

# **City of St. Helens**

## **Planning Commission**

### **January 9, 2018**

### **Agenda**

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1. **7:00 p.m. Call to Order and Flag Salute**
2. **Consent Agenda**
  - a. Planning Commission Minutes dated December 12, 2017
3. **Chair/Vice Chair Selection**
4. **Topics from the Floor** (Not on Public Hearing Agenda): Limited to 5 minutes per topic
5. **Public Hearing Agenda** (times are earliest start time)
  - a. 7:00 p.m. - Comprehensive Plan and Zone Map Amendment at McBride & Matzen Street - Karl Ivanov / Multi-Tech Engineering Services, Inc.
  - b. 7:30 p.m. - Subdivision at McBride & Matzen Street - Karl Ivanov / Multi-Tech Engineering Services, Inc.
  - c. 8:00 p.m. - Conditional Use Permit at 1771 Columbia Blvd. - Anthony Vanella
6. **End of Year Summary Report**
7. **Planning Director Decisions** (previously e-mailed to the Commission)
  - a. Home Occupation (Type II) at 234 N. 3<sup>rd</sup> Street - Home hair salon
  - b. Home Occupation (Type I) at 59544 Clinton Street - Home office for exterior cleaning service
  - c. Home Occupation (Type I) at 2375 Columbia Blvd. #11 - Mobile auto services
  - d. Lot Line Adjustment at 134 & 124 N. 18<sup>th</sup> Street - Reynolds Land Surveying, Inc.
  - e. Temporary Use Permit at 1300 Kaster Road - Fence for bale storage
  - f. Home Occupation (Type I) at 940 Wyeth Street - Home office for lawn maintenance
8. **Planning Department Activity Reports**
  - a. December 21, 2017
9. **For Your Information Items**
10. **Next Regular Meeting: February 13, 2018**

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### **Adjournment**

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# City of St. Helens

## Planning Commission Meeting

### December 12, 2017

### Minutes

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

**Members Absent:** None

**Staff Present:** Jacob Graichen, City Planner  
Jennifer Dimsho, Associate Planner

**Councilors Present:** Ginny Carlson, City Council Liaison

**Others Present:** Julie Stenberg

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 Webster moved to approve the minutes of the October 10, 2017 Planning Commission meeting. Vice Chair Cary seconded the motion. Motion carried with all in favor. Commissioner Semling did not vote due to her absence from that meeting. Chair Petersen did not vote as per operating rules.

### **Topics From The Floor**

Julie Stenberg was in the audience. She stated her interest in joining the Planning Commission. She interviewed last week for Chair Petersen's term, which ends on December 31, 2017.

### **Commission Term Expiration Discussion**

City Planner Graichen asked if anyone would like to end their term with the Commission guilt-free. He explained that Stenberg's background makes her a very good fit for the Commission, which is not always the case with incoming applicants. Commissioner Hubbard noted that Stenberg has a background in real estate law and development, which would be great with the upcoming waterfront redevelopment. Councilor Carlson wanted to see if any commissioners were planning on leaving in the next year because of life

changes or any other reasons. None of the commissioners volunteered to end their term early.

Chair Petersen asked if the City asked Stenberg to be on the Advisory Committee for the upcoming Riverfront Connector planning process. Graichen said not yet. Stenberg agreed to be on this Committee. Associate Planner Dimsho said she would add her to the list.

Commissioner Cohen said he sat in on the interview with Stenberg. He thinks she is a qualified candidate, which is rare, but he does not feel comfortable removing Chair Petersen because of his experience and tenure on the Commission. Commissioner Cohen likes the idea of having an alternate member for when commissioners are absent. The Commission would like to pursue this as an option. Graichen said he could research the alternate member option for specific rules (depending on the City Council's decision). He said it would take a text amendment to make it happen.

Stenberg said if she is unable to join the Commission at this time, she would be fine with volunteering in other ways for a few years until there is an opening in the future.

#### **MOTION<sub>1</sub>**

Commissioner Webster moved to recommend to City Council to appoint Commissioner Hubbard for another term. Commissioner Cohen seconded the motion. Motion carried with all in favor.

#### **MOTION<sub>2</sub>**

Commissioner Cohen moved to recommend to City Council to appoint Chair Petersen for another term. Commissioner Webster seconded the motion. Motion carried with all in favor.

#### **MOTION<sub>3</sub>**

Commissioner Cohen moved to recommend to City Council to have an alternate commissioner with Julie Stenberg serving this role. Commissioner Webster seconded the motion. Motion carried with all in favor.

□

### **Dedication of Open Space Discussion**

Graichen explained that this topic is a result of the recently approved Emerald Meadows subdivision. He said the testimony during the City Council public hearing revolved around the fact that it was high density residential lots with little open space. Graichen explained the proposed guidelines and pros and cons for requiring open space dedication with subdivisions, as presented in the memo.

Chair Petersen suggested a Local Improvement District to fund the maintenance of the park, instead of a Homeowner's Association (HOA). Graichen said typically LIDs are based on a specific project and then disband once complete.

Commissioner Cohen said he likes the idea, but he is concerned about the term "open space." That term makes him think of wetlands that are overgrown. He thinks it should be an amenity for recreation that people can actually use. Commissioner Cohen further explained that if the City is going to impose an open space requirement, then it should be well-defined what amenities are provided on the open space. Commissioner Cohen said he is also concerned that if it is only the people within the development paying for it, then it should only be the people who live there who can use it. He asked how that would be enforced.

Commissioner Hubbard said he does not think one lot would be sufficient. He thinks it should be a square footage requirement based on the size of the subdivision. He also noted that City Council approved a zone

change to higher density for the Emerald Meadows subdivision. He feels that was part of the reason for the testimony about the lack of open space during the public hearing.

Commissioner Lawrence said she has experience with shared open space. Her HOA maintains the open space, a gazebo, and a ramp down to the river. It is entirely fenced in. She is not sure the shared maintenance would work on a larger scale.

Commissioner Semling said that when all of the lots surround the open space with fencing around the perimeter, it makes people who do not live there hesitant to use the space. She also feels that at least two lots should have been required for a development as big as Emerald Meadows. Commissioner Hubbard said it should be a square footage requirement, not just a number of lots.

Vice Chair Cary said the open space should not be at the edge of the subdivision in an area that is simply not developable, otherwise it will get overgrown and unusable. Chair Petersen agrees; the lot should be well designed. Commissioner Cohen said if the City had a Parks and Recreation District, the District could take maintenance responsibility, instead of an HOA.

Chair Petersen suggested 25 lots and/or dwelling units as the trigger for the open space requirement, since that is what triggers a Transportation Impact Analysis. There was no consensus about this number. The Commission would prefer a square footage requirement instead of requiring a single lot dedication. Commissioner Semling does not think the open space requirement should apply to R10 zoning, since they have large lots and yard requirements. The Commission agreed.

Commissioner Cohen asked how the open space dedication would not overlap with park SDCs. Graichen said he would look into it.

Commissioner Hubbard feels there are more cons than pros with the blanket open space dedication requirement idea. However, he suggested that if there are parks nearby to the development, perhaps the developer can build a better connection to the existing park. Commissioner Webster agreed.

Graichen explained the likely remaining areas to be developed in the City using the exhibit in the memo. He said there are not many large developments remaining. Commissioner Webster does not think it is worth the hassle to develop the open space dedication requirement. Commissioner Cohen said there is only land available to develop five to six more large subdivisions, so he agrees.

Councilor Carlson said the open space dedication requirement seemed like a good idea during the Council meeting, but after hearing this discussion, she feels it might make more sense to have a "livability mitigation" requirement that can be flexible depending on the context of the development. Vice Chair Cary agrees. The Commission likes having a flexible standard for subdivisions that gives the City more power to apply conditions related to parks and open space. Dimsho suggested tying the conditions to the needs of the Parks & Trails Master Plan, so they are tangible improvements. Graichen said ultimately any conditions will have to be clear and objective. The Commission agreed to pursue this option instead of the open space dedication requirement.

□

### **Acceptance Agenda: Planning Administrator Site Design Review**

- a. Site Design Review at 1400 Kaster Road - Use three existing buildings for marijuana production



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

□

### **Planning Director Decisions**

- a. Sign Permit (3) at 354 N. 15<sup>th</sup> Street & 474 N. 16<sup>th</sup> Street - St. Helens School District
- b. Sign Permit (3) at 373 S. Columbia River Highway (Skinny's Texaco) - Dewey's Sign Service
- c. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Toy N' Joy Auction
- d. Conditional Use Permit (Minor Modification) at 197 N. River Street - Lower Columbia Engineering, LLC
- e. Home Occupation (Type I) at 59368 Alderwood St. - Home office for cleaning services
- f. Temporary Use Permit (Medical Hardship) at 364 N. 1<sup>st</sup> Street - Jana Brecht
- g. Sign Permits (2) at 124 Eilertson Street - Fast Boyz Automotive, LLC
- h. Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Donut Day
- i. Home Occupation (Type I) at 2154 Oregon Street #90 - Home office for construction business
- j. Home Occupation (Type I) at 34701 Cascade Street - Home office for drywall business
- k. Sign Permit at 58555 McNulty Way - Columbia River Fire & Rescue

There were no comments.

□

### **Planning Department Activity Reports**

There were no comments.

□

### **For Your Information Items**

Graichen said the St. Helens Marina street vacation public hearing will not go before the Planning Commission per the City Council. He also said there will be three or four public hearings next month.

□

There being no further business before the Planning Commission, the meeting was adjourned at 8:17 p.m.

Respectfully submitted,

Jennifer Dimsho  
Associate Planner

### 2017 Planning Commission Attendance Record

*P=Present A=Absent Can=Cancelled*

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

**CITY OF ST. HELENS PLANNING DEPARTMENT  
STAFF REPORT  
CPZA.2.17**

**DATE:** January 2, 2018  
**TO:** Planning Commission  
**FROM:** Jacob A. Graichen, AICP, City Planner  
Jennifer Dimsho, Associate Planner  
**APPLICANT:** Karl Ivanov / Multi-Tech Engineering Services, Inc.  
**OWNER:** St. Helens Land Company LLC  
**ZONING:** Highway Commercial (HC)  
**LOCATION:** 4N1W-5DD-700 & 1900  
SE corner of the McBride and Matzen Street intersection  
**PROPOSAL:** Zone Map Amendment from Highway Commercial (HC) to General Commercial (GC) and Comprehensive Plan Amendment from Highway Commercial (HC) to General Commercial (GC)

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

**SITE INFORMATION / BACKGROUND**

The subject properties are located in between McBride Street to the north, Matzen Street to the west, and an undeveloped right-of-way called South Road (Maplewood Drive) to the south. The properties are and generally vacant, except for sparse remnants of a former mobile home park (Violette's Villa) and vegetation, including a substantial canopy of large trees. The properties abut Highway Commercial (HC) zoning to the south and east and Moderate Residential (R7) to the north and west.

Surrounding uses to the north and west of McBride Street and Matzen Street are dominated by single-family dwellings. There are some existing residential uses on the south side of McBride Street, with only one (a detached single family dwelling at 165 McBride) actually abutting the subject property. To the south of Maplewood Drive (right-of-way), there is a hotel, some residential use, and other commercial uses.



*Top: Looking west along South Road (Maplewood Drive) right-of-way. Subject property is to the right and Motel 6 (formerly Village Inn) buildings to the left.*

*Bottom: At the intersection of Matzen Street looking east along McBride Street. Subject property is to the right with single family dwellings to the left.*



*Top: Looking north along Matzen Street. Subject property is to the right and single-family dwellings to the left.*

*Bottom: The interior of the former Violette's Villa property is well forested. Little remains of the former mobile home park today except for some driveways and other paved or gravel areas.*



## **PUBLIC HEARING & NOTICE**

Hearing dates are as follows:

January 9, 2018 before the Planning Commission

February 21, 2018 before the City Council

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on December 18, 2017 via first class mail. Notice was sent to agencies by mail or e-mail on December 18, 2017. Notice was published in the The Chronicle on December 27, 2017. Notice was sent to the Oregon Department of Land Conservation and Development on December 5, 2017

## AGENCY REFERRALS & COMMENTS

The Oregon Department of Transportation has provided a referral letter that states concurrence with the Transportation Planning Rule Analysis the applicant provided. Their letter is attached to this staff report.

## APPLICABLE CRITERIA, ANALYSIS & FINDINGS

### SHMC 17.20.120(1) – Standards for Legislative Decision

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

- (a) The statewide planning goals and guidelines adopted under ORS Chapter 197;
- (b) Any federal or state statutes or guidelines found applicable;
- (c) The applicable comprehensive plan policies, procedures, appendices and maps; and
- (d) The applicable provisions of the implementing ordinances.
- (e) A proposed change to the St. Helens Zoning District Map that constitutes a spot zoning is prohibited. A proposed change to the St. Helens Comprehensive Plan Map that facilitates a spot zoning is prohibited.

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

#### ***Statewide Planning Goal 1: Citizen Involvement.***

*Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.*

Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in the statutes and in its acknowledged comprehensive plan and land use regulations.

The City's Development Code is consistent with State law with regards to notification requirements. Pursuant to SHMC 17.20.080 at least one public hearing before the Planning Commission and City Council is required. Legal notice in a newspaper of general circulation is required too. Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties. The City has met these requirements and notified DLCD of the proposal.

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

#### ***Statewide Planning Goal 2: Land Use Planning.***

*This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state*



*and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.*

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

There are no known federal or regional documents that apply to this proposal. Comprehensive Plan consistency is addressed further below.

**Finding:** Given the inclusion of local, state, regional and federal documents, laws, participation and opportunity for feedback as applicable, Goal 2 is satisfied.

***Statewide Planning Goal 10: Housing***

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

The proposed zoning map amendment would allow for additional residential development because GC conditionally allows multi-family dwelling units, while HC does not allow any *exclusive* residential development. HC only allows dwelling units above permitted uses.

**Finding:** Given the demand for additional housing units in St. Helens and the region, Goal 10 is satisfied.

***Statewide Planning Goal 12: Transportation***

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

A TPR Analysis has been submitted, pursuant to Chapter 17.156 SHMC. See Section (d) for more details.

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

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

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

**19.08.020 Economic goals and policies.**

[...]

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

[...]

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

[...]

**19.12.080 Highway commercial category goals and policies.**

(1) *Goals.*

*(a) To create opportunities for the orderly business development along selected portions of arterials.*

*(b) To establish conditions which will assure that arterial traffic flows are not disrupted and that access to and from these locations is designed for safety.*

*(c) To prevent highway frontage from becoming a strip of mixed commercial, residential and other unrelated uses.*

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

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

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

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

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

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

[...]

**19.12.070 General commercial category goals and policies.**

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

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

*(a) Encourage new commercial development in and adjacent to existing, well-established business areas taking into account the following considerations:*

*(i) Making shopping more convenient for patrons;*

*(ii) Cutting down on street traffic;*

*(iii) Maximizing land through the joint use of vehicular access and parking at commercial centers; and*

*(iv) Encouraging locations that enjoy good automobile access and still minimize traffic hazards.*

*(b) Designate sufficient space for business so that predictable commercial growth can be accommodated and so that an adequate choice of sites exists.*

[...]

*(e) Improve the general appearance, safety and convenience of commercial areas by encouraging greater attention to the design of buildings, parking, vehicle and pedestrian circulation, and landscaping through a site design review procedure.*

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

[...]

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

[...]

**(c) Discussion:** The proposal is to amend the Zoning Map from HC to GC, and the Comprehensive Plan Map from HC to GC. The purpose of the HC zone is to create a commercial strip along Highway 30 that caters to motorists. This zone change proposes to leave a strip of HC along the Highway to satisfy this purpose. The approximate width of the remaining HC zone is consistent with other areas along the Highway.

The GC zone and Comprehensive Plan designation are still commercial and thus can be viewed as not impacting the City's employment lands. Both the GC and HC zones predominantly allow commercial (employment) uses.

**Finding (s):** This proposal is not contrary to Comprehensive Plan goals and policies, provided the Planning Commission and City Council can find that removing Highway Commercial zoning will not have a negative impact on the development of lands catering to motorists.

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

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

The applicant submitted a Transportation Planning Rule (TPR) Analysis, which is attached to this staff report. The Analysis found that the requested zone change from HC to GC will reduce the amount of traffic that can be generated by any reasonable combination of uses. Therefore, there will not be any significant effect on transportation facilities as a result of this zone change.

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

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

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



The proposal does place GC zoning in an area where such is lacking. However, the area to be rezoned is large and bounded by rights-of-way or HC zoning, except on the NE corner of the subject property where there is a R7 zoned residential property.

A key issue here is ensuring the zoning and comprehensive plan boundary follow a property line. The plans provided by the applicant include a jog in the boundary such that a small portion at the SE corner, not of a practical size or dimension for a principal use by itself, would have HC zoning remaining. As such a condition is necessary that the property line follow the zoning and comprehensive plan line as a condition of approval.

**Finding:** The proposed Zone Map and Comprehensive Plan Designation shall apply to the whole of the subject property (currently known as 4N1W-5DD-700 and 4N1W-5DD-1900) or amended property lines, more-or-less, per the applicant's submitted plan.

### CONCLUSION & RECOMMENDATION

**Based upon the facts and findings herein, staff recommends the Planning Commission recommend to the City Council approval of the proposal with the condition listed below if the Commission finds that the proposal will remain compatible with the surrounding area and is not contrary to Comprehensive Plan goals and policies.**

The boundary of the Zoning and Comprehensive Map Amendment shall apply to the whole of the subject property (currently known as 4N1W-5DD-700 and 4N1W-5DD-1900). The division between General Commercial and Highway Commercial may be per the plan, more-or-less, provided by the applicant provided the property line is legally moved within one year from the effective date of the Ordinance that makes this proposal effective.

**Attachment(s):** *Maps (3) prepared by City staff*

*Plan from applicant*

*Applicant's narrative*

*Transportation Planning Rule (TPR) Analysis Memo Dated October 2, 2017*

*ODOT Concurrence Letter Dated December 19, 2017*



**CPZA.2.17  
AERIAL (2009)**



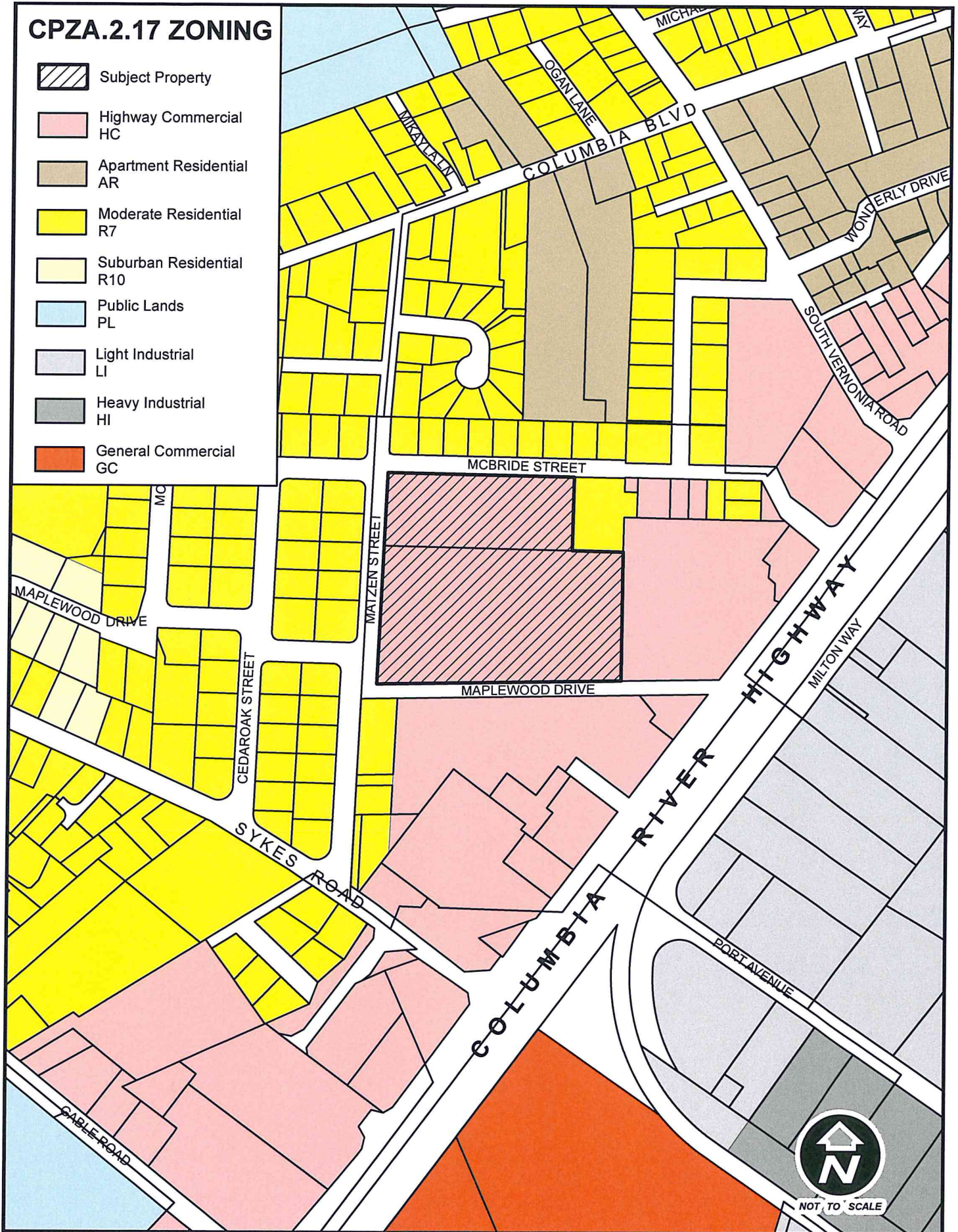
Subject Property










# CPZA.2.17 ZONING

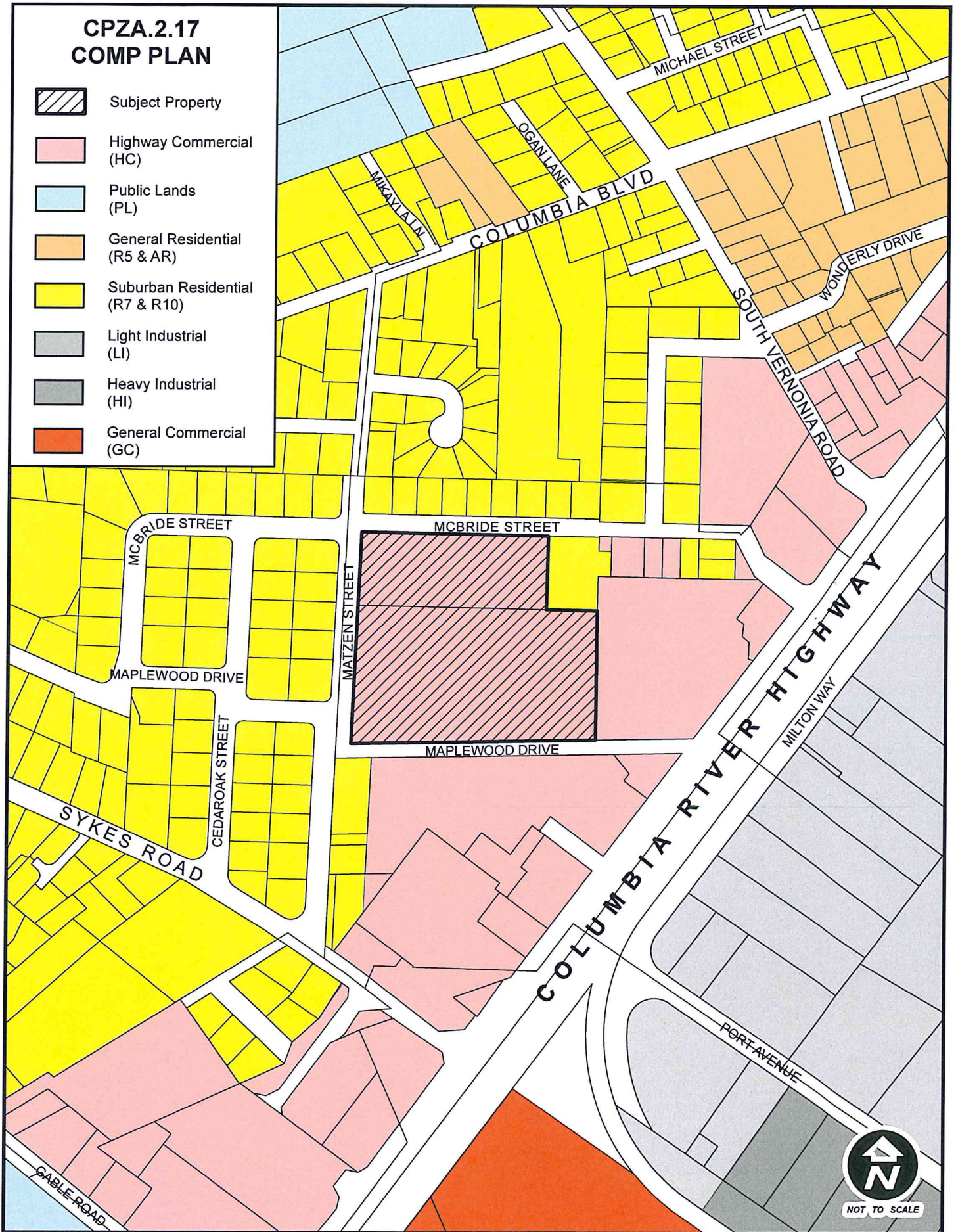
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-  Highway Commercial HC
-  Apartment Residential AR
-  Moderate Residential R7
-  Suburban Residential R10
-  Public Lands PL
-  Light Industrial LI
-  Heavy Industrial HI
-  General Commercial GC





