



PLANNING COMMISSION
Tuesday, December 10, 2019
265 Strand Street, St. Helens, OR 97051
www.ci.st-helens.or.us

Welcome!

1. **7:00 p.m. - Call to Order and Flag Salute**
2. **Consent Agenda: Approval of Minutes**
 - 2.A. Planning Commission Minutes dated October 8, 2019
[100819 PC Minutes DRAFT](#)
3. **Topics from the Floor: Limited to 5 minutes per topic (not on public hearing agenda)**
4. **Public Hearings (times reflect earliest start time)**
 - 4.A. 7:00 p.m. - Comprehensive Plan & Zone Map Amendment at the SE corner of Matzen Street & Maplewood Drive (Brayden Street) - Multi-Tech Engineering Services
[CPZA.3.19 Staff Report](#)
5. **Acceptance Agenda: Planning Administrator Site Design Review -**
 - a. *Site Design Review (Major) at SE corner of McNulty Way and Industrial Way - Develop vacant site for a specialty equipment business*
 - b. *Site Design Review (Minor) at 1400 Kaster Road - Add marijuana processing in an existing building previously approved for marijuana production*
6. **Discussion Items**
 - 6.A. Proposed Text Amendments Discussion
[Text Amendments Discussion Combined](#)
 - 6.B. Term Expiration Discussion

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

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

7. Planning Director Decisions -

- a. *Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Toy'n'Joy Auction*
- b. *Time Extension (SUB.1.17) at N. 15th Street - Hanna Place Subdivision*
- c. *Temporary Use Permit (Renewal) at 305 S. Columbia River Highway - 4 food service trailers (food truck pod) and use of existing commercial suites for customer seating*
- d. *Lot Line Adjustment at 33 & 55 Dubois Lane - Adjust a shared property line*
- e. *Home Occupation at 291 N. 1st Street - Transmission repair inside an enclosed accessory structure*
- f. *Time Extension (SUB.2.18) at N. Columbia River Highway - Graystone Estates Subdivision*
- g. *Sign Permit (Banner) at 2100 Block of Columbia Blvd. - Donut Day*

8. Planning Department Activity Report

8.A. Planning Department Activity Report dated October 29, 2019
[2019 OCT Planning Dept Rept](#)

8.B. Planning Department Activity Report dated November 25, 2019
[2019 NOV Planning Dept Rept](#)

9. For Your Information Items

10. Next Regular Meeting: January 14, 2020

11. Adjournment

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

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

City of St. Helens Planning Commission

Draft Minutes

October 8, 2019

Members Present: Chair Hubbard
Commissioner Cohen
Commissioner Semling
Commissioner Stenberg
Commissioner Webster

Members Absent: Commissioner Lawrence
Vice Chair Cary

Staff Present: Councilor Carlson
Associate Planner Dimsho
City Planner Graichen

Others: Julie Jackson

- 1) **7:00 p.m. - Call to Order and Flag Salute**
- 2) **Consent Agenda: Approval of Minutes**
2.A Planning Commission Minutes dated September 10, 2019

Motion: Upon Commissioner Webster's motion and Commissioner Stenberg's second, the Planning Commission unanimously approved the Planning Commission Minutes dated September 10, 2019. Commissioner Cohen did not vote due to his absence during that meeting. [Ayes: Commissioner Semling, Commissioner Stenberg, Commissioner Webster; Nays: None]

- 3) **Topics from the Floor: Limited to 5 minutes per topic (not on public hearing agenda)**

There were no topics from the floor.

- 4) **Public Hearings (times reflect earliest start time)**
4.A 7:00 p.m. - Annexation at 2185 & 2195 Gable Road - Columbia Community Mental Health

Chair Hubbard opened the Public Hearing at 7:03 p.m. There were no ex-parte contacts, conflicts of interests, or bias in this matter. City Planner Jacob Graichen entered the staff report dated October 8, 2019 into the record.

Graichen described the proposal and recommended conditions of approval, as presented in the staff report. He went through the attachment that detailed the timeline of work at the Columbia Community Mental Health (CCMH) campus from 2015 to present. They were expanding their office facilities and parking. The main reason for this annexation is connection to City water for the buildings on property not within city limits. Commissioner Cohen asked if there was anything

else outstanding for CCMH to be in compliance with the City's rules. Graichen said the landscaping strip has not yet been installed on McNulty Way, but they have plans for completing this work. Graichen also said CCMH may still have outstanding items with the County. Commissioner Semling asked if the newer buildings on the site are already hooked to City water. Graichen said yes (at least some), but he does not believe they have received occupancy for them yet. Chair Hubbard asked if this annexation would trigger any improvements on Gable Road. Graichen said no.

In Favor

Jackson, Julie. Applicant. Jackson is the Executive Director of CCMH. She said completing the landscaping is important to them too. They are working with Key Club or Kiwanis volunteers to install the landscaping. Jackson said they have been working to make the property look nice to help reduce the stigma of mental health. She is looking forward to demolition of the eyesore building on the property. They now have their own internally-hired, licensed and bonded contractor who will do the work. They may install a gravel path along Gable Road to connect to their existing path. Jackson said there were a lot of things done in 2015 that surprised them. Jackson confirmed that they have not received occupancy from the county for the three new buildings. She said they are bursting at the seams. Commissioner Cohen asked about their long term plans for building the site out. Jackson said Greater Oregon Behavioral Health (GOBHI) is pulling out of Columbia County, which means CCMH will be getting a new contract to offer those services. Their current facility is not large enough, so they are looking at the Mark's Custom Exteriors building off of Highway 30. Commissioner Cohen suggested putting in lighting on the path between the parking lot and the family services building (the green building). Jackson agreed. She said they have been looking into hanging lights from the trees or poles because in-ground lighting gets taken.

In Opposition

No one spoke in opposition.

End of Oral Testimony

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

Close of Public Hearing & Record

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

Deliberations

Graichen said this is a recommendation to City Council for next week's meeting.

Motion: Upon Commissioner Cohen's motion and Commissioner Webster's second, the Planning Commission recommended approval to City Council of the Annexation as presented in the staff report. [Ayes: Commissioner Cohen, Commissioner Semling, Commissioner Stenberg, Commissioner Webster; Nays: None]

5) **Discussion Items**

5.A Riverfront District Architectural Guidelines Recommendation - Modification at 251 St. Helens Street

Graichen said the requested modifications are not to the main school building (which is a designated landmark). The request is for modifications to a former covered playground area behind the old John Gumm School. It used to be a play structure, and later (after the school was repurposed), a batting cage. The owner of the John Gumm School uses it for storage, but it is difficult to get stuff in and out of it because of the small door. He would like to install five garage-style overhead doors and relocate the man door. Commissioner Cohen asked if the change from wooden siding to metal doors was an issue. Chair Hubbard said the building probably used to be an unenclosed bus barn with no sides anyways. Commissioner Cohen agreed. Commissioner Stenberg asked about turning radius if the applicant uses the doors to bring in vehicles. Graichen said turning radius did not appear to be an issue since the applicant is going to use the doors mainly to get stuff in and out. Graichen said this is a recommendation to staff for compliance with the Riverfront District's Architectural Design Standards.

Motion: Upon Commissioner Semling's motion and Commissioner Stenberg's second, the Planning Commission recommended approval of the modification at 251 St. Helens Street as presented. [Ayes: Commissioner Cohen, Commissioner Semling, Commissioner Stenberg, Commissioner Webster; Nays: None]

6) **Acceptance Agenda: Planning Administrator Site Design Review**

Commissioner Cohen asked about the Running Dogs Brewery expansion. There was a discussion of their funding for the project.

Motion: Upon Commissioner Cohen's motion and Commissioner Webster's second, the Planning Commission unanimously approved the Acceptance Agenda: Planning Administrator Site Design Review. [Ayes: Commissioner Cohen, Commissioner Semling, Commissioner Stenberg, Commissioner Webster; Nays: None]

7) **Planning Director Decisions**

Graichen provided an update on the timeline of the Forest Trail Subdivision (formerly Bailey Subdivision). Commissioner Cohen asked if that was the subdivision where they felled trees inside the wetland protection area. Graichen said yes. They had to revise the Protection Area Management Plan (PAMP) and mitigate accordingly. Commissioner Cohen believes they should have been fined.

8) **Planning Department Activity Report**

8.A Planning Department Report dated September 24, 2019

Commissioner Cohen asked about the apartment complex near Highway 30 and Matzen Street. Graichen said a potential wetland issue may require changes to the approved site plan. He said it may impact the driveway access off of McBride Street and one building, which is 12 units.

Chair Hubbard asked about the Graystone Estates subdivision. Graichen said they resolved a lot of their issues with DEQ. He also said last week the civil plans were approved, so they will start on those public improvements soon.

Councilor Carlson asked about the anticipated traffic increases at Gable Road and Highway 30 with the apartment complex that received land use approval last meeting. Graichen described the proportional fee that will be charged to the applicant based on the increase in traffic.

9) For Your Information Items

Chair Hubbard would like to add Planning Commission Goals & Priorities for City Council to the upcoming April and May agendas in preparation for the Annual Report to Council in June.

Commissioner Stenberg asked Associate Planner Dimsho how the wetland boardwalk workshop went. Dimsho said it was very insightful. The hosts of the workshop shared many lessons learned regarding boardwalk materials, the design process, and budget overruns.

Graichen said for the past two years, we have not had a meeting in November. The Commission was fine to cancel the upcoming November meeting if there is nothing on the agenda.

10) Next Regular Meeting - November 12, 2019

11) Adjournment

There being no further business before the Planning Commission, the meeting was adjourned at 8:03 p.m.

Respectfully submitted,

*Jennifer Dimsho
Associate Planner*

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

DATE: December 3, 2019
TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, AICP, Associate Planner

APPLICANT: Multi-Tech Engineering Services, Inc.
OWNER: St. Helens Land Company, LLC

ZONING: Moderate Residential (R7)

LOCATION: 4N1W-5DD-2002
SE corner of the Matzen Street and Brayden Street intersection

PROPOSAL: Zone Map Amendment from Moderate Residential (R7) to General Commercial (GC) and Comprehensive Plan Amendment from Suburban Residential to General Commercial (GC)

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

SITE INFORMATION / BACKGROUND

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

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



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



PUBLIC HEARING & NOTICE

Hearing dates are as follows:

- December 10, 2019 before the Planning Commission
- January 15, 2020 before the City Council

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

AGENCY REFERRALS & COMMENTS

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

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

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

- (a) A recommendation or decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on the following standards:
 - (i) The applicable comprehensive plan policies and map designation; and that the change will not adversely affect the health, safety, and welfare of the community; and
 - (ii) The applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197, until acknowledgment of the comprehensive plan and ordinances; and
 - (iii) The standards applicable of any provision of this code or other applicable implementing ordinance; and
 - (iv) A proposed change to the St. Helens Zoning District Map that constitutes a spot zoning is prohibited. A proposed change to the St. Helens Comprehensive Plan Map that facilitates a spot zoning is prohibited.
- (b) Consideration may also be given to:
 - (i) Any applicable evidence of change in the neighborhood or community or a mistake of inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

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

19.08.020 Economic goals and policies.

[...]

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

[...]

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

19.12.070 General commercial category goals and policies.

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

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

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

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

(ii) *Cutting down on street traffic;*

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

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

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

[...]

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

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

[...]

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

19.12.080 Suburban residential category goals and policies.

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

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

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

(b) *Permit a degree of flexibility in residential site design and a mixture of housing, including multi-dwelling units, through the planned development procedures.*

(c) *Promote the development of homesites at a density and standard consistent with: the level of services that can reasonably be provided and the characteristics of the natural environment.*

(d) *Review diligently all subdivision plats in the suburban residential category to ensure the establishment of a safe and efficient road system.*

(e) *Designate suburban residential lands as R-7, Moderate Residential, or R-10, Suburban Residential, on the city zoning map.*

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

Other relevant adopted addendums to the Comprehensive Plan include the 2019 Housing Needs Analysis (HNA) (Ord. No. 3244) and the 2008 Economic Opportunities Analysis (EOA) (Ord. No. 3101). The HNA concluded that there is a 293-acre surplus of low density residential lands

to accommodate a 20-year projected housing demand within the urban growth boundary. R7 zoned properties are considered low density per the HNA. The EOA concluded that St. Helens has a shortage of commercial lands. This zone change would change property for which there is a surplus (R7) to a designation for which there is a shortage (GC).

