

City of St. Helens

Planning Commission

May 9, 2017

Agenda

1. **7:00 p.m. Call to Order and Flag Salute**
2. **Consent Agenda**
 - a. Planning Commission Minutes dated April 11, 2017
3. **Topics from the Floor:** Limited to 5 minutes per topic (Not on Public Hearing Agenda)
4. **Public Hearing Agenda:** (times are earliest start time)
 - a. 7:00 p.m. - Subdivision at 35090 Pittsburg Rd. - Wayne Weigandt
5. **Commission Annual Report to City Council: June 7 at 1:15 p.m.**
6. **Commission v. Staff Review of the St. Helens Middle School Replacement**
7. **Acceptance Agenda: Planning Administrator Site Design Review:**
 - a. Site Design Review (Major) at 124 Marshall St. - DNS Northwest LLC
8. **Planning Director Decisions:** (previously e-mailed to the Commission)
 - a. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Kiwanis Parade
 - b. Sensitive Lands at 59110 Oak Glen Dr. - Micro-siting standards for residential lot of record
9. **Planning Department Activity Reports**
 - a. April 24, 2017
10. **For Your Information Items**
11. **Next Regular Meeting: June 13, 2017**

Adjournment

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City of St. Helens
Planning Commission Meeting
April 11, 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:

Ginny Carlson, City Council Liaison

Staff Present:

Jacob Graichen, City Planner
Jennifer Dimsho, Assistant Planner & Planning Secretary

Others Present:

Wayne Weigandt
Amanda Dick

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 March 14, 2017 Planning Commission meeting. Commissioner Webster seconded the motion. Motion carried with all in favor. Commissioner Lawrence did not vote due to her absence from that meeting. Chair Petersen did not vote as per operating rules.

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Topics From The Floor

Chair Petersen said SHEDCO is hosting the annual Spring Clean-Up on Saturday, April 22 from 9 a.m. to 1 p.m. Meet on the plaza to work on cleaning up the Riverfront District and join SHEDCO for a potluck lunch at the Columbia View Park gazebo after.

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Public Hearing

Wayne Weigandt

Annexation / A.1.17

Lots 19-20, Block 2 of the Golf Club Addition

It is now 7:05 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 April 4, 2017 with attachments

Graichen introduced the annexation proposal to the Commission as presented in the staff report. Graichen said the Comprehensive Plan has the property listed as Highway Commercial, as well as all surrounding properties. The only zoning option is Highway Commercial. Graichen said this is a recommendation from the Commission that will go before City Council next week. Commissioner Cohen asked why this proposal will not go to voters for approval. Graichen said the recently passed Senate Bill 1578 overrides our local Charter requirement that annexations go to voters for approval, which is described in more detail in the staff report.

IN FAVOR

Weigandt, Wayne. Applicant. Weigandt said the property is adjacent to properties within City limits on the east and north. He would like to connect to city utilities which is why he is requesting annexation. Commissioner Semling asked if he would be doing frontage improvements along Kavanagh Ave. Weigandt said no, but he will be doing frontage improvements along 1st Street.

IN OPPOSITION

No one spoke in opposition.

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.

DELIBERATIONS

There were no other questions of staff. The Commission felt this proposal was a simple recommendation.

MOTION

Commissioner Semling moved to recommend approval of the Annexation. Commissioner Cohen seconded. All in favor; none opposed; motion carries.

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Acceptance Agenda: Planning Administrator Site Design Review

- a. Site Design Review (Major) at 1899 Old Portland Road - Premier Green LLC

Commissioner Webster moved to accept the acceptance agenda. Commissioner Semling seconded. All in favor; none opposed; motion carries.

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CLG Historic Preservation Pass-Through Grant Program Update

Assistant Planner Dimsho said that the memo is incorrect. She said the City has decided not to advertise for the grant program. Instead, the City will use the \$12,500 grant to help recover costs associated with City Hall façade cleaning and patching of the mortar. These renovations will prevent the leaking into the Council Chambers and City Hall. Graichen noted we have done three previous pass-through grant programs.

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Planning Director Decisions

- a. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Sacagawea Health Center Auction & Fundraiser
- b. Lot Line Adjustment at 35611 Valley View Dr. - St. Helens Assets LLC
- c. Home Occupation (Type I) at 35120 Burt Rd. - Home-based videography business
- d. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Northwest Antique Airplane Club Fly-In & Cruise-In
- e. Accessory Structure Permits (x4) at 2154 Oregon Street Spaces #24, #25, #51, & #61 - Crestwood/Cabana LLC
- f. Home Occupation Permit (Type I) at 835 Matzen Street - Home office for yard maintenance business
- g. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - The Amani Center Race Against Child Abuse

There were no comments.

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Planning Department Activity Reports

There were no comments.

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For Your Information Items

Assistant Planner Dimsho noted two upcoming public meetings: April 26 is the second Columbia View Park Expansion Open House by the Portland State University graduate students and May 10 is a second Branding & Wayfinding Master Plan Open House. Both are at Meriwether Place from 6 p.m. to 8 p.m.

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There being no further business before the Planning Commission, the meeting was adjourned at 7:32 p.m.

Respectfully submitted,

Jennifer Dimsho
Planning Secretary

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							
06/13/17							
07/11/17							
08/08/17							
09/12/17							
10/10/17							
11/14/17							
12/12/17							

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

**Subdivision Preliminary Plat SUB.2.17
Emerald Meadows Subdivision**

DATE: May 2, 2017
TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner

APPLICANT: Wayne Weigandt
OWNER: same as applicant

ZONING: General Residential, R5

LOCATION: 4N1W-5BC-7500 and 8400, and 4N1W-5BD-9100. The subject property consists of three parcels. Two are vacant. One has a dwelling addressed as 35090 Pittsburg Road.

PROPOSAL: 77 Lot Subdivision

The 120-day rule (ORS 227.178) for final action for this land use decision is August 16, 2017.

SITE INFORMATION / BACKGROUND

The site is approximately 12.57 acres and mostly undeveloped except for a detached single-family dwelling (35090 Pittsburg Road) and a barn and a septic system associated with that dwelling. In addition, though the detached single-family dwelling at 35102 Pittsburg Road is on a separate parcel along Pittsburg Road, some of its septic system is on the subject property as well. The site is partially sloped downward from Pittsburg Road southward and is a mix of grasslands and trees. Surrounding area is developed as residential.

PUBLIC HEARING & NOTICE

Hearing dates are as follows: May 9, 2017 before the Planning Commission.

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on April 19, 2017 via first class mail. Notice was sent to agencies by mail or e-mail on the same date. Notice was published in the The Chronicle on April 26, 2017.

AGENCY REFERRALS & COMMENTS

As of the date of this staff report, the following agency referrals/comments have been received that are pertinent to the analysis of this proposal:

City Engineering: Engineering will require the sanitary sewer main near lots #33-#37 to be extended to the Pittsburg Road ROW. Some modifications will be required to the preliminary utility plan to bring the design into compliance with the City's design standards. Separate street

cross sections will be needed for the different street classifications of the proposed interior streets (local), Pittsburg Road (minor arterial), and N. Vernonia Road (collector). A drainage plan shall be submitted with or prior to the submission of the engineered drawings and shall include calculations for sizing the proposed detention facility, along with other required documentation and information. Additional private common backyard drainage will likely be required. Watermains shall be designed to provide the required operating pressure range of 50 to 90 psi at all times. New street lights shall use LED fixtures per the Columbia River PUD's design.

Fire Marshall: See letter (w/ attachments) dated April 18, 2017.

Staff comments: staff discussed some of the issues in the Fire Marshall's letter with the Fire Marshall and Building Official (who by statute reviews fire, life and safety aspects until occupancy is granted). The conclusion was that no-parking to be designated for the private street accesses. This should also be stipulated in the agreement along with the required maintenance agreement. Also, the Fire Marshall thought that many of the lots accessed via the private drives should be sprinkled (i.e., homes have a sprinkler system). But this is technically the Building Official's call, per OAR 918-480-0125 (for 1 and 2 family dwellings).

In regards to the cul-de-sac, because it doesn't meet standards for emergency vehicles, one remedy would be to require certain homes to have a sprinkler system. Again, this is technically the Building Official's call.

So, to address the emergency access issues staff recommends a condition that lots accessed by the cul-de-sac or shared driveway shall require the building(s) built thereon to be sprinkled as determined on a case-by-case basis per the Building Official and Fire Marshall.

Also, discussed with the Fire Marshal that for buildings to be sprinkled, a minimum 1" water meter is required for combination fire suppression system.

Items 4-6 in the Fire Marshall's letter can be conditions of approval to be reflected on engineering/construction plans.

Item #7 can be a general condition of approval.

Staff also discussed the phasing concept with the Fire Marshall, who did not object to it.

Columbia County Environmental Services Specialist: Thank you for sending me this and giving me the opportunity to review. Here are my comments:

I have looked at the septic files for both of the affected properties that you identify. Both systems will definitely need to be considered as this project moves forward. I would advise that the houses remain connected to their individual systems until which time progression of the project impacts the systems. Minimizing the window from when the properties are being switched from septic to sewer should be a priority so that the opportunity for a public health hazard is not a concern.

You could look at a temporary means of connection for 35090 Pittsburg, but it seems that the best use of time, resources, and effort dictate any action. Any temporary measures create an item that then needs to be tracked and considered; staff involved, the developer, the economy, etc. all start to impact this and there is a lot of opportunity for this to get lost. Running a temporary line through several of the proposed lots could also create a hazard when the time comes to develop those affected lots. I am thinking that the build-out of the roads and utilities will happen first and possibly at the same time (rather than phased out as I believe is the intent for the actual building of the dwellings). I would encourage that the entire sewerage system that is going to serve this development be constructed and then the existing houses connected once that is completed and approved. If a phased approach is proposed for infrastructure, then obviously connection at the time of construction/approval is appropriate as long as it is before lot development.

A few things that have possibly not been considered in this project are all of the properties located on Hillcrest Rd. These properties are all up-slope of the development and considering elevations, any creation of a down-slope man made cut that is $> 30"$ requires a minimum 50-foot setback from both initial and replacement septic system areas. I would like to see that the developer researches all of the affected properties and then demonstrates that this has been considered and planned for on some sort of separate surveyed or scaled map. Limited records may be an issue, so onsite locating work could be applicable.

Additionally, this area is possibly tiled so it is not unreasonable that even with the 50-foot setback planned for, that discharge of sewage through a created cut bank or tile disruption could happen; again, a public health hazard. This scenario would almost certainly dictate that the affected property(s) would have to connect to City sewer to achieve a means for sewage disposal (depending on repair options and their feasibility onsite or per onsite sewage rule requirements). The fact that the development could potentially be the source or cause of the issue creates some possible liability concerns that should be evaluated. I would advise that the developer work with the City to evaluate sewer options for these other properties so that there is a plan in place that can adequately address what could be a huge problem, rather than leaving things open to a reactive or an "ad-hoc" approach which may not be the best from a public safety, efficiency, and/or extension of services perspective. Ideas such as a utility easement along the northern boundary of the Emerald subdivision could be applicable.

Staff comments: Due to potential complications and possible resultant health hazards, and the prohibition of temporary public facilities for phased development, any temporary means of handling sanitary sewer for the two homes with sub-surface (septic) systems on the subject property needs to be kept at an absolute minimum. The 35090 Pittsburg Road septic system appears to be impacted by Phase 2. The 35102 Pittsburg Road septic systems appears to be impacted by Phase 3. As such, for those phases, the public sanitary sewer line shall be installed, tested, approved and accepted with the respective dwelling connected prior to any impacts to the septic systems that would make the septic system inoperable.

Properties along Hillcrest Road, between a leg of the subject property and Pittsburg Road (lying west of N. Vernonia Road), are not served by City Sanitary Sewer. They have sub-surface systems. Grading and other plans for this subdivision need to take that into account due to

potential health hazards (sewer leakage). Such plans need to include mitigation for nearby sub-surface system impacts as well as evaluate, if sub-surface failures occur, the optimum route for public sanitary sewer extensions to serve those properties to determine if easements for such connection are warranted on the subject property.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.136.040(1)

(1) The preliminary plat approval by the planning commission or final approving authority shall lapse if:

(a) A final plat (first phase in an approved phased development) has not been submitted within a one-year period; or

(b) The final plat does not conform to the preliminary plat as approved or approved with conditions.

Discussion: This is not a standalone subdivision request. Three phases are proposed.

Finding: This Subdivision preliminary plat approval shall be effective for a period of twelve (12) months from the date of approval per this section. Time extensions are possible per SHMC 17.136.040(1)

SHMC 17.136.050 (1) and (2) Phased development.

(1) The planning commission may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period for any phase be greater than two years (unless an extension is granted) without reapplying for a preliminary plat, nor the cumulative time exceed six years (regardless of extensions) without applying for a new preliminary plat.

(2) The criteria for approving a phased site development review proposal are:

(a) The public facilities shall be scheduled to be constructed in conjunction with or prior to each phase to ensure provision of public facilities prior to building occupancy;

(b) The development and occupancy of any phase shall not be dependent on the use of temporary public facilities:

(i) For purposes of this subsection, a temporary public facility is an interim facility not constructed to the applicable city or district standard;

(c) The phased development shall not result in requiring the city or other property owners to construct public facilities that were required as a part of the approval of the preliminary plat; and

(d) Public facilities approved as conditions of approval must be bonded.

Discussion: Three phases are proposed as follows:

Phase 1: Lots 1-12 and 46-64

Phase 2: 13-24, 44, 45, 65, 66, 76, and 77

Phase 3: 25-43 and 67-75

Finding: The Commission must approve the phasing concept. If the Commission approves, the conditions of said sections (1) and (2) shall apply.

Note that the phasing is such, at least in regards to streets, that circulation and emergency vehicle access can be accommodated to some degree (per the applicant).

SHMC 17.136.060(1) – Approval standards – Preliminary plat.

(1) The planning commission may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:

(a) The proposed preliminary plat complies with the city's comprehensive plan, the applicable sections of this code and other applicable ordinances and regulations;

(b) The proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 92[.090(1)];

(c) The streets and roads are laid out so as to conform to the plats of subdivisions and maps of partitions already approved for adjoining property as to width, general direction and in all other respects unless the city determines it is in the public interest to modify the street or road pattern; and

(d) An explanation has been provided for all common improvements.

(a) This criterion asks if the proposed preliminary plat complies with the city's comprehensive plan, the applicable sections of this code and other applicable ordinances and regulations. The City's development code (SHMC Title 17) implements the Comprehensive Plan. The Development Code standards are addressed herein.