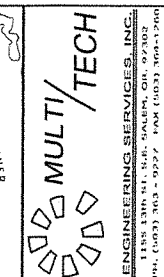
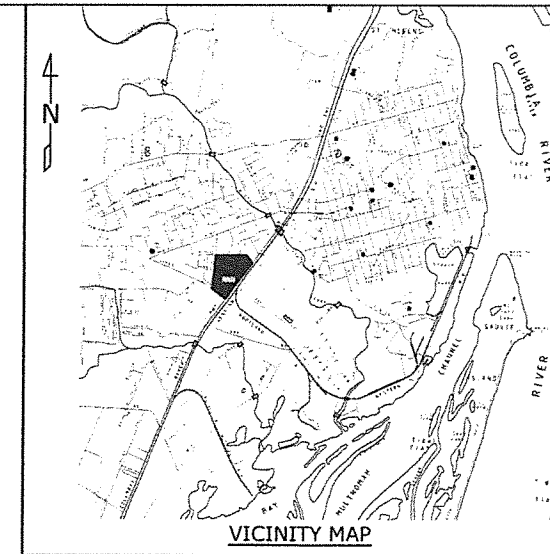
# CPZA.2.17 COMP PLAN

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



Owner / Developer:  
**ST. HELENS LAND  
COMPANY, LLC**  
9550 SE CLACKAMAS RD.  
CLACKAMAS, OR 97015  
(503) 655-7933  
KARL@IECON.US

EXISTING CONDITIONS/  
PROPOSED CONDITIONS



**COMP PLAN  
ZONE CHANGE**

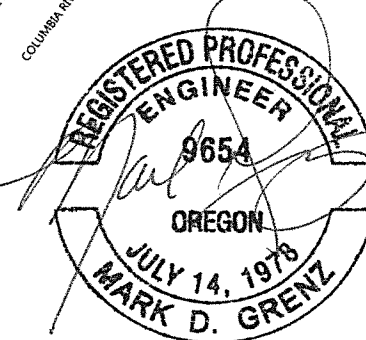
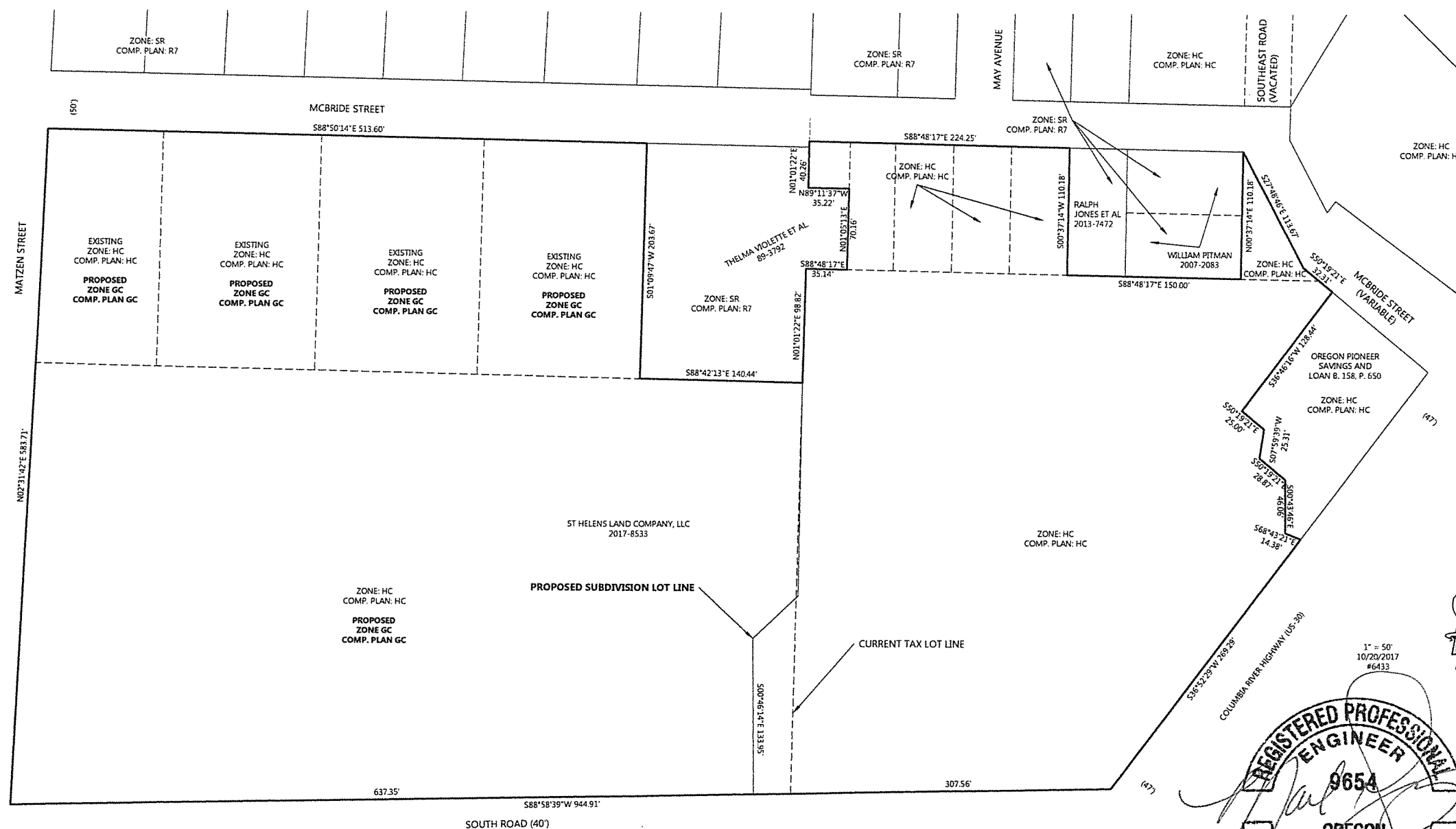
**ST. HELENS  
COMMERCIAL/  
MULTI-FAMILY**

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Design: J.R.B.  
Drawn: J.L.L.  
Checked: J.R.B.  
Date: SEPT. 2017  
Scale: AS SHOWN  
As-Built:

JOB # 6433

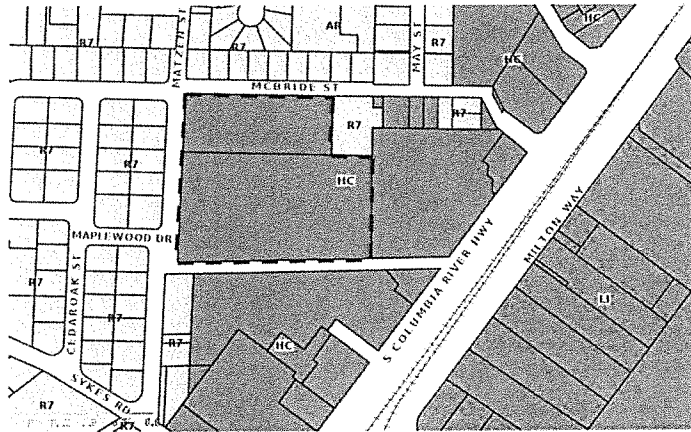
**1 OF 1**



EXPIRES: 06-30-2019

# *St. Helens: Compressive Plan Change and Zone Change*

**Background:** The subject property is approximately 8 acres in size and located on the east side of Matzen Street, the south side of McBride Street, and the north side of South Road (040105DD/Tax Lots 700 and 1900). The subject property is zoned HC (Highway Commercial). The subject property is designated as "Highway Commercial" on the Comprehensive Plan Map.



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

The property is Lot 6 of the proposed subdivision that has been submitted with this application.

## **Vicinity Information:**

The subject property is located on the east side of Matzen Street, the south side of McBride Street, and the north side of South Road (040105DD/Tax Lots 700 and 1900). The vicinity map is attached as shown. The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: R7 and AR; existing single family dwellings and existing multifamily  
East: R7; existing single family dwellings  
South: R7 and HC; existing single family dwellings and commercial uses  
West: HC; vacant land





## APPLICANT'S REASONS ADDRESSING THE COMPREHENSIVE PLAN CHANGE CRITERIA

### 17.20.120 The standards of the decision.

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

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

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

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

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

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

### Findings (1)(a):

The following Statewide Planning Goals apply to this proposal:

#### *Goal 1 – Citizen Involvement:*

The City's adopted Comprehensive Plan Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City. The City's Plan is acknowledged to be in compliance with this Goal. Notice of the proposal will be provided to property owners and public agencies, and posted on the property. The published notice will identify the applicable criteria. A public hearing to consider the request will be held by the Planning Commission. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision. These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

## *Goal 2 – Land Use Planning*

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

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

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

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

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

## *Goal 6 – Air, Water and Land Resources Quality*

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

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

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

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets. The traffic generated from the site will be minor compared to the total volume of traffic in this area, and will not create a significant additional air quality impact. The TPR dated August 10, 2017 will identify the traffic needs for the site and mitigation measures.

The site is vacant. Development of vacant urban land is expected. The proposed change will have no significant impact on the quality of the land. The GC zone will allow the site to be developed with residential and/or commercial uses. Considering the location of the site within



the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The City's adopted facility plans implement Goal 6.

#### *Goal 8 – Recreational Needs*

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

#### *Goal 9 – Economy of the State*

The City's Economic, Commercial and Industrial Goals and Policies implement this Statewide Goal. The proposal meets the goals and policies because it does not change the plan designation from a commercial zone to a non-commercial zone. The proposal is only for 8 acres of the property. The eastern portion of the property will remain zoned HC. The proposal is not a State-sponsored economic development project and there is no negative effect on the local, regional or statewide economy. The proposal will provide a location for commercial and residential uses along with new opportunity for the local labor force to obtain employment. The subject property is currently underutilized and by developing the site the proposal will improve the economic viability of the location. The site is currently unproductive and returns little value to the City. Redevelopment contributes to the economic base of the urban area, which is consistent with this Goal. The site will offer economic diversification because it will provide for the expansion of new commercial enterprises and will encourage the location of new businesses. It will provide an opportunity to encourage hiring of local unemployed, skilled and unskilled local residents.

#### *Goal 11 - Public Facilities and Services*

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

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

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

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The St. Helen's School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of this Goal are met.

#### *Goal 12 – Transportation*

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Transportation System Plan (TSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located along McBride Street (north), Matzen Street (west), and South Road (south), thus linking the site to existing and proposed transportation. The major streets are in place due to previous development.

A TPR dated August 10, 2017 has been provided as part of this application.

#### *Goal 13 - Energy Conservation*

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

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

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

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

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

The applicant's proposal is to rezone the property from HC to GC to allow the property to be developed with a wider range of uses. The applicant is looking at the potential of developing the subject property with multi-family dwellings.

This development will provide multi-family land and commercial land in an area that is a majority single-family zoned property. This rezone will help to provide a needed zone in this area, an area that provides services and transportation. Therefore, not concentrating all the GC zoned property into one area.

There is a lack of appropriately designated vacant GC and AR zoned sites within this vicinity. Multi-family units and commercial uses are both allowed in the GC zone. The applicant is looking at the potential of developing multi-family units on the site and developing commercial uses to the east of the site. This site is zoned GC, gives the applicant the ability to provide multi-family housing within this area while provide services adjacent to the site. The eastern portion of the site will remain HC.

As shown on the City land zone map there is no property contiguous to the existing site that is zoned GC and vacant, and there is none in the necessary proximity.

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

Findings (1)(D): The proposed comprehensive plan change/zone change fits the development pattern of the vicinity. The GC zone will allow the property to be developed with multi-family dwellings and/or commercial uses.

The site will be developed to required GC Code and Design Standards to minimize any impacts on the area. The TPR dated August 10, 2017, outlines any impacts on the neighborhood and how they will be mitigated. Traffic mitigation and Code compliance will be complied with at this time or at the time of SPR submittal. This criterion has been met.

The applicant is looking at the potential for developing the subject property with multi-family dwellings. The GC zone allows commercial development and multi-family dwellings. Multi-family dwellings are a permitted use through the Conditional Use Permit process under 17.32.110(3)(p). Prior to development of the site, the applicant will obtain Conditional Use approval.

Any proposed development on the site will meet the requirements of the GC zone (for commercial uses) and/or AR zone (residential uses).

Therefore, this criteria is and will be met.

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

North: R7 and AR; existing single family dwellings and existing multifamily

East: R7; existing single family dwellings

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

West: HC; vacant land

Therefore, the rezoning of the site will be consistent with the existing and future uses within this neighborhood. The applicant is looking at the potential of developing this site with multi-family units. Residential development on the site will be consistent with the surrounding neighborhoods, while providing a higher density of a needed housing type in the area.

The eastern portion of the site will remain HC and has the potential to be developed with commercial uses. Commercial uses will provide services to the surrounding residential areas.

Prior to development of the site, the applicant will obtain a Conditional Use Permit for residential development and go through the required Site Plan Review process. These processes will assure that the development meets required Design Standards that are consistent with and enhance the character neighborhood.

***(2) Consideration may also be given to:***

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

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

There is a lack of appropriately designated GC zoned sites within this vicinity. As shown on the City land use map there is no property contiguous to the existing site that is appropriately designated for the proposed use. The most feasible process is to rezone the subject property to allow it to be developed at max density with direct access onto the surrounding street system and adjacent commercial uses.

This area of St. Helen's is lacking in GC zoned property. GC zoning helps to provide a needed type of housing and commercial uses, especially in this area.

This criterion has been met.

#### **17.08.060 Transportation planning rule compliance:**

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

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

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

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

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

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

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

Findings for (1)(a)-(c): As stated in the TPR Analysis dated October 2, 2017, "Since the requested zone change will reduce the amount of traffic that can be generated by any reasonable combination of uses, there will not be a significant effect on any transportation facility as identified in the statute. It is my opinion that the requested zoning and comprehensive plan map amendment can be approved from a traffic engineering perspective without significantly affecting the transportation system."

#### **17.132 Tree Removal:**

There are trees located throughout the subject property. At this time, the applicant is not proposing the removal of trees on the site. Development (location of structures) on the site has not officially been finalized, therefore, we cannot identify the trees on the site that will be removed and/or preserved. However, at the time of Site Plan Review, the applicant will provide a tree conservation plan that identifies the trees on the site that will be removed and preserved if required.

Replanting per the Code will also be provided at the time of development. Therefore, this criteria will be met at the time of Site Plan Review.

### **CONCLUSIONS**

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

"General Commercial" land use designation and corresponding HC zoning designation is appropriate for the subject property.

# Memo

Date: October 2, 2017  
 To: Mr. Jeff Bolton, MultiTech Engineering, Inc.  
 From: Karl Birky, PE, PTOE  
 Re: Traffic effects of the proposed zone change



**ASSOCIATED  
TRANSPORTATION  
ENGINEERING &  
PLANNING INC.**

A.T.E.P., Inc.  
 1155 13th St. S.E.  
 Salem, OR. 97302

Tel.: 503-364-5066  
 FAX: 503-364-1260  
 e-mail: kbirky@atepinc.com

Mr. Bolton:

Tax lots 700, 900, 1000, 1100, 1200, 1600, 1800 and 1900 of Tax Map, 4N 1W 05DD in St. Helens, Oregon, comprise a 13 acre parcel west of the Columbia River Highway and south of McBride St. It is zoned Highway Commercial (HC) on the City's zoning map and the comprehensive plan map. The developer would like to change the zoning and comprehensive plan map designation to General Commercial (GC) to facilitate developing multi-family housing and some commercial uses on the site. The intent of this letter is to provide an engineer's estimate of the traffic effects of changing the zoning from Highway Commercial (HC) to General Commercial (GC). I understand your client wants to construct approximately 250 apartments, a gas station, physicians office and a fast food outlet on the site.

The Oregon Transportation Planning Rule (TPR) requires an estimate of the effects a land use action will have on the transportation system in certain instances. This zoning change request is one of those instances. The TPR prevents persons or cities from allowing construction of a fast food outlet with its high traffic to be built in a residential neighborhood if the zoning does not allow the fast food outlet. The zone change can be allowed if there is no "significant" effect on the transportation system.

I will assume that uses allowed in the HC zone could be built on the parcel. The following table summarizes the trip generation of a reasonable mix of allowed uses on the 13 acre site. It will assume the site can be developed with 25% of the site covered with buildings. The remaining 75% of the site will be used for parking, roadways, landscaping and other open space uses. The total building area would be 149,193 sq. ft. The table assumes the gas station includes 2,000 sq. ft. of floor space.

ITE Use	Use	Units	AM Trips	PM Trips	ADT
ITE 850	Supermarket	135 ksf	459	1280	13,802
ITE 912	Drive in Bank	1 at 4 ksf	48	97	593
ITE 934	Fast Food w Drive Thru	2 at 4 ksf	363	261	3,969
ITE 945	Gas Station w Convenience Mart	16 positions	163	216	2,604
Total			1,033	1,854	<b>20,968</b>

**Table 1- Estimated Trip Generation with allowed uses in HC zone**

The existing zoning and comprehensive plan map designation would reasonably allow an estimated 20,968 trips in or out of the site on a typical weekday. This is a reasonable limit for the trip generating potential for uses allowed in the existing HC designation. It is noted that many of the uses allowed in the existing zoning are allowed in the proposed zoning. The following table, Table 2, lists some allowed, high trip generating uses in the proposed GC zoning. It is also noted that it is the intent of the



developer to build multi-family housing on most of the site. Gas stations are not permitted outright in the GC zone. The GC zone does not allow fast food with drive thru but does allow sit down restaurants.

Table 2 estimates a high trip generating combination of uses allowed in the proposed GC zone.

ITE Use	Use	Units	AM Trips	PM Trips	ADT
ITE 850	Supermarket	109 ksf	371	1,033	11,144
ITE 720	Medical/Dental Office	34 ksf	81	121	1,228
ITE 932	High Turnover Sit Down Restaurant	6 ksf	65	59	763
Total			517	1,214	13,135

**Table 2 - Estimated Trip Generation w allowed uses in GC zone**

The existing HC zoning would allow a reasonable variety of high traffic generating uses that could generate nearly 21,000 trips per day. A reasonable variety of high traffic generating uses allowed on the site with the proposed GC zoning would not generate as much traffic as the HC zone.

The following table estimates the trips that could be generated if the site were developed with 250 apartment units, a 20,000 sq. ft. medical office building, a convenience market with 16 fuel pumps (this is a conditional use) and a fast food restaurant with drive-thru (this is also a conditional use).

ITE Use	Use	Units	AM Trips	PM Trips	ADT
ITE 220	Apartment Units	250 Apts	128	155	1,663
ITE 720	Medical/Dental Office	34 ksf	48	71	723
ITE 934	Fast Food w Drive Thru	4 ksf	182	131	1,984
ITE 945	Gas Station w Convenience Mart	16 positions	163	216	2,604
Total			520	573	6,974

**Table 3 - Estimated Trip Generation with other possible uses**

The TPR requires that there be no significant affect on a transportation facility including:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:*
  - (i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
  - (ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or*
  - (iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*

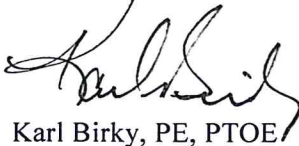
Since the requested zone change will reduce the amount of traffic that can be generated by any reasonable combination of uses, there will not be a significant affect on any transportation facility as identified in the statute.

It is my opinion that the requested zoning and comprehensive plan map amendment can be approved from a traffic engineering perspective without significantly affecting the transportation



system. I thank you for asking ATEP to provide this information. I can be reached at 503-364-5066 if there is any additional information you or other decision makers might find helpful.

Sincerely yours,



Karl Birky, PE, PTOE

Associated Transportation Engineering & Planning, Inc.



12/31/2017



# Oregon

Kate Brown, Governor

## Department of Transportation

District 1/Area 1

350 West Marine Drive

Astoria, Oregon 97103

Phone: (503) 325-7222

Fax: (503) 325-1314

12/19/2017

TO: Jacob Graichen, City Planner St. Helens  
FROM: Ken Shonkwiler, ODOT Senior Transportation Planner  
SUBJECT: Comprehensive Plan Amendment and Zone Map Amendment: CPZA.2.17 Karl Ivanov

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Thank you for the opportunity to comment on this zone change.

The Oregon Department of Transportation (ODOT) routinely comments on planning proposals that may have an impact on state highways. If a plan amendment is involved (including zone changes), ODOT makes itself available to assist local governments in complying with the requirements of OAR 660-012-0060 (known as the Transportation Planning Rule). This requires that local governments amending adopted plans and regulations demonstrate that the amendment will not significantly affect existing or planned transportation facilities (both state and local) or that such amendments are concurrent with local and state plans.

The applicant submitted a TPR Analysis to ODOT on November 15, 2017 for the 13 acre parcel to be rezoned from High Commercial (HC) to General Commercial (GC). After reviewing permitted uses in both zoning designations and the TPR analysis, the zone change would not significantly affect the surrounding transportation system. ODOT is in agreement with the proposed zone change as the Transportation Planning Rule OAR 660-012-0060 (9) has been satisfied through this concurrence.

**CITY OF ST. HELENS PLANNING DEPARTMENT**  
**STAFF REPORT**  
**Subdivision Preliminary Plat SUB.3.17**  
**Matzen Subdivision**

**DATE:** January 2, 2018  
**TO:** Planning Commission  
**FROM:** Jacob A. Graichen, AICP, City Planner

**APPLICANT:** Karl Ivanov  
**OWNER:** St. Helens Land Company, LLC

**ZONING:** Highway Commercial, HC

**LOCATION:** 4N1W-5DD, 700, 900, 1000, 1100, 1200, 1600, 1800 and 1900; Majority of property addressed as 495 S. Columbia River Hwy (for former mobile home park); Also, a dilapidated duplex on the subject property is addressed as 121 and 125 McBride Street.

**PROPOSAL:** 5 Lot Commercial Subdivision

**The 120-day rule (ORS 227.178) for final action for this land use decision is April 5, 2018.**

**SITE INFORMATION / BACKGROUND**

The majority of the site was the long time location of the Violette's Villa mobile home park. Exactly when the use was established is unknown, but the assumption based on notes from previous code enforcement efforts (c. 2004) suggest it goes back to the late 1940's prior to any City zoning ordinance. Past assumptions by staff note that the mobile home park had 40 legal mobile/manufactured home spaces, with 12 illegal mobile/manufactured spaces and 14 illegal RV spaces. Little remains of the former use today other than a caboose on the site and some paved areas. There is also an existing, but dilapidated duplex along McBride Street; this may be demolished by the time the Commission reviews this proposal as a demolition permit was recently applied for to remove this structure.

The site is more-or-less flat with a significant canopy of mature trees of varying species. Its surrounded on all sides by public rights-of-way as follows:

- **East: US30 (Columbia River Highway)** is fully improved with curb-tight sidewalk along the subject property. US30 is classified as a Major Arterial per the City's Transportation Systems Plan. This is the only abutting street that is not under the City's jurisdiction. It is a State (ODOT) highway.
- **North: McBride Street** is improved but lacks any curb or sidewalk along the subject property, except a curb along the former duplex at 121 and 125 McBride Street and portions closer to US30. McBride Street is classified as a Local Street per the City's Transportation Systems Plan.

