

**CITY OF ST. HELENS PLANNING DEPARTMENT  
STAFF REPORT  
Conditional Use Permit CUP.5.23**

**DATE:** November 7, 2023  
**TO:** Planning Commission  
**FROM:** Jennifer Dimsho, AICP, Associate Planner  
Jacob A. Graichen, AICP, City Planner

**APPLICANT:** Lower Columbia Engineering LLC, c/o Matthew Alexander  
**OWNER:** Dahlgren Living Trust

**ZONING:** Light Industrial (LI)  
**LOCATION:** 4N1W-8AD-1401; Vacant lot southeast of 35835 Industrial Way  
**PROPOSAL:** Conditional Use Permit to construct office use on Parcel 2 of PP 2008-17. Office use is conditionally allowed with the property classified as an “industrial park” along with Parcel 1 and 3 of PP 2008-17. See Permitting History for more detail.

**SITE INFORMATION / BACKGROUND**

The 1.68-acre site is located off Industrial Way, just south of the intersection of McNulty Way. It is completely undeveloped, except for a public stormwater facility located on the northern property line. It is irregularly shaped like a flag lot, with the pole-shaped portion of the lot at 45° wide along McNulty Way. The lot is relatively flat until about the middle of the lot where it slopes towards McNulty Creek located along the eastern property line. Water and sewer is located along Industrial Way. The subject property’s frontage along Industrial Way is already developed with a driveway, curb, gutter, and sidewalks.



*Left: Existing driveway approach. 35835 Industrial Way (Control Solutions), who shares the driveway approach, is located to the left.*



*Right: Public stormwater facility located along the northern property line.*

## PUBLIC HEARING & NOTICE

**Public hearing** before the Planning Commission: November 14, 2023

**Notice** of this proposal was sent to surrounding property owners within 300 feet of the subject properties on October 25, 2023, via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

**Notice** was published on November 1, 2023, in The Chronicle newspaper.

The 120-day rule (ORS 227.178) for final action for this land use decision is **February 12, 2023**.

## AGENCY REFERRALS & COMMENTS

As of the date of this staff report, the following relevant agency comments have been received:

**City Engineering Department:** See attached Engineering Staff Report.

## APPLICABLE CRITERIA, ANALYSIS & FINDINGS

\* \* \*

**Permitting History:** The subject property is identified as Parcel 2 of PP 2008-17.

When Parcel 1 and Parcel 3 of PP 2008-17 were developed, Inst. No. 2010-8607 and Inst. No. 2010-10755 were recorded which stated that Parcels 1, 2, and 3 of PP 2008-17 would be subject to the requirements for an “industrial park” which requires that there be at least 30% of businesses be uses permitted outright in the Light Industrial zoning district. This requirement is addressed under the CUP standards.

\* \* \*

**Zoning Compliance:** The site is zoned Light Industrial.

The Amani Center provides medical exams, interviews, therapy, and other support services to child victims of abuse. This is considered office use. Office use is conditionally allowed with the property classified as an “industrial park.”

The standards for the LI zone shall be determined by the proximity to residentially zoned property and the anticipated off-site impacts of the proposed use. There are no residentially zoned properties surrounding the subject property and there are no off-site impacts proposed.

The maximum building height is 100’. The proposed building height is 32’.

\* \* \*

**Sensitive Lands:** There is a significant riparian area (McNulty Creek) identified on the property (R-MC-10) which has a 50' upland protection zone measured from the top of bank or from the upland edge of the riparian area, whichever is greater.

The closest impact is vegetation removal on the north end of the property which appears to be over 150' from the top of the creek bank. In addition, the area of the proposed building which comes the closest to the 100-year floodplain appears to be over 50' away.

Applicant does not explicitly address steep slopes greater than 25% that are close to the area to be developed. A Sensitive Lands Permit may be needed if impacted by any plan revisions.

\* \* \*

**Landscaping/buffering/screening:** **Street trees are not required.** The street frontage is only 45'. 100' is the minimum frontage for requiring street trees.

**This chapter requires buffering.** The site is surrounded by industrial uses and does not require buffering.

**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. The proposed landscaping plan reflects this is met.

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 facilities. Screening is required in all cases.

Refuse container or collection area are required to be screened (e.g., trash enclosure). A trash enclosure is shown on the plans. Its size is addressed under Solid Waste/Recyclables below.

**Interior parking lot landscaping.** When off-street parking lots have more than 20 spaces, landscape islands are required with trees. Rows of parking spaces are not to exceed 7 spaces, generally. The "islands" are required to be no less than 48 sq. ft. in area and no dimension less than six ft. They are required to have a combination of groundcover and shrubs in addition to a tree, such that at least 50% of the island will be covered with living plants. They are also required to be protected from vehicular damage by some form of wheel guard or curb that is permanently fixed to the ground. There are two required landscape islands shown. Plans reflect them at 6' wide without curbs, and they are at least 87 sq. ft. They show groundcover and one tree in each. They also have curbs surrounding them.

\* \* \*

**Visual Clearance:** Chapter 17.76 SHMC requires proper sight distances at intersections to reduce traffic hazard potential. The vision clearance areas are properly depicted on the plans and no obstructions (like parking spaces) are proposed within the area.

\* \* \*

**Off-Street Parking/Loading:** Off-street parking is required since this is new development.

**Dimension and type.** There is a mix of standard spaces (min. size 9' x 18') and compact spaces (min. size 8' x 15') shown on the plans. All compact spaces are required to be signed or labeled by painting on the parking space. There are also 7 parallel spaces shown at 8' x 22'.

**Location.** Parking spaces are required to be located not further than 200 feet from the building or the use they are required to serve. This is met.

**Accessible (disabled person) spaces.** Required to comply with State and Federal Standards. A total of 36 parking spaces are proposed. Per the 2019 Oregon Specialty Code, this requires at least 2 accessible spaces, one of which is required to be van-accessible. A double-accessible parking space is shown, with one 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. They are shown directly adjacent to the front entry.

**Bicycle parking.** 1 lockable space is required at a rate of 10% of vehicle spaces. The applicant states that they are providing a total of 4 bicycle spaces, but only 2 spaces are proposed, and the area provided is deficient for the standard size bicycles. **The Commission must decide if the applicant should provide 10% of the minimum required parking spaces (10% of 24) which would be 2 spaces, or 10% of the parking spaces they are providing (10% of 36) which would be 4 spaces.** In addition, 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. If only 2 spaces are required, typically, we do not require covered bicycle parking because it is too small to warrant it. **Since this is a CUP, the Commission should weigh in on whether the bicycle parking should be covered.**

One inverted "U" rack is shown on a 4' x 5' concrete pad which is not large enough for even one bicycle. The average bike length is 72", so the length of the concrete pad should be at least 7' long and wide enough to accommodate the required number of spaces. **The length and width of the concrete pad must be able to accommodate the required # of bicycle parking spaces the Commission requires.**

**Number of off-street parking spaces required.** Offices require one space for each 350 sq. ft. of gross floor area. Approximately 8,329 sq. ft. of GFA is proposed, which means 24 parking

spaces are required. 36 spaces are proposed, which is 12 more spaces than the minimum number required.

Up to 40% of the required parking may be compact. 9 compact spaces are shown, which is approximately 25%.

**Aisle width.** Aisles accommodating 2-direction traffic shall be a minimum of 24' width. This is shown.

**Markings.** 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.

**Wheel stops.** Wheel stops are required along the boundaries of a parking lot, adjacent to interior landscape area, and along pedestrian ways. Curbs are shown along the exterior boundary of the parking lot (along the landscaping) and along the interior boundary (along the walkways), wheel stops are shown.

**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). A preliminary stormwater plan was submitted with the plan set. See additional comments in the Engineering Staff Report attached.

**Lighting.** Required to be directed to avoid glare from surrounding residences and roads/streets. An illumination plan was submitted with the plan set.

\* \* \*

**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 45' wide non-exclusive access easement was recorded via Inst. No. 2011-6116 recorded along the "pole" shaped portion of the subject property. The easement and developed driveway approach is utilized by 35835 Industrial Way.

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

The site abuts the following streets:

Street/Road Name	Public or Private	Street Class (TSP)	Jurisdiction	Improved?
Industrial Way	Public Private	Collector	City	Yes

The site utilizes these streets for access and brings vehicle access within the statutory distance of the primary entrance.

**Vehicular access spacing, amount, etc.** The shared driveway approach is already developed, and it is not proposed to be altered in its location or width.

**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.

To meet this requirement, the applicant is proposing a walkway through property addressed 35835 Industrial Way. This will need to be formalized with a shared pedestrian access easement. There is also an entry door on the north façade of the building which does not have a required walkway. This will need to be addressed with the revised plans.

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. Per the CC Rider's website, there is no transit stop within a quarter mile.

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. 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 a 24' wide crossing with pavement markings shown which complies.

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. All walkways are shown as being paved and the lighting plan shows must being illuminated. However, the proposed walkway to McNulty Way and the walkway behind the building are missing illumination. This must be shown on a revised illumination plan.

**Fire access.** Access drives in excess of 150' in length must provide an approved fire turnaround as approved by the fire marshal. This appears to be met with a "Y-shaped" turn around which is within the parking lot drive aisles. The proper radius is not shown and must be reflected on a revised plan. Any requirements of the Fire Marshall shall be met.

**Access requirements based on type and intensity of use.** For commercial uses under 100 parking spaces required, 1 driveway with a minimum access width of 30' and a maximum access width of 40' is required. Minimum pavement between curbs is 24'. The driveway is developed at 30' which complies.

\* \* \*

**Signs:** There is a proposed freestanding sign, but no additional details provided. New signs will require permits per Chapter 17.88 SHMC.

\* \* \*

**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.

Non-residential buildings shall provide a minimum storage area of 10 sq. ft. plus 4 sq. ft. / 1,000 sq. ft. of GFA for office use. With 8,329 sq. ft. GFA proposed, a storage area of 43 sq. ft. is required. The trash enclosure is shown at 60 sq. ft., which complies. Collection area must be screened with a sight-obscuring fence, wall, or hedge at least 6' in height. 6' tall cedar screening is proposed. A gate opening of a minimum of 10' wide and must be capable of being secured in a closed and open position.

\* \* \*

**Site Development Review:** Buildings are required to be located to preserve existing trees and such. Per Chapter 17.96 SHMC trees with a 6" or greater DBH require preservation or replacement. This is addressed in further detail under Tree Removal/Preservation.

**Crime prevention.** Light fixtures shall be provided in areas with heavy pedestrian or vehicular traffic and in areas potentially dangerous such as parking lots, stairs, ramps, and abrupt grade changes. Fixtures shall be placed at a height so that light patterns overlap at a height of 7'. An illumination plan was provided that shows a combination of six (6) wall mounted lights on the building and two (2) pole mounted lights in the parking lot. It shows sufficient illumination of the site. However, the west pole mounted light must be relocated out of the public utility easement to avoid utility conflicts. Illumination of all walkways (behind the building and to McNulty Way) is also required.

\* \* \*

**Conditional Use:** Pursuant to SHMC 17.100.040:

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

- (a) The site size and dimensions provide adequate area for the needs of the proposed use;
- (b) The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features;
- (c) All required public facilities have adequate capacity to serve the proposal;

- (d) The applicable requirements of the zoning district are met except as modified by this chapter;
- (e) The supplementary requirements set forth in Chapter 17.88 SHMC, Signs; and Chapter 17.96 SHMC, Site Development Review, if applicable, are met; and
- (f) The use will comply with the applicable policies of the comprehensive plan.

If the Commission is able to approve Conditional Use Permit and find all other standards are met, it should be able to find that these criteria are met.

SHMC 17.100.150 has additional requirements for certain conditional use types. When Parcel 1 and Parcel 3 of PP 2008-17 were developed, Inst. No. 2010-8607 and Inst. No. 2010-10755 were recorded which stated that Parcels 1, 2, and 3 of PP 2008-17 would be subject to the requirements for an “industrial park.” The only way for the proposed use to be allowed is under the “industrial park” use category. Therefore SHMC 17.100.150 (3) (i) applies:

- (i) The minimum lot size is 40,000 square feet;
- (ii) Minimum provisions for three or more businesses; and
- (iii) At least 30 percent of the business must be in the list of light industrial permitted uses.

Parcel 1 is occupied by office use, which is not in the list of light industrial permitted uses. Parcel 2, the subject property, is proposed office use, which is not in the list of light industrial permitted uses. Therefore, it is important to document the businesses included in Parcel 3. A diagram has been provided which shows 9 separate businesses, 6 of which are listed as permitted uses in the Light Industrial zone. Therefore, Parcels 1, 2, and 3, which make up the entirety of the industrial park, contain 66% of light industrial permitted uses, which complies with this standard.

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

- (3) The planning commission may impose conditions on its approval of a conditional use, which it finds are necessary to ensure the use is compatible with other use in the vicinity. These conditions may include, but are not limited to, the following:
  - (a) Limiting the hours, days, place, and manner of operation;
  - (b) Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor, and dust;
  - (c) Requiring additional setback areas, lot area, or lot depth or width;
  - (d) Limiting the building height, size or lot coverage, or location on the site;
  - (e) Designating the size, number, location, and design of vehicle access points;
  - (f) Requiring street right-of-way to be dedicated and the street to be improved;
  - (g) Requiring landscaping, screening, drainage and surfacing of parking and loading areas;
  - (h) Limiting the number, size, location, height, and lighting of signs;
  - (i) Limiting or setting standards for the location and intensity of outdoor lighting;
  - (j) Requiring berming, screening or landscaping and the establishment of standards for their installation and maintenance;
  - (k) Requiring and designating the size, height, location, and materials for fences; and
  - (l) Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, and drainage areas.

**These are for the Commission’s consideration.**

\* \* \*



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

There are well over 10 trees on the property which would trigger a tree inventory of the entire site. However, the development footprint is in an area that will likely impact only a handful of trees.

To determine which trees on the site are impacted, and to ensure additional trees are not impacted with development, **a tree inventory is required to be submitted with the building permit which identifies all trees larger than 6” DBH within 20’ of the building footprint.** Any trees proposed to be removed or protected shall be identified. Identifying trees within 20’ of the building footprint will help protect the critical root zone of trees in proximity to the building footprint. Since more than 50% of the trees on the site are to remain, the number of trees to be lost are required to be replaced at a 1:1 ratio.

A protection program by a qualified professional defining the standards and methods that will be used to protect the existing trees to be preserved is required. This shall be submitted with the building permit set to ensure contractors and others follow the tree protection plan during site development.

\* \* \*

**Street/Right-of-Way Standards:** The frontage improvements for the 45’ wide frontage are already complete.

\* \* \*

**Utility Standards:**

**Water:** Water is available in Industrial Way.

**Sanitary Sewer:** Sanitary sewer is available in Industrial Way.

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 a portion of the conveyance system between the subject property and the wastewater treatment plant (specifically in the South Trunk) is currently operating between 85-99%. This is greater than the industry and city standard 85% “at capacity” flows.

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>

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.

Staff finds this development can still be approved under these circumstances given this criterion based on the following recommended findings or conditions of approval:

- The deficient conveyance infrastructure this development depends on for sanitary sewer is a priority 3 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 received a Community Development Block Grant for the design/engineering and an Oregon DEQ Revolving Fund Program loan (for below market rate loans) for the construction of both priority 1 projects (in basins 4 and 5) and priority 3 projects in basin 6. If basin 4 improvements are completed, it will reduce conveyance issues of the South Trunk which this project relies on. City Public Works and Engineering indicate completion of these projects by 2027.
- 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**.

**For this project, the fee per equivalent dwelling unit is \$3,200,** and this estimated amount is determined to be a fair share quantity for this proposal. It is based on October 2022 dollars, and inflation must be considered.

- 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 city 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:** All requirements of City Engineering (per attached Engineering Staff Report) to be met. This includes but is not limited to:

- A final stormwater drainage plan certified by a registered professional engineer shall be accepted by City Engineering to address water quality to protect surrounding wetlands and/or riparian areas/streams), water quantity (e.g., to prevent ponding and for storm water retention if needed) and conveyance of storm water. Drainage plan shall comply with City, State and Federal standards.
- 1200-C Construction Stormwater General (NPDES) Permit (if required)

\* \* \*

**Traffic Impact Analysis:** A traffic memo has been provided which shows the estimated ADT and AM/PM peak times are less than the threshold for requiring a TIA per Chapter 17.156 SHMC.

\* \* \*

## CONCLUSION & RECOMMENDATION

**Based on the facts and findings herein, staff recommends approval of the Conditional Use Permit with the following conditions:**

1. This **Conditional Use Permit** approval is valid for a limited time (to establish the use) pursuant to SHMC 17.100.030. This Conditional Use Permit approval is valid for 1.5 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 with the following additions and/or corrections:
    - A. A walkway is required to all doors of the building (none shown on northeast door).
    - B. A tree inventory identifying any trees greater than 6” DBH within 20’ of the building footprint. The tree inventory shall identify size, species and whether the tree is to be protected or removed. A tree protection program by a qualified professional defining the standards and methods that will be used to protect the existing trees to be preserved. Trees to be removed are required to be replaced (and identified on landscaping plan) at a 1:1 ratio with trees at a 2” caliper.
    - C. Revised illumination plan. Pole mounted light to be relocated outside of public utility easement. Illumination of all walkways (including behind the building and to McNulty Way) required.
    - D. << The Commission must decide # of bicycle parking and whether they should be covered >> Bicycle parking to reflect parking for x of bicycles. The length and width of the concrete pad must be able to accommodate the bicycle parking and meet the requirements of SHMC 17.80.20 (15) (b). **Bicycle parking spaces shall be covered.**
    - E. Proposed use as “Public Safety Services” reference on the coversheet to be removed.
    - F. All plan revisions must confirm avoidance of all sensitive lands including floodplain, riparian area, and steep slopes. A Sensitive Lands Permit may be required if new impacts are shown.
  - b. A copy of the recorded pedestrian access easement to McNulty Way. Easement subject to City review prior to recordation. It must include provisions for lighting as required on revised plans.
  - c. All requirements of City Engineering shall be met regarding stormwater/drainage. This includes, but is not limited to, acceptance of a final stormwater report, a 1200-C Construction Stormwater General (NPDES) Permit (if required).
  - d. 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 **\$3,200** based on October 2022 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:

All improvements necessary to address the requirements herein, and in accordance with approved plans, shall be in place.

4. Any refuse container or refuse collection area visible from a public street, parking lot, residential or commercial area, or any public facility (e.g., school or park) shall be screened or enclosed from view by a solid wood (or otherwise sight-obscuring) fence, masonry wall or evergreen hedge.
5. Service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area shall be screened, **regardless if such screening is absent on any plan reviewed by the City. This includes but is not limited to ground mounted, roof mounted or building mounted units.** See SHMC 17.72.110(2).
6. Any artificial lighting of the site / off-street parking facilities shall be designed such that there will be no glare into nearby public rights-of-way or residences.
7. Any proposed landscaping, fencing or other potential visual obstruction shall comply with SHMC 17.76, Vision Clearance Areas.
8. Disabled person parking space(s) shall comply with local, State, and Federal standards.
9. In addition to normal parking space markings, compact spaces shall be signed or marked to indicate "compact."
10. The off-street parking assumed for this proposal is 1 space per 350 sq. ft. of GFA. Proposed GFA (8,329 sq. ft.) shows that the applicant is providing more spaces than is required. At a minimum, final plans submitted with the building permits should show at least 24 spaces.
11. Required walkways shall be paved with hard-surfaced materials such as concrete, asphalt, stone, brick, etc. and be a minimum of 4-feet wide.
12. Trash enclosure shall include a gate at a minimum of 10' wide and must be capable of being secured in a closed and open position.
13. Areas where natural vegetation has been removed, and that are not covered by approved landscaping, shall be replanted pursuant to SHMC 17.72.120.
14. Any requirement of the Fire Marshall as it applies to this proposal shall be met.
15. Any new sign requires a sign permit prior to installation, pursuant to Chapter 17.88 SHMC.
16. Any new utilities shall be underground.
17. Owner/Developer shall be solely responsible for obtaining all approvals, permits, licenses, and authorizations from the responsible Federal, State and local authorities, or other entities, necessary to perform land clearing, construction and improvement of the subject property in

the location and manner contemplated by Owner/Developer. City has no duty, responsibility, or liability for requesting, obtaining, ensuring, or verifying Owner/Developer compliance with the applicable State and Federal agency permit or other approval requirements. This land use approval shall not be interpreted as a waiver, modification, or grant of any State or Federal agency or other permits or authorizations.

18. No plan submitted to the City for approval shall contradict another.

19. Owner/applicant and their successors are still responsible to comply with the City Development Code (SHMC Title 17).

### **Attachments**

- *Applicant Narrative (36 pages)*
- *Technical Memo Trip Generation (1 page)*
- *Plan Set (12 pages)*
- *Exhibit D – Parcel 3 Uses (1 page)*
- *Amani Center Info (2 pages)*
- *\*Preliminary Stormwater Report (22 pages)*
- *Sanitary Sewer Exhibit (7 pages)*
- *City Engineering Staff Report (2 pages)*

*\* Only included in the Digital Packet*



Amani Center

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## **New Facility**

*Site Development Review  
Conditional Use Permit*

Prepared by Lower Columbia Engineering  
Submitted to The City of St. Helens  
Planning Department  
October 2023



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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 C-1	Existing Conditions Plan
Sheet C-2	Erosion and Sediment Control Plan
Sheet C-3	Civil Site Plan
Sheet C-4	Grading Plan & Utility Plan
Sheet C-5	Parking & Landscape Plan
Sheet C-6	Illumination Plan
Sheet C-7	ESC Details
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: Trip Generation Analysis**



## 1. Proposal Summary Information

**Internal File No:** 3521

**Applicant:** Dahlgren Living Trust  
2110 6<sup>th</sup> Street  
Columbia City, Oregon 97018  
(503) 369-3766  
chrisdahlgren@comcast.net

**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

**Location:** Industrial Way (Address not assigned)  
St. Helens, Oregon 97051

**Tax Lot ID:** 4108-AD-01401

**Zoning Designation:** Light Industrial (LI)



## 2. Project Team

### **Owner**

Dahlgren Living Trust  
Christine Dahlgren  
2110 6<sup>th</sup> Street  
Columbia City, Oregon 97018  
(503) 369-3766  
chrisdahlgren@comcast.net

### **Civil Engineer**

Lower Columbia Engineering, LLC  
Andrew Niemi, Owner  
58640 McNulty Way  
St. Helens, OR 97051  
(503) 366-0399  
andrew@lowercolumbiaenr.com

### **Owner Representative**

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

### **General Contractor**

Artis Construction  
Patrick Kessi  
3330 NW Yeon Avenue #200  
Portland, OR 97210  
(503) 248-9370  
pkessi@artisbuilds.com

### 3. Project Introduction

#### Project Description

The Dahlgren Living Trust and Amani Center (“Applicant”) are seeking approval from the City of St. Helens to construct a two-story office building with parking and pedestrian infrastructure on an undeveloped lot zone Light Industrial off Industrial Way. The subject property consists of tax lot 1401 of tax map 4108AD which has an area of 1.68 acres and contains light to heavy vegetation and a portion of McNulty Creek. The Amani Center provides medical examinations, interviews, therapy, and other services to children that are suspected of being abused. The proposed location has been chosen because for privacy and the trauma informed environment the creek and surrounding natural landscape provide.

Site improvements include a new off-street parking lot, pedestrian circulation and access paths, bicycle parking, landscaping, and private outdoor space. The proposed off-street parking facility will connect to an existing 30-foot-wide driveway of Industrial Way.

Figure 1. Amani Center Vicinity Map





## About the Amani Center

Since Amani Center's inception in 2000, the Center has provided medical evaluation, forensic interview and support and referral services to over 2000 children in Columbia County. The Center has also provided educational program presentations to youth and adults in the community and training for community partners. The Center provides evaluative medical and forensic, support and educational services in a child-friendly environment. The services provide at Amani Center include:

- Medical Evaluations for Children Suspected to be Abused
- Child Forensic Interviews
- Information and Referrals for children and caregivers
- Safety Planning
- Assistance Filing Crime Victims Compensation
- Support & Advocacy Services

The Amani Center's current location off Columbia Boulevard in St. Helens

## Building Information

Total Building Area: 8,008 sf  
Building Footprint: 4,760 sf

- Exterior Finishes, Basis of Design
  - Roofs: Standing seam, charcoal or classic green color.
  - Siding-01: T&G cedar siding, natural color.
  - Siding-02: Metal panel, dark grey 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)**

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 September 21, 2023.