There are no known conflicts with the Comprehensive Plan.

Applicable provisions of the Development Code are addressed per Chapter as follows:

17.32 – Zones and Uses → The subject property is zoned General Residential, R5. The minimum lot size for *detached* single-family dwellings is 5,000 square feet. The minimum lot size for duplexes is 5,800 square feet. Some lots are as small as 5,000 square feet. Many exceed 5,800 square feet.

****However, if lot depths are incorrectly indicated than some of the lots may not meet the size standard. See lot depth discussion below.****

For detached single-family dwellings in the R5 zone, the minimum lot width required at the street and building line (i.e., the line that coincides with the front side of the principal building, which is the 20-foot required front yard or a greater front yard provided there is still reasonable building area) is 50 feet. Its 58 feet for duplexes.

The minimum lot width at the street on an approved cul-de-sac is 30 feet. 20' is allowed for flag lots.

Most lots meet the 50' width minimum standard for detached single-family dwellings. There are a couple of cul-de-sac lots and a couple flag lots.

Minimum lot depth for all uses is 85 feet. Not all lots appear to meet this requirement: at least Lots 2, 3, 33, and 55-58 look deficient in regards to lot depth.

Flag lots are allowed in this zoning district pursuant to SHMC 17.140.055. In regards to subdivision review, the "flag portion" must meet the standards for size and area per the underlying zone requirements.

Lot 62 is a proposed flag lot. However, the "pole" portion is approximately 900 square feet, making the "flag" portion less than 5,000 square feet, and thus not to standard.

The proposed layout will give the one existing detached single-family dwelling (35090 Pittsburg Road) a front yard (setback) from the proposed Emerald Loop West (street) of as little as 12 feet. The normal requirement is 20 feet. Is the Commission ok with this under the circumstances or does it think it should be justified by a Variance? If approved as is, it would become a non-conforming circumstance, subject to the City's rules for such.

With the access easement for Lots 29-30, Lot 29 would become a corner lot. For the "exterior side" of the corner lot, the minimum yard (setback) is 10 as measured from the property line or access easement, whichever is closer. As shown on the preliminary plat, there is about 15' between the existing dwelling and the access easement (which is closer to the dwelling than the property line).

17.56 – Density Computations → This is a subdivision proposal meeting basic requirements. Thus, as long as the lots and streets meet the appropriate standards, the density possible is permissible.

17.72 – Landscaping and Screening → Street trees are required per this Chapter because the site fronts a street for more than 100 feet.

N. Vernonia Road is a collector and Pittsburg Road is a minor arterial per the City's Transportation Systems Plan which, in both cases, requires a landscape strip with street trees as part of the public street frontage improvements (curb, gutter, landscape strip, and sidewalk). Street trees will need to be incorporated into the design. There are overhead power lines along both streets on the side of the subject property. O/h utility on the side of the subject property warrants "small" street trees per this Chapter to prevent tree and o/h utility conflicts.

These trees will need to be installed as part of the respective street frontage improvements prior to final plat.

For other streets, considered local per the City's Transportation Systems Plan, the trees will be planted behind the sidewalk in the right-of-way or landscape/public utility easement, per

this Chapter. These trees will be planted as each lot is developed, as a condition of building permits.

17.84 – Access, Egress & Circulation → The site abuts four public streets: 1) Pittsburg Road, a designated Minor Arterial, 2) N. Vernonia Road, a designated collector, 3) the end of Catarin Street, a designated local street, and 4) Camden Street, a designated local street.

The development code does not favor access from minor arterial streets. In addition, attaining the proper access spacing from driveways and streets, and getting proper alignment from street intersections on the opposite side of the subject property along N. Vernonia Road doesn't appear possible. The Pittsburg Road access for 35090 Pittsburg Road is being eliminated in favor of new interior streets of the subdivision.

Conversely, both Catarina and Camden Street were *intended to be extended* into the subject property for access.

Direct non-emergency vehicular access from Pittsburg Road or N. Vernonia Road shall be prohibited.

Access easements are proposed to access some lots from the new public streets to be created. This is possible as per Chapter 17.152 SHMC. Easements to access up to six single-family dwelling units are required to be at 24' – 30' in width and include a 20' wide paved surface. The Fire Marshall commented on this, noting a desire for no-parking signage and a recommendation that some lots accessed by these include fire suppression sprinklers in their design. Easements need to be shown properly on all plans. These will require a maintenance agreement between all lots that utilize such access, to be recorded with the final plat. These are not to be public streets subject to city maintenance and such. Physical improvements shall be included on construction plans. Will need to include utility easements to serve the lots served by access.

17.132 – Tree Removal → A tree plan is a required for a property with more than 10 trees or any tree over 2' diameter at breast height (DBH). This chapter focuses on trees over 12" DBH. The applicant submitted a plan showing the trees on the site and their DBH.

There are **at least** 125 trees with a DBH >12'. The applicant does not address retention, thus, we can assume a proposed total loss of trees. Retainage of *less than* 50% of existing trees over 12" DBH requires mitigation at a 2:1 ratio.

Thus, in order to replace trees that are lost **at least 250 would be needed.**

One question in regards to tree replacement is how many street trees will there be upon final build out? We can make some assumptions:

- **N. Vernonia Road:** Will require street trees per city collector street standards. Site abuts approximately 200 linear feet. There is overhead power at along this street, so trees will

need to be small to avoid conflicts. Per Chapter 17.72 SHMC, “small” trees are to be planted no greater than 20 feet apart. So, we can anticipate about **10 trees** here.

- **Pittsburg Road:** Will require street trees per city minor arterial street standards. Site abuts approximately 440 total linear feet in two sections. There is overhead power along this street, so trees will need to be small to avoid conflicts. Per Chapter 17.72 SHMC, “small” trees are to be planted no greater than 20 feet apart. So, we can anticipate about **22 trees** here.
- **Interior local streets:** There is about 2,400 linear feet of right-of-way for interior streets or approximately 4,800 feet of street frontage. Assuming “large trees” are planted, Chapter 17.72 SHMC requires a maximum spacing of 40 feet for those, so we can assume about 120 trees. If small trees are used (at 20 feet separation) we can assume approximately 240 trees. So, a *potential range of 120-240 trees*, notwithstanding inevitable lot-by-lot variability.

The Commission can address this in a couple different ways. One way would be to simply require that street trees be planted based on a 20-foot separation regardless of species, which *may approximate* required replacement. Another way would be to require a specific street tree plan and as warranted, a tree preservation plan per Chapter 17.132 SHMC to include a protection program defining the standards to protect selected trees during and after construction. Such plan would pertain to any building permit issued for lots with trees to be preserved.

17.152 – Street & Utility Improvement Standards → Development is required to have frontage along a public street improved to city standards. Proposed local streets are proposed to be dedicated and improved.

Except for a portion of Pittsburg Road, *existing* public rights-of-way appear meet the City’s minimum width standard. Some of the subject property was dedicated for Pittsburg Road right-of-way as part of P.P. No. 2007-22. Areas that have not been dedicated to achieve 30’ width from center of the Pittsburg Road right-of-way shall be shown as such on the final plat.

Access easements are proposed for some lots. They don’t exceed 150 feet (more-or-less) which would require turn-around provisions for emergency vehicle (fire apparatus). Access easements are required to comply with Chapter 17.84 SHMC. See above.

Street intersections are required to be as near a right angle as possible, but in no normal case should be less than 60 degrees. All are more-or-less at a right angle except Emerald Loop East/Fairfield Avenue, which is about 82 degrees and acceptable. For such intersection (not at a right angle), the minimum corner radius shall be 20’ along the right-of-way lines of the acute angle.

A cul-de-sac is proposed. Such is only allowed when necessary. Given the location of Camden Street and the City prohibiting access off N. Vernonia Road, a cul-de-sac may be allowed subject to the following:

(a) A cul-de-sac shall be no more than 400 feet long nor provide access to greater than 20 dwelling units:

(i) All cul-de-sacs shall terminate with a turnaround in accordance with the engineering standards manual. Use of turnaround configurations other than circular shall be approved by the city engineer;

(ii) The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac; and

(iii) An intersecting street must lead to another street or be a future street with the practical ability to be extended someday;

(b) If a cul-de-sac is more than 300 feet long, a lighted direct pathway to an adjacent street may be required to be provided and dedicated to the city.

The proposed cul-de-sac is about 190 feet long. The circular turn around meets the City's engineering standards which call for a minimum radius and turnaround right-of-way radius of 42 feet and minimum roadway radius is 35 feet in residential zone.

Street names. All street names are subject to approval by Columbia 9-1-1 Communications District.

Street grade and curves. Street grades for new streets appear less than 12%, which is the basic maximum standard for local streets. There are no substantial street curves.

Private streets. Some are proposed. Continued maintenance assurance is required. Maintenance agreements shall be included with the access/utility easements.

Mailboxes. Joint mailbox facility shall be included on engineering/construction plans per City standards and the USPS. Subject to City and Postmaster approval.

Street lights. Are required at least at each intersection and as otherwise required by City Engineering.

Street width. Dedication will be required for Pittsburg Road to achieve the minimum 60' width for minor arterial streets. Local streets meet the normal 50' minimum width standard. Local "skinny" streets are possible with only a 40' wide right-of-way provided they will provide access to land whose combined average daily trip rate (ADT) is 200 ADT or less (about 20 detached single-family dwelling units). Also on-street parking shall be prohibited for any street with a roadway width of only 20' wide. This includes private streets.

Blocks. Proposed blocks appear to meet the City's dimensional standards.

Easements. Minimum 8' wide public utility easements will be required along the street frontage of all lots unless a greater width is determined necessary by City Engineering. Moreover, other utility easements necessary, as identified on approved engineering/construction plans shall be included on the final plat. Approved engineering/construction plans will be required before submission of the final plat.

Curb/sidewalk will be required along all local streets. For N. Vernonia and Pittsburg Roads, planter strips shall be included as well.

Water, sanitary sewer, and storm water system plans will be required in accordance with city requirements. Public Works notes that water pressure will be an issue and that it will be best to tap into the water main within the Pittsburg Road right-of-way. There is a water main within the N. Vernonia Road right-of-way, but that is a low pressure area.

Bikeways and trails. There are no identified routes that traverse through the subject property.

All utilities shall be underground pursuant to SHMC 17.152.120.

Developments require guarantees (e.g., bonds) of workmanship and guarantees of performance for public improvements. Prior to submission of the final plat, all public improvements shall be completed, in place and acceptable to the City (and County in the case of Pittsburg Road). The only exception to this is that portions of sidewalk along local classified streets that abut buildable lots created by this subdivision where there may be a driveway approach are often not built until the lot is developed. Though some portions of sidewalk will be required where there will be no driveway approach such as corners and along non-buildable tracts. For these portions of sidewalk allowed to be left unfinished for the final plat, a performance guarantee will be required prior to final plat application submittal.

Before construction, performance guarantees will be required for storm drainage systems, grading and erosion control. This is necessary for public health, safety and welfare, because if this work is only partially done and the developer/owner abandons the project, these could have negative impacts on other property owners. Other improvements left unfinished (e.g., streets, water and sewer infrastructure) do not necessarily have the same impact to a neighboring property owner. This initial guarantee should not be encumbered by other “non-impact” issues as it complicates executing the security; thus, dealing with storm drainage systems, grading and erosion control specifically.

All public improvements shall be guaranteed (e.g., warranty bond) as to workmanship in a form and value as required by City Engineering.

17.156 – Traffic Impact Analysis (TIA) → A TIA is warranted per SHMC 17.156.030. A study was completed as part of a recent Comprehensive Plan Map and Zoning District Map Amendment (file CPZA.1.16) that was approved by the city. That traffic impact analysis prepared by Lancaster Engineering (dated December 19, 2016), the scope of which also addresses this subdivision proposal, shows a reduced operational standard of the Columbia Boulevard/N-S Vernonia Road intersection below the city’s standard. The TIA identifies the following mitigation scenario to alleviate this:

Adequate roadway width is available along Columbia Boulevard to accommodate an additional travel lane. By restriping the westbound approach to include a shared left turn/through lane and a right-turn lane the intersection is projected to operate acceptably.

Ordinance No. 3213 approved and adopted on March 1, 2017, which executes the approved zoning and comprehensive plan amendments includes two important requirements that relate to this proposal:

This Ordinance becomes void and the Comprehensive Plan Map and Zoning District Map changes revert back to their original status before this Ordinance took effect, if the street intersection improvements identified in the Emerald Meadows Estates Subdivision Traffic Impact Study dated December 19, 2016 conducted by Lancaster Engineering (in the record of file CPZA.1.16) are not completed to City of St. Helens' standards and as approved by the City, within one-year from the effective date of this Ordinance.

No development of the subject property shall be allowed under the General Residential (R5) zoning district standards until the intersection improvements per [the TIA] are completed. The Moderate Residential (R7) standards apply until said improvements are completed.

Thus, conditions for this application: This subdivision approval only applies to the subject property zoned R5. And, the intersection improvements identified in the TIA be completed before the City's acceptance of a final plat application.

(b) This criterion requires that the proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 92. The name "Emerald Meadows" will need to be approved by the County Surveyor per ORS 92.090.

(c) This criterion requires that the streets and roads are laid out so as to conform to the plats of subdivisions and maps of partitions already approved for adjoining property as to width, general direction and in all other respects unless the city determines it is in the public interest to modify the street or road pattern.

The subdivision street layout connects with street stubs along the south edge, which is an obvious way to meet this standard. Another question for the Commission is should there be street subs to the east or west to better facilitate division of adjacent and nearby lands? See CPZA.1.16 aerial photo which shows the subject property and surrounding development and property lines.

(d) This criterion requires that an explanation has been provided for all common improvements. The only common improvement, aside from public and private streets, and utilities, is a stormwater tract in the SE corner of the site. The City has taken ownership of such facilities, and will not necessarily require a private entity such as a Homeowners Association to take over.

SHMC 17.136.060(2) – Lot Dimensions

(a) Lot size, width, shape and orientation shall be appropriate for the location of the development and for the type of use contemplated, and:

(i) No lot shall be dimensioned to contain part of an existing or proposed public right-of-way;

(ii) The depth of all lots shall not exceed two and one-half times the average width, unless the parcel is less than one and one-half times the minimum lot size of the applicable zoning district; and

(iii) Depth and width of properties zoned for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use proposed

Findings: (i) Some right-of-way dedication will be necessary along Pittsburg Road as previously noted. (ii) No proposed lot exceeds the depth to width ratio. (iii) The property is not zoned or intended for commercial or industrial use.

