

CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Conditional Use Permit CUP.2.25
Sign Permit S.19.25

DATE: December 1, 2025
TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner

APPLICANT: City of St. Helens
OWNER: 1771 COLUMBIA BOULEVARD LLC

ZONING: Houlton Business District, HBD
LOCATION: 1771 Columbia Boulevard; Lots 1-3 and 20-22, Block 145, St. Helens
PROPOSAL: New police station on developed property (existing building to be demolished)

SITE INFORMATION / BACKGROUND

The site was the long time location for Portland General Electric (PGE) but has had a variety of other uses since PGE left the site many years ago. The approximate northerly quarter of the subject property was zoned to **Houlton Business District, HBD** via Ordinance No. 3110 in 2009 (file ZA.3.08). The remainder was zoned to HBD via Ordinance No. 3309 in 2025 (file ZA.1.25).

The site is a block, being surrounded on all sides by improved public streets:

- North: Columbia Boulevard, classified as a minor arterial street
- West: S. 18th Street, classified as a collector street
- East: S. 17th Street, classified as a local street
- South: Cowlitz Street, classified as a local street

The site is developed with the existing building and paved surface area within the boundary of the subject property, except for some landscaping along Columbia Boulevard and S. 17th Street.

PUBLIC HEARING & NOTICE

Public hearing before the Planning Commission: December 9, 2025

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on November 19, 2025 via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

Notice was published on November 28, 2025 in the Columbia County Spotlight newspaper.

AGENCY REFERRALS & COMMENTS

None received as of the date of this report.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

Zoning Compliance: The site is zoned Houlton Business District, HBD.

Police station, as proposed, is a permitted use as “public safety facility.” However, much area is proposed for outdoor storage for fleet vehicles and such. Businesses (permitted uses) with outdoor storage are conditional uses, thus this Conditional Use Permit. See **Off-Street Parking/Loading** for further explanation of parking lot v. storage.

The maximum building height is 45 feet. The proposed building’s height is less than this.

There is a 90% maximum lot coverage/impervious area requirement. The subject property is about 45,500 s.f. (1.05 ac.). Need approx. 4,550 square feet landscaping within the property boundary to meet the 10% area.

Within the boundary of the property there is approximately 10% of landscaping area. This excludes proposed landscaping within public rights-of-way, so there will be more overall landscaping visible at the site.

The maximum front yard is zero feet, where this may be increased if the setback is used for pedestrian amenities. As Columbia Boulevard is the highest classified street, it is the front for the purposes of the Development Code and Comprehensive Plan. Normally, for corner lots, the narrowest frontage is considered the front property line. In this case, the dimension of the property is narrower along Columbia Boulevard and Cowlitz Street, so that rules out S. 18th and S. 17th Streets as the front. It is impractical for one building to have a zero setback to both Columbia Boulevard and Cowlitz Street, thus Columbia Boulevard being the appropriate choice.

The building does not abut the Columbia Boulevard right-of-way line, though it is close with a pedestrian plaza in between to meet the front yard requirements of the HBD zone.

There are no additional setback requirements because the subject property does not abut a residential zone.

In the HBD zone, abutting on-street parking counts towards the off-street parking requirement; this is discussed further below in the **Off-Street Parking/Loading** section.

Note, that the most recent use of the property over the last 18+ years has generally been with a commercial suite in the portion of the building closest to Columbia Boulevard, a second suite on the opposite side from Columbia Boulevard for a shop area associated with vehicle repair and a fenced area that is supposed to be storage associated with the vehicle repair. The HBD zone does not allow storage as a principal use.

The RV storage issue started in 2007 with Conditional Use Permit CUP.5.07 to site an RV storage lot, fleet storage lot, RV equipment sales and supplies facility, etc. At this time the property was zoned General Commercial, GC. Like the HBD zone, the GC zone requires businesses with outdoor storage to be conditionally permitted and does not allow storage as a principle use. This has been an ongoing issue for years (see attached violation correspondence) and will be abated by this proposal.



A 2011 (above right) and 2019 (above left) photo of the site at Columbia Boulevard / S. 18th Street. Redevelopment of the site as a police station will be an important enhancement for the Houlton area, at the very least by improving the aesthetics for this block.

This police station proposal will have outdoor storage, but it is unmistakably related to police business.

In the HBD zone, outdoor storage of goods and materials must be screened. Screening is proposed—see **Landscaping/buffering/screening** below.

* * *

Sensitive Lands: There are no known sensitive lands as identified in the Development Code.

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Landscaping/buffering/screening: Street trees will be required as the property has more than 100' of street frontage (SHMC 17.72.030).

There is overhead utility lines along all four sides of the subject property, thus, street trees need to be “small” per this chapter unless said utilities are undergrounded. Small trees require a 20' spacing.

Tree location shall also comply with requirements per 17.72.035(2)(d)-(l).

All of the tree species on the preliminary plans appear to be too large. Species, tree spacing and the other location requirements per 17.72.035(2)(d)-(l) will need to be reviewed on the final plans.

This chapter requires buffering but it's not required in this case because the subject property is surrounded on all sides by public streets. There are no abutting properties to have a buffer for.

This chapter requires screening. In the HBD zone outdoor storage of goods and materials is required to be screened. The outdoor area, except for the plaza at Columbia Boulevard / N 18th Street and the planter at Boulevard / N 17th Street will be behind a fence. Fleet vehicle storage, trash area, generator, and wall mounted HVAC units are proposed to be located within this area.

A 8' high sight obscuring fence is proposed for screening, except some 6' fence is proposed for the trash enclosure. The normal maximum fence height is 6', but per SHMC 17.72.090(1):

No fence or wall shall be constructed which exceeds the standards in subsection (2) of this section except when the approval authority, as a condition of approval, allows that a fence or wall be constructed to a height greater than otherwise permitted in order to mitigate against potential adverse effects. For residential uses, a fence may only exceed the height standards if approved by a variance.

8' high fence may be allowed as a condition of approval as security for a police station is paramount.

Service facilities and equipment (e.g., HVAC and other mechanical unit) visible from a public street, customer or residential parking area, any public facility or residential area are required to be screened whether they are ground, wall or roof mounted. In addition, rooftop facilities and equipment are required to be screened from street and adjacent properties.

The applicant narrative notes that the 8' fence will screen ground mounted mechanical equipment. The applicant's narrative also notes roof mounted units will be screened based on a building elevation diagram, though there does not appear to be anything in the plan set that indicates where the rooftop units are proposed, if any. Without this information, staff finds it is premature to find such units will be adequately screened. Thus, this will be a condition of approval. Screening required in all cases, regardless of narratives and plans that may not capture reality.

Refuse containers or collection areas are required to be screened (e.g., trash enclosure). A fenced trash enclosure is shown on the plans.

Interior parking lot landscaping. When off-street parking lots have more than 20 spaces, landscape islands are required with trees. All off-street "parking spaces" will be for fleet storage/use and should be considered outdoor storage and not a parking lot, for

screening/landscaping purposes. This is explained in the **Off-Street Parking/Loading** section below.

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Visual Clearance: Chapter 17.76 SHMC requires proper sight distances at intersections to reduce traffic hazard potential. The required area to maintain clear vision is greater for arterial streets.

The HBD zone exempts this; the vision clearance provisions do not apply.

* * *

Off-Street Parking/Loading:

Parking quantity. Normally, on-street parking does not count towards the minimum off-street parking requirements. Minimum parking is normally based on what can be provided within the site (i.e., off street). However, in the HBD zone, abutting on-street parking counts towards the off-street parking requirements. This is an important consideration for this proposal's parking and outdoor storage needs.

The minimum parking for a police station is based on public safety services in Chapter 17.80 SHMC:

Public safety services – one space for every employee of the largest shift plus one space per 350 square feet of gross floor area accessible to the public or other nonemployee use.

The largest shift for the police is assumed to be the weekday shift, where the employee count is approximately 12. There are 42 oversized (greater than the 9' x 18' standard parking space size) secure spaces proposed to accommodate for current needs, future needs and other vehicles or things that need to be within the secure area.

The current Police Station at 150 S. 13th Street was built in 1971 and has served the city since for almost 55 years. It is anticipated that this new building will serve the city for several decades like the current one has and inevitably, the composition of staff vehicles and other things stored in the fence enclosure area will change. Staff will likely use on-street parking with varying degrees of intensity through the life of the police station at the proposed site.

There is an approximate 530 square foot area public service function area, requiring two spaces. These spaces for the general public, cannot be within the secure fence enclosure and thus must be accommodated by on-street parking.

The preliminary plans show about 15 on-street parking spaces. Though this number may change with final plans, it shouldn't change much and two spaces for the public use requirement and "overflow" needs of the secure fenced area use are anticipated to be accommodated by the abutting on-street parking. The minimum size for parallel spaces is 8 x 22 feet, which is reflected on the plans for on-street parking.

General use bicycle parking would be based on non-employee parking (i.e., the at least two spaces that will be on-street). Police staff who want to use a bike can use the secure fenced area. Since there will be no parking on-site for non-authorized personnel, no bike parking is required. However, bike parking is proposed as part of the pedestrian plaza, which will benefit the Houlton area.

Parking lot v. outdoor storage? The fenced area should be considered outdoor storage because its use could conflict with the city’s “parking lot policies.” Though it will be used for parking, its use for police function should remain broad for the varying and evolving needs of policing.

For example, per SHMC 17.80.020(11):

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

It is possible inoperable vehicles would need to be kept within the fenced area contrary to (11)(a). General police fleet vehicles storage, vehicles not used daily, and other storage are other expectations of use contrary to (11)(b). This area, though it may serve non-public parking needs, needs to be multifunctional and should be considered outdoor storage.

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Access/egress/circulation: The site abuts the following streets with vehicular access as proposed:

Street Name	Location in relation to subject property	Will provide vehicle access for the police station?	Sidewalk present?	TSP Classification
Columbia Boulevard	North	No	Yes	Minor Arterial + 2015 Corridor Plan
S. 18 th Street	West	No	Yes	Collector
S. 17 th Street	East	Yes	No	Local
Cowlitz Street	South	Yes	No	Local

Public street access. All vehicular access and egress per Chapter 17.84 SHMC is required to directly connect to a public or private street approved by the city for public use. Moreover, vehicular access is required to be within 50’ of principle entrances.

Abutting public streets are proposed for access and one can get close to the main entry, within 50 feet, via on-street parking.

Access from the higher classified streets is avoided. The local classifies streets are proposed for vehicular access. The spacing standard for driveways on local streets is exceeded in both cases, minimally needing 50’ measured from the centerline between the driveway and street.

Driveway width is 24' for both. This is the minimum standard for two-way vehicular circulation and less than the maximum width allowed.

Pedestrian access (interior walkways). Walkways shall extend from the ground floor entrances or from the ground floor landing of stairs, ramps, or elevators of all commercial, institutional, and industrial uses, to the streets which provide the required access and egress. Walkways shall provide convenient connections between buildings in multibuilding commercial, institutional, and industrial complexes. Walkways also shall provide access to existing and planned transit stops adjacent to the development site. Unless impractical, walkways should be constructed between a new development and neighboring developments.

There are man doors on the west and south sides of the building. They all connect to walkways. For the secure outdoor storage area, there is a man gate with control access with a walkway leading to the proposed S. 17th Street sidewalk.

Being surrounded by streets, connections to neighboring developments will be via the proposed street frontage improvements. Sidewalks will be added where they are absent along abutting streets.

Required walkways shall be paved with hard-surfaced materials such as concrete, asphalt, stone, brick, etc. Walkways shall be required to be lighted and/or signed as needed for safety purposes. Soft-surfaced public use pathways may be provided only if such pathways are provided in addition to required pathways.

All walkways are proposed to be concrete and lighting is proposed within the site. There is also street lighting in the area.

* * *

Signs: A sign reading “St. Helens Police” is proposed on the north elevation facing Columbia Boulevard.

St. Helens sign code breaks areas down into commercial or residential sign districts. The commercial sign district applies.

The wall mounted sign is a “wall sign” illuminated by an external light source. The application narrative discusses this sign. In addition, no external bracing, guy wires and other visible stabilization is allowed.

The sign appears to be a direct mount to the wall without external bracing.

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Solid Waste/Recyclables: Chapter 17.92 SHMC includes provisions for functional and adequate space for on-site storage and efficient collection of mixed solid waste and recyclables subject to pick up and removal by haulers.

Such is proposed. See application narrative.

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Site Development Review: See application narrative.

The whole block has been developed so there are no existing natural features to consider preserving.

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Conditional Use: Pursuant to SHMC 17.100.040:

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

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

(a) Does the site size and dimensions provide adequate area for the needs of the proposed use?

The proposal includes the needs of the police station with an outdoor storage/use area and surrounding abutting street parking to accommodate staff growth.

(b) Are the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features?

The proposal at the new location reinvigorates elements that have been in place since c. 1960.

Though, it has been used for other uses since as described above, this was the long-time location for PGE before CRPUD took over electric service after 1999 when PGE customers in St. Helens, Scappoose, and Columbia City voted to annex into the PUD. Per County Assessor records, the site was built in 1960.

Since 1960 the site has been through many eras of zoning. In 1958 it was zoned Light Industrial. Between 1978 and 2009 it was zoned General Commercial. In 2009 a

portion was zoned Houlton Business District, when this zone was first created. The entirety of the property was rezoned Houlton Business District earlier this year in 2025.

The original development was a fully developed block with a building more-or-less at the street right-of-way line of Columbia Boulevard, which vehicle access provided on streets other than Columbia Boulevard. There was associate fenced storage behind the building, with associated permitted landscaping.

These basic features will be retained for this development. Moreover, PGE was a civic use since they were a utility provider that benefited the public at large. Though the police do not provide a utility service, it is still a civic service for the public.

A building close to the street with careful treatment of outdoor storage are general elements of the HBD zone. So, this proposal honors past development and the HBD zone. Basically, this will be the 21st century version of this block updating the general characteristics born in the mid-20th century

This proposal also advances a pattern of civic (or civic-like) uses along Columbia Boulevard east of Columbia River Highway (US30). For example, starting along Columbia Boulevard by US30, moving eastward:

- Columbia County Chamber of Commerce at 2194 Columbia Boulevard
- Columbia Pacific Food Bank at 1421 Columbia Boulevard
- CRFR Fire Station at 105 S. 121th Street
- Lewis and Clark elementary school at 111 S. 9th Street
- Columbia Funeral Home at 681 Columbia Boulevard
- CRFR administration building at 270 Columbia Boulevard

The current Police Station is already in the Houlton area, though along S. 13th Street and separated from Columbia Boulevard. This proposal moves it to Columbia Boulevard, aligning with an established pattern.

C. 2020-2021 there was a process undertaken to determine the best site for the police station. It included 18 site scoring characteristics for the remaining four sites for consideration as follows:

1. Cost of Land / Site Development	10. Neighborhood Context
2. Size of Site	11. Positing Facility on Site
3. Shape of Site	12. Security
4. Potential for Multi-Use	13. Traffic Congestion
5. Public Access to Site – Vehicle	14. Expansion to Adjacent Sites
6. Public Access to Site – Transit	15. Proximity to Geographic Center
7. Public Access to Site – Ped/Bike	16. Current Ownership
8. Visibility and Prominence	17. Land Use
9. Proximity to Gov't Functions	18. Response Time

Based on a comprehensive scoring strategy the final four sites were scored and the subject property was the #1 site:

Task 3: Site Evaluations

RANKED: 1 - 4

(1: LEAST SUITED; 4: MOST SUITED)

	SITE 1: 1771 COLUMBIA BLVD	SITE 2: 1271 COLUMBIA BLVD	SITE 3: OLD PORTLAND ROAD	SITE 4: OREGON STREET
1. COST OF LAND / SITE DEVELOPMENTS	2	3	4	1
2. SIZE OF SITE	1	2	3	4
3. SHAPE OF SITE	4	3	1	2
4. POTENTIAL FOR MULTI-USE	2	3	1	4
5. PUBLIC ACCESS TO SITE - VEHICLE	4	3	2	1
6. PUBLIC ACCESS TO SITE - TRANSIT	4	3	2	1
7. PUBLIC ACCESS TO SITE - PEDESTRIAN/BICYCLE	4	3	2	1
8. VISIBILITY AND PROMINENCE	4	3	2	1
9. PROXIMITY TO GOVERNMENT FUNCTIONS	3	4	2	1
10. NEIGHBORHOOD CONTEXT	4	3	2	1
11. POSITIONING FACILITY ON SITE	3	2	1	4
12. SECURITY	4	3	2	1
13. TRAFFIC CONGESTION	3	2	4	1
14. EXPANSION TO ADJACENT SITES	3	2	1	4
15. PROXIMITY TO GEOGRAPHIC CENTER	4	3	2	1
16. CURRENT OWNERSHIP	1	2	4	3
17. LAND USE	3	4	2	1
18. RESPONSE TIME	3	2	4	1
ASSESSMENT SCORE	56	50	41	33
CUMULATIVE RANK (BASED ON ASSESSMENT SCORE)	1 st	2 nd	3 rd	4 th

Site #1 (1771 Columbia Boulevard) had a final score of 56, compared to other scores of 50, 41 and 33.

Past efforts emphasize the suitability determination of this site. Despite the outcome of this scoring, the city pursued Site #3. Note that Site # 3 had a score of 41; a value 26% substandard compared to Site #1. The land use entitlement attempt (Conditional Use Permit CUP.2.23) was denied by the Planning Commission and then approved by the City Council on appeal, but after an appeal to the Oregon Land Use Board of Appeals, the city withdrew the application, ceasing that effort in 2024.

It is arguable site #3 should not have been pursued, especially in retrospect, now that the city knows police leadership integrity at this time was suspect:

<https://www.opb.org/article/2025/02/06/former-st-helens-police-chief-investigation/>

<https://www.kptv.com/2025/02/07/former-st-helens-police-chief-faces-allegations-widespread-misconduct/>

<https://www.kgw.com/article/news/local/investigative-report-st-helens-police-chief-put-on-leave/283-785693b5-38d9-484b-8464-a87f144f71dc>

<https://www.oregonlive.com/crime/2025/02/police-chief-in-scandal-plagued-oregon-city-texted-porn-faked-records-mocked-colleagues-investigation-says.html>

<https://columbiacountyspotlight.com/2025/02/07/falsified-records-staff-feuds-how-former-st-helens-police-chief-left-a-department-in-turmoil/>

Despite a multi-year delay, Site #1, the documented most suitable site, is now the proposed site.

(c) Do all required public facilities have adequate capacity to serve the proposal?

The only deficiency is sanitary sewer. The city adopted a new **Wastewater Master Plan (WWMP)** in November 2021 that identifies undersized trunk lines already operating at or above capacity that this development would depend on. Sewer pipes are considered “at capacity” when peak flows exceed 85% of the full depth of the pipe in accordance with industry standards.

Pipeline surcharging occurs as flows exceed the capacity of a full pipe, causing wastewater to back up into manholes and services. In addition to potentially backing up into homes and health risks associated with sanitary sewer overflows, Oregon DEQ prohibits all sanitary sewer overflows and can fine cities for allowing such and has done so to other jurisdictions.

Given this issue, SHMC 17.152.090(4) must be considered:

Permits Denied. Development permits may be restricted by the commission or council (i.e., the applicable approval authority) where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

In this case, the site has been developed for decades and redevelopment of this site is approximately comparable to the proposed use as far as sanitary sewer usage. Thus, new sanitary sewer system impacts can be considered moot.

(d) Are the applicable requirements of the zoning district met except as modified by this chapter?

Zoning matters are described elsewhere herein and there is no conflict. SHMC 17.100.150 has additional requirements for certain conditional use types, but there are none related to the proposal.

(e) Are the supplementary requirements set forth in Chapter 17.88 SHMC, Signs; and Chapter 17.96 SHMC, Site Development Review, if applicable, are met?

Sign and Site Development Review matters are described elsewhere herein and there is no conflict.

(f) Will the use comply with the applicable policies of the comprehensive plan?

Applicable policies include:

- 19.08.020(3)(w): Support the revitalization of the Houlton business district.
- 19.08.020(3)(y): Enhance the aesthetic appeal, functionality, and economic vitality of key commercial corridors and districts through strategic public infrastructure investments and design standards.

This proposal will reinvigorate a block in the Houlton area with upgraded transportation facilities (i.e., frontage improvements), a pedestrian plaza at the intersection of an arterial and collector classified street, and overall improved aesthetics.

SHMC 17.100.040(3) provides “condition of approval guidance” as follows:

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

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

These are for the Commission’s consideration. **At a minimum, staff recommends a condition to allow the 8’ fence.**

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Accessory Structures: The applicant’s narrative mentions a concrete pad for a future conex box or similar. Conex boxes are storage containers per Chapter 17.124 SHMC as defined:

“Storage container” means any factory-built container or part thereof designed or used for freight or storage and includes, but is not limited to, Conex boxes and sea-land containers. Such containers are typically originally designed for transport, but when intended to be used in a fixed location for more than a year are considered accessory structures for the purposes of this chapter. Placement for less than a year is governed by Chapter 17.116 SHMC, Temporary Uses.

There are specific provisions for storage containers per SHMC 17.124.070(3) that apply to commercial and mixed-use zones (such as the HBD zone). Noteworthy at this point is that a paved level surface is required for conex boxes to be placed upon when used as buildings.

Additional permitting will be necessary when a conex box / building is proposed for this pad.

* * *

Tree Removal/Preservation: Chapter 17.132 SHMC addresses the preservation of trees with a diameter at breast height (DBH) >12 inches. Protection is preferred over removal per this Chapter and Site Development Review Chapter 17.96 SHMC.

There are five existing trees along Columbia Blvd all of which are proposed for removal. All are 12” or greater DBH. One of the trees could be considered >24” DBH if measured within 1’ below the fork per the definition of “DBH” under SHMC 17.132.020:

“DBH,” also known as “diameter at breast height,” shall mean the outside bark diameter of a tree measured four and one-half feet above the ground level on the uphill side of the tree. If a tree’s trunk is asymmetric, this measurement shall be the widest portion. If a tree begins to branch or fork below four and one-half feet, measurement may be taken no more than one foot below the branching point. For a leaning tree, measure four and one-half feet from the base of the tree in the direction of the lean. If a tree is multistemmed (i.e., splits into several trunks at or within one foot of ground level), the DBH is determined by measuring the widest stem.



Left: the largest of the remaining trees on the site. The measuring tape is out to four feet, so the fork is below the normal DBH 4.5’ measuring point.

This means the measurement needs to be taken at the widest point within 1’ of the fork. DBH at that point appears to exceed 24” DBH, triggering tree plan considerations.

Note that because the branching occurs several feet above ground level, it cannot be considered multistemmed for the purpose of measurement, in which case it would not exceed 24” DBH.

A tree plan can be required when there are more than 10 trees or any trees greater than 24" DBH. Though there are less than 10 trees, one of them appears to exceed 24" DBH.

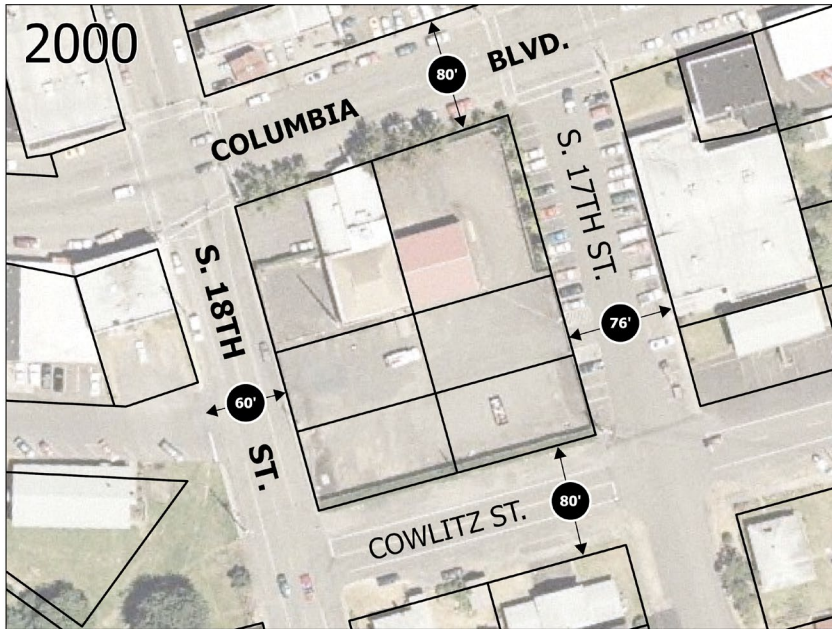
However, a tree plan can be considered unnecessary, because no tree is proposed to be kept (no protection plan needed) and loss of the five trees tree would require ten replacement trees (2:1 ratio replacement needed when there is retainage of less than 50% of trees) and more than 10 trees are proposed.

To honor this chapter, staff recommends a condition that the final plans have no less than 10 trees. Though, the plans show more than twice that amount, review of construction plans following land use entitlement could result in fewer trees if conflicts not previously identified become evident. Moreover, there are potential street tree conflicts with S. 18th Street as described herein.

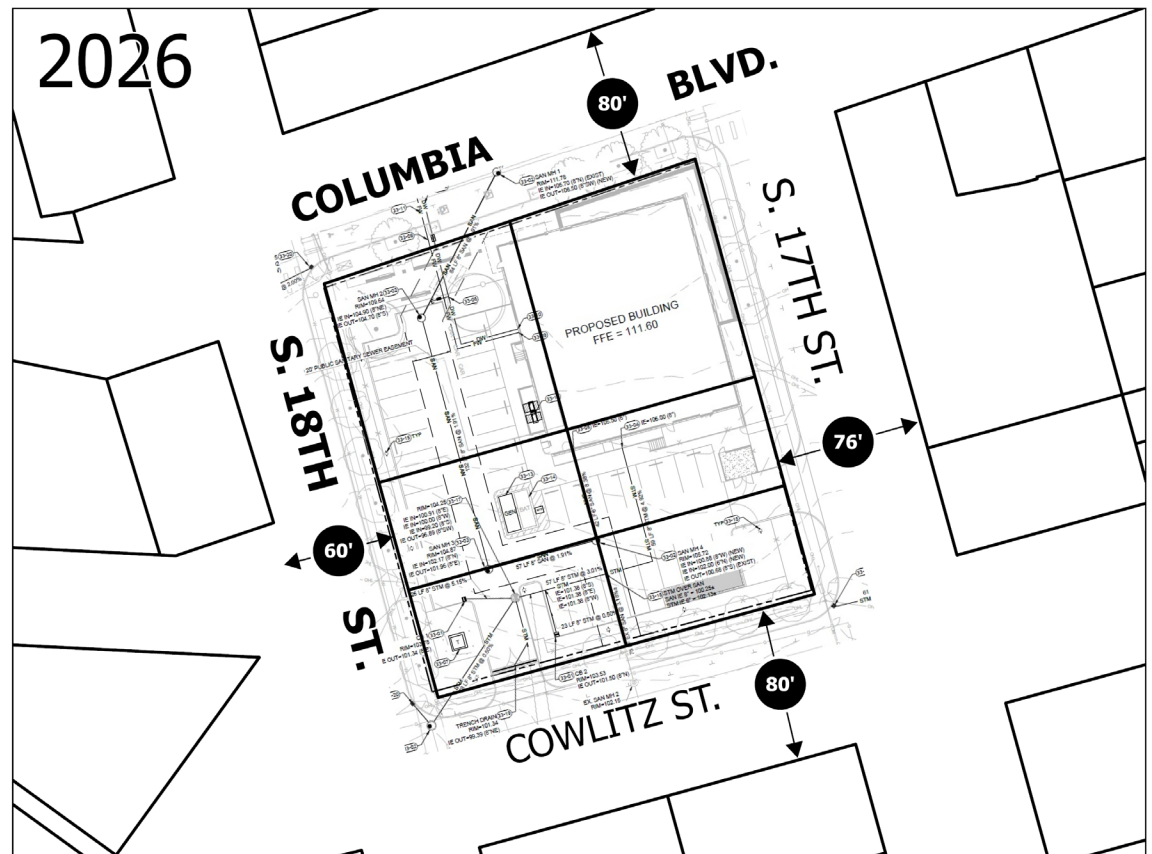
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Street/Right-of-Way Standards: All four sides of the block are proposed for new or redeveloped street frontage improvements. As summarized:

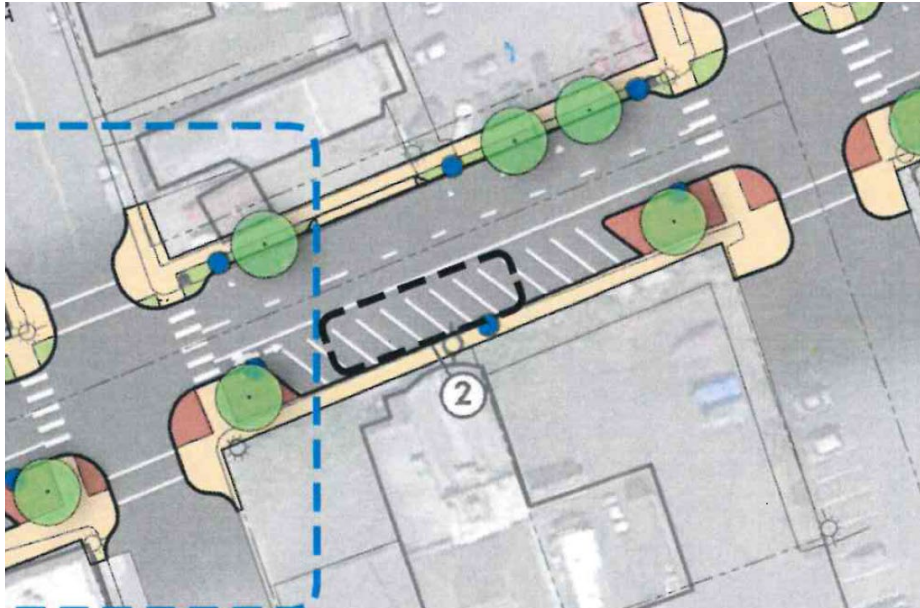
Street	Class	Standard	ROW Width	Developed to standard	Proposal
Columbia Blvd.	Minor Arterial	Corridor Plan / Minor Arterial (one way Uptown)	80' (meets minimum standard)	No; but intact curb and approx. 6' sidewalk. Old style concrete sidewalk ramp.	Build to Corridor Plan
S. 18 th Street	Collector	Basic TSP	60' (meets minimum standard)	No; but intact curb and approx. 4' wide sidewalk (narrow sidewalk!!)	Modified collector street standard
S. 17 th Street	Local	Basic TSP	76' (exceeds minimum 50' standard)	No; no sidewalk	Local street standard utilizing extra ROW width
Cowlitz Street	Local	Basic TSP	80' (exceeds minimum 50' standard)	No; no sidewalk	Local street standard utilizing extra ROW width



These two exhibits compare existing development and the proposal's development within abutting rights-of-way. Comparing the 2000 aerial photo (**left**) with the proposal (**below**), the back edge of the sidewalk is separated from the property line in the 2026 proposal example with additional landscaping area within the right-of-way.



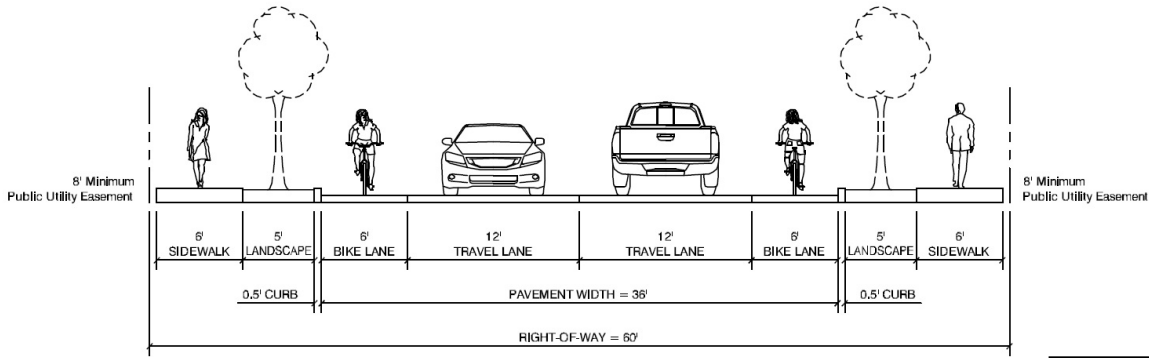
Notes about Columbia Boulevard: An excerpt from the Corridor Plan shows the general intent, subject to refinement with construction plan review.



Notes about S. 18th Street: A modified collector street is proposed. Normally, the cross section has a landscape strip with street trees between the curb and sidewalk. However, due to the location of a water line where the trees would normally go, the normal cross section will not work. **There are two possible options: rearrange the cross section or no trees.**

Rearranging the cross section would involve switching the landscape strip and sidewalk, making the sidewalk curb tight. This is depicted on the plan set submitted for this proposal. Having the landscape strip between the curb and sidewalk helps reduce level of street for sidewalk users along this collector street, so not having that is a consideration. However, trees behind the sidewalk would still be less than 10' from the water line, leaving the other option: keep the cross section as intended with the landscape strip between the street and sidewalk, but no trees. Lower lying and less impactful shrubs could be used, that may not provide shade, but still provide separation from the roadway for sidewalk users.

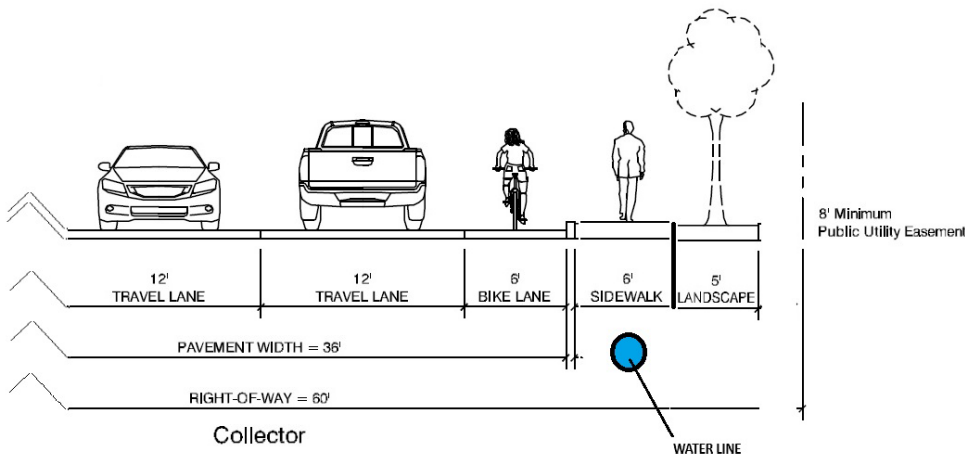
Does the commission have any recommendation?



Top Left: typical collector standard.

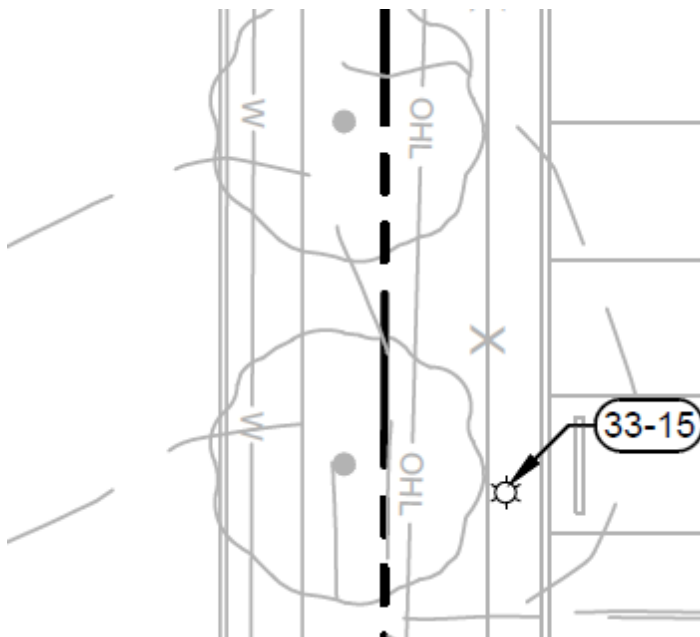
One option is to keep this standard but with no trees in the landscape strip.

This could enable less pavement / concrete cutting for waterline repairs.



Center Left: “rearranged” collector standard swapping the sidewalk and landscape strip, so the landscape strip is not directly atop the water line.

Sidewalk may still need to be cut/removed for water line repairs.



Bottom Left: Overhead view of the “rearranged” collector standard. The --w-- is the water line.

No cross section standard will perfectly fit all situations, thus SHMC 17.152.030(5)(b):

(b) Improvements to streets shall be made according to adopted city standards, unless the approval authority determines that the standards will result in an unacceptable adverse impact on existing development or on the proposed development or on natural features such as wetlands, steep slopes or existing mature trees. In approving an exception to the standards, the approval authority shall determine that the potential adverse impacts exceed the public benefits of the standards. In evaluating the public benefits, the approval authority shall consider the criteria listed in subsection (5)(a) of this section.

The noted criteria per (5)(a):

- (i) The type of road as set forth in Figure 19, Road Standards;
- (ii) Anticipated traffic generation;
- (iii) On-street parking needs;
- (iv) Sidewalk and bikeway requirements;
- (v) Requirements for placement of utilities;
- (vi) Street lighting;
- (vii) Drainage and slope impacts;
- (viii) Street tree location;
- (ix) Planting and landscape areas;
- (x) Safety for motorists, bicyclists, and pedestrians; and
- (xi) Access needs for emergency vehicles;

Considerations for the Commission regarding the appropriate street frontage improvements for S. 18th Street at least includes utilities, street tree location and safety of pedestrians.

Notes about S. 7th and Cowlitz Street: The rights-of-way are wider than the minimum standard. Much of this extra right-of-way will be landscaping paired with landscaping within the boundary of the site. For example, there will be close to 20' wide swath of landscaping behind the sidewalk along S. 17th Street. Half of this will be within the property line and the other half within right-of-way.

* * *

Utility Standards:

Water: There is a city water main along three sides of the property: S. 18th Street, Columbia Boulevard and S. 17th Street.

Sanitary Sewer: There is a sanitary sewer main that crosses through the center of the block that will need to be relocated (with a new utility easement) to avoid it being under the new building.

Storm Sewer: This site has been predominately hard surfaced for decades. This proposal will increase the impervious area within the property boundary and adjacent rights-of-way. However, per the geotech report, infiltration is not feasible for the site.

Based on the preliminary drainage report and plans, stormwater is intended to be managed with catch basins and trench drain leading to a PerkFilter® manhole near the proposed Cowlitz Street access.

Other: Utilities are normally supposed to be underground. There is existing above ground infrastructure on all four sides of the property. Overhead utilities may be used provided no new poles are necessary.

* * *

Traffic Impact Analysis: No traffic impact analysis is warranted. See attached traffic analysis review memo dated November 12, 2025.

* * * *

CONCLUSION & RECOMMENDATION

Based on the facts and findings herein, if the Planning Commission approves this Conditional Use Permit (and Sign Permit), staff recommends the following conditions:

1. This **Conditional Use Permit** approval is valid for a limited time (to establish the use) pursuant to SHMC 17.100.030. This Conditional Use Permit approval is valid for 1 year. A 1-year extension is possible but requires an application and fee. If the approval is not vested within the initial 1 year period or an extension (if approved), this is no longer valid and a new application would be required if the proposal is still desired. See SHMC 17.100.030.
2. The following shall be required prior to any development or building permit issuance:
 - a. Final plans as submitted with any development or building permit(s) for private and/or public improvements shall comply with the plans submitted with this application with the following additions and/or corrections:
 - i. All street trees shall be “small” per Chapter 17.72 SHMC unless overhead power will be undergrounded. Undergrounding of existing overhead utilities is not a mandate of this land use entitlement. Tree spacing and other location requirements per 17.72.035(2)(d)-(l) shall be met.
 - ii. The total tree count including those within the right-of-way and within the property shall not be less than 10. This condition is not intended to preempt other city regulations (e.g., street tree spacing/quantity) that could result in more trees. However, in no case shall there be less than 10.
 - iii. As per condition 5.
 - iv. *[What is the Commission’s recommendation for S. 18th Street’s frontage improvements, if any? This is the placeholder for that]*
 - b. An Erosion Prevention and Sediment Control (EPSC) Permit shall be obtained from City Engineering before any ground disturbance.

- c. A final drainage and stormwater plan certified by a registered professional engineer shall be submitted that addresses any increase in runoff from the site and how the potential impacts will be mitigated.
3. The following shall be required **prior to** Certificate of Occupancy by the City Building Official or commencement of use:
 - a. All private and public improvements necessary to address the requirements herein shall be in place.
 - b. New easement for relocated sanitary sewer within the subject property shall be recorded.
4. **8' high fence as proposed may be allowed. *[this assumed the Commission is ok with this]***
5. Service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area shall be screened, **regardless if such screening is absent on any plan reviewed by the City. This includes but is not limited to ground mounted, roof mounted or building mounted units.** See SHMC 17.72.110(2).
6. Any new utilities shall be underground. Existing overhead utilities may remain above ground provided there are no new poles.
7. As no specific storage building (e.g., conex box) is proposed within the fenced area as part of this CUP, additional permitting will ne necessary if and when such is proposed.
8. No plan submitted to the City for approval shall contradict another.
9. Owner/applicant and their successors are still responsible to comply with the City Development Code (SHMC Title 17).

Attachment(s):

- Application narrative
- Preliminary drainage report (excludes appendices, which are in the record)
- Traffic analysis memo (excludes attachments, which are in the record)
- Violation correspondence:
 - Email to Wayne Weigandt dated September 24, 2021 re 1771 Columbia Boulevard use
 - Letter to Wayne Weigandt dated May 15, 2015 re 1771 Columbia Boulevard use
- Plan set
- Sightline diagrams (building elevations)
- Renderings—Columbia Boulevard

Including city staff comment (red).

Conditional Use Permits includes Site Development Review criteria, which this narrative addresses.

***SITE DEVELOPMENT
REVIEW, SIGN PERMIT**

To

City of St. Helens

For

St. Helens Police Station
1771 Columbia Boulevard

Dated

November 14, 2025

Project Number

2210310.11

***Conditional Use Permits
include Site Development
Review criteria.**



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EXHIBITS

1. Application Form
2. Plan Set
3. Preliminary Stormwater Report
4. Traffic Impact Analysis Review
5. Sightline Diagrams

I. PROJECT SUMMARY

Applicant: City of St. Helens
Attention: John Walsh, City Administrator
265 Strand Street
St. Helens, OR 97051
(503) 397-6272

Owner: 1771 Columbia Boulevard LLC
310 Riverside Drive
St. Helens, OR 97051

Site Address: 1771 Columbia Boulevard

Tax Lots: 4N1W-4CA-21400
4N1W-4CA-20900
4N1W-4CA-21300
4N1W-4CA-21200
4N1W-4CA-21000
4N1W-4CA-21100

Site Acreage: Approximately 1.01 AC

Zoning: Houlton Business District (HBD)

Adjacent Zoning: North, west, and east: Houlton Business District (HBD)
South: General Residential (R5)

Comprehensive Plan: General Commercial (GC)

Existing Structures: Commercial building **with fenced area** (to be removed with the proposed development)

Request: Site Development Review **(as part of Conditional Use Permit)**
Sign Permit

Project Contact: Mackenzie
Att: Sid Hariharan Godt, Land Use Planner
sh@mcknze.com
1515 SE Water Avenue, Suite 100
Portland, OR 97214
503.224.9560

II. INTRODUCTION

Description of Request

The applicant is seeking Site Development Review and a Sign Permit for the City of St. Helens' new police station, with associated parking, landscaping, and site improvements. **Site Development Review aspects are required to be addressed with Conditional Use Permits; this narrative addresses the Site Development criteria related to the Conditional Use Permit or the police station at 1771 Columbia Boulevard.**

Site and Surrounding Land Use

The site is approximately 1.01 acres (AC) and consists of one (1) full block, made up of six (6) tax lots as shown in Figure 1 below. The site is currently occupied by a small commercial building **with fenced area** which will be removed with the proposed development.

The site is zoned Houlton Business District (HBD). The properties to the north, west, and east of the site (across abutting roadways) are also zoned HBD and include a variety of uses, such as retail, dining, office, and auto repair. The property to the south of the site, across Cowlitz Street, is zoned General Residential (R5) and is used for single-family dwellings.

According to the City of St. Helens Transportation System Plan (TSP), Columbia Boulevard, to the north of the site, is classified as a Minor Arterial Street and has specific streetscape designs detailed in the City's 2015 Corridor Master Plan. S 18th Street, to the west, is classified as a Collector Street. S 17th Street to the east and Cowlitz Street to the south are both classified as Local Streets.

No floodplain or wetlands are present on this site.

Description of Proposed Development

The City of St. Helens is proposing an approximately 11,000 square foot (SF) police station with associated parking, landscaping, and site improvements.

The proposed one-story building will be in the northeast portion of the block, with the main public building entrance and a public plaza will be located along Columbia Boulevard. Plaza amenities include basalt boulders, seat walls, bike racks, and benches. Secure parking will be provided on site and vehicle access to the secured (fenced) parking will be from Cowlitz Street and S 17th Street. Public parking will be provided by new and replaced on-street parallel parking spaces on Columbia Boulevard, S 17th Street, and Cowlitz Street.

Frontage improvements on all four (4) abutting streets (Columbia Boulevard, S 17th Street, Cowlitz Street, and S 18th Street) are proposed. The frontage improvements on Columbia Boulevard are designed to meet the 2015 Corridor Master Plan standard. The improvements on S 17th Street, Cowlitz Street, and S 18th Street are designed to meet City standards, **generally, with some modification to S. 18th Street.**

As part of the site improvements, an existing public sanitary sewer main through the property will be relocated to accommodate the footprint of the police building. A public sanitary sewer easement and access easement will be granted to the City. The attached preliminary site plan (Sheet C1.10 in Exhibit 2) shows the proposed building, landscaping, and site improvements. The project will connect to an existing water main in Columbia Boulevard. Stormwater will be handled through a catch basin filter and routed to

a public stormline. Notably, with the redevelopment of the site, there is a reduction of approximately 5,900 SF in impervious area compared to the existing conditions.



Figure 1: Aerial Image – Project Site

III. ST. HELENS COMMUNITY DEVELOPMENT CODE NARRATIVE AND COMPLIANCE

The following narrative addresses the specific approval criteria and development guidelines and standards which apply to this application. In the sections below, applicable approval standards from the St. Helens Community Development Code (CDC) are shown in *italics*, while responses are shown in a standard typeface.

Chapter 17.32 Zones and Uses

17.32.180 Houlton Business District (HBD)

- (4) *Standards Applicable to All Uses. In the HBD zone, the following standards and special conditions shall apply and shall take precedence over any conflicting standards listed in this code:*

(a) *The maximum building height shall be 45 feet.*

Response: As shown on Sheet A2.10 of Exhibit 2, the proposed building height is approximately 18'. This standard is met.

(b) *The maximum lot coverage including all impervious surfaces shall be 90 percent.*

Response: As shown on the site plan on Sheet C1.10 of Exhibit 2, the proposed building area is 11,133 SF (25.4% of the site) and the proposed paved area is 26,872 SF (61.2% of the site). Combined, the impervious area is 38,005 SF or 86.6% of the site. The proposed landscape area is 5,897 SF or 13.4% of the site. **There is about 10% of landscaping area within the boundary of the property (not within street right-of-way), where the minimum area needs to be met**

(c) *The maximum front yard setback shall be zero feet. The maximum setback may be increased with the condition that 100 percent of the increased setback is used for pedestrian amenities with the building use, such as patio dining for restaurant, sidewalk cafe, plaza, or courtyard.*

Response: Per staff's interpretation, Columbia Boulevard is considered the "front" of the site, since it is a minor arterial and a higher functional class than the other abutting streets. **See staff report.** The proposed police station includes a paved public plaza in the northwest corner of the site. The public plaza contains basalt boulders, seat walls, bike racks, and benches as shown on Sheet L1.10 of Exhibit 2. For building security, the building is set back 7'-9' (as measured at the building's entrance). In response to this necessary building design, basalt boulders are provided between the building and the property line, as shown on Sheet L1.10 of Exhibit 2, as a method of building armament. East of the building entrance, a masonry wall is proposed with a zero-foot setback at the property line, serving as a natural extension of a building element at the property line. This standard is met.

