



Memorandum

To: Sue Nelson, PE, City Engineer
City of St. Helens

From: Keith Buisman, PE

Copies: Project files

Date: June 9, 2021

Subject: S. 1st/Strand - Alignment Alternatives Evaluation

Project No.: 019823.000

INTRODUCTION

The 1st/Strand Street project team developed two potential S. 1st Street alignment alternatives and their associated development potential. One alignment alternative pushes S. 1st Street closer to the toe of the slope or bluff and is known as the West Alignment. The other alignment alternative (East Alignment) locates S. 1st Street closer to the river with development potential on both sides of the alignment. The development shown in each alternative is conceptual and intended to demonstrate how the property might be developed. This memorandum serves to provide an evaluation and recommendation to the City of St. Helens for choosing street alignments that will be advanced to construction.

ALIGNMENT ALTERNATIVES

The West Alignment locates the S. 1st Street alignment closer to the bluff and toe of slope. In doing so, this alternative proposes development entirely on the east side of S. 1st Street. The concept plan shows the potential to create five different blocks between the south end of the property and Strand Street with each block being roughly 250 feet in length. The concept plan includes the potential for townhomes, multifamily, and a hotel/commercial space. This alternative also creates the potential for a trailhead parking area at the east end of Nob Hill Nature Park along with a meandering multi-use path at the bottom of the bluff.

The East Alignment locates the S. 1st Street alignment closer to the river allowing for development on both sides of the street. The potential development includes smaller block depths. Similar to the West Alignment, the plan includes the potential for townhomes, multifamily, and a hotel/commercial space. A trailhead parking lot at the east end of Nob Hill Nature Park is a potential option, while a meandering multi-use path could be developed part way along the toe of the bluff.

The Strand Street alignment is shown the same in both alternatives as there are limited options for the configuration of this street. In both options, Strand Street is configured to create a right angle intersection with a knuckle as the street turns north to parallel the river.

EVALUATION CRITERIA

The City of St. Helens Framework Plan identifies three core principles that drive this redevelopment. These include the following:

- **Public Access:** Redevelopment should connect to city neighborhoods, reconnect the people to the waterfront, and connect the city to the greater local region. Safe and secure access to the waterfront and other green space is imperative. Redevelopment should also encourage water-related uses and preserve adequate public space while allowing for flexible private enterprise.

- **Natural and Cultural Heritage:** This project is an opportunity to return the highest public benefit to the greatest number of citizens over multiple generations. Green and sustainable development will be encouraged, and planning should anticipate a dynamic and changing future climate. Redevelopment should coexist with the Riverfront District both visually and economically.
- **Sustainable Economic Development:** Redevelopment should focus on a mix of housing, commercial, and recreational uses to create a “working waterfront.” This mix of industry and amenities is optimal for creating a space to attract development and drive jobs back to the city.

These are the primary criteria in the Project Team’s evaluation of the alternatives. The following summarizes how these are met for each S. 1st Street alternative.

WEST ALIGNMENT – S. 1ST STREET

| PUBLIC ACCESS | |
|---|---|
| PROS | CONS |
| Development focused entirely on the river side provides easiest access to the future Riverwalk | |
| The multi-use path along the bluff creates a looped trail around the property | |
| Easy to make direct connections between existing bluff trails and the future Riverwalk | |
| NATURAL AND CULTURAL HERITAGE | |
| PROS | CONS |
| The looped trail provides full access to the natural features that surround the property | |
| Opportunities for art and cultural amenities along the bluff buffer multi-use path and throughout development | |
| Basalt bluff is maintained as a natural resource | |
| SUSTAINABLE ECONOMIC DEVELOPMENT | |
| PROS | CONS |
| Potential for deeper parcels, allowing for flexibility in development and commercial opportunities | Traditionally desirable to utilize both sides of the street for development |
| More dense development potential | |
| Full working riverfront is more achievable with development entirely on river side | |

