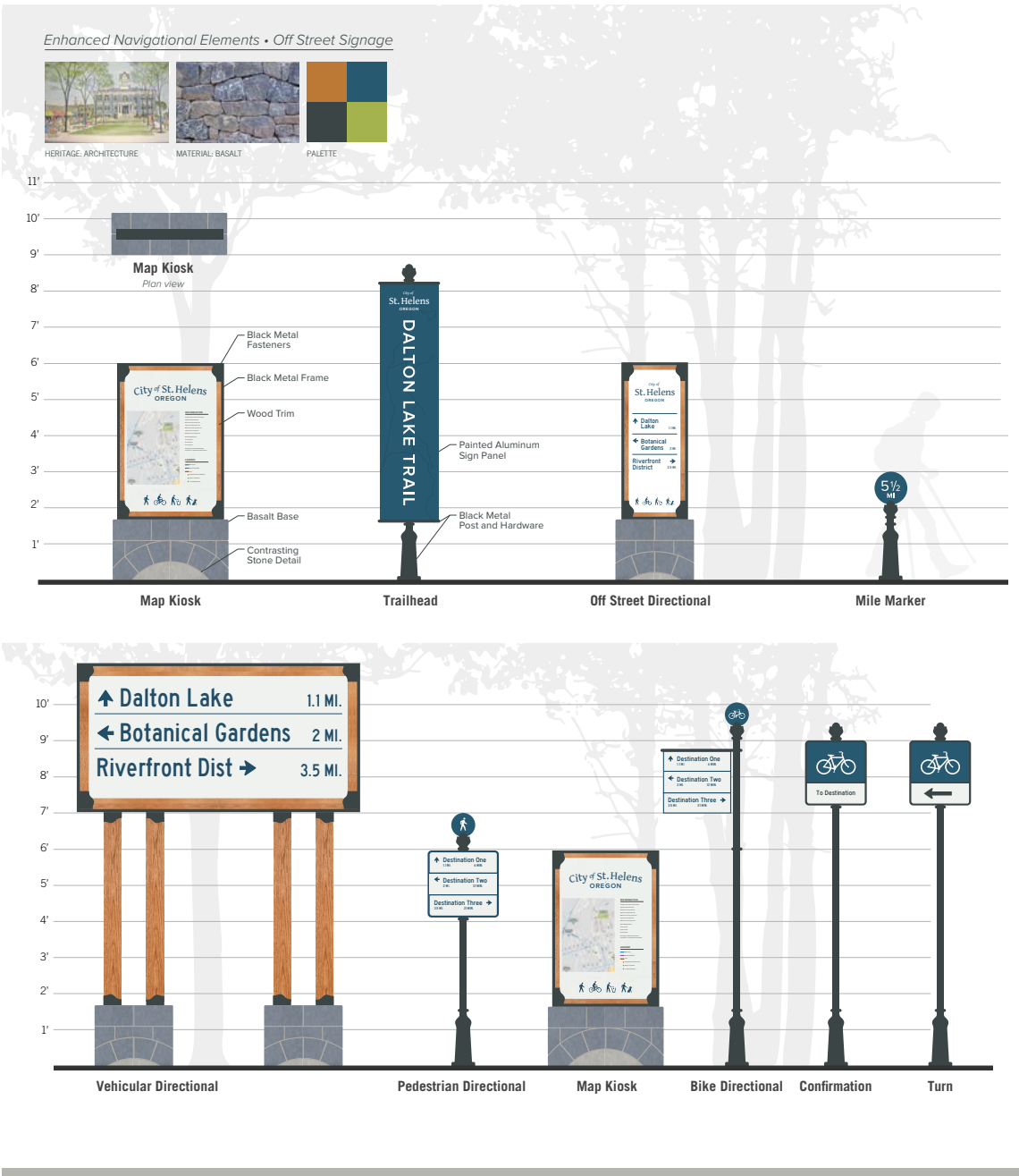
Design Options

Three design options were developed based on community feedback through the visual preference survey.

Option 1: Stone

The Stone concept is inspired by the distinctive architectural style of St. Helens historic civic buildings. Local basalt is at the heart of the materials palette, complemented by wood and dark metal. This concept is intended to harmonize with the existing streetscape.

Figure 17. Option 1: Stone



Option 2: Timber

The Timber concept celebrates St. Helens' history as a lumber mill town and port. The design of the slatted wood signs is based on the sculptural forms of freshly milled lumber stacked for air drying at a lumberyard. Board-formed concrete and a forest-inspired colors round out the palette.

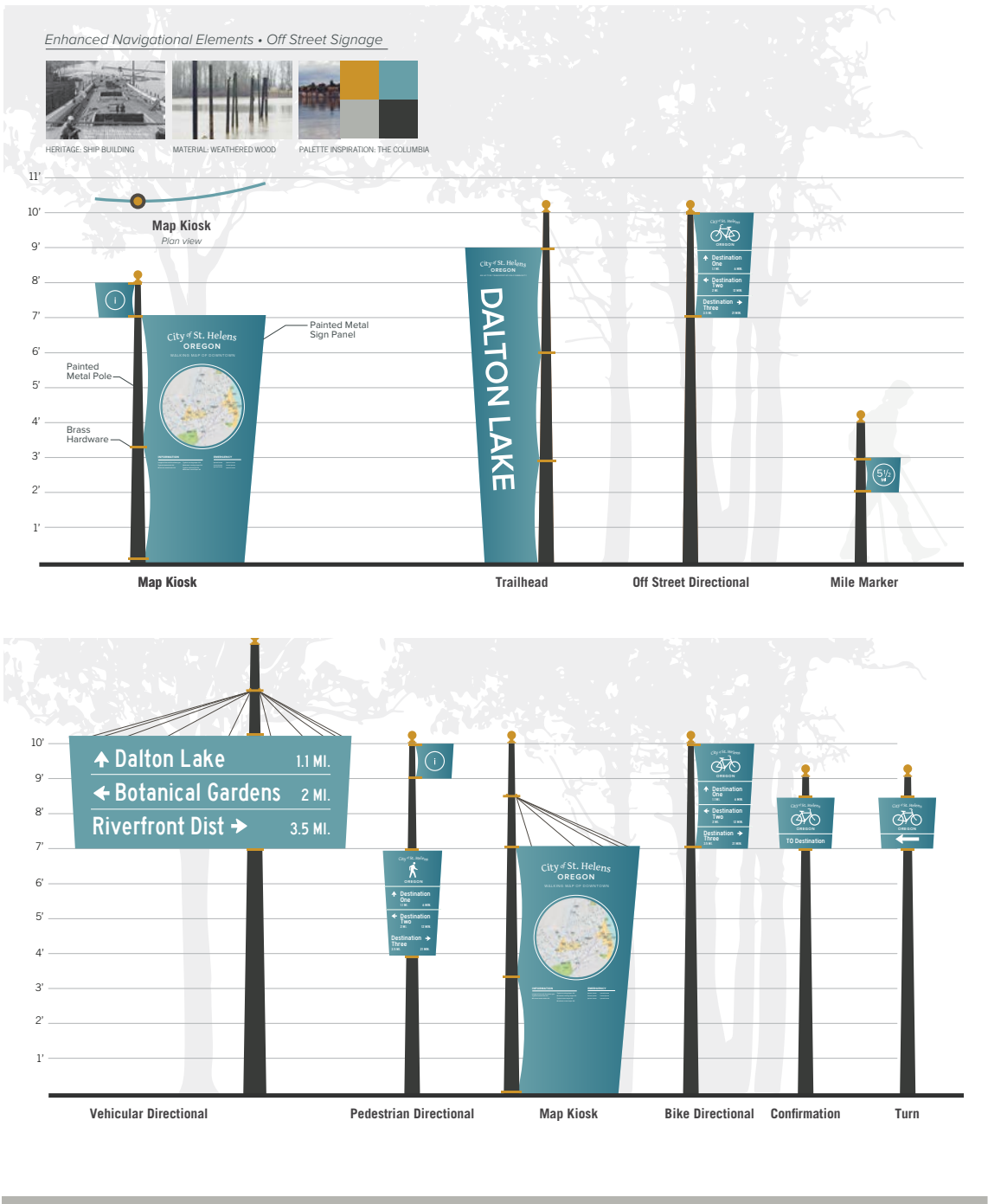
Figure 18. Option 2: Timber



Option 3: River

The River concept highlights St. Helens’ connection to the Columbia and the town’s legacy of ship building. The organic forms and light, airy color palette are intended to create an approachable, inviting family of signs.

Figure 19. Option 3: River



Preferred Design

Based on community feedback from the three design options, a preferred design was developed.

The family of wayfinding elements for St. Helens will define a sense of place in a way that is clear and simple, reflects local character, and integrates well among other landscape, streetscape, and transportation elements.

The bright, clean, and modern interpretation of a nautical color palette will be used throughout the sign family, with large and legible text. The soft arching wave shape will be used in

the top of the larger signs, with color coded directional arrows and pavement markings used to indicate the district (Fig.20-21). The sign poles are chosen to match the existing, historic light poles in St. Helens (Fig. 21).

The Gateway Arch (Fig. 22), to be placed over Columbia Boulevard, will be constructed of painted aluminum for ease of maintenance.

The wayfinding design elements can be incorporated into facility and other municipal signage, as signs are updated.

Figure 20. Enhanced Navigational Elements - Off Street Signage



Figure 21. Fundamental Navigational Elements - On Street Signage

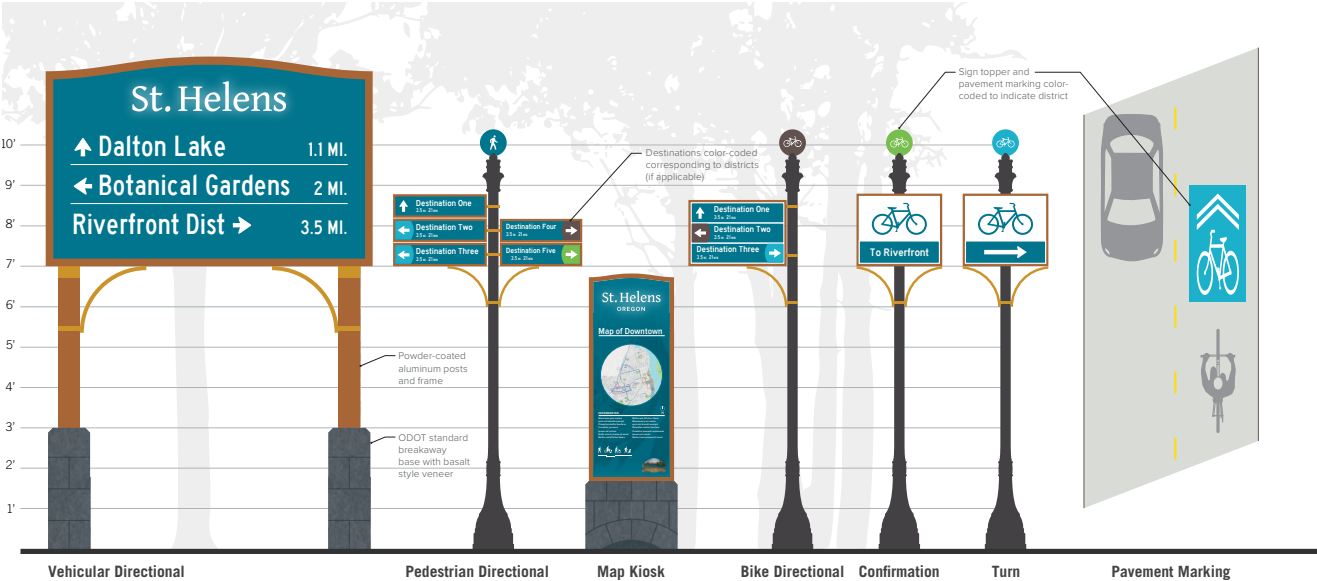


Figure 22. Identity Signage



Chapter 6

Appendices

Appendix A: References

Abbreviations

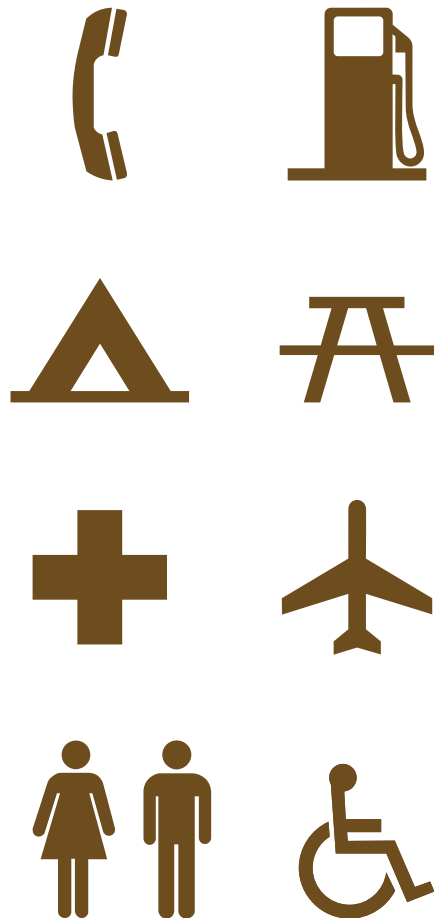
When placing destination names on signs, the use of abbreviations should be kept to a minimum whenever possible.

When insufficient space is available for full wording, abbreviations may be used. Acceptable abbreviations according to the MUTCD are included below. Unless necessary to avoid confusion, periods,

commas, apostrophes, question marks, ampersands, and other punctuation marks or characters that are not letters or numerals should not be used in any abbreviation.

Word Message	Abbreviation
Alternate	ALT
Avenue	AVE
Bicycle	BIKE
Boulevard	BLVD
Center (as part of a place name)	CTR
Circle	CIR
Court	CT
Crossing (other than highway)	X-ING
Drive	DR
East	E
Hospital	HOSP
Information	INFO
International	INTL

Word Message	Abbreviation
Junction/Intersection	JCT
Mile(s)	MI
Minutes Per Hour	MPH
Minute(s)	MIN
Mount	MT
Mountain	MTN
National	NATL
North	N
Parkway	PKWY
Pedestrian	PED
Place	PL
Road	RD
South	S
Street	ST
Telephone	PHONE
Terrace	TER
Trail	TR
West	W



Icons & Symbols

Icons and symbols can be welcome additions to wayfinding signage design toolkit because they help to communicate information simply and expand comprehension beyond those with English language proficiency. Where proficiency is low, icons and symbols can substitute for words or concepts that are hard to explain or translate, such as trailhead, transit, or school.

Universal symbology and iconography that have been developed by the AIGA (telephone, first aid, toilets), National Park Service (campsite, toilet, scenic view, airport, picnic area), and others (handicap, passenger rail, light rail) are familiar to most people and translate across most languages and cultures.

Use of symbols and icons on wayfinding signage, especially within names of destinations, can save space and improve legibility and comprehension.

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Appendix B: Design Intent

DESIGN INTENT DRAWINGS

St. Helens
Wayfinding
August 2017



City of St. Helens
265 Strand Street
St. Helens, Oregon, 97051

Contact: Jennifer Dimsho, Associate Planner
Ph: 503.366.8207

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The purpose of these drawings is to illustrate design intent. Drawings are not for construction. Written dimensions on these drawings have precedence over scaled dimensions.

The further development and engineering of these drawings shall be submitted as shop drawings to the Project Owner. Contractors shall verify and be responsible for all final quality, dimensions, materials and conditions on the job.

Project owner shall be notified of any variations from the dimensions and conditions shown by these drawings prior to the execution of any work, including changes to graphic designs or typography.

Drawing scale shown on plans is for full size plans only. Alta shall not be responsible for scale discrepancies caused by reduced or enlarged drawings.




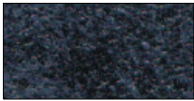







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Alta Planning + Design
711 SE Grand Ave
Portland, Oregon, 97214
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MATERIALS PALETTE

Contractor shall be responsible for supplying samples for all colors and materials within the palette.

								
	 White	 Blue	 White - Reflective	 Brown	 Gold	 Dark Grey	 Light Green	 Light Blue
Color:	White	Pantone 2222 C	MP18071	Pantone 168 C	Pantone 1375 C	WBK - Weathered Black	Pantone 3501 C	Pantone 2190 C
Materials:	Matthews Paint	Matthews Paint	3M 3930 High Intensity Retroreflective	Matthews Paint	Matthews Paint	Sternberg Lighting	Matthews Paint	Matthews Paint
Process:	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant	Surface painted, with Matthews Polyurethane Clear Coat Protectant























TYPOGRAPHY

Fabricator is responsible for acquiring project related fonts.

Proxima Nova
Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890
Gentium Book Basic
Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz 1234567890

ARTWORK

All artwork illustrated on this page shall be provided by Project Owner as electronic vector art.

		HISTORIC DISTRICT			<p>Contractor is responsible for matching all colors and materials as specified and is required to provide color and material sample to the Project Owner for approval.</p> <p>All painted surfaces to receive Matthews Paint Ultraviolet (UV) and Anti-Graffiti coating. All retroreflective material to receive UV/Anti-Graffiti overlaminate, or owner approved equal.</p> <p>No substitute typefaces will be accepted. Set kerning tracks to visually approximate sign drawings. Kerning shown may vary from exact kerning used to create sign drawings. Refer to specific applications for type sizes and leading requirements.</p>
	RIVERFRONT DISTRICT				
	HOULTON BUSINESS DISTRICT				
	Arrow				
	Sign Accent				
					
<u>City Logo</u>	<u>Districts</u>		<u>Kayaking</u>	<u>Restroom</u>	
			<u>Food Service</u>	<u>Drinking Fountain</u>	
			<u>Bike Repair</u>	<u>Biking</u>	
			<u>Bus Station</u>	<u>Swimming</u>	
			<u>Hospital</u>	<u>Skateboarding</u>	
<u>Pedestrian Symbol</u>	<u>Bicycle Symbol</u>	<u>Garbage Receptacle Symbol</u>	<u>Trailhead</u>	<u>Hiking</u>	
			<u>Dog Friendly Symbol</u>		

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City of St. Helens

CLIENT

St. Helens Wayfinding

PROJECT

August 2017

DOCUMENT ISSUE

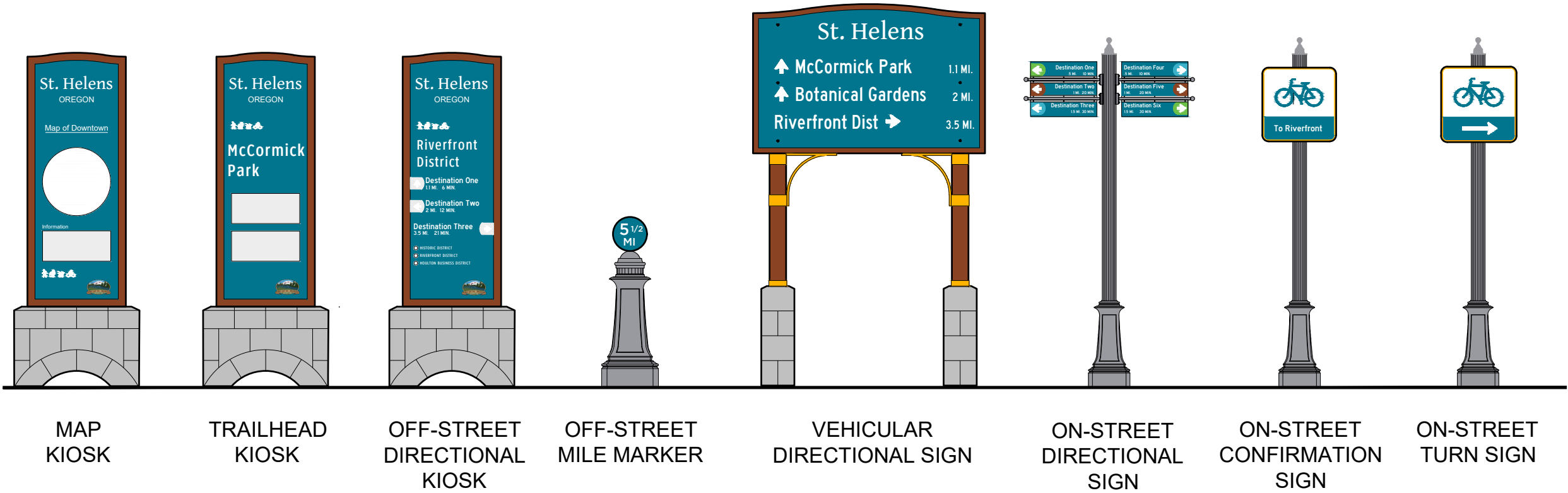
System Overview

SHEET TITLE

3

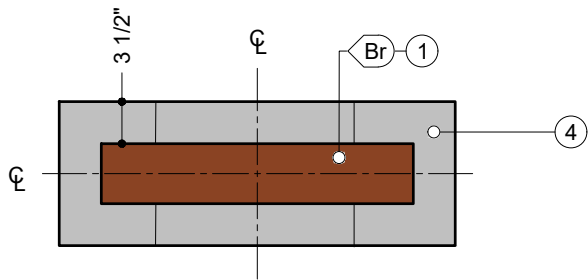
SHEET NUMBER

SIGNS

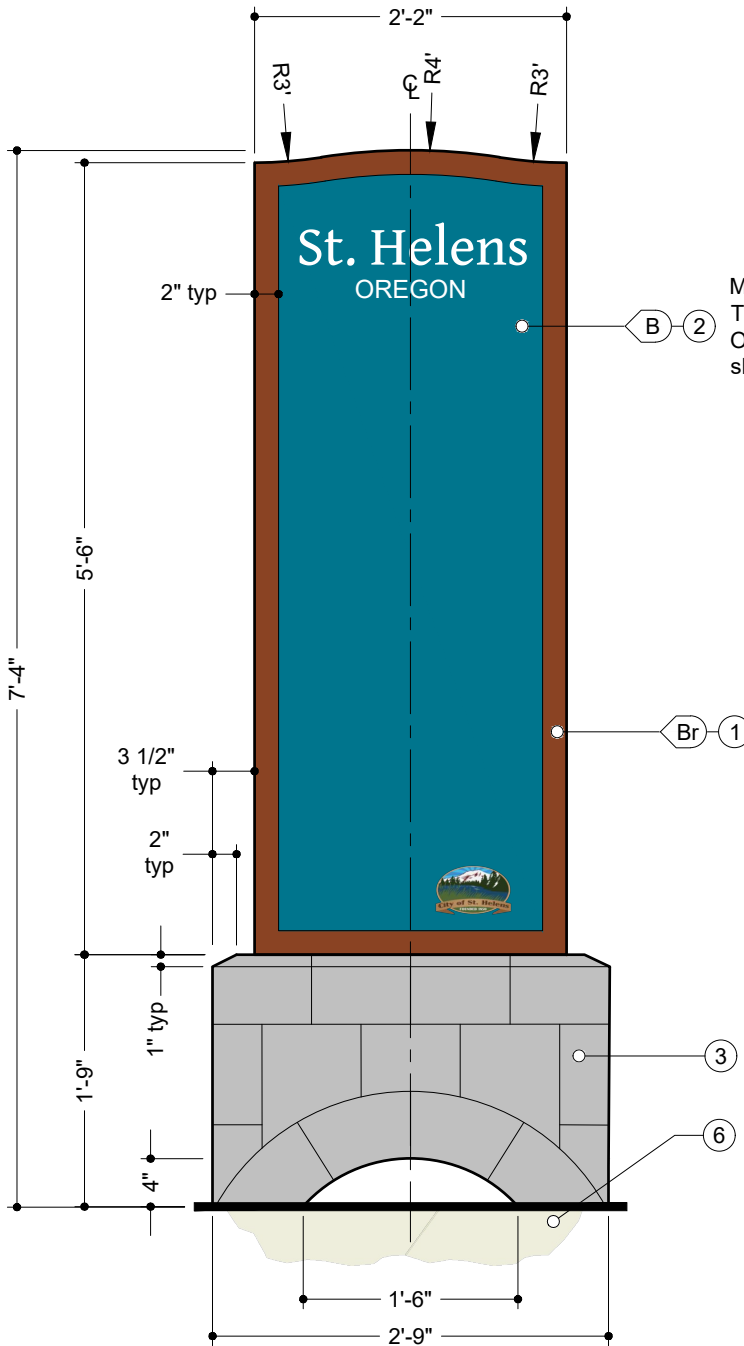


PAVEMENT MARKINGS



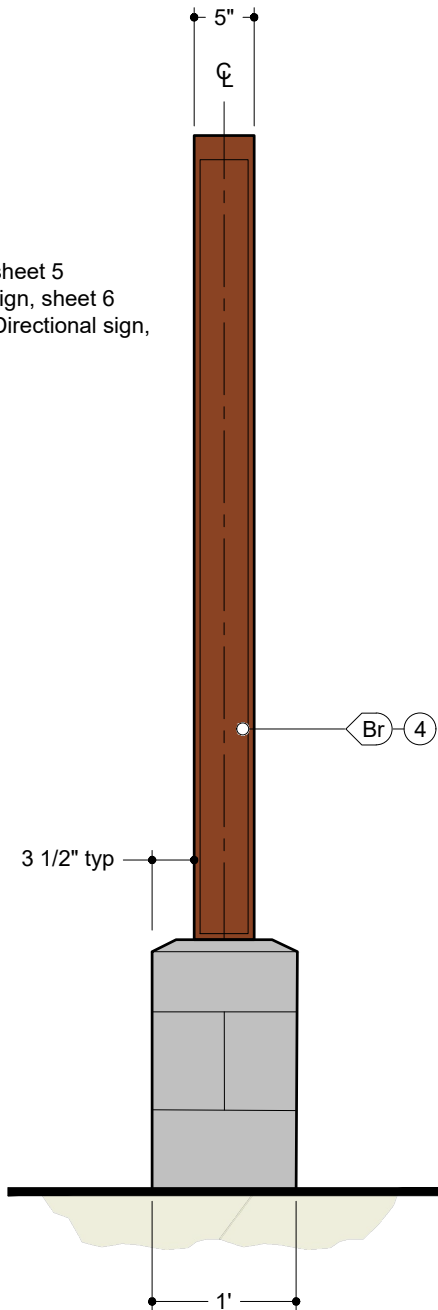


4 Plan View
Scale: 3/4" □ 1'-0"

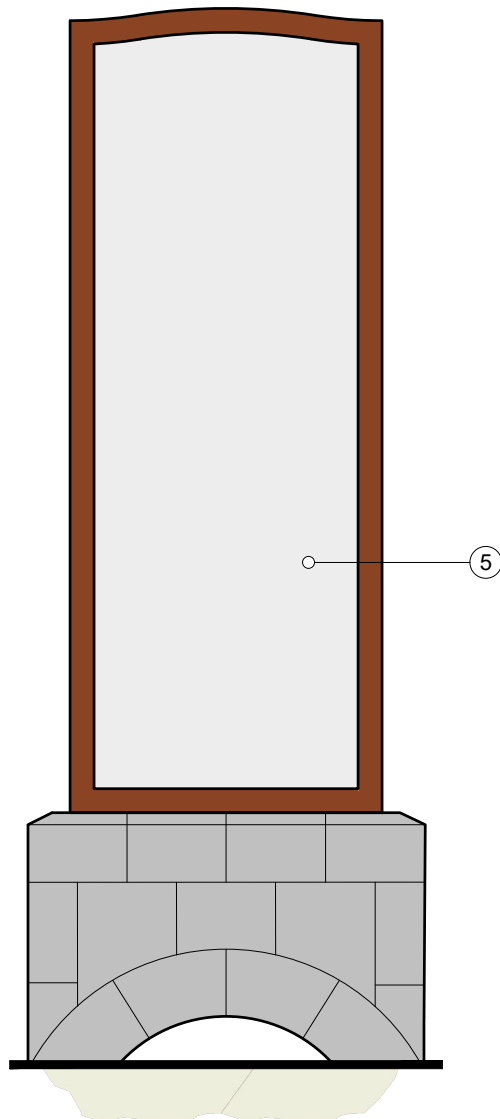


1 Front Elevation
Scale: 3/4" □ 1'-0"

Map sign, sheet 5
Trailhead sign, sheet 6
On-Street Directional sign,
sheet 7



2 Side Elevation
Scale: 3/4" □ 1'-0"



3 Back Elevation
Scale: 3/4" □ 1'-0"

KEY NOTES

- SIGN CABINET**
MATERIAL: 1/8" thick aluminum
Fabricated from heavy gauge aluminum with aluminum angle internal frame and support cradles. Cabinet is supported by steel tube uprights in concrete footers.
- SIGN PANEL**
MATERIAL: 1/8" thick aluminum
FABRICATION PROCESS: router cut, internally illuminated
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed, graphics to be internally lit illuminated with LED backlights mounted to fabricated light tray fixed to internal structure
- BASALT BASE**
SIZE: 2'-9" L x 1'-0" W x 1'-9" H
MATERIAL: Basalt veneer over CMU / precast concrete
- SIDE ACCESS PANEL**
SIZE: allow for electrical maintenance. Include access on top of sign as required.
- BULLETIN PANEL**
SIZE: 1/8" thick cork
FABRICATION PROCESS: outdoor, locking and weatherproof 24" x 36" snap frame. Mechanically attach to aluminum panel with hidden fasteners. Display to hold city flyers and public posting information.
EDGES: routed, finished smooth
- FOUNDATION (NOT SHOWN)**
SIZE: to engineer's specifications