## 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

#### 17.32.130 – Light Industrial Zone - LI

---

*(1) Purpose. The light industrial or LI zone is intended to provide appropriate locations for general industrial use including light manufacturing and related activities with few, if any, nuisance characteristics such as noise, glare, and smoke. It is to permit manufacturing, processing, assembling, packaging or treatment of products from previously prepared materials and to discourage residential use and limit commercial use.*

[...]

*(3) Conditional Uses. In the LI zone, in addition to the buildings and uses permitted outright, a conditional use permit can be granted for the following buildings and uses:*

[...]

*(h) Industrial park to combine light manufacturing, office and complementary related commercial uses to include such activities as postal services, veterinary services, communication services, construction sales, business support services, financial services, insurance services, real estate services, laundry services, medical/dental services, sports and health services, professional and administrative offices, convenience sales, personal services, eating and drinking establishments and such.*

[...]

Response: The proposed office use is permitted as a conditional use as the property was incorporated into an Industrial Park with four other properties per instruments 2010-8607 and 2010-10755. Please see responses to Conditional Use Chapter 17.100 for more information.

*(4) Standards.*

*(a) The standards for the LI zone shall be determined by the proximity to residential zones and the anticipated off-site impacts.*

*(b) The maximum height within 100 feet of any residential zone shall be 35 feet.*

*(5) All chapters of the Development Code apply. (Ord. 3215 § 4 (Att. D), 2017; Ord. 2875 § 1.080.130, 2003)*

Response: Please see Existing Conditions Plan and Exterior Elevations (Sheets C-1, A-3 and A-4). There are no residential properties adjacent to the subject property and the proposed building is under 100 feet in height. Therefore, these standards are met.

## Chapter 17.40 – Protective Measures for Significant Wetlands, Etc.

### 17.40.005 – Purpose

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*The purpose of this chapter is to implement Statewide Planning Goal No. 5 and Oregon Administrative Rules requiring the establishment of regulatory protective measures for significant wetland areas and significant riparian corridors. This chapter establishes prohibitions and permit requirements for the significant wetlands and riparian corridors and their associated protection zones.*

*The standards and requirements of this chapter shall apply in addition to other regulations of the Development Code applicable to the underlying zoning classification of lands within significant wetlands, riparian corridors, and protection zones. In case of any conflict between these regulations and any other regulation(s) of the city, the regulation(s) which provide more protection shall apply. (Ord. 2890 Att. A, 2003; Ord. 2875 § 1.091.005, 2003)*

[...]

### 17.40.015 – Establishment of significant wetlands, riparian corridors and protection zones.

---

*(1) Wetlands. Ordinance 2807, adopted in November 1999, established and listed significant wetland areas within the city of St. Helens. Such areas were added to the comprehensive plan.*

[...]

*(2) Riparian Corridors. Ordinance 2824 adopted in August 2000 established significant riparian corridors within the city of St. Helens. Such areas were added to the comprehensive plan.*

*(a) Significant riparian corridors are established in waterways within the city limits of the city of St. Helens as follows: Scappoose Bay, Multnomah Channel, Columbia River, Milton Creek, McNulty Creek, and North Fork of McNulty Creek.*

[...]

*(c) The significant riparian corridors, including those with associated riparian areas, are more specifically defined in Ordinance 2824. Ordinance 2824 defines these corridors as those waterways identified as fish habitat by Oregon Department of Fish and Wildlife and also those associated riparian areas identified by Pacific Habitat Services, Inc., report dated February 4, 2000, and amended March 24, 2000, as having two or more assessed functions that have been rated as High.*

*(3) Protection Zone. There is hereby established a wetland/riparian protection zone (hereinafter “protection zone” or “PZ”) adjacent to all significant wetlands and all significant riparian corridors to protect their integrity, function and value. The protection zone shall be measured from the wetland edge, the riparian corridor edge, or the top of the bank of the waterway when no riparian area is included in the corridor. The width of the protection zone shall vary according to the type of wetland/riparian corridor as listed below:*

(a) The required protection zone for Type I wetland shall extend 75 feet upland from the delineated wetland edge.

(b) The required protection zone for Type II wetland shall extend 50 feet upland from the delineated wetland edge.

(c) The required protection zone for riparian corridor streams with an annual average stream flow greater than 1,000 cubic feet per second shall extend 75 feet upland from the top of bank. This provision concerns all portions of Scappoose Bay, Multnomah Channel, and the Columbia River.

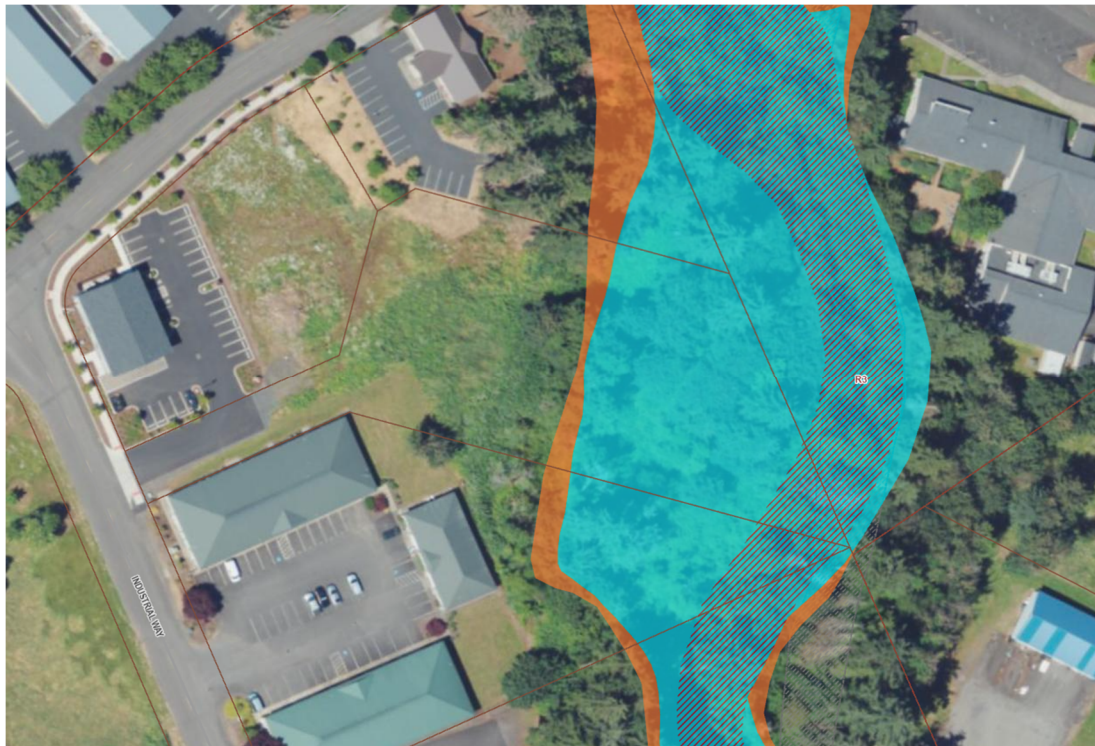
(d) The required protection zone for riparian corridor streams with an average annual stream flow less than 1,000 cubic feet per second shall extend 50 feet upland from the top of bank or from the upland edge of the significant riparian area, whichever is greater. This provision concerns portions of Milton Creek, McNulty Creek and the North Fork of McNulty Creek as well as the following sections of streams and their associated riparian areas:

[...]

(Ord. 3264 § 2 (Att. A), 2021; Ord. 2890 Att. A, 2003; Ord. 2875 § 1.091.015, 2003)

Response: Please see the Existing Conditions Plan, Civil Site Plan, and Grading & Utility Plan (Sheets C-1, C-3 and C-4). There are no wetlands found on the property in the City, State or Federal databases but McNulty Creek does pass through the southeast corner of the property. A 100-foot setback from the top of creek bank has been shown on all site plans as well as the line of the McNulty Creek floodway and the furthest boundary of possible flooding (0.2% annual chance). There is no development or disturbance proposed within 200 feet of the creek, within 200 feet of the floodway, or within 65 feet of the 0.2% annual chance of flood zone. Please see figure 1 below for aerial image depicting the floodway and flood hazard zones.

Figure 1.





The base flood elevation on the property is between 42 and 48 feet and the proposed finished floor elevation of the building is set at 63.50 feet. Given the horizontal distance from the boundaries listed above and the vertical height above the base flood elevation, the applicant believes that the proposed development does not pose any threat to wetlands, riparian corridors, or any other sensitive lands. The building was purposely sited on the west end of the property to avoid disturbances to the creek or surrounding floodway. The distances listed above far exceed the required setbacks listed in this chapter. Therefore, the applicant feels that this chapter of the municipal code is not applicable.

## Chapter 17.44 – Sensitive Lands

### 17.44.010 – Purpose

(1) *Sensitive lands are lands potentially unsuitable for development because of their location within:*

- (a) *The 100-year floodplain per the Federal Emergency Management Agency (FEMA) map;*
- (b) *Natural drainageways;*
- (c) *Wetland areas which are regulated by the other agencies including the U.S. Army Corps of Engineers and the Division of State Lands, and/or are designated as significant wetland on the St. Helens comprehensive plan floodplain and local wetlands inventory maps;*
- (d) *Steep slopes of 25 percent or greater and unstable ground;*
- (e) *Fish and wildlife habitats as listed in acknowledged comprehensive plan;*
- (f) *Archaeologically designated sites or culturally designated sites as listed in acknowledged comprehensive plan;*
- (g) *State and federal threatened/endangered species habitats as listed by the applicable authority; and*
- (h) *Open space/open space design review areas shown on the comprehensive plan map.*

(2) *Sensitive land areas are designated as such to protect the public health, safety, and welfare of the community through the regulation of these sensitive land areas.*

(3) *Sensitive land regulations contained in this chapter are intended to maintain the integrity of the rivers, streams, and creeks in St. Helens by minimizing erosion, promoting bank stability, maintaining and enhancing water quality and fish and wildlife habitats, and preserving scenic quality and recreation potential.*

(4) *The regulations of this chapter are intended to implement the comprehensive plan and the city's floodplain management program as required by the National Flood Insurance Program, and help to preserve natural sensitive land areas from encroaching use.*

*All development within a floodplain or floodway or that may directly impact a floodplain or floodway shall follow the rules as stated in Chapter 17.46 SHMC. (Ord. 3031 Att. A, 2007; Ord. 2875 § 1.092.010, 2003)*

Response: Please see the Existing Conditions Plan, Civil Site Plan, and Grading & Utilities Plan (Sheets C-1, C-3 and C-4). There are no wetlands found on the property in the City, State or Federal databases but McNulty Creek does pass through the southeast corner of the property. A 100-foot setback from the top of creek bank has been shown on all site plans as well as the line of the McNulty Creek floodway and the furthest boundary of possible flooding (0.2% annual chance). There is no development or disturbance



proposed within 200 feet of the creek, within 200 feet of the floodway, or within 65 feet of the 0.2% annual chance of flood zone. Please see figure 1 above for aerial image depicting the floodway and flood hazard zones.

The base flood elevation on the property is between 42 and 48 feet and the proposed finished floor elevation of the building is set at 63.50 feet. Given the horizontal distance from the boundaries listed above and the vertical height above the base flood elevation, the applicant believes that the proposed development does not pose any threat to wetlands, riparian corridors, or any other sensitive lands. The building was purposely sited on the west end of the property to avoid disturbances to the creek or surrounding floodway. The distances listed above far exceed the required setbacks listed in this chapter. Therefore, the applicant feels that this chapter of the municipal code is not applicable. However, if the City determines that an environmental assessment is necessary, the applicant will comply with this requirement.

## Chapter 17.72 – Landscaping and Screening

[...]

### 17.72.020 – General Provisions

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[...]

*(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). The western portion of the subject property is largely covered with grasses and low-lying brush. A thick green line representing brush has been shown on the drawings to show the edge of the denser, taller brush and where existing trees populate the site. After walking the site, the applicant believes that a maximum of two trees will possibly be removed as a result of the proposed building and parking lot. All existing plants to remain will be protected per (a) and (b) above. 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 subject property does not have frontage along a right-of-way except at the existing driveway. Therefore, this standard is not applicable.

[...]



### 17.72.070 – Buffering and screening – General provisions

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*(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: Please see Parking & Landscape Plan (Sheet C-5) for location of screening and buffering plants. The applicant understands the purpose of these provisions and demonstrates conformance with its applicable provisions below.

### 17.72.080 – Buffering and screening requirements

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*(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.*

*(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-5). The proposed development is surrounded by other similar uses and there are no residentially-zoned properties in the vicinity. Per the Buffer Matrix in SHMC section 17.72.130, there are no buffering requirements between the subject property and adjacent uses. However, a buffer area 10-foot-wide is proposed between the north, south, and west sides of the parking lot and the adjacent property lines. These buffer areas include Northern White Cedar trees



spaced every 15 feet and Oregon Grape spaced every 5 feet on average. The total buffer area proposed is approximately 4,500 square feet. The proposed buffer area contains Kinnikinnick as groundcover.

(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-5). Buffering is proposed around the parking lot and screening will be added around any mechanical equipment if necessary. Therefore, this standard will be met.

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

Response: There are no plantings proposed within the vision clearance triangles. Therefore, this standard is met.

[...]

#### **17.72.090 – Setbacks for fences or walls**

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(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: No fences or walls are proposed on this development. Therefore, these standards are not applicable.

[...]

## 17.72.110 – Screening - Special provisions

### (1) Screening of Parking and Loading Areas.

(a) Screening of parking for single and duplex attached and detached dwellings is not required.

(b) Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:

(i) Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters. Berms, planters, and other forms of vegetative landscaping are permitted for screening that fronts US 30. Walls are prohibited for screening that fronts US 30;

(ii) Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way; and

(iii) Materials to be installed should achieve a balance between low-lying and vertical shrubbery and trees.

Response: Please see Parking & Landscape Plan (Sheet C-5). The proposed development is surrounded by other similar uses and there are no residentially-zoned properties in the vicinity. Per the Buffer Matrix in SHMC section 17.72.130, there are no buffering requirements between the subject property and adjacent uses. However, a buffer area 10-feet-wide is proposed between the north, south, and west sides of the parking lot and the adjacent property lines. These buffer areas include Northern White Cedar trees spaced every 15 feet and Oregon Grape spaced every 5 feet on average. The total buffer area proposed is approximately 4,500 square feet. The proposed buffer area contains Kinnikinnick as groundcover.

(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-5). The proposed project has not been developed to the point of assigning specific mechanical or electrical equipment. If future equipment is visible, it will be adequately screened per the requirements above. Therefore, this standard will be met.

[...]

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

Response: Please see Parking & Landscape Plan (Sheet C-5). The proposed refuse enclosure is screened with a 6-foot-tall cedar fence and buffer plants/trees are proposed between it and the adjacent property line. 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.

[...]

### **17.72.120 – Revegetation**

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*(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-5). All areas unoccupied by structures shall be replanted with landscaping.

[...]

### **17.72.130 – Buffer matrix**

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*(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-5). The proposed development is surrounded by other similar uses and there are no residentially-zoned properties in the vicinity. Per the Buffer Matrix in SHMC section 17.72.130, there are no buffering requirements between the subject property and adjacent uses. However, a buffer area 10-foot-wide is proposed between the north, south, and west sides of the parking lot and the adjacent property lines. These buffer areas include Northern White Cedar trees spaced every 15 feet and Oregon Grape spaced every 5 feet on average. The total buffer area proposed is approximately 4,500 square feet. The proposed buffer area contains Kinnikinnick as groundcover.

### **17.72.140 – Interior parking lot landscaping**

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*(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-5). A total of 36 off-street parking spaces are proposed and landscape islands with trees have been included within the parking lots. 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-5). Proposed landscape islands and planters are a minimum of 7-foot-wide and have a minimum area of 100 square 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-5). All proposed parking lot landscape areas not planted with trees shall be covered with a combination of Kinnikinic 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-5). Precast wheel stops and curbs are proposed in the parking lot. 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-5). All proposed off-street parking spaces were designed to meet the dimensional standards listed above. Therefore, the dimensional standards are met.

[...]

(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: The Amani Center provides medical exams, forensic interviews and therapy services to children that are suspected to have been abused. However, a medical office is not an appropriate analog for this development as the Amani Center treats a maximum of only two children at the same time. Unlike a medical office, Amani keeps patient and family confidentiality throughout the process including arrival and departure. Due to this constraint, traffic to the Amani Center will be far less than it would to a normal medical office. For this reason, we believe an office use per 17.80.030(3)(z) would be a more appropriate and relative use. Please see responses to section 17.80.030 for additional information.

[...]

**(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: Please see Parking & Landscape Plan (Sheet C-5). All proposed off-street parking spaces are located within 200 feet of the proposed building except for the furthest parallel parking stall. Due to the properties shape, size and topography, no additional standard parking stalls would fit on the site. Therefore, parallel stalls were proposed along the existing and new access drive. The furthest parallel spot can be removed if necessary.

[...]

**(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-5) and narrative response to SHMC Chapter 17.72 for more information.

**(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-5). Per OSSC Table 1106.1 parking lots with 25 to 50 spaces shall require two accessible parking space. Two accessible parking spaces and an 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-5) for compact parking locations (marked with a "C"). Nine compact parking spaces are proposed and will be labeled with paint. 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 Civil Site Plan (Sheet C-3) for location of bicycle parking. With 35 vehicular parking stalls proposed, four total bicycle spaces are required. A rack containing four bicycle spaces is proposed along the south side 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-6). All on-site parking illumination has been designed to direct light away from public rights-of-way. Therefore, this standard is met.

[...]

*(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-5) 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.

[...]

**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).*

[...]

(3) Commercial.

[...]

(z) Offices – one space for each 350 square feet of services gross floor space.

[...]

Response: Please see the Cover Sheet, Floor Plans, and Parking & Landscape Plan (Sheets G-1, A-1, A-2, and C-5) for parking requirement calculations, floor plans, and parking layout respectively. An 8,000 square foot building is proposed requiring 23 parking stalls ( $8000/350 = 22.86$ ). The proposed development contains 35 parking stalls total. Therefore, this standard is 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-5) for location of compact spaces. Of the 35 off-street parking spaces proposed, nine have been designated compact. They represent 25.7% of the total spaces. Therefore, this standard has been met.

[...]

**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-5). All parking spaces are accessible via a 30-foot-wide driveway. 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-5). 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-5). All parking spaces have been designed using the Table of Standards requirements for 90-degree and parallel 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 15-feet-deep with 24-foot-wide aisles. Proposed parallel stalls are 8-feet-deep and 22-feet-long with a 30-foot-wide drive aisle. 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 Parking & Landscape Plan (Sheets C-5). 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.

[...]

(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-5). The proposed off-street parking lot utilizes an existing 30-foot-wide service drive off of Industrial Way 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.

[...]

(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 Parking & Landscape Plan (Sheets C-5). The proposed off-street parking lot utilizes an existing 30-foot-wide access drive off Industrial Way and an associated access easement. This existing drive is paved, meets minimum width requirements, and is clearly marked/defined. Visual clearance areas will not be blocked. 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-5). Wheel stops are proposed on all parking stalls adjacent to buildings and sidewalks. 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 Grading & Utility Plan (Sheets C-4) and Stormwater Report (Exhibit B).

(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-6). 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 at this time. Therefore, 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 Parking & Landscape Plan (Sheets C-5). The Amani Center does not receive or distribute material by truck and the proposed building is under 10,000 square feet. Therefore, this standard is not applicable.

[...]

## Chapter 17.84 – Access, egress and circulation

[...]

### 17.84.030 – Joint access and reciprocal access easements

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*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 Parking & Landscape Plan (Sheets C-5) for location of joint access and access easement. The development proposes joint use of the existing driveway and associated access easement off Industrial Way. All access and utility easements for the subject property and tax lot 1300 are on file with the City of St. Helens. Therefore, these standards are met.

### 17.84.040 – Public Street access

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*(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-5). All proposed and existing vehicular access and egress connects to Industrial Way which is a public street. 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-5). Proposed vehicular access is within 50 feet of the ground floor entrances of the proposed building. 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-5). The proposed development will share an existing driveway and associated access easement off Industrial Way. 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 Civil Site Plan (Sheet C-3) for entrance and walkway locations. All proposed ground floor entrances are connected to the public sidewalk on McNulty. Therefore, this standard is met.

[...]

(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-5). 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-5 and C-6). All required walkways are proposed to be paved with concrete and lighting exists or has been provided to illuminate walkways sufficiently for safety. Therefore, this standard 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 Parking & Landscape Plan (Sheets C-5). The proposed building includes 8,000 sq. ft. of commercial space requiring 23 parking stalls. The paved, shared access drive off of Industrial Way is 30-feet-wide at the entrance and drive aisles are 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-5) for location and width of curb cuts. All existing curb cuts for the existing access drive off Industrial Way 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.



[...]

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

[...]

### 17.92.050 – Methods of demonstrating compliance

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(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 Civil Site Plan (Sheet C-3) for proposed refuse enclosure location and size. The proposed development demonstrates compliance using the “minimum standards” method. Please see narrative responses below for how these 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 Civil Site Plan (Sheets A-1, A-2, and C-3) for building areas and refuse enclosure location and area. The proposed building has a total floor area of 8,000 square feet which is all designated office space. Per item (i) above, this requires 32 square feet of total storage area. The proposed refuse enclosure has an area of 90 square feet. Therefore, this standard is met.

[...]

### 17.92.060 – Location, design and access standards for storage areas

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[...]



*(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 Civil Site Plan (Sheet C-3) for proposed refuse enclosure location. A single enclosure 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 cedar fence and is within 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: Response: Please see Civil Site Plan (Sheet C-3) for proposed refuse enclosure location. The enclosure is screened with a 6-foot-high cedar fence and has a 10-foot-wide double-leaf gate 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 Civil Site Plan (Sheets C-1 and C-3). The proposed building has been located and designed to preserve existing topography, drainage patterns and trees/vegetation. Only one building is proposed and it has been sited on the western side of the property to avoid the steep, densely vegetated eastern side of the property nearest to McNulty Creek. The applicant is aware that a tree plan may be required to obtain a building permit. However, in its current location, the proposed development will not result in the removal of more than two existing trees. Therefore, these standards are met.

[...]

*(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-5) for buffer and screening locations. The subject property is in an Industrial Park overlay and the adjacent uses are similar enough in nature to not necessitate screening between uses. The proposed parking lot and refuse enclosure will be screened with Oregon Grape and Northern White Cedar. Any visible mechanical equipment or storage areas will be similarly screened. Therefore, this standard will be met.

*(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 Parking & Landscape Plan (Sheet C-5) showing buffer and screening locations. The subject property's shape, location, and surrounding area will ensure the development has privacy. The adjacent uses do not contain "private spaces" or create disruptive levels of noise and there are no residentially zoned properties in the vicinity. The development's proposed outdoor area faces towards the creek and is nestled between the two wings of the building. The outdoor space will not be viewable from adjacent properties. Therefore, these standards are met.

[...]

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

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

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

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

Response: Please see Parking & Landscape Plan (Sheet C-5) and response to 17.96.180(5) above. The proposed outdoor private area is defined by the edges of the building and adjacent slope/landscape. The patio surface will be acid-washed concrete which will only be used on this surface. 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 Parking & Landscape Plan and Illumination Plan (Sheets C-5 and C-6). The proposed development will be well lit and – because of the sensitive nature of their work - the Amani Center will have a robust security system. Therefore, these standards will be 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 & Landscape Plan (Sheet C-5). The proposed parking lot has been designed with two separate wings in order to accommodate a 60-foot “Y” fire truck turnaround configuration. Pedestrian access is proposed to the building, parking lots, and the McNulty Way right-of-way. Please see responses to section 17.84.070 for more information about access points. 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-5) and narrative responses to Chapters 17.80 and 17.84 for additional parking and access information.

*(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 Parking and Landscape Plan (Sheet C-5) and narrative responses to Chapter 17.72 for additional landscaping, screening, and buffering information.