EAST ALIGNMENT – S. 1ST STREET

| PUBLIC ACCESS | |
|---|---|
| PROS | CONS |
| Larger open space along the bluff | Development on bluff side of street required to cross street to access river |
| Shorter pedestrian access to the future Riverwalk from S. 1st Street | |
| NATURAL AND CULTURAL HERITAGE | |
| PROS | CONS |
| Separation of alignment from bluff creates additional open space toward the north end of the site | Bluff trail is interrupted with development limiting access to the bluff as a natural resource |
| A large portion of the bluff is maintained as a natural resource | Open space between road and bluff likely too narrow to develop; creates more maintenance for City |
| SUSTAINABLE ECONOMIC DEVELOPMENT | |
| PROS | CONS |
| Development on both sides of the street | Less dense development |
| | Less parcel flexibility given lot depths |

RECOMMENDATION – S. 1st STREET

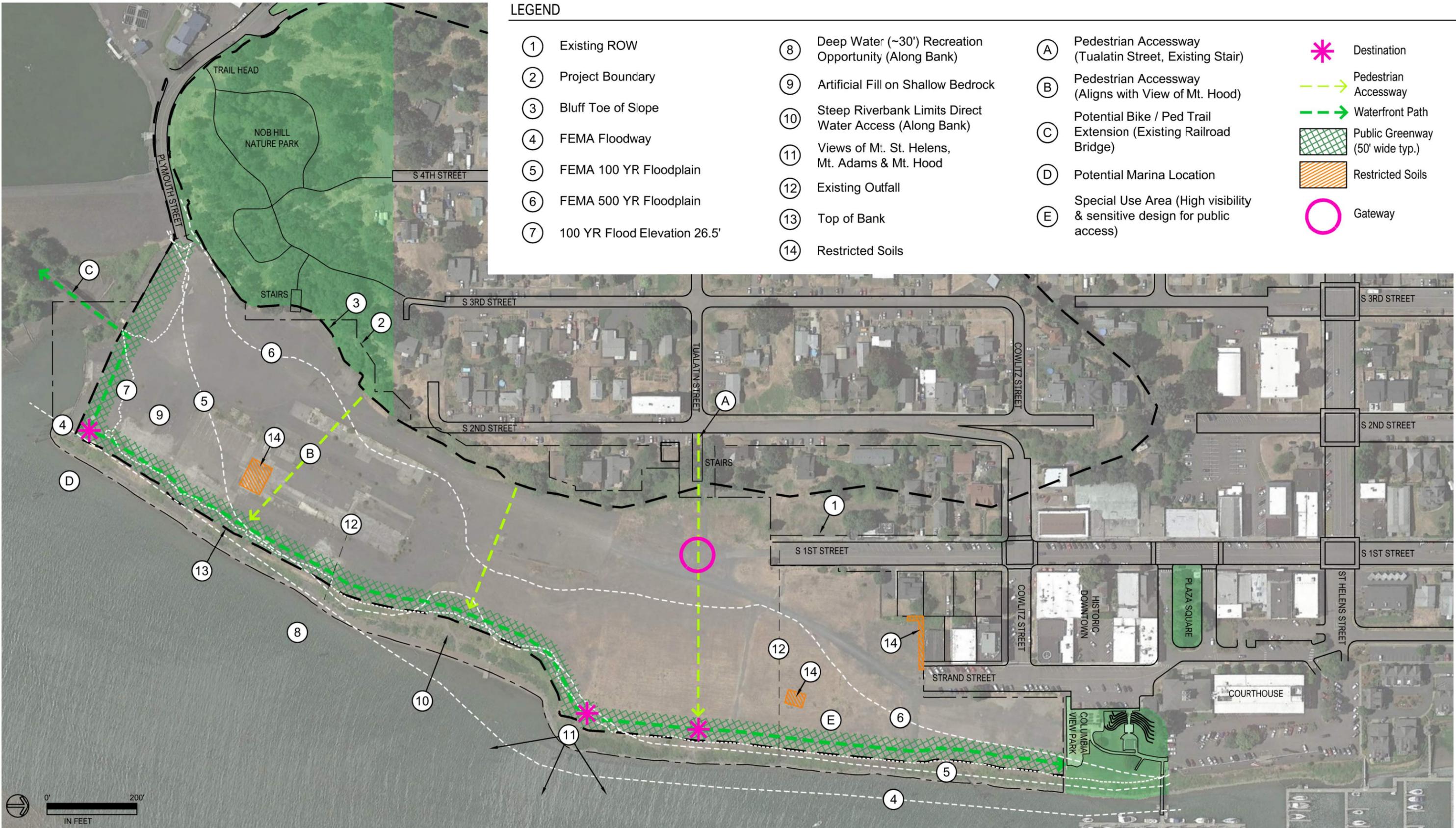
While there are many benefits to each alignment alternative, the clear distinction between the two lies in the ability to provide sustainable economic development opportunities. The East Alignment allows for limited flexibility and development opportunities in the future, while the West Alignment provides larger parcel opportunities which in turn provide greater flexibility and opportunities for development. Additionally, the West Alignment provides a significant opportunity to create a looped trail along the bluff and river. Therefore, it is our recommendation to proceed with developing the West Alignment.