Finding: This criterion does not conflict with the comprehensive plan goals and policies nor other addendums to the Comprehensive Plan. The Planning Commission and City Council must find that this proposal will not adversely impact the health, safety, and welfare of the community.

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

Finding: The City has an approved Comprehensive Plan.

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

SHMC Chapter 17.08.060 Transportation planning rule compliance

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

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

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

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

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

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

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

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

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

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

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, staff recommends the Planning Commission recommend to the City Council approval of the proposal if the Commission finds that the proposal will remain compatible with the surrounding area and it will not adversely impact the health, safety, and welfare of the community.

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

Jennifer Dimsho

From: DLCD Plan Amendments <plan.amendments@state.or.us>
Sent: Tuesday, November 05, 2019 1:39 PM
To: Jennifer Dimsho
Subject: Confirmation of PAPA Online submittal to DLCD

St. Helens

Your notice of a revised proposal for a change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: CPZA.3.19

DLCD File #: 006-19

Original Proposal Received: 11/5/2019

Date of Revision: 11/5/2019

First Evidentiary Hearing: 12/10/2019

Final Hearing Date: 1/15/2020

Submitted by: jdimsho

If you have any questions about this notice, please reply or send an email to plan.amendments@state.or.us.

PROJECT NO. W-466
N. 7TH, N. 9TH, & N. 11TH STREET WATERLINE IMPROVEMENTS
Schedule of Prices (Project Cost Estimate)

Bid Item No	Description	Unit	Estimated Quantity	Unit Price	Estimated Total Price
1	Mobilization, Bonds, Insurance and Demobilization	LS	1	\$33,161.34	\$33,161.34
2	Temporary Work Zone Traffic Control, Complete	LS	1	\$7,200.00	\$7,200.00
3	Erosion and Sediment Control, Complete	LS	1	\$4,200.00	\$4,200.00
4	6-inch Class 50 DI Water Main Pipe with Fittings, Couplings, Restrained Joints, and Class B Backfill Under Paved Surface	LF	540	\$140.00	\$75,600.00
5	6-inch Class 50 DI Water Main Pipe with Fittings, Couplings, Restrained Joints, and Class B Backfill Under Unpaved Surface	LF	1,023	\$74.00	\$75,702.00
6	4-inch Class 50 DI Water Main Pipe with Fittings, Couplings, Restrained Joints, and Class B Backfill Under Unpaved Surface	LF	183	\$72.00	\$13,176.00
7	Reconnect ¾-inch Copper Water Service	EA	34	\$390.00	\$13,260.00
8	Replace ¾-inch Galvanized Water Service with ¾-inch Copper and Connect to Main	EA	1	\$1,100.00	\$1,100.00
9	Hot Tap Connection to Existing Water Main, Complete	EA	1	\$4,566.00	\$4,566.00
10	Connection of Existing 2-inch Water Main to New 6-inch Water Main, Complete	LS	1	\$1,469.00	\$1,469.00
11	Fire Hydrant Assembly with Concrete Pad	EA	3	\$5,060.00	\$15,180.00
12	6-inch Gate Valve	EA	1	\$1,050.00	\$1,050.00
13	Temporary Blowoff Assembly with 6-inch Gate Valve	EA	2	\$1,070.00	\$2,140.00
14	Permanent Blowoff Assembly with 4-inch Gate Valve	EA	1	\$1,100.00	\$1,100.00
15	Air Release Valve	EA	1	\$2,200.00	\$2,200.00
16	Cut and Cap Existing 2-inch and 4-inch Waterlines	LS	1	\$1,200.00	\$1,200.00
17	Remove and Dispose of Existing Fire Hydrant	EA	1	\$400.00	\$400.00
18	Install Arched Corrugated Steel Pipe Culvert with Class A Backfill, Complete	LF	130	\$148.00	\$19,240.00
19	Install New 72-inch Diameter Storm Drain Structure	EA	1	\$8,500.00	\$8,500.00
20	Over-Excavation and Select Backfill	CY	12	\$80.00	\$960.00
21	Rock Excavation	CY	387	\$200.00	\$77,400.00
22	Temporary Removal and Reinstallation of Existing Fence	LF	200	\$24.00	\$4,800.00
23	CCTV of Culvert	LF	130	\$4.00	\$520.00
24	Construction Staking and As-built Survey	LS	1	\$4,000.00	\$4,000.00
Sub-Total					\$334,963.00
Contingency, 10%					\$33,496.30
TOTAL ESTIMATED PROJECT COSTS					\$401,620.64

(1) Cost breakout for the waterline construction
\$292,671.82

(2) Cost breakout for storm drain construction
\$108,948.82

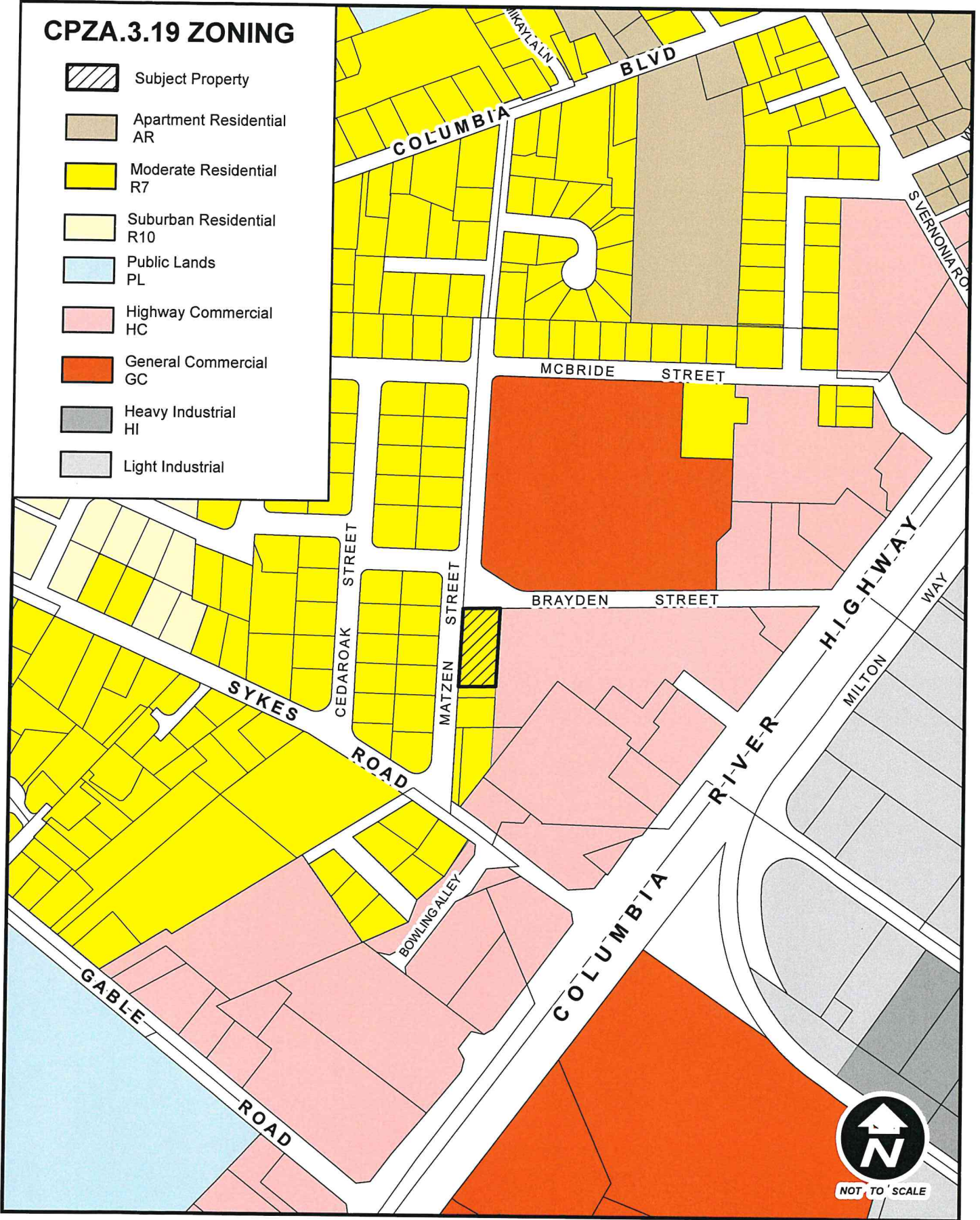
**CPZA.3.19
AERIAL (2009)**

 Subject Property











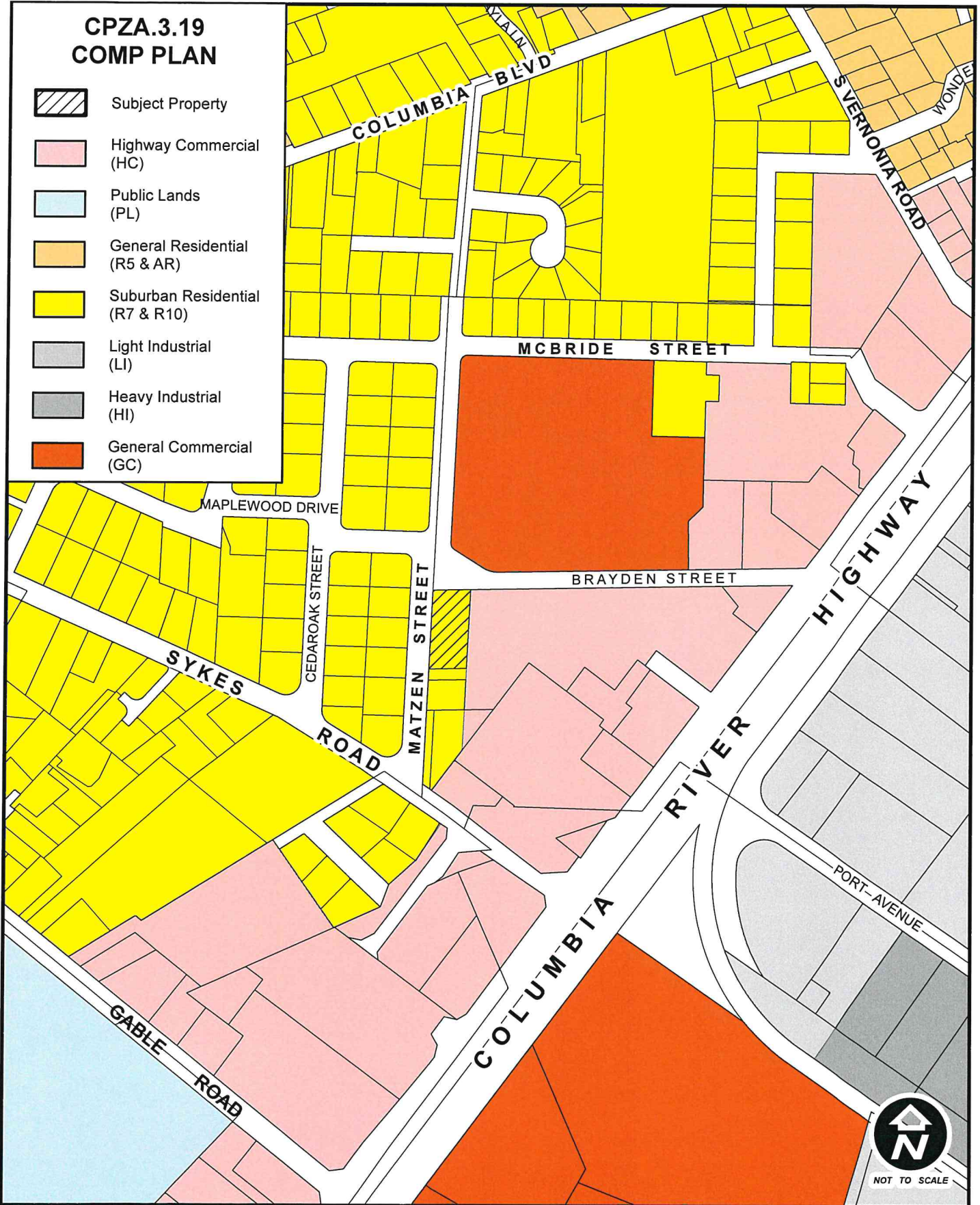
CPZA.3.19 ZONING

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



CPZA.3.19 COMP PLAN

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





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

NOT AN ALLOWED PRINCIPAL USE IN THE R7 OR GC ZONES



DATE: October 21, 2019
TO: Jacob Graichen / Planning Manager, City of St. Helens
FROM: Tegan Enloe, PE / Enloe Consulting, LLC
SUBJECT: Trip Generation Analysis for Brayden Storage Facility

