

**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
VAC.2.22**

DATE: June 7, 2022
TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
Jennifer Dimsho, AICP, Associate Planner
PETITIONERS: Keith & Laura Locke, Diane Marie Dillard Revocable Living Trust, Susan Jones,
& Williamson Trust
PROPOSAL: Vacation of public right-of-way described as follows:

The west 25 feet of the N. River Street right-of-way and the east 30 feet of the N. 1st Street (Columbia St.) right-of-way abutting Lots 1, 2, and the portion of Lot 3 not included in the Marinascape Condominiums, Block 13; and

The north 25 feet of the Columbia Boulevard right-of-way abutting Lot 1, block 13, and the proposed vacated portions of the N. River Street and N. 1st Street (Columbia St.) rights-of-way adjacent to said Lot 1; and

The west 30 feet of the N. 1st Street (Columbia St.) right-of-way abutting Lots 22, 21 and the south half of Lot 20, Block 16; and

The west 25 feet of the S. River Street right-of-way abutting Lot 11, Block 12; and

The south 25 feet of the Columbia Boulevard right-of-way abutting Lot 11, Block 12, and the proposed vacated portion of the S. River Street right-of-way adjacent to said Lot 11;

All within the St. Helens Subdivision, City of St. Helens, Columbia County, Oregon.

The purpose of this vacation is to **provide additional area to allow for the development and/or redevelopment of the subject properties** per the petitioner's petition.

PUBLIC HEARING & NOTICE

Hearing date: July 20, 2022 before the City Council

Notice of this proposed street vacation was Published in the Chronicle on July 6, 2022 and July 13, 2022. Staff posted a copy of the notice at or near each end of the proposed street vacation areas before July 1, 2022.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 2.08.080 - Planning Commission Powers and Duties

Discussion: There are several listed duties and powers that include recommendations to the City Council with regards to property acquisition/disposition, public facility proposals, right-of-way plans, plats or deeds dedicating land to public use, and street design for example. Street vacation proposals can be construed as falling within one or more of these.

As such, at their **June 14, 2022** meeting, the Commission considered this request and, based on [what type of vote], recommends the following to the City Council:

[...To be determined]

SHMC 17.32.030(5): Whenever any street is lawfully vacated, and when the lands within the boundaries thereof attach to and become a part of lands adjoining such street, the lands formerly within the vacated street shall automatically be subject to the same zoning district designation that is applicable to lands to which the street attaches.

SHMC 17.136.220 - Vacation of Streets: All street vacations shall comply with the procedures and standards set forth in ORS Chapter 271 and applicable local regulations.

Discussion: The above two excerpts are the only places where vacations are specifically mentioned in the St. Helens Municipal Code. The Municipal Code does not set forth any additional approval criteria other than those per State law below.

Oregon Revised Statutes, ORS 271.120 – Street Vacation Approval Criteria

... the governing body shall hear the petition and objections and shall determine whether the consent of the owners of the requisite area has been obtained, whether notice has been duly given and whether the public interest will be prejudiced by the vacation of such plat or street or parts thereof. If such matters are determined in favor of the petition the governing body shall by ordinance make such determination a matter of record and vacate such plat or street; otherwise it shall deny the petition. The governing body may, upon hearing, grant the petition in part and deny it in part, and make such reservations, or either, as appear to be for the public interest.

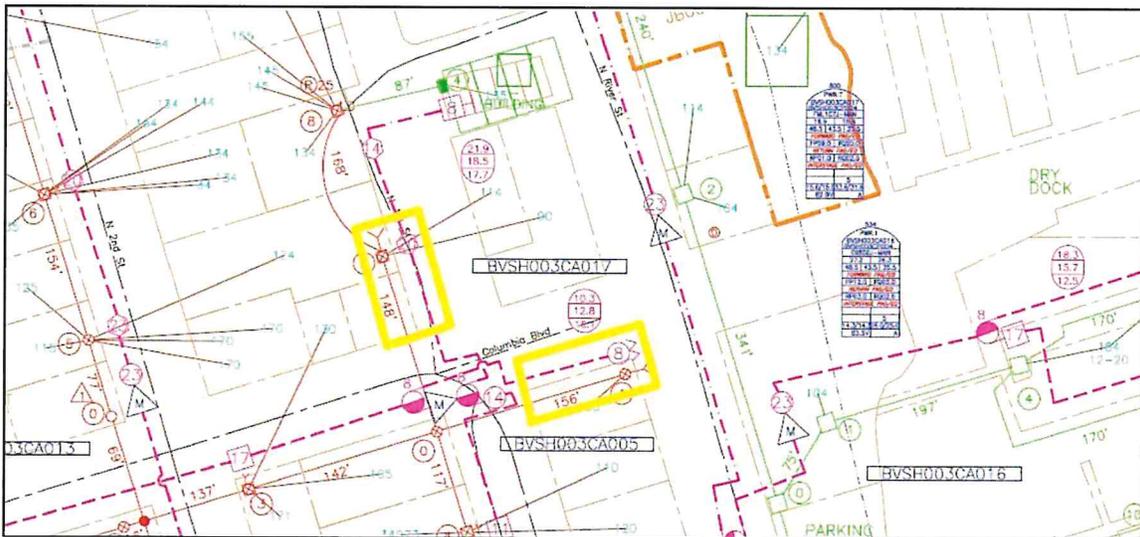
Findings:

- **Have there been any objections or other comments submitted regarding this request?**

CRPUD: “The street vacation proposed by Dillard, Locke, Williamson Trust and Jones (FILE: VAC.2.22) includes areas in the existing right of way in which Columbia River PUD (CRPUD) has existing electric facilities. These utility poles, lines, guys and anchors and other equipment are maintained on a regular basis, and upgraded, improved or repaired (as needed) by CRPUD. At any time, CRPUD crews need to be able to access these facilities, either in an outage or emergency situation, or during upgrade or routine maintenance events. This means that obstacles such as fences or walls cannot be erected that block CRPUD access to utility poles, lines or equipment. If the areas marked were vacated, CRPUD would require an easement for ingress,

egress, and utilities through this area. A Public Utilities Easement (PUE) is also an option. The easement options are not ideal, as they present a layer of difficulty when changes or upgrades are needed in the future. For this vacation to be possible, the electric facilities feeding North 1st Street, and one home on South 1st Street, would need to be relocated, and the services to the homes altered. Columbia River PUD is a not for profit organization, and operates on a ‘Cost Causer Cost Payer’ policy, so the cost of moving these facilities and altering home services would fall to the developer. In addition, as this area develops, CRPUD will need access to a right-of-way when accommodating City improvements. Due to the complexity of removing facilities for an entire city block due to this vacation, as well as this vacation creating barriers to future downtown growth, Columbia River PUD objects to the proposed vacation (FILE: VAC.2.22) of N 1st Street, S 1st Street, and River Street.”

Comcast: “Comcast can’t agree to these vacations unless the developer provides a new PUE and pays for a relocation of Comcast’s existing facilities. I remember the earlier request that did not affect our plant. I am going to assume CRPUD is in the same position as Comcast since we are attached to their poles.”



Comcast Referral Map

Centurylink: STAFF NOTE: This feedback was from an earlier vacation request that only included the rights-of-way that abut the Locke properties. This was since altered to the current, expanded request. Centurylink has not provided an updated referral comment for this new request.

“We have a 200 pair cable that rides the two poles in question [along the east side of N. 1st Street]. At first glance, without going out in person, moving the poles, cable and splicing will run the individual about \$8,000. Again, this is a rough estimate and could change once an official site walk is performed.”

NW Natural: “Here is the area that we have facilities in the vacation area and will need an easement.”

Street and on Columbia Blvd. will prevent future expansion and/or relocation of public utilities. Vacating the right-of-way on River Street will prevent future widening of the road and the addition of sidewalk for safe pedestrian use. Vacating the right-of-way on Columbia Blvd., N. 1st Street, and River Street is not consistent with the Corridor Master Plan.”

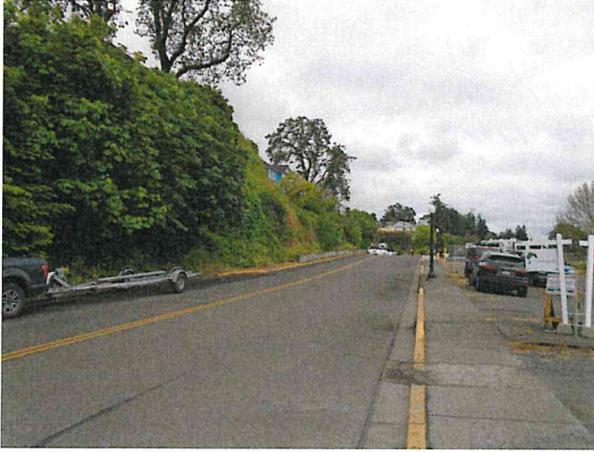
After the initial referral, it was added that a public storm drain (6” or 8” line) daylights into the right-of-way along the west side of N. 1st Street. This can be seen on the map exhibit attached. Storm currently drains naturally down the hill into the right-of-way below, but if vacated, it could not drain in this manner. There is also no public storm in the area to connect this to.

- **Has the consent of the owners of the requisite area been obtained?**
Pursuant to ORS 271.080(2), the consent of the owners of all abutting property and not less than two-thirds in area of the real property affected area (i.e., an area 200 feet parallel to and on both sides of the portion of street right-of-way to be vacated and 400 feet along its course beyond each terminus of the portion of street right-of-way to be vacated) is required. **The applicant submitted documentation showing 100% consent of all property owners abutting the portion of street right-of-way to be vacated and 72.5% of the affected area.**
- **Has notice been duly given?**
Notice requirements are set forth by ORS 271.110. This requires published notice to occur once each week for two consecutive weeks prior to the hearing and posted notice within five days after the first date of published notice. The posting and first day of publication notice is required to be at least 14 days before the hearing. The notice requirements have been met (see PUBLIC HEARING & NOTICE above).
- **Will the public interest be prejudiced by the proposed street vacation?**
There are multiple public interests to consider in this street vacation request. Staff reviewed transportation, utilities, trees, and public views for each of the streets considered for vacation. Due to the complexity of this request, a table summarizing each public interest and staff/PC recommendations on the last page of this report.

TRANSPORTATION

South & North River Street

Both N. and S. River Street are considered local streets. Local streets have a minimum right-of-way width of 50’. The existing actual right-of-way is 80’, but the developed roadway is skewed towards the east side of the right-of-way, likely due to the steep slope within the west side of the right-of-way. The River Street roadway width varies between 24’ and 34’ wide north of Columbia Blvd., although it is mostly consistent south of Columbia Blvd at approximately 30’ wide. The east side of the street is developed with a curb, gutter, and sidewalks. The west side of the street has only a curb. N. River Street dead ends at a cul-de-sac near Grey Cliffs Park about 550 feet north of the proposed vacations. Although there has been design work advancing for a limited access/fire access to allow for better circulation up to N. 2nd Street, traffic along River Street is fairly limited to truck/trailer travel to the boat launch, the RV park, Grey Cliffs Park, and the various dwellings off N. and S. River Street.