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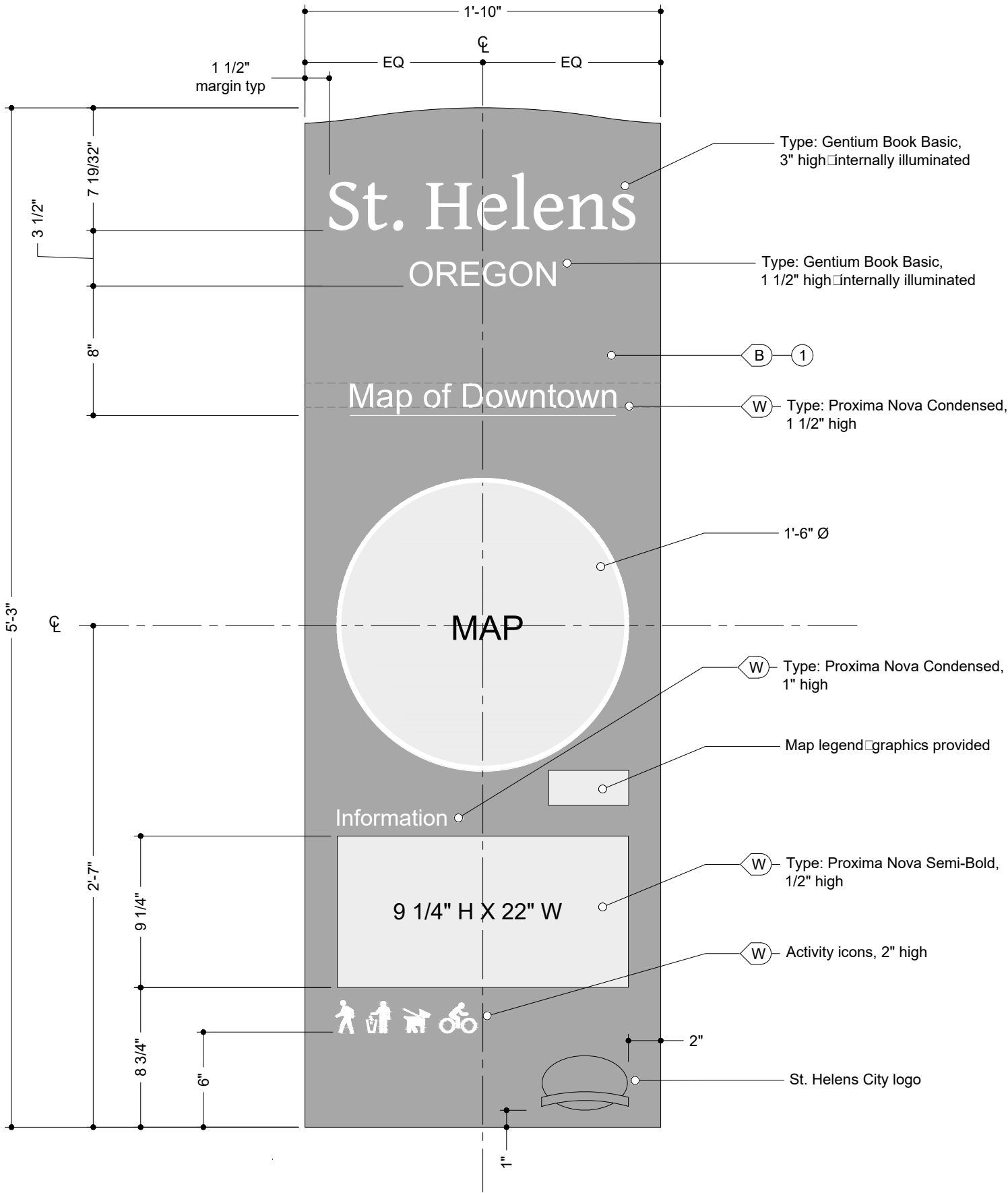
DOCUMENT ISSUE

Typical Kiosk

SHEET TITLE

4

SHEET NUMBER



1 Typical Sign Detail
Scale: 1 1/2" □ 1'-0"

KEY NOTES

1. SIGN PANEL
MATERIAL: 1/8" thick aluminum
FABRICATION PROCESS: router cut, internally illuminated
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed, graphics to be internally lit illuminated with LED backlights mounted to fabricated light tray fixed to internal structure

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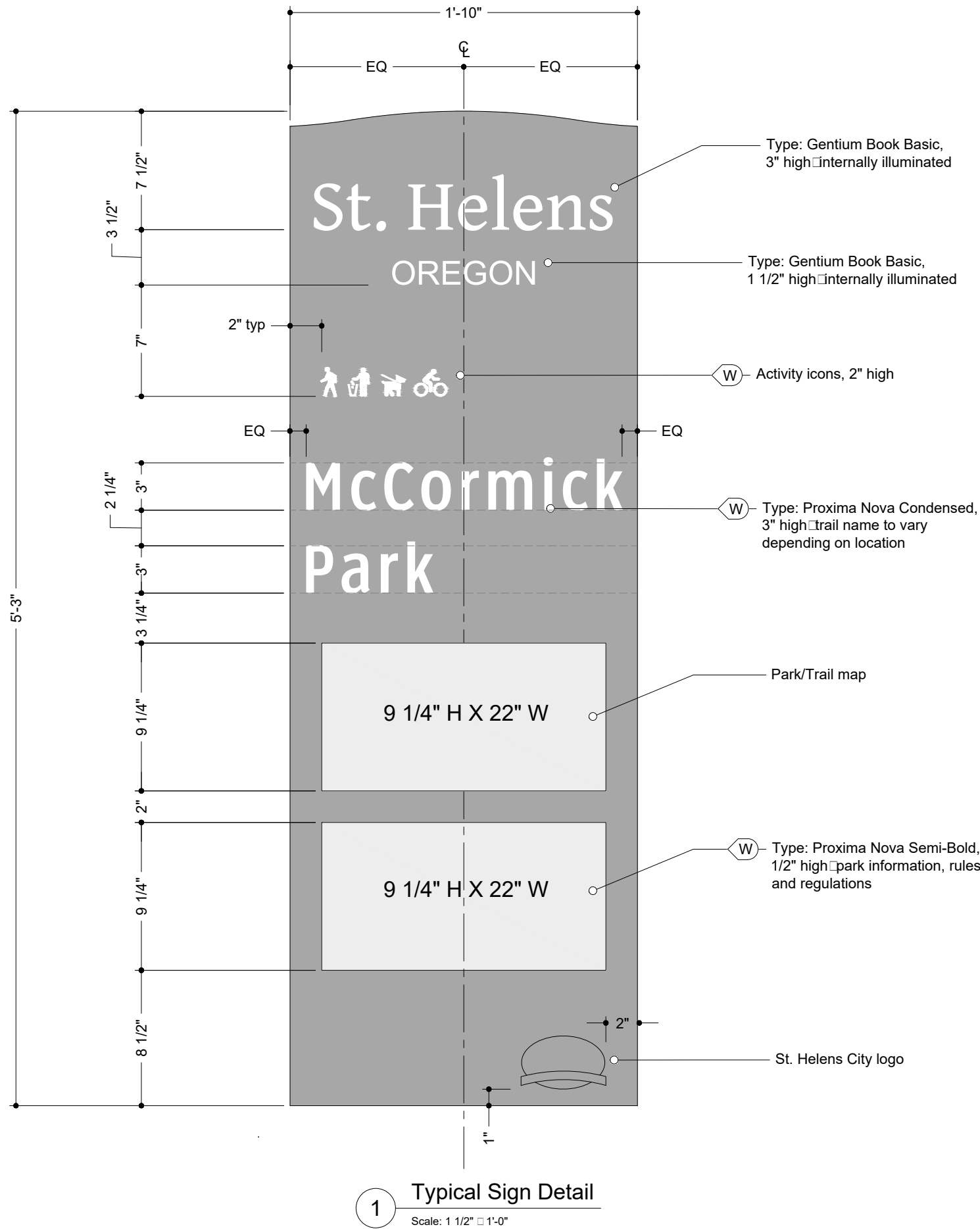
DOCUMENT ISSUE

Typical Map Sign Detail

SHEET TITLE

5

SHEET NUMBER



1. SIGN PANEL
MATERIAL: 1/8" thick aluminum
FABRICATION PROCESS: router cut, internally illuminated
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed, graphics to be internally lit illuminated with LED backlights mounted to fabricated light tray fixed to internal structure

KEY NOTES



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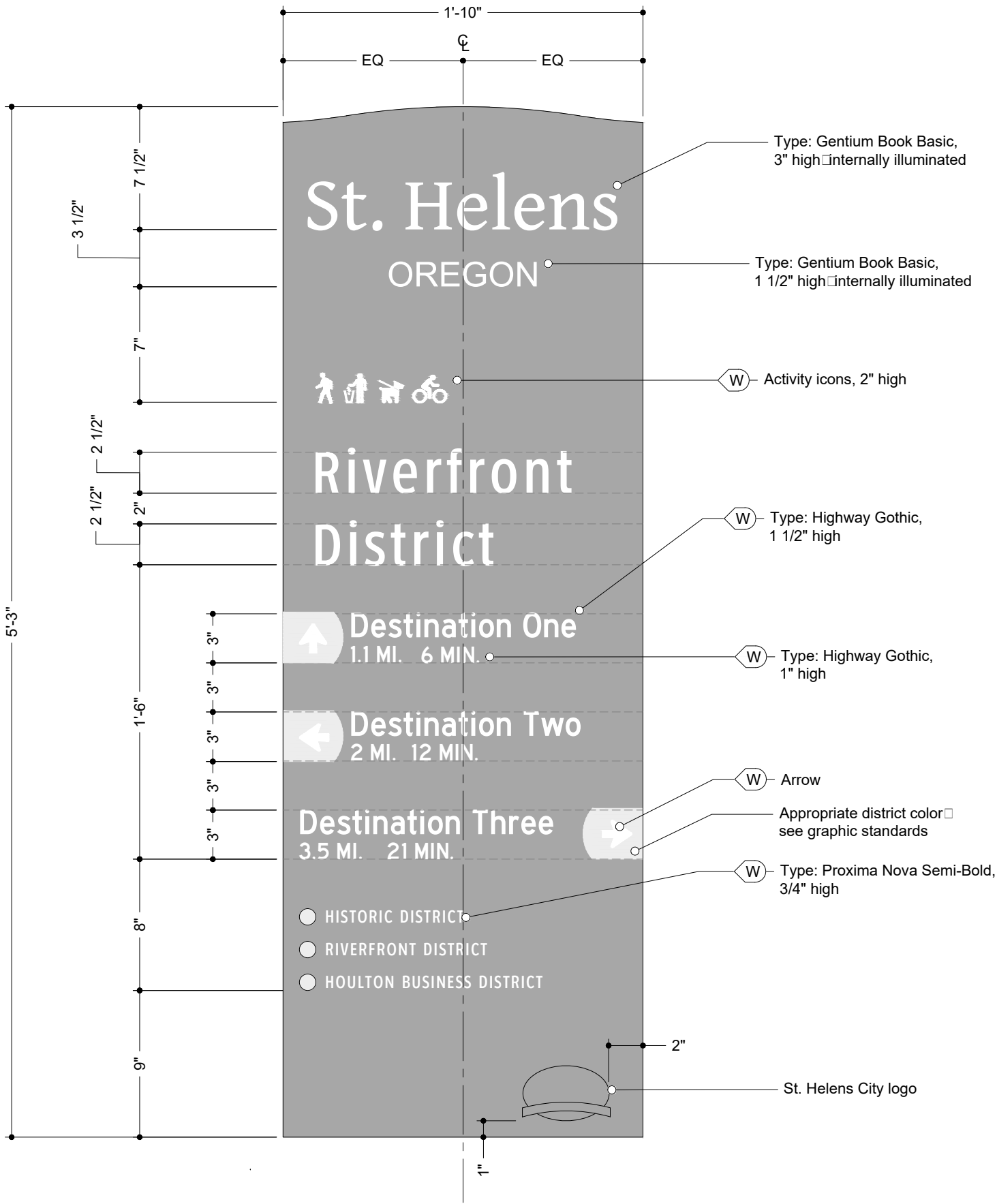
DOCUMENT ISSUE

Typical Trailhead Sign Detail

SHEET TITLE

6

SHEET NUMBER



1 Typical Sign Detail

Scale: 1 1/2" □ 1'-0"

KEY NOTES

1. **SIGN PANEL**
- MATERIAL: 1/8" thick aluminum
- FABRICATION PROCESS: router cut, internally illuminated
- EDGES: routed, finished smooth
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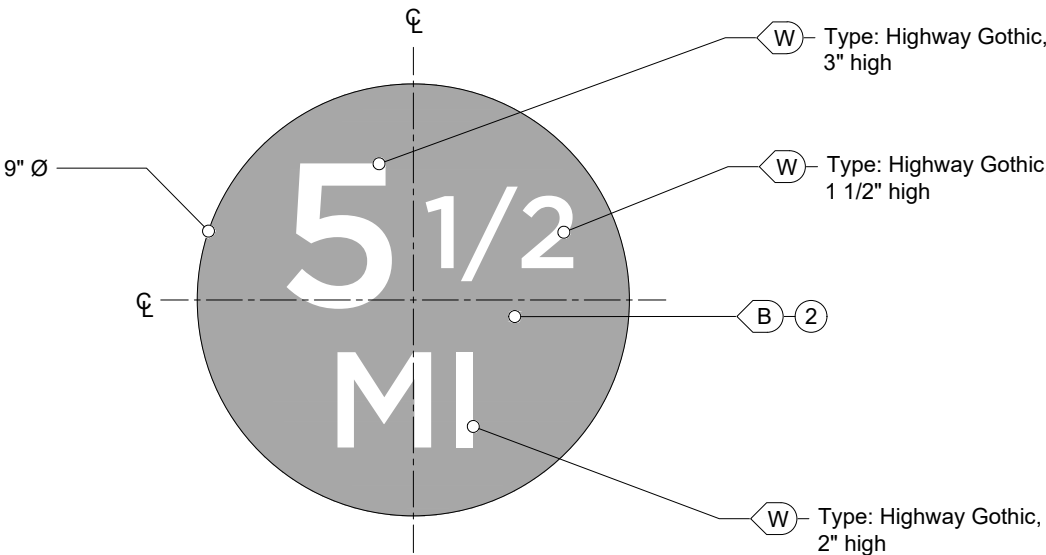
DOCUMENT ISSUE

Typical Off-Street Directional Sign Detail

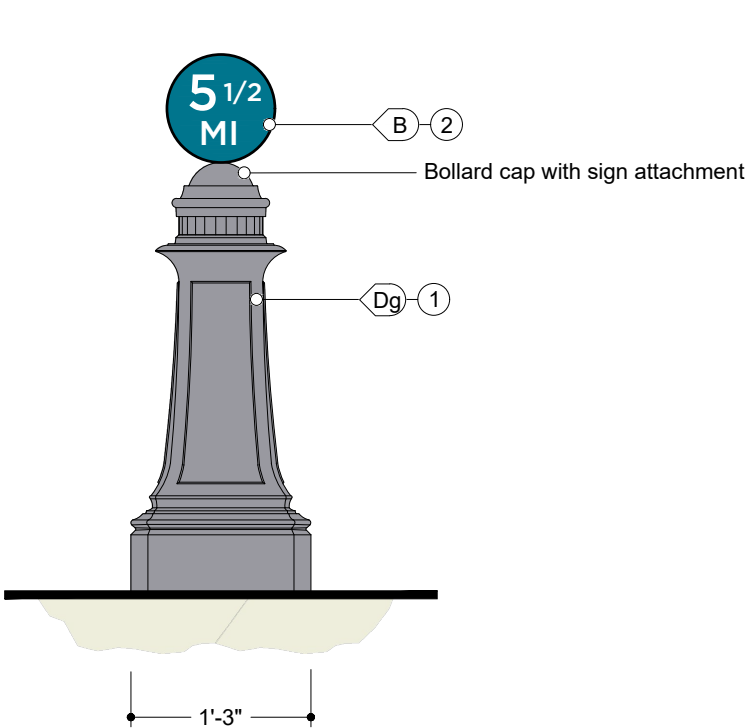
SHEET TITLE

7

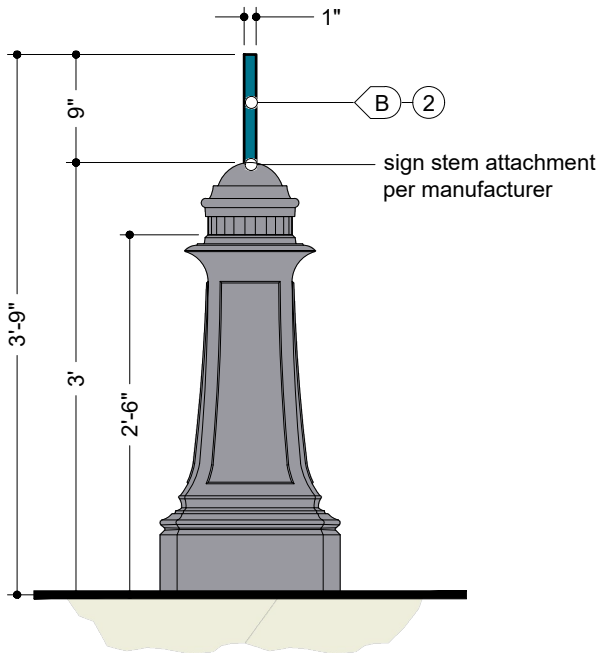
SHEET NUMBER



3 Typical Sign Detail
Scale: 3" □ 1'-0"



1 Front Elevation
Scale: 3/4" □ 1'-0"



2 Side Elevation
Scale: 3/4" □ 1'-0"

KEY NOTES

- 1. DECORATIVE BOLLARD**
MATERIAL: structural grade aluminum
MANUFACTURER: Sternberg 8401B bollard
- 2. MILE MARKER SIGN**
MATERIAL: aluminum
SIZE: 9" dia. X 1"thick
FABRICATION PROCESS: router cut
EDGES: router cut, smooth finished smooth
FASTENER: to manufacturers specifications
GRAPHICS/TEXT: screen printed

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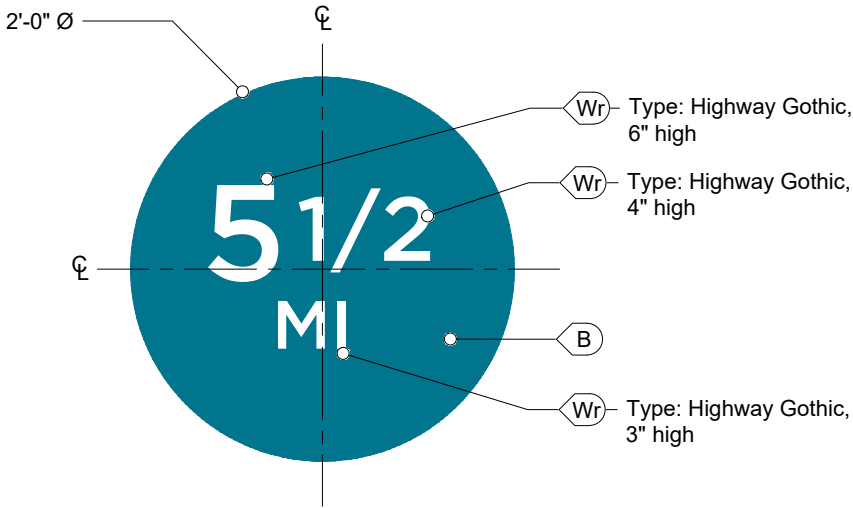
DOCUMENT ISSUE

Off-Street Mile Marker

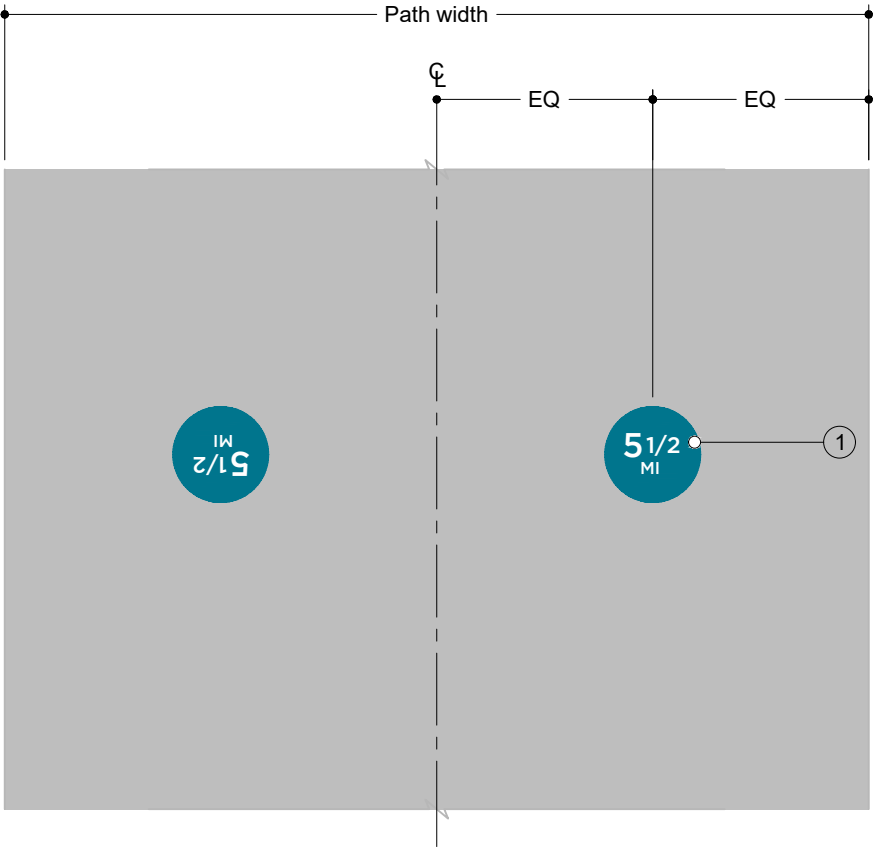
SHEET TITLE

8

SHEET NUMBER



1 Detail
Scale: 3/4" □ 1'-0"



2 Typical Placement Plan
Scale: 1/4" □ 1'-0"

KEY NOTES

1. THERMOPLASTIC GRAPHIC PAVEMENT
MARKER
MATERIAL: thermoplastic
SIZE: 2'-0" dia



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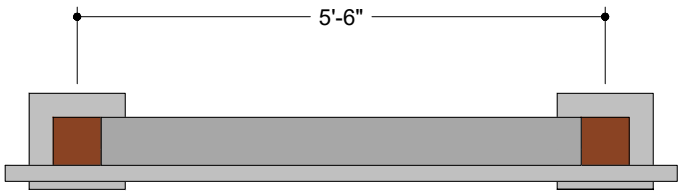
DOCUMENT ISSUE