(l) *Except for subsection (4)(k) of this section, new development shall meet required on-site parking requirements with credit, on a one-for-one basis of parking spaces in rights-of-way abutting the site. On-street parking (in rights-of-way) shall be based upon parallel parking or existing and fractions do not count. Moreover, parking standards shall be for normal sized vehicles, for the purpose of the parking credit.*

Response: As explained in response to Chapter 17.80 (Off-Street Parking and Loading Requirements), this standard is met.

- (5) *Special Conditions Permitted and Conditional Uses.*

(a) *Outdoor storage of goods and materials must be screened.*

Response: An outdoor storage area is proposed in the southern portion of the secure parking area, as shown on Sheet C1.10 of Exhibit 2. As part of this project, a concrete pad for a future CONEX box (or similar) is provided for storage. The secure parking area is screened by an 8' chain link fence with slats, as shown on Sheets C1.10 and Sheet L5.10 of Exhibit 2. This standard is met. **Note that businesses with outdoor storage in the HBD zone are conditionally permitted.**

Chapter 17.52 Environmental Performance Standards

17.52.030 Noise.

For the purposes of noise regulation, the provisions of St. Helens Ordinance 2405 (Chapter 8.16 SHMC), or successive ordinances governing noise, shall apply as the standard.

Response: SHMC Chapter 8.16.040(2) provides an exception for sound caused by emergency vehicles and apparatus, as may occur as part of the proposed use of a public safety facility. This standard is met.

17.52.080 Insects and rodents.

All materials including wastes shall be stored and all grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.

Response: Waste materials will be properly stored in a trash enclosure, in compliance with SHMC Chapter 17.92, to discourage insects and rodents as shown on Sheet A1.10 of Exhibit 2. This standard is met.

Chapter 17.72 Landscaping and Screening

17.72.110 Screening – Special provisions.

(1) Screening of Parking and Loading Areas.

- (a) *Screening of parking for single and duplex attached and detached dwellings is not required.*
- (b) *Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:*
 - (i) *Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters. Berms, planters, and other forms of vegetative landscaping are permitted for screening that fronts US 30. Walls are prohibited for screening that fronts US 30;*
 - (ii) *Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way; and*
 - (iii) *Materials to be installed should achieve a balance between low-lying and vertical shrubbery and trees.*

Response: The proposed secure parking area has more than three (3) parking spaces. The site does not abut US 30. The western, southern, and eastern sides of parking area is surrounded by an 8' chain link fence with slats, as shown in Exhibit 5 and L1.10 of Exhibit 2, which provides screening for wall mounted mechanical equipment. The parking area is screened from the public plaza and Columbia Boulevard by an 8' Sleafence privacy fence as noted on Sheets L1.10 and L5.10 of Exhibit 2. This standard is met.

(2) Screening of Service Facilities. *Except for single-dwelling units and duplexes, service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area shall be screened from view by placement of a solid wood fence or masonry wall between five and eight feet in height or*

evergreens already to correct height minimums. All refuse materials shall be contained within the screened area. Rooftop service facilities and equipment shall be screened from view from adjacent streets and adjacent properties in one of the following ways:

- (a) A parapet wall of adequate height;*
- (b) A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or*
- (c) Set back such that it is not visible from the public street(s) and adjacent properties.*

Response: Along the west side of the building, sightlines to the wall and ground mounted mechanical equipment will be interrupted by the 8' chain link fence with slats as shown in Exhibit 5. Rooftop mechanical units will not be visible from abutting public streets or adjacent properties as shown in Exhibit 5. This standard is met.

- (4) Screening of Refuse Containers Required. Except for one- and two-unit dwellings, any refuse container or refuse collection area which would be visible from a public street, parking lot, residential or commercial area, or any public facility such as a school or park shall be screened or enclosed from view by placement of a solid wood fence, masonry wall or evergreen hedge.*

Response: Refuse containers are proposed to be screened from view by a 6' chain link fence with slats as shown on Sheet C1.10 of Exhibit 2. The introduction of a different type of screening material would detract from a consistent fencing appearance around the secure parking area. This standard is met.

- (5) Outdoor storage areas shall be landscaped and screened in accordance with SHMC 17.72.080(5)(a) through (c).*

Response: An outdoor storage area is proposed in the southern portion of the secure parking area as indicated on Sheet C1.10 of Exhibit 2. The secure parking area is screened by an 8' chain link fence with slats and Sleekfence privacy fence, as shown on Sheet C1.10 of Exhibit 2. This standard is met.

17.72.140 Interior parking lot landscaping.

- (1) All parking areas with more than 20 spaces shall provide landscape islands with trees that provide a canopy effect and break up the parking area into rows of not more than seven contiguous parking spaces.*
- (2) Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than six feet, to ensure adequate soil, water, and space for healthy plant growth.*
- (3) All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.*

Response: The proposed on-site parking is for fleet/staff vehicle parking. For a police department site, security is key and a component of that is secure parking for police fleet vehicles and commuting vehicles of officers and staff. The proposed on-site secure parking area features a remotely operated access gates, an 8' tall perimeter security fence, and restricted access for authorized personnel only. To support site security and limit access, no interior parking lot landscaping is proposed as frequent or unsupervised access by maintenance crews would create a security risk. The secure parking area is obscured from view by the proposed 8' chain link fence with slats as shown on Sheet C1.10 of Exhibit 2. The parking area is not open to use by the general public so presence of interior parking lot landscaping will not provide benefit to the general public, and the security fence provides the appropriate screening. At the northern end of the parking area, two (2) trees are proposed to provide canopy over the public plaza. The landscaping around the tree bases will be a creeping bramble, which does not require frequent maintenance. Although these trees are within the parking area, they are not intended to be parking lot

landscape trees. Accordingly, the applicant requests that the Planning Commission deem this standard inapplicable to the secure parking area. **This should be considered an outdoor storage area for screening purposes rather than a parking lot.**

- (4) *The landscaping shall be protected from vehicular damage by some form of wheel guard or curb permanently fixed to the ground.*

Response: As shown on Sheet C1.10 and C5.10 of Exhibit 2, vertical curbs protect the trees and ground cover at the north end of the parking lot. No other landscaping is proposed for the interior of the parking area as discussed above. This standard is met.

Chapter 17.80 Off-Street Parking and Loading Requirements

17.80.020 General provisions.

- (1) *Parking Dimensions. The minimum dimensions for parking spaces are:*

- (a) *Nine feet wide and 18 feet long for a standard space;*
- (b) *Eight feet wide and 15 feet long for a compact space;*
- (c) *Eight feet wide and 22 feet long for parallel spaces;*
- (d) *As required by applicable state of Oregon and federal standards for designated disabled person parking spaces; and*

Response: As shown on Sheet C1.10 of Exhibit 2, all vehicle spaces meet the minimum parking dimension for standard spaces. Accessible parking spaces are provided as on-street spaces, as shown on Sheet C1.10 of Exhibit 2. The accessible on-street parking spaces meet the dimensions as outlined in the Oregon Structural Specialty Code. This standard is met.

- (11) *Availability of Parking Spaces. Required parking spaces shall:*

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

Response: Due to the nature of the police operations, only a secure staff/fleet vehicle parking area is proposed on-site. Public on-street parking will be provided on Columbia Boulevard, S 17th Street, and Cowlitz Street, as shown on Sheet C1.10 of Exhibit 2. The proposed parking spaces will be used for parking of vehicles and not storage of materials. The required parking spaces will not be rented, leased, or assigned to another person or organization. This standard is met.

- (12) *Parking Lot Landscaping. Parking lots shall be landscaped in accordance with the requirements in Chapter 17.72 SHMC.*

Response: The applicant requests that the Planning Commission deem this standard inapplicable to the secure parking area for the reasons outlined in the response to Section 17.72.140(1).

- (13) *Designated Parking for the Handicapped. All parking areas shall be provided with the required numbers and sizes of disabled person parking spaces as specified by applicable state of Oregon and federal standards. All disabled person parking spaces shall be signed and marked on the pavement as required by these standards.*

Response: As shown on Sheet C1.10 of Exhibit 2, the applicant proposes two (2) on-street accessible parking spaces that meet the applicable Oregon and federal standards. The accessible spaces are signed and marked on the pavement as shown on Sheet C1.10 of Exhibit 2. This standard is met.

(15) *Bicycle Parking.*

- (a) *One lockable bicycle parking space shall be provided within a rack for the following:*
 - (ii) *Commercial development: 10 percent of vehicular parking spaces;*
 - (iii) *Civic uses: 20 percent of vehicular parking spaces; and*
 - (iv) *Industrial development: five percent of vehicular parking spaces;*
- (b) *Bicycle parking areas shall be provided at locations within 50 feet of primary entrances to structures. Where possible, bicycle parking facilities shall be placed under cover. Bicycle parking areas shall not be located within parking aisles, landscape areas, or pedestrian ways; and*

Response: Per discussion with City staff, the applicant understands that the bicycle parking requirement for the Public Safety use (police station) is based on the proposed number of required visitor parking spaces and is not affected by the capacity of the secure vehicle area. As two (2) visitor parking spaces are required, at least one (1) bicycle parking space is required. As shown on Sheet L1.10 of Exhibit 2, four (4) bicycle parking spaces (two (2) bicycle racks) are provided in the public plaza. This standard is met.

(16) *Lighting. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to direct the light away from any adjacent residential district, and shall not create a hazard for drivers in public streets.*

Response: As shown in the exterior lighting plans (Sheet E0.02-E0.11 of Exhibit 2), the lighting proposed in vehicle areas will be directed internally to the subject site and away from abutting uses and public streets. This standard is met.

(22) *On-Street Parking. Parking spaces in a public street or alley shall not be eligible as fulfilling any part of the parking requirement except as otherwise provided in this code.*

Response: Per discussion with City staff and as directed in the Pre-Application meeting, on-street parking will be allowed to fulfill visitor parking requirements for this use due to the unique use of the site, urban context, and necessity for off-street secure parking. As part of the proposed public improvements, 17 on-street parking spaces will be provided on Columbia Boulevard, S 17th Street, and Cowlitz Street, as shown on Sheet C1.10 of Exhibit 2.

(23) *Preferential Long-Term Carpool/Vanpool Parking. Parking lots providing in excess of 20 long-term parking spaces shall provide preferential long-term carpool and vanpool parking for employees, students, or other regular visitors to the site. At least five percent of total long-term parking spaces shall be reserved for carpool/vanpool use. Preferential parking for carpools/vanpools shall be closer to the main entrances of the building than any other employee or student parking, other than disabled person parking spaces. Preferential carpool/vanpool parking spaces shall be full size parking spaces. Preferential carpool/vanpool spaces shall be clearly designated for use only by carpools or vanpools between 7:00 a.m. and 5:30 p.m.*

Response: The secured parking lot has 42 parking spaces; therefore, this standard is applicable. Two (2) parking carpool/vanpool use parking spaces are required. As shown on Sheet C1.10 of Exhibit 2, three (3) carpool/vanpool parking spaces are provided in the secured parking lot area. This standard is met.

17.80.030 Minimum off-street parking requirements.

(2) *Civic.*

- (h) *Public safety services – one space for every employee of the largest shift plus one space per 350 square feet of gross floor area accessible to the public or other nonemployee use.*

Response: The proposed development is classified as a public safety service. For public safety services, one (1) space for every employee of the largest shift is required. The weekday day shift is expected to

have the highest employee count for the police station and is assumed to be 12 of the 27 total employees; therefore, at least 12 spaces are required in the secure lot. Additionally, the proposed police station will have limited public serving functions (approximately 530 SF, requiring two (2) spaces based on one (1) space per 350 SF and anticipated need). As part of the proposed improvements, the applicant is providing 17 on-street parking spaces. This standard is met.

17.80.050 Parking dimension standards.

(12) *Wheel Stops. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located three feet back from the front of the parking stall. The front three feet of the parking stall may be concrete, asphalt or low-lying landscape material that does not exceed the height of the wheel stop. This area cannot be calculated to meet landscaping or sidewalk requirements.*

Response: As shown on Sheets C1.10 of Exhibit 2, curbs are provided along the parking stalls on the western side of the north-south drive aisle, and the parking stalls on the southern side of the east-west drive aisle. For parking spaces that abut the building walkway, wheel stops are provided as shown on Sheets C1.10 of Exhibit 2. This standard is met.

Chapter 17.84 Access, Egress, and Circulation

17.84.040 Public street access.

(1) *All vehicular access and egress as required in SHMC 17.84.070 and 17.84.080 shall connect directly with a public or private street approved by the city for public use and shall be maintained at the required standards on a continuous basis.*

Response: The proposed development accesses S 17th Street and Cowlitz Street. This standard is met.

(7) *Development Fronting onto an Arterial Street.*

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

Response: The proposed non-residential development takes access from S 17th Street (Local classification) and Cowlitz Street (Local classification). No access is proposed from Columbia Boulevard (Minor Arterial classification). This standard is met.

(8) *Number of Access Points. All access points, including additional ones as noted below, are subject to the access spacing standards in subsection (5) of this section and all other provisions of this chapter. Specific standards based on use are as follows:*

(c) *The number of street access points for multiple dwelling unit residential, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the streets, bikeways, sidewalks, etc. for all users. Shared access may be required, in conformance with subsection (9) of this section, in order to maintain the required access spacing, and minimize the number of access points.*

Response: As shown on Sheet C1.10 of Exhibit 2, two (2) access points are proposed. As explained in the Trip Generation Letter (Exhibit 4), access spacing standards are met. Shared access is not proposed, nor feasible for this public safety facility. The number of provided driveways is minimized to protect function, safety, and operation of the streets, bikeways, and sidewalks for all users. This standard is met.

17.84.050 Required walkway location.

- (1) *Walkways shall extend from the ground floor entrances or from the ground floor landing of stairs, ramps, or elevators of all commercial, institutional, and industrial uses, to the streets which provide the required access and egress. Walkways shall provide convenient connections between buildings in multibuilding commercial, institutional, and industrial complexes. Walkways also shall provide access to existing and planned transit stops adjacent to the development site. Unless impractical, walkways should be constructed between a new development and neighboring developments.*

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 2, the building entrance is accessible from the public sidewalk on Columbia Boulevard via the public plaza. Additionally, person doors access the employee-only walkway abutting the western and southern facades of the building, providing employee access from S 17th Street via a person gate. This standard is met.

Chapter 17.88 Signs

17.88.060 Commercial/industrial sign district.

In addition to the temporary and permanent signage allowed without permits, the following signage is allowed subject to the requirements of this chapter:

- (1) *Permitted Sign Types, Number, and Area. Signs within the commercial/industrial sign district are limited as follows and require the issuance of permits under SHMC 17.88.130.*
 - (c) *Wall Signs. For a principal use, the total sign face area for all building-mounted wall signs, including multiple signs for multiple tenants, shall not exceed eight percent of the building elevation area on the primary frontage, with a maximum individual sign face area of 120 square feet. Where the use has multiple building frontages, the total signage area on secondary building frontages shall not exceed six percent of the building elevation area, with a maximum individual sign face area of 60 square feet. However, if the building elevation area on a frontage exceeds 5,000 square feet, the maximum individual sign area may increase to 199 square feet.*

Response: As shown on Sheets A2.10 and A2.11 of Exhibit 2, the proposed wall sign area does not exceed 8% of the building elevation area on the primary frontage or the maximum individual sign face area of 120 SF. This standard is met.

- (3) *Illumination. Illumination of signs within the commercial/industrial sign district shall meet the standards contained in this chapter.*

Response: As shown on Sheets E0.02 and E0.10 of Exhibit 2, the building wall sign will be illuminated.

17.88.090 Wall signs.

- (1) *A wall sign shall not project more than 12 inches from the wall to which it is attached. A wall sign located on an alley frontage shall not project more than 12 inches from the wall to which it is attached and shall have 15 feet of clearance.*

Response: As shown on Sheet A2.11 of Exhibit 2, raised building signage is proposed. The building signage will not project more than 12" from the wall to which it is attached. This standard is met.

- (2) *A wall sign shall not project above the roof line, or top of the parapet wall, whichever is higher.*

Response: As shown on Sheets A2.10 and A2.11 of Exhibit 2, the proposed wall sign(s) do not project above the roof line. This standard is met.

17.88.125 Illumination – General restrictions.

- (2) *Regardless of the maximum wattages or milliamphere rating capacities allowable under this chapter, no light source shall create an unduly distracting or hazardous condition to a motorist, pedestrian or the general public. Lighted signs shall be placed, shielded or deflected so as not to shine into residential dwelling units or structures, or impair the road vision of the driver of any vehicle.*

Response: Signage lighting will be directed at the building signage, away from the roadway. A condition of approval would ensure compliance with this standard.

- (3) *External light sources for a sign shall be directed and shielded to limit direct illumination of any object other than the sign.*

Response: As indicated on Sheets E0.02 and E0.10 of Exhibit 2, the sign lighting will be oriented at the signage to limit illumination of any object other than the sign. This standard is met.

- (5) *The illumination of signs shall comply with the following standards:*

- (a) *No exposed reflective type bulb, PAR spot or incandescent lamp, which incandescent lamp exceeds 25 watts, shall be exposed to direct view from a public street or highway, but may be used for indirect light illumination of the display surface of a sign.*

Response: The site is in a commercial sign district. As shown on Sheets E0.02 and E0.10 of Exhibit 2, the sign lighting includes luminaries with a maximum input of 25W. This standard is met.

Chapter 17.92 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Nonresidential Buildings

17.92.060 Location, design and access standards for storage areas.

- (2) *Location Standards.*

- (a) *To encourage its use, the storage area for source-separated recyclables shall be collocated with the storage area for residual mixed solid waste;*

Response: The applicant proposes to collocate the recyclables and mixed solid waste storage area, in conformance with this standard. This standard is met.

- (b) *Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements;*

Response: The mixed solid waste and recycling storage area is compliant with Fire Code requirements. No structure is proposed for the trash enclosure area. See Sheet A1.10 of Exhibit 2 for trash enclosure details. This standard is met.

- (c) *Storage area space requirements can be satisfied with a single location or multiple locations, and can combine both interior and exterior locations;*

Response: The applicant is proposing one (1) waste storage area for the site, for the storage of both mixed solid waste and recyclables, consistent with the standards of this subsection. This standard is met.

- (d) *Exterior storage areas can be located within side yard or rear yard areas, but not within exterior side yards (on corner lots). Exterior storage areas shall not be located within a required front yard setback or in a yard adjacent to a public or private street;*

Response: The proposed waste and recycling enclosure is not located within a required front setback. As shown on Sheet C1.10 of Exhibit 2, the trash enclosure is located approximately 20' from the site's frontage on S 17th Street. As the site is bordered on all sides by public streets, the trash enclosure needs to be located on the perimeter of the site for hauler access. The trash enclosure has been located based on coordination with City staff and the waste hauler. **There is no side yard (setback) requirement that applies in this case.**

- (e) *Exterior storage areas shall be located in central and visible locations on a site to enhance security for users;*

Response: The mixed solid waste and recycling storage enclosure is located outside the secure staff/fleet vehicle parking area (but accessible from the secure vehicle parking area via person gate). The location of the trash enclosure allows for visibility to maintain security. This standard is met.

- (f) *Exterior storage areas can be located in a parking area, if the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage. Storage areas shall be appropriately screened according to the provisions in subsection (3) of this section, Design Standards; and*

Response: The proposed trash enclosure, as shown on Sheet C1.10 of Exhibit 2, is located adjacent to a paved vehicle area near the parking area. The storage area is screened according to the provisions of subsection (3), as described below. Elevations of the trash enclosure are provided on Sheet A2.10 of Exhibit 2. This standard is met.

- (g) *The storage area shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.*

Response: The waste and recycling storage enclosure is accessible to collection vehicles without requiring backing out of the driveway as the receptacle will be rolled out to the service vehicle on S 17th Street, loaded, and then returned to the enclosure. This standard is met.

(3) *Design Standards.*

- (a) *The dimensions of the storage area shall accommodate containers consistent with current methods of local collection;*

Response: The proposed mixed solid waste and recyclables enclosure will have minimum dimensions of approximately 13'-9" by 11'-4", making it capable of housing the proposed two-yard commercial dumpster and two (2) one-yard recycle bins. The opening will be 10' wide as shown on Sheet A1.10 of Exhibit 2. This standard is met.

- (b) *Storage containers shall meet Uniform Fire Code standards and be made and covered with waterproof materials or situated in a covered area;*

Response: The storage containers and attached covers are made of waterproof materials and are in conformance with Fire Code requirements. Further details will be provided at time of permit.

- (c) *Exterior storage areas shall be enclosed by a sight-obscuring fence, wall, or hedge at least six feet in height. Gate openings which allow access to users and haulers shall be provided.*

Gate openings for haulers shall be a minimum of 10 feet wide and shall be capable of being secured in a closed and open position; and

Response: The mixed solid waste and recycling storage enclosure will be enclosed by 6' chain link fence with slats, and two (2) 5' wide sight-obscuring gates facing the driveway. The gates can be secured in an open or closed position. Details of the proposed enclosure are on Sheets A1.10 and A2.10 of Exhibit 2. This standard is met.

(d) Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.

Response: The waste enclosure will be labeled to indicate acceptable materials, in conformance with this subsection. This standard is met.

(4) Access Standards.

(a) Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day, and to collection service personnel on the day and approximate time they are scheduled to provide collection service;

Response: The proposed mixed solid waste and recycling storage enclosure is located outside the secure area and is accessible to users and collection service personnel. This standard is met.

(b) Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of 10 feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered; and

Response: As shown on Sheets C1.10 and A1.10 of Exhibit 2, the proposed waste and recycling storage enclosure is accessible to collection trucks and equipment and has an opening of 10' wide and at least 8' of vertical clearance. This standard is met.

(c) Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion

Response: The waste and recycling storage enclosure is accessible to collection vehicles without requiring backing out of the driveway as the receptacle will be rolled out to the service vehicle on S 17th Street, loaded, and then returned to the enclosure. This standard is met.

Chapter 17.96 Site Development Review

17.96.180 Approval standards.

The director shall make a finding with respect to each of the following criteria when approving, approving with conditions, or denying an application:

(2) Relationship to the Natural and Physical Environment.

(a) Buildings shall be:

- (i) Located to preserve existing trees, topography, and natural drainage in accordance with other sections of this code;*
- (ii) Located in areas not subject to ground slumping or sliding;*
- (iii) Located to provide adequate distance between adjoining buildings for adequate light, air circulation, and fire fighting; and*

- (iv) *Oriented with consideration for sun and wind; and*

Response: The applicant proposes the building as close as practicable to Columbia Boulevard and a public plaza at the northwestern corner of the site to create an activated streetscape. The design of the raised planter on the north and east side of the site integrates a natural element at the public sidewalk, while framing the building to accommodate for the site grade change from north to south. This standard is met.

- (b) *Trees having a six-inch DBH (as defined by Chapter 17.132 SHMC) or greater shall be preserved or replaced by new plantings of equal character;*

Response: There are five (5) trees proposed to be removed, and 21 trees proposed to be planted. The survey sheet in Exhibit 2 shows the location and size of the trees to be removed. Per the recommendation of the applicant's Landscape Architect, these trees are nearing the end of their life and the proposed replacement trees will help create a stronger streetscape while taking into account overhead and underground utilities. The location, size, and species of the replacement trees are shown in the L-Series Sheets of Exhibit 2. This standard is met.

- (8) *Demarcation of Public, Semipublic, and Private Spaces – Crime Prevention.*

- (a) *The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semipublic areas and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, in order to provide for crime prevention and to establish maintenance responsibility; and*

- (b) *These areas may be defined by:*

- (i) *A deck, patio, low wall, hedge, or draping vine;*
- (ii) *A trellis or arbor;*
- (iii) *A change in level;*
- (iv) *A change in the texture of the path material;*
- (v) *Sign; or*
- (vi) *Landscaping;*

Response: As shown on Sheets C1.10 and L1.20 of Exhibit 2, the proposed development will include a sight obscuring fence and perimeter landscaping which will provide a clear definition of private portions of the site. Additionally, the public plaza near the public building entrance defines the portion of the site accessible to the public. The public plaza is defined by different pavement scoring, landscaping, and pedestrian amenities (benches, bike racks, and lighting). This standard is met.

- (9) *Crime Prevention and Safety.*

- (a) *Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants;*
- (b) *Interior laundry and service areas shall be located in a way that they can be observed by others;*
- (c) *Mail boxes shall be located in lighted areas having vehicular or pedestrian traffic;*
- (d) *The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime; and*
- (e) *Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes:*
 - (i) *Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet, which is sufficient to illuminate a person;*

Response: Crime prevention and safety measures have been incorporated into the building and site design, including windows, exterior lighting, and illumination. The mailbox location is being coordinated with the post office. This standard is met.

(10) *Access and Circulation.*

- (a) *The number of allowed access points for a development shall be as provided in SHMC 17.84.070;*
- (b) *All circulation patterns within a development shall be designed to accommodate emergency vehicles; and*
- (c) *Provisions shall be made for pedestrianways and bicycleways if such facilities are shown on an adopted plan;*

Response: As shown on Sheet C1.10 of Exhibit 2, the site accesses Cowlitz Street and S 17th Street. Section 17.84.070 is not applicable as no dwelling units are proposed. The drive aisles are of a sufficient width to provide adequate access for emergency response vehicles. Bicycles can utilize the sidewalk to access the bike parking area. This standard is met.

(13) *Landscaping.*

- (a) *All landscaping shall be designed in accordance with the requirements set forth in Chapter 17.72 SHMC; and*
- (b) *For residential use, in addition to the open space and recreation area requirements of subsections (6) and (7) of this section, a minimum of 15 percent of the gross area including parking, loading and service areas shall be landscaped;*

Response: As shown in landscape plans in Exhibit 2 and described in the responses to applicable standards in Chapter 17.72 of this narrative, the proposed site landscaping meets applicable City standards. No residential use is proposed. This standard is met.

(14) *Drainage. All drainage plans shall be designed in accordance with the criteria in the most current adopted St. Helens master drainage plan;*

Response: Drainage plans and reports complying with the most current adopted City of St. Helens master drainage plan are included in Exhibit 2 and Exhibit 3 of this application. This standard is met.

(15) *Provision for the Handicapped. All facilities for the handicapped shall be designed in accordance with the requirements pursuant to applicable federal, state and local law;*

Response: As shown in Exhibit 2, the proposed on-street parking areas have been designed to meet ADA requirements. Accessibility compliance of the structure will be evaluated at the time of permit application. This standard is met.

Chapter 17.152 Street and Utility Improvement Standards

17.152.030 Streets.

(1) *Improvements. No development shall occur unless the development has frontage or approved access to a public street:*

- (a) *Streets within a development and streets adjacent shall be improved in accordance with this code;*
- (b) *Development on site adjacent to nonstandard street shall require improvement of street to applicable city standards;*

Response: The site has frontage on four (4) public streets. Improvements to each frontage are described below. Frontage improvements are shown on Sheet C1.10 of Exhibit 2.

Columbia Boulevard: The Columbia Boulevard frontage will be upgraded per the 2015 Corridor Master Plan, including on-street parking, sidewalk, street trees, curb ramps, and replacement crosswalk striping.

S 17th Street: The S 17th Street frontage will be upgraded to the Local Street standard, including landscaping, street trees, a curb tight sidewalk, and on-street parallel parking spaces.

S 18th Street: The S 18th Street frontage will be upgraded to the Collector standard, including landscaping, street trees, and a curb tight sidewalk. **A modified standard is proposed; see staff report.**

Cowlitz Street: The Cowlitz Street frontage will be upgraded to the Local Street Standard, including landscaping, street trees, a curb tight sidewalk, and on-street parallel parking spaces.

This standard is met.

- (4) *Street Location, Width and Grade. The location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:*
- (a) *Street grades shall be approved by the city engineer in accordance with subsection (13) of this section; and*
 - (b) *Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:*
 - (i) *Provide for the continuation or appropriate projection of existing streets in the surrounding areas; or*
 - (ii) *Conform to a plan adopted by the commission, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.*

Response: No new streets are proposed as part of this application. All existing adjacent streets conform to the minimum right-of-way widths specified by the City of St. Helens Transportation System Plan (TSP). A preliminary grading plan is included as Sheet C1.20 of Exhibit 2. This standard is met.

- (5) *Minimum Rights-of-Way and Street Widths. Unless otherwise indicated on an approved street plan or adopted corridor plan, or as needed to continue an existing improved street, street right-of-way and roadway widths shall not be less than the minimum width described in Figure 19. Where a range is indicated, the width shall be determined by the approval authority based upon anticipated average daily traffic (ADT) on the new street segment. (The city council may adopt, by resolution, design standards for street construction and other public improvements. The design standards will provide guidance for determining improvement requirements within the specified ranges.) (See "City of St. Helens Engineering Department Public Facilities Construction Standards Manual.")*
- (a) *The planning director shall recommend, to the decision-making body, desired right-of-way width and pavement width of the various street types within the subdivision or development after consideration of the following:*
 - (i) *The type of road as set forth in Figure 19, Road Standards;*

FIGURE 19: ROAD STANDARDS (EXCERPT)

Type of Street	Right-of-Way Width	Roadway Width	Moving Lanes	Bicycle Lanes*
Minor Arterial (Typical)	60'	36'	2	2 @ 6'
Minor Arterial (One-Way, Uptown)	80'	46'	2	1 @ 6'
Collector	60'	36'	2	2 @ 6'
Local	50'	34'	1 – 2	None

* Applies to bicycle lanes required in Transportation Systems Plan (TSP) or Public Facilities Plan (PFP)

** This differs from TSP Figure 7-3.

- (ii) Anticipated traffic generation;
- (iii) On-street parking needs;
- (iv) Sidewalk and bikeway requirements;
- (v) Requirements for placement of utilities;
- (vi) Street lighting;
- (vii) Drainage and slope impacts;
- (viii) Street tree location;
- (ix) Planting and landscape areas;
- (x) Safety for motorists, bicyclists, and pedestrians; and
- (xi) Access needs for emergency vehicles;

- (b) Improvements to streets shall be made according to adopted city standards, unless the approval authority determines that the standards will result in an unacceptable adverse impact on existing development or on the proposed development or on natural features such as wetlands, steep slopes or existing mature trees. In approving an exception to the standards, the approval authority shall determine that the potential adverse impacts exceed the public benefits of the standards. In evaluating the public benefits, the approval authority shall consider the criteria listed in subsection (5)(a) of this section.

Response: The site has four (4) frontages: Columbia Boulevard (Minor Arterial); S 18th Street (Collector); S 17th Street (Local); and Cowlitz Street (Local). Columbia Boulevard has a required right-of-way width of 80'. The existing right-of-way width meets the minimum standard. S 18th Street has a required right-of-way width of 60'. The existing right-of-way width meets the minimum standard. S 17th Street has a required right of way width of 50'. The existing right-of-way width (80') meets the minimum standard. Cowlitz Street has a required right-of-way width of 50'. The existing right-of-way width (80') meets the minimum standard. Frontage improvements are proposed on all four (4) frontages per the TSP and Corridor Master Plan, as shown on Sheet C1.10 of Exhibit 2. This standard is met.

- (14) *Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair/bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in the "City of St. Helens Engineering Department Public Facilities Construction Standards Manual," and:*
 - (a) Concrete curbs and driveway approaches are required; except where no sidewalk is planned, an asphalt approach may be constructed with city engineer approval;
 - (b) Asphalt and concrete driveway approaches to the property line shall be built to city configuration standards; and
 - (c) All driveways shall be at right angle to public or private street for at least 20 feet.

Response: The proposed driveway approaches and curb ramps will be constructed per the City's standards. This requirement is met.

17.152.050 Easements.

- (1) *Easements. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and:*
 - (a) *Where a development is traversed by a watercourse, or drainageway, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the watercourse.*
- (2) *Utility Easements. A property owner proposing a development shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.*

Response: As shown on Sheet C1.30 of Exhibit 2, a 20' public sanitary sewer easement will be provided over the relocated public sanitary sewer line. Easement coordination will occur at time of permitting. This standard is met.

17.152.060 Sidewalks and other frontage improvements.

- (1) *Sidewalks and frontage improvements shall be constructed, replaced or repaired to city design standards as set forth in the standard specifications manual and located as follows:*
 - (a) *On both sides of arterial and collector streets to be built at the time of street construction;*
 - (b) *On both sides of all other streets and in pedestrian easements and rights-of-way, except as provided further in this section or per SHMC 17.152.030(1)(d), to be constructed along all portions of the property designated for pedestrian ways in conjunction with development of the property.*

Response: As explained in response to Section 17.152.030, above, sidewalk and frontage improvements are proposed on the abutting public streets as part of this development. Compliance with City standards for development of the public improvements will be demonstrated at time of permitting.

- (2) *A planter/landscape strip separation of at least five feet between the curb and the sidewalk shall be required in the design of any arterial or collector street, except where the following conditions exist: there is inadequate right-of-way; the curbside sidewalks already exist on predominant portions of the street; it would conflict with the utilities; or as indicated otherwise by the transportation systems plan (TSP) (see TSP Figures 7-2 and 7-3) or an adopted street plan.*

Response: The site abuts Columbia Boulevard (Minor Arterial). As shown on Sheet C1.10 of Exhibit 2, the Columbia Avenue frontage improvements are designed per the Corridor Master Plan. This includes a 13' sidewalk (reduces to 8' where accessibility ramps are provided) and street trees located in tree wells. The site also abuts S 18th Street (Collector). As shown on Sheet C1.10 of Exhibit 2, the S 18th Street frontage improvements are designed per the TSP **with modifications as described in the staff report**. This includes a 6' sidewalk and 6' planter strip with street trees and ground cover. This standard is met.

17.152.080 Water services.

- (1) *Water Supply (Required). Municipal water system shall be installed to serve each new development and to connect development to existing mains in accordance with the provisions set forth in the standard specification manual and the adopted policies of the St. Helens comprehensive plan.*

Response: A public water main is present in Columbia Boulevard. No public main extension is proposed. A domestic water connection to the main in Columbia Boulevard is proposed as illustrated on Sheet C1.30 of Exhibit 2. A fire protection water connection is also proposed to the water main in Kaster Road as shown on Sheet C1.30 of Exhibit 2. This standard is met.

- (2) *Water Supply Plan Approval. The city engineer shall approve all water supply plans and proposed systems prior to issuance of development permits involving water service. Such plans and systems shall be designed by a registered professional engineer.*

Response: As illustrated on Sheet C1.30 of Exhibit 2, water connections are proposed to the public main in Columbia Boulevard. Construction drawings will be submitted to the City's Building and Engineering staff for review prior to construction to ensure compliance with applicable design standards. This standard is met.

17.152.090 Sanitary sewers.

- (1) *Sewers (Required).*
- (a) *Public sanitary sewers shall be installed to serve all properties being developed and having to comply with plumbing codes adopted by the city of St. Helens except where a variance is approved per Chapter 17.108 SHMC.*
- (b) *Any proposed installation of sanitary sewers shall comply with this section.*

Response: As illustrated on Sheets C1.01 and C1.30 of Exhibit 2, the existing sewer main through the site will be relocated to accommodate the proposed building footprint. As shown on Sheet C1.30 of Exhibit 2, the proposed development will connect to the sewer main within the proposed public sanitary sewer easement, on-site. This standard is met.

- (4) *Permits Denied. Development permits may be restricted by the commission or council (i.e., the applicable approval authority) where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.*

Response: Staff has identified a current deficiency (undersized pipes for existing demand) within the City per the Waste Water Management Plan. The applicant would accept a condition to pay a fee per equivalent dwelling unit. With the imposition of such a condition, a Sanitary Sewer Permit for this development need not be denied.

17.152.100 Storm drainage.

- (1) *Storm Drainage – General Provisions. The director and city engineer shall issue a development permit only where adequate provisions for storm water and floodwater runoff have been made, which may require storm water facilities, and:*
- (a) *The storm water drainage system or storm water facilities shall be separate and independent of any sanitary sewerage system;*
- (b) *Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street; and*
- (c) *Surface water drainage patterns shall be shown on every development proposal plan.*

Response: As shown on Sheet C1.30 of Exhibit 2, stormwater from impervious areas of the site sheet flow to catch basins and a trench drain and are conveyed via pipe to an Oldcastle PerKFilter manhole southeast of the building. The proposed PerKFilter manhole provides treatment for water quality. Stormwater discharges to an existing 8" public storm line via an existing catch basin near the southwest corner of the

site as shown on Sheet C1.30 of Exhibit 2. Notably, the proposed development plan includes a reduction of approximately 5,900 SF in impervious area compared to existing conditions. The proposed stormwater system is separate from sanitary sewers. The preliminary stormwater report (Exhibit 3) demonstrates compliance with applicable City stormwater management regulations. This standard is met.

- (4) *Effect on Downstream Drainage. Where it is anticipated by the city engineer that the additional runoff resulting from the development will overload an existing drainage or storm water facility, the director and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with the city's current master drainage plan.*

Response: The preliminary stormwater report (Exhibit 3) demonstrates compliance with applicable City stormwater management regulations. No effect on downstream drainage is anticipated as a result of this development. This standard is met.

- (6) *Any storm water facility shall be public (i.e., under control of a public authority) and located on city owned property, city right-of-way or city easement except where a variance is approved per Chapter 17.108 SHMC or where such facility is determined to be private by the city engineer (e.g., private detention ponds for commercial or industrial development).*

Response: The proposed stormwater facility will manage on-site stormwater flows from a single site rather than runoff from public streets or from multiple properties. Therefore, the stormwater facilities will be privately managed. This standard does not apply.

17.152.120 Utilities.

- (1) *Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and:*
- (a) *The subdivider shall make all necessary arrangements with the serving utility to provide the underground services;*
 - (b) *The city reserves the right to approve location of all surface-mounted facilities;*
 - (c) *All underground utilities, including sanitary sewers and storm drains installed in streets by the subdivider, shall be constructed prior to the surfacing of the streets; and*
 - (d) *Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.*

Response: Proposed utilities are underground, except for the electrical service. For electrical service, a new connection will be made to the existing above ground electrical service, which is allowed per staff's recommendation. This standard is met.

Chapter 17.156 Traffic Impact Analysis

17.156.030 Applicability.

A traffic impact analysis shall be required to be submitted to the city with a land use application when the application involves one or more of the following actions:

(3) *The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation, and information and studies provided by the local reviewing jurisdiction(s) and/or ODOT:*

- (a) *The proposed action is estimated to generate 250¹ average daily trips (ADT) or more or 25 or more weekday a.m. or p.m. peak hour trips (or as required by the city engineer);*
- (b) *The proposed action is projected to further degrade mobility at the Deer Island Road/Highway 30, Pittsburg Road/Highway 30, Wyeth Street/Highway 30, Gable Road/Highway 30, or Millard Road/Highway 30 intersections;*
- (c) *An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;*
- (d) *The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard;*
- (e) *The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or*
- (f) *A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.*

¹ *As an example, 250 ADT is roughly equivalent to 25 single-family homes, 37 apartments, 22,000 square feet of office space, or a 2,300 square foot supermarket. This example is not a substitute for determination of vehicle trips per SHMC 17.156.020.*

Response : As discussed in the Traffic Impact Analysis Review (Exhibit 4), a Traffic Impact Analysis is not warranted as the development does not cause one or more of the effects outlined in Section 17.156.030(3). Applying a ratio derived for a facility in Forest Grove, there will be an expected peak of 27 staff in St. Helens which yields 18 peak hour trips and 104 daily trips. While the daily trip estimate seems reasonable, the peak hour trips seem to be on the high side. The standards in this section are therefore not applicable.

IV. ST. HELENS MUNICIPAL CODE TITLE 18 ENGINEERING STANDARDS MANUAL

Chapter 18.12 Streets

18.12.090 Driveway Approaches

The city engineer has the authority to limit access and access locations. Access to streets and highways under Columbia County or state of Oregon jurisdiction must be formally approved by those entities at the applicant's initiative and expense.

The following specifies the minimum requirements for driveways:

(1) *Driveways shall not be permitted on streets with existing or proposed nonaccess reserve strips.*

Response: The proposed development takes access from S 17th Street and Cowlitz Street, neither of which have existing or proposed nonaccess reserve strips. This standard is met.

(2) *Driveways shall be located a minimum of 25 feet from any intersection, measured from the flow line of the intersecting street when fully improved to the nearest side of the driveway.*

Response: As shown on Sheet C1.10 of Exhibit 2, the driveways meet the standard specified in this section. This standard is met.

(3) *Driveway width shall be a minimum of 12 feet and a maximum of 18 feet. Wider driveways may be allowed under special circumstances if approved by the city engineer.*

Response: As shown on Sheet C1.10 of Exhibit 2, two (2) 24' driveways are proposed. The applicant requests the City engineer approve the request for wider driveways given the specific use of the site for a police station. With the approval of the wider driveways, this standard is met.

(4) *The spacing requirements shall conform to the requirements of the city of St. Helens Development Code.*

Response: As explained in the Traffic Impact Analysis Review (Exhibit 4), access spacing requirements are met.

(5) *Concentrated surface runoff shall not be allowed to flow over any driveway or sidewalk into the street.*

Response: A preliminary stormwater report is included as Exhibit 3. As shown on the utility plan (Sheet 1.30 of Exhibit 2), stormwater will be conveyed through a system of catch basins to an Oldcastle PerkFilter manhole then discharged into an existing 8" public storm line. This standard is met.

(6) *Driveways shall meet the minimum intersection sight distance requirements.*

Response: As explained in the Traffic Impact Analysis Review (Exhibit 4), intersection sight distance is met.

(7) *Water meter boxes shall not be located in a driveway or the driveway wing.*

Response: As shown on Sheet C1.30 of Exhibit 2, the water meter is not proposed to be located in a driveway or driveway wing. This standard is met.

V. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, this application meets applicable standards necessary for land use approval. The proposed development complies with all applicable standards of the Community Development Code. The applicant respectfully requests approval by the City.

PRELIMINARY DRAINAGE REPORT

To
City of St. Helens

For
St. Helens Police Station 1771
Columbia Boulevard and
17th Street
St. Helens, OR 97051

Dated
November 13, 2025

Project Number
2210310.11



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PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mackenzie.inc

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I. PROJECT OVERVIEW AND DESCRIPTION

The proposed St. Helens Police Station project is bounded by Columbia Boulevard, Cowlitz Street, 18th Street, and 17th Street in St. Helens, Oregon. The land is currently zoned under the Houlton Business District (HBD), and its proposed use is a police station. The project consists of a new building, parking (on-site secure parking and public street parking), maneuvering space, landscaping and utility improvements.

Existing Conditions

The 1.01-acre site is currently developed with an approx. 5400 ft² one-story building, parking/vehicle storage areas, and sparse landscaping including 5 trees on the Columbia Blvd frontage. Existing slopes are variable across the site but are generally less than 10% and falls from the intersection of Columbia Blvd and 17th Street toward the intersection of Cowlitz Street and 18th Street, where the some of the site currently drains to a catch basin through an existing 8" pipe. Per the Geotechnical Report by Columbia West, the soil is comprised of loose, silty gravel fill with sand below AC and aggregate base, and the regional groundwater table is found at a depth more than 20 feet below ground surface. Fractured basalt and competent basalt are present beneath the pavement section/fill.

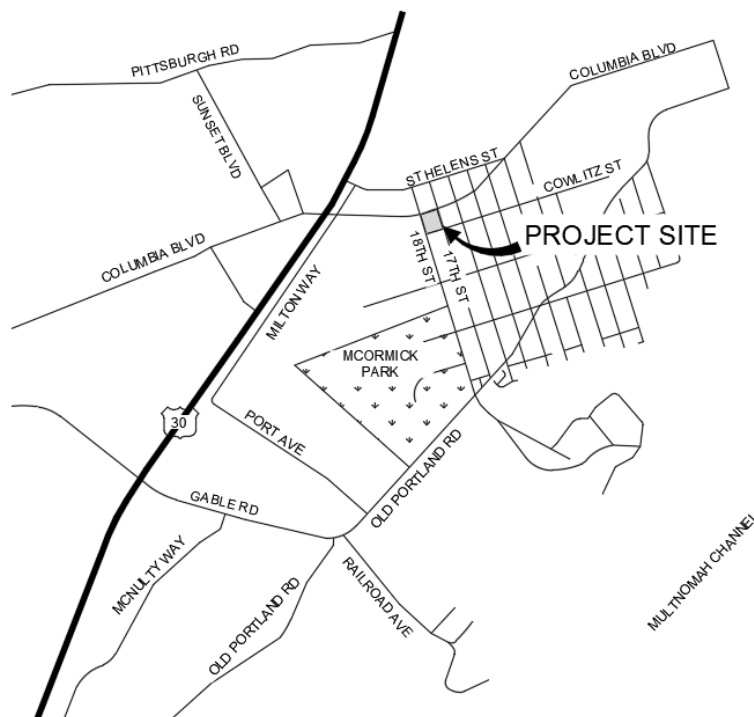


Figure 1: Vicinity Map

Proposed Improvements

The St. Helens Police Station will consist of a new 11,300 ft² building with secure parking on the southwest/southeast sides of the building. Site upgrades will also include landscaping and supporting utilities. Stormwater from impervious areas of the site will sheet flow to catch basins and a trench drain and be conveyed via pipe to an Oldcastle PerkFilter manhole located southeast of the building. The proposed PerkFilter manhole will provide treatment for water quality. Stormwater will discharge to an existing 8-inch public stormline via an existing catch basin near the SW corner of the site.

Per the attached Geotechnical Report, infiltration is not feasible for this site.