Executive Summary

4MIN-5DD-2002

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

Background

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

NOT ALLOWED AS A PRINCIPAL USE IN THE GC ZONE

Estimated Traffic Impacts

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

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

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



Table 1: Trip Generation by Land Use

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

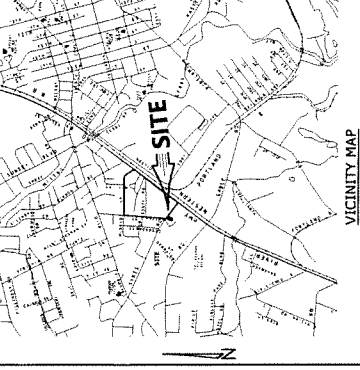
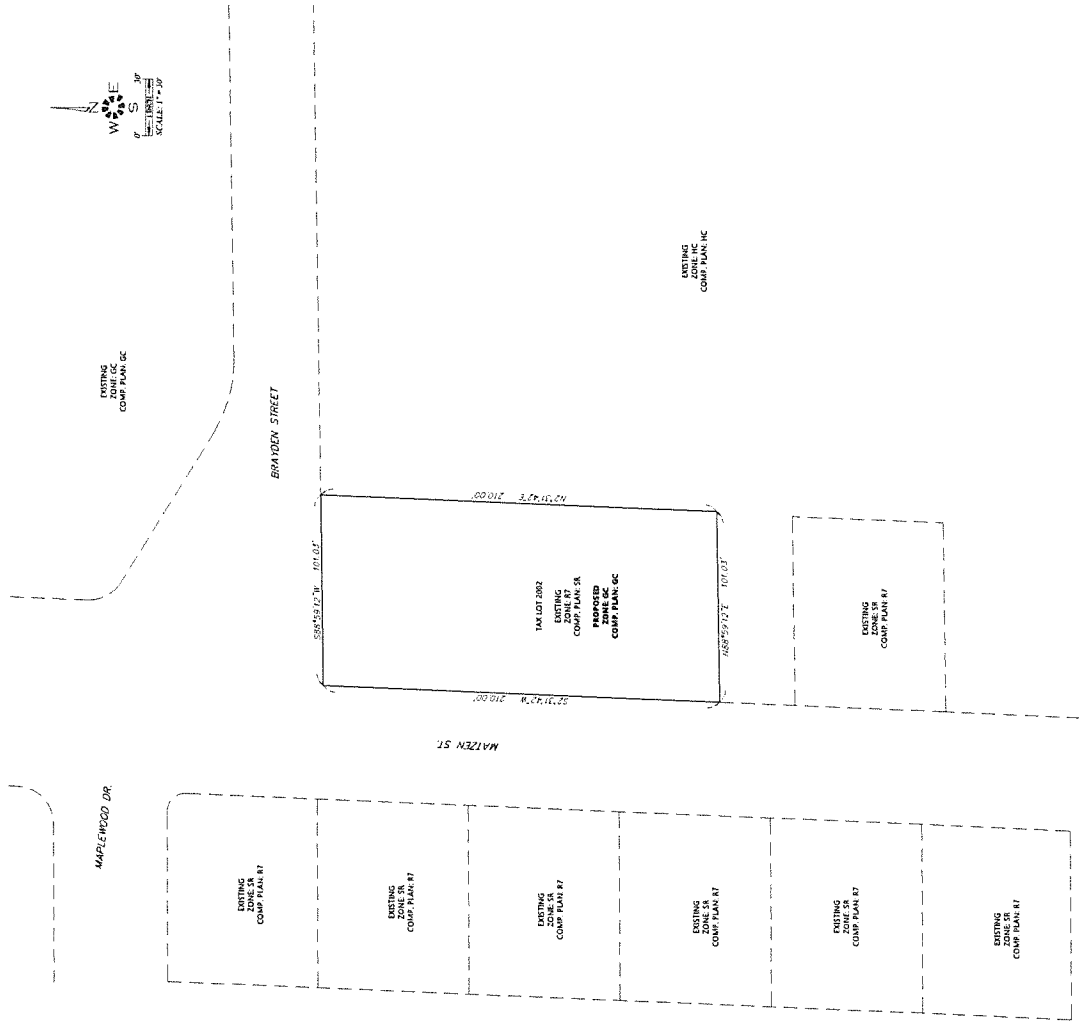
Under the proposed use of self-storage facility, there would be less trips per day and during the AM and PM peak hours. If later redeveloped, depending on the use, there could be additional daily trips and peak hour trips. The amount of additional traffic will depend on future use types. As a theatrical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

Conclusion

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

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

**EXISTING CONDITIONS/
 PROPOSED CONDITIONS**



MULTI/TECH
 ENGINEERING SERVICES, INC.
 1185 13TH ST., S.E. SALEM, OR 97302
 TEL: (503) 846-2277 FAX: (503) 846-2848
 WWW.MULTITECH-OR.COM

**BRADEN STREET STORAGE
 COMP PLAN**

**BRADEN STREET STORAGE
 COMP PLAN**

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

Design: M.D.G.
 Drawn: T.M.S.
 Checked: J.C.B.
 Date: OCT. 2018
 Scale: AS SHOWN



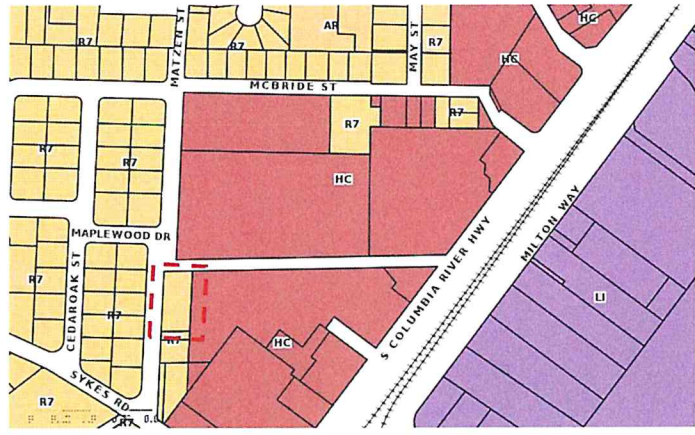
PROJECT: 06-20-2018
 JOB #: 2719



St. Helens: Comprehensive Plan Change and Zone Change

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

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



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

Vicinity Information:

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

The surrounding properties are fully developed.

- North: GC; apartment development
- East: R7 and HC; existing single-family dwellings and commercial uses
- South: R7 and HC; existing single-family dwellings and commercial uses
- West: R7; existing single-family dwellings



APPLICANT'S REASONS ADDRESSING THE COMPREHENSIVE PLAN CHANGE CRITERIA

17.20.120 The standards of the decision.

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

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

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

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

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

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

Findings (1)(a):

The following Statewide Planning Goals apply to this proposal:

Goal 1 – Citizen Involvement:

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

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

Goal 2 – Land Use Planning

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

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

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

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

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

Goal 6 – Air, Water and Land Resources Quality

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

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

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

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

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

Goal 8 – Recreational Needs

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

Goal 9 – Economy of the State

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

Goal 11 - Public Facilities and Services

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

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

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

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

Goal 12 – Transportation

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

Goal 13 - Energy Conservation

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

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

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

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

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

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

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

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

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

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

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

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

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

Therefore, this criteria is and will be met.

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

North: GC; apartment development

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

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

West: R7; existing single-family dwellings

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

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

(2) Consideration may also be given to:

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

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

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

This criterion has been met.

17.08.060 Transportation planning rule compliance:

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

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

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

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

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

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

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

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

17.132 Tree Removal:

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

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

CONCLUSIONS

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



CITY OF ST. HELENS PLANNING DEPARTMENT

MEMORANDUM

TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, AICP, Associate Planner
RE: Accessory Structure Text Amendments
DATE: December 3, 2019

The purpose of this memo is provide background regarding our existing Accessory Structure Permit applicability and size limitations, recommend small changes to these rules, and offer an explanation for why.

The definition of an accessory structure is:

Any subordinate, detached structure located on the lot, the use of which is clearly incidental to an associated with the principal structure. Examples include barns, garages, carports, playhouses, sheds, private greenhouses, gazebos, storage buildings, boathouses and docks, etc.

Existing - Applicability of an Accessory Structure Permit

The City requires an Accessory Structure Permit for any buildings or structures within residential zoning districts which are **greater than 120 square feet** in gross floor area or greater than 15 feet or less in height, measured from base to highest point of the structure.

Recommended - Applicability of an Accessory Structure Permit

Staff recommends requiring an Accessory Structure Permit for any buildings or structures within residential zoning districts which are **greater than 200 square feet** in gross floor area or greater than 15 feet or less in height, measured from base to highest point of the structure.

Why?

The Planning Department and the Building Department used to both require permits at 120 square feet or greater, but the Oregon State Building Code was changed in the early 2000s to require a Building Permit at 200 square feet of greater. Our Accessory Structure Permit rules did not change with the Building Code. In to simplify permit applicability, staff is recommending that the applicability of an Accessory Structure Permit be the same as the Building Code's applicability for size. This will greatly simplify the explanation to residents for when permits are required.

Existing - Accessory Structure Maximum Size

For parcels within a residential zone that are less than 2.5 acres in size, any accessory building shall have no more than **600 square feet** of gross floor area. For parcels within a residential zone that are 2.5 acres in size or larger, any accessory building shall have no more than **1,000 square feet** of gross floor area.

Recommended - Accessory Structure Maximum Size

For parcels within a residential zone that are less than 2.5 acres in size, any accessory building shall have no more than **1,000 square feet** of gross floor area. For parcels within a residential zone that are 2.5 acres in size or larger, any accessory building shall have no more than **1,600 square feet** of gross floor area. Minimum setback requirements and maximum lot coverage requirements would still have to be met.

Why?

According to the US Census Bureau's Characteristics of New Housing (2015), the average size of new houses has increased by more than 1,000 square feet over the last 42 years. If the purpose for capping the accessory structure size at 600 square feet and 1,000 square feet was to keep the structures smaller and subordinate to the principal structure, staff feels the cap should also increase with the average size of homes.

In addition, staff has accepted building attachments (such as breezeways) from the proposed accessory structure to the existing home, to allow residents to build their large dream shop. This means that staff considers the proposed shop a *building addition* (rather than an accessory structure) because the structure is no longer detached. This longstanding interpretation of the code has resulted in some long, extravagant breezeway structures that meet the requirements of the code, but perhaps not the *intent* of the code.

Staff receives requests to build shops and garages that are slightly larger than 600 square feet very often. Most lots in the City are under 2.5 acres in size, so this change would have the biggest impact on residents who wish to build a structure larger than 600 square feet on lots under 2.5 acres in size. Increasing the maximum size to 1,000 square feet would accommodate a majority of the accessory structure requests, and limit the utilization of the interpretation as discussed above.



CITY OF ST. HELENS PLANNING DEPARTMENT

MEMORANDUM

TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
RE: Floodplain rules changes → freeboard
DATE: December 2, 2019

Last month, the City has its first Community Assistance Visit (CAV) since 2006. The CAV is a visit from DLCD or FEMA staff to review a community's implementation of the National Flood Insurance Program (NFIP). This has insurance implications, but in regards to the City, the main focus is standards for development within floodplains.

St. Helens has some follow-up actions required to complete the CAV process. One of those actions is to amend our code to comply with a recently FEMA approved State model code. An important discussion item for that is "freeboard." This basically means the area between the "lowest floor" and the determined flood level also known as the "base flood elevation." "Lowest floor" generally means the habitable space and excludes things like crawlspaces.

The State's model code notes that the freeboard can be increased to up to 3 feet. So we can pick any number between 0 and 3).