River Street roadway looking north



River Street roadway looking south

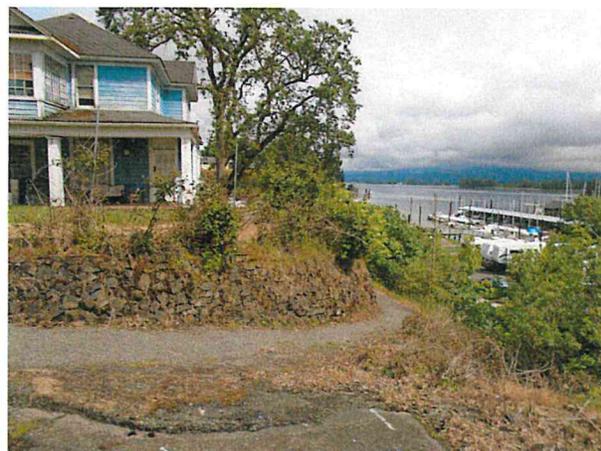
Typically, streets are more centered in the right-of-way, and therefore street vacations are also usually centered, splitting the vacation requests between both sides of the street. Since River Street is so skewed to the east side, it is unlikely that the properties along the east side of the street could apply for a similar vacation. In addition, just north of the proposed vacation (abutting the St. Helens Marina townhomes), 25 feet of N. River Street (west side) was vacated in 1996. More recently in 2020, 20 feet of S. River Street (west side) was vacated approximately 300' south of the proposal with the VAC.1.20 file.

Granting a 25' street vacation would leave 55' of right-of-way remaining, which is 5' more than the minimum standard for local streets. Granting 25' would also leave enough remaining right-of-way for a new 5' curb-tight sidewalk along the west side of the developed roadway.

There is a small gravel pedestrian trail which begins in the undeveloped Columbia Blvd. right-of-way and follows the N. River Street right-of-way which is proposed to be vacated. The connection is utilized often by the public because it connects the highly traveled Columbia Blvd. to River Street and its amenities, including Grey Cliffs Park, the St. Helens Marina, RV parks, and residential units. In 2015, improvements to the pedestrian connection between Columbia Blvd. and River Street were identified as a high priority trail project in the Parks & Trails Master Plan (Ord No. 3191).



Trail from N. River Street looking north



Trail from N. River Street looking south

Transportation Summary: Vacating 25' of the South River Street right-of-way does not conflict with any planned or future transportation improvements. Vacating 25' of the North River Street right-of-way would prevent public access along a used trail that connects Columbia Blvd. and 1st Street to River Street down below. It would also limit opportunities for future improvements to the trail as identified in the Parks & Trails Master Plan.

North 1st Street

1st Street is classified as a Collector Street up to the Columbia Blvd. intersection. Beyond the Columbia Blvd. intersection, it is considered a local street. Local streets have a minimum right-of-way width of 50'. The existing actual right-of-way is 80'. There is a section of the 80' x 80' existing right-of-way intersection that is proposed to be utilized for intersection improvements in the 2015 Corridor Master Plan (Ord. No. 3181) (see yellow area on the map exhibit attachment).



Gravel driveway which serves 114 N. 1st Street. Steep drop off is just beyond the vehicle.

Currently, there is an existing gravel driveway which serves only 114 N. 1st Street. The roadway does not continue north beyond Columbia Blvd. because of a steep cliff, where the elevation goes from approximately 40' to 24' over a span of less than 34 feet. This over 47% slope at its steepest.

The applicants are requesting to vacate a total of 60' of right-of-way (30' on each side of the street), leaving only 20' of public right-of-way. The applicant's stated purpose for the vacation is to develop or redevelop the subject properties. The zoning of the properties abutting the proposed vacations are Apartment Residential (AR) and Riverfront District, Marina (both allow higher density multi-family dwellings). In addition, access via Columbia Blvd. or River Street is limited due to topography and conflicts with the Corridor Master Plan recommendations. This leaves N. 1st Street providing the most logical point of access to the properties which may be redeveloped (and the sole point of access for 114 N. 1st Street). A 20' right-of-way does not meet any public street standard.

The local *skinny street* standard (minimum 40' right-of-way width) can be used when providing access to land uses whose combined average daily trip rate is 200 ADT or less. 200 ADT is approximately 20 single-family dwellings. Given the limited square footage of land which would access N. 1st Street from this location, the local *skinny street* standard could apply in this case.

In addition to considering the minimum right-of-way to retain to serve abutting land uses, the topography and usability of the right-of-way which is to be vacated must be considered. The west side of the right-of-way has a gentler slope than the east side. This is significant because if a roadway, pedestrian trail, or bicycle connection were to be constructed in the N. 1st Street right-of-way, the area with the gentler slope would be preferred to minimize the slope of the

improvements. See Columbia Blvd’s transportation section for more information about potential transportation improvements in this area.



Both photos above were taken from N. 1st Street right-of-way looking south with the city pump station on the left.

*The photo on the **left** was taken recently and shows a retaining wall and fence in the center of the photo. There is approximately 30’ of public right-of-way on the right side of the retaining wall. This area was graded and paved around 2017 with the development of a triplex.*

*The photo on the **right** was taken before the triplex was developed and shows the area with more usable topography which may enable nonmotorized access as identified in the Corridor Master Plan.*

Transportation Summary: No portion within the current 80’ x 80’ “right-of-way intersection” (in yellow on the map exhibit) of Columbia Blvd. and N./S. 1st Street should be vacated to be consistent with the Corridor Master Plan. Any vacation of N. 1st Street beyond the intersection should retain at least 40’ of right-of-way (skinny street standard) to provide adequate access to abutting current and future land uses. For the purposes of developing a roadway, pedestrian, or bicycle improvements, the right-of-way on the west side of N. 1st Street is preferred because of its more gradual, usable slope. Staff does not recommend vacating any of the west N. 1st Street right-of-way to allow the development of transportation facilities within the more usable portion of the right-of-way.

Columbia Boulevard

Columbia Blvd. is classified as a Minor Arterial up to the 1st Street intersection. Beyond the 1st Street intersection, it is considered a local street. Local streets have a minimum right-of-way



width of 50'. The existing actual right-of-way is 80'. Currently, there is a gravel area which serves two lots (*pictured previous page*). The area also serves as informal street parking for 90 Columbia Blvd. and 100 S. 1st Street. The applicants are requesting to vacate a total of 50' (25' on each side) which leaves 30' of public right-of-way remaining.

As described in the N. 1st Street section, there is a section of the 80' existing right-of-way that is proposed to be utilized for Columbia Blvd. and N./S. 1st Street intersection improvements in the Corridor Master Plan (see yellow area on the map exhibit attachment). No section of the 80' x 80' existing right-of-way intersection should be vacated. More specifically, the Corridor Master Plan proposed three transportation-related improvements along Columbia Blvd. and at the intersection S./N. 1st Street:

1. Stairway to River Street
2. Raised crossing between the two curbs extensions on the east side of S. 1st Street
3. Bicycle connection to River Street using N. 1st Street right-of-way



The full related excerpts from the Corridor Master Plan are attached to this report. These improvements are in addition to the designation as a “special opportunity area” with a proposed overlook, as described under Public Views below. The Corridor Master Plan also notes that if vehicular access to the two abutting private properties were no longer needed, the Columbia Blvd. right-of-way could be transformed into a pedestrian-only plaza, demonstrating the importance of this area as a public-use area.

The Corridor Master Plan's designs are considered a 30% level design, which means the basic concept is outlined, but it is subject to change with further refinement (i.e., surveys, topography detail, etc.). Without further refinement, staff does not know how much right-of-way to retain to fully implement and construct all 3 transportation recommendations from the adopted plan. In no case should the examples in the Corridor Master Plan be considered final and it is inappropriate to use the illustrated examples alone as a basis for decision.

Transportation Summary: Staff recommends retaining the full 80' wide right-of-way along Columbia Blvd. to allow for additional design work and implementation of the recommendations in the Corridor Master Plan.

TREES

Trees located in the right-of-way are subject to public protection. There is a large oak along the N. River Street right-of-way that appears to be either entirely or partially within the proposed right-of-way to be vacated. If vacated, this large oak would no longer be subject to public protection. This tree can be seen on the photos of the trail to River Street (*bottom of page 6*).

UTILITIES

South and North River Street

There are no public utilities within the right-of-way to be vacated along S. River Street or within an assumed 15' on center PUE.

Along N. River Street, there is a public sanitary sewer line that runs close to the northern area to be vacated. City Engineering requested a 40' long easement to be retained over the northerly 25' wide street vacation to ensure adequate access to the public sewer line for maintenance along the steep slope.

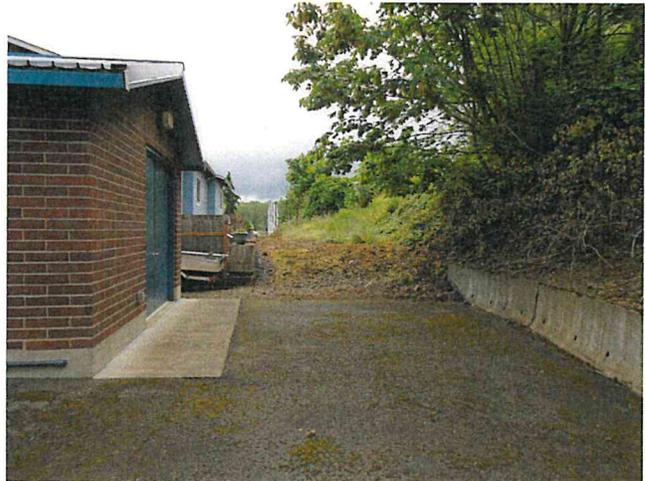
Utilities Summary: If Council wants to entertain the 25' vacation along N. and S. River, the northernmost 40' should be retained as a public utility easement for the purposes of maintenance of the sanitary sewer along the steep slope.

North 1st Street

Along the **west** side of N. 1st Street, there is a CRPUD pole with power lines and communications (Comcast) lines spanning the entire length of the proposed 30' wide area to be vacated. The lines continue northward, beyond the area to be vacated. Comcast has requested that the poles be relocated and a new utility easement be provided by the owner, if the street vacation were granted. CRPUD said their preference is to require, at the owner's expense, relocation of the facilities (including utility poles, lines, guys and anchors and other equipment) since easements add a layer of difficulty, especially for expansion, maintenance, and access during an outage or an emergency situation. Read the full CRPUD referral on page 2. There is also a 6" or an 8" storm line which daylights near the southern area proposed to be vacated.