SHMC 17.136.060(3) – Through Lots

(a) Through lots shall be avoided except where they are essential to provide separation of residential development from major traffic arterials or to overcome specific disadvantages of topography and orientation, and:

(i) A planting buffer at least 10 feet wide is required abutting the arterial rights-of-way; and

(ii) All through lots shall provide the required front yard setback on each street.

Discussion: The Development Code defines a through lot is a lot having frontage on two parallel or approximately parallel streets. Note that access easements are considered “streets” for the purpose of the Development Code.

Finding: Some through lots are proposed. For example, Lots 30-32. The subject property is oddly shaped, which could be a justification. Since Pittsburg Road is a minor arterial right-of-way, a planting buffer is required. Such would need to be installed prior to final plat submittal. Does the Commission think the through lots are justified and if so does the Commission think the planting buffer is necessary since it wouldn't technically be required for other proposed lots that abut Pittsburg Road?

SHMC 17.136.060(4) – Large Lots

(a) In dividing tracts into large lots or parcels which at some future time are likely to be redivided, the approving authority may require that the lots be of such size and shape, and be so divided into building sites, and contain such site restrictions as will provide for the extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size, and:

(i) The land division shall be denied if the proposed large development lot does not provide for the future division of the lots and future extension of public facilities.

Discussion: The minimum lot size for detached single-family dwellings is 5,000 square feet. For duplexes is 5,800 square feet.

Finding: Only one proposed lot is at least twice the minimum lot size for the uses contemplated. And that lot has an existing home on it, the placement of which makes further

division challenging. In addition, at over 10,000 square feet in size, there is potential to use it for a future multi-dwelling development (e.g., triplex). Future development plans or “shadow plans” are not warranted.

SHMC 17.136.060(5) – Other Provisions

The planning commission may attach such conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations and may require:

(a) Reserve strips be granted to the city for the purpose of controlling access to adjoining undeveloped properties.

Findings: (a) Reserve strips or related access control guarantees are not warranted, unless the Commission thinks there should be street connections to adjacent properties on the west and/or east sides as discussed above.

See comments from the City Engineer, Fire Marshall and Columbia County Environmental Services Specialist above. These warrant conditions of approval.

There is an agreement between the current owner and the 35102 Pittsburg Road property that utilities be relocated and the on-site sewerage disposal system (septic system) be abandoned with the dwelling being connected to the extended Sanitary Sewer main. There is a termination clause for relocation the utility easement and septic system easement in that agreement. There is also a septic system associated with the dwelling on the subject property (currently addresses as 35090 Pittsburg Road). It will need to be abandoned as well.

The County is the sub-surface sewerage (septic system) authority. Certification of existing tank and/or system abandonment shall be obtained from the County.

Another thing to think about is pedestrian access. Per SHMC 17.152.040(2)(b), when block lengths are greater than 600 feet, pedestrian/bikeway shall be provided through the block. In this case, there are two blocks that are less than 600 feet long. But what about everything else? Given geometry and how surrounding properties have been developed, street patterns are irregular. The consequence of that is non-motorized connectivity issues.

To explain, without a non-motorized means of access, the resident of Lot 61 would need to walk about 800 feet to get to N. Vernonia Road. However, a pedestrian easement is proposed as part of Tract A. So that provides some connectivity. For any resident to get to Pittsburg Road (except the Lots that abut) it would require over 2,500 feet of travel to get to Pittsburg Road. A more efficient means of connectivity would be to require that the access easement between Lots 33-37 also be for public access. Does the Commission agree?

Note: the preliminary plat includes a notation about “requested changes.” This includes an 8’ exterior side yard (setback) for corner lots and a 20’ min. lot width or access on ROW or on a private street. However, the applicant’s narrative states “no variation from these standards

has been proposed.” No Variance or other mechanism to allow a different standard is included, and thus, cannot be granted.

Note: There are a variety of private easements on the subject property. Some are for fences or walls that don’t appear to encroach much into the proposed lots enough to significantly affect building envelope.

There is a barn on the subject property. Its location doesn’t lend itself to the plat and accessory structures cannot be on residential lots by themselves. It will need to be removed prior to final plat submittal.

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, staff recommends approval of this Subdivision Preliminary Plat with the following conditions:

- 1. This Subdivision preliminary plat approval shall be effective for a period of twelve (12) months from the date of approval.** The approval shall become void if a final plat (for first phase) prepared by a professional registered surveyor in accordance with 1) the approved preliminary plat, 2) the conditions herein, and 3) the form and content requirements of the City of St. Helens Development Code (SHMC Title 17) and Oregon Revised Statutes is not submitted within the twelve (12) month approval period.

The approval for phase 2, contingent upon completion of phase 1, shall be void if the same requirements for phase 1 (noted above, except the time period) are not completed within two years from the date the final plat is submitted for Phase 1 and the requirements of SHMC 17.136.050 are not met.

The approval for phase 3, contingent upon completion of phases 1 and 2, shall be void if the same requirements for phase 1 (noted above, except the time period) are not completed within two years from the date the final plat is submitted for Phase 2 and the requirements of SHMC 17.136.050 are not met.

Two **time extensions** may be granted pursuant to SHMC 17.136.040(2) for any phase, but only two total are possible for all phases.

Notwithstanding any validity period or time extension above, **any portion or phase that is not vested, shall be void six years from the date of the original decision of this preliminary plat.** Nothing under this condition is intended to preclude owner/developer from acting on multiple phases simultaneously.

<<this condition is written based on the maximum allowed for phases, the Commission is not obligated to allow phasing and can be more restrictive than 2 years per phase and the maximum time of 6 years>>

2. The following shall be completed prior to submission and the City's acceptance of a final plat application (as applicable to each phase):

- a. Engineering/construction plans for all public and other applicable improvements shall be submitted to the City for review and approval in compliance with all City of St. Helens laws and standards and in accordance with the conditions herein. As specific conditions of approval, these plans shall include:
 - i. Joint mailbox facility shall be included on engineering/construction plans per City standards and the USPS.
 - ii. Street lights are required at each intersection, at such locations to provide overlapping lighting to sufficiently illuminate the street, and per Columbia River PUD standards. New street lights shall use LED fixtures per the Columbia River PUD's design.
 - iii. Sanitary sewer line shall be extended to the Pittsburg Road right-of-way, with appropriate easements per City standards.
 - iv. All applicable street cross sections representing the appropriate classifications per the City's Transportation Systems Plan.
 - v. Watermains shall be designed to provide the required operating pressure range of 50 to 90 psi at all times.
 - vi. Fire hydrants shall meet the Fire District's hydrant standards. This includes a 5" stortz coupling and cap on the steamer port of the hydrant. Hydrants shall be spaced 400 feet per the Fire District for this subdivision. Hydrant locations shall include a blue reflective mark on the road identifying its location.
 - vii. **For phase 2**, plans shall show how the public sanitary sewer line will be installed, tested, approved and accepted with the dwelling at 35090 Pittsburg Road connected prior to any impacts to the septic systems that would make the septic system inoperable.
 - viii. **For phase 3**, plans shall show how the public sanitary sewer line will be installed, tested, approved and accepted with the dwelling at 35102 Pittsburg Road connected prior to any impacts to the septic systems that would make the septic system inoperable.
 - ix. Analysis and mitigation for nearby sub-surface (septic) system impacts (e.g., properties along Hillcrest Road). In addition to City review, this aspect also subject to review by the Columbia County sub-surface (septic) system authority.
 - x. Evaluation of the optimum route for public sanitary sewer extensions to serve those properties whose sub-surface (septic) systems could be affected by the impacts of this development. This includes easements on the subject property if applicable.
 - xi. Frontage improvements to N. Vernonia Road per the City's collector street standards and Pittsburg Road per the City's minor arterial standards, including street trees, which shall be "small" per Chapter 17.72 SHMC due to existing overheard power.
 - xii. Access and utility improvements to serve Lots accessed by access easement. "No parking" designation required.
 - xiii. For any intersection(s) not at a right angle, the minimum corner radius shall be 20' along the right-of-way lines of the acute angle.

- xiv. <<additional street stubs (e.g., E and/or W) required by the Commission?>>
 - xv. <<if public connection required by the Commission, non-motorized public access improvements between Pittsburg Road and Emerald Loop>>
- b. Prior to or with submission of engineering/construction plans per **condition 2.a**, a drainage plan shall be submitted that includes calculations for sizing the proposed detention facility, along with other required documentation and information. Please note that additional private common backyard drainage will likely be required.
 - c. Developments require **guarantees** (e.g., bonds) **of workmanship and guarantees of performance** for public improvements. **Prior to submission of the final plat all public improvements shall be completed, in place and acceptable to the City.** The only exception to this is that portions of sidewalk that abut buildable lots created by this subdivision where there may be a driveway approach are often not built until the lot is developed. Though some portions of sidewalk will be required where there will be no driveway approach such as corners and along non-buildable tracts. For these portions of sidewalk allowed to be left unfinished for the final plat, a performance guarantee will be required prior as approved by City Engineering.
 - d. All private streets shall be designated no-parking in a method approved by the City.
 - e. The street intersection improvements identified in the Emerald Meadows Estates Subdivision Traffic Impact Study dated December 19, 2016 conducted by Lancaster Engineering (in the record of file CPZA.1.16) shall be completed to City of St. Helens' standards and as approved by the City. This preliminary plat subdivision does not grant any extension of time for this per ORD No. 3213.
 - f. **For Phase 3**, barn shall be removed.
 - g. <<does the Commission want to require a variance or force the dwelling at 35090 Pittsburg Road to meet the front yard (setback requirement) by relocation or demolition? Would be phase 3 related.>>
 - h. <<does the Commission want to require a specific tree preservation plan per Chapter 17.132 SHMC to include a protection program defining the standards to protect selected trees during and after construction. Such plan would pertain to any building permit issued for lots with trees to be preserved. Or something simpler like a maximum 20-foot separation for street trees planted on lots as they develop?>>
- 3. In addition to compliance with local, county, state and other requirements, the following shall be included on the final plat(s):**
- a. All lots shall meet the dimensional and size requirements of the Development Code. This approval includes no Variance(s) or other means of allowing different standards.
 - b. Additional right-of-way dedication along the portions of Pittsburg Road to achieve 30' width from the center of the right-of-way.

- c. All street names subject to approval by Columbia 9-1-1 Communications District.
- d. The County Surveyor shall approve the name of the plat.
- e. 8' wide public utility easements will be required along the street frontage of all lots unless a greater width is determined necessary by City Engineering. Moreover, other easements necessary, as identified on approved engineering/construction plans shall be included on the final plat.
- f. Maintenance agreements for all lots sharing access. No parking provisions to ensure emergency vehicle access shall be included. **Agreements shall be recorded with the final plat.**
- g. All access easements shall include public utility easements.
- h. For intersections not at a right angle, the minimum corner radius shall be 20' along the right-of-way lines of the acute angle.
- i. <<additional street stubs (e.g., E and/or W) required by the Commission? If so need to also add a condition about reserve strips granted to the City for controlling access.>>
- j. <<require public access for easement to serve proposed Lots 33-37 for pedestrian connection between Pittsburg Road and Emerald Loop??>>

4. Prior to any construction or development of the subject property (phase):

- a. Performance guarantees (e.g., performance bond) as approved by City Engineering shall be required for storm drainage systems, grading and erosion control. In addition, engineering/construction plans shall be approved.
 - b. Access roads used during the construction process shall be identified and signed per the Fire District's standards subject to Fire Marshall review and approval.
5. After completion of construction and City approval, all public improvements shall be guaranteed (e.g., warranty bond) for at least two years as to workmanship in a form and value as required by City Engineering.
6. Buildings accessed by private streets, the proposed cul-de-sac or on flag lots shall be built with sprinkler (fire suppression system) as determined on a case-by-case basis by the Building Official and Fire Marshall. Water meter shall be appropriately sized for the type of fire suppression system used.
7. Temporary connection for existing dwellings whose sub-surface (septic) systems would be impacted by this proposal shall be kept to an absolute minimum duration before connection to sanitary sewer main. As such, for phases 1 and 2, the public sanitary sewer line shall be installed, tested, approved and accepted with the respective dwelling connected prior to any impacts to the septic systems that would make the septic system inoperable.
8. Once existing dwellings are connected to the Sanitary Sewer main as a result of this subdivision, Certification of existing tank and/or system abandonment shall be provided to the County.

9. Curb/sidewalk shall be completed and street trees will be required along all local streets as lots are developed. <<street trees shall be planted no greater than 20' apart or as close to 20' as possible given the circumstances of the site>>.
10. <<tree preservation condition applicable to specific lots; place holder>>.
11. <<should the 10' planting buffer for through lots be required in this case since other proposed lots on Pittsburg Rd. wouldn't be "through lots" and thus no buffer requirement?>>
12. This preliminary plat subdivision is valid under the R5 zoning district only, as per Ordinance No. 3213, as amended. For example, return to R7 zoning shall void this approval.
13. Direct non-emergency vehicular access from Pittsburg Road or N. Vernonia Road shall be prohibited.
14. All new utilities shall be underground pursuant to SHMC 17.152.120.
15. Owner/Developer shall be solely responsible for obtaining all approvals, permits, licenses, and authorizations from the responsible Federal, State and local authorities, or other entities, necessary to perform land clearing, construction and improvement of the subject property in the location and manner contemplated by Owner/Developer. City has no duty, responsibility or liability for requesting, obtaining, ensuring, or verifying Owner/Developer compliance with the applicable State and Federal agency permit or other approval requirements. This land use approval shall not be interpreted as a waiver, modification, or grant of any State or Federal agency or other permits or authorizations.
16. Owner/applicant is still responsible to comply with the City Development Code (SHMC Title 17).

Attachment(s): Preliminary plat

Preliminary utility plan

Topographic survey (existing conditions)

Applicant's narrative (20 pgs.)