*(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 Grading & Utility Plan (Sheet C-4) and attached stormwater report (Exhibit B). 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 Parking & Landscape Plan (Sheet A-1, A-2 and C-5). 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. The subject property was selected by the applicant because its location, shape and natural features are perfect for the Amani Center. The services they provide the community require privacy, stillness/quiet, and trauma informed spaces. The subject property meets all their requirements as it is tucked away in a relatively quiet area, the property's shape will keep the facility away from public view, and its location along McNulty Creek provides a serene, natural environment (trauma informed setting). The Industrial Way and McNulty rights-of-way contain public sewer, water, power, and telecom utilities. Therefore, these standards are met.

*(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.

[...]

### **17.100.150 – Additional requirement for conditional use types**

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[...]

*(i) Industrial Park.*

- (i) The minimum lot size is 40,000 square feet;*
- (ii) Minimum of provisions for three or more businesses; and*
- (iii) At least 30 percent of the businesses must be in the list of light industrial permitted uses;*

Response: The subject property is over 70,000 square feet (1.68 acres) and the existing Industrial Park contains more than three businesses. Per the pre-applications notes provided by the City, the Industrial Park includes Industrial Way addresses 35851, 35853 and 35855 as well as 58640 McNulty Way. There are three existing buildings at the 35851 property containing a total of 12 suites. Those suites are occupied by the following businesses:

- 3 Suites – Control Solutions (Industrial Use)
- 2 Suites – Oregon Highway Patrol
- 2 Suites – Les Schwab Storage (Industrial Use)
- 2 Suites – Storage for Oregon Theater Company (Industrial Use)
- 1 Suite – Versatile Glass Tinting (Industrial Use)
- 1 Suite – Dog grooming business (Industrial Use)
- 1 Suite – JNJ Mechanical Welding (Industrial Use)

Per section 17.32.130, warehouses, storage sites, equipment repair, motor vehicle services/repair, and manufacturing are all permitted outright in the Light Industrial zone. Therefore, Control Solutions (manufacturing), Les Schwab and Oregon Theater Company (storage), Versatile Glass (vehicle repair), JNJ Mechanical (manufacturing) and the dog grooming business (animal sales and services) are permitted light industrial uses. Ten of the twelve suites are occupied by permitted uses. If you include the other two addresses in the Industrial Park (Lower Columbia Engineering and Amani Center), ten of the fourteen available tenants are providing light industrial permitted services which represents 71 percent of the available tenant spaces.

If we use a different method and count the individual businesses only and not the number of suites they occupy, there are nine separate businesses within the Industrial Park. Of those, only Lower Columbia

Engineering, Amani Center and the OHP are not permitted in the Light Industrial zone. That means industrial uses still make up 66% of the businesses within the Industrial Park. Even if we argue that the dog grooming and storage businesses are not industrial, there are still three industrial businesses out of the nine which accounts for 33% of the total.

Finally, the analysis above does not consider undeveloped or unoccupied lots or portions of lots and the possibility of new buildings with industrial uses being constructed on properties already containing a business. Therefore, the applicant believe that this standard is met.

[...]

## Chapter 17.132 – Tree Removal

[...]

### 17.132.025 – Tree plan requirement.

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(1) *A tree plan for the planting, removal, and protection of trees prepared by a certified arborist or other capable professional as allowed by the director (for property or site with more than 10 trees or any tree over two feet DBH) shall be provided for any lot, parcel or combination of lots or parcels for which a development application for a land division, site development review, planned development or conditional use is filed. Protection is preferred over removal where possible.*

(2) *The tree plan shall include the following:*

(a) *Identification of the location, size, DBH and species of all existing trees including trees designated as significant by the city;*

(b) *Identification of a program to save existing trees or mitigate tree removal over 12 inches DBH. Mitigation must follow the replacement guidelines of SHMC 17.132.070(4) according to the following standards:*

(i) *Retainage of less than 50 percent of existing trees over 12 inches DBH requires a mitigation program according to SHMC 17.132.070(4) with a ratio of two minimum two-inch DBH trees for each 12-inch or greater DBH tree to be removed.*

(ii) *Retainage of over 50 percent of existing trees over 12 inches DBH requires the trees to be mitigated according to SHMC 17.132.070(4) with a ratio of one minimum two-inch DBH tree for each 12-inch or greater DBH tree to be removed.*

(c) *Identification of all trees which are proposed to be removed; and*

(d) *A protection program defining standards and methods that will be used by the applicant to protect trees during and after construction.*

(3) *Trees removed within the period of one year prior to a development application listed above will be inventoried as part of the tree plan above and will be replaced per this chapter. (Ord. 3264 § 2 (Att. A), 2021; Ord. 3144 § 2 (Att. A), 2011; Ord. 2875 § 1.160.025, 2003)*

Response: The applicant understands that the City may require a tree plan prepared by a qualified professional. The proposed building and parking lot are sited on the elevated western side of the property as far from McNulty Creek as possible. Most of the vegetation and almost all the existing trees are located



within 100 feet of the creek. After walking the site, we believe that at most, two trees will be removed as a result of this development. However, the applicant is willing to work with the City and provide whatever information is required to developed the property.

[...]

## Chapter 17.156 – Traffic Impact Analysis (TIA)

### 17.156.010 – Purpose.

*The purpose of this chapter is to implement OAR 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the analysis. (Ord. 3150 § 3 (Att. B), 2011)*

### 17.156.020 – Typical average daily trips and level-of-service standards.

*(1) The latest edition of the trip generation manual published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips.*

*(2) Pursuant to the transportation systems plan (TSP) (see TSP Section 4), the following minimum operating standards apply to city-maintained intersections. As measured using the Highway Capacity Manual, latest edition, Level of Service “D” is considered acceptable at signalized and all-way stop controlled intersections if the intersection volume-to-capacity ratio is not higher than 1.0 for the sum of critical movements. Level of Service “E” is considered acceptable for the poorest operating approach at two-way stop intersections. Level of Service “F” is allowed in situations where a traffic signal is not warranted. (Ord. 3150 § 3 (Att. B), 2011)*

### 17.156.030 – Applicability.

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

*(1) A change in zoning or a comprehensive plan amendment designation, except when the change will result in a zone or plan designation that will result in less vehicle trips based on permitted uses (e.g., from a high density residential district to a lower density residential district or from a commercial district to a residential district);*

*(2) The site proposes to take access on Highway 30 or on an approach to Highway 30; or*

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



- (a) The proposed action is estimated to generate 2501 average daily trips (ADT) or more or 25 or more weekday a.m. or p.m. peak hour trips (or as required by the city engineer);*
- (b) The proposed action is projected to further degrade mobility at the Deer Island Road/Highway 30, Pittsburg Road/Highway 30, Wyeth Street/Highway 30, Gable Road/Highway 30, or Millard Road/Highway 30 intersections;*
- (c) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;*
- (d) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard;*
- (e) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or*
- (f) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area. (Ord. 3150 § 3 (Att. B), 2011)*

Response: Please see the attached Trip Generation Analysis (Exhibit C). The proposed use as a single tenant office building will result in 90 average daily trips. It will not increase the use of adjacent streets by vehicles over 20,000 pounds as no loading/unloading of goods is necessary for the proposed use. The access driveway meets all requirements listed above and internal traffic patterns should not cause any safety problems. Therefore, the applicant feels that a traffic impact analysis is not necessary or applicable.

[...]



## Technical Memorandum

**To:** City of St. Helens Planning Department  
**From:** Andrew Niemi, P.E.  
**Date:** October 13, 2023  
**Subject:** Amani Center - Trip Generation Analysis  
**Project:** 3521

We have performed a simple trip generation analysis for the proposed Amani Center facility off Industrial Way in St. Helens, Oregon as well as a trip generation analysis for the site’s previous use as a vacant lot.

The proposed development consists of a single new building with 8,000 square feet of total floor area, an estimated 20 employees, and a maximum of 24 employees. The proposed building will provide services to children suspected to be abused. Due to the privacy associated with their services, the Amani Center will only see two children and their families at a time and will not see more than 6 clients in any given day. We developed trip generation estimates for the proposed and previous use, based on data from the 10<sup>th</sup> Edition of the ITE Trip Generation Handbook.

### PREVIOUS USE TRIP ESTIMATION SUMMARY

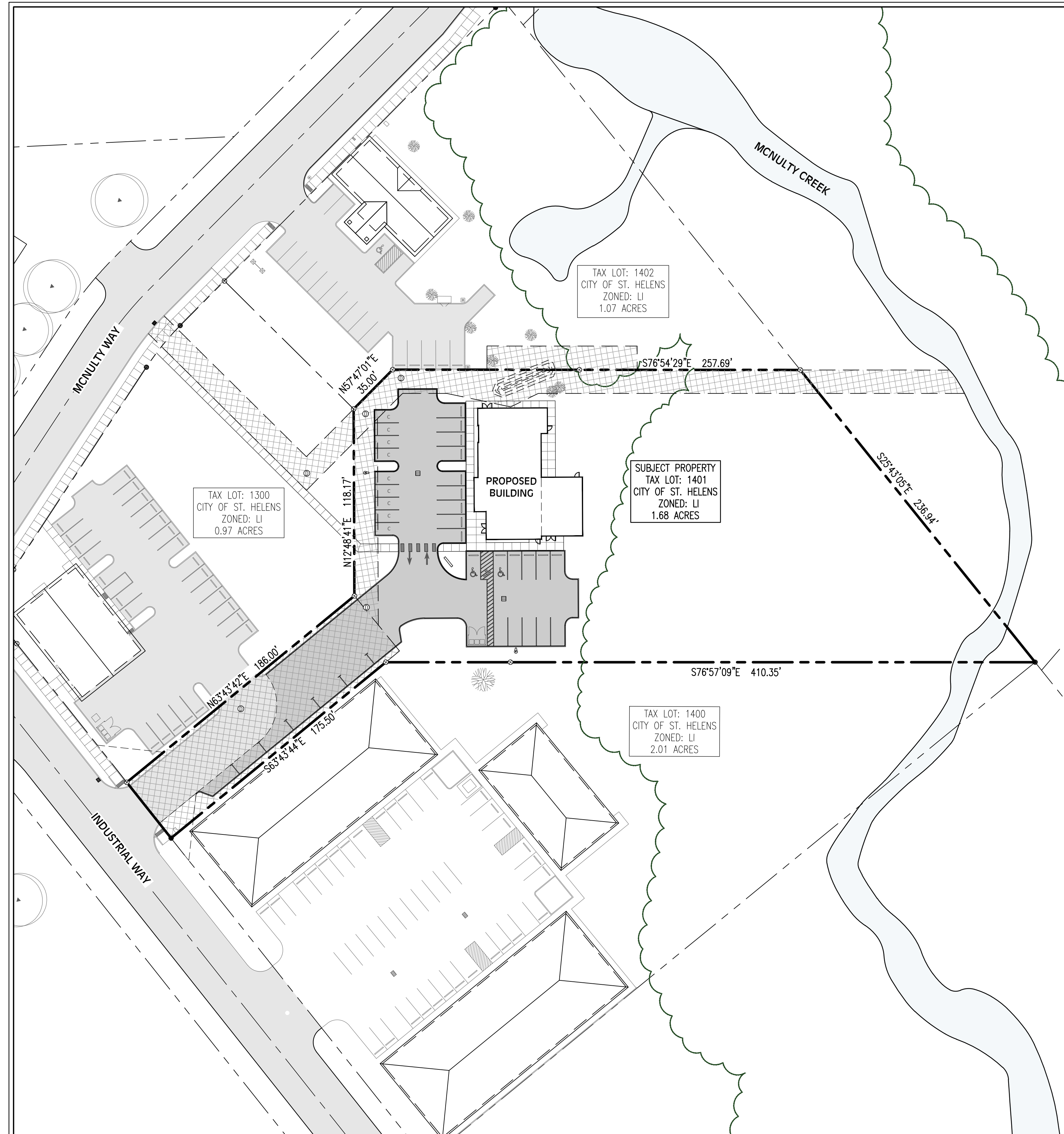
ITE	DESCRIPTION	Total Building Area	WEEKDAY		
			Trips/1000 sf	#1000 sf	Total Trips
000	Empty Lot	0 sf	0.00	0	0
<b>PREVIOUS USE TRIPS</b>					<b>0</b>

### PROPOSED USE TRIP ESTIMATION SUMMARY

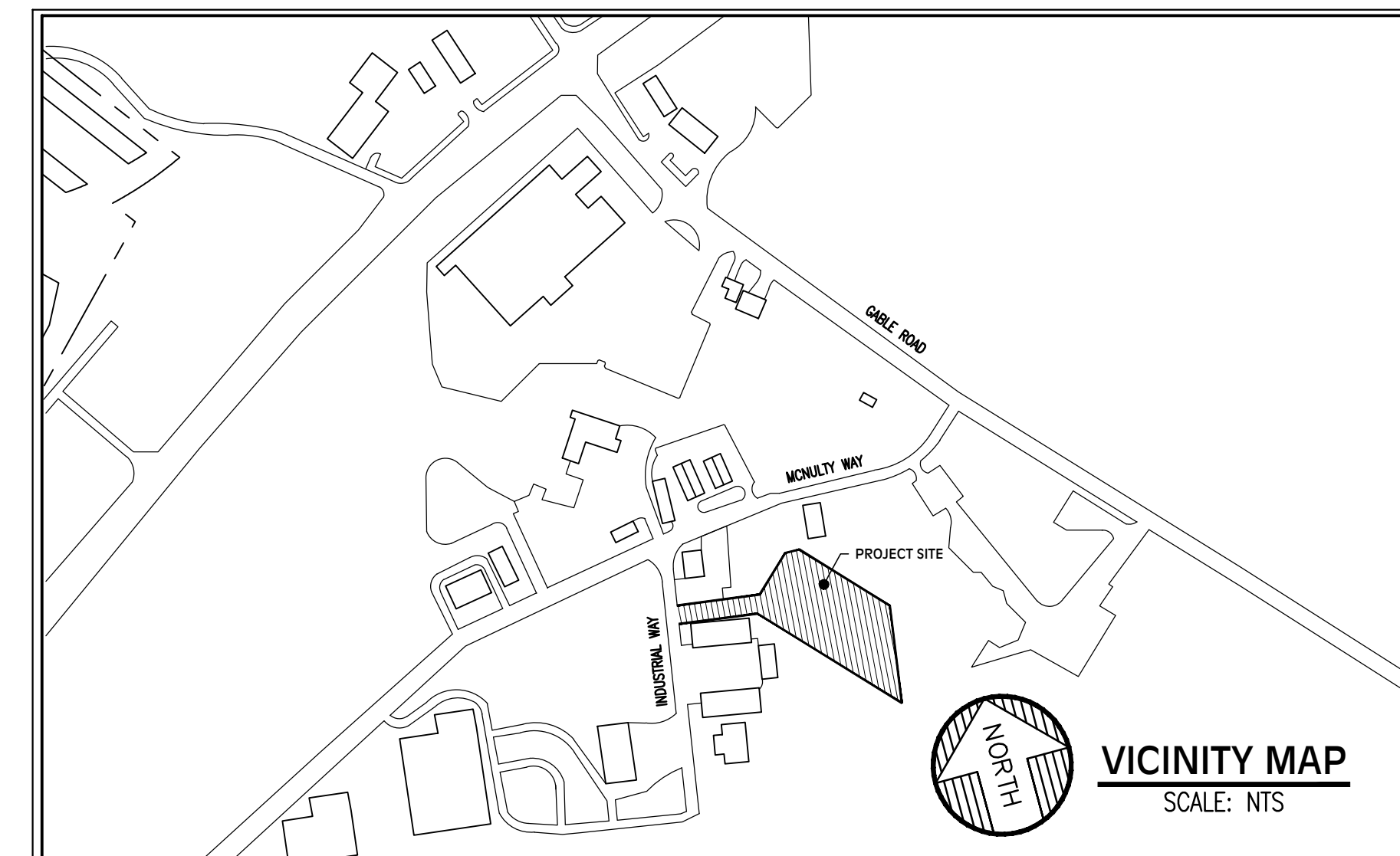
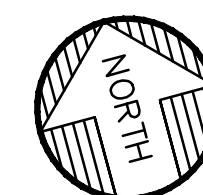
ITE	DESCRIPTION	Total Building Area	WEEKDAY		
			Trips/1000 sf	#1000 sf	Total Trips
715	Single Tenant Office Bldg	8,000 sf.	11.25	8	90
<b>PROPOSED USE TRIPS</b>					<b>90</b>

# AMANI CENTER FACILITY

**ERIC DAHLGREN**  
**INDUSTRIAL WAY**  
**ST. HELENS, OREGON 97051**



**PLOT PLAN**  
 SCALE: 1" = 40'



**VICINITY MAP**  
 SCALE: NTS

DRAWING INDEX	
SHEET	DESCRIPTION
<b>GENERAL</b>	
G-1	COVER SHEET
<b>CIVIL</b>	
C-1	EXISTING CONDITIONS PLAN
C-2	EROSION AND SEDIMENT CONTROL
C-3	CIVIL SITE PLAN
C-4	GRADING & UTILITIES PLAN
C-5	PARKING & LANDSCAPE PLAN
C-6	ILLUMINATION PLAN
C-7	ESC DETAILS
<b>ARCHITECTURAL</b>	
A-1	GROUND LEVEL FLOOR PLAN
A-2	UPPER LEVEL FLOOR PLAN
A-3	EXTERIOR ELEVATIONS
A-4	EXTERIOR ELEVATIONS

**PROJECT TEAM**

**ENGINEER & DESIGNER**  
 LOWER COLUMBIA ENGINEERING  
 58640 McNULTY WAY  
 ST. HELENS, OR 97051  
 PHONE: (503) 366-0399  
 CONTACT: MATTHEW ALEXANDER  
 matt@lowercolumbiaengr.com

**OWNER**  
 DAHLGREN LIVING TRUST  
 CHRIS DAHLGREN  
 2110 6TH ST  
 COLUMBIA CITY, OR 97018  
 PHONE: (503) 369-3766

**GENERAL CONTRACTOR**  
 ARTIS CONSTRUCTION  
 3330 NW YEON AVENUE, SUITE 120  
 PORTLAND, OR 97210  
 PHONE: 503.248.9370  
 CONTACT: PATRICK KESSI  
 pkessi@phkinc.com

**EXISTING SITE AREA CALCULATIONS**

GROSS LOT AREA (SUBJECT PROPERTY):	73,255 SQ FT	(100%)
IMPERVIOUS / PAVED AREA:	3,316 SQ FT	(4.6%)
OPEN / LANDSCAPED AREAS:	69,939 SQ FT	(95.4%)

**PROPOSED SITE AREA CALCULATIONS**

GROSS LOT AREA (SUBJECT PROPERTY):	73,255 SQ FT	(100%)
TOTAL IMPERVIOUS:	20,970 SQ FT	(29%)
BUILDING FOOTPRINT:	4,275 SQ FT	(6%)
SIDEWALK/ASPHALT:	16,695 SQ FT	(23%)
OPEN / LANDSCAPED AREAS:	52,285 SQ FT	(71%)

**GENERAL SITE INFO:**

**PROJECT NAME:** AMANI CENTER FACILITY  
**PROPOSED USE:** PUBLIC SAFETY SERVICES  
**TOTAL LOT AREA:** 73,255 SQ FT (APPROX 1.68 ACRES)  
**TOTAL BUILDING AREA:** 8,329 SQ FT  
**FIRST FLOOR AREA:** 4,275 SQ FT  
**SECOND FLOOR AREA:** 4,054 SQ FT  
**BUILDING HEIGHT:** 31'-6" (75' 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.

**PARKING REQUIREMENTS**

COMMERCIAL REQUIREMENT:	1 SPACE PER 350 SQ. FT.
COMMERCIAL AREA PROPOSED:	8,008 SQ. FT.
COMMERCIAL PARKING REQUIRED:	23 SPACES (8008/350 = 22.88)
<b>TOTAL PARKING:</b>	<b>36 SPACES</b>

ON-SITE STANDARD SPACES (9'x18'):	20 SPACES
ON-SITE PARALLEL SPACES (8'x22'):	7 SPACES
ON-SITE COMPACT SPACES (8'x18'):	9 SPACES
ACCESSIBLE SPACES (9'x18'):	2 SPACES
BICYCLE PARKING:	4 SPACES

**SITE IMPROVEMENT QUANTITIES**  
 -CONTRACTOR TO VERIFY ALL QUANTITIES

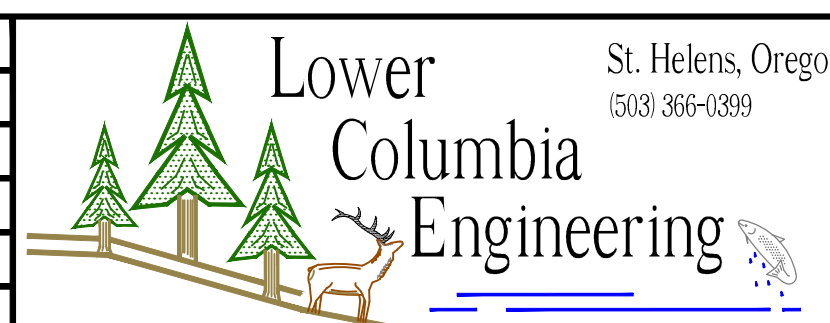
SITE IMPROVEMENT ITEM	AREA/LENGTH	VOLUME
CONCRETE (SDWK)	1525 SQ. FT.	19 CU. YD.
HMAC (ASPHALT)	15170 SQ. FT.	187 CU. YD.
3/4" MINUS AGGREGATE	16695 SQ. FT.	112 CU. YD.
1 1/2" MINUS AGGREGATE	15170 SQ. FT.	561 CU. YD.
TYPE 'A' CONCRETE CURB	951 L.F.	N/A

**SITE UTILITY QUANTITIES**  
 -CONTRACTOR TO VERIFY ALL QUANTITIES

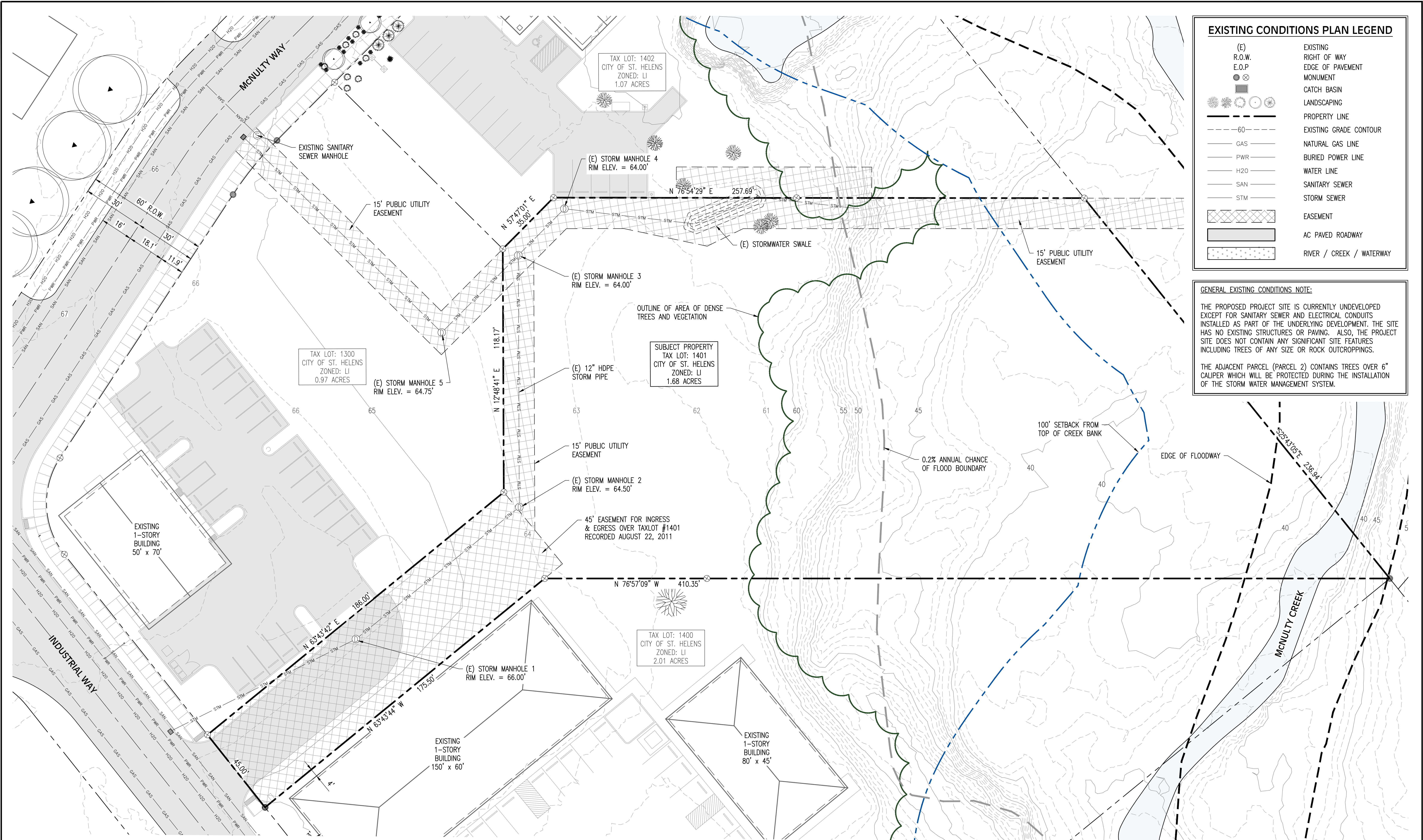
SIZE	MATERIAL	UTILITY	QUANTITY
1"	COPPER	WATER	310 L.F.
4"	PVC	SANITARY	293 L.F.
4"	PVC	STORM	37 L.F.
6"	HDPE	STORM	150 L.F.
2"	PVC	ELECTRICAL	600 L.F.