Currently, our code required 1' of freeboard for residential structures. Non-residential structures are allowed to be built at the flood level (0' of freeboard) or be designed to be "floodproofed" or watertight.

Key considerations are costs of construction, reduction of risk, and future insurance premiums.

Staff recommends keeping the residential standards as they are and increasing the non-residential requirement (if not floodproofed) to 1' of freeboard instead of none.

Basis for 1' of freeboard for non-residential structures:

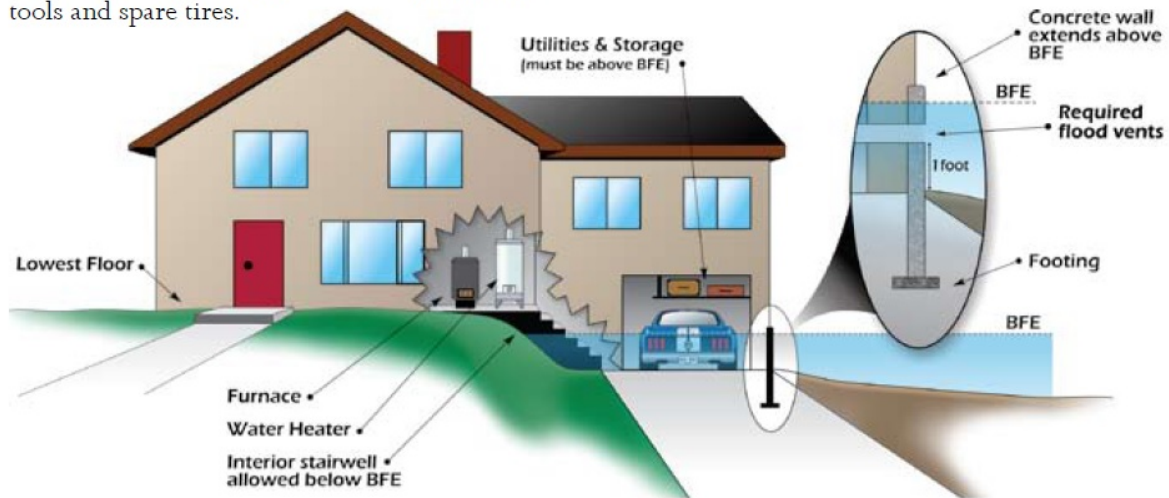
- Construction cost increases do not seem to be significant
- Many of our non-residential structures are economic drivers and a reduced risk enhances economic resilience
- May reduce insurance costs
- Makes the 1' of freeboard uniform in the City's floodplain development standard

Please see page 2 and the attachments for additional information.

ALLOWABLE USES BELOW THE BFE

Garages, as well as small storage sheds, may be constructed within the flood fringe with their lowest floor at grade, provided that the “enclosure below BFE” rules are met. The use of such structures is limited, however, to parking of vehicles and storage of low damage potential items such as gardening tools and spare tires.

All mechanical and electrical systems and appliances must be elevated above BFE, hydrostatic (flood vent) openings must be installed, and flood-resistant materials must be used in areas below the BFE. For exact specifications see Technical Bulletin 7-93, “Wet Floodproofing Requirements.”

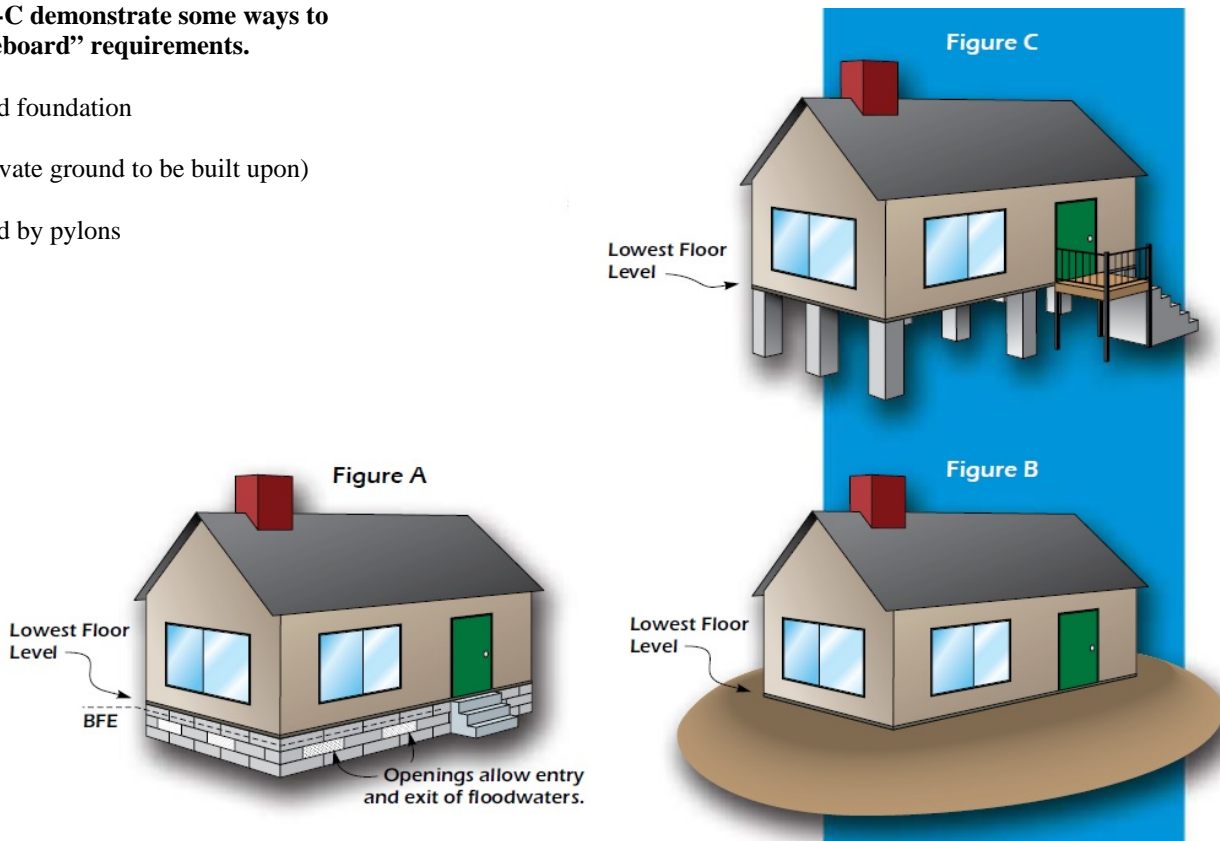


Figures A-C demonstrate some ways to meet “freeboard” requirements.

A: Elevated foundation

B: Fill (elevate ground to be built upon)