Stormwater currently drains naturally down the hill into the right-of-way, but if vacated, this would need to be corrected. There is no nearby storm infrastructure to connect this to. Along the **east** side of N. 1st Street, there are two poles which are used by Centurylink and have aerial communications lines which span almost the entire length of the proposed 30' wide area to be vacated. There is also a NW Natural gas line which terminates approximately 100' north of Columbia Blvd. There is also a public water main which runs along the entire proposed area to be vacated and continues northward.

In addition to the linear utilities, Pump Station #2 is located north of the proposed area to be vacated. There is an existing asphalt area which provides access to and around the facility (*pictured right*). Measuring from the building face southward, the paved area extends about 19 feet to a low retaining wall on the south side of the cliff. The majority of this paved area is included in the proposed area to be vacated. City Engineering also noted that N. 1st Street right-of-way provides the only alternative access to Pump Station #2 in the event that River Street access is blocked.



Utilities Summary: Given the number of utility conflicts, required utility easements, and the access to Pump Station #2, staff does not recommend vacating any portion of the **east** side of the proposed N. 1st Street vacation. If the Council wants to consider vacating a portion of the east side of the N. 1st Street right-of-way, the northerly 20' should be retained for purposes of accessing the pump station and the entire area to be vacated should be retained as a public utility easement for the purposes of maintaining the water line, Centurylink utilities, and NW natural facilities. This is not recommended by staff.

Staff also does not recommend vacating any portion of the **west** side of the N. 1st Street vacation given the utility conflicts with CRPUD and Comcast. If the Council wants to consider vacating this area, the entire area to be vacated would need to be retained as a public utility easement for the purposes of maintaining the utilities. Comcast and CRPUD also requested relocation of all utilities (including poles, lines, guys, anchors, and other equipment) at the property owner/developer's expense. This is not recommended by staff.

Columbia Boulevard

There are no utility conflicts within the northern Columbia Blvd. right-of-way proposed to be vacated.

Within the southern portion of the right-of-way proposed to be vacated, there is a Columbia River PUD pole with power lines and communications lines (Comcast) located close to the property line and within the requested area to be vacated. Comcast has said the relocation of the

pole and facilities would be required and a new utility easement would be needed. CRPUD said their preference is to require, at the owner's expense, relocation of the facilities (including utility poles, lines, guys and anchors and other equipment) since easements add a layer of difficulty, especially for expansion, maintenance, and access during an outage or an emergency situation. Read the full CRPUD referral on page 2.

There is also a vehicular wayfinding sign (7' in length between posts) which includes 3' square footings at each post located in the southern portion of the Columbia Blvd. right-of-way proposed to be vacated. This is located just behind the sidewalk along 1st Street within the proposed vacation area.

Utilities Summary: There are no utility conflicts within the **northern** Columbia Blvd. right-of-way proposed to be vacated.

There is a utility pole with communications lines/ power lines and a vehicular wayfinding sign in the **southern** Columbia Blvd. right-of-way. Staff does not recommend vacation of the southern 30' of Columbia Blvd. due to aerial utility and wayfinding signage conflicts. If Council wanted to consider vacating this portion of the right-of-way, Comcast and CRPUD would require a PUE and relocation of all utilities (including poles, lines, guys, anchors, and other equipment) at the property owner/developer's expense. The City would also require relocation of the wayfinding sign at the owner/developer's expense, although it is unclear where this would be re-installed. Staff does not recommend this.

PUBLIC VIEWS

An important public benefit in this case is public views. Columbia Blvd. right-of-way provides a view of the Columbia River, Sand Island, and the St. Helens Marina down below.

Title 19 (the Comprehensive Plan) includes references to scenic areas and public views in Chapter 19.08.060.

19.08.060 Natural factors and local resources goals and policies.

(2) Goals.

(g) To preserve for the public benefit outstanding scenic areas.

[...]

(3) It is the policy of the City of St. Helens to:

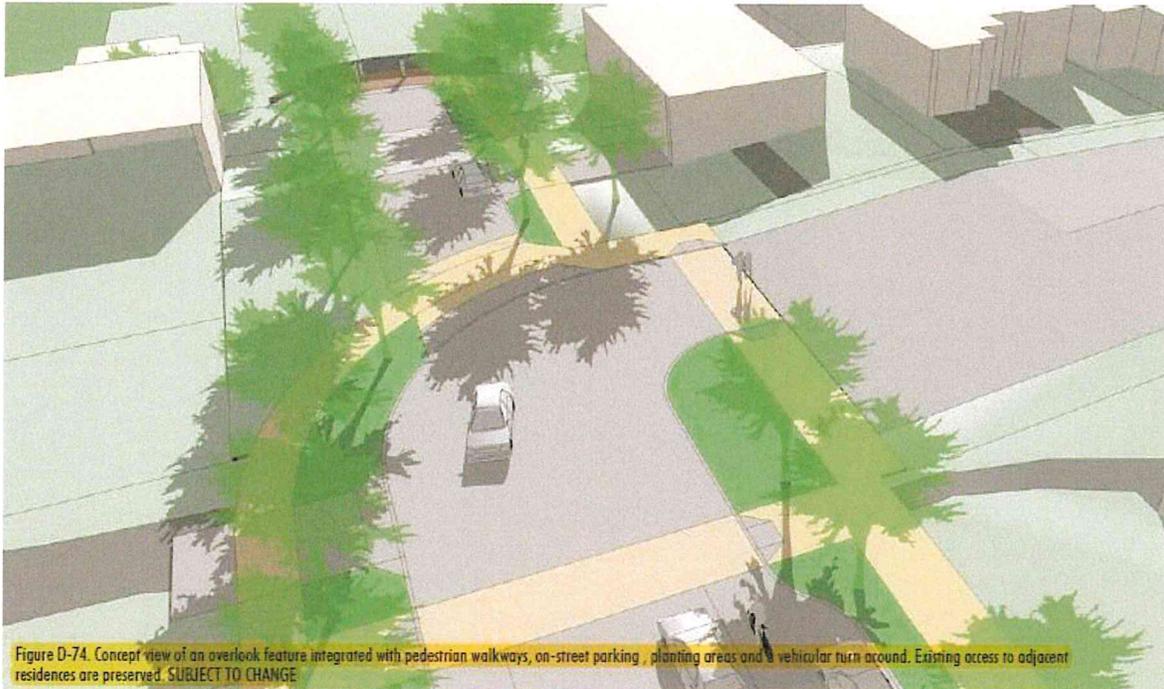
(j) Balance development rights of property owners and protection of public views of the Columbia River, Scappoose Bay and Multnomah Channel.

[...]

In 2015, the Corridor Master Plan considered the Columbia Blvd. east of 1st Street a "special opportunity area" because of its scenic views of the Columbia River. An overlook with seating is described. The proposed overlook is proposed along with three transportation-related improvements that would increase pedestrian and bicycle connections as further described above.

The Corridor Master Plan's designs are considered a 30% level design, which means the basic concept is designed, but it is subject to change with further refinement (i.e., surveys, topography

data, etc.). Note the caption states SUBJECT TO CHANGE. Without further refinement, staff does not know how much Columbia Blvd. right-of-way to retain in order to design and construct the overlook feature as recommended. In no case should the examples in the Corridor Master Plan be considered final and it is inappropriate to use the illustrated examples alone as a basis for decision.



Public View Summary: Staff recommends retaining the full 80' wide right-of-way along Columbia Blvd. to preserve public access to the natural views consistent with the Comprehensive Plan and to allow for additional design work and implementation of the recommendations in the Corridor Master Plan.

PUBLIC INTEREST SUMMARY

Given the complexity of this proposal, staff prepared a table which summarizes its and the Planning Commission's (to be determined) recommendations in the far-right column.

PUBLIC INTEREST SUMMARY

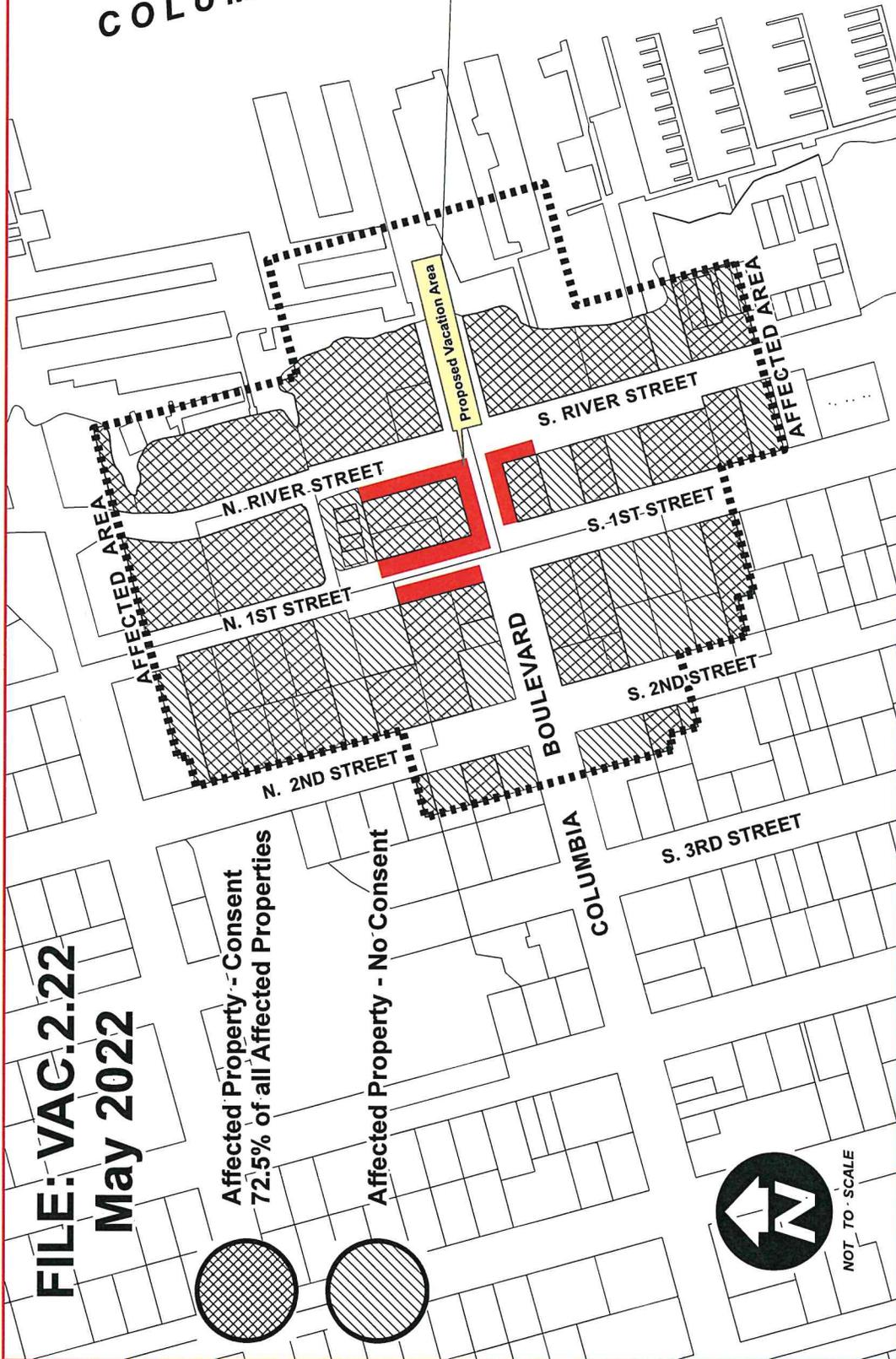
STREET	TRANSPORTATION	UTILITIES	PUBLIC VIEWS	TREES	STAFF & PC REC.
N. River Street (West 25')	Keep Corridor Master Plan Parks & Trails Plan Existing gravel trail	PUE Needed City sanitary sewer (northernmost 40')	No conflict	Large oak	Deny
S. River Street (West 25')	No conflict	No conflict	No conflict	None	Grant
Columbia Blvd. (North 25')	Keep Corridor Master Plan	None	Keep Scenic views Corridor Master Plan	None	Deny
Columbia Blvd. (South 25')	Keep Corridor Master Plan	PUE and/or Relocation Needed CRPUD Comcast City wayfinding sign	Keep Scenic views Corridor Master Plan	None	Deny
N. 1 st Street (East 30')	Reduce request to 20' - "Skinny street" standard requires 40' RoW	PUE and/or Relocation Needed City water main NW Natural Centurylink	No conflict	None	Deny
N. 1 st Street (West 30')	Keep Future nonmotorized access improvements	PUE and/or Relocation Needed CRPUD Comcast City storm	No conflict	None	Deny

