

**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Conditional Use Permit CUP.2.22, Variances V.6.22 & V.7.22**

DATE: October 4, 2022
TO: Planning Commission
FROM: Jennifer Dimsho, AICP, Associate Planner
Jacob Graichen, AICP, City Planner

APPLICANT: Lower Columbia Engineering, LLC
OWNER: KJK St. Helens, LLC

ZONING: Houlton Business District
LOCATION: Vacant property to the east and south of 150 N. 15th Street;
4N1W-4AC-4801 & 4802
PROPOSAL: Conditional Use Permit for a new mixed-use building (6 multi-dwelling units complex with two commercial suites)
Variance for reduced front and side yard requirements (setbacks)
Variance for exceptions to the multi-family exterior elevation SDR standards

SITE INFORMATION / BACKGROUND

The site was divided into three parcels with a Partition in 2021 (PP 2021-08). Parcel 1 was then developed with a veterinary clinic with Conditional Use Permit (CUP.4.18). In PP 2021-08, an access and utility easement for the benefit of Parcel 2 and 3 was recorded. In addition, a sanitary sewer easement was granted for the benefit of Parcel 2. Parcels 2 and 3 are the subject of these applications. The applicant is proposing a covenant to bind Parcel 2 and 3 together for the purpose of development into a mixed-use building and a parking lot to serve it. The subject properties are undeveloped, relatively flat, and covered in grass. The property is irregular in shape and abuts four developed roadways: Columbia Blvd., St. Helens Street, N. 14th Street, and N. 15th Street.

PUBLIC HEARING & NOTICE

Public hearing before the Planning Commission: **October 11, 2022**

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on September 21, 2022 via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

Notice was published on September 28, 2022 in The Chronicle newspaper.

APPLICATION COMPLETENESS

This application was originally received on July 29, 2022. Staff identified missing information or other aspects that rendered the application incomplete and notified the applicant of the issue

pursuant to SHMC 17.24.050 on August 11, 2022. The applicant provided revised or new information and the application was deemed complete on August 29, 2022.

The 120-day rule (ORS 227.178) for final action for this land use decision is December 27, 2022.

AGENCY REFERRALS & COMMENTS

City Engineering: City Engineering provided detailed comments which have been incorporated throughout this report and the recommended conditions of approval. Comments were provided as electronic plan notes that part of the record but impractical as attachments.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

Zoning Compliance: The site is zoned Houlton Business District (HBD). Dwellings on the same level as nonresidential uses require a Conditional Use Permit. Two commercial suites are proposed together, which constitutes a “shopping plaza” (2-7 business units). Shopping plazas are permitted uses in the HBD zoning district.

Multi-dwelling units shall comply with the AR standards in the zone. The maximum building height is 35'. The building is proposed at 33' in height. The maximum lot coverage including all impervious surfaces is 90 percent. With a covenant to combine the two parcels, the total lot square footage is 15,118 sq. ft. which requires 1,512 sq. ft. of landscaping. Approximately 2,557 sq. ft. is proposed which exceeds the required landscaping.

In the AR zone, the minimum lot size is 4,000 sq. ft. for the first 2 units plus 1,500 sq. ft. for each unit after. With a covenant to combine the two parcels, the total lot size is 15,118 sq. ft. This would allow up to 9 units. 6 units are proposed. The minimum front yard is 20 feet. 2 feet is proposed. The minimum side yard is 10 feet. 2 feet is proposed. Variances to the front and side yard requirements for the multi-dwelling units is the topic of Variance V.6.22.

Buildings and structures shall not occupy more than 50% of the lot. With a covenant to combine the two parcels together, the maximum lot coverage is 7,559 sq ft. The building proposed is 5,760 square feet which is approximately 38.1%.

Maximum front yard setback for the commercial units is 0' unless 100 percent of the increased setback is used for pedestrian amenities. The commercial lots range from 66' to 0' to the property line. However, this area is proposed as a landscaped area with walkways, a rock garden, and benches. This complies.

HBD zoning includes special parking flexibilities, which are discussed later in the report under the off-street parking requirements.

Residential density above permitted uses shall be based on the standard of 1 dwelling unit per 500 sq. ft. of non-residential use. 3,174 sq. ft. of commercial space is proposed on the ground floor, which means the residential density for the 2nd floor can be up to 6 units. 4 units are proposed on the 2nd floor, which complies.

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SHMC 17.100.040(1) – Conditional Use Permit approval standards

(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) This criterion requires that the site size and dimensions provide adequate area for the needs of the proposed use.

The property is irregular in shape and with the required setbacks for multi-family developments, it is a tight fit for the building proposed. The applicant is proposing a variance to the required setback requirements to help accommodate this. If the variance is approved, and the conditions of the report can be met, the site size and dimensions are adequate.

(b) This criterion requires that the characteristics of the site be suitable for the proposed use.

Combining the unusually narrow Parcel with the larger, more regular-shaped parcel allows the site to develop in a more efficient and effective manner than if the properties were to be developed separately.

(c) This criterion requires that public facilities have adequate capacity to serve the proposal.

City Engineering's feedback regarding water, sewer, and stormwater facilities have been incorporated into the conditions of approval to ensure that public facilities are adequately serving this property.

(d) This criterion requires that the requirements of the zoning district be met except as modified by the Conditional Use Permit (CUP) chapter.

The subject property is zoned Houlton Business District (HBD). Multi-dwelling units on the same floor as non-residential units are listed as a conditional use. Multi-dwelling units are required to comply with the Apartment Residential (AR) standards. These standards are addressed in the Zoning Compliance section above. All AR zoning standards are met, except for a variance is proposed for reduced front and side yards.

(e) This criterion requires analysis of the sign chapter and site design review chapter.

This has been addressed elsewhere in the staff report.

(f) This criterion requires compliance with the applicable policies of the Comprehensive Plan.

There is no known conflict of the Comprehensive Plan with this CUP.

The Commission can consider any of the following CUP approval standards and conditions.

SHMC 17.100.040(3) CUP Approval standards and conditions

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

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

Conditional Use Permit — Site Design Review aspects per SHMC 17.100.040(1)(e)

The requirements for Site Design Review reference other applicable chapters of the development code. As such, those chapters that apply to this proposal are addressed in order here:

Addition Yard Setback Reqs & Exceptions:

17.64.050 Projections into required yards.

- (1) Cornices, eaves, belt courses, sills, canopies/awnings, or similar architectural features may extend into a required front, interior, rear or side yard not more than four feet provided the width of such yard is not reduced to less than three feet.

Eaves of the proposed building extend into required yards, leaving 0' feet remaining between the eave and the property line. This is included in the request of Variance V.6.22.

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Landscaping/buffering/screening: Street trees will be required.

Along St. Helens Street and the remainder of N. 15th Street, there are existing curb tight sidewalks, so the street trees will be required on the inside of the sidewalk (abutting the property). There are no utility lines along the St. Helens Street or N. 15th Street that would restrict tree size to “small” trees per the code; tree spacing will be based on tree size per 17.72.035(2)(a)-(c). Tree location shall also comply with requirements per 17.72.035(2)(d)-(l).

Along N. 14th Street, there is a public water line that will restrict the use of street trees. Therefore, shrubs and groundcover with shallow roots shall be used in lieu of the street tree requirement. Selected groundcover and shrubs shown on landscaping plans comply.

Along Columbia Blvd., there are existing curb tight sidewalks which are in various states of disrepair. **Depending on how the Commission weighs frontage improvements (later in the report), the street trees could be required to be on the inside of the sidewalk (abutting the property), or if the frontage improvements are not required to be built to the new cross section, the street trees could be required on the inside of the sidewalk (abutting the street).** Either way, there are overhead utility lines along Columbia Blvd., thus, street trees need to be “small” per this chapter. This requires a 20’ spacing.

This chapter requires buffering. This applies in this case as follows:

The site abuts Houlton Business District zoned properties occupied by commercial uses (Veterinary Clinic). The normal requirement is minimum 10’ of buffer plus screening from the multi-family development.

The applicant proposes the in lieu of standards option per SHMC 17.72.070(3), which reads:

In lieu of these standards, a detailed buffer area landscaping and screening plan may be submitted for the director’s approval as an alternative to the buffer area landscaping and screening standards, **provided it affords the same degree of buffering and screening as required by this code.**

The applicant is proposing to add privacy slats to the existing chain link fence which is located on the abutting commercial property. It is currently an open grassy fenced area for the vet clinic. **The Commission must decide if the grassy area located on the abutting commercial property, in conjunction with privacy slats along the chain link fence, affords the same degree of buffering and screening as required.** If the Commission requires 8’ of landscape buffering, the applicant will be required to provide a landscaping easement, since it is located off-site.

This chapter requires screening (unrelated to buffering above). This applies in this case as follows:

Because the parking lot will be greater than three spaces, it is required to be screened. For screening in this case, the City usually requires landscaping along the perimeter that includes a balance of low lying and vertical shrubbery and trees. This is required and the proposal meets this requirement.

Landscaping shall be protected from vehicular damage with some form of wheel guard or curb permanently fixed to the ground. Wheel stops are proposed and required.

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. There is no mention of other facilities. Screening required in all cases.

Refuse container or collection area are required to be screened (e.g., trash enclosure). The applicant is proposing to share the existing oversized trash enclosure located on the vet property. A legal agreement for shared use of the enclosure will be needed.

It also appears that there may alterations to the required landscape screening around the vet clinic parking lot, particularly near the trash enclosure walkway alterations. Any damaged or removed landscaping on the abutting vet property shall be replaced like-for-like.

Interior parking lot landscaping. When off-street parking lots have more than 20 spaces, landscape islands are required with trees. This does not apply in this case; 11 spaces are proposed.

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Off-Street Parking/Loading: Off street parking is required.

Dimension and type. There is a mix of standard spaces (min. size 9' x 18') and compact spaces (min. size 8' x 15'). Compact spaces are shown at 8' x 18'.

Visitor Parking. Multi-dwelling complexes with more than 10 required spaces are required to have dedicated visitor parking. 12 parking spaces are required for the 6 multi-dwelling units proposed. Visitor parking is required at a rate of 15 percent (2 spaces). 2 spaces are proposed, which complies.

Location. Parking shall not be located further than 200 feet from the building or use they are required to serve, measured in a straight line from the building. This is met.

Accessible (disabled person) spaces. Required to comply with State and Federal Standards. A total of 21 parking spaces are required. Per the 2019 Oregon Specialty Code, this requires one accessible space, which is required to be van-accessible.

Also, accessible parking spaces are required to be located on the shortest route to an accessible pedestrian entrance. Though this is a building code issue, it is relevant to site design. This is met.

Bicycle parking. For the commercial uses, 1 lockable space are required at a rate of 10% of required vehicle spaces (9 spaces), totaling 1 space. For the residential uses, 1 lockable space is required per dwelling (6 dwellings), totaling 6 spaces. A total 7 bike spaces are required. Bicycle

spaces are required to be within 50' of primary entrances, under cover when possible, and not located in parking aisles, landscape areas, or pedestrian ways. There is a 114 sq. ft. shared enclosed bike room for the residential units that has room for at least six bikes. There is also an outdoor bike rack that can hold 8 bikes in close proximity to the two commercial entrances

Number of off-street parking spaces required. In the HBD zone, on-street parking spaces can count towards off-street requirements at a rate of one to one. 14 on-street parking spaces are provided, and 11 spaces are off-street, for a total of 25 spaces provided. For multi-dwelling units with 2 or more bedrooms each, 2 spaces are required. 12 spaces are required for the multi-dwelling units. Shopping plazas are based on the highest possible use. Taking out the 12 spaces required for the residential use, the site has 13 spaces remaining for the commercial uses. With 3,174 of commercial square footage, the site has 1 space per 244 sq. ft. This ratio accommodates most commercial uses.

Aisle width. Aisles accommodating two-way travel shall be a minimum of 24'. This is met.

Markings. All compact and visitor spaces are to be signed or labeled as compact and/or visitor. All interior drives and access aisles are required to be marked and signed to indicate direction flow.

Surface area. All areas used for parking, storage or maneuvering of vehicles (including things towed by vehicles) shall be paved. This is met.

Wheel stops. Wheel stops are required along the boundaries of a parking lot, adjacent to interior landscape area, and along pedestrian ways. This is met.

Drainage. Drainage plans will be required to prevent ponding, prevent water flow across pedestrian ways and to address pollutants from vehicles (e.g., oil/water separation).

Lighting. Parking lot lighting is required to be directed to avoid glare from surrounding residences and roads/streets.

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Access/egress/circulation: Joint access and reciprocal access easements. Joint access via easement is allowed by the code provided there is satisfactory legal evidence of such (e.g., easements) and the legal means of allowing the shared access is provided to the City. A shared access easement was recorded as part of PP 2021-08 and is subject to a shared maintenance agreement (Instrument No. 2021-7346). This is met.

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. In addition, within all multifamily developments, each residential dwelling shall be connected by walkway to the vehicular parking area, and common open space and recreation facilities.

Walkways surrounding the entire development connect all units to the parking lot, to the shared trash enclosure, and to the joint mailbox are provided.

There are alterations proposed near the shared trash enclosure which may extend onto the abutting vet clinic property. Proper construction agreements and/or shared use agreements shall be in place shall be before construction. Any alteration/removal of required landscaping shall be replaced like-for-like subject to City review and approval.

Wherever required walkways cross vehicle access driveways or parking lots, such crossings shall be designed and located for pedestrian safety. Required walkways shall be physically separated from motor vehicle traffic and parking by either a minimum six-inch vertical separation (curbed) or a minimum three-foot horizontal separation, except that pedestrian crossings of traffic aisles are permitted for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used.

Customers/residents who park in the southernmost parking lot are required to walk through a drive aisle which is only 24' wide, the minimum width for two-way traffic. It cannot accommodate a pedestrian walkway. In lieu of this, access from the parking to the perimeter sidewalk along Columbia Blvd. should be provided. Revised plans should reflect this.

Walkways shall be a minimum of four feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts, and shall be in compliance with ADA standards. There is one required walkway which crosses a vehicle access aisle of 25' wide. Pavement markings are shown.

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. This is met.

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Signs: No signs are proposed at this time. New signs will require permits per Chapter 17.88 SHMC. Per SHMC 17.88.110, a comprehensive sign plan is required for shopping plazas.

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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.

Multi-dwelling unit buildings containing 6 to 10 units shall provide a minimum storage area of 50 square feet. Non-residential buildings shall provide a minimum of 10 square feet plus 10

square feet per 1,000 gross floor area for retail uses. With 3,174 sq. ft. of retail, this totals approximately 42 sq. ft. + 50 sq. ft. = 92 sq. ft. The applicant is proposing to share the trash enclosure with the vet. Per the CUP, the vet was required to provide a trash enclosure of 28 sq. ft. The size is 225 sq. ft, which leaves 197 sq. ft. There is room to share the enclosure, with a 105 sq. ft. surplus. The applicant will be required to provide a legal agreement for shared use of the enclosure.

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Site Development Review: Approval standards per this chapter are addressed under 17.96.180. It references several chapters of the Development Code, which are addressed elsewhere in the report. The other criteria (2) – (17) are addressed here:

(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
- (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;

Findings: There are no existing trees located on the site.

3)—Exterior Elevations:

- Along the vertical face of single-dwelling units – attached and multiple-dwelling unit structures, offsets shall occur at a minimum of every 30 feet by providing any two of the following:
- (a) Recesses (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet;
 - (b) Extensions (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet, and maximum length of an overhang shall be 25 feet; and
 - (c) Offsets or breaks in roof elevations of three or more feet in height;

Findings: The applicant is requesting a variance to these standards. This is the topic of Variance V.7.22.

4)—Buffering, Screening, and Compatibility between Adjoining Uses:

- (a) Buffering shall be provided between different types of land uses (for example, between single-dwelling units and multiple-dwelling units residential, and residential and commercial), and the following factors shall be considered in determining the adequacy of the type and extent of the buffer:
- (i) The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier;
 - (ii) The size of the buffer required to achieve the purpose in terms of width and height;
 - (iii) The direction(s) from which buffering is needed;
 - (iv) The required density of the buffering; and
 - (v) Whether the viewer is stationary or mobile;
- (b) On-site screening from view from adjoining properties of such things as service areas, storage areas, parking lots, and mechanical devices on rooftops (e.g., air cooling and heating systems) shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening:
- (i) What needs to be screened;

- (ii) The direction from which it is needed;
- (iii) How dense the screen needs to be;
- (iv) Whether the viewer is stationary or mobile; and
- (v) Whether the screening needs to be year-round;

Findings: Buffering, screening, and compatibility between adjoining uses is required per this section. **Does the Commission feel the applicant is meeting the required buffering and screening between uses with the proposed privacy slats and open space on the abutting property, or should 8' of additional landscaping on the abutting also be provided?** If required by the Commission, the proper legal landscaping easement shall be required.

(5)—Privacy and Noise:

- (a) Structures which include residential dwelling units shall provide private outdoor areas for each **ground floor unit** which is screened from view by adjoining units as provided in subsection (6)(a) of this section;
- (b) The buildings shall be oriented in a manner which protects private spaces on adjoining properties from view and noise;
- (c) Residential buildings should be located on the portion of the site having the lowest noise levels; and
- (d) On-site uses which create noise, lights, or glare shall be buffered from adjoining residential uses (see subsection (4) of this section);

Findings: Both ground-floor residential units have screened outdoor private areas (patios). They are positioned along the north side of the building, which fronts St. Helens Street. They are screened with cedar screens from the east/west which assists with noise, privacy, and glare. There is also an 12' landscape strip within the St. Helens Street right-of-way which includes street trees. This is met.

(6)—Private Outdoor Area – Residential Use:

- (a) Private open space such as a patio or balcony shall be provided and shall be designed for the exclusive use of individual units and shall be at least 48 square feet in size with a minimum width dimension of four feet, and:
 - (i) Balconies used for entrances or exits shall not be considered as open space except where such exits or entrances are for the sole use of the unit; and
 - (ii) Required open space may include roofed or enclosed structures such as a recreation center or covered picnic area;
- (b) Wherever possible, private outdoor open spaces should be oriented toward the sun; and
- (c) Private outdoor spaces shall be screened or designed to provide privacy for the users of the space;

Findings: The two ground floor units have patios at 131 sq. ft. each. They both serve as entrances/exits, but they are for the sole use of the unit, so they comply with this section. They have been screened from the east/west with cedar slats, and an abnormally large 12' landscape strip within the St. Helens Street right-of-way which includes street trees. The four second-floor units all have porches/balconies of at least 48 sq. ft. in size. This is met.

(7)—Shared Outdoor Recreation Areas – Residential Use:

- (a) In addition to the requirements of subsections (5) and (6) of this section, usable outdoor recreation space shall be provided in residential developments for the shared or common use of all the residents in the following amounts:
 - (i) Studio up to and including two-bedroom units, 200 square feet per unit; and
 - (ii) Three- or more bedroom units, 300 square feet per unit;

- (b) The required recreation space may be provided as follows:
 - (i) It may be all outdoor space; or
 - (ii) It may be part outdoor space and part indoor space; for example, an outdoor tennis court and indoor recreation room;
 - (iii) It may be all public or common space; or
 - (iv) It may be part common space and part private; for example, it could be an outdoor tennis court, indoor recreation room and balconies on each unit; and
 - (v) Where balconies are added to units, the balconies shall not be less than 48 square feet;
- (c) Shared outdoor recreation space shall be readily observable for reasons of crime prevention and safety;

Findings: There are four 3-bedroom units and two 2-bedroom units, which requires 1,600 square feet of shared outdoor recreation area. However, SHMC 17.108.080 (3) (a) – (c) includes flexibilities listed below.

(3) The approval authority may grant an exception or deduction to the private outdoor area and shared outdoor recreation areas requirements provided the application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, senior citizen housing) and which can demonstrate a reduced demand for a private outdoor recreational area based on any one or more of the following findings:

- (a) There is direct access by a pedestrian path, not exceeding ¼ mile from the proposed development to public open space or recreation areas which may be used by residents of the development;
- (b) The development operates a motor vehicle which is available on a regular basis to transport residents of the development to public open space or recreation areas; or
- (c) The required square footage of either the private outdoor area or the shared outdoor recreation area may be reduced if together the two areas equal or exceed the combined standard for both

Given this proposal is centrally located, there are a few public parks and public amenities within walking distance. Heinie Heumann Park, the Senior Center, and Civic Pride Park are all approximately ¼ mile from the subject property. The development includes 890 sq. ft. total of private outdoor recreation space and approximately 500 sq. ft. of shared open space in the form of a rock garden pedestrian area. This is a total of 1,390 sq. ft. provided for the development. The development requires 48 sq. ft. per unit, which is only 288 sq. ft. This means they have 1,102 sq. ft. in excess of the standard. This is only 498 sq. ft. short of the required 1,600 sq. ft. Staff feels the proximity to multiple public parks and public recreation amenities makes up the shortage for this standard. **Does the Commission agree?**

(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;

Findings: The site is well defined by landscaping around the perimeter of the property. Along the northern façade, the private recreation areas (patios) are separated with landscaping to help define their private space and to establish maintenance responsibility. This criterion 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;

Findings: There are ample windows on all sides of the building. There is no shared laundry. The shared mailbox is proposed within the landscape strip along N. 14th Street. The illumination plan demonstrates sufficient illumination of the parking lot, shared mailbox, trash enclosure, and crosswalk to the trash enclosure.

(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 pedestrian ways and bicycle ways if such facilities are shown on an adopted plan;

Findings: The development is utilizing an existing shared access point which complies with SHMC 17.84.070. There is public street access on all sides of the structure to accommodate emergency vehicles. Pedestrian ways and bicycle ways are accommodated.

(11)—Distance between Multiple-Family Residential Structure and Other:

- (a) To provide privacy, light, air, and access to the multiple and attached residential dwellings within a development, the following separations shall apply:
 - (i) Buildings with windowed walls facing buildings with windowed walls shall have a 25-foot separation;
 - (ii) Buildings with windowed walls facing buildings with a blank wall shall have a 15-foot separation;
 - (iii) Buildings with opposing blank walls shall have a 10-foot separation;
 - (iv) Building separation shall also apply to buildings having projections such as balconies, bay windows, and room projections; and
 - (v) Buildings with courtyards shall maintain separation of opposing walls as listed in subsections (11)(a)(i), (ii) and (iii) of this section for walls in separate buildings;

Findings: The nearest structure to this proposal is 38.2 feet away, so these criteria do not apply.

(b) Where buildings exceed a horizontal dimension of 60 feet or exceed 30 feet in height, the minimum wall separation shall be one foot for each 15 feet of building length over 50 feet and two feet for each 10 feet of building height over 30 feet;

Findings: The building is 33' in height, which means the minimum wall separation is 6'. This is met.

(c) Driveways, parking lots, and common or public walkways shall maintain the following separation for dwelling units within eight feet of the ground level:

(i) Driveways and parking lots shall be separated from windowed walls by at least eight feet; walkways running parallel to the face of the structures shall be separated by at least five feet; and

(ii) Driveways and parking lots shall be separated from living room windows by at least 10 feet; walkways running parallel to the face of the structure shall be separated by at least seven feet;

Findings: On the first-floor dwelling units, there is one windowed wall that run parallel to the Columbia Blvd sidewalk. The wall includes three separate bedroom windows (2 feet from the ground level). They are separated from the walkway by 12 feet. This complies.

There is a second windowed wall along N. 14th Street which includes a bedroom and a bathroom window. The bedroom window is 15' from the walkway and the bathroom window (6 feet from the ground level), is only separated from the walkway by only 2 feet. The applicant indicated that they would remove this window if it required a variance. Strict application of the rules would require a variance. **The Commission should decide if some other glazing of the window for privacy could be an acceptable solution, or if the applicant should be required to remove the window on a revised set of plans.**

Per SHMC 17.96.180(12)—Parking:

All parking and loading areas shall be designed in accordance with the requirements set forth in SHMC 17.80.050 and 17.80.090; Chapter 17.76 SHMC, Visual Clearance Areas; and Chapter 17.84 SHMC, Access, Egress, and Circulation;

Findings: This is addressed elsewhere in the staff report.

Per SHMC 17.96.180(13)—Landscaping:

(a) All landscaping shall be designed in accordance with the requirements set forth in Chapter 17.72SHMC; 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;

Findings: 15% of the total lots, as combined, requires 2,267 square feet of landscaping. Approximately 2,557 sq. ft. of landscaping is provided, which complies.

Per SHMC 17.96.180(14)—Drainage:

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

Findings: Drainage will need to be addressed per City Engineering and Building Department requirements.

Per SHMC 17.96.180(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;

Findings: This will be addressed by the Building Code.

Per SHMC 17.96.180(16)—Signs:

All sign placement and construction shall be designed in accordance with requirements set forth in Chapter 17.88 SHMC;

Findings: Any new or altered sign required a sign permit prior to installation or alteration. Because the proposal includes a “shopping plaza,” a comprehensive sign plan is required per SHMC 17.88.110.

Per SHMC 17.96.180(17):

All of the provisions and regulations of the underlying zone shall apply unless modified by other sections of this code (e.g., the planned development, Chapter 17.148 SHMC; or a variance granted under Chapter 17.108 SHMC; etc.).

Findings: The zoning aspects are addressed elsewhere herein. Two variances are proposed.

* * *

Tree Removal/Preservation: Chapter 17.132 SHMC addresses the preservation of trees with a diameter at breast height (DBH) >12 inches. There are no existing trees on site.

* * *

Street/Right-of-Way Standards: Streets that abut a development are required to be improved per City standards.

St. Helens Street – Classified as a minor arterial and the adopted street cross section per the Corridor Master Plan (2015) differs than what is built. However, in previous land use decisions, if the sidewalks are in good shape, the applicant has not been required to reconstruct frontage improvements to the new standard. Existing curb tight sidewalks are in good shape. Street trees required on the outside of the sidewalks (closer to the property) to continue the line of trees constructed with the vet development.

N. 15th Street – Classified as a Collector and the adopted cross section per the Corridor Master Plan (2015) differs from what it is already built. However, similar to St. Helens Street, in previous decisions, if the curb-tight sidewalks are in good shape, the applicant has not been required to reconstruct at the new standard. Existing curb tight sidewalks are in good shape. Street trees are required on the outside of the sidewalks (closer to the property line) to continue the line of trees constructed with the vet.

Columbia Blvd. – Classified as a minor arterial and the adopted street cross section in the Corridor Master Plan (2015) differs from what is built. In previous land use decisions, if the sidewalks are in good shape, the applicant has not been required to reconstruct frontage improvements to the new standard.

There is a remnant driveway approach which must be demolished. Surrounding the old driveway approach, the existing sidewalks are in very poor shape with large cracks and gaps in the sidewalk. Reconstruction of about 75’ would be needed. In addition, the applicant is also showing reconstruction of about 90’ feet of the 228 feet of frontage where the existing sidewalk does not meet our current standards and a new walkway to the development is proposed.



Top left: Western section of Columbia Blvd. frontage looking east at remnant driveway approach
Top right: Eastern section of Columbia Blvd. frontage looking west

This means that about 165’ of the 228’ of frontage, or about 72% will be reconstructed. In addition, there is a utility pole and a water hydrant near the southeastern corner which must be relocated because they are in the center of the sidewalk/ramp, blocking ADA access. City Engineering will require relocation of these utilities and reconstruction of the crosswalk ramps to meet current ADA standards near N. 14th Street.

Staff feels that more than 50% (a majority) of the frontage is a reasonable threshold for requiring full reconstruction of the sidewalk to meet our current standard. City Engineering also recommends replacement to match the new cross section. **The Commission must consider if they agree with staff’s 50% threshold to require full re-construction of the sidewalk to the new cross section as adopted in the Corridor Master Plan (2015).**

N. 14th Street – Partially improved roadway, with approximately 15’ wide of gravel between the developed roadway and the constructed curb-tight sidewalks. This roadway must be improved with asphalt and striped with parallel on-street parking. In addition, the outer sidewalk is sloped towards the gravel, with a large gap forming between the interior panels and outer panels. The Corridor Master Plan (Ord. No. 3181) cross section calls for a landscape strip between the sidewalk and the roadway. 5’ wide landscape strip is required with shallow-root shrubs in lieu of street trees because of proximity to public water line. Engineering also requires the two ramps which face N. 14th Street to be replaced to the new ADA standard.



Top Left: N 14th Street frontage looking north
Top Right: N. 14th Street frontage sidewalk splitting

* * *

Utility Standards:

Water: For new water meter service, City Engineering noted to refer to City Detail 405 – Single water service installation.

Relocation of existing fire hydrant along Columbia Blvd. to not obstruct sidewalk. See Fire Department detail which requires a 5’ x 5’ concrete pad with a depth to match adjacent sidewalk.

Sanitary Sewer: Sanitary sewer is available in an easement on the adjacent property as shown.

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. The WWMP can be found here:

<https://www.sthelensoregon.gov/engineering/page/public-infrastructure-master-plans>

Sewer pipes are considered “at capacity” when peak flows exceed 85% of the full depth of the pipe in accordance with industry standards. This depth is based on the maximum depth of flow ratio (d/D), where “d” is the depth of flow and “D” is the pipe diameter. The WWMP includes an exhibit—Figure 18—that shows that the sanitary sewer main in the N/S 4th Street right-of-way has a significant portion currently operating at or above 100%. This is much greater than

the industry standard 85% “at capacity” flows and is a portion of the conveyance system between the subject property and the wastewater treatment plant.

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. Examples of DEQ fines can be found here:

https://www.oregon.gov/deq/Pages/enforcement-actions.aspx?wp2643=p:2#g_c4e47a01_bc88_4a9f_aa38_c1bcac799ce5

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.

There is a current deficiency (undersized pipes for existing demand) of a widespread scale within the city per the WWMP including infrastructure this development would need to utilize that could result in surcharging, fines (e.g., for violation of Oregon DEQ standards) and public health risks.

The Commission must find this development can still be approved under these circumstances given this criterion based on the following or other findings you feel are appropriate:

- The deficient conveyance infrastructure this development depends on for sanitary sewer is a priority 1 in the WWMP. Priority rankings include three categories. There is no priority 2 conveyance improvements. The difference between priority 1 and 3, is priority 1 includes areas that have been reported to have overflows or significant surcharging during wet weather events, whereas priority 3 areas are where there have been infrequent or no observations of historical overflows or surcharging.
- City Public Works and Engineering staff have already begun to address the necessary sanitary sewer infrastructure upgrades having already submitted an application to the State Revolving Fund Program (for below market rate loans) to Oregon DEQ to fund both priority 1 projects (in basins 4 and 5) and priority 3 projects in basin 6. Basin 4 is applicable to this proposal. City Public Works and Engineering indicate an anticipated 3-to-4-year timeframe for completion of these upgrades.

The portion of the sanitary sewer line that is deficient in this case is a priority 1 in the city’s capital planning and thus a top priority if there are fund limitations.

- There is a higher probability of surcharge (subject property is reliant on priority 1 infrastructure). However, the majority of the sanitary sewer line between the subject

property and the wastewater treatment plant is not over capacity—see [attached Sanitary Sewer Exhibit \(draft\)](#).

- A condition of approval to require a fee per equivalent dwelling unit will be included. This is not a System Development Charge pursuant to ORS 223.299(4)(b); it is a temporary charge by order for development and land divisions proposed under these circumstances until the infrastructure is in order per the WWMP. The nexus is clear as it relates to the sewer conveyance deficiency and an amount has been determined based on calculations to determine fair proportionality—see [attached Sanitary Sewer Exhibit \(note to Planning Commission, as of the date of this report the final version of this is not ready, but should be in time for the October 11, 2022 hearing. Please note this is based on the same methodology as the Comstock Subdivision that the Council has tentatively approved\)](#).

Estimates based on the location of the subject property and the wastewater treatment plant are included on the attached [see attached Sanitary Sewer Exhibit \(draft\)](#). **For this project, the fee per equivalent dwelling unit is \$2,200**, and this estimated amount is determined to be a fair share quantity for this proposal. It is based on 2022 dollars, and inflation must be considered.