Off-Street Pavement Marking

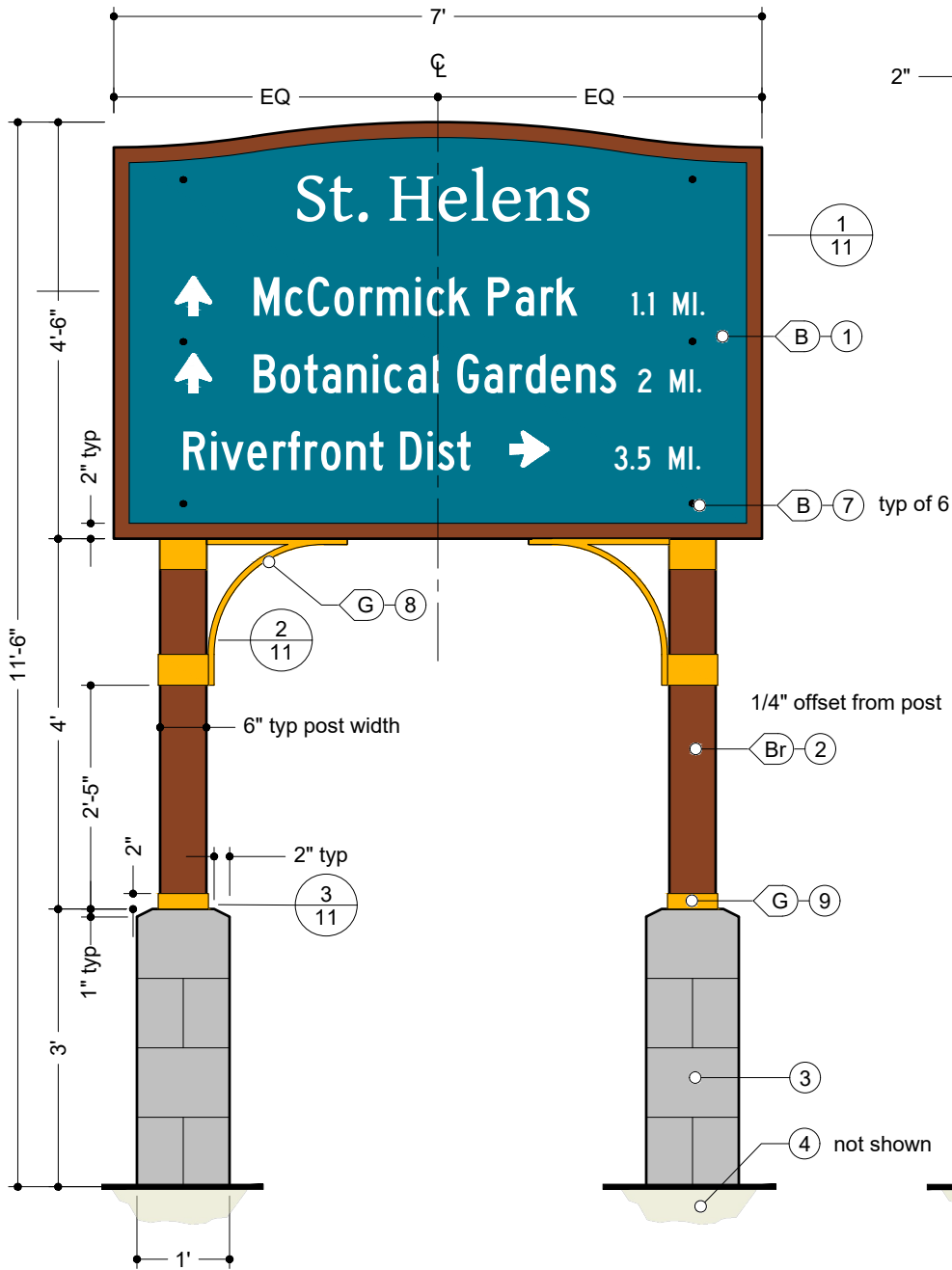
SHEET TITLE

9

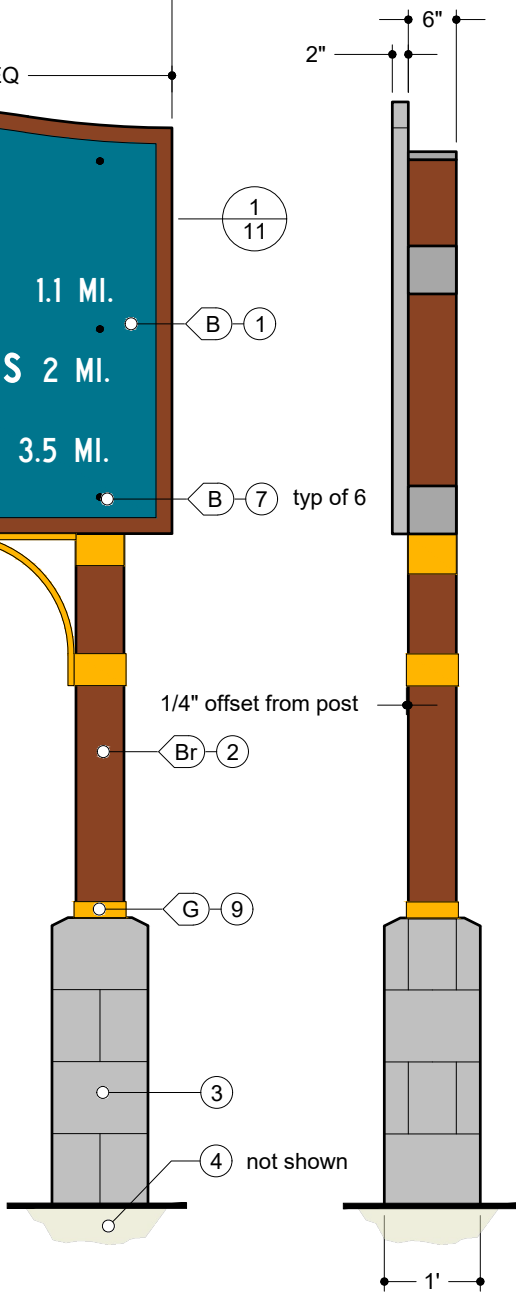
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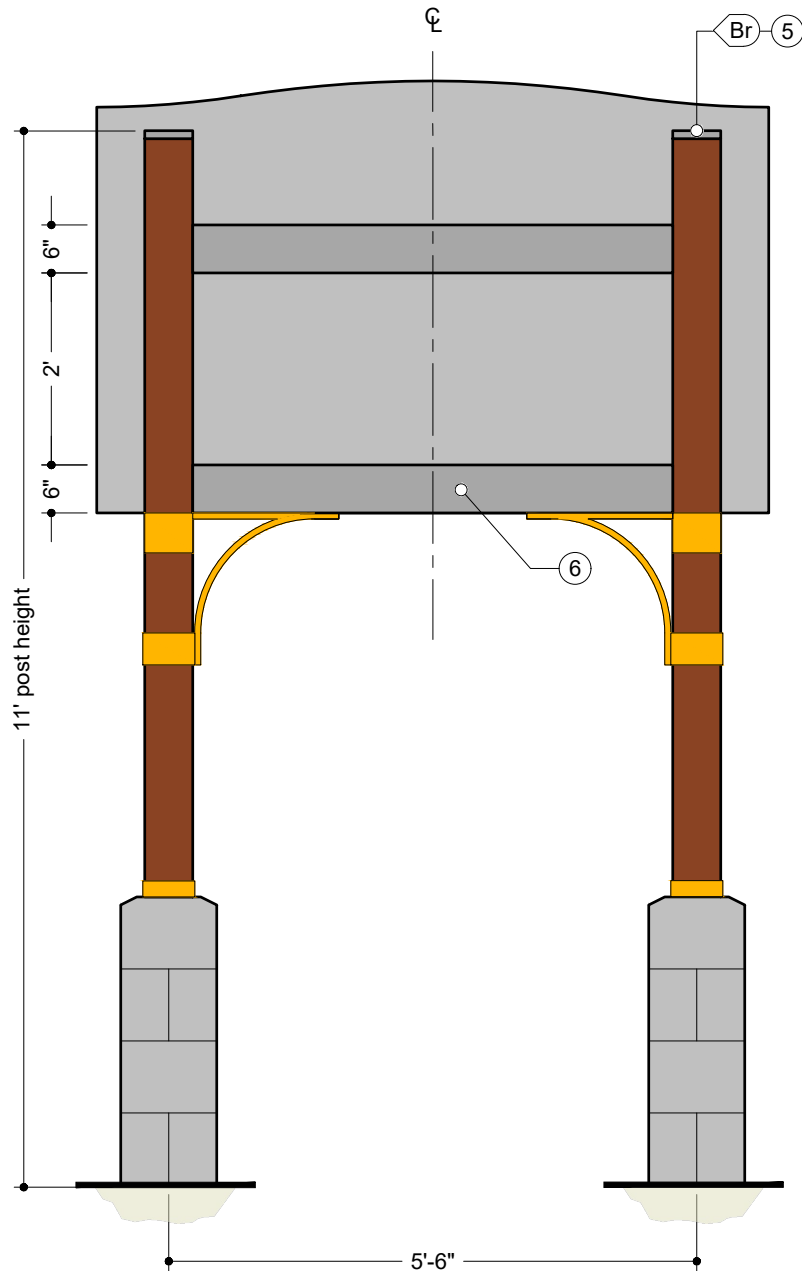
4 Plan View
Scale: 1/2" □ 1'-0"



1 Front Elevation
Scale: 1/2" □ 1'-0"



2 Right Side Elevation
Scale: 1/2" □ 1'-0"



3 Rear Elevation
Scale: 1/2" □ 1'-0"

KEY NOTES

- SIGN PANEL**
MATERIAL: 2" thick aluminum
FABRICATION PROCESS: router cut
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed
COATING: UV protection
FASTENER: mechanically fastened
- POST**
MATERIAL: 6" x 6" square steel tube,
fabricator to engineer wall thickness,
powder-coated aluminum
- FOOTING**
MATERIALS: Basalt style veneer
SIZE: Per engineer's specifications
- FOUNDATION**
SIZE: Per engineer's specifications
- POST CAP**
MATERIAL: 1/4" steel plate
FABRICATION PROCESS: welded
- SUPPORT BEAM**
MATERIAL: (2) 6" x 6" steel tube, welded to
posts
- BOLTS**
(6) Tamper-proof thru-bolts, lock washers and
nuts□fabricator to determine size
MATERIAL: stainless steel□powder coated
- DECORATIVE BRACKET**
MATERIAL: Steel
FABRICATION PROCESS: Welded
- DECORATIVE BAND**
MATERIAL: Steel
FABRICATION PROCESS: Welded



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St. Helens Wayfinding

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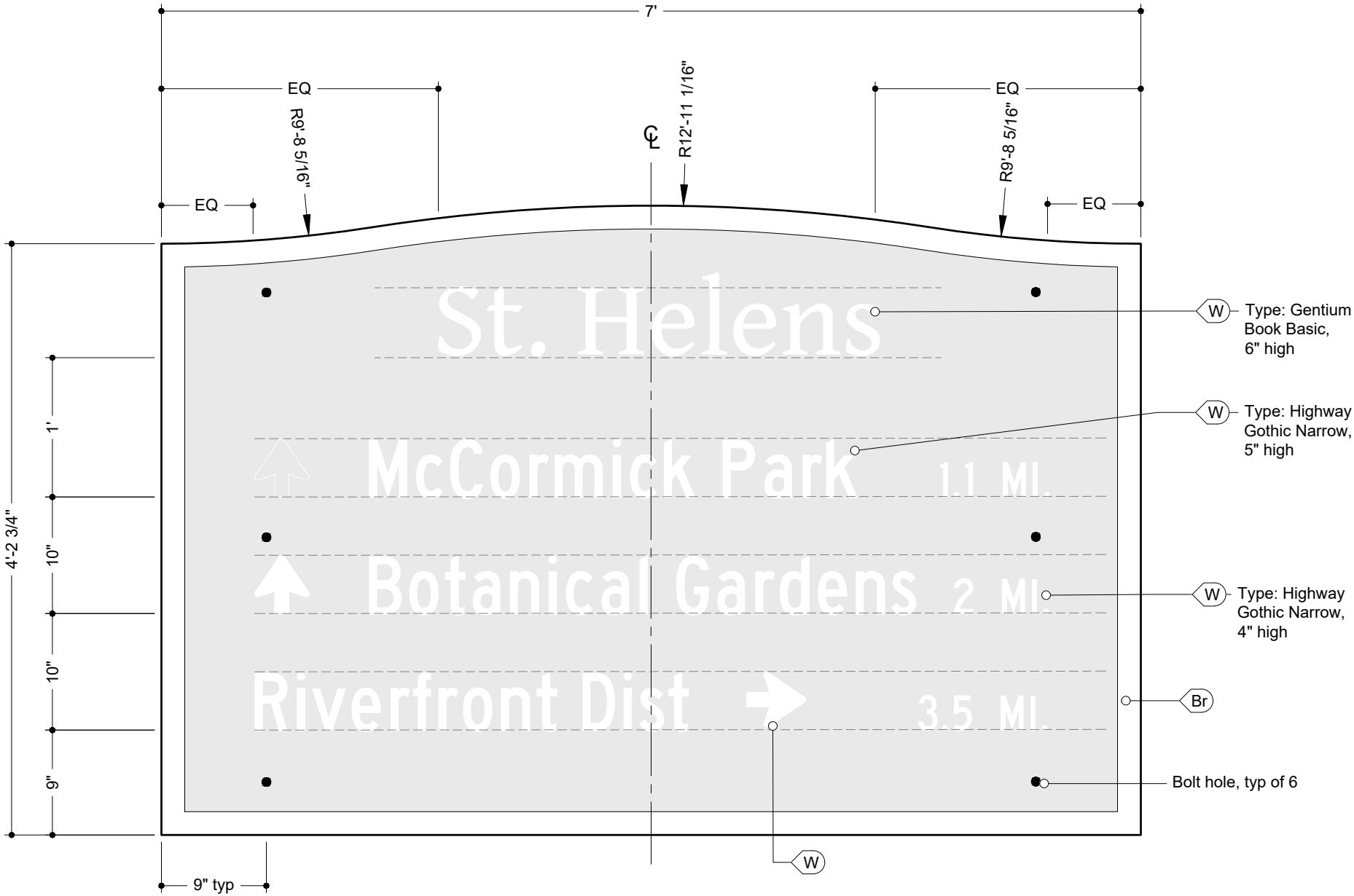
Typical Vehicular Directional Sign

SHEET TITLE

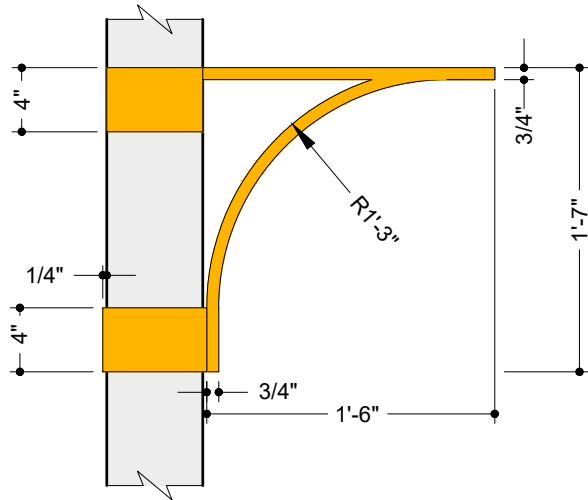
10

SHEET NUMBER

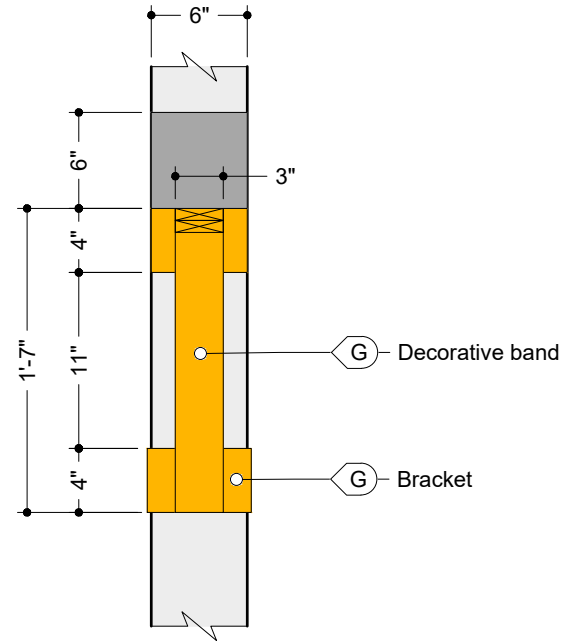
Vehicular directional signs not located within the Highway 30 right-of-way.



1 Typical Sign Detail
Scale: 1" □ 1'-0"



2 Bracket Detail
Scale: 1" □ 1'-0"



3 Bracket and Band Elevation
Scale: 1" □ 1'-0"



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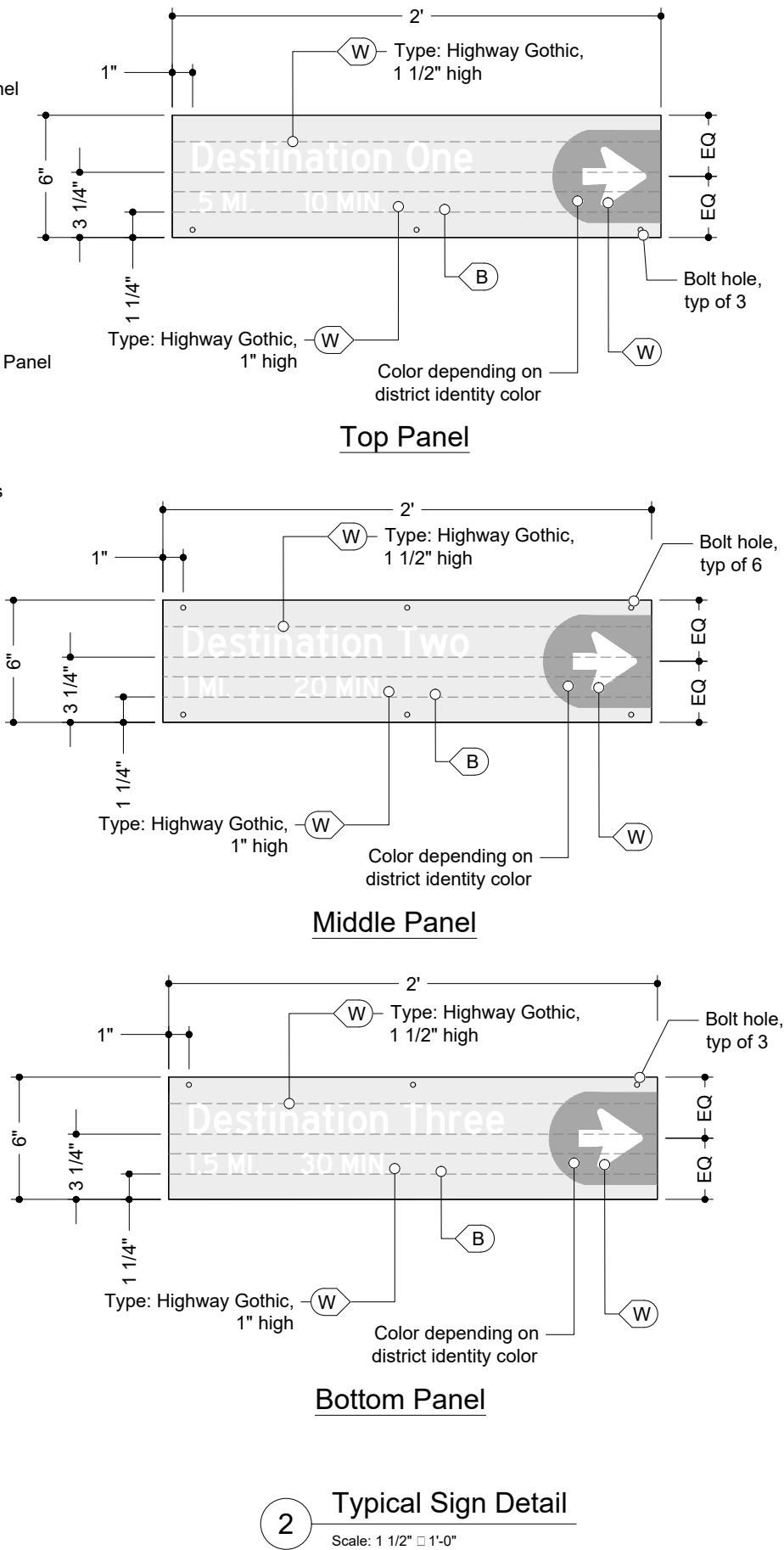
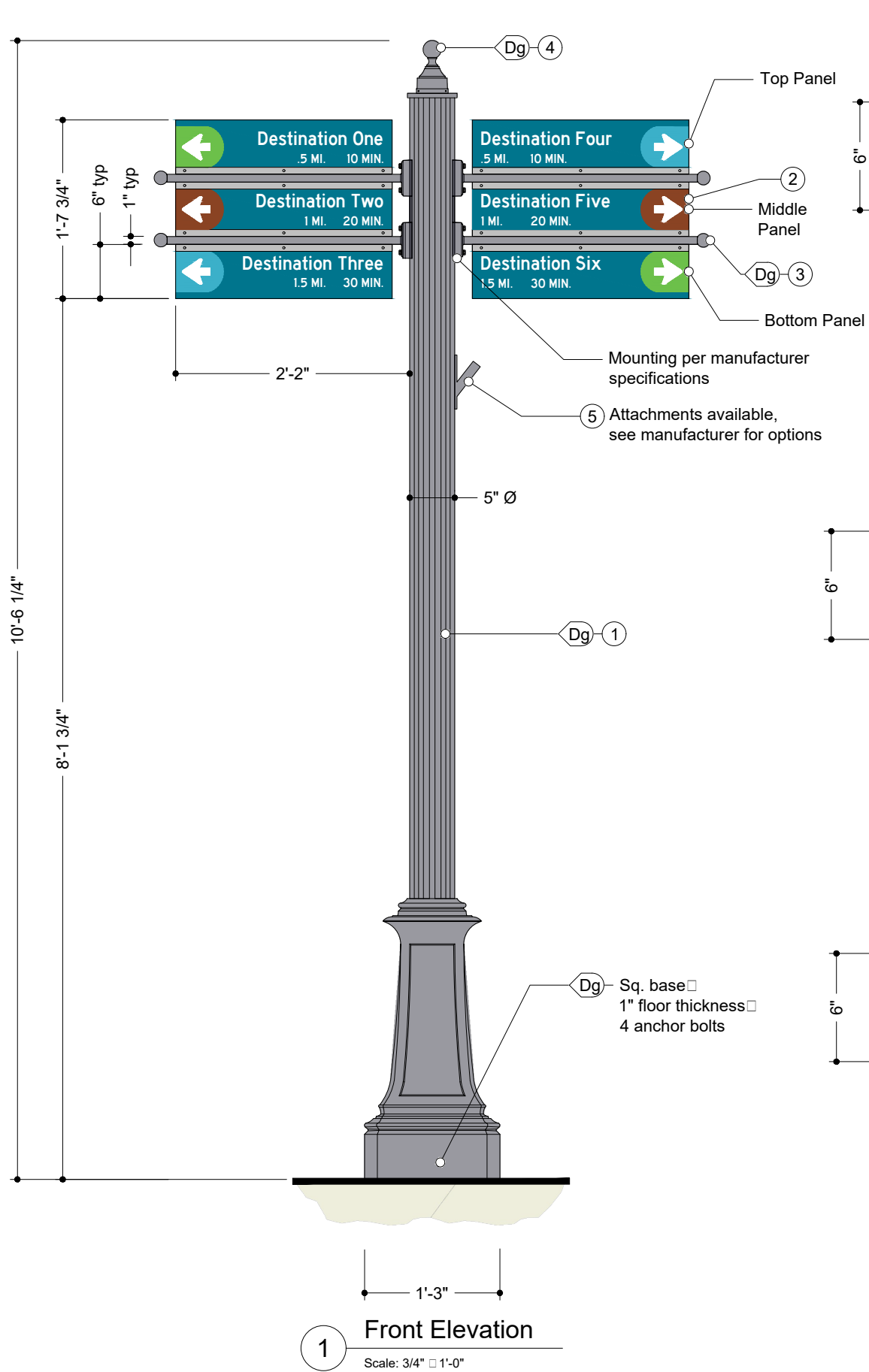
DOCUMENT ISSUE

Typical Vehicular Directional Sign Detail

SHEET TITLE

11

SHEET NUMBER



1. DECORATIVE POLE

MATERIAL: 5" diameter aluminum □ 188 wall thickness 6061-Tg structural grade □ fluted
MANUFACTURER: Sternberg Lighting □ built for single unit construction □ 15" sq. base, 1" floor thickness, 4 anchor bolts

2. SIGN BLADE

MATERIAL: 1/8" thick aluminum
SIZE: 24" x 6", double sided
MANUFACTURER: Sternberg Lighting □ model 2-SABA

3. BANNER ARM

MATERIAL: aluminum
MANUFACTURER: Sternberg Lighting, Sternberg banner arm with 4 24" long channels □ 1/4" wide 1/8" deep

4. CAP

MATERIAL: aluminum
MANUFACTURER: Sternberg Lighting □ BCC - Ball Center Cap

5. OPTIONAL POST ATTACHMENTS

MATERIAL: aluminum FH Flag Pole Holder □ WHK Wreath Hook Mount
MANUFACTURER: Sternberg Lighting

KEY NOTES



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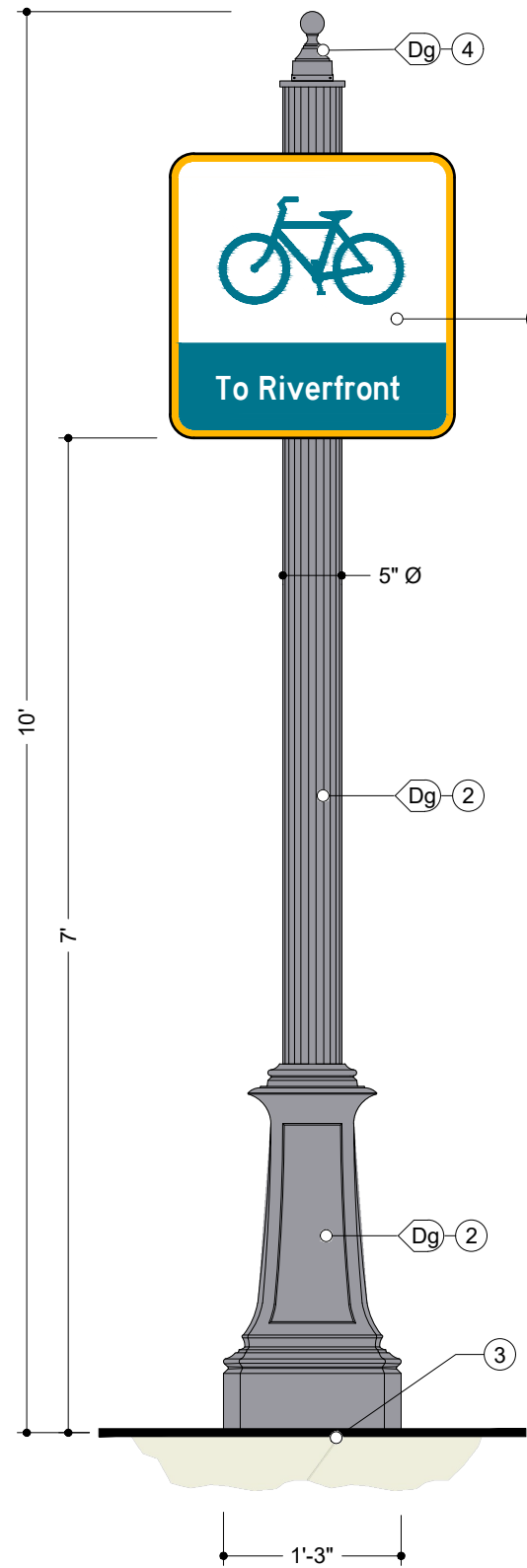
DOCUMENT ISSUE

On-Street Directional Sign

SHEET TITLE

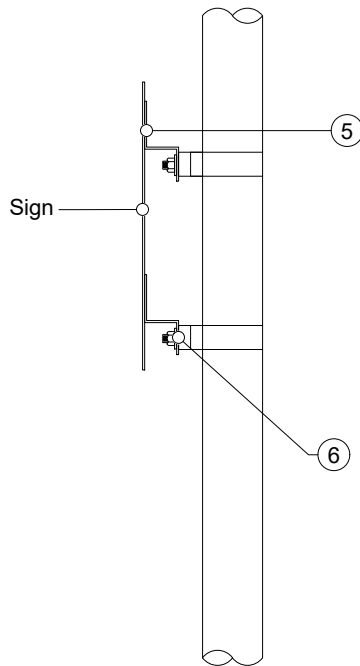
12

SHEET NUMBER



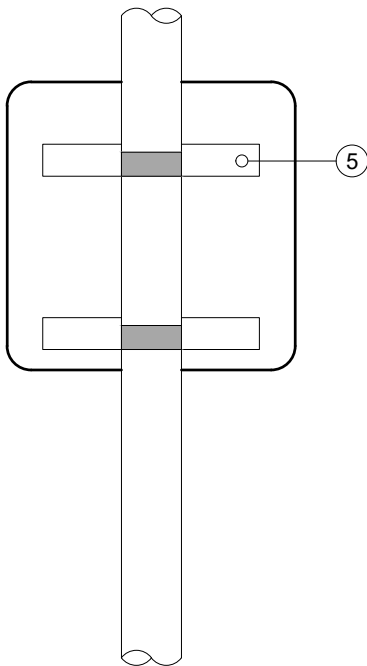
Confirmation Sign

1 Front Elevation
Scale: 3/4" = 1'-0"



Side

2 Sign Mounting Detail
Scale: 3/4" = 1'-0"



Back

KEY NOTES

- SIGN PANEL**
MATERIAL: 1/8" thick aluminum
FABRICATION PROCESS: router cut
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed
COATING: UV protection
FASTENER: (2) 5/16" x 2-1/2" SST bolts w/ SST washers
- DECORATIVE POLE**
MATERIAL: 5" diameter aluminum, 188 wall thickness 6061-Tg structural grade, fluted
MANUFACTURER: Sternberg Lighting, built for single unit construction, 15" sq. base, 1" floor thickness, 4 anchor bolts
- FOUNDATION**
SIZE: to engineer's specifications
- CAP**
MATERIAL: aluminum
MANUFACTURER: Sternberg Lighting, built for single unit construction
- Z-ANGLE BRACKET**
MATERIAL: aluminum z-angle bracket
FASTENER: fill weld to back of sign panel
- BOLTS**
Tamper-proof through-bolts, lock washers and nuts, fabricator to determine size
MATERIAL: stainless steel