DATE: 10/13/2023  
**PRELIMINARY**  
 NOT  
 FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO. 3521	COVER SHEET	SHEET
DWG. BY RM2	NEW FACILITY	
APPR. BY	AMANI CENTER	G-1
FILE D-3521-G-1	DATE 10/31/2022	



**EXISTING CONDITIONS PLAN LEGEND**

(E)	EXISTING
R.O.W.	RIGHT OF WAY
E.O.P.	EDGE OF PAVEMENT
⊗	MONUMENT
■	CATCH BASIN
⊙	LANDSCAPING
---	PROPERTY LINE
-60-	EXISTING GRADE CONTOUR
GAS	NATURAL GAS LINE
PWR	BURIED POWER LINE
H2O	WATER LINE
SAN	SANITARY SEWER
STM	STORM SEWER
▨	EASEMENT
▩	AC PAVED ROADWAY
▤	RIVER / CREEK / WATERWAY

**GENERAL EXISTING CONDITIONS NOTE:**

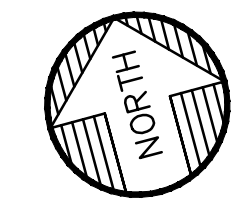
THE PROPOSED PROJECT SITE IS CURRENTLY UNDEVELOPED EXCEPT FOR SANITARY SEWER AND ELECTRICAL CONDUITS INSTALLED AS PART OF THE UNDERLYING DEVELOPMENT. THE SITE HAS NO EXISTING STRUCTURES OR PAVING. ALSO, THE PROJECT SITE DOES NOT CONTAIN ANY SIGNIFICANT SITE FEATURES INCLUDING TREES OF ANY SIZE OR ROCK OUTCROPPINGS.

THE ADJACENT PARCEL (PARCEL 2) CONTAINS TREES OVER 6" CALIPER WHICH WILL BE PROTECTED DURING THE INSTALLATION OF THE STORM WATER MANAGEMENT SYSTEM.

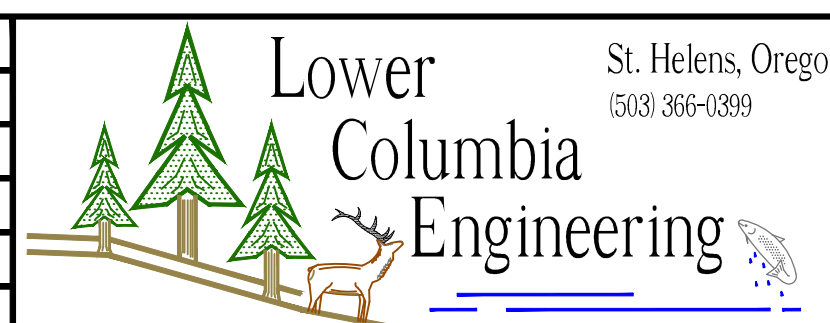
DATE: 10/13/2023  
 PRELIMINARY  
 NOT  
 FOR CONSTRUCTION



**EXISTING CONDITIONS PLAN**  
 SCALE: 1" = 20'

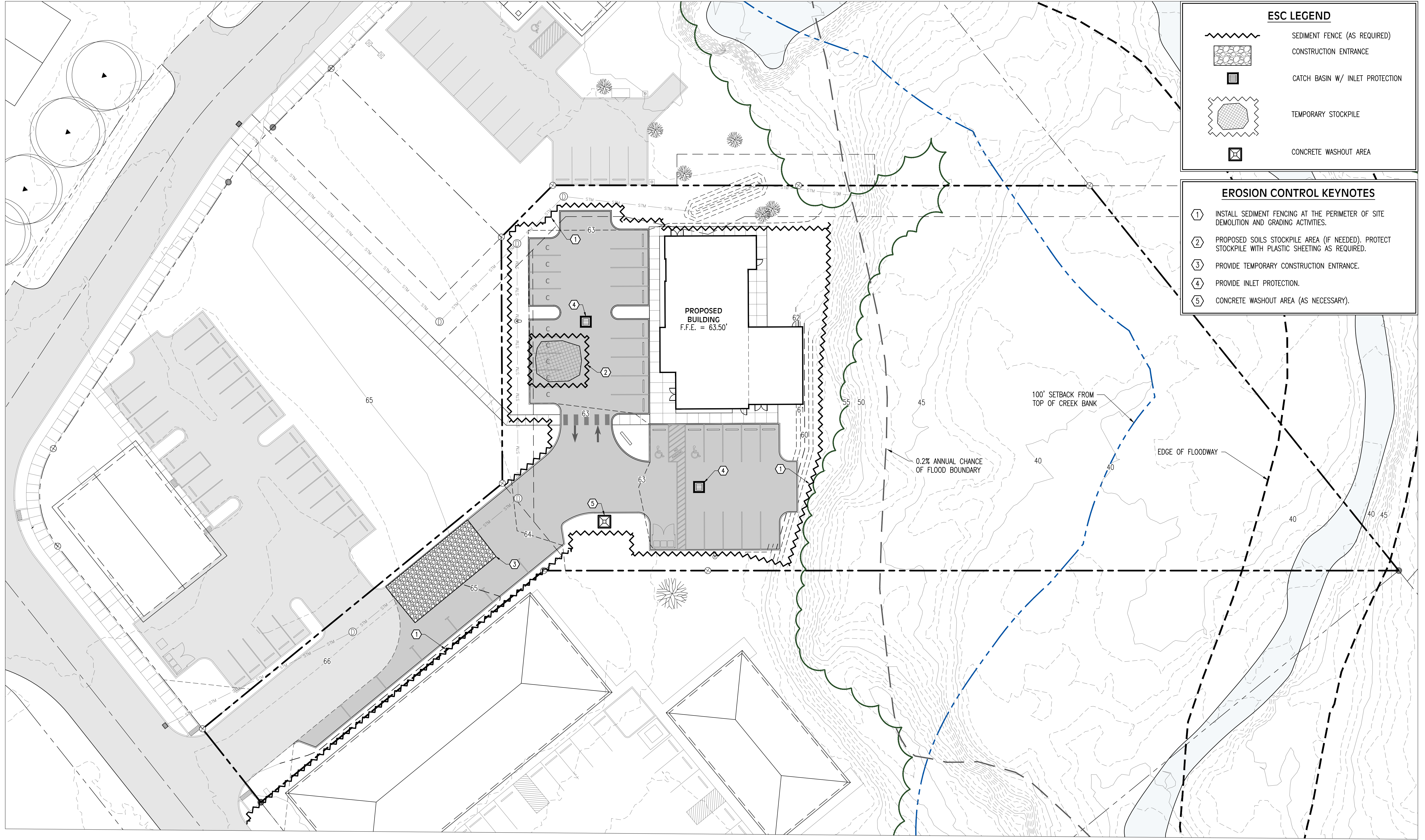


REV.	REVISION RECORD	DATE



PROJ. NO.	3521	EXISTING CONDITIONS PLAN
DWG. BY	PCD	NEW FACILITY
APPR. BY	AMANI CENTER	SHEET
FILE	D-3521-C-1	DATE 10/27/2022

**C-1**

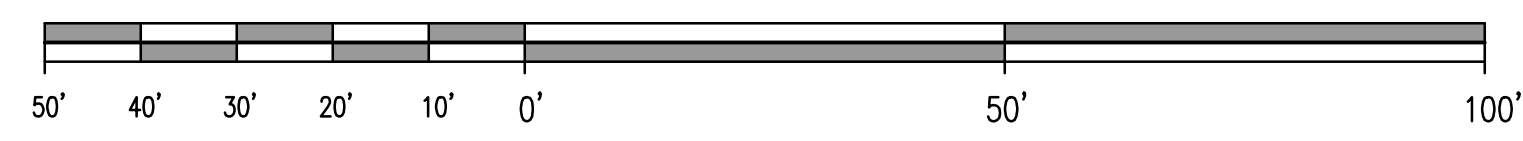


**ESC LEGEND**

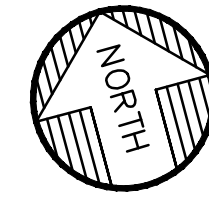
- SEDIMENT FENCE (AS REQUIRED)
- CONSTRUCTION ENTRANCE
- CATCH BASIN W/ INLET PROTECTION
- TEMPORARY STOCKPILE
- CONCRETE WASHOUT AREA

**EROSION CONTROL KEYNOTES**

- ① INSTALL SEDIMENT FENCING AT THE PERIMETER OF SITE DEMOLITION AND GRADING ACTIVITIES.
- ② PROPOSED SOILS STOCKPILE AREA (IF NEEDED). PROTECT STOCKPILE WITH PLASTIC SHEETING AS REQUIRED.
- ③ PROVIDE TEMPORARY CONSTRUCTION ENTRANCE.
- ④ PROVIDE INLET PROTECTION.
- ⑤ CONCRETE WASHOUT AREA (AS NECESSARY).



**EROSION AND SEDIMENT CONTROL PLAN**  
SCALE: 1" = 20'-0"



DATE: 10/13/2023  
PRELIMINARY  
NOT  
FOR CONSTRUCTION

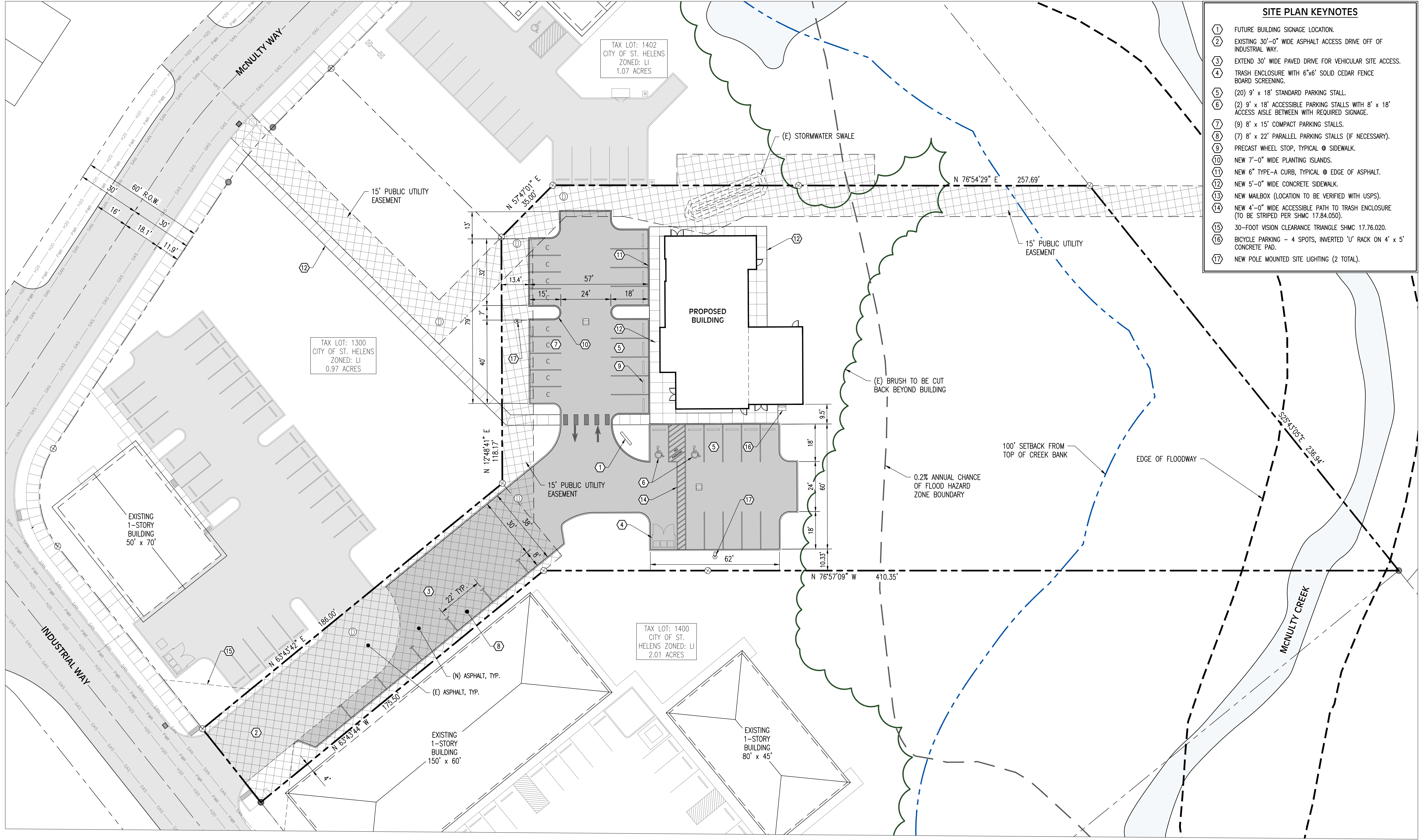
REV.	REVISION RECORD	DATE

Lower Columbia Engineering  
St. Helens, Oregon  
(503) 366-0399

PROJ. NO.	3521	EROSION AND SEDIMENT CONTROL PLAN
DWG. BY	RM2	NEW FACILITY
APPR. BY	AMANI CENTER	
FILE	D-3521-C-2	DATE 10/31/2022

SHEET  
**C-2**

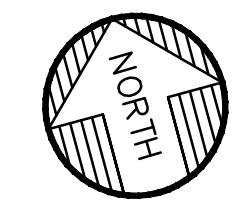
- SITE PLAN KEYNOTES**
- ① FUTURE BUILDING SIGNAGE LOCATION.
  - ② EXISTING 30'-0" WIDE ASPHALT ACCESS DRIVE OFF OF INDUSTRIAL WAY.
  - ③ EXTEND 30' WIDE PAVED DRIVE FOR VEHICULAR SITE ACCESS.
  - ④ TRASH ENCLOSURE WITH 6"x6" SOLID CEDAR FENCE BOARD SCREENING.
  - ⑤ (20) 9' x 18' STANDARD PARKING STALL.
  - ⑥ (2) 9' x 18' ACCESSIBLE PARKING STALLS WITH 8' x 18' ACCESS AISLE BETWEEN WITH REQUIRED SIGNAGE.
  - ⑦ (9) 8' x 15' COMPACT PARKING STALLS.
  - ⑧ (7) 8' x 22' PARALLEL PARKING STALLS (IF NECESSARY).
  - ⑨ PRECAST WHEEL STOP, TYPICAL @ SIDEWALK.
  - ⑩ NEW 7'-0" WIDE PLANTING ISLANDS.
  - ⑪ NEW 6" TYPE-A CURB, TYPICAL @ EDGE OF ASPHALT.
  - ⑫ NEW 5'-0" WIDE CONCRETE SIDEWALK.
  - ⑬ NEW MAILBOX (LOCATION TO BE VERIFIED WITH USPS).
  - ⑭ NEW 4'-0" WIDE ACCESSIBLE PATH TO TRASH ENCLOSURE (TO BE STRIPED PER SHMC 17.84.050).
  - ⑮ 30-FOOT VISION CLEARANCE TRIANGLE SHMC 17.76.020.
  - ⑯ BICYCLE PARKING - 4 SPOTS, INVERTED 'U' RACK ON 4' x 5' CONCRETE PAD.
  - ⑰ NEW POLE MOUNTED SITE LIGHTING (2 TOTAL).



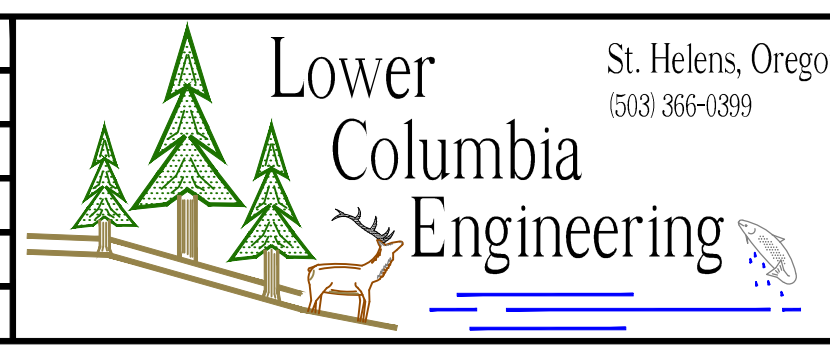
DATE: 10/13/2023  
 PRELIMINARY  
 NOT  
 FOR CONSTRUCTION



**CIVIL SITE PLAN**  
 SCALE: 1" = 20'-0"

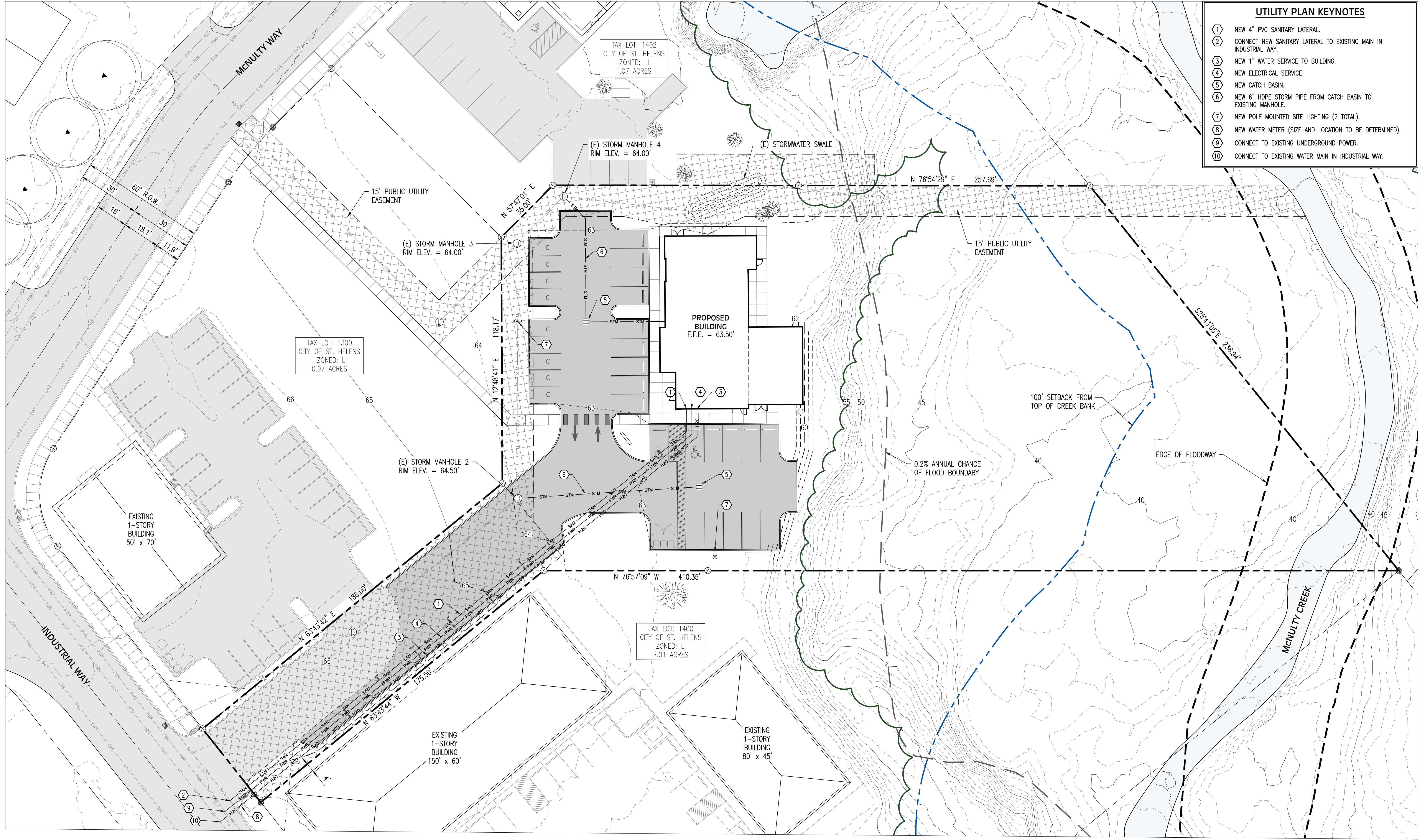


REV.	REVISION RECORD	DATE



PROJ. NO. 3521	CIVIL SITE PLAN	SHEET <b>C-3</b>
DWG. BY RM2	NEW FACILITY	
APPR. BY	AMANI CENTER	DATE 10/31/2022
FILE D-3521-C-3		

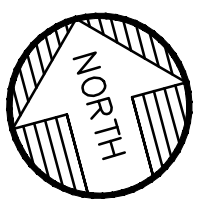
- UTILITY PLAN KEYNOTES**
- 1 NEW 4" PVC SANITARY LATERAL.
  - 2 CONNECT NEW SANITARY LATERAL TO EXISTING MAIN IN INDUSTRIAL WAY.
  - 3 NEW 1" WATER SERVICE TO BUILDING.
  - 4 NEW ELECTRICAL SERVICE.
  - 5 NEW CATCH BASIN.
  - 6 NEW 6" HDPE STORM PIPE FROM CATCH BASIN TO EXISTING MANHOLE.
  - 7 NEW POLE MOUNTED SITE LIGHTING (2 TOTAL).
  - 8 NEW WATER METER (SIZE AND LOCATION TO BE DETERMINED).
  - 9 CONNECT TO EXISTING UNDERGROUND POWER.
  - 10 CONNECT TO EXISTING WATER MAIN IN INDUSTRIAL WAY.