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, staff recommends that the City Council grant only the street vacation request for the west 25 feet of the S. River Street right-of-way abutting Lot 11, Block 12, St. Helens Subdivision, City of St. Helens, Columbia County, Oregon.

- Attachments:** *Consent Map*
Overall VAC.2.22 Map Exhibit
Applicant Survey
Excerpts from the Corridor Master Plan (2015) (4 pages)
Excerpt from Parks & Trails Master Plan (2015) (1 page)
Engineering Staff Report dated May 15, 2022
Columbia River PUD Referral dated June 1, 2022
NW Natural Referral dated May 13, 2022
Comcast Referral dated May 24, 2022
Centurylink Referral dated August 12, 2021

COLUMBIA RIVER



FILE: VAC.2.22
May 2022

Affected Property - Consent
72.5% of all Affected Properties

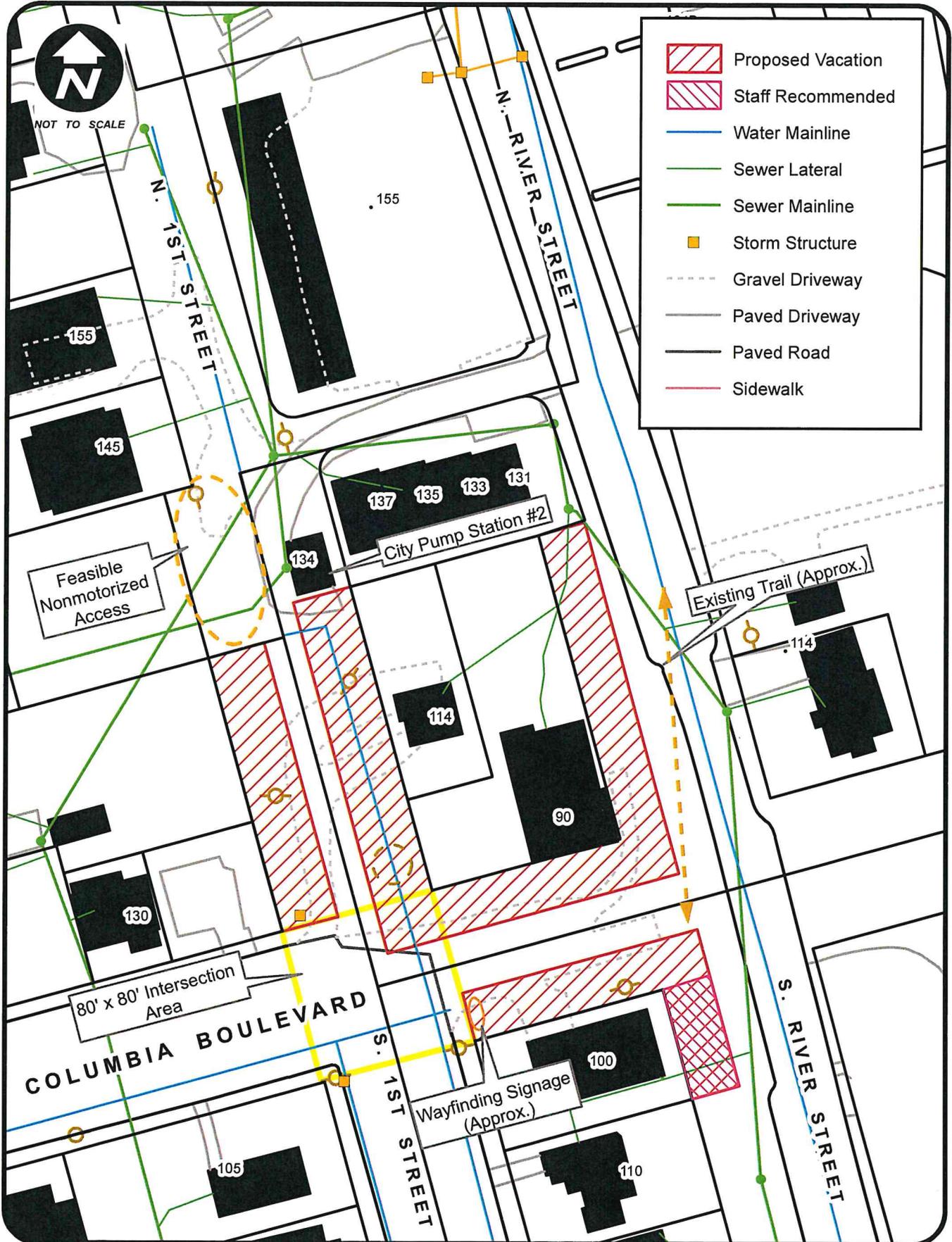
Affected Property - No Consent



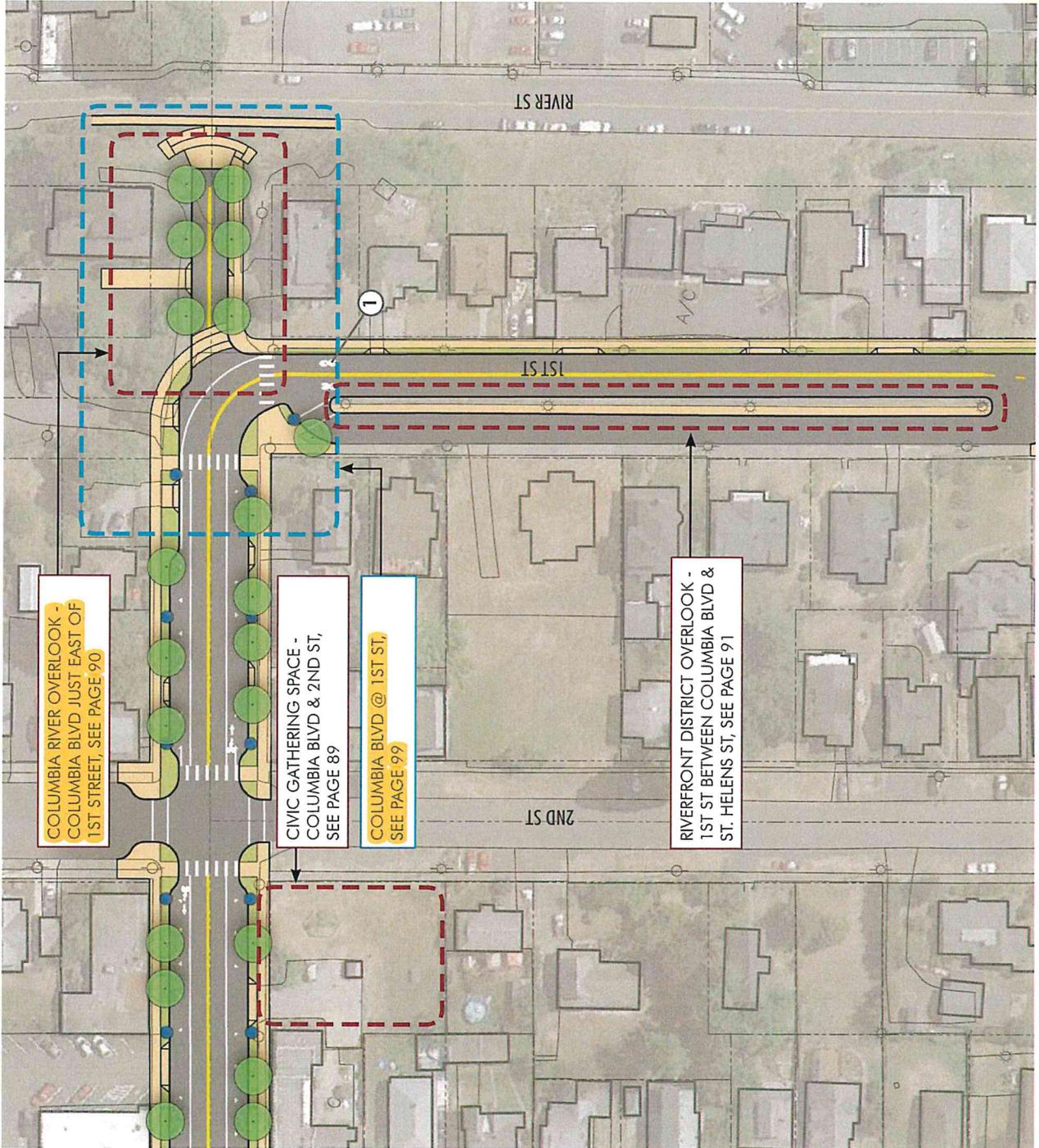
NOT TO SCALE

STREET VACATION (VAC.2.22)

N. 1st St., N. & S. River St., and Columbia Blvd.



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

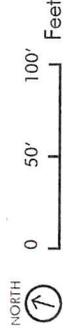


LEGEND: HOULTON & RIVERFRONT DISTRICT

- 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

- ① SHARROWS ON NORTH- AND SOUTHBOUND LANES OF 1ST STREET - SHARED BIKE AND VEHICULAR TRAFFIC.



PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

6. COLUMBIA RIVER OVERLOOK –
COLUMBIA BOULEVARD JUST EAST
OF 1ST STREET

An existing parking area in City right-of-way at the end of Columbia Boulevard offers great views of the Columbia River. Nestled between two residences, an overlook with seating could provide some respite off the beaten path and a new way for the community to experience a natural wonder in their backyard. More discussion of this area is provided on page 99.

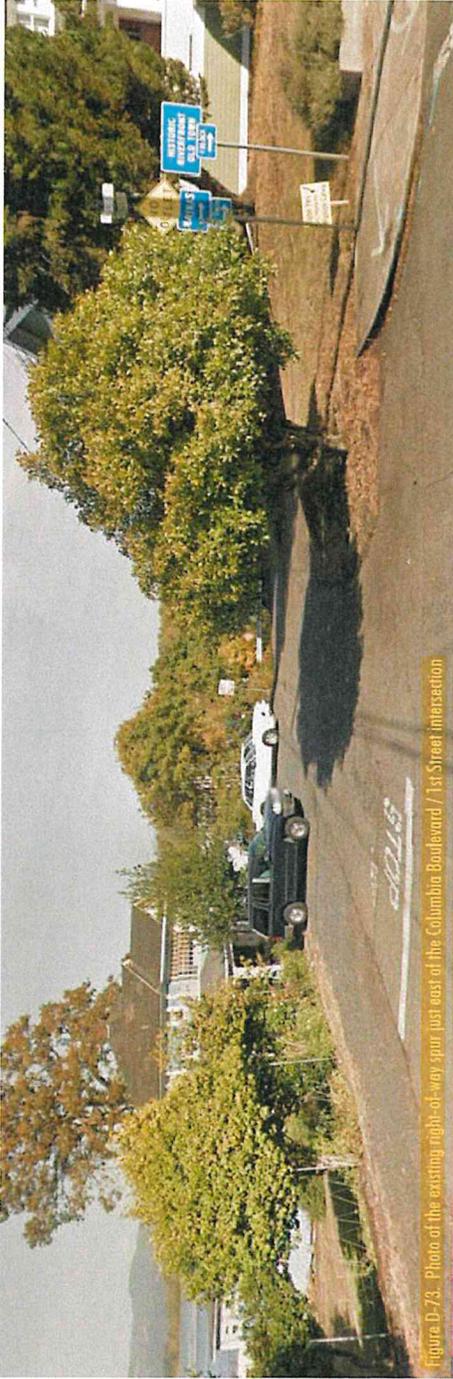


Figure D-73 - Photo of the existing right-of-way spur just east of the Columbia Boulevard / 1st Street Intersection

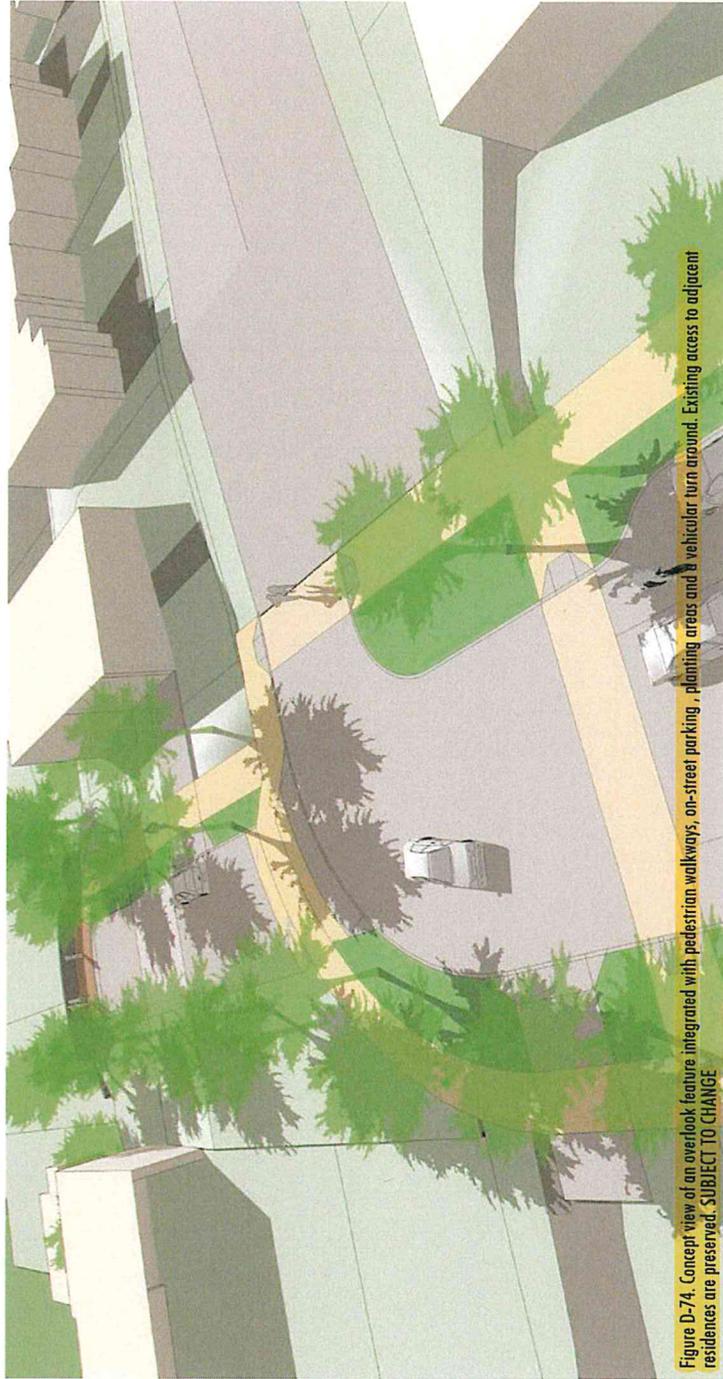
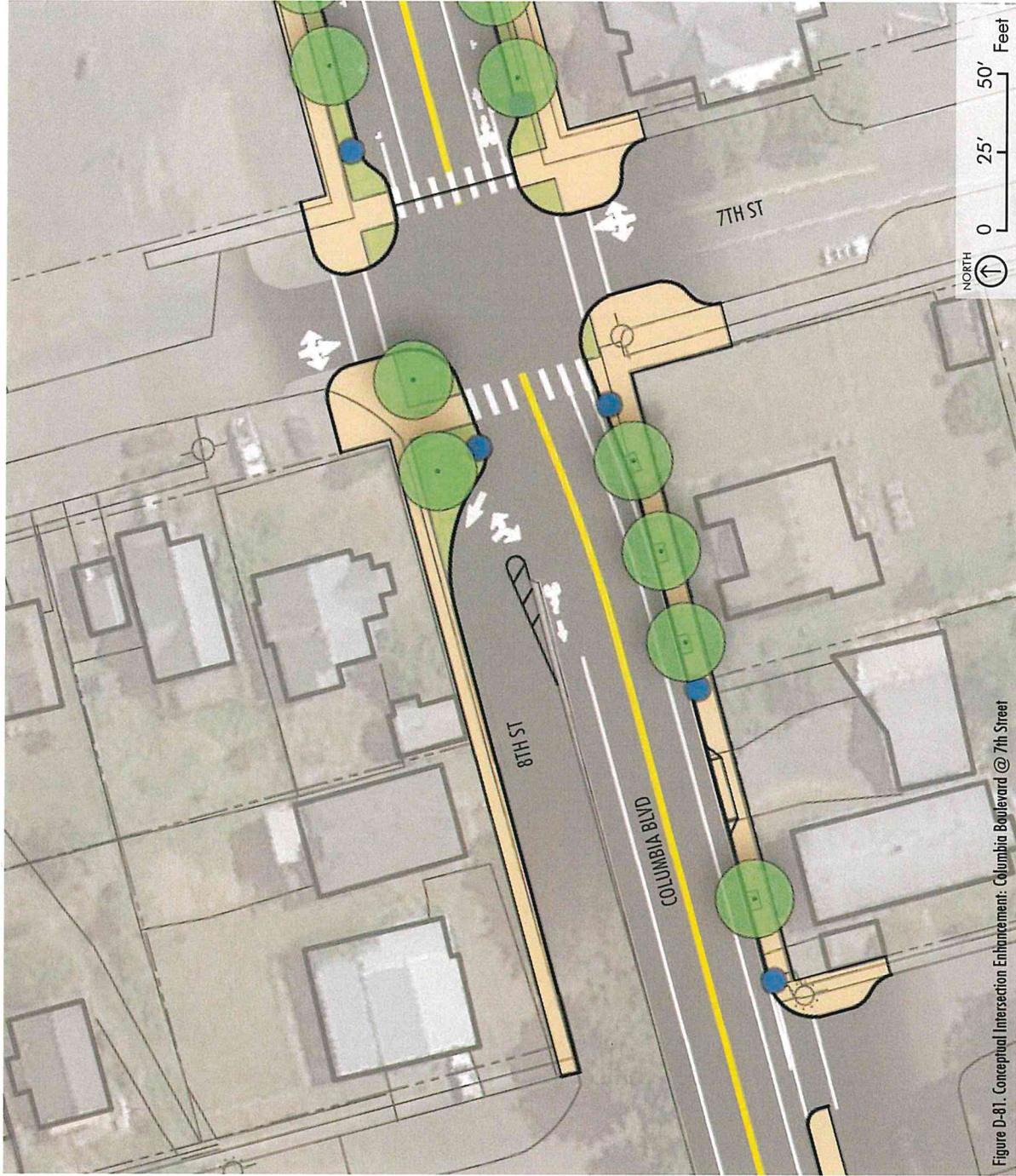


Figure D-74. Concept view of an overlook feature integrated with pedestrian walkways, on-street parking, planting areas and a vehicular turn around. Existing access to adjacent residences are preserved. SUBJECT TO CHANGE

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

6. **COLUMBIA BOULEVARD / 7TH STREET** (Figure D-81) - This concept illustrates potential enhancements to the 7th Street/Columbia Boulevard intersection. This concept has been designed to better transition between the existing cross-section located west of the intersection to the potential cross-section located east while also maintaining access to 8th Street. This concept includes bulbouts on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as to providing channelization through the intersection).