TIA Executive Summary (pg. 3 of 152 of the entire TIA)

35090 Pittsburg Road septic system plan

35102 Pittsburg Road septic system plan

Letter from Fire Marshall (w/ attachments) (4 pgs. total)

CPZA.1.16 aerial photo

Columbia County Certification of Existing Tank and/or Septic System form

18-Apr-17 Emerald Subdivision.dwg

EMERALD MEADOWS SUBDIVISION

A PHASED PROPOSED PRELIMINARY PLAT
SUBDIVISION

PROPERTY INFO

MAPNO & ASSESSORS NO: 02-01 2 4105-000-00101
ZONE: R-5
ADDRESS: 35090 PITTSBURG ROAD
PROJECT AREA: 12.58 ACRES
PARENT PARCELS:
TAX LOT 7500: 5.31 ACRES
TAX LOT 8400: 4.97 ACRES
TAX LOT 9100: 2.30 ACRES

OWNER

WAYNE WEIGANDT
310 RIVERSIDE DRIVE
ST HELENS OR 97051
503-396-0065
weigandt@opusnet.com

CIVIL ENGINEER & APPLICANT:

KESSI ENGINEERING & CONSULTING
JAMES KESSI, PE
6400 NE HWY 99 #G169
VANCOUVER, WA 98665
(360) 991-9300
james.kessi@gmail.com

SURVEYOR:

Johnson Land Surveying, Inc.
Robert Alan Johnson PLS
jsurvey@frontier.com
jlsurvey.com
503-407-9966

KESSI ENGINEERING
CONSULTING
PLANNING
CIVIL ENGINEERING
PROJECT MANAGEMENT



REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			

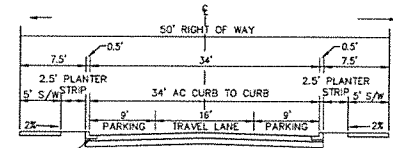
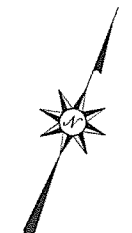
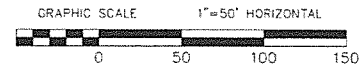
PRELIMINARY

PROJECT
#131

DATE:
18 APR 2017

EMERALD MEADOWS SUBDIVISION
PRELIMINARY PLAT
PLAN

EM 1

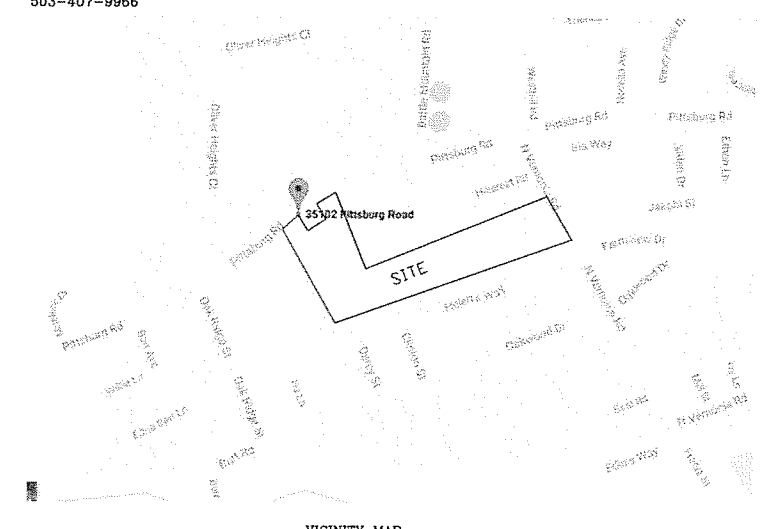


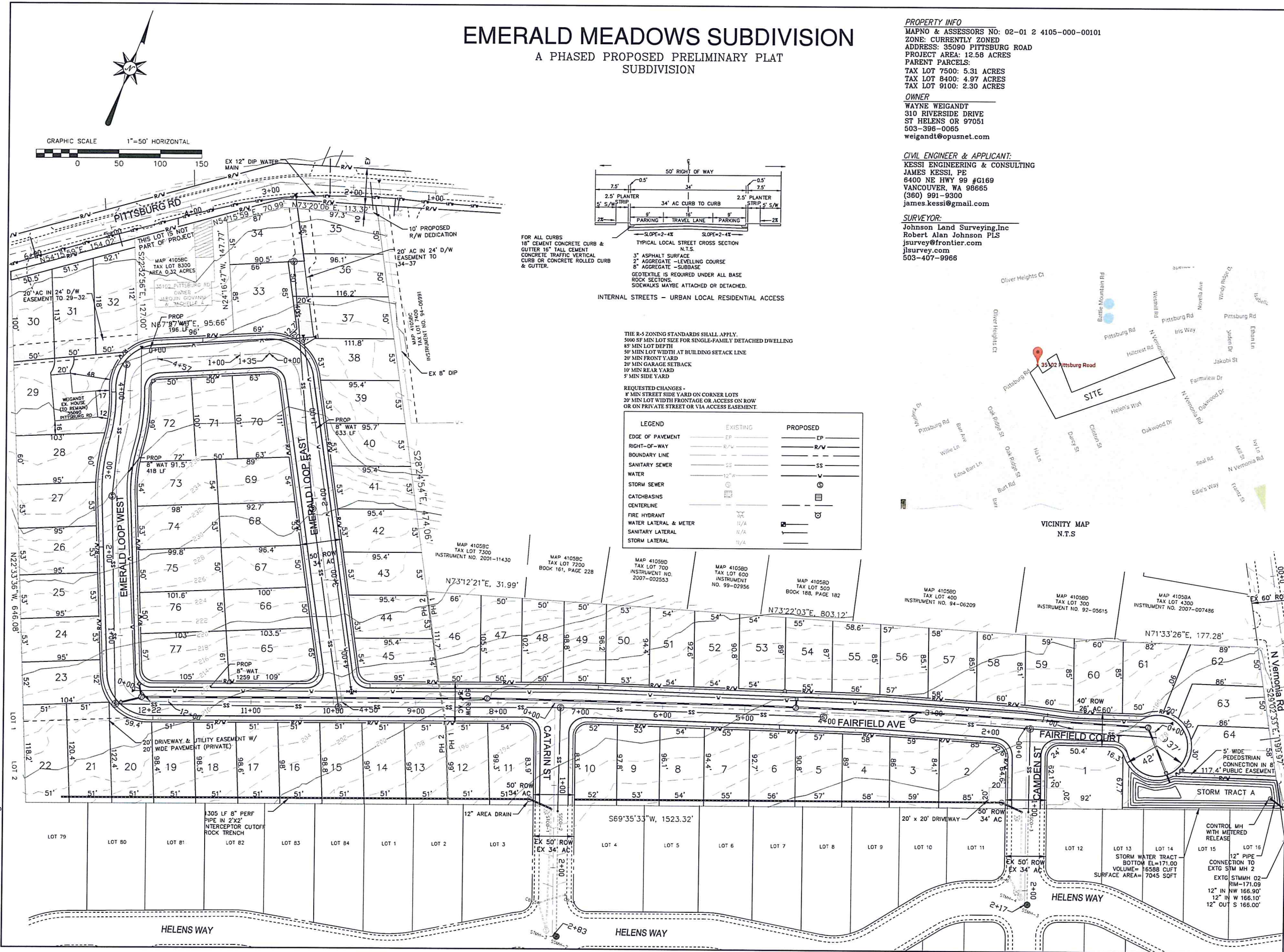
FOR ALL CURBS
18" CEMENT CONCRETE CURB &
OUTTER 16" TALL CEMENT
CONCRETE TRAFFIC VERTICAL
CURB OR CONCRETE ROLLED CURB
& GUTTER.

INTERNAL STREETS - URBAN LOCAL RESIDENTIAL ACCESS

THE R-5 ZONING STANDARDS SHALL APPLY.
5000 SF MIN LOT SIZE FOR SINGLE-FAMILY DETACHED DWELLING
8' MIN LOT DEPTH
50' MIN LOT WIDTH AT BUILDING SETBACK LINE
20' MIN FRONT YARD
20' MIN GARAGE SETBACK
10' MIN REAR YARD
5' MIN SIDE YARD
REQUESTED CHANGES -
8' MIN STREET SIDE YARD ON CORNER LOTS
20' MIN LOT WIDTH FRONTAGE OR ACCESS ON ROW
OR ON PRIVATE STREET OR VIA ACCESS EASEMENT

LEGEND	EXISTING	PROPOSED
EDGE OF PAVEMENT	EP	EP
RIGHT-OF-WAY	R/W	R/W
BOUNDARY LINE	BL	BL
SANITARY SEWER	SS	SS
WATER	W	W
STORM SEWER	SS	SS
CATCHBASINS	CB	CB
CENTERLINE	CL	CL
FIRE HYDRANT	HD	HD
WATER LATERAL & METER	WM	WM
SANITARY LATERAL	SL	SL
STORM LATERAL	SL	SL





EMERALD MEADOWS SUBDIVISION

PRELIMINARY
UTILITY PLAN

EM 4

REVISIONS

NO.	DATE	BY	REVISION
1		SP	DRAWN BY:
2		J.K.	DESIGNED BY:
3		J.K.	CHECKED BY:
4		J.K.	
5		J.K.	

PROJECT
#131

DATE:
18 APR 2017

PRELIMINARY

DATE: 18 APR 2017

KESSI ENGINEERING



PLANNING
CONSULTING
CIVIL ENGINEERING
PROJECT MANAGEMENT

6400 NE HWY 99 #G169 VANCOUVER, WA 98665
Tel: (360) 991-9300 Email: jk@kessiconsulting.com
www.kessiconsulting.com

TOPOGRAPHIC SURVEY

FOR WAYNE WEIGANDT
IN THE NW 1/4 OF SEC. 5, T4N, R1W, WM
CITY OF ST. HELENS, COLUMBIA COUNTY, OREGON
SURVEYED JUNE 28, 2007
REVISED MARCH 29, 2017

LEGEND

- FOUND SURVEY MONUMENT
- △ CONTROL POINT W/ELEVATION
- PIPE INVERT ELEVATION
- GUY POLE
- UTILITY POLE
- GUY WIRE ANCHOR
- ELECTRIC METER
- ELECTRIC RISER
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- STORM OR SANITARY CLEANOUT
- CATCH BASIN
- WATER VALVE
- WATER METER
- WATER BLOWOFF
- FIRE HYDRANT
- WATER MANHOLE
- GAS VALVE
- GAS METER
- GAS RISER
- GAS AND ELECTRIC RISERS
- COMMUNICATIONS RISER
- MAILBOX
- ASPHALT

- DECIDUOUS TREE W/DIAMETER AND CANOPY
- EVERGREEN TREE W/DIAMETER AND CANOPY
- CONCRETE
- GRAVEL
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE OF RIGHT-OF-WAY
- APPROXIMATE BUILDING LINE
- APPROXIMATE ROOF LINE
- WOOD FENCE
- CHAIN LINK FENCE
- WIRE FENCE
- COMMUNICATIONS (US WEST, QWEST)
- TONE MARKS
- ELECTRIC LINE TONE MARKS
- GAS LINE TONE MARKS
- JOINT TRENCH, PRIVATE POWER AND COMMUNICATIONS
- OVERHEAD SERVICE LINES
- WATER LINE TONE WITH PIPE DIA.

UTILITY DATA

- SSMH-1 SANITARY MANHOLE
CENTER W RIM ELEV 163.40'
8'-0" IN N, IE 156.3' +/-
8'-0" OUT S, IE 156.3' +/-
- SSMH-2 SANITARY MANHOLE
CENTER NE RIM ELEV 180.51'
8'-0" IN N, IE 167.8' +/-
- SSMH-3 SANITARY MANHOLE
CENTER NE RIM ELEV 189.79'
8'-0" IN N, IE 159.5' +/-
- SSMH-1 STORM MANHOLE
CENTER N RIM ELEV 183.84'
12'-0" IN NW, IE 177.3' +/-
12'-0" IN N, IE 179.8' +/-
12'-0" OUT E, IE 177.2' +/-
- SSMH-2 STORM MANHOLE
CENTER S RIM ELEV 171.09'
12'-0" IN NW, IE 166.9' +/-
12'-0" IN W, IE 166.1' +/-
12'-0" OUT S, IE 166.0' +/-
- SSMH-3 STORM MANHOLE
CENTER SE RIM ELEV 181.23'
12'-0" IN N, IE 170.4' +/-
- CB-6 CATCH BASIN
CENTER FLOW LINE GRATE 169.93'
10'-0" OUT SE, IE 165.3' +/-
SUMP ELEV 164.2'
- SICO-1 STORM CLEANOUT
RIM ELEV 186.97'
- SICO-2 STORM CLEANOUT
RIM ELEV 176.12'
- SSCO-1 SANITARY CLEANOUT
RIM ELEV 182.52'
- SSCO-2 SANITARY CLEANOUT
RIM ELEV 186.90'
- SSCO-3 SANITARY CLEANOUT
RIM ELEV 176.16'
- CB-1 CATCH BASIN
CENTER FLOW LINE GRATE 186.21'
10'-0" OUT S, IE 181.9'
- CB-2 CATCH BASIN
CENTER FLOW LINE GRATE 173.13'
10'-0" OUT S, IE 171.3'
- CB-3 CATCH BASIN
CENTER FLOW LINE GRATE 170.13'
12'-0" OUT SE, IE 167.6' +/-
SUMP ELEV 165.8' +/- CENTER
- CB-4 CATCH BASIN
CENTER FLOW LINE GRATE 180.83'
10'-0" OUT W, IE 176.4'
- CB-5 CATCH BASIN
CENTER FLOW LINE GRATE 180.59'
10'-0" IN E, IE 175.9' +/-
12'-0" OUT S, IE 175.6' +/-

PITTSBURG-ST. HELENS ROAD (40.00' RIGHT-OF-WAY)

HILLCREST ROAD

N VERNONIA ROAD (60.00' RIGHT-OF-WAY)
(MILTON COUNTY ROAD NO. 45)

"LONE OAK ESTATES"

"COUNTRY MEADOW ESTATES"

COLUMBIA COUNTY PLAT AND SURVEY RECORDS

- [1] COUNTY SURVEY MAP NO. 172 (1922)
- [2] COUNTY SURVEY MAP NO. 187 (1923)
- [3] COUNTY SURVEY MAP NO. 841 (1956)
- [4] COUNTY SURVEY MAP NO. 1343 (1960)
- [5] COUNTY SURVEY MAP NO. L-59 (1965)
- [6] COUNTY SURVEY MAP NO. L-419 (1972)
- [7] COUNTY SURVEY MAP NO. 3266 (1981)
- [8] COUNTY SURVEY MAP NO. 3613 (1988)
- [9] COUNTY SURVEY MAP NO. 1991-14 (1991)
- [10] COUNTY SURVEY MAP NO. 5061 (2003)
- [11] "COUNTRY MEADOW ESTATES" (2003)
- [12] COUNTY SURVEY MAP NO. 5345 (2006)
- [13] "LONE OAK ESTATES" (2007)
- [14] PARTITION PLAT NO. 2007-22