RECOMMENDATION – STRAND STREET

Strand Street is a shorter section and has less options for variation. The best option for this street is to create a right angle intersection and knuckle. The following reasons are why we believe this configuration to be optimal:

- Creates clear vehicular view or arrival to the river with no parking at intersection
- Intersection allows for obvious pedestrian crossing location
- Creates a natural drop-off area at bulb
- Creates clear cutoff for festival street
- Mirrors block-like layout from north to preserve downtown feel and appearance
- Corner right-of-way creates more developable property on northwest corner

Therefore, we recommend the knuckle configuration for Strand Street which appears in both alternatives.



S. 1st AND STRAND STREETS | SITE ANALYSIS

JUNE 9, 2021 | #19823



| | Hotel, commercial, office GFA | Hotel Total NFA (sf) | Hotel Rooms (400 sf average) | Flats | Townhomes / Live work | Multi-family Residential GFA | Total NFA (sf) | Multi-family Units (750 sf average) | Total Units | Required parking (sp) | On-site surface parking (sp) | Garage parking (sp) | Podium parking (sp) | On Street Parking (sp) | Total parking (sp) |
|--------------------------------|-------------------------------------|-------------------------|---------------------------------|-------|--------------------------|---------------------------------|-------------------|---|-------------|--------------------------|------------------------------------|------------------------|------------------------|---------------------------|-----------------------|
| A | | | | | | | | | | | | | | | |
| A1 | 3,000 -6,000 | | | | | | | | | | | | | | |
| A2 & A3 | | | | 2 | 22 | | | | 24 | | | | | | |
| A4 | | | | | 3 | | | | 3 | | | | | | |
| Total | | | | 2 | 25 | | | | 27 | 55 | 14 | 41 | | | 55 |
| B | | | | | | | | | | | | | | | |
| B1 Commercial / Office | 5,000 | | | | | | | | | 15 | | | | | |
| B2 Hotel Floor 1 Restaurant | 2,500 | | | | | | | | | 37 | | | | | |
| B2 Hotel Floor 1 other | 14,300 | | | | | | | | | 12 | | | | | |
| B2 Hotel Floor 2/3 | 36,800 | 29,440 | 74 | | | | | | | 74 | 146 | | | | |
| B Townhomes | | | | | 6 | | | | 6 | | | | | | |
| Total | | | | | 6 | | | | 6 | 138 | 146 | | | | 146 |
| C | | | | | | | | | | | | | | | |
| C1 | | | | | 17 | | | | 17 | 34 | | 34 | | | 34 |
| C2 | | | | | 12 | | | | 12 | 24 | | 24 | | | 24 |
| Total | | | | | 29 | | | | 29 | 58 | | 58 | | | 58 |
| D | | | | | | | | | | | | | | | |
| D1 Multi-family | | | | | | 68,800 | 55,040 | 73 | | | | | | | |
| Total | | | | | | | | 73 | 73 | 147 | 42 | | 105 | | 147 |
| E | | | | | | | | | | | | | | | |
| E Townhomes | | | | | 12 | | | | | 24 | | | | | |
| Total | | | | | 12 | | | | 12 | 24 | | 24 | | | 24 |
| Project Total | | | | 2 | 72 | | | 73 | 147 | 422 | 202 | 123 | 105 | 215 | 645 |