7. **COLUMBIA BOULEVARD / 1ST STREET** (Figure D-82 and Figure D-83) - This concept illustrates potential enhancements to the 1st Street/Columbia Boulevard intersection as well as the special opportunity area located immediately east of the intersection. This concept has been designed to better transition between the potential cross section along Columbia Boulevard to the existing cross-section along 1st Street while maintaining access to 1st Street (overlook). This concept includes a bulbout in the southwest quadrant of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as providing channelization through the intersection). Final design of the intersection/adjacent roadways should accommodate boat trailers

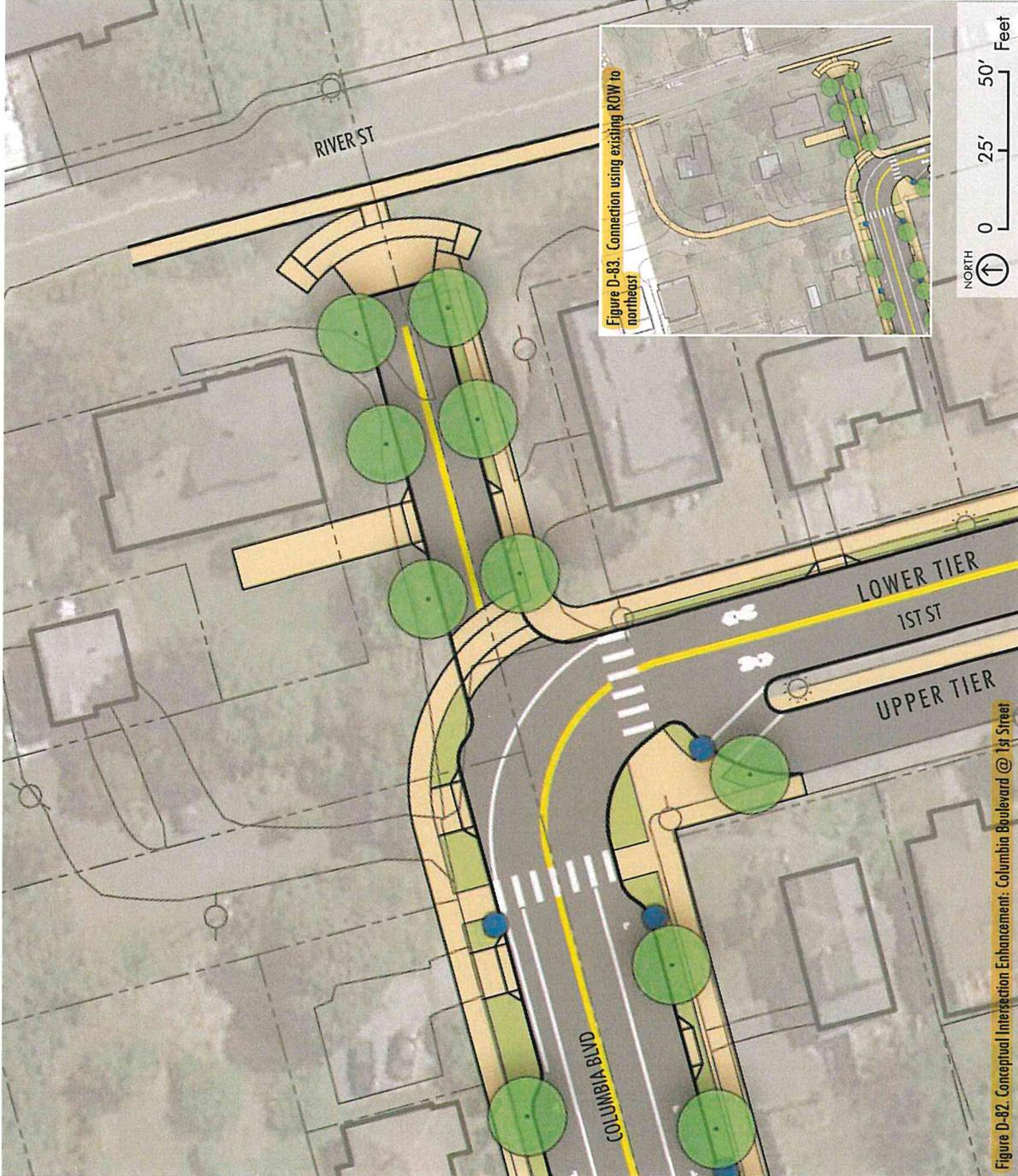


D. RECOMMENDED CORRIDOR DESIGN OPTIONS: GREATER DOWNTOWN (HOULTON & RIVERFRONT DISTRICT) CORRIDOR SEGMENTS

and other large vehicles traveling to/ from the boat launch located along River Street. The design for the overlook and surrounding area includes three short-term recommendations: (1) provide a stairway from the end of the Columbia Boulevard right-of-way to River Street below; (2) build a raised crossing area between the two curb extensions on the east side of 1st Street; and (3) provide a bicycle connection to River Street using existing right of way north and east of the intersection. In the long term if the two properties on either side of the right-of-way extension redevelop and no longer need direct vehicle access from that portion of Columbia Boulevard, the area between them could potentially be closed to vehicle traffic and transformed into a pedestrian plaza adjacent to the overlook.

Recommendations for the Section of 1st Street between Columbia Boulevard and St. Helens Street include not allowing for on-street parking within the constrained lower tier, prohibiting parking on the existing sidewalk on the east side within the constrained lower tier, maintaining the current width of that sidewalk, and providing "sharrows" (shared lane markings) in the street for bicycles where the right-of-way is too constrained to provide bike lanes. The striping on the east side of the street would be removed.

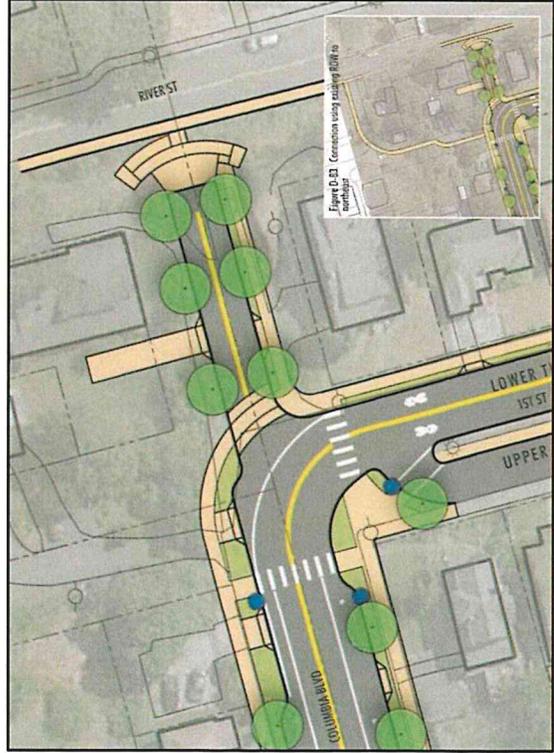
Another option which may be considered by the City would be to provide on-street parking on the east side of this section (lower tier) of 1st Street. In order to do so, the sidewalk would need to be narrowed, which



WEST COLUMBIA BLVD. EXTENSION: Enhance the safety and appearance of pedestrian connection from Columbia Blvd. to River St. (#18)

The Corridor Master Plan (Jan 2015 adoption) has identified the dead end of Columbia Blvd. as a special opportunity area. It recommends this location for a Columbia River Overlook area, which would add to the sense of place and character of the corridor on the way to the Riverfront District (See concept pictures below). A makeshift pedestrian trail to River St. currently exists at this location, but it is heavily sloped and not recommended for safe use (See upper right). This location is also within the Columbia Blvd. right-of-way.

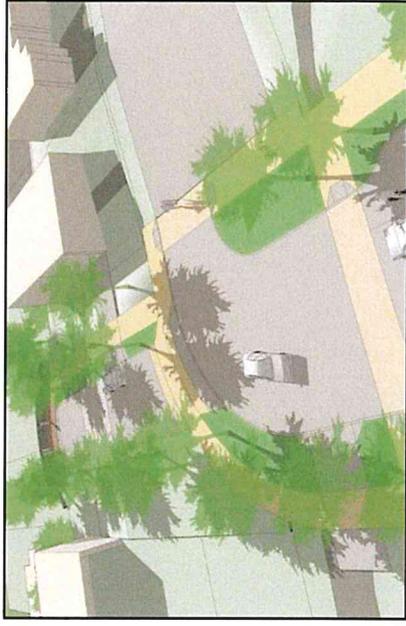
If this right-of-way area is developed as a Columbia River Overlook as suggested in the Corridor Master Plan, it would be an ideal time to also enhance the safety and appearance of the pedestrian connection to River St. In the concept rendering below, there is a proposed set of stairs, as well as landscaping enhancements and pedestrian safety improvements on Columbia Blvd. A striped crosswalk on River Street would also need to be provided for the user to safely reach the sidewalk on the other side.



Existing local access trail looking up at Existing local access trail looking down to adjacent houses and to Columbia Blvd. River St. below. Grey Cliffs Park can be seen in the background.

Left: Concept illustrates potential enhancements to the 1st Street/Columbia Blvd. intersection and the overlook area east of the intersection. A bike access trail utilizing existing right-of-way can be seen in the lower right corner.
 Right: Concept view of an overlook feature integrated with pedestrian walkways, on-street parking, planting areas and a vehicular turn around. Existing access to adjacent residences are preserved.

Source: Draft Corridor Master Plan (2014)





ENGINEERING STAFF REPORT

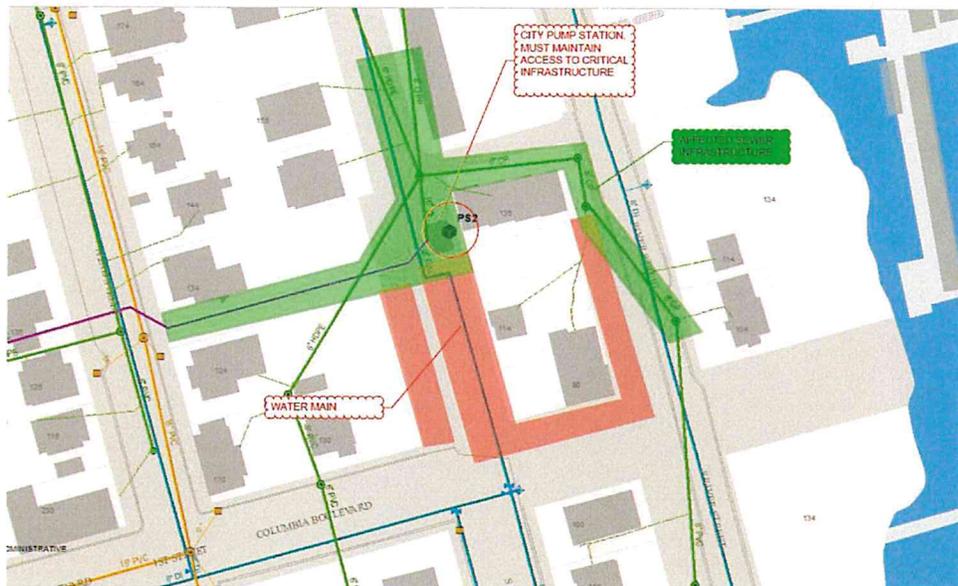
PROJECT: FILE:VAC.2.22

REPORT DATE	NAME	PREPARED BY
Date 5/15/2022	Project Columbia Blvd R-O-W Vacation	Name Sharon Darroux

CONCLUSIONS/RECOMMENDATIONS

The Engineering Division's recommendation is to not vacate the public right-of-way based on the following,

- The City owns and maintains a water main in the existing right-of-way.
- The City owns and maintains public sewer and other critical sewer infrastructure adjacent to the proposed r-o-w vacation and must maintain the access to these facilities. The N 1st St right-of-way is the only alternative access to Pump Station No. 2 in the event the River Street access is blocked.