- A condition of approval to indemnify the city as the result of an overflow, until the system is upgraded as contemplated in the plan is included because this project will increase the probability of surcharge given the existing conveyance capacity issues described above. [Please note that staff may have revised language for the condition recommended for this at the October 11, 2022 public hearing.](#)
- Though denial of this proposal itself does not warrant a moratorium or public facilities strategy as there is no prior stoppage or restriction of permits, authorizations, or approvals*, the **Commission** recognizes that the sanitary sewer conveyance problems identified in the WWMP are widespread and denial could set a precedence of action that if continued for projects under similar circumstances, could be construed as a pattern or practice that at some point could warrant a moratorium or public facilities strategy.

*Per ORS 197.524 a local government is required to adopt a public facilities strategy under ORS 197.768 or a moratorium on construction or land development under ORS 197.505 to 197.540 when it engages in a pattern or practice of delaying or stopping the issuance of permits, authorizations or approvals necessary for land divisions or construction due to the shortage of public facilities (like sanitary sewer).

Storm Sewer: A shared storm easement/maintenance agreement will be needed for the storm lines to connect to the adjacent property. Engineering has also requested information about the existing storm stub to the subject property. Any requirements of Engineering shall be met regarding storm infrastructure.

* * *

Traffic Impact Analysis: The proposal is not of a magnitude to require a TIA.

* * *

Variance—V.6.22 (Reduced front and side yard (setback) requirements, including eave encroachments)

SHMC 17.108.050 (1) – Criteria for granting a Variance

- (a) The proposed variance will not be significantly detrimental in its consequence to the overall purposes of this code, be in conflict with the applicable policies of the comprehensive plan, to any other applicable policies and standards of this code, and be significantly detrimental in its consequence to other properties in the same zoning district or vicinity;
- (b) There are special circumstances that exist which are peculiar to the lot size or shape, topography or other circumstances over which the applicant has no control, and which are not applicable to other properties in the same zoning district;
- (c) The use proposed will be the same as permitted under this code and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;
- (d) Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic landforms, or parks, will not be adversely affected any more than would occur if the development were located as specified in the code; and
- (e) The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.

Discussion: In the Houlton Business District (HBD) zoning, multi-dwelling complexes require yards (setbacks) per the Apartment Residential, AR zone, where the minimum front yard is 20’ and the minimum side yard is 10’. The applicant is proposing a 2’ setback from the face of the building on both the front and side yards, with an additional 2’ eave on all sides. As proposed, the eaves will be at the property line along both St. Helens Street and N. 14th Street.

Findings:

(a) This criterion requires a finding that the variance will not be detrimental.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** Commercial uses in the HBD require a maximum front setback of 0’. Because this is a mixed-use proposal with residential on both the 1st and 2nd floors, the front setback requirements required by our code conflict with each other. The intent of a 0’ front setback in the HBD zone for commercial uses is to create active street life in the downtown area. Given the HBD zone’s goal to promote economic development and active street life, staff feels that granting this setback variance would not be detrimental in its consequences to other properties within the same zoning district.

(b) The criterion requires a finding that there are special and unique circumstances.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** The two parcels which are the subject of this proposal are irregular in shape and size. The site is also part of an unusually small block in St. Helens. The properties also abut public streets on four sides, which is unique to this development,

and creates a special circumstance where the property has multiple front yards and flanking street side setbacks (which are greater than normal interior side setbacks).

(c) This criterion prohibits a use variance and requires a finding that the applicable standards are maintained to the greatest extent that is reasonably possible.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** A use Variance is not proposed.

(d) This criterion requires a finding that existing physical and natural systems will not be adversely affected as a result of the requested Variance.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** Elevation sheets show gutters along the sides of the eaves which extend beyond the allowed 2' eaves. It is unclear if this a mistake. **Absolutely no encroachments (including gutters, etc.) are allowed to project beyond the property line into the right-of-way with the approval of this variance.** With this proposed condition, staff does not feel there will be adverse effects associated with approval of this variance, assuming all conditions related to public utilities can be met.

(e) This criterion requires a finding that the variance issue is not self-imposed and that the variance is the minimum necessary to alleviate the hardship.

- **The Commission needs to find this criterion is met to approve this Variance.**

Variance—V.7.22 (Exceptions to multi-family dwelling exterior elevation architectural standards)

Discussion: SHMC 17.96.180 (3) states:

Exterior Elevations:

Along the vertical face of single-dwelling units – attached and multiple-dwelling unit structures, offsets shall occur at a minimum of every 30 feet by providing any two of the following:

- (a) Recesses (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet;
- (b) Extensions (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet, and maximum length of an overhang shall be 25 feet; and
- (c) Offsets or breaks in roof elevations of three or more feet in height;

Along the **north elevation**, the length of the building is 72'3", which requires 2 sets of 2 exterior elevation offsets listed above. There are two recesses for patios at 8' in depth each. There is a roof offset of more than 3' in height, but it is for the entire length of the building as view from the north. This does not comply with the requirement for a roof offset every 30 feet. The applicant is requesting a variance for a second roof offset.

Along the **east and west elevation**, the length of the building is 88', which requires 3 sets of 2 exterior elevation offsets listed above. There are 3 recesses in floor area at least 8' in depth.

There are 2 roof offsets of more than 3' in height: one at the peak of the roofline, and one offset between the main roofline (of the 2nd floor) and the parapet roofline of the commercial ground floor unit below. The applicant is requesting a variance for one additional roof offset along the east and west elevation.

Along the **south elevation**, the length of the building is 72'3", which requires 2 sets of 2 exterior elevation offsets listed above. There are two recesses of at least 8' in depth (floor area and patio). There is one roof offset of 3.5' along the roofline of the main 2nd floor roofline. There is also one extension of floor area larger than 8' in depth, but there is no second extension or second roof offset. The applicant is requesting a variance for this.

Findings:

(a) This criterion requires a finding that the variance will not be detrimental.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** As this Variance is focused on building appearance, staff does not think approval would be significantly detrimental in its consequence to other properties in the vicinity or in the HBD zone, provided the Commission believes the proposal provides visual interest that the code's clear and objective standards contemplate.

(b) The criterion requires a finding that there are special and unique circumstances.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** The square footage use of the building is approximately 23% commercial and 77% residential. The offset requirements only apply to multi-family developments, but because there are residential units on both the ground floor and the 2nd floor, staff must apply the architectural offset requirements to each elevation. This is a unique circumstance specific to this development.

(c) This criterion prohibits a use variance and requires a finding that the applicable standards are maintained to the greatest extent that is reasonably possible.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** A use Variance is not proposed. In total, on all elevations, the applicant is required to provide 10 sets of 2 exterior offsets each. They have provided a majority of the required offsets, 16 of 20, or 80% of the requirements. They are requesting a Variance for one additional offset along each of the elevations.

(d) This criterion requires a finding that existing physical and natural systems will not be adversely affected as a result of the requested Variance.

- **The Commission needs to find this criterion is met to approve this Variance.**

- **Staff comments:** As this Variance is regarding architectural features and building appearance, there are no known physical or natural systems that will be adversely affected as a result of the request Variance.

(e) This criterion requires a finding that the variance issue is not self-imposed and that the variance is the minimum necessary to alleviate the hardship.

- **The Commission needs to find this criterion is met to approve this Variance.**
- **Staff comments:** The site is irregular in size and shape and has street frontage on four sides. These conditions limit the ability of the applicant to meet all required architectural offset requirements while providing a development of scale. Staff feels the request is not self-imposed given the limiting site conditions.

* * *

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, if the Commission approves of this Conditional Use Permit (CUP.2.22) staff recommends the following recommended 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 1.5 years. A 1-year extension is possible but requires an application and fee. If the approval is not vested within the initial 1.5 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) shall comply with the plans submitted with this Conditional Use Permit with the following additions and/or corrections:
 - i. << If Commission allows privacy glazing on bathroom window of Unit #2 >> Privacy glazing to be shown on plans for Unit #2's bathroom window.
OR
<< If Commission does not allow privacy glazing >> Unit #2's bathroom window to be removed from plans.
 - ii. A pedestrian walkway from the southernmost parking area to the sidewalk along Columbia Blvd.
 - iii. << If Commission requires complete reconstruction of the Columbia Blvd. frontage to the Corridor Master Plan cross section >> Complete reconstruction of Columbia Blvd. frontage improvements (sidewalks, landscape strip) in compliance with the Corridor Master Plan page 71. Parking lot screening shrubs must be accommodated in the revised frontage improvement plans.
 - iv. As per condition 4.

- v. Impacts to Parcel 1 of PP 2021-08 to be identified along with the necessary like-for-like replacements.
 - vi. No right-of-way encroachments (e.g., gutters) per condition 3 of V.6.22.
 - vii. In addition to normal parking space markings, compact and/or visitor off-street parking spaces shall be signed or labeled as such. Plans shall indicate method.
 - viii. Revisions to be consistent with engineering construction plans per condition 2.f. See condition 10.
 - ix. << If the Commission requires any additional shared outdoor recreation areas, this is a placeholder for this revision. >>
- b. A covenant which binds Parcel 2 and Parcel 3 of PP 2021-08 together to be recorded with a copy provided to the City.
 - c. Shared use agreement(s) and construction easement for use of the trash enclosure and for construction of any modifications to existing landscaping areas/walkways to allow shared access to be recorded with a copy provided to the City.
 - d. Shared use/maintenance agreement and utility easement for connection to private stormwater facility to be recorded with a copy provided to the City.
 - e. << If the Commission requires 8' of landscape buffering on the vet property >> An 8' wide landscaping easement for the buffering landscaping to be recorded with a copy provided to the City.
 - f. Engineering construction plans shall be submitted for review and approval addressing all public improvements including but not limited to: street frontage improvements as described herein, roadway improvements as described herein, and necessary extensions and modification of City water, sanitary sewer, and storm sewer infrastructure to serve the site.
 - g. A 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. Plans shall include oil/water separation.
 - h. An additional "fair share" fee shall be paid per equivalent dwelling unit (EDU) based on the portions of the city wastewater collection system between the subject property and the wastewater treatment plant, that this development depends on, that are at or above capacity as identified in the 2021 Wastewater Master Plan. Estimated per EDU cost is \$2,200 in today's dollars. Inflation adjustment to value at time of building permit issuance shall be included.

3. The following shall be required **prior to** Certificate of Occupancy by the City Building Official:
 - a. Any alteration/removal of required landscaping on Parcel 1 of PP 2021-08 (the vet property) shall be replaced like-for-like.
 - b. All improvements necessary to address the requirements herein, and in accordance with approved plans, shall be in place.
4. 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).
5. Any requirement of the Fire Marshall as it applies to this proposal shall be met.
6. Any new sign requires a sign permit prior to installation, pursuant to Chapter 17.88 SHMC. Per SHMC 17.88.110, a comprehensive sign plan is required for shopping plazas.
7. Any new utilities shall be underground. Existing overhead utilities may remain above ground provided there are no new poles.
8. Any artificial lighting of the site shall be designed such that there will be no glare into nearby public rights-of-way or residences.
9. Disabled person parking space(s) shall comply with local, State, and Federal standards.
10. No plan submitted to the City for approval shall contradict another.
11. The owner, developer, and the subsequent buyers will indemnify the City of St. Helens from any costs, fines, or penalties arising from, or associated with overflow or discharge from the sanitary sewer system until the system is upgraded as contemplated in the Plan.
Note: staff may suggest revised language for this.
12. Owner/applicant and their successors are still responsible to comply with the City Development Code (SHMC Title 17), except for the Variance(s) granted herein.

* * * * *

Based upon the facts and findings herein, if the Commission approves of this Variance (V.6.22) for reduced front and side yard/setback staff recommends the following conditions:

1. This Variance approval is valid for a limited time pursuant to SHMC 17.108.040.

2. This Variance shall apply to the proposed plan as submitted only or one with equal or less minimum required yard encroachment.
3. Absolutely **no** encroachments (including gutters, etc.) are allowed to project beyond the property line into the right-of-way with the approval of this Variance.

* * * * *

Based upon the facts and findings herein, if the Commission approves of this Variance (V.7.22) for exceptions to the multi-family exterior elevation Site Development Review standards, staff recommends the following conditions:

1. This Variance approval is valid for a limited time pursuant to SHMC 17.108.040.

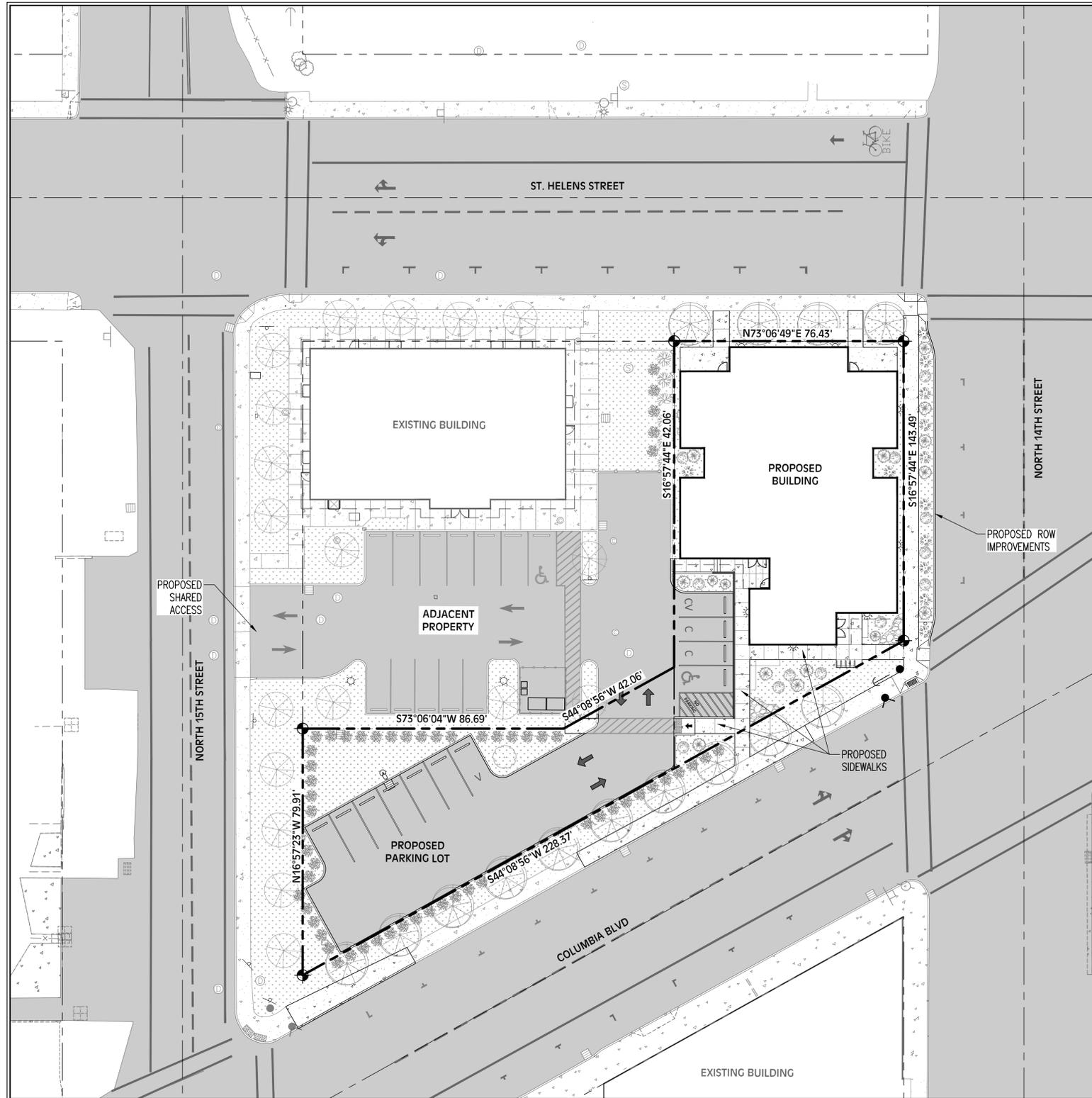
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Attachments: *Applicant Project Plan Set (16 pages)*
Applicant Project Narrative (62 pages)
Corridor Master Plan Page 71
Sanitary Sewer Exhibit (Draft)

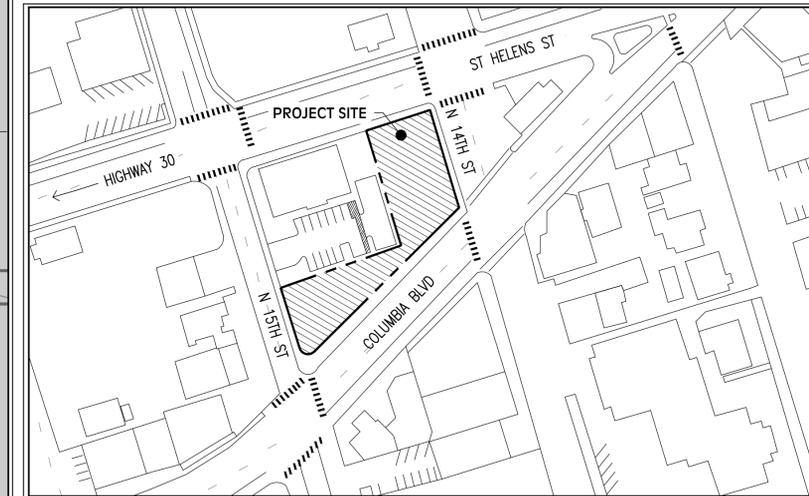
HOULTON MIXED-USE BUILDING

KATHRYN KING & GAVIN CARPENTER

150 NORTH 15TH STREET
ST. HELENS, OREGON 97051



PLOT PLAN
SCALE: 1" = 20'



VICINITY MAP
SCALE: NTS

PROJECT TEAM

ENGINEER & DESIGNER

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PHONE: (503) 366-0399

CONTACT: MATTHEW ALEXANDER
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GENERAL CONTRACTOR

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SCAPPOOSE, OR 97056
PHONE: (503) 396-5399

CONTACT: JOSH KOMP
jkomp@corniceconstruction.net

EXISTING SITE AREA CALCULATIONS

GROSS LOT AREA (SUBJECT PROPERTY):	15,118 SQ FT	(100%)
IMPERVIOUS / PAVED AREA:	242 SQ FT	(1.6%)
OPEN / LANDSCAPED AREAS:	14,876 SQ FT	(98.4%)

GROSS LOT AREA* (ADJACENT PROPERTY):	15,500 SQ FT	(100%)
IMPERVIOUS / PAVED AREA:	11,445 SQ FT	(73.8%)
OPEN / LANDSCAPED AREAS:	4,055 SQ FT	(26.2%)

PROPOSED SITE AREA CALCULATIONS

GROSS LOT AREA (SUBJECT PROPERTY):	15,118 SQ FT	(100%)
IMPERVIOUS / PAVED AREA:	12,106 SQ FT	(80.1%)
OPEN / LANDSCAPED AREAS:	3,012 SQ FT	(19.9%)
BUILDING FOOTPRINT:	5,760 SQ FT	(38.1%)

*ADJACENT PROPERTY AREAS REMAIN UNCHANGED AND ARE SHOWN HERE FOR REFERENCE.

PARKING REQUIREMENTS

COMMERCIAL REQUIREMENT:	1 SPACE PER 400 SQ. FT.
COMMERCIAL AREA PROPOSED:	3,174 SQ. FT.
COMMERCIAL PARKING REQUIRED:	8 SPACES (3174/400 = 7.94)

RESIDENTIAL REQUIREMENT:	2 SPACES PER UNIT
RESIDENTIAL UNITS PROPOSED:	6 TOTAL
RESIDENTIAL REQUIREMENT:	12 SPACES

TOTAL PARKING REQUIRED:	20 SPACES
1:1 ON-STREET PARKING CREDIT:	17 SPACES (14 EXIST. + 3 NEW)

TOTAL ON-SITE PARKING REQUIRED:	3 SPACES
TOTAL ON-SITE SPACES PROVIDED:	11 SPACES (1 ADA AND 2 VISITOR)

ON-SITE STANDARD SPACES (9'x18'):	8 SPACES (INCLUDES 1 ADA SPACE)
ON-SITE COMPACT SPACES (8'x18'):	3 SPACES
ON-STREET SPACES (8.5'x22.5'):	17 SPACES
ACCESSIBLE SPACES (9'x18'):	1 SPACE
BICYCLE PARKING:	8 SPACES

DRAWING INDEX

SHEET	DESCRIPTION
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G-1	GENERAL PROJECT INFO. VICINITY MAP & INDEX
G-2	GENERAL NOTES
CIVIL SHEETS	
C-1	EXISTING CONDITIONS PLAN
C-2	SITE DEMOLITION PLAN
C-3	EROSION & SEDIMENT CONTROL PLAN
C-4	SITE DEVELOPMENT PLAN
C-5	DIMENSIONED SITE PLAN
C-6	UTILITY PLAN
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C-8	PARKING & LANDSCAPING PLAN
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ARCHITECTURAL SHEETS	
A-1	FIRST FLOOR PLAN
A-2	SECOND FLOOR PLAN
A-3	EXTERIOR ELEVATIONS
A-4	EXTERIOR ELEVATIONS
DETAIL SHEETS	
D-1	ESC DETAILS

GENERAL SITE INFO:

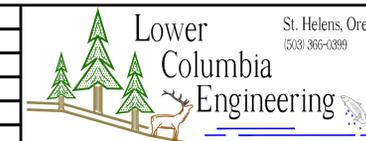
PROJECT NAME:	HOULTON MIXED-USE BUILDING
PROPOSED USE:	MIXED-USE: COMMERCIAL & MULTI-DWELLING
TOTAL LOT AREA:	15,118 SQ FT (APPROX 0.35 ACRES)
PARCEL 2 (NEW BLDG):	6,243 SQ FT (0.14 ACRES)
PARCEL 3 (NEW PARKING):	9,198 SQ FT (0.21 ACRES)
NEW BUILDING SIZE:	10,596 SQ FT
NEW BUILDING FOOTPRINT:	5,760 SQ FT
NEW BUILDING HEIGHT:	33'-0" (35' MAX.)

SPECIAL NOTE:

LOWER COLUMBIA ENGINEERING HAS ONLY ADDRESSED THE PROPOSED DESIGN. THESE DRAWINGS ARE INTENDED FOR THE SITE DEVELOPMENT REVIEW CRITERIA REQUIREMENTS. THESE DRAWINGS ARE CONSIDERED PRELIMINARY ONLY.

REV.	REVISION RECORD	DATE

DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION



St. Helens, Oregon
(503) 366-0399

PROJ. NO.	3255	GENERAL PROJECT INFO. VICINITY MAP & INDEX
DWG. BY	MLA	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-G-1	DATE 04/05/2022

G-1

GENERAL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST OSSC (WITH APPROPRIATE AMENDMENTS) NDS, AISC AND ACI SPECIFICATIONS.
- ALL ROOF FRAMING AND ANCHORAGE IS BY OTHERS, UNLESS NOTED OTHERWISE.
- CONTACT ENGINEER WITH ANY UNCERTAINTIES PRIOR TO PROCEEDING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY SUPPORT OF STRUCTURES AND EMBANKMENTS.
- WINDOWS WITHIN 18" OF FINISHED FLOOR, ANY GLAZING IN DOORS OR WITHIN 24" OF ANY DOOR AND TUB ARE TO BE TEMPERED.
- DO NOT SCALE DRAWINGS.
- ALL SITE DESIGN ISSUES ARE THE RESPONSIBILITY OF OTHERS.
- ALL DRAINAGE PIPES SHALL MEET THE REQUIREMENTS OF THE CURRENT UNIFORM PLUMBING CODE.
- PROVIDE DOWNSPOUTS AND GUTTERS MEETING THE REQUIREMENTS OF ROOF DRAINAGE PER THE UNIFORM BUILDING CODE.

ELECTRICAL & MECHANICAL NOTES

- ALL WORK SHALL BE DONE PER LOCALLY ADOPTED ELECTRICAL AND MECHANICAL CODE AND COMMONLY ACCEPTED STANDARDS.

EXCAVATION & FOUNDATION NOTES

- CONCRETE DESIGN IS BASED ON A COMPRESSIVE STRENGTH OF 4,000 PSI AFTER 28 DAYS, ALL REINFORCING STEEL SHALL BE A-615 GRADE 60.
- ALL REINFORCING SHALL BE SPLICED AND/OR BENT TO FULLY DEVELOP THE CAPACITY OF THE BAR (38 BAR DIAMETERS MINIMUM).
- ALL FOUNDATIONS SHALL BE CARRIED DOWN TO THE ELEVATIONS SHOWN OR TO SUITABLE UNDISTURBED, FULLY CONSOLIDATED SOIL, FREE OF ORGANIC MATERIAL, WHICHEVER IS LOWER.
- ANY FILL MATERIAL UNDER FOUNDATIONS SHALL BE 3/4" MINUS CRUSHED ROCK, PLACED IN LAYERS NOT EXCEEDING 8" IN DEPTH AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY, OR PER GEOTECHNICAL ENGINEERING REPORT.
- ALL BACKFILL SHALL BE EVENLY PLACED IN LAYERS NOT EXCEEDING 8" IN DEPTH AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY. REMOVE ANY STANDING WATER PRIOR TO BACKFILLING. BACKFILL SHALL NOT BE PLACED AGAINST WALL UNTIL SUFFICIENT STRENGTH AND SUPPORT HAS BEEN ACHIEVED.
- VERIFY THAT ALL APPROPRIATE UTILITIES HAVE BEEN INSTALLED PRIOR TO EACH PHASE OF WORK.
- ALL CONCRETE MIX POURED IN A NON-CONTROLLED ENVIRONMENT SHALL CONTAIN 5% AIR ENTERTAINMENT PER ASTM C260. ALL WALKING SURFACES SHALL RECEIVE A SLIP RESISTANT SURFACE.
- INSTALL SUITABLE CONSTRUCTION JOINTS IN ALL SLABS AT 16'-0" MAXIMUM, ALL DIRECTIONS.
- FOR STUD FRAMED WALLS, INSTALL (2) #4 CONT. REBAR IN FOUNDATION WALL AND (2) #4 CONT. REBAR IN FOUNDATION BASE MINIMUM, 3" TYPICAL FROM ALL EDGES. INSTALL 5/8" DIAMETER ANCHOR BOLTS AT 4'-0" O.C. WITH (2) MIN. PER PLATE AND 6" FROM PLATE ENDS. BOLTS SHALL HAVE AN EMBEDMENT DEPTH OF 10" AND A 2" HOOK. FOUNDATION DETAILS ON PLANS TAKE PRECEDENT. CONTACT ENGINEER FOR ANY WALLS OVER 4'-0" IN HEIGHT.
- PERMANENT FILLS AND CUTS SHALL NOT SLOPE MORE THAN 2 UNITS HORIZONTAL TO 1 UNIT VERTICAL.
- CONTRACTOR IS RESPONSIBLE FOR ALL SITE DRAINAGE ISSUES. ALL FINISHED GRADES SHALL SLOPE AWAY FROM ALL BUILDINGS WITH APPROPRIATE COLLECTION SYSTEM.

ENTRANCE & EXIT NOTES

- ALL ENTRANCES AND EXTERIOR GROUND FLOOR EXIT DOORS TO BUILDINGS AND FACILITIES SHALL BE MADE ACCESSIBLE TO PERSONS WITH DISABILITIES.
- EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT.
- MANUALLY OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS AND SURFACE BOLTS ARE PROHIBITED. WHEN EXIT DOORS ARE USED IN PAIRS AND APPROVED AUTOMATIC FLUSH BOLTS ARE USED, THE DOOR LEAF HAVING THE AUTOMATIC FLUSH BOLTS SHALL HAVE NO DOOR KNOB OR SURFACE MOUNTED HARDWARE. THE UNLATCHED LEAF SHALL NOT REQUIRE MORE THAN ONE OPERATION.
- LATCHING AND LOCKING DOORS THAT ARE HAND ACTIVATED AND WHICH ARE IN A PATH OF TRAVEL SHALL BE OPERABLE WITH A SINGLE EFFORT BY LEVER TYPE HARDWARE. PANIC BARS, PUSH/PULL ACTIVATING BARS OR OTHER HARDWARE DESIGNED TO PROVIDE PASSAGE WITHOUT REQUIRING THE ABILITY TO GRASP THE OPENING HARDWARE. LOCKED EXIT DOORS SHALL OPERATE AS ABOVE IN EGRESS DIRECTION.
- HAND ACTIVATED DOOR OPENING HARDWARE SHALL BE CENTERED BETWEEN 30" AND 44" ABOVE THE FLOOR PER ICC A117.1, SECTION 404.
- THERE SHALL BE A LEVEL AND CLEAR FLOOR OR LANDING ON EACH SIDE OF A DOOR. THE LEVEL AREA SHALL PROVIDE A LENGTH IN THE DIRECTION OF A DOOR SWING OF AT LEAST 60" AND THE LENGTH OPPOSITE THE DIRECTION OF A DOOR SWING OF 48" AS MEASURED AT RIGHT ANGLES TO THE PLANE OF THE DOOR IN THE CLOSED POSITION.
- THE BOTTOM 10" OF ALL DOORS, EXCEPT AUTOMATIC AND SLIDING SHALL HAVE A SMOOTH AND UNINTERRUPTED SURFACE.
- LOCKABLE BUILDING EXIT DOORS MUST HAVE SIGNAGE THAT READS "THIS DOOR TO REMAIN UNLOCKED WHEN THIS SPACE IS OCCUPIED." PER OSSC SECTION 1010.1.9.4 #2.2.

STEEL NOTES

- ALL STEEL SHALL BE NEW DOMESTIC STOCK. HOT ROLLED SHAPES AND PLATES SHALL CONFORM TO ASTM A36 WITH A MINIMUM YIELD STRENGTH OF 36,000 PSI. SQUARE AND RECTANGULAR TUBING SHALL BE COLD FORMED, ELECTRIC RESISTANCE WELDED AND CONFORM TO ASTM A500-GRADE B, WITH A MINIMUM YIELD STRENGTH OF 46,000 PSI. ROUND PIPE SHALL CONFORM TO ASTM A53-GRADE B, WITH A MINIMUM YIELD STRENGTH OF 35,000 PSI.
- ALL WELDING SHALL BE OF SIZE AND TYPE APPROPRIATE FOR THE MEMBERS BEING WELDED PER APPROPRIATE AWS SPECIFICATIONS USING E70XX ELECTRODES. IN GENERAL ALL JOINTS SHALL BE FULLY WELDED WITH A FILLET WELD THAT IS 1/16" LESS THAN THE THINNEST MEMBER BEING JOINED, UNLESS NOTED OTHERWISE. CONTACT ENGINEER WITH ANY UNCERTAINTIES PRIOR TO PROCEEDING. TAKE EXTREME CARE TO NOT OVERHEAT EMBEDS IN CONCRETE.
- ALL TEMPORARY SHORING FOR CONSTRUCTION PURPOSES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL STEEL SHALL BE POWDER COATED PER INDUSTRIAL STANDARDS.
- ALL BOLT ASSEMBLIES SHALL INCLUDE BOLT, NUT AND LARGE HARDENED FLAT WASHER. BOLTS SHALL CONFORM TO ASTM A325, UNLESS NOTED OTHERWISE. TIGHTEN ALL BOLTS UTILIZING THE "TURN-OF-NUT" METHOD.
- INSTALL ALL ITEMS PER MANUFACTURER'S SPECIFICATIONS.
- ANY UNCERTAINTIES SHALL BE ADDRESSED PRIOR TO PROCEEDING, LOWER COLUMBIA ENGINEERING IS NOT RESPONSIBLE FOR THE PROPER IMPLEMENTATION OF THE SPECIFICATIONS CONTAINED ON THESE DRAWINGS.