COLUMBIA COUNTY DEED RECORDS

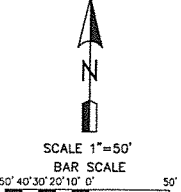
- "D1" DEED BOOK 125, PAGE 568 (1955)
- "D2" DEED BOOK 161, PAGE 228 (1965)
- "D3" DEED BOOK 186, PAGE 182 (1972)
- "D4" COUNTY CLERK'S INSTRUMENT NO. 91-05993
- "D5" COUNTY CLERK'S INSTRUMENT NO. 91-07519
- "D6" COUNTY CLERK'S INSTRUMENT NO. 92-05615
- "D7" COUNTY CLERK'S INSTRUMENT NO. 94-06209
- "D8" COUNTY CLERK'S INSTRUMENT NO. 94-06991
- "D9" COUNTY CLERK'S INSTRUMENT NO. 99-02956
- "D10" COUNTY CLERK'S INSTRUMENT NO. 99-16412
- "D11" COUNTY CLERK'S INSTRUMENT NO. 2000-08378
- "D12" COUNTY CLERK'S INSTRUMENT NO. 2001-11430
- "D13" COUNTY CLERK'S INSTRUMENT NO. 2007-002553

CURVE DATA

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	54.50'	21.71'	11.00'	21.56'	S56°03'07"W	22°49'15"

NOTES

- 1) ELEVATIONS ARE BASED ON U.S.C.&G. SURVEY BENCH MARK 8204 (ELEVATION 241.904' NGVD 29/47), REFERENCED BY A 4" BRASS DISK INSCRIBED "U.S. COAST & GEODETIC SURVEY BENCH MARK B 203 ELEV. 241.250' FINE OR IMPRISONMENT FOR DISTURBING THIS MARK". DIRECTION TO THE MONUMENT: FROM THE INTERSECTION OF US HWY 30 AND COLUMBIA BLVD IN THE CITY OF ST. HELENS, PROCEED NORTH ON HWY 30 0.5 MILES TO THE INTERSECTION OF HWY 30 AND PITTSBURG ROAD; PROCEED ON PITTSBURG ROAD 1.1 MILES. THE MONUMENT IS ABOUT 25 FEET NORTH OF THE CENTERLINE OF PITTSBURG ROAD IN FRONT OF THE CITY WATER RESERVOIR.
- 2) FEATURES SHOWN ON THIS MAP ARE BASED ON FIELD OBSERVATIONS AND UTILITY LOCATES THAT ARE INCOMPLETE.
- 3) ROAD CENTERLINE ELEVATIONS ARE MEASURED AT APPROXIMATE ROAD CROWN. MEASUREMENTS ON ADJOINING PROPERTIES ARE ROUGH DUE TO LIMITED ACCESS.
- 4) A TITLE REPORT WAS PROVIDED BY TIGOR TITLE, REPORT NO. 07-55419.
- 5) THE MARCH 2017 REVISION ONLY INCLUDES NEW BOUNDARY INFORMATION AND TOPOGRAPHY OVER A PORTION OF CAMDEN STREET.



REGISTERED
PROFESSIONAL
LAND SURVEYOR
Robert Alan Johnson
JULY 28, 1995
ROBERT ALAN JOHNSON
#2725
EXPIRES 6/30/17

JOHNSON LAND SURVEYING, INC.

10185 SW HOODVIEW DR, TIGARD, OR 97224
503-407-9966 jsurvey@frontier.com jsurvey.com

EMERALD MEADOWS SUBDIVISION

AN APPLICATION NARRATIVE AND A SUBMITTAL FOR PRELIMINARY SUBDIVISION PLAT OF A 77 LOT SUBDIVISION IN THE CITY OF ST. HELENS, OREGON

APPLICANT'S REPRESENTATIVE:

Kessi Engineering & Consulting

Attn: James Kessi

6400 NE Hwy 99 #G169

VANCOUVER, WA 98665

PHONE 360-991-9300

james.kessi@gmail.com

DEVELOPER:

Wayne Weigandt

310 Riverside Drive

Saint Helens, OR 97051

503-396-0065

weigandt@opusnet.com

EMERALD MEADOWS

GENERAL PROPERTY INFORMATION:

Site Size = 12.58 Acres

Parcel Zone R-5

General Project Location -The subject site fronts on Pittsburg Road (County Road "I") and Vernonia Road.

Description of Proposal

Emerald Meadows is a proposed up to three phase 77-lot subdivision that has been designed and will be constructed as per the requirements of all applicable jurisdictions. Phase 1 shall include Lots #1-12 and #46-64, phase 2 shall include lots #13-24, 44, 45, 65, 66, 76, 77, and phase 3 shall include #25-43 and #67-75. The subject site consists of approximately 12.58 acres which was recently approved for a zone change from R-7 to R-5.

One of the existing homes was previously partitioned out and is not part of the subdivision and is owned by others. The other existing home 35090 Pittsburg will remain on lot 29. The remaining acreage will be divided into 76 lots. The applicant requests approval of the proposed subdivision.

The subject site maintains approximately 340 feet of frontage on Pittsburg Road and approximately 200 feet of frontage on N Vernonia Road. No street connections to either is proposed to minimize impacts to those busy roads. The applicant has proposed two points of access. Both of these points will be from the south at Camden Street and Catarin Street both 34-foot wide paved roads that were previously stubbed to the property line as part of the Country Meadow Development. Any offsite improvements that are necessary to offset impacts generated by the increased number of trips produced by the Emerald Meadows Subdivision. Please see attached traffic report.

There are two proposed internal street sections within the Emerald Meadows Subdivision. The internal street (Fairfield Road) and Emerald Loop will both maintain a 50-foot right of way width with a 34-foot paved surface as noted on the preliminary subdivision plan. The other short internal street, Fairfield Court will meet the Skinny Street Standards with a 40 foot right of way and 26 foot paved street. All streets will have curb and attached sidewalk along both sides. The proposed public roadways have been designed to meet City of St. Helens Engineering standards.

Public sanitary sewer and water service will be provided to the proposed Subdivision via underground pipes to be extended from the neighboring Country Meadow Subdivisions through the site.

Proposed Stormwater Facilities

A storm drainage collection and conveyance system will be constructed within the Subdivision to convey runoff to the stormwater treatment and outfall facilities. Collection and conveyance of runoff will be through curb inlets and storm main systems. Stormwater from impervious vehicle surfaces will be captured, and routed via underground storm pipe to a wet pond located in the southeast corner of the site. Stormwater will be treated and detained before being released through a storm main system to the neighboring Country Meadow stormwater system. Flows will eventually drain into the local creek. Necessary improvements (if any) to this off-site system will be determined in the engineering phase upon preparation of a downstream analysis from the site to the creek. Roof drains and surface water will be collected and directed to the stormwater system where practical which will in effect reduce the net flows from the property toward adjacent neighbors to the south. Cutoff ditches will also be used to intercept water before flowing off site and route it to the proposed stormwater facilities.

As previously stated, Emerald Meadows has been designed and will be constructed to meet the requirements of all applicable jurisdictions and departments, no variation from these standards has been proposed.

Subdivision Approval Criteria

17.136.050 Phased Development.

(2). The criteria for approving a phased site development review proposal are:

(a). The public facilities shall be scheduled to be constructed in conjunction with or prior to each phase to ensure provision of public facilities prior to building occupancy;

RESPONSE: All public facilities will be scheduled for construction with or prior to each phase as required.

(b). The development and occupancy of any phase shall not be dependant on the use of temporary public facilities

(i) . For purposes of this subsection a temporary public facility is an interim facility not constructed to applicable city or district standard;

RESPONSE: The two existing houses may need to be temporarily connected to public services during construction until permanent facilities come on line and then the houses will be permanently connected to approved public services. All phases will meet City phasing requirements.

(c). The phased development shall not result in requiring the city or other property owners to construct public facilities that were required as part of the approval of the preliminary plat;

RESPONSE: No public facilities will be required to be constructed by the city or property owners that are requirements for preliminary plat approval.

(d). *Public facilities approved as conditions of approval must be bonded.*

RESPONSE: Any public facilities approved as conditions of approval will be bonded.

17.136.060 Approval Standards: Preliminary Plat.

(1). *The Planning Commission may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:*

(a). *The proposed preliminary plat complies with the City's comprehensive plan, the applicable sections of this Code and other applicable ordinances and regulations:*

RESPONSE: The enclosed preliminary plat has been designed to comply with the applicable requirements of this Code. The materials provided within this application submittal demonstrate compliance with these requirements. The requirements of the Comprehensive Plan are addressed by the City's adopted Code. Fulfillment of the requirements of this Code serves as evidence of compliance with the City's Comprehensive Plan. Evidence of compliance with Oregon Department of Transportation (ODOT), Department of Environmental Quality (DEQ), and Division of State Lands (DSL) regulations has been provided in attached application materials or will be provided as obtained. Discussion of compliance with individual regulations is outlined under the following discussion of applicable code sections.

(b). The proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 921.090W;

RESPONSE: Emerald Meadows is the proposed subdivision plat name. The County Surveyor has stated to the applicant that the proposed plat name will be reviewed upon submittal of the Final Plat. If this plat name is not consistent with County Surveyor requirements, then the plat name will be modified.

(c). The streets and roads are laid out so as to conform to the plats of subdivisions and maps of partitions already approved for adjoining property as to width, general direction and in all other respects unless the City determines it is in the public interest to modify the street or road pattern;

RESPONSE: The enclosed street plan has been laid out taking into consideration the location and width of existing street stubs located adjacent or contiguous to the subject site as shown on the preliminary engineering plans. There are no proposed roads located on site that are identified on the City's Transportation Plan.

Pittsburg Road The east/west frontage street is Pittsburg Road which runs across the northern boundary. Pittsburg Road is classified as a Collector Road and will ultimately have a 60-foot right-of-way (ROW) with a 20-foot half width paved surface and an attached 6-foot sidewalk.

N Vernonia Road The north/south frontage street is N Vernonia Road which runs across the eastern boundary. Vernonia Road is classified as a Collector Road and will ultimately have a 60-foot right of way (ROW) with and an attached 6-foot sidewalk. Frontage improvements will be provided with the final engineering plans.

Fairfield Street, Catarin St, Camden St, and Emerald Loop - will maintain a 50-foot right of way with a 34-foot paved surface. The street is designed as a residential access through street with less than 500 ADT. The proposed public right of way width has been designed to meet City of St. Helens Engineering standards of 40-50 feet as set forth in the St. Helens City Code. The standard roadway width for a residential access street is 26-34 feet. The applicant is proposing a 34-feet in order to accommodate two 10-foot travel lanes as well as parking on both sides of the street. This increase in roadway width improvement will increase public safety while providing improved cross circulation through the proposed development. Catarin St, Camden St both provide a connection to the neighboring Country Meadow Subdivision.

Fairfield Court – is proposed as a short internal dead end street, will meet the Skinny Street Standards with a 40 foot right of way and 26 foot paved street.

(d). An explanation has been provided for all common improvements.

RESPONSE: All proposed streets are public and will be located within a public ROW. Interior public streets have been designed to provide direct access to individual lots within the development as well as provide adequate vehicular and pedestrian circulation for the community.

Public utilities will be located within the public ROW. All utilities have been designed to comply with City of St. Helens Engineering Standards. Stormwater improvements have been designed to treat runoff from pervious areas created with this project. Treated water will then be released into the existing storm system located at the southeastern corner of the site which will flow into the Country Meadow Subdivision.

Applicable Code Sections

Moderate Residential Zone: R-5.

- A. *Purpose: The R-5 Zone is intended to provide minimum development standards for residential purposes and to establish urban moderate density residential home sites.*

RESPONSE: The entire subdivision is located within the newly rezoned R-5 area. All of the lots are intended for flexibility in regards to single or multi-family home construction. All lots have been designed to comply with the requirements of the R-5 zone or to comply with modifications

allowed.

RESPONSE: All lots are intended for the construction of residential dwellings, as permitted outright in the R-5 zone.

(4) Standards. In the R-5 zone, the following standards shall apply:

(a) For dwellings the minimum lot size shall be 5,000 square feet for the single-dwelling unit, detached and 5,800 square feet for a duplex dwelling structure and 2,500 square feet for each single-dwelling unit, attached (maximum of five units together). For multidwelling units, use duplex size as base plus 2,500 square feet for each multidwelling unit thereafter.

(b) The maximum building height shall be 35 feet except as required in SHMC 17.68.040.

(c) The minimum lot width at the building line and street shall be 50 feet for detached units. For duplex structures the width shall be a minimum of 58 feet and for attached single-dwelling units the width shall be at least 25 feet wide each. See SHMC 17.64.030 for multidwelling units. For flag lots the width at the street shall be a minimum of 20 feet.

(d) The minimum lot width at the street on an approved cul-de-sac shall be 30 feet.

(e) The minimum lot depth shall be 85 feet.

(f) The minimum front yard shall be 20 feet; see SHMC 17.64.020.

(g) No side yard shall be less than five feet wide for single-dwelling, detached, duplexes and single-dwelling, attached structures and 10 feet for multidwelling structures (see SHMC 17.64.030 for multidwelling units). Corner lots shall have a minimum side yard setback of 10 feet on the flanking street.

(h) The minimum rear yard depth shall be 10 feet. (See SHMC 17.64.030 on multidwelling units.)

(i) The minimum front and side yards or other setbacks as stated herein shall be increased where such yard or setbacks abut a street having insufficient right-of-way widths to serve the area; in such cases, the planning commission shall determine the necessary setback requirements.

(j) Buildings and structures shall not occupy more than 35 percent of the lot area except for single attached and multidwelling units, which can be up to 50 percent.

(k) No lot shall have more than one principal building constructed thereon, except for multidwelling structures.

(l) Multidwellings shall be subject to the special standards of SHMC 17.64.030.

(m) The minimum landscaping for dwellings other than multidwellings shall be 25 percent of the lot area.

(5) Additional Requirements.

(a) Residential density transition, SHMC 17.56.040.

(b) Overlay districts chapters:

(i) 17.148, Planned Development,

(ii) 17.36, Historic Sites and Overlay District,

(iii) 17.44, Sensitive Lands, and

(iv) 17.48, Solar Access Requirements.