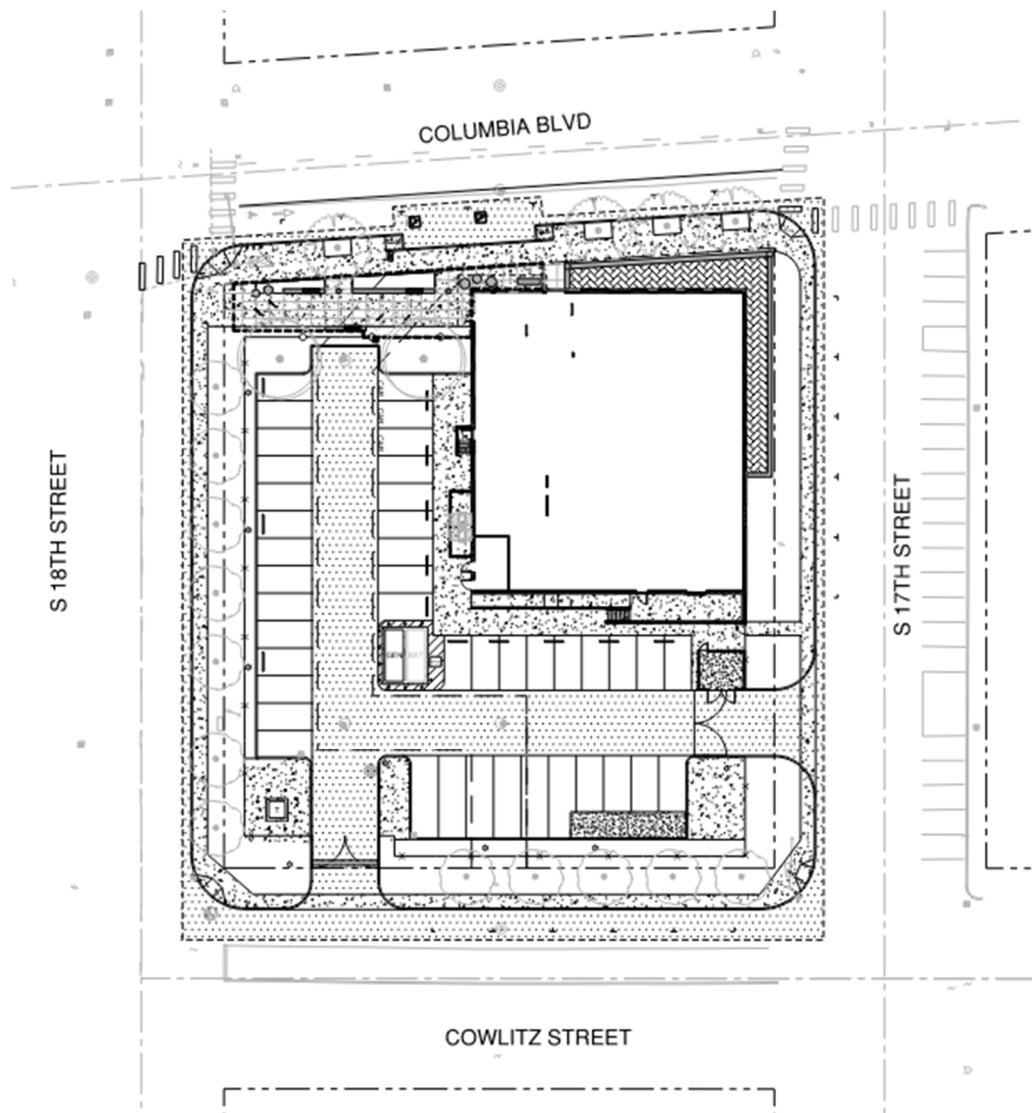


Figure 2: Site Plan

II. BASIS OF DESIGN

The Basis of Design for Stormwater Quality and Flow Control, as determined by the City of St. Helens Municipal Code Chapter 18.16 in conjunction with the 2021 King County Surface Water Design Manual, is as follows:

Per City of St. Helens Municipal Code, Article VII, infiltration facilities shall not be accepted in soils with a tested infiltration rate less than 0.5 inches/hour.

The water quality design volume of runoff, per King County Surface Water Design Manual, can be predicated from a 24-hour storm with a 6-month return frequency (6-month, 24-hour storm), which may be assumed to be 72% of the 2-year, 24-hour event.

Water quantity, per City of St. Helens Municipal Code Article VI, is required for sites within the Milton Creek Drainage Basin or other basins and shall provide detention when proposed development will cause increased flows that could overwhelm downstream facilities in a large storm event. Detention facilities should be designed to provide storage using a 25-year event, with peak release rates not exceeding predevelopment rates for the 10-year, 24-hour storm, and safe overflow of the 100-year storm. Detention facilities should be over excavated to allow one-half foot of dead storage for sediment deposition and a minimum 1-ft freeboard from the 25-year design water surface. The facility can be a combine water quality and quantity facility provided it meets all relevant criteria.

The Rational Method and Unit Hydrograph Methods are both acceptable hydrologic analysis methods per City of St. Helens Municipal Code, Article VI.

III. ANALYSIS

Methodology

Per the Geotechnical Report (Appendix D), infiltration is not feasible for this site based on testing and soil and rock conditions.

Table 1 below describes a summary of areas and curve numbers used for the Santa Barbara Unit Hydrograph (SBUH) analysis. The resulting hybrid curve number (CN) is calculated to be 95.

Table 1: Area Summary						
Cover Type	Pre-Development Conditions			Post Development Conditions		
	Area (ft ²)	Hydrologic Soil Group	CN	Area (ft ²)	Hydrologic Soil Group	CN
Open Space – Good Condition	0	N/A	88.5*	5,897	C/D	74
Paved Streets, Parking Lots	38,616	C/D	N/A	26,872	N/A	98
Building Roof	5,286	C/D	N/A	11,133	N/A	98

*Per City of St. Helens Stormwater Master Plan

Table 2: Precipitation Rates**	
Storm Event	24-HR Precipitation (inches)
Water Quality*	1.44
2-year	2.0
10-year	3.0
25-year	3.5
100-year	4.0

*72% of the 2-year, 24-hour event

**Per City of St. Helens Stormwater Masterplan, Section 3

Water Quality

Water quality will be provided using a filter manhole and will be sized to treat a water quality storm of 1.44 inches. Per the 2021 King County Surface Water Design Manual (KCSWDM), Table 6.2.1.A the 6-month, 24-hour storm event can be calculated by taking 72% of the 2-year, 24-hour storm event depth. Per Table 2, the 2-year, 24-hour storm event is 2.0 inches:

$P = 72\% \text{ of } 2\text{-yr } 24\text{-hr storm depth}$

$$= 0.72 * (2.0 \text{ inches}) = 1.44 \text{ inches}$$

See Table 3 below for the reported factors of the final weighted curve number for King County Equation 6-17 below.

Table 3: Weighted Curve Number Summary			
Area Type	Tributary Area (ft ²)	Tributary Area (AC)	CN
Roof/Pavement	38,005	0.87	98
Landscape	5,897	0.14	74
Composite	43,902	1.01	95

Per King County Equation 6-17

$$S = (1,000/\text{CN}) - 10$$

$$S = (1,000/95) - 10$$

$$S = 0.53$$

Per King County Equation 6-15 (for $P \geq 0.2S$), the runoff depth (in inches) over the area:

$$Qd = \frac{(P - 0.2S)^2}{(P + 0.8S)}$$

$$Qd = \frac{(1.44 - 0.2(0.53))^2}{(1.44 + 0.8(0.53))}$$

$$Qd = 0.95 \text{ inches}$$

The total volume of runoff is then found by multiplying Qd by the area (with necessary conversions)

$$\text{Total runoff volume} = (3,630 \text{ ft}^3/\text{ac-in}) * (Q_d) * A$$

$$= (3,630 \text{ ft}^3/\text{ac-in}) * (0.81 \text{ inches}) * (1.01 \text{ ac})$$

$$= 3,500 \text{ ft}^3$$

This flow occurs over a 24-hour period (86,400 seconds), so the water quality flow is:

Water quality flow = $2,970 \text{ ft}^3 / 86,400 \text{ seconds}$

Water quality flow = 0.041 cfs

Water Quantity & Flow Control

Because the existing site is 100% impervious, and the proposed new development provides 15% landscape area, the proposed site will not increase flows to the downstream system but rather decrease them. Because there is no increase in flow, water quantity is not required.

Conveyance

Per City of St. Helens Municipal Code Article VIII, conveyance systems shall be designed to convey and contain at least the peak runoff for the 25-year design storm. Pipe size calculations are provided in Appendix B.

IV. ENGINEERING CONCLUSIONS

Based on compliance with the City of St. Helens Municipal Code Chapter 18.16 and the King County Surface Water Design Manual, an Oldcastle Perfilter manhole will be used to provide water quality for the site. Because the redevelopment proposes a decrease in impervious area, there is no increase in flow to the public system, and water quantity is not required.

November 12, 2025

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

Re: **St. Helens Police**
Traffic Impact Analysis Review
Project Number 2210310.11

Dear Jacob:

Mackenzie has prepared this letter to address the requirements for a Traffic Impact Analysis (TIA) for the proposed new Police building in St. Helens, Oregon. Based on our review, trips to the proposed Police building, and other criteria are expected to not meet the thresholds for a Traffic Impact Analysis report.

INTRODUCTION

The City of St. Helens is proposing to construct an approximately 11,000 square foot (SF) Police building. The proposed development would be on an approximately one-acre block located at 1771 Columbia Boulevard. The building will be dedicated to police operations. The site is currently occupied by a small commercial building with associated **fenced storage area**, which will be removed with the proposed development. **City staff edit in red.**

The building entry will be on Columbia Boulevard, classified as a Minor Arterial Street, but no driveways are proposed on this frontage nor S 18th Street, classified as a Collector Street. One gated access is proposed to S 17th Street and one to Cowlitz Street, both classified as Local Streets. These two driveways provide access to a singular secure parking area. No public parking is proposed on-site. On-street parking is available for visitors.

BUILDING OPERATIONS

At move-in, the building is anticipated to have approximately 25-27 police staff working all shifts with a peak of 12 employees on the largest shift. The police station is currently open 8:00 AM – 5:00 PM but closed from 12:00 PM – 1:00 PM. It is assumed the policing function of the new building will be open to the public during these same hours.

TRAFFIC IMPACT ANALYSIS

The thresholds for a TIA are outlined in St. Helens Municipal Code (SHMC) Chapter 17.156 and include trip generation, mobility impacts on Highway 30 intersections, use of heavy vehicles, driveway spacing and sight distance, and potential for safety problems.

Trip Generation

St. Helens Municipal Code (SHMC) 17.156.020 (1) states that the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* shall be used for trip estimates, which is now in its 12th edition. The threshold for requiring a Traffic Impact Analysis (TIA) is 250 daily trips and/or 25 peak hour trips per 17.156.030 (a).

Vehicle trip generation characteristics of a police station are not documented in the ITE *Trip Generation Manual*; however, historical trip surveys have been conducted by Mackenzie and Kittelson & Associates for police facilities. These surveys were taken in Beaverton, Oregon, and east and west Vancouver, Washington. All surveyed police facilities operate 24 hours a day. The surveys indicated an average AM peak hour rate of 0.22 trips per employee, PM peak hour rate of 0.27 trips per employee, and Daily trip rate of 4.27 per employee.

An estimate of trip generation for the Forest Grove police station in 2018 was prepared based on shift schedules of police officers and support staff, which found 25 AM and PM peak hour trips with a total of 37 staff, but also assumed all staff arrive and leave in the same hour. Based on the total number of employees and visitors per day, an estimate of 142 daily trips was made. The trip rates from the Beaverton and Vancouver Surveys were included for comparison in the Forest Grove estimates. Applying this ratio to an expected peak of 27 staff in St. Helens yields 18 peak hour trips and 104 daily trips. While the daily trip estimate seems reasonable, the peak hour trips seem to be on the high side.

TABLE 1 – POLICE STATION TRIP GENERATION							
Description	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Forest Grove Estimate	14	4	18	4	14	18	104
Beaverton/Vancouver Surveys	3	3	6	3	4	7	115

Table 1 shows that the 27 police staff are estimated to generate 6 AM peak-hour trips, 7 PM peak-hour trips, and 115 daily trips based on surveys of similar facilities in Beaverton, Oregon, and Vancouver, Washington.

These estimates do not include reductions to account for trips generated by the existing site uses.

Highway 30 Intersection Impacts

SHMC Section 17.156.030(3)(b) states a TIA is required if “[t]he proposed action is projected to further degrade mobility at the Deer Island Road/Highway 30, Pittsburg Road/Highway 30, Wyeth Street/Highway 30, Gable Road/Highway 30, or Millard Road/Highway 30 intersections”. Given the low number of peak hour trips and the expectation that most trips are local, the impact on these Highway 30 intersections is expected to be minimal. The Millard Road intersection is being improved to add a traffic signal, and the Gable Road intersection is collecting proportionate share costs towards construction of a right turn lane, so mobility of these intersections is already being addressed. A TIA is not required based on Highway intersection impacts.

Heavy Vehicles

SHMC Section 17.156.030(3)(c) states a TIA is required if “[a]n increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day”. The proposed new Police building would not expect more than 10 vehicles per day exceeding this weight threshold, so a TIA would not be required for this criterion.

Intersection Sight Distance

SHMC 17.156.030(3)(d) requires a TIA if the proposed location of the driveway access cannot meet the standards set forth in SHMC 18.12.060, which states that Intersection Sight Distance (ISD) shall follow the “principles and methods” recommended by American Association of State Highway and Transportation Officials (AASHTO).

The site will have a single 24-foot-wide driveway on Cowlitz Street and one 24-foot-wide driveway on S 17th Street, both classified as local streets in St. Helens’ 2011 Transportation System Plan (TSP). Speeds are not posted so are assumed to be 25 MPH with a design speed of 30 MPH.

Table II (e) in SHMC Section 18.12.060 presents a minimum “Corner Sight Distance” of 310 feet for a design speed of 30 MPH. Corner Sight Distance calculations will assume the driver’s eye is 15 feet back from the near edge of the nearest lane for which access will be taken, and at a height of 3.5'. The top of the vehicle to be observed on the major roadway is assumed to be 4' 3" inches above pavement. Nothing shall block the observed object between the range of 6" and 4' 3" above grade.

For the driveway on Cowlitz Street, sight distance is available to the intersections with S 17th Street at 165' and S 18th Street at 70', where vehicles will be approaching after making a turn or advancing after stopping. These lower speeds require much less than the recommended 310' of sight distance.

For the driveway on S 17th Street, sight distance is available to the intersection with Columbia Boulevard to the north where stop signs are located on S 17th Street, and through the intersection with Cowlitz Street to the south. To the north, sight distance is available for 200' to the intersection, where vehicles will be traveling at slower speeds as they turn from Columbia Boulevard or advance after stopping. To the south it is available for the required 310'.

Access Spacing

SHMC 17.156.030(3)(e) requires a TIA if the proposed location of the driveway access does not meet the access spacing standards set forth in SHMC 17.84.040 (5) Table 17.84.040-2 for City streets. Spacing standards are based on the functional classification of the roadway. As previously mentioned, both S 17th Street and Cowlitz Street are classified as local streets. Table 17.84.040-2 indicates that the private access spacing for a local street is 50 feet from a street, and subsection (6) of the same code states that spacing shall be measured from centerline to centerline of the nearest adjacent street or driveway. There is no minimum driveway to driveway spacing standard for local streets.

On S 17th Street, the proposed driveway will be located 92' from the centerline of Cowlitz Street, meeting the standard. Perpendicular parking is located on both sides of S 17th Street, which will be changed to parallel parking with site development along the site frontage.

On Cowlitz Street, the proposed driveway will be located 74' from the centerline of S 18th Street, meeting the standard.

Because the minimum driveway to street spacing standards are met, a TIA is not required.

Safety

SHMC 17.156.030(3)(f) requires a TIA when there is “[a] change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.”

The two existing driveways on S 18th Street, classified as a collector, will be removed, and the only site driveways will be on local streets, which will likely improve traffic patterns and safety. Vehicles will not need to back up when leaving the driveways as the site will have through circulation.

A review of crash history at the site frontages and adjacent intersections indicates six reported crashes during the last six years (2019 – 2024). These crashes included four at the traffic signal on Columbia Boulevard with S 18th Street and two turns at S 17th Street and Columbia Boulevard, one of which turned the wrong way onto a one-way street. Three crashes at Columbia Boulevard/S 18th Street involved either potential injuries or minor injuries and all others were listed as property damage only. It is unlikely the project would have an impact on the occurrence of crashes and given the improved access locations away from the traffic signal, a TIA would not be required based on this criterion.

CONCLUSION

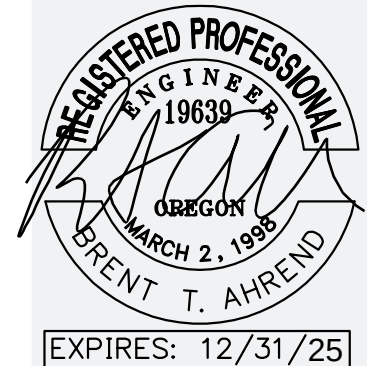
Based on our review of the thresholds for a Traffic Impact Analysis in St. Helens Municipal Code section 17.156.030, the proposed Police building impacts would not require a TIA based on trip generation, mobility impacts on Highway 30 intersections, use of heavy vehicles, driveway spacing and sight distance, or potential for safety problems.

Sincerely,

Brent Ahrend, PE
Traffic Engineer | Associate Principal

Enclosure(s): Attachment A – Site Plan
Attachment B – Forest Grove Police Trip Generation Estimates
Attachment C – Crash Data

c: David Lintz – OTAK
David Linton, Jeff Humphreys, Sid Hariharan Godt, Bailey Currier, Clara Layton – Mackenzie





RE: [External] 1771 Columbia Boulevard Violations

From Jacob Graichen <jgraichen@sthelensoregon.gov>

Date Fri 9/24/2021 10:55 AM

To weigandt@opusnet.com <weigandt@opusnet.com>

 1 attachment (63 KB)

Violation Ltrr to property owner (05152015).pdf;

Wayne,

With Tony's business out (I noticed he removed the sign too) we are back to this issue identified in this attached 2015 violation letter.

A derelict building with unauthorized storage as a principle use is a dead area within a commercial district, contributing to blight. This is one reason why storage is inappropriate in a commercial zone. This blight could motivate more aggressive code enforcement effort, especially if complaints escalate.

If things regress without an occupant to justify the outdoor storage as an secondary use, this could become an active enforcement matter. A phase out plan for the outdoor storage is worth considering so we know you are working towards compliance.

Of course, if you can get a tenant again that relates to the outdoor storage, that is a path of compliance too.

It is understood it will take some time to get Ken and friends out. I want to make sure this aspect is not lost.

Jacob A. Graichen, AICP, City Planner

City of St. Helens

jgraichen@sthelensoregon.gov ← *new e-address!!!*

(503) 397-6272

From: weigandt@opusnet.com <weigandt@opusnet.com>

Sent: Wednesday, September 8, 2021 10:13 AM

To: Jacob Graichen <jgraichen@sthelensoregon.gov>

Subject: Re: [External] 1771 Columbia Boulevard Violations

Jacob.

I hired an attorney for eviction proceedings against Ken and anyone else in building. Tony is in process of moving, but will do mobile repairs. WW

On 9/7/2021 4:59 PM, Jacob Graichen wrote:

Wayne,

City of St. Helens

265 Strand / PO Box 278
St. Helens, Oregon
97051

May 15, 2015

Wayne Weigandt
365 S. Highway 30
St. Helens, OR 97051

Via Email: weigandt@opusnet.com

RE: land uses at 1771 Columbia Boulevard

Dear Mr. Weigandt,

There are currently two land uses on the property noted above that appear to be zoning violations.

First, is the candle maker in the south half of the building. The property has two zoning districts. Candle making can fall into manufacturing or an artisan workshop. The southern half of the building is within the General Commercial zoning district, which does not allow manufacturing or artisan workshops. Unfortunately, it appears that such use is not allowed. Please discontinue this use to avoid violation of law.

Second, two previous land use decisions (CUP.5.07 and SDRm.3.08) allowed for a use of the building and related outdoor storage. Outdoor storage as a principle and separate use was never granted. Storage as an independent use is not allowed in the Houlton Business District (HBD) or General Commercial (GC) zones. Moreover, the two aforementioned land use decisions couldn't have allowed outdoor storage as an independent use considering SHMC 17.04.090(2):

Any permit or approval issued or granted in conflict with the provisions of this code shall be void.

As such, the planning administrator at the time couldn't have allowed independent outdoor storage because such wasn't allowed as an independent use then either.

Recently, the Planning Commission approved a Conditional Use Permit (File CUP.1.15) for an upholstery business at this site, which includes work on automobiles, recreational vehicles, boats and such. It's acceptable if such vehicles are located within the fenced enclosed area as part of that business. However, storage of vehicles for the exclusive purpose of storage unrelated to that business is a violation of law. **Please remove any vehicle not related to the permitted and lawful business on the premises.**

Please note that a violation of any provision of the Development Code shall be considered a separate offense for each day the violation continues. That said, abating any illegal activity sooner than later is recommended.

Respectfully yours,



Jacob A. Graichen, AICP
City Planner

cc: File CUP.1.15
City Council of Planning Commission; City Councilor of Community Development



ST. HELENS POLICE STATION

LAND USE REVIEW - NOVEMBER 13TH, 2025

SITE INFORMATION

LEGAL DESCRIPTION: COLUMBIA COUNTY TAX LOT 4N1W-4CA-21400, 20900, 21300, 21200, 21000, 21100

ADDRESS: 1771 COLUMBIA BLVD, ST. HELENS, OR 97051

SITE SIZE: 1.01 ACRES

JURISDICTION: CITY OF ST. HELENS

ZONING: HOULTON BUSINESS DISTRICT (HBD)

CLIENT

CITY OF ST. HELENS
265 STRAND STREET
ST. HELENS, OR 97051

CONTACT: JOHN WALSH
CITY ADMINISTRATOR

PHONE: 503.366.8211
FAX: 503.397.4016
EMAIL: JWALSH@STHELENSOREGON.GOV

OWNER'S REPRESENTATIVE

OTAK CPM
12745 BEAVERDAM RD
SUITE 120
BEAVERTON, OR 97005

CONTACT: DAVE LINTZ
OTAK CPM
OWNERS REPRESENTATIVE

PHONE: 503.318.1750
EMAIL: DAVID.LINTZ@OTAK.COM

ARCHITECTURE

MACKENZIE
RIVEREAST CENTER
1515 SE WATER AVENUE
SUITE 100
PORTLAND, OR 97214

CONTACT: JEFF HUMPHREYS
ARCHITECT OF RECORD

ADRIENNE LINTON
PROJECT ARCHITECT

PHONE: 503.224.9560
FAX: 503.228.1285
EMAIL: JHUMPHREYS@MCKNZE.COM
ALINTON@MCKNZE.COM

GEOTECH

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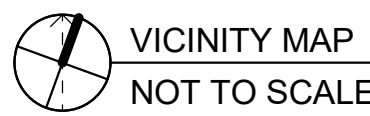
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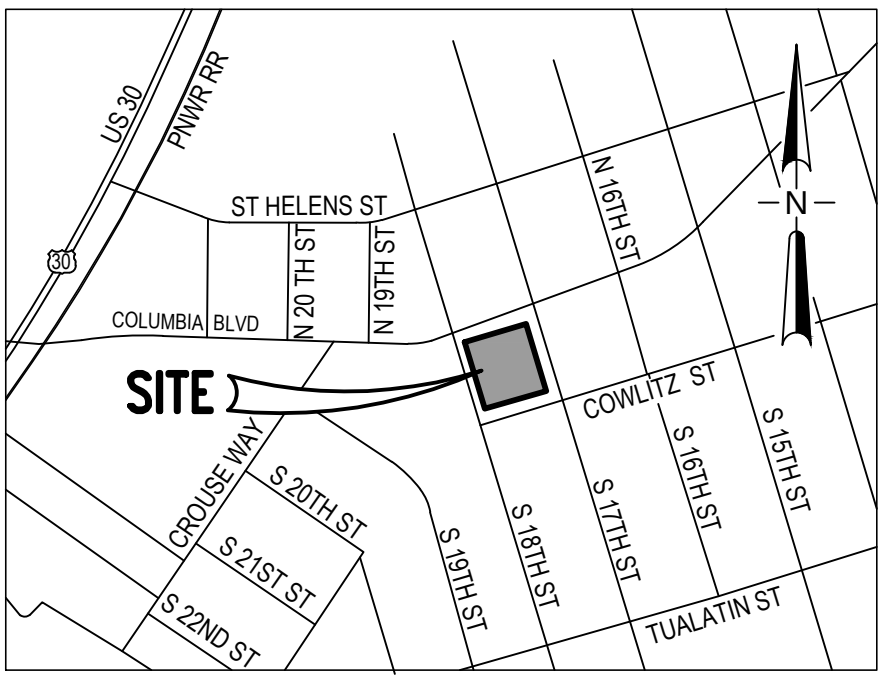
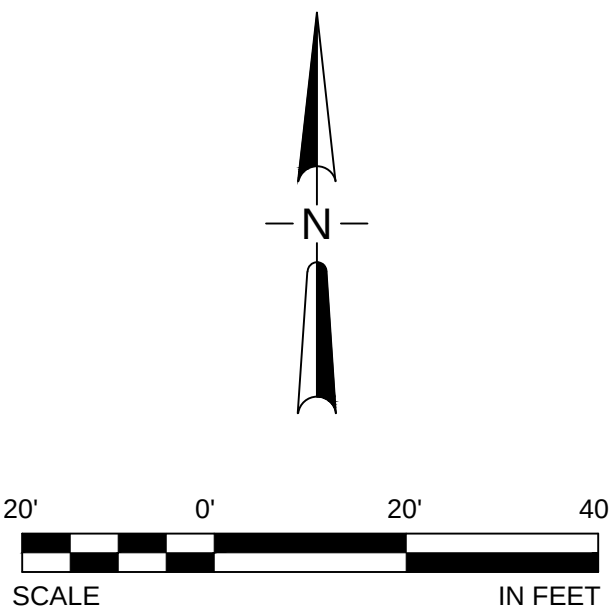
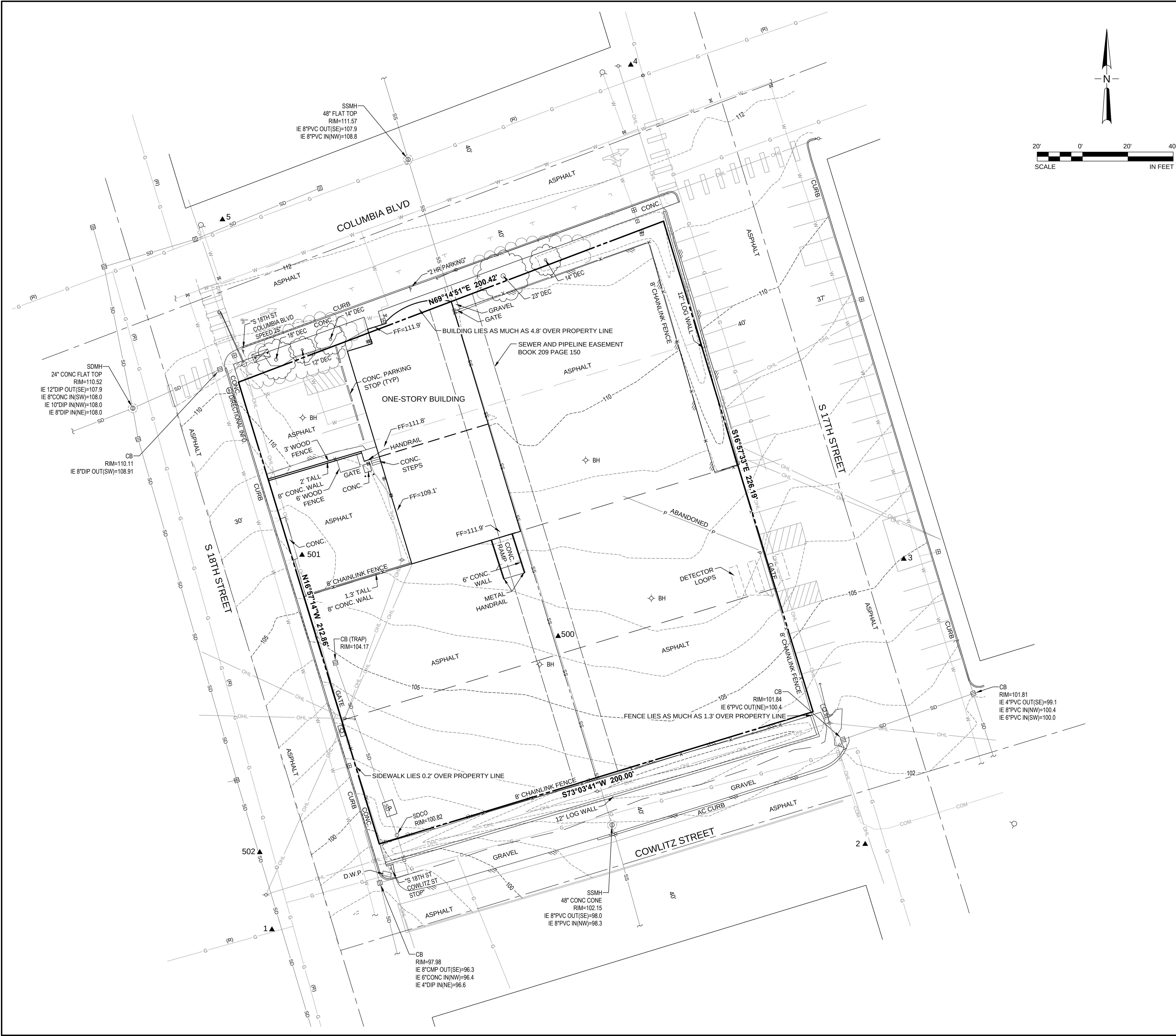
VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE



REVISION SCHEDULE		
Delta	Issued As	Issue Date



VICINITY MAP
NOT TO SCALE

- NOTES
1. THE PROPERTY ADDRESS IS 1771 COLUMBIA BOULEVARD, ST HELENS, OREGON 97051. THE PROPERTY CONTAINS 43,902 SQUARE FEET (1.008 ACRES).
 2. THE COORDINATES AND BEARINGS SHOWN ARE BASED ON THE OREGON COORDINATE REFERENCE SYSTEM (OCRS), PORTLAND ZONE. ELEVATIONS ARE BASED ON NAVD 88 DERIVED FROM THE OREGON REAL TIME GPS NETWORK BASED ON STATION F414 WITH AN ELLIPSOID HEIGHT OF 64.215 METERS.
 3. OTAK, INC. PERFORMED THE FIELD WORK IN AUGUST OF 2025.
 4. CONTOURS ARE SHOWN AT ONE FOOT INTERVALS.
 5. UTILITIES ARE DEPICTED BASED ON MEASUREMENTS TO VISIBLE SURFACE EVIDENCE, UTILITY MARKINGS PROVIDED BY APS LOCATING, INC. AND OREGON UTILITY NOTIFICATION CENTER (OUNC) MARKINGS. UTILITY LOCATES WERE REQUESTED ON JULY 25, 2025 UNDER TICKET NO. 25234228. OTAK, INC. ASSUMES NO RESPONSIBILITY FOR THE EXISTENCE OF BURIED OBJECTS OR UTILITY WHICH ARE NOT SHOWN ON THE PLANS. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED FOR ANY FUTURE CONSTRUCTION ACTIVITIES.
- APS LOCATING, INC. PERFORMED A GROUND PENETRATING RADAR (GPR) SURVEY OF THE SITE. DEBRIS, RECREATIONAL VEHICLES, BOATS, TRAILER, ETC WERE BLOCKING AREAS FOR THE GPR SCANNING AND UTILITY LOCATING. APS SCANNED AROUND THE BUILDING WHERE ACCESSIBLE AND DID NOT FIND ANY UNDERGROUND STORAGE TANKS IN THE ACCESSIBLE AREAS. APS NOTED THE GUTTER DRAINS AROUND THE OFFICE BUILDING WERE BLOCKED.
- UTILITY LOCATES WERE REQUESTED ON 7/25/2025 UNDER TICKET NO. 25234228. FOLLOWING IS A LIST OF UTILITY PROVIDERS NOTIFIED:
- | | |
|-----------------------|---------------|
| CITY OF ST. HELENS | (503)397-3532 |
| COLUMBIA RIVER P.U.D. | (503)397-1844 |
| NW NATURAL | (503)220-2415 |
| CTLQL-CENTURYLINK | (800)283-4237 |
7. THE BUILDING LIES AS MUCH AS 4.8' OVER THE NORTHEASTERLY PROPERTY LINE. THE SIDEWALK LIES 0.2' OVER THE WESTERLY PROPERTY LINE. THE CHAINLINK FENCE LIES AS MUCH AS 1.3' OVER THE SOUTHERLY PROPERTY LINE.

- LEGEND
- APPROXIMATE MANHOLE SIZE/LOCATION
 - BOLLARD
 - BORE HOLE
 - CATCH BASIN
 - CLEAN OUT
 - COMMUNICATION VAULT
 - ELECTRIC METER
 - FIRE HYDRANT
 - GAS VALVE
 - GUY ANCHOR
 - IRRIGATION CONTROL VALVE
 - POWER VAULT
 - SIGN
 - SIGNAL HEAD
 - SIGNAL POLE
 - SANITARY MANHOLE
 - STORM MANHOLE
 - SURVEY CONTROL
 - TRAFFIC SIGNAL CONTROL CABINET
 - UTILITY POLE
 - WATER METER
 - WATER VALVE
 - BIKE LANE
 - LINE CONTINUES
 - DECIDUOUS TREE
-
- ASPHALT EDGE
 - COMMUNICATION LINE
 - GAS LINE
 - OVER HEAD UTILITY LINE
 - POWER LINE
 - SANITARY LINE
 - STORM LINE
 - WATER LINE
 - FENCE (AS NOTED)
 - RAMP
 - TREE DRIPLINE
-
- AD = AREA DRAIN
CONC. = CONCRETE
CMP = CORRUGATED METAL PIPE
DIP = DUCTILE IRON PIPE
DEC = DECIDUOUS
D.W.P. = DETECTABLE WARNING PAD
FF = FINISH FLOOR
(R) = RECORD DATA

TOPOGRAPHIC SURVEY
CITY OF ST. HELENS PUBLIC SAFETY BUILDING
IN ALL QUARTERS OF SECTION 4,
TOWNSHIP 4 NORTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
CITY OF ST. HELENS, COLUMBIA COUNTY, OREGON



GENERAL NOTES

- ALL WORK SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION
- THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN IS BASED ON A SURVEY BY OTHERS AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH ITS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION
- CONTRACTOR MUST COMPLY WITH LOCAL AND STATE REQUIREMENTS TO NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE
- CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES
- REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
- ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A PUBLIC WORKS PERMIT
- CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD WITH AS-BUILT PLANS AT LEAST 2 WEEKS PRIOR TO REQUESTING AGENCY SIGN OFF ON PERMITS FOR OCCUPANCY
- CONTRACTOR SHALL PERFORM ALL THE WORK SHOWN ON THE DRAWINGS AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT

SITE DEMOLITION NOTES

- COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS FOR DEMOLITION OPERATIONS AND SAFETY OF ADJACENT STRUCTURES AND THE PUBLIC
- INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO ANY DEMOLITION ACTIVITIES
- MITIGATE DUST POLLUTION DUE TO DEMOLITION ACTIVITIES
- PROTECT ALL EXISTING STRUCTURES, UTILITIES, LANDSCAPE AND OTHER ELEMENTS THAT ARE NOT DESIGNATED FOR REMOVAL. ANY DAMAGE TO EXISTING IMPROVEMENTS NOT DESIGNATED FOR REMOVAL SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S EXPENSE
- DO NOT BEGIN REMOVAL UNTIL ITEMS TO BE SALVAGED OR RELOCATED HAVE BEEN REMOVED AS NOTED. IF REMOVED GRAVEL OR PAVEMENT MATERIALS ARE TO BE RECYCLED OR REUSED, PREVENT CONTAMINATION OF THESE MATERIALS FROM TOPSOIL OR OTHER DELETERIOUS MATERIAL
- CONTRACTOR SHALL COORDINATE DEMOLITION WORK WITH AFFECTED UTILITY COMPANIES. OBTAIN ALL REQUIRED PERMITS, NOTIFY THEM PRIOR TO STARTING WORK, AND COMPLY WITH THEIR REQUIREMENTS. ADDITIONAL REMOVALS MAY BE REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CONTRACTOR SHALL CONFIRM ACCORDINGLY PRIOR TO BID. ACCURATELY RECORD ACTUAL LOCATIONS OF CAPPED AND ACTIVE UTILITIES FOR AS-BUILT PURPOSES AND SUPPLY TO OWNER AND ARCHITECT/ENGINEER OF RECORD
- DEMOLISH AND REMOVE ALL NON-BUILDING SITE STRUCTURES AND ASSOCIATED FEATURES (APPURTENANCES) AS SHOWN, WITHIN AREA OF NEW CONSTRUCTION. REMOVE DESIGNATED WALLS AND FOOTINGS TO 2 FEET MINIMUM BELOW FINISHED GRADE. DEMOLISH ALL PAVED AREAS DESIGNATED FOR REMOVAL DOWN TO NATIVE SUBGRADE
- ALL VEGETATION AND DELETERIOUS MATERIALS WITHIN THE LIMITS OF WORK SHALL BE STRIPPED AND REMOVED FROM THE SITE PRIOR TO GRADING WORK UNLESS NOTED OTHERWISE (E.G. PROTECTED TREES)
- IF HAZARDOUS MATERIALS ARE DISCOVERED DURING DEMOLITION, STOP WORK AND IMMEDIATELY NOTIFY THE OWNER AND ARCHITECT/ENGINEER OF RECORD

GRADING NOTES

- ROUGH GRADING:** ROUGH GRADE TO ALLOW FOR DEPTH OF BUILDING SLABS, PAVEMENTS, BASE COURSES, AND TOPSOIL PER DETAILS AND SPECIFICATIONS
- FINISH GRADING:** BRING ALL FINISH GRADES TO LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, HARDSCAPE FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. SOFTSCAPE GRADES (INCLUDING ADDITIONAL DEPTH OF TOPSOIL) SHALL BE SET 6 INCHES BELOW BUILDING FINISHED FLOORS WHERE ABUTTING BUILDINGS, 1-2 INCHES WHERE ABUTTING WALKWAYS OR CURBS, OR MATCHING OTHER SOFTSCAPE GRADES. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN. ROUND OFF SURFACES. AVOID ABRUPT CHANGES IN LEVELS. AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER TRADES HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES
- EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE
- EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE LOCAL AGENCY AND STATE AGENCY REQUIREMENTS. THE AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL
- DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE ENGINEER AND/OR AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL
- SITE TOPSOIL STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT
- CONTRACTOR TO REVIEW AND CONFIRM GRADES AT JOIN POINTS, SUCH AS AT DAYLIGHT LIMITS AND BUILDING ENTRANCES, PRIOR TO CONSTRUCTION
- ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL BE CONSTRUCTED AT 2% MAXIMUM SLOPE IN ALL DIRECTIONS
- PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. AND BUILDING ENTRANCES SHALL BE CONSTRUCTED AT 2% MAXIMUM CROSS SLOPE AND 5% MAXIMUM LONGITUDINAL SLOPE (8.33% FOR DESIGNATED RAMPS)

UTILITY NOTES

- ALL WORK SHALL CONFORM TO THE CURRENT EDITIONS OF THE STATE PLUMBING AND BUILDING CODES WITH LOCAL AMENDMENTS AS APPLICABLE ALONG WITH ANY ADDITIONAL REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.
- THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING (POTHOLING), PROVIDING SUCH IS PERMITTED BY THE AUTHORITIES HAVING JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
- NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS. PROVIDE CLEANOUTS PER DETAIL 1/C5.11 AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE PLUMBING CODE (E.G. UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 719, AND CHAPTER 11, SECTION 1101.13).
- ALL SANITARY AND STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED
- ALL DOWNSPOUT LEADERS TO BE 6 INCHES AT 2.0% MINIMUM UNLESS NOTED OTHERWISE
- IF APPLICABLE, PROVIDE 2 INCH PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2 INCH PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4 INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS
- PREFABRICATED PLUMBING PRODUCTS USED SHALL BE LISTED ON THE IAPMO R&T PRODUCT LISTING DIRECTORY (pld.iapmo.org). ALL SUBMITTALS FOR REVIEW SHALL BE ACCOMPANIED BY MANUFACTURER'S LITERATURE CLEARLY STATING THIS CERTIFICATION AND/OR THE PRODUCT LISTING CERTIFICATE FROM THE IAPMO DIRECTORY WEBSITE
- IF APPLICABLE, CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE LANDSCAPE PLANS AND SPECIFICATIONS
- SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5 FEET OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING
- CONTRACTOR TO MAINTAIN MINIMUM 3 FEET OF COVER OVER ALL UTILITY PIPING AND CONDUITS, UNLESS NOTED OTHERWISE
- WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE EXISTING PIPE TO VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES
- CONTRACTOR SHALL SCOPE ALL PRIVATE ONSITE GRAVITY SYSTEM LINES THAT ARE BEING CONNECTED TO FOR PROPOSED SERVICE. SCOPING SHALL OCCUR A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES WITH AS-BUILT RECORDS/SURVEY FINDINGS OR IF THE EXISTING UTILITIES ARE DAMAGED OR SHOW SIGNS OF SIGNIFICANT DETEIORATION. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH VIDEO RECORDS, ALONG WITH A SKETCH IF THE LOCATIONS DIFFER FROM AS-BUILT PLANS OR SURVEY FINDINGS
- PRODUCT MATERIAL SUBMITTALS FOR REVIEW BY THE ENGINEER SHALL BE ACCOMPANIED BY A MANUFACTURER'S CERTIFICATION THAT THE PRODUCT IS CAPABLE OF MEETING PERFORMANCE EXPECTATIONS (I.E. - WATERTIGHT, MINIMUM/MAXIMUM BURIAL, PREVENTION OF GROUNDWATER INTRUSION, ETC.) BASED ON THEIR REVIEW OF THE PROJECT PLANS. IN THE ABSENCE OF A MANUFACTURER'S CERTIFICATION, THE GENERAL CONTRACTOR'S REVIEW STAMP SHALL CONSTITUTE THAT THEY HAVE PERFORMED THE NECESSARY REVIEW TO CERTIFY THE PRODUCT'S CONFORMANCE TO PROJECT SPECIFICATIONS AND GENERAL EXPECTATIONS
- PIPE LENGTHS SHOWN ON PLANS ARE TWO DIMENSIONAL AND MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE
- MANHOLE RIM ELEVATIONS SHOWN ON PLANS REFERENCE THE CENTER OF THE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECONCILING LIDS/GRATES/ETC TO THE SLOPES OF THE SITE GRADING
- MANHOLE OR VAULT RIM ELEVATIONS SHALL BE SET FLUSH IN PAVEMENT AREAS AND 3-4 INCHES ABOVE GRADE IN LANDSCAPE AREAS. RIMS IN PAVEMENT AREAS SHALL BE HS-25 TRAFFIC RATED

EROSION CONTROL NOTES

- HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE LOCAL AGENCY INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS
- EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE BEFORE ANY LAND IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING APPROPRIATE NON-STORMWATER POLLUTION CONTROLS
- THE EROSION CONTROL DRAWING IS FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL KEEP THE PLAN CURRENT FOR ALL PHASES OF CONSTRUCTION AND MEET EROSION/SEDIMENT CONTROL REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION (AHJ). ALL EROSION CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE AHJ, THE PLANS, AND THE PROJECT SPECIFICATIONS
- CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS
- METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES
- ALL EROSION CONTROL DEVICES SHALL BE EXAMINED AND REPAIRED AFTER EACH STORM OCCURRENCE, AND INLETS SHALL BE CLEANED OF SEDIMENT WHENEVER NECESSARY
- HYDROSEED AND MULCH ALL DISTURBED AREAS UPON COMPLETION OF CONSTRUCTION OR AS DIRECTED BY THE AUTHORITIES HAVING JURSDICTION
- THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET OR NEIGHBORING PROPERTIES
- INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V
- STAGING AND STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND ADJUSTED TO ACCOMMODATE THE PROGRESS OF CONSTRUCTION

SITE WORK NOTES

- ALL CURB RADI TO BE 3 FEET UNLESS NOTED OTHERWISE
- GRADES AT BUILDING ENTRIES SHALL BE LESS THAN 2% IN ALL DIRECTIONS FOR A MINIMUM DISTANCE OF 5 FEET FROM THE BUILDING
- STAIR RISERS AND TREADS SHALL BE CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1011.5)
- WHEREVER A PEDESTRIAN WALKING PATH IS WITHIN 36 INCHES OF A VERTICAL DROP OF 30 INCHES OR GREATER, GUARDRAIL SHALL BE INSTALLED CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1015)
- PAVEMENTS WITH DEPRESSIONS OR BIRD BATHS, UNCONTROLLED CRACKS WHICH ARE VISIBLE WITHOUT MAGNIFICATION, AND/OR BONY OR OPEN GRADED SURFACES (EXCEPTING POROUS PAVEMENTS) WILL BE CONSIDERED UNACCEPTABLE. CONTRACTOR SHALL REVIEW PAVEMENT REPAIR OR REPLACEMENT ALTERNATIVES WITH THE OWNER AND ENGINEER PRIOR TO CONDUCTING THE REPAIR WORK AT NO COST TO THE OWNER.

LEGEND

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
TRAFFIC SIGNAL WIRE		
TELEPHONE LINE		
GAS LINE		
STORM SEWER LINE		
SANITARY SEWER LINE		
WATER LINE		
TREE		
FIRE DEPARTMENT CONNECTION		
FIRE HYDRANT		
WATER BLOWOFF/AIR RELEASE		
WATER METER		
WATER VALVE		
BACKFLOW PREVENTOR		
WATER VAULT		
MONITORING WELL		
STORM/SANITARY MANHOLE		
STORM SEWER CATCH BASIN		
SANITARY CLEAN OUT		
GAS VALVE		
GAS METER		
SIGN		
FOUND SURVEY MONUMENT		
GUY WIRE ANCHOR		
UTILITY POLE		
HVAC UNIT		
POWER VAULT		
ELECTRICAL METER		
POWER JUNCTION BOX		
POWER TRANSFORMER		
LIGHT POLE		
TELEPHONE/TELEVISION VAULT		
TELEPHONE/TELEVISION JUNCTION BOX		
SIGNAL CONTROL CABINET		
BOLLARD		
ADA COMPLIANT CURB RAMP SLOPE ARROW		
SLOPE ARROW		
FLAG POLE		

PAVING LEGEND

PAVING SECTIONS PER REPORT OF GEOTECHNICAL ENGINEERING SERVICES BY COLUMBIA WEST ENGINEERING, DATED AUGUST 13, 2025

EXISTING	PROPOSED	
		AC - HEAVY VEHICLE AREAS MINIMUM 3.5" AC OVER 10" AGGREGATE BASE
		AC - CAR PARKING AREAS MINIMUM 2.5" AC OVER 6" AGGREGATE BASE

ABBREVIATIONS

C	CENTER LINE
CL	PROPERTY LINE
AC	ASPHALT CONCRETE
AHJ	AUTHORITY HAVING JURISDICTION
AWWA	AMERICAN WATER WORKS ASSOCIATION
BC	BOTTOM OF CURB
BCR	BEGIN CURB RETURN
BMP	BEST MANAGEMENT PRACTICE
BS	BOTTOM OF STEP
BW	BACK OF WALK
C	COMPACT
CB	CATCH BASIN
CI	CAST IRON
CIP	CAST IN PLACE
CO	CLEANOUT
CONC	CONCRETE
CLR	CLEAR
CVR	COVER
DI	DUCTILE IRON
DW	DOMESTIC WATER
ECR	END CURB RETURN
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESC	EROSION/SEDIMENT CONTROL
EW	EACH WAY
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FFE	FINISH FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FI	FIELD INLET
FL	FLOWLINE
FW	FIRE WATER/FACE OF WALL
G/GUT	GUTTER LINE
GB	GRADE BREAK
H	ACCESSIBLE STALL
HDPE	HIGH-DENSITY POLYETHYLENE
HMA	HOT MIX ASPHALT
IE	INVERT ELEVATION
LT	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MJ	MECHANICAL JOINT
NTS	NOT TO SCALE
OC	ON CENTER
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
OSSC	OREGON STRUCTURAL SPECIALTY CODE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCCP	PORTLAND CEMENT CONCRETE PAVING
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
RD	ROOF DRAIN
ROW	RIGHT OF WAY
RSGV	RESILIENT SEAT GATE VALVE
RT	RIGHT
S	STANDARD
SAN	SANITARY SEWER
STA	STATION
STM	STORM
SW	SIDEWALK
TC	TOP OF CURB
TH	THRESHOLD
TS	TOP OF STEP
TW	TOP OF WALL
TYP	TYPICAL
WC	WHEELCHAIR

M.