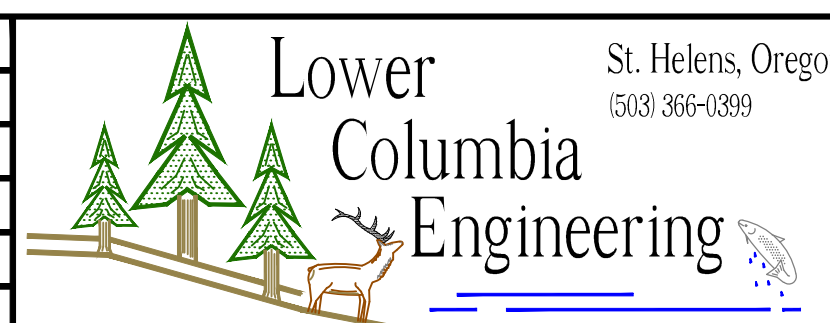
DATE: 10/13/2023  
 PRELIMINARY  
 NOT  
 FOR CONSTRUCTION



**GRADING & UTILITIES PLAN**  
 SCALE: 1" = 20'-0"



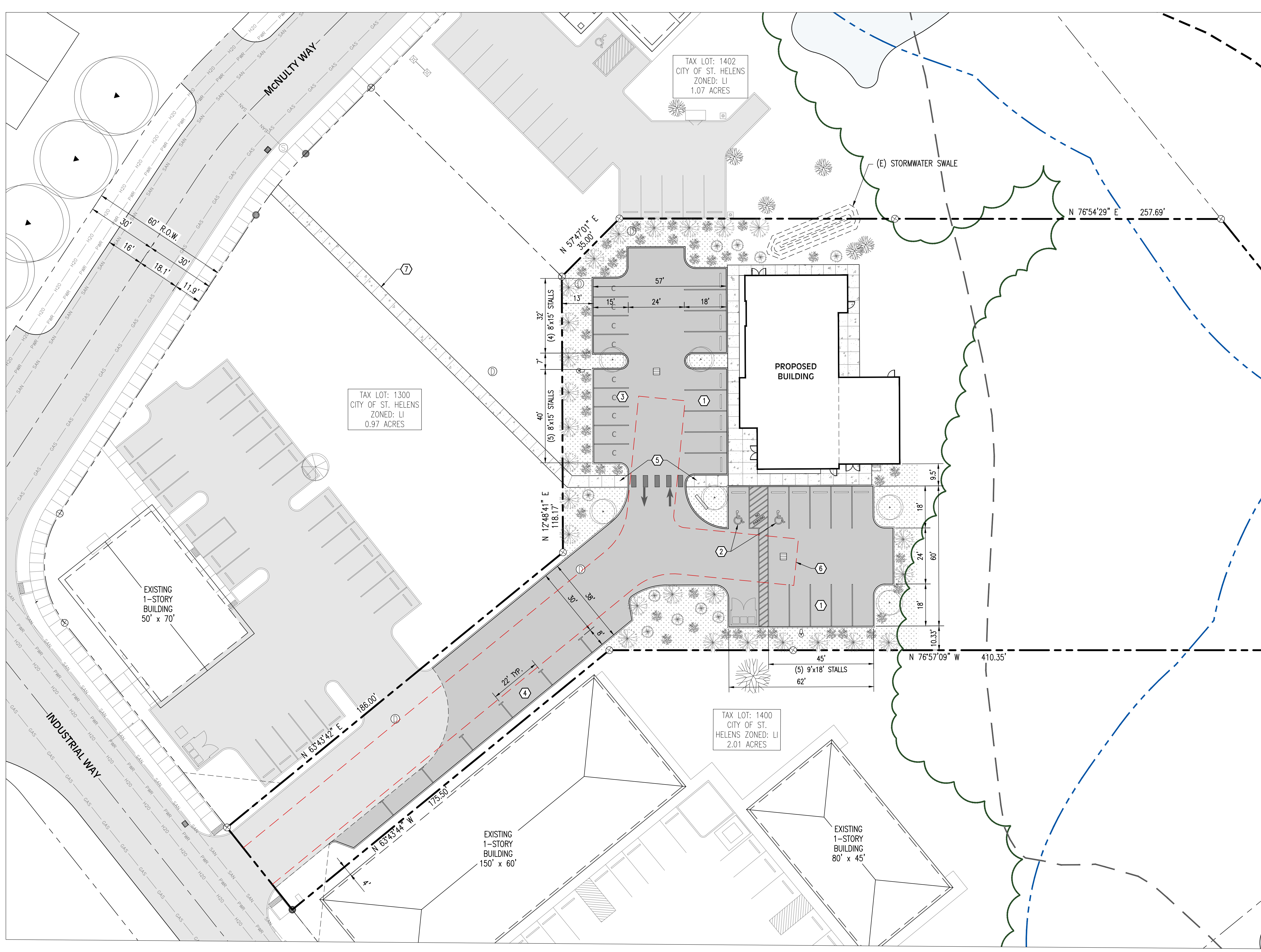
REV.	REVISION RECORD	DATE



PROJ. NO. 3521	GRADING & UTILITY PLAN
DWG. BY RM2	NEW FACILITY
APPR. BY	AMANI CENTER
FILE D-3521-C-4	DATE 11/28/2022

SHEET  
**C-4**





**LANDSCAPING LEGEND**

- PARKING TREES - CRAPE MYRTLE (LAGERSTROEMIA INDICA)  
NO GREATER THAN 6' TALL AT THE TIME OF PLANTING  
20'x12' AT MATURITY  
QUANTITY: 15
- SCREENING TREES  
NORTHERN WHITE CEDAR (THUJA OCCIDENTALIS)  
4'x8' AT MATURITY  
QUANTITY: 14
- SCREENING SHRUBS - OREGON GRAPE (MAHONIA AQUIFOLIUM)  
2' TALL AT MATURITY  
QUANTITY: 75-85
- IN-FILL SHRUBS - OCEAN SPRAY (HOLODISCUS DISCOLOR)  
4' - 5' TALL  
QUANTITY: 15 TO 20
- IN-FILL SHRUBS - KELSEY DOGWOOD (CORNUS SERICEA 'KELSEYII')  
24" - 30" TALL AND WIDE  
QUANTITY: 35 TO 40
- SITE GROUNDCOVER KINKIKINICK (ARCTOSTAPHYLOS UVA-URSI)

**PARKING REQUIREMENTS**

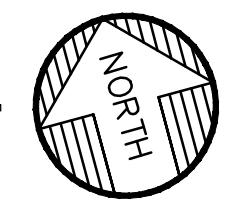
COMMERCIAL REQUIREMENT:	1 SPACE PER 350 SQ. FT.
COMMERCIAL AREA PROPOSED:	8,008 SQ. FT.
COMMERCIAL PARKING REQUIRED:	23 SPACES (8008/350 = 22.88)
<b>TOTAL PARKING:</b>	<b>36 SPACES</b>
ON-SITE STANDARD SPACES (9'x18'):	20 SPACES
ON-SITE PARALLEL SPACES (8'x22'):	7 SPACES
ON-SITE COMPACT SPACES (8'x18'):	9 SPACES
ACCESSIBLE SPACES (9'x18'):	2 SPACE
BICYCLE PARKING:	4 SPACES

**PARKING KEYNOTES**

- ① NEW 9'W x 18'L STANDARD PARKING STALL (20 TOTAL), TYPICAL.
- ② NEW 9'W x 18'L ACCESSIBLE PARKING STALLS (2 TOTAL) WITH ALL REQUIRED ACCESSIBLE STRIPING AND SIGNAGE PER ODOT.
- ③ NEW 8'W x 15'L COMPACT PARKING STALL (9 TOTAL).
- ④ NEW 8'W x 22'L PARALLEL STALLS (7 TOTAL) WITH ALL REQUIRED ACCESSIBLE STRIPING AND SIGNAGE PER ODOT.
- ⑤ NEW CONCRETE SIDEWALK THROUGH PARKING AREA TO PROVIDE SAFE AND ACCESSIBLE PEDESTRIAN ACCESS.
- ⑥ OUTLINE OF 60-FOOT "Y", CONFIGURED FIRE TRUCK TURNAROUND.
- ⑦ CONCRETE SIDEWALK TO PROVIDE ACCESSIBLE ACCESS ROUTE TO PUBLIC RIGHT-OF-WAY. LOCATION AND ROUTE SHOWN ARE PRELIMINARY UNTIL AGREEMENT WITH ADJACENT LAND OWNERS IS MADE.

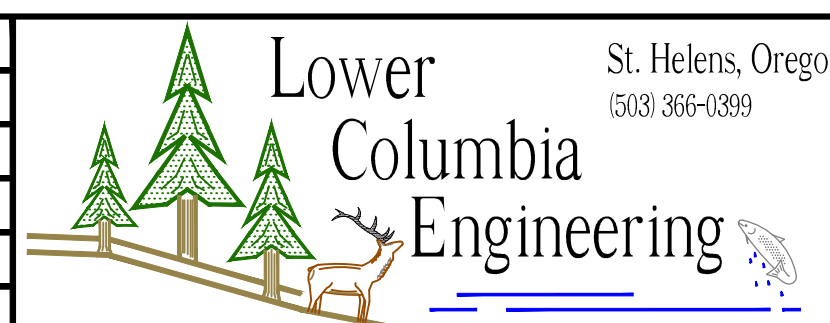


**PARKING & LANDSCAPE PLAN**  
SCALE: 1" = 20'-0"



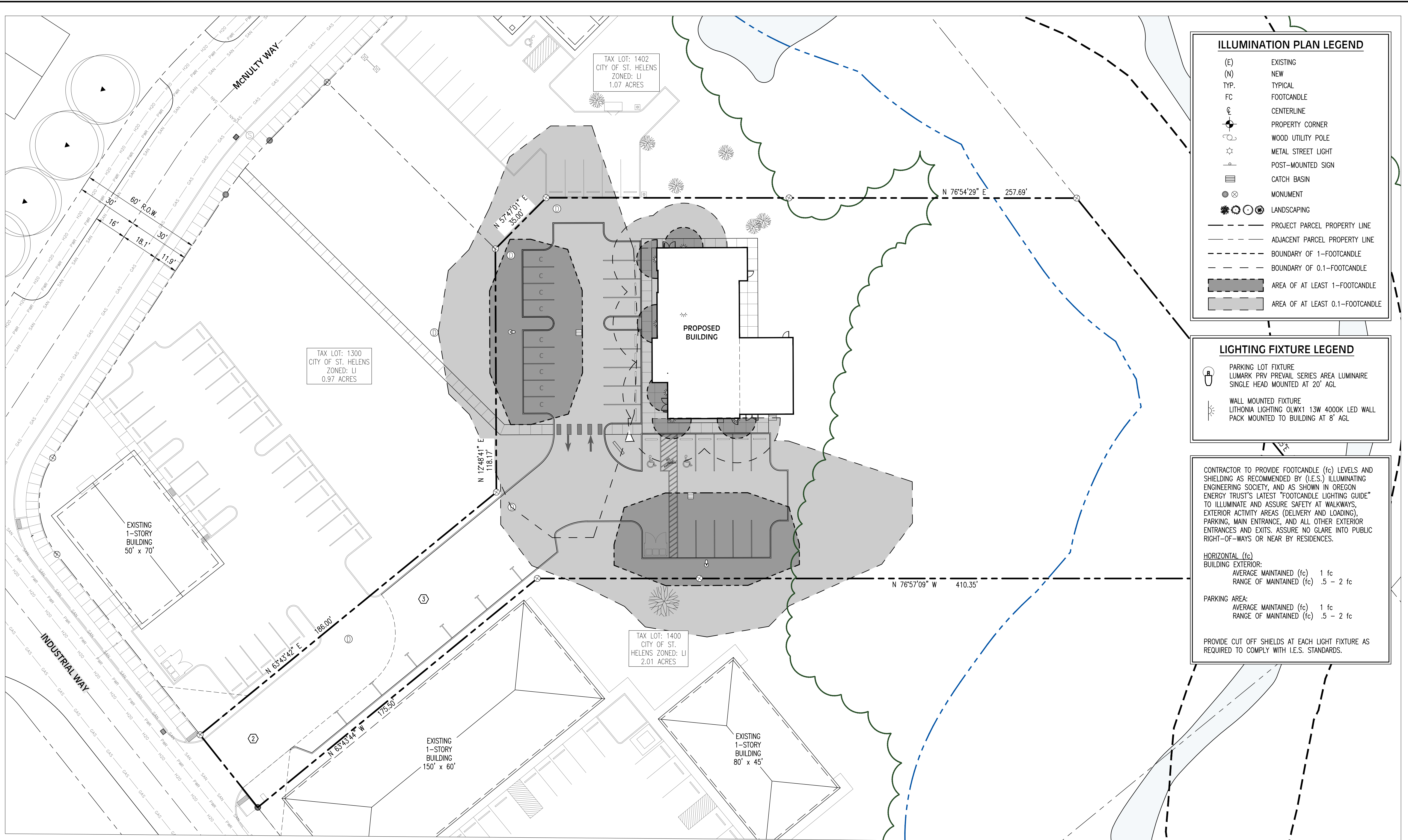
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PRELIMINARY  
NOT  
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3521	PARKING & LANDSCAPE PLAN
DWG. BY	RM2	NEW FACILITY
APPR. BY	AMANI CENTER	
FILE	D-3521-C-5	DATE 10/31/2022

SHEET  
**C-5**



### ILLUMINATION PLAN LEGEND

(E)	EXISTING
(N)	NEW
TYP.	TYPICAL
FC	FOOTCANDLE
⊕	CENTERLINE
⊙	PROPERTY CORNER
⊕	WOOD UTILITY POLE
⊙	METAL STREET LIGHT
⊕	POST-MOUNTED SIGN
⊕	CATCH BASIN
⊕	MONUMENT
⊕	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

### LIGHTING FIXTURE LEGEND

⊕	PARKING LOT FIXTURE LUMARK PRV PREVAIL SERIES AREA LUMINAIRE SINGLE HEAD MOUNTED AT 20° AGL
⊕	WALL MOUNTED FIXTURE LITHONIA LIGHTING OLWX1 13W 4000K LED WALL PACK MOUNTED TO BUILDING AT 8° AGL

CONTRACTOR TO PROVIDE FOOTCANDLE (fc) LEVELS AND SHIELDING AS RECOMMENDED BY (I.E.S.) ILLUMINATING ENGINEERING SOCIETY, AND AS SHOWN IN OREGON ENERGY TRUST'S LATEST "FOOTCANDLE LIGHTING GUIDE" TO ILLUMINATE AND ASSURE SAFETY AT WALKWAYS, EXTERIOR ACTIVITY AREAS (DELIVERY AND LOADING), PARKING, MAIN ENTRANCE, AND ALL OTHER EXTERIOR ENTRANCES AND EXITS. ASSURE NO GLARE INTO PUBLIC RIGHT-OF-WAYS OR NEAR BY RESIDENCES.

**HORIZONTAL (fc)**  
**BUILDING EXTERIOR:**  
 AVERAGE MAINTAINED (fc) 1 fc  
 RANGE OF MAINTAINED (fc) .5 - 2 fc

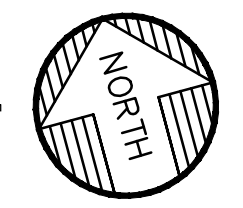
**PARKING AREA:**  
 AVERAGE MAINTAINED (fc) 1 fc  
 RANGE OF MAINTAINED (fc) .5 - 2 fc

PROVIDE CUT OFF SHIELDS AT EACH LIGHT FIXTURE AS REQUIRED TO COMPLY WITH I.E.S. STANDARDS.

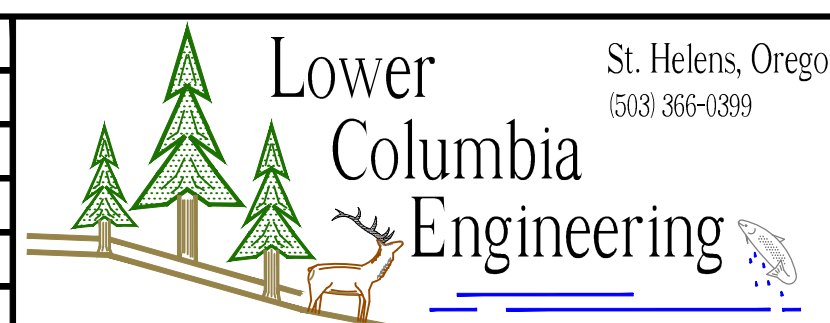
DATE: 10/13/2023  
 PRELIMINARY  
 NOT  
 FOR CONSTRUCTION



**PARKING & LANDSCAPE PLAN**  
 SCALE: 1" = 20'-0"

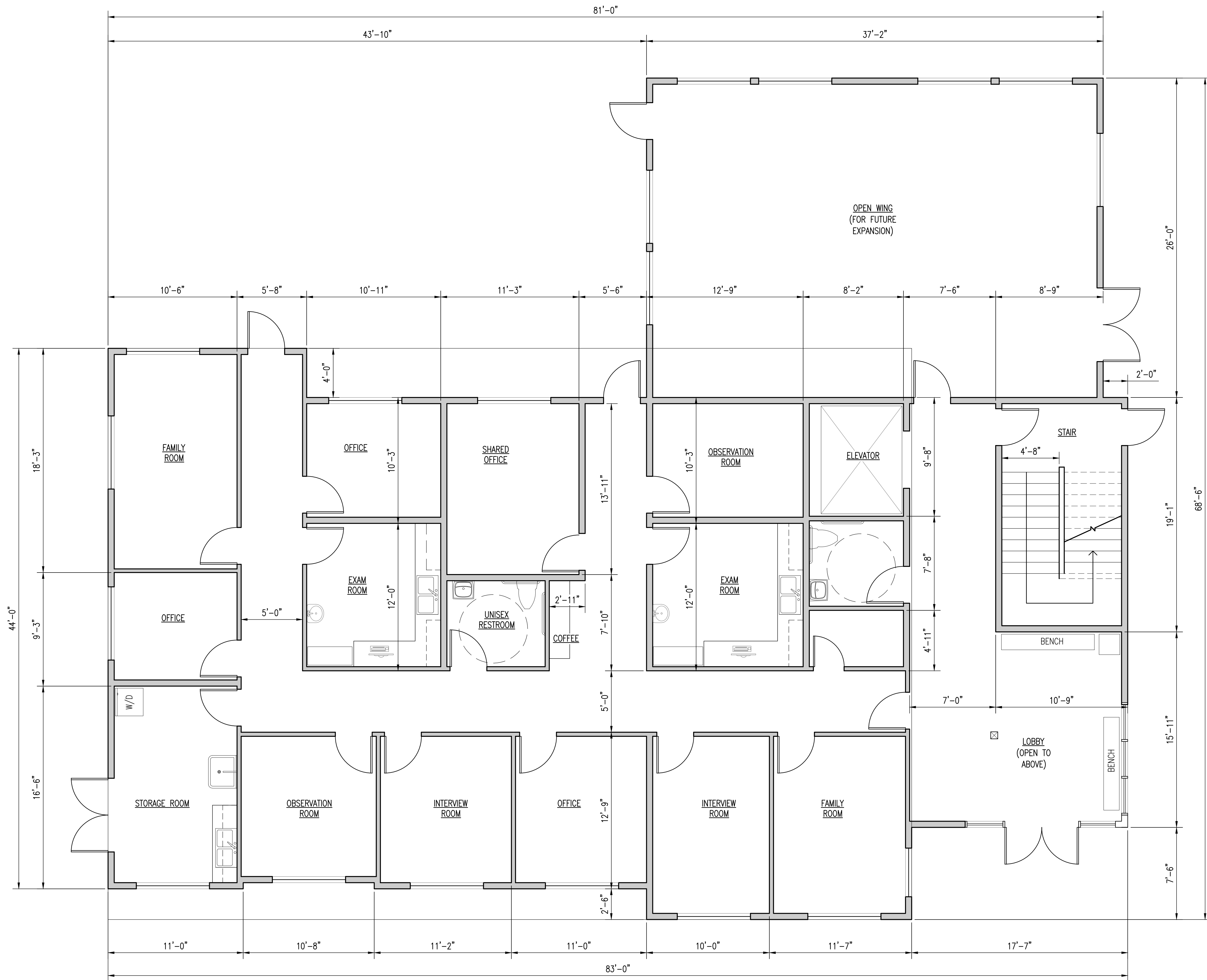


REV.	REVISION RECORD	DATE



PROJ. NO. 3521	ILLUMINATION PLAN
DWG. BY RM2	NEW FACILITY
APPR. BY	AMANI CENTER
FILE D-3521-C-6	DATE 10/31/2022

SHEET  
**C-6**

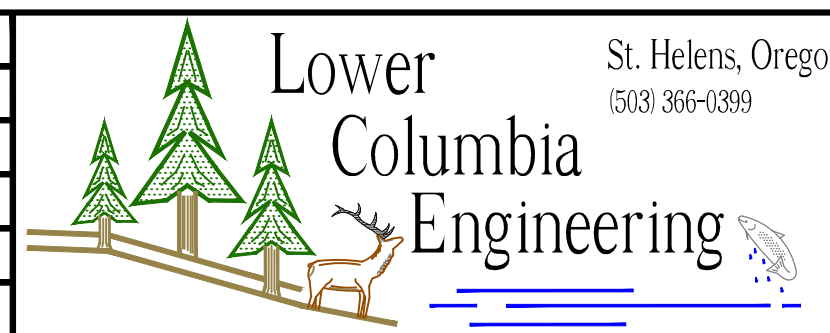


DATE: 10/13/2023  
 PRELIMINARY  
 NOT  
 FOR CONSTRUCTION

**GROUND LEVEL FLOOR PLAN**  
 SCALE: 1/4" = 1'-0"

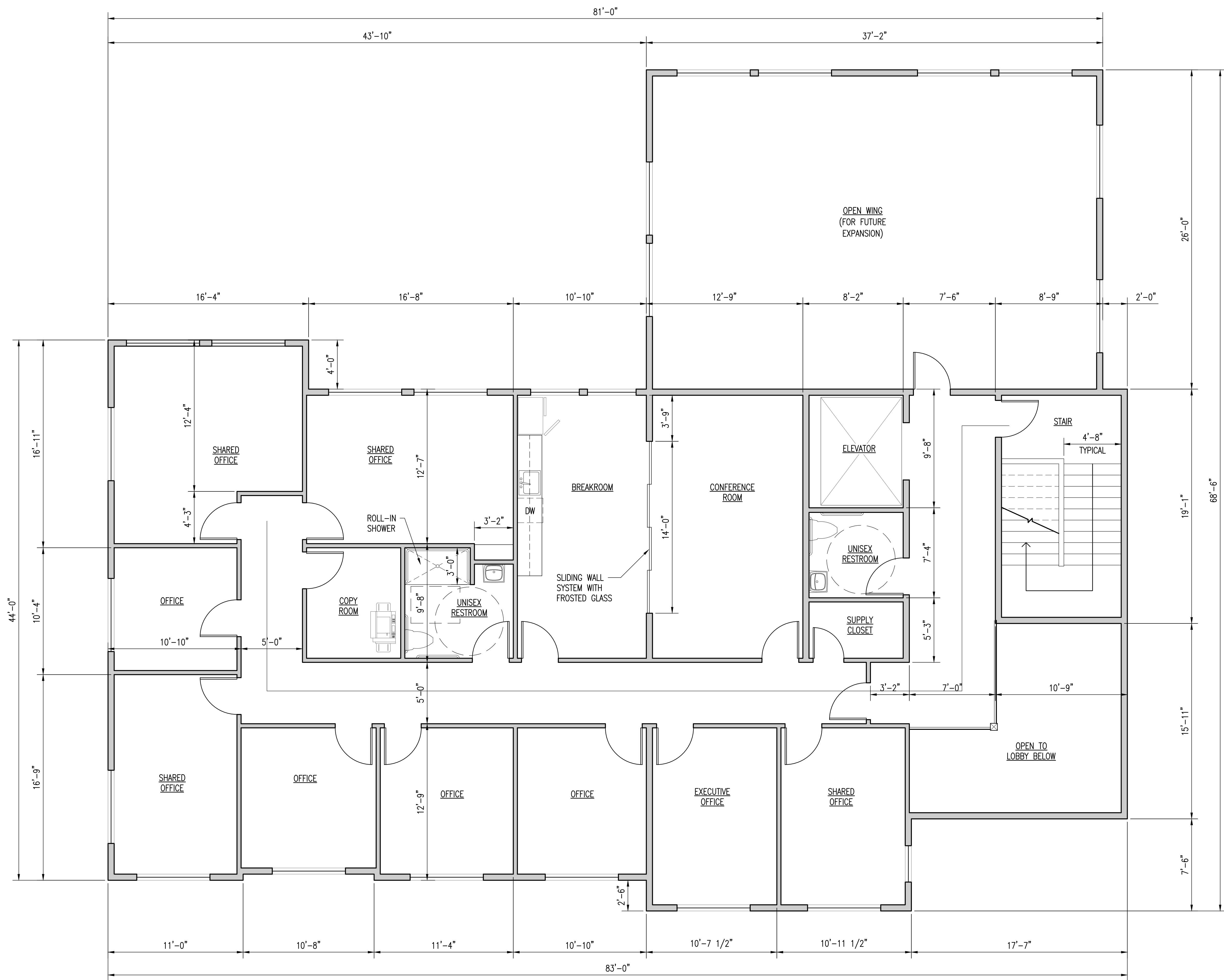


REV.	REVISION RECORD	DATE



PROJ. NO. 3521	GROUND LEVEL FLOOR PLAN
DWG. BY MLA	NEW FACILITY
APPR. BY	AMANI CENTER
FILE D-3521-A-1	DATE 11/28/2022

SHEET  
**A-1**

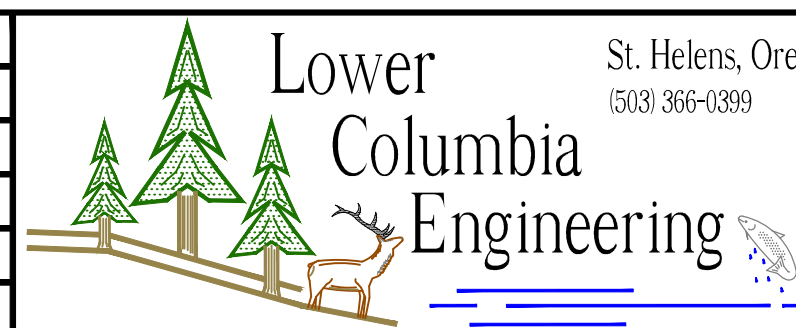


**UPPER LEVEL FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



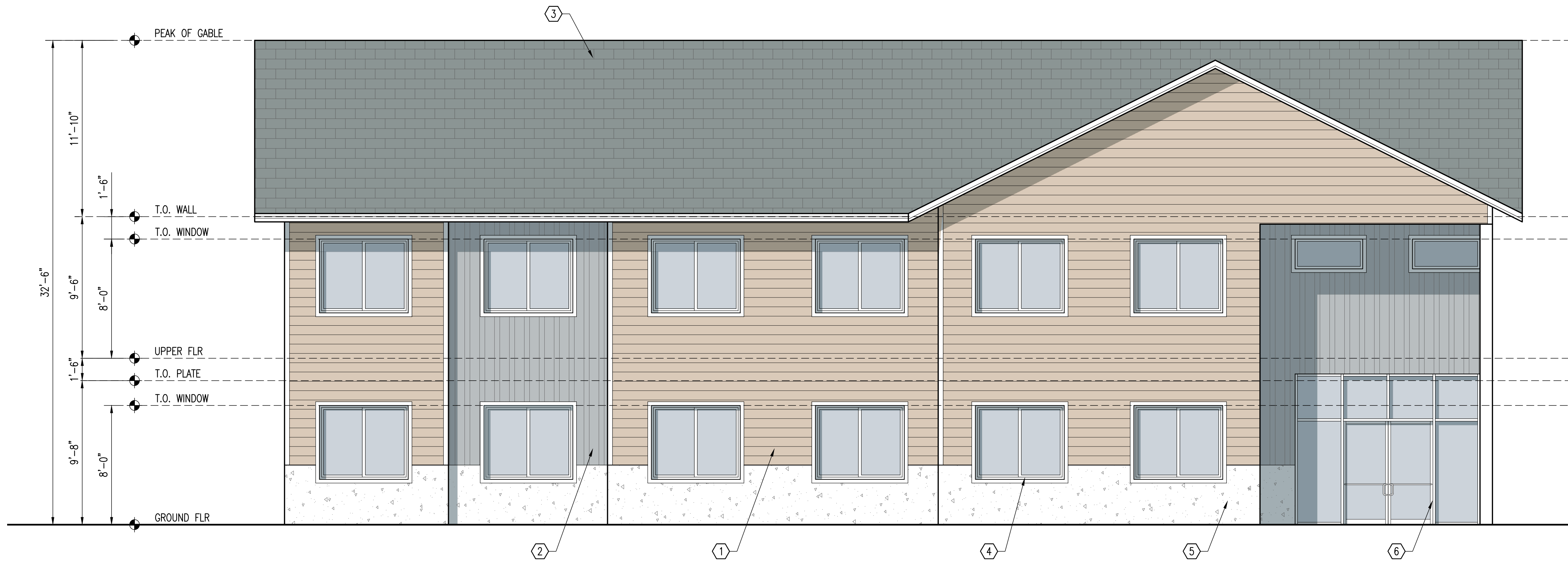
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PRELIMINARY  
NOT  
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE

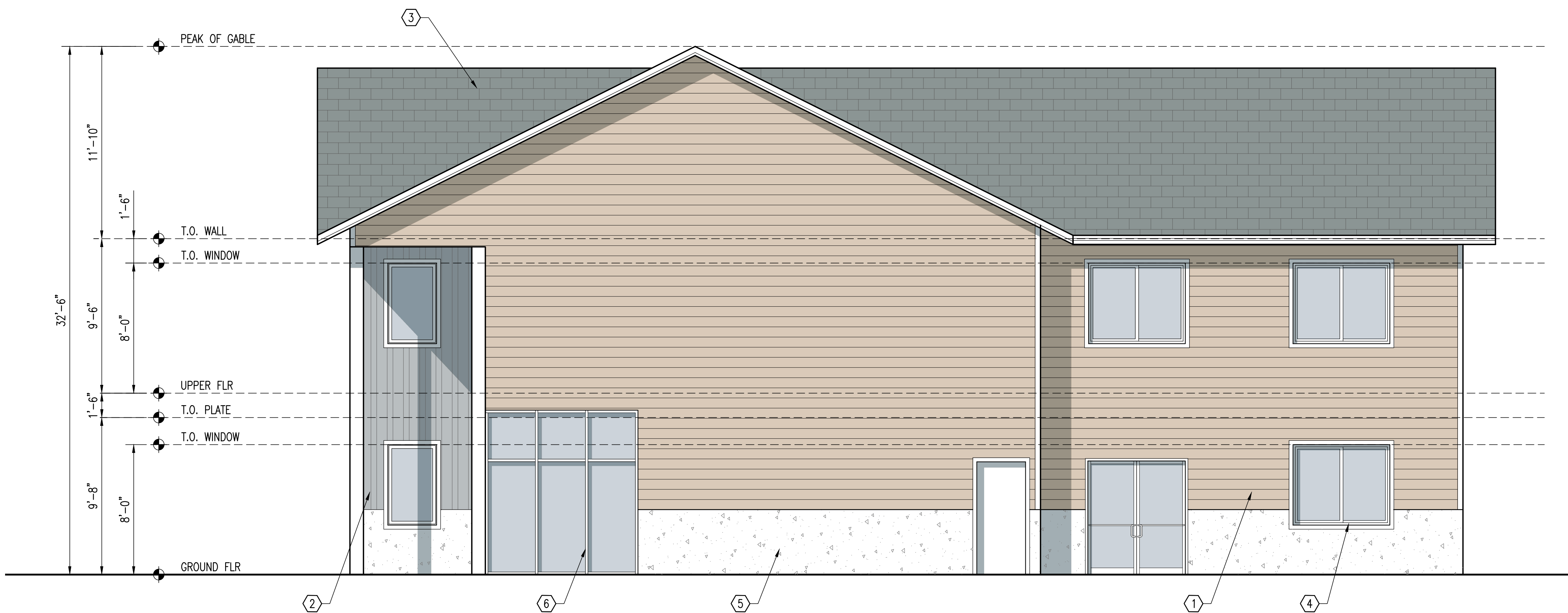


PROJ. NO.	3521	UPPER LEVEL FLOOR PLAN
DWG. BY	MLA	NEW FACILITY
APPR. BY	AMANI CENTER	SHEET
FILE	D-3521-A-2	DATE 11/28/2022

**A-2**



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

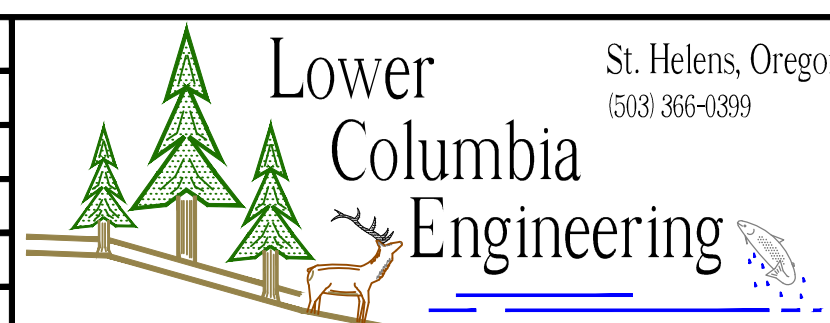


**EXTERIOR ELEVATION - SOUTH**  
SCALE: 1/4"=1'-0"

MATERIALS KEYNOTES	
①	T&G HORIZONTAL CEDAR SIDING (NATURAL COLOR)
②	METAL PANEL OR BOX RIB SIDING (GRAPHITE)
③	DIMENSIONAL ASPHALT SHINGLE ROOF
④	ALUMINUM MULLIONS (CHARCOAL)
⑤	CONCRETE BASE
⑥	ALUMINUM STOREFRONT GLAZING AT ENTRY
*FINISHES, PROFILES, AND COLORS ARE PRELIMINARY AND SUBJECT TO CHANGE	

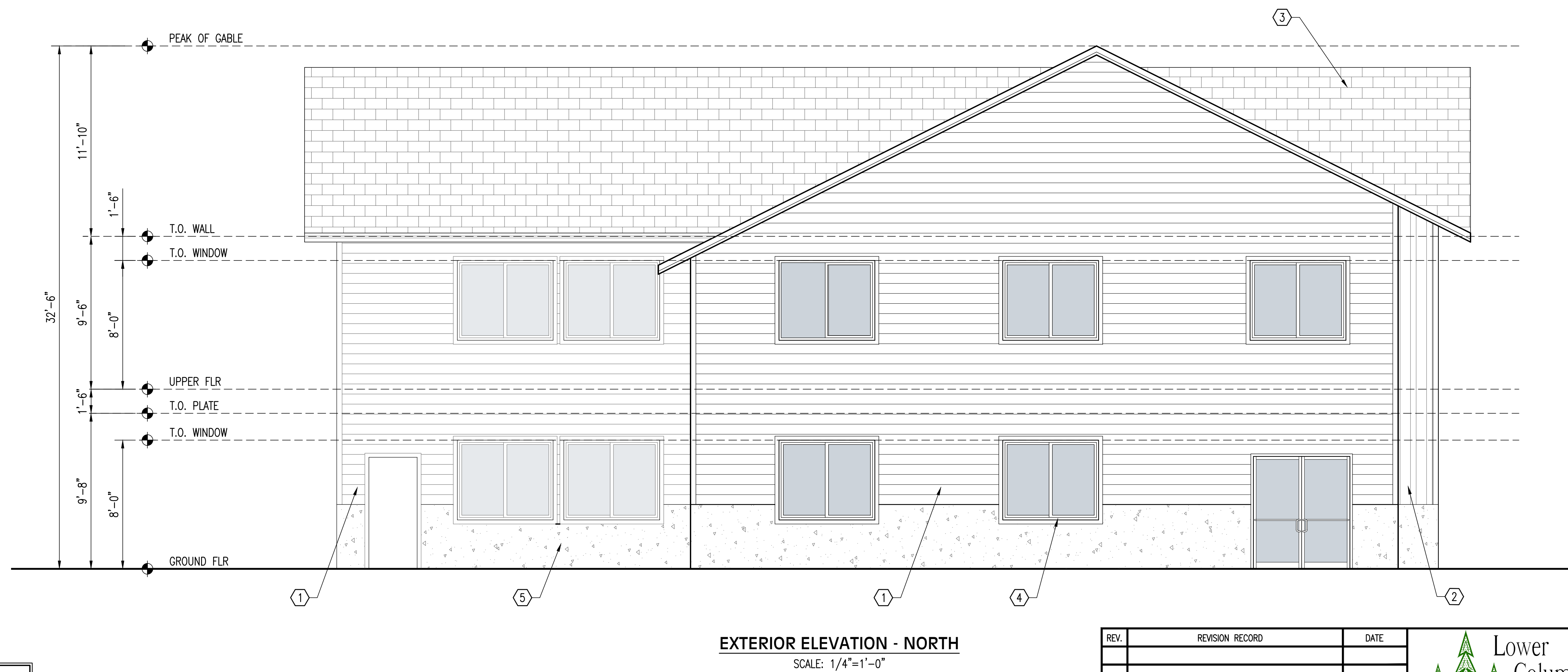
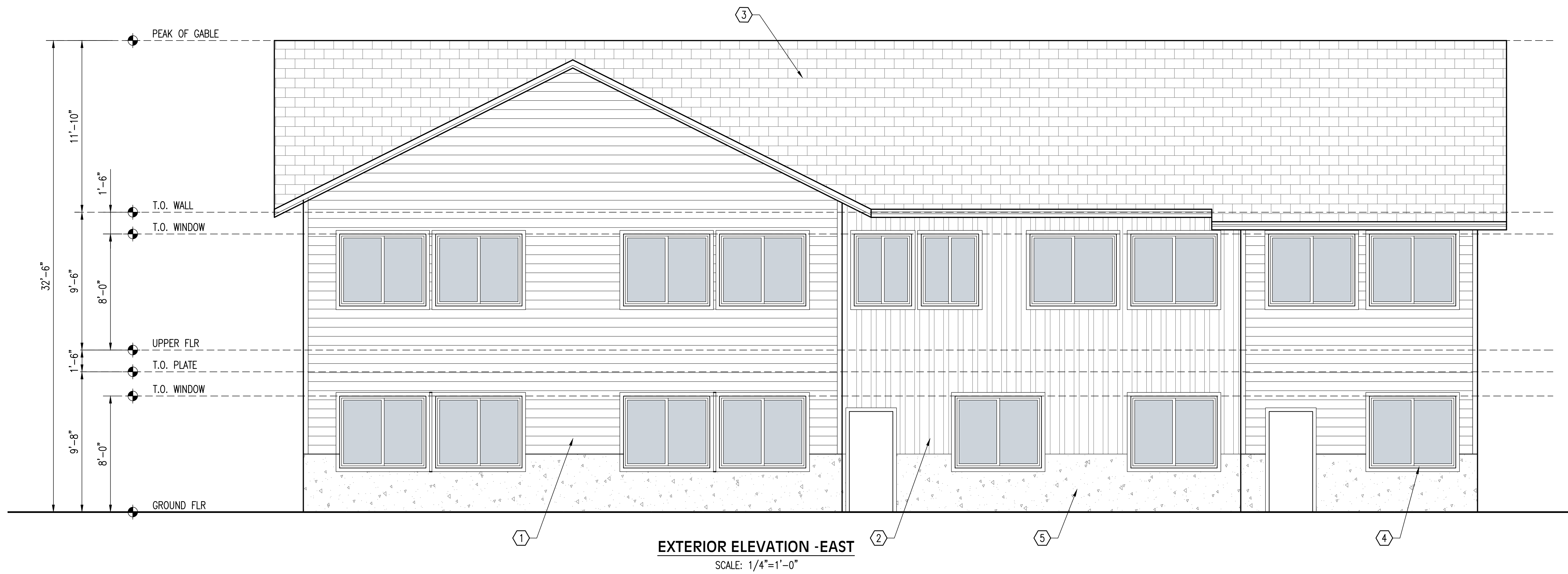
DATE: 10/13/2023  
PRELIMINARY  
NOT  
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE



PROJ. NO.	3423	EXTERIOR ELEVATIONS
DWG. BY	MLA	AMANI CENTER
APPR. BY	ERIC DAHLGREN	SHEET
FILE	D-3423-A-3	DATE 11/24/22

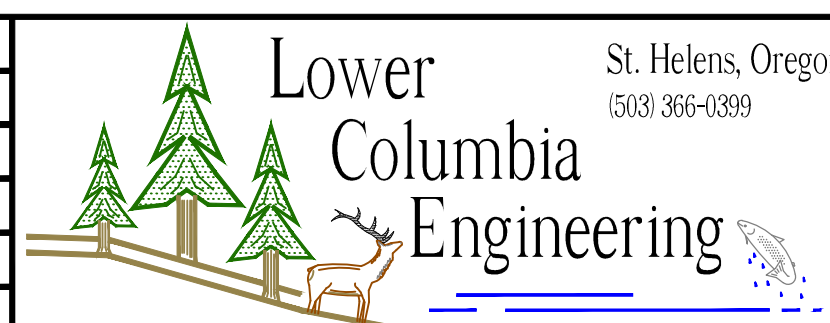
**A-3**



MATERIALS KEYNOTES	
①	T&G HORIZONTAL CEDAR SIDING (NATURAL COLOR)
②	METAL PANEL OR BOX RIB SIDING (GRAPHITE)
③	DIMENSIONAL ASPHALT SHINGLE ROOF
④	ALUMINUM MULLIONS (CHARCOAL)
⑤	CONCRETE BASE
⑥	ALUMINUM STOREFRONT GLAZING AT ENTRY
*FINISHES, PROFILES, AND COLORS ARE PRELIMINARY AND SUBJECT TO CHANGE	

DATE: 10/13/2023  
PRELIMINARY  
NOT  
FOR CONSTRUCTION

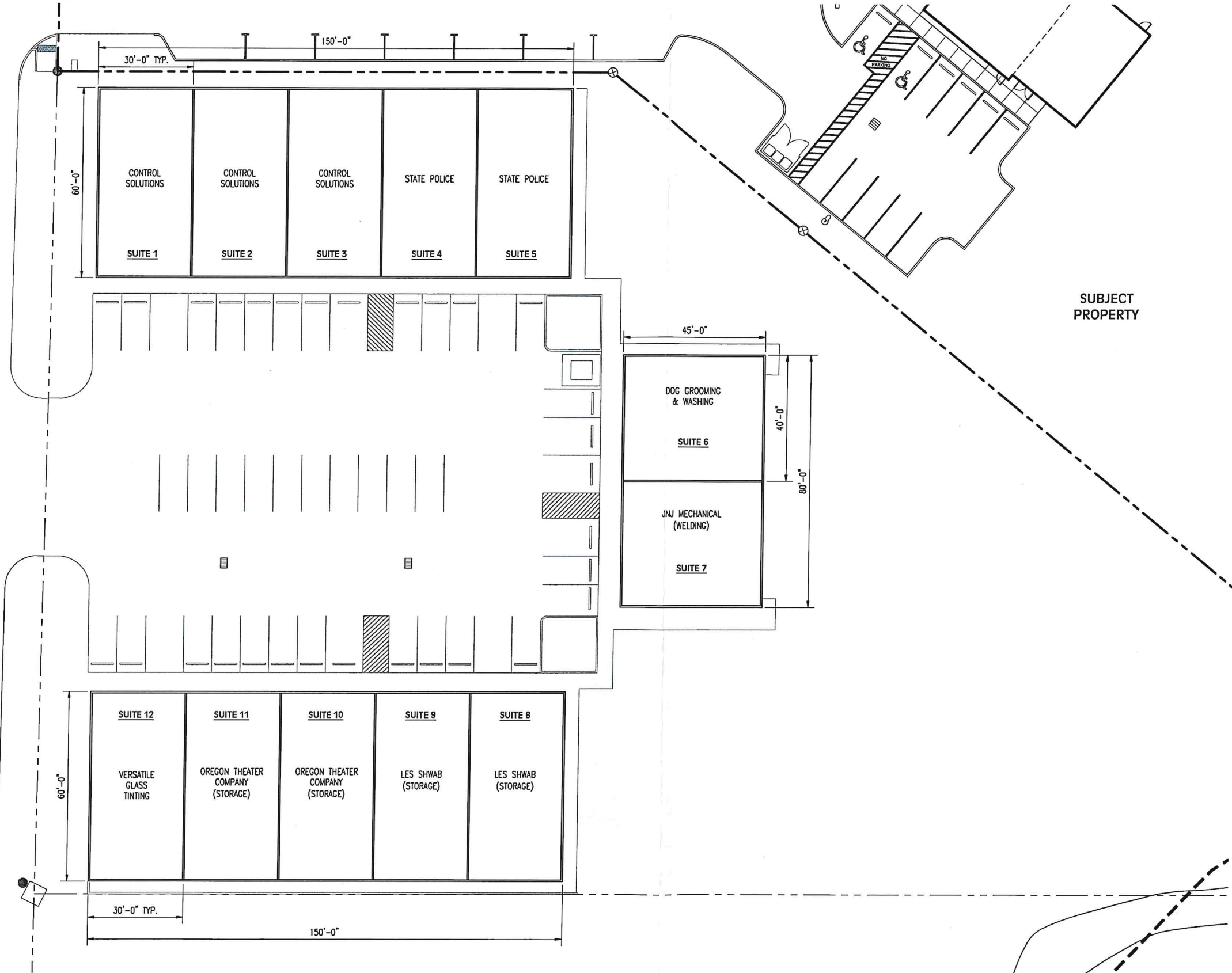
REV.	REVISION RECORD	DATE



PROJ. NO.	3423	EXTERIOR ELEVATIONS
DWG. BY	MLA	AMANI CENTER
APPR. BY	ERIC DAHLGREN	SHEET
FILE	D-3423-A-4	DATE 11/24/22

A-4

INDUSTRIAL WAY



ADJACENT OCCUPANCIES - DAHLGREN BUILDING  
SCALE: 1/16"=1'-0"

REV.	REVISION RECORD	DATE



PROJ. NO.	3423	EXHIBIT D - ADJACENT OCCUPANCIES (DAHLGREN)
DWG. BY	PCD	AMANI CENTER
APPR. BY	ERIC DAHLGREN	SHEET
FILE	D-3423-EX-D	DATE 11/24/22

EX-D

# Amani Center Building Project

Children deserve special care after being victims or witnesses to crime--to share their stories and provide evidence in a safe, trauma-informed environment.

The Amani Center ensures children are not re-traumatized by sharing their stories over and over with investigators, therapists, and other care providers.

Children also receive evidence-based therapy that helps them heal from their difficult experiences. Through holistic support, children can flourish after a traumatic incident.

## Why?

Assessment and mental health services reduce trauma and provide better long-term health outcomes for children and families. Forensic Child Abuse Assessments help investigators obtain quality evidence that is admissible in court and can be used to hold perpetrators accountable, resulting in increased community safety and preventing additional victims.

## What?

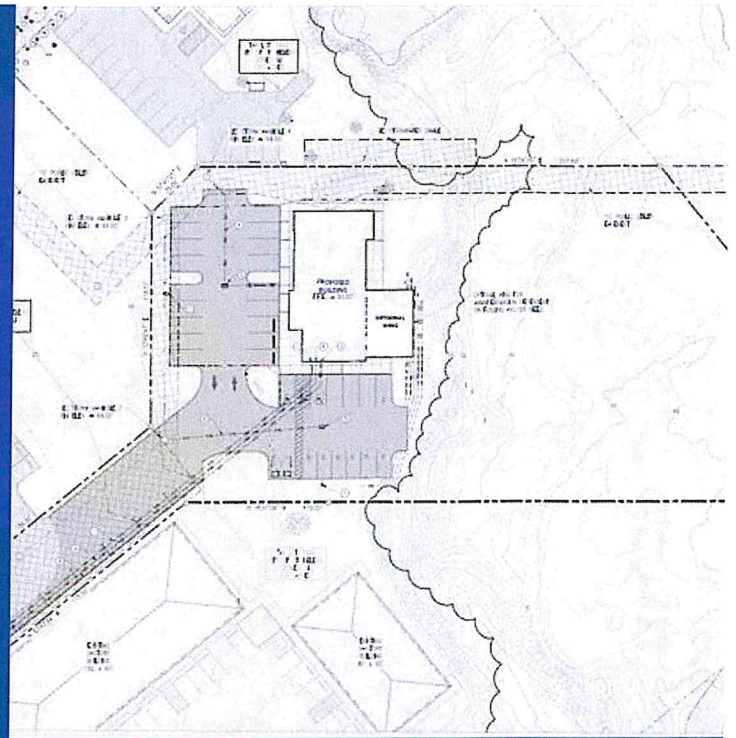
Construct a new facility providing space for therapy services

- double forensic medical service capacity
- increase privacy, security, and organizational capacity
- decrease wait time

8,000 sq ft, two-story building on Industrial way in St. Helens

## For More Information:

Beth Pulito  
Development Manager  
bpulito@amanicenter.org  
503-318-0568



## Who?

Long-time supporters, Eric and Christine Dahlgren, proposed this vision and donated property to launch the project. Lower Columbia Engineering has provided conceptual drawings and PHK/Artis Construction has provided consultation regarding construction and development.





# Expansion Project Impact

## Current/Baseline

Forensic Medical  
Assessments

130

Mental Health  
Services

0

Wait Time

2-4 weeks

## New Building

Forensic Medical  
Assessment

350

(up to 750 at full capacity  
expansion)

Mental Health  
Services by  
2 therapists  
20/week

Wait Time

Max 2 weeks  
Walk-In and Urgent  
Services Available.

## Additional Services & Considerations

### Current

- Full-time Family Nurse Practitioner on staff
- Support Services & Victim Advocacy

### With New Building

- Therapy services on site
- Simultaneous medical exams
- Urgent response assessment services
- Increased funding sustainability
- ADA Compliant

## How you can help:

Amani Center has met the needs of children experiencing trauma for 23 years. We are excited to continue growing to serve future generations.