(c) Supplemental provisions chapters:

(i) 17.52, Environmental Performance Standards,

(ii) 17.56, Density Computations,

(iii) 17.60, Manufactured/Mobile Home Regulations,

(iv) 17.64, Additional Yard Setback Requirements and Exceptions,

- (v) 17.68, *Building Height Limitations – Exceptions*,
 - (vi) 17.72, *Landscaping and Screening*,
 - (vii) 17.76, *Visual Clearance Areas*,
 - (viii) 17.80, *Off-Street Parking and Loading Requirements*,
 - (ix) 17.84, *Access, Egress, and Circulation*, and
 - (x) 17.88, *Signs*.
- (d) Site development review, Chapter 17.96 SHMC.
- (e) Development and administration chapters:
- (i) 17.100, *Conditional Use*,
 - (ii) 17.104, *Nonconforming Situations*,
 - (iii) 17.108, *Variance*,
 - (iv) 17.116, *Temporary Uses*,
 - (v) 17.120, *Home Occupations*,
 - (vi) 17.124, *Accessory Structures*, and
 - (vii) 17.132, *Tree Removal*.
- (f) Land division chapters:
- (i) 17.136, *Land Division – Subdivision*,
 - (ii) 17.140, *Land Division – Land Partitioning – Lot Line Adjustment*,
 - (iii) 17.152, *Street and Utility Improvement Standards*, and
 - (iv) 17.144, *Expedited Land Divisions*.

(6) *Flag lots are possible in this zoning district. See SHMC 17.140.055. (Ord. 3144 § 2 (Att. A), 2011; Ord. 3032 § 1(4), 2007; Ord. 2875 § 1.080.070, 2003)*

17.44 Sensitive Lands

RESPONSE: As per the City of St. Helens information, there are no mapped wetland areas on the site.

17.48 Solar Access for New Development

(1) Purpose. The purpose of this section is to ensure that land is divided so that structures can be oriented to maximize solar access and to minimize shade on adjoining properties from structures and trees.

(2) Applicability. The solar design standard in subsection (3) of this section shall apply to applications for a development to create lots in all zones allowing single-dwelling units, detached and duplexes and to create lots for single-dwelling units, detached and duplex dwellings in all other residential zones, except to the extent the approval authority finds that the applicant has shown one or more of the conditions listed in subsections (4) and (5) of this section exist, and exemptions or adjustments provided for therein are warranted.

(3) Design Standard. At least 80 percent of the lots in a development subject to this section shall comply with one or more of the options in this section; provided, a development may, but is not required to, use the options in subsection (3)(b) or (c) to comply with this section.

(a) Basic Requirement (See Figure 9). A lot complies with this section if it:

(i) Has a north-south dimension of 90 feet or more; and

(ii) Has a front lot line that is oriented within 30 degrees of a true east-west axis.

RESPONSE: Due to slope topography and lot layout, at least 80% of the lots will comply under the basic requirement.

17.56.020 Density Calculation.

(1) Net development area, in acres, shall be determined by subtracting the following land area(s) from the gross acres, which is all of the land included in the legal description of the property:

(a) All sensitive land areas:

(i) Land within the 100-year floodplain;

(ii) Land or slopes exceeding 25 percent;

(iii) Drainageways;

(iv) Wetlands;

(v) Fish and wildlife habitats;

(vi) Archaeological sites;

(vii) Federal or state protected areas for listed threatened or endangered species; and

(viii) Designated open space and open space-design review areas;

RESPONSE: The subject site is not impacted by any sensitive lands.

(b) All land dedicated to the public for park purposes;

(c) All land dedicated for public right-of-way:

(i) Single-dwelling units: allocate 20 percent of gross acres for public facilities;
and

(ii) Multiple-dwelling units: allocate 15 percent of gross acres for public
facilities;

RESPONSE: The subject site's gross area is 12.58 acres. Actual measured Right of Way is 2.64 acres (20.9%). The subject site will have a net developable area of 9.71 acres.

(d). All land proposed for private streets; and

RESPONSE: No area has been set aside for private streets.

(e). A lot of at least the size required by the applicable base zoning district, if an existing dwelling is to remain on the site.

RESPONSE: The existing dwellings will remain and will exceed the minimum size requirements of the R-5 Zone.

(3). All density calculations shall comply with the provisions of SHMC 17.56.040, Residential Density Transition.

RESPONSE:

12.58 Acres gross area

Less: 2.64 Acres Right of Way

Less: 0.23 Acres Public Storm Tract

9.71 Acres net development area

7.9 Dwelling Units/Acre (5500+- sf average lot area)

8.5 Maximum Allowed Dwelling Units/Acre

82.9 units Max allowed single family detached units density
on site (77 proposed)

17.56.030 Transfer of Residential Density.

RESPONSE:No transfer of residential density has been requested.

17.56.040 Residential Density Transition.

RESPONSE:No transition of residential density has been requested.

17.80.030 Minimum Off-Street Parking Requirements

(1). Residential.

(i). Single dwelling units (attached or detached) 2 off street spaces for each dwelling unit.

RESPONSE:The proposed development is intended for the construction of detached single-family dwellings with two-car garages. A minimum of two off-street parking spaces will be available for each unit.

17.136 Land-Division- Subdivisions

RESPONSE: The material provided in this application demonstrates that the proposed subdivision complies with the applicable provisions of the Development Code and Comprehensive Plan. The material provided in this application will be reviewed for compliance as per the procedural requirements set forth by the City of St. Helens.

17.152 Street and Utility Improvement Standards

RESPONSE: Public streets and rights-of-way that meet the requirements of this section have been shown throughout the preliminary plan. The material enclosed within this application demonstrates that the proposed public street system will meet the requirements of this section. Prior to construction of the proposed public street system, plans will be reviewed and approved by City of St. Helens Engineering.

Proposed public utilities and their locations have been designed to meet the requirements of this section; required utility easements have been shown on the preliminary plan, the utility plan. Adequate public water, sewer, and storm water facilities have been demonstrated with this preliminary application. All utilities will be addressed during the engineering and construction phases. Engineering plans for all utilities will need to be reviewed and approved by all applicable jurisdictions prior to construction.

CONCLUSION:

The attached application materials include a preliminary plat and preliminary engineering, grading, sanitary, water, street, and storm plans, and a traffic impact analysis (TIA) report. These materials along with this narrative help demonstrate the proposed development's compliance or ability to comply with all applicable requirements of the City of St. Helens. Preliminary Plat approval subject to appropriate Conditions of Approval for the Emerald Meadows Subdivision will allow the parcel owner to develop this site at an allowed density under the applicable standards set forth by the City of St. Helens Community Development Code. Upon preliminary plat approval of this subdivision, final engineering construction plans will be submitted to the City of St. Helens Engineering Department for review and approval. During construction a Final Plat will be submitted to the Columbia County Survey Office and City of St. Helens Planning Department for review and approval. The materials provided in this application serve as evidence that the proposed development complies or can comply with all applicable standards. Approval of the proposed preliminary plat Subdivision Application is respectfully requested from the City of St. Helens.

16

EXECUTIVE SUMMARY

1. The proposed Emerald Meadows Estates will include the construction of a 78-lot subdivision located at 35090 Pittsburg Road in Saint Helens, Oregon. The project site is located north of Helens Way, south of Pittsburg Road, east of Oak Ridge Street, and west of N Vernonia Road.
2. In order to accommodate the expected density of the proposed development, a zone change and Comprehensive Plan amendment has been proposed for the properties which are currently zoned as *Moderate Residential* (R-7) to *General Residential* (R-5).
3. The trip generation calculations show that the proposed change in zoning could generate a net increase of 62 site trips during the morning peak hour and 83 site trips during the evening peak hour.
4. The trip generation calculations show that the proposed development of 78 single-family homes is projected to generate a total of 64 site trips during the morning peak hour and 84 site trips during the evening peak hour.
5. All study intersections are currently operating acceptably per City of Saint Helens and ODOT standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2018.
6. The intersection of Columbia Boulevard at N Vernonia Road (Intersection #4) operates at LOS E under the 2031 planning year with the proposed zone change and does not meet the operational standard for all-way stop-controlled intersections as identified in the City's Transportation System Plan. By restriping the westbound approach to include a shared left-turn/through lane and a right-turn lane or by conditioning a trip cap of 92 evening peak hour site trips the intersection is projected to operate acceptably.
7. Upon the restriping of the westbound approach of Columbia Boulevard at N Vernonia Road (Intersection #4) or limiting development on the subject site with a trip cap, the intersection is projected to operate within acceptable capacity per City code by the 2031 planning horizon. The proposed zone change will not degrade the performance of any other existing or planned transportation facility below acceptable City or ODOT standards. Accordingly, the Transportation Planning Rule may be satisfied if the above mitigation is addressed upon development of the site.
8. No significant trends or crash patterns were identified at any of the study intersections and no specific safety mitigation is recommended.
9. Left-turn lane warrants are not projected to be met for any of the applicable study intersections under any of the analysis scenarios through the 2031 planning year. No new turn lanes are necessary or recommended.
10. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met for any of the unsignalized study intersections under any of the analysis scenarios.

35090 Pittsburg

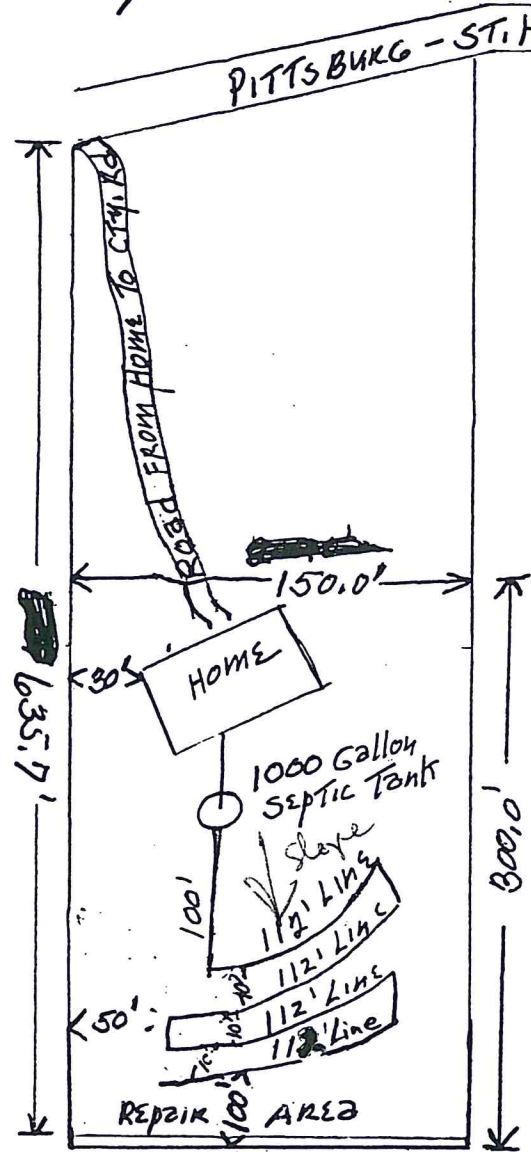
PROPOSED SUBSURFACE SEWAGE DISPOSAL SYSTEM

Owner James G. & Hazel E. Tusten Installer Joe Baker
T 4 N, R 1 W, Sec. 5, A.N. 541-032-07

Upon completion of construction, notify DEQ for inspection of the uncovered system.

A certificate of satisfactory completion must be issued prior to use of the system (ORS 454.665).

↑ Indicate North in Circle Indicate Scale:



COPY

as built
6/22/77
J. Corbin

35090
PITTSBURG

Date 8/5/76 Applicant's Signature James G. Tusten
DEQ USE ONLY: Application is: Approved ☒ Disapproved ☐
Bedrooms 3 Septic Tank 1000 gal. Distribution Type Serial
Drainlines 4-112' Total Lineal Ft. 450 Trench Width 2'
Min. Trench Depth 24"; Max. Trench Depth 27"; Spacing Between Lines 10'
REMARKS: _____

35102 Pittsburg

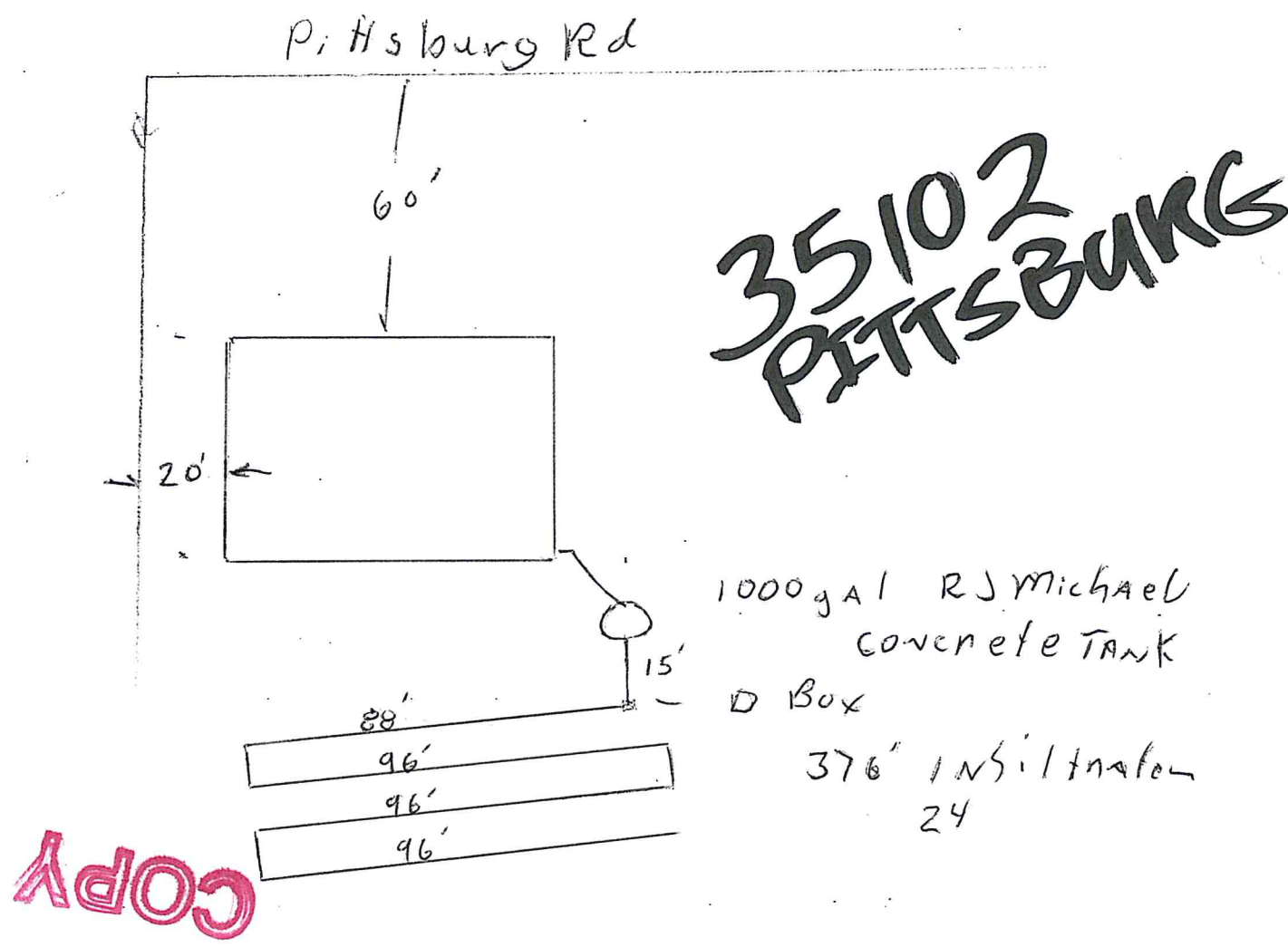
Property Owner Edith Taster

Permit Number SWR1993-00194-STD

SECTION 3: AS-BUILT PLAN OF THE CONSTRUCTION SYSTEM.