- **West: Matzen Street** is improved and lacks curb and sidewalk along the subject property. However, there is an asphalt path with boulders separating it from the road that acts as an interim nonvehicular passageway. Matzen Street is classified as a Collector Street per the City's Transportation Systems Plan.
- **South: The South Road (Maplewood Drive)** right-of-way abuts the south side of the site. It is unimproved and classified as a Local Street per the City's Transportation Systems Plan. There are some utilities within this right-of-way, including a City water main and some pole mounted infrastructure.

There are some adjacent uses to the subject property, since some lots along McBride Street are not included. These include three detached single-family dwellings, each on separate properties, addressed as 105, 115 and 165 McBride Street. In addition, a lot occupied by the Bank of the West abuts the site's east side at the US30/McBride Street intersection.

Otherwise and generally, there are residential neighborhoods to the north and west, a Motel 6 (formerly known as the Village Inn) to the south and commercial uses elsewhere.

**Related current file:** CPZA.2.17 proposes to change a portion of the property's Zoning District and Comprehensive Plan designation from General Commercial (GC) to Highway Commercial (HC). Note that since the zone/designation remains commercial, the CPZA.2.17 proposal does not impact the outcome of this preliminary plat application.

**Past file:** CPZA.2.09 changed portions of the subject property from Moderate Residential, R7 & Highway Commercial, HC. This was approved via Ordinance No. 3129 in 2010.

### **PUBLIC HEARING & NOTICE**

Hearing dates are as follows: January 9, 2018 before the Planning Commission.

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on December 18, 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 December 27, 2017.

Note that a stipulation of CPZA.2.09 and Ordinance No. 3129, Section 4, states that when this property develops in its vacant state, review by the Planning Commission is required and all property owners of record within 300 feet be provided notice. A subdivision is a development proposal and includes said review authority and notice requirements as required for the subject property in its vacant state. Thus, the obligation from the CPZA.2.09 (2010) decision is fulfilled by this proposal.

### **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:** Public utilities are generally available on at least 2 sides of the subject property; from McBride Street and Matzen Street. Frontage improvements should be constructed on these streets to include pavement widening, bike lanes as identified in the Transportation Master Plan, curb, gutter, and sidewalk as part of the property development. It would be preferable for the Maplewood Drive right-of-way, also identified as South Road, to be re-aligned to eliminate the jog that currently exists from the developed portion of Maplewood Drive west of Matzen Street, to the easterly extension of the undeveloped Maplewood Drive ROW. Street lighting shall be installed and/or upgraded along all developed roadways and pedestrian pathways. Specific improvement recommendations will be provided at the time when a full site plan is submitted for review and approval for 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 a standalone subdivision request. No 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(2).

#### **PRELIMINARY PLAT APPROVAL STANDARDS—SHMC 17.136.060(1)-(5)**

##### **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 Highway Commercial, HC. Given the submittal of CPZA.2.17, a portion of the property could be rezoned to General Commercial, GC. In either case, there are no lot size or dimension standards specific to the zoning district (i.e., found in SHMC Sections 17.32.100 for HC and 17.32.110 for GC.

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

US30 (Columbia River Hwy) is a major arterial and Matzen is a collector 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). However, as US30 has an existing sidewalk, the frontage improvements there do not need to be reconstructed. Street trees will need to be behind the sidewalk in this case. A planting strip will be required for Matzen Street based on standard collector street standards.

For other streets, the street 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 land use and building permits to develop the lots.

Aside from street trees, another aspect of this Chapter to consider as it applies to this Subdivision proposal are buffering requirements. Because of the abutting detached single-family dwellings in R7 zoned property, there is the potential of needing a 20 foot buffer per Figure 13 of this Chapter. Because the geometry of the proposed lots does not result in constrained area via property line placement within the vicinity of said abutting detached single-family dwelling occupied R7 properties, the lot layout appears acceptable in this regard.

**17.84 – Access, Egress & Circulation** → The site abuts four public streets or rights-of-way as discussed in the Site Information / Background section above.

**US30:** access is controlled by ODOT. One access point is proposed. Per conversation with ODOT, the proposed development will meet a change of use criteria and will require an application for the Highway access. As sidewalk/curb is already in place, the only changes should be if the access approved by ODOT and the existing driveway approach align in

location and width or not. Note that ODOT could also restrict turning movements (e.g., right-in only).

Also note SHMC 17.84.050(7)(b):

Nonresidential projects proposed on arterials shall include a frontage or service road and shall take access from the frontage or service road rather than the arterial. Frontage or service road design shall conform to applicable jurisdictional design standards. This access requirement may be met through the use of interconnecting parking lots that abut the arterial provided the necessary easements and agreements are obtained.

The City cannot deny US30 access. But it can require the “frontage or service road” requirement to be met. The preliminary plat shows a shared easement to US30 benefitting all lots. The issue here is exclusivity. All proposed lots abut other streets, preventing US30 from being the sole access. But, unless additional easement are granted, vehicular street improvements of South Road-Maplewood Drive (proposed as Brayden Street) will need to extend to Lots 3 and 4.

The assumption is that street improvement of South Road-Maplewood Drive (proposed as Brayden Street) from Matzen Street would extend as far eastward as needs based on vehicular access requirements of the city or as desired by the developments. The remainder would be for non-vehicular passage improvements extending to US30.

This also assumes ODOT will not allow an actual US30/ South Road-Maplewood Drive (proposed as Brayden Street) street connection.

**McBride Street, Matzen Street and South Road-Maplewood Drive (proposed as Brayden Street):** access is controlled by the City. Access points will be determined as part of future development proposals. Factors that will impact where and how many access are allowed include:

- 1) Per the spacing standards in the table below (as measured from the center of the driveway approach or ROW) based on street class (of these three streets all are local except Matzen Street, which is a Collector).
- 2) As per SHMC 17.84.040(8):

...The number of street access points for multiple dwelling unit residential, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (9) of this section, in order to maintain the required access spacing, and minimize the number of access points.
- 3) SHMC 17.84.040(9) requires shared drives as a condition of land division or site development review, as applicable, for traffic safety and access management purposes. Reciprocal access easements are required at the time of final plat approval or as a condition of site development review.
- 4) As required by the use (e.g., number of dwelling units or parking spaces), with considerations of emergency personnel access.

Functional Classification	Public Street (street-to-street) (feet)	Private Access Drive (street-to-drive or drive-to-drive) (feet)
Local Street	150	50 <sup>1</sup>
Collector	300	100
<sup>1</sup> This applies to street-to-drive spacing only. There is no minimum spacing standard for access points (drive-to-drive) on local streets.		

Access easement(s) from the US30 access point to the lots of the subdivision need to be established as part of the Subdivision plat. No lots shall rely solely on US30 access. A lack of easement connectivity will mandate access on City streets, and in the case of South Road-Maplewood Drive (proposed as Brayden Street), how much gets developed as a street.

Maintenance agreements shall be required as part of all shared access easements.

**17.88 – Signs** → The site is void of signage currently. Note that a signage easement is proposed near the proposed US30 (Columbia River Hwy) access.

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

Some trees are proposed to be preserved. Tree replacement will need to be evaluated on a per lot basis. To explain, retainage of at least 50% of existing trees with a DBH >12' requires a 1:1 ratio replacement. If more than 50% of existing trees are lost, a 2:2 replacement is required.

The numbers of trees provided by the applicant do not appear to match the plan. For example, the table on the tree plan table indicates 5 trees to remain on proposed Lot 1, yet staff counts approximately 14. Other changes are possible too as the site's designs evolve through this and consequent development processes.

A protection program defining the standards and methods that will be used to protect trees during development is a requirement.

**17.152 – Street & Utility Improvement Standards** → Development is required to have frontage along a public street improved to City standards. Abutting streets are required to be improved to city standards. New or additional street width is required to be dedicated as right-of-way as well.



**Right of way dedications required:**

- **US30:** Current ROW width is about 85 feet. Minimum width per this Chapter for Major Arterial streets is 101 feet. However, dedication would only be a condition if required by ODOT.
- **McBride Street:** Current ROW width varies. It appears to be 50 feet wide in some places, but only 40 feet in others. Minimum width required is 50 feet. ROW dedication will be required in places as necessary to align with portions that are 50 feet in width.
- **Matzen Street:** Current ROW width is 60 feet for most of the portion abutting the property, and even wider along the southerly portion. Minimum width for Collector Streets is 60 feet. No dedication for width required.

Dedication for street alignment will be necessary however (see below).

- **South Road-Maplewood Drive (proposed as Brayden Street):** Current ROW width is 40 feet. The minimum width for the portion used by vehicles would be 50 feet. The City will require the street to be improved per normal requirements from Matzen Street to as far eastward as needed based on vehicular access requirements of the City or as desired by the developments (whichever is more stringent). The remainder would be for non-vehicular passage improvements extending to US30.

5 feet of ROW dedication (i.e., half of the 10 feet need to achieve the minimum width) will be required to the point where the street transitions to a non-vehicular passage. The 40 feet will work at this point based on the City's "skinny" street standard, possible for uses with 200 average daily vehicular trips or less.

Since this will be determined by design, right-of-way dedication, for width, may be delayed until future development proposals. Dedication for street alignment will be necessary however (see below).

- **Maplewood Drive/Matzen Street intersection:** Per SHMC 17.152.030(7)(a):

Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of such street.

The current alignment of this intersection creates situation that if South Road-Maplewood Drive (proposed as Brayden Street), lying east of Matzen Street is improved within the current right-of-way, there would be two "T" intersections with a separation of approximately 90 feet. And Matzen Street is a Collector Street. Thus, right-of-way dedication per a City approved intersection design to eliminate this offset shall be required.

**Street names.** The applicant has "Brayden Street" on the plans within the undeveloped South Street-Maplewood Drive right-of-way. This may be changed but the name needs to be

approved by Columbia 9-1-1 to ensure its unique for emergency response and be on the final plat.

**Street lights.** Are required at least at each intersection and as otherwise required by City Engineering. Street lighting shall be required, at such locations to provide overlapping lighting to sufficiently illuminate the street and public passageways.

There is no street light at the Matzen Street/South Road-Maplewood Drive (proposed as Brayden Street) intersection. One shall be required there. Analysis of other lighting needs will be done as part of public improvements required as each lot develops.

**Easements/utilities.** Minimum 8 foot wide public utility easements will be required along the street frontage of all lots unless a greater width is determined necessary by City Engineering. The plans provided by the applicant show 10 foot wide public utility easements, which is even better for dry utilities.

Plans provided by the applicant show public utility extensions, but those are not necessarily required by the City. They may be desired by the applicant. Because these will be based on the site design of each lot, engineering plans for these utilities will be required as each lot develops and easements for new public utilities can be reserved then. Easements for new utilities shall not be dedicated absent of approved plans that determine exact location, based on approved development proposals consequent to this subdivision.

Existing public utilities within the subject property need easements if they do not yet exist. Any existing easement needs to be documented on the final plat.

Stormwater management will be addressed as each lot develops.

All new utilities shall be underground pursuant to SHMC 17.152.120.

**Streets.** Curb/sidewalk will be required along all streets where such is lacking. For Matzen Street, planter strips shall be included as well.

Sidewalk and half street improvements + 12 feet required for South Road-Maplewood Drive (proposed as Brayden Street), except per approved plans at the Matzen Street/Maplewood Drive intersections and where Matzen Street/South Road-Maplewood Drive (proposed as Brayden Street) transitions to a multi-use path as described previously. Since this is not a typical right-of-way sidewalk, we need to look at the City's Parks and Trails Master Plan for standards. This passageway will function as a regional trail, which requires a minimum 8' wide paved swath and a 2' clear shoulder on each side.

Note that some of the site improvements (e.g., parking lot) of neighboring property addressed 515, 517, and 519 S. Columbia River Highway (US30) are within the South Road-Maplewood Drive (proposed as Brayden Street) right-of-way, which may add complexity to development of this portion of the right-of-way. However, as public right-of-way, public passage takes precedence.

Street frontage improvements will be required as each lot develops. Design may occur as a requirement of development, since access points and such will be determined further on a per-development basis. The exception to this is below.

The Matzen Street/Maplewood Drive and South Road-Maplewood Drive (proposed as Brayden Street) intersection needs to be designed as part of this subdivision approval. This intersection shall be developed per approved plan as a condition of development of Lot 5 or development of any other Lot that will use South Road-Maplewood Drive (proposed as Brayden Street) for vehicular access.

**Blocks.** SHMC 17.152.040 provides standards for block design “*with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic and recognition of limitations and opportunities of topography*” as follows:

- (a) The perimeter of blocks formed by streets shall not exceed 1,800 feet measured along the right-of-way line except:
  - (i) Where street location is precluded by natural topography, wetlands or other bodies of water, or preexisting development;
  - (ii) For blocks adjacent to arterial streets, limited access highways, collectors or railroads;or
- (iii) For nonresidential blocks in which internal public circulation provides equivalent access;
- (b) When block lengths greater than 600 feet are permitted, pedestrian/bikeways shall be provided through the block.

Note that the “block” formed by the streets that border the property has a perimeter of approximately 3,260 feet. Given the commercial nature of the development, due to the site’s zoning, much internal access will likely be semi-public. Though, without public access easements, this is not entirely guaranteed. Regardless, this emphasizes the need to develop South Road-Maplewood Drive (proposed as Brayden Street) for public access to ensure connectivity.

**Bikeways and trails.** There are no identified routes that traverse through the subject property. However, the City’s Transportation Systems Plan does specifically call out pedestrian and bicycle improvements along Matzen Street. The TSP calls out widening the roadway and adding bike lanes, and adding curbs and sidewalks. This would be an aspect of improving Matzen Street to collector class street standards.

**17.156 – Traffic Impact Analysis (TIA)** → A TIA is not warranted at this time. TIA requirements will be considered when access points are determined and land uses proposed on the proposed lots.

**(b)** This criterion requires that the proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 92. The name “Matzen” has been approved by the County Surveyor per ORS 92.090. Applicant provided documentation of this.

**(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 only issue here is the misalignment of Maplewood Drive on either side of Matzen Street as discussed above.

**(d)** This criterion requires that an explanation has been provided for all common improvements. The featured common improvement for this development is the shared access via US30.

#### **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)** Various right-of-way dedications will be necessary as previously noted. **(ii)** Not applicable given commercial zoning. **(iii)** There is a narrow portion of lot 1 along US30 that is designed for access to the Highway. This is acceptable if ODOT grants Highway access, but would be inefficient geometry if access wasn't granted, or granted in a different location. Per conversation with ODOT, the proposed development will meet a change of use criteria and will require an application for the Highway access. As such, the preliminary plat approval will be contingent on ODOT approval of access at the location depicted by the applicant. Proof of ODOT approved access shall be required prior to final plat.

#### **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:** This regulation applies to smaller residential lots. It does not apply here.

#### **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.

**Finding:** Since the subject property is zoned commercial, this does not apply.

#### **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. No new public streets are proposed or warranted.

Since this property is being carved up, one consideration is system development charge (SDC) credits for any preexisting circumstance. For example, the site had 40 legal mobile/manufactured home spaces and a duplex, which may provide credits for transportation SDCs. The City feels the best approach is to distribute the credits amongst the five proposed lots based on size. Thus, a lot's size will be a certain percentage of the total size of the subdivision (after right-of-way dedications). That percentage would apply to the amount of credits available.

In any case, how the credits are distributed needs to be worked out with the City and owner/developer before the property is subdivided (i.e., before disparate ownership).

\* \* \* \* \*

#### **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 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. **Note: two time extensions are possible per SHMC 17.136.040(2).**

**2. The following shall be completed prior to submission and the City's acceptance of a final plat application:**

Engineering/construction plans for street intersection design and improvements to align the Matzen Street/Maplewood Drive and Matzen Street/South Street-Maplewood Drive (proposed as Brayden Street) intersections. Shall include street lighting to illuminate the intersection.

**3. In addition to compliance with local, county, state and other requirements, the following shall be included on/with the final plat:**

- a. Reciprocal access easement(s) to provide Columbia River Highway (US30) access to the lots from the point of access per ODOT approval. *Note conditions 5 and 7.* Maintenance agreements shall be required for all access easements.
- b. McBride Street right-of-way dedication shall be required in places as necessary to align with portions that are 50' in width.
- c. Right-of-way dedication per city approved plans for the Matzen Street/Maplewood Drive and Matzen Street/South Street-Maplewood Drive (proposed as Brayden Street) intersection alignment. *See condition 2.*
- d. The name to be used for South Road-Maplewood Drive (proposed as Brayden Street). Any new name shall be approved by Columbia 9-1-1.
- e. Minimum 8' wide public utility easements shall be required along the street frontage of all lots unless a greater width is determined necessary by City Engineering.
- f. Easements for existing public utilities. *Note condition 6.*

**4. The following requirements shall apply to the development of the lots of this Subdivision:**

- a. All street/right-of-way frontages abutting each lot shall be improved to City standards including but not limited to pavement widening, bike lanes as identified in the City's Transportation Master Plan, curb, gutter, landscape strip (as applicable) and sidewalk, except as follows:
  - i. Columbia River Highway (US30) may remain with current improvements, except modifications for highway access as permitted by ODOT and street trees shall still be required.

- ii. South Road-Maplewood Drive (proposed as Brayden Street) shall be built to local street standards (half street improvements + 12') from Matzen Street easterly to the easterly-most point of vehicular access (*note conditions 3a and 5*).

The remaining portion between the easterly-most point of vehicular access and Columbia River Highway (US30) shall be developed for non-vehicular passage to include a minimum 8' wide paved multi-use path with 2' clear shoulder on each side.

Five (5) feet of right-of-way dedication shall be required for the portion to be used for vehicular access, except any portion already dedicated via the final plat.

Note that if lots 3 and 4 develop before lot 5 and they are required to have vehicular access (condition 5), some street improvement, determined at the time of proposal, of South Road-Maplewood Drive (proposed as Brayden Street) between Matzen Street and said lots 3 and/or 4 will be required.

- iii. The intersection improvements per condition 2 shall be completed as part of development of lot 5. Or, if lots 3 and/or 4 develop prior to lot 5, said improvements shall be completed as part lot 3 and/or 4 development.
  - iv. Tree plan per Chapter 17.132, based on the plan done for this preliminary plat proposal with corrections and revisions as necessary. For trees to be preserved, a protection program defining the standards and methods that will be used to protect trees during development shall be required.
- b. Street lights shall be required at each intersection and at such locations to provide overlapping lighting to sufficiently illuminate the street and public passageways. Existing lighting may require upgrading where warranted.
- 5. No lot shall rely on Columbia River Highway (US30) as its sole point of vehicular access. Easements and physical improvements to streets shall be required to prevent this.
  - 6. Easements for new utilities shall not be dedicated absent of approved plans that determine exact location, based on approved development proposals consequent to this subdivision.
  - 7. This preliminary plat approval shall be contingent on ODOT approval of access at the location depicted on the preliminary plat.
  - 8. **Prior to recordation of the final plat**, the applicant/owner and City need to come to an agreement of how to distribute available System Development Charge credits of what was legally existing on the subject property for future development of the subdivision lots.
  - 9. 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.

10. Owner/applicant is still responsible to comply with the City Development Code (SHMC Title 17).

**Attachment(s):**

Plans—Cover Sheet

Plans—Existing Conditions and tree plan (version with City Planner's notes)

Plans—Site Plan (preliminary plat)

Plans—Utility and Access Plan (preliminary plat)

Applicant's narrative

Page illustrating the Matzen Street/Maplewood Drive and Matzen Street/South Street (Maplewood Drive, proposed as Brayden Street) intersection alignment issue

Email from Skip Baker (previous City Planner) dated Feb. 25, 2004 explaining VioletteVilla's history and legal non-conforming v. illegal uses



Owner / Developer:

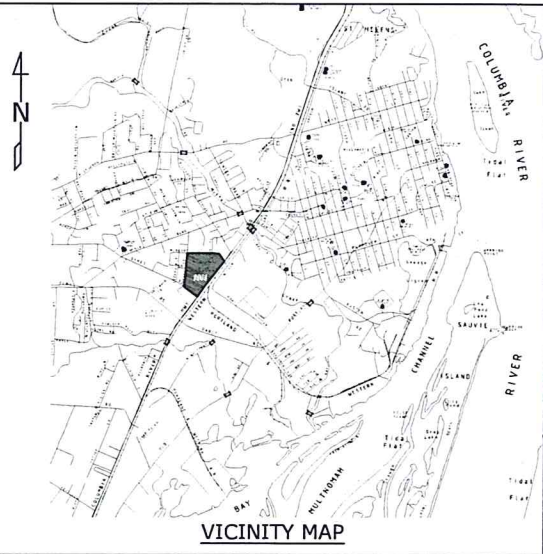
**ST. HELENS LAND  
COMPANY, LLC**

9550 SE CLACKAMAS RD.  
CLACKAMAS, OR 97015  
(503) 655-7933  
KARL@IECON.US

**ST. HELENS  
COMMERCIAL/MULTIFAMILY**

SEC. 5, T. 4 S., R. 1 W., W.M.  
CITY OF ST. HELENS  
COLUMBIA COUNTY, OREGON  
TOTAL ACREAGE 12.5 AC.  
TOTAL SQUARE FEET 545,754 S.F.

T.B.M. RD4218  
LOCATED IN THE CITY OF ST. HELENS, OR  
THE STATION IS A 4 INCH OREGON PRIMARY  
GPS DISK STAMPED "HELEN 1989" SET IN  
BEDROCK FLUSH WITH GROUND  
ELEVATION 78.30 NAVD88.



**COVER SHEET**  
**ST. HELENS  
COMMERCIAL/  
MULTIFAMILY**

**SHEET INDEX**

SDR1	COVER SHEET
SDR2	EXISTING CONDITIONS PLAN
SDR3	SITE PLAN
SDR4	PUBLIC UTILITY & ACCESS EASEMENT PLAN

**ABBREVIATIONS**

A.C.	ASPHALTIC CONCRETE	L.P.	LIGHT POLE
ACHP	ALUMINIZED CMP	M	METER, MAIN
ASSY.	ASSEMBLY	M.H.	MANHOLE
B.O.	BLOW OFF	MTL	METAL
B.F.V.	BUTTERFLY VALVE	O.H.	OVERHEAD
C & G	CURB & GUTTER	PC	POINT OF CURVE
CATV	CABLE TELEVISION	PCC	POINT OF CONTINUING CURVE
C.B.	CATCH BASIN	PED.	PEDESTAL
C.B.C.O.	CATCH BASIN CLEANOUT	PRC	POINT OF REVERSE CURVE
C.B.I.	CATCH BASIN INLET	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC
C.O.	CLEANOUT	PUE	PUBLIC UTILITY EASHT.
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAHETER	P.L.	PROPERTY LINE
DWG.	DRAWING	R	RADIUS
EASHT.	EASEMENT	R-1	R-1
E.G.	EXIST. GRADE / GROUND	RD	ROAD DRAIN
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	STA.	STATION
FT.	FEET	STD.	STANDARD
F.F.	FINISH FLOOR	STL	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVK.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL.	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INST.	INSERT	U.G.	UNDERGROUND
INV. or I.	INVERT	VLT.	VAULT
L	LENGTH, LINE	W.M.	WATER MAIN

**SYMBOLS**

EXIST. PROP.	EXIST. PROP.	EXIST. PROP.	EXIST. PROP.
⊙	BLOW OFF ASSY.	⊙	MANHOLE SAN. SEWER
⊞	CATCH BASIN	⊞	MANHOLE STORM DRAIN
⊞	CATCH BASIN CLEANOUT	⊞	2" DIA. C.O. / M.H.
⊞	CATCH BASIN INLET	⊞	MANHOLE TELEPHONE
⊞	CATV PED. / BOX	⊞	MANHOLE WATER
⊞	CLEANOUT	⊞	REDUCER / INCREASER
⊞	ELEC. PED. / BOX	⊞	TEL. PED. / BOX
⊞	FIRE HYDRANT	⊞	TRAFFIC PED. / BOX
⊞	GAS LOCATION MARKER	⊞	UTILITY / POWER POLE
⊞	GAS VALVE	⊞	WATER METER
⊞	MAIL BOX	⊞	WATER VALVE
---	CABLE TELEVISION	---	SANITARY SEWER EXIST.
---	CENTERLINE	---	SANITARY SEWER PROP.
---	DITCH C.L.	---	STORM DRAIN EXIST.
---	ELECTRICAL LINE	---	STORM DRAIN PROP.
---	GAS MAIN	---	WATER MAIN EXIST.
---	TELEPHONE LINE	---	WATER MAIN PROP.