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ARCHITECTURE • INTERIORS • STRUCTURAL
ENGINEERING • CIVIL ENGINEERING • LAND
USE PLANNING • LANDSCAPE ARCHITECTURE

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REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
**CIVIL NOTES,
SYMBOLS, AND
ABBREVIATIONS**

SHEET

C0.01

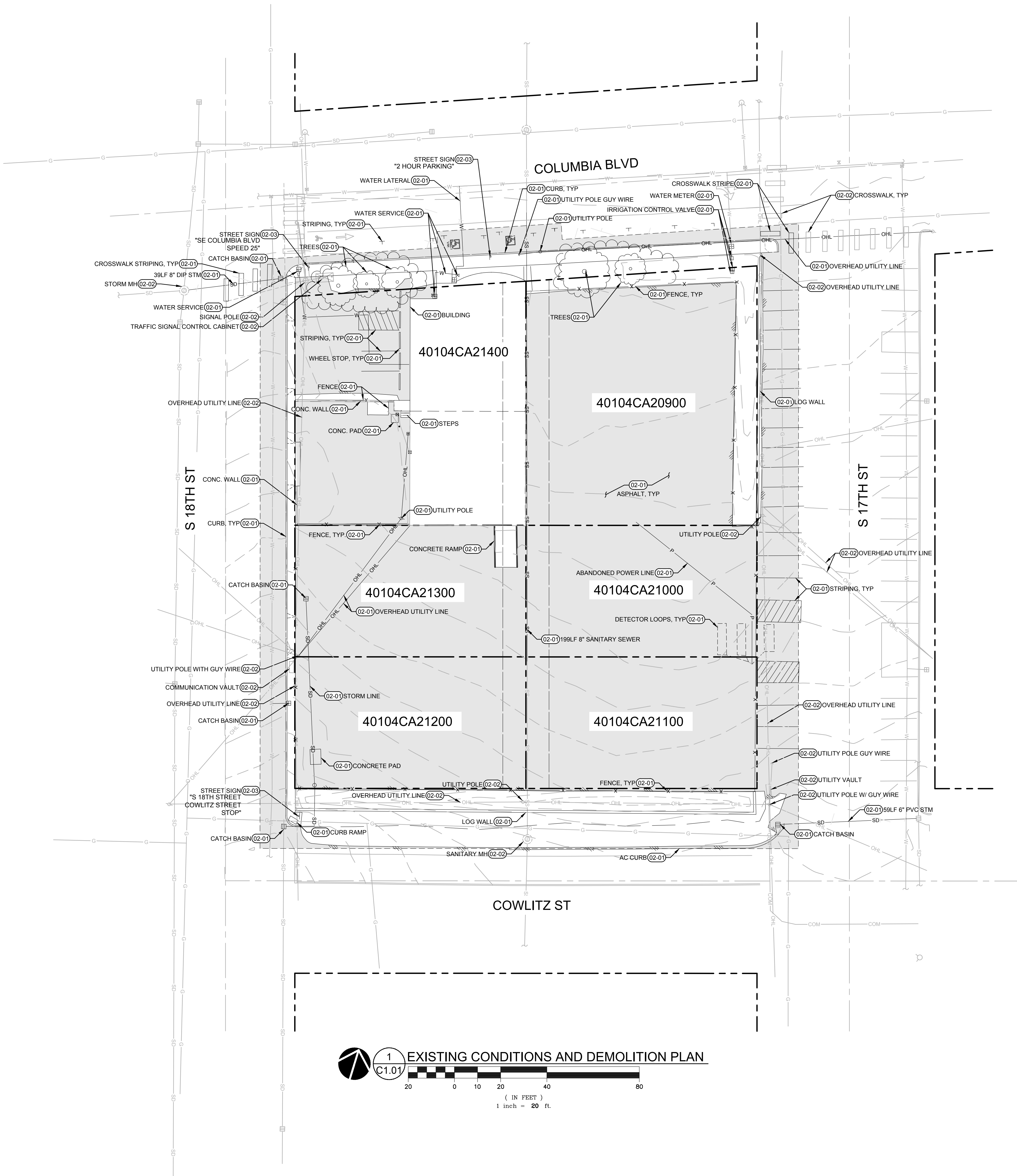
JOB NO. 2210310.11

LAND USE REVIEW : 11/13/2025

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REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
**EXISTING
CONDITIONS
AND
DEMOLITION
PLAN**

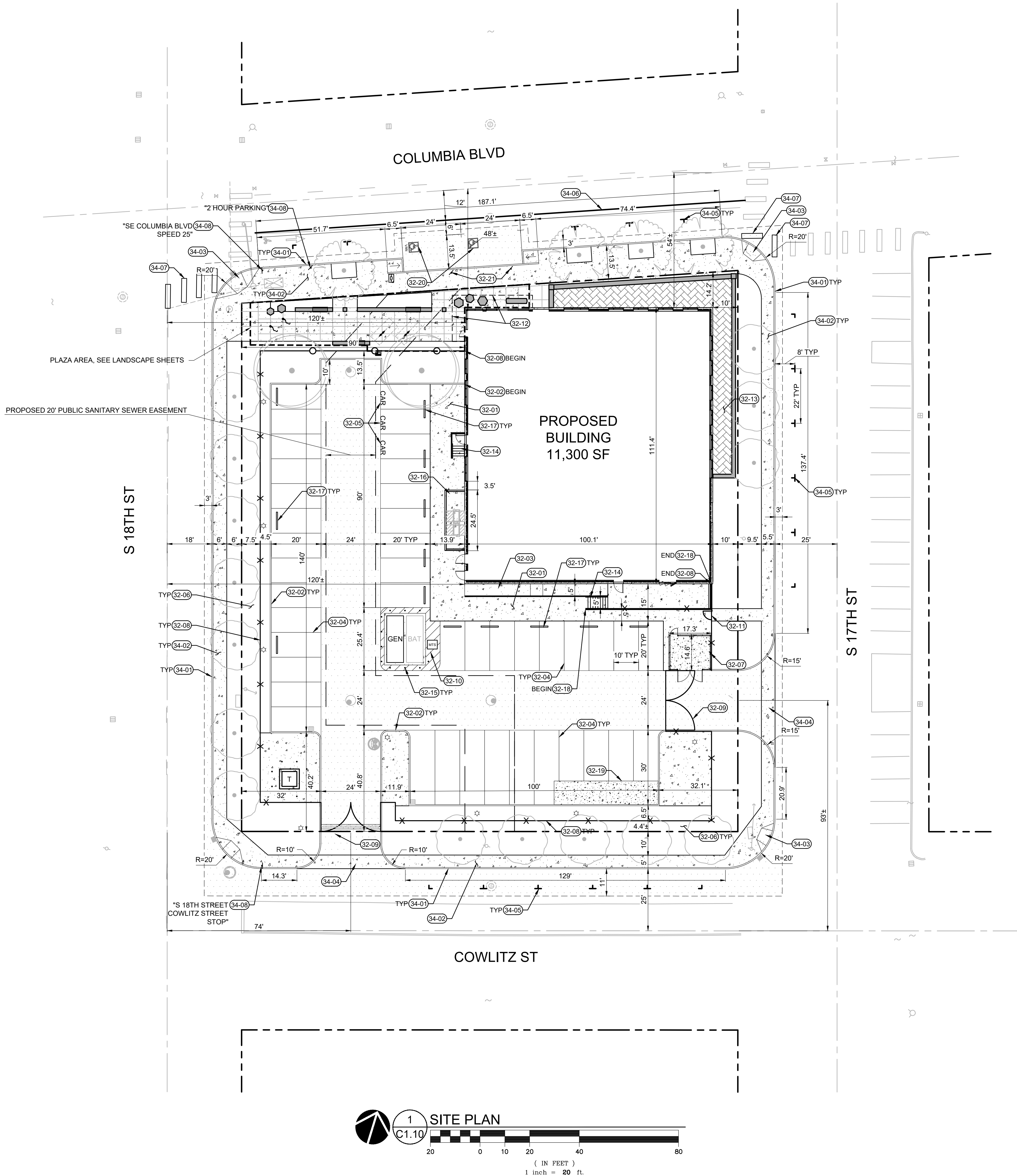


KEYNOTES	
02-01	REMOVE (ITEM AS NOTED)
02-02	PROTECT (ITEM AS NOTED)
02-03	SALVAGE (ITEM AS NOTED)

LEGEND	
ASPHALT PAVEMENT SAWCUT	
ASPHALT PAVEMENT TO BE REMOVED	



REVISION SCHEDULE		
Delta	Issued As	Issue Date



PARKING DATA

	ACCESSIBLE	STANDARD	CARPOOL/VANPOOL	TOTAL
SECURE (10' x 20')	0	39	3	42
PUBLIC (9' x 18')	2	15	0	17
TOTAL	2	54	3	59

SITE DATA

SITE AREA	43,902 SF (1.01 AC)
DISTURBED AREA	43,902 SF (1.01 AC)
IMPERVIOUS AREA	38,005 SF (86.6%)
BUILDING AREA	11,133 SF (25.4%)
PAVEMENT AREA	26,872 SF (61.2%)
LANDSCAPE AREA	5,897 SF (13.4%)

LEGEND

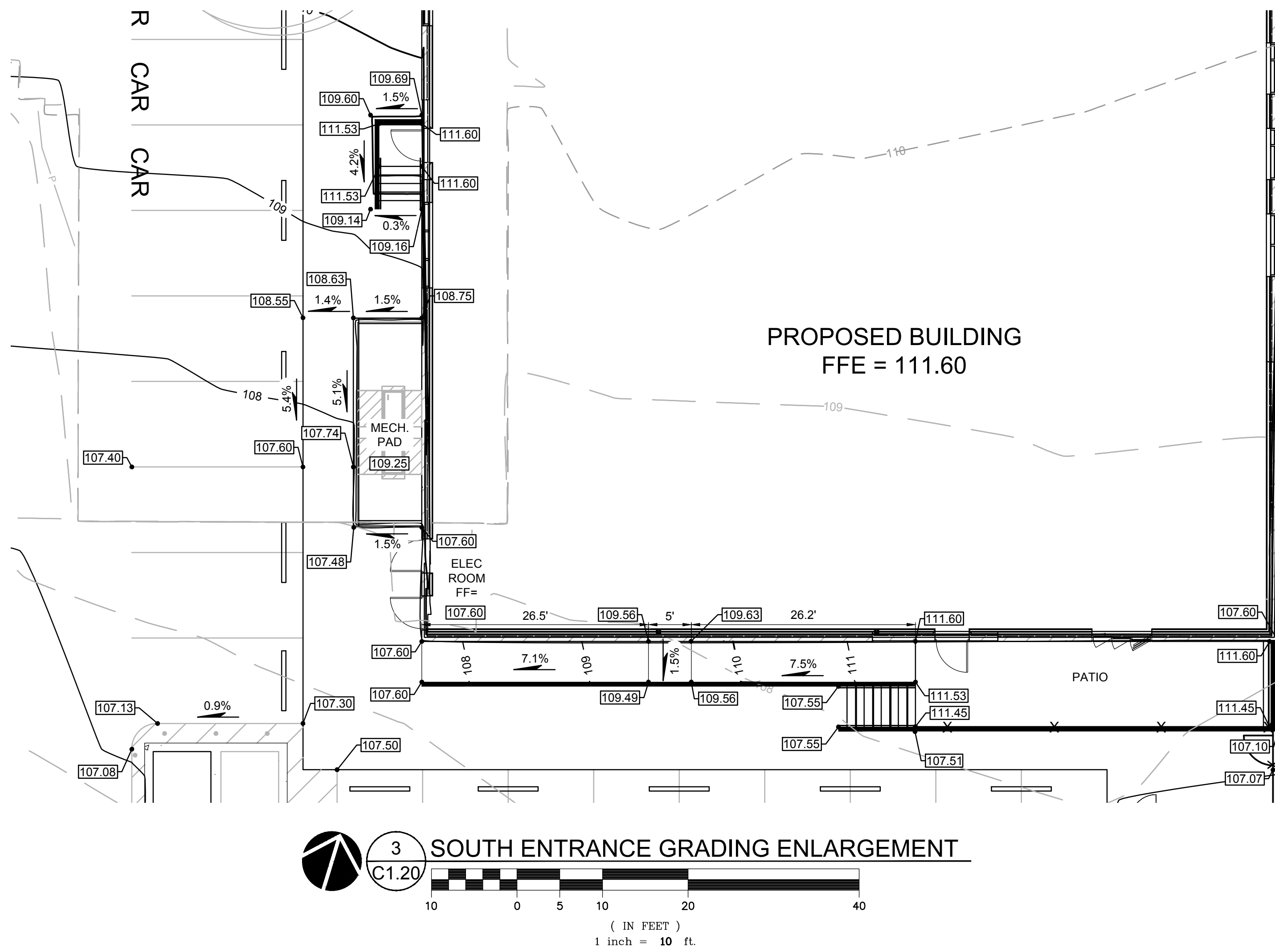
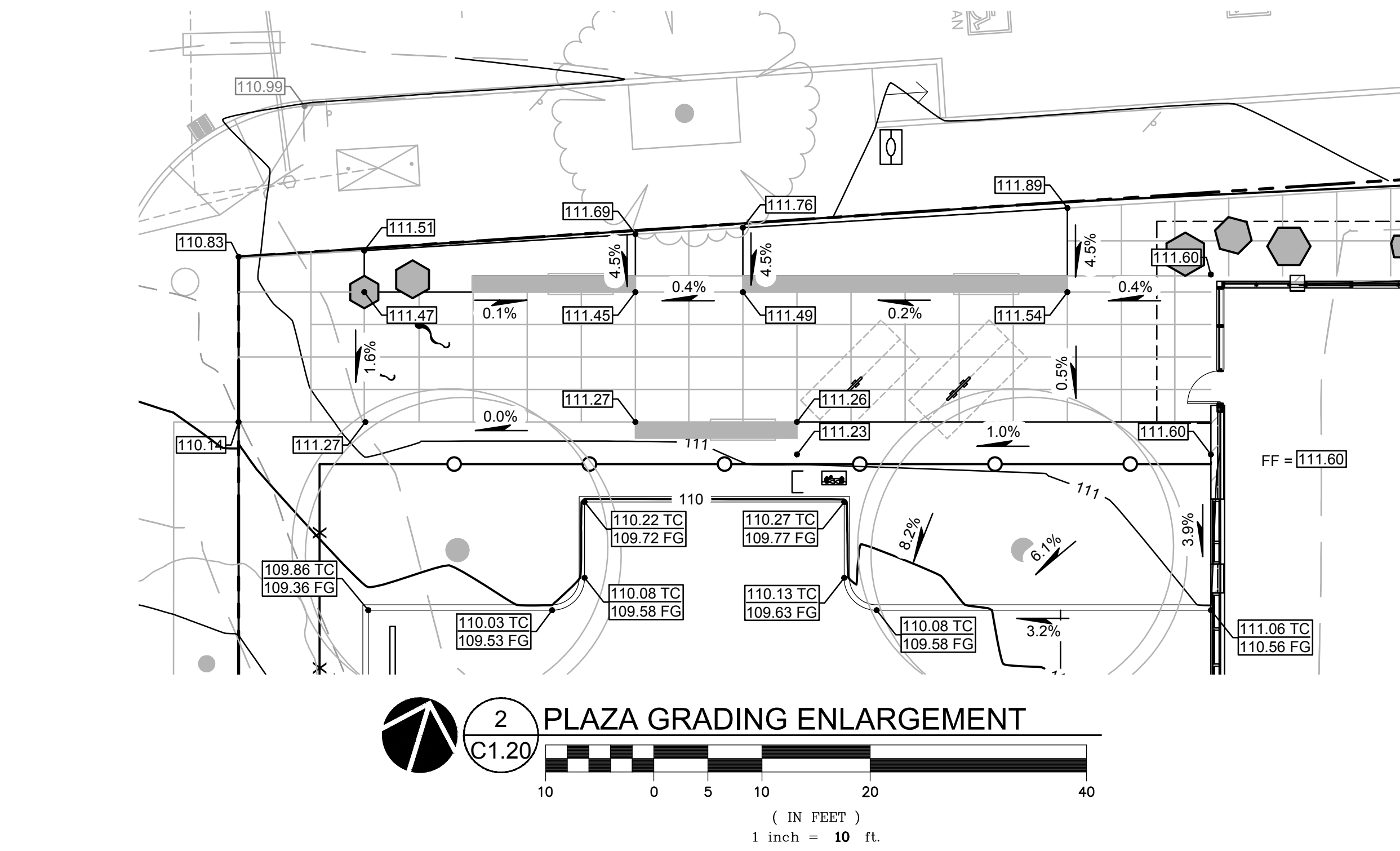
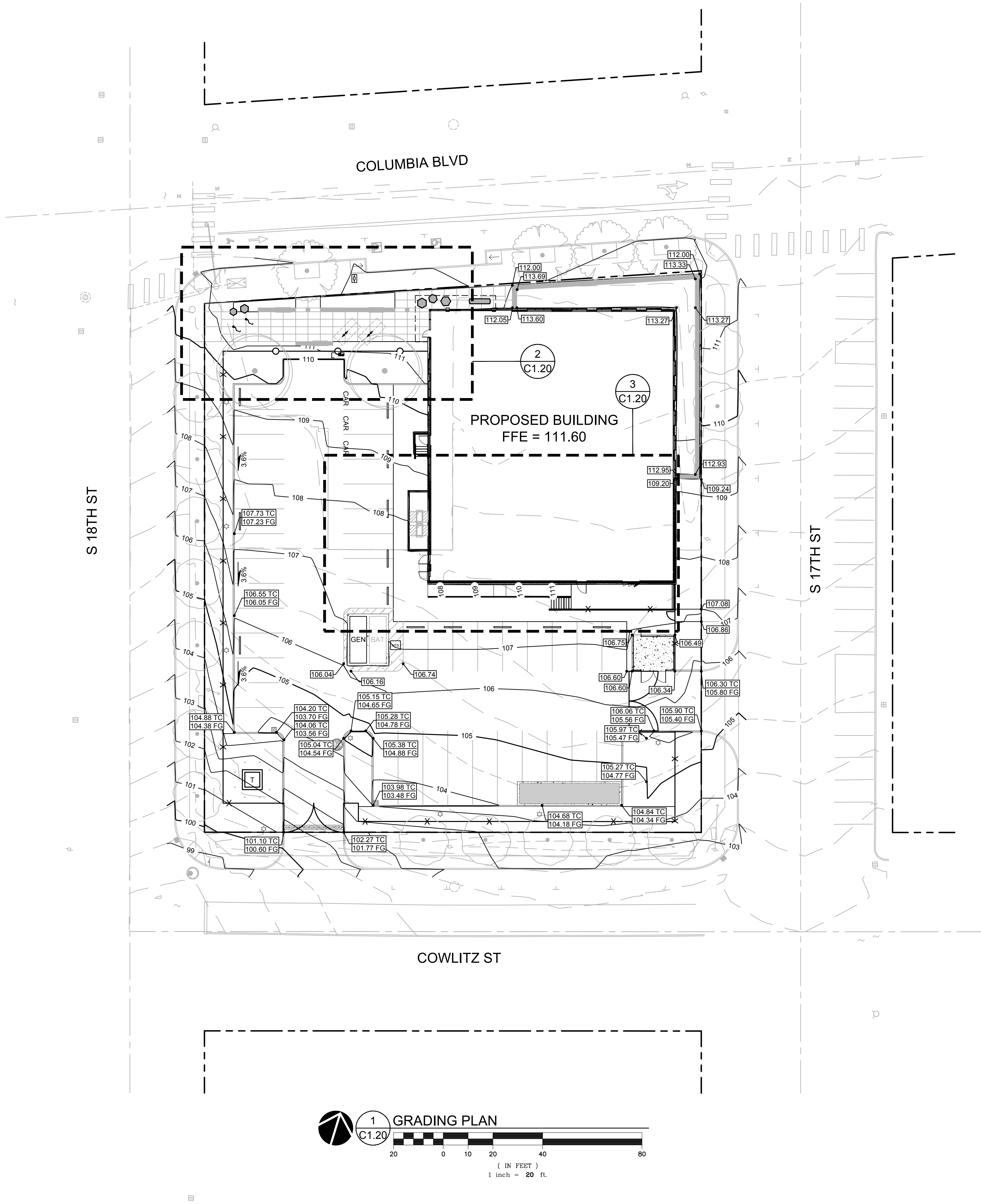
PLAZA AREA - SEE LANDSCAPE SHEETS	-----
ASPHALT PAVEMENT SAWCUT	-----

KEYNOTES

- 32-01 CONCRETE SIDEWALK
- 32-02 VERTICAL CURB PER DETAIL 2/C5.10
- 32-03 RAMP WITH CONCRETE RETAINING WALL - SEE GRADING PLAN.
- 32-04 PARKING STALL STRIPING PER DETAIL 4/C5.10
- 32-05 CARPOOL/VANPOOL PARKING PER DETAIL 4/C5.10
- 32-06 LANDSCAPE AREA PER LANDSCAPE DRAWINGS
- 32-07 TRASH ENCLOSURE - 6FT SLATTED CHAINLINK FENCE
- 32-08 FENCING PER LANDSCAPE DRAWINGS
- 32-09 SECURITY GATE
- 32-10 4" WHITE STRIPE AT 45-DEGREE ANGLE
- 32-11 MAIN GATE WITH CONTROL ACCESS
- 32-12 BUILDING CANOPY PER ARCHITECTURAL PLANS
- 32-13 RAISED PLANTER PER LANDSCAPE DRAWINGS
- 32-14 CONCRETE STAIRS AND CONCRETE RETAINING WALL. SEE SHEET A2.10 FOR ELEVATION VIEW
- 32-15 BOLLARDS PER DETAIL 6/C5.10
- 32-16 MECHANICAL EQUIPMENT PAD - SEE GRADING PLAN
- 32-17 PRECAST WHEEL STOP PER 5/C5.10
- 32-18 CONCRETE RETAINING WALL
- 32-19 9.5' X 42" CONCRETE PAD FOR FUTURE CONEX BOX
- 32-20 ACCESSIBLE PARKING STALL PER DETAIL 3/C5.10
- 32-21 ACCESSIBLE PARKING SIGN PER DETAIL 3/C5.10
- 34-01 TYPE 'A' CURB PER ST HELENS DWG. NO 210
- 34-02 CONCRETE SIDEWALK PER ST HELENS DWG. NO 220
- 34-03 CURB RAMP PER ST HELENS DWG. NO 225
- 34-04 COMMERCIAL DRIVEWAY PER ST HELENS DWG NO. 245
- 34-05 ON STREET PARKING MARKING PER ODOT DWG TM503-P
- 34-06 8" SOLID WHITE BIKE LANE STRIPING
- 34-07 SOLID WHITE CROSSWALK STRIPING TO MATCH EXISTING LOCATION
- 34-08 RELOCATED STREET SIGN, AS NOTED

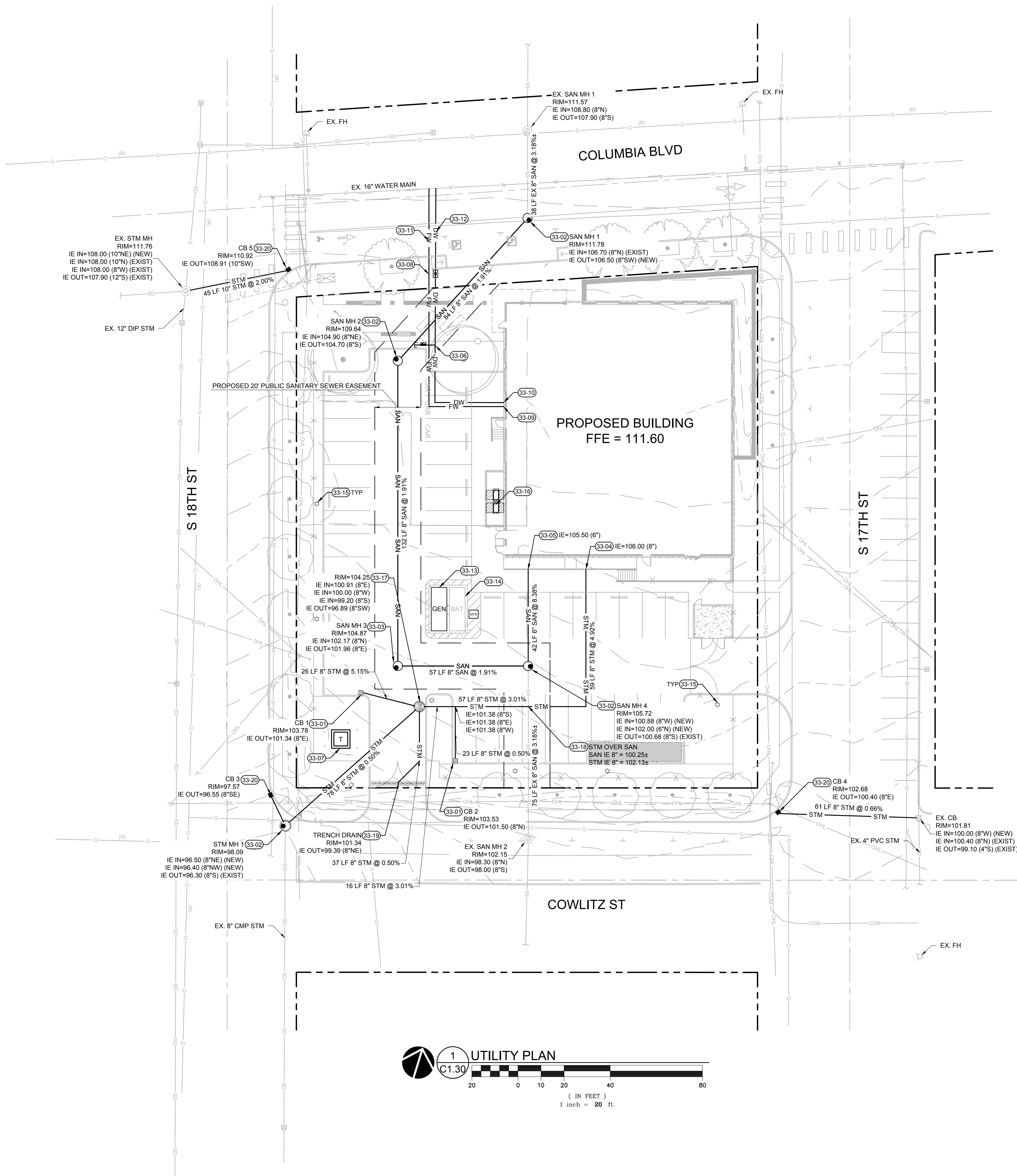


REVISION SCHEDULE		
Delta	Issued As	Issue Date



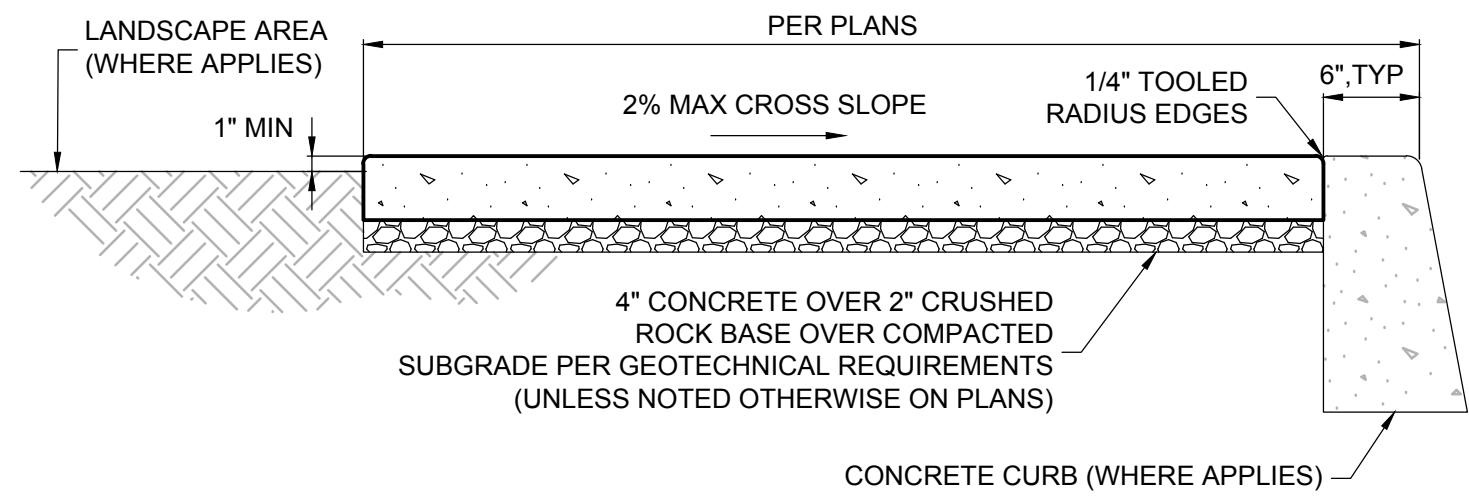


REVISION SCHEDULE		
Delta	Issued As	Issue Date

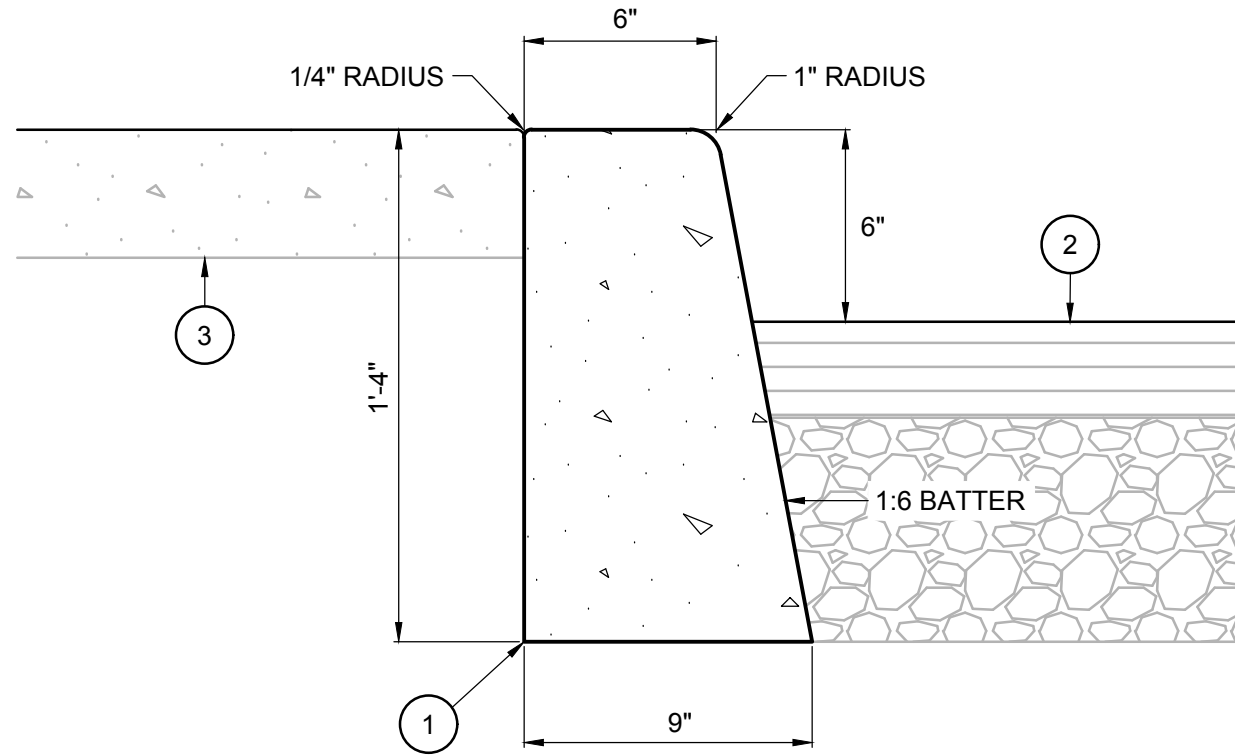
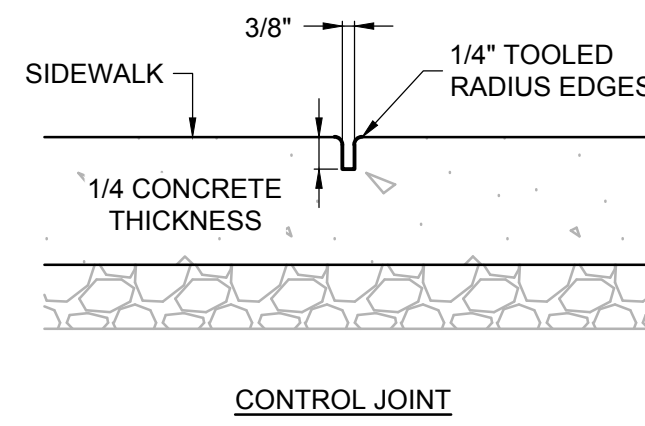


KEYNOTES

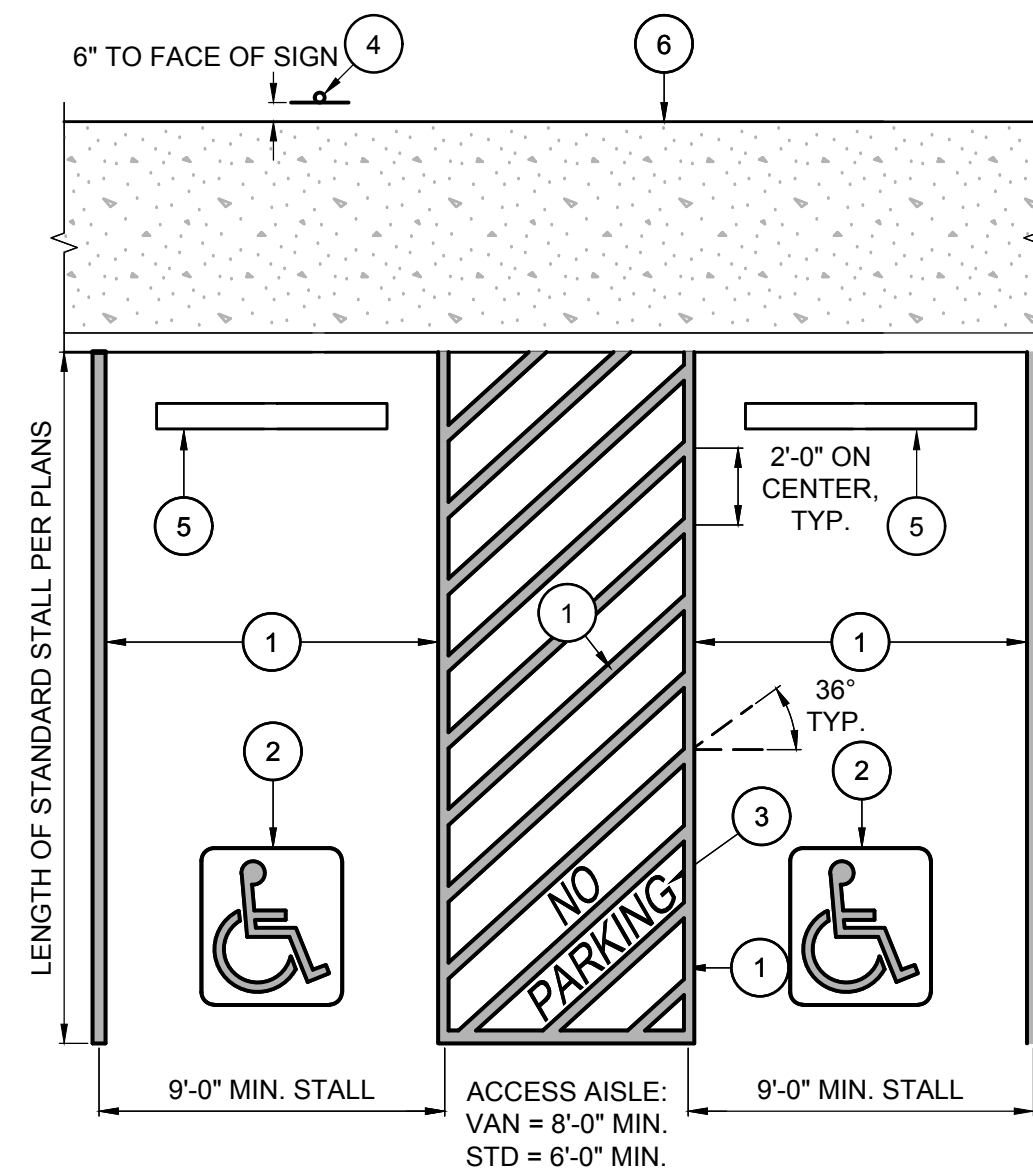
- 33-01 INSTALL CONCRETE CATCH BASIN
- 33-02 INSTALL MANHOLE PER CITY OF ST HELENS DWG. NO. 350
- 33-03 INSTALL FLAT-TOP MANHOLE PER CITY OF ST HELENS DWG. NO. 351
- 33-04 CONNECT TO INTERNAL DOWNSPOUTS
- 33-05 CONNECT TO BUILDING SANITARY
- 33-06 IRRIGATION BACKFLOW AND POINT OF CONNECTION PER LANDSCAPE DRAWINGS
- 33-07 TRANSFORMER PER ELECTRICAL PLANS
- 33-08 2" DOMESTIC WATERLINE WITH 2 1/2" METER SERVICE PER CITY OF ST HELENS DWG. NO. 405
- 33-09 CONNECT TO BUILDING FIRE WATER. 6" BACKFLOW LOCATED IN BUILDING
- 33-10 CONNECT TO BUILDING DOMESTIC WATER
- 33-11 6" FIRE WATER LINE, TRENCHING PER CITY OF ST HELENS DWG. NO. 300
- 33-12 2" DOMESTIC WATERLINE, TRENCHING PER CITY OF ST HELENS DWG. NO. 300
- 33-13 GENERATOR PER ELECTRICAL PLANS
- 33-14 FUTURE BATTERY LOCATION
- 33-15 SITE LIGHT PER ELECTRICAL PLANS
- 33-16 HOUSEKEEPING PAD WITH MECHANICAL UNITS PER MECHANICAL PLANS
- 33-17 OLDCASTLE 48" PERKFILTER MANHOLE WITH TWO 18" CARTRIDGES
- 33-18 PIPE CROSSING
- 33-19 INSTALL TRENCH DRAIN PER 2/C5.11
- 33-20 INSTALL CONCRETE CATCH BASIN PER CITY OF ST HELENS DWG NO. 315



- NOTES:
- SEE PROJECT SPECIFICATIONS FOR CONCRETE, AGGREGATE BASE, AND JOINT MATERIALS
 - WHERE SIDEWALK ABUTS CURBING, SURFACE SHALL BE FLUSH WITH TOP OF CURB UNLESS NOTED OTHERWISE ON PLANS. WHERE SIDEWALK ABUTS LANDSCAPE OR OTHER PERVIOUS AREA, GRADE SHALL BE RECESSED 1" MINIMUM OR AS OTHERWISE DICTATED BY THE LANDSCAPE ARCHITECT OR NOTED ON PROJECT PLANS
 - DO NOT USE SHINERS ON TOOLED EDGES UNLESS NOTED OTHERWISE
 - CONTROL JOINTS SHALL BE EVENLY SPACED AND LOCATED EVERY 5' MAXIMUM, WITH EXPANSION JOINTS EVERY FOURTH JOINT, OR PER PLAN. SIDEWALK JOINTS SHALL BE ALIGNED WITH CURB JOINTS OR WHERE PERPENDICULAR CURBING INTERSECTS.

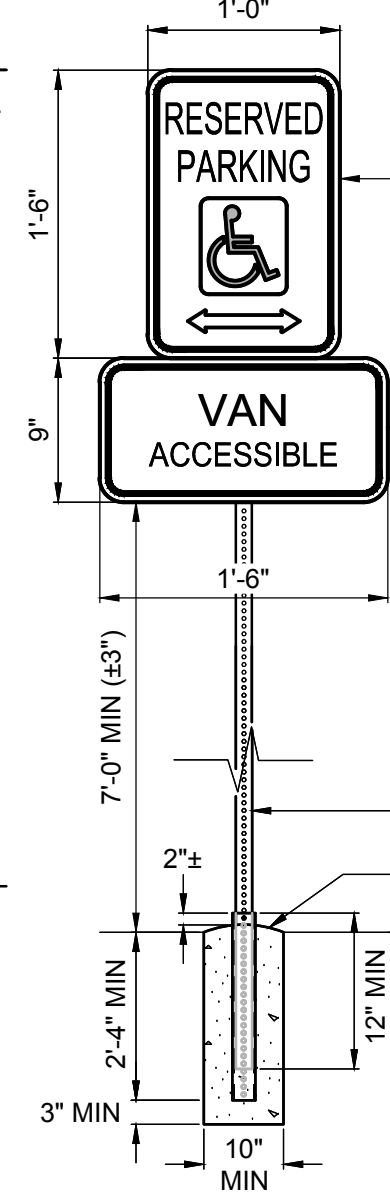


- KEYNOTES:
- CONCRETE FOR CURBING PER PROJECT SPECIFICATIONS
 - PAVEMENT SECTION PER CIVIL PLANS
 - SEE PLANS FOR IMPROVEMENTS AT BACK OF CURB. WHERE SIDEWALK OCCURS, THE SIDEWALK AND TOP OF CURB SHALL BE FLUSH. WHERE ABUTTING A PLANTER AREA, THE FINAL GRADE SHALL BE 1" MINIMUM BELOW TOP OF CURB, OR AS DIRECTED BY THE LANDSCAPE ARCHITECT



- KEYNOTES:
- 4" WIDE WHITE STRIPE
 - WHITE RETROREFLECTIVE PAVEMENT MARKING SYMBOL (FHWA 3B-22) WITH BLUE RETROREFLECTIVE BACKGROUND (41" TALL x 36" WIDE WITH 4" STROKE WIDTH). OFFSET BACKGROUND LIMIT 4" FROM SYMBOL
 - YELLOW RETROREFLECTIVE "NO PARKING" PAVEMENT MARKING LEGEND ("NO" SHALL BE 12" TALL x 18" WIDE AND "PARKING" SHALL BE 12" TALL x 60" WIDE)
 - ACCESSIBLE PARKING SPACE SIGNAGE PER DETAIL HEREON. MAINTAIN 48" CLEAR ACCESS AROUND SIGN. ENSURE NO INTERFERENCE WITH PARKING STALL OVERHANG
 - WHEEL STOP PER DETAIL 5/C5.10
 - SEE PLANS FOR PROPOSED CURB/SIDEWALK/KRAMPS/ETC IMPROVEMENTS TO ACCOMMODATE ACCESSIBLE PARKING STALL ACCESS

- NOTES:
- PAINT MATERIALS AND APPLICATION PER PROJECT SPECIFICATIONS

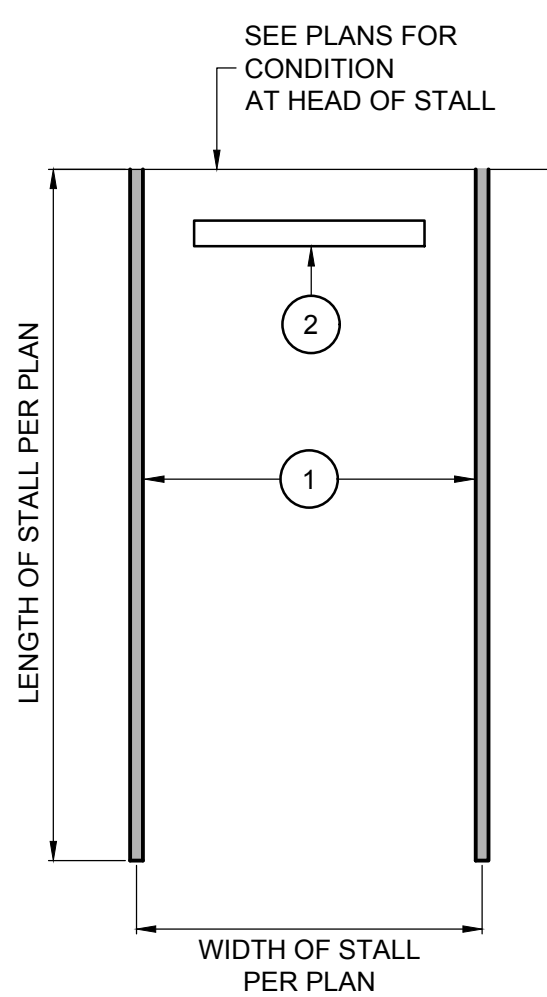


- FHWA SIGN NO. R7-8
BACKGROUND: WHITE, RETRO-REFLECTIVE SHEETING
LEGEND: GREEN, RETRO-REFLECTIVE SHEETING
SYMBOL: WHITE ON BLUE, RETRO-REFLECTIVE SHEETING
FHWA SIGN NO. R7-8A
(WHERE CALLED OUT ON PLANS)
BACKGROUND: WHITE, RETRO-REFLECTIVE SHEETING
LEGEND: GREEN, RETRO-REFLECTIVE SHEETING
NOTE: ACCESS AISLE FOR SINGLE VAN ACCESSIBLE STALL TO BE LOCATED ON THE PASSENGER'S SIDE
- 2"X2" SQUARE PERFORATED GALVANIZED 12GA METAL SIGN POST AND COMPATIBLE SLEEVE (UNISTRUT TELESAR, OR EQUAL)
CONCRETE FOUNDATION, ROUND TOP TO SHED
FINISHED GROUND
- NOTE: MORE DETAIL ON THE FHWA SIGN/SYMBOL NUMBER REFERENCES HEREON MAY BE FOUND IN THE STANDARD HIGHWAY SIGNS BOOK PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA), LATEST EDITION

1 CONCRETE SIDEWALK AND JOINTS
C5.10 NTS

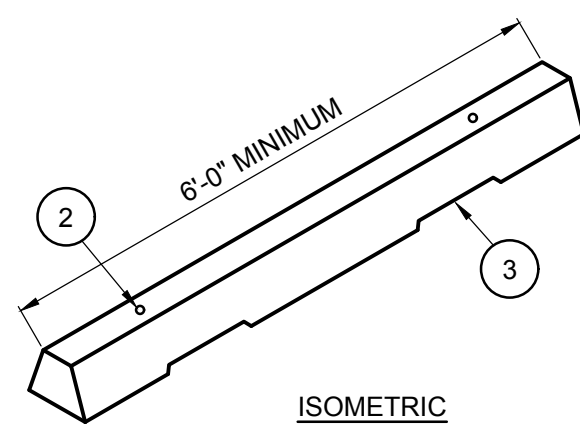
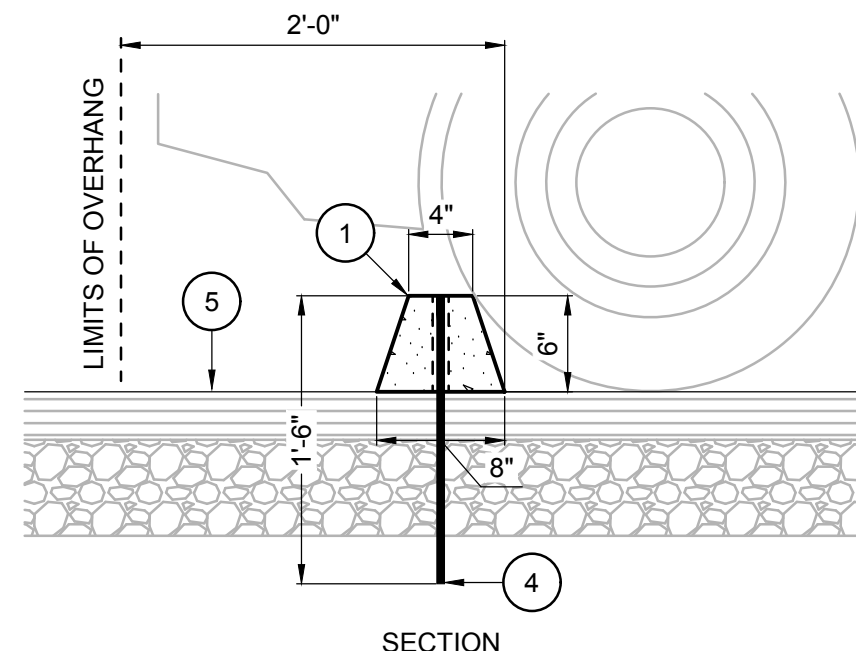
2 VERTICAL CURB
C5.10 NTS

3 ACCESSIBLE PARKING STALL
C5.10 NTS



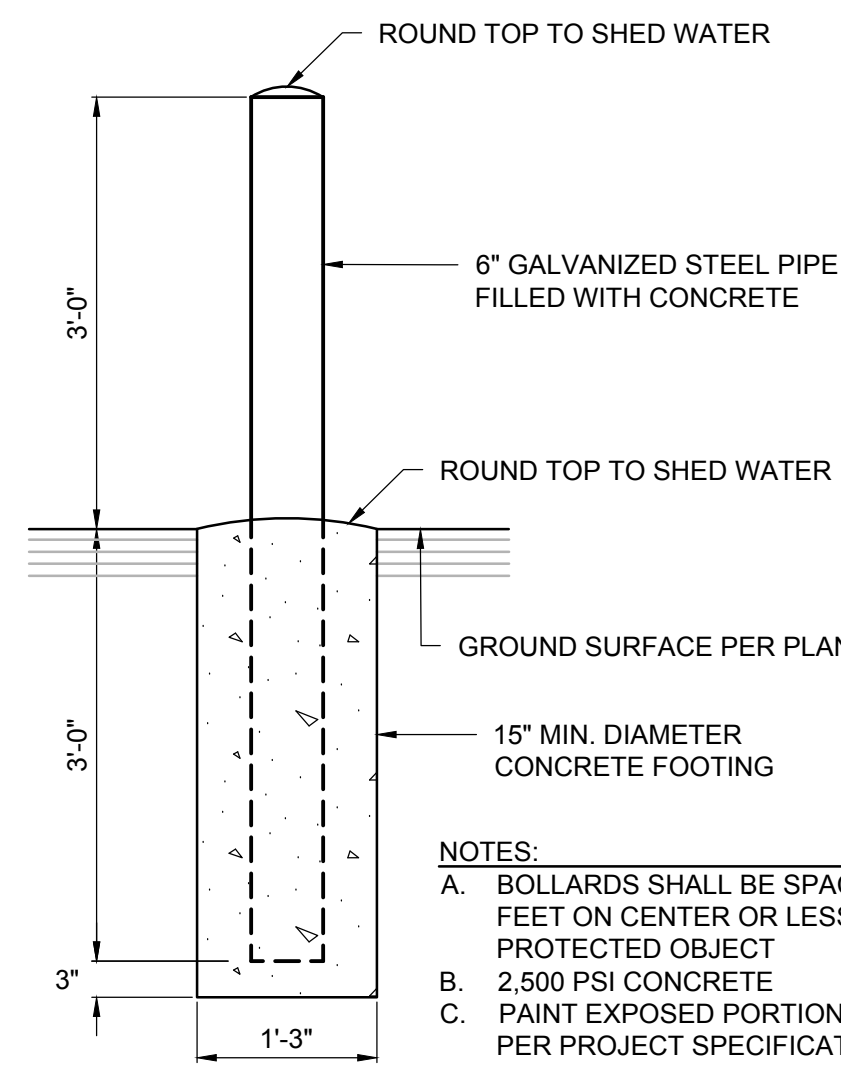
- KEYNOTES:
- 4" WIDE WHITE STRIPE
 - WHEEL STOP PER DETAIL 5/C5.10, WHERE CALLED OUT ON PLANS

- NOTES:
- PAINT MATERIALS AND APPLICATION PER PROJECT SPECIFICATIONS



- KEYNOTES:
- PRECAST WHEEL STOP. DIMENSIONS SHOWN ARE MINIMUMS
 - DOWEL HOLES (2 MINIMUM)
 - DRAINAGE SLOTS (2 MINIMUM)
 - DOWEL INTO PAVEMENT (2 MINIMUM), #4 REBAR OR PER MANUFACTURER'S RECOMMENDATIONS
 - FINISHED GROUND PER PLANS

- NOTES:
- INSTALL WHEEL STOP PER MANUFACTURER'S RECOMMENDATIONS



- NOTES:
- BOLLARDS SHALL BE SPACED NOT MORE THAN 4 FEET ON CENTER OR LESS THAN 3 FEET FROM THE PROTECTED OBJECT
 - 2,500 PSI CONCRETE
 - PAINT EXPOSED PORTION OF BOLLARD [COLOR NAME] PER PROJECT SPECIFICATIONS

4 PARKING STALL STRIPING
C5.10 NTS

5 PRECAST WHEEL STOP
C5.10 NTS

6 6" PIPE BOLLARD
C5.10 NTS



REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
CIVIL DETAILS

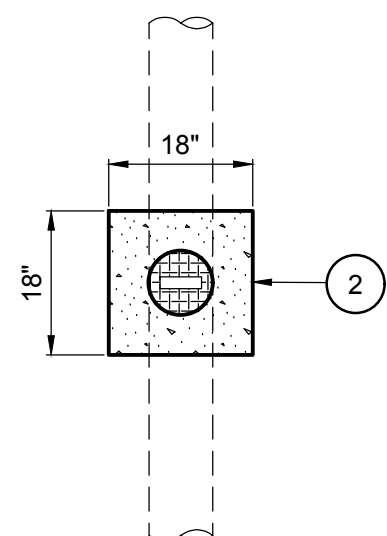
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C5.10

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1. CLEANOUT PIPING AND FITTINGS TO BE OF THE SAME SIZE (8" MAX) AND MATERIAL AS THE PIPING IT IS SERVING
2. CLEANOUT LID & FRAME: HEAVY DUTY CAST IRON ACCESS BOX, SCORiated CAST IRON COVER, THREADED BRONZE PLUGS, MOUNTED IN 4,000 PSI CONCRETE COLLAR.