We would like to have you as a partner in our continued growth!

To sign up for project updates, please e-mail;  
[Bpulito@amanicenter.org](mailto:Bpulito@amanicenter.org)

## Timeline:

### August-October 2023 -

- Schematic drawings completed;
- Conditional use permit granted;
- Feasibility Study

### October-December 2023 -

- Value engineering (in-kind donations);
- Campaign Development
- Key community partner engagement
- Early indicators of funding success

### January-June 2024 -

- Construction drawings completed;
- Campaign Kick Off Event
- Final permitting; Minimum 75% capital funding committed

### July 2024-June 2025 -

- Construction & Opening;
- 100% funding committed



Lower Columbia Engineering  
58640 McNulty Way  
St. Helens, OR 97051  
503.366.0399

---

## Amani Center

Type of Project: Non-Profit Office Building  
St. Helens, OR

### **Preliminary Stormwater Report**

October 13<sup>th</sup>, 2023  
LCE Project No. 3521



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## Table of Contents

Stormwater Narrative.....	3
Attachment A- Soil Survey.....	4
Attachment B- Stormwater Calculations .....	6

This report pertains to the proposed private improvements described below based on specific requests by our clients. Lower Columbia Engineering is not responsible for complying with any conditions of approval or adjacent storm drainage issues that are outside of the project area. Contact Lower Columbia Engineering with any questions or uncertainties. Maintenance of this system and verification of property line locations are the responsibility of others.



---

## Stormwater Narrative

### Project Description

This project, centered at 45°50'44"N, 122°49'40"W in St. Helens, Oregon focuses on the development of an office building for a non-profit organization dealing with child welfare. The property occupies a total of 1.68 acres over tax lot 1401; tax map 4108AD. For the purposes of this stormwater report, the project area occupies approximately 35,000 square feet (0.80 acres) with much of the eastern portion of the property left unaltered. Of this total project area, 3,260 square feet is an existing impervious driveway installed for access to the adjacent property, lot 1300. The remaining portion of the project property is comprised of vegetated land with some grass cover, brambles, forest cover and McNulty Creek at the eastern end. Along a portion of the northern edge of the property, there is an existing stormwater swale which was constructed as part of a stormwater system built along with the development of lot 1300. This existing swale provides treatment for runoff from lot 1300's frontage on McNulty Way and Industrial Way along with the parking and building surfaces of lot 1300. Stormwater piping is routed within established easements through the project property and the swale discharges 50' to the east allowing runoff to naturally drain toward the McNulty Creek riparian area. Proposed conditions for the project include the development of a new building, additional parking area, extension of the existing driveway and landscaping. Stormwater runoff from this development will be properly captured and conveyed to the existing stormwater system which leads to the swale that is adjacent to the new building area. Similar to the existing storm system, this runoff will be treated through the swale and continue to the adjacent, undisturbed vegetated area and continue toward the riparian area. If water is not fully absorbed during sheet flow across the undisturbed land, McNulty Creek will be the receiving water body eventually flowing to Scappoose Creek and then the Columbia River.

### Stormwater Analysis

Stormwater events for the existing system and this project were calculated using the SBUH method given a Type IA storm type within the HydroCAD software system. Western Regional Climate Center's Precipitation Frequency Maps were referenced to include 10-year, 25-year, and 100-year storm event depths as 3.0 inches, 3.4 inches, and 4.0 inches, respectively, over a 24-hour period. Soil Survey Maps from the NRCS were referenced to determine the site's soil compositions as Rock Outcrop- Xerumbrepts complex, with a hydrologic soil group of D (see attached soil survey).

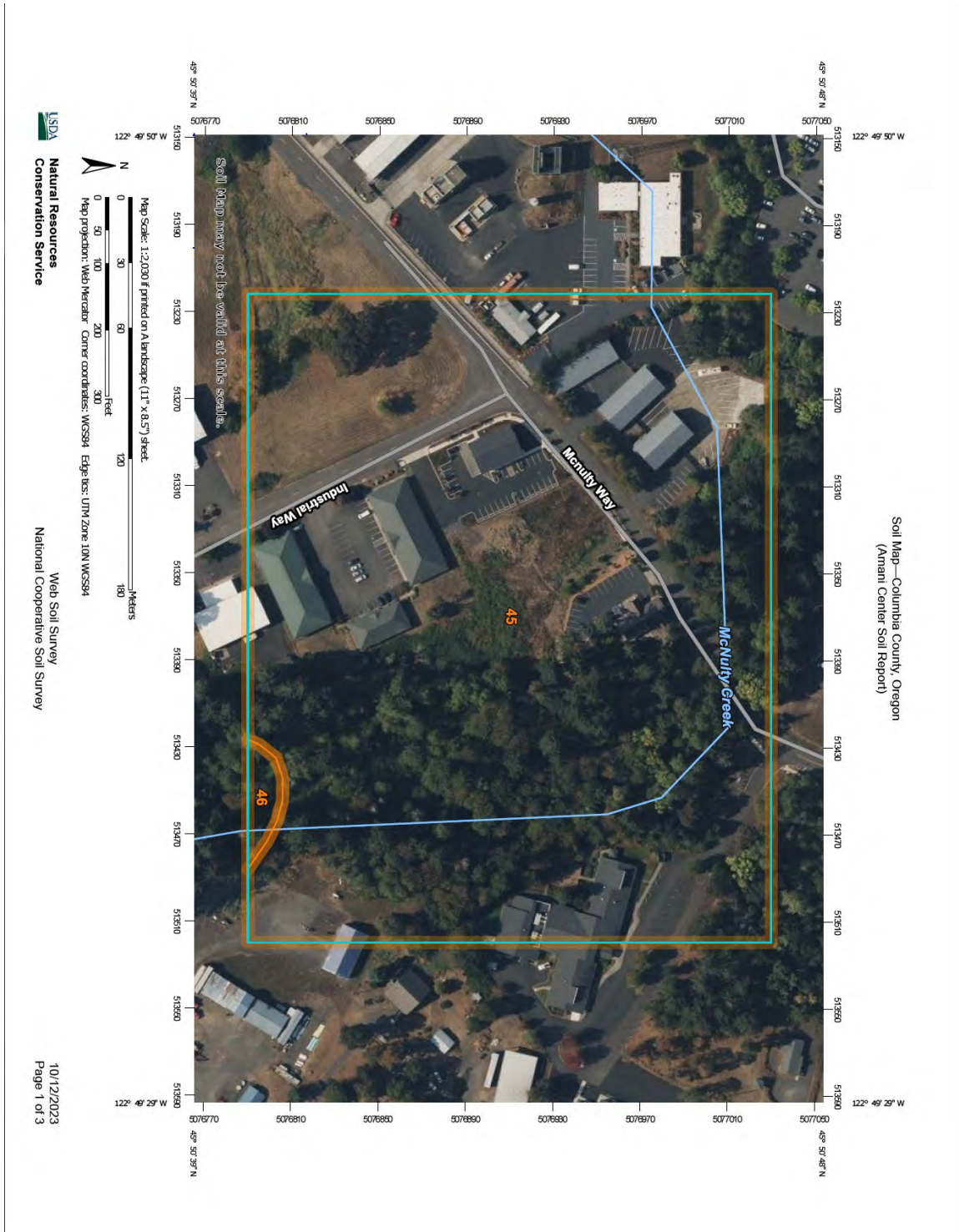
### Stormwater Design

Stormwater runoff from the proposed development has been designed to be captured through standard roof drainage and catch basins to the existing public stormwater system on site. Similar to the adjacent developed land's runoff, stormwater will be conveyed through storm sewer infrastructure and discharged into the existing swale for flow-through treatment. From the swale, stormwater will discharge through the outlet piping onto the undisturbed vegetated area and allowed to sheet flow naturally with the terrain sloping down toward McNulty Creek at the east end of the property. Existing infrastructure has been analyzed and is capable of handling the increased amount of runoff that will be directed into the system. It is intended that beyond the public system, natural flow patterns will be maintained. See the corresponding stormwater plans for further illustration. Stormwater calculations may be seen in Attachment B.

### Conclusion

Development of the Amani Center on lot 1401 will utilize standard methods of capturing and conveying stormwater runoff to the existing public storm system on site. The existing system has been analyzed to have enough capacity to handle the additional runoff from this development. The property owner will be responsible for the proper installation of the stormwater connections as well as maintenance of the private system, including regular cleaning of the catch basins.

# Attachment A- Soil Survey





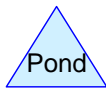
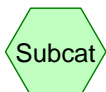
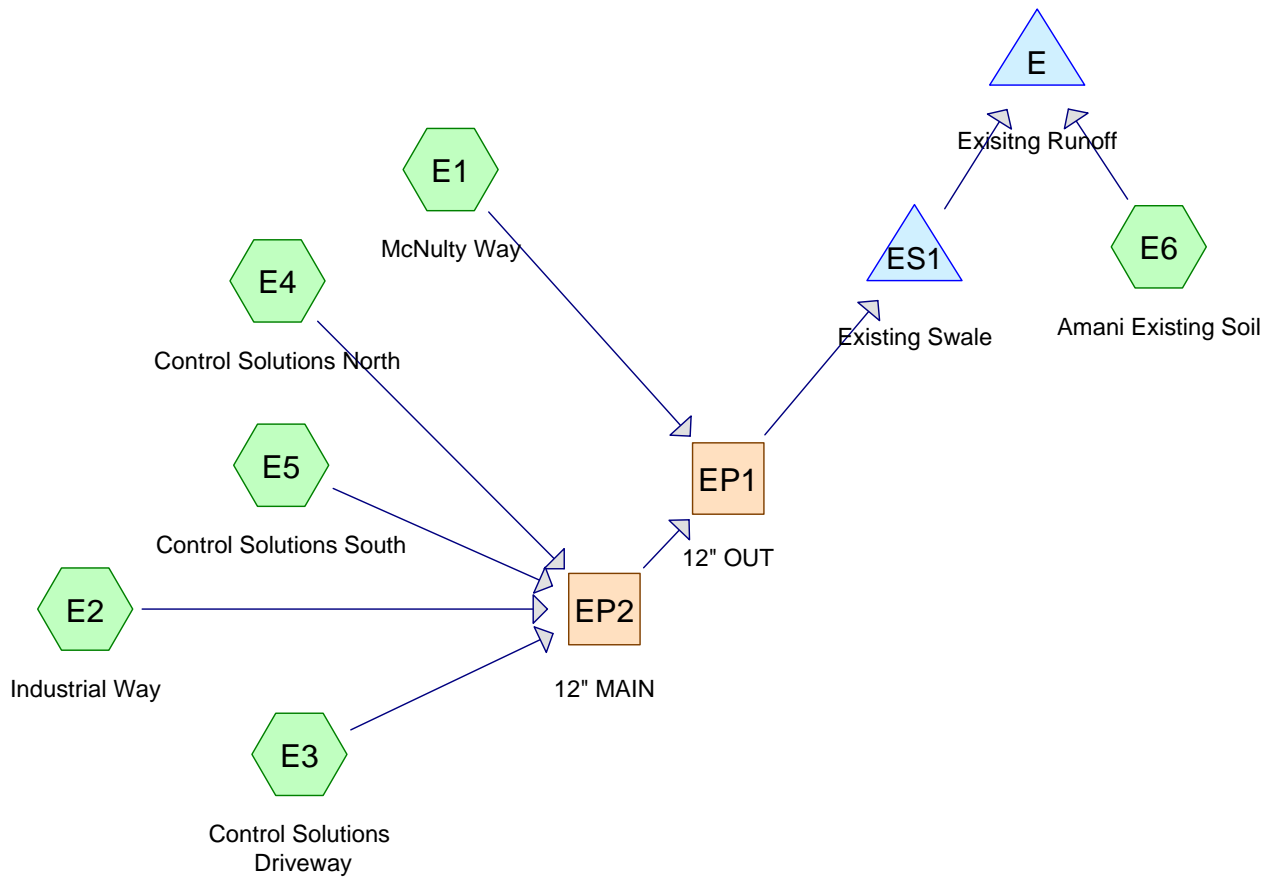
### Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
45	Rock outcrop-Xerumbrepts complex, undulating	17.6	99.1%
46	Sauvie silt loam	0.2	0.9%
<b>Totals for Area of Interest</b>		<b>17.7</b>	<b>100.0%</b>



---

## Attachment B- Stormwater Calculations



**Routing Diagram for 3521 Storm Calcs**  
 Prepared by Lower Columbia Engineering, Printed 10/13/2023  
 HydroCAD® 10.00-26 s/n 07313 © 2020 HydroCAD Software Solutions LLC



# 3521 Storm Calcs

Prepared by Lower Columbia Engineering

HydroCAD® 10.00-26 s/n 07313 © 2020 HydroCAD Software Solutions LLC

Amani Center Existing Storm  
Type IA 24-hr 100YR Rainfall=4.00"

Printed 10/13/2023

Page 4

## Summary for Subcatchment E6: Amani Existing Soil

[46] Hint:  $T_c=0$  (Instant runoff peak depends on dt)

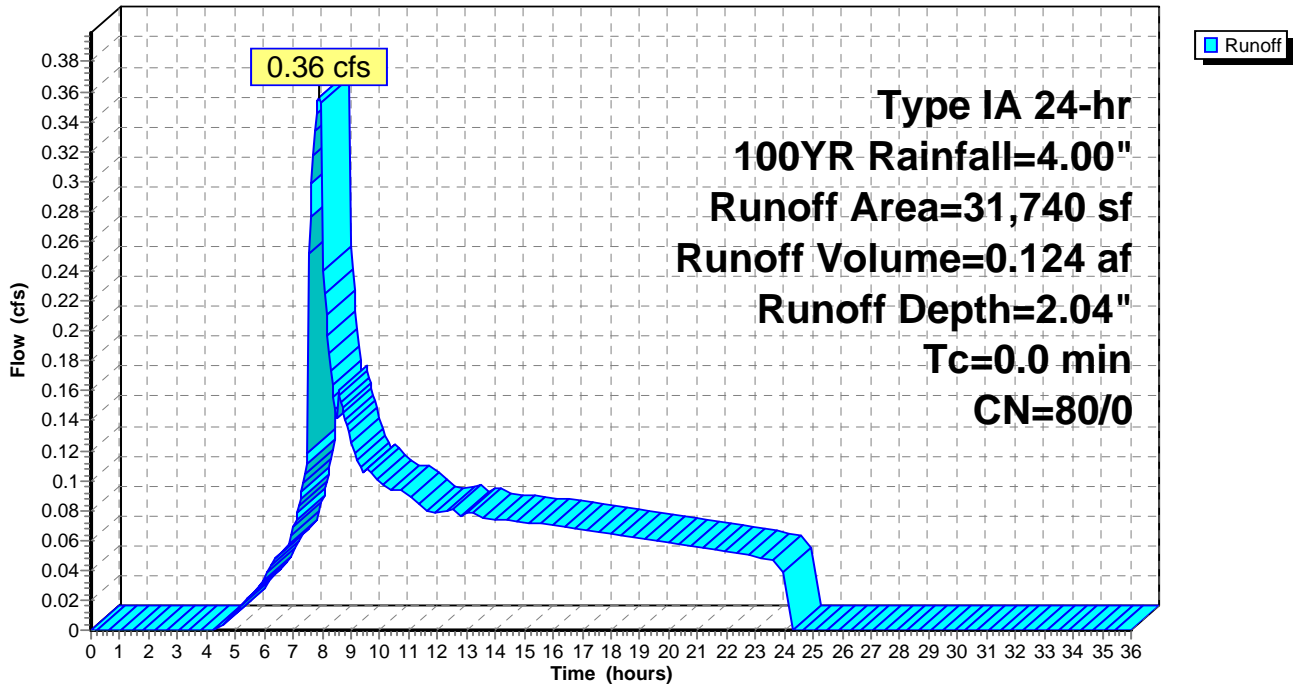
Runoff = 0.36 cfs @ 7.91 hrs, Volume= 0.124 af, Depth= 2.04"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100YR Rainfall=4.00"

Area (sf)	CN	Description
31,740	80	>75% Grass cover, Good, HSG D
31,740	80	100.00% Pervious Area

## Subcatchment E6: Amani Existing Soil

Hydrograph



### 3521 Storm Calcs

Prepared by Lower Columbia Engineering

HydroCAD® 10.00-26 s/n 07313 © 2020 HydroCAD Software Solutions LLC

Amani Center Existing Storm  
Type IA 24-hr 100YR Rainfall=4.00"

Printed 10/13/2023

Page 2

### Summary for Pond ES1: Existing Swale

[61] Hint: Exceeded Reach EP1 outlet invert by 0.10' @ 7.85 hrs

Inflow Area = 0.590 ac, 100.00% Impervious, Inflow Depth = 3.77" for 100YR event  
 Inflow = 0.56 cfs @ 7.83 hrs, Volume= 0.185 af  
 Outflow = 0.56 cfs @ 7.84 hrs, Volume= 0.185 af, Atten= 0%, Lag= 0.7 min  
 Discarded = 0.00 cfs @ 7.84 hrs, Volume= 0.002 af  
 Primary = 0.56 cfs @ 7.84 hrs, Volume= 0.184 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
 Peak Elev= 58.45' @ 7.84 hrs Surf.Area= 41 sf Storage= 15 cf

Plug-Flow detention time= 0.8 min calculated for 0.185 af (100% of inflow)  
 Center-of-Mass det. time= 0.8 min ( 659.6 - 658.8 )

Volume	Invert	Avail.Storage	Storage Description			
#1	58.00'	931 cf	<b>Custom Stage Data (Irregular)</b> Listed below (Recalc)			
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)	
58.00	25	63.8	0	0	25	
63.00	430	67.8	931	931	357	

Device	Routing	Invert	Outlet Devices
#1	Discarded	58.00'	<b>1.000 in/hr Exfiltration over Wetted area</b>
#2	Primary	58.00'	<b>8.0" Vert. 8" Outflow</b> C= 0.600

**Discarded OutFlow** Max=0.00 cfs @ 7.84 hrs HW=58.45' (Free Discharge)  
 ↑1=Exfiltration (Exfiltration Controls 0.00 cfs)

**Primary OutFlow** Max=0.56 cfs @ 7.84 hrs HW=58.45' (Free Discharge)  
 ↑2=8" Outflow (Orifice Controls 0.56 cfs @ 2.27 fps)

# 3521 Storm Calcs

Prepared by Lower Columbia Engineering

HydroCAD® 10.00-26 s/n 07313 © 2020 HydroCAD Software Solutions LLC

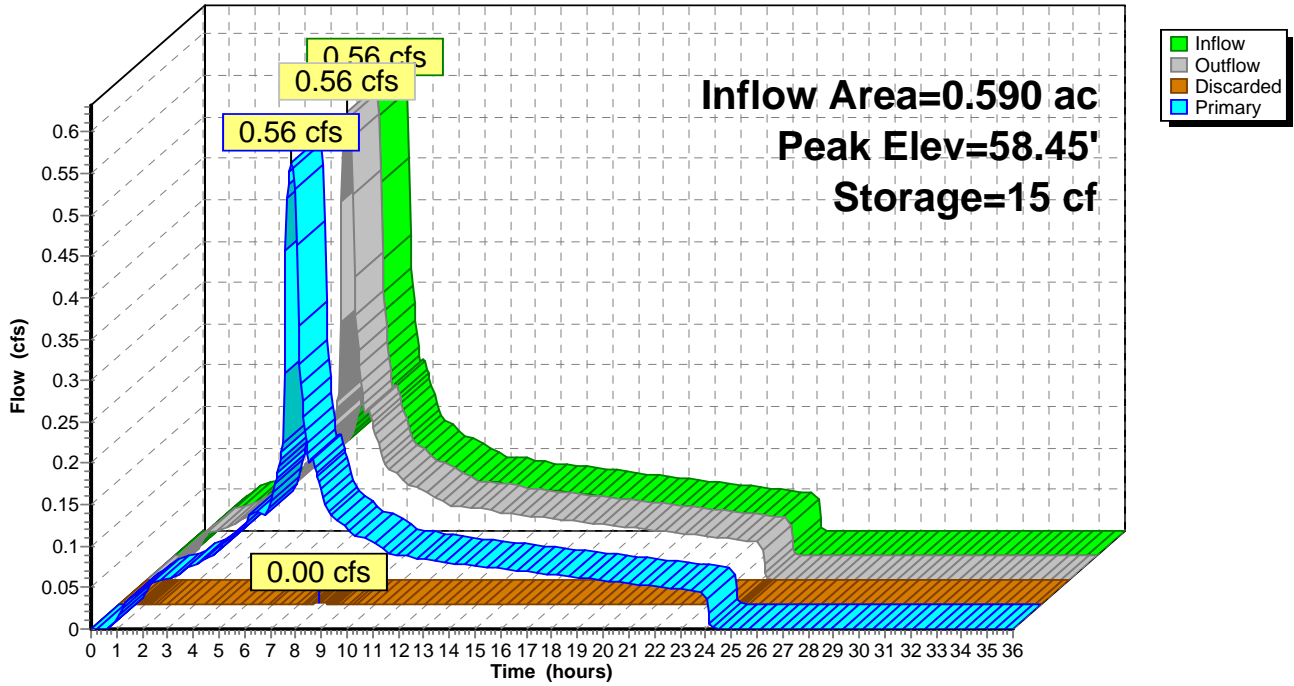
Amani Center Existing Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Pond ES1: Existing Swale

Hydrograph



# 3521 Storm Calcs

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Amani Center Existing Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Summary for Pond E: Existing Runoff

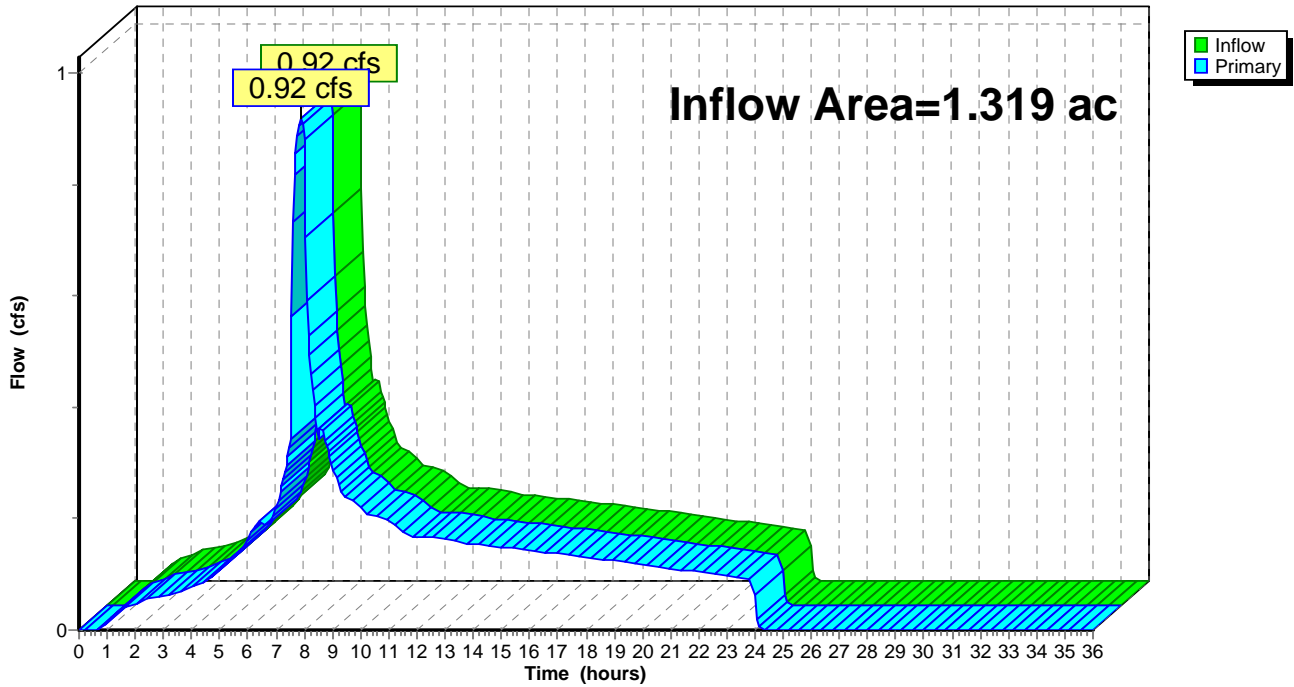
[40] Hint: Not Described (Outflow=Inflow)