NO CHANGES, MODIFICATIONS OR  
REPRODUCTIONS TO BE MADE TO THESE  
DRAWINGS WITHOUT WRITTEN  
AUTHORIZATION FROM DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE PRECEDENCE  
OVER GRAPHICAL REPRESENTATION.  
MULTITECH ENGINEERING EXEMPT FROM  
LIABILITY IF NOT STAMPED APPROVED

Design: M.D.G.  
Drawn: C.D.S.  
Checked: M.D.G.  
Date: SEPT. 2017  
Scale: AS SHOWN  
As-Built:



EXP. 06-30-2019  
JOB # 6433

**SDR1**



FILE



PRINTED  
DEC 05 2017  
IF THIS STAMP IS NOT RED  
THESE PLANS ARE NOT  
AUTHORIZED BY MULTI/TECH  
ENGINEERING SERVICES

TREE TABLE						
✕ = EXISTING TREE WHICH MAY BE REMOVED.	LOT #1	LOT #2	LOT #3	LOT #4	LOT #5	TOTAL
○ = EXISTING TREE TO REMAIN.						
TREES ONSITE	34	14	6	5	277	336
TREES TO BE REMOVED	29	14	6	5	227	281
TREES TO REMAIN	5 14?	0	0 ?	0	50	55
TREES TO BE REPLANTED @ 2:1 RATIO	58	28	12	10	454	562



EXISTING & CONDITION & TREE PLAN

ST. HELENS COMMERCIAL/ MULTI-FAMILY

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE PLANS WITHOUT THE WRITTEN AUTHORIZATION FROM DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. MULTI/TECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED

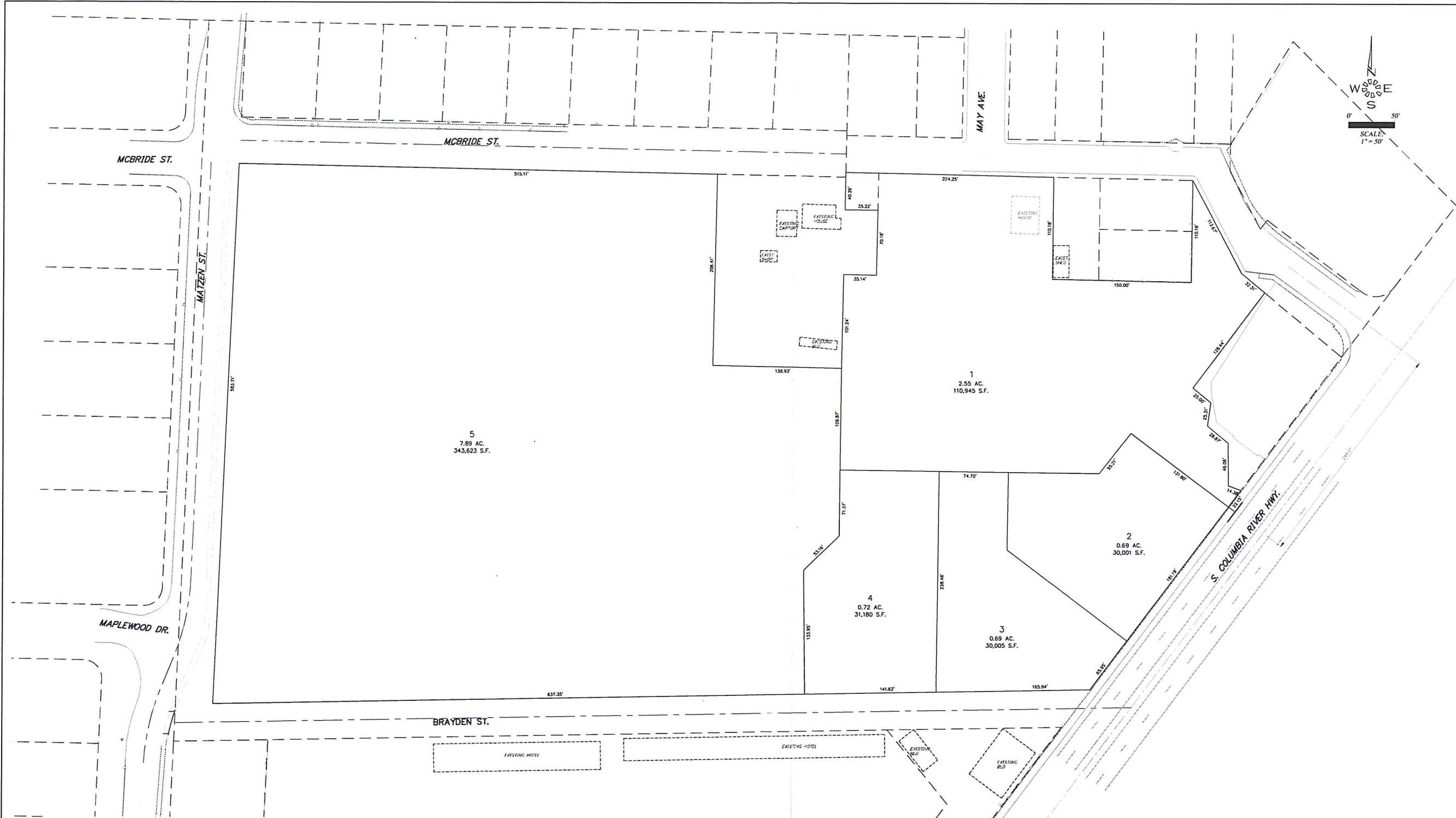
Design: M.D.G.  
Drawn: C.D.S.  
Checked: M.D.G.  
Dates: 12/05/17  
Scale: AS SHOWN  
As-Built:



SDR2



2/24/2019 4:03 PM S:\Projects\6433 - St. Helens Commercial Multi-Family\6433.dwg 1/25/2017 3:51:48 PM C:\Users\...



NOTE:  
PROPOSED SQUARE FOOTAGES ARE BASED  
UPON ASSUMED RIGHT OF WAY DEDICATION.



# SITE PLAN

## ST. HELENS COMMERCIAL/ MULTI-FAMILY

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. MULTITECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED

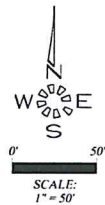
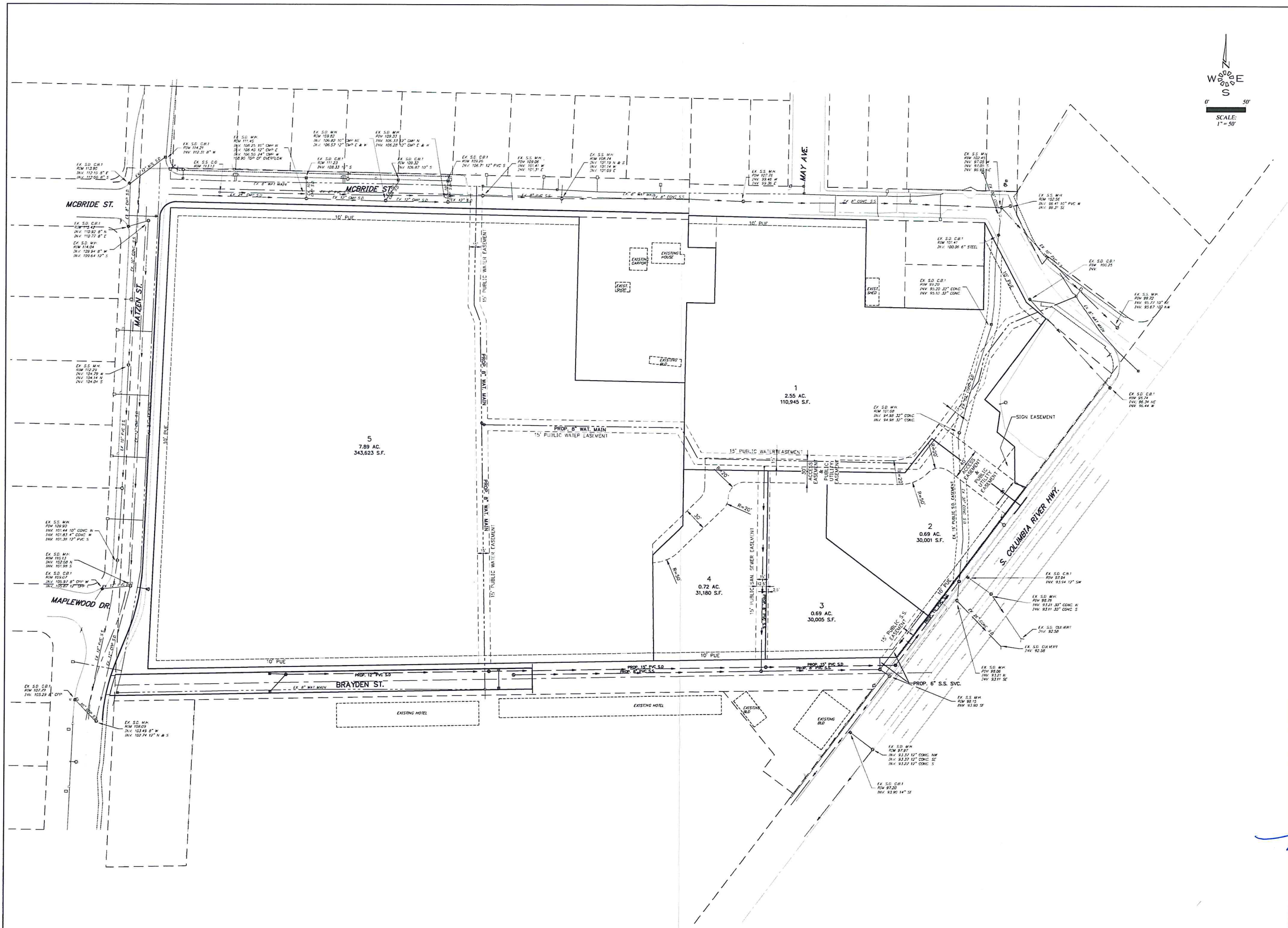
44329/0011 503 311  
Design: M.D.G.  
Drawn: C.D.S.  
Checked: M.D.G.  
Date: SEPT. 2017  
Scale: AS SHOWN  
AS-BUILT



EXPRES: 06-30-2019  
JOB # 6433

SDR3

202408 6433 SDR4 - St. Helens Commercial Multi-Family - 1004 - EXC. 12/2/2017 3:01 PM - M. E. Smith



# PUBLIC UTILITY & ACCESS EASEMENT PLAN

## ST. HELENS COMMERCIAL/ MULTI-FAMILY

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE PLANS WITHOUT THE WRITTEN AUTHORIZATION OF THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. MULTITECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED

Design: M.D.G.  
Drawn: C.D.G.  
Checked: M.D.G.  
Date: SEPT. 2017  
Scale: AS SHOWN  
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EXPIRES: 06-30-2019

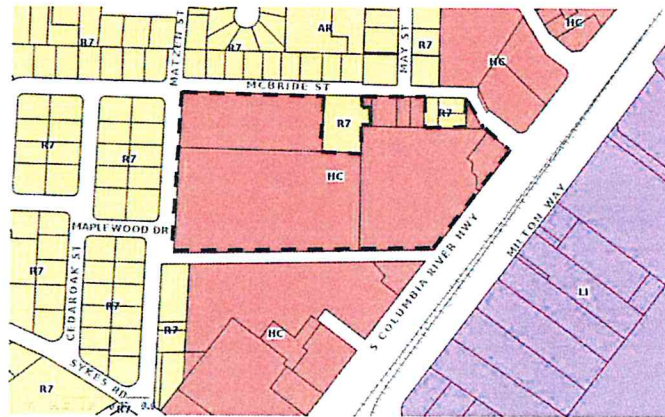
JOB # 6433

### SDR4



# St. Helens: Subdivision

**Background:** The subject property is approximately 12.5 acres in size and located on the east side of Matzen Street, the south side of McBride Street, and the north side of South Road (040105DD/Tax Lots 700, 900, 1000, 1100, 1200, 1600, 1800, and 1900. The subject property is zoned HC (Highway Commercial). The subject property is designated as "Highway Commercial" on the Comprehensive Plan Map. A CPC/ZC has been requested for the eastern portion of the site (Lot 5).



**Proposal:** The applicant is proposing to sub-divide 12.5 acres into five (5) lots. See attached site plan:

Lot 1: 111,945sq.ft./2.55 acres

Lot 2: 30,001sq.ft./0.69 acres

Lot 3: 30,005sq.ft./0.69 acres

Lot 4: 31,180sq.ft./0.72 acres

Lot 5: 343,623sq.ft./7.89 acres (currently in for a CPC/ZC from HC to GC)

## **Vicinity Information:**

The subject property is located on the east side of Matzen Street, the south side of McBride Street, west side of S. Columbia River Hwy, and the north side of South Road (040105DD/Tax Lots 700 and 1900). The vicinity map is attached as shown. The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: R7 and AR; existing single family dwellings and existing multifamily

East: R7; existing single family dwellings

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

West: HC; vacant land



**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;***

Findings: The subject property is designated as 'Highway Commercial' on the St. Helen's Comprehensive Plan Map. The applicant is requesting to change the comprehensive plan map designation to 'General Commercial' for the western portion of the site (Lot 5).

The "General Commercial" and Highway Commercial' comprehensive plan designations are consistent with the commercial comprehensive plan goals and policies.

The City's Comprehensive Plan Transportation Goal and Policies encourage a safe, convenient and economic transportation system. The subject property is located west of Columbia River Highway. The major streets are in place due to previous development.

The City's adopted Comprehensive Plan residential and Transportation Goal and Policies require development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

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

The comprehensive plan encourages a mixture of housing types with in a neighborhood that have access to commercial services. The western portion of the site will be rezoned to GC which allows the development of multi-family units and/or commercial uses. The eastern portion

of the site will remain zoned HC, which allows commercial development. The site as a whole will provide housing and commercial uses within the neighborhood.

The comprehensive plan change/zone change will promote infill development with the development of a property that is already served by City Services and all transportation to be developed with a higher density of housing and commercial uses that are needed in this area.

The request is in conformance with comprehensive plan and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed.

Development of the subject property can meet the minimum standards of the zone code as shown on the site plan. The proposal complies with the Comprehensive Plan as addressed in this report. The applicant has presented evidence sufficient to prove compliance with these standards.

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

Findings: The applicant is proposed the plat name 'Matzen'. The applicant requested plat name approval with Columbia County. The request was approved by the County on October 5, 2017. Therefore, this criterion has been met.

***(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***

Findings: The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local street and circulation system serving this residential neighborhood.

The proposed subdivision will provide a 24-foot wide driveway running through the commercial subdivision.

Lots 1-4 will have access to McBride Street to the south via a 24-foot wide driveway. Lot 5 will have access onto McBride Street to the south, Matzen Street to the west, and South Road to the south. See attached site plans.

Access to, within, and from the development must be consistent with applicable requirements of the Transportation Planning Rule Requirements (TPR) that requires that development provide connectivity between land uses and transportation. Under the Rule, developments are responsible for providing for the safe and efficient circulation of vehicles, bicycles, and pedestrians into, through, and out of a development. The proposal develops the subject property within an established residential and commercial area where local and arterial streets exist. These facilities connect the transportation system to the surrounding residential neighborhoods.

The Public Works Department will address the level of street improvements that are roughly proportional to assure conformance to the development to subdivision code and applicable



transportation system plan requirements. Completion of conditions of approval prior to the signing of the final plat will satisfy this criterion for the subdivision application.

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

Findings: All improvements have been identified on the site plans. At the time of development all improvements will be identified. See attached site plans. Therefore, this criteria will be met.

***(2) Lot Dimensions***

Findings: Lots 1-5 are zoned HC. There are no lot width and depth requirements for properties in the HC zone. Lot 5 has a proposal in to change the zoning to GC. There are no lot width and depth requirements for properties in the GC zone.

However, all lots have lot width and depth that can accommodate commercial or residential development adequately while meeting all parking and setback requirements. The applicant has presented evidence sufficient to prove compliance with these standards.

***(3) Through Lots***

Findings: ***"Lot, through" means a lot that has frontage on two parallel or approximately parallel streets.***

Lot 5 is a through lot with frontage on McBride Street to the south, Matzen Street to the west and South Road to the south.

All 5 lots will provide landscaped areas adjacent the right-of-way and more than adequate setbacks. See attached site plan.

***(4) Large Lots***

Findings: All 5 lots are large lots. However, they will not be further divided as shown on the site plan. Lots 1-4 are zoned HC and will be developed with commercial uses. Lot 5 is proposed to be zoned GC and can be developed with a multi-family development.

Lot 1: 111,945sq.ft./2.55 acres

Lot 2: 30,001sq.ft./0.69 acres

Lot 3: 30,005sq.ft./0.69 acres

Lot 4: 31,180sq.ft./0.72 acres

Lot 5: 343,623sq.ft./7.89 acres (currently in for a CPC/ZC from HC to GC)

The applicant has presented evidence sufficient to prove compliance with these standards.

***(5) Conditions of Approval***

Findings: Prior to Final Plat approval all conditions of approval will be met. Therefore, this criteria will be met.



## **Trees**

All the trees on the site have been taken into consideration. As shown on Sheet SDR2, there three-hundred and thirty-six (336) trees located through the site. The applicant is proposing to remove two-hundred and eighty-one (281) trees on the site for development, while preserving fifty-five (55) trees through the site. All replanting requirements will be met at 2:1 replanting ratio. Therefore, the applicant will be replanting five-hundred and sixty-two (562) trees throughout the site to replace the removal of 281 trees.

# MATZEN ST. & MAPLEWOOD INTERSECTION ISSUE



SCALE  
1" = 50'

MATZEN STREET

MAPLEWOOD DR.

MIN. SEPARATION OF  
300' IS REQUIRED  
PER SHMC 17.152.030(7)(a)

SOUTH STREET  
(MAPLEWOOD DR.)

BRAYDE

FIVE = SUB. 3.17

NOTE:  
PROPOSED SQUAF  
UPON ASSUMED F

*ORIGINAL***Bob Hill**


---

**From:** Skip Baker  
**Sent:** Wednesday, February 25, 2004 9:29 AM  
**To:** Richard Appicello  
**Cc:** Bob Hill  
**Subject:** Violette's Villa

I have researched the City's records on this development. So far I have found the following:

1. According to the owner in testimony given to the City in 1979 for an expansion of non-conforming use (mobile home park in commercial zone), the park has existed in its current location since about 1949.
2. No one has any records showing when the Violette property was annexed into the City of St. Helens, but our maps of 1952 show the property already inside the City Limits.
3. No one has any records in the State or City Hall showing what was originally approved for Violette's Villa.
4. The State (Commerce Division of Building Codes Department) shows a license was issued to Violette's Villa in 1974 for a 40 space mobile home park.
5. The City's records show that an application for expansion of a non-conforming use was made by Jerry Violette to install three mobile home spaces.
6. The City records show that the application for expansion (ref.# 5 above) was approved by the City Council in December 1979 with conditions such as a 300 foot five foot tall berm along the west edge of the park and to include vegetation to screen the park from the residential area to the west.
7. The City records (minutes) show that Jerry Violette asked the Council in January 1980 to reduce the 300 foot berm to 150 feet.
8. The City records (file folder on non-conforming application) show that the State would not amend the 1974 license to match Violette's Villa's current number of spaces (52 for mobile homes and 14 for RV's) without a letter from the City of St. Helens approving the use. There is no record at the State or in the City's files that this was accomplished.)
9. I have talked to Joe Schultz, who was mentioned in the Council minutes as being involved in some of the requirements and requests regarding Violette's Villa in 1980 and he has no recollection of the Council approving a reduction in the berm requirements or in approving the increase in use of the land from the licensed 40 spaces to 52 plus RV spaces.

Conclusion: Violette's Villa probably was started in the late 1940's when the City did not have a zoning ordinance. I cannot tell when the State began regulating mobile home parks but it is clear that in 1974 the did license the park and approved only 40 Mobile Home spaces. It appears that in 1979 the City of St. Helens considered the park to be non-conforming. It appears that the State and City in 1980 never concluded that Violette's Villa could be any larger than 40 spaces for a mobile home park and that the additional 12 Mobile Home spaces and 14 RV spaces were not approved by anyone.

Question: Does a use that is not approved have some type of rights based upon time in existence?

Recommendation: Treat Violette's Villa as a legal non-conforming use for 40 spaces and as an illegal use for the additional 12 Mobile Home spaces and 14 RV spaces.

**CITY OF ST. HELENS PLANNING DEPARTMENT**  
**STAFF REPORT**  
**Conditional Use Permit CUP.6.17**  
**Site Design Review, minor SDRm7.17**

**DATE:** January 2, 2018  
**TO:** Planning Commission  
**FROM:** Jacob A. Graichen, AICP, City Planner

**APPLICANT:** Anthony Vanella  
**OWNER:** Wayne Weigandt

**ZONING:** Houlton Business District (HBD) and General Commercial (GC)  
**LOCATION:** 1771 Columbia Boulevard  
**PROPOSAL:** The Conditional Use Permit (CUP) addresses establishment of an RV/automobile repair business in the existing building and the site. The CUP also addresses associated outdoor storage. The Site Design Review, minor addresses establishing a pawn shop and studio in the existing building.

**The 120-day rule (ORS 227.178) for final action for this land use decision is April 11, 2018.**

**SITE INFORMATION / BACKGROUND**

The site is developed with an existing building, improved parking area, landscaping (along the site's perimeter, along or within public rights-of-way) and a fenced enclosed area, which encompasses most of the site. The site is bordered on all four sides by public streets/rights-of-way including:

Street Name	Location in relation to subject property	Provides vehicle access for the subject property?	Sidewalk present?	TSP Classification
Columbia Boulevard	North	No	Yes	Minor Arterial
S. 18 <sup>th</sup> Street	West	Yes	Yes	Collector
S. 17 <sup>th</sup> Street	East	Yes	No	Local
Cowlitz Street	South	No	No	Local

This site was a long time location for Portland General Electric Co. which vacated the site at some point. In 2007 a Conditional Use Permit (file CUP.5.07) was approved by the Planning Commission to site a RV storage lot, fleet storage lot, RV sales and equipment facility, boat storage lot, equipment and supplies facility, and minor RV repairs. In 2008 a minor modification (SDRm.3.08) was approved by the Planning Administrator to allow the outdoor RV and Boat storage (carried over from CUP.5.07) but with the entire building used for general retail.

This is how the site had been used until the retail operation ceased. Sometime after the retail operation ceased, a Conditional Use Permit (CUP.1.15) was applied for and approved by the Planning Commission in May of 2015. That CUP was to establish an upholstery service business. That business moved, leaving the building vacant once again.

Later in 2015 a Conditional Use Permit was applied for (CUP.6.15) and appealed (AP.1.16) to establish an indoor nursery (marijuana) and office using the existing building and premises. That business concluded, leaving the site without a legal use again.

Surrounding use and zoning is generally commercial in the Houlton Business District, HBD except to the south across Cowlitz Street where residential uses and General Residential, R5 zoning can be found.

### **PUBLIC HEARING & NOTICE**

Hearing dates are as follows: January 9, 2018 before the Planning Commission

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on December 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 December 27, 2017.

### **AGENCY REFERRALS & COMMENTS**

**City Engineering:** There is currently only one water meter and sewer connection for the entire site and the multiple tenants will have to have some sort of agreement on how or who will be responsible for the single utility billing.

### **APPLICABLE CRITERIA, ANALYSIS & FINDINGS**

**The proposed uses and how they pertain to zoning, since the property is split zones are as follows:**

**Pawn shop.** Located in front (Columbia Boulevard portion of existing building). In the Houlton Business District, HBD zone, pawn shop is a permitted use.

**Studio.** This is located in a small portion of the building roughly midway. In the General Commercial, GC zone, studio is a permitted use. The Development Code defines “studio” as:

...a building or portion of a building used as a place of work by an artist, photographer, or artisan, or used for radio or television broadcasting.