A. CONCRETE COLLAR MAY BE OMITTED IN LANDSCAPE AREAS. USE PLASTIC PIPE CAP AND SET 3 INCHES ABOVE GRADE

NTS



1.	PREFABRICATED POLYMER CONCRETE INTERLOCKING MODULAR TRENCH DUCTILE IRON EDGE RAILS, SLOPED 0.5% MINIMUM DEPTH OF CHANNEL 10 INCHES MINUS UNLESS NOTED OTHERWISE	4.	OUTLET PIPE, SIZE AND SLOPE PER PLAN
2.	IN-LINE CATCH BASIN, CONCRETE TO MATCH SIZE AND INVERT OF OUTLET PIPE PER PLAN	5.	GRATED DUCTILE IRON, LOAD CLASS F, SLOTTED
3.	CONCRETE SURROUND (4,000 PSI), SET 1/8" HIGHER THAN TOP OF CHANNEL EDGE AND FLUSH WITH ADJACENT PAVEMENT	6.	ADDITIONAL CHANNEL SECTIONS, SLOPED TO CATCH BASIN, IF APPLICABLE
		7.	PAVING SECTION PER PLANS
		8.	SURROUNDING CONCRETE SURROUND TO BE 1.5% MAX IN IF PEDESTRIAN PATH OF TRAVEL, 5% OTHERWISE

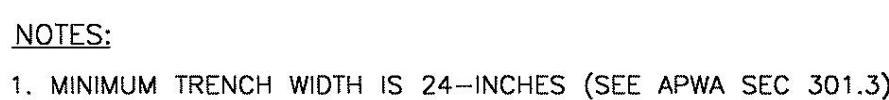
NTS



- A. SYSTEM SHALL BE PROVIDED BY SINGLE MANUFACTURER
- B. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF EACH SITE SPECIFIC SYSTEM TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PROCURING MATERIALS
- C. CATCH BASIN OUTLET STRUCTURE SHALL BE OF THE "INLINE" TYPE UNLESS PROJECT CONDITIONS REQUIRE OTHERWISE



NOTE:
USES WSDOT STD STYLE "C-2" GRATE

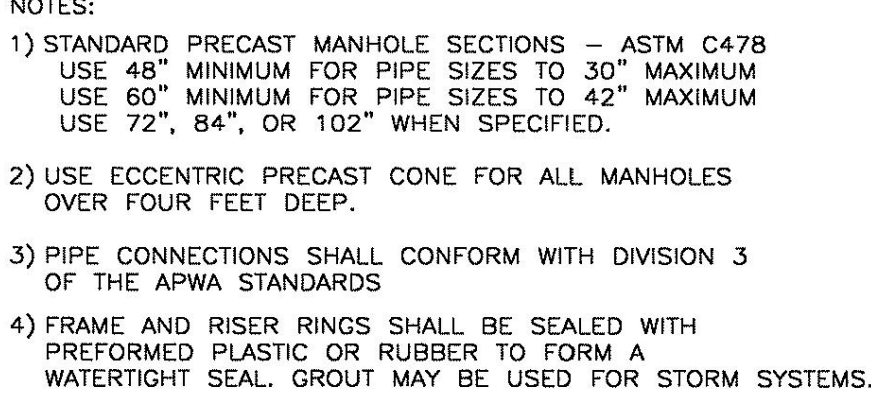


Ordinance No. 2875 / April 4, 2003 / Appendix

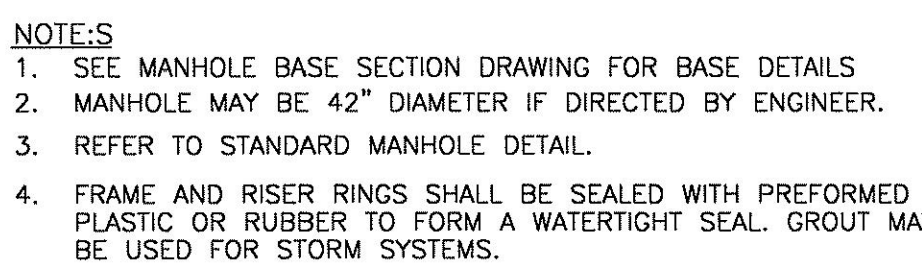


- NOTES:**
1. TAMPERPROOF COVERS REQ'D ON SANITARY OR STORM DRAIN MANHOLE WHERE LOCATED IN PEDESTRIAN WAYS OR EASEMENT AREAS. TAMPERPROOF COVERS FOR SANITARY MANHOLES SHALL HAVE 2 HOLES MAXIMUM.
 2. WATERTIGHT COVERS REQUIRED IF LOCATED WHERE COVER MAY BE SUBMERGED.
 3. FRAMES AND COVERS SHALL BE STAMPED WITH MANUFACTURER'S INITIALS, HEAT NUMBER AND POINT OF ORIGIN.

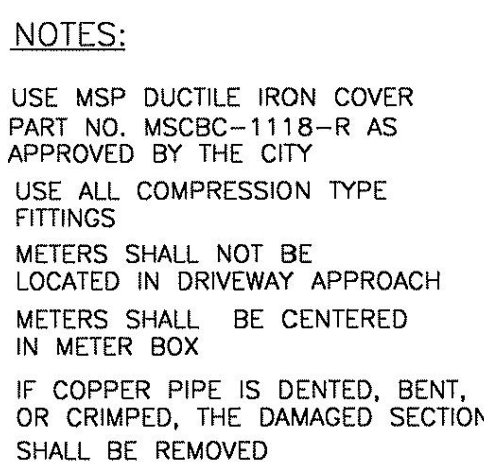
Ordinance No. 2875 / April 4, 2003 / Appendix



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CIVIL DETAILS

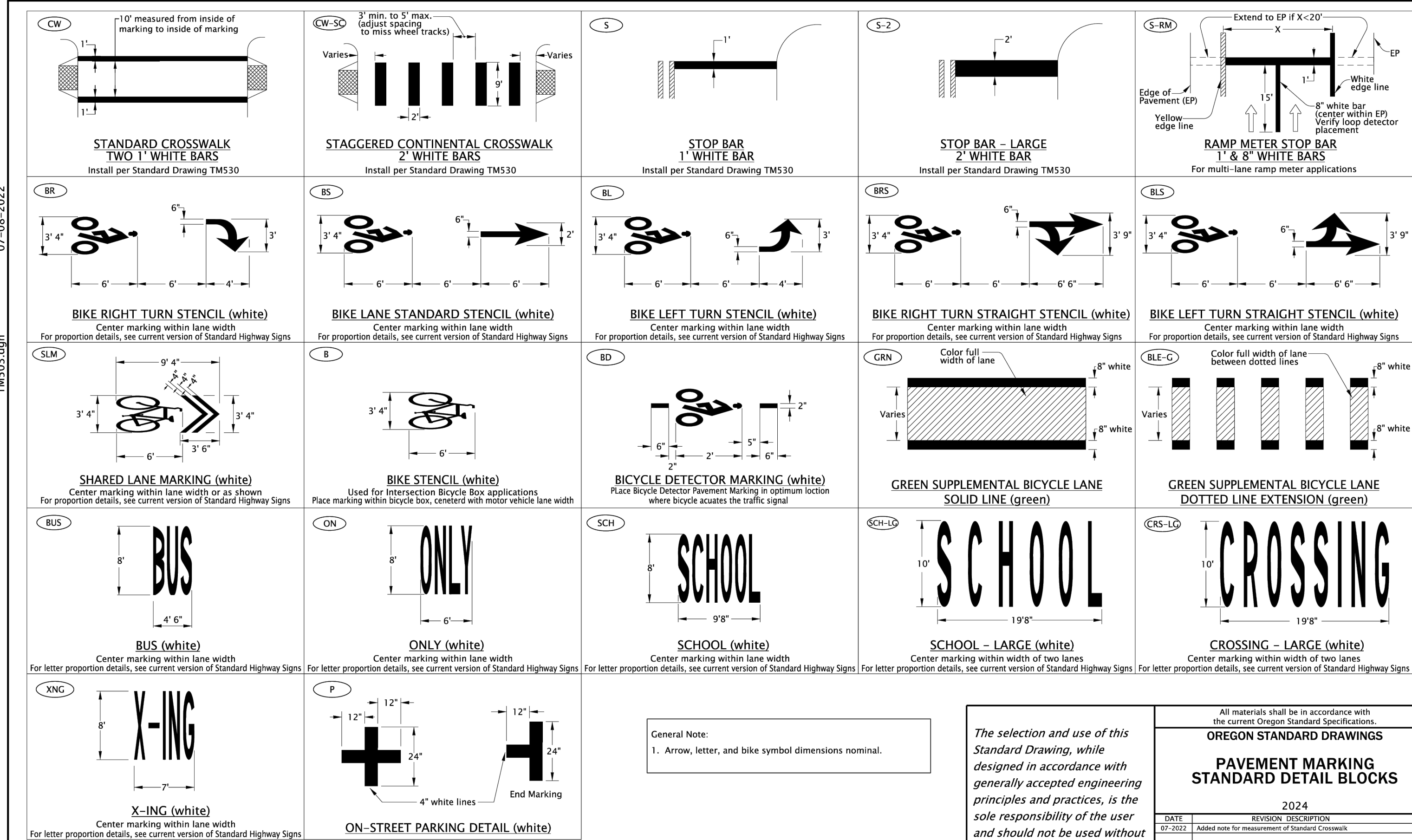
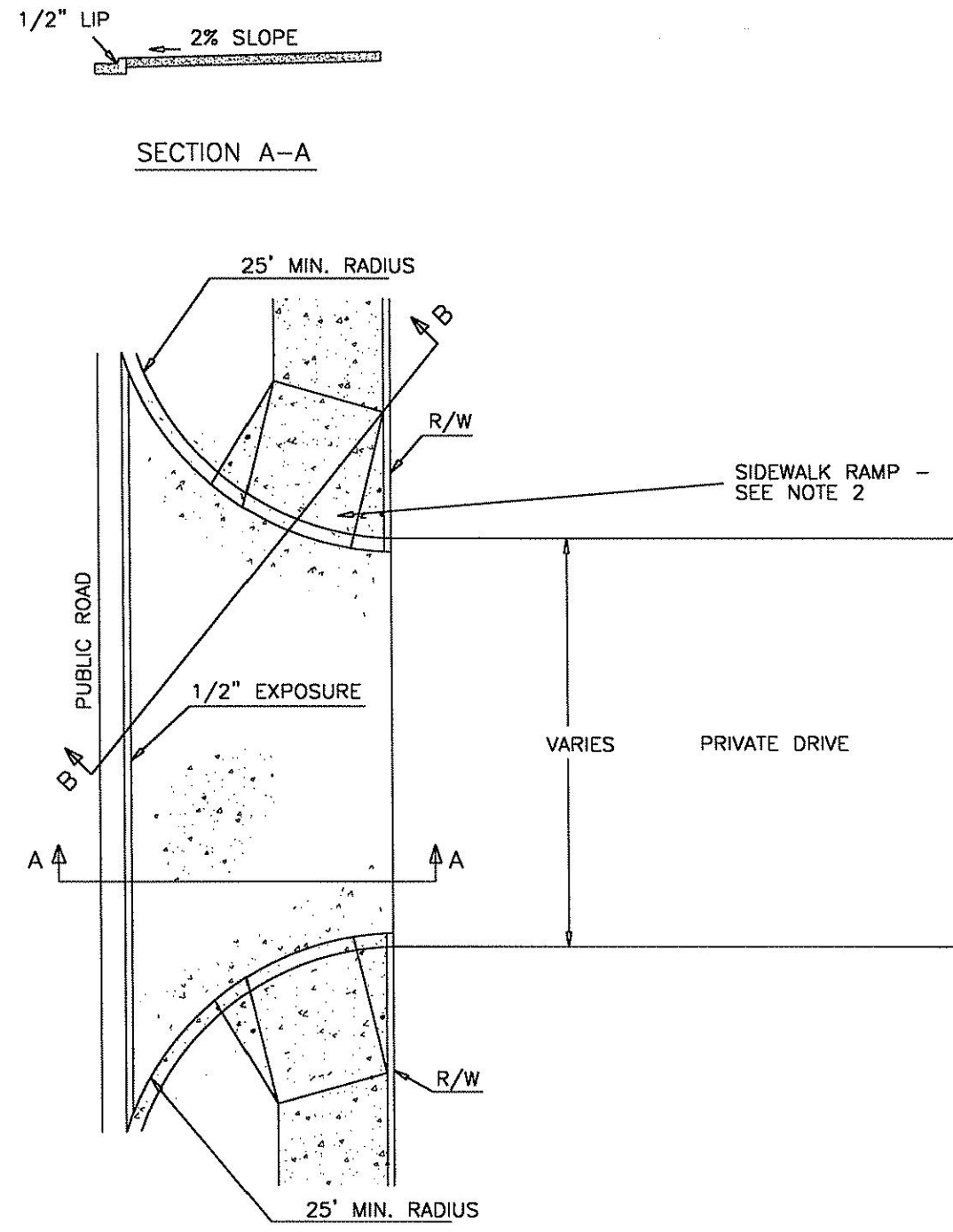
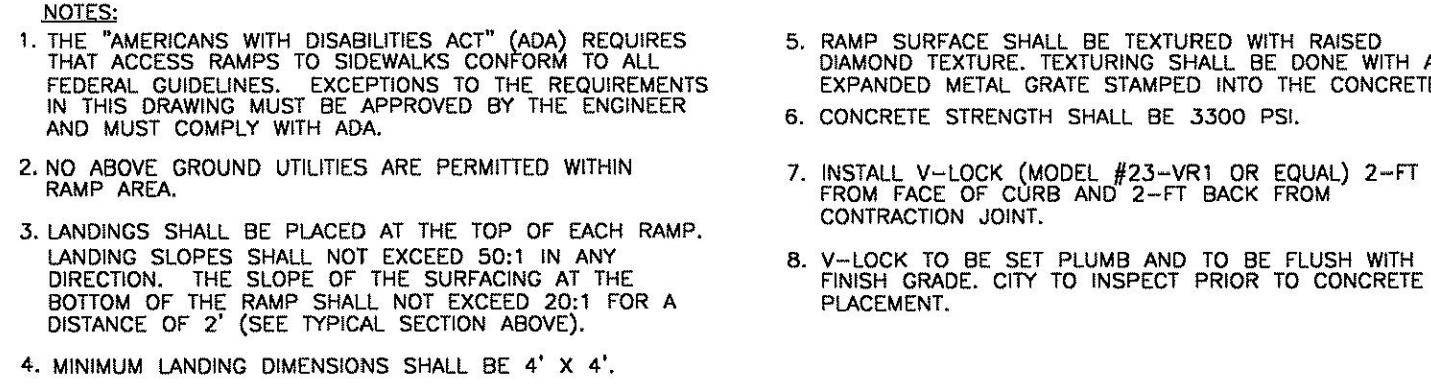
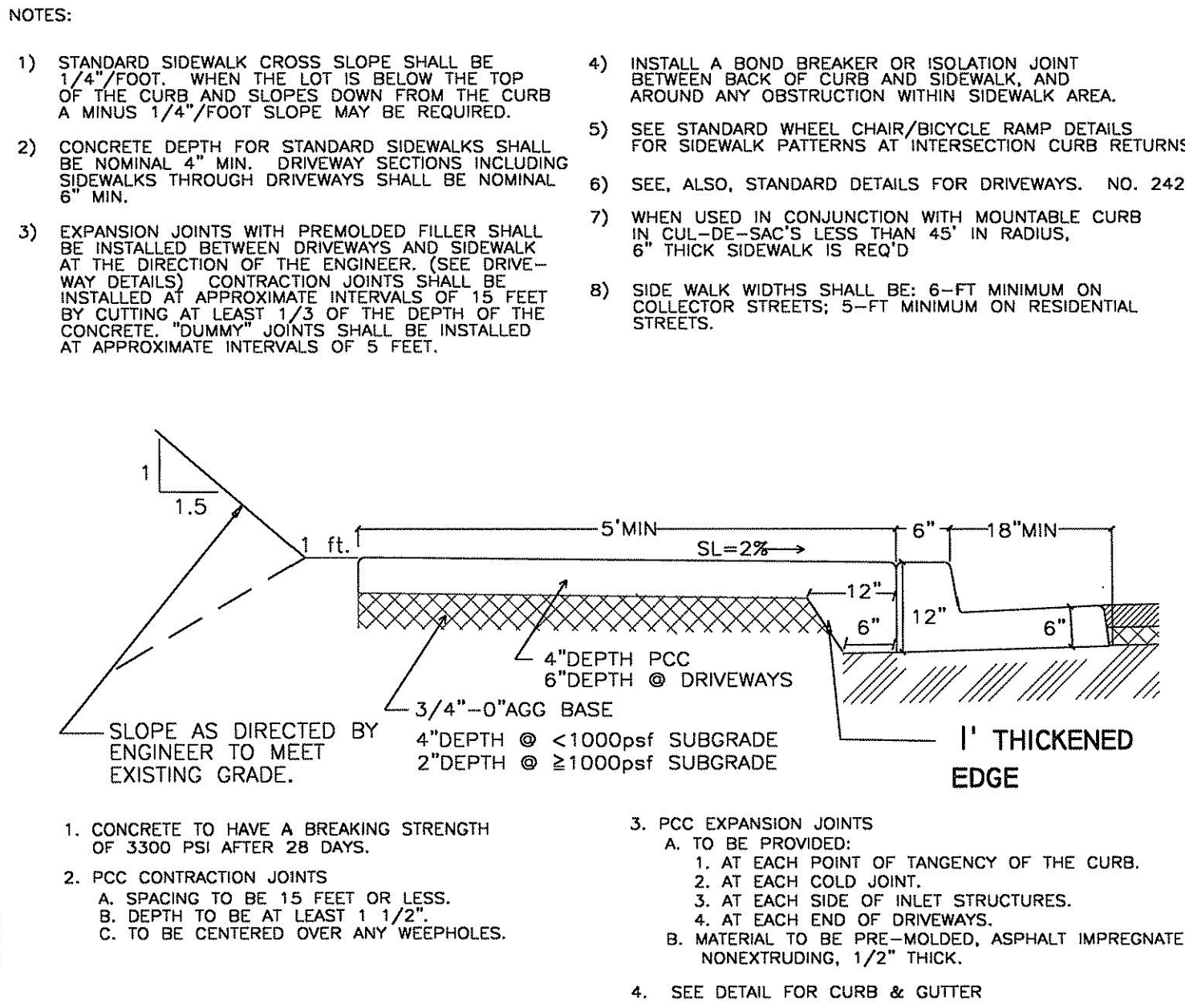
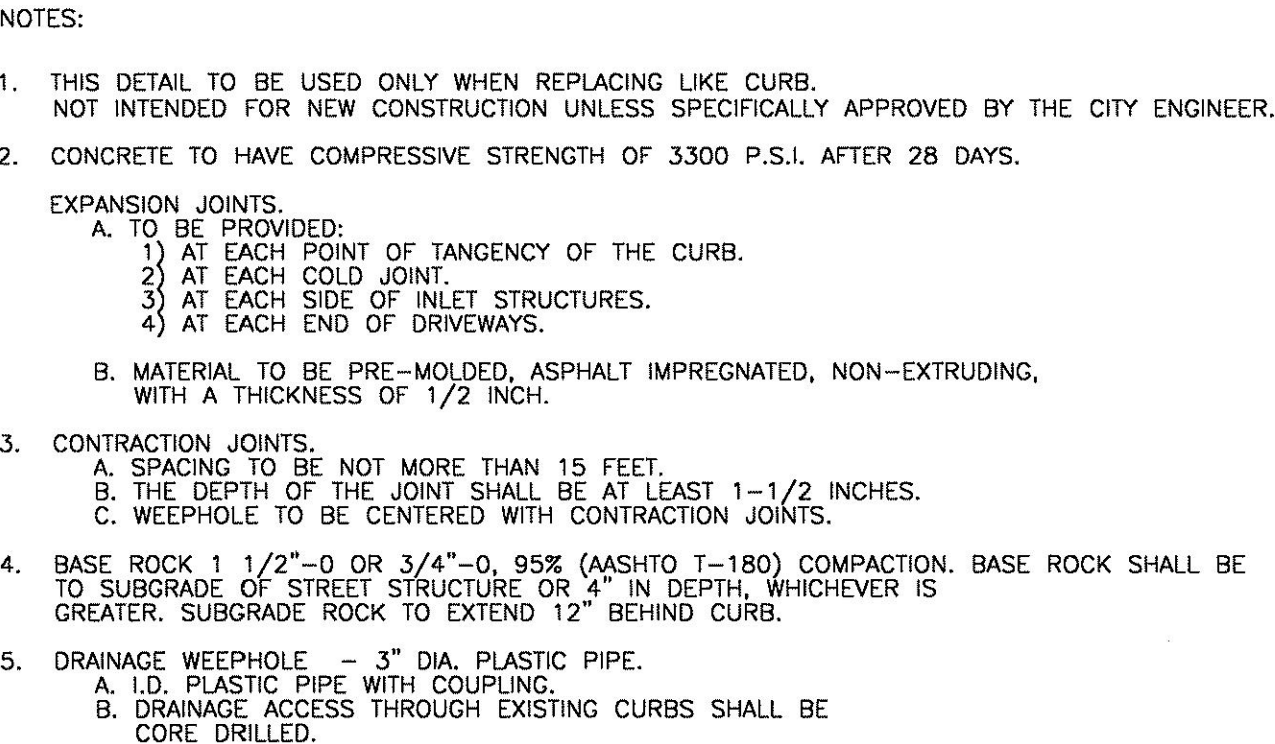
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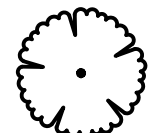
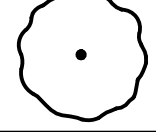
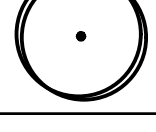
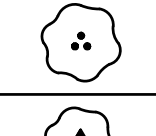
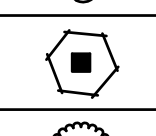
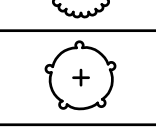
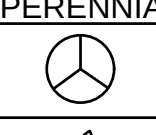
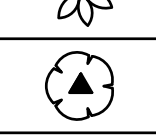
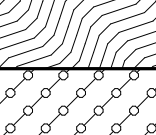
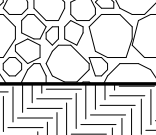
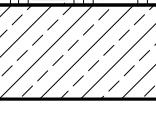
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PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE		QTY
TREES				
	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD MAIDENHAIR TREE	2.5" CAL. B&B		4
	PARROTTIA PERSICA 'VANESSA' VANESSA PERSIAN PARROTTIA	2" CAL., B&B		15
	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE JAPANESE ZELKOVA	2" CAL. B&B		2
SYMBOL	BOTANICAL / COMMON NAME	SIZE	SPACING	QTY
SHRUBS				
	ACER CIRCINATUM 'PACIFIC FIRE' PACIFIC FIRE VINE MAPLE	6' HT. MULTI-TRUNK	96" o.c.	10
	CORNUS SERICEA 'KELSEY' KELSEY'S DWARF RED TWIG DOGWOOD	1 GAL	36" o.c.	313
	GAULTHERIA SHALLON SALAL	5 GAL	36" o.c.	97
	RIBES SANGUINEUM RED FLOWERING CURRANT	5 GAL	72" o.c.	8
	SYMPHORICARPOS ALBUS COMMON SNOWBERRY	1 GAL	36" o.c.	15
PERENNIALS				
	HAKONECHLOA MACRA 'AUREOLA' GOLDEN VARIEGATED FOREST GRASS	1 GAL	24" o.c.	37
	POLYSTICHUM MUNITUM WESTERN SWORD FERN	1 GAL	36" o.c.	44
	TELLIMA GRANDIFLORA FRINGECUP	1 GAL.	24" o.c.	14
GROUND COVERS				
	ASARUM CAUDATUM WILD GINGER	1 GAL	18" o.c.	252 SF
	MAHONIA REPENS CREEPING MAHONIA	1 GAL	18" o.c.	98 SF
	ROCK MULCH	SEE DETAIL		1,915 SF
	RUBUS CALYGINOIDES 'EMERALD CARPET' EMERALD CARPET CREEPING BRAMBLE	1 GAL.	18" o.c.	5,074 SF
	VANCOUVERIA HEXANDRA WHITE INSIDEOUT FLOWER	1 GAL.	18" o.c.	48 SF

SHEET INDEX

L0.01	LANDSCAPE GENERAL INFORMATION
L1.10	LAYOUT & MATERIALS PLAN
L1.20	PLANTING PLAN
L1.30	IRRIGATION PLAN
L5.10	SITE DETAILS
L5.11	PLANTING DETAILS
L5.12	IRRIGATION DETAILS

TABLE OF ABBREVIATIONS

ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	MAX	MAXIMUM
B&B	BALL AND BURLAP	MIN	MINIMUM
CAL	CALIPER	MIX	MIXTURE
CONC	CONCRETE	NTS	NOT TO SCALE
DEG	DEGREE	OC	ON CENTER
DIA	DIAMETER	POC	POINT OF CONNECTION
DWGS	DRAWING	PVC	POLY VINYL CHLORIDE
ELL	ELBOW	SCH	SCHEDULE
EQ	EQUAL	SF	SQUARE FOOT
FT	FEET/FOOT	SPEC	SPECIFICATION
GAL	GALLON	TYP	TYPICAL
GALV	GALVANIZED	X	TIMES
H/HT	HEIGHT		

SITE INFORMATION

JURISDICTION	ST. HELENS, OR
SITE AREA	43,902 SF
LANDSCAPE AREA (10% MIN)	5,897 SF (13.4%)

LANDSCAPE NOTES

- GENERAL**
- CONTRACTOR SHALL CONFIRM ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO COMMENCING WORK AND PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN ACTUAL SITE CONDITIONS AND THE CONTRACT DOCUMENTS.
 - CALL BEFORE YOU DIG. CONTRACTOR SHALL VERIFY INVERT ELEVATIONS OF ALL UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT IF THERE ARE ANY DISCREPANCIES WITH PLANTING ROOT ZONES. TO REQUEST LOCATES FOR PROPOSED EXCAVATION CALL 1-800-332-2344 (OR 811) IN OREGON.
 - NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR CONFLICTS WITH EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF ANY WORK.
 - CONTRACTOR IS RESPONSIBLE FOR DETERMINING MEANS AND METHODS FOR CONSTRUCTION. THESE DRAWINGS MAY INDICATE A LIMIT OF PROPOSED IMPROVEMENTS, LIMITS OF DEMOLITION, ETC FOR DELINEATION OF EXPECTED EXTENTS OF DISTURBANCE. HOWEVER FINAL IMPACT SHALL BE DETERMINED IN THE FIELD. SHOULD LIMITS OF DISTURBANCE EXCEED BOUNDARIES DEFINED IN DRAWINGS, CONTRACTOR SHALL CONTACT THE OWNER OR OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT FOR RESOLUTION.
 - DAMAGE TO EXISTING CONCRETE CURB, ASPHALT PAVING, OR OTHER STRUCTURE SHALL BE REPAIRED OR REPLACED TO PRE CONSTRUCTION CONDITIONS.
 - CONTRACTOR SHALL COORDINATE WITH THE OWNER ANY DISRUPTION TO VEHICULAR CIRCULATION PRIOR TO COMMENCEMENT OF ANY WORK.
 - THE DRAWINGS AND SPECIFICATIONS ARE DESIGNED TO BE COMPLEMENTARY TO ONE ANOTHER AND IMPLIED TO CORRESPOND WITH ONE ANOTHER. ANY DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION IMMEDIATELY.

PLANTING

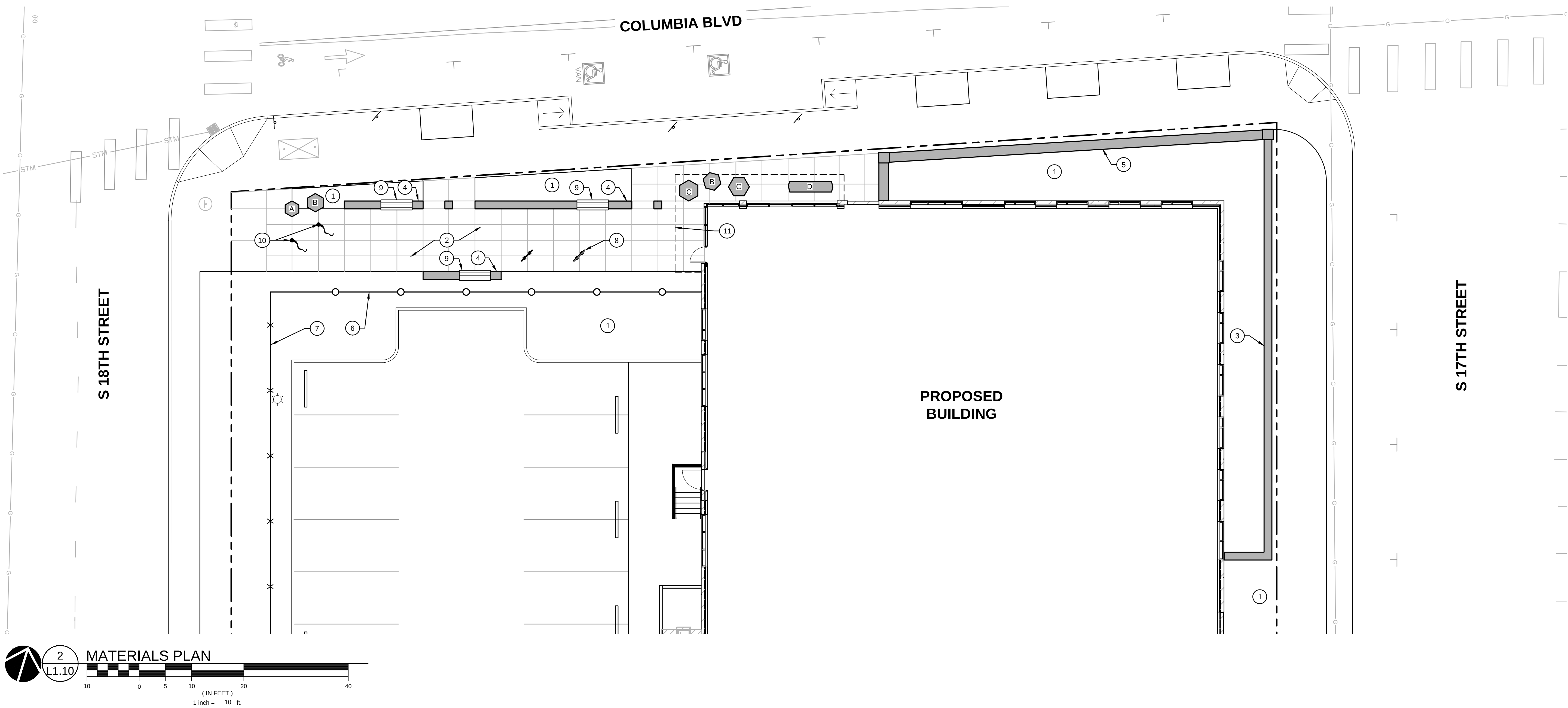
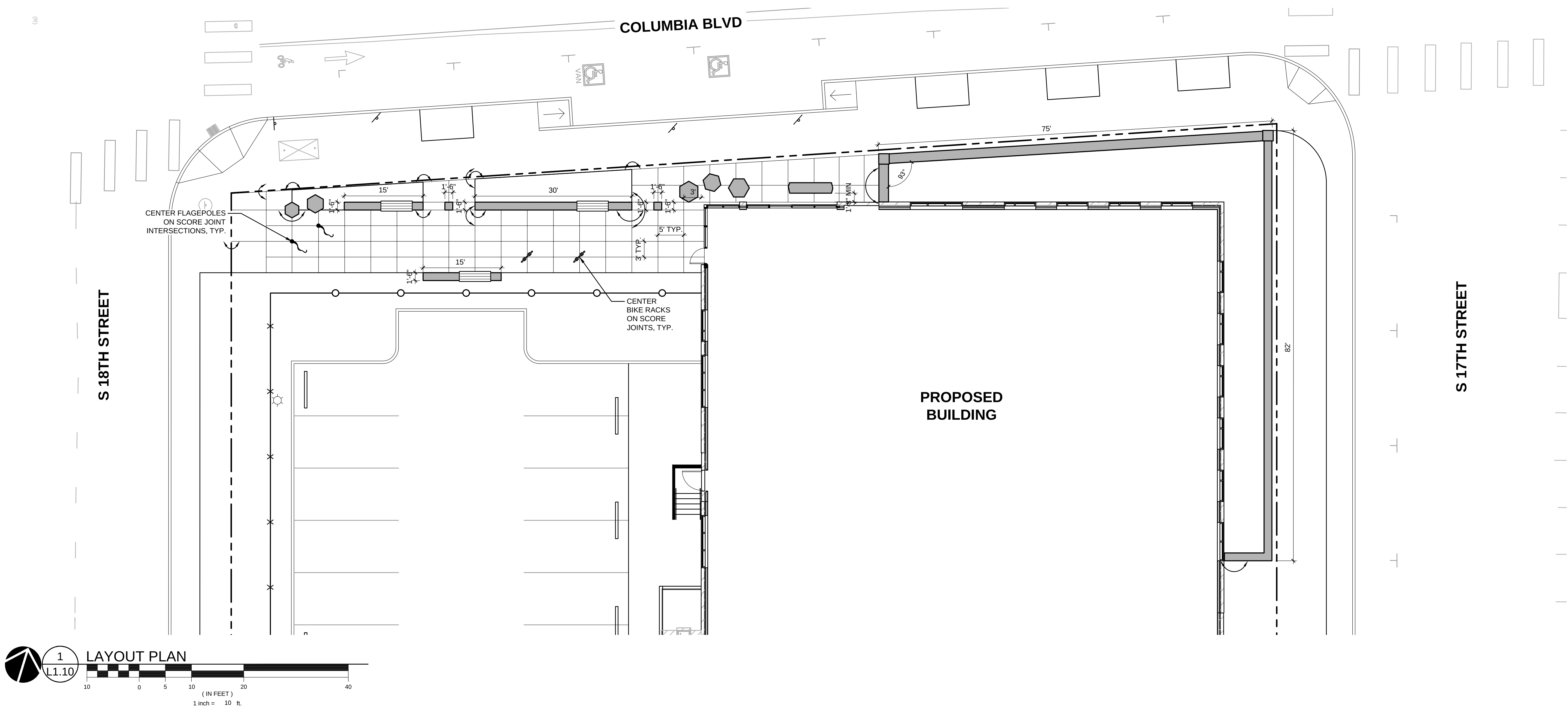
- SHRUBS ADJACENT TO PARKING AREAS SHALL BE PLANTED 2 FT MINIMUM AWAY FROM THE BACK OF CURB. SHRUBS AND GROUND COVER ALONG OTHER PAVEMENT EDGES SHALL BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGE.
- ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1-2004.
- TREES IN THE RIGHT OF WAY SHALL BE TALL ENOUGH TO BE LIMBED UP TO AT LEAST 8 FT ABOVE DRIVE SURFACE GRADE WHILE MAINTAINING ENOUGH BRANCHES TO SUPPORT HEALTHY GROWTH.
- DO NOT PLANT TREES ABOVE WATERLINES, UTILITIES, OR OTHER UNDERGROUND PIPING.
- A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
- TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.
- ALL LANDSCAPED AREAS SHALL BE COVERED BY A LAYER OF ORGANIC MULCH TO A MINIMUM DEPTH OF 2-INCHES.

IRRIGATION

- UNLESS OTHERWISE INDICATED, ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. PROVIDE LOOP SYSTEM FOR OPTIMUM EFFICIENCY.
- CONTRACTOR SHALL SUBMIT SHOP DRAWINGS (IRRIGATION PLANS) TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION. DRAWINGS TO INDICATE HEAD TYPE, GALLONS PER MINUTE, LATERAL LINES, AND BE AT MINIMUM SCALE OF 1"=20'.
- CONTRACTOR TO DETERMINE STATIC WATER PRESSURE AT THE P.O.C. PRIOR TO PREPARING SHOP DRAWINGS.
- CONTRACTOR SHALL ESTABLISH MINIMUM PRESSURE AND MAXIMUM DEMAND REQUIREMENTS FOR IRRIGATION SYSTEM DESIGN, AND PROVIDE INFORMATION IN AN IRRIGATION SCHEDULE.
- IRRIGATION SYSTEM AS DESIGNED AND INSTALLED SHALL PERFORM WITHIN THE TOLERANCES AND SPECIFICATIONS OF THE SPECIFIED MANUFACTURERS.
- SYSTEM SHALL BE DESIGNED TO SUPPLY MANUFACTURER'S SPECIFIED MINIMUM OPERATING PRESSURE TO FARTHEST EMITTER FROM WATER METER.
- SYSTEM SHALL PROVIDE HEAD TO HEAD COVERAGE WITHOUT OVERSPRAY ONTO BUILDING, FENCES, SIDEWALKS, PARKING AREAS, OR OTHER NON-VEGETATED SURFACES.
- ALL IRRIGATION PIPE MATERIAL AND INSTALLATION SHALL CONFORM TO APPLICABLE CODE FOR PIPING AND COMPONENT REQUIREMENTS.
- PROVIDE SLEEVING AT ALL AREAS WHERE PIPE TRAVELS UNDER CONCRETE OR HARD SURFACING.
- VALVES SHALL BE WIRED AND INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND CONNECTED TO THE IRRIGATION CONTROLLER.
- REFER TO CIVIL DETAILS AND DETAILS ON L5.11 FOR POINT OF CONNECTION AND BACKFLOW PREVENTION INFORMATION.
- MAINLINE LAYOUT IS DIAGRAMMATIC ONLY.
- CONTROLLER TO BE MOUNTED ON BUILDING EXTERIOR. GENERAL CONTRACTOR TO COORDINATE LOCATION WITH OWNER'S REPRESENTATIVE.
- ZONE THE FOLLOWING AREAS SEPARATELY: TEMPORARY AREAS, PERMANENT LANDSCAPE AREAS, AND TREES.
- QUICK COUPLERS TO BE PLACED EVERY 150 LINEAR FEET MAX.
- IRRIGATION SHALL BE WINTERIZED THROUGH LOW PRESSURE, HIGH VOLUME AIR BLOWOUT CONNECTION THROUGH QUICK COUPLER.
- THE SYSTEM SHALL BE GRAVITY DRAINED. THE CONTRACTOR SHALL PROVIDE APPROPRIATE MANUAL DRAINS AT LOW POINTS.