C: Elevated by pylons

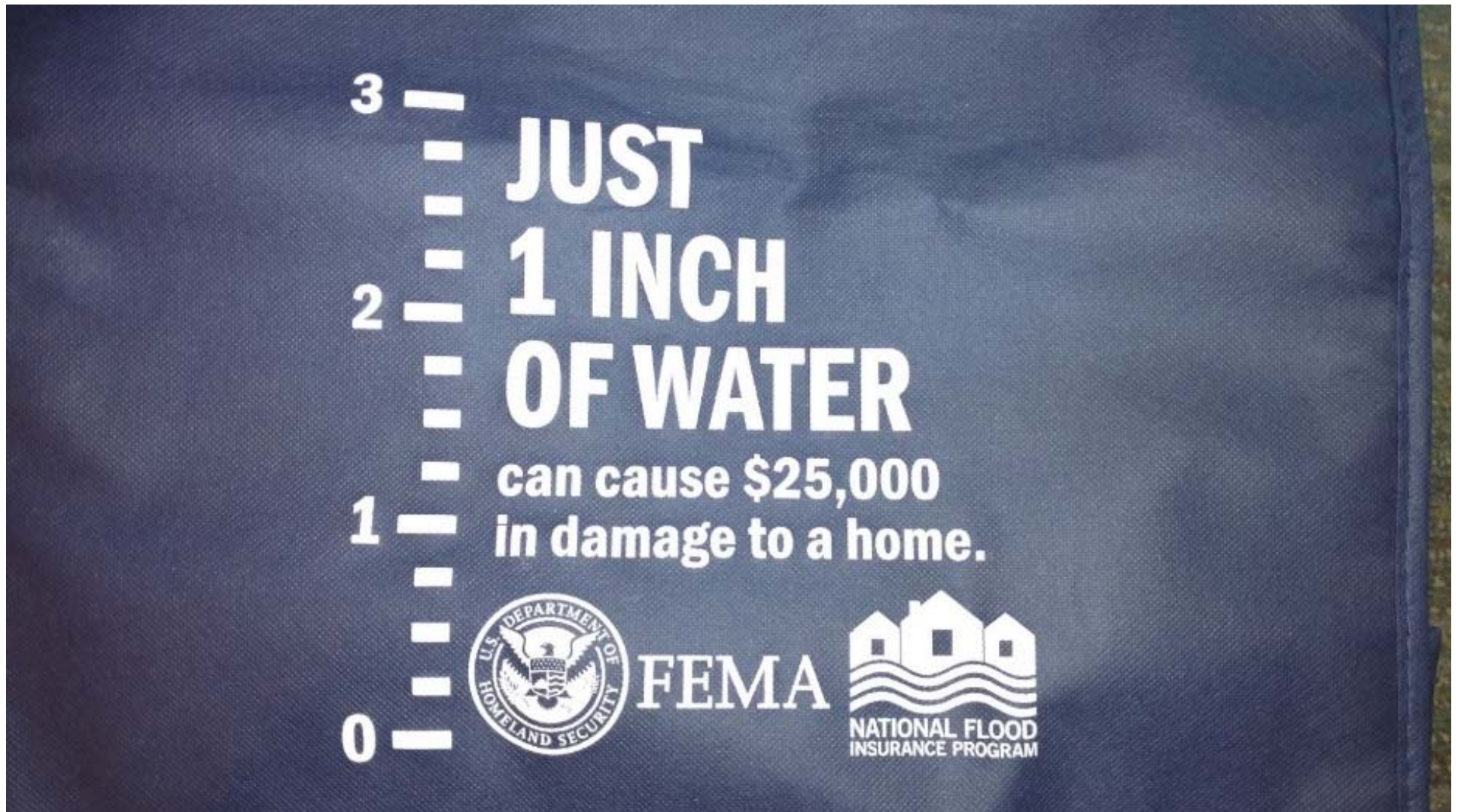


Tennessee Valley



Note flood impacts to non-residential development here

FEMA tote at ASFPM in Cleveland



RESIDENTIAL STRUCTURE DEPTH DAMAGE 1 STORY NO BASEMENT

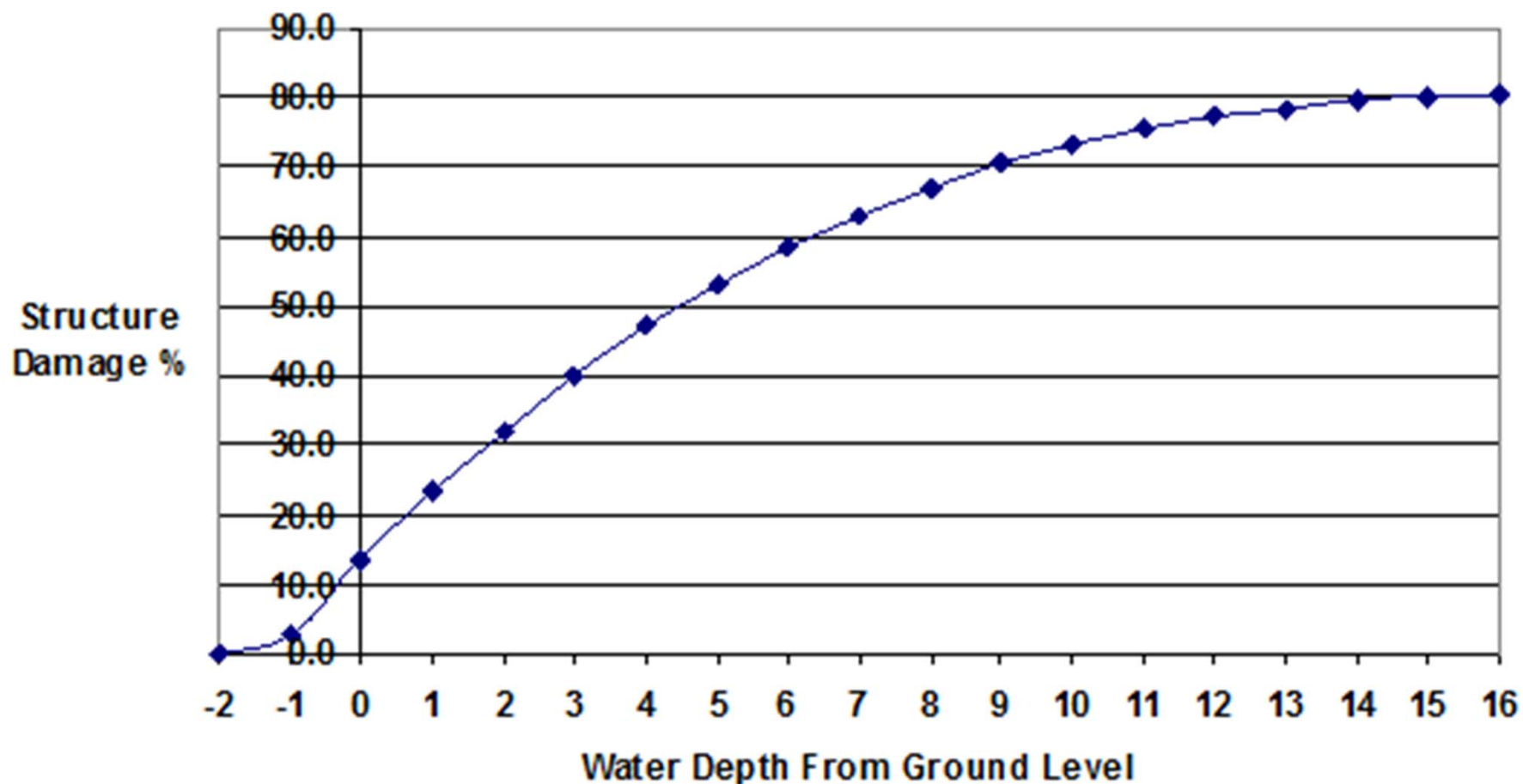
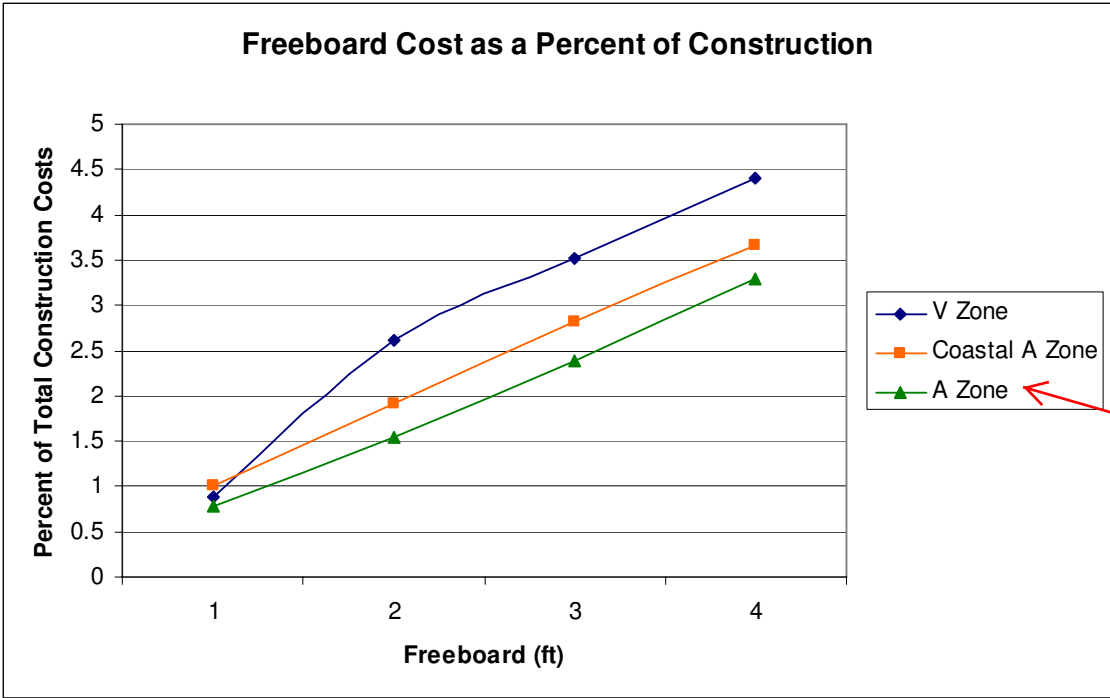
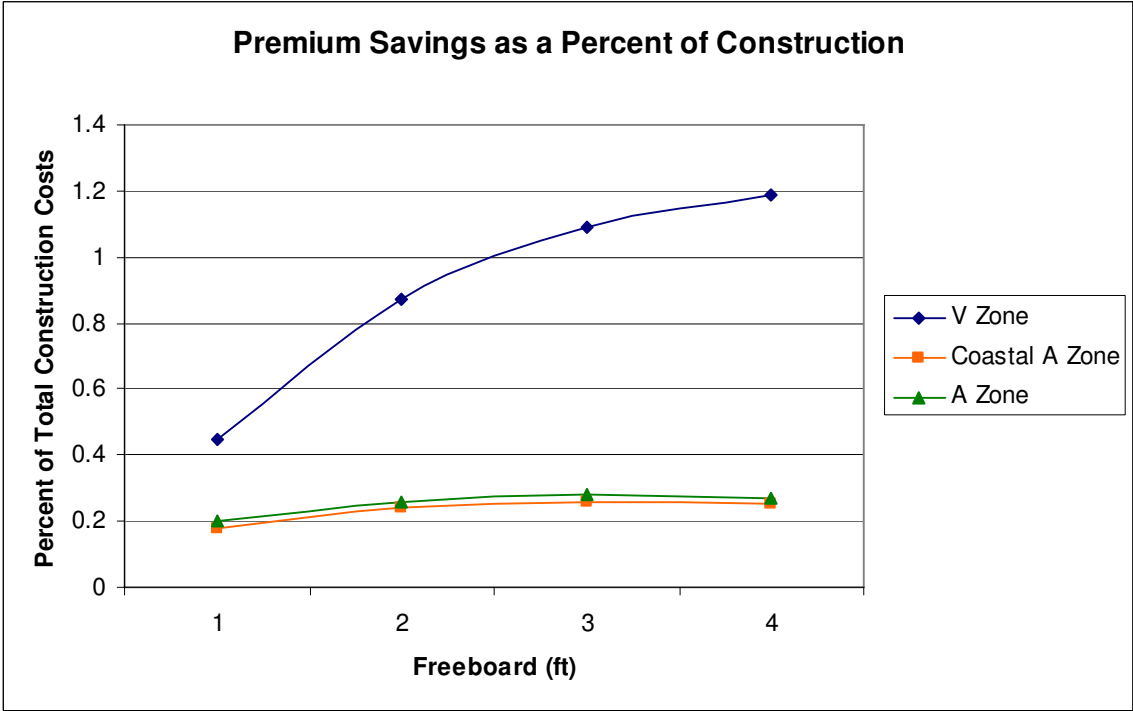


Figure 3 – Flood Depth-Damage Curve for a Single-Story Residential Structure with No Basement at Ground Level. (Source: U.S. Army Corps of Engineers Floodplain Inventory Tool (CEFIT))



Zone A for St. Helens

Graph 1 | Freeboard Costs as a Percent of Total Construction Costs



Graph 2 | Flood Insurance Premiums as a Percent of Total Construction Costs

The Impact of Flood Insurance Premium Savings

When considering the benefits of reduced flood insurance premiums it should be noted that these benefits plateau at 3 feet. Further, while the cost of construction is increasing, the premium benefits do not continue to increase. This scenario causes the overall benefits of freeboard at 3 and 4 feet to diminish. It should be noted that in most cases these scenarios still prove to be cost-effective. **Table 4** illustrates the cost of freeboard in comparison to the average flood insurance premium savings as a percent of the total cost of construction. These ranges can be evaluated in order to assess the duration of time it will take to recoup the increased cost of construction associated with incorporating freeboard into the building design.

Table 4 | Summary of Analysis Results

Flood Zone	Freeboard (ft)	Cost of Freeboard (% increase)	Average Premium Savings as a Percent of Total Cost of Construction	Average Payback Period for Additional Cost of Freeboard (years)
V Zone	BFE + 1	0.4–1.8	0.45	2.0
	BFE + 2	0.8–3.6	0.87	2.5
	BFE + 3	1.3–5.4	1.09	2.7
	BFE + 4	1.7–7.2	1.19	3.1
Coastal A Zone	BFE + 1	0.5–3.9	0.18	4.4
	BFE + 2	0.7–4.8	0.24	6.0
	BFE + 3	1.1–6.1	0.26	7.9
	BFE + 4	1.4–8.1	0.25	9.6
A Zone	BFE + 1	0.2–2.3	0.20	3.3
	BFE + 2	0.3–4.5	0.26	4.6
	BFE + 3	0.7–6.8	0.28	6.4
	BFE + 4	0.9–9.1	0.27	8.2

Correlations to the Original Analysis

The original study utilized flood elevations for return periods based on a percentage of the BFE. The percentages were established based on a review of several Flood Insurance Studies throughout the U.S. coastlines. This updated study utilizes actual flood data and elevations from specific locations. Once locations were selected, data was collected using a Flood Insurance Study and a current Flood Insurance Rate Map. Based on this information a BFE and ground elevation were determined for each location. The difference between the ground elevation and the BFE established the foundation requirements for each location. In estimating the foundation costs, the foundations were modified as their height increased. In some instances foundation costs escalated at a nonlinear rate due to design thresholds.

The revised study did not attempt to address the effectiveness of the NFIP or establish construction thresholds for determining the amount of freeboard which a community should enforce. The revised study was intended to focus on the cost-effectiveness of

including freeboard into a foundation design and to determine whether the assumptions made in the original study were still valid. Additionally this study addresses concerns that a homeowner may have when deciding how high to elevate their home above the BFE.

This analysis suggested that the data provided in the original study (*2006 Evaluation of the National Flood Insurance Program's Building Standards*) remains valid. Some differences in construction costs and flood insurance premiums were noted, but the overall validation of the study's hypothesis that freeboard is beneficial to homeowners and the community is still valid. Each study was able to arrive at these conclusions independently and was able to conclude that the use of freeboard not only benefits the homeowner with respect to avoided flood damages, but also benefits the homeowner because flood insurance premiums offset the additional costs of construction. Differences in BCRs are the result of differences in construction costs, BCA-tool version differences, and other associated issues, but both study showed general trends that suggest that the use of freeboard is beneficial to incorporate into the design of a house.

Final Considerations

Exactly how much freeboard is necessary for a particular house primarily depends upon the homeowner's decision to weigh the costs of construction versus the rewards. These benefits can be realized as both insurance premium benefits and as reductions in risk.

Figure 2 provides an overview of the decision matrix that the homeowner should consider when determining the ideal amount of freeboard to use.

↓

Freeboard	BFE	BFE + 1	BFE + 2	BFE + 3	BFE + 4
Construction Cost	🔨	🔨🔨	🔨🔨🔨	🔨🔨🔨🔨	🔨🔨🔨🔨🔨
Flood Insurance Premium Savings	0	\$	\$\$	\$\$\$	\$\$\$\$
Risk Level	🌊🌊🌊 🌊🌊	🌊🌊🌊🌊	🌊🌊🌊	🌊🌊	🌊

Figure 2 | Freeboard Decision Matrix



CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT



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

Date: 10.29.2019

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—NOTEWORTHY ADMINISTRATIVE DECISIONS

In August, the Planning Commission approved a Lot Line Adjustment for the Port of Columbia County's Multnomah Industrial Park. Certain Port staff was insistent it had to happen, yet put little time into preparing a professional application or working out details for property they own. City staff put considerable time into this application, to help the Port as well as to make the right decision in the public interest. There were many projects this summer and this LLA took time from those. This month, we found out the Port is not going to pursue the Lot Line Adjustment.