Indicate the direction of NORTH and show the locations of all wells within 200 feet of the system.

1" = 40'



SECTION 4: CONSTRUCTION WAS PERFORMED BY:

Property Owner

Licensed Septic Installer Richard J Louis 36607
(Print Full Business Name & License Number)

I certify the information provided in this notice is correct, and that the construction of this system was in accordance with the permit and the rules regulating the construction of on-site sewage disposal systems (OAR Chapter 340, Divisions 71 and 73).

[Signature]
(Signature of Installer)

7-13-88
(Date)



FIRE MARSHAL

Columbia River Fire & Rescue / Scappoose Fire District



Date: 04/18/2017

Jennifer Dimsho

RE: Subdivision / SUB.2.17 4N1W-5BC-7500 & 8400, 4N1W-5BD-9100 (Wayne Weigandt)

Dear Jennifer:

The Fire District received the information pertaining the above referenced project. Based on what was submitted, the fire district has a few comments and findings.

1. The fire district believes the access road for flag lots 33-37 should be named. If naming would trigger the access road to be a city street, and by definition prohibits the developer from meeting that standard, the district would then require no parking on the access road (signed) and recommend that houses on those lots be required to be built with residential sprinklers.
2. The fire district has the same comments for the access road for lots 29-32.
3. The Cul-De-Sac on Fairfield Court is too small. The current Fire Code is 96' The drawing shows 2 different radius. One at 37' the other at 42'. Both radius are short of the 96' requirement.
4. The fire district would require all hydrants in this subdivision to meet the fire district hydrant standard. This includes a 5" storz coupling and cap on the steamer port of the hydrant.
5. The district is requiring 400 foot spacing between hydrants. This is due to the anticipated fire loading, and dead ends from the access roads and cul-de-sac on Fairfield court.
6. The fire district is requiring a blue reflective mark on the road identifying where the hydrant is. This should be in accordance with the fire district standard.
7. The fire district will be requiring the access roads used during the construction process to be identified and signed per the fire district standard.

Should you have any questions about anything else, please do not hesitate to give me a call.

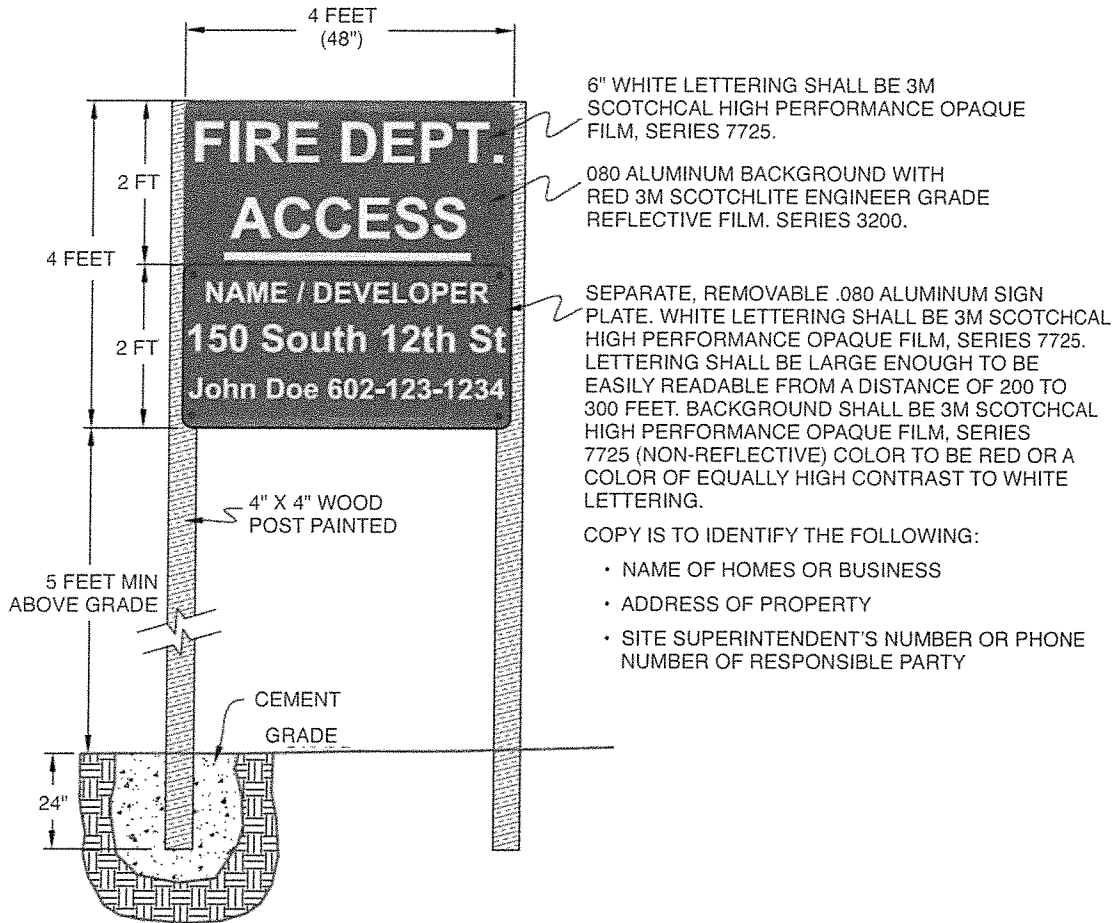
Sincerely,

Jeff Pricher
Division Chief

Fire Marshal (CRF&R / SRFD)

ACCESS DURING CONSTRUCTION:

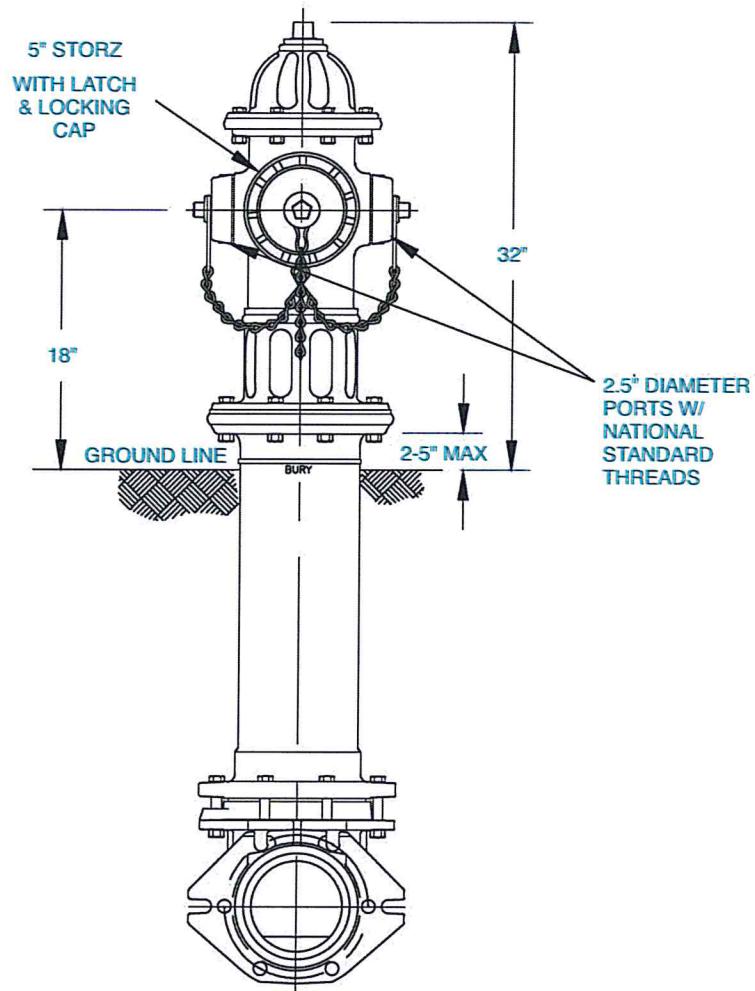
Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (*OFC 3309 and 3310.1*)



NOTE:

1. THE SIGN PLATE SHALL BE 48" X 48" WITH A THICKNESS OF .080 ALUMINUM CONSTRUCTION AND 1.5" RADIUS CORNERS. THE LOWER HALF OF SIGN PLATE IS NOT REQUIRED TO BE RED REFLECTIVE SHEETING. THIS SIGN CAN BE REVISED AND TRANSFERRED FROM SITE TO SITE.

FIRE HYDRANT SPEC AND DETAILS:



NOTES:

1. PUBLIC HYDRANTS SHALL BE PAINTED SOLID YELLOW (SHOP/FACTORY PRIMARY OK).
2. PRIVATE HYDRANTS SHALL BE PAINTED RED.
3. THE STEAMER PORT ON THE HYDRANT SHALL BE A 5" STORZ COUPLING & CAP.
4. A BLUE REFLECTIVE MARK SHALL BE APPLIED TO THE CENTER OF THE ROAD IN LINE WITH THE HYDRANT.
5. HYDRANT SHALL BE A MUELLER TRADITIONAL CENTURION.
6. STEAMER PORT ON HYDRANT SHALL POINT TO THE STREET OR FIRE ACCESS ROAD.
7. A 5X5 CONCRETE PAD MUST SURROUND THE HYDRANT. THICKNESS OF SLAB TO MATCH LOCAL JURISDICTION SIDEWALK STANDARD.

REFLECTIVE HYDRANT MARKERS:

Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly.

Typical Hydrant Marker Location

⊙ = Fire Hydrant

◆ = Blue Pavement Marker

Figure 1
Two Lane Streets

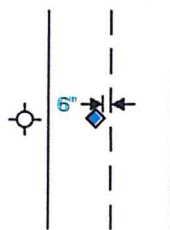


Figure 2
Multi-Lane Streets

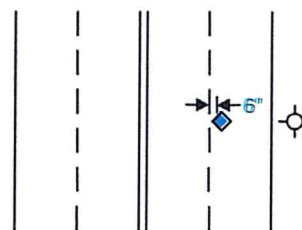


Figure 3
An Intersection

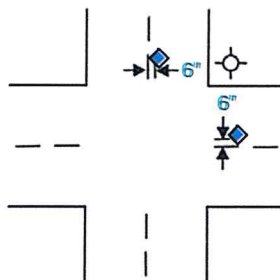


Figure 4
Four Lane Streets with
Turn Lane at Intersection

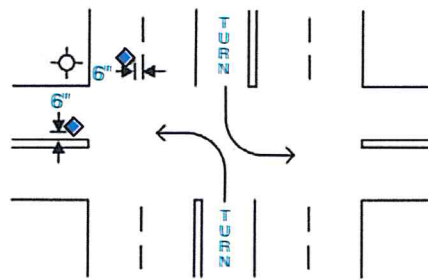


Figure 5
Multi-Lane Streets
With Turn Lane

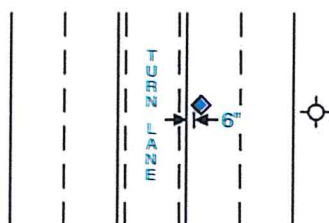
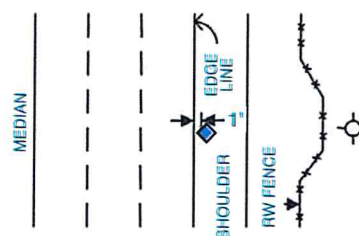


Figure 6
Freeways and Expressways



CPZA.1.16
AERIAL PHOTO

Legend

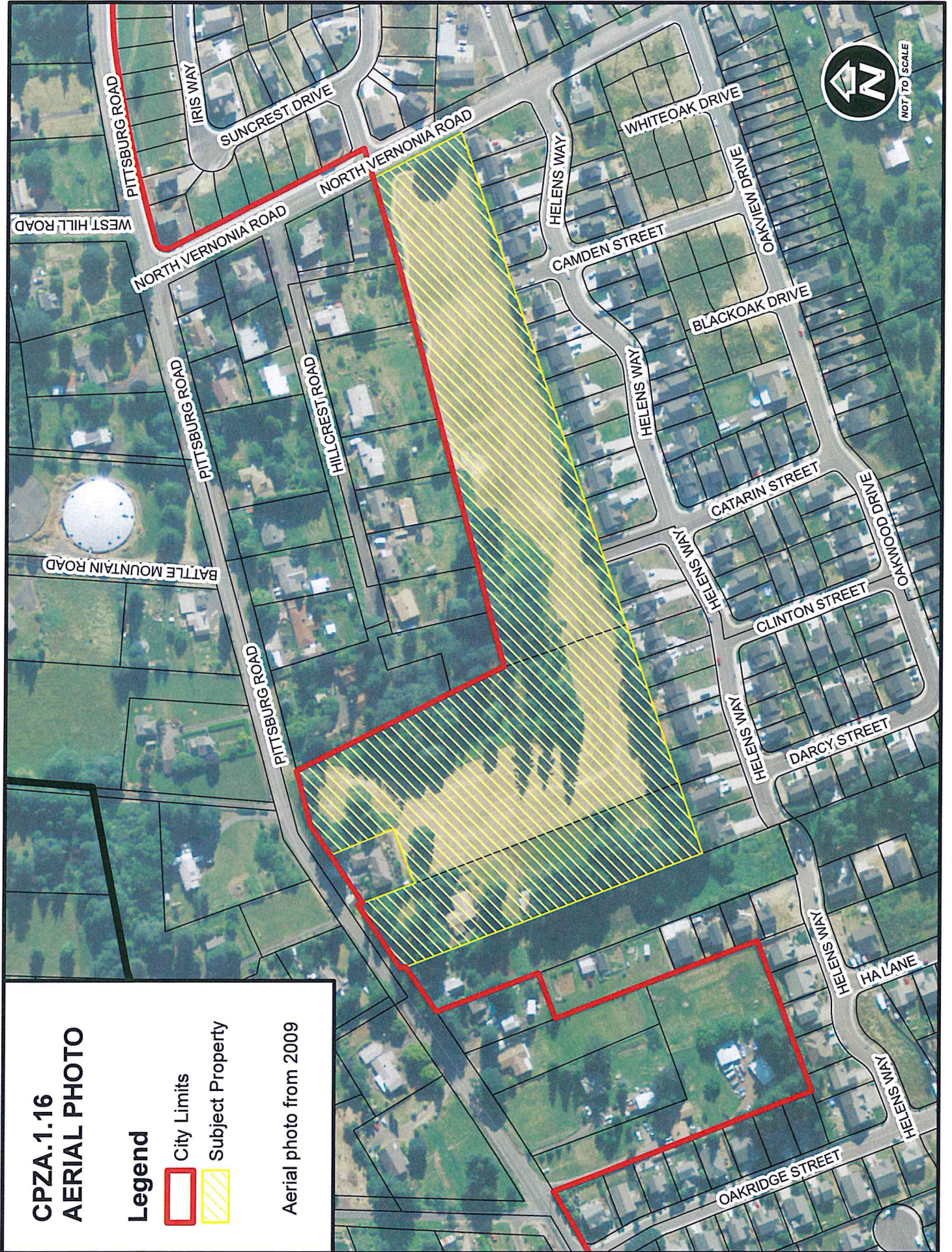


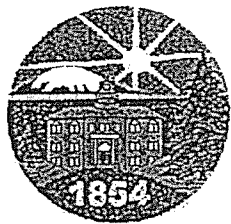
City Limits



Subject Property

Aerial photo from 2009





OREGON

**CERTIFICATION OF EXISTING
TANK and/or SYSTEM ABANDONMENT**

SEPTIC PERMIT NO. (If applicable): _____

OWNER NAME: _____

PROPERTY ADDRESS: _____

MAP NUMBER: _____

I certify that the existing (circle one) *septic tank, drywell, or cesspool* was properly abandoned to State standards. The sewage contents were removed by:

(Licensed Sewage Disposal Pumping Company Name and DEQ License No.)