REVISION SCHEDULE		
Delta	Issued As	Issue Date



LEGEND

ALIGN

M

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PORTLAND, OR 97204



KEYNOTES SCHEDULE

CODE	DESCRIPTION	DETAIL
1	PLANTING AREA, SEE PLANTING PLAN L1.10	
2	CONCRETE PAVING, SEE CIVIL	
3	C.I.P. PLANTER, TYPE B	3/L5.10
4	CONCRETE SEAT WALL	2/L5.10
5	C.I.P. PLANTER	3/L5.10
6	FENCE, TYPE A, 8' HT BLACK SLEEFENCE PRIVACY FENCE, OR SIMILAR. SEE SPECS.	7/L5.10
7	FENCE, TYPE B, 8' HT CHAIN LINK WITH SLATS	6/L5.10
8	BIKE RACK, SURFACE MOUNTED BLACK POWDER COATED DERO STAPLE, QTY 2	8/L5.10
9	6' LENGTH MACLIN OGDEN BENCH, THERMAL ASH, WALL MOUNTED WITH SKATE STOPS	
10	FLAG POLE, SEE ARCH	
11	OVERHEAD CANOPY, SEE ARCH	

BOULDER SCHEDULE

LETTER	SIZE	COMMENTS
A	3' X 3' X 3'	FLAT, POLISHED TOP
B	3.5' X 3.5' X 3.5'	FLAT, POLISHED TOP
C	4' X 4' X 4'	FLAT, POLISHED TOP
D	6' X 2' X 2'	

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Delta	Issued As	Issue Date

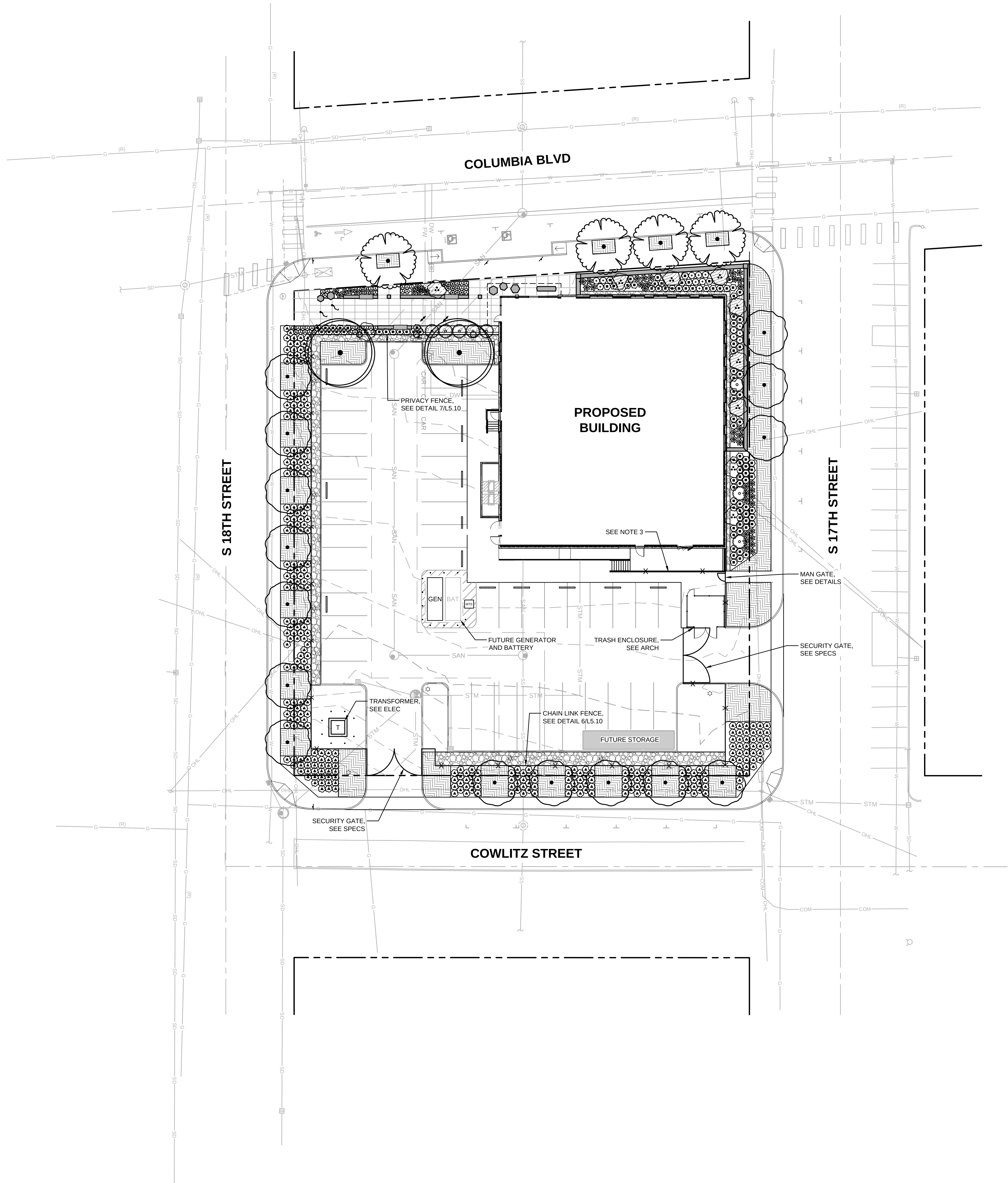
SHEET TITLE:
LAYOUT &
MATERIALS
PLAN

SHEET

L1.10

JOB NO. 2210310.11

LAND USE REVIEW : 11/13/2025



PLANT KEY LEGEND

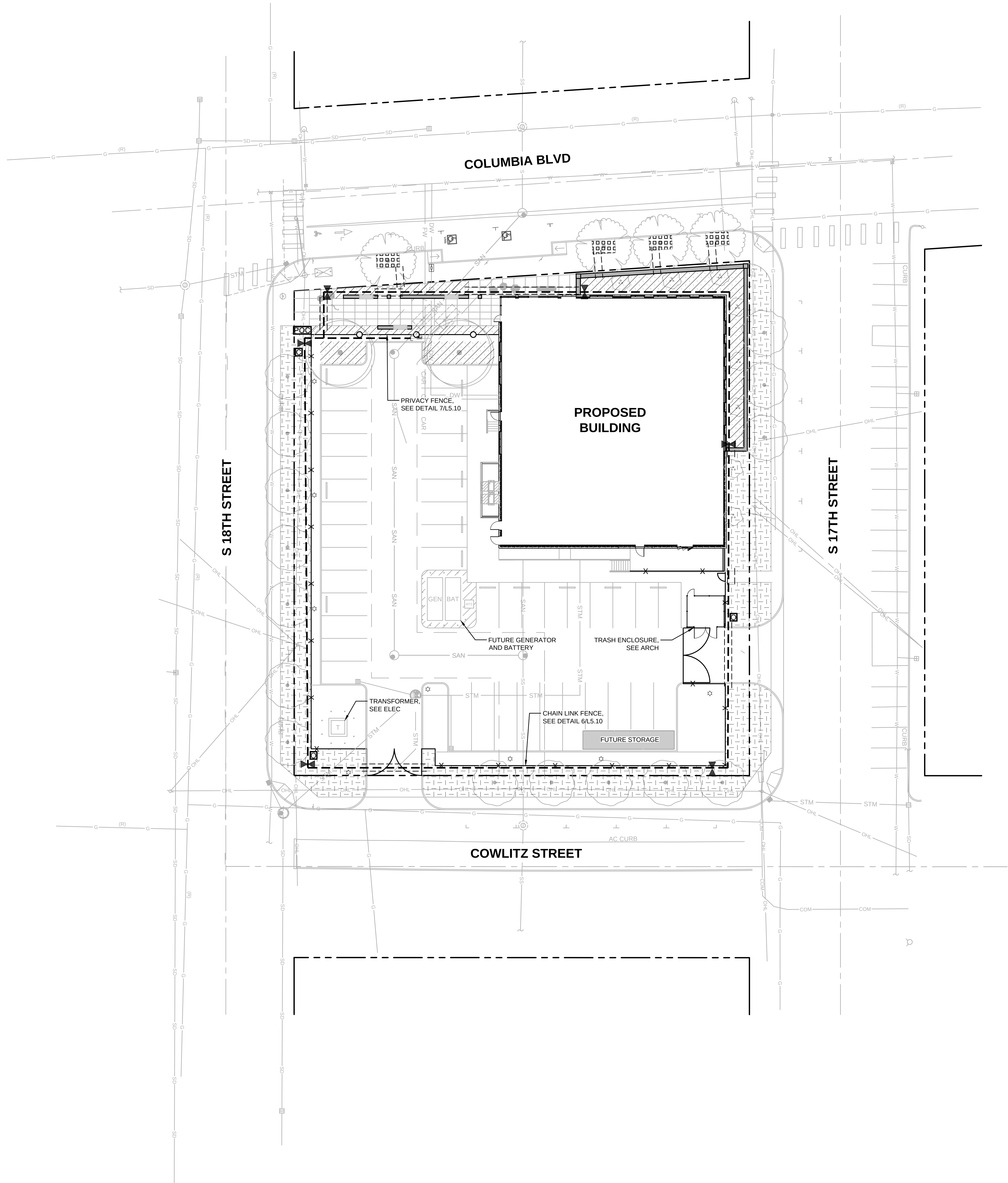
SYMBOL	BOTANICAL / COMMON NAME
TREES	
	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD MAIDENHAIR TREE
	PARROTIA PERSICA 'VANESSA' VANESSA PERSIAN PARROTIA
	ZELKOVA SERRATA 'GREEN VASE' GREEN VASE JAPANESE ZELKOVA
SHRUBS	
	ACER CIRCINATUM 'PACIFIC FIRE' PACIFIC FIRE VINE MAPLE
	CORNUS SERICEA 'KELSEY' KELSEY'S DWARF RED TWIG DOGWOOD
	GAULTHERIA SHALLON SALAL
	RIBES SANGUINEUM RED FLOWERING CURRANT
	SYMPHORICARPOS ALBUS COMMON SNOWBERRY
PERENNIALS	
	HAKONECHLOA MACRA 'AUREOLA' GOLDEN VARIEGATED FOREST GRASS
	POLYSTICHUM MUNITUM WESTERN SWORD FERN
	TELLIMA GRANDIFLORA FRINGECUP
GROUND COVERS	
	ASARUM CAUDATUM WILD GINGER
	MAHONIA REPENS CREEPING MAHONIA
	ROCK MULCH
	RUBUS CALYCINOIDES 'EMERALD CARPET' EMERALD CARPET CREEPING BRAMBLE
	VANCOUVERIA HEXANDRA WHITE INSIDEOUT FLOWER

NOTES

1. PLANT SIZE, SPACING, AND QUANTITY, SEE PLANT SCHEDULE L0.01.
2. COORDINATE SHRUB LAYOUT WITH EXISTING UTILITIES, REPORT CONFLICTS TO LANDSCAPE ARCHITECT.
3. FENCE FROM FINISH FLOOR TO 42' AFF SHALL COMPLY WITH ASCE 7 STANDARDS, WHICH REQUIRE THE AREA TO RESIST A 200LBS CONCENTRATED LOAD APPLIED IN ANY DIRECTION AND WITHSTAND A UNIFORM LOAD OF 50 LBS PER LINEAR FOOT.



REVISION SCHEDULE		
Delta	Issued As	Issue Date



IRRIGATION KEY LEGEND

- POINT OF CONNECTION, INCLUDE DOUBLE CHECK BACKFLOW PREVENTOR, MASTER VALVE AND FLOW SENSOR - SEE DETAIL ON L5.12
- IRRIGATION CONTROLLER
- ISOLATION VALVE
- QUICK COUPLER
- MAINLINE SLEEVE- DIAMETER AT LEAST TWICE DIAMETER OF PIPE BEING SLEEVED
- MAINLINE-SCHEDULE 40 PVC
- SHRUB AND GROUNDCOVER DRIP AREA
- SHRUB AND GROUNDCOVER SPRAY AREA
- TEMPORARY IRRIGATED AREA - ZONE SEPARATELY
- RIGHT-OF-WAY - ZONE SEPARATELY

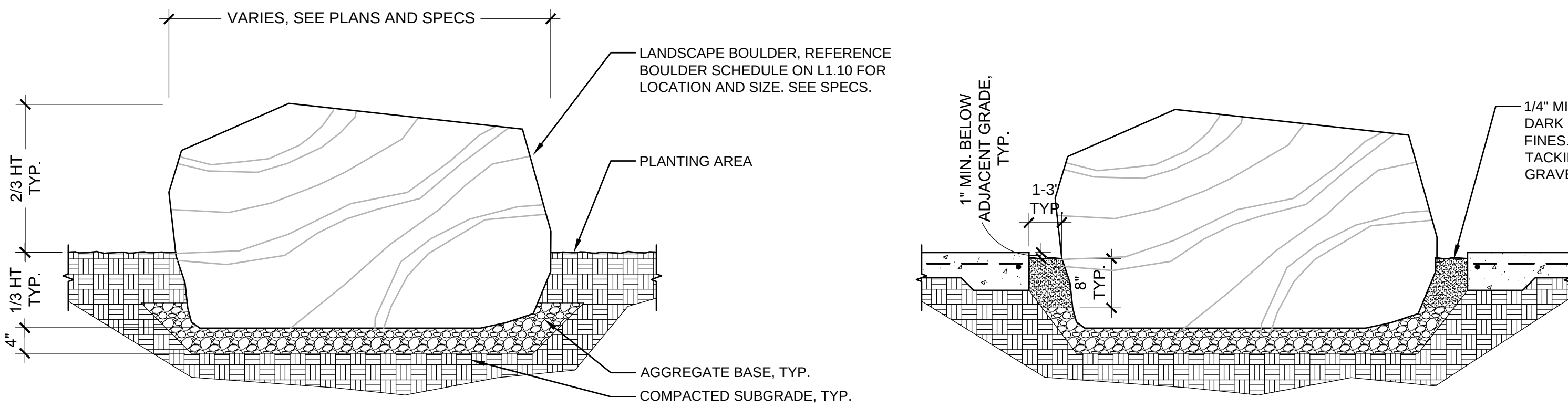


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Delta	Issued As	Issue Date



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Delta	Issued As	Issue Date

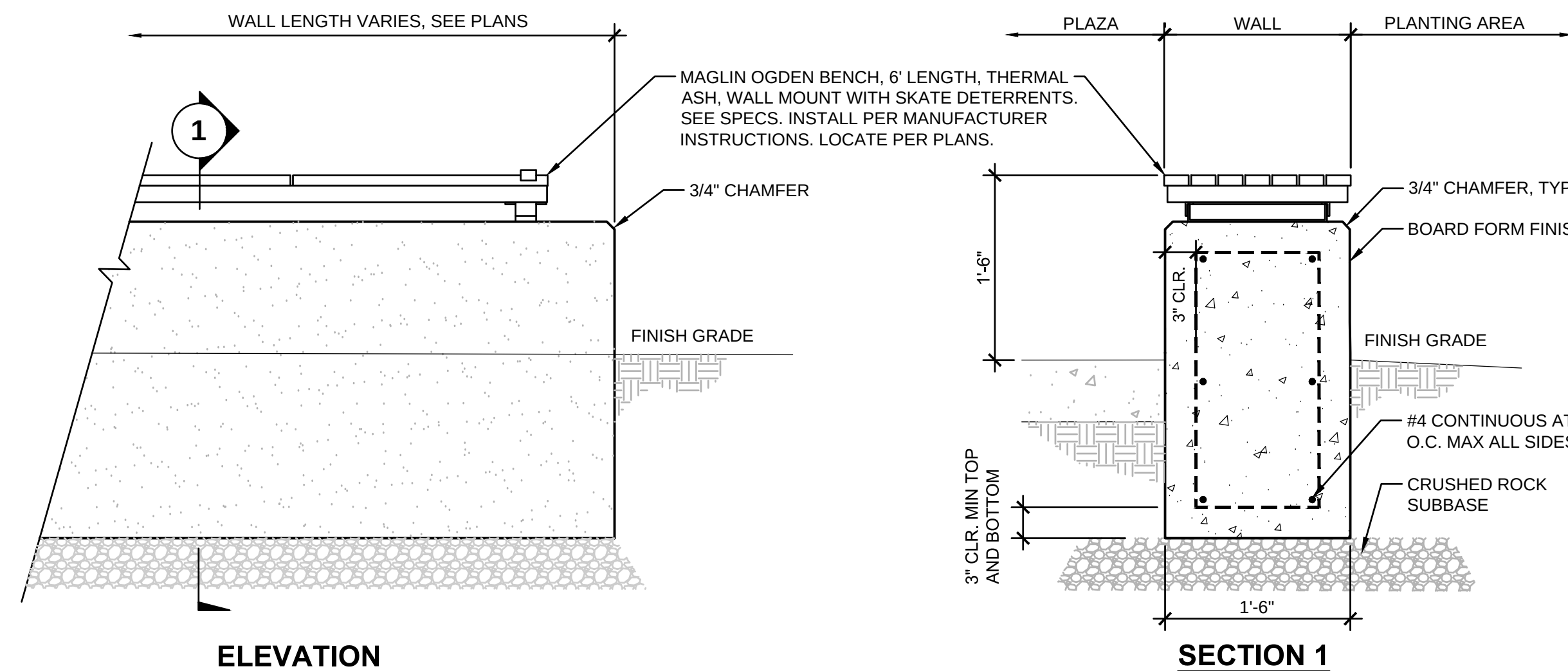
SHEET TITLE:
SITE DETAILS



CONTRACTOR TO LOCATE AND IDENTIFY BOULDERS FOR APPROVAL BY LANDSCAPE ARCHITECT AND OWNER. LANDSCAPE ARCHITECT TO SELECT AND TAG FINAL BOULDERS AT STONE YARD.

FINAL PLACEMENT ON SITE TO BE DETERMINED BY LANDSCAPE ARCHITECT.

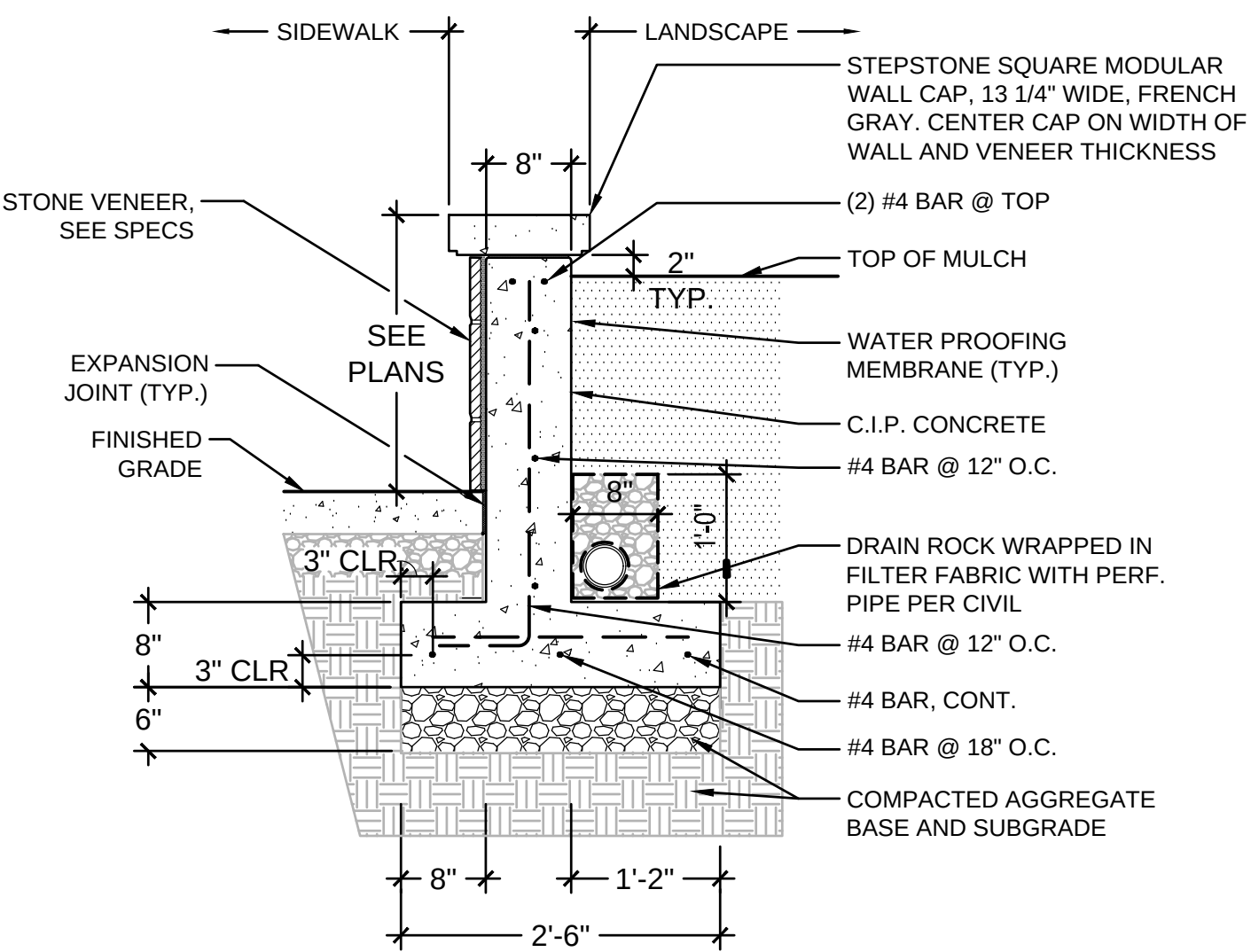
LANDSCAPE ARCHITECT TO REVIEW CONCRETE FORMWORK PRIOR TO CONCRETE POURING.



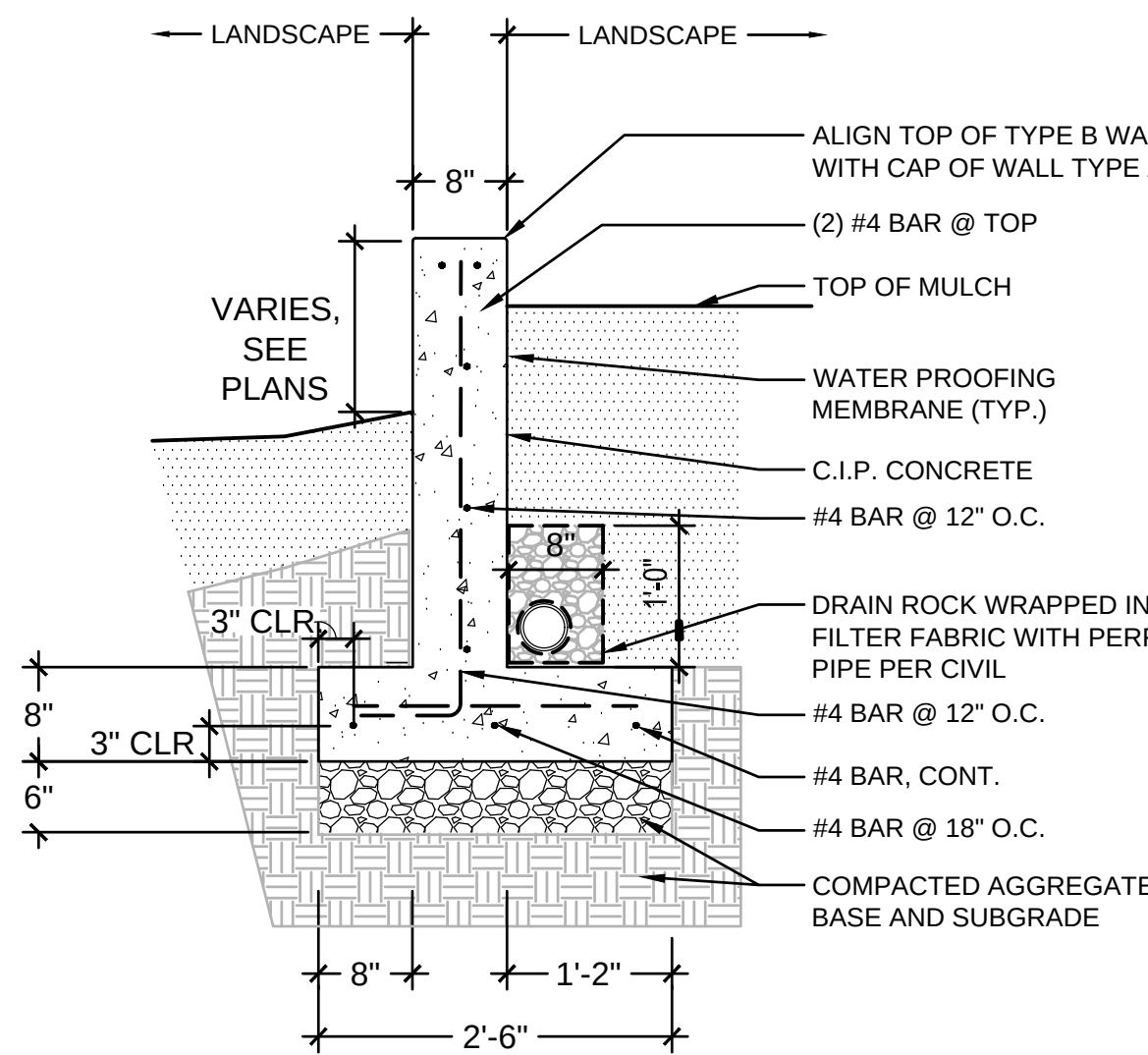
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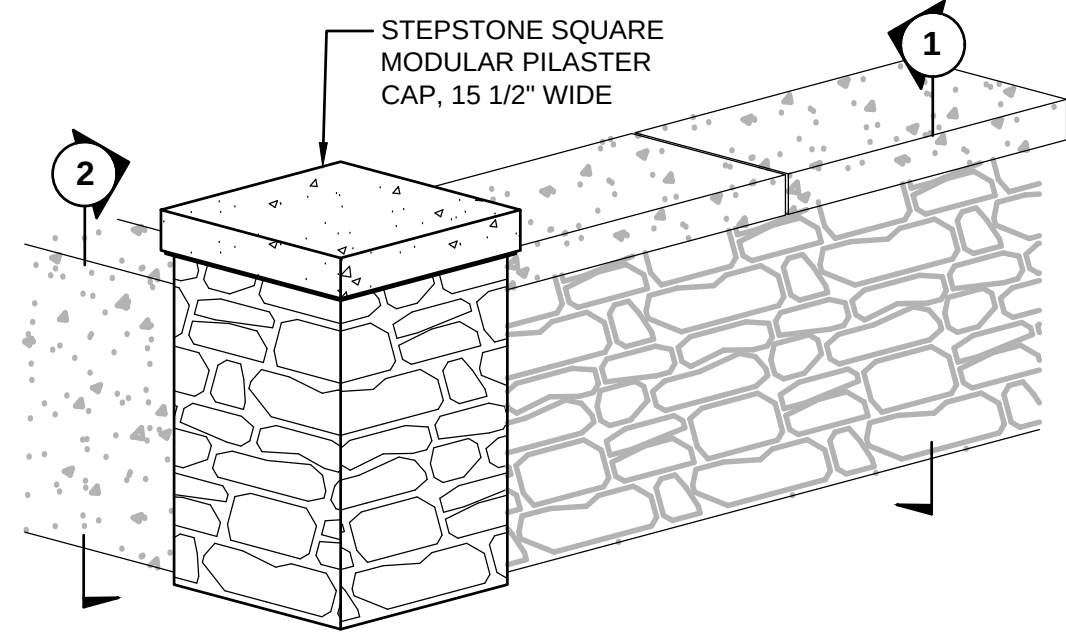
1 LANDSCAPE BOULDER
IN PAVING AND PLANTING AREAS



SECTION 1 - TYPE A - C.I.P. WALL WITH STONE VENEER

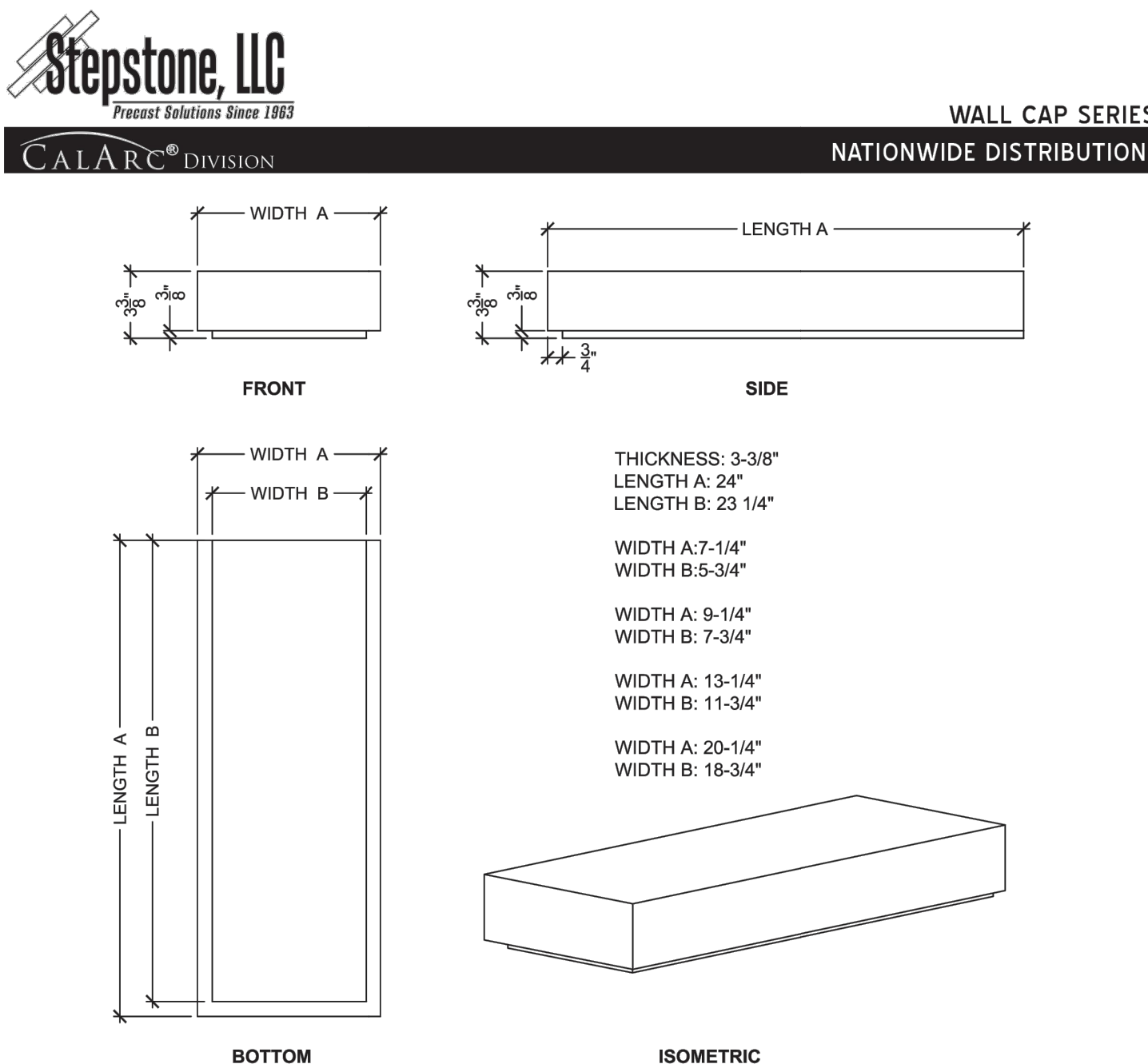


SECTION 2 - TYPE B - C.I.P. WALL



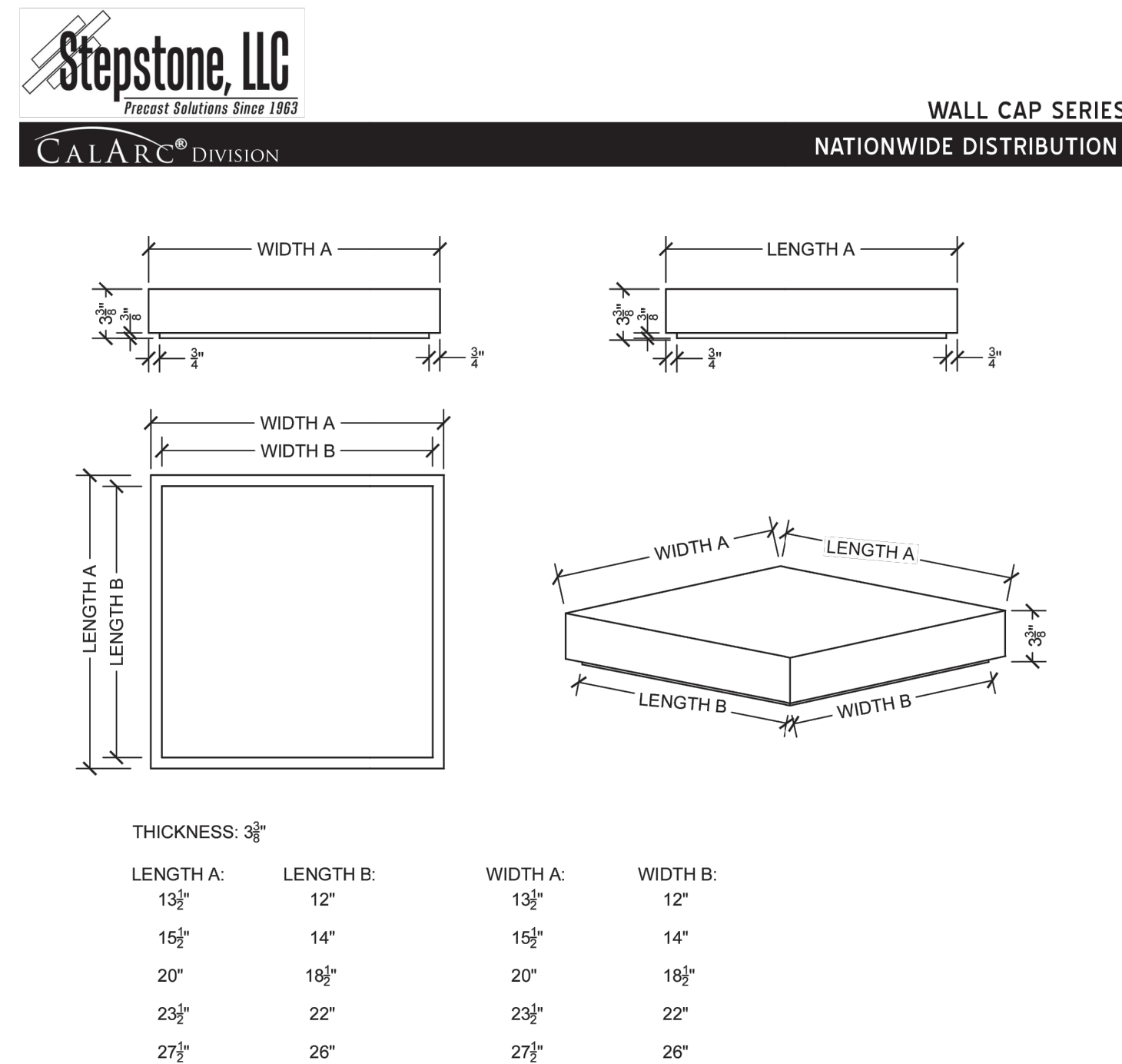
AXON - CORNER PILASTER

SCALE: NTS



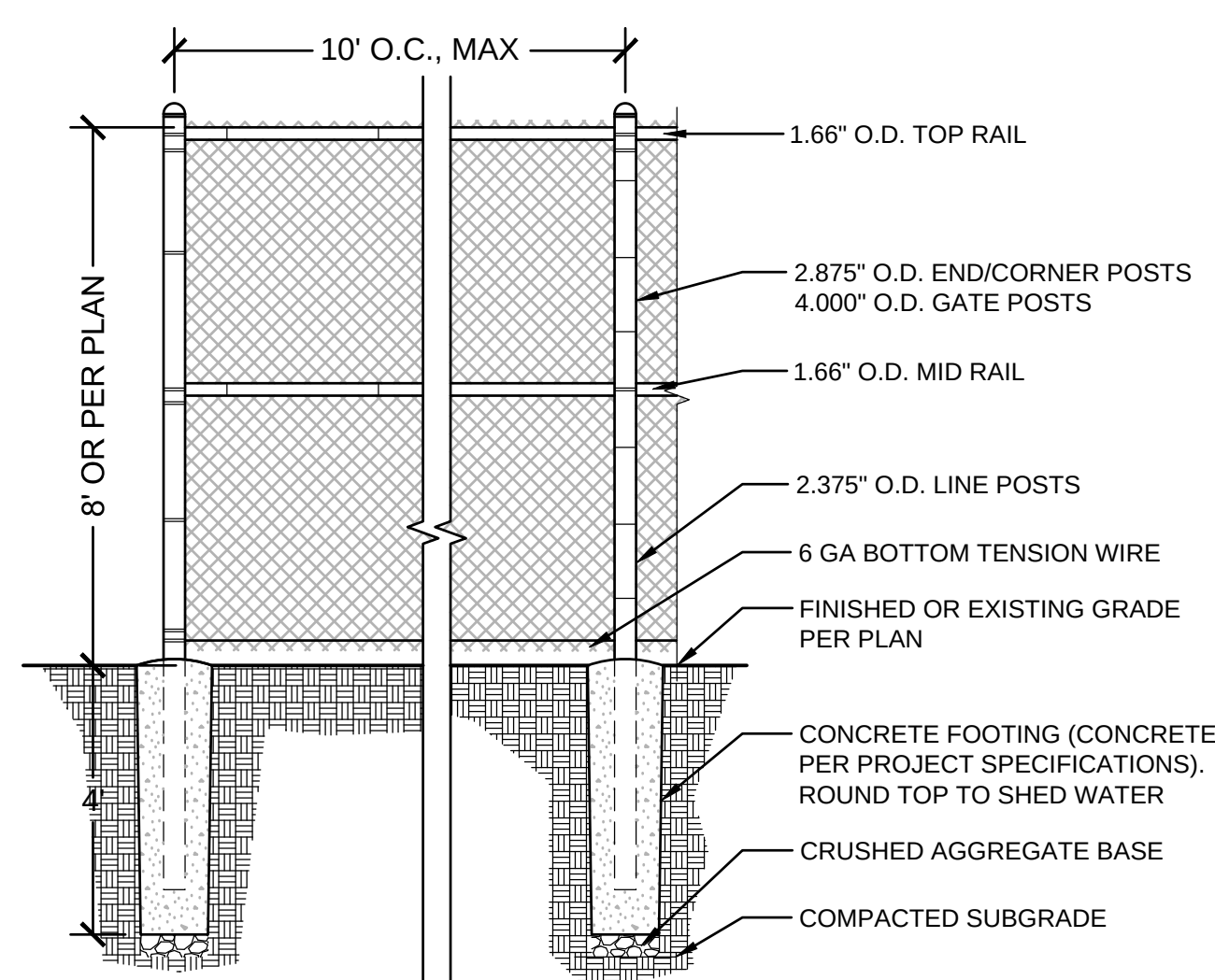
4 SQUARE MODULAR WALL CAP

SCALE: NTS



5 SQUARE MODULAR PILASTER CAP

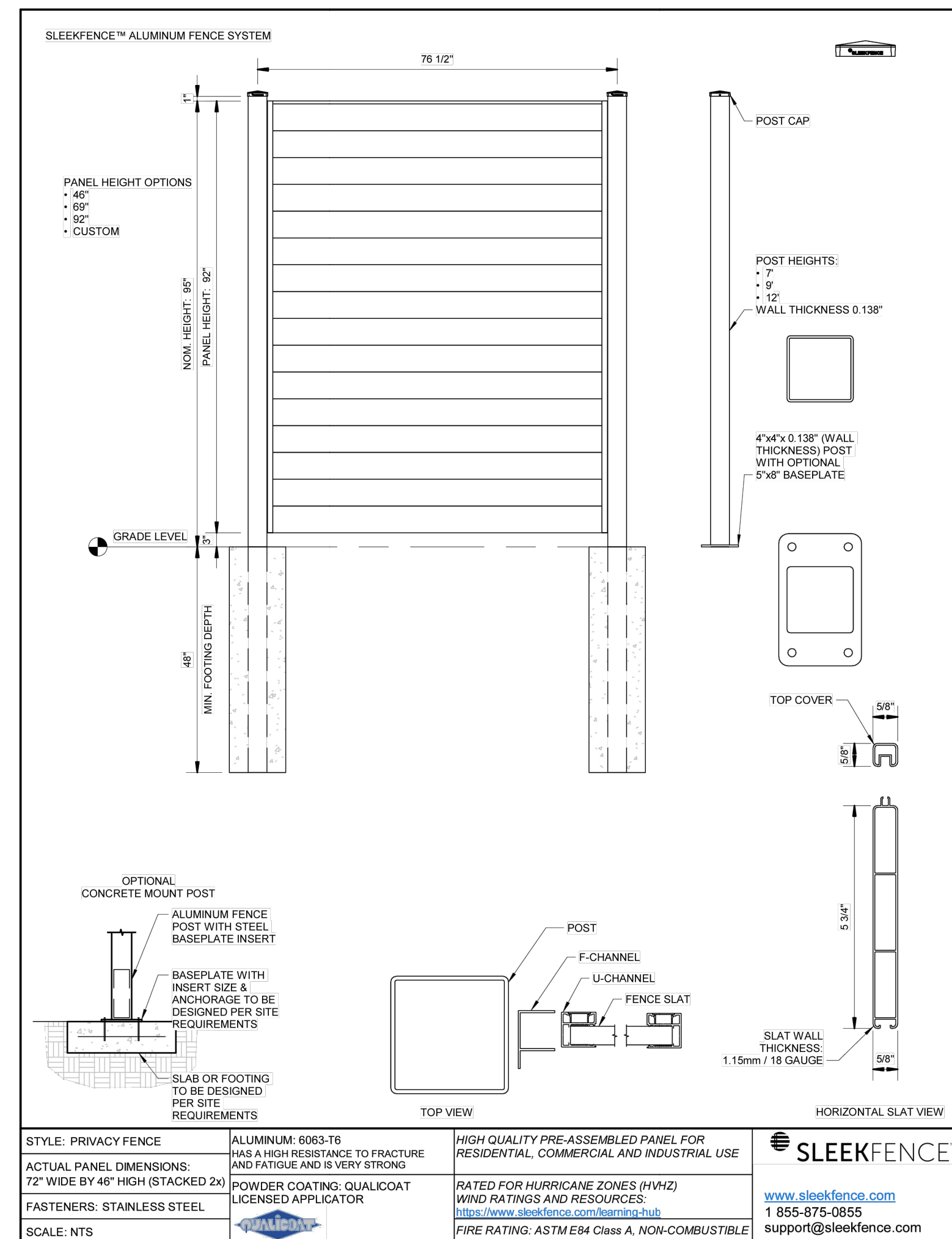
SCALE: NTS



- NOTES:
- FITTINGS TO BE HEAVY PRESSED GALVANIZED PER ASTM F626
 - ACCESSORIES: PRIVACY SLATS 95%, COLOR: BLACK

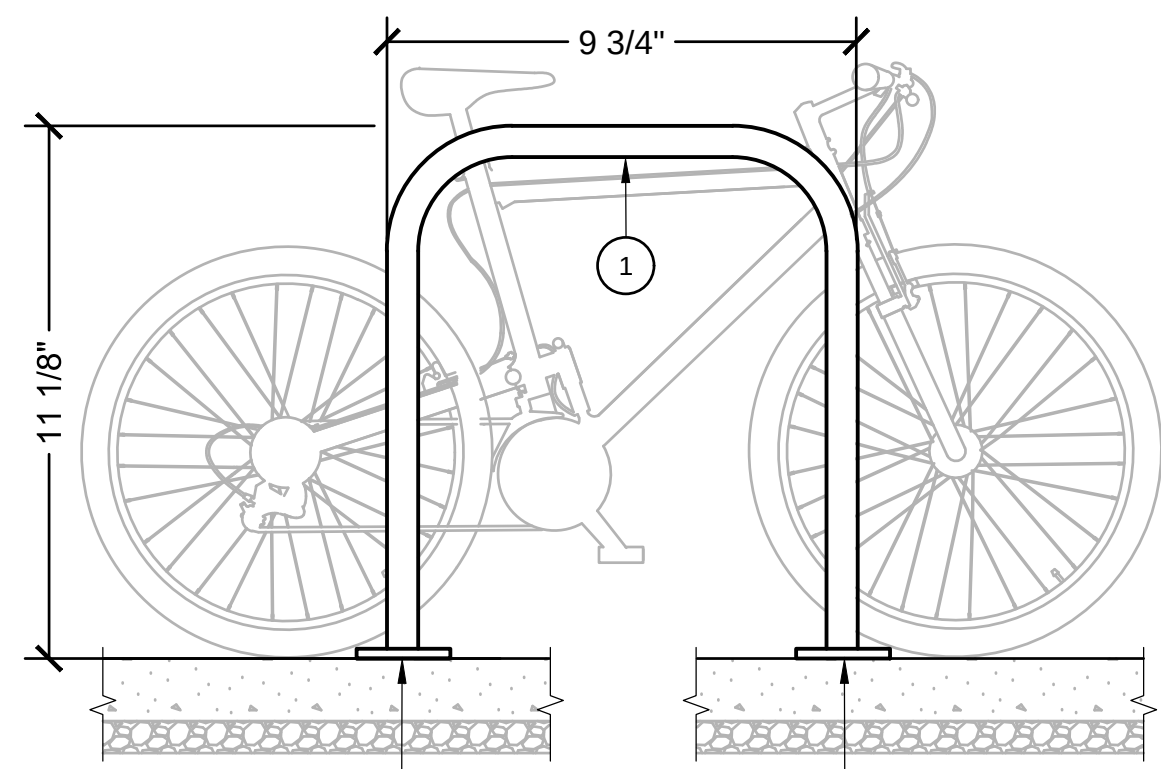
6 CHAIN LINK FENCE

SCALE: NTS



7 PRIVACY FENCE

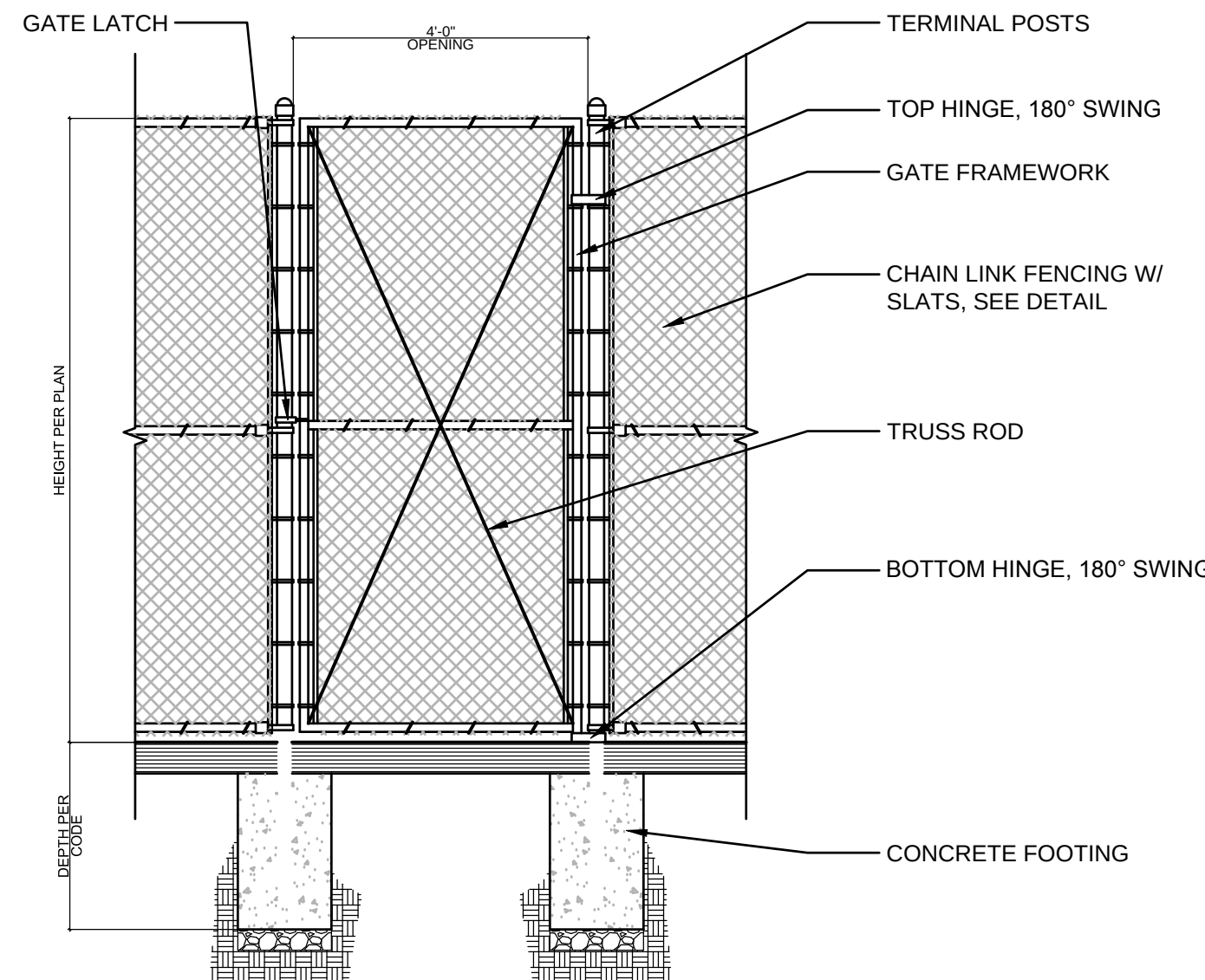
SCALE: NTS



- KEYNOTES:
- BIKE RACK: 2" SCH 40 PIPE (2.375" OD), POWDER COATED BLACK. INSTALL PER MANUFACTURER'S RECOMMENDATIONS
 - ANCHOR BOLT PREFABRICATED 5/8" x 6" FLANGE TO CONCRETE PAVEMENT