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City of St. Helens

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St. Helens Wayfinding

PROJECT

August 2017

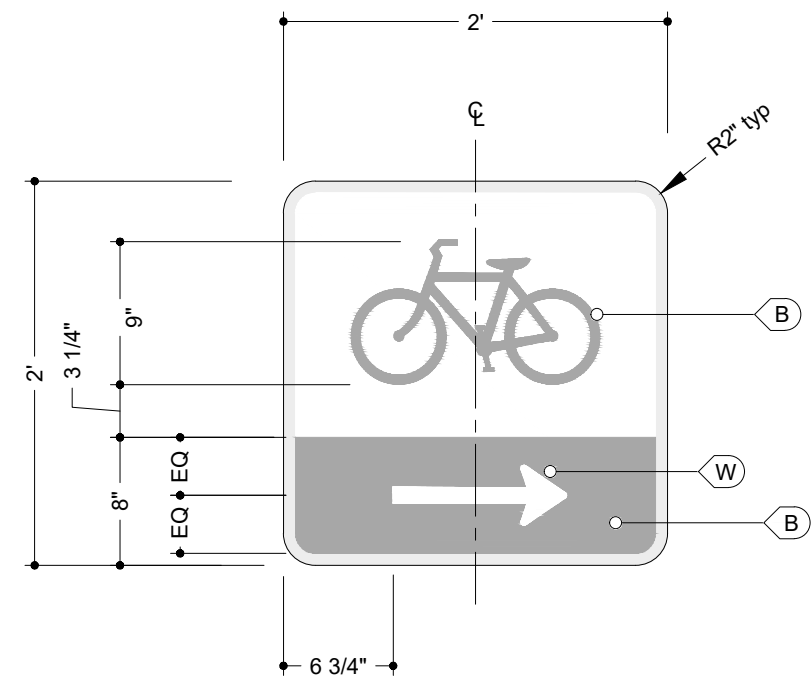
DOCUMENT ISSUE

On-Street Sign

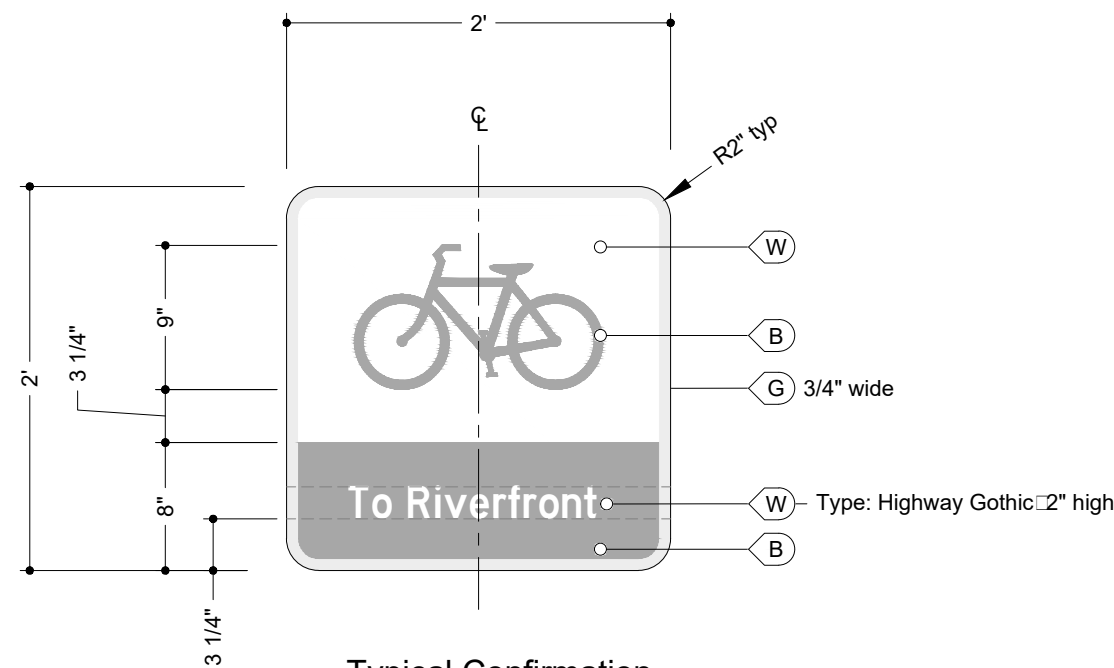
SHEET TITLE

13

SHEET NUMBER



Typical Turn



Typical Confirmation

1 Sign Detail
Scale: 1" = 1'-0"



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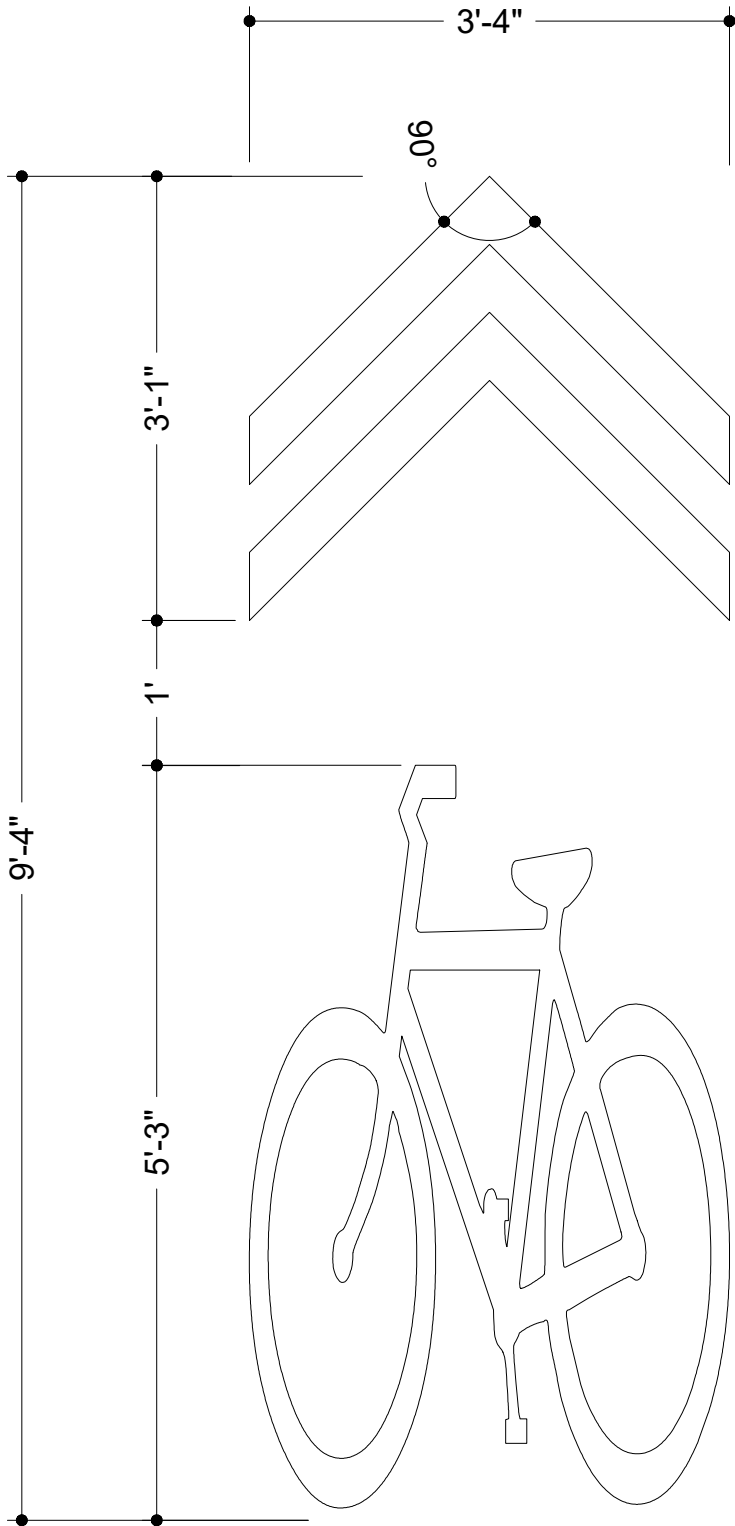
DOCUMENT ISSUE

Confirmation & Turn Layout

SHEET TITLE

14

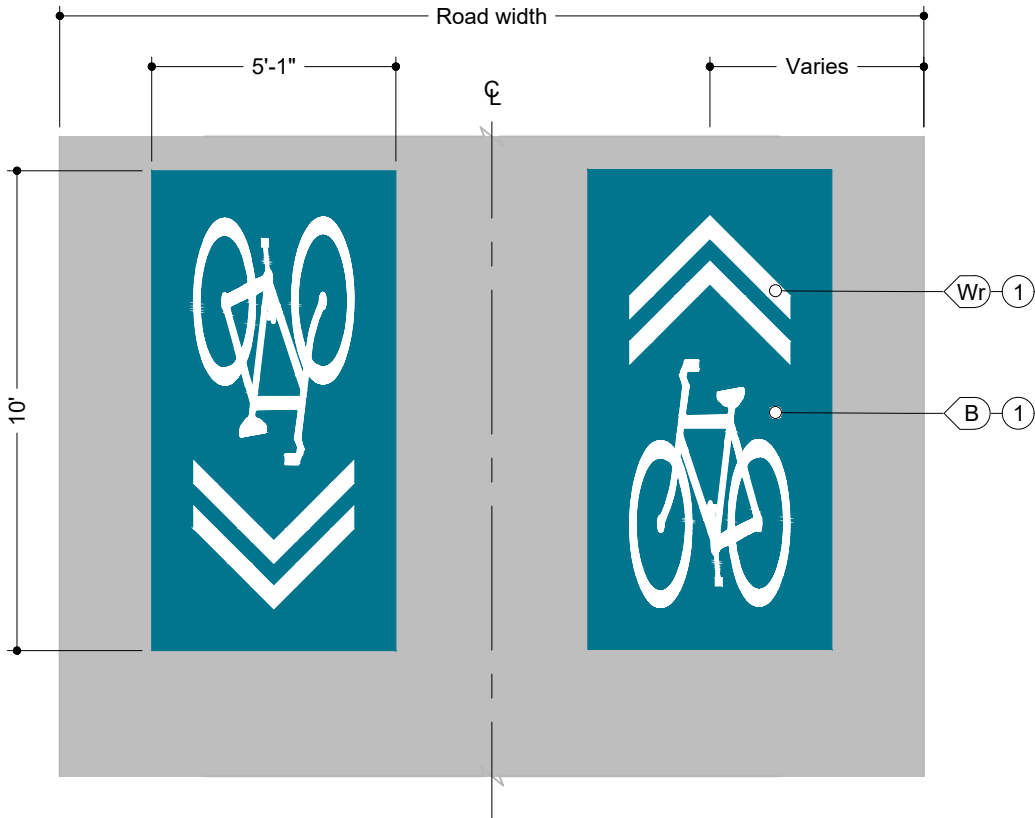
SHEET NUMBER



1

Detail

Scale: 3/4" □ 1'-0"



2

Typical Placement Plan

Scale: 1/4" □ 1'-0"

KEY NOTES

1. THERMOPLASTIC GRAPHIC PAVEMENT

MARKER

MATERIAL: thermoplastic

SIZE: 3'-4"W x 9'-4" L



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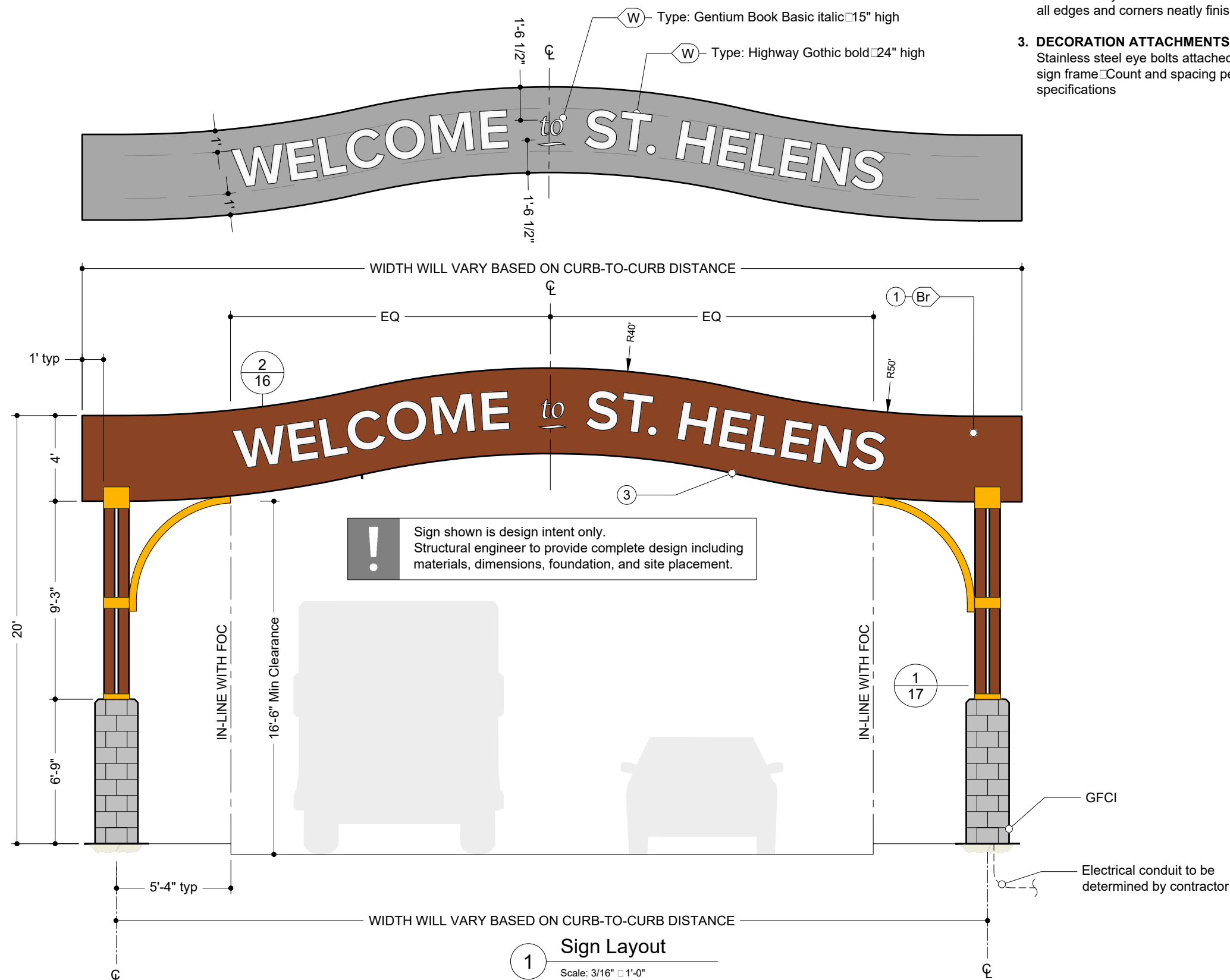
DOCUMENT ISSUE

On-Street Pavement Marking

SHEET TITLE

15

SHEET NUMBER



KEY NOTES



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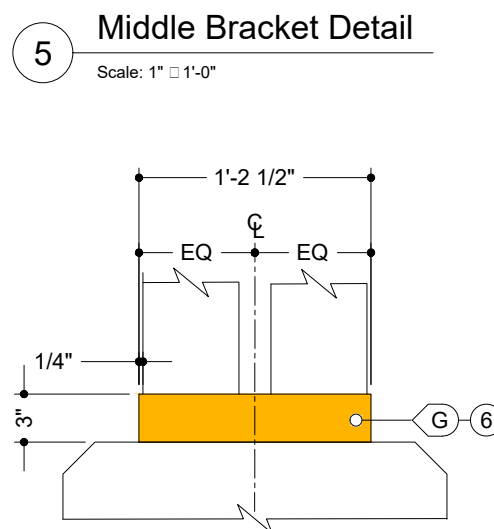
DOCUMENT ISSUE

Gateway Sign

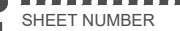
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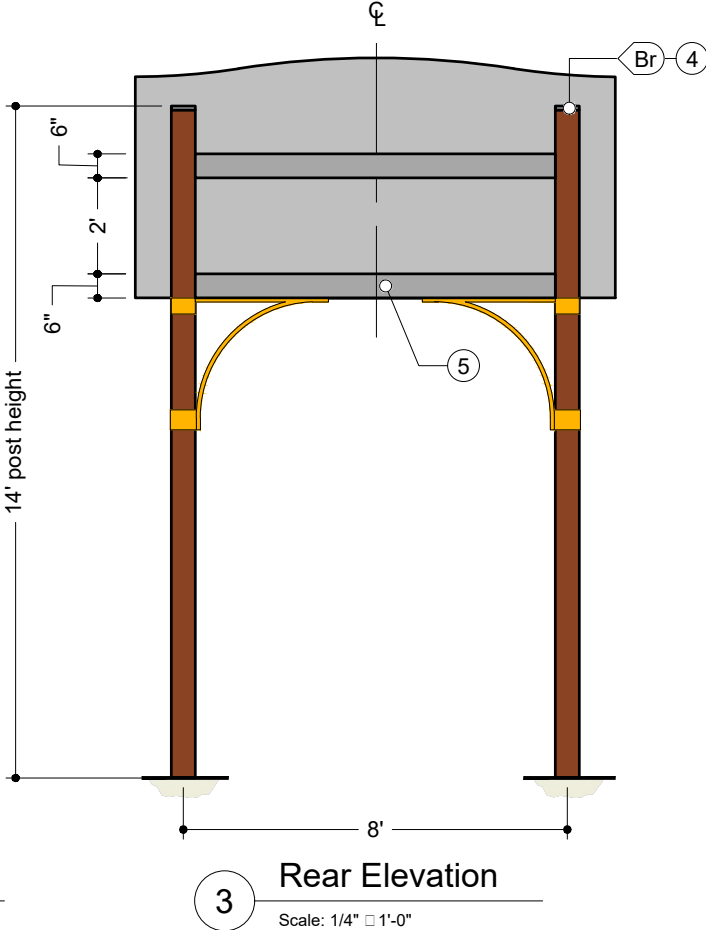
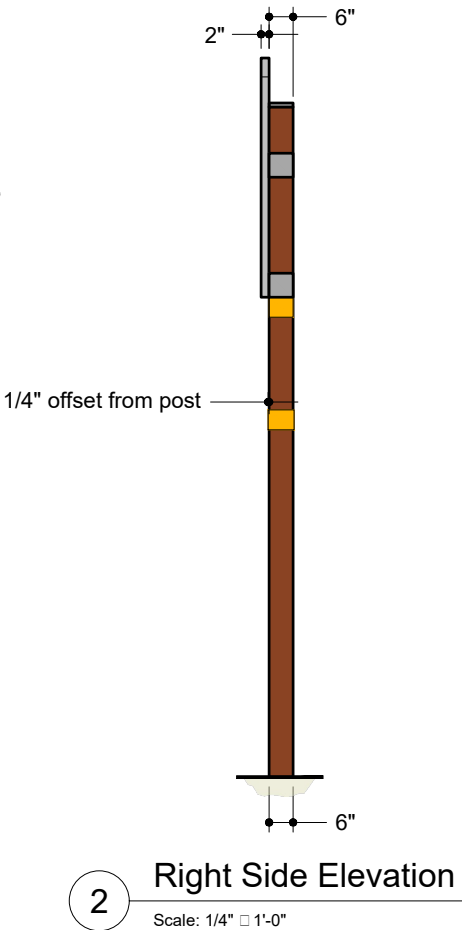
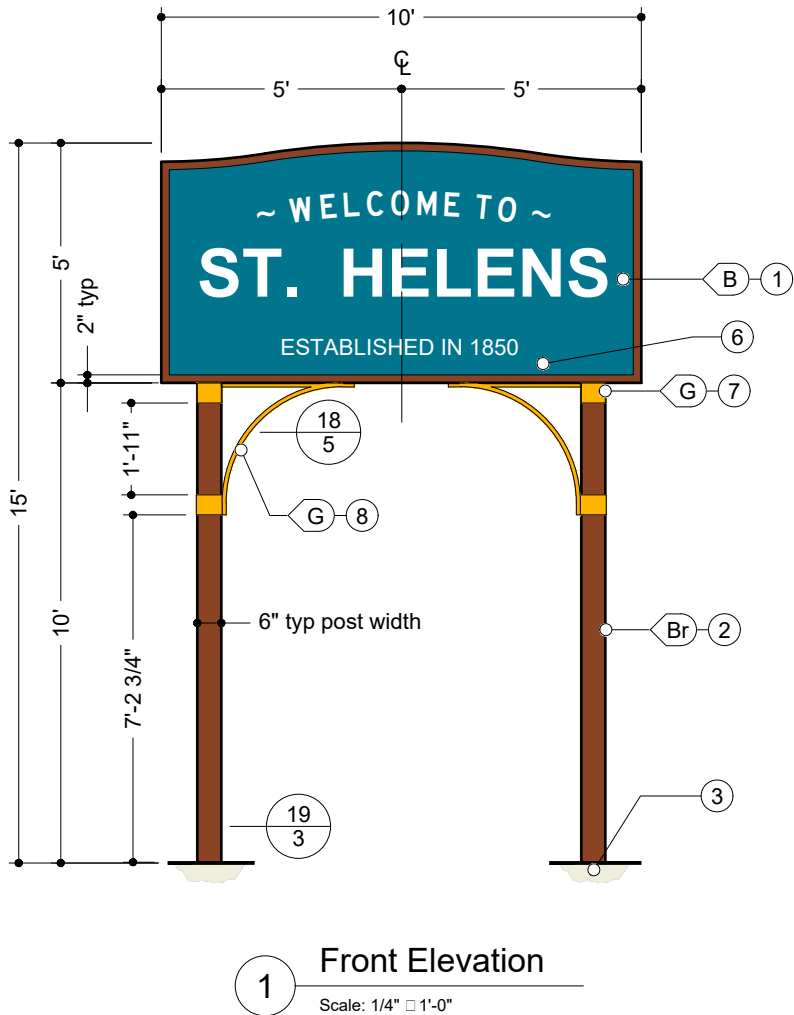
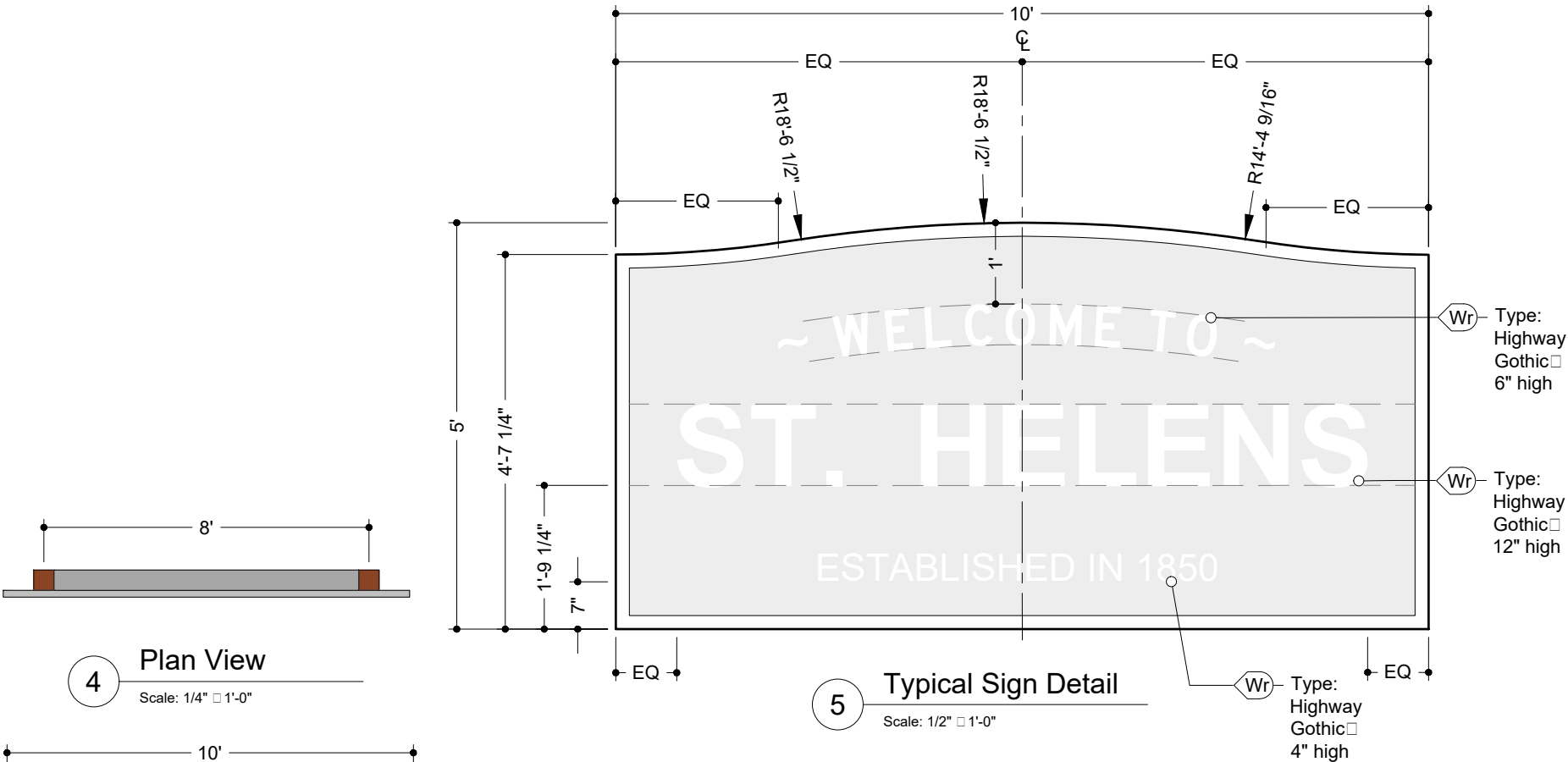
16

SHEET NUMBER



Scale: 1" = 1'-0"





- 1. SIGN PANEL**
MATERIAL: 2" thick aluminum
FABRICATION PROCESS: router cut
EDGES: routed, finished smooth
GRAPHICS/TEXT: screen printed
COATING: UV protection
FASTENER: mechanically fastened
- 2. POST**
MATERIAL: (2) 6" x 6" square steel tube, fabricator to engineer wall thickness, powder-coated aluminum
- 3. FOOTING**
MANUFACTURER: ODOT square tube sign support with triangle base breakaway □ DET4241
- 4. POST CAP**
MATERIAL: 1/4" steel plate
FABRICATION PROCESS: welded
- 5. SUPPORT BEAM**
MATERIAL: (2) 6" x 6" steel tube, welded to posts
- 6. BOLTS**
(6) Tamper-proof thru-bolts, lock washers and nuts □ fabricator to determine size
MATERIAL: stainless steel
- 7. DECORATIVE BRACKET**
MATERIAL: Steel
FABRICATION PROCESS: Welded
- 8. DECORATIVE BAND**
MATERIAL: Steel
FABRICATION PROCESS: Welded

KEY NOTES



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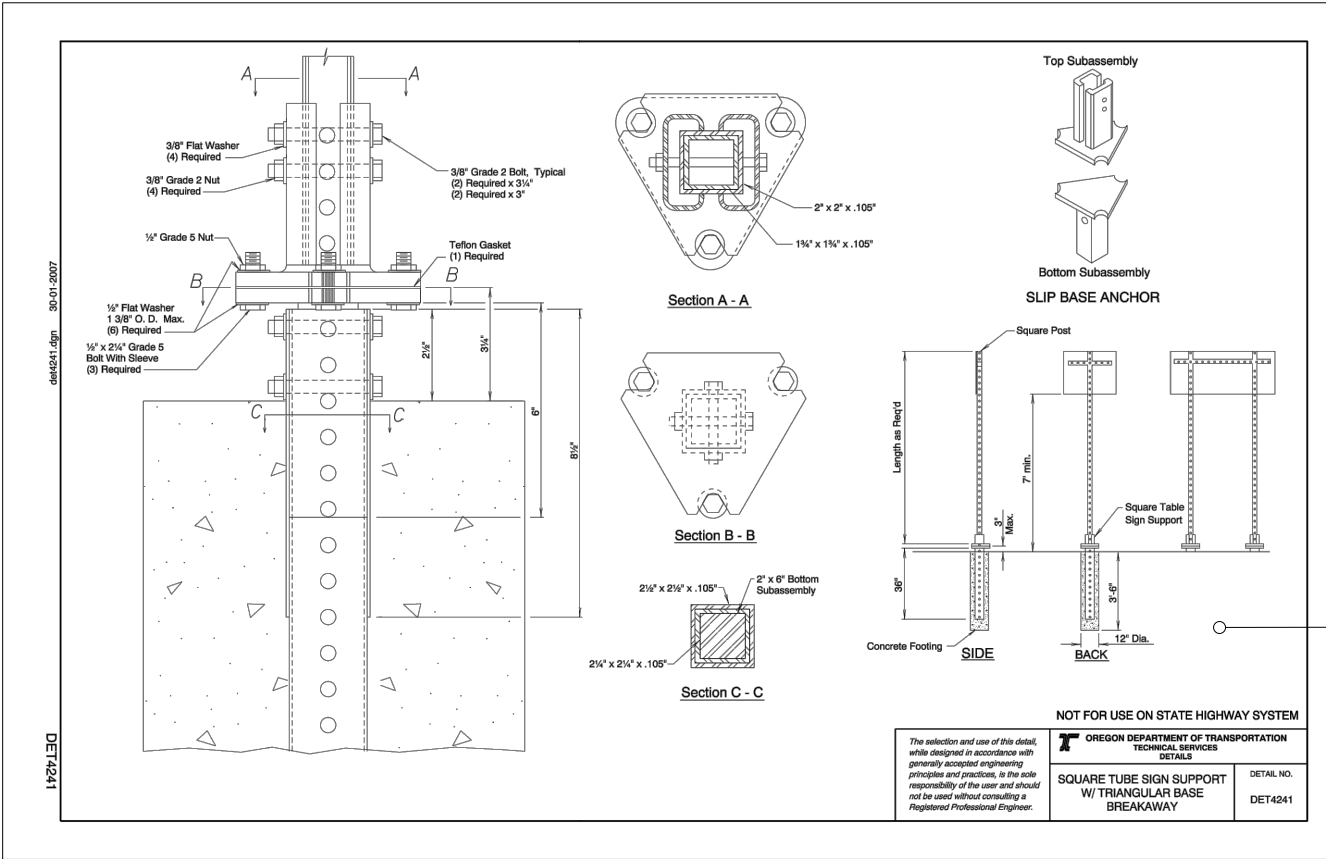
DOCUMENT ISSUE