PLANNING ADMINISTRATION—PREAPPLICATIONS MEETINGS

Conducted a pre-application meeting for a potential new business at 254 N. Columbia River Highway. This property is said to be going for a sealed bid auction in mid-November.

Prepared a feasibility analysis (as it relates to the City's Development Code) of a potential RV park on the City owned St. Helens Industrial Park property behind the recreation building. Assuming this will be a precursor to a per-app meeting.

PLANNING ADMINISTRATION—MISC.

Reviewed applications for Community Development Administrative Assistant position. Participated in interviews.

Assisted the SHPD with some maps for their effort in investigating the October 9, 2019 shooting and pursuit.

Good amount of timing reviewing the remaining things for the Forest Trail Subdivision. This include landscaping contact for the wetland plantings and maintenance, CCR document, HOA Bylaws document, and the final plat itself.

Attended a webinar for PSU's Population Research Center's upcoming 2020-2070 population forecast. This is a four year cycle. Webinar focused on methodology and trends. For us, the ultimate numbers of people are important. The trends are interesting and could have ramifications as to future policy. One interesting trend is a decreasing fertility rate. This is a nationwide (even an industrialized nation phenomena), and also if observed for Columbia County.

The way the County is growing is changing. Net in-migration is resulting in growth and natural increase is less of a growth factor. In fact natural increase is anticipated to decrease in the coming years and will pull growth down, though the next increase may still prevail. This is

significant in that growth reliant on migration is more volatile than natural increase and this can effect the age mix in the County (more older v. younger). **See attached slides of interest taken from that webinar.**

Both the Associate Planner and I attended the annual Oregon Chapter of the American Planning Association conference. This year it was in Eugene, Oregon.

Contractors for the St. Helens Middle School project reached out about some fairly minor modifications to the sidewalk design. Anticipate that work starting soon.

DEVELOPMENT CODE ENFORCEMENT

A Hemp draying and storage business moved into Port of Columbia County property at 514 Milton Way. The odor from the draying caused some concerns from neighboring business. Staff spoke to the Hemp folks about the issue and need for a Conditional Use Permit due to the off-site impacts. They Hemp folks seem understanding and cooperative.

PLANNING COMMISSION (& acting HISTORIC LANDMARKS COMMISSION)

October 8, 2019 meeting (outcome): The Commission considered and recommended approval of Annexation of CCMH property along Gable Road. **As the Historic Landmarks Commission**, they recommended approval of proposed changes to the covered play structure behind the John Gumm School as it pertains to the Riverfront District's architectural guidelines.

November 12, 2019 meeting (upcoming): This meeting has been cancelled.

COUNCIL ACTIONS RELATED TO LAND USE

At the Oct. 17 regular session, The Council approved the Mayor's authorization to sign the Forest Trail Subdivision final plat, provided the remaining things (CCRs, HOA Bylaws, and final plat) are finalized. This will enable recording of those documents before the next Council meeting on Nov. 6th. And it worked! I delivered the signed final plat to the County Surveyor on October 29th.

At the Oct. 17 regular session, the Council approved the annexation of CCMH property next to the Gable Road / McNulty Way intersection.

GEOGRAPHIC INFORMATION SYSTEMS (GIS)

Data updates.

ST. HELENS INDUSTRIAL PARK WETLAND DELINIATION EFFORTS

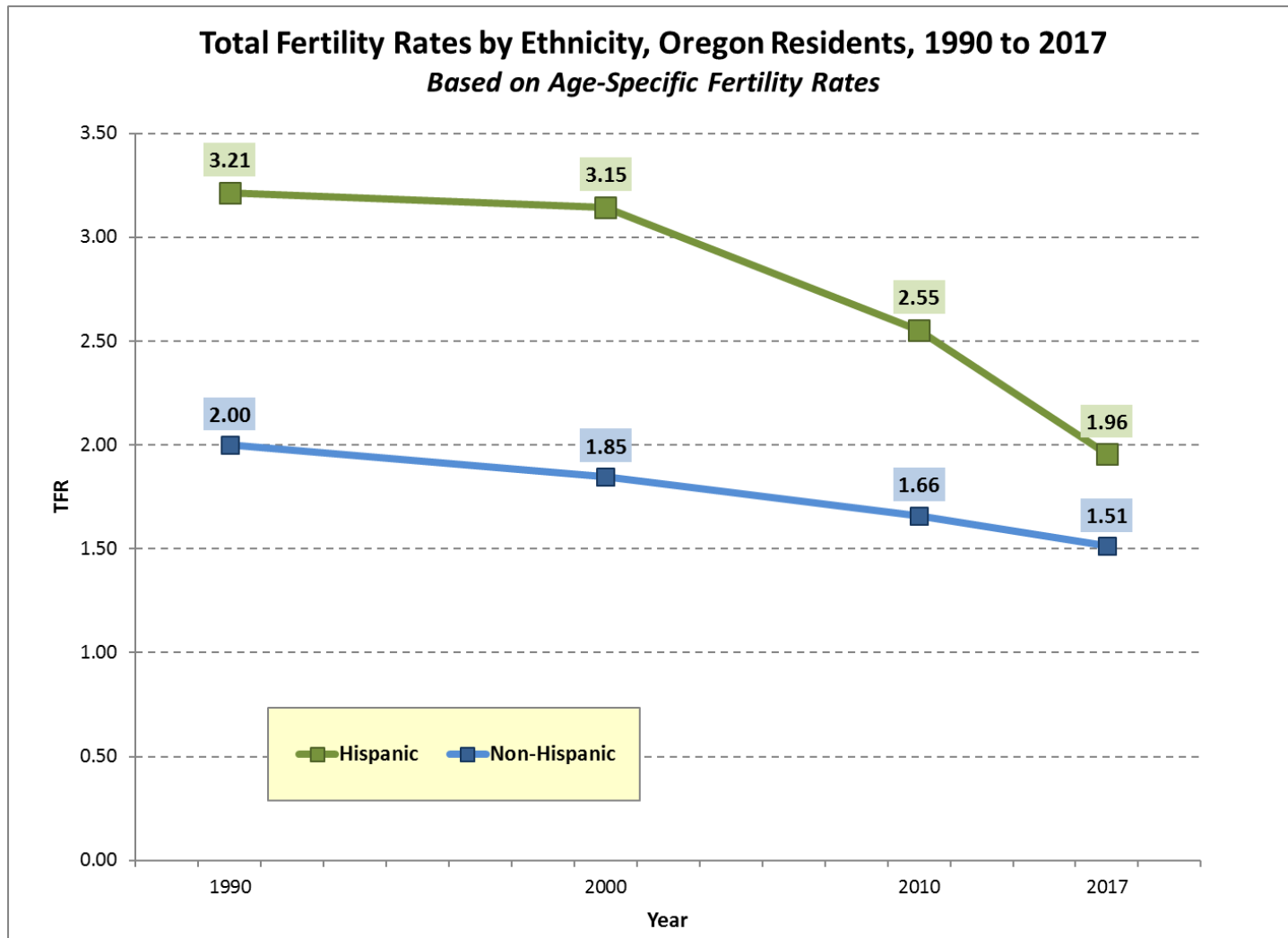
Reports sent to Army Corps of Engineers and Oregon Division of State Lands (DSL) in June for their review. Received initial response from DSL. Most comments had to do with mapping details. Our wetlands professional will work with our surveying professional to update the maps and such.

Army Corps' first response was in July. After speaking with our wetland professional, she sent a follow-up message in August to ask about certain map revisions to continue their review. We

got response from them and toured the site this month; now await post visit comments from them.

Since both DSL and the Army Corps has map revisions, I'm hoping to get responses from both agencies to make things efficient.

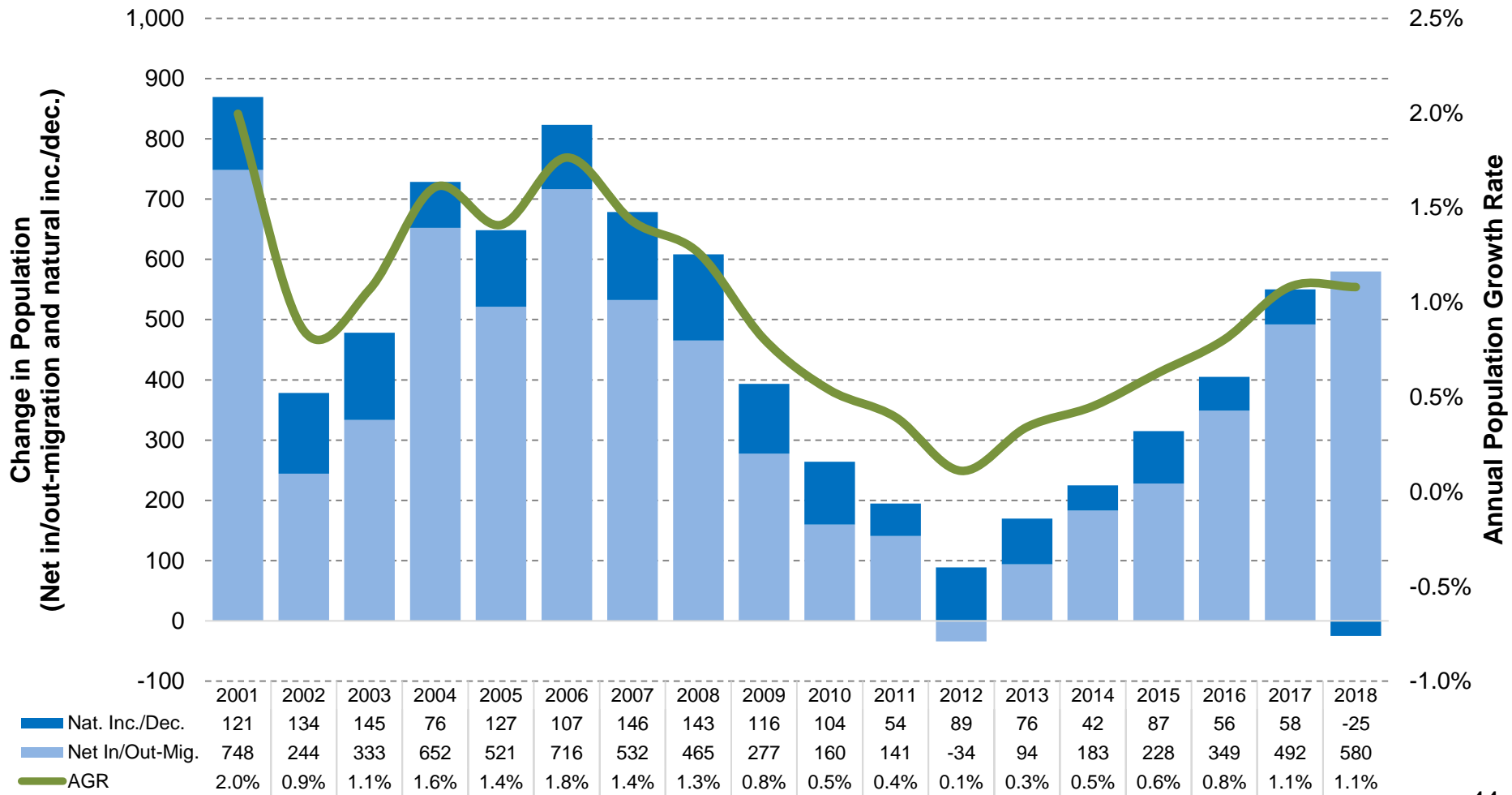
ASSOCIATE PLANNER—*In addition to routine tasks, the Associate Planner has been working on:*
See attached.