S. 1st AND STRAND STREETS | EAST ALIGNMENT - DEVELOPMENT SUMMARY

JUNE 9, 2021 | #19823





S. 1st AND STRAND STREETS | EAST ALIGNMENT

JUNE 9, 2021 | #19823



| | Hotel, commercial, office GFA | Hotel Total NFA (sf) | Hotel Rooms (400 sf average) | Flats | Townhomes / Live work | Multi-family Residential GFA | Total NFA (sf) | Multi-family Units (750 sf average) | Total Units | Required parking (sp) | Surface parking (sp) | Garage parking (sp) | Podium parking (sp) | On Street Parking (sp) | Total parking (sp) |
|-----------------------------|-------------------------------------|-------------------------|---------------------------------|-------|--------------------------|---------------------------------|----------------|---|-------------|--------------------------|-------------------------|------------------------|------------------------|---------------------------|-----------------------|
| A | | | | | | | | | | | | | | | |
| A1 | 3,000 -6,000 | | | | | | | | | | | | | | |
| A2 & A3 | | | | 2 | 22 | | | | 24 | | | | | | |
| A4 | | | | | 3 | | | | 3 | | | | | | |
| Total | | | | 2 | 25 | | | | 27 | 55 | 16 | 41 | | | 57 |
| B | | | | | | | | | | | | | | | |
| B1 Commercial / Office | 5,000 | | | | | | | | | 15 | | | | | |
| B2 Hotel Floor 1 Restaurant | 2,500 | | | | | | | | | 37 | | | | | |
| B2 Hotel Floor 1 other | 14,300 | | | | | | | | | 12 | | | | | |
| B2 Hotel Floor 2/3 | 36,800 | 29,440 | 74 | | | | | | | 74 | 139 | | | | |
| Total | | | | | | | | | | 138 | 139 | | | | 139 |
| C | | | | | | | | | | | | | | | |
| C1 | | | | 4 | 13 | | | | 17 | 39 | 18 | 22 | | | 40 |
| C2 | | | | 4 | 15 | | | | 19 | 44 | 22 | 22 | | | 44 |
| C3 | | | | 4 | 15 | | | | 19 | 44 | 22 | 22 | | | 44 |
| Total | | | | 12 | 43 | | | | 55 | 127 | 62 | 66 | | | 128 |
| D | | | | | | | | | | | | | | | |
| D1 Multi-family | | | | | | 73,200 | 58,560 | 78 | | 160 | | | | | |
| D2/3 Townhomes | | | | | 17 | | | | | 40 | | | | | |
| Total | | | | | 17 | | | 78 | 95 | 200 | 20 | | 191 | | 210 |
| Project Total | | | | | | | | | | | | | | | |
| | | | | 14 | 85 | | | 78 | 177 | 520 | 237 | 107 | 191 | 212 | 747 |