The unit was then:

Backfilled in place with (circle one) *rock, sand or soil*.Or,

Removed and (circle one) new tank placed in the hole; or, hole backfilled with *rock, sand or soil*.

Signature/Date

- ATTACH A COPY OF THE PUMPING RECEIPT.
- IF APPLICABLE, ATTACH AUTHORIZATION FROM PUBLIC SEWERAGE FOR CONNECTION.
- REMIT COMPLETED FORM TO:

Columbia County Land Development Services
Sub-Surface Sewage Department
230 Strand St. - Courthouse
St. Helens, OR 97051

Or, via fax: (503) 366-3902



CITY OF ST. HELENS PLANNING DEPARTMENT

M E M O R A N D U M

TO: City Council **DRAFT FOR PC REVIEW**
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, Assistant Planner
RE: Planning Commission Annual Report
DATE: April 24, 2017 **DRAFT FOR PC REVIEW**

The Annual Report to City Council is scheduled for June 7, 2017 at 1:15 p.m. The deadline to submit materials is May 26, 2017. This report covers Planning Commission activities from June 2016 through May 2017.

Number of meetings: 11

Number of public hearings (a continued hearing is counted separately): 19

Acceptance Agenda Items: 7

For administrative land use actions that are more significant (e.g., Site Design Review) the Commission motions to formally accept the decisions or otherwise. This is a check and balance of sorts.

Planning Director Decisions: 57

For lesser administrative land use actions (e.g., Home Occupations, Sign Permits, Temporary Use Permits), the items from the last month are included on the agenda to facilitate discussion and query usually for clarification purposes or to address concerns.

Discussion Items/Workshops: 13

Items included (in no particular order): Rules of Commission Operation Text Amendment Discussion, 15/16 CLG Grant Project Summary Report, Term Expirations, Ordinance 3209 Review, Framework Plan Discussion, Code Amendments for Framework Plan & Historic Preservation (x2), Commissioner Re-appointments, End of Year Summary Report (calendar year), Chair/Vice Chair Selection, Temporary Use Medical Hardship Amendments, 16/17 CLG Program Update, and the Annual Report to Council.

Architectural review: 1

Certain proposals within the Riverfront District require architectural review.

Projects in process: The City's fourth Historic Preservation Rehabilitation Grant (funded by CLG funds) is in process. It will be used to help recover costs for the City Hall façade renovations to prevent water damage this coming winter. The Commission is set to review the Urban Renewal Plan for compliance with the Comprehensive Plan in June 2017.

Future projects/plans: The Commission is largely reactionary in that it reviews things as they come. Continuing to amend the code (particularly for affordable housing) is likely.

What can the Council do to support the Commission?

- Is there anything the Commission would like to recommend to Council?

CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT



To: City Council
From: Jacob A. Graichen, AICP, City Planner

Date: 4.24.2017

This report does not indicate all *current planning* activities over the past report period. These are tasks, processing and administration of the Development Code which are a weekly if not daily responsibility. The Planning Commission agenda, available on the City's website, is a good indicator of *current planning* activities. The number of building permits issued is another good indicator as many require Development Code review prior to Building Official review.

PLANNING ADMINISTRATION

Participated in a Columbia County pre-application for potential development of vacant property (with recent grading the fence work) along Gable Road just on the west side of Rail Road Avenue.

Participated in a Columbia County pre-application for potential development at 2010 1st Street (off Railroad Avenue). There was a dilapidated dwelling at this location, which was demolished somewhat recently.

Former Police Chief Steve Salle' (now retired) was the City member of US30 safety Corridor working group (Old Portland road - Millard project). ODOT staff reached out to me to see who would be the St. Helens representative on this committee now that's its being rebooted. I said I could be the St. Helens representative, which is logical since the project is relevant to our transportation planning and economic development efforts.

See **attached** notice about adoption of the County's new Transportation Systems Plan.



A large tree fell with the high winds on April 7, 2017 at the apartment complex at 345 N. 16th Street. I visited the site the same day and gave permission to remove the three "X'ed" trees without a permit (located in/by a wetland) per the imminent danger rules of the Development Code.

Note the **attached** letter from Eddie Dunton regarding the Council recent decision about the maximum building height requirement of the former Boise Veneer property (Riverfront District's Mill sub-district).



A property owner at 225 Shore Drive contacted us about a tree along Milton Creek. I visited the site on April 21, 2017 and gave permission to remove a cluster of trees with the totted base (located in/by a riparian area) per the imminent danger rules of the Development Code.

Assisted with review of the Veneer Property developer RFQ document.

DEVELOPMENT CODE ENFORCEMENT

Addressed increasing concerns about Sweet Relief signs along the highway.

Back in June 2016 I sent a letter to a property owner at 1835 Cowlitz about an illegal shed addition that projected into a public right-of-way where a public sanitary sewer main is located. Thanks to efforts by the Building Department and Public Works, that issue is finally resolved.

PLANNING COMMISSION (& *acting* HISTORIC LANDMARKS COMMISSION)

April 11, 2017 meeting (outcome): The Commission held a public hearing for an annexation request for an approximate half acre property behind Les Schwab Tire Centers.

May 9, 2017 meeting (upcoming): The Commission will hold a public hearing for a 77-lot subdivision just south of Pittsburg Road and west of N. Vernonia Road. The Commission will also discuss their annual report to the Council.

GEOGRAPHIC INFORMATION SYSTEMS (GIS)

Software renewals done for both the Planning and Engineering departments.

Routine data updates.

MAIN STREET PROGRAM

Completed second quarterly RARE participant supervisor assessment as required by the RARE program for the City's Main Street Coordinator.

Submitted application to RARE for the 2017-2018 cycle.

URBAN RENEWAL

Reviewed draft St. Helens Urban Renewal Plan. There are many findings necessary as they relate to official city documents pertaining to land use (e.g., the Comprehensive Plan). Also reviewed Urban Renewal Report. Edits and comments included for both.

ASSISTANT PLANNER—*In addition to routine tasks, the Assistant Planner has been working on:*
See **attached**.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

RECEIVED

APR 06 2017

CITY OF ST. HELENS

In the Matter of Adoption of a Transportation)
System Plan and Related Amendments to the)
Zoning Ordinance, Subdivision Ordinance and)
Comprehensive Plan)

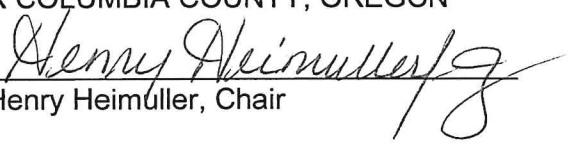
NOTICE OF PUBLIC HEARING
(PUBLICATION)

1. The Board of County Commissioners for Columbia County, Oregon, will hold a public hearing on Wednesday, May 3, 2017, at or after 10:00 a.m. in the Board of County Commissioners' Meeting Room, Room 308, 230 Strand Street, St. Helens, Oregon.
2. The purpose of the hearing is to consider the Adoption of the 2017 Transportation System Plan and Relates Amendments to the Zoning Ordinance, Subdivision Ordinance and the Comprehensive Plan.
3. You may obtain copies of the proposal by contacting the Land Development Services Department. The proposed changes may be amended at the public hearing.
4. This is a public hearing. Interested parties may appear and be heard. Columbia County does not discriminate on the basis of disability and will provide reasonable accommodations in accordance with the County's ADA Policy. To request accommodations or to review the County's ADA Policy, please contact the Board of Commissioners' Office at 503-397-4322.
5. This hearing will be held in accordance with the provisions of the Columbia County Zoning Ordinance.

Dated this 4th day of April, 2017.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By:


Henry Heimüller, Chair

Chronicle: Please publish in your April 12 & 19, 2017 issues.
Spotlight: Please publish in your April 14 & 21, 2017 issues.
Chief: Please publish in your April 12 & 19, 2017 issues.

NOTICE OF PUBLIC HEARING (PUBLICATION)

RECEIVED

APR 14 2017

CITY OF ST. HELENS

April 14, 2017

Saint Helens City Council

Dear members,

My name is Eddie Dunton and I am a 25 year citizen of the City of Saint Helens. I am writing you because of your recent decision concerning the ruling of building height to be built along the river. I did not attend the meeting, but I did read the local paper and have heard from those that did. My understanding of the paper was that because you only heard from Nob Hill folks that the rest of us did not care. I can assure you that many of the other 11,980 do care about that decision. I have to say I strongly disagree with your decision. I think 75 feet was a fair height.

When I came here 25 yrs. ago I was struck with what a lovely community this could be, I saw so much potential. I attended city meetings that hired consultants with wonderful plans only to have a few longtime residents complain they didn't want St. Helens to become like Portland or anything to block their view. I can understand loving your view, but it is not a guarantee. Certainly anyone who bought or live on the hill knew when they moved in the view could change. The City has listened to these same folks for 25 yrs. and St. Helens has stayed stagnant or many have said gone backwards.

I drive to Clackamas and have for nearly 13 years to have good wage job. That's an hour in and on a good day an hour 15 minutes home. It makes for a long day, it also makes it easier for me to spend my money in Portland than Saint Helens, and there are thousands of us making that journey. If your children want a good job they must also make the drive or move, which we all know they do. What other choice do they have?

In my job I drive thru many small communities in and around Portland. Many of these communities are beautiful little jewels throughout the city. Each has its' own flavor and brand. The Mississippi district with its foodie cafés, to Oregon City and its' covered wagon murals, to the Hollywood district with its old trees and funky shops. I could go on and on. I personally would like us to be more like one of those small towns in Portland. They are vibrant, cheerful and offer so much more potential than Saint Helens. We are dying compared to them.

I believe we all want the same things. A safe place to live, a living wage job and opportunities for our children. The City Council has a lifetime opportunity to make rules and changes to benefit all citizens of Saint Helens. I urge you to consider all your constituents' needs, not just those who squawk the loudest. We all are important and we all matter.

Sincerely,

Eddie Dunton

190 N. 13

Saint Helens

Jacob Graichen

From: Jennifer Dimsho
Sent: Monday, April 24, 2017 9:04 AM
To: Jacob Graichen
Subject: April Planning Department Report

Jacob, here are my additions for the April Planning Department Report.

GRANTS

1. Received OPRD Veterans Memorial Grant for \$46,770! Total project is \$68,400. Project to be completed by April 30, 2019. Signed and mailed contract.
2. McCormick Picnic Shelter Grant (16k grant, 30k project) – Project reporting/tracking. Site visit.
3. Travel Oregon Grant –Branding & Wayfinding Master Plan: Attended April 4 Open House. Reviewed and published survey online. Began reviewing compiled data and outcomes from Open House. Prepared for 2nd Open House on May 10 (material review, venue, catering). Reviewed revised signage design. Slight change of scope to include removal/replacement signage plan along Highway 30 to reduce clutter.
4. PSU MURP Columbia View Park Project – Attended Parks Commission and Youth Council Meetings April 10 where students gathered input. Planned for and reviewed press release, FB post, community outreach plan, and preliminary site designs for April 26 “Recommendations Forum”. Reviewed 3 site plans with staff and made recommended changes. Attended and provided support on April 26 at Meriwether Place (venue, catering). Planned for “site audits” to the park with stakeholders.
5. Oregon Cultural Trust’s Cultural Development Grant: Submitted 10k grant application for Gateway Sculpture Project: Phase 2 (Deadline: April 21) Included compiling narrative, budget, and supplemental documents.
6. Oregon Parks & Recreation – Recreational Trails Program (RTP): Submitted 100k (budget not final) grant application for Grey Cliffs Park restroom/non-motorized boat launch project for “water trails” project. Included narrative, working with staff on budget, parks commission letter of support, 5 other state agencies review, a LUCS, an ADA review, an environmental assessment, and other supplemental documentation.
7. Received Local Government (CLG) Historic Preservation Grant. Award \$12,500 to help cover City Hall façade cleaning and repairs. Worked with PW and State Historic Preservation Office to ensure project would follow Secretary of the Interior’s Rehabilitation Standards. Signed and mailed contract. Tracked time.

URBAN RENEWAL

8. Weekly check-ins – Discussed notice mailing requirements. Planned, attended, and did short presentation at the Advisory Committee Meeting #3 (April 18). Reviewed Draft UR Plan & Report. Met with CRFR a few times to discuss concerns and potential impacts. Presented to Council on April 19 about impacts. Discussed URA management with staff and consultants.
9. Reviewed draft Waterfront Redevelopment RFQ and discussed timing and next steps.

MISC

10. Gateway Sculpture Project – Finalized contract for April 19 Council authorization.

Jenny Dimsho

Assistant Planner
City of St. Helens
(503) 366-8207
jdimsho@ci.st-helens.or.us