Sources: PEPASR6H-Geography-OregonYear- July 1, 2017 and July 1, 2010

Hispanic Origin-Hispanic: Annual Estimates of the Resident Population by Sex, Age, Race, and Hispanic Origin for the United States and States: April 1, 2010 to July 1, 2017
Population Research Center (PRC), 2017 Population Estimates

Columbia County — Natural Increase/Decrease and Net In/Out-Migration



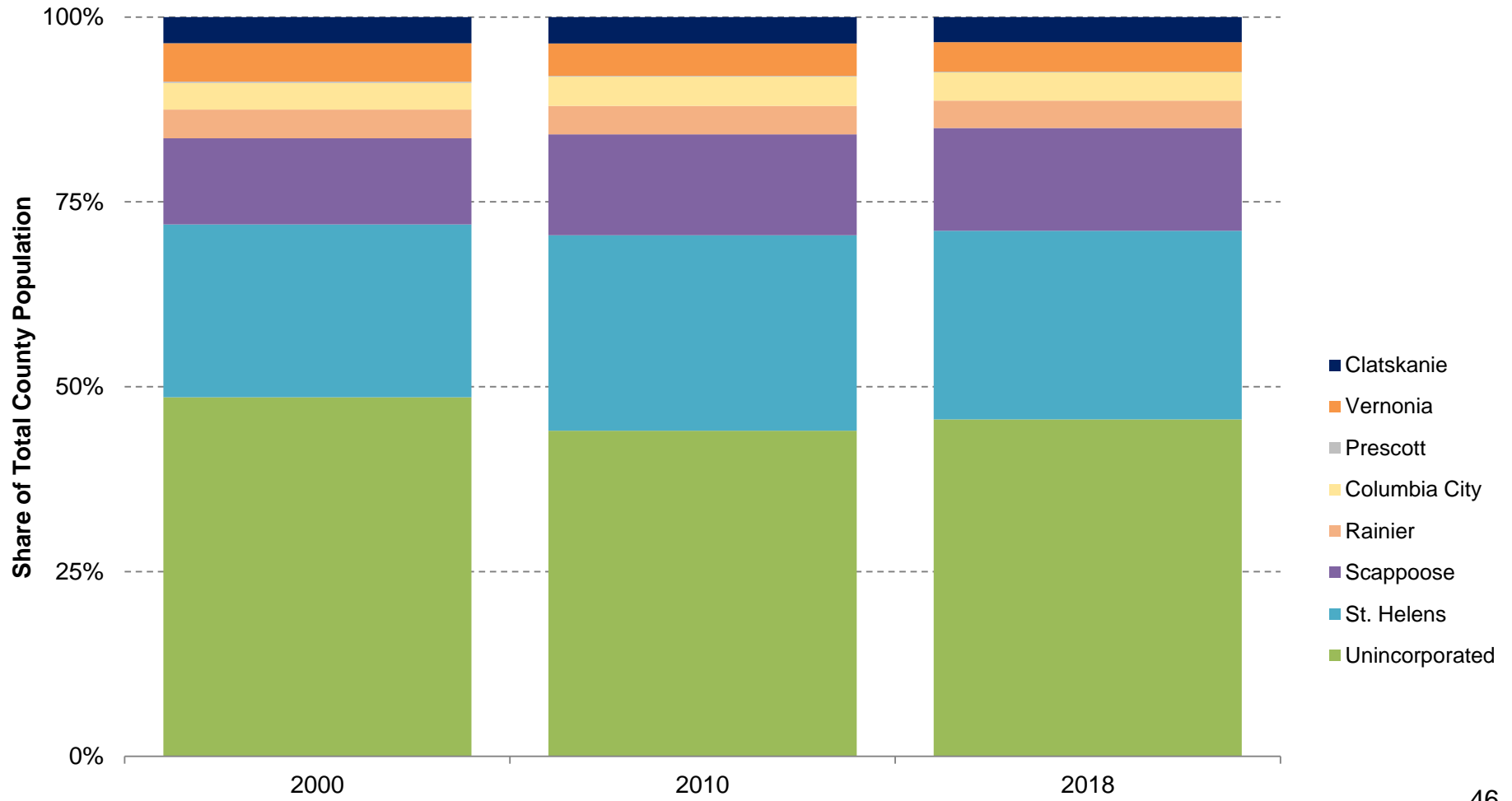
Source: Population Research Center, July 1st Annual Estimates 2001-2018. Oregon Health Authority, Center for Health Statistics. Calculated by Population Research Center (PRC).

Columbia County and Incorporated City Population

	Total Population			Share of County Population			Average Annual	
	2000	2010	2018	2000	2010	2018	2000-2010	2010-2018
Columbia County	43,560	49,351	51,900	100%	100%	100%	1.3%	0.6%
<i>Clatskanie</i>	1,542	1,760	1,765	4%	4%	3%	1.3%	0.0%
<i>Columbia City</i>	1,578	1,948	1,985	4%	4%	4%	2.1%	0.2%
<i>Prescott</i>	76	58	55	0%	0%	0%	-2.7%	-0.6%
<i>Rainier</i>	1,679	1,895	1,925	4%	4%	4%	1.2%	0.2%
<i>Scappoose</i>	5,085	6,735	7,200	12%	14%	14%	2.9%	0.8%
<i>St. Helens</i>	10,184	13,062	13,240	23%	26%	26%	2.5%	0.2%
<i>Vernonia</i>	2,263	2,162	2,065	5%	4%	4%	-0.5%	-0.6%
<i>Unincorporated</i>	21,153	21,731	23,665	49%	44%	46%	0.3%	1.0%

Source: U.S. Census Bureau, 2000 and 2010 Decennial Census. Population Research Center, July 1, 2018 Annual Intercensal Estimate. Calculated by Population Research Center (PRC).

Columbia County — City Share of Population



Source: U.S. Census Bureau. 2000 and 2010 Decennial Census. Population Research Center, July 1st Annual Estimates 2018. Calculated by Population Research Center (PRC).

Jacob Graichen

From: Jennifer Dimsho
Sent: Monday, October 28, 2019 4:08 PM
To: Jacob Graichen
Subject: October Planning Department Report

Here are my additions to the October Planning Department Report.

GRANTS

1. **OPRD - Local Government Grant** – Received notice of award for the Campbell Park improvement package (\$187k!!) which includes replacement of four existing tennis courts and two basketball courts with two tennis flex courts and one flex sport court, adds a picnic viewing area, improves natural stormwater facilities, expands parking, and improves ADA access. Grant deadline is October 2021. Began working on Request for Bid document for court installation.
2. **Oregon Community Foundation – Nike Impact Fund** – Received notice of award (19k) for 5th Street trail project to install approximately 1,000 feet of new off-street trail and a small boardwalk in the undeveloped 5th Street right-of-way. Will connect Nob Hill Nature park to the pedestrian path along Tualatin Street. Will use Columbia River Youth Corps students for labor/trail prep/trash removal/gravel laying/etc. Site visit on 10/30 to determine trail alignment within Nob Hill Nature park.
3. **Travel Oregon - Medium Grants Program (100k)** – Site walk to discuss specific install locations. First 4 signs to be installed as early as 10/18.
4. **Veterans Memorial** – Final grant slabs installed! Final grouting of slabs to be completed by 11/1. Worked with Council President Morten to help plan a ribbon cutting ceremony on 11/1 at noon.
5. **EPA – CWA Grant Program** – Received a 1-year time extension to finish work. Reviewed final report for additional sampling work and report for Semling property. Submitted a petroleum site eligibility form to DEQ/EPA for petroleum testing at and around 50 Plaza Square. Worked on scheduling Council update in November. Date TBD.
6. **CDBG- Columbia Pacific Food Bank Project** – Processed/documentated invoices. Architectural/Design services underway.
7. **Certified Local Government** – Columbia Theater work plan approved through SHPO and met NEPA requirements. Given notice to proceed on marquee installation!
8. **Safe Routes to School Columbia Blvd. Sidewalk Project** - Submitted quarterly report on 9/4/19. Discussed applicability of Sensitive Lands Permit.
9. **DLCD's 2019-2021 Technical Assistance Program** – Applied for 50k to do a *Boise White Paper Industrial Site Master Plan* which will include infrastructure finance planning for the site. Worked with consulting firms to help determine scope of work. Should hear back from DLCD if successful in November.

MISC

10. **Millard Road Park Property** – Parks Commission reviewed two plans on 10/14. Scheduled Council update 11/6.
11. Worked with Parks Commission and Friends of Dalton Lake to draft a map for Dalton Lake signage/kiosk improvements. **ODOT approved kiosk and signage for Phase I!**
12. Researched various outdoor amphitheater and open air band shell contractors to compile a list of options for Columbia View Park
13. **US Census 2020** – Submitted 280 new addresses anticipated to be completed from March 2018 – April 2020 to ensure they are captured in the 2020 census form mail out.
14. **Attended Oregon Planning Association Conference** – 10/24 – 10/25 in Eugene Oregon. Spoke as a panelist for a session on Waterfront Redevelopment Projects on 10/24.
15. Helped collaborate on a list of public works projects and their deadlines, including all open park projects.

Jenny Dimsho

Associate Planner

City of St. Helens

(503) 366-8207

jdimsho@ci.st-helens.or.us

CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT



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

Date: 11.25.2019

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—PREAPPLICATIONS MEETINGS

Had a preliminary Q&A meeting on-site and at City Hall for a potential partition of property at 160 Belton Road.

PLANNING ADMINISTRATION—MISC.

Community Assistance Visits (CAV) are part of being a part of the National Flood Insurance Program. This program allows for flood insurance (with FEMA) within the community and requires the City to enact floodplain rules. The last CAV was in 2006, until the early part of this month. For the recent CAV we had a State (DLCD) staff member visit. A noteworthy result of this CAV is a requirement that we update our floodplain ordinance within 6 months.##They gave us guidelines on the necessary updates. **Attached** is the follow-up letter from the CAV.

I took the CAV as an opportunity to inquire about a strange thing on our official FEMA mandated floodplain maps. See **attached letter** (with related email) to DLCD.

Started working on the floodplain rule changes this month. Not an anticipated task before this month, it will push other tasks planned for the “slow” holiday season to the side unfortunately.

Building Official and I spoke to new owners of 260 S. 2nd Street early this month. This is the property formerly owned by Timothy M. "Rock" Pizzo. It has both a challenging sanitary sewer issue and some zoning implications for use as a detached single-family dwelling. We explained some of these things to them; was a good conversation. They subsequently submitted an application to add the building to the City's Designated Landmarks Register, which both the Planning Commission and City Council will see in the coming months.

House Bill 2003, which was signed into law following the 2019 Legislative Session, includes the requirement for the Land Conservation and Development Commission to establish a schedule for regular Housing Needs Analysis updates by Oregon cities with a population above 10,000. As it pertains to St. Helens (approx. 13,000 population), the law stipulates that cities outside the Portland Metro region will need to update their HNAs every eight years. LCDC is charged with adopting the schedule for required HNA updates by December 31, 2019. We provided input to the state this month for this effort. **See attached spreadsheet**. Luckily, we just adopted our most recent HNA this year.

Associate Planner Dimsho is now a certified planner! She passed the American Institute of Certified Planners (AICP) exam this month. Please congratulate her when you see her.

DEVELOPMENT CODE ENFORCEMENT

Investigated some logging in the Dalton View Estates Subdivision based on a concern from a neighbor. Concern was trees too close Dalton Lake being removed. Protected trees are on City owned tracts created in 2005 for the Dalton Lake wetland protection buffer. From the best that I can tell (without surveyed property corners) the City's owned tracts were left alone.

PLANNING COMMISSION (& acting HISTORIC LANDMARKS COMMISSION)

November 12, 2019 meeting (outcome): This meeting was cancelled.

December 10, 2019 meeting (upcoming): The Commission has a public hearing to consider a Comprehensive Plan map and Zoning Map change of property at the corner of Matzen and Brayden Streets from residential to commercial. This is related to the nearby apartment complex currently under construction.

Staff also intends on discussing some changes to our Accessory Structure rules to include those with FEMA/DLCD mandated floodplain regulation changes that are forthcoming (see discussion of Community Assistance Visit (CAV) above).

COUNCIL ACTIONS RELATED TO LAND USE

Ordinance no. 3245 was adopted this month. This is for annexation of CCMH property along Gable Road.

ST. HELENS INDUSTRIAL PARK WETLAND DELINIATION EFFORTS

Revised application needs, mostly cartographic stuff, sent to our surveyor/engineering firm to update the application for both Oregon DSL and the Army Corps of Engineers. That information was given to the agencies to continue their review. City Council authorized

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



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: (503) 373-0050

Fax: (503) 378-5518

www.oregon.gov/LCD

November 13, 2019

Jacob Graichen, City Planner
City of St. Helens
265 Strand Street
St. Helens, OR 97051

also via email to: jacob@ci.st-helens.or.us



Dear Jacob:

I hope this letter finds you well. I would like to thank you for meeting with me on November 4, 2019. Please allow this letter to serve as a summary of the relevant points covered during the visit, and the follow-up actions that DLCD and the community will need to undertake to complete the Community Assistance Visit process.