S. 1st AND STRAND STREETS | WEST ALIGNMENT - DEVELOPMENT SUMMARY

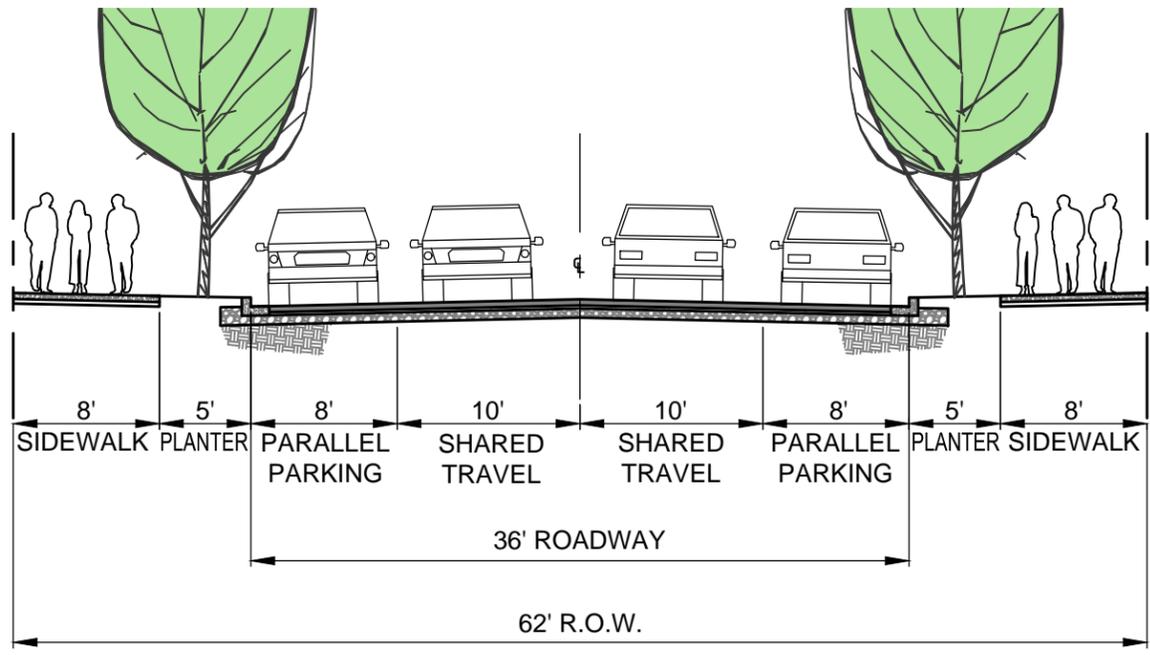




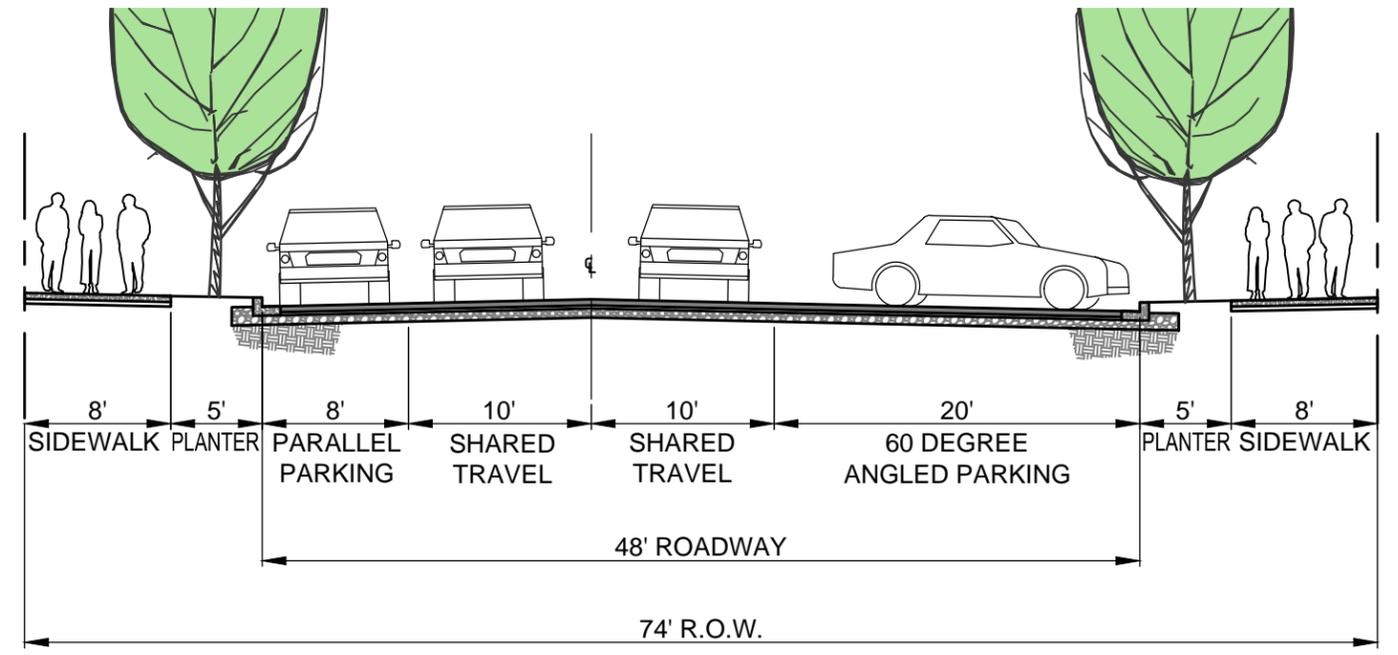
S. 1st AND STRAND STREETS | WEST ALIGNMENT