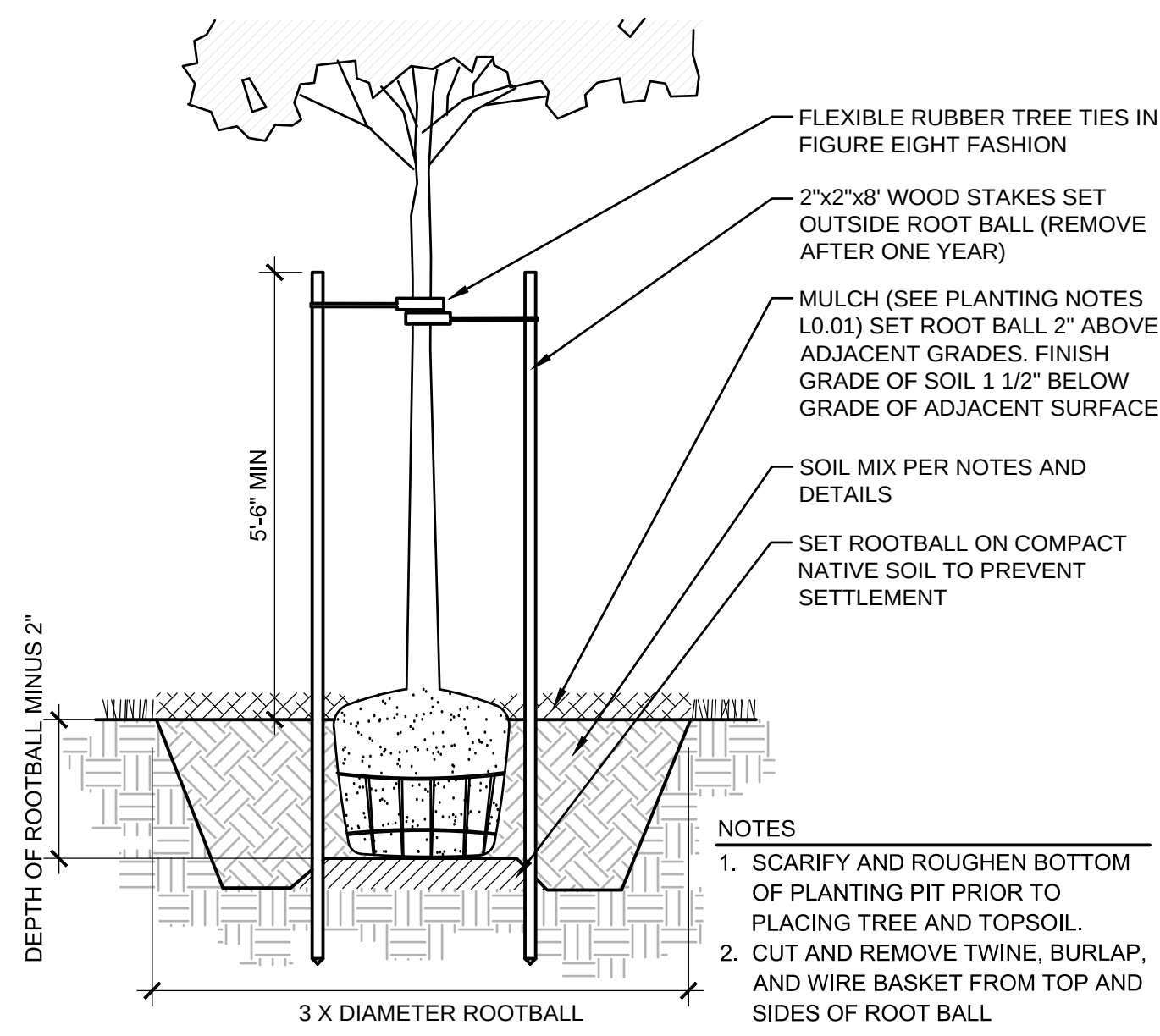
8 BIKE RACK - STAPLE

SCALE: NTS

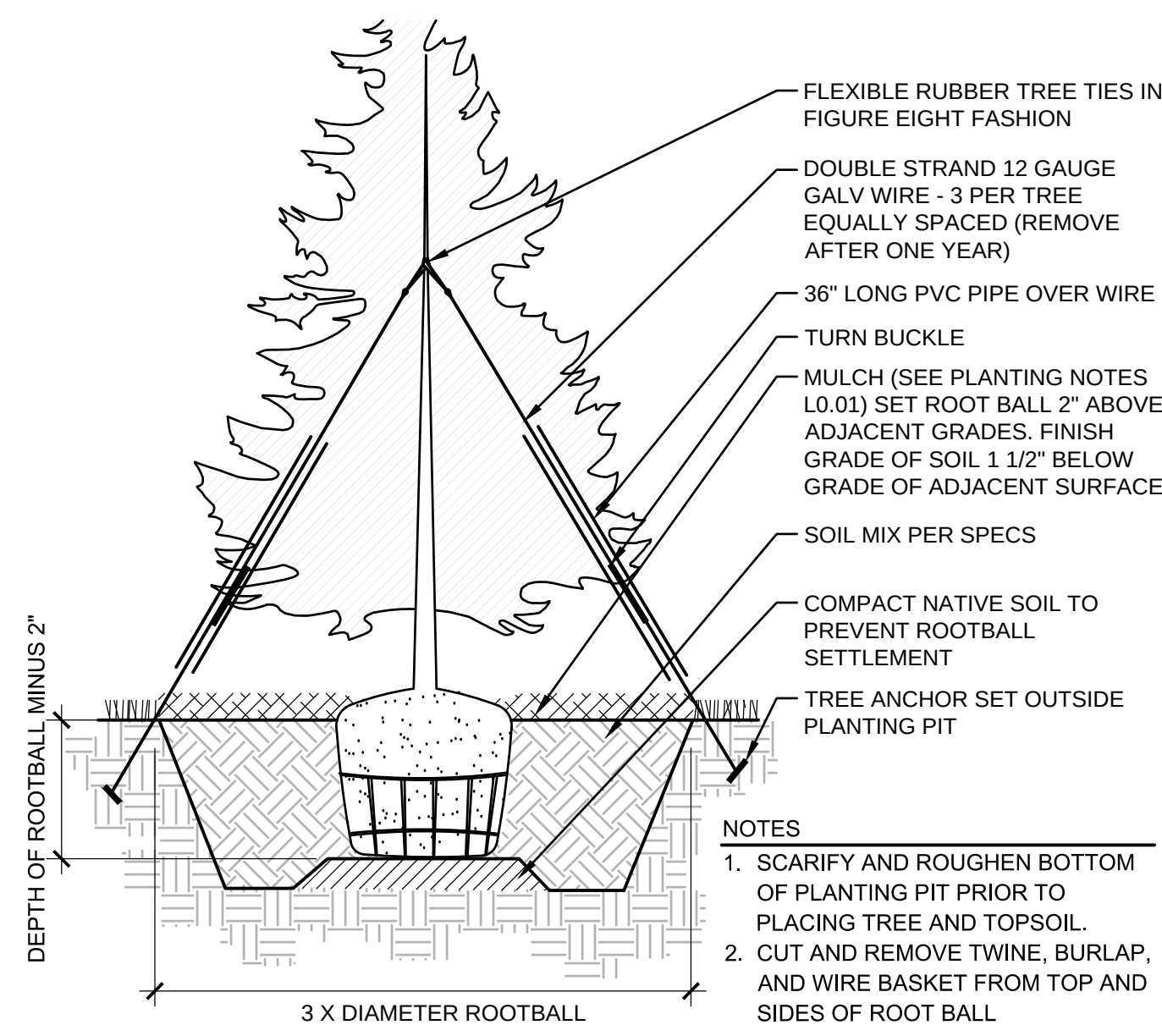


9 CHAIN LINK MAN GATE

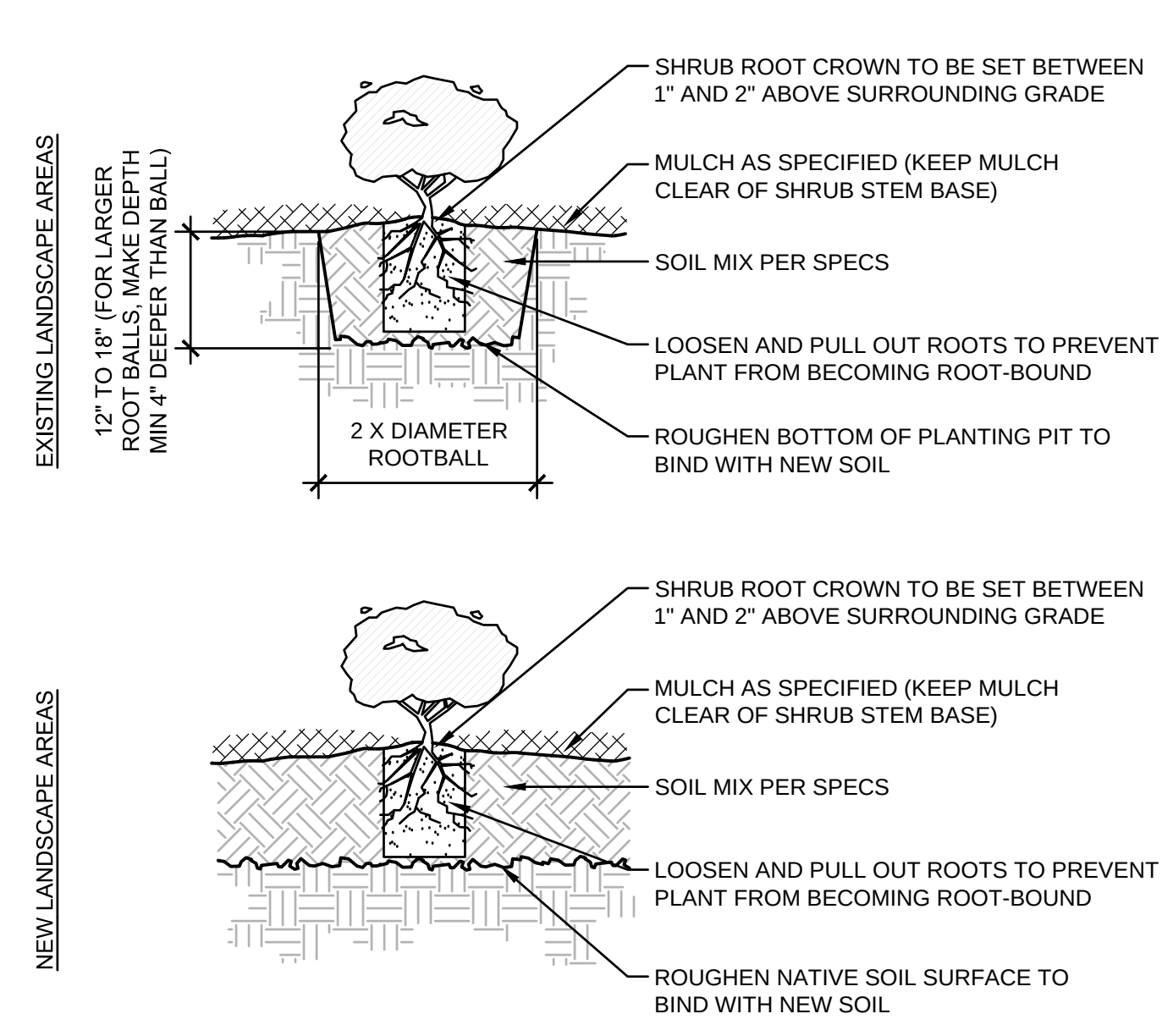
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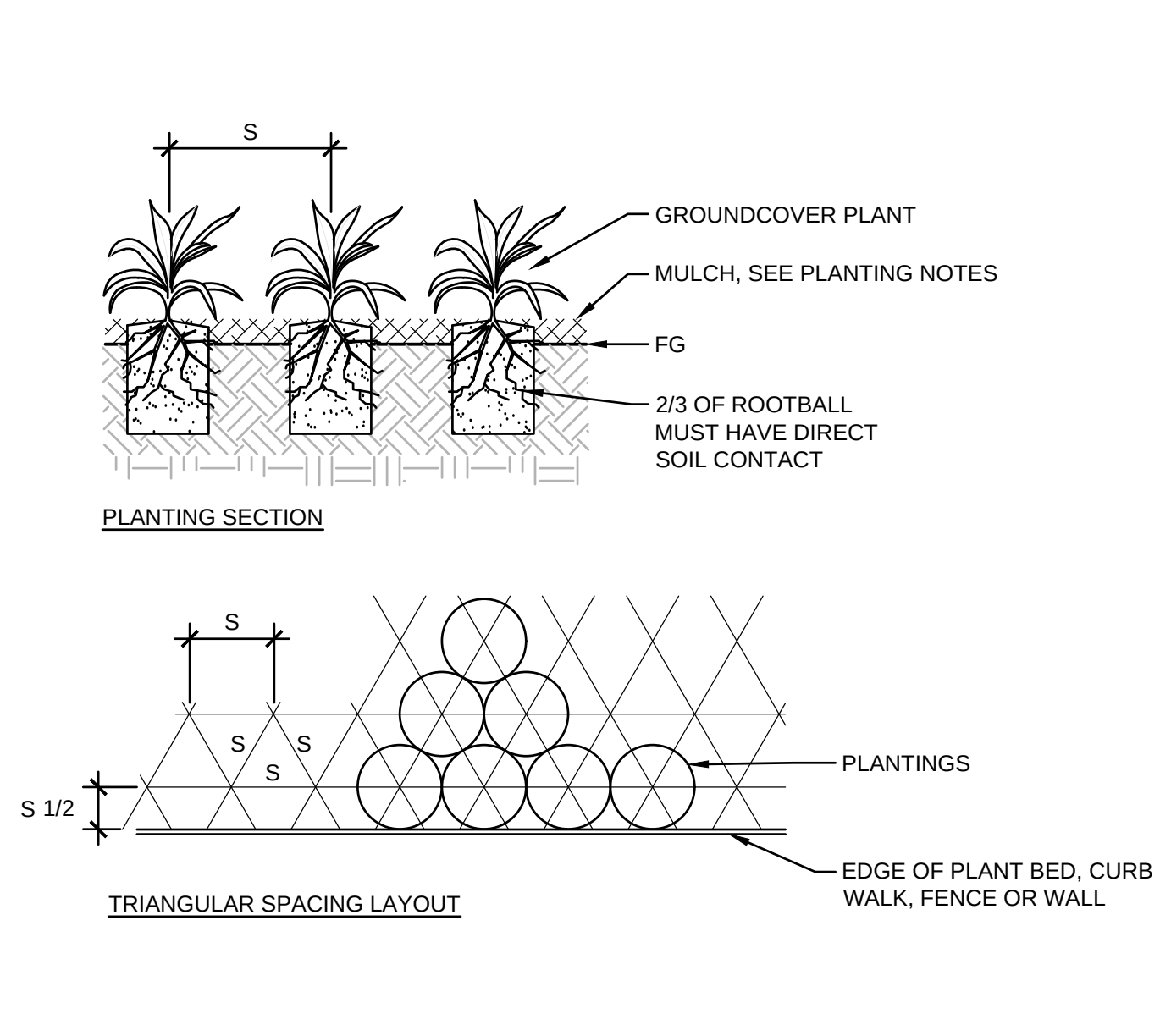
1 DECIDUOUS TREE PLANTING SCALE: NTS



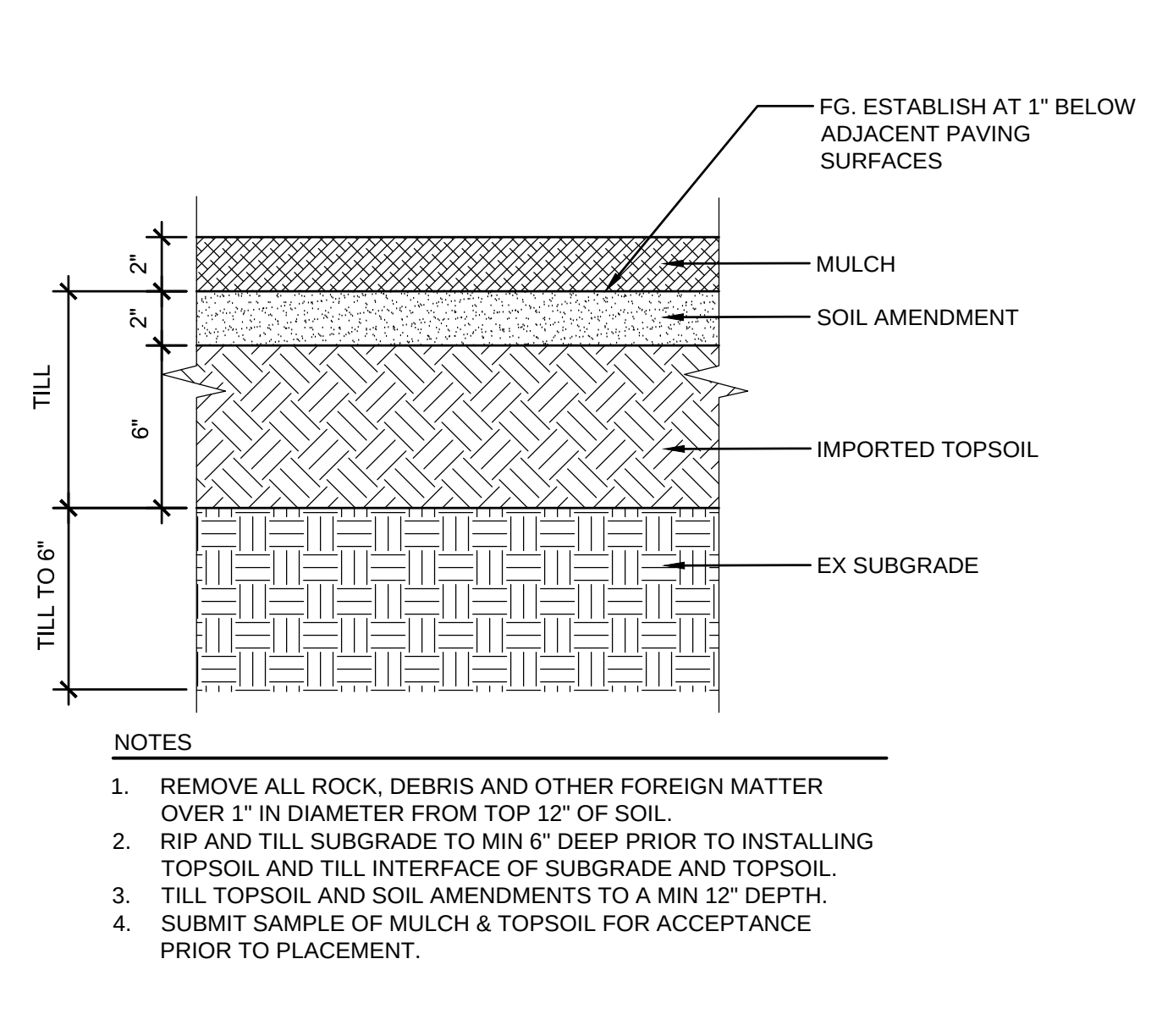
2 EVERGREEN TREE PLANTING SCALE: NTS



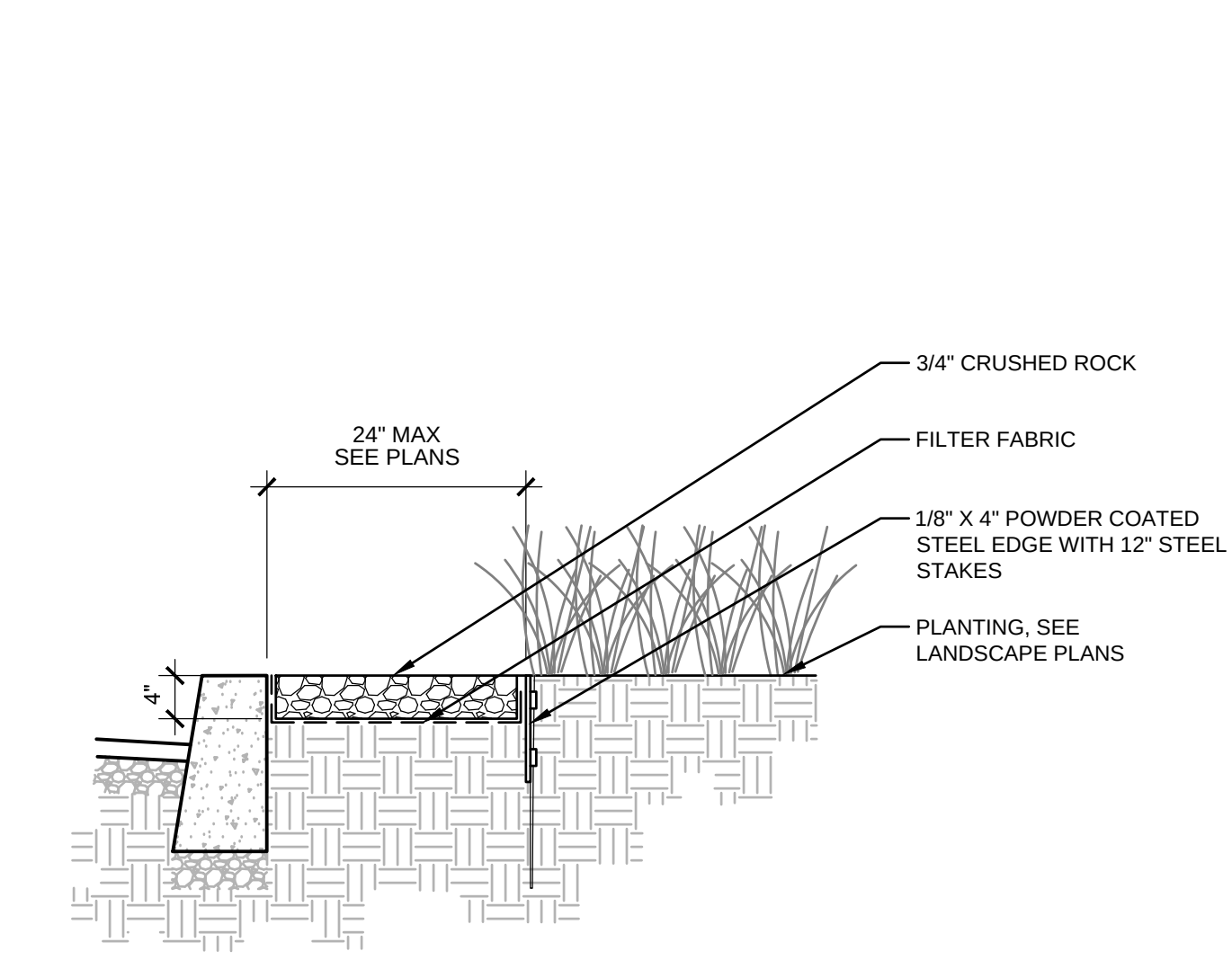
3 SHRUB PLANTING SCALE: NTS



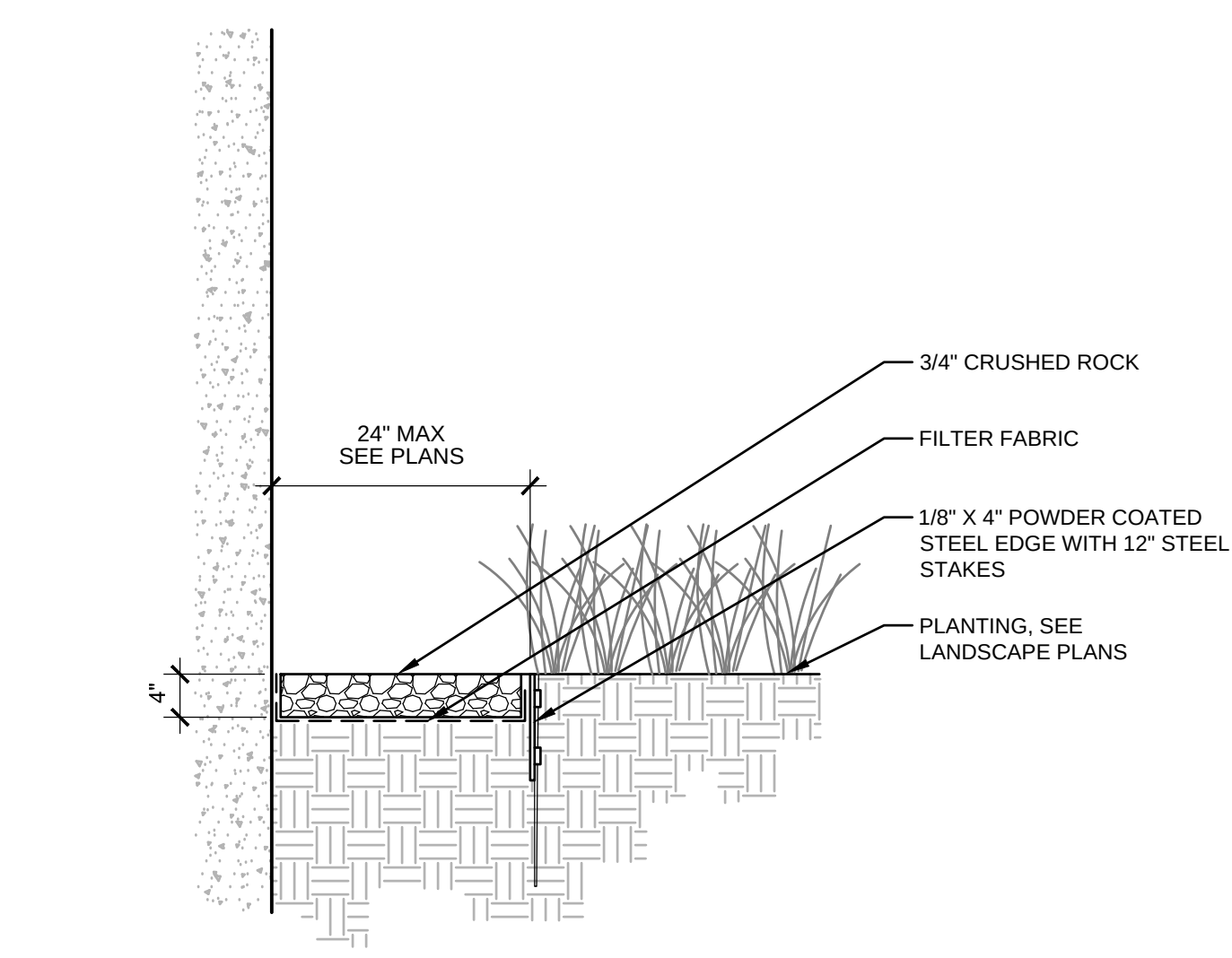
4 GROUNDCOVER PLANTING SCALE: NTS



5 STANDARD SOIL PREPARATION SCALE: NTS



5 ROCK MULCH MAINTENANCE BAND AT CURB WITH EDGER SCALE: NTS



6 ROCK MULCH MAINTENANCE BAND AT WALL WITH EDGER SCALE: NTS

REVISION SCHEDULE		
Delta	Issued As	Issue Date

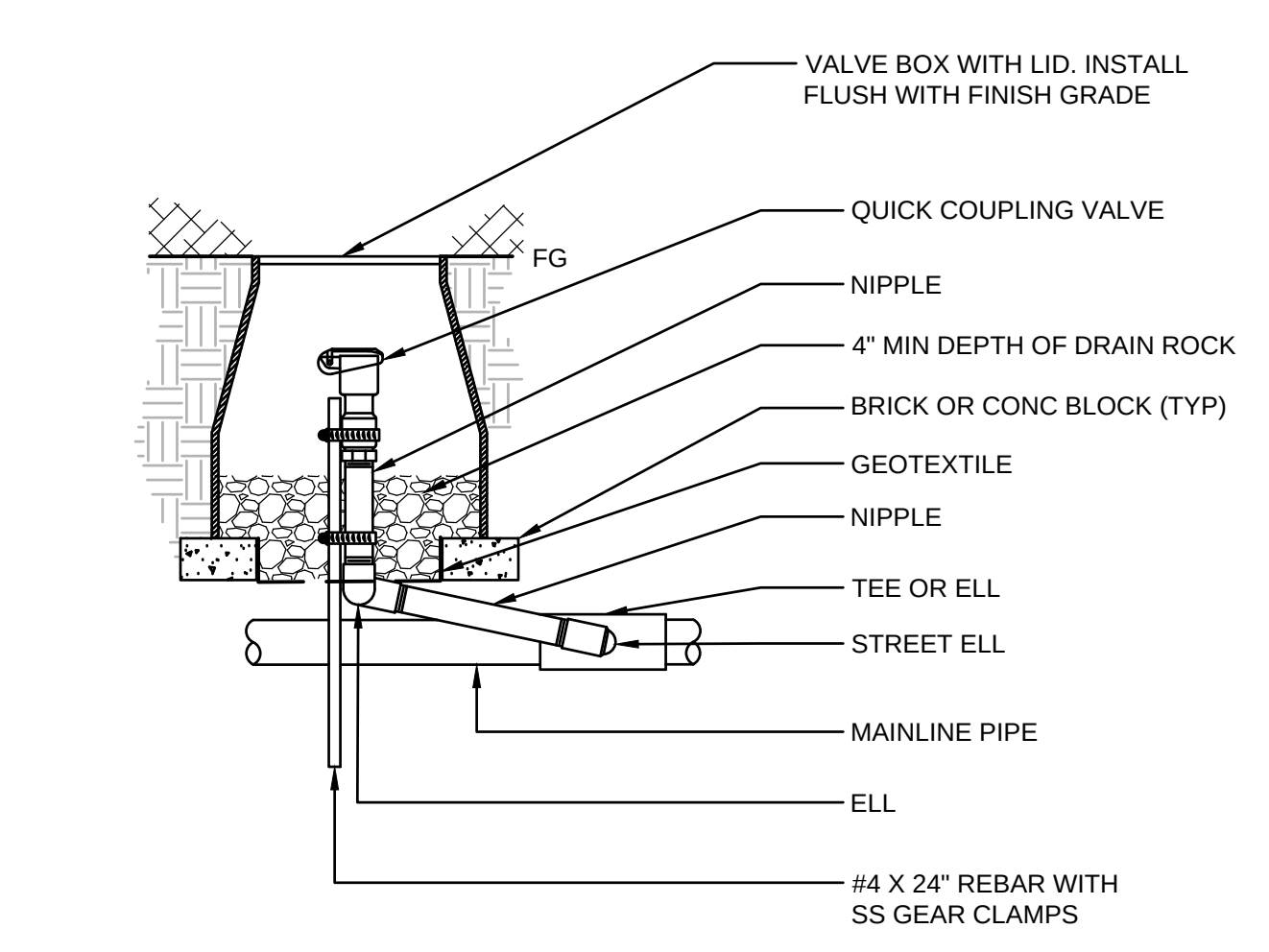
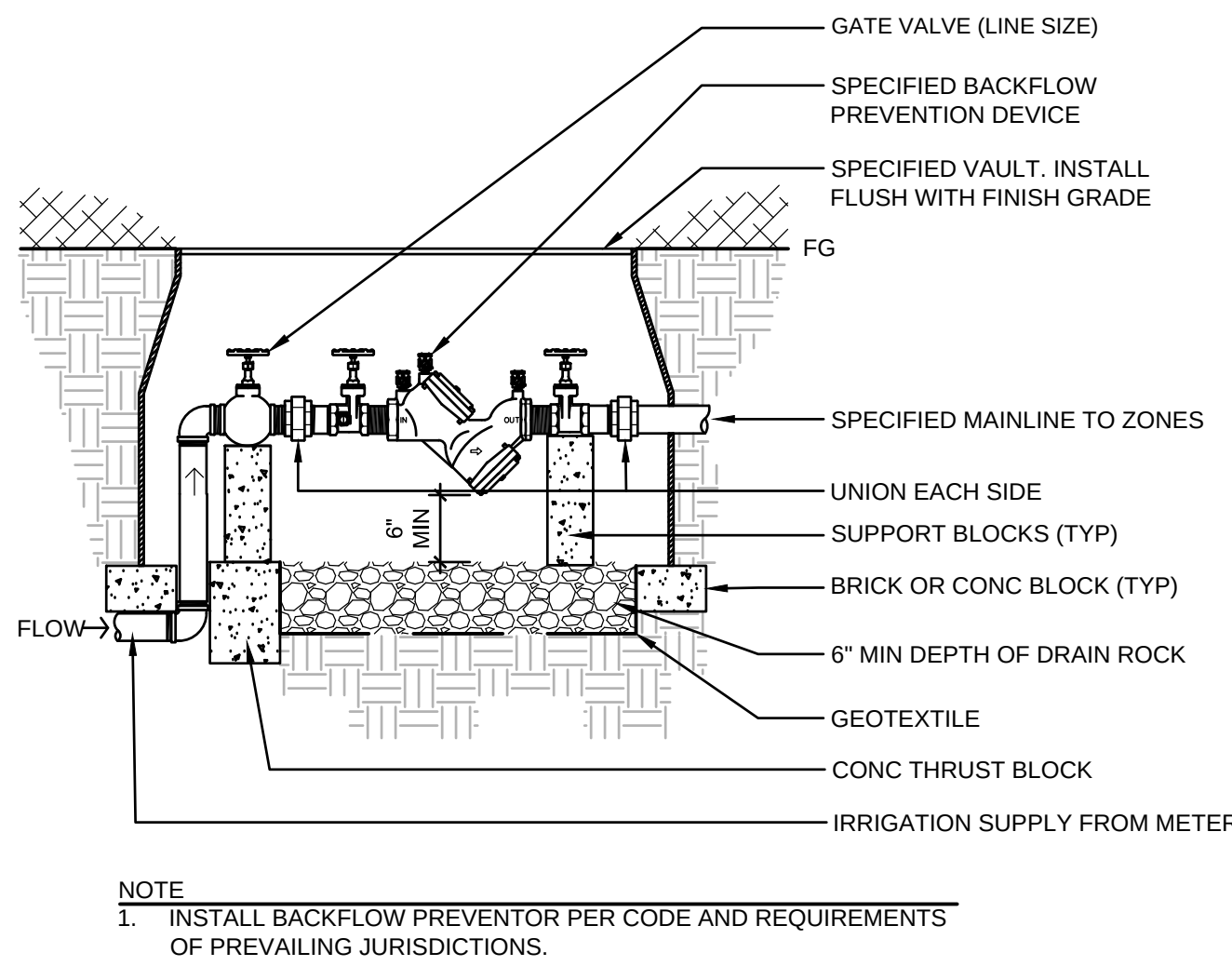
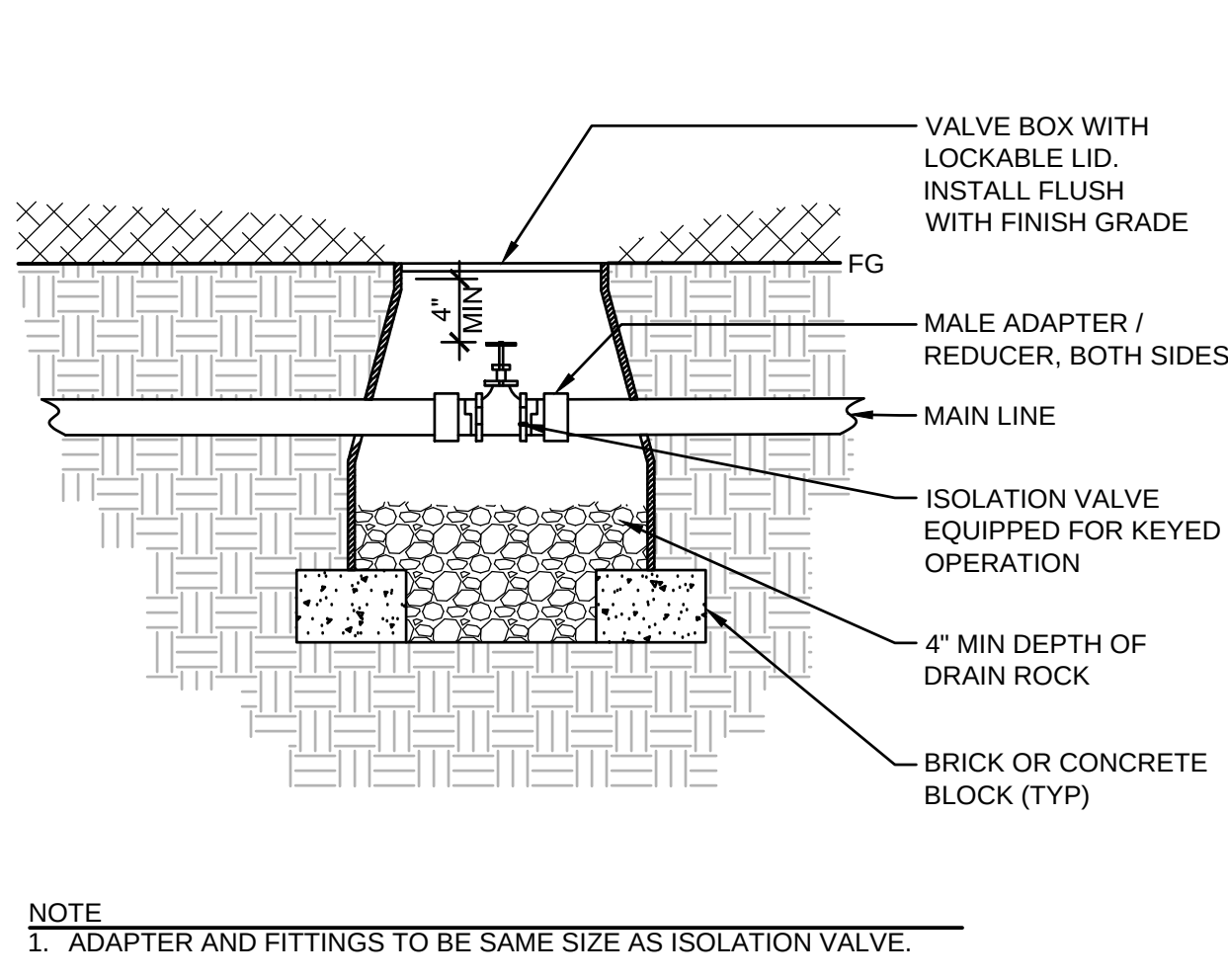
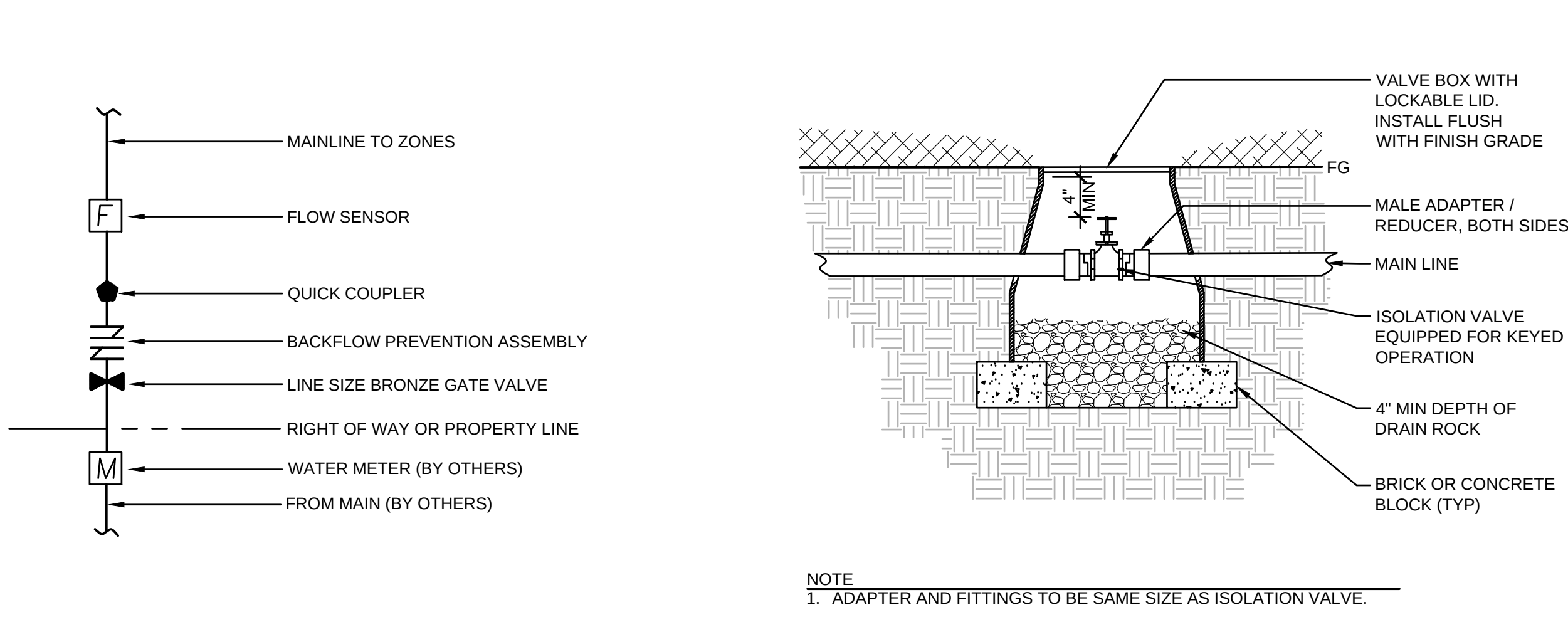
SHEET TITLE:
**PLANTING
DETAILS**

SHEET

L5.11

JOB NO. **2210310.11**

LAND USE REVIEW : 11/13/2025
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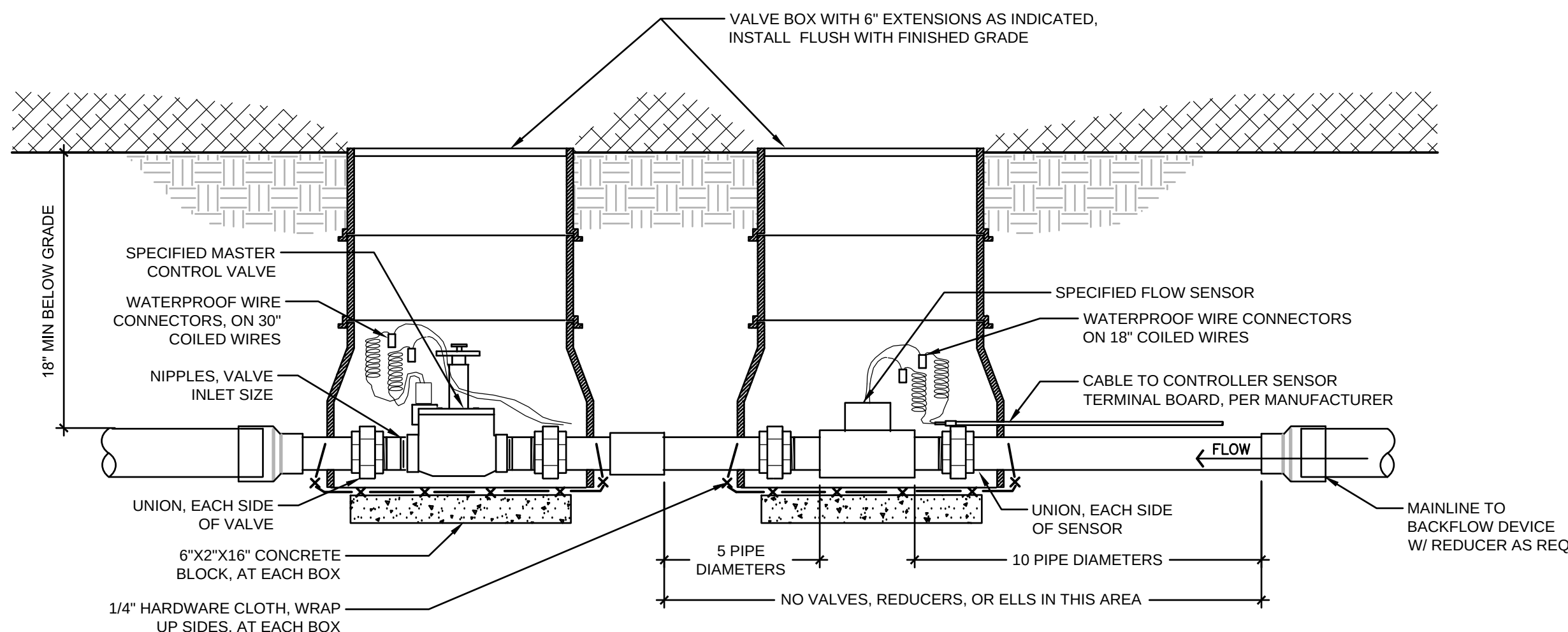