APPLICABILITY

THE PURPOSE OF THIS SHEET IS TO PROVIDE GENERAL INFORMATION AND REQUIREMENTS FOR ITEMS THAT ARE NOT SPECIFICALLY ADDRESSED WITHIN THE DESIGN PLANS. NOT ALL OF THE GENERAL NOTES OR SPECIFICATIONS PROVIDED ON THIS SHEET ARE APPLICABLE TO THIS PROJECT. SPECIFIC INFORMATION INCLUDED IN THE DESIGN PLANS TAKES PRECEDENT OVER THE GENERAL NOTES PROVIDED ON THIS SHEET. FOR ASPECTS OF THE PROJECT THAT ARE NOT SPECIFICALLY ADDRESSED IN THE DESIGN PLANS OR ON THIS SHEET, THE CONTRACTOR SHOULD FOLLOW COMMON INDUSTRY STANDARDS AND LEVEL OF CARE FOR THIS TYPE OF CONSTRUCTION. FOR SUCH ITEMS, THE CONTRACTOR SHALL PROVIDE A SUBMITTAL THAT DESCRIBES THE PROPOSED WORK IN DETAIL. APPROVAL OF THIS SUBMITTAL BY THE OWNER OR THEIR REPRESENTATIVE IS REQUIRED PRIOR TO PROCEEDING WITH ANY CONSTRUCTION ACTIVITY. CONTACT THE OWNER OR THEIR REPRESENTATIVE WITH ANY QUESTIONS OR UNCERTAINTIES PRIOR TO PROCEEDING WITH BIDDING OR EXECUTING ANY CONSTRUCTION ACTIVITY.

CONCRETE FLOORS & SLABS

- ALL INTERIOR CONCRETE FLOORS ARE TO HAVE A SMOOTH HARD TROWELED FINISH.
- ALL EXTERIOR SLABS SHALL HAVE BROOM FINISH.

FINISH NOTES

- OWNER IS RESPONSIBLE FOR SECURITY ISSUES SUCH AS DOOR LOCKS, ALARMS AND VIEW HOLES.
- ALL FINISH ISSUES SHALL BE AGREED UPON BY CONTRACTOR AND OWNER.
- ALL EXTERNAL HORIZONTAL TRIM SHALL HAVE GALVANIZED Z-FLASHING TO PREVENT WATER FROM ENTERING WALL.
- ALL JOINTS SHALL BE PROPERLY SEALED AND ALL SURFACES SHALL BE PRIMED AND PAINTED WITH A MINIMUM OF TWO FINISH COATS, COLOR BY OWNER.

PROJECT SPECIFIC PLANS, DETAILS, & NOTES TAKE PRECEDENCE OVER THESE GENERAL NOTES

UTILITY LOCATES

(48 HOUR NOTICE PRIOR TO EXCAVATION)

OREGON LAW REQUIRES YOU TO FOLLOW THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0100. (YOU MAY OBTAIN COPIES OF THE RULES FROM THE CENTER BY CALLING 503 246 1987.)

ONE CALL SYSTEM.....1 800 332 2344 or 811
ON LINE <http://www.callbeforeyoudig.org/>

THE LOCAL PUBLIC WORKS MAINTENANCE SUPERVISOR MUST BE NOTIFIED 48 HOURS IN ADVANCE TO COORDINATE ANY TAPS AND/OR WATER VALVE OPERATION. THE CONTRACTOR IS NOT ALLOWED TO OPERATE ANY WATER VALVES CONTROLLING FLOW TO NEW PIPING FROM CITY'S POTABLE WATER SYSTEM.

A CITY PERMIT IS REQUIRED TO WORK IN THE PUBLIC R.O.W.

MASTER LEGEND

	CLEAN OUT
	SANITARY SEWER MANHOLE
	STORM SEWER MANHOLE
	CATCH BASIN
	FIRE HYDRANT
	UTILITY POLE
	STREET LIGHTING
	SIGN
	DRAINAGE FLOW ARROW
	TRAFFIC FLOW ARROW
	(E) TREE
	(N) STREET TREE
	SMALL SHRUB
	SUBJECT PROPERTY LINE
	ADJACENT PROPERTY LINE
	(N) UTILITY LINE
	(E) UTILITY LINE
	(E) MAJOR CONTOUR
	(E) MINOR CONTOUR
	(N) MAJOR CONTOUR
	(N) MINOR CONTOUR
	(E) FENCE LINE
	(N) PARKING STRIPING
	(E) PARKING STRIPING
	(E) CURB
	(N) CURB
	AC ROADWAY
	(E) CONCRETE SIDEWALK
	(N) CONCRETE SIDEWALK
	(N) VEGETATION
	PUBLIC EASEMENT

ABBREVIATIONS

MATERIAL	
AC	ASPHALTIC CONCRETE
GR	GRAVEL
PVC	POLYVINYL CHLORIDE
UTILITY	
COM	COMMUNICATIONS LINE
GAS	GAS LINE
H2O	WATER LINE
PWR	POWER LINE
SAN	SANITARY SEWER LINE
STM	STORM LINE
UTL	UTILITY
GENERAL	
(E)	EXISTING
(N)	NEW
EOG	EDGE OF GRAVEL
EOP	EDGE OF PAVEMENT
EOC	EDGE OF CONCRETE
TOP	TOP OF PAVEMENT
TOP	TOP OF CONCRETE
T/CURB	TOP OF CURB
FL	FLOW LINE / GUTTER
R.O.W.	RIGHT OF WAY
MH	MANHOLE (RIM/LID)
IE	INVERT ELEVATION
CB	CATCH BASIN

DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



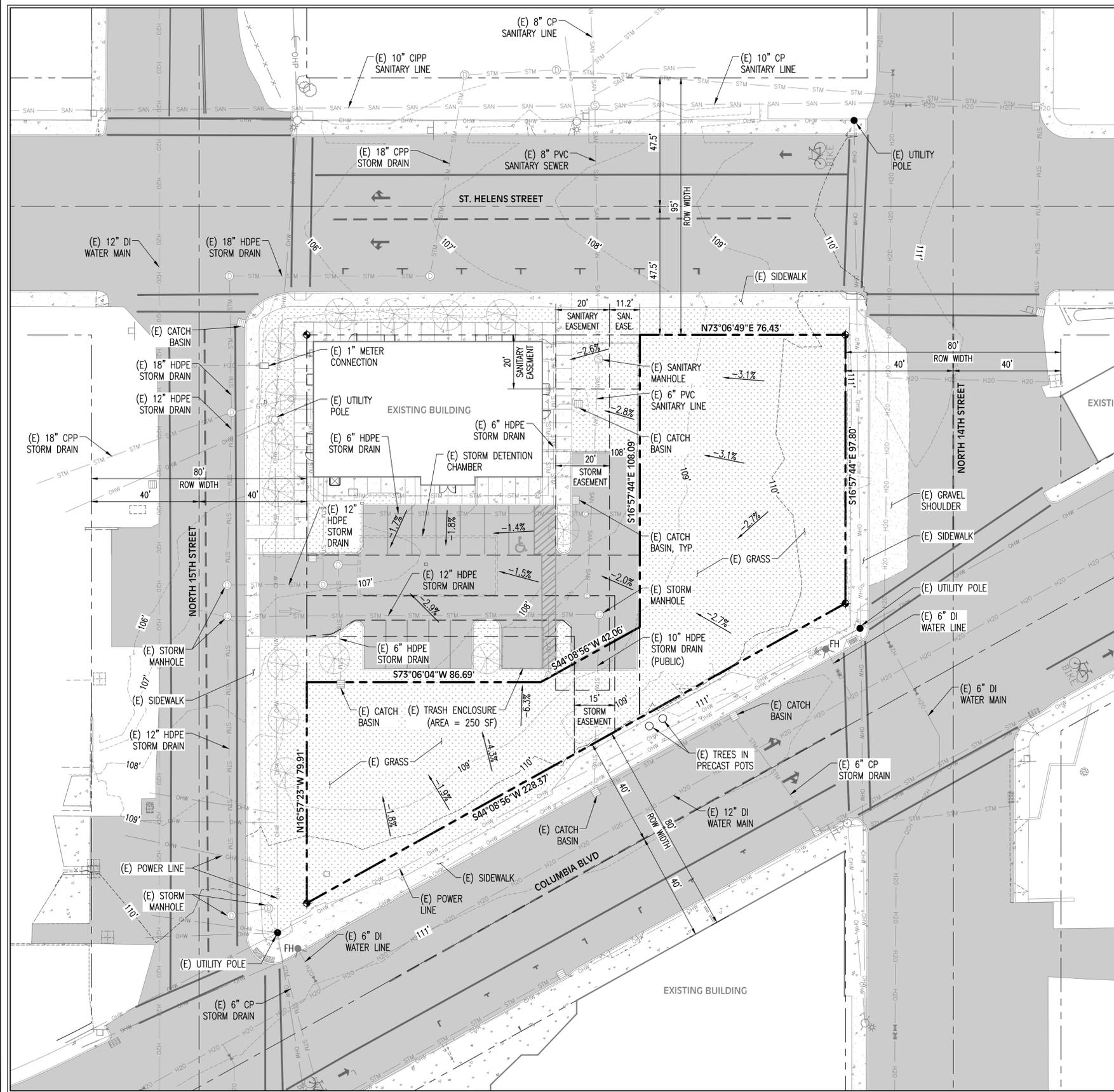
St. Helens, Oregon
 (503) 366-0399

PROJ. NO.	3255	GENERAL NOTES
DWG. BY	MLA	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-G-2	DATE 04/05/2022

G-2

GENERAL NOTES

1. FOR EASEMENT WIDTHS AND PURPOSES SEE SHEET C-5 FOR MORE INFORMATION.
2. FOR A COMPLETE LEGEND SEE SHEET G-2

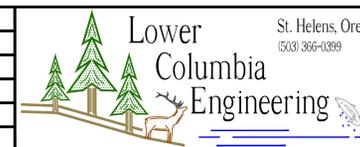


EXISTING CONDITIONS PLAN
SCALE: 1" = 20'



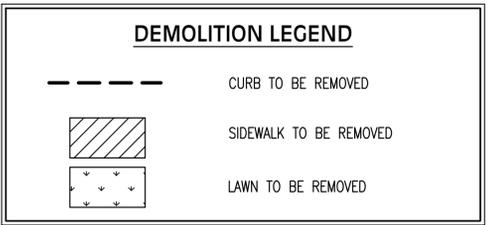
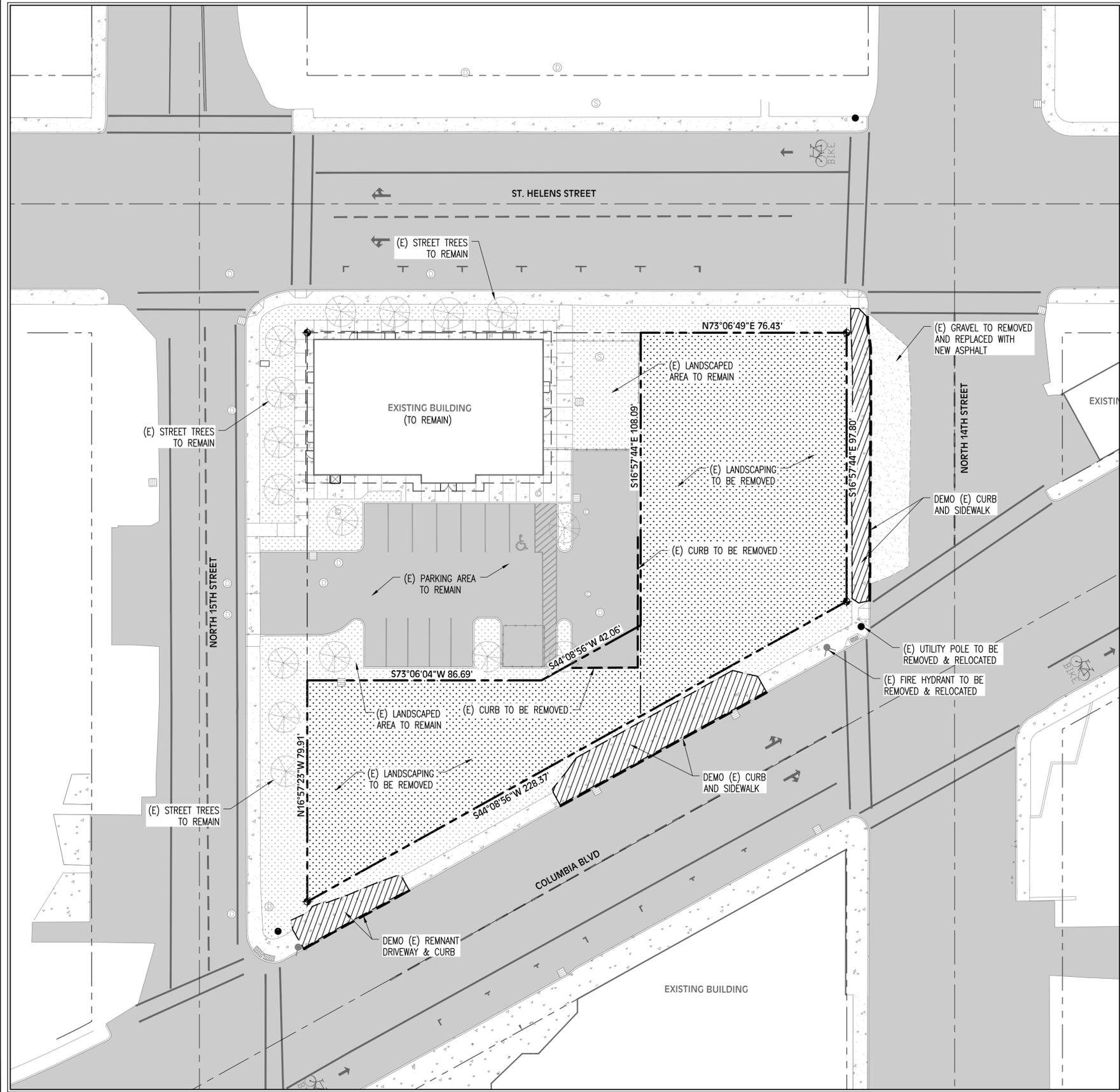
DATE: 08/29/2022
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FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	EXISTING CONDITIONS PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-C-1	DATE 03/21/2022

SHEET
C-1



SITE DEMOLITION PLAN

SCALE: 1" = 20'



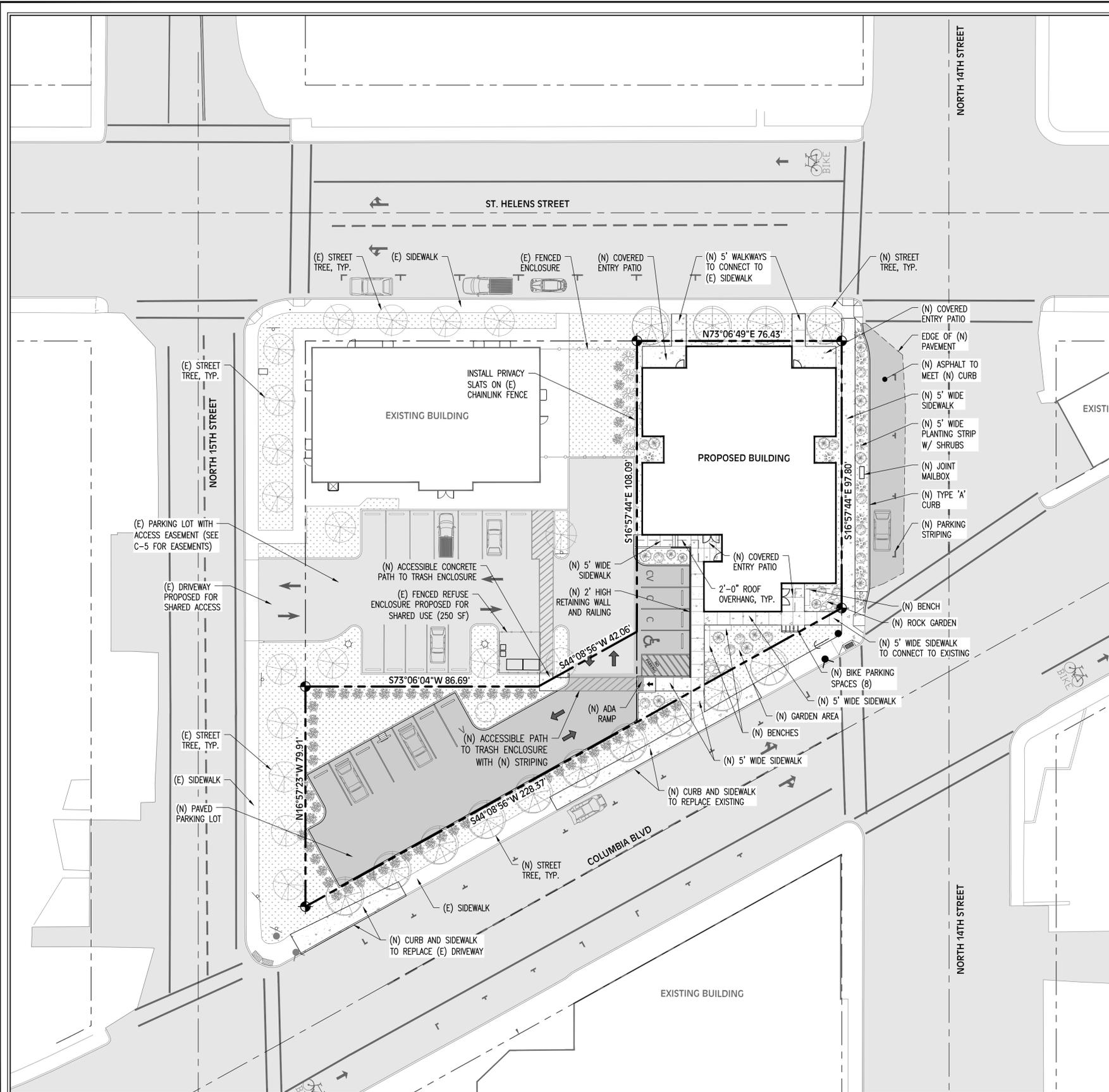
DATE: 08/29/2022
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 FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	SITE DEMOLITION PLAN
DWG. BY	CAB	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-C-2	DATE 03/21/2022

SHEET
C-2



SITE DEVELOPMENT PLAN
SCALE: 1" = 20'



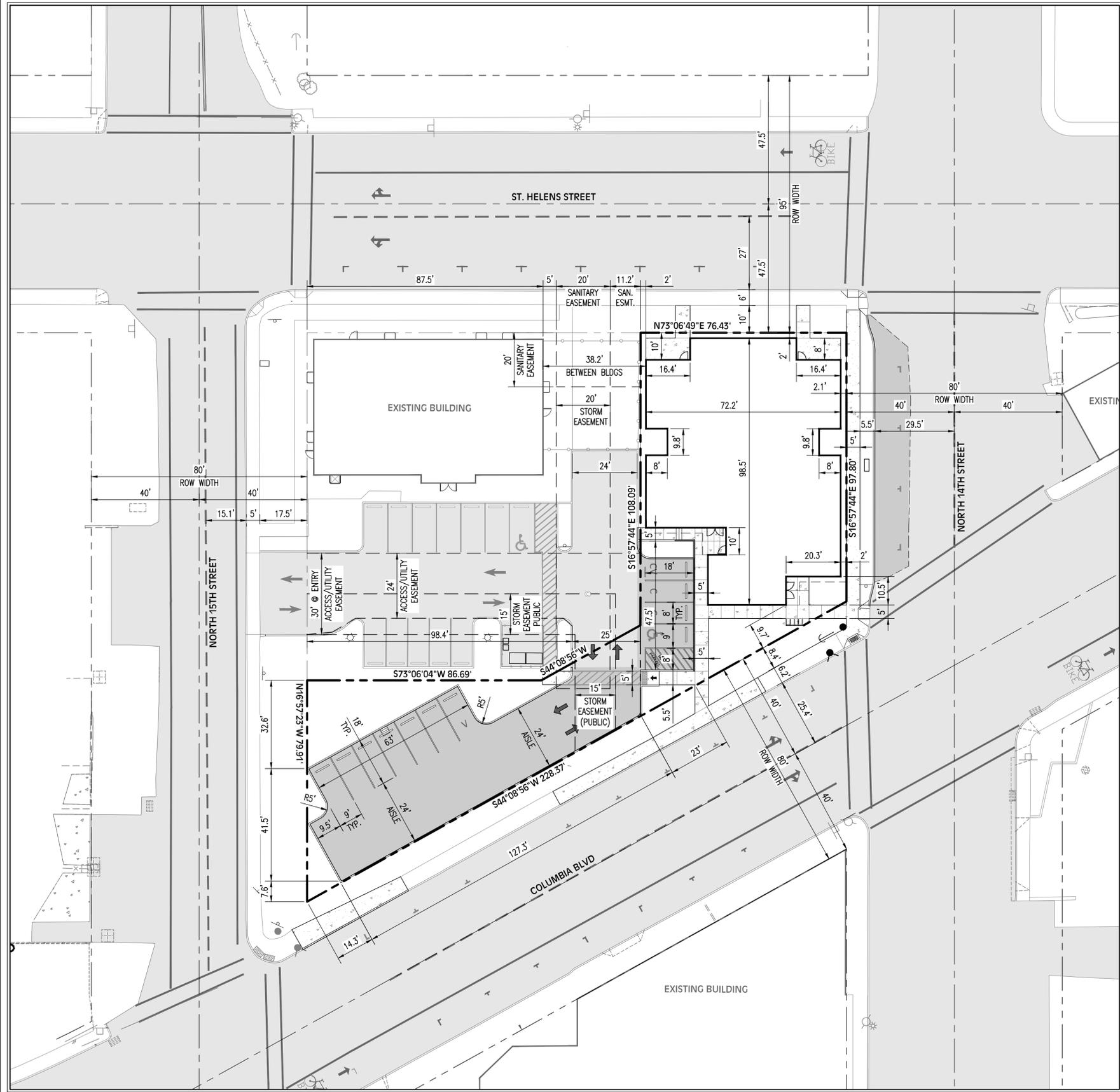
DATE: 08/29/2022
PRELIMINARY
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FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	SITE DEVELOPMENT PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-C-4	DATE 03/21/2022

SHEET
C-4



DIMENSIONED SITE PLAN
SCALE: 1" = 20'



DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

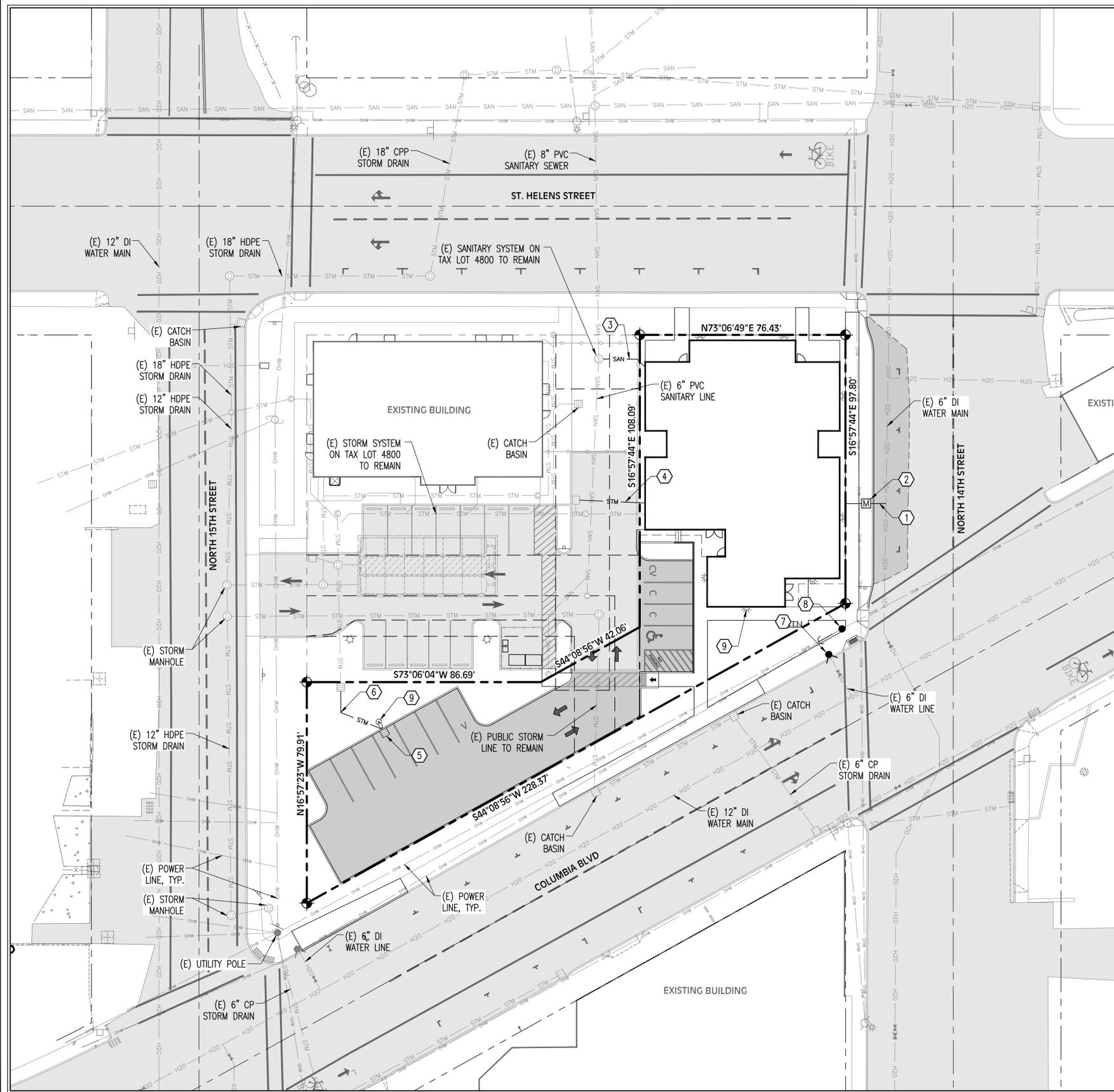
REV.	REVISION RECORD	DATE



St. Helens, Oregon
(503) 366-0399

PROJ. NO.	3255	DIMENSIONED SITE PLAN
DWG. BY	RM2	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-C-5	DATE 04/20/2022

C-5



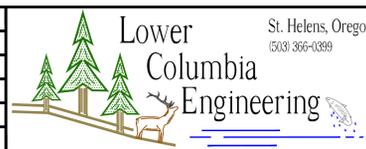
- UTILITY PLAN KEYNOTES**
- ① NEW 1.5" COPPER WATER SERVICE LATERAL OFF EXISTING 6" D.I. WATER MAIN IN N. 14TH STREET
 - ② NEW 1.5" WATER SERVICE METER PER OPSC TABLE 610.4.
 - ③ CONNECT NEW 4" PVC BUILDING LATERAL TO EXISTING SANITARY MANHOLE. MINIMUM SLOPE TO BE 1/4" PER 1-FOOT.
 - ④ NEW STORM LATERAL FROM DOWNSPOUTS SHOWN FOR REFERENCE. SEE STORMWATER & GRADING PLAN ON C-7 FOR MORE INFORMATION.
 - ⑤ NEW CATCH BASIN SHOWN FOR REFERENCE. SEE STORMWATER & GRADING PLAN ON C-7 FOR MORE INFORMATION.
 - ⑥ NEW STORM LINE SHOWN FOR REFERENCE. SEE STORMWATER & GRADING PLAN ON C-7 FOR MORE INFORMATION.
 - ⑦ RELOCATE EXISTING FIRE HYDRANT TO MAKE SIDEWALK ACCESSIBLE AND REPAIR/PATCH EXISTING SIDEWALK AS NECESSARY.
 - ⑧ RELOCATE EXISTING UTILITY POLE TO MAKE SIDEWALK ACCESSIBLE AND REPAIR/PATCH EXISTING SIDEWALK AS NECESSARY.
 - ⑨ EXTERIOR LIGHT FIXTURE. SEE ILLUMINATION PLAN ON C-9 FOR MORE INFORMATION.

UTILITY PLAN
SCALE: 1" = 20'



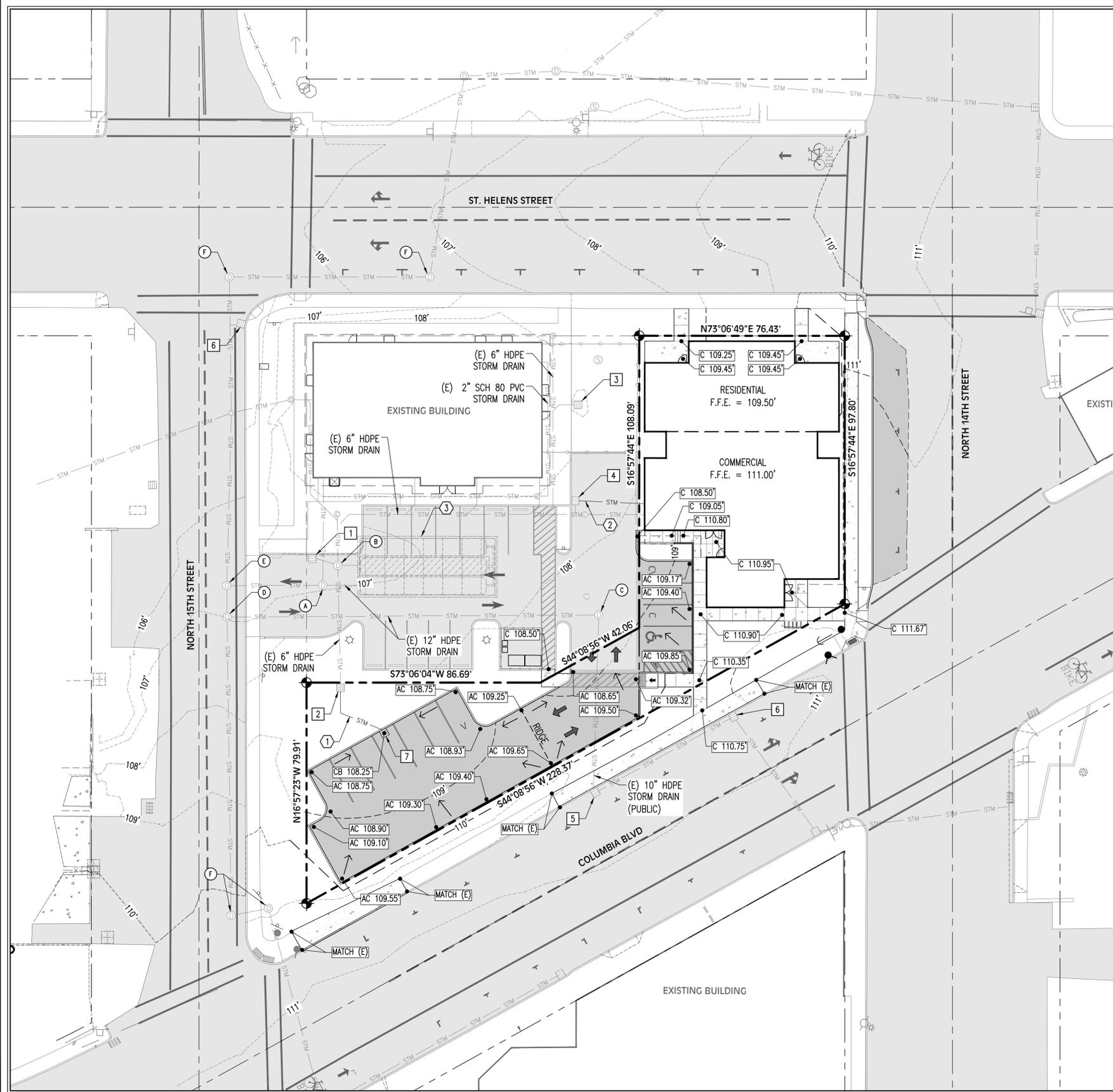
DATE: 08/29/2022
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REV.	REVISION RECORD	DATE



PROJ. NO.	3255	UTILITY PLAN
DWG. BY	CAB	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-C-6	DATE 03/21/2022

C-6



GRADING/STORM PLAN NOTES

1. ALL IMPERVIOUS SURFACES SHALL HAVE A MINIMUM 1.0% SLOPE TOWARDS COLLECTION SYSTEM.
2. ALL WALKWAYS SHALL HAVE A MAXIMUM SLOPE OF 5.0% IN THE DIRECTION OF TRAVEL AND MAXIMUM 2.0% CROSS SLOPE.
3. PLAN CAN BE PROVIDED IN CAD FORMAT TO ACCOMMODATE CONSTRUCTION STAKING. (NOT ALL DIMENSIONS ARE SHOWN)
4. LANDSCAPE AREAS SHALL BE SLOPED TOWARDS DRAINAGE AREAS AS REQUIRED TO PREVENT PUDDLES.