JUNE 9, 2021 | #19823

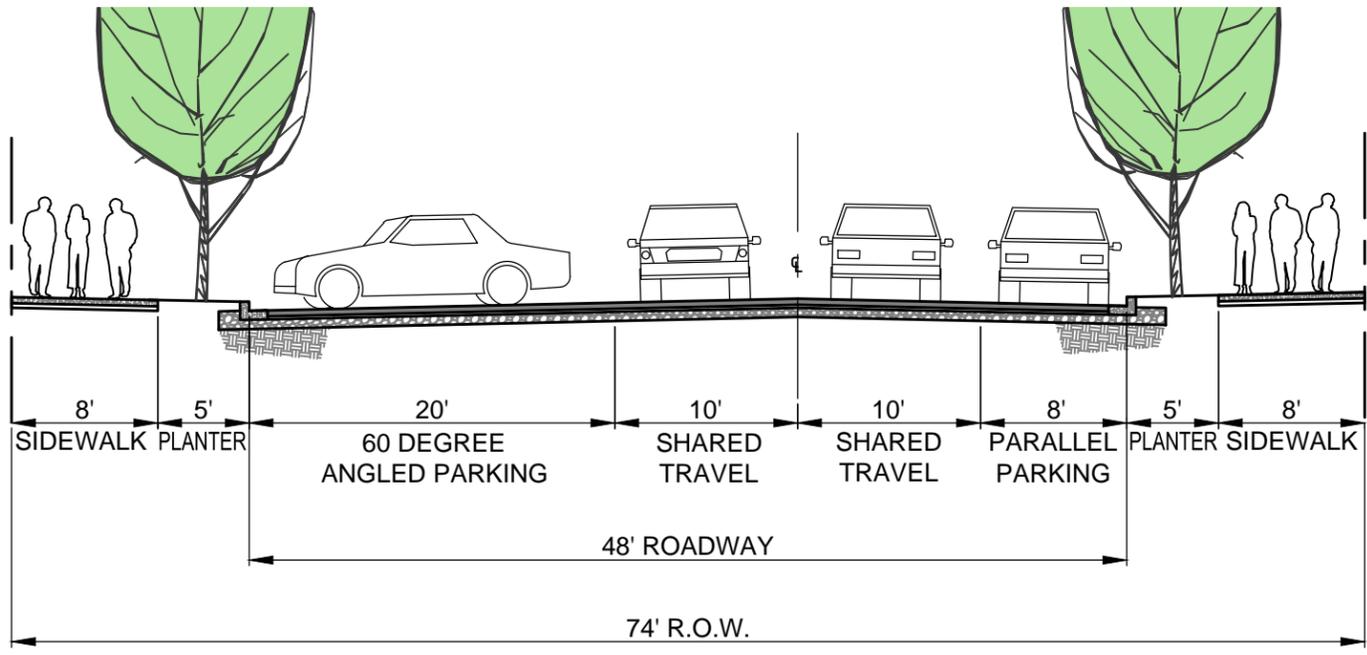




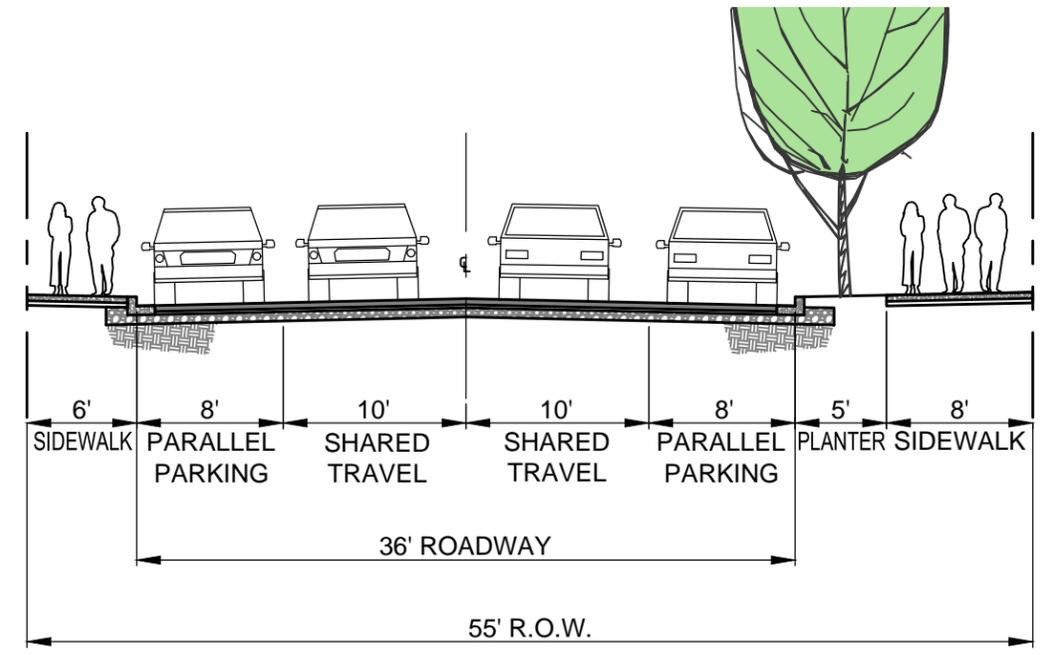
1A S. 1ST STREET
SCALE: 1" = 10'



1B S. 1ST STREET (SOUTHERN SECTION)
SCALE: 1" = 10'



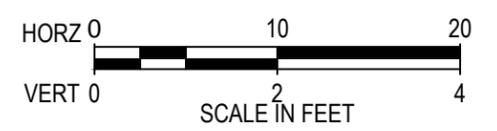
1C S. 1ST STREET (BETWEEN TUALATIN AND STREET A)
SCALE: 1" = 10'