Highway Identity Sign

SHEET TITLE

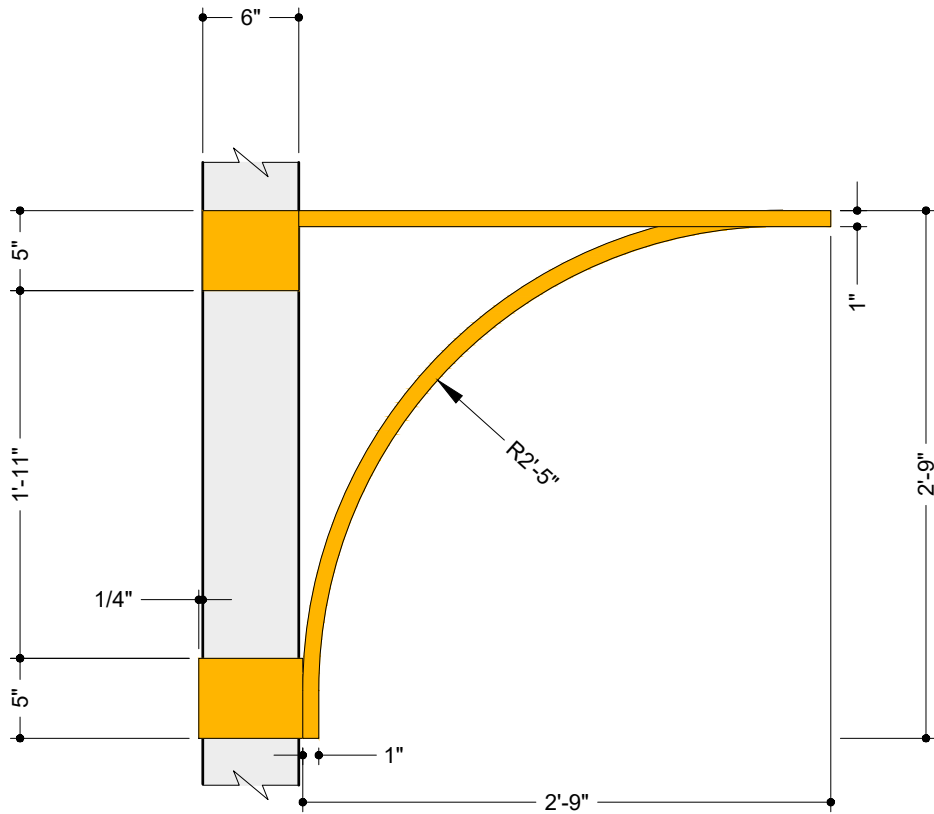
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SHEET NUMBER

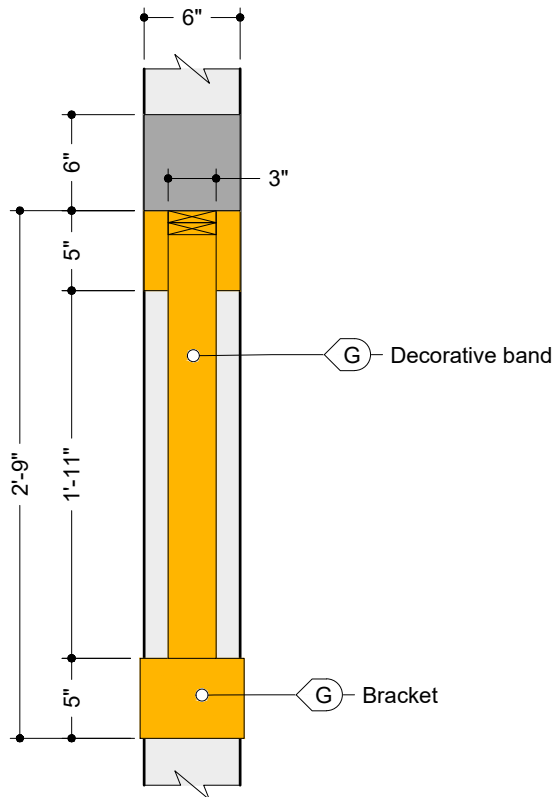


ODOT base detail
Sign base to be sized appropriately for post size

3 ODOT Triangle Breakaway Base Detail
No Scale



1 Bracket Detail
Scale: 1" = 1'-0"



2 Bracket and Band Elevation
Scale: 1" = 1'-0"

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St. Helens Wayfinding
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August 2017
DOCUMENT ISSUE

Highway Identity Sign Details
SHEET TITLE

19
SHEET NUMBER

SIGN PLACEMENT PLANS

St. Helens Wayfinding

October 2017
Resolution No. 1800



City of St. Helens
265 Strand Street
St. Helens, Oregon, 97051

Contact: Jennifer Dimsho, Associate Planner
Ph: 503.366.8207

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Sign Placement: Signs 9-12	SP 4		
Sign Placement: Signs 13-16	SP 5		
Sign Placement: Signs 17-20	SP 6		
Sign Placement: Signs 21-24	SP 7		



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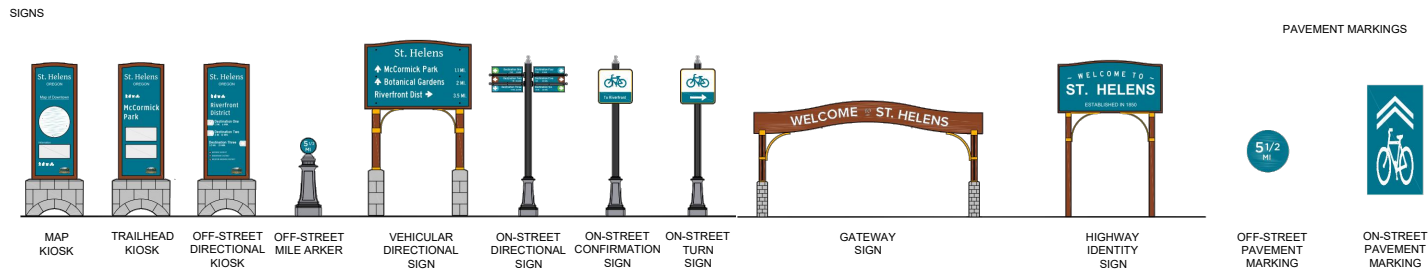
SIGN SCHEDULE

ID	Sign Type	Arrows	Destinations	Distance/Ti me		Installation Location Detail (Sheet #)
1	Highway Identity	N/A	N/A	N/A	N/A	2
2	Highway Identity	N/A	N/A	N/A	N/A	2
3	Gateway	N/A	N/A	N/A	N/A	2
4	Kiosk	N/A	N/A	N/A	N/A	2
5	On-Street Directional	↑	Riverfront Dist	1.0 mi	6 min	3
		↑	Grey Cliffs Park	1.2 mi	7 min	
		→	McCormick Park	0.3 mi	2 min	
6	On-Street Confirmation	N/A	McCormick Park	N/A	N/A	3
7	On-Street Directional	↑	Historic Dist	0.8 mi	5 min	3
		↑	Columbia View Park	1.0 mi	6 min	
		←	Transit Center	0.9 mi	6 min	
		←	Middle School	0.4 mi	3 min	
8	On-Street Confirmation	N/A	Houlton Bus Dist	N/A	N/A	3
9	Vehicular Directional	↑	Historic Dist	0.6 mi	3 min	4
		↑	Riverfront Dist	0.7 mi	4 min	
		↑	Courthouse Plaza	0.9 mi	6 min	
10	On-Street Directional	→	Transit Center	0.3 mi	2 min	4
		→	Middle School	0.8 mi	5 min	
11	On-Street Confirmation	N/A	Houlton Bus Dist	N/A	N/A	4
12	On-Street Directional	←	McCormick Park	0.4 mi	3 min	4
		←	Library	0.4 mi	3 min	
		←	Veteran's Memorial	0.6 mi	3 min	
13	On-Street Confirmation	N/A	Houlton Bus Dist	N/A	N/A	5
14	On-Street Confirmation	N/A	Riverfront Dist	N/A	N/A	5
15	Vehicular Directional	↑	Riverfront Dist	0.4 mi	3 min	5
		↑	Historic Dist	0.3 mi	2 min	
		↑	Courthouse Plaza	0.6 mi	3 min	
16	On-Street Directional	↑	Houlton Business Dist	0.4 mi	3 min	5
		↑	McCormick Park	1.0 mi	6 min	
		→	6th Street Park	0.7 mi	4 min	
17	On-Street Directional	↑	Riverfront Dist	0.2 mi	1 min	6
		←	Godfrey Park	0.1 mi	1 min	
		→	Nob Hill Park	0.6 mi	3 min	
18	On-Street Directional	↑	Houlton Business Dist	0.5 mi	3 min	6
		↑	McCormick Park	1.0 mi	6 min	
		←	Nob Hill Park	0.5 mi	3 min	
19	On-Street Turn	←	N/A	N/A	N/A	6
20	On-Street Directional	↑	Riverfront Dist	0.1 mi	1 min	6
		↑	Columbia View Park	.25 mi	1 min	
		↑	Grey Cliffs Park	0.5 mi	3 min	
21	On-Street Directional	←	Riverfront Dist	.05 mi	1 min	7
		←	Historic Dist	.05 mi	1 min	
		←	Columbia View Park	0.3 mi	2 min	
22	On-Street Directional	←	Nob Hill Park	0.2 mi	1 min	7
		→	Godfrey Park	0.4 mi	3 min	
23	On-Street Turn	→	N/A	N/A	N/A	7
24	On-Street Directional Sign	←	Grey Cliffs Park	0.3 mi	3 min	7
		←	Boat Launch	0.2 mi	1 min	
		→	Courthouse Plaza	0.1 mi	1 min	
		↗	City Hall	0.1 mi	1 min	
		↗	Columbia View Park	0.1 mi	1 min	
25	Kiosk	N/A	N/A	N/A	N/A	8
26	Kiosk	N/A	N/A	N/A	N/A	8
27	Vehicular Directional	→	Historic Dist	0.1 mi	1 min	8
		→	Riverfront Dist	0.1 mi	1 min	
		→	Columbia View Park	.25 mi	1 min	
28	On-Street Directional Sign	←	Grey Cliffs Park	0.1 mi	1 min	8
		←	Boat Launch	.05 mi	1 min	
		→	Courthouse Plaza	.25 mi	1 min	
		→	Columbia View Park	0.3 mi	1 min	

OVERVIEW MAP



SIGN REFERENCE



Sign Type	Design Intent Detail (Sheet #)
Map Kiosk	Sheet 4-7
Trailhead Kiosk	Sheet 4-7
Off-Street Directional Kiosk	Sheet 4-7
Off-Street Mile Marker	Sheet 8
Vehicular Directional Sign	Sheet 10-11
On-Street Directional Sign	Sheet 12
On-Street Confirmation Sign	Sheet 13-14
On-Street Turn Sign	Sheet 13-14
Gateway Sign	Sheet 16-17
Highway Identity Sign	Sheet 18-19
Off-Street Pavement Marking	Sheet 9
On-Street Pavement Marking	Sheet 15



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City of St. Helens

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October 2017

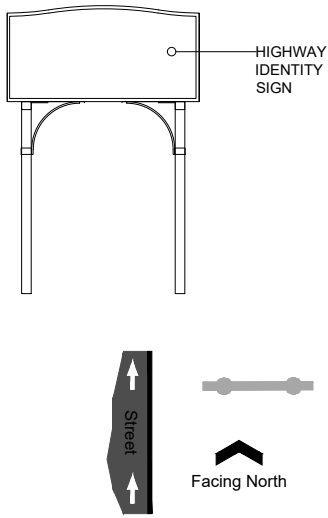
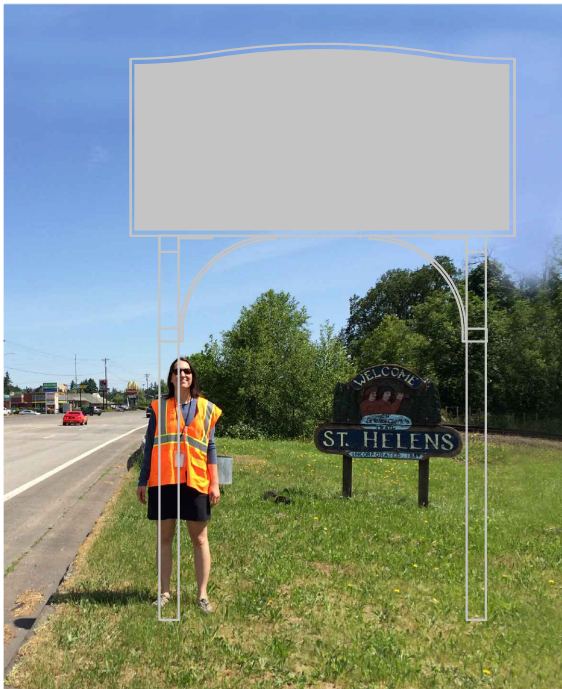
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Sign Schedule

SHEET TITLE

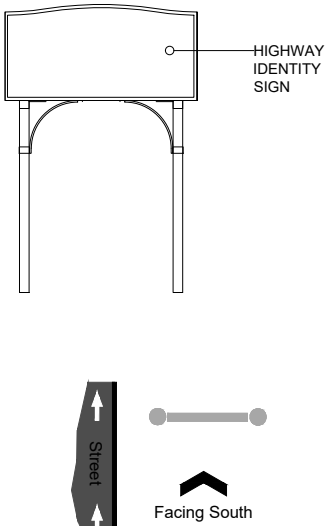
SP 1

SHEET NUMBER



Schematic - Above View

1 HWY 30 SOUTH OF FIRLOCK BLVD
NTS

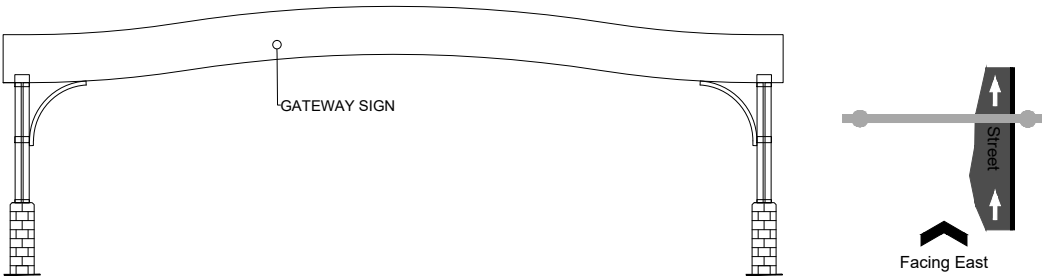


Schematic - Above View

2 HWY 30 SOUTH OF LIBERTY HILL RD
NTS

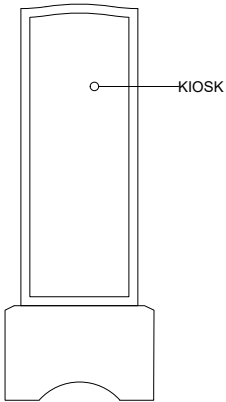


NOTE: POTENTIAL LOCATION. FINAL LOCATION TO BE DETERMINED AFTER FURTHER STUDY.

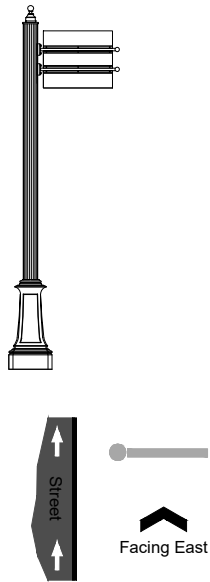
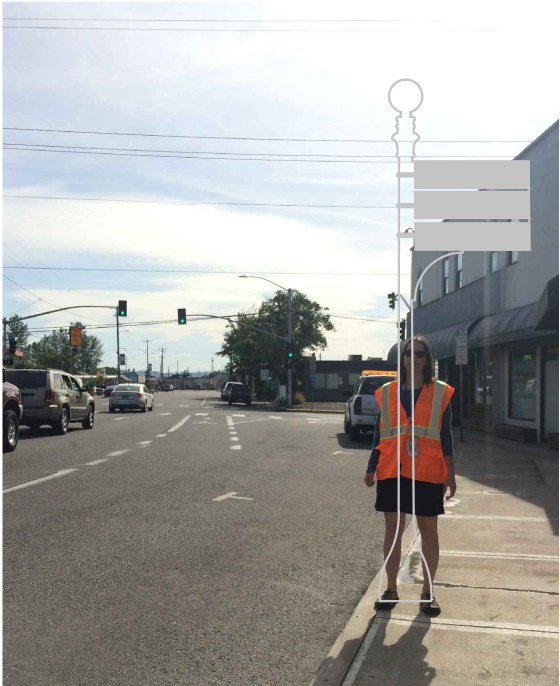


Schematic - Above View

3 COLUMBIA BLVD AT MILTON WAY
NTS

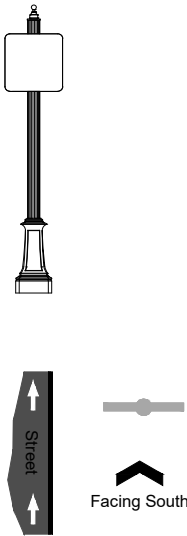


4 COLUMBIA BLVD AT MILTON WAY
NTS



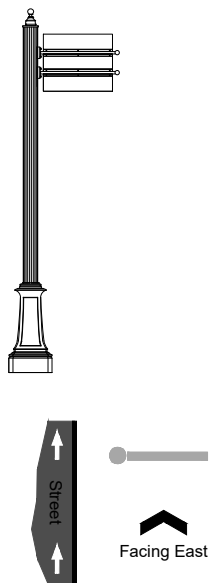
Schematic - Above View

5 COLUMBIA BLVD WEST OF S 18TH STREET
NTS



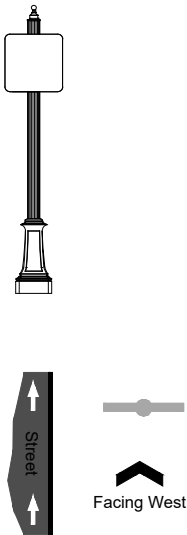
Schematic - Above View

6 S 18TH STREET SOUTH OF COLUMBIA BLVD
NTS



Schematic - Above View

7 COLUMBIA BLVD WEST OF S 15TH STREET
NTS



Schematic - Above View

8 ST HELENS STREET WEST OF N 13TH STREET
NTS



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City of St. Helens

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October 2017

DOCUMENT ISSUE

Sign Placement

SHEET TITLE

SP 3

SHEET NUMBER



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ph: 503-230-9862

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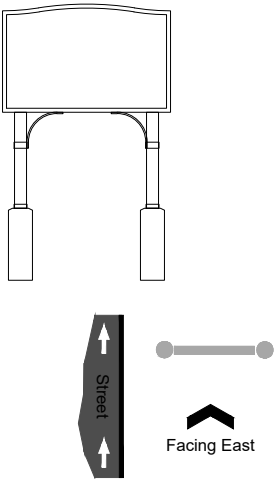
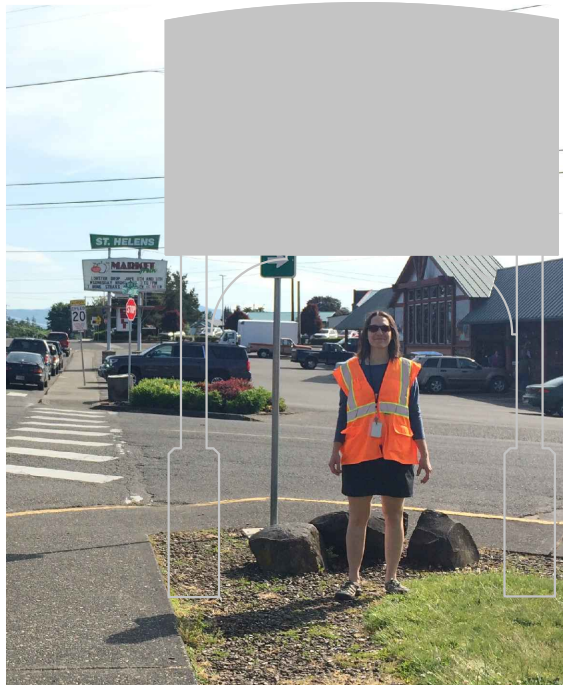
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Sign Placement

SHEET TITLE

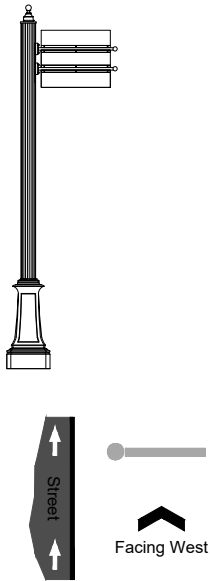
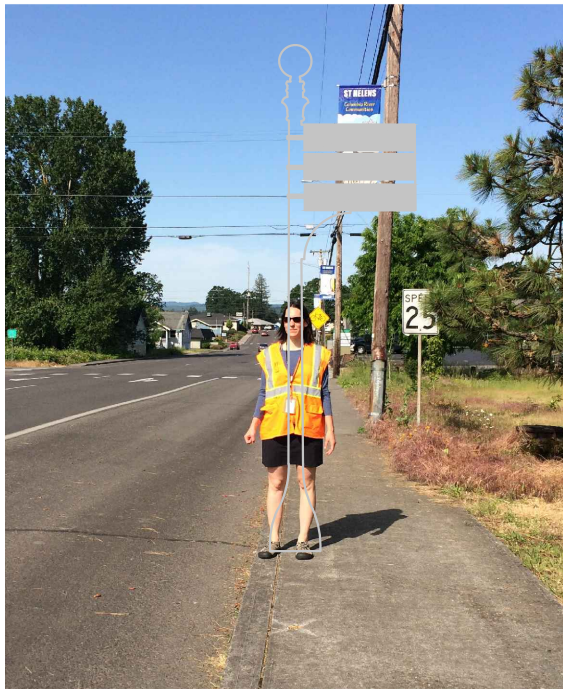
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SHEET NUMBER



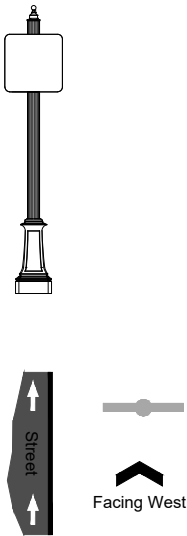
Schematic - Above View

9 COLUMBIA BLVD WEST OF S 12TH STREET
NTS



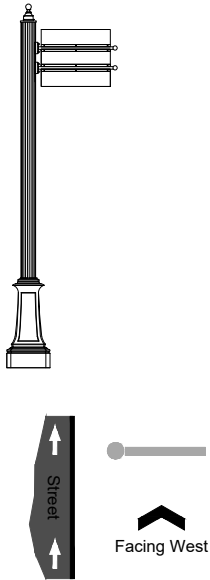
Schematic - Above View

10 ST HELENS STREET WEST OF N 14TH STREET
NTS



Schematic - Above View

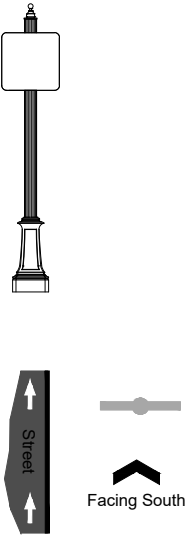
11 ST HELENS STREET WEST OF N 15TH STREET
NTS



Schematic - Above View

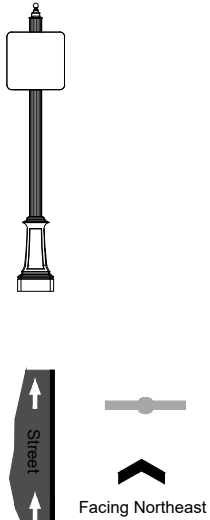
12 ST HELENS ST WEST OF N 17TH STREET
NTS

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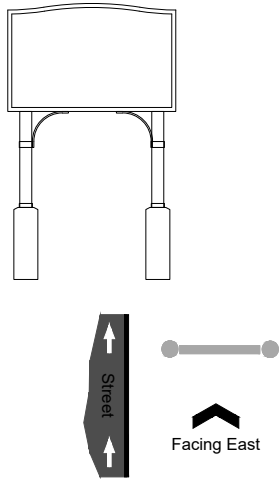
Schematic - Above View

13 N 18TH STREET SOUTH OF ST HELENS STREET
NTS



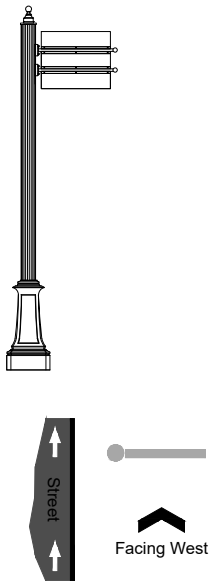
Schematic - Above View

14 COLUMBIA BLVD AT S 9TH STREET
NTS



Schematic - Above View

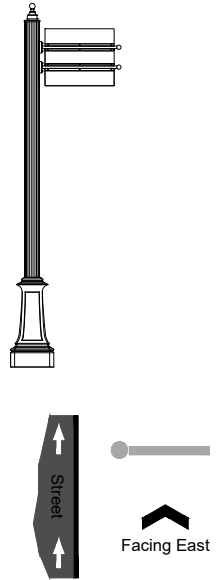
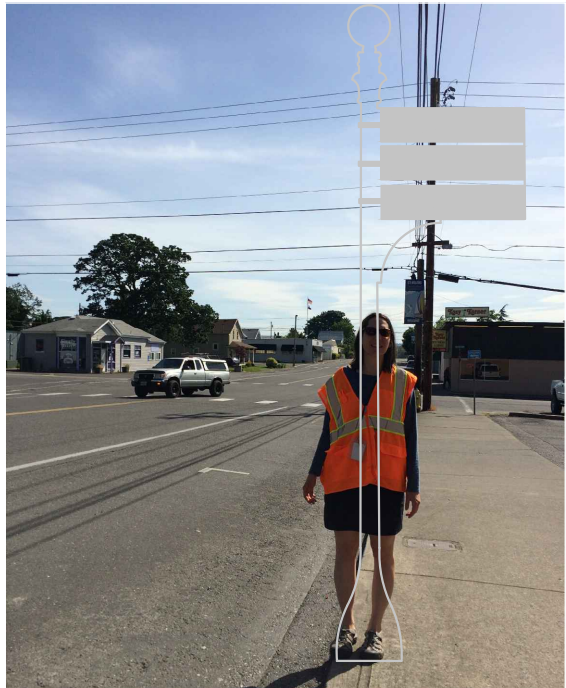
15 COLUMBIA BLVD WEST OF S 8TH STREET
NTS



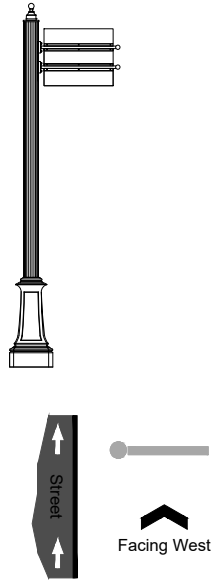
Schematic - Above View

16 COLUMBIA BLVD WEST OF N 5TH STREET
NTS

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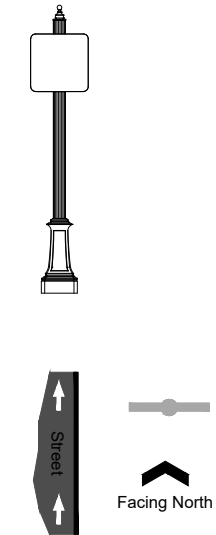
Schematic - Above View



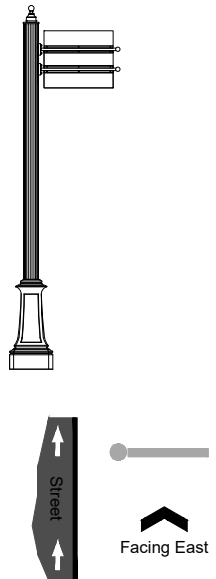
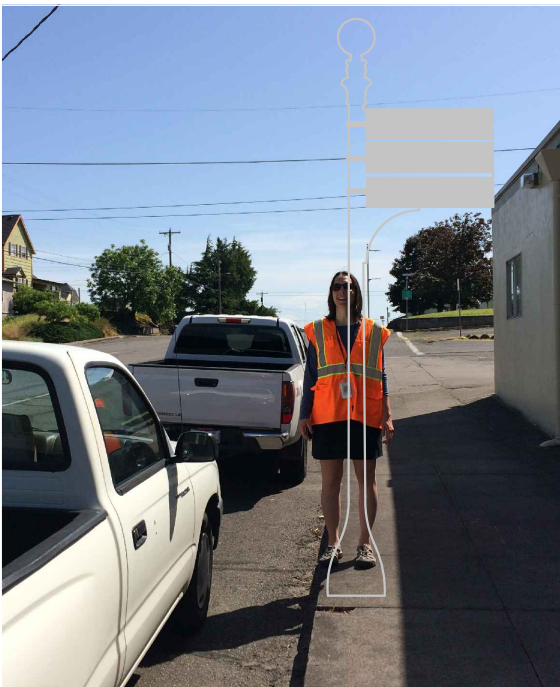
Schematic - Above View