GENERAL NOTES:

1. ALL PROPERTY LINES AND EASEMENTS MUST BE VERIFIED PRIOR TO CONSTRUCTION.
2. ALL LOTS MUST BE VERIFIED BY THE PROPER JURISDICTIONS PRIOR TO CONSTRUCTION.
3. ALL EXISTING PUBLIC LIGHTS AND STREET SIGNAGE TO BE PROTECTED IN PLACE.
4. EXISTING BUSINESS OPERATIONS ARE TO REMAIN UNINTERRUPTED AND ONGOING DURING CONSTRUCTION.

BENCHMARK AND DUTUM

1. ALL TOPOGRAPHIC INFORMATION WAS COLLECTED UTILIZING A VERTICAL DATUM OF NAVD88. FIELD VERIFY ELEVATIONS AS NECESSARY

STORMWATER KEYNOTES

- 1 (N) 24.7 L.F. OF 6" PVC @ 3.0% SLOPE. I.E. @ (N) CB = 104.40' I.E. @ (E) CB = 103.65'
- 2 (N) 24.0 L.F. OF 4" PVC @ 5.0% SLOPE (FROM ROOF AND FOUNDATION DRAINS). I.E. @ (N) BLDG = 106.46' I.E. @ (E) CB = 105.26'
- 3 (E) STORMWATER DETENTION CHAMBER ON ADJACENT PROPERTY TO TREAT ADDITIONAL STORMWATER FROM PROPOSED DEVELOPMENT. SEE STORMWATER REPORT FOR CAPACITY.

MANHOLE TABLE

- (A) (E) MAN HOLE
RIM = 106.80'
4" I.E. IN (N) = 102.60'
12" I.E. IN (E) = 99.93'
12" I.E. OUT (W) = 99.93'
- (B) (E) MANHOLE
RIM = 106.68'
6" I.E. IN (W) = 103.83'
6" I.E. IN (S) = 103.03'
6" I.E. IN (N) = 102.03'
24" I.E. OUT (E) = 101.53'
- (C) (E) MANHOLE
RIM = 108.30'
10" I.E. IN (S) = 102.34'
12" I.E. OUT (W) = 102.14'
- (D) (E) MANHOLE
RIM = 106.98'
12" I.E. IN (S) = 101.46'
12" I.E. IN (E) = 101.46'
12" I.E. OUT (N) = 101.26'
- (E) (E) MANHOLE
RIM = 106.63'
12" I.E. IN (S) = 101.06'
12" I.E. IN (E) = 99.76'
12" I.E. OUT (N) = 99.56'
- (F) (E) MANHOLE (PUBLIC)
TO REMAIN.

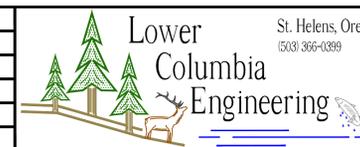
CATCH BASIN TABLE

- 1 (E) CATCH BASIN
RIM = 106.46'
(E) 6" I.E. OUT = 103.69'
- 2 (E) CATCH BASIN
RIM = 108.23'
(N) 6" I.E. IN = 103.65'
(E) 6" I.E. OUT = 103.45'
- 3 (E) CATCH BASIN
RIM = 107.75'
(E) 6" I.E. OUT = 104.46'
- 4 (E) CATCH BASIN
RIM = 107.26'
(N) 4" I.E. IN = 105.26'
(E) 6" I.E. OUT = 104.10'
- 5 (E) CATCH BASIN (PUBLIC)
RIM = 109.99'
(E) 6" I.E. IN = 107.77'
(E) 10" I.E. OUT = 107.50'
- 6 (E) CATCH BASIN TO REMAIN (PUBLIC).
- 7 (N) CATCH BASIN
RIM = 108.25'
6" I.E. OUT = 104.40'

STORMWATER & GRADING PLAN
SCALE: 1" = 20'



REV.	REVISION RECORD	DATE

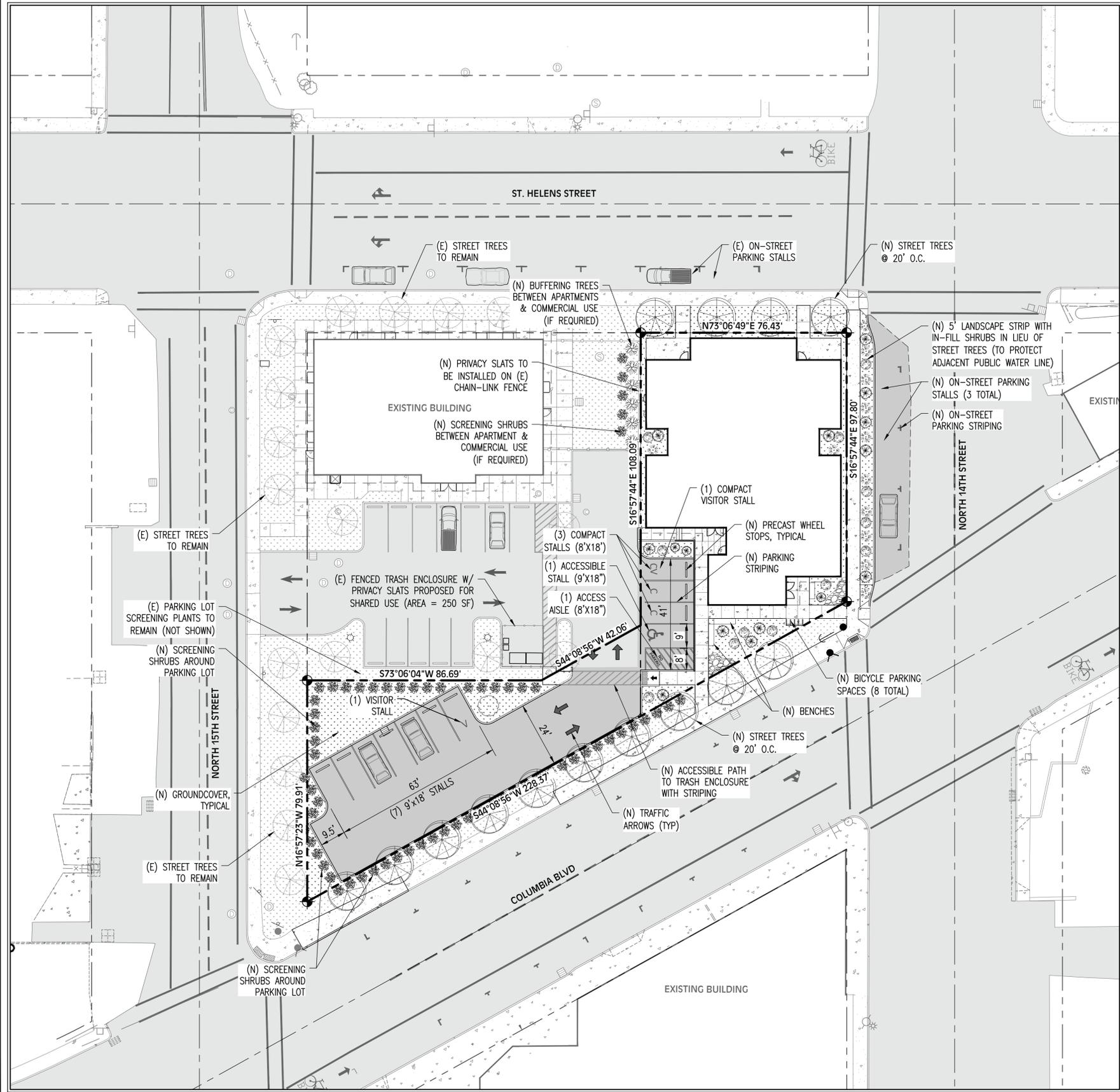


St. Helens, Oregon
(503) 366-0399

PROJ. NO.	3255	STORMWATER & GRADING PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-C-7	DATE 04/12/2022

DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

SHEET
C-7



PARKING & LANDSCAPE NOTES

1. ALL PROPERTY LINES AND EASEMENTS MUST BE VERIFIED PRIOR TO CONSTRUCTION.
2. ALL LOTS MUST BE VERIFIED BY THE PROPER JURISDICTIONS PRIOR TO CONSTRUCTION.
3. ALL EXISTING STREET LIGHTS AND SIGNAGE TO BE PROTECTED IN PLACE.
4. EXISTING BUSINESS OPERATIONS ARE TO REMAIN UNINTERRUPTED AND ONGOING DURING CONSTRUCTION.
5. ALL DEMOLITION AND CONSTRUCTION SHOULD BE PHASED (IF NECESSARY) IN ORDER TO ENSURE BUSINESS PROCEDURES CONTINUE AS EFFICIENTLY AS POSSIBLE, AND INTERRUPTIONS ARE MINIMIZED.
6. ONE 5-GALLON SIZE SHRUB SHALL BE PLANTED FOR EVERY 100 SQUARE FEET OF BUFFER AREA.

VEHICULAR PARKING

- CUSTOMER/STAFF SPACES:**
- (11) 90 DEGREE STALLS (ON-SITE)
 - (1) VAN ACCESSIBLE STALL
 - (3) COMPACT STALLS
 - (17) PARALLEL PARKING STALLS (OFF-SITE)
 - (14) EXISTING STALLS
 - (3) NEW STALLS (N. 14TH STREET)
 - (28) TOTAL PARKING STALLS

LANDSCAPING LEGEND

- STREE TREES - ROCKY MOUNTAIN GLOW MAPLE
DECIDUOUS STREET TREES @ 20 FEET (O.C.)
NO GREATER THAN 10' TALL AT THE TIME OF PLANTING
25'x15' AT MATURITY
QUANTITY: 13
- BUFFERING TREES - NORTHERN WHITE CEDAR (THUJA OCCIDENTALIS)
CONIFEROUS BUFFERING TREES @ 8 FEET (O.C.)
12' - 20' TALL AND 5' WIDE AT MATURITY
QUANTITY: 6
- ISLAND TREES - CHINESE DOGWOOD (COMUS KOUSA 'CHINENSIS')
LANDSCAPE ISLANDS AND LANDSCAPE ISLAND TREES ARE REQUIRED TO COMPLY WITH SHMC SECTION 17.72.140.
QUANTITY: 1
- SCREENING SHRUBS - OREGON GRAPE (MAHONIA AQUIFOLIUM)
3' - 10' TALL AT MATURITY
SCREENING IS REQUIRED FOR PARKING AREAS GREATER THAN 3 SPOTS AND AROUND SERVICE EQUIPMENT PER SHMC SECTION 17.72.110 AND SCREENING NEEDS TO COMPLY WITH SECTION 17.72.080 PART 5c.
QUANTITY: 63
- IN-FILL SHRUBS - COMMON SNOWBERRY (SYMPHORICARPOS ALBUS)
3' - 6' TALL AND WIDE AT MATURITY
QUANTITY: 12
- IN-FILL SHRUBS - OCEAN SPRAY (HOLODISCUS DISCOLOR)
4' - 5' TALL AT MATURITY
QUANTITY: 13
- IN-FILL SHRUBS - KELSEY DOGWOOD (CORNUS SERICEA 'KELSEYII')
24" - 30" TALL AND WIDE AT MATURITY
QUANTITY: 12
- GROUNDCOVER - KINNIKINNICK (ARCTOSTAPHYLOS UVA-URSUS)
4" POTS AT 24" OC IN STAGGERED SPACING IN AREAS SHOWN
APPROXIMATE QUANTITY = 375

PARKING & LANDSCAPING PLAN
SCALE: 1" = 20'



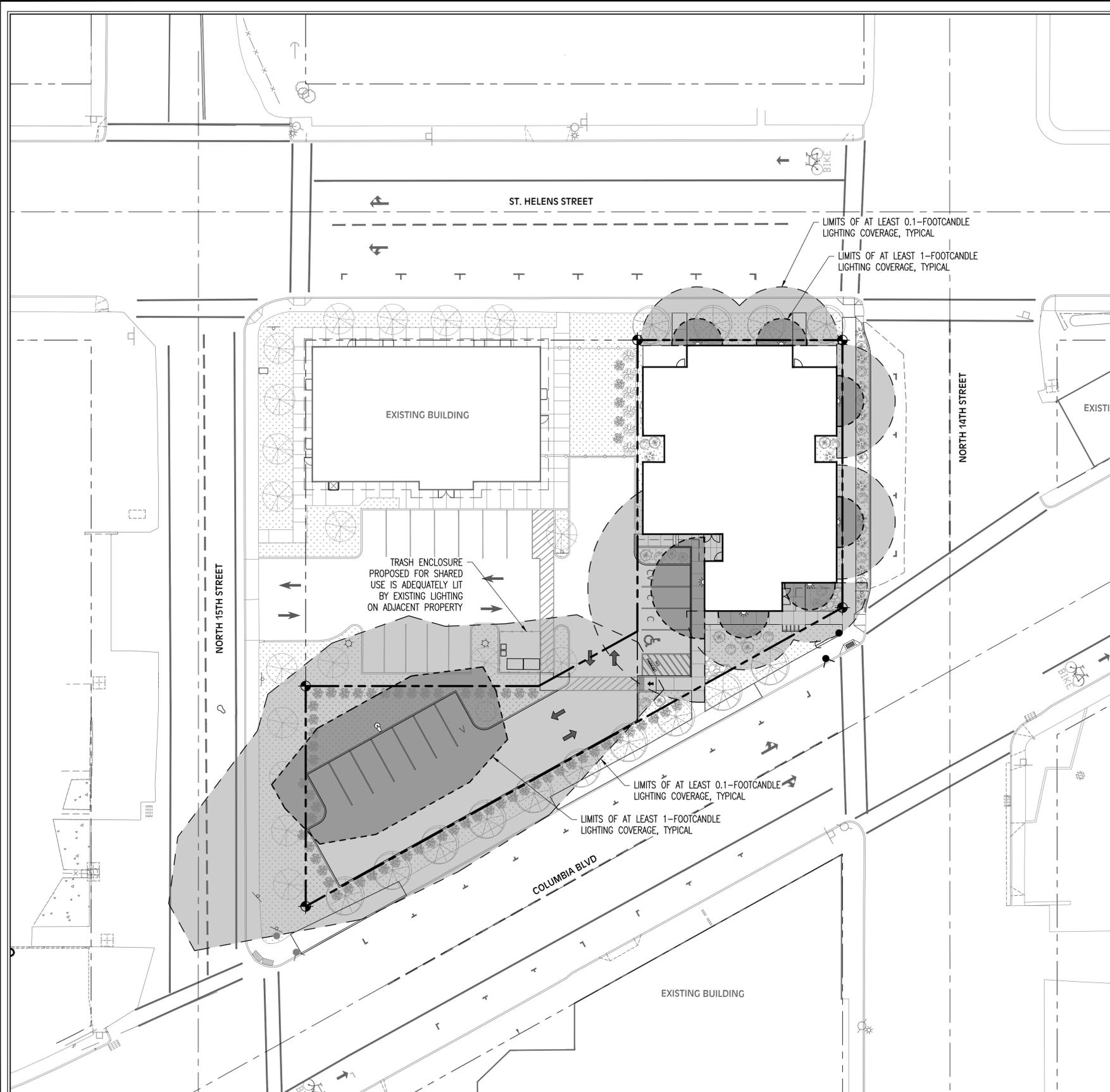
DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	PARKING & LANDSCAPING PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-C-8	DATE 04/12/2022

SHEET
C-8



ILLUMINATION PLAN LEGEND

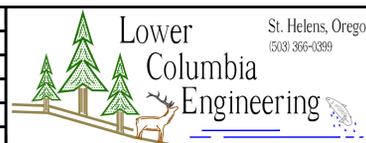
(E)	EXISTING
(N)	NEW
TYP.	TYPICAL
FC	FOOTCANDLE
⬤	PROPERTY CORNER
○	WOOD UTILITY POLE
⊕	PARKING LOT LIGHT
☀	WALL MOUNTED LIGHT
☘	LANDSCAPING
---	PROJECT PARCEL PROPERTY LINE
- - -	ADJACENT PARCEL PROPERTY LINE
- · - · -	BOUNDARY OF 1-FOOTCANDLE
- · - · -	BOUNDARY OF 0.1-FOOTCANDLE
▨	AREA OF AT LEAST 1-FOOTCANDLE
▩	AREA OF AT LEAST 0.1-FOOTCANDLE

ILLUMINATION PLAN
SCALE: 1" = 20'



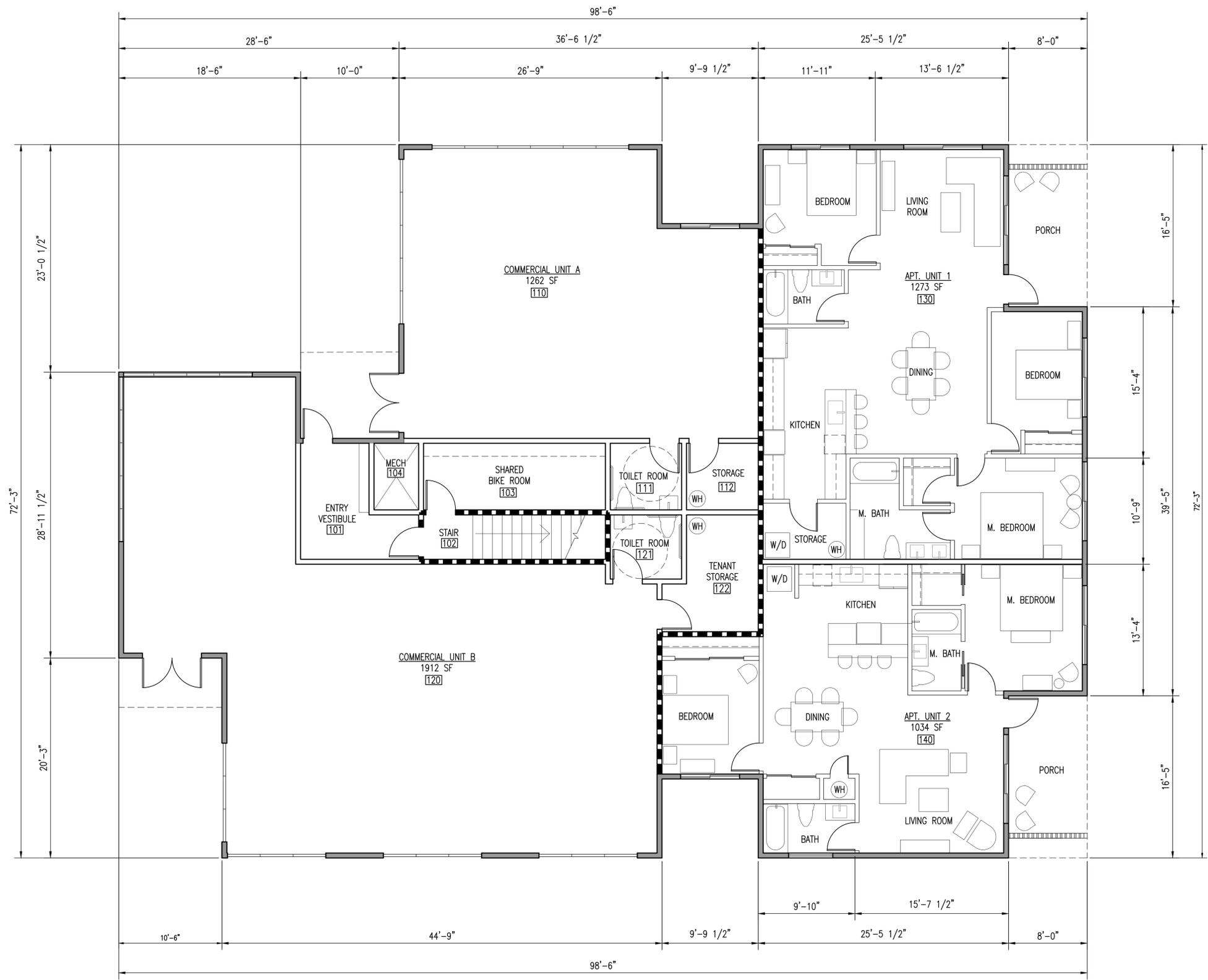
DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



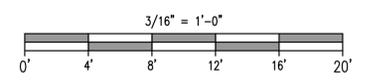
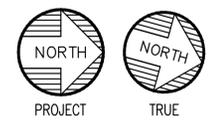
PROJ. NO.	3255	ILLUMINATION PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-C-9	DATE 04/12/2022

C-9



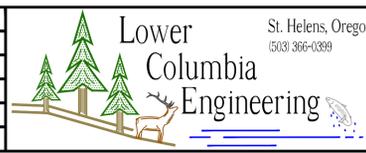
WALL TYPE LEGEND	
	1-HOUR RATED FIRE SEPARATION WALL
	THERMALLY INSULATED WALL
	NON-RATED WALL

SCHEMATIC GROUND FLOOR PLAN
SCALE: 3/16"=1'-0"



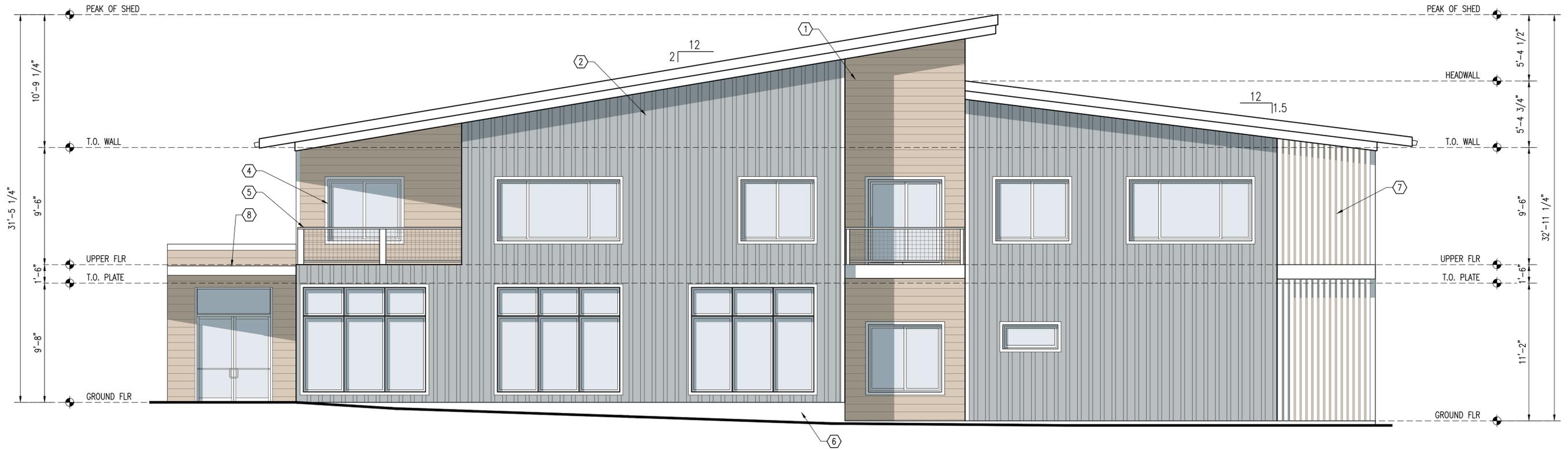
DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE

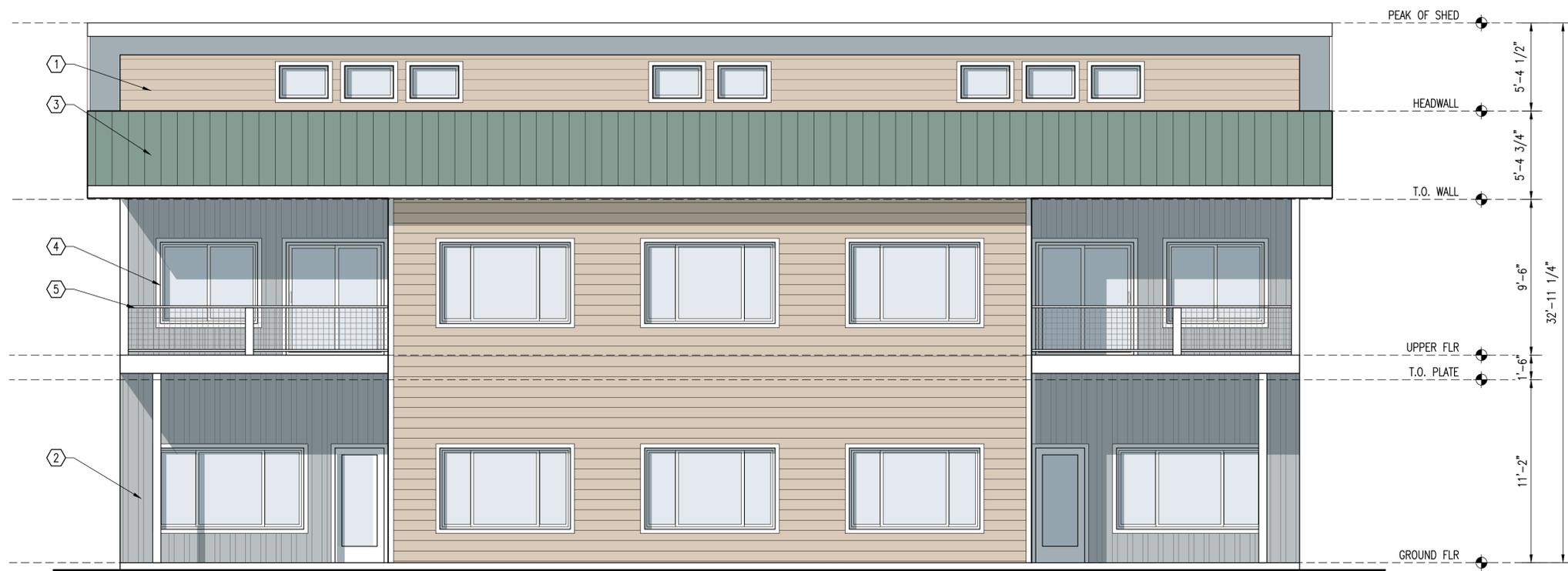


PROJ. NO.	3255	FIRST FLOOR PLAN
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-A-1	DATE 03/23/2022

SHEET
A-1

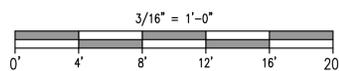


EAST ELEVATION
SCALE: 1/4"=1'-0"



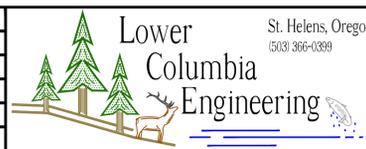
NORTH ELEVATION
SCALE: 1/4"=1'-0"

MATERIALS KEYNOTES	
①	T&G HORIZONTAL CEDAR SIDING (NATURAL COLOR)
②	BOX RIB METAL SIDING (GRAPHITE)
③	STANDING SEAM METAL ROOF (CLASSIC GREEN)
④	ALUMINUM MULLIONS (CHARCOAL)
⑤	STAINLESS STEEL CABLE RAILING
⑥	STEPPED CONCRETE FOUNDATION
⑦	2"x2" CEDAR SCREEN
⑧	STEEL AWNING
*FINISHES, PROFILES, AND COLORS ARE PRELIMINARY AND SUBJECT TO CHANGE	



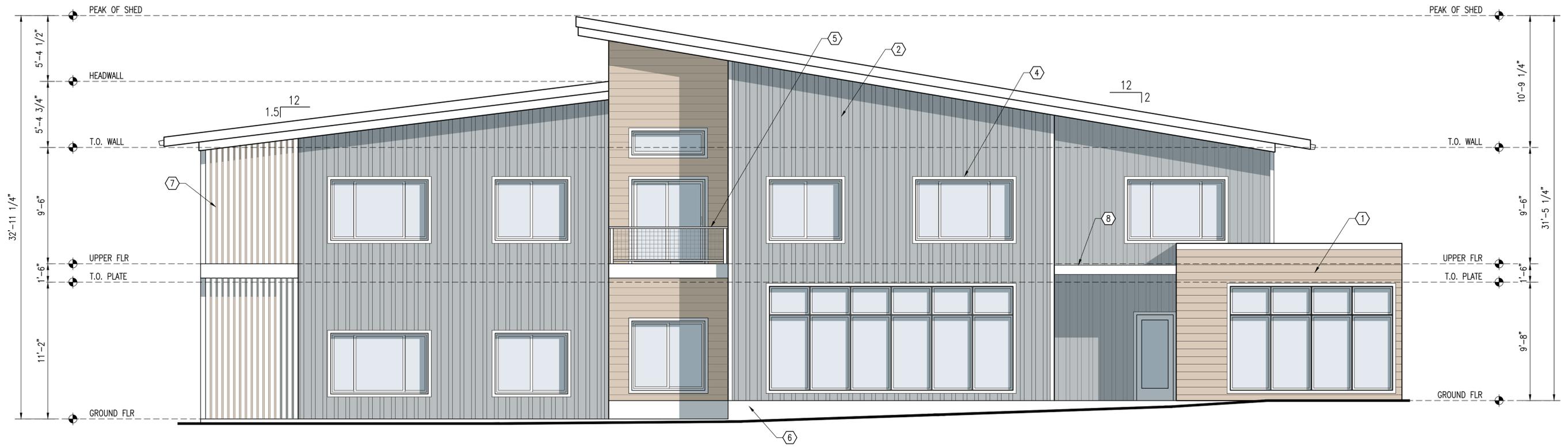
DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	EXTERIOR ELEVATIONS
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3255-A-3	DATE 03/23/2022

SHEET
A-3

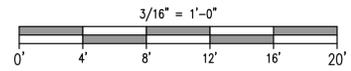


WEST ELEVATION
SCALE: 1/4"=1'-0"



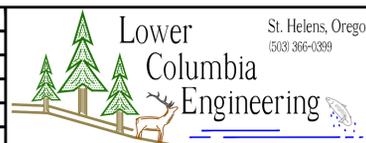
SOUTH ELEVATION
SCALE: 1/4"=1'-0"

MATERIALS KEYNOTES	
①	T&G HORIZONTAL CEDAR SIDING (NATURAL COLOR)
②	BOX RIB METAL SIDING (GRAPHITE)
③	STANDING SEAM METAL ROOF (CLASSIC GREEN)
④	ALUMINUM MULLIONS (CHARCOAL)
⑤	STAINLESS STEEL CABLE RAILING
⑥	STEPPED CONCRETE FOUNDATION
⑦	2"x2" CEDAR SCREEN
⑧	STEEL AWNING
*FINISHES, PROFILES, AND COLORS ARE PRELIMINARY AND SUBJECT TO CHANGE	



DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

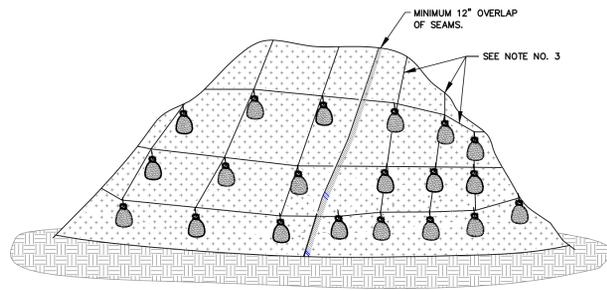
REV.	REVISION RECORD	DATE



PROJ. NO.	3255	EXTERIOR ELEVATIONS
DWG. BY	MBJ	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	
FILE	D-3225-A-4	DATE 03/23/2022

SHEET
A-4

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



PLASTIC SHEETING

NOTES:

1. MINIMUM 12" OVERLAP OF ALL SEAMS REQUIRED.
2. PERIMETER SEDIMENT CONTROL BMP TO BE INSTALLED A MINIMUM OF 3' FROM TOE OF STOCKPILE.
3. COVERING MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS OR APPROVED EQUAL ON PILES WITH A MAXIMUM 10' GRID SPACING IN ALL DIRECTIONS.
4. PLASTIC TO EXTEND MINIMUM 1' BEYOND TOE OF SLOPE.
5. AS APPROPRIATE, BMP'S SHALL BE INSTALLED TO CONVEY WATER DISCHARGE FROM STOCKPILE AREAS.