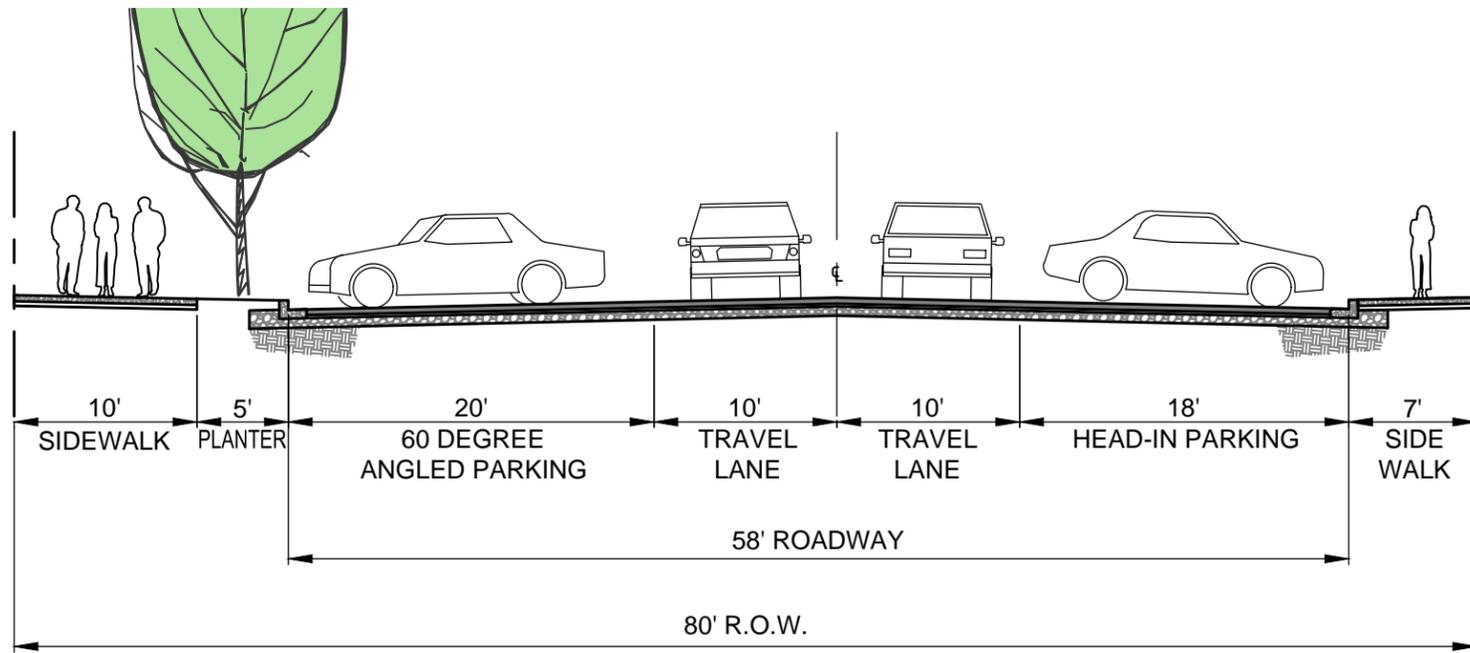


1D S. 1ST STREET (ALTERNATE SECTION WHERE BLUFF TRAIL)
SCALE: 1" = 10'

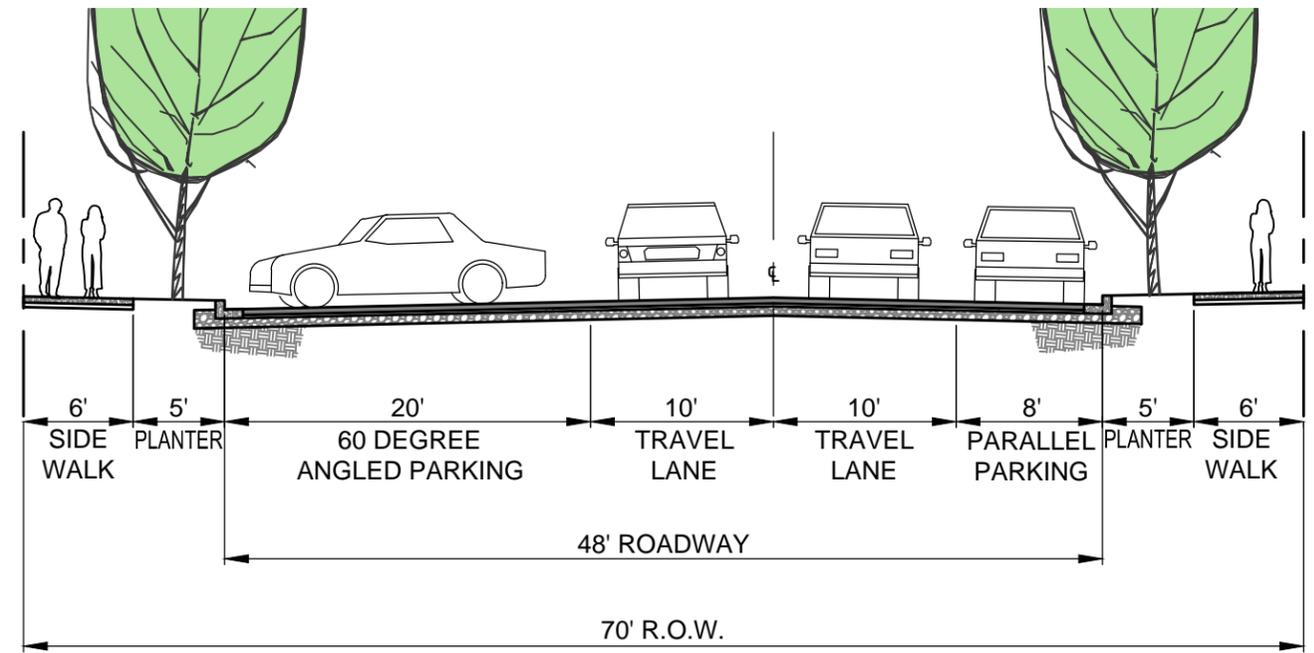
S. 1ST AND STRAND STREETS | S. 1ST STREET - STREET CROSS SECTIONS

JUNE 9, 2021 | #19823





2 STRAND STREET CROSS SECTION
SCALE: 1" = 10'



3 STREET A CROSS SECTION
SCALE: 1" = 10'

S. 1ST AND STRAND STREETS | STRAND STREET AND STREET A - STREET CROSS SECTIONS

JUNE 9, 2021 | #19823