17 COLUMBIA BLVD WEST OF N 4TH ST
NTS

18 COLUMBIA BLVD WEST OF N 3RD STREET
NTS



Schematic - Above View



Schematic - Above View

19 S 3RD STREET SOUTH OF COLUMBIA BLVD
NTS

20 ST HELENS STREET WEST OF S 3RD STREET
NTS

City of St. Helens

CLIENT

St. Helens Wayfinding

PROJECT

October 2017

DOCUMENT ISSUE

Sign Placement

SHEET TITLE

SP 6

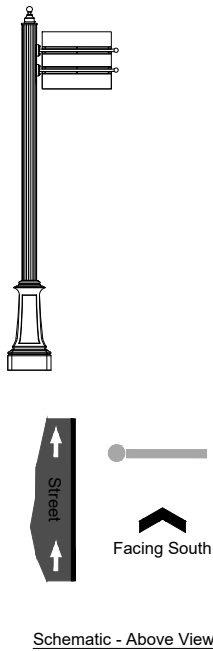
SHEET NUMBER



Alta Planning + Design
 711 SE Grand Ave
 Portland, OR 97214
 ph: 503-230-9862

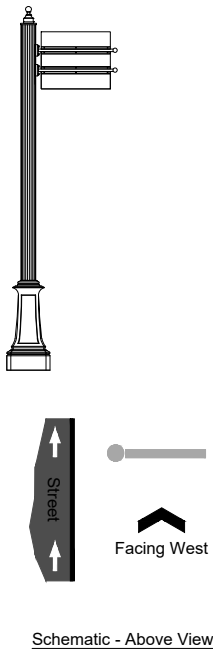
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City of St. Helens	
CLIENT	
St. Helens Wayfinding	
PROJECT	
October 2017	
DOCUMENT ISSUE	
Sign Placement	
SHEET TITLE	
SP 7	
SHEET NUMBER	



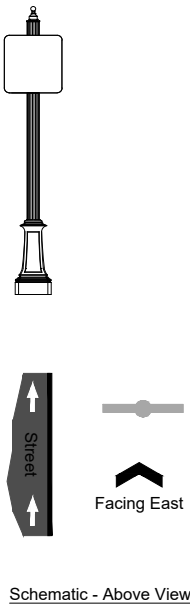
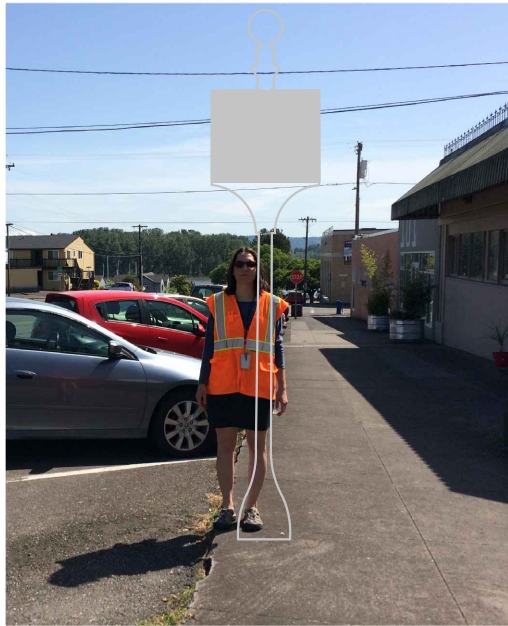
21

S 3RD STREET NORTH OF ST HELENS STREET
 NTS



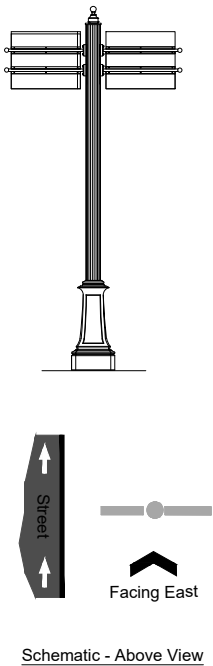
22

ST HELENS STREET WEST OF S 3RD STREET
 NTS



23

ST HELENS STREET WEST OF S 1ST STREET
 NTS



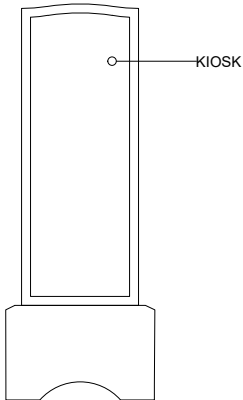
24

S 1ST STREET SOUTH OF ST HELENS STREET
 NTS

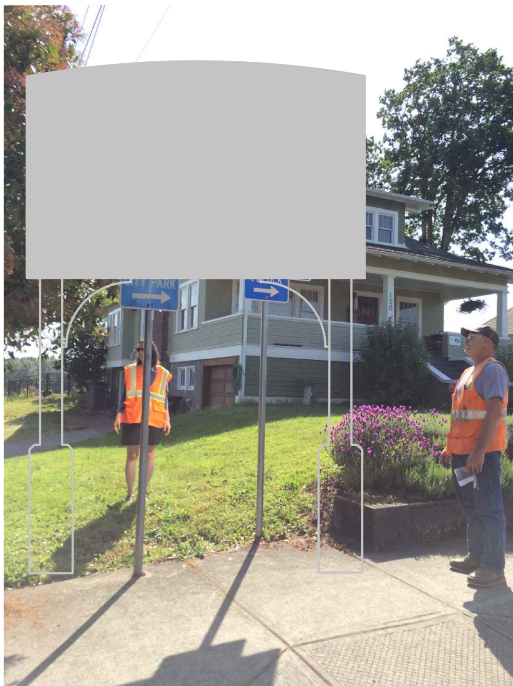
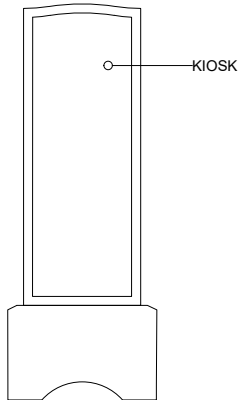
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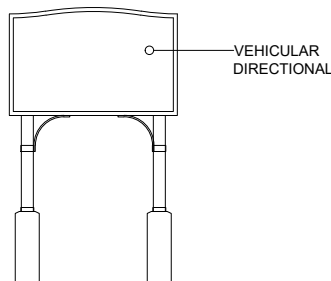
25 S 1ST STREET AT PLAZA SQUARE
NTS



26 COLUMBIA VIEW PARK
NTS



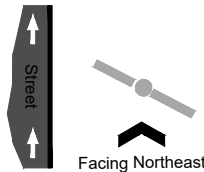
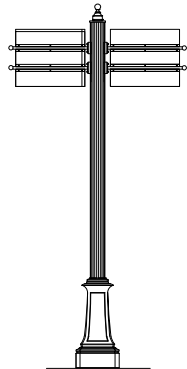
27 COLUMBIA BLVD EAST OF S 1ST STREET
NTS



Schematic - Above View



28 RIVER STREET SOUTH OF BOAT LAUNCH
NTS



Schematic - Above View

HIGHWAY 30 SIGN INVENTORY



NOTE:
ALL NEW SIGNS SHALL HAVE TEXT HEIGHT AT A SCALE VISIBLE
AT 50 MPH OR THE 85TH PERCENTILE OF AVERAGE TRAFFIC
SPEED, WHICH EVER IS GREATER.



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Portland, OR 97214
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City of St. Helens

CLIENT

St. Helens Wayfinding

PROJECT

October 2017

DOCUMENT ISSUE

HWY 30 Sign Inventory

SHEET TITLE

SP 9

SHEET NUMBER

HWY 30 DEMO & RELOCATION SCHEDULE (1 of 2)

Number	Description	Direction	Type	Disposition	Responsible ODOT department	Details	Location of New Consolidated Sign	Link to Existing Condition Photo of Sign	Other
1	Railroad Intersection Ahead	Southbound	Regulatory	To remain					outside city limits
2	Stoplight Ahead	Southbound	Regulatory	To remain					outside city limits
3	Begin Right Turn Lane - Yield to Bikes	Southbound	Regulatory	To remain					outside city limits
4	Right Lane Must Turn Right	Southbound	Regulatory	To remain					outside city limits
5	US 30 Astoria/Portland Directional	Intersection - Parallel to Hwy		To remain					outside city limits
6	Speed 45	Southbound	Regulatory	To remain		needs cleaning			outside city limits
7	St. Helens Church of Christ	Southbound		To be removed	ODOT check with District to see if still active or provide contact info for City follow up			https://apd.app.box.com/file/179772052530	outside city limits
8	Speed 40	Southbound	Regulatory	To remain					outside city limits
9	State Offices DMV Right Lane	Southbound		To be replaced		Replace with directional sign include "DMV" only	same location	https://apd.app.box.com/file/179772137248	outside city limits
10	Rainier/Scappoose Mileage Sign (Pittsburg Rd.)	Intersection - Parallel to Hwy		To remain					outside city limits
11	Entering St. Helens	Southbound		To be replaced		Replace with new Highway Identity sign	same location	https://apd.app.box.com/file/179769125922	
12	Railroad Intersection Ahead	Southbound	Regulatory	To remain					
13	State Offices DMV Directional	Southbound		To remain					outside city limits
14	Speed 35	Southbound	Regulatory	To remain		Suggest adding speed feedback sign			
15	Stoplight Ahead	Southbound	Regulatory	To remain					
16	Lefthand Turn Prohibited	Southbound	Regulatory	To remain					
17	Oregon Visitors Information - Chamber of Commerce Next Left	Southbound		To be removed		Replaced by directional sign 19	https://apd.app.box.com/file/179769682391	https://apd.app.box.com/file/179769546743	
18	Scappoose/Portland Mileage & Rainier/Astoria Mileage	Intersection - Parallel to Hwy		To remain					
19	Courthouse City Park Next Left / Anchor Symbol	Southbound		To be replaced		Consolidate signs 17, 19, 22, 23. Selected destinations (Houlton Bus Dist, left, Chamber of Commerce, left, Riverfront Dist, left) are for Columbia blvd at location 19 and remove all others	same location	https://apd.app.box.com/file/179769682391	
20	CC Rider	Southbound		To remain					
21	Right Lane Must Turn Right	Southbound	Regulatory	To remain					
22	Ind. Area / City Center / Co. City Bldgs. & Post Office & Library/Columbia Center	Southbound		To be removed		Replaced by directional sign 19	https://apd.app.box.com/file/179769682391	https://apd.app.box.com/file/179770049499	
23	Columbia Center Arrow & Columbia County Fairgrounds / Vernonia / Mist Mileage	Southbound		To be removed		Replaced by directional sign 19	https://apd.app.box.com/file/179769682391	https://apd.app.box.com/file/179770370240	
24	City Center / Portland/Scappoose/Rainier/Astoria Mileage	Intersection - Parallel to Hwy		To be replaced		Replace with directional sign "Riverfront Dist", straight, and leave the same mileage info for Rainier/Scappoose/Astoria.	same location	https://apd.app.box.com/file/179770475184	
25	Columbia Center & City Center/Co. City Bldgs.	Intersection - Northbound		To be removed		Destinations are library, right, courthouse plaza, right, city hall, right	before turn lane, near sign 88 https://apd.app.box.com/file/179768248744	https://apd.app.box.com/file/179770460390	
26	No Parking	Southbound	Regulatory	To remain					
27	No Parking	Southbound	Regulatory	To remain					
28	Milton Creek/Scappoose Bay Watershed	Southbound		To remain					
29	No Parking	Southbound	Regulatory	To remain					
30	No Parking	Southbound	Regulatory	To remain					
31	Speed 35	Southbound	Regulatory	To remain					
32	No Parking	Southbound	Regulatory	To remain					
33	Lodging Right 1/4 Mile (Best Western)	Southbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up			https://apd.app.box.com/file/179771104275	
34	No Parking & Speed 35	Southbound	Regulatory	To remain					
35	No Parking	Southbound	Regulatory	To remain					
36	Begin Right Turn Lane - Yield to Bikes	Southbound	Regulatory	To remain					
37	Right Lane Must Turn Right	Southbound	Regulatory	To remain					
38	No Parking	Southbound	Regulatory	To remain					
39	Sheriff / Jail / State Police Next Left	Southbound		To be replaced		Replace with directional sign "Sherriff's Office" left, "State Police" left	same location	https://apd.app.box.com/file/179771474510	
41	US 30	Southbound		To remain					
40	Rainier/Scappoose Mileage / US 30	Intersection - Parallel to Hwy		To remain					
42	CC Rider	Southbound		To remain					
43	Begin Right Turn Lane - Yield to Bikes	Southbound	Regulatory	To remain					
44	Right Lane Must Turn Right	Southbound	Regulatory	To remain					
45	Gable Road / Industrial Area / N.G. Armory / SR. High School / Co. Fairgrounds Mileage	Intersection - Southbound		To be removed		Replace with new sign, destinations to include "McCormick Park" left, "Armory" left, "High School" right,	near sign 42 https://apd.app.box.com/file/179771618448	https://apd.app.box.com/file/179771645715	
46	Gable Road/ SR. High School / Co Fairgrounds / Ind. Area / NG Armory / Co - City Bldgs Mileage	Intersection - Northbound		To be removed		Replace with new directional sign located south of beginning of right turn lane. Destinations: "Fairgrounds" left, "High School" left, "Armory" right, "McCormick Park" right	near sign 75 https://apd.app.box.com/file/179767527372	https://apd.app.box.com/file/179771645715	
47	US 30 & Astoria/Portland Arrow	Intersection - Parallel to Hwy		To remain					
48	No Parking	Southbound	Regulatory	To remain					
49	No Parking	Southbound	Regulatory	To remain					
50	High School Athletic Field	Southbound		To remain					
51	Speed 45	Southbound	Regulatory	To remain					outside city limits
52	Center Lane Turn Only	Southbound	Regulatory	To be replaced		or cleaned	same location	https://apd.app.box.com/file/179771775057	
53	Railroad Intersection Millard Rd.	Southbound	Regulatory	To remain		needs cleaning		https://apd.app.box.com/file/179771811950	outside city limits
55	Begin Right Turn Lane - Yield to Bikes	Southbound	Regulatory	To remain					outside city limits
54	State Police Arrow	Southbound		To remain					outside city limits
56	Right Lane Must Turn Right	Southbound	Regulatory	To remain					outside city limits



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City of St. Helens

CLIENT

St. Helens Wayfinding

PROJECT

October 2017

DOCUMENT ISSUE

HWY 30 Sign Relocation Part 1

SHEET TITLE

SP 10

SHEET NUMBER

HWY 30 DEMO & RELOCATION SCHEDULE (2 of 2)

Number	Description	Direction	Type	Disposition	Responsible ODOT department	Details	Location of New Consolidated Sign	Link to Existing Condition Photo of Sign	Other
57	Scappoose & St. Helens Arrows / US 30	Intersection - Parallel to Hwy		To remain					outside city limits
58	Millard Road / Grange Hall Arrow	Southbound		To remain					outside city limits
59	Speed 45	Southbound	Regulatory	To remain					outside city limits
60	St. Helens/Scappoose Arrow & US 30	Intersection - Parallel to Hwy		To remain					outside city limits
61	Center Lane Turn Only	Southbound	Regulatory	To remain					outside city limits
62	Begin Right Turn Lane - Yield to Bikes	Northbound	Regulatory	To remain					outside city limits
63	State Police Arrow	Northbound		To remain					outside city limits
64	Millard Rd. & Grange Hall Arrow	Northbound		To remain					outside city limits
65	Speed 45	Northbound	Regulatory	To remain		needs cleaning		https://apd.app.box.com/file/179766412505	outside city limits
66	Center Lane Turn Only	Northbound	Regulatory	To remain					outside city limits
67	Adopt a Landscape Program: The Saint Helens Church of Christ	Northbound		To remain		Is this still active/can it be removed?			outside city limits
68	Next Right: Camping/Food	Northbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up			https://apd.app.box.com/file/179766662944	outside city limits
69	Speed 35	Northbound	Regulatory	To remain		Suggest adding speed feedback sign			outside city limits
70	Welcome St. Helens	Northbound		To be relocated		Replace with new Highway Identity sign	Location TBD	https://apd.app.box.com/file/179767124756	outside city limits
71	McNulty Creek Scappoose Bay Watershed	Northbound		To remain					
72	CC Rider Arrow	Northbound		To remain					
73	Sheriff/Jail/State Police Next Right	Northbound		To be replaced		Replace with directional sign "Transit Center" forward, "Sheriff's Office" right, "State Police" right	same location	https://apd.app.box.com/file/179767455443	
74	Entering St. Helens/Lewis & Clark Trail	Northbound		To remain					
75	Gable Road Signal Ahead	Northbound	Regulatory	To remain					
76	Begin Right Turn - Yield to Bikes	Northbound	Regulatory	To remain					
77	Right Lane Must Turn Right	Northbound	Regulatory	To remain					
78	Lodging Left 1/4 Mile	Northbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up			https://apd.app.box.com/file/179767826537	
79	Speed 35 No Parking	Northbound	Regulatory	To remain					
80	Welcome to St. Helens/National Community Achievement Winner 1958	Northbound		To be relocated			Location TBD	https://apd.app.box.com/file/179767729911	
81	Vernonia/Mist Mileage Arrow	Northbound		To remain		240 south			
82	Lodging Arrow	Northbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up			https://apd.app.box.com/file/179768011655	
83	Center Lane Turn Only	Northbound	Regulatory	To remain					
84	Right 1/4 Mile Natl. Downtown Historic District/Riverfront District/Columbia View Amphitheater	Northbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up	Replaced by directional sign 86		https://apd.app.box.com/file/179768046601	
85	Speed 35	Northbound	Regulatory	To remain					
86	Oregon Visitors Information: Chamber of Commerce Rt. at Signal	Northbound		To be removed				https://apd.app.box.com/file/179768138188	
87	Milton Creek Scappoose Bay Watershed	Northbound		To remain					
88	Signal Ahead	Northbound	Regulatory	To remain					
89	Right Turn Begins - Yield to Bikes	Northbound	Regulatory	To remain					
90	Courthouse City Park / Marina Anchor Next Right	Northbound		To be replaced		Replace with directional sign "Riverfront Dist" right, "Courthouse Plaza" right, "Library" right, and "Post Office" right	same location	https://apd.app.box.com/file/179768376664	
91	CC Rider Arrow	Northbound		To remain					
92	No Parking	Northbound	Regulatory	To remain					
93	Right Natl. Downtown Historic District/Riverfront District/Columbia View Amphitheater Mileage	Northbound		To be removed	ODOT to check with OTE to see if it can be removed (not likely) or provide contact info for City follow up	Replaced by directional sign 90	https://apd.app.box.com/file/179768376664	https://apd.app.box.com/file/179768780591	
94	Right Lane Must Turn Right	Northbound	Regulatory	To remain					
95	Columbia Blvd. / Post Office Arrow / Library Columbia Learning Center Arrow	Northbound		To be removed		Replaced by directional sign 90	https://apd.app.box.com/file/179768376664	https://apd.app.box.com/file/179769051426	
96	No Right Hand Turn / No Parking	Northbound	Regulatory	To remain					
97	Center Lane Turn Only	Northbound	Regulatory	To remain					
98	State Offices / DMV Left Lane	Northbound		To be removed		Replaced by directional sign 102	https://apd.app.box.com/file/179765570971	https://apd.app.box.com/file/179769159886	
99	Railroad Intersection Ahead	Northbound	Regulatory	To remain		trim back landscape			
100	Speed 40	Northbound	Regulatory	To remain		trim back landscape			
101	Begin Right Turn - Yield to Bikes	Northbound	Regulatory	To remain					
102	CC Rider Arrow	Northbound		To remain		Add directional sign DMV "left", Middle School "right"		https://apd.app.box.com/file/179765570971	
103	Middle School Arrow	Northbound		To be removed		Replaced by directional sign 102	https://apd.app.box.com/file/179765570971	https://apd.app.box.com/file/179765900063	
104	Right Lane Must Turn Right	Northbound	Regulatory	To remain					
105	State Offices DMV Arrow	Northbound		To be removed		Replaced by directional sign 102	https://apd.app.box.com/file/179765570971	https://apd.app.box.com/file/179765788321	
106	Pittsburg Rd / Yankton Arrow	Northbound		To remain		Add "Transit Center" right		https://apd.app.box.com/file/179765810214	
107	Speed 45	Northbound	Regulatory	To remain					
108	Intersection Ahead	Northbound	Regulatory	To remain				https://apd.app.box.com/file/179766307045	
109	Adopt-A-Highway Program - First Christian Church	Northbound		To be removed	ODOT check with District to see if still active or provide contact info for City follow up			https://apd.app.box.com/file/179766144866	
110	Railroad Intersection Ahead	Northbound	Regulatory	To remain					
111	Right Lane Must Turn Right	Northbound	Regulatory	To remain					
112	Speed 50	Northbound	Regulatory	To be replaced		letters peeling off	same location	https://apd.app.box.com/file/179766421229	
113	Police Chief Ralph Painter Memorial Highway	Northbound		To remain					



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City of St. Helens
RESOLUTION NO. 1801

**A RESOLUTION ASSESSING COST OF ABATEMENT AS A LIEN
AGAINST 215 N. 5TH STREET, ST. HELENS, OREGON**

WHEREAS, St. Helens Municipal Code (SHMC) Section 8.12.070(1)(a) and 8.12.150(2) provide that no person in charge of any premises shall permit to remain unguarded upon said premises any machinery, automobile bodies or parts thereof, equipment, structures, buildings or other devices having the characteristic of an attractive nuisance or which is liable to attract children, and that the keeping of junk to be on or remain out of doors on any public or private premises within the City is prohibited; and

WHEREAS, on February 22, 2017, notification to the owner of record was accomplished as set forth in SHMC 8.12.250(1) through (3), in that the property located at 215 N. 5th Street, St. Helens, Oregon, was posted with a notice to abate the nuisance and such notice was also mailed via certified first class mail, with a direction to remove or abate the nuisance within 30 days of the notice; and

WHEREAS, since the legal owner of record did not remove or abate the nuisance on the property within the time specified in the order, the City proceeded to abate the nuisance; and

WHEREAS, the legal owner of record was notified by certified first class mail on August 8, 2017, of the costs incurred by the City with an invoice to pay the abatement costs within 30 days; and

WHEREAS, 30 days have passed since the mailing and they have not paid.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES that the total expense to the City for abatement of the nuisance is \$287.48, including a five percent overhead charge, has not been paid by the legal owner of record as requested by the City's August 8, 2017, certified mail letter; and it is further

BE IT FURTHER RESOLVED, that the \$287.48 expense to the City for abatement of the nuisance at the property known as 215 N. 5th Street, Tax Account No. 5N1W33-DD-12300, hereby be assessed as a lien in that amount against that property, entered on the docket of City and County liens and bear interest at the rate of ten percent per annum until due as required.

Approved and adopted by the City Council on October 18, 2017, by the following vote:

Ayes:

Nays:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

City of St. Helens
RESOLUTION NO. 1802

**A RESOLUTION ASSESSING COST OF ABATEMENT AS A LIEN
AGAINST 375 S. 13TH STREET, ST. HELENS, OREGON**

WHEREAS, St. Helens Municipal Code (SHMC) Section 8.12.070(1)(a) and 8.12.150(2) provide that no person in charge of any premises shall permit to remain unguarded upon said premises any machinery, automobile bodies or parts thereof, equipment, structures, buildings or other devices having the characteristic of an attractive nuisance or which is liable to attract children, and that the keeping of junk to be on or remain out of doors on any public or private premises within the City is prohibited; and

WHEREAS, on December 28, 2016, notification to the owner of record was accomplished as set forth in SHMC 8.12.250(1) through (3), in that the property located at 375 S. 13th Street, St. Helens, Oregon, was posted with a notice to abate the nuisance and such notice was also mailed via certified first class mail, with a direction to remove or abate the nuisance within 30 days of the notice; and

WHEREAS, since the legal owner of record did not remove or abate the nuisance on the property within the time specified in the order, the City proceeded to abate the nuisance; and

WHEREAS, the legal owner of record was notified by certified first class mail on August 8, 2017, of the costs incurred by the City with an invoice to pay the abatement costs within 30 days; and

WHEREAS, 30 days have passed since the mailing and they have not paid.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES that the total expense to the City for abatement of the nuisance is \$872.21, including a five percent overhead charge, has not been paid by the legal owner of record as requested by the City's August 8, 2017, certified mail letter; and it is further

BE IT FURTHER RESOLVED, that the \$872.21 expense to the City for abatement of the nuisance at the property known as 375 S. 13th Street, Tax Account No. 4N1W04-DA-06600, hereby be assessed as a lien in that amount against that property, entered on the docket of City and County liens and bear interest at the rate of ten percent per annum until due as required.

Approved and adopted by the City Council on October 18, 2017, by the following vote:

Ayes:

Nays:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

City of St. Helens
RESOLUTION NO. 1803

**A RESOLUTION ASSESSING COST OF ABATEMENT AS A LIEN
AGAINST 920 PLYMOUTH STREET, ST. HELENS, OREGON**

WHEREAS, St. Helens Municipal Code (SHMC) Section 8.12.070(1)(a) and 8.12.150(2) provide that no person in charge of any premises shall permit to remain unguarded upon said premises any machinery, automobile bodies or parts thereof, equipment, structures, buildings or other devices having the characteristic of an attractive nuisance or which is liable to attract children, and that the keeping of junk to be on or remain out of doors on any public or private premises within the City is prohibited; and

WHEREAS, on December 28, 2016, notification to the owner of record was accomplished as set forth in SHMC 8.12.250(1) through (3), in that the property located at 920 Plymouth Street, St. Helens, Oregon, was posted with a notice to abate the nuisance and such notice was also mailed via certified first class mail, with a direction to remove or abate the nuisance within 30 days of the notice; and

WHEREAS, since the legal owner of record did not remove or abate the nuisance on the property within the time specified in the order, the City proceeded to abate the nuisance; and

WHEREAS, the legal owner of record was notified by certified first class mail on August 8, 2017, of the costs incurred by the City with an invoice to pay the abatement costs within 30 days; and

WHEREAS, 30 days have passed since the mailing and they have not paid.

NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES that the total expense to the City for abatement of the nuisance is \$407.18, including a five percent overhead charge, has not been paid by the legal owner of record as requested by the City's August 8, 2017, certified mail letter; and it is further

BE IT FURTHER RESOLVED, that the \$407.18 expense to the City for abatement of the nuisance at the property known as 920 Plymouth Street, Tax Account No. 4N1W04-DA-00900, hereby be assessed as a lien in that amount against that property, entered on the docket of City and County liens and bear interest at the rate of ten percent per annum until due as required.

Approved and adopted by the City Council on October 18, 2017, by the following vote:

Ayes:

Nays:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

City of St. Helens
RESOLUTION NO. 1804

**A RESOLUTION ADOPTING A UNIVERSAL FEE SCHEDULE
AND SUPERSEDING RESOLUTION NO. 1789**

WHEREAS, the City wishes to clarify a fee schedule that is updated as a more universal fee schedule for the City of St. Helens; and

WHEREAS, this fee schedule will not pertain to the Building and Planning Departments of the City of St. Helens because there is a more in-depth and state-approved process for Building and Planning Fees. All other fees for other departments are represented on this resolution; and

WHEREAS, the intention of this resolution is to be updated every year for the upcoming fiscal year.

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

Section 1. Exhibit A, Fee Schedule, is hereby adopted as amended.

Section 2. Exhibit A, Fee Schedule, is effective October 18, 2017

Section 3. This Resolution supersedes Resolution No. 1789.