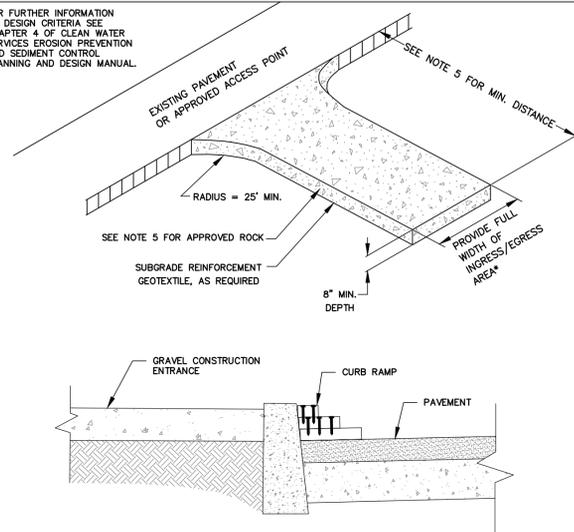
PLASTIC SHEETING



DRAWING NO. 810

REVISED 10-31-19

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



NOTES:

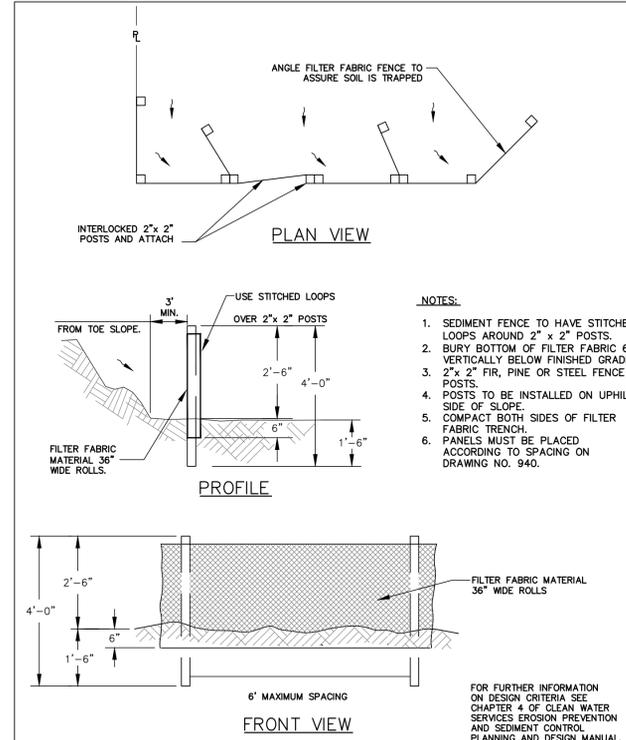
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. WHERE RUNOFF CONTAINING SEDIMENT LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO DIVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
5. DIMENSIONS:
 - SINGLE FAMILY: 20' LONG BY 20' WIDE 8" DEEP OF 3/4" MINUS CLEAN ROCK.
 - COMMERCIAL/SITE DEVELOPMENT: 50' LONG BY 20' WIDE 3-6" CLEAN ROCK, GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

CONSTRUCTION ENTRANCE



DRAWING NO. 855

REVISED 10-31-19



NOTES:

1. SEDIMENT FENCE TO HAVE STITCHED LOOPS AROUND 2" x 2" POSTS.
2. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
3. 2" x 2" FIR, PINE OR STEEL FENCE POSTS.
4. POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
5. COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
6. PANELS MUST BE PLACED ACCORDING TO SPACING ON DRAWING NO. 940.

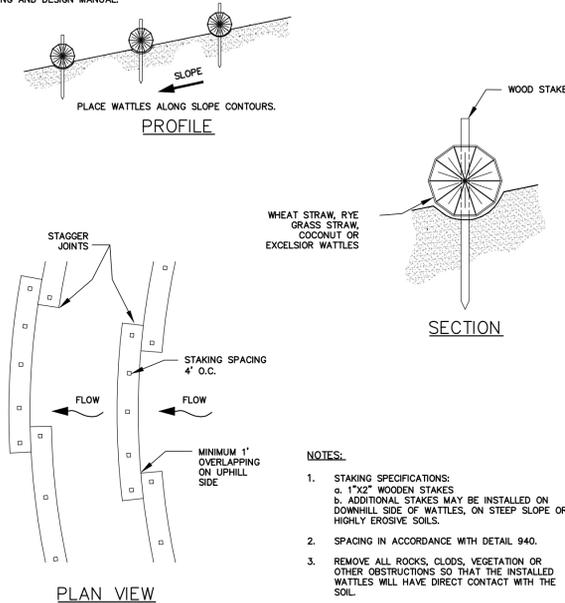
SEDIMENT FENCE



DRAWING NO. 875

REVISED 10-31-19

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



NOTES:

1. STAKING SPECIFICATIONS:
 - a. 1"x2" WOODEN STAKES
 - b. ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY EROSION SOILS.
2. SPACING IN ACCORDANCE WITH DETAIL 940.
3. REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED WATTLES WILL HAVE DIRECT CONTACT WITH THE SOIL.
4. INSTALL THE WATTLES IN A 2" DEEP TRENCH, INSURING THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJACENT WATTLES SHALL BE OVERLAPPED 1 FT. MINIMUM TO PREVENT SEDIMENT PASSING THROUGH THE FIELD JOINT.

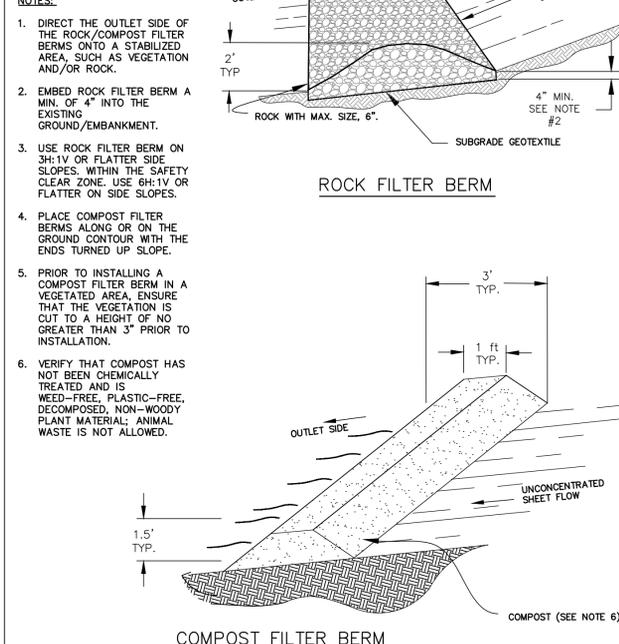
WATTLES



DRAWING NO. 880

REVISED 10-31-19

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



ROCK FILTER BERM

COMPOST FILTER BERM

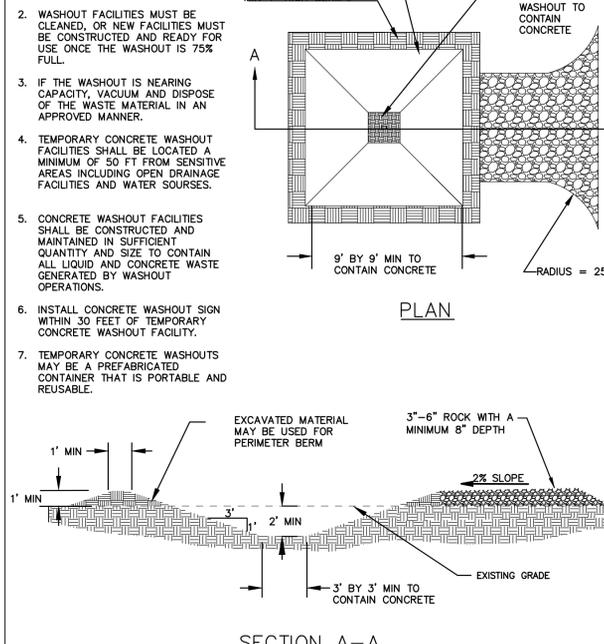
FILTER BERMS
ROCK/COMPOST



DRAWING NO. 890

REVISED 10-31-19

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.



PLAN

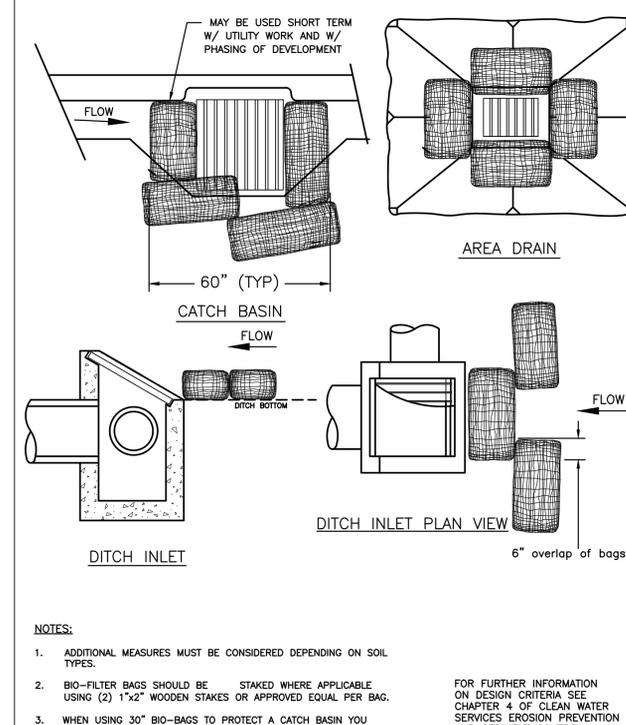
SECTION A-A

CONCRETE WASHOUT



DRAWING NO. 900

REVISED 10-31-19



NOTES:

1. ADDITIONAL MEASURES MUST BE CONSIDERED DEPENDING ON SOIL TYPES.
2. BIO-FILTER BAGS SHOULD BE STAKED WHERE APPLICABLE USING (2) 1"x2" WOODEN STAKES OR APPROVED EQUAL PER BAG.
3. WHEN USING 30" BIO-BAGS TO PROTECT A CATCH BASIN YOU HAVE 4 BAGS AND THEY SHALL BE OVERLAPPED BY 6".

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

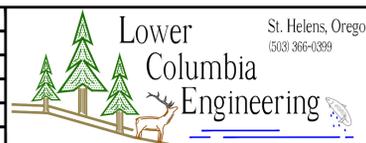
INLET PROTECTION
TYPE 4



DRAWING NO. 915

REVISED 10-31-19

REV.	REVISION RECORD	DATE



PROJ. NO.	3255	ESC DETAILS
DWG. BY	RM2	HOULTON MIXED-USE BUILDING
APPR. BY	KATHRYN KING & GAVIN CARPENTER	SHEET
FILE	D-3255-D-1	DATE 04/22/2022
		D-1

DATE: 08/29/2022
PRELIMINARY
NOT
FOR CONSTRUCTION



KJK Properties PC

Houlton Mixed-Use Building

*Site Development Review
Conditional Use Permit
Variance(s)*

Prepared by Lower Columbia Engineering
Submitted to The City of St. Helens
Planning Department
August 2022



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CHAPTER 17.32 – ZONES AND USES	8
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CHAPTER 17.92 – MIXED SOLID WASTE AND RECYCLABLES STORAGE IN NEW MULTI-UNIT RESIDENTIAL AND NONRESIDENTIAL BUILDINGS.....	45
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List of Exhibits

Exhibit A: Plan Set (provided under separate cover)

Sheet G-1	General Project Info, Vicinity Map & Index
Sheet G-2	General Notes
Sheet C-1	Existing Conditions Plan
Sheet C-2	Site Demolition Plan
Sheet C-3	Erosion and Sediment Control Plan
Sheet C-4	Site Development Plan
Sheet C-5	Dimensioned Site Plan
Sheet C-6	Utility Plan
Sheet C-7	Stormwater & Grading Plan
Sheet C-8	Parking & Landscaping Plan
Sheet C-9	Illumination Plan
Sheet A-1	First Floor Plan
Sheet A-2	Second Floor Plan
Sheet A-3	Exterior Elevations
Sheet A-4	Exterior Elevations
Sheet D-1	ESC Details

Exhibit B: Stormwater Report

Exhibit C: Geotechnical Report



1. Proposal Summary Information

Internal File No: 3255-02

Applicant: Kathryn King and Gavin Carpenter
KJK Properties P.C.
13343 SE Stark Street. STE 200
Portland, Oregon 97233
(503) 997-9035
kathryn@kjkproperties.com

Applicants Representative: Matt Alexander
Lower Columbia Engineering
58640 McNulty Way
St. Helens, OR 97051
(503) 366-0399
matt@lowercolumbiaengr.com

Request: Site Development Review
Conditional Use Permit
Variance to Yard Requirements

Location: N. 14th Street & Columbia Blvd.
St. Helens, Oregon 97051

Tax Lot ID: 4104-AC-04801 and 4104-AC-04802

Zoning Designation: Houlton Business District



2. Project Team

Owner

Kathryn King and Gavin Carpenter
KJK Properties P.C.
13343 SE Stark Street. STE 200
Portland, Oregon 97233
(503) 997-9035
kathryn@kjkproperties.com

Civil Engineer

Lower Columbia Engineering, LLC
Andrew Niemi, Owner
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St. Helens, OR 97051
(503) 366-0399
andrew@lowercolumbiaengr.com

Owner Representative

Lower Columbia Engineering, LLC
Matt Alexander, Project Manager
58640 McNulty Way
St. Helens, OR 97051
(503) 366-0399
matt@lowercolumbiaengr.com

General Contractor

Cornice Construction
Josh Komp
PO Box 672
Scappoose, OR 97056
(503) 396-5399
jkomp@corniceconstruction.net

3. Project Introduction

Project Description

Kathryn King and Gavin Carpenter of KJK Properties (“Applicant”) are seeking approval from the City of St. Helens to construct a two-story mixed-use building including parking and pedestrian infrastructure on two undeveloped lots within the Houlton Business District. The subject property consists of tax lots 4801 and 4802 of tax map 4104AC which have a combined area of 0.35 acres and are both zoned HBD. The proposed development is located adjacent to 150 North 15th Street (Columbia Veterinary Clinic) which is also owned by the Applicant.

The proposed mixed-use building includes two commercial spaces on the first floor totaling 3,200 sq. ft. and six residential apartment units – two on the first floor (Type B) and four on the second floor. Pedestrian access will be provided for the first-floor residential units from St. Helens Street while the commercial spaces and second floor units can be accessed from the parking lot, Columbia Boulevard and N. 14th Street.

Site improvements include a new off-street parking lot, pedestrian circulation and access paths, bicycle parking, landscaping, and a community garden. The proposed off-street parking facility will connect to Columbia Veterinary Clinic’s existing lot and will utilize the existing driveway off of N. 15th Street for shared vehicular access.

Figure 1. Houlton Mixed-Use Vicinity Map





Building Information

- Building Areas

- 1st Floor

- Commercial Unit A: 1,262 sf
 - Commercial Unit B: 9,912 sf
 - Apartment Unit 1: 1,273 sf
 - Apartment Unit 2: 1,034 sf

- 2nd Floor

- Apartment Unit 3: 1,249 sf
 - Apartment Unit 4: 1,125 sf
 - Apartment Unit 5: 1,544 sf
 - Apartment Unit 6: 1,197 sf

- Total Building Area: 10,596 sf

- Building Footprint: 5,760 sf

- Exterior Finishes, Basis of Design

- Roofs, Shed: Standing seam, charcoal or classic green color.
 - Roofs, Flat w/ Parapet: Single layer membrane, color TBD.
 - Siding-01: T&G cedar siding, natural color.
 - Siding-02: Standing seam or corrugated siding, graphite color.
 - Windows: Aluminum mullions, charcoal color.
 - Base: Concrete, natural color.

Requested Approvals

In order to receive the necessary land use permits to construct the new building and site improvements, the applicant is requesting the following approvals:

- **Site Development Review**

- **Conditional Use Permit (CUP)**

- **Variance(s):**

- Front and side yard setbacks for multi-dwelling units
 - Exterior Elevation Offset requirements for multi-dwelling units (SDR)

The above applications are being submitted with this package and the applicant understands that they will be reviewed by the City Planner with an additional review and hearing by the planning commission. This narrative contains written responses to all applicable standards, requirements, and approval criteria for each application. Applicable provisions were identified during the pre-application conference with City planning staff on March 28, 2022.



4. Conformance with the St. Helens Municipal Zoning Code

This section of the narrative demonstrates the project’s conformance with all applicable provisions of Title 17 of the Municipal Code of St. Helens, Oregon (“SHMC”). It is organized by the SHMC chapters within the Community Development Code. All text in *italics* are direct quotes from the code, which are followed by applicant responses in blue.

Chapter 17.32 – Zones and Uses

17.32.080 – Apartment Residential Zone - AR

(1) Purpose. The AR zone is intended to provide minimum development standards for residential purposes where complete community services are available and to provide for high density residential development.

(2) Uses Permitted Outright. In an AR zone, the following uses are permitted outright:

[...]

(d) Multidwelling units.

[...]

Response: The subject property is zoned Houlton Business District (HBD) and the applicant proposes the construction of a mixed-use building consisting of two commercial units and six multi-dwelling units. Per SHMC 17.32.180 (3)(h) and (m), multi-dwelling units and dwelling units on the same level as a non-residential use are both permitted as Conditional Uses. The multi-dwelling units are subject to the AR zone standards.

(3) Conditional Uses (See Chapter 17.100 SHMC). In an AR zone, the following conditional uses may be permitted upon application:

[...]

Response: Not applicable.

(4) Standards. In the AR zone, the following standards shall apply:

(a) For dwellings the minimum lot size shall be 4,000 square feet for single-dwelling, detached units and duplexes; 1,600 square feet minimum lot size for single-dwelling, attached units each (maximum of five units together); and 1,500 square feet minimum lot size for each multidwelling unit over the base of 4,000 square feet for the first two units (with no maximum).

Response: Six multi-dwelling units are proposed. With a base of 4,000 sq. ft. plus 1,500 sq. ft. per unit for four additional units, the minimum lot size required is 10,000 sq. ft. The combined area between tax lots 4801 and 4802 is 15,118 sf and the applicant has agreed to sign a covenant to combine these lots. Therefore, the minimum lot size is met.

(b) The minimum front yard shall be 20 feet.

Response: Please see the Dimensioned Site Plan (Sheet C-5, Exhibit A). The applicant is requesting a variance to reduce the front and side yards - abutting N. 14th Street and St. Helens Street - to 2 feet in

order to accommodate the proposed building and roof overhang. Please see narrative response to SHMC chapter 17.108 for variance request and explanation.

(c) For single-dwelling, detached units and duplexes the minimum lot width at the street and building line shall be 40 feet and no minimum for multidwelling unit lots; for flag lots and single attached dwelling units the minimum lot width at the street is 20 feet.

Response: No detached units or duplexes are proposed as part of this development and multi-dwelling units have no minimum. Therefore, this standard is met.

(d) The minimum lot depth shall be 85 feet, except single-dwelling units, attached shall be 80 feet.

Response: The lot depth is 97.80 feet; therefore, this standard is met.

(e) No side yard shall be less than five feet wide for single-dwelling, detached, duplexes and single-dwelling, attached structures and 10 feet for multidwelling structures. Corner lots shall have a minimum exterior side yard of 10 feet.

Response: Please see the Dimensioned Site Plan (Sheet C-5, Exhibit A). The applicant is requesting a variance to reduce the side yard to 2 feet in order to accommodate the proposed building and roof overhang. Please see narrative response to SHMC chapter 17.108 for variance request and explanation.

(f) The minimum rear yard depth shall be 10 feet.

Response: Please see the Dimensioned Site Plan (Sheet C-5, Exhibit A). The subject property has two front yards – abutting Columbia Boulevard and St. Helens Street – and does not contain a rear yard. The only area that could be considered a rear yard abuts the parking lot on the adjacent property (running east-west) and would fall under the Houlton Business District code. Therefore, this standard is not applicable.

(g) The minimum interior yard shall be six feet. Multidwelling units shall also comply with SHMC 17.96.180(11).

Response: Only one building is proposed; therefore, this criterion is not applicable.

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

Response: The applicant understands that the minimum front and side yard setbacks can be increased when there are in-sufficient right-of-way widths. It is to the best of the applicants understanding that all adjacent rights-of-way have sufficient widths.

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

Response: Please see Exterior Elevations (Sheets A-3 and A-4, Exhibit A). The proposed maximum building height is 32 feet. Therefore, this standard is met.

(j) Buildings and structures shall not occupy more than 50 percent of the lot.

Response: Please see Proposed Site Area Calculations on the Cover Sheet (Sheet G-1, Exhibit A). The proposed mixed-use building has a footprint of 5,760 sq. ft. and occupies 38.1% of the total lot area (15,118 sq. ft.). Therefore, this standard is met.

(k) No lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92 shall have more than one principal building constructed thereon, except for multidwelling structures and as otherwise allowed in this section.

Response: Only one building is proposed. Therefore, this standard is met.

(l) The minimum landscaping shall be 25 percent of the lot area except for multidwelling structures.

Response: The proposed use under this section of the code is multi-dwelling units. Please see narrative response to SHMC 17.32.180 for requirements pertaining to the commercial use portion of the proposed building.

(5) All chapters of the Development Code apply.

(a) See Chapter 17.64 SHMC for additional yard requirements and exceptions.

Response: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). The subject property has frontages along Columbia Boulevard and St. Helens Street which, according to the current City of St. Helens TSP, are both minor arterials. SHMC Chapter 17.64 states the minimum setback for minor arterials is 30 feet from the centerline. The proposed building is 51 feet from the Columbia Blvd. centerline and 50 feet from the St. Helens Street centerline.

(b) SHMC 17.96.180 includes many site development standards specific to multidwelling units.

(c) See SHMC 17.108.050(4) for yard reductions and structure/building coverage increases.

(d) Flag lots are possible in this zoning district.

Response: Please see narrative responses to SHMC Chapters 17.96 and 17.108.

17.32.180 – Houlton Business District - HBD

(1) Purpose. The HBD zone is intended to provide an innovative and flexible zoning category that may be used to implement the St. Helens comprehensive plan economic goals and policies and the strategic plan goals and policies for economic development. The strategy is to provide opportunities for traditional neighborhood design and mixed residential and commercial uses in the redeveloping Houlton area. The HBD zone is designed to preserve and revitalize older developed areas by eliminating certain nonconformities, providing for more mixed use development in individual buildings, and other more flexible development regulations which acknowledge the developed nature of the properties involved. The location for the establishment of the HBD zone shall be targeted for existing developed areas, such as the existing commercial uptown, which could benefit from revitalization in the form of specific long-range planning, mixed uses and innovative development options and community improvement programs. This is the commercial core of what was once a town known as Houlton that was separate from St. Helens.

Response: The applicant understands the purpose of this chapter and demonstrates conformance with its applicable provisions below.

(2) Uses Permitted Outright. In the HBD zone, the following uses are permitted outright, subject to the modifications to development standards and conditions as specified herein and all other applicable provisions of this code as noted under additional requirements:

[...]

(u) Business and personal services, such as barber shops, beauty shops, tailors, laundries, printing, and locksmiths.

[...]

Response: The applicant is proposing two commercial spaces on the first floor and - at this time - the specific uses are to be determined. The applicant is aware that, depending on the business type, an additional conditional use permit may be required. In addition, two multi-dwelling units are proposed on the first floor and a conditional use permit is therefore required. For more information regarding the conditional use criteria, see narrative responses to section (3) of this chapter and SHMC Chapter 17.100.

(3) Conditional Uses. In the HBD zone, the following conditional uses may be permitted upon application, subject to provisions of Chapter 17.100 SHMC and other relevant sections of this code:

[...]

(h) Dwellings on same level as nonresidential use.

[...]

(m) Multidwelling units.

[...]

Response: The applicant understands that a conditional use permit is required as part of this development for the six multi-dwelling units proposed. For more information regarding the conditional use criteria, see narrative response to SHMC Chapter 17.100. For more information regarding the AR standards, see narrative responses to SHMC section 17.32.080.

(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: Please see Exterior Elevations (Sheets A-3 and A-4, Exhibit A). The proposed maximum building height is 32 feet. Therefore, this standard is met.

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

Response: Please see Proposed Site Area Calculations on the Cover Sheet (Sheet G-1, Exhibit A). As proposed, impervious area accounts for 80.1% of the total site area. Therefore, this standard is met.

(c) There is no minimum lot size requirement.

Response: With no minimum lot size requirement, this standard is met.

(d) No minimum setback requirements applicable to all uses except for as required in Chapter 17.64 SHMC.

Response: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). SHMC Chapter 17.64 states the minimum setback for minor arterials is 30 feet from the centerline. The subject property has frontages along Columbia Boulevard and St. Helens Street which, according to the current City of St. Helens TSP, are both minor arterials. The proposed building is 51 feet from the Columbia Blvd. centerline and 50 feet from the St. Helens Street centerline. Therefore, both standards are met for the commercial aspect of the proposed building. For minimum setback requirements and associated variance request pertaining to the multi-dwelling aspect of the proposed building, please see narrative responses to SHMC section 17.32.080 and Chapter 17.108.

(e) 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: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). Two front yards exist on the subject property: one on St. Helens Street and the other on Columbia Boulevard. The south-facing commercial spaces along Columbia Boulevard are determined by this standard and therefore have a maximum setback of zero feet. The building is setback 9.7 feet from the property line along Columbia Boulevard; therefore, this standard is met for the commercial use. For minimum setback requirements and associated variance request pertaining to the multi-dwelling aspect of the proposed building, please see narrative responses to SHMC section 17.32.080 and Chapter 17.108.

(f) New buildings containing any nonresidential use abutting residential districts require one foot of setback for each foot of building wall height on the side abutting the residential zone, with a minimum setback of 10 feet. For yards abutting other nonresidential districts, no setback is required, subject to building code requirements.

Response: The subject property is not adjacent to a residential district. Therefore, this standard is not applicable.

Note: Where the HBD zone abuts a residential zone and the uses are more than 30 feet above the proposed commercial use, then the height of the topography counts as part of the setback; e.g., a 35-foot bluff behind a commercial building is the same as a 35-foot setback on that side.

(g) The minimum lot width at the street and building line shall be 20 feet.

Response: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). Given the covenant to combine tax lots 4801 and 4802, the shortest street-side lot width on the subject property is 76 feet. Therefore, this standard is met.

(h) The minimum lot depth shall be 50 feet.

Response: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). Given the covenant to combine tax lots 4801 and 480, the shortest lot depth on the subject property is 97 feet. Therefore, this standard is met.

(i) Minimum open space shall be 10 percent.

Response: Please see Proposed Site Area Calculations on Cover Sheet (Sheet G-1, Exhibit A). Given the covenant to combine tax lots 4801 and 4802, the proposed development will have open space representing 19.9% of the total site area. Therefore, this standard is met.

(j) No maximum building size.

Response: With no maximum building size requirements, this standard is met.

(k) No additional or new on-site parking is required for sites with lawfully existing building footprint coverage in excess of 50 percent of the lot area (change of use or remodeling without a change to the existing footprint of lawfully existing building(s) are also exempt).

Response: Please see Existing Conditions Plan (Sheet C-1, Exhibit A). Both tax lots 4801 and 4802 are vacant with no existing buildings or parking infrastructure. Therefore, this standard is not applicable and on-site parking will be required.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for proposed parking layout and existing/proposed on-street parking locations. There are (14) existing and (3) proposed on-street parking stalls for a total of (17). Please see narrative response to SHMC Chapter 17.80 for additional information regarding parking requirements.

(m) Notwithstanding the standards of subsections (4)(a) through (l) of this section, these residential uses are subject to the following:

(i) Single-dwelling units, attached or detached, and duplexes shall comply with the R-5 standards; and

Response: No single-dwelling units, attached or detached, or duplexes are proposed as part of this development. Therefore, this standard is not applicable.

(ii) Multidwelling units shall comply with AR standards.

Response: Six multi-dwelling units are proposed as part of this development. Please see narrative response to SHMC section 17.32.080.

(5) Special Conditions Permitted and Conditional Uses.

(a) Residential density above permitted uses shall be based on the standard of one dwelling unit for each full 500 interior square feet of nonresidential use provided. Outdoor dining areas and similar permitted outdoor uses may only be included in the calculation when such areas are not located within a right-of-way.

Response: No outdoor dining areas or similar permitted outdoor uses are proposed as part of this development. The proposed building includes 3,176 square feet of nonresidential (commercial) use. Therefore, a total of six dwelling units are permitted and this standard is met.

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

Response: No outdoor storage of goods or materials is proposed with this development. Therefore, this standard is met.

(c) Outdoor display of goods and materials for retail establishments is permitted on private property in front of the retail establishment, provided such displays do not block safe ingress and egress from all entrances, including fire doors. In addition, outdoor display goods and materials shall be properly and safely stored inside during nonbusiness hours. No outdoor display may block safe pedestrian or vehicular traffic. Outdoor displays shall not encroach in public rights-of-way, including streets, alleys or sidewalks, without express written permission of the city council.

Response: The applicant understands the purpose of this sub-section and will conform to the standards outlined within it.

(d) Kiosks may be allowed on public property, subject to the approval of a concession agreement with the city.

Response: No Kiosks are proposed with this development. Therefore, this standard is not applicable.

(6) Additional Requirements.

(a) Residential Density Transition. The residential density calculation and transition provisions of Chapter 17.56 SHMC shall not apply to the HBD zone for residential uses above permitted uses. Densities are determined for residential uses by the formula in subsection (5)(a) of this section.

Response: This standard is not applicable.

(b) The visual clearance area requirements of Chapter 17.76 SHMC do not apply to the Houlton business district.

Response: The applicant understands that the visual clearance area requirements do not apply to the proposed development as it is in the Houlton Business District.

(c) Overlay district Chapter 17.148 SHMC, Planned Development, shall not apply to the HBD zone.

Response: A Planned Development overlay is not requested as part of this development.

(d) All chapters of the Development Code apply except as modified herein.

Response: The applicant understands that all chapters of the development code apply except as modified herein.

Chapter 17.72 – Landscaping and Screening

[...]

17.72.020 – General Provisions

(1) Unless otherwise provided by the lease agreement, the owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

Response: The applicant understands these requirements.

(2) All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:

- (a) It will not interfere with the maintenance or repair of any public utility;*
- (b) It will not restrict pedestrian or vehicular access; and*
- (c) It will not constitute a traffic hazard because of reduced visibility.*

Response: The applicant understands these requirements.

(3) The installation of all landscaping shall be as follows:

- (a) All landscaping shall be installed according to accepted planting procedures;*
- (b) The plant materials shall be of high grade; and*
- (c) Landscaping shall be installed in accordance with the provisions of this code.*

Response: The applicant understands these requirements.



(4) Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the director such as the posting of a bond.

Response: The applicant understands that all landscaping requirements shall be met prior to certificates of occupancy being issued.

(5) Existing plant materials on a site shall be protected as much as possible:

(a) The developer shall provide methods for the protection of existing plant material to remain during the construction process; and

(b) The plants to be saved shall be noted on the landscape plans (e.g., areas not to be disturbed can be fenced, as in snow fencing which can be placed around individual trees).

Response: Please see Existing Conditions Plan (Sheet C-1, Exhibit A). The subject property is largely vacant and the only “plant” proposed to be removed as part of this development is the existing grass covering the site. Two existing trees in precast concrete cylinders within the Columbia Boulevard right-of-way are also proposed to be removed or relocated. These were assumed to be temporary decorative trees and not classified as street trees. If the City of St. Helens does not want to salvage these trees, the contractor will dispose of them. Therefore, this standard is met.

(6) Appropriate methods for the care and maintenance of street trees and landscaping materials shall be provided by the owner of the property abutting the rights-of-way unless otherwise required for emergency conditions and the safety of the general public.

Response: The applicant understands that all street trees must have appropriate methods of care and maintenance. All street trees shall be pruned and trimmed in order to not interfere with public utilities, restrict pedestrian or vehicular access or become a traffic hazard due to reduced visibility.

(7) The review procedures and standards for required landscaping and screening shall be specified in the conditions of approval during development review and in no instance shall be less than that required for conventional development.

Response: The applicant will comply with this standard.

(8) No trees, shrubs, or plantings more than 18 inches in height shall be planted in the public right-of-way abutting roadways having no established curb and gutter.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All plantings proposed along Columbia Boulevard, St. Helens Street, and North 14th Street already have or will have curbs and gutters.