The specific use proposed is to assemble and package diamond tooling. For approval purposes, the City must find that the area is small in scale and lacks any substantial off-site impacts to be able to classify as a “studio” use as opposed to “manufacturing,” which is not allowed in the GC zone. As only a small single room is proposed for this, it may be considered a “studio” use. See floorplan provided by the applicant.

**Vehicle repair and service.** This is located in the rear portion of the building. The General Commercial, GC zone lists “vehicle repair, service and sales” as a conditionally permitted use.

Sales is not proposed and thus not allowed by this CUP.



**Outdoor storage.** This is within a fenced area that encompasses much of the site. Storage as a principle use is not allowed in the HBD and GC zoning districts. This was the case prior to the 2007 Conditional Use Permit described in the Site Information/Background Section above. *This could have implications for the site (i.e., boat/RV storage) if there is no other valid use the “storage” is associated with.*

In addition, businesses with outdoor storage are conditionally permitted in the GC and HBD zones. In other words, if a proposed business will have outdoor storage, a Conditional Use Permit is required. And since designated private parking space use is limited by SHMC 17.80.020(11) as follows, and there is limited off-street parking on the site outside of the fenced area, the need for storage, at least for the vehicle service/repair business, seems necessary:

Required parking spaces shall:

- (a) Be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees only;
- (b) Not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use; and
- (c) Not be rented, leased, or assigned to any other person or organization.

Outdoor storage may be allowed for businesses in the building. Since outdoor storage areas are supposed to be screened (Chapter 17.72 SHMC), the existing fence shall be maintained (or replaced) such that it provides a visual screen as a condition of approval.

\* \* \* \* \*

Because staff, the Planning Commission, and the Council (via appeal) have reviewed this property many times in the past few years, and given the improvements to it, especially those associated with AP.1.16, staff recommends the conditions herein.

Moreover, below are the CUP approval standards for further consideration by the Commission:

#### **SHMC 17.100.040(1) - CUP Approval standards and conditions**

(1) The planning commission shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following criteria:

- (a) The site size and dimensions provide adequate area for the needs of the proposed use;
- (b) The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features;
- (c) All required public facilities have adequate capacity to serve the proposal;
- (d) The applicable requirements of the zoning district are met except as modified by this chapter;
- (e) The supplementary requirements set forth in Chapter 17.88 SHMC, Signs; and Chapter 17.96 SHMC, Site Development Review, if applicable, are met; and
- (f) The use will comply with the applicable policies of the comprehensive plan.

\*\*\*

#### **SHMC 17.100.040(2) - CUP Approval standards and conditions**

(2) An enlargement or alteration of an existing conditional use shall be subject to the development review provisions set forth in Chapter 17.96 SHMC.

\*\*\*

### **SHMC 17.100.040(3) - CUP Approval standards and conditions**

(3) The planning commission may impose conditions on its approval of a conditional use, which it finds are necessary to ensure the use is compatible with other use in the vicinity. These conditions may include, but are not limited to, the following:

- (a) Limiting the hours, days, place, and manner of operation;
- (b) Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor, and dust;
- (c) Requiring additional setback areas, lot area, or lot depth or width;
- (d) Limiting the building height, size or lot coverage, or location on the site;
- (e) Designating the size, number, location, and design of vehicle access points;
- (f) Requiring street right-of-way to be dedicated and the street to be improved;
- (g) Requiring landscaping, screening, drainage and surfacing of parking and loading areas;
- (h) Limiting the number, size, location, height, and lighting of signs;
- (i) Limiting or setting standards for the location and intensity of outdoor lighting;
- (j) Requiring berming, screening or landscaping and the establishment of standards for their installation and maintenance;
- (k) Requiring and designating the size, height, location, and materials for fences; and
- (l) Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, and drainage areas.

### **CONCLUSION & RECOMMENDATION**

**Based upon the facts and findings herein, staff recommends approval of this Conditional Use Permit and Site Design Review, minor with the following conditions:**

1. This **Conditional Use Permit** approval is valid for a limited time (to establish the use) pursuant to SHMC 17.100.030. This **Site Development Review** approval is valid for a limited time (to establish the use) pursuant to SHMC 17.96.040.
2. This Conditional Use Permit (CUP) does not allow vehicle sales. A new CUP would be required for that.
3. This Conditional Use Permit (CUP) does not allow storage as an independent/principal land use on or within the subject property, as such is not allowed in the GC or HBD zoning districts. This CUP is not a legislative act, which would be required to allow storage as a principal land use at this location.
4. All outdoor storage related to this proposal shall be within the sight-obscuring (screened) area.
5. The sight-obscuring improvements on the site shall be kept in good repair/good condition. Any failure of the sight-obscuring improvements to effectively obscure the outdoor storage area shall be fixed/remedied promptly. Any change to the method of screening shall be approved by the City prior to installation/implementation.

6. Any refuse container or refuse collection area visible from a public street, parking lot, residential or commercial area, or any public facility (e.g., school or park) shall be screened or enclosed from view by a solid wood fence, masonry wall or evergreen hedge.

If the trash area will not be located within the existing fenced “storage” area, plans as to screening shall be provided to the City prior to installation.

7. Any new sign requires a sign permit prior to installation, pursuant to Chapter 17.88 SHMC.
8. Owner/applicant is still responsible to comply with the City Development Code (SHMC Title 17).

**Attachment(s):** Zoning of subject property

Floor Plan

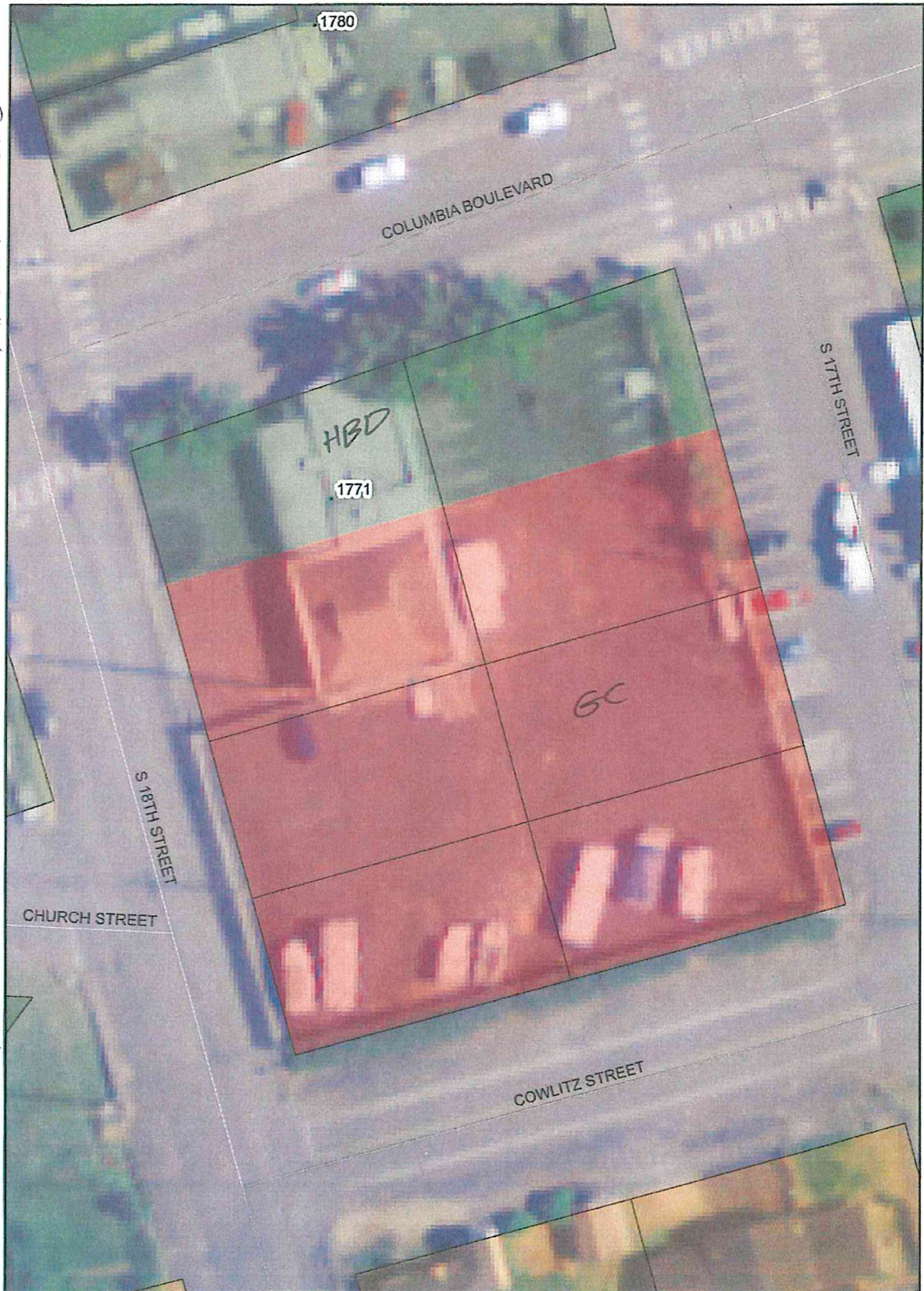
Floor Plan Legend (described uses identified by letter on the site plan)

Hazardous materials list

Approved landscape plan (required by AP.1.16 to improve the site’s appearance)

# ZONING OF 1771 COLUMBIA BOULEVARD

RED = GENERAL COMMERCIAL  
GREEN = HOUSTON BUSINESS DISTRICT  
MARCH 2015





# BUILDING DIAGRAM

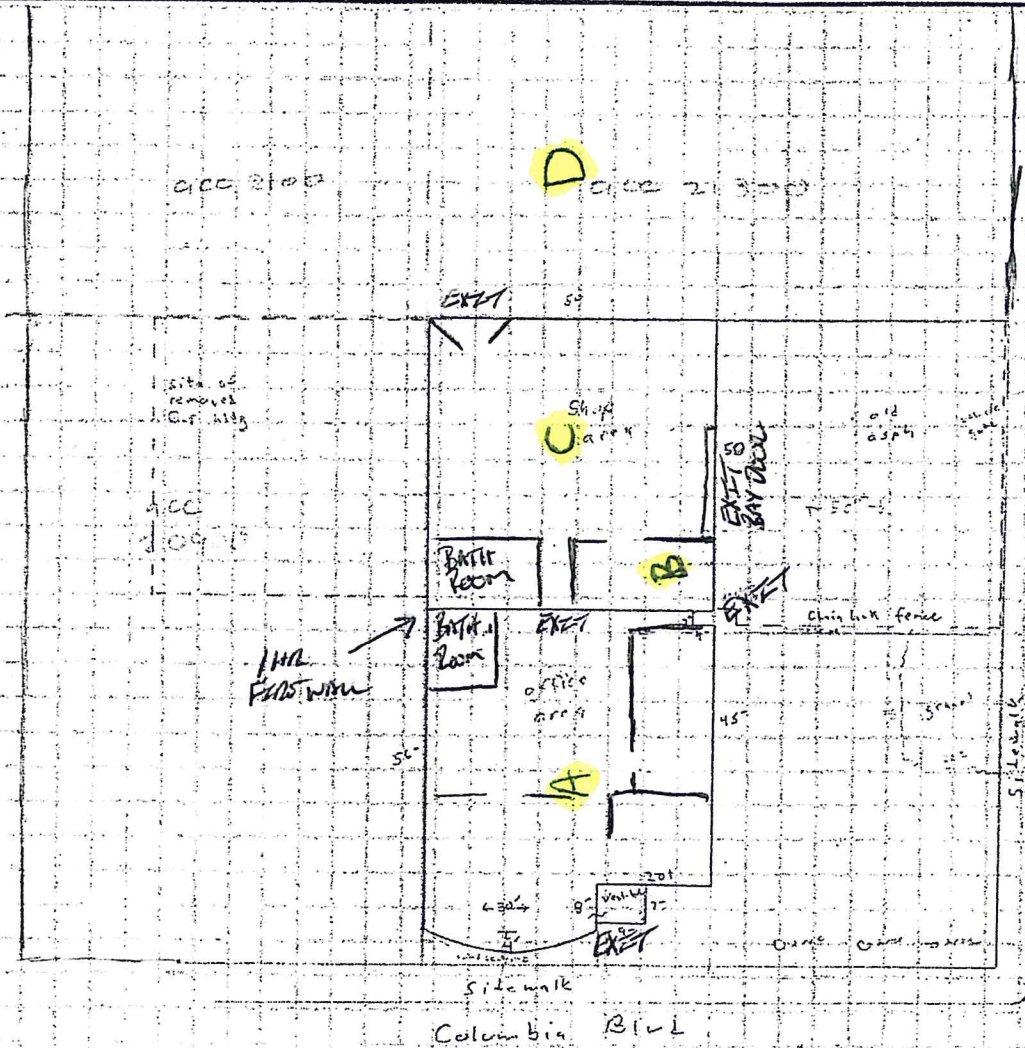
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ACCOUNT NO. 4N1W04-CA-21400

Checked by \_\_\_\_\_ Date \_\_\_\_\_

Checked by \_\_\_\_\_ Date \_\_\_\_\_

1771 Columbia Blvd.



## REMARKS

2784.5	5376
2500.5	4776
<u>5284</u>	



1771 Columbia Blvd.

St. Helens, OR

Explanation of proposed building and Yard use.

Building Zone A

17.32.172 Houlton Buisiness District

Pawn Shop.

General Pawn shop

Which will be applying for an FFL. to allow Pawn and sale of firearms.

Building Zone B

17.32.110 General Commercial

Fabrication Area for diamond tooling

Assemble and package diamond tooling in this area.

Building Zone C

17.32.110 General Commercial

General Fabrication and repair area for RV's, equipment and auto's.

Work proposed

general fluid replacements

Yard Zone D

17.32.110 General Comerrcial

RV and equipment storage

## HMMP

Flammable substances will be stored in Metal cabinets at the south west corner of the building.

Flammable Items to be stored in building zone C

10 cans of CRC brake clean

10 cans of CRC Carb cleaner

1 gallon acetone

1 gallon isopropanol

55 gallon barrel 10-30 motor oil

Used lubricants will be drained into 55 gallon oil drums and recycled by third party as needed.

# BUILDING DIAGRAM

Drawn by AK Date \_\_\_\_\_

ACCOUNT NO. 4711004-CA-214007

Checked by \_\_\_\_\_ Date \_\_\_\_\_

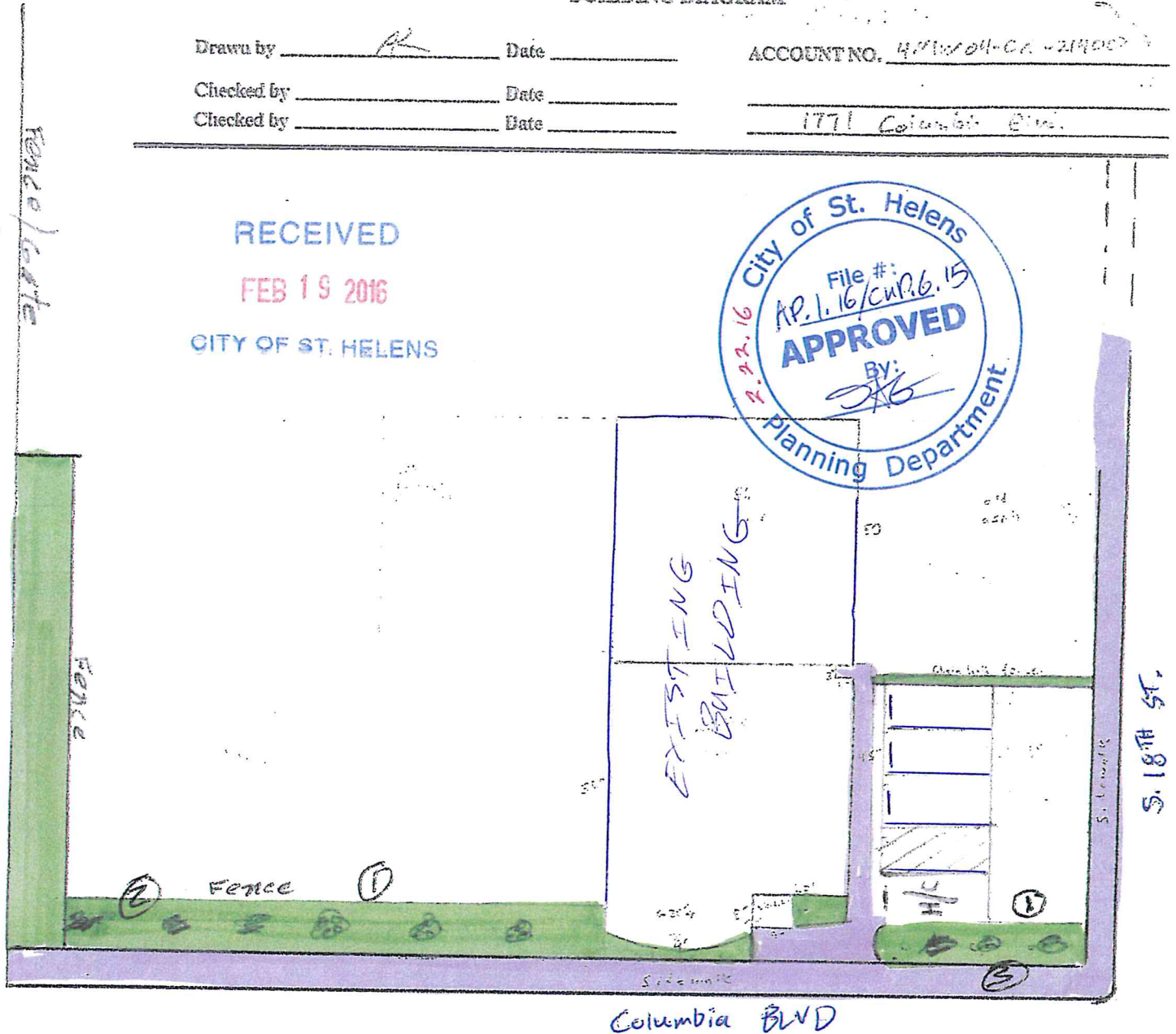
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1771 Columbia Blvd.

RECEIVED

FEB 19 2016

CITY OF ST. HELENS



## REMARKS

① TRIM & PRUNE existing Vesticle TREES as needed

② Replace with same 8 to 10 shrubs that died.

③ Remove asphalt as necessary to create 7'4" X 30'4" planting area on 18th & Columbia Blvd. Plant heavenly bamboo and ~~andromeda~~ ANDROMEDA PLANT

3784' 537.  
514' 2500. 177.  
5384'

**2017 Year End Summary**  
**Planning Commission & Planning Administrator Land Use Actions**  
**Planning Commission Work Sessions, Discussions & Interpretations**

<b>Accessory Structure</b>		<b>Annexation</b>	
1. Crestwood/Cabana (Oregon St.) 2. Crestwood/Cabana (Oregon St.) 3. Crestwood/Cabana (Oregon St.) 4. Joseph Buel Jr. (Oregon St.) 5. Kenneth Green (Truman Lane) 6. Jason & Casey Sallee (S. 4th St.) 7. Ronald & Lori Elmore (N. 3rd St.) 8. Donald & Anna Earlywine (Mountain View Dr.)		1. Wayne Weigandt (US 30/1st St.) 2. JLJ Earthmovers, LLC (Gable Road)	
<b>Appeal</b>		<b>Comprehensive Plan/Zone Map Amendment</b>	
1. Johnnie Chambers (Pittsburg Rd.)		1. Lesley Everett (Deer Island Rd.) 2. Karl Ivanov (Matzen & McBride St.)	
<b>Conditional Use Permit</b>		<b>Conditional Use Permits (Minor Modifications)</b>	
1. Brad Weigandt (N. Vernonia Rd.) 2. Lower Columbia Engineering LLC (River St.) 3. Community Action Team (N. 18th St.) 4. Relevant Building Company (N. 7th St.) 5. Hubbard Construction Corp. (Columbia Blvd.) 6. Anthony Vanella (Columbia Blvd.)		1. Lower Columbia Engineering LLC (River St.)	
<b>Extension of Time</b>		<b>Home Occupations, Type II</b>	
1. RP Oregon, Inc. (Cowlitz St.)		1. Stephanie Sprinzl (N. 3rd St.)	
<b>Home Occupations, Type I</b>		<b>Tree Removal Permit</b>	
1. Bridget Rapoza (Cowlitz St.) 2. Dustin Davis (S. 22nd St.) 3. Leticia Sisson (S. 9th St.) 4. David Loggins (S. 17th St.) 5. Jane Fery & Mary Takatsui (N. 4th St.) 6. Jordan Sevigny (Burt Rd.) 7. Carson Bader (Matzen St.) 8. Julie Frank (Parkwood Dr.) 9. Shelley Beyer (Burt Rd.) 10. Luke LaVoie (S. 12th St.) 11. Laurie Cleveland (N. 6th St.) 12. Tyson Kelsay (Alderwood Dr.) 13. Luis Gonzalez (Oregon St.) 14. Jacob Thornton (Cascade St.) 15. David Taber (Clinton St.) 16. Nicole Cook (Columbia Blvd.)		1. Thomas Johnson (Roberts Ln.)	
<b>Lot Line Adjustment</b>		<b>Partition</b>	
1. St. Helens Assets LLC (Valley View Dr.) 2. Reynolds Land Surveying (N. 3rd St.) 3. Reynolds Land Surveying (N. 18th St.)		1. Dave Coombs (Columbia Blvd.) 2. Ray & Valerie Vanderwall (Tualitan St.)	

Sign Permit		Sensitive Lands Permit	
1. Carrick Inc. (N. Columbia River Hwy)		1. Daniel Cadar (Oak Glen Dr.)	
2. Dianna Holmes (Columbia Blvd.)		2. Lower Columbia Engineering LLC (River St.)	
3. Ramsay Signs Inc. (Gable Rd.)		3. Port of St. Helens (Old Portland Rd.)	
4. Ramsay Signs Inc. (Gable Rd.)			
5. Ramsay Signs Inc. (Gable Rd.)			
6. Josh Weaver (Columbia Blvd.)			
7. St. Helens Booster Club (Columbia Blvd.)			
8. Sacagawea Health Center (Columbia Blvd.)			
9. Northwest Antique Airplane Club (Columbia Blvd.)			
10. The Amani Center (Columbia Blvd.)			
11. Kiwanis Club (Columbia Blvd.)			
12. St. Helens Youth Football (Columbia Blvd.)			
13. Columbia County Fairg (Columbia Blvd.)			
14. ES&A Sign & Awning (Columbia Blvd.)			
15. ES&A Sign & Awning (Columbia Blvd.)			
16. ES&A Sign & Awning (Columbia Blvd.)			
17. ES&A Sign & Awning (Columbia Blvd.)			
18. ES&A Sign & Awning (Columbia Blvd.)			
19. ES&A Sign & Awning (Columbia Blvd.)			
20. Amani Center (Columbia Blvd.)			
21. Vancouver Sign Company (S. Columbia River Hwy)			
22. Vancouver Sign Company (S. Columbia River Hwy)			
23. Angelo Planning Group (N. 15th & 16th St.)			
24. Angelo Planning Group (N. 15th & 16th St.)			
25. Angelo Planning Group (N. 15th & 16th St.)			
26. SCC Chamber of Commerce (Columbia Blvd.)			
27. Merchants Toy & Joy (Columbia Blvd.)			
28. Dewey's Sign Service (S. Columbia River Hwy)			
29. Dewey's Sign Service (S. Columbia River Hwy)			
30. Dewey's Sign Service (S. Columbia River Hwy)			
31. Fast Boyz Automotive Detailing LLC (Eilertson St.)			
32. Fast Boyz Automotive Detailing LLC (Eilertson St.)			
33. St. Helens Police Department (Columbia Blvd.)			
34. Columbia River Fire & Rescue (McNulty Way)			
Site Design Review (Major)		Unlisted Use	
1. Lower Columbia Engineering, LLC (Railroad Ave.)		1.	
2. Trina Hash (Crouse Way)			
3. Premier Green LLC (Old Portland Rd.)			
4. DNS Northwest LLC (Mashall St.)			
5. Robert Salisbury (S. 1st Street)			
6. ACSP, LLC (Kaster Rd.)			
7. Port of St. Helens (Old Portland Rd.)			
Site Design Review (Minor)		Nonconforming Use Determination	
1. Skinny's Texaco (S. Columbia River Hwy)		1.	
2. Robertson & Olson (Marshall St.)			
3. El Tapatio Mexican Restaurant (Columbia Blvd.)			
4. Mark Lindley (900 Port Ave.)			