Approved and adopted by the City Council on October 18, 2017, by the following vote:

Rick Scholl, Mayor

ATTEST:

Kathy Payne, City Recorder

Exhibit A

POLICE DEPARTMENT		
Vehicle Impound Fee	\$ 100.00	Per vehicle
Bicycle Impound Fee	\$ 1.00	Per bicycle
Parking Citation	\$ 25.00	per ticket
Handicap Zone Violation	\$ 25.00	per ticket
Fine not paid within 30 calendar days	\$ 25.00	additional per ticket (applies only to Handicap)
False Alarm Response Fee, if exceeds 2 within a 12-month period	\$ 50.00	
False Alarm Response Fee, if exceeds 4 within a 12-month period	\$ 125.00	
MISCELLANEOUS FEES		
Appeals Fee - General	\$ 175.00	Per appeal
Non-Sufficient Check Charge	\$ 25.00	Per check
Permit - Parade	\$ 50.00	Per event
Permit - Public Assembly	\$ 50.00	Per event
Permit - To Amplify Sound	\$ 50.00	Per event
Permit - Engage in Commercial Activity	\$ 50.00	Per event
Permit - To Use City Property During Hours of Closure	\$ 50.00	Per event
Permit - To Use Electrical Connections Owned by City	\$ 25.00	Per day
Permit - To Use Special Use Area	\$ 50.00	Per event
Permit - To Use Sidewalk Area for Furniture	\$ 50.00	Per 50 feet of street frontage used, rounded up.
Photocopies & Printouts		
8.5" x 11"	\$ 0.50	
8.5" x 14"	\$ 0.75	
11" x 17"	\$ 1.00	
Up to 36" x 36"	\$ 6.00	
Color Copies: 8.5" x 11"	\$ 1.00	
Color Copies: 8.5" x 14"	\$ 1.25	
Reproduction of Audio/Video from City Meetings	\$ 20.00	Per Cassette/CD/DVD
Police Reports	\$ 20.00	Per case (Up to 30 pages)
Reproduction of Digital Photos/Audio/Video from Police Department	\$ 20.00	Per Cassette/CD/DVD
Public Records Request	\$ 20.00	Deposit. If staff time is less than 15 min, deposit is refunded. If staff time is more than 15, labor is charged to the 1/4 hour
Lien Search	\$ 26.00	Per Lien Search
Declaration of Candidacy Fee	\$ 50.00	
Advertising Bench - Annual Inspection Fee	\$ 5.00	Per bench
Reinspection Fee by CRFR for noncompliance with code provisions	\$ 50.00	Per reinspection
Special Abatement of Illegal Notices or Advertisements	\$ 10.00	Per notice or advertisement
LIBRARY FEES		
Fines for overdue adult books, magazines, audio recordings and CDs	\$ 0.15	Per item per day. Max fine \$10 per item
Fines for overdue DVDs and other video recordings	\$ 0.50	Per item per day. Max fine \$10 per item
Fines for overdue Cultural Pass	\$ 1.50	Per pass per day. Max fine of \$10 per pass.
Nonresident Borrower Card Fee	\$ 35.00	Per year
	\$ 10.00	Per three (3) months
Interlibrary Loan	\$ 3.00	Per item
Fees for Lost or Destroyed Materials		
Books, magazines, recordings, DVDs, CDs, or any other material		-> Original list price
Cultural Pass	\$ 30.00	
Replacing a borrower's lost card	\$ 2.00	
Missing bar code label	\$ 2.00	
Covers damaged or missing - DVD, CD or any other digital or electronic material/media	\$ 7.00	
Meeting Room Fees		
Auditorium	\$25.00	Per hour
	\$75.00	Per half day (up to 4 hours)
	\$150.00	All day (Open hours)
Armstrong	\$20.00	Per hour
	\$50.00	Per half day (up to 4 hours)
	\$95.00	All day (Open hours)
Both Rooms	\$40.00	Per hour
	\$110.00	Per half day (up to 4 hours)
	\$210.00	All day (Open hours)
Use of one or both meeting rooms outside normal Library hours	\$ 45.00	Per hour

Exhibit A

<u>COURT FEES</u>		
Civil Compromise Costs	\$	300.00
Collection Fee per ORS 137.118 (3) (Maximum \$250)		25%
Community Service Fee	\$	2.00 Per hour
Default Judgment	\$	20.00
Discovery	\$	20.00 Per case number (up to 30 pages)
Deferred Sentencing Agreement (Crime)	\$	360.00 Minimum Charge
Deferred Sentencing Agreement (Violation)	\$	200.00 Minimum Charge
Extend/Amend Deferred Sentencing Agreement	\$	50.00
Driver's License Reinstatement/Offense (City Portion)	\$	20.00
Driving Record - Traffic Offenses Only (non-certified)	\$	1.00
Failure to Appear for Bench Trial	\$	150.00
Failure to Appear for Jury Trial	\$	300.00
Installment Fee	\$	25.00
Warrant Issued	\$	100.00
Withholding on County Assessment		10% at monthly distribution
Expungements	\$	252.00
Probation Violation	\$	50.00
<u>BUSINESS LICENSE FEES</u>		
Resident Business	\$	65.00 cap of \$1,000
Per Employee	\$	5.00 If business location is inside City limits
Non-Resident Business	\$	120.00
Residential Rentals	\$	15.00 Per unit
Commercial Rentals	\$	45.00 Per unit
7-Day License (non-residents only)	\$	40.00
Taxicab Company Permit - Initial Fee	\$	65.00
Taxicab Driver Permit - Initial Fee	\$	65.00
Taxicab Driver Permit - Renewal Fee	\$	65.00
Taxicab Driver Permit - Replacement Fee	\$	10.00 Per event
Late Renewal Fee	\$	40.00
Transfer of License / Change of Business Ownership / Location Change	\$	25.00
Non-Refundable Appeals Fee	\$	150.00
OLCC Original Application Processing Fee	\$	100.00
OLCC Change in Ownership, Location, or Privilege Processing Fee	\$	75.00
OLCC Renewal or Temporary Application Processing Fee	\$	35.00
Sidewalk Vendor Application Fee	\$	65.00
Sidewalk Vendor Permit Fee	\$	65.00
Sidewalk Vendor Appeal Fee	\$	150.00
Marijuana Business License Fee	\$	2,500.00
Cap on Business License Charges Other than Marijuana Business	\$	1,000.00
<u>PARKS FEES</u>		
Park Use / Reservation		
McCormick Park Areas 2, 3, 4 & Soccer Field	\$20 / \$35	Half Day / Full Day
Campbell Park Areas 1, 2	\$20 / \$35	Half Day / Full Day
Godfrey Park	\$20 / \$35	Half Day / Full Day
Park Use / Reservation		
Columbia View Park Gazebo / Amphitheater	\$30 / \$40	Half Day / Full Day
McCormick Park Veterans Pavilion (area 1)	\$30 / \$40	Half Day / Full Day
Athletic Fields	\$	10.00 Per day Per Field
Use of Field Lights	\$	10.00 Per day Per Field
Late Fees		
General Park Use (7 business days)	\$	10.00 Currently no late fee
Public Assembly (30 business days)	\$	25.00 Currently no late fee
Parade & Walks (45 business days)	\$	50.00 Currently no late fee
Tournament Fee	\$	10.00 Per team
<u>SOCIAL GAMES FEES</u>		
Non-refundable Application Fee	\$	50.00 per 12 month lease
License Fee for 1-10 Tables	\$	50.00 per 12 month lease
License Fee for each additional table over 10	\$	10.00 per table per 12 month lease
<u>ENGINEERING FEES</u>		
Design Review Fee		1% Based on Engineer's Estimate
Permit for Construction of Public Improvements & Project Inspection		2% Based on Revised Engineer's Estimate
Right-Of-Way Permit	\$	50.00
Pavement Disturbance Fee	\$	50.00 Fee waived for projects < \$1,000 or if part of Construction Permit
Erosion Control Permit & Inspection		> Included with Construction Permit
Other Special Services	\$	30.00 Per hour labor, if in excess of 15 minutes

Exhibit A

<u>UTILITY BILLING FEES</u>		
Water Service Shut off/on: Mon-Fri 830 AM - 430 PM	\$ -	No Charge
Water Service Shut off/on: During off business hours	\$ 150.00	Per request
Failed Payment Arrangement	\$ 50.00	
Late Fee	\$ 25.00	Fee waived if bill is < \$25
Reconnection Fee (if Shutoff due to non-payment)	\$ 75.00	Fee applied on Shut-off Day
Temporary Service for New Construction	\$ 25.00	
Tampering with Meter Fees		
Tampering: Turning water on/off without City Personnel	\$ 50.00	Up to and possibly including cost of meter replacement & Labor
Tampering: Turning water on while on the current shut-off list	\$ 100.00	Up to and possibly including cost of meter replacement & Labor
Tampering: Breaking installed Lock to turn on meter	\$ 200.00	Up to and possibly including cost of meter replacement & Labor & Ticket from Police
<u>PUBLIC WORKS - WWTP</u>		
Pretreatment Program Administrative Fee (Choose Option)		
Annual	\$ 1,500.00	New Fee
Monthly	\$ 125.00	New Fee
Annual DEQ Fees Assessed to the City	\$ -	Actual cost of DEQ
New Industrial Discharge Permit Issuance	\$ 500.00	New Fee
Renewal Industrial Discharge Permit Issuance	\$ 300.00	New Fee
Demand Inspection Fee	\$ 100.00	New Fee
Demand Sampling and Monitoring Fee	\$ -	Actual cost of service
Enforcement Activities	\$ -	Actual cost of service

ST. HELENS PARKS COMMISSION

Minutes for Meeting of August 14, 2017

Council Chambers, City Hall

MEMBERS PRESENT

Howard Blumenthal, Chair
Stan Chiotti, Vice Chair
Phillip Roddy, Commissioner
Jerry Belcher, Commissioner
John Brewington, Commissioner
Jacob Woodruff, Commissioner

STAFF PRESENT

Thad Houk, Parks Supervisor
Neal Sheppeard, PW Director
Jenny Dimsho, Assistant Planner
Sheri Ingram, Secretary
Matt Brown, Finance Director

MEMBERS ABSENT

Elisa Mann, Commissioner

GUESTS

COUNCILOR IN ATTENDANCE

Doug Morten

■ ■ ■

CALL TO ORDER

The meeting was called to order by Chair Blumenthal at 4:00 p.m.

APPROVAL OF MINUTES

Chiotti made a **motion** to approve the minutes of the June 12, 2017 meeting. Motion was seconded by Roddy and approved unanimously.

TOPICS FROM THE FLOOR

COUNCILOR'S REPORT

Morten stated he was interested in hearing their ideas and getting a recommendation on the park area and proposed RV park they toured at the Boise Property.

He asked Sheppeard for an update on the parking area at Nob Hill. Sheppeard said the parking area is almost done and he has ordered signs indicating it is a parking area for the park. Nelson said a survey would cost too much so they didn't go that direction. It would have been \$1000 just for stakes and upwards of \$2500 for an in-depth survey and they don't have money budgeted for it and they don't think it's an issue now that the parking area has been moved over.

Morten thanked Blumenthal and Mann for giving the annual report to the Council and he thanked Neal, Thad, Public Works and Parks for the fenced dog park at Heinie Heumann.

NEW BUSINESS

Soda Tax and SDC Fee Increase: Matt Brown stated the current SDC is \$10,000 for a basic single family residence and the Parks Dept. share of that is \$1862. They are proposing an increase to \$13,000 which would make the Parks share \$2944. The money can be used for “capacity” improvements like adding a new park.

The City is looking at implementing a sugar-sweetened beverage tax which is an excise tax that is put on the distributors for beverages such as soda, sweetened tea, juices that are not 100% juice, sports drinks and energy drinks. We would bill the distributor for the beverages purchased by businesses in town. Places that make their own drinks from a soda machine buy boxes of sugar and the tax would be based on the volume of beverage that box could create.

The City Council can elect to do this without going out to a public vote because it is only being done in the city and not throughout the county. Some places that have this tax are Philadelphia, Boulder, Berkley, San Francisco and Seattle was the most recent one that passed it. He played a video on the results of a study on it in Berkley. He talked about the Parks Master Plan and said according to a survey, the parks are mostly used for walking/exercise and the parks are a huge contributing factor to the livability of St. Helens. He thinks this tax will contribute to the goal of a safe and healthy city and support parks, trails and recreation programs. He recommends a two cent per ounce tax because it yielded the most revenue for the City and it's the most efficient way to affect consumer behavior as far as increasing the price enough that they will substitute something else. If you increase the price too much, the demand for the product really drops off.

Chiotti says he doesn't think the City should be telling people how to live their lives. Woodruff said he is in favor if it but would be worried about people losing their jobs over these things. Morten said he went to every restaurant in town and none of them were in favor of it. Brown said the purpose of the tax is to create a healthier community and subsidize the parks budget so they can do projects. There are \$4 million in improvements they have identified in the Master Plan. They have \$100,000 in the budget right now and this could potentially give them \$400,000. That extra \$300,000 could cover an entire area of sidewalks they have identified on a map in the Master Plan. Belcher said that brings up a point that he has brought up before that at one time there was a policy that new construction would have sidewalks. He walks around town and sees a lot of new houses without sidewalks and he's unhappy that the City doesn't follow up on that. Dimsho said in the past, the rule is if there are no adjacent sidewalks, we required a waiver of remonstrance. They did that for 10-15 years and it didn't result in any more sidewalks so now they collect a fee in lieu of sidewalk construction so instead of putting in a section of sidewalk that connects to nothing, they give us money, we use that money on sidewalk construction on a larger scale that has a bigger impact by picking out higher priority areas and that is working.

Brown said there will be a public forum on the soda tax on October 4th at 6:00.

Belcher made a **motion** to recommend to Council that they adopt a one cent per ounce soda tax. Motion was seconded by Woodruff and two were in favor, one against and three abstained from voting.

Brewington made a **motion** to recommend the Council approve raising the SDC fees. Motion was seconded by Belcher and approved unanimously.

Veterans Memorial: Morten said he, Dimsho, Andrew Neimi and the VFW are meeting to see if they can get an initial design, team and fund together for the memorial expansion. Once they get some things in, it will come to the Parks Commission for a recommendation.

Garden Club Grants: Chiotti put together some information on the money and hours the garden club spends on the areas they take care of and he's thinking this information would be helpful in getting grants.

Next Parks Reports: Nob Hill - Blumenthal stated that they had 21 hours of volunteer time at their spring work party and he and Caroline have an additional 25 hours of their time doing things like mowing and weeding. He asked if there was an update on when the stairs and kiosk would be started and Sheppard said Roger Stauffer will be starting on the stairs in about a week. Blumenthal also said he'd like Paul Gerdes to come out and spray blackberries. They are going to renew the Intertwine membership this year.

In October, Woodruff will report on McCormick and Chiotti will report on Heinie Heumann.

OLD BUSINESS

Field Trip: Blumenthal said he has been back out there twice since the field trip and the ivy has been girdled on about a dozen trees now. Brewington asked Dimsho if that would have to be added to the Master Plan to do things out there and she said the Master Plan informs the Capital Improvement Plan so it could go straight to the Capital Improvement Plan to be SDC eligible. There are zoning issues that would have to be addressed first. The Parks Commission doesn't necessarily need to know all the steps. They just need to make a recommendation to Council to move forward with the idea of that becoming a park.

Brewington was impressed and thought it was a very pretty walk. Blumenthal thought it would be a great asset for connectivity in the trail system. Belcher said he has heard people say they have issues with it being called Boise Park. He thinks because of the history and how much Boise contributed to the city and employed so many people, he would hate to see it have a different name.

Brewington made a **motion** to recommend to Council that they go forward with making an RV park, day park and trails on the Boise property as soon as possible. Motion was seconded by Chiotti and approved unanimously.

Nob Hill 4th Street Entrance: Blumenthal said this was already covered during the Councilor's report and he thinks it look great in there.

DISCUSSION ITEMS

Belcher said he thinks the railroad bridge over Milton Creek looks bad and he would like the City to encourage the railroad to clean it up and paint it.

Roddy said the Lions Club had been talking about planting 100 trees for their 100th anniversary. They decided they could spend \$1000 and they don't think they can get 100 trees for that much money. He asked if they could come up with ideas for other things to spend that money on to help the City. He'd like them to think about it and give him ideas at the next meeting.

OTHER MATTERS

Sheppeard said he wanted to clean up the steep bank between the upper and lower part of Grey Cliffs Park. It has some scrubby cherries and firs. There are Madrone trees in there that they will leave but they want to take out the cherry trees and thin some of the firs and he just wanted to make sure they were okay with that.

ADJOURNMENT

The meeting was adjourned at 5:05 p.m. The next meeting is scheduled for Monday, October 9, 2017, at 4:00 p.m., in the Council Chambers at City Hall.

Respectfully Submitted,

Sheri Ingram
Secretary

2017 ATTENDANCE RECORD							
P = PRESENT / E = EXCUSED ABSENCE/U = UNEXCUSED ABSENCE							
Meeting Date	John Brewington	Elisa Mann	Jacob Woodruff	Jerry Belcher	Stan Chiotti	Howard Blumenthal	Phillip Roddy
2/13	P	P	E	P	P	P	P
4/10	A	P	P	P	P	P	P
6/12	P	P	E	P	E	P	P
8/14	P	A	P	P	P	P	P

City of St. Helens

Planning Commission Meeting

September 12, 2017

Minutes

Members Present: Al Petersen, Chair
Dan Cary, Vice Chair
Greg Cohen, Commissioner
Sheila Semling, Commissioner
Audrey Webster, Commissioner
Kathryn Lawrence, Commissioner
Russell Hubbard, Commissioner

Members Absent: None

Staff Present: Jacob Graichen, City Planner
Jennifer Dimsho, Associate Planner
Matt Brown, Finance Director

Councilors Present: Ginny Carlson, City Council Liaison

Others Present: Jessica Pickett
Todd Mobley
David Etchart
Jamin Kimmel
Henry Fitzgibbon
Julie Thompson
Jennifer & Aaron Phelps
Scot Stockwell

The Planning Commission meeting was called to order by Chair Al Petersen at 7:00 p.m. Chair Petersen led the flag salute.

□

Consent Agenda

Approval of Minutes

Commissioner Semling moved to approve the minutes of the August 8, 2017 Planning Commission meeting. Commissioner Webster seconded the motion. Motion carried with all in favor. Chair Petersen did not vote as per operating rules.

□

Topics From The Floor

There were no topics from the floor.

□

Soda Tax Presentation & Discussion

Finance Director Matt Brown went through a presentation about what the soda tax is. He is asking for feedback from the Commission to bring the Public Forum scheduled for October 4 at 6 p.m. Brown said the soda tax was brought up when Council began considering alternative funding sources in order to fund park and sidewalk improvements. Chair Petersen asked if there is a reason parks funding has been reduced over the years. Brown said funding has been reduced because of multiple factors, including large manufacturers like Boise leaving, a low property tax rate, and changes to allocations within the General Fund.

Brown said the Parks Master Plan has \$3.3 million in improvements and only \$100,000 in the bank. Brown described the alternative funding sources the Budget Committee and Council went through, including the sugar-sweetened beverage tax. Brown also discussed the options for exempting any locally owned businesses county-wide, businesses who have less than \$100,00 in gross sales, and/or self-distributors.

Commissioner Lawrence asked about diet sodas that contain artificial sweeteners. She feels they have equally harmful impacts to health. She is in support of a soda tax that includes sugar-sweetened beverages as well as artificially sweetened beverages, but not just sugar-sweetened beverages.

Commissioner Cohen asked if the tax would include fountain drinks. Brown said yes. Commissioner Cohen asked who would decide how the money is spent. Brown said his recommendation would be to create a committee with broad representation who would determine how the money is spent. Commissioner Cohen asked why the exemptions would be included if the goal is to increase revenues. Brown said there has been a lot of feedback from small businesses that encouraged him to include an exemption clause.

Commissioner Webster asked if there is a small town that has implemented a tax like this. Brown said Albany, California has about 20,000 people and is probably the most similar.

Chair Petersen said the tax in Philadelphia was less successful because people drive outside of the City to purchase their soda. He said the same will happen in St. Helens. He also said the high commuter rate will mean that less people purchase soda locally. Chair Petersen said for this reason, the estimates for revenue would likely be less than is anticipated. Commissioner Semling said she does not support the tax because people will just shop elsewhere. Commissioner Lawrence thinks this tax would harm local businesses. Vice Chair Cary thinks it is a good idea. Commissioner Hubbard does not support the tax because he feels it is a "sin tax." Chair Petersen agrees. Brown asked the Commission, of the other alternative funding options, which they would like to see pursued. The Commission would like Council to pursue a Local Option Levy.

□

Public Hearing

St. Helens School District

Site Design Review & Sensitive Lands Permit / SDR.6.17 & SL.3.17

354 N. 15th Street & 474 N. 16th Street

It is now 7:44 p.m. and Chair Petersen opened the public hearing. There were no ex-parte contacts, conflicts of interest or bias in this matter.

City Planner Jacob Graichen entered the following items into the record:

- Staff report packet dated September 5, 2017 with attachments

Graichen discussed the Site Design Review and recommended conditions of approval, as presented in the staff report. Graichen said Site Design Reviews are not normally reviewed by the Commission, but he has

the authority to pass the decision to the Commission. Graichen said given the scale of the project, the Commission elected to review the decision during a public hearing.

Graichen discussed the District's mistake of removing of healthy trees within the wetland protection zone. He said the District was aware of the state's rules regulating wetland tree removal, but not the local rules. Graichen said this is why there is a proposed fine as a condition of approval.

Graichen discussed the abutting right-of-way improvements, including the various sidewalk segments. He noted that the Police Chief has specific concerns about the trail on the southeast side of the site. Graichen said the Commission needs to decide what type of illumination should be provided for crime prevention. He noted that the District provided a letter to the Commission in regards to site illumination. Graichen provided the Commission an excerpt from the code related to crime prevention that applies to this situation.

Chair Petersen said he is confused about the applicant's narrative regarding the trail. Graichen said the applicant is proposing to close the existing trail. Chair Petersen asked about the fine for removing the trees within the wetland buffer. The applicant will mitigate the loss of the trees, but the Commission can choose to charge a fine for cutting down healthy trees within the wetland buffer without a permit. Graichen said his recommendation is to include a fine as a condition of approval.

IN FAVOR

Stockwell, Scot. St. Helens School District Superintendent. Stockwell wanted to publically thank the community for supporting the school bond. The Columbia County Education Campus (CCEC) has been housed in portable classrooms for about 20 years. Those classrooms are now dilapidated and he is very excited about this project. Stockwell said the Middle School was built more as a Junior High School, and it is past its prime. It no longer meets the needs of the 21st century learner. Stockwell said there is about seven million set aside for safety and security and science upgrades for the High School. He said any money not spent on the Middle School or CCEC will be spent on the High School improvements. The bond was passed on November 8. Stockwell said they are all very anxious to start construction. This land use decision is one of the first steps of the process. He thanked the Commission for the opportunity.

Kimmel, Jamin. Angelo Planning Group. Kimmel said Angelo Planning Group represents the District for the land use application. He thanked Graichen for his timely responses. The District hired a wetland consultant and a traffic consultant for this application. Kimmel said the team reviewed and clarified the staff report, and they are all comfortable with the proposed conditions of approval.

Regarding the illumination standards, the team is in the process of putting together a lighting study that will show levels of illumination across the site, but it is not ready for this meeting. Kimmel said they are committed with working with the Police Chief and staff through the crime prevention requirements that come from the study. Kimmel said the District has agreed to light the existing path along 15th Street more than was originally proposed, but they are asking for an exception to the undergrounding of power pole requirements just for this area. Installing a few new poles will cost the District \$10,000 to \$15,000 less than undergrounding the utilities because of the basalt bedrock. Overhead lights to light the entire field would cost the District upwards of \$250,000. The district is not proposing to use the field for evening events, so this expense was not included in the budget. Kimmel said they will work with staff and the Police Chief to ensure that existing lighting will provide adequate lighting to the field. Kimmel said the lighting around the perimeter of the parking lot and building could be adjusted to light the field in a way that would satisfy crime prevention needs. Kimmel is requesting that a lighting plan could be included as a condition of approval so they can meet the tight construction timeline. Commissioner Hubbard asked if 16th Street lights could help. Kimmel said yes, but the Police Chief was referring more to the lighting of the athletic fields. Commissioner Cohen asked if the team considered future pedestrian safety with the proposal. Kimmel said

the traffic engineer is here and more equipped to answer that question.

Fitzgibbon, Henry. Soderstrom Architects. Fitzgibbon is representing the project's architect team. He said the project was designed to allow students to use the old school while construction is occurring on the football field. Fitzgibbon said the same access entrance is utilized. Fitzgibbon said there is a lot of on-site queueing room for parents to drop off the students. He said the goal is to not have any on-street spillover. They have two loops that will keep buses separate from the parent drop-off area. Fitzgibbon said the Columbia County Education Campus trailers and portable classrooms will be replaced with a permanent building and a covered play structure.

Fitzgibbon said there will be a temporary fire truck turnaround during construction. The grass paving will surround the middle school to allow for a permanent fire truck turnaround. It will allow for firefighting on all sides of the building. Vice Chair Cary asked why there is a bridge proposed over the wetland. Fitzgibbon said the District believes they could mitigate the wetland, but the process would take about six months that they do not have.

Councilor Carlson asked if the students who cut through the football field currently to get to school will be disallowed through the site during construction. Fitzgibbon said they will not be allowed through. Councilor Carlson asked if they would have to take the long way around in an area with no sidewalks. Fitzgibbon said yes. Councilor Carlson is concerned about the number of children who now have their access closed off.

Chair Petersen asked how the proposal could have only one access for a design capacity of 750 people, particularly when subdivisions with less people, require more. Fitzgibbon said fire trucks do have two ways to enter and exit the site. Chair Petersen asked if the District considered a driveway north to West Street. Fitzgibbon said the circulation is and was working, even when there were upwards of 900 students.

Mobley, Todd. Lancaster Engineering. Mobley represents the District's transportation consultants. They studied existing conditions and future capacity with additional enrollment, trips, and students. They found there was adequate capacity with full enrollment, which is not something the District anticipates in the near future. Mobley said regarding non-motorized transportation, sidewalks are included in the proposal. Commissioner Cohen asked if there were any suggested changes for stop sign locations. Mobley said the current system was found to be working well. Drive delays were not excessive and traffic queues were not too long. Mobley said they did not recommend changes for safety or capacity. Chair Petersen asked what the level of service is at Wyeth Street and Highway 30. Mobley said that intersection was outside of their scope. Mobley clarified the site traffic flow for the Commission using the site plan.

IN OPPOSITION

Holznagel, Bill. 1321 West Street. Holznagel said he owns an old farmhouse five feet away from the enclosure that contains the dumpster, air conditioner unit, the generator, and other service facilities. He would like to see the service enclosure moved into an area that would not be so close to his and other properties. He does not want rats to breed and fill his basement. He is also concerned about stormwater runoff. It is a steep slope. Holznagel is concerned about the height of the school. He has a second-floor bedroom and students will be able to see right into it. He can hear the name of every student that is called into the office. Holznagel said he would like to be able to maintain his gate access between his property and the school property.

Phelps, Jennifer. 1221 West Street. Phelps said she will see the new school building right outside her window. She is concerned for her privacy. She is wondering if the District could stake out how high the building will be with flags. She also asked if the perimeter fence could be taller. Phelps said she has had children jump the fence into their backyard, and now they will be even closer. Phelps said she could hear

every name as they get called into the office too.

Phelps, Aaron. 1221 West Street. Phelps asked if there will be a dialogue between the residents and the District about how privacy will be preserved. He said if kids can see into their backyard, they will consider that an opportunity to cause mischief.

REBUTTAL

Kimmel, Jamin. Angelo Planning Group. Kimmel said regarding the privacy and noise concerns, many of the trees that are proposed for removal are going to be replanted for mitigation along the perimeter which will provide a substantial screen and privacy for residents. Kimmel said the team would be willing to consider relocating any of the proposed trees to specifically address privacy concerns. Commissioner Cohen asked about the perimeter fence. Kimmel said it is six to eight feet in height and not proposed to change. Kimmel also said the existing gate that was mentioned during previous testimony is not proposed to be removed.

Regarding stormwater runoff, Kimmel said it will be directed into the wetland area. Kimmel said there is no runoff proposed to be directed towards surrounding residents. Vice Chair Cary asked why the storm outfall is so close to the wetland. Kimmel said they will discuss this concern their civil engineer. He said they have been in conversations with the City Engineer about the proposed stormwater plan, and it could likely be drawn back.

Fitzgibbon, Henry. Soderstrom Architects. Fitzgibbon said they cannot disrupt current school operations, so they were forced to develop the new school on the sport field. This is why the building is being relocated so close to residents. Commissioner Cohen asked how difficult it would be to move the service enclosure. Fitzgibbon explained it was placed in that location because the generator needs to be close to the electrical room and the trash enclosure needs to be close to the kitchen service entry. Graichen asked if they could move the enclosure east. Fitzgibbon said that is possible, but they would rather not.

END OF ORAL TESTIMONY

There were no requests to continue the hearing or leave the record open.