17.72.030 – Street trees

(1) All development projects fronting on a public or private street, or a private driveway more than 100 feet in length approved after the adoption of the ordinance codified in this code shall be required to plant street trees in accordance with the standards in SHMC 17.72.035.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development has frontage lengths longer than 100 feet in length. Street trees are currently planned along Columbia Boulevard and St. Helens Street. As described in the pre-application conference memo, shallow root shrubs are proposed in lieu of street trees along North 14th street due to the close proximity to a public water main.

(2) Certain trees can severely damage utilities, streets, and sidewalks or can cause personal injury. Approval of any planting list shall be subject to review by the director. A list of suggested appropriate tree species is located at the end of this chapter. Additional or alternative tree species also may be recommended by the applicant or determined by the director based on information provided in adopted city plans, policies, ordinances, studies or resolutions. Proposals by the applicant shall require approval by the director.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The applicant understands that street trees and shrubs shall be subject to review by the director. Per the pre-app conference memo, a small variety has been selected from the proposed along St. Helens Street and Columbia Boulevard to avoid existing utility lines and shrubs have been proposed along North 14th Street due to the close proximity to a public water main.

17.72.035 – Location of street trees

(1) Landscaping in the front and exterior side yards shall include trees with a minimum caliper of two inches at four feet in height as specified in the requirements stated in subsection (2) of this section.

Response: All proposed street trees have a minimum caliper of two inches at four feet in height. Therefore, this standard is met.

(2) The specific spacing of street trees by size of tree shall be as follows:

(a) Small or narrow stature trees (under 25 feet tall and less than 16 feet wide branching) shall be spaced no greater than 20 feet apart;

(b) Medium sized trees (25 to 40 feet tall, 16 to 35 feet wide branching) shall be spaced no greater than 30 feet apart;

(c) Large trees (over 40 feet tall and more than 35 feet wide branching) shall be spaced no greater than 40 feet apart;

(d) Except for signalized intersections as provided in SHMC 17.72.060(3), trees shall not be planted closer than 20 feet from a street intersection, nor closer than two feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles in order to maintain visual clearance;

(e) No new utility pole location shall be established closer than five feet to any existing street tree;

(f) Tree pits shall be located so as not to include services (water and gas meters, etc.) in the tree well;

(g) On-premises services (water and gas meters, etc.) shall not be installed within existing tree well areas;

(h) Street trees shall not be planted closer than 20 feet to light standards;

(i) New light standards shall not be positioned closer than 20 feet to existing street trees except when public safety dictates, then they may be positioned no closer than 10 feet;

(j) Trees shall be planted at least two feet from the face of the curb;

(k) Where there are overhead power lines, the street tree species selected shall be of a type which, at full maturity, will not interfere with the lines; and

(l) Trees shall not be planted within two feet of any permanent hard surface paving or walkway:

(i) Space between the tree and the hard surface may be covered by a nonpermanent hard surface such as grates, bricks on sand, paver blocks, and cobblestones; and

(ii) Sidewalk cuts in concrete for tree planting shall be at least four feet by four feet to allow for air and water into the root area.

Response: Please see Existing Conditions Plan and Parking & Landscape Plan (Sheets C-1 and C-8, Exhibit A) for existing landscaping and proposed street tree locations and spacing. Proposed street trees are in the “small” category (Rocky Mountain Glow Maple) to avoid interference with existing utility lines and are therefore spaced at 20 feet. No new utility poles have been proposed. Proposed street trees have not been placed within 20 feet of any street intersection, within 5 feet of any utility pole, near or above on-premises services (utility laterals, water and gas meters, etc.), within 20 feet of existing street lights, within 20 feet of proposed street lights, within 2 feet of existing or proposed curbs, or within 2 feet of any permanent hard surface or walkway. Therefore, these standards are met.

(3) Trees, as they grow, shall be pruned to provide at least eight feet of clearance above sidewalks and 13 feet above local street, 15 feet above collector street, and 18 feet above arterial street roadway surfaces.

Response: The applicant understands and will comply with this standard.

17.72.040 – Cut and fill around existing trees

(1) Existing trees may be used as street trees if no cutting or filling takes place within the dripline of the tree unless an exception is approved by the director.

Response: The subject property does not contain any existing trees. Therefore, this standard is not applicable.

(2) An exception will be approved if:

- (a) The ground within the dripline is altered merely for drainage purposes; and*
- (b) It can be shown that the cut or fill will not damage the roots and will not cause the tree to die.*

Response: The subject property does not contain any existing trees. Therefore, this standard is not applicable.

17.72.050 – Replacement of street trees

(1) Existing street trees removed by development projects or other construction shall be replaced by the developer with those types of trees approved by the director.

(2) The replacement trees shall be of a size and species similar to the trees that are being removed unless lesser sized alternatives are approved by the director.

Response: Please see Existing Conditions Plan and Parking & Landscape Plan (Sheets C-1 and C-8, Exhibit A). No existing in-ground street trees are proposed to be removed. However, two existing trees in precast containers adjacent to Columbia Boulevard are proposed to be removed. The applicant assumes these trees are decorative and temporary in nature and therefore not considered street trees. If the City of St. Helens does not want these trees salvaged, they will be disposed of by the contractor.

17.72.060 – Exemptions

(1) Modifications to the street tree requirements or exemptions to the requirements may be granted by the director on a case-by-case basis.



Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Per the pre-app conference memo, due to the close proximity of an existing water main, shrubs have been proposed in lieu of street trees along North 14th Street.

(2) Exemptions shall be granted if it can be documented that one or more of the following applies to the site:

- (a) The location of a proposed tree would cause potential problems with existing utility lines;*
- (b) The tree would cause visual clearance problems;*
- (c) There is not adequate space in which to plant street trees within the public right-of-way; or*
- (d) The ground conditions within the public right-of-way are unable to support street trees.*

Response: Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Per the pre-app conference memo, due to the close proximity of an existing water main, shrubs have been proposed in lieu of street trees along North 14th Street to satisfy the requirements of section 17.72.020.

(3) The director may allow trees closer to specified intersections which are signalized, provided the provisions of Chapter 17.76 SHMC, Visual Clearance Areas, are satisfied.

Response: Street trees are not proposed within 20-feet of an intersection. Therefore, this standard is not applicable.

(4) If one or more conditions described in subsection (2) of this section are shown to exist on the site, the director may require the following to fulfill the street tree requirements of this chapter:

- (a) A landscaping easement outside the public right-of-way for the purposes of accommodating street trees. The location of the landscaping easement shall be located on site. A public utility easement may be used for this purpose.*
- (b) An applicant may, with the consent of the director, elect to compensate the city for costs commensurate with the number of street trees that would have otherwise been required for the site. The fee, established by resolution of the city council, will be generally based on the city's street tree list in this chapter and market value of the tree(s).*

Response: The applicant understands and will comply with this standard.

17.72.070 – Buffering and screening – General provisions

(1) It is the intent that these requirements shall provide for privacy and protection and reduce or eliminate the adverse impacts of visual or noise pollution at a development site, without unduly interfering with the view from neighboring properties or jeopardizing the safety of pedestrians and vehicles.

(2) Buffering and screening are required to reduce the impacts on adjacent uses which are of a different type in accordance with the matrix in this chapter. The owner of each proposed development is responsible for the installation and effective maintenance of buffering and screening.

(3) In lieu of these standards, a detailed buffer area landscaping and screening plan may be submitted for the director's approval as an alternative to the buffer area landscaping and screening standards, provided it affords the same degree of buffering and screening as required by this code.

Response: The applicant understands the purpose of these provisions and demonstrates conformance with its applicable provisions below.

17.72.080 – Buffering and screening requirements

(1) A buffer consists of an area within a required yard adjacent to a shared property line and having a depth equal to the amount specified in the buffering and screening matrix and containing a length equal to the length of the property line of the abutting use or uses.

(2) A buffer area may only be occupied by utilities, screening, sidewalks and bikeways, and landscaping. No buildings, accessways, or parking areas shall be allowed in a buffer area except where an accessway has been previously approved by the city.

(3) A fence, hedge, or wall, or any combination of such elements which is located in any yard is subject to the conditions and requirements of this section.

Response: The applicant understands these definitions and standards.

(4) The minimum improvements within a buffer area shall consist of the following:

(a) At least one row of trees shall be planted. They shall be not less than 10 feet high for deciduous trees and five feet high for evergreen trees at the time of planting. Spacing for trees shall be as follows:

(i) Small or narrow stature trees, under 25 feet tall or less than 16 feet wide at maturity, shall be spaced no further than 15 feet apart; and

(ii) Medium sized trees, between 25 to 40 feet tall and with 16 to 35 feet wide branching at maturity, shall be spaced no greater than 30 feet apart; and

(iii) Large trees, over 40 feet tall and with more than 35 feet wide branching at maturity, shall be spaced no greater than 30 feet apart.

(b) In addition, at least 10 five-gallon shrubs or 20 one-gallon shrubs shall be planted for each 1,000 square feet of required buffer area; and

(c) The remaining area shall be planted in lawn, ground cover, or spread with bark mulch.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will require a single buffer area between the multi-dwelling units (residential use) and the existing veterinary clinic (commercial use) along the shared western property line. Per the Buffer Matrix in SHMC section 17.72.130, this area must be 10-feet deep and requires screening. The total buffer area required is 430 sq. ft. However, the proposed building is setback 2 feet from the western property line and a row of small or narrow trees is not feasible. The applicant proposes to use the existing chain link fence along the western property line - with the addition of privacy slats - to meet the screening requirements. However, if the Planning Commission determines this is insufficient, the applicant is willing to plant the required buffering trees and 10 five-gallon shrubs on the adjacent property (owned by the applicant) and will sign a covenant or create a landscape easement as required. The proposed buffer area contains lawn which, if removed, will be replaced with bark mulch.

For minimum setback requirements and associated variance request pertaining to the multi-dwelling aspect of the proposed building, please see narrative responses to SHMC section 17.32.080 and Chapter 17.108.

(5) Where screening is required, the following standards shall apply in addition to those required for buffering:

(a) A hedge of narrow or broadleaf evergreen shrubs shall be planted which will form a four-foot continuous screen within two years of planting; or

(b) An earthen berm planted with evergreen plant materials shall be provided which will form a continuous screen six feet in height within two years. The unplanted portion of the berm shall be planted in lawn, ground cover or bark mulch; or

(c) A five-foot or taller fence or wall shall be constructed to provide a continuous sight-obscuring screen.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The applicant proposes to utilize an existing chain-link fence along the western property line – with the addition of privacy slats – to meet the screening requirements. The existing fence is 6 feet in height. Therefore, this standard is met.

(6) Buffering and screening provisions shall be superseded by the vision clearance requirements as set forth in Chapter 17.76 SHMC.

Response: Per SHMC section 17.32.180(6)(b), the visual clearance area requirements do not apply to the Houlton Business District. Regardless, the required buffering and screening areas will not obstruct or impinge on any existing vision clearance areas. Therefore, this standard is met.

(7) When the use to be screened is downhill from the adjoining zone or use, the prescribed heights of required fences, walls, or landscape screening shall be measured from the actual grade of the adjoining property. In this case, fences and walls may exceed the permitted six-foot height at the discretion of the director as a condition of approval. When the grades are so steep so as to make the installation of walls, fences or landscaping to the required height impractical, a detailed landscape/screening plan shall be submitted for approval.

Response: Please see Stormwater & Grading Plan and Parking & Landscape Plan (Sheets C-7 and C-8, Exhibit A). Tax lots 4800 and 4801 are at approximately the same grade and screening elements should not require additional height to meet the requirements. However, the applicant understands that the prescribed height shall be measured from the actual grade of the adjoining property and will comply with this standard if necessary.

(8) Fences and Walls.

(a) Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the director;

(b) Such fence or wall construction shall be in compliance with other city regulations; and

(c) Chain link fences with slats shall qualify for screening. However, chain link fences without slats shall require the planting of a continuous evergreen hedge to be considered screening.

Response: In order to meet the screening requirements, privacy slats will be added to an existing chain-link fence between tax lots 4800 and 4801. Therefore, this standard is met. No other fences or walls are proposed.

(9) Hedges.

(a) An evergreen hedge or other dense evergreen landscaping may satisfy a requirement for a sight-obscuring fence where required subject to the height requirement in SHMC 17.72.090(2)(a) and (b);

(b) Such hedge or other dense landscaping shall be properly maintained and shall be replaced with another hedge, other dense evergreen landscaping, or a fence or wall when it ceases to serve the purpose of obscuring view; and

(c) No hedge shall be grown or maintained at a height greater than that permitted by these regulations for a fence or wall in a vision clearance area as set forth in Chapter 17.76 SHMC.



Response: An evergreen hedge is not proposed. Therefore, this standard is not applicable.

17.72.090 – Setbacks for fences or walls

(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.

Response: The applicant will comply with this standard.

(2) Fences or walls:

(a) May not exceed four feet in height in a required front yard along local or collector streets or six feet in all other yards and, in all other cases, shall meet vision clearance area requirements (Chapter 17.76 SHMC);

(b) Are permitted up to six feet in height in front yards adjacent to any designated arterial or street. For any fence over three feet in height in the required front yard area, permission shall be subject to review of the location of the fence or wall;

(c) All fences or walls shall meet vision clearance area requirements (Chapter 17.76 SHMC);

(d) All fences or walls greater than six feet in height shall be subject to building official approval.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). A single existing 6-foot-high chain-link fence with added privacy slats is proposed between tax lots 4800 and 4801, and no fences or walls are proposed in any front yard. Per SHMC section 17.32.180(6)(b), the visual clearance area requirements do not apply to the Houlton Business District. Therefore, these standards are met.

17.72.100 – Height restrictions

(1) The prescribed heights of required fences, walls, or landscaping shall be measured from the actual adjoining level of finished grade, except that where parking, loading, storage, or similar areas are located above finished grade, the height of fences, walls, or landscaping required to screen such areas or space shall be measured from the level of such improvements.

Response: The applicant understands this standard.

(2) An earthen berm and fence or wall combination shall not exceed the six-foot height limitation for screening.

Response: The proposed screening fence between tax lots 4800 and 4801 will not require an earthen berm and will not exceed the six-foot height limitation. Therefore, this standard is met.

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.

Response: No single or duplex attached or detached dwellings are proposed. Therefore, this standard is not applicable.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Screening in the form of landscaped planters is proposed around the parking area. The proposed Oregon Grape (Mahonia Aquifolium) combined with the adjacent street trees (existing and proposed) will achieve the balance described above. Therefore, 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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The existing refuse enclosure is screened with a 6-foot-tall chain-link fence with privacy slats. All HVAC equipment will be located on the flat roof above the commercial area and shall be screened with a parapet of adequate height. No gas service is proposed for this development. The applicant understands that any future service facilities shall be screened from public view per these requirements. Therefore, this standard is met.

(3) Screening of Swimming Pools. All swimming pools shall be enclosed as required by the applicable building code as administered by the building official.

Response: No swimming pools are proposed. Therefore, this standard is not applicable.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The existing refuse enclosure is screened with a 6-foot-tall chain-link fence with privacy slats. Therefore, 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: No outdoor storage areas are proposed. Therefore, this standard is not applicable.

(6) *The approval authority may, at their discretion, make variations from this rule when topography makes the screening rules unreasonable.*

Response: The applicant understands this standard.

17.72.120 – Revegetation

(1) *Where natural vegetation has been removed through grading in areas not affected by the landscaping requirements and that are not to be occupied by structures, such areas are to be replanted as set forth in this section to prevent erosion after construction activities are completed.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All areas unoccupied by structures shall be replanted with landscaping.

(2) *Methods of Revegetation. Acceptable methods of revegetation include hydromulching or the planting of rye grass, barley, or other seed with equivalent germination rates, and:*

- (a) *Where lawn or turf grass is to be established, lawn grass seed or other appropriate landscape cover is to be sown at not less than four pounds to each 1,000 square feet of land area;*
- (b) *Other revegetation methods offering equivalent protection may be approved by the approval authority;*
- (c) *Plant materials are to be watered at intervals sufficient to ensure survival and growth; and*
- (d) *The use of native plant materials is encouraged to reduce irrigation and maintenance demands. (Ord. 2875 § 1.108.120, 2003)*

Response: The applicant understands and will comply with these revegetation methods.

17.72.130 – Buffer matrix

(1) *The buffer matrix (Figure 13) shall be used in calculating widths of buffering and screening to be installed between proposed uses and abutting zoning districts or specified types of streets.*

(2) *An application for a variance to the standards required in Figure 13 shall be processed in accordance with Chapter 17.108 SHMC.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). A 10-foot-wide buffer area with screening is required between tax lots 4800 and 4801. Please see narrative response to 17.72.080(4) for additional information regarding buffering requirements.

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.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). A total of 11 off-street parking spaces are proposed. Therefore, this standard is not applicable.

(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.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). No landscape islands are proposed. All planters adjacent to proposed parking exceed the minimum area of 48 sq. ft. and meet or exceed the minimum dimension of 6 feet. Therefore, this standard is met.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All proposed parking lot landscape areas not planted with trees shall be covered with a combination of Kinnikinnick and Oregon Grape. Therefore, this standard is met.

(4) The landscaping shall be protected from vehicular damage by some form of wheel guard or curb permanently fixed to the ground. (Ord. 3181 § 4 (Att. C), 2015)

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Precast wheel stops are proposed for all parking stalls. Therefore, 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*
- (e) Special provisions for side-by-side parking for single-family dwellings (attached and detached) and duplexes:*
 - (i) The total unobstructed area for side-by-side parking spaces for single-family dwellings (attached and detached) and duplexes shall still be 18 feet by 18 feet (two nine-foot by 18-foot standard spaces together), but the improved portion may be 16 feet in width centered within the 18 feet for the purposes of the surface (paving) requirements of this chapter and, if the spaces are adjacent or close to the street, driveway approach width.*
 - (ii) This does not apply to single parking spaces by themselves or rows of parking spaces that exceed two spaces. This only applies to two standard space parking areas where the spaces are adjacent to each other along the long side.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All proposed off-street parking spaces were designed to meet the dimensional standards listed above.

(2) Building Permit Conditions. The provision and maintenance of off-street parking and loading spaces are the continuing obligations of the property owner:

- (a) No building or other permit shall be issued until plans are presented to the director to show that property is and will remain available for exclusive use as off-street parking and loading space; and*

(b) The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this code.

Response: The applicant understands these standards.

(3) Parking Requirements for Unlisted Uses.

(a) Upon application and payment of fees, the director, as provided by SHMC 17.24.090(1), may rule that a use, not specifically listed, is a use similar to a listed use and that the same parking standards shall apply. No notice need be given. The decision may be appealed as provided by SHMC 17.24.310(1). The ruling on parking area requirements shall be based on findings that the following criteria are satisfied:

- (i) The use is similar to and of the same general type as a listed use;
- (ii) The use has similar intensity, density, and off-site impact as the listed use; and
- (iii) The use has similar impacts on the community facilities as the listed use;

(b) This section does not authorize the inclusion of a use in a zoning district where it is not listed, or a use which is specifically listed in another zone or which is of the same general type and is similar to a use specifically listed in another zoning district; and

(c) The director shall maintain a list of approved unlisted use parking requirements which shall have the same effect as an amendment to this chapter.

Response: This development has been designed for specific use(s). Therefore, these standards are not applicable.

(4) Existing and New Uses. At the time of erection of a new structure or at the time of enlargement or change in use of an existing structure within any district, off-street parking spaces shall be as provided in accordance with SHMC 17.80.030, and:

(a) In case of enlargement of a building or use of land existing on the date of adoption of the ordinance codified in this code, the number of additional parking and loading spaces required shall be based only on floor area or capacity of such enlargement; and

(b) If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if the elimination would result in less space than is specified in the standards of this section when applied to the entire use.

Response: The applicant understands these standards.

(5) Change in Use.

(a) When an existing structure is changed in use from one use to another use as listed in SHMC 17.80.030, and the parking requirements for each use are the same, no additional parking shall be required; and

(b) Where a change in use results in an intensification of use in terms of the number of parking spaces required, additional parking spaces shall be provided in an amount equal to the difference between the number of spaces required for the existing use and the number of spaces required for the more intensive use.

Response: The proposed development does not involve a change in use, but rather a new use on vacant property. Therefore, these standards are not applicable.

(6) Shared Parking in Commercial Districts.

(a) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not overlap;

(b) Satisfactory legal evidence shall be presented to the director in the form of deeds, leases, or contracts to establish the joint use; and

(c) If a joint use arrangement is subsequently terminated, or if the uses change, the requirements of this code thereafter apply to each separately.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The applicant proposes shared use of an existing driveway off North 15th Street and an existing access easement but does not propose shared use of the separate parking areas. Therefore, this standard is not applicable.

(7) Visitor Parking in Multidwelling Unit Residential Districts.

(a) Multidwelling units with more than 10 required parking spaces shall provide parking for the use of guests of residents (visitors) of the complex; and

(b) Visitor parking shall consist of 15 percent of the total required parking spaces and shall be centrally located within or evenly distributed throughout the development. Required bicycle parking facilities shall also be centrally located within or evenly distributed throughout the development.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for visitor and bicycle parking locations. The proposed building contains six multi-dwelling units which – per SHMC section 17.80.030(1)(g) - require 12 parking spaces. The applicant is proposing two evenly distributed visitor parking spaces which represent 16.6% of the 12 required and 18% of the proposed on-site spaces. Proposed bicycle parking is centrally located. Therefore, these standards have been met.

For information regarding required bicycle parking, see narrative response to SHMC 17.80.020(15).

(8) Location of Required Parking.

(a) Off-street parking spaces for single-dwelling unit – detached, duplex dwellings and single-dwelling – attached dwellings shall be located on the same lot with the dwelling; and

(b) Off-street parking lots for uses not listed above shall be located not further than 200 feet from the building or use they are required to serve, measured in a straight line from the building with the following exceptions:

(i) Shared parking areas, as provided by subsection (6) of this section, for commercial uses which require more than 40 parking spaces may provide for the spaces in excess of the required 40 spaces up to a distance of 300 feet from the commercial building or use; and

(ii) Industrial and manufacturing uses which require in excess of 40 spaces may locate the required spaces in excess of the 40 spaces up to a distance of 300 feet from the building.

(9) Mixed Uses. Where several uses occupy a single structure or parcel of land or a combination of uses are included in one business, the total off-street parking spaces and loading area is the sum of the requirements of the several uses, computed separately unless the peak hours of use do not overlap.

Response: When determining the total parking required for the proposed development, parking requirements for each use were summated. For more information, please see narrative responses to SHMC section 17.80.030.

(10) Choice of Parking Requirements. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made, the use which requires the greater number of parking spaces shall govern.

Response: This standard is not applicable.

(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: The applicant understands these requirements.

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

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) and narrative response to SHMC Chapter 17.72.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Per OSSC Table 1106.1 parking lots with one to 25 spaces shall require one accessible parking space. One accessible parking space and associated access aisle have been provided and meet the dimensional requirements of ODOT's Standards for Accessible Parking Spaces. Therefore, this standard has been met.

(14) *Designated Parking for Compact Vehicles. All parking spaces designated for compact vehicles shall be signed or labeled by painting on the parking space.*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for compact parking locations (marked with a "C"). Three compact parking spaces are proposed and will be labeled with paint. The parking stall marked "CV" is a compact-sized visitor parking space. Therefore, this standard is met.

(15) *Bicycle Parking.*

- (a) *One lockable bicycle parking space shall be provided within a rack for the following:*
 - (i) *Four or more dwelling units in one building: one space per dwelling unit;*
 - (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*
- (c) *Residential complexes with less than four dwelling units do not need bicycle racks.*

Response: Please see First Floor Plan and Parking & Landscape Plan (Sheets A-1 and C-8, Exhibit A) for location of bicycle parking. With six dwelling units proposed (6 bicycle spaces) and eight commercial parking stalls required (1 bicycle space), seven total bicycle spaces are required. Eight bicycle spaces are proposed within 50-feet of multiple primary entrances and a shared bicycle room is proposed on the first floor of the building. Therefore, these standards have been 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: Please see Illumination Plan (Sheet C-9, Exhibit A). All on-site parking illumination has been designed to direct light away from public rights-of-way. Therefore, this standard is met.

(17) Final Building Inspection. Required parking spaces shall be completely improved to city standards and available for use at the time of the final building inspection.

Response: The applicant understands this requirement.

(18) Plan, Building Permit Prerequisite. A plan drawn to scale, indicating how the off-street parking and loading requirement is to be fulfilled, shall accompany the request for a building permit or site development review permit in accordance with SHMC 17.96.180(11).

Response: Please see Cover Sheet and Parking & Landscape Plan (Sheets G-1 and C-8, Exhibit A) for parking requirements and site plan.

(19) Measurement for Required Parking. Unless otherwise specified, where square feet are specified, the area measured shall be gross floor area under the roof measured from the faces of the structure, excluding only space devoted to covered off-street parking or loading.

Response: Please see Cover Sheet and Parking & Landscape Plan (Sheets G-1 and C-8, Exhibit A) and narrative responses to SHMC section 17.80.030 for parking requirements, areas, and proposed parking layout. All calculations for gross floor area were measured from the faces of the structure. Therefore, this standard is met.

(20) Employees. Where employees are specified, the employees counted are the persons who work on the premises including proprietors, executives, professional people, production, sales, and distribution employees during the largest shift at peak season.

Response: Employees are not required for this development's parking calculations. Please see narrative responses to SHMC section 17.80.030 for required parking calculations. Therefore, this standard is not applicable.

(21) Fractions. Fractional space requirements shall be counted as a whole space.

Response: The applicant understands that fractional space requirements shall be counted as whole spaces and has followed this standard in the Parking Requirements table on the Cover Sheet (Sheet G-1, Exhibit A). Therefore, 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 SHMC section 17.32.180(4)(l), in the Houlton Business District "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." The development includes 14 existing and 3 proposed on-street parking stalls for a total of 17. These have been counted towards the on-site parking and calculations can be found in the Parking Requirements table on the Cover Sheet (Sheet G-1, Exhibit A). Therefore, this standard is not applicable.

(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: Less than 20 long-term parking spaces are proposed. Therefore, this standard is not applicable.

17.80.030 – Minimum off-street parking requirements

Note: some use classifications listed below indicate additional bicycle parking requirements beyond the requirements of SHMC 17.80.020(15).

(1) Residential.

[...]

(g) Multiple dwelling (also see SHMC 17.80.020(7)):

(i) Studio – One space for each unit.

(ii) One bedroom – One and one-half spaces for each unit.

(iii) More than one bedroom per unit – Two spaces for each.

[...]

Response: Please see the Cover Sheet, Floor Plans, and Parking & Landscape Plan (Sheets G-1, A-1, A-2, and C-8, Exhibit A) for parking requirement calculations, floor plans, and parking layout respectively. Six multi-bedroom dwelling units are proposed. Therefore, 12 parking spaces are required for the residential portion of this development. Please see below for the requirements of the commercial space and the total requirements with the one-for-one parking credit.

[...]

(3) Commercial.

[...]

(u) General retail sales – one space for each 400 square feet of gross floor area, but not less than four spaces for each establishment.

[...]

Response: Please see the Cover Sheet, Floor Plans, and Parking & Landscape Plan (Sheets G-1, A-1, A-2, and C-8, Exhibit A) for parking requirement calculations, floor plans, and parking layout respectively. The commercial spaces on the first level have a gross floor area of 3,174 sq. ft. Therefore, 8 parking spaces are required for the commercial portion of this development ($3,174/400 = 7.94$). Combined with the residential requirement (12 spaces), 20 total off-street parking spaces are required for this development. Per SHMC section 17.32.180(4)(l), in the Houlton Business District “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.” The development includes 14 existing and 3 proposed on-street parking stalls for a total of 17. Therefore, three off-street parking spaces are required ($20 - 17 = 3$) and 11 spaces are proposed. Therefore, these parking requirements have been met.

[...]

17.80.040 – Modification to parking requirements

The provisions of this section as to number of spaces may be modified by the approval authority as follows:

(1) Compact Car Spaces. Up to 40 percent of the required parking spaces may be compact spaces.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for location of compact spaces. Of the 11 off-street parking spaces proposed, three have been designated compact. They represent 27.3% of the total spaces. Therefore, this standard has been met.

(2) Group Care Residential Facilities, Group Residential and Residential Homes. The approval authority may, upon request, allow a reduction in the number of required off-street parking spaces in housing developments for elderly or handicapped persons if such reduction is deemed appropriate after analysis of the size and location of the development, resident auto ownership, number of employees, and possible future conversion to other residential uses. Notice of the decision shall be given as provided by SHMC 17.24.120 and the decision may be appealed as provided by SHMC 17.24.310(1).

Response: Group care residential facilities are not proposed as part of this development. Therefore, this standard is not applicable.

(3) Conversion of Existing Required Parking for Transit Supportive Facilities.

(a) Applicability. This allowance applies to all uses where a minimum amount of parking is required and where the site is located adjacent to a street with existing or planned transit service.

(b) Up to 10 percent of existing required parking spaces may be converted at a ratio of one parking space for each 100 square feet of transit facility.

(c) Required elements:

(i) A transit facility must be located adjacent to a street with transit service. The facility should be located between the building and front property line, within 20 feet of an existing transit stop.

(ii) A transit facility shall include a covered waiting or sitting area.

Response: The applicant is not proposing to use any allowances for transit facilities. Therefore, this standard is not applicable.

17.80.050 – Parking dimension standards

(1) Accessibility.

(a) Each parking space shall be accessible from a street or right-of-way, and the access shall be of a width and location as described by SHMC 17.84.070 and 17.84.080 as applicable.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All parking spaces are accessible via a sidewalk connecting to the Columbia Boulevard and North 14th Street rights-of-way. Therefore, this standard is met.

(b) All parking spaces shall be independently functional. This means the vehicle in the parking space is not dependent on another vehicle moving to get to the street or right-of-way from the parking space. For example, a two-vehicle garage with a garage opening and driveway, both 18

feet in width, can only count as two parking spaces (not four), since the vehicles in the garage cannot get to the street without the ones in the driveway moving out of the way.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All parking spaces are independently functional and are not dependent on vehicles in adjacent spaces moving. Therefore, this standard is met.

(2) Table of Standards.

(a) Minimum standards for a standard parking stall's length and width, aisle width, and maneuvering space shall be determined from the Table of Standards for Parking Spaces, Figure 14, below. Figure 14 includes the spaces identified by SHMC 17.80.020(1)(a) through (1)(c) and other spaces if spaces larger than the minimum required are desired.

(b) The width of each parking space includes the striping which separates each space as measured from the center of any shared stripe.

[...]

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All parking spaces have been designed using the Table of Standards requirements for 90-degree parking stalls. Proposed standard stalls are 9-feet-wide and 18-feet-deep with 24-foot-wide aisles. Proposed compact stalls are 8-feet-wide and 18-feet-deep with 24-foot-wide aisles. Therefore, this standard is met.

(3) Aisle Width. Aisles accommodating two-direction traffic, or allowing access from both ends shall be a minimum of 24 feet in width.

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A). At a minimum, all aisle widths are 24 feet in width. Therefore, this standard is met.

(4) Angle Parking. Angle parking is permitted in accordance with Figure 14.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). No angled parking spaces are currently proposed. Therefore, this standard is not applicable.

(5) Structured Parking.

(a) Vehicle height clearance for structured parking must be at least seven and one-half feet for the entry level (to accommodate vans and vanpool parking) and six and three-fourths feet for all other levels;

(b) A warning bell or other signal must be provided for exits from parking structures that cross public sidewalks where a standard vision clearance area cannot be provided; and

(c) Required bicycle parking for uses served by a parking structure must provide for covered bicycle parking unless the structure will be more than 100 feet from the primary entrance to the building.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). No structured parking is proposed. Therefore, this standard is not applicable.

(6) Service Drive.

(a) Excluding single-dwelling units and duplex residences, except as provided by Chapter 17.84 SHMC and SHMC 17.152.030(16), groups of more than two parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street or other public right-of-way would be required; and

(b) Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed off-street parking lot utilizes an existing 30-foot-wide service drive off of North 15th Street and an associated access easement. No backing movement or other maneuvering within a street or public right-of-way will be required. Therefore, this standard is met.