5. BJK Murphy Enterprises (Columbia Blvd.)
6. Leonard & Janet Mason (Columbia Blvd.)
7. OR Beverage Recycling Co-Op (Columbia River Hwy)
8. Anthony Vanella (Columbia Blvd.)

<b>Variance</b>		<b>Temporary Use Permit</b>	
1.	Teresa & Sean Dillon (S. 2nd St.)	1.	Jauna Macias (S. Columbia River Hwy)
2.	Community Action Team (N. 18th St.)	2.	TNT Fireworks (Gable Rd.)
3.	Community Action Team (N. 18th St.)	3.	Bethel Fellowship (S. Columbia River Hwy)
4.	Hubbard Construction Corp. (Columbia Blvd.)	4.	Joe Mauck (N. 3rd St.)
5.	Hubbard Construction Corp. (Columbia Blvd.)	5.	Jana Brecht (N. 1st St.)
6.	Jerry & Sandra Neider (Bachelor Flat Rd.)		
7.	Ray & Valerie Vanderwall (Tualitan St.)		
<b>Historic Resource Review</b>		<b>Columbia County Referral</b>	
1.		1.	Reynold's Land Surveying (Construction Way)
<b>Scenic Resource Review</b>		<b>Subdivision</b>	
1.		1.	LaGrand Townhomes LLC (N. 15th St.)
		2.	Wayne Weigandt (Pittsburg Rd.)
		3.	Karl Ivanov (Matzen St.)
<b>Subdivision (Final Plat)</b>			
1.			

# **CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT**



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

**Date:** 12.21.2017

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**

An interesting December. Given the quantity of plans and applications for projects submitted this month, it feels more like the spring than the December of the past several years. Except building permits for smaller projects are down which is typical this time of year.

We received a neighbor response to a Home Occupation application (HOI.13.17) for a home in Crestwood Manufactured Home Park. The response wasn't directly related to the proposal, rather an expression of dissatisfaction with the appearance of St. Helens. I thought this something worth sharing with the Council. **See attached.**

Had a preliminary Q&A meeting with the owners of the property lying on the east side of Hankey Road between the Elk Ridge Estates and Sunset Heights Subdivisions about subdividing their property.

Responded to a Columbia County referral notice for a project outside City limits but inside the City's UGM for construction of an 8,000+ square foot shop/office building at 2130 Gable Road. (County File: DR 18-04). This property has been developing throughout this year as you have probably noticed, and this is the next phase for it. **See attached.**

## **ST. HELENS RIVERFRONT CONNECTOR PLAN (TGM FILE NO. 2D-16)**

This project is on schedule. First committee and neighborhood meetings are anticipated to occur next month.

## **PLANNING COMMISSION (& *acting* HISTORIC LANDMARKS COMMISSION)**

December 12, 2017 meeting (outcome): The Commission discussed potential regulation to require open space as part of subdivisions. The initial discussion was based on the concept of requiring a lot of the subdivision to be a dedicated pocket park. This concept was not well received by the Commission. Based on this discussion, this issue has complexity that will make it a challenge to explore as staff gets blasted by development proposals, unbecoming of many previous winters in the past.

The Commission approved a second term for Commissioner Hubbard. The Commission also approved a third term for Commissioner Petersen. The Commission also recommended that the Council (via staff) explore having an alternate Commissioner, since we had a strong candidate for Commissioner Petersen's position. Additionally, the Commission recommended that said candidate be the alternate.

January 9, 2017 meeting (upcoming): In addition to chair and vice chair selection there are at least three public hearings scheduled. Two pertain to redevelopment of the former Violette's

Villa mobile home park; a subdivision and zoning/comprehensive plan change. The Council will see the latter. There is also a Conditional Use Permit for the 1771 Columbia Boulevard property in the Houlton area.

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

11/24/17

City of St. Helens  
Planning Admin

RECEIVED  
NOV 27 2017  
CITY OF ST. HELENS

This letter is in response to the letter I received for the home business application location: 2154 Oregon Street # 90

Please take note; I am concerned about noise and trash accumulating, Lowering the value of my home.

A perfect example is 454 N. 6<sup>th</sup> Street.

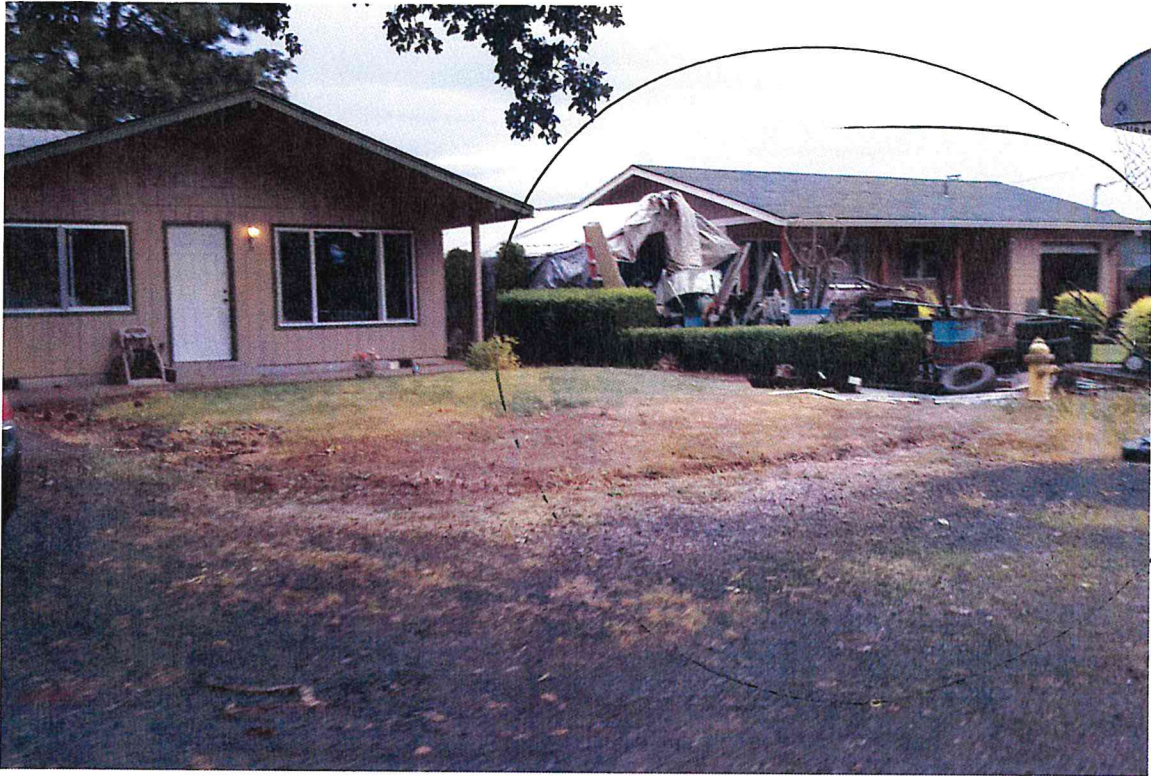
Please clean this town up!

502.515.1429

Bridget Coffman



454 N 6th



454 N 6th



He has helpers, many  
People working there.



454 N 6<sup>th</sup>  
scrapper on 6<sup>th</sup>

one of  
his  
trailers



454 N 6<sup>th</sup>

Another  
trailer





~~Butch & Bonnie~~ Butch & Bonnie Johnson scrapping



4.54 N 10th



4  
elper  
ne  
of  
Nan

Full time ~~operation~~ operation



Butch on Forest Park!



Scraper

Butch on Forest Park



Scraper





N 6th  
What is this?



Junk Yard!

N 6th



N 6th





454 N 6th





N 6th



N 6th





COLUMBIA COUNTY  
LAND DEVELOPMENT SERVICES  
Planning Division  
COURTHOUSE  
ST. HELENS, ORE GON 97051  
Phone: (503) 397-1501 Fax: (503) 366-3902

December 6, 2017

**REFERRAL AND ACKNOWLEDGMENT**

**To:** City of ST Helens

**NOTICE IS HEREBY GIVEN** that John L Jersey has submitted an application for a Site Design Review for an equipment storage yard and a proposed 8,072 sq ft truck maintenance building with administrative offices. The subject property has fill & grade, perimeter fence and three modular office buildings addressed at 2130 Gable Road. The property is identified as Tax Map No. 4N1W09-BB-00200, 2.22 acres, zoned Light Industrial (M-2). DR 18-04

**THIS APPLICATION IS FOR:** ( ) Administrative Review; (X) Planning Commission, Hearing Date: **January 8, 2018**

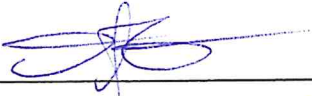
**PLEASE RETURN BY:** 12/16/17

**Planner:** Hayden Richardson

The enclosed application is being referred to you for your information and comment. Your recommendation and suggestions will be used by the County Planning Department and/or the Columbia County Planning Commission in arriving at a decision. Your prompt reply will help us to process this application and will ensure the inclusion of your recommendations in the staff report. Please comment below.

1. \_\_\_\_\_ We have reviewed the enclosed application and have no objection to its approval as submitted.
2. ☒ Please see attached letter or notes below for our comments.
3. \_\_\_\_\_ We are considering the proposal further, and will have comments to you by \_\_\_\_\_.
4. \_\_\_\_\_ Our board must meet to consider this; we will return their comments to you by \_\_\_\_\_.
5. \_\_\_\_\_ Please contact our office so we may discuss this.
6. \_\_\_\_\_ We recommend denial of the application, for the reasons below:

COMMENTS: SEE ATTACHED 3 PAGE MEMO DATE DECEMBER 15, 2017. 2 (+ ATTACHMENT)

Signed:  Printed Name: JACOB GRAICHEN  
Title: CITY PLANNER Date: DEC. 15, 2017



## CITY OF ST. HELENS PLANNING DEPARTMENT

# MEMORANDUM

---

**TO:** Hayden Richardson, Planner, Columbia County  
**FROM:** Jacob A. Graichen, AICP, City Planner  
**RE:** Columbia County file DR 18-04  
**DATE:** December 15, 2017

---

Please include the following conditions:

- **Prior to building permit issuance of any proposed building,** engineering/construction plans shall be submitted to the City for review and approval for Gable Road frontage improvements (e.g., curb, landscape strip with street trees, sidewalk) along the entire property street frontage. In addition to meeting the City's specifications, plans shall address the following:
  - City of St. Helens Minor Arterial street standards.
  - The existing asphalt in the right-of-way at the driveway access and along the full length of the existing bike lane as delineated by the bike lane striping shall be cored or otherwise tested to verify that the minimum base section exists. If the minimum section is not present, the asphalt shall be removed and proper base material will need to be installed, inspected, and tested, and then repaved in accordance with the City's standards for minor arterial streets.
  - Install a concrete pad around the base of the fire hydrant in accordance with the Fire Marshal's requirements.
  - Street trees species shall be identified and shall be "small" per the City's Development Code.
- **Please verify the following are included on the building plans:**
  - Appropriate method of collecting and directing waste and wash waters in and around the building that may be exposed to petroleum products/spills to the wastewater collection area.
  - Ensure that petroleum products and other potential pollutants are not allowed to drain to or enter the stormwater system.
- **The following shall be required prior to certificate of occupancy for any proposed building:**
  - Gable Road street frontage improvements shall be completed and approved by the City of St. Helens.

-----basis for conditions and other comments/considerations below-----

The City commented on the previous County application (DR 17-05) for this site in April of this year. Having commented comprehensively then, the focus here will be on what has happened since then and requirements specific to this proposal.

**Addressing:**

The City assigned 2130 Gable Road as the new address for the site. This address is new and didn't exist earlier in the year. Glad to see this being used on this application.

**City Utilities:**

City **water** has been extended to the site (2130 Gable Road / 4N1W-9BB-200). A consent to annex has been recorded in advance of connection to City water per the City's policy.

Please note that in order for the property adjacent to the north (2180 Gable Road / 4N1W-9BB-100) to get City water, the public water main line would need to be extended further northward along Gable Road to the midpoint of that property. That property would then connect to the *extended* water main. A consent to annex would also be required. This is noted here because the land sale contract for the subject property of this County land use application, recorded as instrument no. 2017-4681 dated May 18, 2017, reads in part:

It is also understood between Seller [Ronald Schlumpberger & Tamara Schlumpberger and James Ives & Laura Ives] and Purchaser [JLJ Earthmovers, LLC] that the Purchaser will provide like and kind easement from the furthest Southeasterly edge of the Purchaser's property running in a Westerly direction along property line, not to damage the existing fence newly installed, to where Seller has the same entitlement to a 15 foot wide easement to run a new proposed water line service in the event that Seller connects to city water.

City **sanitary sewer** is still not in the vicinity of the subject property for use.

The **storm runoff** as proposed is acceptable with the addition of the conditions mentioned above regarding collection and disposal of wastes that may contain petroleum products and other pollutants.

**Landscaping:**

The site's perimeter is already fenced and screened as required from the previous proposal earlier this year. Any large existing trees should be preserved as possible.

Street trees will be required as part of the street right-of-way frontage improvements (see below).

**Signs:**

Any sign permit issued by the County shall comply with the City's standards. Please note that the City prohibits permanent signage mounted on fences.



**Traffic Impact Analysis:**

The proposal doesn't appear to meet the City's threshold for traffic impact analysis requirements.

**ROW frontage improvements:**

Based on International Code Council specifications, the approximate value of the proposed building exceeds \$600,000. That investment in addition to other site improvements warrants frontage improvements. Such improvements shall be done in accordance with the City's minor arterial street standards. Gable Road is a minor arterial street under the City's jurisdiction at this location.

Street trees are an aspect of the street frontage improvements. Due to the presence of overhead power lines, street trees species shall be "small" per the City's Development Code.

Condition 5 of County file DR 17-05 reads:

Prior to commencing any activity within the Gable Road right-of-way necessary for DR 17-05, the applicant shall obtain written authorization from the City of St. Helens.

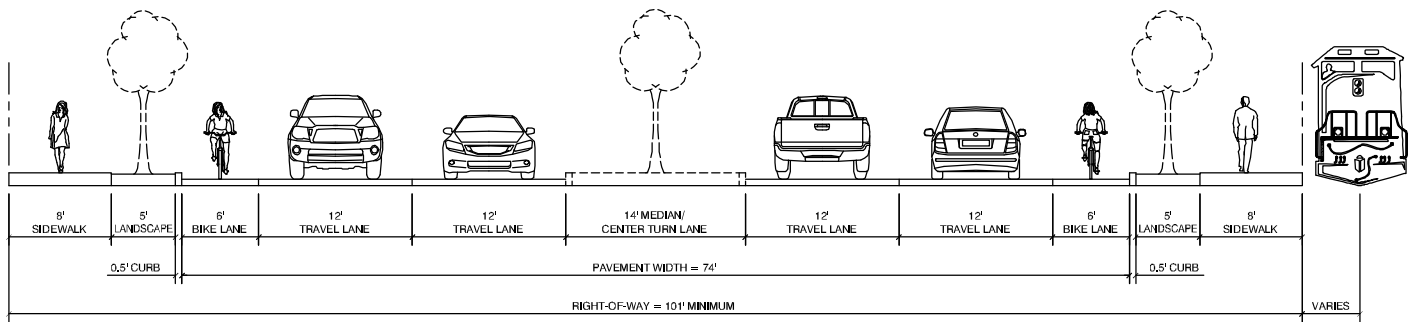
Unfortunately, the applicant violated condition 5 of DR 17-05 by installing their Gable Road driveway access without any permit or authorization from the City. As a result, the City was not able to inspect the work at all, and was thus unable to confirm proper requirements including but not limited to the depth of the compacted asphalt in the right-of-way, the depth of the sub-base and base rock, and compaction of the base material.

Because street frontage improvements are required as part of this proposal, this can be remedied. Base section of the area needs to be cored/tested to verify minimum requirements. If the minimum base section is not present the asphalt shall be removed and proper base material will need to be installed, inspected, and tested, and then repaved per City standards.

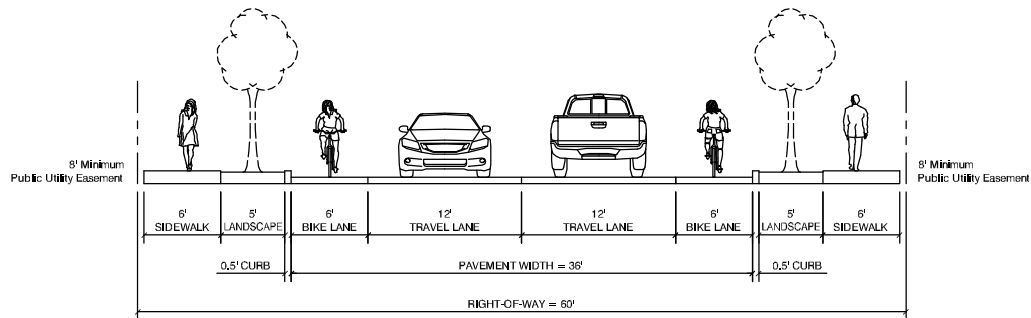
A fire hydrant was installed as part of the water line extension mentioned above. Normally, a foundation is required around the base of the hydrant. However, because the applicant anticipated submitting an application for the approximate 8,000 square foot shop building and was aware of the City's requirements that frontage improvements be completed as part of said shop building, they requested that be done as part of the frontage improvements.

\* \* \* \* \*

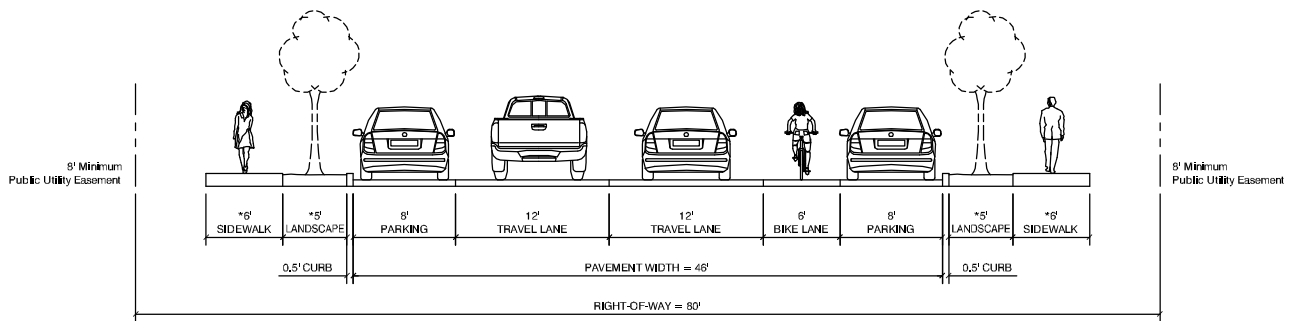
**Attachments:** City of St. Helens Transportation Systems Plan Fig. 7-2 (street cross sections)



Major Arterial (US 30)\*

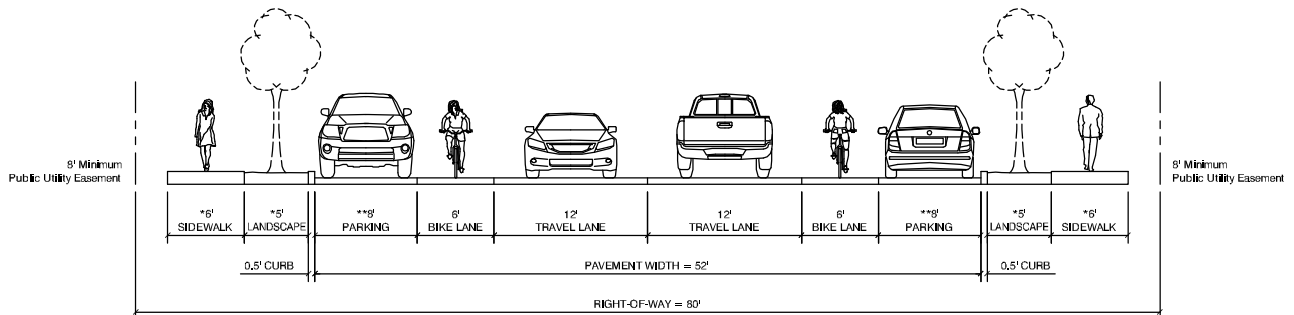


Minor Arterial (Typical)



\*Optional 11' sidewalk with tree wells.

Minor Arterial (One-Way - Columbia Boulevard/  
St Helens Street - US 30 to 13th Street)



\*Optional 11' sidewalk with tree wells.

\*\*On-street parking may be reduced to allow for installation of a left-turn lane where needed.

Minor Arterial (Two-Way Downtown)

LEGEND



TREES TO BE PROVIDED AS APPROPRIATE PER CITY CODE AND LOCATION SPECIFIC CONSIDERATIONS

\*The US 30 Cross-Sections are shown to be consistent with ODOT Standards. Specific roadway designs will be developed through a refinement plan or project development process. Design and future improvements to US 30 must also address ORS 366.215 (Reduction in Vehicle Carrying Capacity) on this national freight network facility.



STANDARD CROSS SECTIONS  
ST. HELENS, OREGON

FIGURE  
7-2





File No. DR 18-04

LIGHT INDUSTRIAL (TRUCK MAINTENANCE W/  
ADMINISTRATIVE OFFICE AREAS)

Name of community water system: CITY OF ST HELENS

☐ Yes ☐ No ☒ Not Applicable (3,000 GAL. WASTE WATER HOLDING TANK)

Co-owners (if any)

Date: 11-14-2017 Signature: [Signature]

Planning Department Use Only

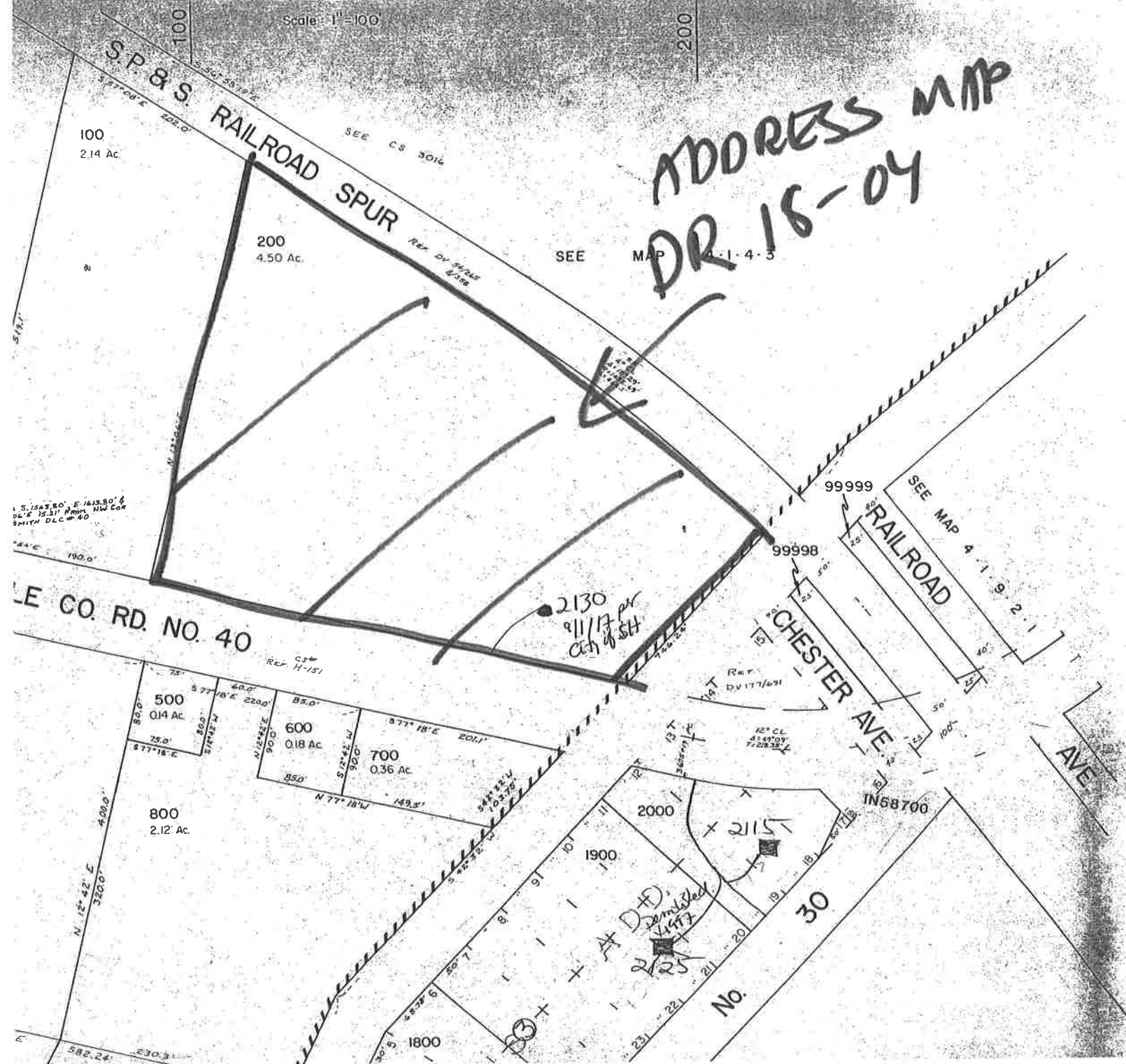
Or: Administrative

Zoning: M-2 Staff Member: W

COLUMBIA COUNTY

Scale: 1"=100'

ADDRESS MAP  
DR 15-04



NW1/4 NW1/4 SEC.09 T4N R1W WM  
COLUMBIA COUNTY

Scale 1" = 100'

SEE MAP 419B

4109B  
ST. HELENS

ZONING MAP  
DR 18-04

CITY

100  
2.14 AC.