CLOSE PUBLIC HEARING & RECORD

The applicant waived the opportunity to submit final written argument after the close of the record.

FURTHER QUESTIONS OF STAFF

Commissioner Cohen asked if the District is required to retain stormwater on site. Graichen said there is a condition that addresses this. The applicant has also submitted an initial stormwater plan. Commissioner Cohen asked if the water would be treated before being directed to the wetland. Graichen said the applicant addressed it in their narrative on page 108, but the Commission could make it a condition of approval so that it does not get missed. Vice Chair Cary and Commissioner Cohen would like to see this added.

DELIBERATIONS

The Commission discussed adding a requirement for the stormwater plan to prevent impact to the wetland. Chair Petersen suggested editing the stormwater condition in the staff report to include *all* stormwater runoff into the wetland, not just net stormwater. The Commission agreed.

Commission Webster asked if the fine for cutting down the healthy trees should remain at \$1,250. The Commission decided to leave the fine as written. The Commission agreed to allow an exception to undergrounding the utility poles along the proposed pedestrian pathway. The Commission would also like to add a condition to the lighting plan condition that would incorporate the crime prevention illumination standards of the open space and fields.

Commissioner Hubbard asked if Councilor Carlson's concern about the lack of safe passage from the neighborhood to the school during construction could be addressed. Vice Chair Cary proposed requiring an access plan to address safe access for children to get to school during construction. He said this way, the plan can change throughout the construction process. Commissioner Cohen also added that the frontage improvements could be required prior to the building permit for the Columbia County Education Campus. Commissioner Cohen said this is similar to how they require subdivision sidewalks prior to construction of homes. Commissioner Hubbard agreed that they should construct the sidewalks prior to construction.

The Commission discussed screening and location of the service and trash enclosure, but decided that the proposal seemed sufficient.

The applicant requested an opportunity to discuss the proposed conditions with their project team. Chair Petersen said they would entertain re-opening the public hearing for additional testimony.

PUBLIC HEARING & RECORD RE-OPENED

Angelo, Frank. Angelo Planning Group. Frank said that student safety is the utmost importance. He said that constructing the sidewalks prior to building permit issuance creates an issue because of the area being an unsafe construction zone for pedestrians, potentially breaking up the sidewalk, and the tight construction timeline. He said they recognize that student safety is an issue, and they are willing to create an access plan that addresses the safety of children coming to and from school. Frank said they would prefer to receive their building permit and then construct the sidewalk as the first item. The Commission agreed that would work. Frank reiterated his concern is that they would have to wait to receive a building permit while they construct the sidewalks.

Stockwell, Scot. St. Helens School District Superintendent. Stockwell said he is very familiar with the pedestrian activity of the area. Stockwell said even if sidewalks were constructed, the District is concerned with the sidewalk being adjacent to a construction zone. The District's preference is to bus the walking students around the dangerous sections. He said they cannot move the construction date further out which is what would happen if the building permit could not be received prior to building the sidewalks. Stockwell said there is flexibility with bus routes. He said sidewalks will encourage pedestrian use in an unsafe area that is next to the construction zone.

CLOSE PUBLIC HEARING & RECORD

DELIBERATIONS

The Commission discussed requiring sidewalks prior to building permit issuance of the Middle School, since they are building the Columbia County Education Campus (CEEC) building first. They can still receive a building permit for the CCEC building and begin construction as soon as possible. The Commission decided to also include a student access management plan prior to building permit issuance for the CCEC building.

MOTION

Commissioner Cohen moved to approve the Site Design Review and Sensitive Lands Permits as written with

the additional conditions related to stormwater, an exception to undergrounding power poles for illumination on 15th Street, the crime prevention illumination plan, the frontage improvement timing changes, the student access management plan, and the additional buffering adjacent to the abutting properties as discussed in more detail above. Commissioner Webster seconded. All in favor; none opposed; motion carries.

Commissioner Cohen moved for Chair Petersen to sign the Findings and Conclusions once prepared. Commissioner Semling seconded. All in favor; none opposed; motion carries.

□

Term Expiration Discussion

Graichen said that Chair Petersen and Commissioner Hubbard's terms expire December 31, 2017. Commissioner Hubbard is on his first term. He agreed to renew. Chair Petersen's position has to be advertised, but he agreed to be included as an applicant for another term. Graichen asked who would want to be on the interview panel. Commissioner Cohen, Commissioner Webster, and Councilor Carlson agreed to be on the interview panel.

□

Planning Director Decisions

- a. Home Occupation (Type I) at 35100 Burt Rd. - Pet sitting/walking/transport home office
- b. Sign Permits (x6) at 2275 Columbia Blvd. - Dutch Bros Drive-Thru
- c. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Amani Center Luau
- d. Home Occupation (Type I) at 275 S. 12th Street - Home office for construction business
- e. Temporary Use Permit (1 year) at 385 N. 3rd Street - St. Helens High School Construction Class conex box
- f. Sign Permit (x2) at 585 S. Columbia River Highway - Best Western Hotel
- g. Site Design Review (Minor) at 900 Port Ave. - Portland General Electric Company

There were no comments.

□

Planning Department Activity Reports

There were no comments.

□

For Your Information Items

Chair Petersen discussed the City's Request for Qualifications for the Waterfront Redevelopment Project. The City received one proposal and it seems to comply with most of the requirements in the Framework Plan. He is excited about the proposal.

Chair Petersen also mentioned that Restore Oregon is now the owner of the historic Jantzen Beach Carousel and they are looking for a location in the Portland area to house it. He would like to see the City Council pursue getting it re-located to the waterfront.

Graichen said the Transportation Growth Management Grant project for the corridor from Highway 30 to

the south end of the waterfront property is beginning in October. It will need a Citizen Advisory Committee. Graichen said the Scope of Work is going before City Council September 20 for signature.

□

There being no further business before the Planning Commission, the meeting was adjourned at 10:36 p.m.

Respectfully submitted,

Jennifer Dimsho
Associate Planner

2017 Planning Commission Attendance Record

P=Present A=Absent Can=Cancelled

Date	Petersen	Hubbard	Lawrence	Cohen	Cary	Semling	Webster
01/10/17	P	P	A	P	P	P	P
02/14/17	P	P	P	P	A	P	P
03/14/17	P	P	A	P	P	P	P
04/11/17	P	P	P	P	P	P	P
05/09/17	P	P	P	A	P	P	P
06/13/17	P	P	P	P	P	P	P
07/11/17	A	P	P	P	P	P	P
08/08/17	P	P	P	P	P	P	P
09/12/17	P	P	P	P	P	P	P
10/10/17							
11/14/17							
12/12/17							

City of St. Helens
Declare Surplus Property
City Council Meeting
October 18, 2017

If approved, the following items will be disposed of per St. Helens Municipal Code Chapter 2.04.

All Departments

- HP Color Laserjet Printer, Fax, Scanner
- HP Laserjet Printer
- Canon Fax
- Fellowes Shredder

All of these items are recyclable. Centerlogic, our IT consultant, will dispose of these via a recycler of computer equipment.

City of St. Helens

Council Action Request

Date: 10/09/17

To: Mayor Scholl
Councilor Locke
Councilor Carlson
Councilor Morten
Councilor Conn

From: Terry Moss
Chief of Police

Re: Declaration of Surplus Property

We request that the property itemized below be declared surplus and that we be authorized to dispose of the property through sale, donation or discard.

1. One 1977 Step Van Oregon License E219736 VIN# E37BHY92057

(This vehicle was a recycled bread delivery truck that was outfitted for our tactical team. The vehicle has not been used in at least five years. It is no longer of use to the police department)

City of St. Helens
Consent Agenda for Approval

STREET CLOSURE REQUESTS

The following organization(s) have requested street closures: *(supporting documentation attached)*

THE CHRONICLE – Don Patterson

Lil Spooks Children's Parade

Request:

- Close St. Helens Street from 3rd Street to 1st Street
- Close 1st Street from St. Helens Street to Cowlitz Street

Event date/closure time: Saturday, October 28, 4:00 – 6:00 p.m.

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	St Helens Street		
Beginning Point	1st Ave	Ending Point	3RD Ave
Start Date	OCT 28	End Date	OCT 28
Time to Begin Closure	4:00 PM	Time to Reopen	6:00 PM
Purpose of Closure	PARADE ASSEMBLY. Lil Spooks Parade		
Street Closure #2			
Street Name	1st Street		
Beginning Point	St Helens St.	Ending Point	Cowlitz St.
Start Date	OCT 28	End Date	OCT 28
Time to Begin Closure	5:00 PM	Time to Reopen	6:00 PM
Purpose of Closure	PARADE Lil Spooks Parade		
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)

Daiglen 10/6/17 T. Ross 10/2/17 Paul Steppach 10/6/17
 Fire District Date Police Department Date Public Works Date
 270 Columbia Blvd. 503-397-2990 150 S. 13th 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 Don Patterson Date Signed 10-6-17
 Print Name Don Patterson Phone _____
 Mailing Address PO Box 1153 St Helens 97051 City, State, Zip _____
 Petitioner Signature _____ Date Signed _____
 Print Name _____ Phone _____
 Mailing Address _____ City, State, Zip _____

FOR OFFICIAL USE ONLY

Date Rec'd 10/6/17 Rec'd by HD Date sent to CC 10/18 City Council ☐ Approved ☐ Denied Meeting date _____

Attested _____, City Administrator Date _____

CITY STREET CLOSURE CONSENT FORM

Applicant must take this form to each affected business for consent signatures.

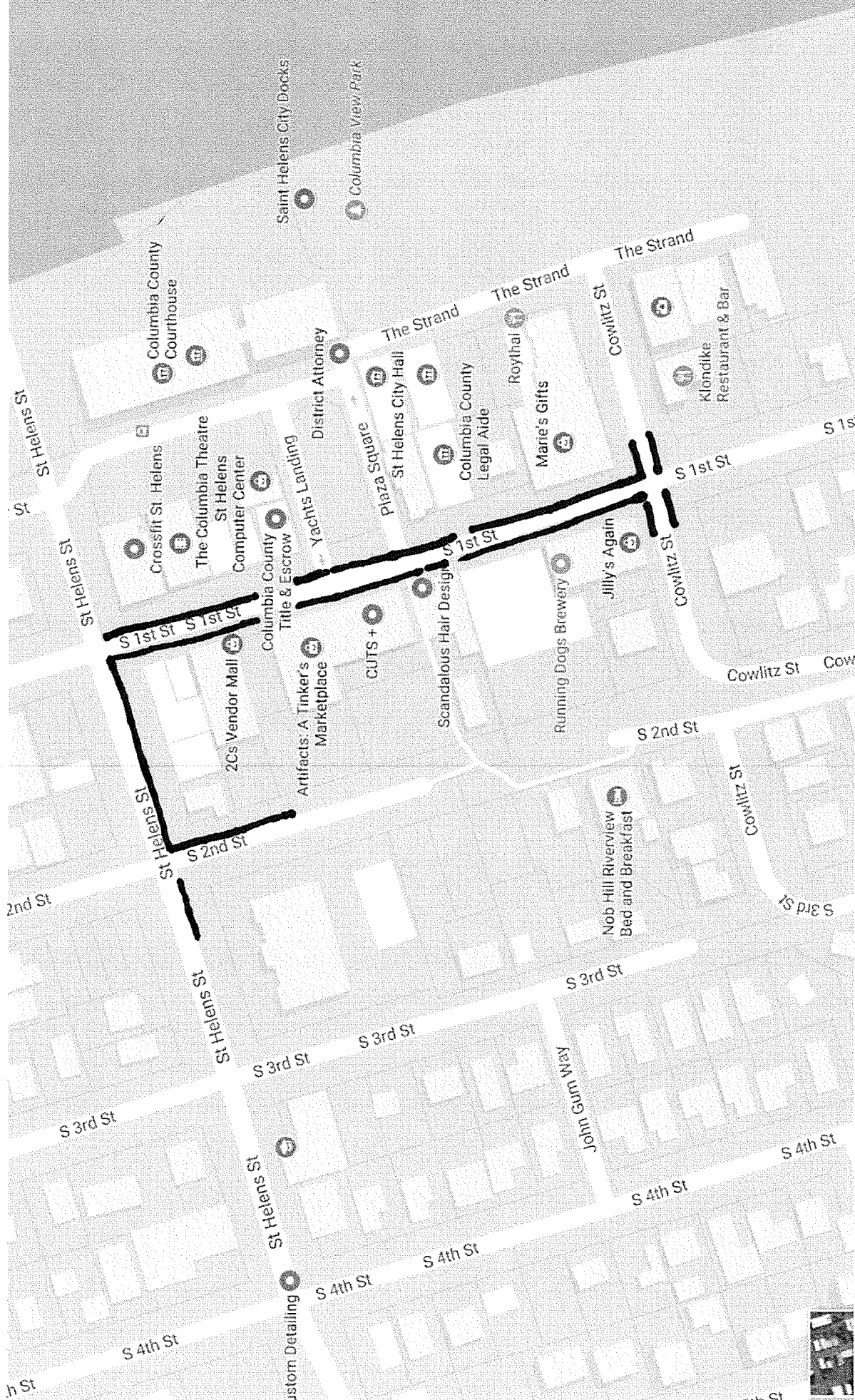
Applicant The Chronicle Phone _____
Name of Event Childrens Parade Date(s) of Event 10/28/17 Time(s) 4-6:30 PM
Street(s) to be closed for event 1st Street / St Helens St.

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>Wild Arrows</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Doug S Boyes</u> Printed name <u>Doug Boyes</u> Date signed <u>10-6-17</u>	Business name <u>2Cs Vendor Mall</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Mitzi Ponce</u> Printed name <u>Mitzi Ponce</u> Date signed <u>6 Oct 2017</u>	Business name <u>Scandalous Hair Design</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Cathy Miller</u> Printed name <u>Cathy Miller</u> Date signed <u>10-6-2017</u>	Business name <u>Berni's French</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Audrey B/3c</u> Printed name <u>Audrey B/3c</u> Date signed <u>10/6/17</u>
---	--	--	--

Business name <u>Columbia Co. Title & Escrow</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Sue Zielaskowski</u> Printed name <u>Sue Zielaskowski</u> Date signed <u>10-6-17</u>	Business name <u>Bobbie's Cutst</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Bobbie Crouser</u> Printed name <u>Bobbie Crouser</u> Date signed <u>10-6-2017</u>	Business name <u>Columbia County Indigent Counseling</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Gabriel Bello</u> Printed name <u>Gabriel Bello</u> Date signed <u>10/6/17</u>	Business name <u>BEACON CHIROPRACTIC</u> <input checked="" type="checkbox"/> I/We consent to street closure <input type="checkbox"/> I/We DO NOT consent to street closure Signature <u>Ken McCarland</u> Printed name <u>Ken McCarland</u> Date signed <u>10/6/17</u>
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**Return this to City Hall with your
Petition for Temporary Closure of City Street(s)**



City of St. Helens
Consent Agenda for Approval

OLCC LICENSES

The following businesses submitted a processing fee to the City for a Liquor License:

2017 NEW

A copy of the OLCC application documents submitted for the business listed below was emailed to the Police Department for review. No adverse response was received.

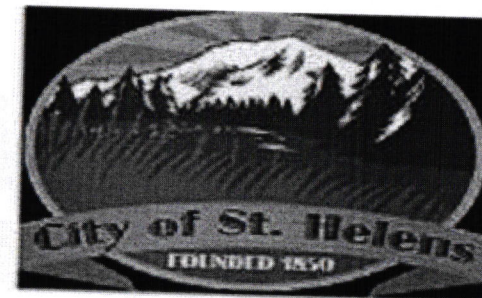
<u>Business Name</u>	<u>Applicant Name</u>	<u>Location</u>	<u>Purpose</u>
• Valentinas	Valentina Brown	555 S. Columbia River Hwy.	New Outlet

Accounts Payable

To Be Paid Proof List

User: jenniferj
 Printed: 10/05/2017 - 11:27AM
 Batch: 00001.10.2017 - AP 10/06/17 FY 17-18

29



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
ACCELA, INC. #774375									
000496									
INV-ACC34530	9/30/2017	616.00	0.00	10/06/2017					
100-707-052020 Bank Service Fees				WEB PAYMENTS TRAN FEE				False	0
INV-ACC34530 Total:		616.00							
ACCELA, INC. #774375 T		616.00							
APPLY-A-LINE, INC.									
001723									
9185	8/12/2017	18,360.45	0.00	10/06/2017					
205-000-052019 Professional Services				2017 ANNUAL STREET STRIPING R-664				False	0
9185 Total:		18,360.45							
APPLY-A-LINE, INC. Tot		18,360.45							
BAINBRIDGE, ROBERT									
4231									
0002793	10/1/2017	460.00	0.00	10/06/2017					
100-000-020200 Bail Deposit				BOND TRANSFER R. BAINBRIDGE				False	0
0002793 Total:		460.00							
BAINBRIDGE, ROBERT		460.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number					Description	Reference			
<hr/>									
CENTURYLINK, BUSINESS SERVICES 45215									
1420135223	9/11/2017	1,251.29	0.00	10/06/2017				False	0
702-000-052010 Telephone					88035002 LONG DISTANCE SERVICES FOR ALL LINE;				
1420135223 Total:		1,251.29							
CENTURYLINK, BUSINE		1,251.29							
CITY OF COLUMBIA CITY 007370									
09262017	9/26/2017	75.47	0.00	10/06/2017				False	0
601-732-052003 Utilities					001754-001				
09262017 Total:		75.47							
CITY OF COLUMBIA CIT		75.47							
CITY OF ST. HELENS ST.HELEN									
09282017	9/28/2017	100.00	0.00	10/06/2017				False	0
100-703-052041 Council Discrenary					UTILITY COUPON 003132-000 CATHY LAMBERT CITY				
09282017 Total:		100.00							
CITY OF ST. HELENS To		100.00							
COMCAST COMCAST									
09212017	9/21/2017	1,071.63	0.00	10/06/2017				False	0
702-000-052003 Utilities					4669				
09212017 Total:		1,071.63							
COMCAST Total:		1,071.63							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
COMMUNITY ACTION TEAM, INC., ATTN: SALLY MCLAUGHLIN									
008603									
10032017	10/3/2017	13,360.00	0.00	10/06/2017				False	0
203-717-052028 Projects & Programs				TRANSITIONAL HOUSING LENDING SERVICES					
10032017 Total:		13,360.00							
COMMUNITY ACTION T		13,360.00							
DEPARTMENT OF CONSUMER & BUSINESS SERVICES									
023011									
10022017	10/2/2017	1,243.00	0.00	10/06/2017				False	0
100-000-035005 Plumbing Permits				QUARTERLY SCHOOL EXCISE TAX PAYMENT					
10022017	10/2/2017	3,191.00	0.00	10/06/2017				False	0
100-000-035003 Building Permits				QUARTERLY SCHOOL EXCISE TAX PAYMENT					
10022017	10/2/2017	583.00	0.00	10/06/2017				False	0
100-000-035006 Mechanical Permits				QUARTERLY SCHOOL EXCISE TAX PAYMENT					
10022017 Total:		5,017.00							
DEPARTMENT OF CONS		5,017.00							
E2C CORPORATION									
E2C									
4123	9/29/2017	2,288.50	0.00	10/06/2017				False	0
201-000-052058 Events - Holloween				METAL PROPS GARLAND PROPS EPOXY LIGHTING :					
4123 Total:		2,288.50							
4124	10/3/2017	1,500.00	0.00	10/06/2017				False	0
201-000-052011 Public Information				TOURISM MAP ST. HELENS					
4124 Total:		1,500.00							
4124-2	10/3/2017	2,500.00	0.00	10/06/2017				False	0
201-000-052011 Public Information				AUDIO VISUAL					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
4124-2 Total:		2,500.00							
E2C CORPORATION Total:		6,288.50							
ECONORTHWEST 011130 18334	4/30/2017	2,406.25	0.00	10/06/2017					
202-721-052050 Area Wide Planning				PROJECT 22781.00 RFQ ASSISTANCE				False	0
18334 Total:		2,406.25							
18829	9/30/2017	1,177.50	0.00	10/06/2017					
202-721-052050 Area Wide Planning				PROJECT 22781.00 RFQ ASSISTANCE				False	0
18829 Total:		1,177.50							
ECONORTHWEST Total:		3,583.75							
ETTER, TERRI R. ETTER, T 09262017	9/26/2017	1,300.00	0.00	10/06/2017					
100-705-052019 Professional Services				SEPTEMBER 2017 52 HOURS EV. ROOM ASSIST				False	0
09262017 Total:		1,300.00							
ETTER, TERRI R. Total:		1,300.00							
HACH COMPANY 014200 10654467	9/28/2017	62.49	0.00	10/06/2017					
601-731-052001 Operating Supplies				REGENT SET CHLORINE FEE				False	0
10654467	9/28/2017	124.97	0.00	10/06/2017					
601-732-052083 Chemicals				REGENT SET CHLORINE FEE				False	0
10654467 Total:		187.46							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
HACH COMPANY Total:		187.46							
HAMER ELECTRIC, INC.									
014475									
40011	9/15/2017	194.00	0.00	10/06/2017				False	0
603-738-052001 Operating Supplies				PUMP CONTROLS					
40011 Total:		194.00							
HAMER ELECTRIC, INC		194.00							
HARTLESS, ADAM									
014668									
09222017	9/22/2017	88.03	0.00	10/06/2017				False	0
100-705-052018 Professional Development				A. HARTLESS OREGON ANIMAL CONTROL CONF					
09222017 Total:		88.03							
HARTLESS, ADAM Total		88.03							
HOFFMAN SOUTHWEST CORP									
026111									
02	9/15/2017	3,170.64	0.00	10/06/2017				False	0
603-000-053010 Sewer Main Replacement				PROJECT S-647 INFLOW INFILTRAION SEWER INSPI					
02 Total:		3,170.64							
HOFFMAN SOUTHWEST		3,170.64							
JORDAN RAMIS PC									
030274									
136244	9/22/2017	1,056.00	0.00	10/06/2017				False	0
603-735-052019 Professional Services				BINGS LEGAL SERVICES					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
136244 Total:		1,056.00							
136916	9/25/2017	2,348.00	0.00	10/06/2017				False	0
100-715-052019 Professional Services				GENERAL LEGAL SERVICES					
136916 Total:		2,348.00							
JORDAN RAMIS PC Tota		3,404.00							
LANCE, CLAYTON J. 007544									
10042017	10/4/2017	1,615.00	0.00	10/06/2017				False	0
100-704-052019 Professional Services				CITY PROSECUTOR 9/30-10/4					
10042017 Total:		1,615.00							
LANCE, CLAYTON J. Tot		1,615.00							
LAWRENCE COMPANY 018028									
12040	10/1/2017	100.00	0.00	10/06/2017				False	0
100-715-052019 Professional Services				10/1/2017-12/31/2017 UNEMPLOYMENT SERVICES					
12040 Total:		100.00							
LAWRENCE COMPANY		100.00							
METROPRESORT 020292									
496294	9/28/2017	597.50	0.00	10/06/2017				False	0
100-707-052019 Professional Services				BILL PRINTING SERVICES					
496294 Total:		597.50							
METROPRESORT Total:		597.50							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number					Description	Reference			
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NET ASSETS									
020888									
95-201709	10/2/2017	141.00	0.00	10/06/2017					
100-707-052019 Professional Services					COL COUNTY TITLE AND ESCROW SERVICE S			False	0
95-201709 Total:		141.00							
NET ASSETS Total:		141.00							
<hr/>									
NICK S. CLARK MASONRY, INC									
51125									
238	9/26/2017	3,375.00	0.00	10/06/2017					
704-000-052028 Projects & Programs					45 HOURS MASONRY CITY HALL			False	0
238 Total:		3,375.00							
NICK S. CLARK MASON		3,375.00							
<hr/>									
OREGON TRAVEL EXPERIENCE									
OR. TRAVE									
09152017	9/15/2017	219.00	0.00	10/06/2017					
201-000-052011 Public Information					RIVERFRONT DISTRICT			False	0
09152017 Total:		219.00							
09152017-2	9/15/2017	219.00	0.00	10/06/2017					
201-000-052011 Public Information					COLUMBIA VIEW AMPHITHEATER			False	0
09152017-2 Total:		219.00							
OREGON TRAVEL EXPE		438.00							
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PETTY CASH- JAMIE EDWARDS									
018757									
09262017	9/26/2017	12.00	0.00	10/06/2017					
100-710-052018 Professional Development					PETTY CASH REIMB ECO NW MTG PARKING			False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
09262017	9/26/2017	5.88	0.00	10/06/2017					
100-711-052004 Office Supplies				PETTY CASH REIMB SCREEN PROTECTOR FOR CEL				False	0
09262017	9/26/2017	38.75	0.00	10/06/2017					
100-715-052004 Office Supplies				PETTY CASH REIMB BREAK ROOM COFFEE				False	0
09262017	9/26/2017	2.35	0.00	10/06/2017					
704-000-052028 Projects & Programs				PETTY CASH REIMB PEANUT BUTTER FOR MOUSE				False	0
09262017	9/26/2017	56.00	0.00	10/06/2017					
100-710-052019 Professional Services				PETTY CASH REIMB COL COUNTY REC FEE				False	0
09262017	9/26/2017	100.00	0.00	10/06/2017					
601-000-034007 Water Sales - Residential				PETTY CASH REIMB UB CASH DRAWER SHORT J. EI				False	0
09262017 Total:		214.98							
PETTY CASH- JAMIE ED		214.98							
PHILLIPS, CYNTHIA									
025515									
10032017	10/3/2017	740.00	0.00	10/06/2017					
100-704-052019 Professional Services				CONTRACTING ENTRIES				False	0
10032017 Total:		740.00							
PHILLIPS, CYNTHIA Tot		740.00							
ST. HELENS SCHOOL DISTRICT									
028955									
10022017	10/2/2017	23,822.15	0.00	10/06/2017					
100-000-020400 School Excise Tax				QUARTERLY SCHOOL EXCISE TAX 99% TO SCHOOL				False	0
10022017 Total:		23,822.15							
ST. HELENS SCHOOL DI		23,822.15							
STEVE CLARK MASONRY, INC.									
032350									
239	9/26/2017	5,237.40	0.00	10/06/2017				False	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number					Description	Reference			
704-000-052028 Projects & Programs					55 HOURS MASONRY CITY HALL				
239 Total:		5,237.40							
STEVE CLARK MASONR		5,237.40							
SUPERIOR TIRE SERVICES									
032774									
6454434	9/27/2017	2,313.82	0.00	10/06/2017	BACKHOE TIRES			False	0
701-000-052001 Operating Supplies									
6454434 Total:		2,313.82							
SUPERIOR TIRE SERVIC		2,313.82							
TFT CONSTRUCTION, INC.									
012226									
2255354	9/21/2017	326,578.65	0.00	10/06/2017	HMAC OVERLAY PAVING R-658			False	0
205-000-053002 Unimproved Paving & Overlays									
2255354 Total:		326,578.65							
TFT CONSTRUCTION, IN		326,578.65							
UNITED RENTALS, INC.									
034813									
150042481-001	9/18/2017	1,290.78	0.00	10/06/2017	BOOM RENTAL ARTICULATING			False	0
201-000-052058 Events - Holloween									
150042481-001 Total:		1,290.78							
UNITED RENTALS, INC.		1,290.78							
VERIZON WIRELESS									
000720									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
9793066809	9/20/2017	1,527.71	0.00	10/06/2017					
702-000-052010 Telephone				271826771-00001				False	0
9793066809 Total:		1,527.71							
9793119535	9/20/2017	876.99	0.00	10/06/2017					
702-000-052010 Telephone				871458396-00001				False	0
9793119535 Total:		876.99							
VERIZON WIRELESS To		2,404.70							
WALSH, JOHN									
035390									
09282017	9/28/2017	379.52	0.00	10/06/2017					
100-701-052018 Professional Development				JOHN WALSH 6/18-9/29 MILEAGE REIMB / PARKING				False	0
09282017 Total:		379.52							
WALSH, JOHN Total:		379.52							
WAYNE MARTIN FLOOR CVR., INC.									
019407									
1458	7/20/2017	7,463.00	0.00	10/06/2017					
704-000-053001 Capital Outlay				REMODEL CARPET BOTTOM LEVEL OF CITY HALL				False	0
1458 Total:		7,463.00							
1488	9/19/2017	270.00	0.00	10/06/2017					
704-000-052028 Projects & Programs				GRABER ROLLER SHADES				False	0
1488 Total:		270.00							
WAYNE MARTIN FLOOR		7,733.00							
WILCOX & FLEGEL									
037003									