(7) Street Access. Each parking or loading space shall be accessible from a street and the access shall be of a width and location as described in this code.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All proposed parking spaces are accessible to vehicular traffic via an existing 30-foot-wide service drive off of North 15th Street. All aisle widths are a minimum of 24 feet in width. Therefore, this standard is met.

(8) Parking Space Configuration. Parking space configuration, stall, and access aisle size shall be in accordance with the minimum standard.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) and narrative responses to this SHMC Chapter. All minimum off-street parking requirements have been met. Therefore, this standard is met.

(9) Parking Space Markings.

(a) Except for single-dwelling units and duplexes, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked; and

(b) All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for parking and flow arrow striping. These standards are met.

(10) Parking and Load Area Surface Requirements.

(a) Except for uses as authorized in subsections (10)(b) and (c) of this section, all areas used for the parking or storage or maneuvering of any vehicle, boat, or trailer shall be improved with asphalt or concrete surfaces or other similar type materials approved by the city.

(b) Nonresidential parking areas to be used primarily for nonpublic uses such as employee parking, business vehicles, and construction equipment may be gravel-surfaced when authorized by the approval authority at the time the site development approval is given. The director may require that the property owner enter into an agreement to pave the parking area: (1) within a specified period of time after establishment of the parking area; or (2) if there is a change in the types or weights of vehicles utilizing the parking area; or (3) if there is evidence of adverse effects upon adjacent roadways, watercourses, or properties. Such an agreement shall be executed as a condition of approval of the plan to establish the gravel parking area. Gravel-surfaced parking areas may only be permitted consistent with the following:

(i) Gravel parking areas shall not be permitted within 20 feet of any residentially zoned area;

(ii) Gravel parking areas shall not be allowed within 25 feet of any improved public right-of-way;

(iii) A paved driveway of at least 25 feet in length shall connect a gravel parking area with any public street providing access to the gravel area; and

(iv) Gravel parking areas shall not be allowed within 50 feet of any significant wetland or riparian corridor.

(c) Parking areas to be used in conjunction with a temporary use may be gravel when authorized by the approval authority at the time the permit is approved. The approval authority shall consider the following in determining whether or not the gravel parking is warranted:

(i) The request for consideration to allow a parking area in conjunction with the temporary use shall be made in writing concurrently with the temporary use application;

(ii) The applicant shall provide documentation that the type of temporary use requested will not be financially viable if the parking space surface area requirement is imposed; and

(iii) Approval of the gravel parking area will not create adverse conditions affecting safe ingress and egress when combined with other uses of the property.

(d) Any area where harmful soil contamination could reasonably be expected shall be protected with appropriate surface cover and collection devices.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All designated parking areas proposed for this development shall be paved. No gravel parking areas are proposed. Therefore, this standard is met.

(11) Access Drives.

(a) Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site;

(b) The number and size of access drives shall be in accordance with the requirements of Chapter 17.84 SHMC, Access, Egress, and Circulation;

(c) Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives;

(d) Access drives shall have a minimum vision clearance as provided in Chapter 17.76 SHMC, Visual Clearance Areas;

(e) Access drives shall normally be improved with an asphalt or concrete surface or other similar type material approved by the city; and

(f) Where more public harm would occur than good, the director can waive some hard surface requirements on access drives.

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A). The proposed off-street parking lot utilizes an existing 30-foot-wide access drive off of North 15th Street and an associated access easement. This existing drive is paved, meets minimum width requirements, and is clearly marked/defined. Per SHMC 17.32.180(6)(b), visual clearance area requirements do not apply to the proposed development as it is in the Houlton Business District. Therefore, this standard is met.

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Wheel stops are proposed on all parking stalls, regardless of location. Therefore, this standard is met.

(13) Drainage. Hard surface off-street parking and loading areas shall be drained in accordance with specifications approved by the city engineer to ensure that ponding does not occur:

(a) Except for single-dwelling units and duplexes, off-street parking and loading facilities shall be designed to avoid flow of water across public sidewalks.

(b) In most cases oil/water separators will be required as part of a parking lot drainage system.

Response: Please see Stormwater & Grading Plan, Parking & Landscape Plan (Sheets C-7 and C-8, Exhibit A), and Stormwater Report (Exhibit B). The existing stormwater system on the adjacent property (tax lot 4800) was over-designed to handle additional run-off from the subject property once developed. The grading has been designed to drain parking lot runoff to new catch basins which connect to the existing system. Therefore, this standard is met.

(14) Lighting. Artificial lighting on all off-street parking facilities shall be designed to direct all light away from surrounding residences and so as not to create a hazard to the public use of any road or street.

Response: Please see Illumination Plan (Sheet C-9, Exhibit A). All proposed lighting has been designed to direct light away from surrounding rights-of-way and residences. Therefore, this standard is met.

(15) Signs. Signs which are placed on parking lots shall be as prescribed in Chapter 17.88 SHMC, Signs.

Response: No signs are proposed with this development. Therefore, this standard is not applicable.

(16) Maintenance of Parking Areas. All parking lots shall be kept clean and in good repair at all times. Breaks in paved surfaces shall be repaired promptly and broken or splintered wheel stops shall be replaced so that their function will not be impaired.

Response: The applicant understands and will comply with this standard.

(17) Grade Separation Protection. Where a parking area or other vehicle area has a drop-off grade separation, the property owner shall install a wall, railing, or other barrier which will prevent a slow-moving vehicle or driverless vehicle from escaping such area and which will prevent pedestrians from walking over drop-off edges.

Response: Please see Stormwater & Grading Plan (Sheet C-7, Exhibit A). A retaining wall and railing have been proposed along the pedestrian walkway adjacent to the compact and accessible parking stalls. This is the only location with drop-off grade separation. Therefore, this standard is met.

17.80.060 – On-site vehicle stacking areas required for drive-in use

(1) All uses providing drive-in services as defined by this code shall provide on the same site an area for inbound vehicles as follows:

(2) The approval authority may, upon request, allow a reduction in the amount of vehicle stacking area if such a reduction is deemed appropriate after analysis of the size and location of the development, limited services available, etc.

(3) Stacking lanes must be designed so that they do not interfere with parking and vehicle, pedestrian and bicycle circulation. Stacking lanes for uses selling food must provide at least one clearly marked parking space per service window for the use of vehicles waiting for an order to be filled.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Stacking lanes are not proposed or necessary for this development. Therefore, this standard is not applicable.

17.80.065 – Storage related to residential uses and use of recreational vehicles related to residential uses

Boats, trailers, campers, camper bodies, travel trailers, recreation vehicles, or commercial vehicles in excess of three-fourths-ton capacity may be stored on a property in a residential zone or other property with a lawful residential use subject to the following:

- (1) No such unit shall be parked in a visual clearance area of a corner lot or in the visual clearance area of a driveway which would obstruct vision from an adjacent driveway or street;*
- (2) No such unit, regardless of whether or not it is within a building, shall be used for any living purposes except that one camper, house trailer or recreational vehicle may be used for sleeping purposes only by friends, relatives, or visitors on land entirely owned by or leased to the host person for a period not to exceed 14 days in one calendar year; provided, that such unit shall not be connected to any utility, other than temporary electricity hookups; and provided, that the host person shall receive no compensation for such occupancy or use.*
 - (a) This provision does not apply to lawful land uses that specially allow occupancy of a recreational vehicle, such as travel trailer parks per the Development Code or per ORS Chapter 197;*
- (3) Any such unit visible from a public right-of-way shall have current state license plates or registration and must be kept in mobile condition; and*
- (4) The property shall have a lawful principal use.*

Response: The applicant understands these standards but is not proposing and will not be allowing any storage of recreational vehicles. Therefore, this standard is not applicable.

17.80.066 – Use of recreational vehicles related to nonresidential uses

Except where specifically allowed by the Development Code (e.g., travel trailer parks) and per ORS Chapter 197, use of recreational vehicles for any living purposes is prohibited on property with nonresidential zoning or without a lawful residential use. Parking or storage is possible given compliance with the St. Helens Municipal Code.

Response: The applicant understands these standards but is not proposing and will not be allowing any storage of recreational vehicles. Therefore, this standard is not applicable.

17.80.070 – Loading/unloading driveways required on site

A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school or other meeting place which is designed to accommodate more than 25 people at one time.

Response: This standard is not applicable.

17.80.080 – Off-street loading spaces

Buildings or structures to be built or altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading and maneuvering space as follows:

(1) Every commercial or industrial use having floor area of 10,000 square feet or more shall have at least one off-street loading space on site; and

(2) If loading dock is proposed, it must meet the standards in SHMC 17.80.090, Off-street loading dimensions

Response: Please see First Floor Plan and Parking & Landscape Plan (Sheets A-1 and C-8, Exhibit A). The combined area of the commercial spaces is 3,174 sq. ft. No loading spaces or loading docks are required or proposed as part of this development. Therefore, this standard is not applicable.

17.80.090 – Off-street loading dimensions

(1) Each loading berth shall be approved by the city engineer as to design and location.

(2) Each loading space shall have sufficient area for turning and maneuvering of vehicles on the site, and:

(a) At a minimum, the maneuvering length shall not be less than twice the overall length of the longest vehicle using the facility site.

(3) Entrances and exits for the loading areas shall be provided at locations approved by the city engineer in accordance with Chapter 17.84 SHMC.

(4) Screening for off-street loading facilities is required and shall be the same as screening for parking lots in accordance with Chapter 17.72 SHMC.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). No loading spaces are required or proposed as part of this development. Therefore, this standard is not applicable.

Chapter 17.84 – Access, egress and circulation

[...]

17.84.030 – Joint access and reciprocal access easements

Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the combined requirements as designated in this code, provided:

(1) Satisfactory legal evidence shall be presented in the form of deeds, easements, leases, or contracts to establish the joint use; and

(2) Copies of the deeds, easements, leases, or contracts are placed on permanent file with the city.

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A) for location of joint access and access easement. The development proposes joint use of the existing driveway and associated access easement off of North 15th Street. All access and utility easements for the subject property and tax lot 4800 are on file with the City of St. Helens. The applicant can provide deeds for tax lots 4800, 4801, and 4802.

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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All proposed and existing vehicular access and egress connects to North 15th Street which is a public street. Therefore, this standard is met.

(2) Vehicular access to structures shall be provided to residential uses and shall be brought to within 50 feet of the ground floor entrance or the ground floor landing of a stairway, ramp, or elevator leading to the dwelling units.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Proposed vehicular access is within 50 feet of the ground floor entrances and ground floor landing of the proposed building. Therefore, this standard is met.

(3) Vehicular access shall be provided to commercial or industrial uses, and shall be located to within 50 feet of the primary ground floor entrances.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). Proposed vehicular access is within 50 feet of the ground floor entrances of the commercial spaces of the proposed building. Therefore, this standard is met.

(4) Access to State Streets, Highways, and Interchanges. Access to a transportation facility under the jurisdiction of the Oregon Department of Transportation (ODOT) shall be subject to the requirements of OAR 734-051. ODOT's current access spacing requirements for Highway 30 reflect the functional classification of Highway 30 as both a statewide highway and freight route. Table 17.84.040-1 illustrates the access spacing standards for public and private approaches along Highway 30 within St. Helens.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). No new access to the public right-of-way is proposed. Therefore, this standard is not applicable.

(5) Spacing Standards for Access to City Streets. The following are the minimum spacing requirements for access points and intersections for streets under the jurisdiction of the city of St. Helens.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will utilize an existing driveway and associated access easement off North 15th Street. No new access to the public right-of-way is proposed. Therefore, this standard is not applicable.

(6) Measuring Distance between Access Points. The distance between access points shall be measured from the centerline of the proposed driveway or roadway to the centerline of the nearest adjacent roadway or driveway.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will utilize an existing driveway and associated access easement off North 15th Street. No new access to the public right-of-way is proposed. Therefore, this standard is not applicable.

(7) Development Fronting onto an Arterial Street.

(a) *New residential land divisions fronting onto an arterial street shall be required to provide secondary (local or collector) streets for access to individual lots. When secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).*

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will utilize an existing driveway and associated access easement off North 15th Street. No new access to an arterial is proposed. Therefore, this standard is not applicable.

(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:*

(a) *For single-family dwellings, detached and duplexes, one street access point is permitted per lot/parcel except an additional (second) access point may be allowed when:*

(i) *The property is a corner lot/parcel and the additional access point is on the other street (i.e., one access per street).*

(ii) *The lot/parcel does not abut a street that provides any on-street parking on either side.*

(b) *For single-family dwellings, attached, one street access point is permitted per lot/parcel.*

(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: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will share an existing driveway and associated access easement off North 15th Street. No new access to the public right-of-way is proposed. Therefore, this standard is met.

(9) *Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site development review, as applicable, for traffic safety and access management purposes in accordance with the following standards:*

(a) *Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).*

(b) Reciprocal access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

(c) Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will share an existing driveway and associated access easement off North 15th Street. No new access to the public right-of-way is proposed. Therefore, 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: Please see Floor Plans and Site Development Plan (Sheets A-1, A-2, and C-4, Exhibit A) for entrance and walkway locations. All proposed ground floor entrances (commercial and residential) are connected to the public sidewalks on Columbia Boulevard, North 14th Street, and St. Helens Street. Therefore, this standard is met.

(2) Within all attached housing and multifamily developments, each residential dwelling shall be connected by walkway to the vehicular parking area, and common open space and recreation facilities.

Response: Please see Floor Plans and Parking & Landscape Plan (Sheets A-1, A-2, and C-8, Exhibit A). All multi-dwelling units will be connected by private and/or public walkways to both private (on-site) and public (on-street) vehicular parking areas and common open spaces. Please see narrative response to SHMC section 17.96.180 specifically subsections (6) and (7).

(3) Where a site for proposed commercial, institutional, or multifamily development is located within at least one-quarter mile of an existing or planned transit stop, the proposed pedestrian circulation system must include a safe and direct pedestrian walkway from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop.

Response: Please see Floor Plans and Site Development Plan (Sheets A-1, A-2, and C-4, Exhibit A) for entrance and walkway locations. The proposed pedestrian circulation system provides safe and direct walkways to the public sidewalks on Columbia Boulevard, North 14th Street, and St. Helens Street. Therefore, this standard is met.

(4) In parking lots one acre or larger, pedestrian walkways shall connect from buildings to sidewalks in the adjacent rights-of-way, and shall be provided at least every 150 feet between rows of parking.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed parking lot has a total area of 5,500 sq. ft. or 0.13 acres and the existing and proposed parking lots have a combined area of 12,750 sq. ft. or 0.29 acres. Therefore, this standard is not applicable.

(5) Wherever required walkways cross vehicle access driveways or parking lots, such crossings shall be designed and located for pedestrian safety. Required walkways shall be physically separated from motor vehicle traffic and parking by either a minimum six-inch vertical separation (curbed) or a minimum three-foot horizontal separation, except that pedestrian crossing of traffic aisles are permitted for distances no greater than 36 feet if appropriate landscaping, pavement markings, or contrasting pavement materials are used. Walkways shall be a minimum of four feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks, and sign posts, and shall be in compliance with ADA standards.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All required walkways are at least 5-feet-wide, have a vertical separation of 6 inches or a horizontal separation of at least 3-feet, and meet all ADA standards. Therefore, this standard is met.

(6) 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.

Response: Please see Parking & Landscape Plan and Illumination Plan (Sheets C-8 and C-9, Exhibit A). All required walkways are proposed to be paved with concrete and lighting has been provided to illuminate walkways sufficiently for safety. Therefore, this standard is met.

17.84.060 – Inadequate or hazardous access

(1) Applications for building permits shall be referred to the commission for review when, in the opinion of the director, the access proposed:

- (a) Would cause or increase existing hazardous traffic conditions; or*
- (b) Would provide inadequate access for emergency vehicles; or*
- (c) Would in any other way cause hazardous conditions to exist which would constitute a clear and present danger to the public health, safety, and general welfare.*

(2) Direct individual access to minor arterial streets from single detached or attached dwelling units and duplexes shall be discouraged. Direct access to major arterial streets shall be considered only if there is no practical alternative way to access the site.

(3) In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley or local street.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The proposed development will share an existing driveway and associated access easement off North 15th Street. No new access to the public right-of-way is proposed. The applicant understands that if the director determines that an access is hazardous then the commission shall review the access.

17.84.070 – Minimum requirements – Residential use

(1) Vehicular access and egress for single-dwelling units, duplexes or attached single-dwelling units on individual lots, residential use, shall comply with the following:

Response: The proposed development does not include residential use as it pertains to this standard. Therefore, this standard is not applicable. Please see narrative responses to the minimum vehicular access requirements for multi-dwelling use and commercial/industrial use below.

(2) Private residential access drives shall be provided and maintained in accordance with the provisions of the Uniform Fire Code.

Response: The applicant understands that the access drive shall be maintained in accordance with the provisions of the Uniform Fire Code.

(3) Access drives in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus in accordance with the engineering standards of SHMC Title 18 and/or as approved by the fire marshal.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). From the entrance of the existing access drive off of North 15th Street to its termination on tax lot 4801, the drive aisle is 145 feet in length. Although this length is under the required distance, an existing fire truck turnaround in the hammerhead configuration will remain on tax lot 4800. In the circumstance that the proposed building requires fire truck access, there is also ample access off North 14th Street, St. Helens Street, and Columbia Boulevard. Therefore, this standard is met.

(4) Vehicle turnouts (providing a minimum total driveway width of 24 feet for a distance of at least 30 feet) may be required so as to reduce the need for excessive vehicular backing motions in situations where two vehicles traveling in opposite directions meet on driveways in excess of 200 feet in length.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). The drive aisles of the proposed and existing parking lots are a minimum of 24 feet in width. Therefore, this standard is not applicable.

(5) Where permitted, minimum width for driveway approaches to arterials or collector streets shall be no less than 20 feet so as to avoid traffic turning from the street having to wait for traffic exiting the site.

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A) for driveway widths. North 15th Street is classified as a collector. The existing access drive off of North 15th Street (tax lot 4800) is 30-foot-wide at the street and transitions to 24-foot-wide on tax lot 4800. No additional driveways are proposed. Therefore, this standard is met.

(6) Vehicular access and egress for multiple-dwelling unit uses shall comply with the following:

MULTIDWELLING UNIT USE

Figure 16

Dwelling Units	Minimum Number of Driveways Required	Minimum/Maximum Access Required	Minimum Pavement Sidewalks, Etc.
3 to 19	1	24'/30'	24' if two-way, 15' if one-way; curbs and 5' walkway required

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A). The proposed building contains six dwelling units on tax lot 4801. The paved shared access drive off of North 15th Street is 30-feet-wide at the entrance and 24-feet-wide throughout the parking lots. Therefore, the standard of one driveway (minimum) with a minimum access width of 24 feet and a minimum pavement width of 20 feet is met.

17.84.080 – Minimum requirements – Commercial and industrial use

(1) Vehicle access, egress and circulation for commercial and industrial use shall comply with the following:

COMMERCIAL AND INDUSTRIAL USE

Figure 17

Required Parking Spaces	Minimum Number of Driveways Required	Minimum/Maximum Access Width	Minimum Pavement
0 to 100	1	30'/40'	24' curbs required

Response: Please see Dimensioned Site Plan and Parking & Landscape Plan (Sheets C-5 and C-8, Exhibit A). The proposed building includes 3,174 sq. ft. of commercial space requiring 8 parking stalls. The paved shared access drive off of North 15th Street is 30-feet-wide at the entrance and 24-feet-wide throughout the parking lots. Curbs exist and on both sides of the drive and are proposed where the drive is to be extended. Therefore, the standard of one driveway (minimum) with a minimum access width of 30 feet, and a minimum pavement width of 24 feet with curbs is met.

(2) Additional requirements for truck traffic or traffic control may be placed as conditions of site development review or conditional use permit.

Response: The applicant understands that conditions may be placed for truck traffic or traffic control as part of this land use process.

17.84.090 – Width and location of curb cuts

Curb cuts shall be in accordance with SHMC 17.152.030(14).

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for location and width of curb cuts. All existing curb cuts for the existing access drive off of North 15th Street were designed to meet the requirements of SHMC 17.152.030(14). New curb cuts are not proposed as access will be shared. Therefore, this standard is not applicable.

17.84.100 – One-way vehicular access points

Where a proposed parking facility indicates only one-way traffic flow on the site, it shall be accommodated by a specific driveway serving the facility; the entrance drive shall be situated closest to oncoming traffic and the exit drive shall be situated farthest from oncoming traffic.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). All proposed and existing parking areas allow for two-way traffic. Therefore, this standard is not applicable.

17.84.110 – Director’s authority to restrict access

(1) In order to provide for increased traffic movement on congested streets and to eliminate turning movement problems, the director may restrict the location of driveways on streets and require the location of driveways be placed on adjacent streets, upon the finding that the proposed access would:

- (a) Cause or increase existing hazardous traffic conditions; or*
- (b) Provide inadequate access for emergency vehicles; or*
- (c) Cause hazardous conditions to exist which would constitute a clear and present danger to the public health, safety, and general welfare.*

(2) In order to eliminate the need to use public streets for movements between commercial or industrial properties, parking areas shall be designed to connect with parking areas on adjacent properties unless not feasible. The director shall require access easements between properties where necessary to provide for parking area connections.

(3) In order to facilitate pedestrian and bicycle traffic, access and parking area plans shall provide efficient sidewalk and/or pathway connections, as feasible, between neighboring developments or land uses.

(4) A decision by the director may be appealed to the commission as provided by SHMC 17.24.310(1), Determination of appropriate reviewing body.

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A). An existing drive and access easement off of North 15th Street is proposed for shared access. Therefore, this standard is not applicable.

17.84.120 – Variances to access standards

In all zoning districts where access and egress drives cannot be readily designed to conform to code standards within a particular parcel, access with an adjoining property shall be considered. If access in conjunction with another parcel cannot reasonably be achieved, the commission may grant a variance to the access requirements of this chapter based on the standards set forth in SHMC 17.84.150. This does not apply to highway access.

Response: The existing access off of North 15th Street meets all applicable criteria for access standards and no new access drives are proposed. A variance to access standards will not be necessary. Therefore, this standard is not applicable.

17.84.130 – Administration and approval process

[...]

Response: An access variance is not necessary. Therefore, these standards are not applicable.

17.84.140 – Expiration of approval – Standards for extension of time

[...]

Response: The existing access off of North 15th street meets all applicable criteria for access standards. A variance to access standards will not be necessary. This criterion is not applicable.

17.84.150 – Approval standards

[...]

Response: The existing access off of North 15th street meets all applicable criteria for access standards. A variance to access standards will not be necessary. This criterion is not applicable.

Chapter 17.92 – Mixed solid waste and recyclables storage in new multi-unit residential and nonresidential buildings

[...]

17.92.050 – Methods of demonstrating compliance

(1) *An applicant shall choose one of the following four methods to demonstrate compliance:*

- (a) *Minimum standards;*
- (b) *Waste assessment;*
- (c) *Comprehensive recycling plan; or*
- (d) *Franchised hauler review and sign-off.*

Response: Please see Site Development Plan (Sheet C-4, Exhibit A) for existing refuse enclosure location. The proposed development demonstrates compliance using the “minimum standards” method. Please see narrative responses below for how these standards are met.

(2) *The following provisions apply to all four methods of demonstrating compliance:*

- (a) *SHMC 17.92.060 (location, design and access standards), except as provided in subsection (7) of this section;*
- (b) *The floor area of an interior or exterior storage area required by this code shall be excluded from the calculation of lot coverage and from the calculation of building floor area for purposes of determining minimum storage requirements.*

Response: The applicant understands these provisions.

(3) *Minimum Standards Method.*

- (a) *Description of Method. This method specifies a minimum storage area requirement based on the size and general use category of the new construction.*
- (b) *Typical Application of Method. This method is most appropriate when the specific use of a new building is not known. It provides specific dimensions for the minimum size of storage areas by general use category.*
- (c) *Application Requirements and Review Procedure. The size and location of the storage area(s) shall be indicated on the site plan of any construction subject to this code. Through the site plan review process, compliance with the general and specific requirements set forth below is verified.*

Response: The applicant demonstrates compliance using the Minimum Standards Method. Please see narrative responses below for how these minimum standards are met.

(4) *General Requirements.*

- (a) *The storage area requirement is based on the predominant use(s) of the building (e.g., residential, office, retail, wholesale/warehouse/manufacturing, educational/institutional, or other). If a building has more than one of the uses listed herein and that use occupies 20 percent or less of the floor area of the building, the floor area occupied by that use shall be counted toward the*

floor area of the predominant use(s). If a building has more than one of the uses listed herein and that use occupies more than 20 percent of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use;

(b) Storage areas for multiple uses on a single site may be combined and shared; and

(c) The specific requirements are based on an assumed storage height of four feet for solid waste/recyclables. Vertical storage higher than four feet but no higher than seven feet may be used to accommodate the same volume of storage in a reduced floor space (potential reduction of 43 percent of specific requirements). Where vertical or stacked storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area and dimensions of containers.

Response: Please see the Floor Plans (Sheets A-1 and A-2, Exhibit A) for proposed building areas and uses. The proposed building contains 3,174 sq. ft. of commercial space which represents 30% of the total proposed building area. Therefore, there is no predominant use and the storage area shall be based on the sum of the requirements for each use. Please see narrative responses below for how these minimum standards are met.

(5) Specific Requirements.

(a) Multi-unit residential buildings containing six to 10 units shall provide a minimum storage area of 50 square feet. Buildings containing more than 10 residential units shall provide an additional five square feet per unit for each unit above 10;

(b) Nonresidential buildings shall provide a minimum storage area of 10 square feet, plus:

(i) Office: four square feet/1,000 square feet gross floor area (GFA).

(ii) Retail: 10 square feet/1,000 square feet GFA.

(iii) Wholesale / warehouse / manufacturing: six square feet/1,000 square feet GFA.

(iv) Educational and institutional: four square feet/1,000 square feet GFA.

(v) Other: four square feet/1,000 square feet GFA.

Response: Please see the Floor Plans and Site Development Plan (Sheets A-1, A-2, and C-4, Exhibit A) for building areas and existing refuse enclosure location and area. The proposed building contains six multi-dwelling units requiring 50 sq. ft. of storage area and 3,174 sq. ft. of commercial space requiring 26 sq. ft. (10 + 16) of storage area for a total area requirement of 76 sq. ft. However, because the commercial space may be occupied by a retail use, the required area could be 100 sq. ft. Per the Jenny Dimsho with the City of St. Helens, the existing veterinary clinic has a required enclosure area of 28 sq. ft. Together the properties have a combined required enclosure area of 128 sq. ft. The proposed shared refuse enclosure on the adjacent property is 250 sq. ft. and will be shared by both proposed uses per SHMC 17.92.050(4)(b) as well as the existing veterinary clinic. Therefore, this standard is met.

(6) Waste Assessment Method.

[...]

Response: The existing refuse enclosure proposed for shared use meets the required minimum standards and does not propose to meet the refuse requirements with the Waste Assessment Method. Therefore, this standard is not applicable.

(7) Comprehensive Recycling Plan Method.

[...]

Response: The existing refuse enclosure proposed for shared use meets the required minimum standards and does not propose to meet the refuse requirements with the Comprehensive Recycling Plan Method. Therefore, this standard is not applicable.

(8) Franchised Hauler Review Method.

[...]

Response: The existing refuse enclosure proposed for shared use meets the required minimum standards and does not propose to meet the refuse requirements with the Franchised Hauler Review Method. Therefore, this standard is not applicable.

[...]

17.92.060 – Location, design and access standards for storage areas

(1) The following location, design and access standards for storage areas are applicable to all four methods of compliance:

- (a) Minimum standards;*
- (b) Waste assessment;*
- (c) Comprehensive recycling plan; and*
- (d) Franchised hauler review.*

Response: By using the Minimum Standards method, the applicant understands these conditions apply to the proposed development and its refuse enclosure.

(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;*
- (b) Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements;*
- (c) Storage area space requirements can be satisfied with a single location or multiple locations, and can combine both interior and exterior locations;*
- (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;*
- (e) Exterior storage areas shall be located in central and visible locations on a site to enhance security for users;*

(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

(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: Please see Site Development Plan (Sheet C-4, Exhibit A) for existing refuse enclosure location. A single existing enclosure on tax lot 4800 (veterinary clinic) is proposed for recyclables and waste. This location is central, visible, accessible for collection vehicles and tenants, and will not obstruct pedestrian or vehicular traffic. The enclosure is screened with a 6-foot-high chain-link fence with privacy slats and is located in the existing parking lot on the adjacent lot (not the proposed parking lot). Therefore, these standards are met.

(3) Design Standards.

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

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

(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

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

Response: Please see Site Development Plan (Sheet C-4, Exhibit A) for existing refuse enclosure location and information. The enclosure is obscured from sight by a 6-foot-tall chain-link fence with privacy slats and has a 10-foot-wide double-leaf gate for access. Two standard four-yard dumpsters and two recycling bins have been shown within the enclosure for reference. The applicant understands the storage area and containers must meet Uniform Fire Code standards, shall be made of waterproof materials and be clearly labeled. Therefore, these standards have been 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;

(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

(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: Please see Site Development Plan (Sheet C-4, Exhibit A) for existing refuse enclosure location and information. The proposed storage area is easily accessible from the drive aisle and an existing fire truck turnaround in the hammerhead-configuration will provide plenty of maneuvering area. The enclosure has a 24-foot by 20-foot clear area in front of the access gate and backing into a public street will not be required for access. Therefore, these standards are 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:

(1) Provisions of all applicable chapters of the Community Development Code per SHMC 17.04.010.

(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 firefighting; and

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

(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: Please see Existing Conditions Plan and Site Development Plan (Sheets C-1 and C-4, Exhibit A). The subject property does not contain existing trees and the proposed building has been located and designed to preserve existing topography and drainage patterns. Only one building is proposed and has been placed 38 feet away from the nearest existing structure (veterinary clinic) on tax lot 4800. Therefore, these standards are met.

(3) Exterior Elevations. Along the vertical face of single-dwelling units – attached and multidwelling unit structures, offsets shall occur at a minimum of every 30 feet by providing any two of the following:

(a) Recesses (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet;

(b) Extensions (decks, patios, entrances, floor area, etc.) of a minimum depth of eight feet, and maximum length of an overhang shall be 25 feet; and

(c) Offsets or breaks in roof elevations of three or more feet in height;

Response: Please see Exterior Elevations (Sheets A-3 and A-4, Exhibit A). The proposed mixed-use building has been designed to meet these elevation standards to the greatest extent possible while trying to maximize interior space on a narrow, challenging site. Because the building is 30% commercial space

– which is not subject to these exterior elevation standards – the applicant feels that the design meets 70% of the required offsets and the building as a whole meets the spirit of the offset standards. However, if required, we will request a variance for three elevations:

-The east and west elevations are 88' in length and requires three sets of two exterior elevation offsets. There are three recesses at least 8-feet-deep and two roof offsets of more than 3-feet: one between the opposing shed roofs and one between the shed roof and the parapet below. There are also offsets greater than 3-feet between the roofs and the steel awnings that project out from the exterior walls. We are requesting a variance for one missing offset - assuming the east awning does not meet the roof offset requirements - on the east elevation.

-The north elevation is 72'-3" in length and requires two sets of two exterior elevation offsets. There are two recesses at least 8-feet-deep on each side. There is one roof offset greater than 3-feet between the two shed roofs. A variance is requested for the remaining required offset.

-The south elevation is 72'-3" in length and requires two sets of two exterior elevation offsets. There are two recesses at least 8-feet-deep: a 13-foot-deep balcony (second floor apartment) and a 28-foot-deep recess at the proposed vestibule. There are two roof offsets of more than 3-feet: the shed roof to the parapet and a 3-foot cut in the shed roof to accommodate the vestibule recess. There are also offsets greater than 3-feet between the roofs and the steel awnings that project out from the exterior walls. Finally, there is one extension greater than 8-feet where the one-story commercial space projects 10-feet beyond the rest of the building. Therefore, the standard is met on the south elevation.

On average, 8-foot-deep recesses occur every 28 feet and are a minimum of 9 feet in depth. The offset shed roofs have an elevation difference of 4 feet while the parapet and shed roof have an offset difference of 9 feet. The steel awnings are offset from the shed roofs by 13-feet and 9-feet. Please see narrative responses to SHMC Chapter 17.108 for variance arguments.