After careful review of the City of St. Helens' floodplain management program, I would like to acknowledge the efforts your community has undertaken to ensuring that any development that occurs within the floodplain meets the required standards for the National Flood Insurance Program (NFIP).

During our meeting we discussed the process for permitting floodplain development in St. Helens during which you described the application process for Sensitive Lands permits of which floodplain development forms a part. The city uses the DFIRMs which form a part of the city's GIS system in order to determine location of the proposed work within the Special Flood Hazard Area (SFHA). You indicated that the General Land Use application is the form used for such applications. Following the submission of this information additional information may be requested including pre-construction Elevation Certificates, site plans and construction documents. At the conclusion of structural floodplain development that requires a building permit, the floodplain administrator reviews a final as-built Elevation Certificate prior to the Certificate of Occupancy being issued by the Columbia County Building Official. The city requires a Sensitive Lands permit for structural development that does not require a building permit, however, pre-construction Elevation Certificates and final as-built Elevation Certificates are not required for this type of development. Floodplain development permits are also required for non-structural development. Substantial Improvement analysis is performed for work proposed to pre-FIRM structures located in the floodplain. You conduct inspections on work permitted within the floodplain. You have recently begun keeping both a paper and a digital copy of elevation certificates. Overall the program appears to be well administered.

Following our meeting and my tour of the floodplain areas of the City of St. Helens, I have concluded that the city can improve the floodplain permitting process by addressing the issues below. The items I have flagged for follow up with the community and associated timeframes for completion are:

1. DLCD will provide an example of Standard Operating Procedures (SOPs) for a community to process floodplain development permits (**enclosed with this letter**).
2. The City of St. Helens will please review the example (SOPs) and adopt SOPs tailored to the City by **01/03/2020**.

Apart from no requirements for Elevation Certificates for structural development that does not require a building permit, your procedures appear sound. This requirement is geared toward documenting the process for the benefit of your designee or for future floodplain administrators.

3. DLCD will provide a copy of the Oregon model floodplain development permit including Substantial Improvement/Substantial Damage analysis and a Non-conversion agreement template (**enclosed with this letter**).
4. The City will please review the model floodplain development permit and adopt a floodplain development permit tailored to the City by **01/03/2020**.

During our conversation, you appeared to be interested in adopting a more thorough permit application to allow you to capture required information to administer Chapter 17.46 Floodplains and Floodways.

5. Prior to our meeting I provided you with the 2019 Oregon Model Flood Hazard Ordinance and a review checklist to identify specific revisions that need to be made to the City of St. Helens' floodplain regulations based on this FEMA approved model ordinance. **Completed**, but attached herein for convenience.
6. The City will please adopt revisions to their floodplain to reflect updated language shown in the model flood hazard ordinance currently required by FEMA for compliance with the National Flood Insurance Program and to reflect changes to the State of Oregon building code in 2014 that amended sections of the specialty code which pertain to flood hazard areas by **5/5/2020**.

Please note that DLCD must review and approve any changes to your floodplain regulations prior to adoption. This requirement is for the community's benefit to ensure that the updated regulations meet both state and federal requirements prior to adoption. During your community's adoption process, I will be available to work with you to assist with any questions and concerns. Your community will also need to submit proposed revisions to DLCD through the [online PAPA portal](#) as part of the official review process.

I encourage the City of St. Helens to continue to utilize our DLCD floodplain management staff, if they have questions, as a community resource to assist with floodplain management activities. Please feel free to contact me with any questions, my contact information is provided below.

Sincerely,



Katherine Daniel, AICP, CFM

Natural Hazards Planner | Planning Services Division
Oregon Department of Land Conservation and Development
Direct: 503-934-0010 | Main: 503-373-0050
katherine.daniel@state.or.us | <https://www.oregon.gov/LCD>

Encl.: Example of Standard Operating Procedures
Oregon model floodplain development permit
2019 Oregon Model Flood Hazard Ordinance
Checklist review of St. Helens' floodplain ordinance

cc: (via email only)
Mayor Rick Scholl (ricks@ci.st-helens.or.us)
Celinda Adair, Oregon NFIP Coordinator (cadair@state.or.us)
Roxanne Pilkenton, FEMA Region X (roxanne.reale-pilkenton@fema.dhs.gov)



265 Strand Street
St. Helens, Oregon
97051

November 8, 2019

Katherine Daniel, AICP, CFM

Natural Hazards Planner | Planning Services Division
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540

Via Email: katherine.daniel@state.or.us

RE: Premature termination of Milton Creek Floodway within the City of St. Helens, Oregon

Dear Katherine Daniel,

The Flood Insurance Rate Maps revised November 26, 2010 for St. Helens include a peculiarity. On FIRM Map No. 41009C0452D the floodway associated with Milton Creek appears to terminate prematurely. Rather than continuing to Scappoose Bay/Multnomah Channel like the other creek in our community (McNulty Creek) it just ends. This seems strange as there is a clear channel past that point where you would expect a floodway to be.

This is of great concern for the City of St. Helens as it creates uncertainty and additional burden for development given hydraulic and hydrologic modeling (“no-rise” analysis) required for any development within the area of special flood hazard (regulatory floodplain). This impacts the City’s largest park, McCormick Park, where the floodway arbitrarily ceases and about eight properties downstream from the park.

The properties downstream from the park are owned by the City of St. Helens or the Port of Columbia County and are zoned for industrial use. Given this zoning, they are critical employment lands for this community.

In addition to the FIRM noted above, it also affects FIRM Map No. 41009C0454D, 0456D and 0458D.

If the floodway could be determined in the area as described, it will prevent a hinderance on economic development, which are key goals of both the City and Port. Requiring “no-rise” analysis for any development on these properties simply because the floodway was not modeled entirely within this area is a major deterrence to development. We want to be as friendly to development as possible, while still honoring our duties as a participating community in the National Flood Insurance Program.

As such, please inquire with FEMA about mapping this floodway.

Respectfully yours,

Jacob A. Graichen, AICP, City Planner

Jacob Graichen

Subject: FW: Follow up letter from NFIP CAV meeting 11/4/19

From: Daniel, Katherine <katherine.daniel@state.or.us>
Sent: Tuesday, November 05, 2019 3:12 PM
To: Jacob Graichen <jacob@ci.st-helens.or.us>
Cc: Adair, Celinda <celinda.adair@state.or.us>
Subject: Follow up letter from NFIP CAV meeting 11/4/19

Hello Jacob,

Thank you for your time yesterday. Please find attached the draft follow up letter and the attachments. Please take a look and let me know if the dates are workable and if I missed anything you would like included or that I got wrong. You will see a one item I did not find during my permit review. If you can provide that quickly, I can remove the mention of it from the letter. I suspect the final EC for the townhomes is somewhere in your records since it is a recent project.

Another confusion I had was the project to replace the storm sewer in Godfrey Park. Was this project located in the floodplain? When I locate Godfrey Park on the online mapping service, it doesn't appear to be located in the floodplain. Perhaps the storm sewer replacement was somewhat removed from the park. Not sure.

You had asked about the truncated floodway of Milton Creek. Our best guess (Celinda Adair and myself) is that there were limited funds available and the cost to map the floodway through town owned park property. If you can write me a letter that outlines the areas that would be advantageous to map the floodway on and the number of developable properties that would be positively impacted by such mapping, we can push that up to FEMA for consideration as an unmet mapping need. In the meanwhile, the property owner will have to develop a BFE using hydraulic and hydrologic modeling as laid out in the section on Before Regulatory Floodway.

Yours,
Katherine



Katherine Daniel, AICP, CFM

Natural Hazards Planner | Planning Services Division
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540
Direct: 503-934-0010 | Main: 503-373-0050
katherine.daniel@state.or.us | <https://www.oregon.gov/LCD>

Current Status of Adopted and Acknowledged
Housing Needs Analyses for Communities Impacted
By Oregon HB 2003 (i.e., >10,000 population)

Nov. 2019

City	HNA Prepared, not yet adopted	Date of Most Recent Adopted Housing Needs Analysis
Albany		2007
Ashland		2015
Beaverton		2018
Bend		2017
Canby	2019	
Central Point		2019
Coos Bay		2000
Cornelius	not sure	
Corvallis		2019
Cottage Grove		2018
Dallas	2019	
Eugene		2017
Forest Grove		2019
Gladstone	not sure	
Grants Pass		2014
Gresham		2013
Happy Valley		1997
Hermiston		2011
Hillsboro		2017
Keizer	2019	
Klamath Falls	2019	
La Grande	2019	
Lake Oswego		2013
Lebanon	2019	2004
McMinnville	2019	
Medford		2009
Milwaukie		2016
Newberg	2019	
Newport		2014
Ontario	2007	
Oregon City		2004
Pendleton	2019	
Portland		2011
Prineville	2019	
Redmond	2019	
Roseburg	2019	
Salem	2015	
Sandy		2015
Sherwood	In process	
Silverton		2001
Springfield		2011
St. Helens		2019
The Dalles		2017
Tigard		2013
Troutdale		2014
Tualatin	In process	
West Linn		1999
Wilsonville		2014
Woodburn	2019	

Jacob Graichen

From: Jennifer Dimsho
Sent: Monday, November 25, 2019 9:56 AM
To: Jacob Graichen
Subject: November Department Report

Here are my additions to the November Planning Department Report.

GRANTS

1. **DLCD's 2019-2021 Technical Assistance Program** – Received tentative approval for 50k of technical assistance to prepare a *Boise White Paper Industrial Site Master Plan* which will include a parcelization framework and an infrastructure finance planning for the site! Working with DLCD on a detailed scope of work, timeline, and contract.
2. **OPRD - Local Government Grant – Campbell Park Improvements** (\$187k) includes replacement of four existing tennis courts and two basketball courts with two tennis flex courts and one flex sport court, adds a picnic viewing area, improves natural stormwater facilities, expands parking, and improves ADA access. Grant deadline is October 2021. Began working on Request for Bid document for court installation.
3. **Oregon Community Foundation – Nike Impact Fund – 5th Street Trail Project** (19k) to install approximately 1,000 feet of new off-street trail and a small boardwalk in the undeveloped 5th Street right-of-way. Site visit on 10/30 to determine trail alignment within Nob Hill Nature park. Follow site visit is next to flag entire route and determine extent of boardwalk.
4. **Travel Oregon - Medium Grants Program (100k)** – More bicycle/pedestrian signage installed by Public Works. Additional signs ordered for existing signs and a few signs to be corrected.
5. **Veterans Memorial** – Successful ribbon cutting ceremony held on 11/1.
6. **EPA – CWA Grant Program** – Council update on 11/20. 50 Plaza Square eligibility received. Work plan in process of development. Potential additional air sampling work on the South 80 to satisfy DEQ's comments on the initial work.
7. **CDBG- Columbia Pacific Food Bank Project** – Processed/documented invoices. Architectural/Design services underway. Check in call on 11/25.
8. **Certified Local Government – Historic Preservation Grant Program** - Columbia Theater work plan approved through SHPO and met NEPA requirements. Given notice to proceed on new marquee/signage installation!
9. **Safe Routes to School - Columbia Blvd. Sidewalk Project** – Prepared quarterly report due 12/4. Discussed applicability of Sensitive Lands Permit.
10. **2019 BUILD Grant** awards announced – St. Helens was unsuccessful with our bid. Helped prepare press release of this announcement. Working on follow-up funding strategies and projects, such as fence removal, park expansion, etc.

MISC

11. **I passed my American Institute of Certified Planners (AICP) Exam on November 17, 2019!** This was a huge milestone for me, and I'd been studying religiously for the past few months.
12. **Millard Road Park Property** – 11/6 update. Council moved forward with Phase I improvements on the Millard Road park property in order to vest easement. City's application for Phase I Park improvements received.
13. **Columbia View Park Amphitheater** - Researched various outdoor amphitheater and open air band shell contractors to compile a list of options/contractors
14. Worked on text amendment memo regarding Accessory Structure Permit applicability for PC presentation on 12/10.
15. Attended CPR training on 11/15.