PA 16-20  
PRE 17-19  
DR 17-04

200  
4.50 AC.

DR 17-05

DR 18-04

M

Z

Canceled

(McCORMACK CUTOFF CO. RD. NO. P-189)

GABLE ROAD  
C.N. GABLE CO. RD. NO. 40

500  
0.14 AC.

600  
0.18 AC.

700  
0.36 AC.

800  
2.12 AC.

RAILROAD AVENUE  
S.P. & S. RR  
CHESTER AVE.  
R 999998

SOUTH  
UGB

S. P. &

900

900



Population of Columbia County 1986 Estimate 36,100

## KEY TO COUNTIES



vicinity map  
DR 18-04

# ROAD INDEX MAP COLUMBIA COUNTY OREGON

PREPARED BY THE  
OREGON DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

1987



State Plane  
Gr



# Technical Memorandum Stormwater Management

Related to

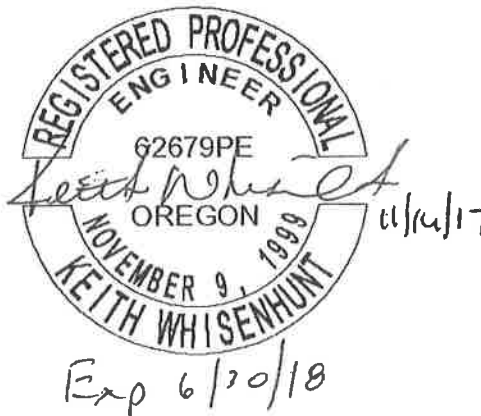
## Gable Road Site

November 14, 2017

Prepared for  
JLJ Earthmovers  
PO Box 33  
Scappoose, OR 97055

Prepared by:  
Project Delivery Group, LLC  
3772 Portland Road NE  
Salem, Oregon 97301

I hereby certify that this structural design report was prepared by me, or under my direct supervision, and that I am a duly licensed Professional Engineer under the laws of the state of Oregon.



RECEIVED

NOV 14 2017

Land Development Services

**Technical Memorandum**  
**Stormwater Management for JJ Earthmovers, LLC Gable Road Site**  
November 14, 2017

**Objective**

Provide an analysis regarding the stormwater runoff from the site for the predeveloped condition and the postdeveloped condition.

**Predeveloped Condition**

The site area is 2.22-acres. Before development, the site was generally flat and sloped toward the roadside ditch at approximately 1% or less.

While there were several trees on the site, the soil complex is referred to as "*Rock outcrop-Xerumbrepts*" complex. This includes a thin layer of loamy material over a layer of bedrock. In some areas, the bedrock may appear on the surface. The Hydrologic Soil Group for the site is "D". This group is characterized by minimal infiltration of stormwater, and therefore, high runoff in the predeveloped condition.

**Postdeveloped Condition**

In order to serve as a contractor's corporation yard, the site was filled with two layers of aggregate material. First a 1-foot thick layer of 4" – 8" pit run material was placed on the existing subgrade. On top of this a 2-foot thick layer of poorly graded, crushed  $\frac{3}{4}$ "-aggregate was placed. The site grading was maintained to grade to the Gable Road roadside ditch at a slope of 1% or less. Reference the attached grading plan for the site.

The development of the site will result in a total of approximately 16,225 sf of impervious area, and 80,475 sf of graveled area.

**Analysis**

Based on the hydrologic soil group of D and the periodic exposed bed rock, the drainage character of the site is essentially unchanged by development. In addition, the graveled strata serves as a storage vessel. With a typical void ratio of 30%, the volume of stormwater storage in the graveled layer is approximately  $0.3 \times 80,275 \times 3 = 72,248$  cf. This provides for a volume sufficient to store 9" of rainfall over the site. [ $2.22 \times 43,560 / 72,248 = 0.75$  ft or 9 inches]

Additionally, the water cannot flow on top of the graveled surface. It must flow through the gravel strata. As a result, the discharge of the stormwater from the site is delayed as compared to a paved surface.

**Findings**

The graveled area provides sufficient volume and flow character to mitigate the stormwater runoff from the development of the site.



## Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

## Columbia County, Oregon

### 45—Rock outcrop-Xerumbrepts complex, undulating

#### Map Unit Setting

National map unit symbol: 21gj

Elevation: 30 to 200 feet

Mean annual precipitation: 40 to 60 inches

Mean annual air temperature: 52 to 54 degrees F

Frost-free period: 165 to 210 days

*Farmland classification:* Not prime farmland

**Map Unit Composition**

*Rock outcrop:* 50 percent

*Xerumbrepts and similar soils:* 40 percent

*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Rock Outcrop**

**Setting**

*Parent material:* Basalt

**Typical profile**

*R - 0 to 60 inches:* unweathered bedrock

**Properties and qualities**

*Slope:* 0 to 10 percent

*Depth to restrictive feature:* 0 inches to lithic bedrock

**Interpretive groups**

*Land capability classification (irrigated):* None specified

*Land capability classification (nonirrigated):* 8

*Hydric soil rating:* No

**Description of Xerumbrepts**

**Setting**

*Landform:* Terraces

*Landform position (three-dimensional):* Tread

*Down-slope shape:* Linear

*Across-slope shape:* Linear

*Parent material:* Alluvium

**Typical profile**

*H1 - 0 to 10 inches:* loam

*H2 - 10 to 18 inches:* loam

*H3 - 18 to 22 inches:* unweathered bedrock

**Properties and qualities**

*Slope:* 0 to 10 percent

*Depth to restrictive feature:* 10 to 30 inches to lithic bedrock

*Natural drainage class:* Well drained

*Capacity of the most limiting layer to transmit water (Ksat):*

*Moderately high to high (0.57 to 1.98 in/hr)*

*Depth to water table:* More than 80 inches

*Frequency of flooding:* None

*Frequency of ponding:* None

*Available water storage in profile:* Very low (about 2.8 inches)

**Interpretive groups**

*Land capability classification (irrigated):* None specified

*Land capability classification (nonirrigated):* 6s

*Hydrologic Soil Group:* D



*Hydric soil rating:* No

## Data Source Information

Soil Survey Area: Columbia County, Oregon  
Survey Area Data: Version 14, Sep 19, 2017

VICINITY MAP



PROJECT DIRECTORY

**OWNER**  
JOHN L. JERSEY  
JLJ EARTHMOVERS, INC.  
PO BOX 33  
SCAPPOOSE, OR. 97055

**CIVIL ENGINEER/SURVEYOR**  
KEITH WHISENHUNT, PE  
PROJECT DELIVERY GROUP, LLC  
3772 PORTLAND ROAD NE  
SALEM, OR. 97301

**BUILDING DESIGNER**  
DAVID ADAMS  
DAVID ADAMS BUILDING DESIGN  
P.O. BOX 326  
OREGON CITY, OREGON 97045

DRAWING INDEX

A-0.01: COVER SHEET  
C-1.01: EXISTING SITE PLAN  
C-1.03: PROPOSED SITE PLAN  
C-1.05: GRADING PLAN  
A-1.0: PROPOSED BUILDING FLOOR PLAN  
A-2.0: PROPOSED BUILDING EXTERIOR ELEVATIONS  
A-3.0: PROPOSED BUILDING SECTIONS  
L-1.0: PROPOSED LANDSCAPE PLAN

PROJECT FOR:  
**JLJ EARTH MOVERS - SHOP**  
2130 GABLE ROAD  
ST. HELENS, OREGON 97051

DAVID ADAMS BUILDING DESIGN  
503.539.6635  
WWW.DAVIDADAMSBUILDINGDESIGN.COM

**DAVID ADAMS BUILDING**  
2130 GABLE ROAD  
ST. HELENS, OREGON 97051

DATE: 11-14-2017  
**SHEET:**  
COVER  
SHEET  
A-0.01

PROJECT NARRATIVE

THE PROPOSED PROJECT IS IDENTIFIED AS 'JLJ EARTHMOVERS- SHOP'.

THE PROPOSED BUILDING WILL BE SITED ON PROPERTY OWNED BY JLJ EARTHMOVERS. THE SITE IS LOCATED ON GABLE ROAD. JLJ EARTHMOVERS WILL ACT AS THE DEVELOPER. THE CONTACT PERSON IS DAVID ADAMS, ACTING AS AN AGENT FOR THE DEVELOPER.

THE SITE WILL BE USED AS EQUIPMENT STORAGE FOR THE APPLICANT'S BUSINESS, IN THE GRAVELED AREA INSIDE THE EXISTING FENCE. TRUCK MAINTENANCE WILL BE PERFORMED IN THE PROPOSED 8,072 SQUARE FOOT TRUCK MAINTENANCE BUILDING, AND ADMINISTRATIVE OFFICE AREAS WILL BE PROVIDED. ADMINISTRATIVE OFFICE AREAS ARE CURRENTLY PROVIDED IN THE EXISTING 24'x60' MODULAR BUILDING AND THE TWO 14'x40' BUILDINGS.

POTABLE WATER WILL BE PROVIDED BY THE CITY OF ST. HELENS. WASTE WATER FROM THE EXISTING ADMINISTRATIVE OFFICE BUILDINGS IS STORED IN A 3,000 GALLON HOLDING TANK. WASTE WATER FROM THE PROPOSED TRUCK MAINTENANCE BUILDING WILL ALSO BE HELD IN THIS TANK. PUMPING SERVICES WILL BE PROVIDED UNDER CONTRACT.

SITE IMPROVEMENTS INCLUDE THREE NEW PARKING SPACES, INCLUDING ONE ACCESSIBLE SPACE, ADJACENT TO THE PROPOSED NEW TRUCK MAINTENANCE BUILDING. FOUR PARKING SPACES, INCLUDING ONE ACCESSIBLE SPACE, ARE CURRENTLY PROVIDED ADJACENT TO THE CURRENT ADMINISTRATIVE OFFICES. A TOTAL OF ONE PARKING SPACE (EXCLUSIVE OF ACCESSIBLE SPACES) IS PROVIDED FOR EACH EMPLOYEE ON THE LARGEST SHIFT.

PROPOSED SIGNAGE FOR THE SITE WILL BE (1) BUILDING-WALL MOUNTED SIGN, APPROXIMATELY 4'x8' IN AREA. PROPOSED EXTERIOR LIGHTING WILL BE WALL MOUNTED 'DOWN LIGHT' FIXTURES ON BUILDING EXTERIOR.

THE PROPOSED WORK WILL BEGIN IMMEDIATELY FOLLOWING PLAN APPROVAL, AND IS ANTICIPATED TO BE COMPLETED IN THREE MONTHS OR LESS. PROJECT PARTICIPANTS ARE LISTED IN THE PROJECT DIRECTORY ABOVE.

HISTORY

THE SUBJECT PROPERTY IS LOCATED ON GABLE ROAD, AND HAD NOT HAD STRUCTURES ON IT PREVIOUS TO THE CURRENT OWNERSHIP. THE CURRENT OWNER, JLJ EARTHMOVERS, HAS GRADED THE PROPERTY AND IMPROVED THE EXISTING DRIVEWAY ACCESS FROM GABLE ROAD BY INCREASING THE DRIVEWAY WIDTH TO 40' WITH 3' RADIUS RETURNS. JLJ EARTHMOVERS HAS PLACED THREE NEW OFFICE STRUCTURES AND A 3,000 GALLON WASTE WATER STORAGE TANK ON THE PROPERTY. A 6' TALL FENCE WITH SIGHT-OBSCURING SLATS HAS BEEN PLACED AROUND THE PERIMETER OF THE PROPERTY.

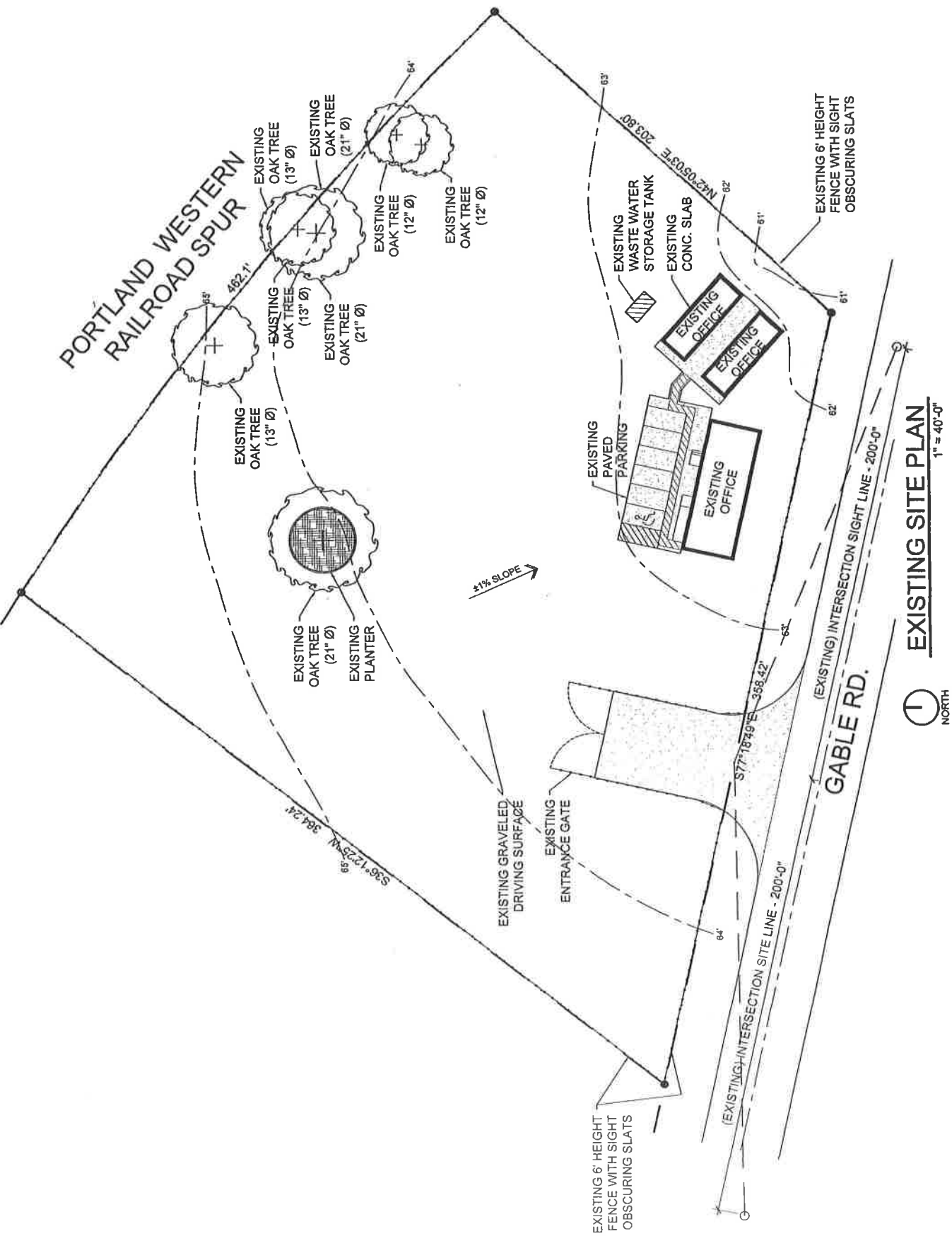
EMERGENCY SERVICES ARE PROVIDED BY THE COLUMBIA RIVER FIRE & RESCUE (CRF&R) AND THE COLUMBIA COUNTY SHERIFF. THE PROPERTY IS WITHIN THE CITY OF ST. HELENS' EXISTING URBAN GROWTH BOUNDARY.

THE SITE HAS NO IDENTIFIED ENVIRONMENTALLY SENSITIVE AREAS (WETLANDS, FLOOD PLAINS, STEEP SLOPES, OR NATURAL AREAS) ACCORDING TO THE ST. HELENS' LOCAL WETLANDS INVENTORY, FEMA FIRM OR THE BEAK MAPS OF ST. HELENS-COLUMBIA CITY.

RECEIVED

NOV 14 2017

Land Development Services



EXISTING SITE PLAN  
1" = 40'-0"



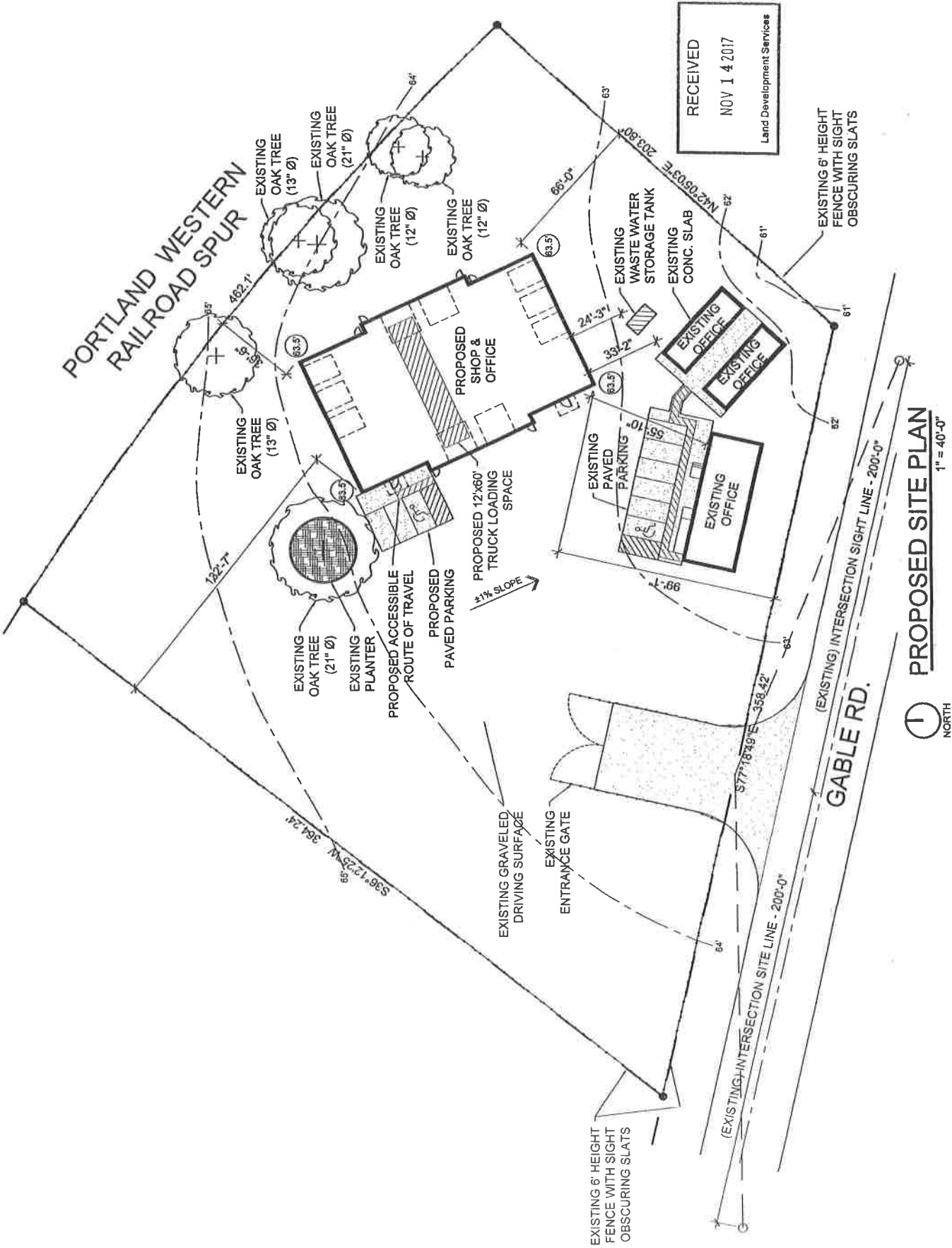
DATE: 11-14-2017  
SHEET: C-1.01

DAVID ADAMS BUILDING  
2010-07-01

DAVID ADAMS BUILDING DESIGN & ARCHITECTURE  
503.539.6635  
WWW.DAVIDADAMSBUILDINGDESIGN.COM

PROJECT FOR:  
JLJ EARTH MOVERS - SHOP  
2130 GABLE ROAD  
ST. HELENS, OREGON 97051







DATE SIGNED:

PREPARED FOR:  
JLJ EARTHMOVERS,  
LLC  
SCAPOOSE, OREGON

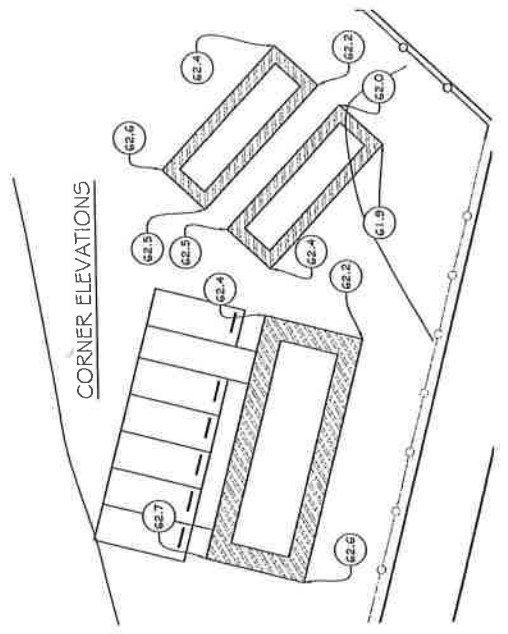
NO.	REVISIONS	DATE	BY

PROJECT NO.	13048
PROJECT NAME	ANK PROJECT SURFACE
PROJECT LOCATION	ANK PROJECT SURFACE
PROJECT SCALE	AS SHOWN
VERT. SCALE	AS SHOWN
DRAWN	BY
CHECKED	BY
APPROVED	BY