(4) Buffering, Screening, and Compatibility between Adjoining Uses (See Figure 13, Chapter 17.72 SHMC).

(a) Buffering shall be provided between different types of land uses (for example, between single-dwelling units and multidwelling units residential, and residential and commercial), and the following factors shall be considered in determining the adequacy of the type and extent of the buffer:

- (i) The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier;*
- (ii) The size of the buffer required to achieve the purpose in terms of width and height;*
- (iii) The direction(s) from which buffering is needed;*
- (iv) The required density of the buffering; and*
- (v) Whether the viewer is stationary or mobile;*

(b) On-site screening from view from adjoining properties of such things as service areas, storage areas, parking lots, and mechanical devices on rooftops (e.g., air cooling and heating systems) shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening:

- (i) What needs to be screened;*

- (ii) The direction from which it is needed;*
- (iii) How dense the screen needs to be;*
- (iv) Whether the viewer is stationary or mobile; and*
- (v) Whether the screening needs to be year-round;*

Response: Please see Parking & Landscape Plan (Sheet C-8, Exhibit A) for buffer and screening locations. Screening is proposed along the west side of the mixed-use building to screen the multi-dwelling units (residential use) from the veterinary clinic (commercial use). The applicant understands that buffering plants may be required by the Planning Commission and will comply if necessary. Additional screening is proposed around the parking lot. Mechanical equipment (HVAC) will be located on the roof and will be screened by a parapet. Please see narrative response to SHMC section 17.72.130 for additional information regarding proposed screening and buffering.

(5) Privacy and Noise.

- (a) Structures which include residential dwelling units shall provide private outdoor areas for each ground floor unit which is screened from view by adjoining units as provided in subsection (6)(a) of this section;*
- (b) The buildings shall be oriented in a manner which protects private spaces on adjoining properties from view and noise;*
- (c) Residential buildings should be located on the portion of the site having the lowest noise levels; and*
- (d) On-site uses which create noise, lights, or glare shall be buffered from adjoining residential uses (see subsection (4) of this section);*

Response: Please see First Floor Plan, Exterior Elevations, and Site Development Plan (Sheets A-1, A-3, A-4, and C-4, Exhibit A). Private outdoor patios with screening have been provided for both ground floor dwelling units, and they're oriented towards the residential district across St. Helens Street to limit noise pollution. The orientation of the building combined with screening, in the form of vertical wood slats, will also shield these units from view and noise on the adjoining property (veterinary clinic). The commercial spaces, which may create more noise and light, are oriented south towards Columbia Boulevard to avoid the residential district across St. Helens Street. Therefore, these standards are met.

(6) Private Outdoor Area – Residential Use.

- (a) Private open space such as a patio or balcony shall be provided and shall be designed for the exclusive use of individual units and shall be at least 48 square feet in size with a minimum width dimension of four feet, and:*
 - (i) Balconies used for entrances or exits shall not be considered as open space except where such exits or entrances are for the sole use of the unit; and*
 - (ii) Required open space may include roofed or enclosed structures such as a recreation center or covered picnic area;*
- (b) Wherever possible, private outdoor open spaces should be oriented toward the sun; and*
- (c) Private outdoor spaces shall be screened or designed to provide privacy for the users of the space;*



Response: Please see Floor Plans, Exterior Elevations, and Site Development Plan (Sheets A-1, A-2, A-3, A-4, and C-4, Exhibit A). Private outdoor patios or balconies with a minimum area of 48 sq. ft. have been provided for all six dwelling units. These outdoor areas vary in size from 68 to 200 sq. ft. with an average area of 144 sq. ft. per unit. The patios provided for the first-floor dwellings will be used as entrances but are for the sole use of their respective tenants. All patios and balconies are screened with wood slats or designed to provide privacy. Therefore, these standards are met.

(7) Shared Outdoor Recreation Areas – Residential Use.

(a) In addition to the requirements of subsections (5) and (6) of this section, usable outdoor recreation space shall be provided in residential developments for the shared or common use of all the residents in the following amounts:

- (i) Studio up to and including two-bedroom units, 200 square feet per unit; and*
- (ii) Three- or more bedroom units, 300 square feet per unit;*

(b) The required recreation space may be provided as follows:

- (i) It may be all outdoor space; or*
- (ii) It may be part outdoor space and part indoor space; for example, an outdoor tennis court and indoor recreation room;*
- (iii) It may be all public or common space; or*
- (iv) It may be part common space and part private; for example, it could be an outdoor tennis court, indoor recreation room and balconies on each unit; and*
- (v) Where balconies are added to units, the balconies shall not be less than 48 square feet;*

(c) Shared outdoor recreation space shall be readily observable for reasons of crime prevention and safety;

Residential: Please see Floor Plans and Site Development Plan (Sheets A-1, A-2, and C-4, Exhibit A). Shared outdoor recreation space has been provided in the form of a 500 sq. ft. garden area just south of the proposed building as well as private balconies/patios for each unit. When combined, these spaces have a total area of 1,400 sq. ft. The proposed development requires 1,600 sq. ft. of outdoor recreation space. However, two parks and a middle school are within a quarter mile of the proposed development: Civic Pride Park, Heinie Heumann Park, and St. Helens Middle School. These public areas include play structures, basketball courts, a track, walking paths, and other amenities within short walking distance of the potential tenants. Figure 3 below illustrates these park locations and their proximity to the subject property. The applicant feels that the close proximity combined with the proposed on-site outdoor space fulfills this standard.

Figure 3.



(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: Please see Floor Plans, Site Development Plan, and Parking and Landscape Plan (Sheets A-1, A-2, C-4, and C-8, Exhibit A). Public, semi-public and private spaces have been defined with constructed and/or planted screening, decks, patios, railings, low walls, path/material changes, and landscaping. Both commercial and residential spaces were designed with crime prevention and maintenance responsibilities in mind. Therefore, these standards are 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: Please see First Floor Plan and Illumination Plan (Sheets A-1 and C-9, Exhibit A). Laundry space has been provided within each unit and no shared laundry area is proposed. A shared mailbox for commercial and residential tenants has been provided in the proposed planter strip along North 14th Street. Ample light has been provided in the parking lot, at building entrances, along sidewalks, at stairs, and along the exterior of the building. Light fixtures shall be placed at a height so that light patterns overlap at 7 feet. Windows have been placed on all sides of the building so that any area vulnerable to crime can be surveyed by occupants. Therefore, 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 pedestrian ways and bicycle ways if such facilities are shown on an adopted plan;

Response: Please see Parking and Landscape Plan (Sheet C-8, Exhibit A) and narrative responses to SHMC 17.84.070. The applicant proposes to share an existing access drive off of North 15th Street and no new access points are proposed. An existing hammerhead turnaround on tax lot 4800 will be preserved to accommodate emergency vehicles. Pedestrian walkways are proposed or exist throughout and around the subject property and bicycle parking facilities will be provided. Therefore, these standards are met.

(11) Distance between Multiple-Family Residential Structure and Other.

(a) To provide privacy, light, air, and access to the multiple and attached residential dwellings within a development, the following separations shall apply:

(i) Buildings with windowed walls facing buildings with windowed walls shall have a 25-foot separation;

(ii) Buildings with windowed walls facing buildings with a blank wall shall have a 15-foot separation;

(iii) Buildings with opposing blank walls shall have a 10-foot separation;

(iv) Building separation shall also apply to buildings having projections such as balconies, bay windows, and room projections; and

(v) Buildings with courtyards shall maintain separation of opposing walls as listed in subsections (11)(a)(i), (ii) and (iii) of this section for walls in separate buildings;

Response: Please see Floor Plans and Dimensioned Site Plan (Sheets A-1, A-2, and C-5, Exhibit A) for proposed window and building locations. The proposed building is separated from the existing veterinary clinic on tax lot 4800 by 38-feet. Therefore, these standards are met.

(b) Where buildings exceed a horizontal dimension of 60 feet or exceed 30 feet in height, the minimum wall separation shall be one foot for each 15 feet of building length over 50 feet and two feet for each 10 feet of building height over 30 feet;

Response: Please see Floor Plans, Exterior Elevations, and Dimensioned Site Plan (Sheets A-1, A-2, A-3, A-4, and C-5, Exhibit A). The exterior wall facing the existing veterinary clinic is 62-feet long and the roof is 32-feet in height. Therefore, 1 foot must be added for the length and 2 feet must be added for the height which results in a minimum separation of 28 feet. The proposed exterior wall is separated from the existing vet clinic wall by 38 feet. Therefore, this standard is met.

(c) Driveways, parking lots, and common or public walkways shall maintain the following separation for dwelling units within eight feet of the ground level:

(i) Driveways and parking lots shall be separated from windowed walls by at least eight feet; walkways running parallel to the face of the structures shall be separated by at least five feet; and

(ii) Driveways and parking lots shall be separated from living room windows by at least 10 feet; walkways running parallel to the face of the structure shall be separated by at least seven feet;

Response: Please see Floor Plans, Exterior Elevations, and Dimensioned Site Plan (Sheets A-1, A-2, A-3, A-4, and C-5, Exhibit A) for proposed locations. All windowed walls within the multi-dwelling units are separated from driveways, parking lots, and walkways by a minimum of 10 feet. Therefore, these standards are met.

(12) Parking. All parking and loading areas shall be designed in accordance with the requirements set forth in SHMC 17.80.050 and 17.80.090; Chapter 17.76 SHMC, Visual Clearance Areas; and Chapter 17.84 SHMC, Access, Egress, and Circulation;

Response: Please see Parking and Landscape Plan (Sheet C-8, Exhibit A). All parking areas have been designed with the requirements set forth in SHMC sections 17.80.050 and 17.80.090 and SHMC

Chapters 17.76 and 17.84. Per SHMC 17.32.180(6)(b), visual clearance requirements do not apply to the Houlton Business District.

(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: Please see Cover Sheet and Parking and Landscape Plan (Sheets G-1 and C-8, Exhibit A) for Proposed Site Area Calculations and landscaping locations and see narrative responses to SHMC Chapter 17.72. All landscaping has been designed in accordance with the requirements set forth in Chapter 17.72 SHMC. The proposed development includes a landscape area of 3,012 sq. ft. which makes up 19.9% of the total site area. Therefore, these standards are 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: Please see Stormwater & Grading Plan (Sheet C-7, Exhibit A). The proposed development has been designed in accordance with the criteria set forth in the current St. Helens master drainage plan. Therefore, 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: Please see Floor Plans and Stormwater & Grading Plan (Sheet C-7, Exhibit A). All proposed facilities (parking, building, circulation, etc.) have been designed in accordance with the applicable federal, state, and local laws.

(16) Signs. All sign placement and construction shall be designed in accordance with requirements set forth in Chapter 17.88 SHMC;

Response: The applicant is not proposing any signs other than those required for parking, accessibility, and other mandatory signage. The applicant understands that future signs will require land use approval and must meet the requirements in SHMC Chapter 17.88. Therefore, this standard is not applicable.

(17) All of the provisions and regulations of the underlying zone shall apply unless modified by other sections of this code (e.g., the planned development, Chapter 17.148 SHMC; or a variance granted under Chapter 17.108 SHMC; etc.).

Response: The applicant understands and will comply with all provisions and regulations of the underlying zone. No modification to the underlying zone are proposed for this development.

Chapter 17.100 – Conditional use

[...]

17.100.040 – Approval standards and conditions

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

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

Response: The applicant understands that the planning commission shall approve, approve with conditions, or deny an application for a conditional use based on the criteria listed above.

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

Response: This development will not alter or enlarge an existing conditional use. Therefore, this standard is not applicable.

(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.

Response: The applicant understands that the planning commission may impose conditions of approval on a conditional use application.

[...]

Chapter 17.108 – Variances

[...]

Response: The applicant is seeking a variance to the AR zone setback standards and a variance to the SDR exterior elevation standards for multi-dwelling units required in SHMC 17.96.180(3). The latter variance would be for the north and east elevations. However, the applicant is confused as to what constitutes an “offset” and believes that the south and west elevations meet the requirements. Please see narrative response to 17.96.180(3) for a breakdown of the offsets on the proposed exterior elevations.

For clarity, the responses below have been broken into “**Response Setback**” for the variance to SHMC 17.32.080(4) and “**Response Elevations**” for the variance to SHMC 17.96.180(3).

17.108.050 – Criteria for granting a variance

(1) The commission shall approve, approve with conditions, or deny an application for a variance based on finding that the following criteria are satisfied:

(a) The proposed variance will not be significantly detrimental in its consequence to the overall purposes of this code, be in conflict with the applicable policies of the comprehensive plan, to any other applicable policies and standards of this code, and be significantly detrimental in its consequence to other properties in the same zoning district or vicinity;

Response Setback: Please see Site Development Plan (Sheet C-4, Exhibit A). The applicant is seeking a variance to reduce the front yard setback and both side yard setbacks – adjacent to St. Helens Street, North 14th Street, and tax lot 4800 – from the minimums of 20 feet and 10 feet respectively, down to 2 feet. Based on the location of the proposed development in the Houlton Business District, the applicant feels that a variance will not be detrimental to the purposes of this code, the essence of the neighborhood, or to other properties in the zone or vicinity.

The applicant owns the only other property on the block (tax lot 4800) which contains an existing veterinary clinic. The proposed building is sited 38 feet away from the existing structure which exceeds the distance of both property’s 10-foot-deep side yard setbacks combined. Therefore, the proposed location provides ample spacing – according to the AR zone’s setback standards - for the privacy of the existing and proposed structures’ tenants. Additionally, the existing veterinary clinic is located approximately 2 feet away from its front and side yard property lines and the proposed building will



maintain a consistent look on the block. The variance should not adversely affect any other properties in the vicinity.

Response Elevations: The exterior elevations of the proposed building should not be detrimental to the code or to the surrounding properties. In fact, there are few buildings in the Houlton Business District that match the degree of variation - in materials and offsets - of the proposed building's exterior elevations.

(b) There are special circumstances that exist which are peculiar to the lot size or shape, topography or other circumstances over which the applicant has no control, and which are not applicable to other properties in the same zoning district;

Response Setback: Please see Dimensioned Site Plan (Sheet C-5, Exhibit A). Tax lot 4802 is not an ideal building site as it is a small triangle bordered by North 15th Street, Columbia Boulevard, tax lot 4800, and easements. Therefore, tax lot 4801 is the only feasible lot on which to propose a building. That lot is approximately 76-feet-wide but - accounting for 2-foot roof overhangs and 10-foot side yard setbacks - the usable width is reduced to 52 feet. The lot is approximately 97-feet-deep but – accounting for a 20-foot front yard setback, 2-foot roof overhangs, and space for circulation and recreation – the usable building depth is reduced to 70-feet. This usable space is further constrained by SHMC 17.96.180(3) which requires 8-foot-deep recesses or extensions every 30 feet along the vertical face of the building. The applicant feels that a mixed-use building, which would be an ideal addition to the Houlton Business District, would not make sense financially or spatially in the constrained buildable area that remains. Given that the incongruous shape of tax lot 4802 makes building impracticable, the applicant feels a variance to the setback requirements for tax lot 4801 is appropriate.

Response Elevations: Please see the setback response above. The same circumstances that restrict the size of the building also make the exterior elevation offsets extremely difficult on a building of this size. The proposed building has been designed to meet the elevation standards to the greatest extent possible while trying to maximize interior space on a narrow, challenging site and maintain a consistent, aesthetically pleasing design. Because the building is 30% commercial space – which is not subject to these exterior elevation standards – the applicant feels that the design meets 70% of the required offsets and the building as a whole meets the spirit of the offset standards.

(c) The use proposed will be the same as permitted under this code and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;

Response Setback: The proposed building's design is very specific and the applicant does not plan to use the structure for anything other than what is permitted.

Response Elevations: See setback response above.

(d) Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic landforms, or parks, will not be adversely affected any more than would occur if the development were located as specified in the code; and

Response Setback: Please see Existing Conditions Plan, Site Development Plan, and Stormwater & Grading Plan (Sheets C-1, C-4 and C-7, Exhibit A). The proposed development has been designed to maintain existing drainage patterns. Existing traffic, parks, landforms, etc. will not be affected any more than if the building were located as specified by the setback requirements. Many of the existing buildings in the Houlton Business District are similarly sited and do not negatively affect the physical and natural systems mentioned above.



Response Elevations: See setback response above. The exterior elevation offsets will not affect any of the existing physical or natural systems.

(e) The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.

Response Setback: The applicant feels that the width/depth of tax lot 4801 and the incongruous shape of tax lot 4802 are not self-imposed hardships. As described in subsection (c) above, the applicant feels that a building would not make sense financially or spatially in the small buildable area that remains after setback/offset requirements are met and that the variances requested to the setback standards are the minimum necessary to alleviate the hardship. The proposed development meets or exceeds the vast majority of the applicable zoning requirements outlined in the pre-app notes and this narrative.

Response Elevations: See setback response above.

(2) The commission shall approve, approve with modifications, or deny an application for an access variance in accordance with the criteria set forth in SHMC 17.84.150.

Response: The applicant is not seeking a variance for access related requirements. Therefore, this criterion is not applicable.

(3) The planning commission shall approve, approve with modifications, or deny an application for a subdivision variance subject to the criteria set forth in SHMC 17.136.120.

Response: This development is not a subdivision. Therefore, this criterion is not applicable.

(4) The yard requirements in the applicable zone may be reduced up to 20 percent (a reduction of 20 percent of the required setback) and/or the lot coverage standards increased up to five percent (maximum specified lot coverage plus five percent) without a variance, provided the following standards are satisfied:

(a) The reduction of the yard or increase in lot coverage established by the applicable zoning district shall be necessary to allow for the enlargement or remodeling of an existing principal building, accessory structure, or auxiliary dwelling unit as defined per SHMC 17.16.010;

(b) The increase in lot coverage established by the applicable zoning district may also allow for new accessory structures or auxiliary dwelling units;

(c) The garage or carport setback to the front property line satisfies the requirements of the applicable zoning district;

(d) Reductions to setback requirement do not apply to interior yards. Interior yards shall not be reduced per this subsection (4);

(e) The standards of Chapter 17.76 SHMC, Visual Clearance Areas, shall be satisfied;

(f) The proposed building, accessory structure, addition, or auxiliary dwelling unit shall not encroach upon any existing easements or any public utility or other infrastructure;

(g) When the proposed building or addition is within the rear yard, the setback adjacent to the rear property line shall be landscaped with sight-obscuring plantings in accordance with the standards set forth in SHMC 17.72.080, Buffering and screening requirements;

(h) The location of the proposed building, structure or addition shall not interfere with future street extensions or increases in right-of-way width based on adopted plans and standards; and

(i) Setback, buffering and screening requirements that apply when commercial and industrial zones about a residential zone shall be satisfied.

Response Setback: The applicant is seeking to reduce the front and side yard setbacks to 2 feet which exceeds the allowable reduction of 20 percent. Per SHMC section 17.32.080 (AR zone), the multi-dwelling aspect of the development requires a minimum 10-foot side yard setback and 20-foot front yard setback. Per SHMC 17.32.080, buildings shall not occupy more than 50 percent of the lot. The proposed building only occupies 37 percent of the subject property. Therefore, a variance will be required.

(5) Reasonable Accommodation.

(a) This development code has been developed to achieve the policy set out in ORS 197.663 to afford persons or groups of persons with disabilities an equal opportunity to use and enjoy housing within the city of St. Helens. Nevertheless, it may at times be necessary to make reasonable accommodations in land use and zoning policies or procedures to avoid discrimination against persons with disabilities.

(i) Upon request by an applicant, the director shall waive a requirement of this development code where the requested modification is reasonable and necessary to make a reasonable accommodation in compliance with the Federal Fair Housing Act. A requested modification shall be considered unreasonable when it would impose an undue burden or expense on the city or create a fundamental alteration in the zoning scheme.

Response: This standard is not applicable.

17.108.080 – Exceptions to site development review standards

The approval authority may apply one or more of the following exceptions (1) through (3) as part of the findings of site development review or conditional use permit applications:

(1) The approval authority may grant an exception to the yard requirements in the applicable zone based on findings that the approval will result in the following:

- (a) An exception which is not greater than 20 percent of the required yard;*
- (b) No adverse effect to adjoining properties in terms of light, noise levels, and fire hazard;*
- (c) No reduction in safety for vehicular and pedestrian access to the site and on site;*
- (d) A more efficient use of the site which would result in more landscaping than the minimum required; and*
- (e) The preservation of natural features which have been incorporated into the overall design of the project.*
- (f) The approval authority shall determine that the basis for this exception is clear and objective to be allowed.*

(2) The approval authority may grant an exception or deduction to the off-street parking dimensional and minimum number of space requirements in the applicable zoning district based on the following findings:

- (a) The application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, senior citizen housing) and which has a demonstrated low demand for off-street parking;*

- (b) *There is an opportunity for shared parking and there is written evidence that the property owners have entered into a binding agreement to share parking; or*
- (c) *There is community interest in the preservation of particular natural feature(s) on the site, public transportation is available to the site, and reducing the standards will not adversely affect adjoining uses; therefore, the public interest is not adversely affected by the granting of the exception.*

Response: The applicant is not seeking to reduce the off-street parking requirements and the variance requested is more than 20 percent of the required yard. Therefore, this exception is not applicable and a variance will be required.

(3) *The approval authority may grant an exception or deduction to the private outdoor area and shared outdoor recreation areas requirements, provided the application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, senior citizen housing) and which can demonstrate a reduced demand for a private outdoor recreational area based on any one or more of the following findings:*

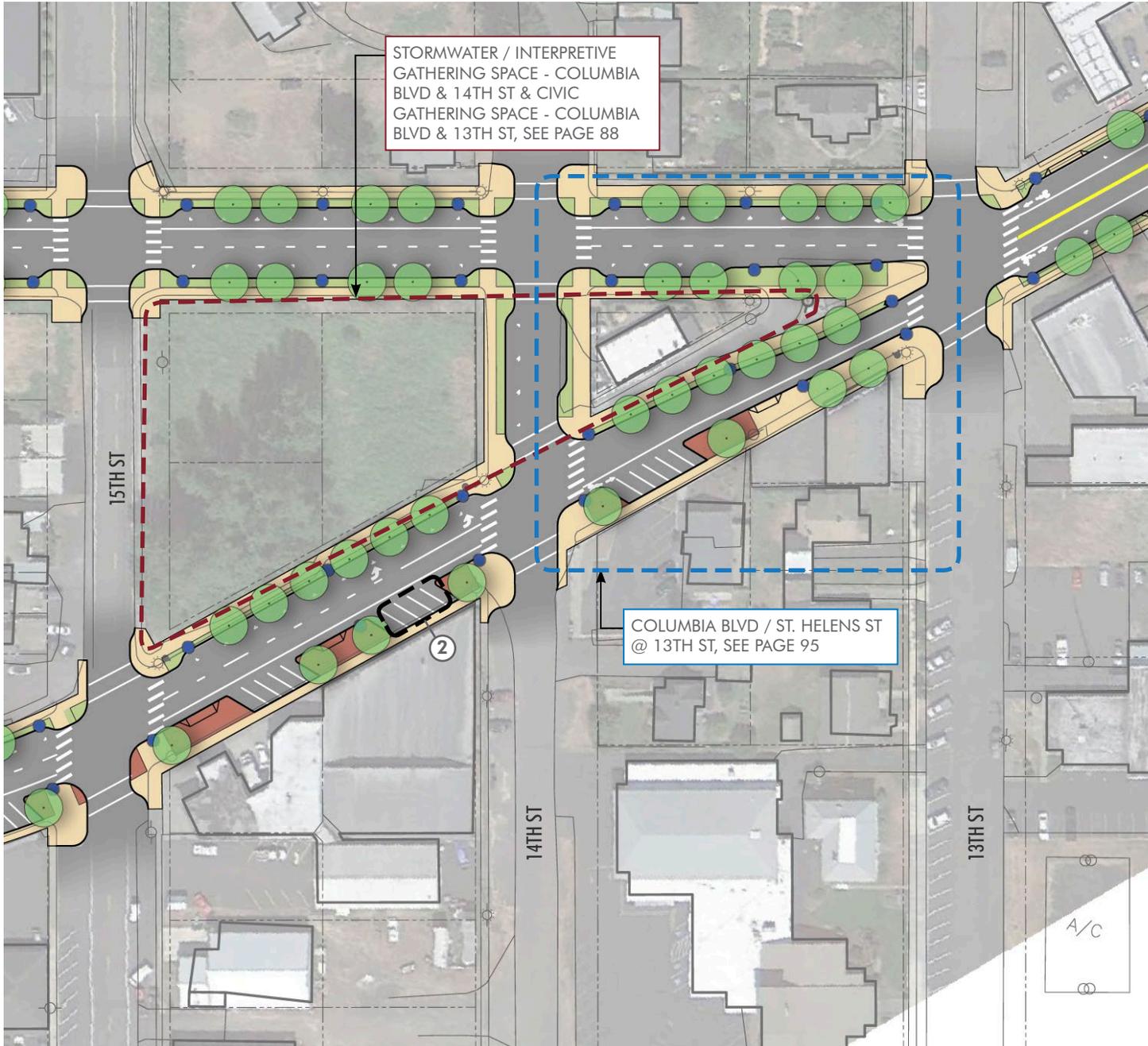
- (a) *There is direct access by a pedestrian path, not exceeding one-quarter mile, from the proposed development to public open space or recreation areas which may be used by residents of the development;*
- (b) *The development operates a motor vehicle which is available on a regular basis to transport residents of the development to public open space or recreation areas; or*
- (c) *The required square footage of either the private outdoor area or the shared outdoor recreation area may be reduced if together the two areas equal or exceed the combined standard for both.*

Residential: Please see Floor Plans and Site Development Plan (Sheets A-1, A-2, and C-4, Exhibit A). An exception to the shared outdoor recreation area requirements is requested. This space has been provided in the form of a 500 sq. ft. garden area south of the proposed building and private balconies/patios within each unit. When combined, these spaces have a total area of 1,400 sq. ft. but the development requires 1,600 sq. ft. of total outdoor recreation area. Per standard (a) above, two parks and a middle school are located within a quarter mile of the proposed development: Civic Pride Park, Heinie Heumann Park, and St. Helens Middle School. These public recreation areas include play structures, basketball courts, a track, walking paths, and other amenities and are within short walking distance – on pedestrian paths - for potential tenants. Figure 3 on page 52 depicts these recreation area locations and their proximity to the subject property. The applicant feels that the close proximity of multiple parks combined with the proposed on-site outdoor spaces fulfill this standard and a variance will not be required. This alternative to the private outdoor recreation area standards was presented in the pre-application memo from the City of St. Helens.

(4) *Uses not subject to site development review or conditional use permits (e.g., single dwelling units and duplexes) are not eligible for any of these exceptions.*

Response: Both proposed uses within this development are subject to site development review or a conditional use permit. Therefore, these exceptions are applicable.

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

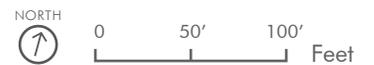


LEGEND: HOULTON & RIVERFRONT DISTRICT

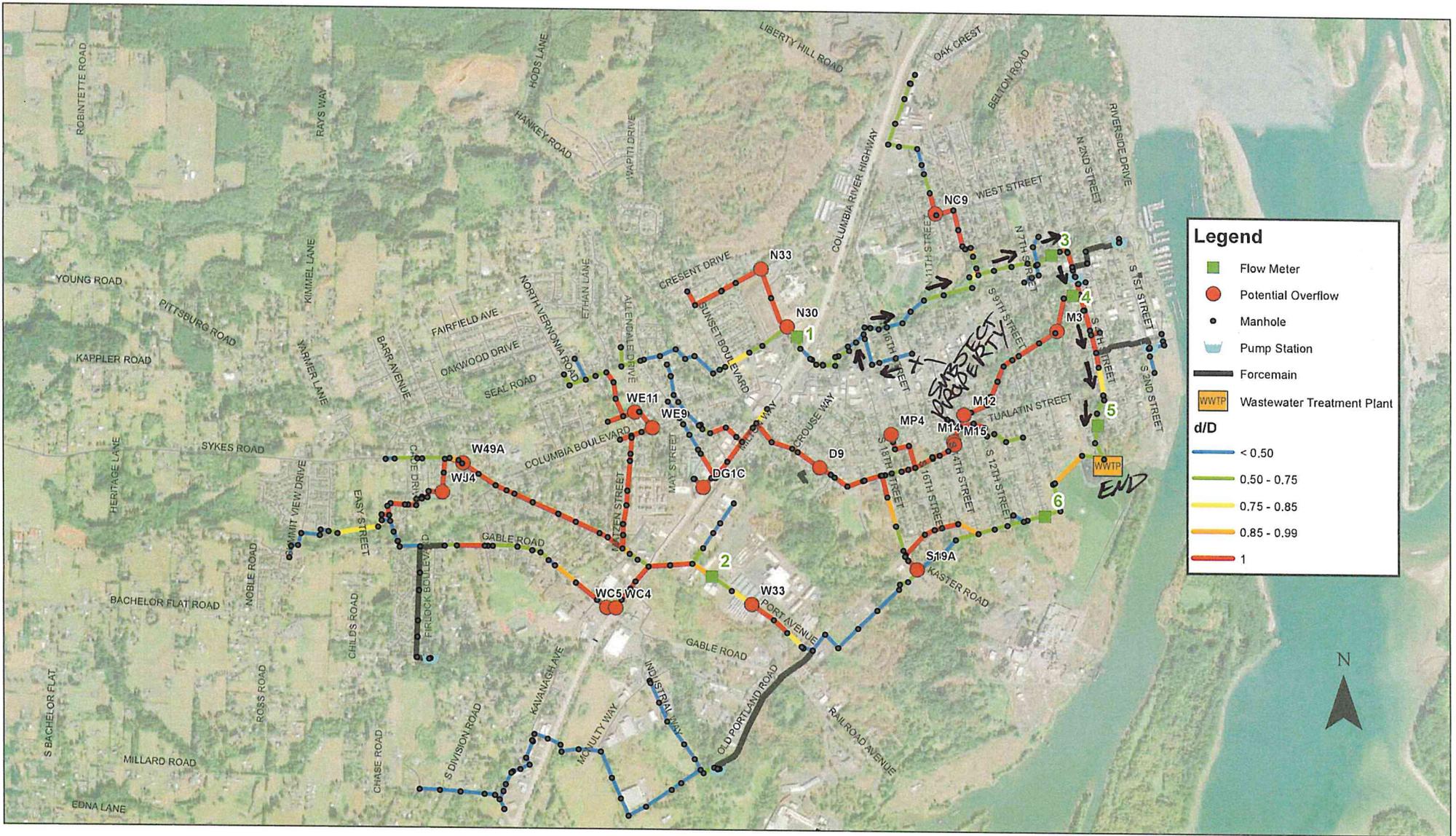
-  NEW SIDEWALK
-  PLANTING STRIP/FURNISHING ZONE
-  SCULPTURAL ELEMENT
-  PARKLET - SUBJECT TO CHANGE
-  NEW CROSSWALK STRIPING
-  NEW LIGHT POLE
-  NEW TREE
-  SPECIAL OPPORTUNITY AREA
-  CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

-  COMMUNITY KIOSK
-  TEMPORARY PARKLET - LOCATION SUBJECT TO CHANGE



PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE



Existing System Evaluation - d/D and Potential Overflow Locations



Wastewater Master Plan
 WITH NOTES RELATED TO
 SDR. 7. 22



Figure 18
 City of St. Helens, OR

Basin	Downstream CIP Share per Upstream EDU	In-Basin EDU
Allendale	\$ 104,900	1
Diversion	\$ 104,900	1
Firlock	\$ 7,600	-
Gable	\$ 7,900	589
Interceptor	\$ 2,200	512
Matzen	\$ 12,700	430
McNulty	\$ 3,200	144
Middle Trunk	\$ 41,400	91
Millard-OPR	\$ 3,200	806
North-11th	\$ 3,400	340
North-Willamette	\$ 2,200	134
Pittsburg	\$ 3,400	731
Port	\$ 3,800	36
South Trunk	\$ 1,800	124
Southwest	\$ 3,200	748
Sunset	\$ 7,900	321
Sykes	\$ 6,600	500
Vernonia	\$ 104,900	30

— 4th STREET

San. Sewer
Exhibit
(2 pgs.)

DRIFT