1 POINT OF CONNECTION
DEDICATED IRRIGATION METER
SCALE: NTS

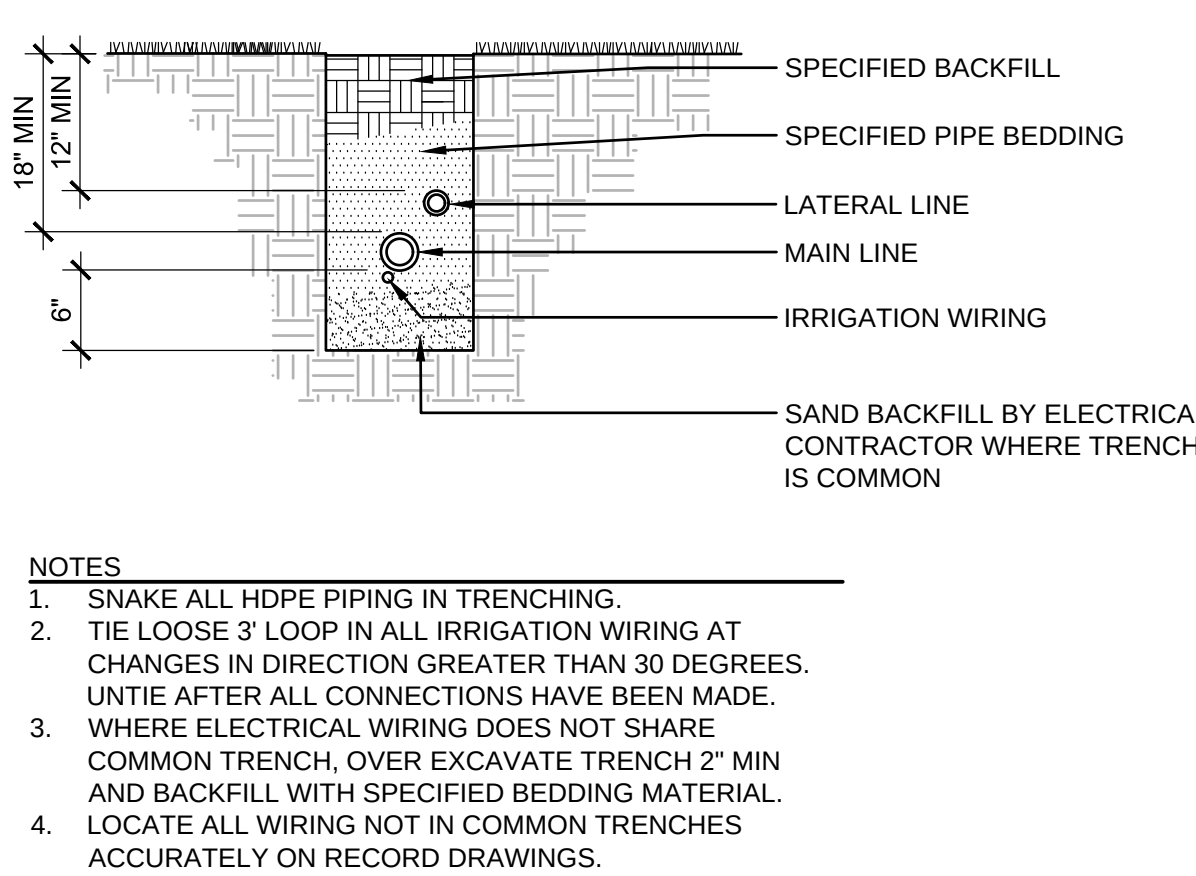
2 ISOLATION VALVE
SCALE: NTS

3 DOUBLE CHECK VALVE
SCALE: NTS

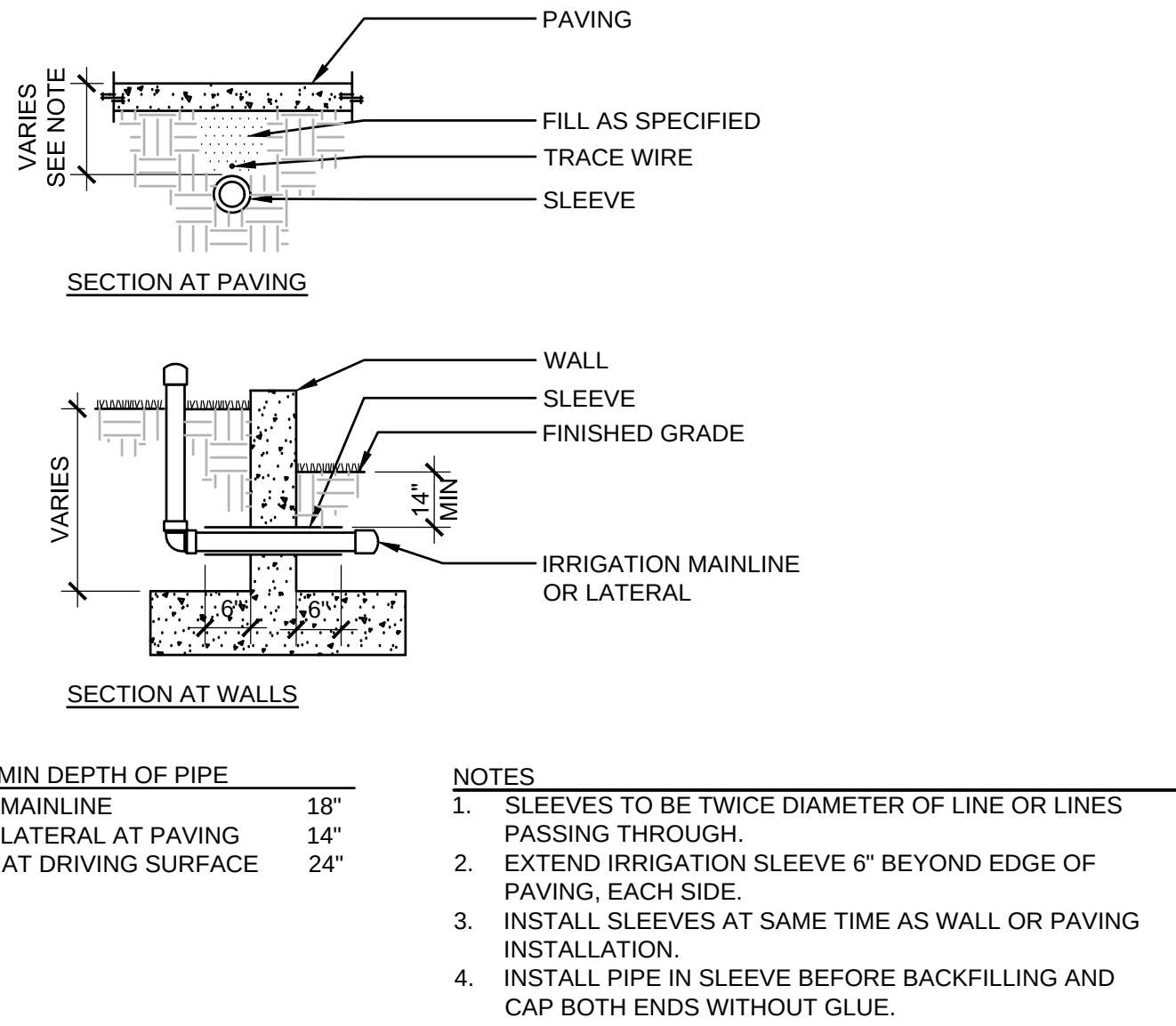
4 QUICK COUPLER VALVE
SCALE: NTS



5 MASTER VALVE/FLOW SENSOR ASSEMBLY
SCALE: NTS



6 IRRIGATION TRENCHING (TYP)
SCALE: NTS



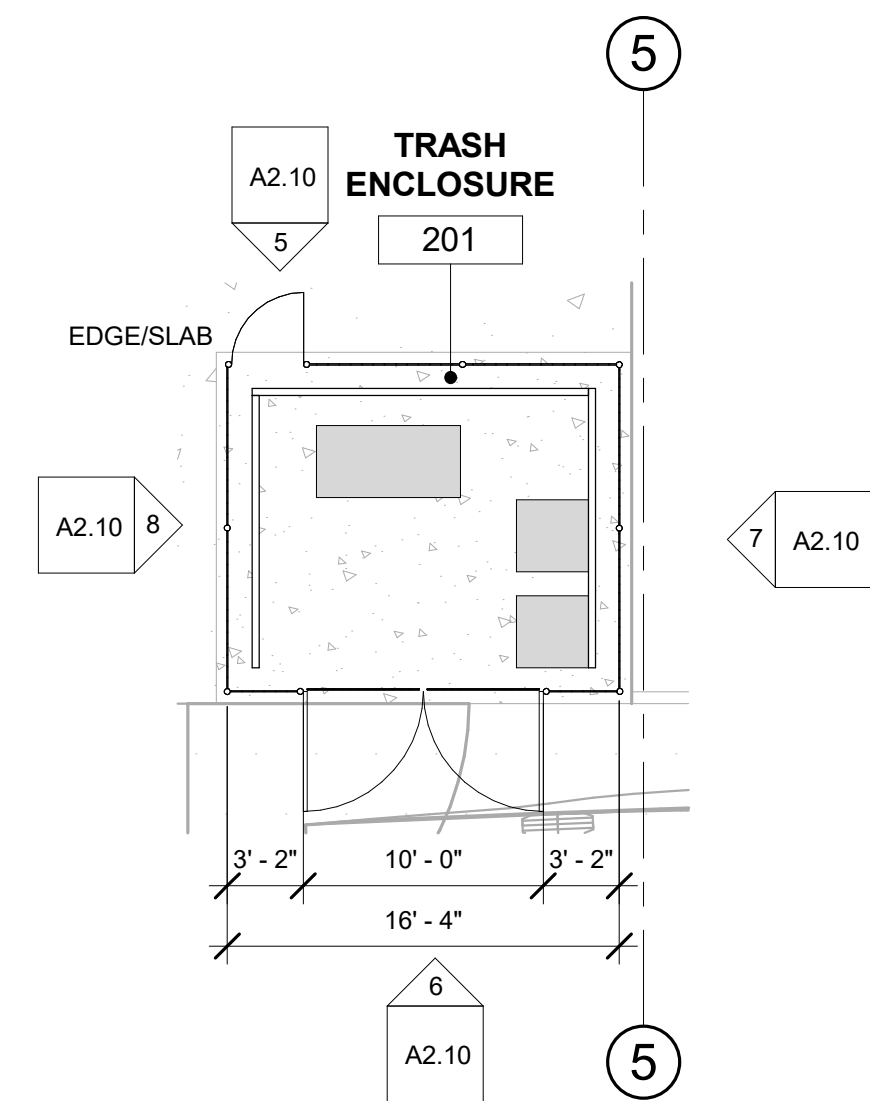
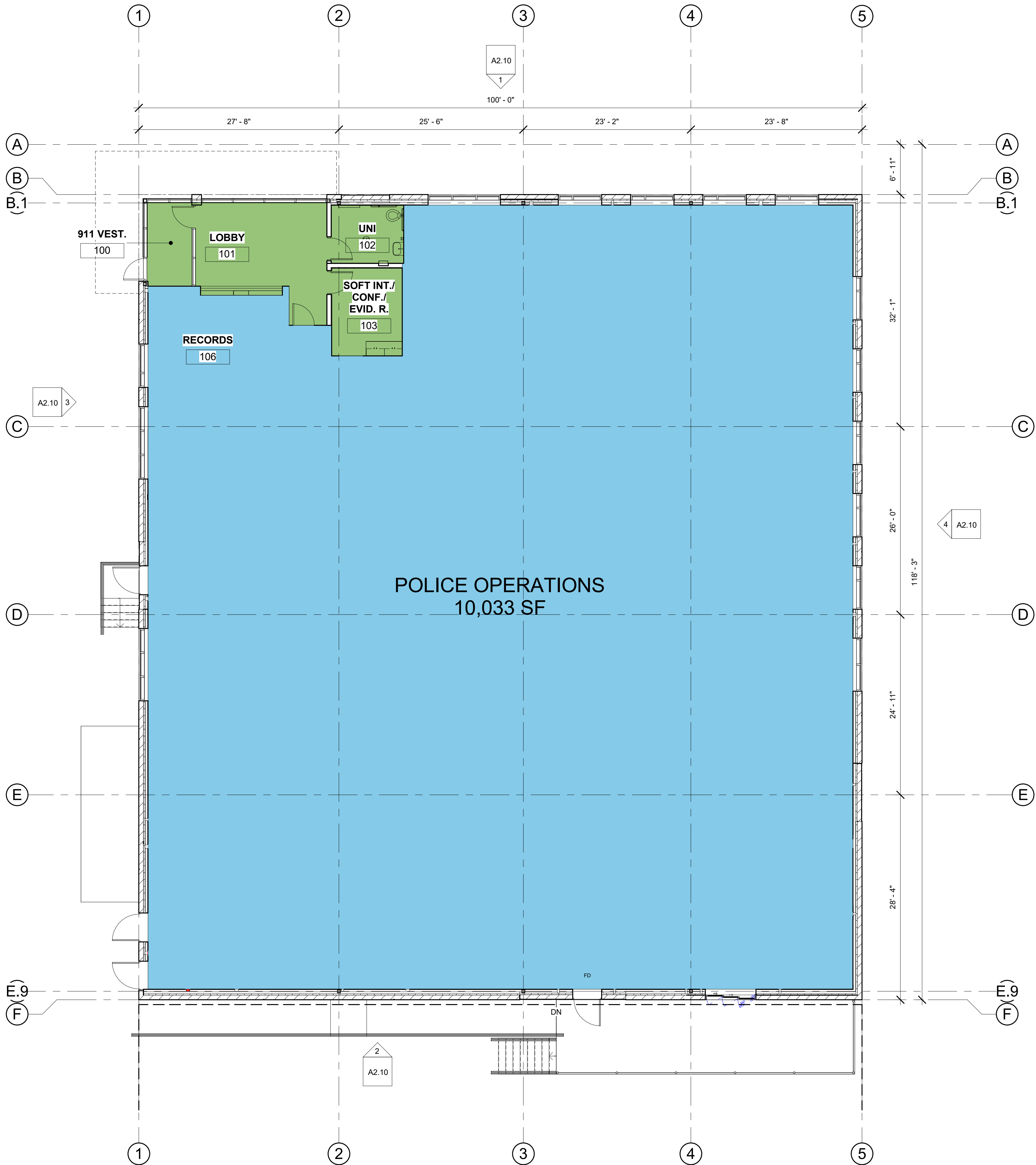
7 IRRIGATION SLEEVES
SCALE: NTS



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Delta	Issued As	Issue Date

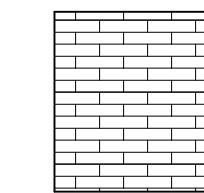


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Delta	Issued As	Issue Date

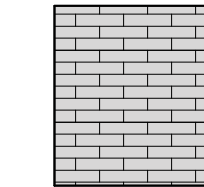


2 TRASH ENCLOSURE PLAN
A1.10 1/8" = 1'-0"

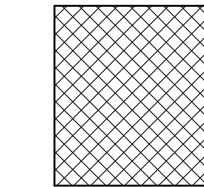
LEGEND



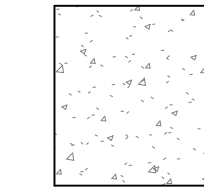
SB-1, STRUCTURAL DARK GRAY BRICK WITH MATTE FINISH OR SIMILAR



SB-2, ACCENT STRUCTURAL DARK GRAY BRICK WITH SCRATCH FINISH OR SIMILAR



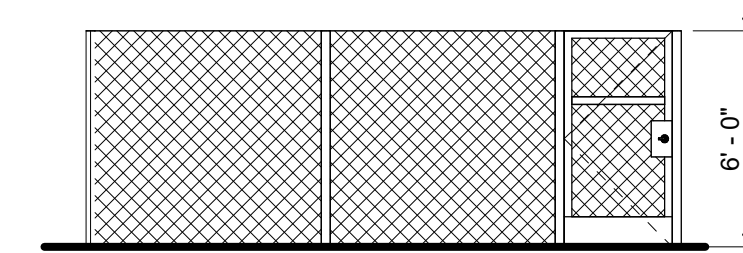
CHAIN LINK FENCE WITH PRIVACY SLATS



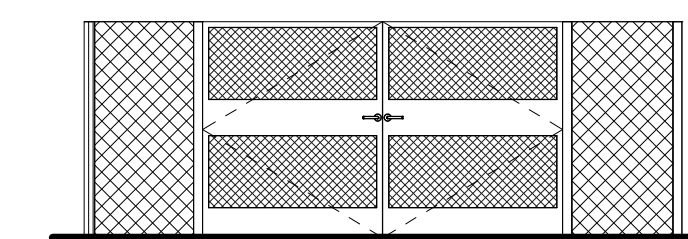
CONCRETE

CJ

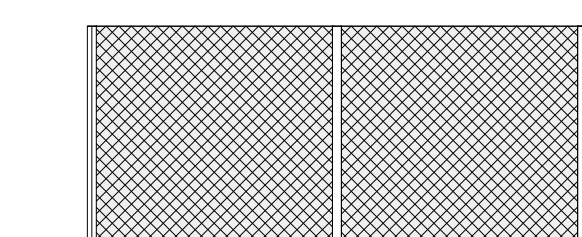
CONTROL JOINT



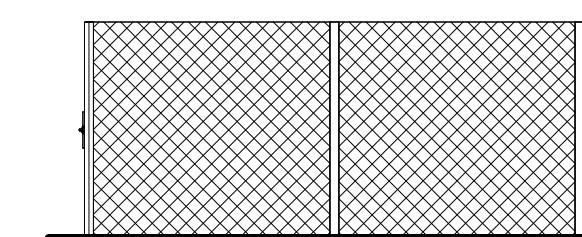
5 TRASH ENCLOSURE - NORTH ELEVATION
A2.10 3/16" = 1'-0"



6 TRASH ENCLOSURE - SOUTH ELEVATION
A2.10 3/16" = 1'-0"



7 TRASH ENCLOSURE - WEST ELEVATION
A2.10 3/16" = 1'-0"



8 TRASH ENCLOSURE - EAST ELEVATION
A2.10 3/16" = 1'-0"

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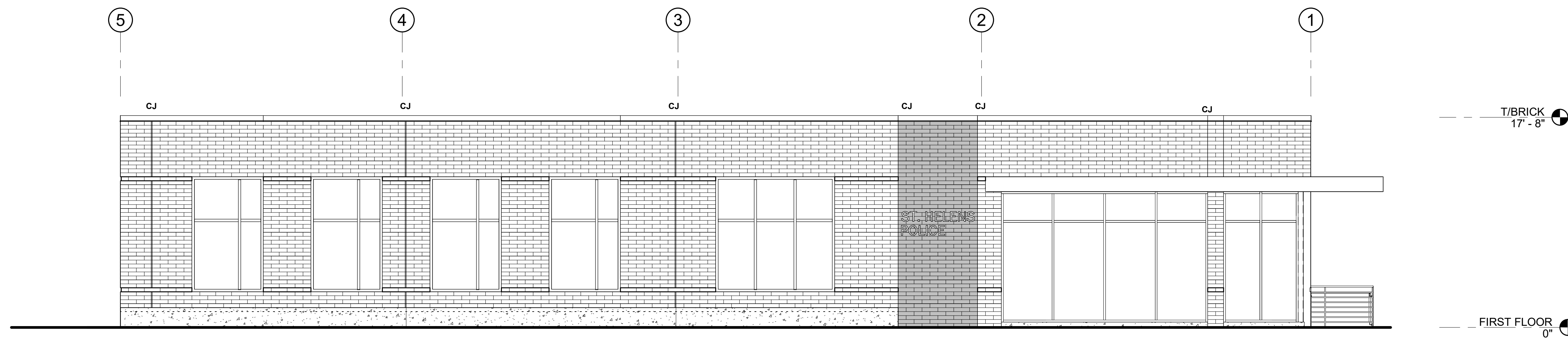
REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
BUILDING
ELEVATIONS

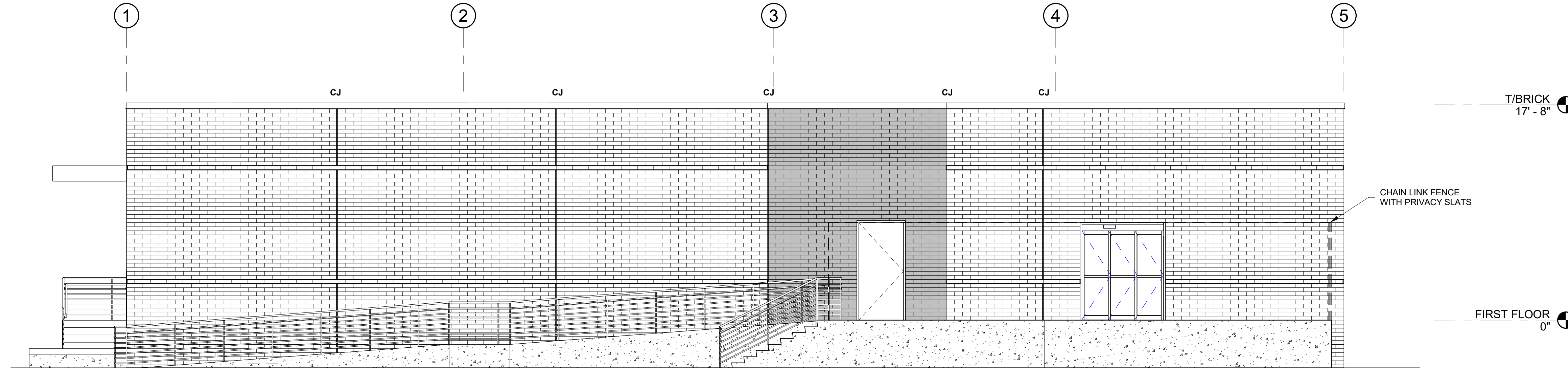
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JOB NO. 2210310.11

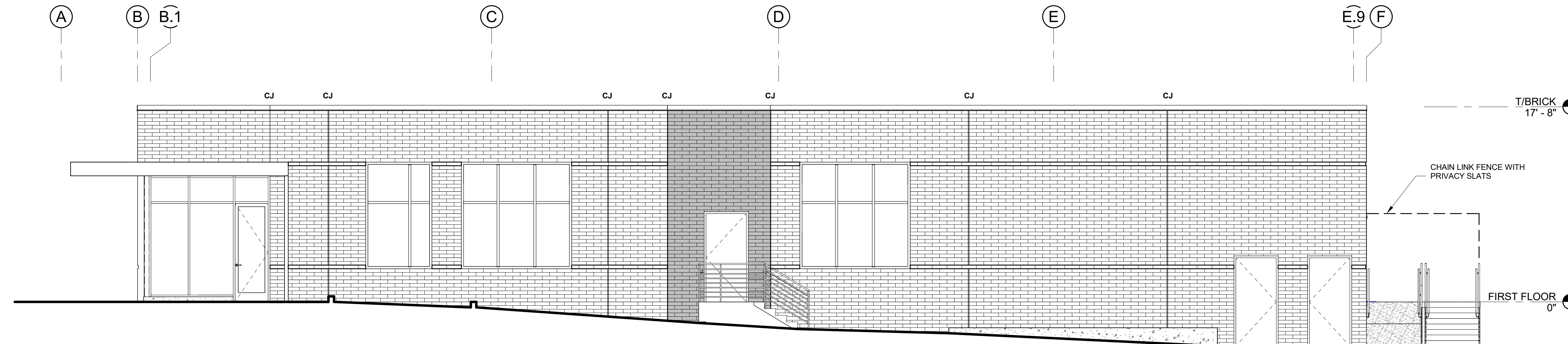
LAND USE REVIEW 11/13/2025
Autodesk Docs/St. Helens Public Safety Building/316-StHelensPD-V25-B.rvt 11/12/2025 9:55:30 AM 3/16" = 1'-0"



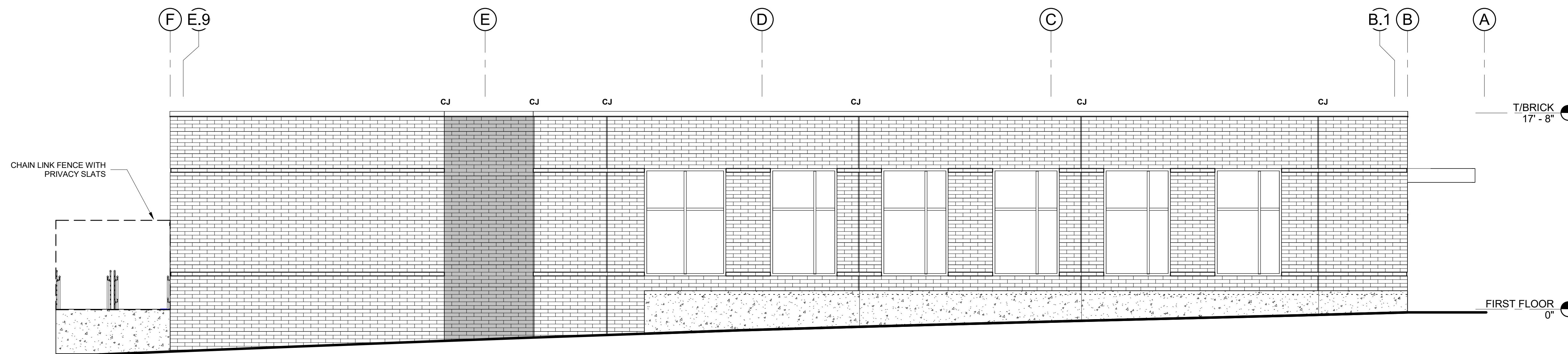
1 NORTH ELEVATION
A2.10 3/16" = 1'-0"



2 SOUTH ELEVATION
A2.10 3/16" = 1'-0"



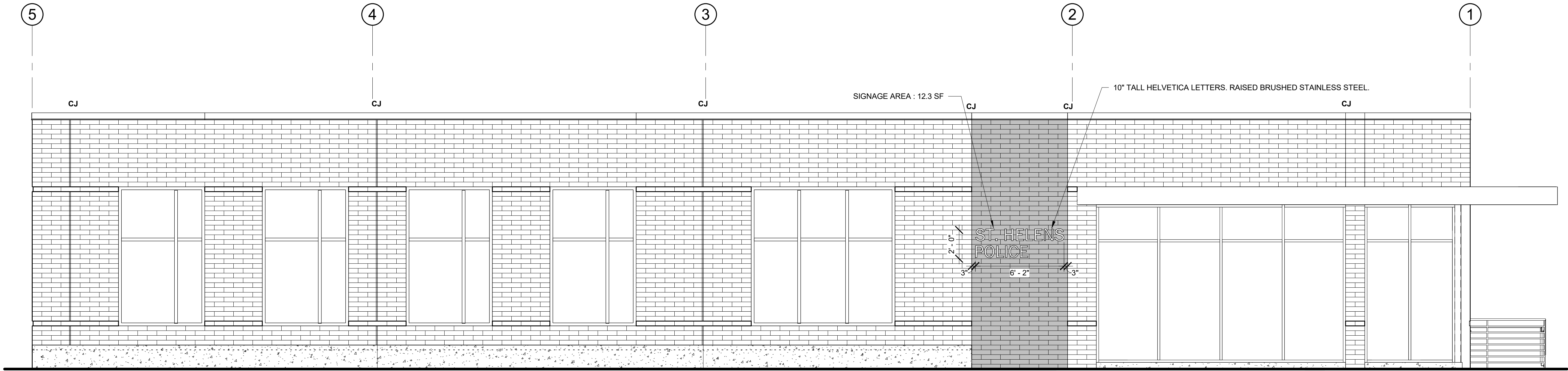
3 WEST ELEVATION
A2.10 3/16" = 1'-0"



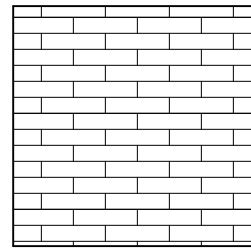
4 EAST ELEVATION
A2.10 3/16" = 1'-0"



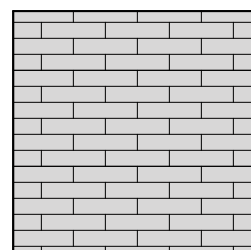
REVISION SCHEDULE		
Delta	Issued As	Issue Date



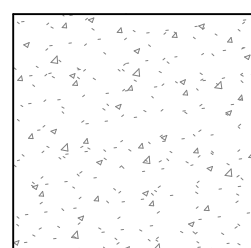
LEGEND



SB-1, STRUCTURAL DARK GRAY BRICK WITH MATTE FINISH OR SIMILAR



SB-2, ACCENT STRUCTURAL DARK GRAY BRICK WITH SCRATCH FINISH OR SIMILAR

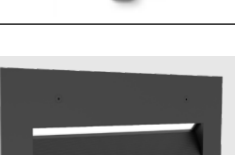
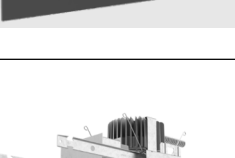


CONCRETE

CJ

CONTROL JOINT

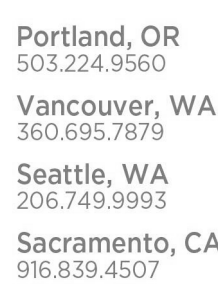
1 NORTH ELEVATION
A2.11 1/4" = 1'-0"

EXTERIOR LUMINAIRE SCHEDULE												
FIXTURE TYPE	IMAGE	PRODUCT DESCRIPTION	BASIS OF DESIGN MANUFACTURER	ALTERNATIVE BASIS OF DESIGN MANUFACTURER	SIZE	INPUT WATTS	LAMP SOURCE	POWER SUPPLY	INPUT VOLTAGE	FINISH	MOUNTING	NOTES
S1A		PARKING/AREA POLE LUMINAIRE	LITHONIA LIGHTING D-SERIES SIZE 1	MCGRAW-EDISON GALN GALLEON II / GARDCO PUREFORM P15	26" L X 13" W X 7" H	50 W	LED, 3000K, 6700 LUMENS	INTEGRAL ELECTRONIC DRIVER NO DIMMING	277V	-	TOTAL OF 25' HEIGHT, INCLUDING POLE AND 36" OF ABOVE GRADE POLE BASE.	T4M DISTRIBUTION. INTEGRAL OCCUPANCY SENSOR.
S1B		PARKING/AREA POLE LUMINAIRE	LITHONIA LIGHTING D-SERIES SIZE 1	MCGRAW-EDISON GALN GALLEON II / GARDCO PUREFORM P15	26" L X 13" W X 7" H	50 W	LED, 3000K, 6600 LUMENS	INTEGRAL ELECTRONIC DRIVER NO DIMMING	277V	-	TOTAL OF 25' HEIGHT, INCLUDING POLE AND 36" OF ABOVE GRADE POLE BASE.	T2M DISTRIBUTION. INTEGRAL OCCUPANCY SENSOR.
S2		PEDESTRIAN BOLLARD	BEGA 84412 K3 FLAT BEAM	LUMINIS BELLEVUE	6" L X 4.5" W X 32" H	4 W	LED, 3000K, 400 LUMENS, 80CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	MVOLT	ARCHITECT TO SELECT	BOLLARD	FLAT BEAM LIGHT DISTRIBUTION TO AIM TOWARDS PLAZA.
S3		FLAG POLE LIGHTING	AMERICAN BEACON	-	6"D	2 W	LED, 3000K, 500 LM, 80 CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	120V	ARCHITECT TO SELECT	FLAG POLE	DUEL LIGHT INTERNAL HALYARD. REFER TO FLAG POLE SPECIFICATION 107600 PRIOR TO ORDERING.
S4		STEP LIGHT	HYDREL HSL13 - 9 INCH	FCSL1141 - 10 INCH	11.5"W X 5.5"H X 2.125"D	8 W	LED, 3000K, 300 LUMENS, 80CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	MVOLT	ARCHITECT TO SELECT	RECESSED	PROVIDE BACK BOX SUITABLE FOR CONCRETE POUR. MOUNT +18" ABOVE GRADE UNLESS OTHERWISE NOTED.
S8		DOWNLIGHT	GOETHAM EVO	JUNO 2" IC LED ROUND DOWNLIGHT BAFFLE	4"	7.2 W	LED, 3000K, 500 LM, 80 CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	120-277 VAC	ARCHITECT TO SELECT	RECESSED	MATTE-DIFFUSE FINISH, WIDE DISTRIBUTION.
S10A		WALL SCONCE	ACQUITY WDG2	MCGRAW-EDISON GWC GALLEON WALL / GARDCO GEOFORM GWM	11.5"W X 9"H X 7"D	10 W	LED, 3000K, 1210 LM, 80 CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	120-277 VAC	ARCHITECT TO SELECT	WALL MOUNT @ 4'-0" DOWN FROM EDGE OF PARAPET	VISUAL COMFORT FORWARD THROW.
S10B		WALL SCONCE	ACQUITY WDG1	MCGRAW-EDISON GWC GALLEON WALL / GARDCO GEOFORM GWM	9"W X 9"H X 7"D	7 W	LED, 3000K, 720 LM, 80 CRI	INTEGRAL ELECTRONIC DRIVER NO DIMMING	120-277 VAC	ARCHITECT TO SELECT	WALL MOUNT @ 4'-0" DOWN FROM EDGE OF PARAPET	VISUAL COMFORT WIDE THROW.
S14		INGRADE ADJUSTABLE	LUMIERE MONACO 3002A	WAC - 5031 / B-K LIGHTING HP2	8"DIA	25 W	LED, 3000K, 1160 LM, 85 CRI	INTEGRAL ELECTRONIC DRIVER DIMMING	MVOLT	ARCHITECT TO SELECT	INGRADE	ROUND TRIM. WIDE FLOOD DISTRIBUTION. DIFFUSE TOP GLASS.



REVISION SCHEDULE		
Delta	Issued As	Issue Date

- A. REFERENCE ARCHITECTURAL (OR LANDSCAPE CIVIL) DRAWINGS FOR EXACT LOCATIONS OF EXTERIOR LUMINAIRES AND EQUIPMENT.
- B. REFER TO LIGHTING CONTROL SCHEDULE ON E0.02 FOR CIRCUITING INFORMATION.
- C. REFER TO 5/E6.01 FOR TYPICAL LIGHTING POLE BASE DETAIL.



Client

Project

**ST. HELENS
POLICE STATION**
1771 COLUMBIA BLVD
ST. HELENS, OR 9705

PAE ENGINEERS
151 SW 1ST AVENUE
PORTLAND, OR 97204



1. COORDINATE FINAL LOCATIONS FOR SIGN ILLUMINATION LIGHTING WITH ARCHITECT

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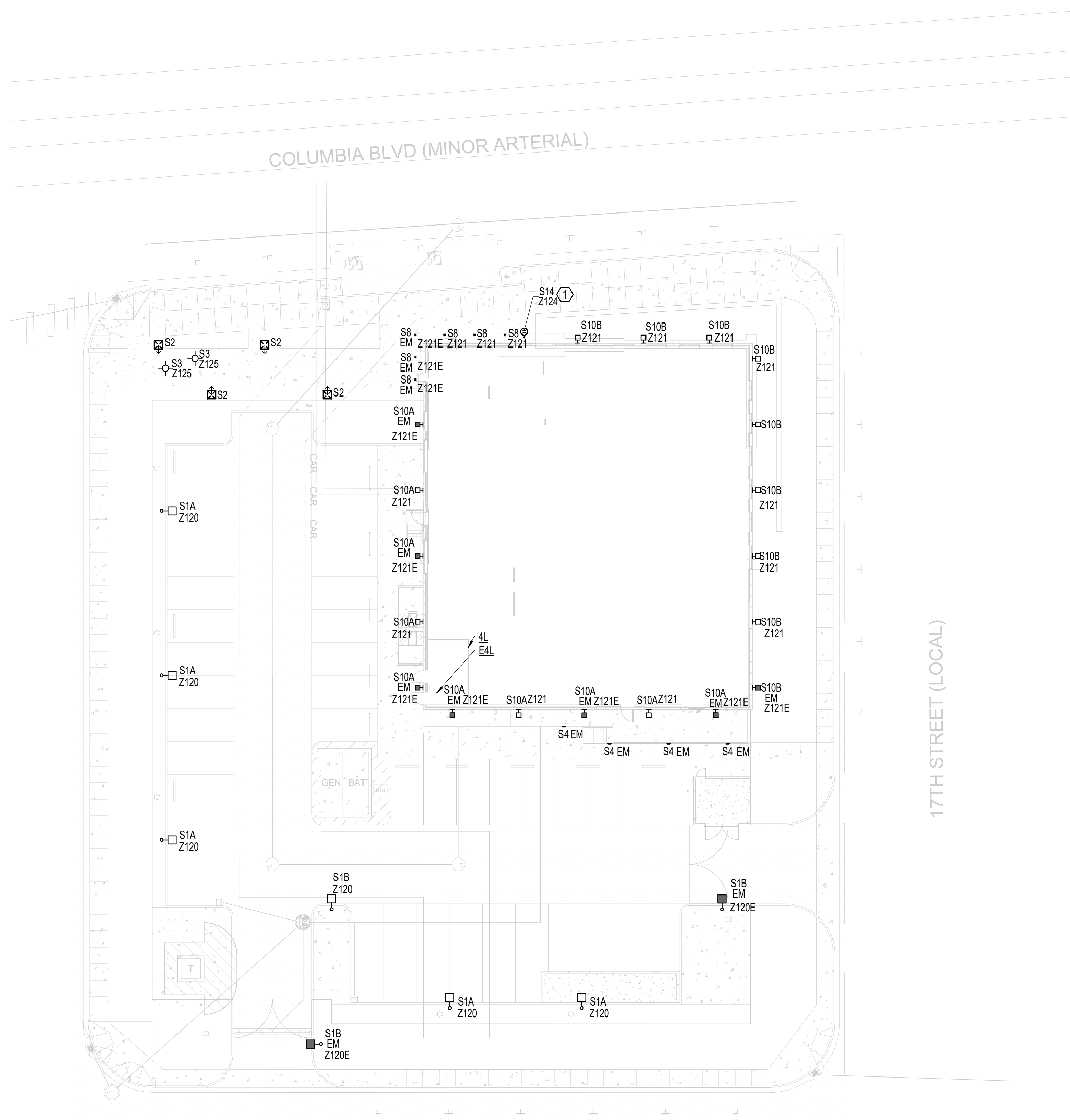
SHEET TITLE:
**SITE PLAN -
LIGHTING**

SHEET

E0.10

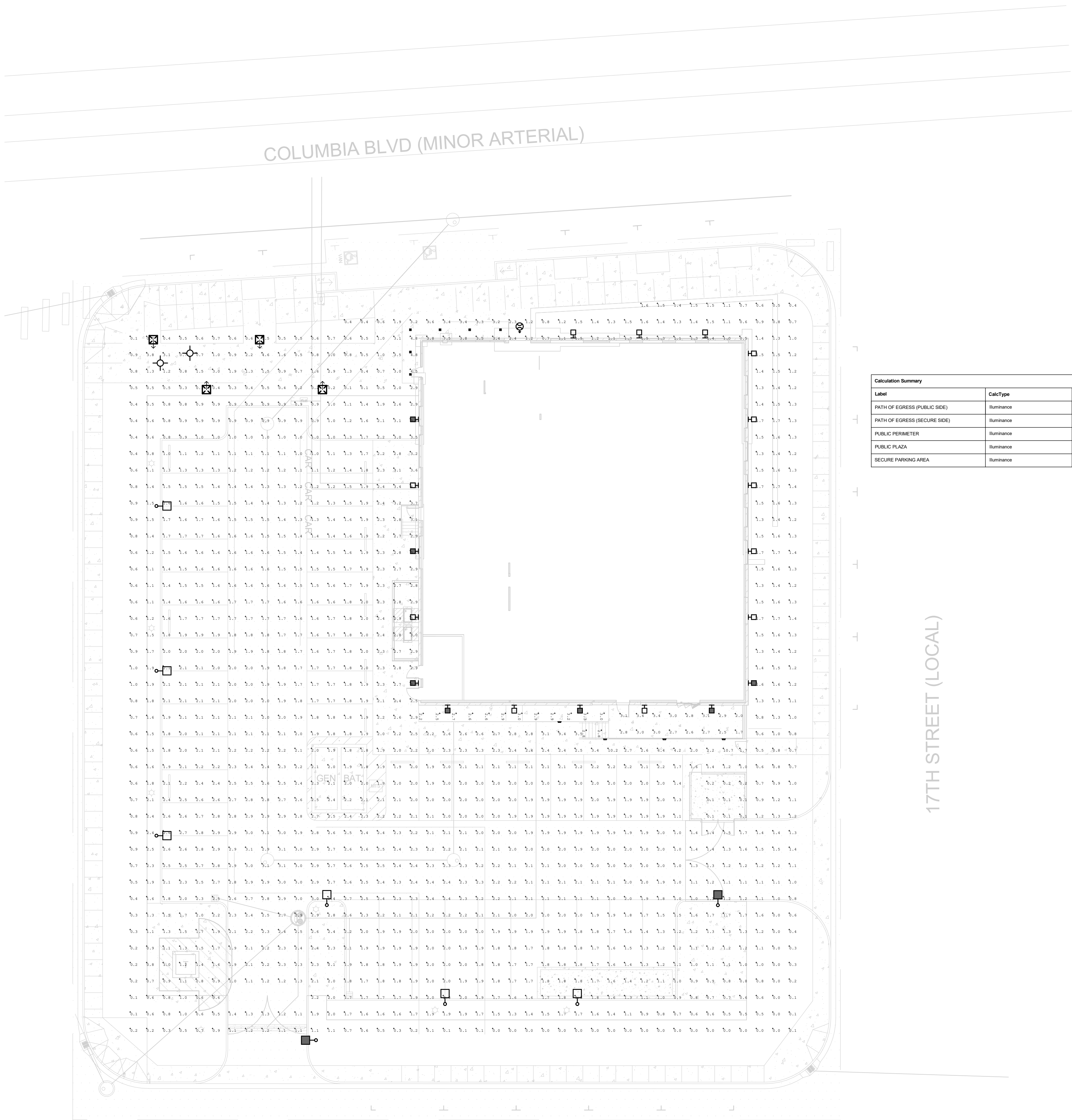
JOB NO. **2210310.11**

Autodesk Docs://St. Helens Public Safety Building/25-1770 StHelensPD MEP25.rvt 11/13/2025 5:41:46 PM



1 LIGHTING SITE PLAN
1" = 20'-0"

JOB NO. **2210310.11**



Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	AvgMin
PATH OF EXPRESS (PUBLIC SIDE)	Horizontal	Fc	4.04	4.8	2.9	1.29
PATH OF EXPRESS (SECURE SIDE)	Horizontal	Fc	2.99	10.7	0.5	2.49
PUBLIC WALKWAY	Horizontal	Fc	6.62	1.7	0.0	N/A
PUBLIC PLAZA	Horizontal	Fc	1.36	0.6	0.1	0.80
SECURE PARKING AREA	Horizontal	Fc	1.84	0.0	0.1	0.40

REVISION SCHEDULE		
Delta	Issued As	Issue Date

REVISION SCHEDULE		
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PARKING DATA

	ACCESSIBLE	STANDARD	CARPOOL/VANPOOL	TOTAL
SECURE (10' x 20')	0	39	3	42
PUBLIC (9' x 18')	2	15	0	17
TOTAL	2	54	3	59

SITE DATA

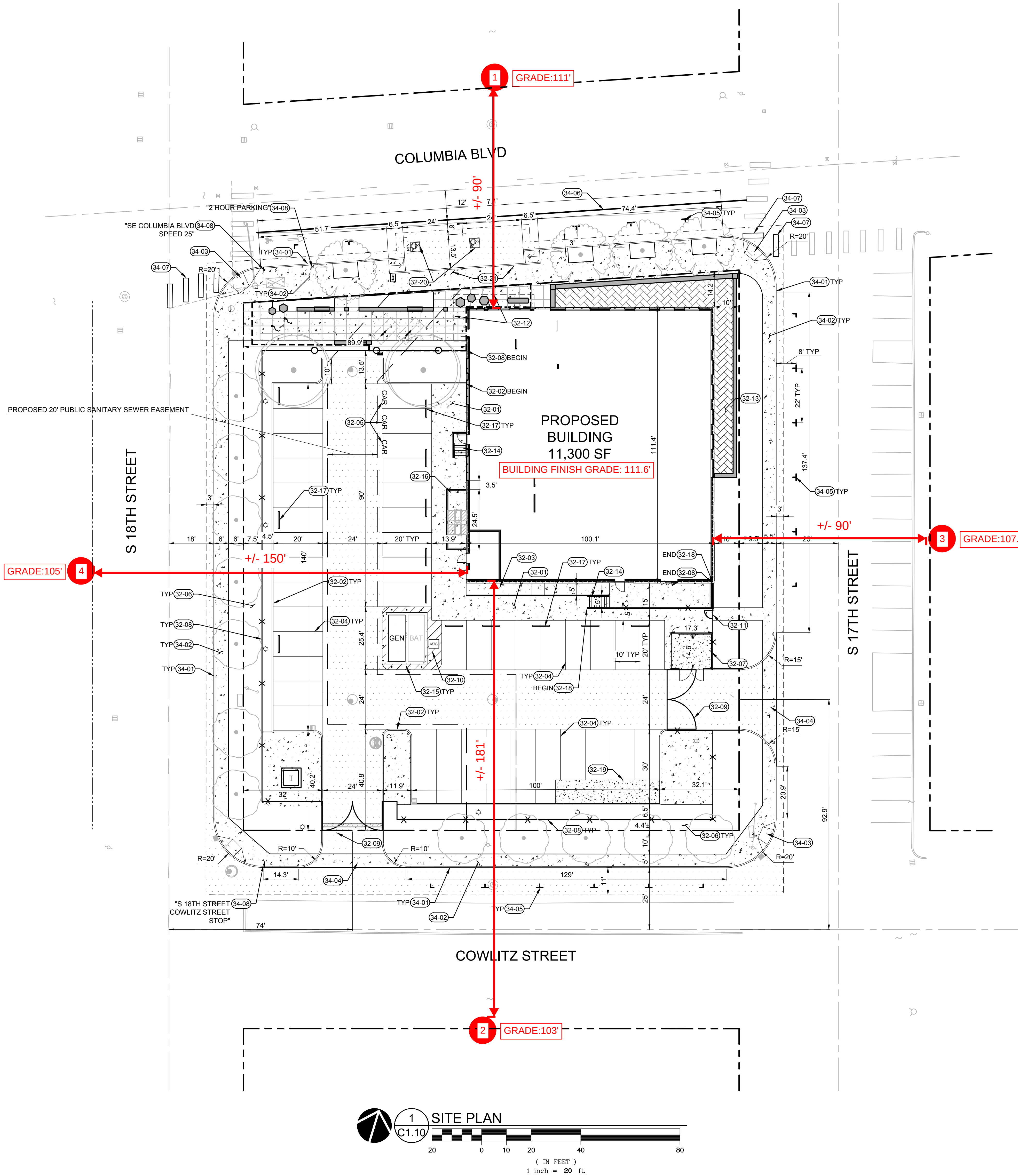
SITE AREA	43,902 SF (1.01 AC)
DISTURBED AREA	43,902 SF (1.01 AC)
BUILDING AREA	11,133 SF (25.4%)
PAVEMENT AREA	26,128SF (59.5%)
LANDSCAPE AREA	6,641 SF (15.1%)

LEGEND

PLAZA AREA - SEE LANDSCAPE SHEETS	-----
ASPHALT PAVEMENT SAWCUT	-----

KEYNOTES

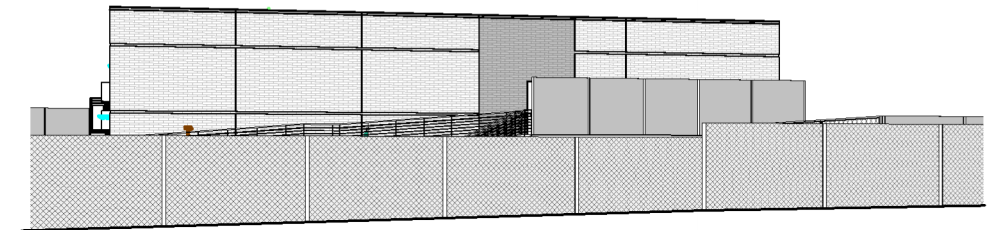
- 32-01 CONCRETE SIDEWALK, SCORING PER LANDSCAPE DRAWINGS
- 32-02 VERTICAL CURB PER DETAIL 2/C5.10
- 32-03 RAMP - SEE GRADING PLAN AND ARCHITECTURAL DETAILS FOR HANDRAIL. CONCRETE RETAINING WALL PER STRUCTURAL DETAILS
- 32-04 PARKING STALL STRIPING PER DETAIL 4/C5.10
- 32-05 CARPOOL/VANPOOL PARKING PER DETAIL 4/C5.10
- 32-06 LANDSCAPE AREA PER LANDSCAPE DRAWINGS
- 32-07 TRASH ENCLOSURE - 6FT SLATED CHAINLINK FENCE
- 32-08 FENCING PER LANDSCAPE DRAWINGS
- 32-09 SECURITY GATE PER ARCHITECTURAL DETAILS
- 32-10 4" WHITE STRIPE AT 45-DEGREE ANGLE
- 32-11 MAN GATE WITH CONTROL ACCESS PER ARCHITECTURAL PLANS
- 32-12 BUILDING CANOPY PER ARCHITECTURAL PLANS
- 32-13 RAISED PLANTER PER LANDSCAPE DRAWINGS
- 32-14 CONCRETE STAIRS PER ARCHITECTURAL DETAILS, CONCRETE RETAINING WALL PER STRUCTURAL DETAILS
- 32-15 BOLLARDS PER DETAIL 6/C5.10
- 32-16 MECHANICAL EQUIPMENT PAD - SEE GRADING PLAN
- 32-17 PRECAST WHEEL STOP PER 5/C5.10
- 32-18 CONCRETE RETAINING WALL PER STRUCTURAL DETAILS
- 32-19 9.5' X 42' CONCRETE PAD FOR FUTURE CONEX BOX
- 32-20 ACCESSIBLE PARKING STALL PER DETAIL 3/C5.10
- 32-21 ACCESSIBLE PARKING SIGN PER DETAIL 3/C5.10
- 34-01 TYPE 'A' CURB PER ST HELENS DWG. NO 210
- 34-02 CONCRETE SIDEWALK PER ST HELENS DWG. NO 220
- 34-03 CURB RAMP PER ST HELENS DWG. NO 225
- 34-04 COMMERCIAL DRIVEWAY PER ST HELENS DWG NO. 245
- 34-05 ON STREET PARKING MARKING PER ODOT DWG TM503-P
- 34-06 8" SOLID WHITE BIKE LANE STRIPING
- 34-07 SOLID WHITE CROSSWALK STRIPING TO MATCH EXISTING LOCATION
- 34-08 RELOCATED STREET SIGN, AS NOTED





1
A3.12

VIEW FROM COLUMBIA BLVD



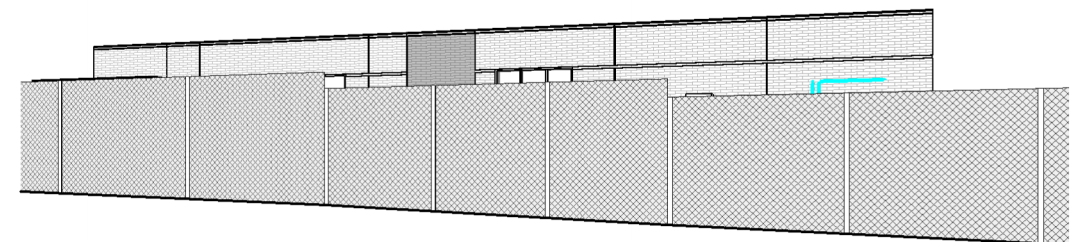
2
A3.12

VIEW FROM COWLITZ STREET



3
A3.12

VIEW FROM 17TH STREET



4
A3.12

VIEW FROM 18TH STREET