- Narrowing the right-of-way, particularly on N 1st Street and on Columbia Blvd will prevent future expansion and/or relocation of public utilities.
- Vacating the right-of-way on River St will prevent future widening of the road and the addition of sidewalk for safer pedestrian use.
- Vacating the right-of-way on Columbia Blvd, N 1st St, and River Street is not consistent with the Corridor Master Plan.

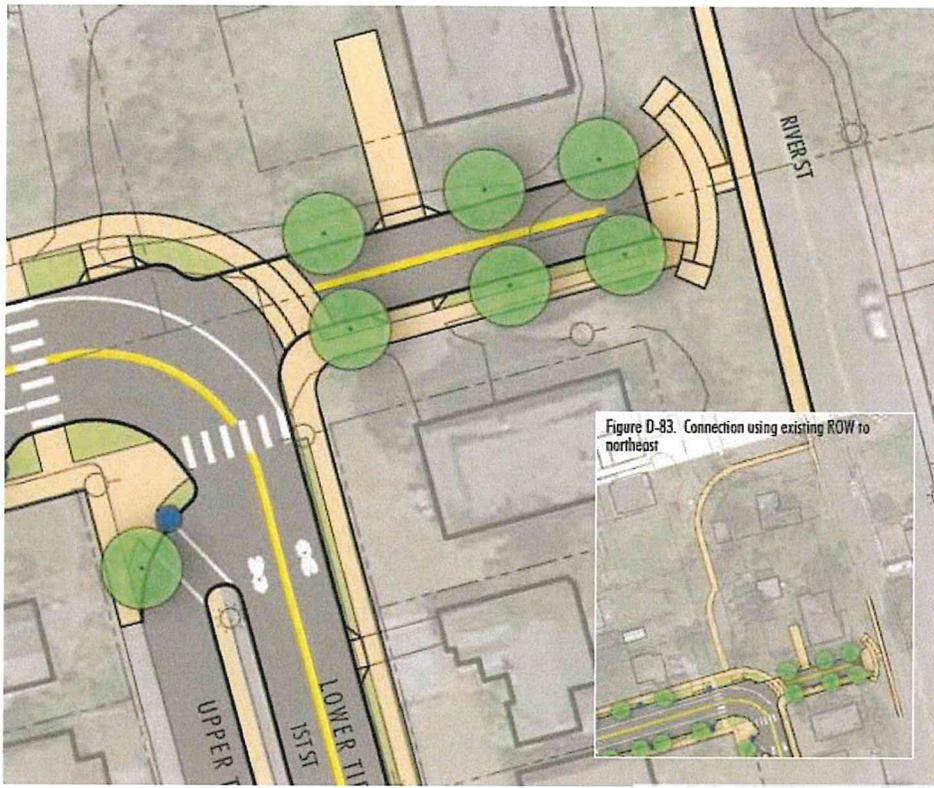


Figure D-83. Connection using existing ROW to northeast

From: [Brooke Sisco](#)
To: [Christina Sullivan](#)
Cc: [Branden Staehely](#); [Karl Webster](#); [Jennifer Dimsho](#); [Jacob Graichen](#)
Subject: RE: [External] City Referral - Dillard, Locke, Williamson Trust, Jones (Street Vacation)
Date: Wednesday, June 1, 2022 7:27:17 AM

Good morning Christina,

The street vacation proposed by Dillard, Locke, Williamson Trust and Jones (FILE: VAC.2.22) includes areas in the existing right of way in which Columbia River PUD(CRPUD) has existing electric facilities. These utility poles, lines, guys and anchors and other equipment are maintained on a regular basis, and upgraded, improved or repaired (as needed) by CRPUD. At any time, CRPUD crews need to be able to access these facilities, either in an outage or emergency situation, or during upgrade or routine maintenance events. This means that obstacles such as fences or walls cannot be erected that block CRPUD access to utility poles, lines or equipment. If the areas marked were vacated, CRPUD would require an easement for ingress, egress, and utilities through this area. A Public Utilities Easement (PUE) is also an option. The easement options are not ideal, as they present a layer of difficulty when changes or upgrades are needed in the future. For this vacation to be possible, the electric facilities feeding North 1st Street, and one home on South 1st Street, would need to be relocated, and the services to the homes altered. Columbia River PUD is a not for profit organization, and operates on a 'Cost Causer Cost Payer' policy, so the cost of moving these facilities and altering home services would fall to the developer. In addition, as this area develops, CRPUD will need access to a right-of-way when accommodating City improvements. Due to the complexity of removing facilities for an entire city block due to this vacation, as well as this vacation creating barriers to future downtown growth, Columbia River PUD objects to the proposed vacation (FILE: VAC.2.22) of N 1st Street, S 1st Street, and River Street.

Best regards,

Brooke Sisco Field Engineer I OJUA Board of Directors OJUA Executive Committee Direct: 503-366-3261 Cell: 971-225-8328 bsisco@crpud.org	Columbia River PUD PO Box 1193, St. Helens, OR 97051 64001 Col River Hwy., Deer Island, OR 97054 Main: 503-397-1844 FAX: 503-397-5215 www.crpud.net
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From: Christina Sullivan <csullivan@sthelensoregon.gov>

Sent: Tuesday, May 3, 2022 2:12 PM

To: Aaron Kunders <akunders@sthelensoregon.gov>; brenda.hartzog@nwnatural.com; Brooke Sisco <bsisco@crpud.org>; Dave Elder <delder@sthelensoregon.gov>; Karl Webster <kwebster@crpud.org>; Leroy_Soumokil@cable.comcast.com; Mark Guz - Centurylink <Mark.Guz@lumen.com>; Michael Arend <marend@crpud.org>; Portland Serviceability <WDSEngOpsServiceability@comcast.com>; Sharon Darroux <sdarroux@sthelensoregon.gov>; Stewart Hartley <shartley@sthelensoregon.gov>; Tad Pedersen - Fire Marshall

<pedersenr@crfr.com>

Subject: City Referral - Dillard, Locke, Williamson Trust, Jones (Street Vacation)

**Diane Dillard, Keith & Kathy Locke, Williamson Trust, Susan Jones
Street Vacation / VAC.2.22**

**4N1W-3BB-15000, 5N1W-34CD-1400, 4N1W-3BB-15100, & 4N1W-3BA-3000
124 N 2nd Street, 90 Columbia Blvd, 114 N. 1st Street, 100 S 1st Street**

The attached materials have been referred to you for your information and comment. Your recommendations and suggestions will be used to guide the staff and Planning Commission when reviewing the proposed request. If you wish to have your comments on the attached material considered, please respond by June 3, 2022.

Your prompt reply will help to facilitate the processing of this application and will ensure prompt consideration of your recommendations.

Thank you,

Christina Sullivan

Community Development Administrative Assistant

City of St. Helens

Direct: (503) 366-8209

Main: (503) 397-6272

www.sthelensoregon.gov

This email has been scanned by the Symantec Email Security.cloud service.

For more information please visit <http://www.symanteccloud.com>

From: [Girard, Richard](#)
To: [Hartzog, Brenda](#)
Cc: [Jennifer Dimsho](#)
Subject: RE: [External] Proposed vacation Distance of area where easement needs to be maintained
Date: Friday, May 13, 2022 2:44:56 PM
Attachments: [image005.png](#)

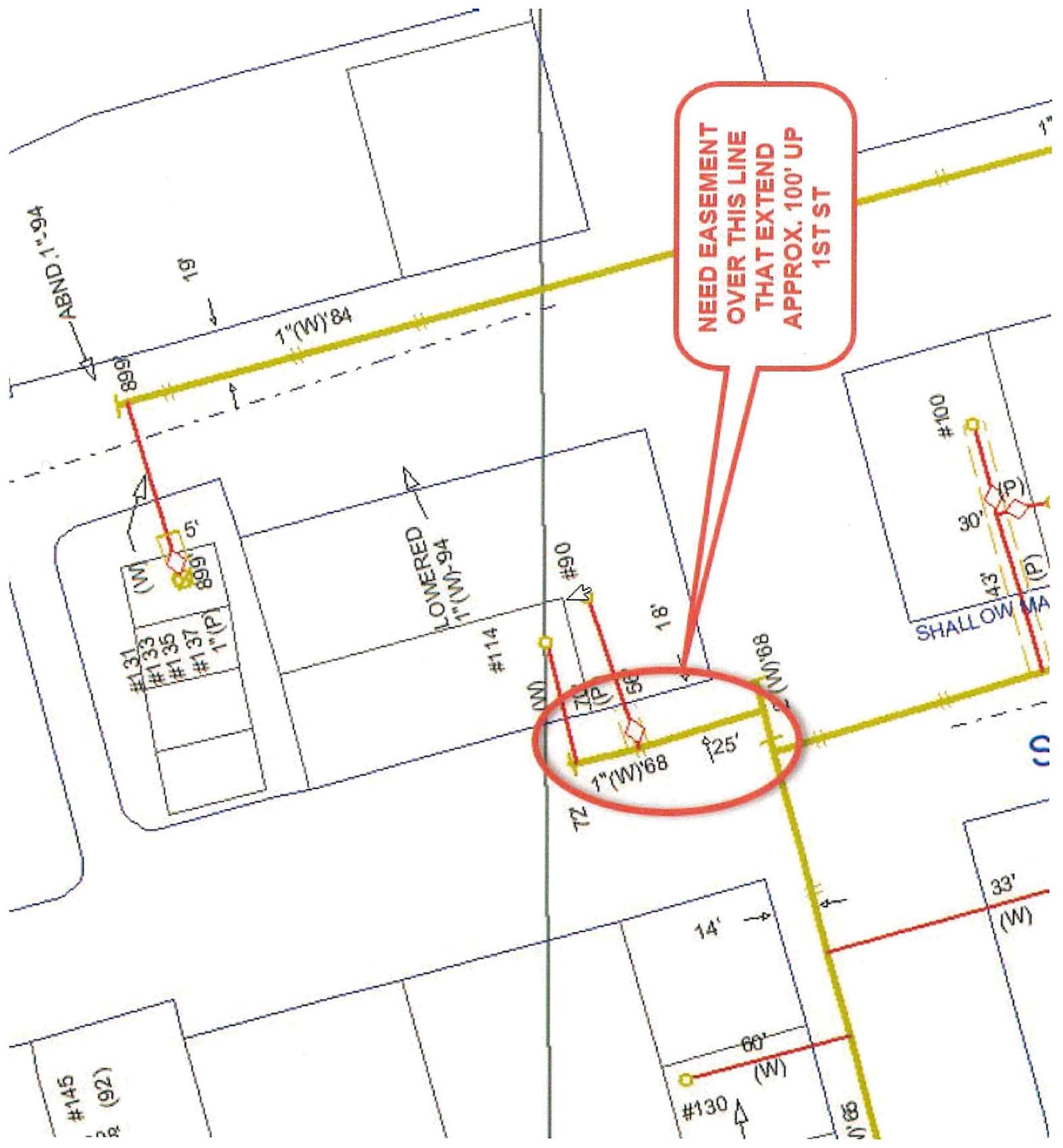
Here is the area that we have facilities in the vacation area and will need an easement