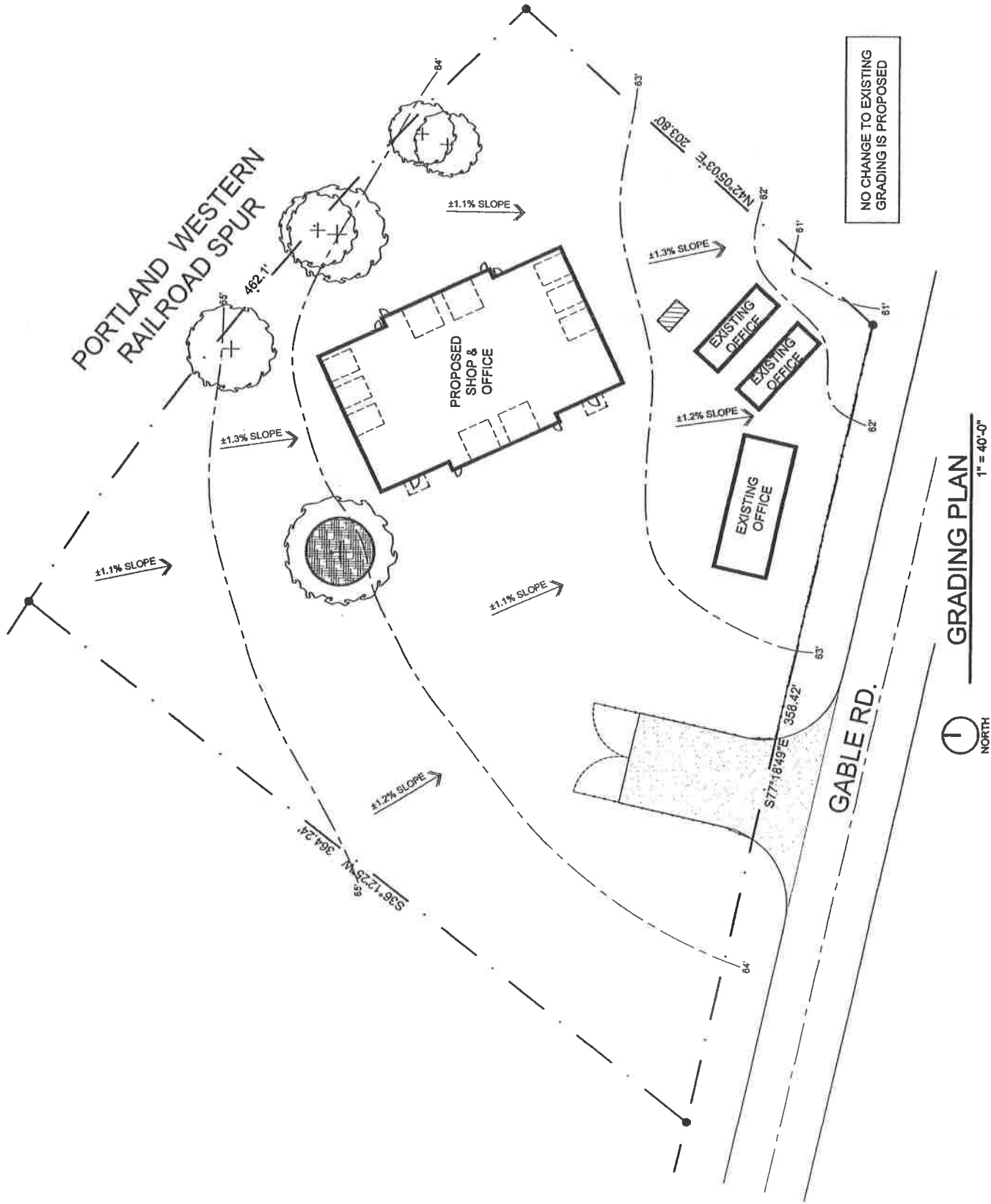
SHEET TITLE

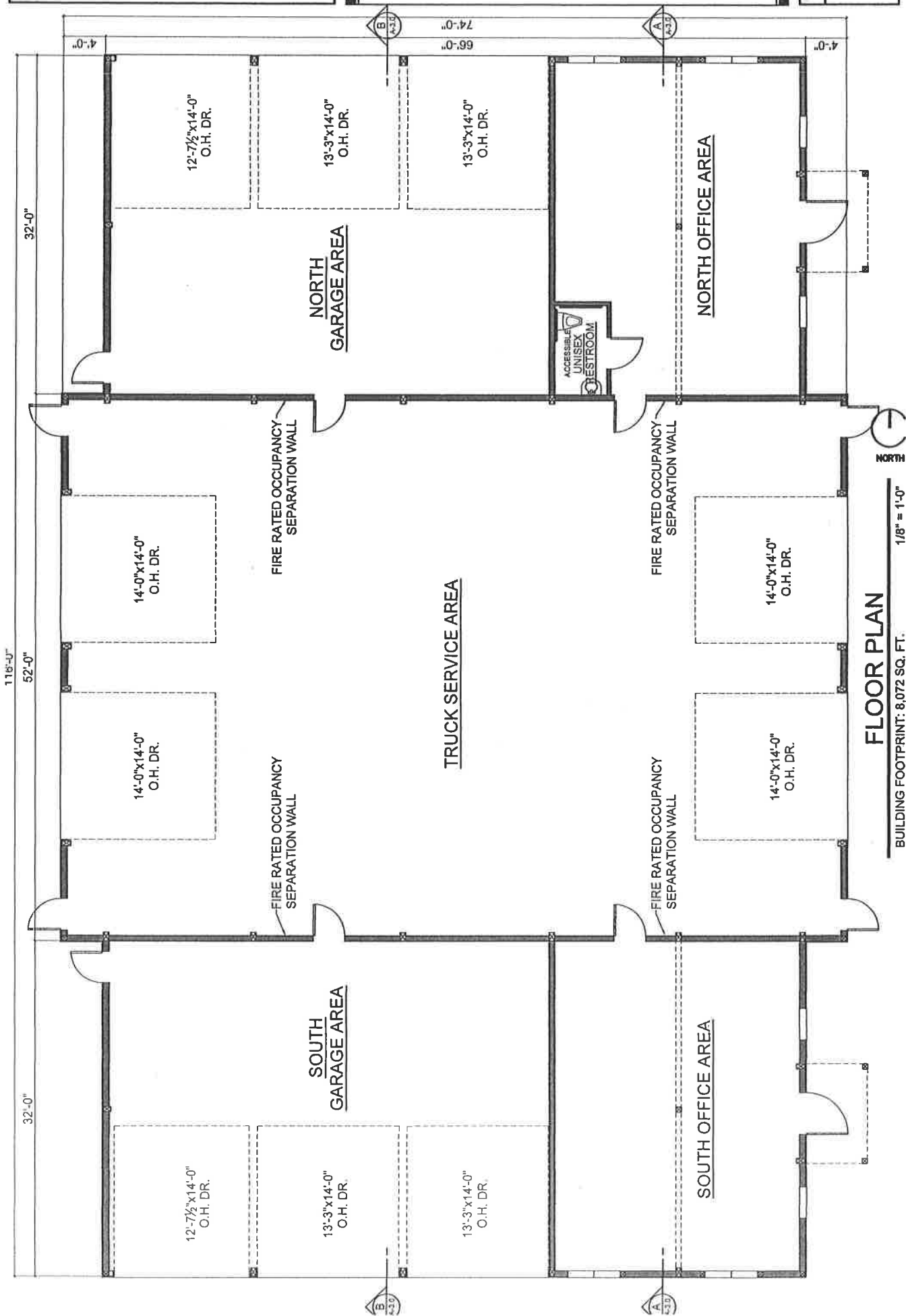
FINAL GRADING  
PLAN

C-1.05

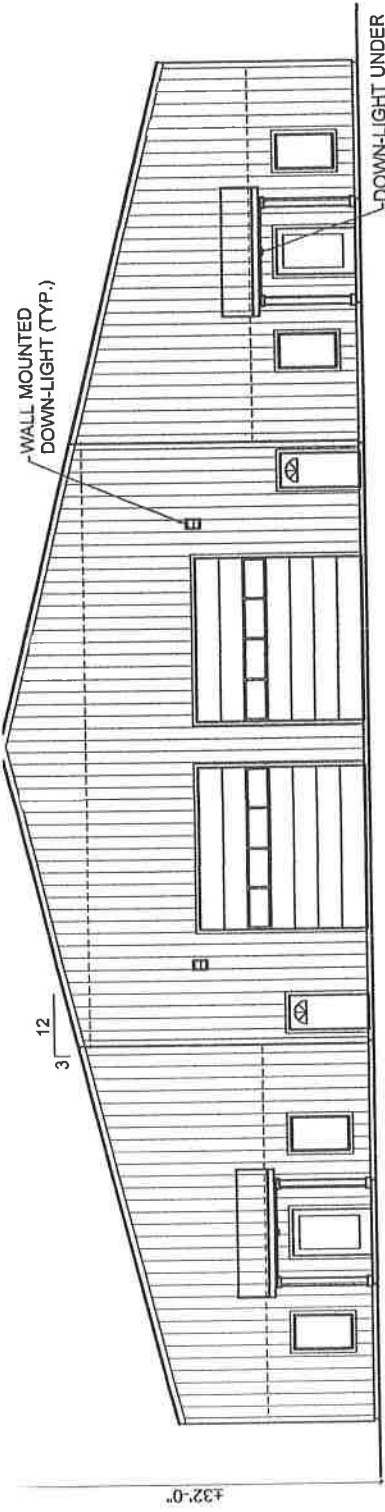


GABLE ROAD







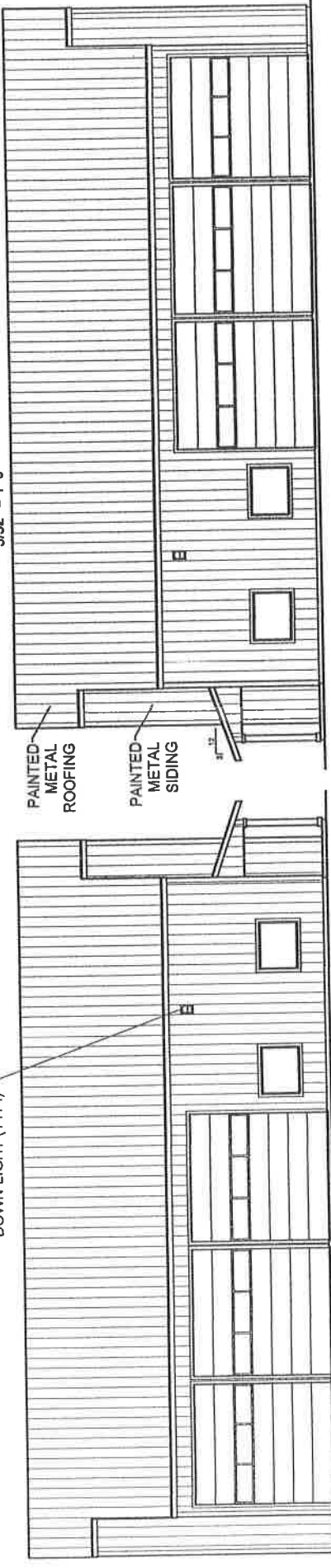


EAST ELEVATION

3/32" = 1'-0"

WALL MOUNTED DOWN-LIGHT (TYP.)

DOWN-LIGHT UNDER ENTRY ROOF (TYP.)

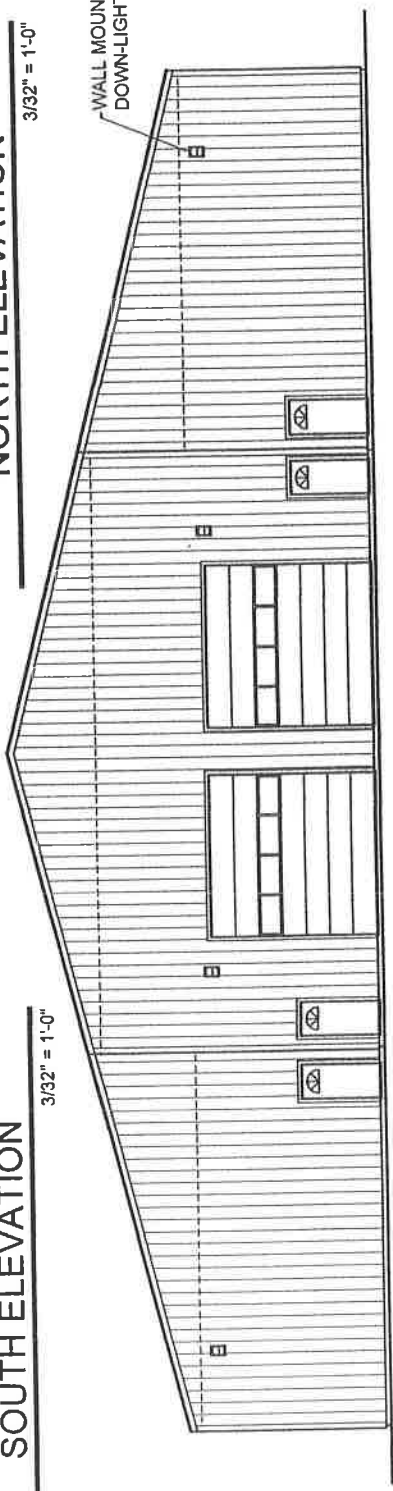


NORTH ELEVATION

3/32" = 1'-0"

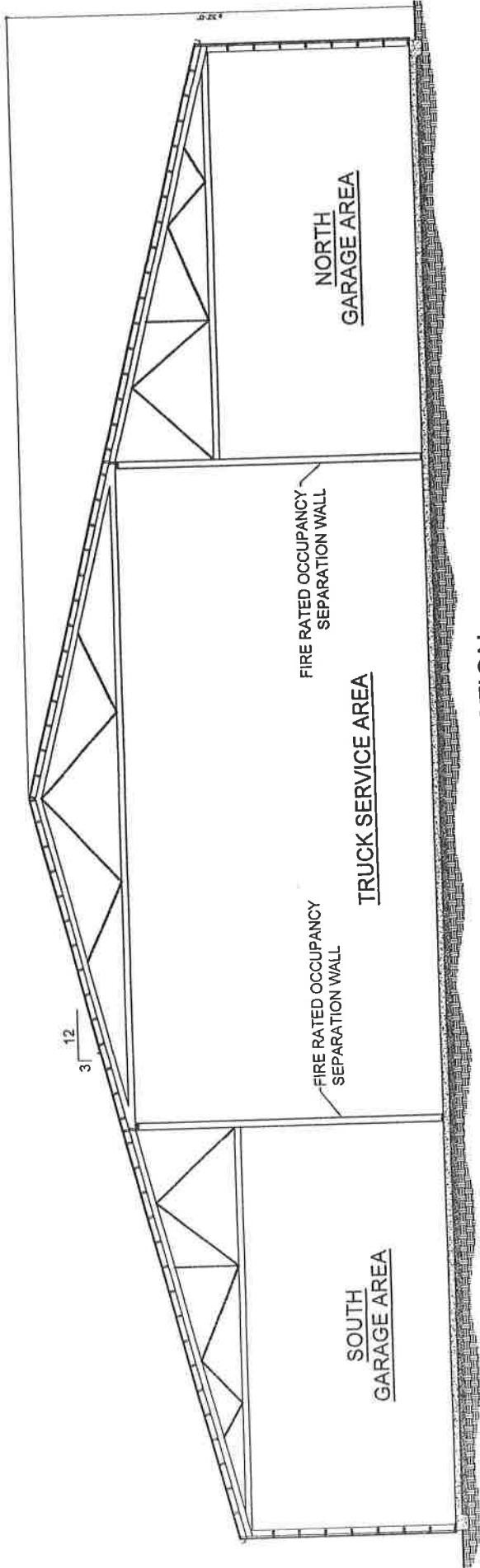
SOUTH ELEVATION

3/32" = 1'-0"



WEST ELEVATION

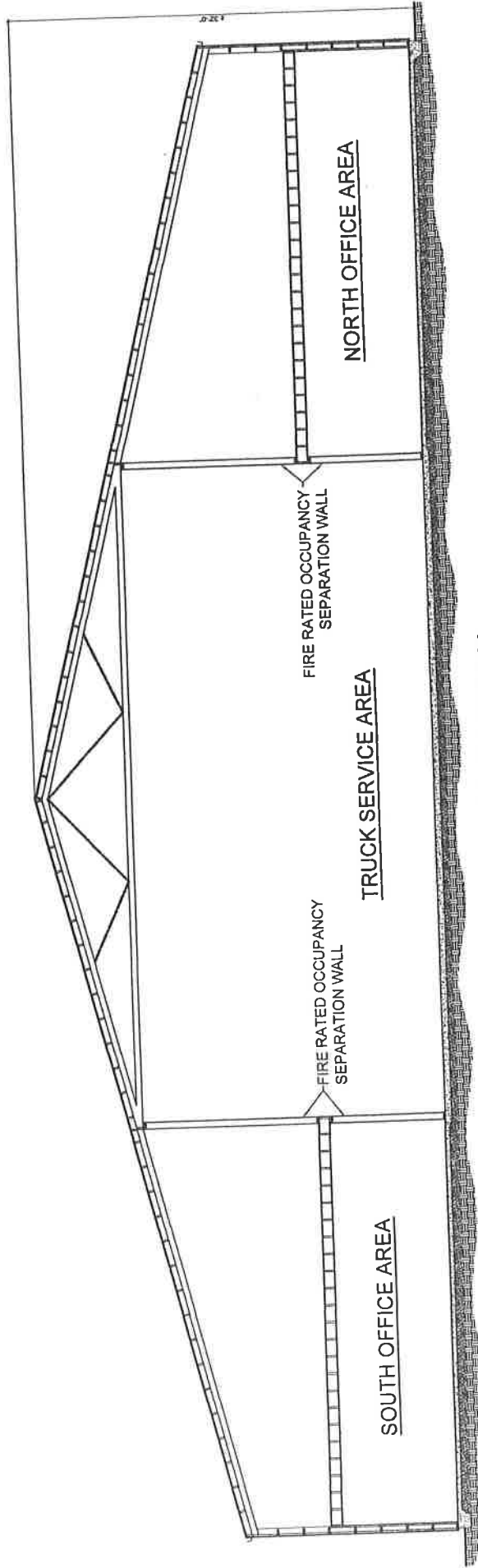
3/32" = 1'-0"



**BUILDING SECTION**

1/8" = 1'-0"

B  
 A-3.0



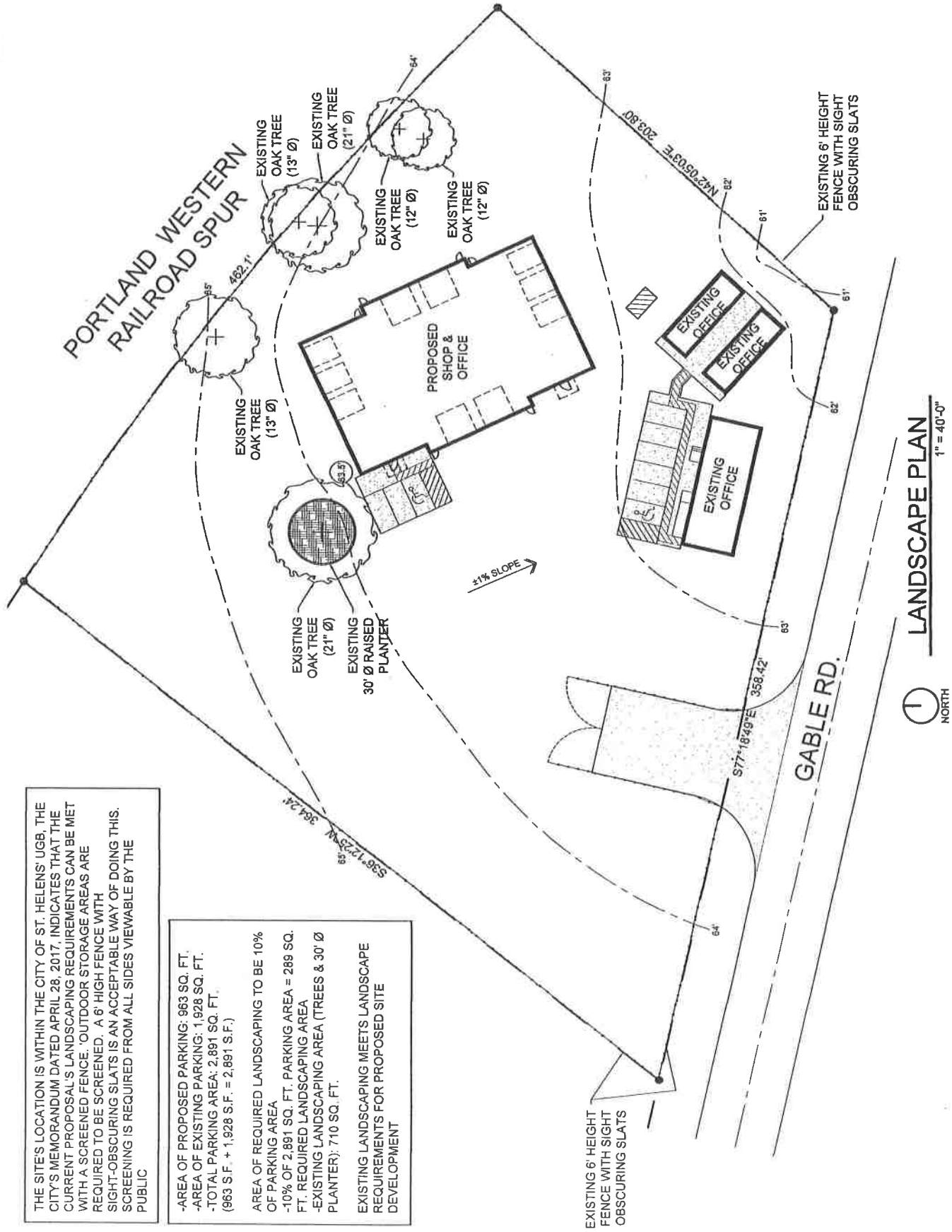
**BUILDING SECTION**

1/8" = 1'-0"

A  
 A-3.0

THE SITE'S LOCATION IS WITHIN THE CITY OF ST. HELENS' UGB, THE CITY'S MEMORANDUM DATED APRIL 28, 2017, INDICATES THAT THE CURRENT PROPOSAL'S LANDSCAPING REQUIREMENTS CAN BE MET WITH A SCREENED FENCE. OUTDOOR STORAGE AREAS ARE REQUIRED TO BE SCREENED. A 6' HIGH FENCE WITH SIGHT-OBSCURING SLATS IS AN ACCEPTABLE WAY OF DOING THIS. SCREENING IS REQUIRED FROM ALL SIDES VIEWABLE BY THE PUBLIC

- AREA OF PROPOSED PARKING: 963 SQ. FT.
- AREA OF EXISTING PARKING: 1,928 SQ. FT.
- TOTAL PARKING AREA: 2,891 SQ. FT.
- (963 S.F. + 1,928 S.F. = 2,891 S.F.)
- AREA OF REQUIRED LANDSCAPING TO BE 10% OF PARKING AREA
- 10% OF 2,891 SQ. FT. PARKING AREA = 289 SQ. FT. REQUIRED LANDSCAPING AREA
- EXISTING LANDSCAPING AREA (TREES & 30' Ø PLANTER): 710 SQ. FT.
- EXISTING LANDSCAPING MEETS LANDSCAPE REQUIREMENTS FOR PROPOSED SITE DEVELOPMENT



① NORTH  
LANDSCAPE PLAN  
1" = 40'-0"

## **Jacob Graichen**

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**From:** Jennifer Dimsho  
**Sent:** Wednesday, December 20, 2017 10:23 AM  
**To:** Jacob Graichen  
**Subject:** December Planning Department Report

Here are my additions to the December Planning Department Report.

### **GRANTS**

1. OPRD – Recreational Trails Program – Received tentative notice of approval. Total Grant Award: \$90,500 for Gray Cliffs Park Improvements. Out of 32 applicants, 14 were successfully funded. We were ranked #4. Grant program contract is forthcoming.
2. OPRD – Veterans Memorial Grant – Worked through scope revisions. Prepared draft press release for review by VFW. Submitted first grant report to OPRD. Consulted with staff about draft design, continued to refine design with Lower Columbia.
3. TGM – Riverfront Connector Plan – Planned for first Neighborhood Meeting. Created COOLPPL (Advisory Committee) Roster. Prepared outreach materials for first meeting (press release, e-newsletter, and Facebook post/event). Provided comments on documents for first meeting.
4. EPA CWA Grant - Deadline December 13 for RFQ submissions. Reviewed three submissions.

### **URBAN RENEWAL**

5. Planned for next URA meeting on Jan 17. Prepared agenda packet materials (2 resolutions – 1 for bylaws, 1 for minor amendment to boundary with AKS providing updated legal). Reviewed draft bylaws with Council. Added meeting to online/outlook calendars and uploaded meeting packet.

### **MISC**

6. Worked through revisions of the Exclusive Negotiating Agreement for Waterfront Redevelopment Project
7. Parks Brochure Update – Reviewed materials with volunteer who presented at Parks Commission on Dec. 11. Continued to revise design/review photos.
8. Short web GIS tutorial to UB staff
9. Parks & Recreation Programming – Researched funding opportunities for consulting services to study parks and recreation needs and feasibility

### **Jenny Dimsho**

Associate Planner  
City of St. Helens  
(503) 366-8207  
[jdimsho@ci.st-helens.or.us](mailto:jdimsho@ci.st-helens.or.us)