(attached)

Rich Girard, P.E.
NW Natural | West Metro Engineer
503-610-7744 | r2g@nwnatural.com
Mobile 360-921-0314

From: Hartzog, Brenda <Brenda.Hartzog@nwnatural.com>
Sent: Thursday, May 12, 2022 8:27 AM
To: Girard, Richard <Richard.Girard@nwnatural.com>
Cc: 'jdimsho@sthelensoregon.gov' <jdimsho@sthelensoregon.gov>
Subject: FW: [External] Proposed vacation Distance of area where easement needs to be maintained

Hi Rich,



**NEED EASEMENT
OVER THIS LINE
THAT EXTEND
APPROX. 100' UP
1ST ST**

ABND. 1' 94'

19'

1"(W)84

#131 (W)
#133
#135
#137
1"(P)

LOWERED
1' 94' 1"(W)

#114

#90

#72

1"(W)68

68'(W)

14'

#130

60'(W)

1' 66'

33'(W)

#100

30'(P)

43'(P)

SHALLOW MA

1"

From: [Parris, Kenneth](#)
To: [Jennifer Dimsho](#)
Subject: [External] RE: City Referral - Dillard, Locke, Williamson Trust, Jones (Street Vacation)
Date: Tuesday, May 24, 2022 3:41:10 PM
Attachments: [Comcast Plant.pdf](#)

Hey Jennifer,

Comcast's can't agree to these vacations unless the developer provides a new PUE and pays for a relocation of Comcast's existing facilities. I remember the earlier request that did not affect our plant. I am going to assume that CR PUD is in the same position as Comcast is since we are attached to their poles.

The west 30 feet of the N. 1st Street (Columbia St.) right-of-way abutting Lots 22, 21 and the south half of Lot 20, Block 16;
The south 25 feet of the Columbia Boulevard right-of-way abutting Lot 11, Block 12, and the proposed vacated portion of the S. River Street right-of-way adjacent to said Lot 11

Thanks,

Ken Parris
Comcast Cable
Construction Dept
Kenneth_Parris@Comcast.com
Cell 971-801-5699

From: Jennifer Dimsho <jdimsho@sthelensoregon.gov>
Sent: Wednesday, May 18, 2022 12:05 PM
To: Parris, Kenneth <Kenneth_Parris@cable.comcast.com>
Subject: [EXTERNAL] FW: City Referral - Dillard, Locke, Williamson Trust, Jones (Street Vacation)

Hi Ken,

It looks like you were not included on our original referral email for this (below). I've made sure our assistant added you and removed Leroy as the contact for vacations.

You may remember me reaching out last August and we determined you had facilities on the west side of N. 1st Street (along with the PUD). Since then they've added **more** streets to be vacated (see attached) for their formal request. Could you let me know your comments by June 3, as indicated below?

Let me know if any questions.

Jenny Dimsho, AICP
Associate Planner / Community Development Project Manager
City of St. Helens

From: [Galas, Marco A](#)
To: [Jennifer Dimsho](#)
Cc: [Guz, Mark](#); [Coleman, Travis](#)
Subject: RE: [External] City Referral - Potential Street Vacation at 90 Columbia Blvd. & 114 N. 1st Street
Date: Thursday, August 12, 2021 1:17:04 PM
Attachments: [image001.png](#)

Good afternoon , I am the Lumen Engineer responsible for the St Helens area. I have taken a look at this as we have a 200 pair cable that rides the two poles in question . At first glance without going out in person , moving the poles, cable and splicing will run the individual about \$8,000 .

Again this is a rough estimate and could change once an official site walk is performed.

Thanks,
Marco Galas
Network Implementation Engineer II
Oregon | Southwest Washington
564-888-2024
marco.galas@lumen.com

LUMEN[®]

From: Jennifer Dimsho <jdimsho@sthelensoregon.gov>
Sent: 12 August, 2021 10:31
To: Guz, Mark <Mark.Guz@CenturyLink.com>; Guz, Mark <Mark.Guz@CenturyLink.com>
Subject: RE: City Referral - Potential Street Vacation at 90 Columbia Blvd. & 114 N. 1st Street

Mark,

I've been able to confirm that these two poles do not have CRPUD utilities or Comcast utilities, which only leaves Century Link as the utility provider for these poles.

Can you please review the attached email and map and provide feedback at your earliest convenience? If you are not the right person at Century Link, please let me know ASAP.

Thanks,

Jenny Dimsho, AICP
Associate Planner / Community Development Project Manager
City of St. Helens
(503) 366-8207

Please note new email address: jdimsho@sthelensoregon.gov



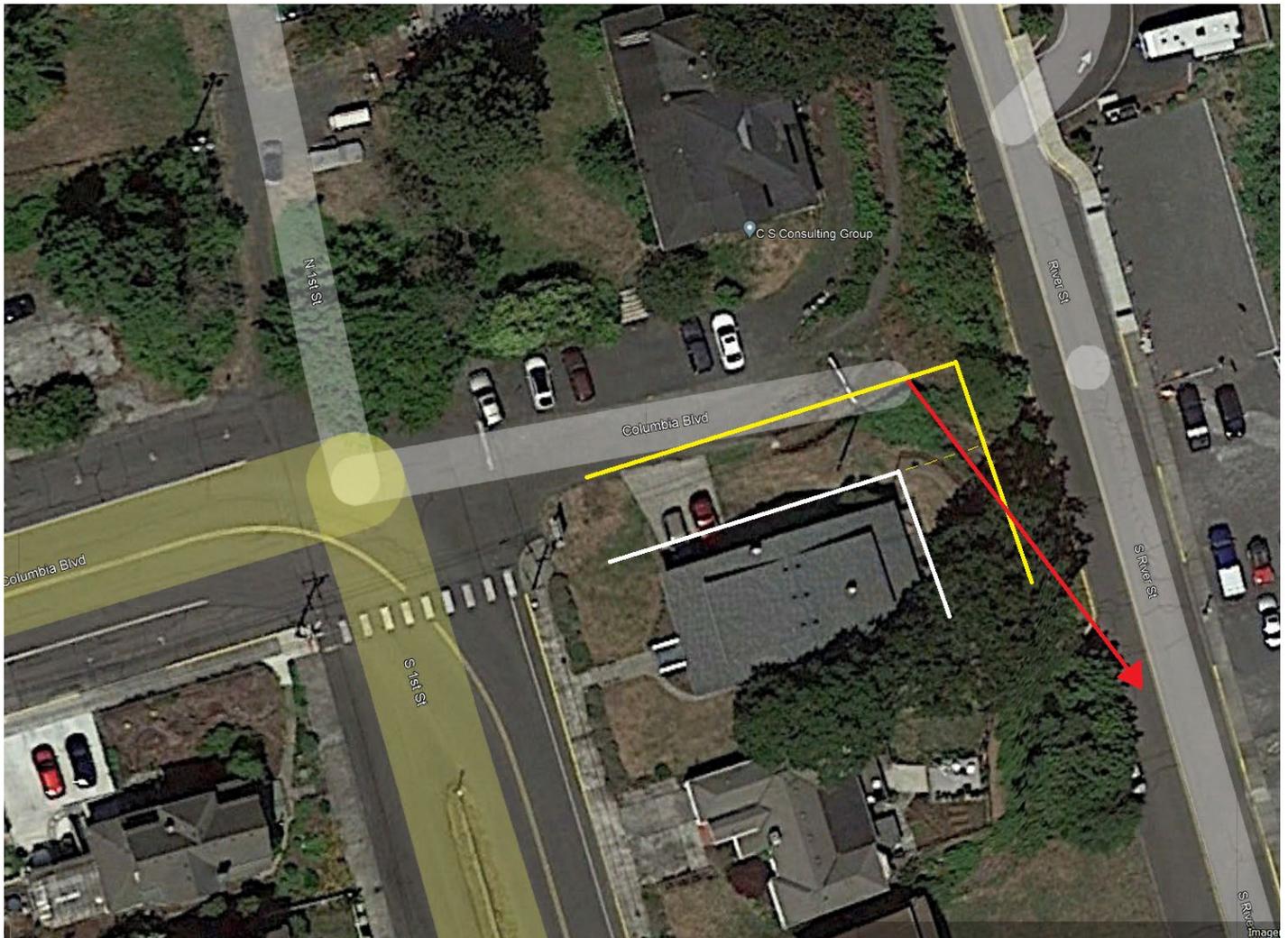
CITY OF ST. HELENS PLANNING DEPARTMENT

MEMORANDUM

TO: Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
RE: Vacation VAC.2.22 – additional view considerations
DATE: June 14, 2022

These are additional public view preservation considerations. To ensure a panoramic view at this rare, elevated area along the waterfront still under public access and control, additional right-of-way should be preserved compared to the recommendation of the staff report.

On the image below, the white line represents the approximate existing property line, and the yellow line is the proposed along the Susan Jones (100 S. 1st Street) property. The red line approximates the angle of view to still see the County Courthouse parking lot flagpole.



The photo below demonstrates using the courthouse parking lot flagpole at the “outer frame” to help preserve public view.



STREET VACATION (VAC.2.22) View Preservation Considerations - Jones Property