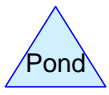
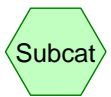
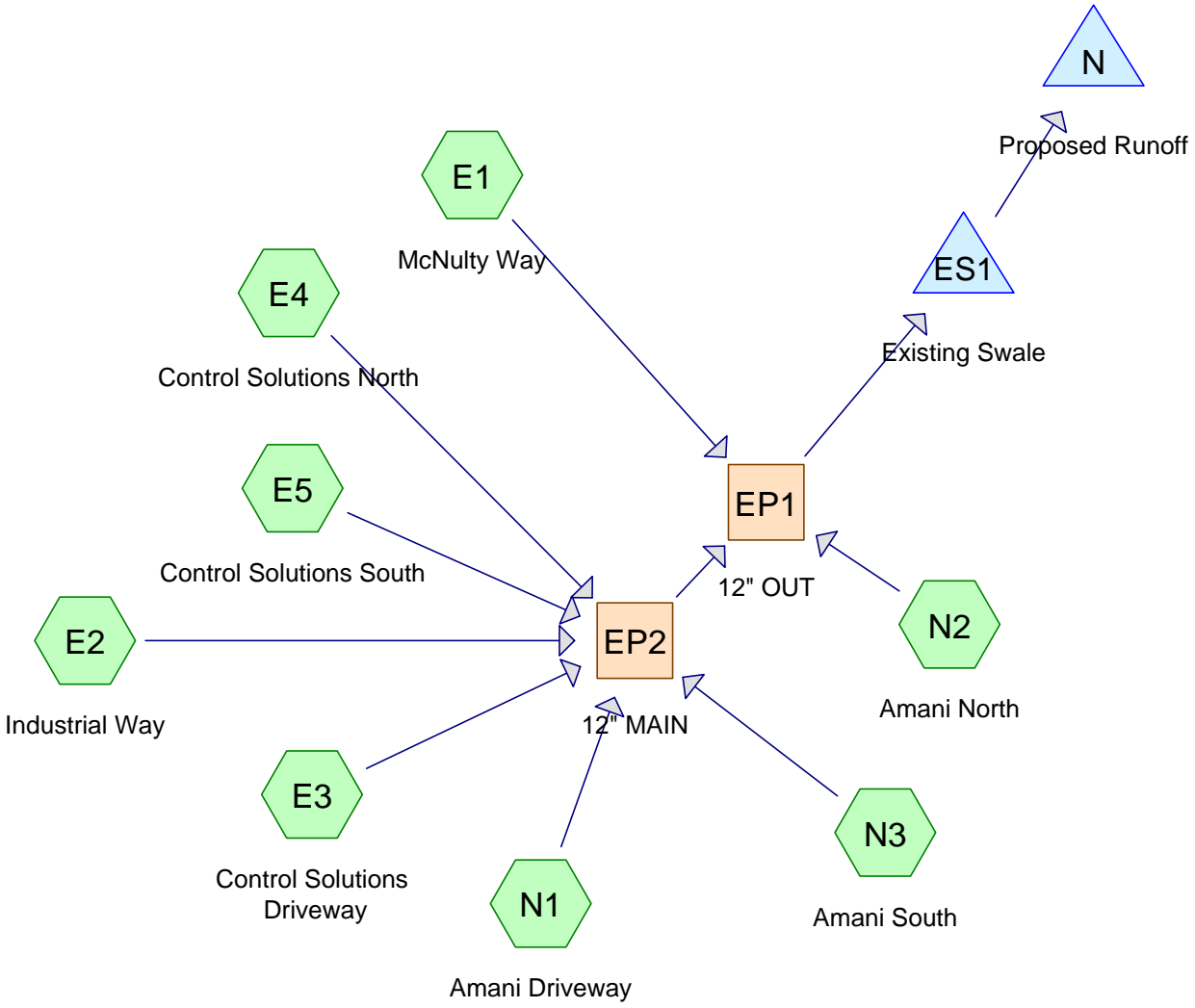
Inflow Area = 1.319 ac, 44.76% Impervious, Inflow Depth = 2.80" for 100YR event  
Inflow = 0.92 cfs @ 7.87 hrs, Volume= 0.308 af  
Primary = 0.92 cfs @ 7.87 hrs, Volume= 0.308 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs

### Pond E: Existing Runoff

Hydrograph





**Routing Diagram for 3521 Storm Calcs**  
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# 3521 Storm Calcs

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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Summary for Subcatchment N1: Amani Driveway

Driveway

[46] Hint: Tc=0 (Instant runoff peak depends on dt)

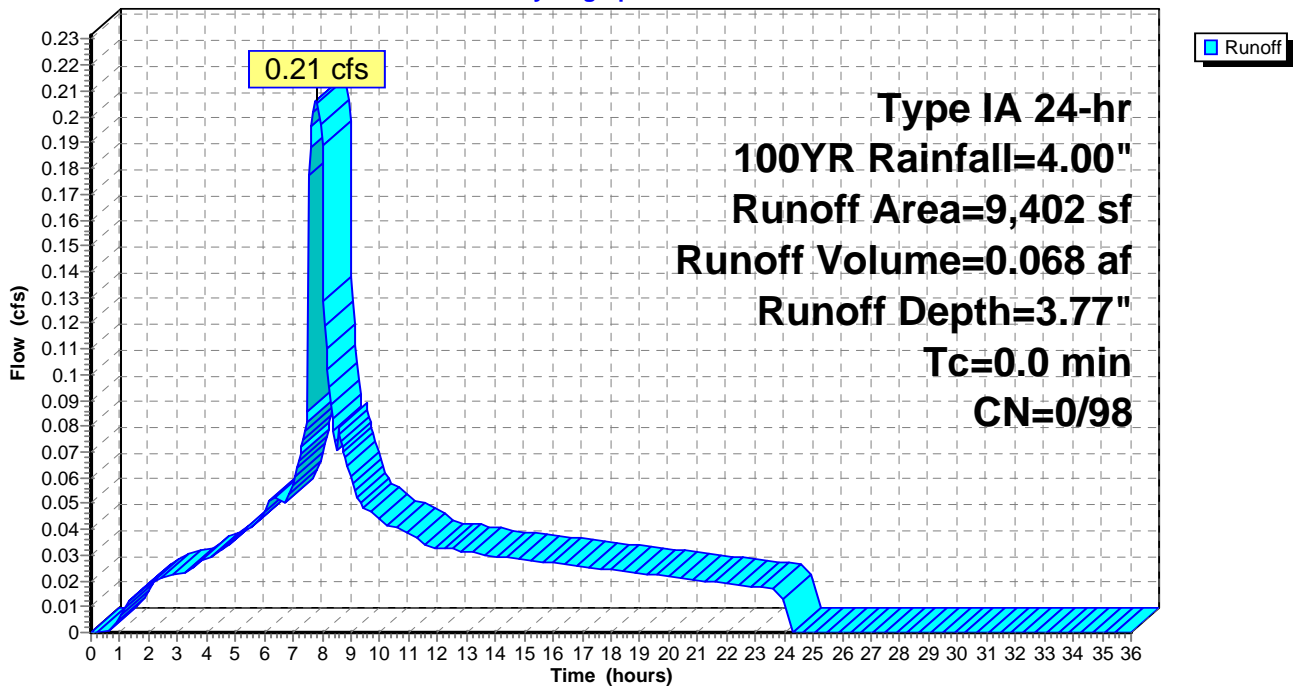
Runoff = 0.21 cfs @ 7.80 hrs, Volume= 0.068 af, Depth= 3.77"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100YR Rainfall=4.00"

	Area (sf)	CN	Description
*	9,402	98	Roadway
	9,402	98	100.00% Impervious Area

### Subcatchment N1: Amani Driveway

Hydrograph



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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Summary for Subcatchment N2: Amani North

[46] Hint: Tc=0 (Instant runoff peak depends on dt)

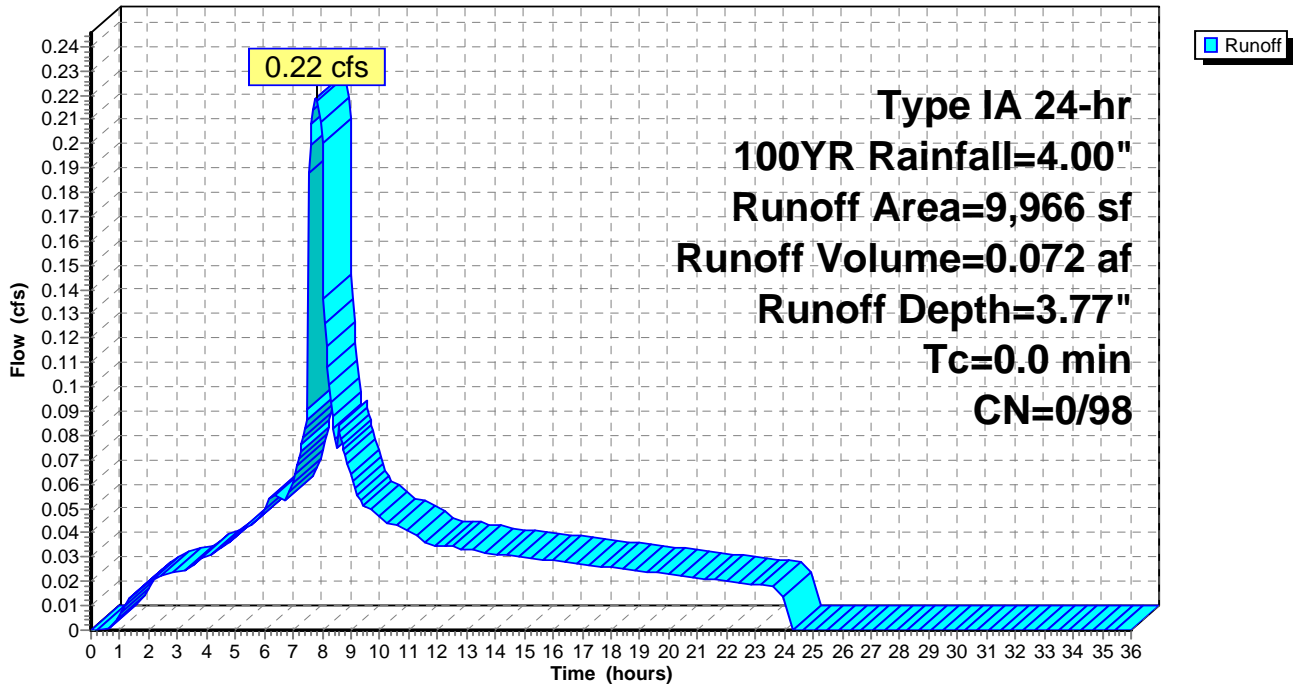
Runoff = 0.22 cfs @ 7.80 hrs, Volume= 0.072 af, Depth= 3.77"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100YR Rainfall=4.00"

	Area (sf)	CN	Description
*	9,966	98	Building and Parking
	9,966	98	100.00% Impervious Area

## Subcatchment N2: Amani North

Hydrograph



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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Summary for Subcatchment N3: Amani South

[46] Hint: Tc=0 (Instant runoff peak depends on dt)

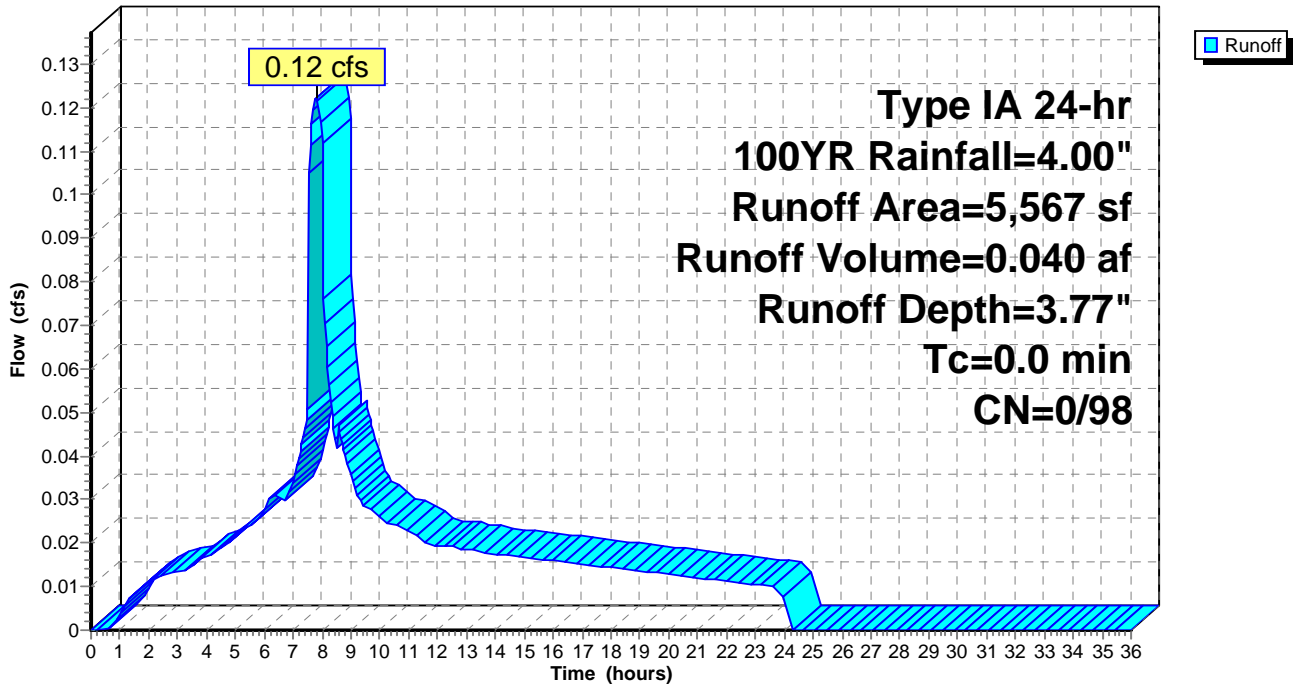
Runoff = 0.12 cfs @ 7.80 hrs, Volume= 0.040 af, Depth= 3.77"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Type IA 24-hr 100YR Rainfall=4.00"

	Area (sf)	CN	Description
*	5,567	98	Building and Parking
	5,567	98	100.00% Impervious Area

## Subcatchment N3: Amani South

Hydrograph





## 3521 Storm Calcs

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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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### Summary for Reach EP2: 12" MAIN

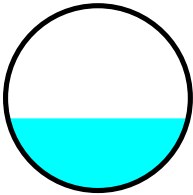
[52] Hint: Inlet/Outlet conditions not evaluated

Inflow Area = 0.840 ac, 100.00% Impervious, Inflow Depth = 3.77" for 100YR event  
Inflow = 0.81 cfs @ 7.80 hrs, Volume= 0.264 af  
Outflow = 0.80 cfs @ 7.83 hrs, Volume= 0.264 af, Atten= 0%, Lag= 1.5 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Max. Velocity= 2.85 fps, Min. Travel Time= 0.9 min  
Avg. Velocity= 1.60 fps, Avg. Travel Time= 1.6 min

Peak Storage= 42 cf @ 7.81 hrs  
Average Depth at Peak Storage= 0.39'  
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.52 cfs

12.0" Round Pipe  
n= 0.013  
Length= 150.0' Slope= 0.0050 '/'  
Inlet Invert= 59.55', Outlet Invert= 58.80'



# 3521 Storm Calcs

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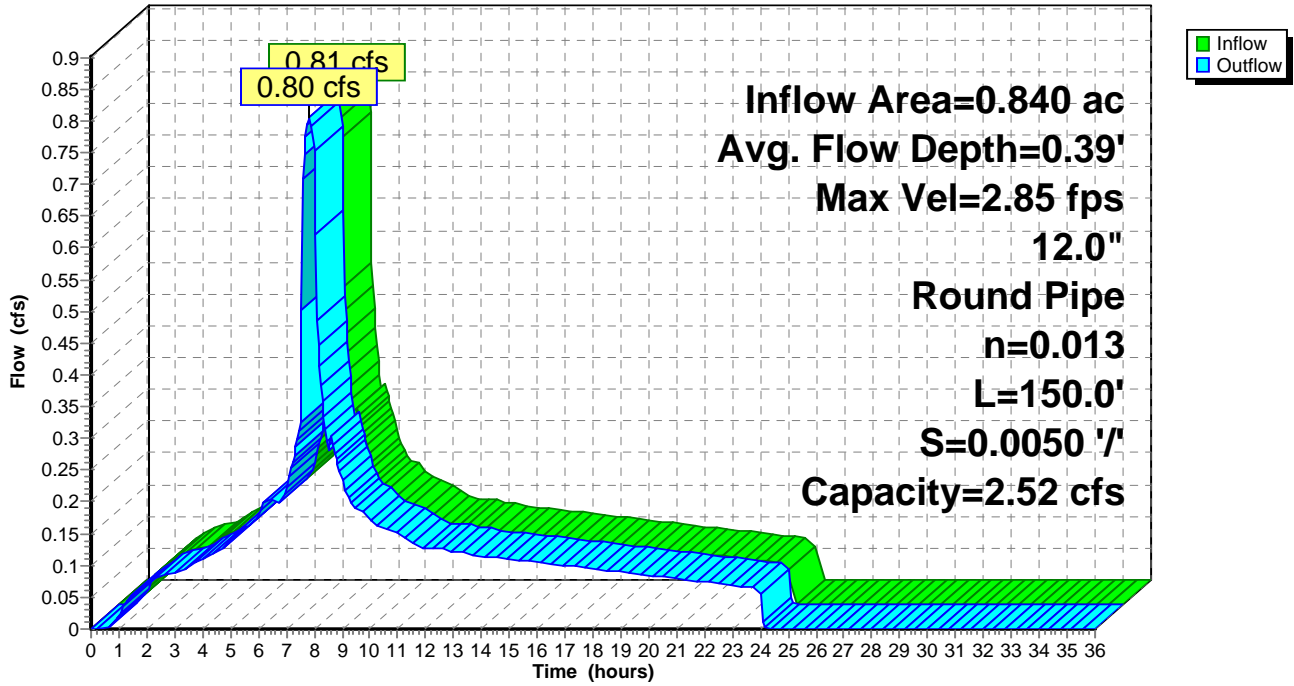
Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Reach EP2: 12" MAIN

Hydrograph



## 3521 Storm Calcs

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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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### Summary for Reach EP1: 12" OUT

[52] Hint: Inlet/Outlet conditions not evaluated

[61] Hint: Exceeded Reach EP2 outlet invert by 0.27' @ 7.80 hrs

Inflow Area = 1.163 ac, 100.00% Impervious, Inflow Depth = 3.77" for 100YR event  
Inflow = 1.11 cfs @ 7.82 hrs, Volume= 0.365 af  
Outflow = 1.11 cfs @ 7.82 hrs, Volume= 0.365 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs

Max. Velocity= 3.11 fps, Min. Travel Time= 0.3 min

Avg. Velocity = 1.76 fps, Avg. Travel Time= 0.5 min

Peak Storage= 18 cf @ 7.81 hrs

Average Depth at Peak Storage= 0.47'

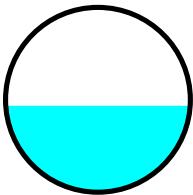
Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 2.52 cfs

12.0" Round Pipe

n= 0.013

Length= 50.0' Slope= 0.0050 '/'

Inlet Invert= 58.60', Outlet Invert= 58.35'



# 3521 Storm Calcs

Prepared by Lower Columbia Engineering

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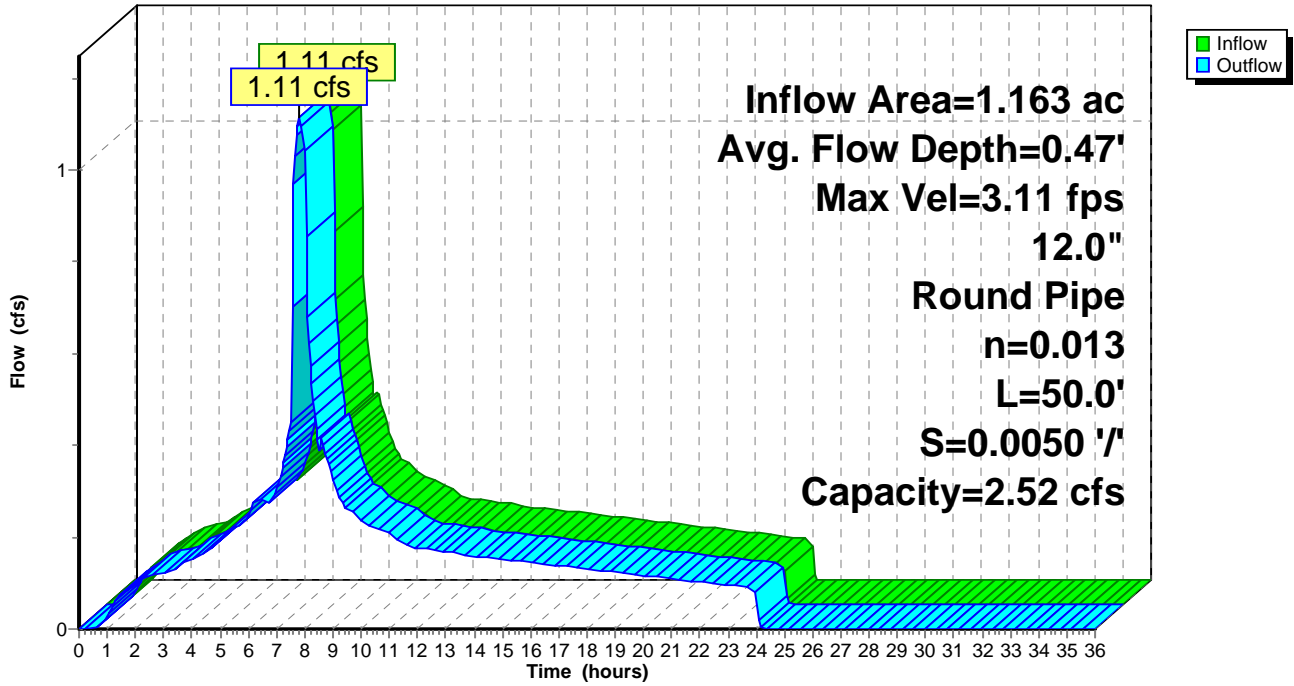
Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Reach EP1: 12" OUT

Hydrograph



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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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### Summary for Pond ES1: Existing Swale

[61] Hint: Exceeded Reach EP1 outlet invert by 0.42' @ 7.85 hrs

Inflow Area = 1.163 ac, 100.00% Impervious, Inflow Depth = 3.77" for 100YR event  
Inflow = 1.11 cfs @ 7.82 hrs, Volume= 0.365 af  
Outflow = 1.11 cfs @ 7.84 hrs, Volume= 0.365 af, Atten= 0%, Lag= 1.5 min  
Discarded = 0.00 cfs @ 7.84 hrs, Volume= 0.002 af  
Primary = 1.11 cfs @ 7.84 hrs, Volume= 0.363 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs  
Peak Elev= 58.77' @ 7.84 hrs Surf.Area= 55 sf Storage= 30 cf

Plug-Flow detention time= 0.6 min calculated for 0.364 af (100% of inflow)  
Center-of-Mass det. time= 0.6 min ( 658.7 - 658.1 )

Volume	Invert	Avail.Storage	Storage Description			
#1	58.00'	931 cf	<b>Custom Stage Data (Irregular)</b> Listed below (Recalc)			
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)	
58.00	25	63.8	0	0	25	
63.00	430	67.8	931	931	357	

Device	Routing	Invert	Outlet Devices
#1	Discarded	58.00'	<b>1.000 in/hr Exfiltration over Wetted area</b>
#2	Primary	58.00'	<b>8.0" Vert. 8" Outflow</b> C= 0.600

**Discarded OutFlow** Max=0.00 cfs @ 7.84 hrs HW=58.77' (Free Discharge)  
↑1=Exfiltration (Exfiltration Controls 0.00 cfs)

**Primary OutFlow** Max=1.11 cfs @ 7.84 hrs HW=58.77' (Free Discharge)  
↑2=8" Outflow (Orifice Controls 1.11 cfs @ 3.18 fps)

# 3521 Storm Calcs

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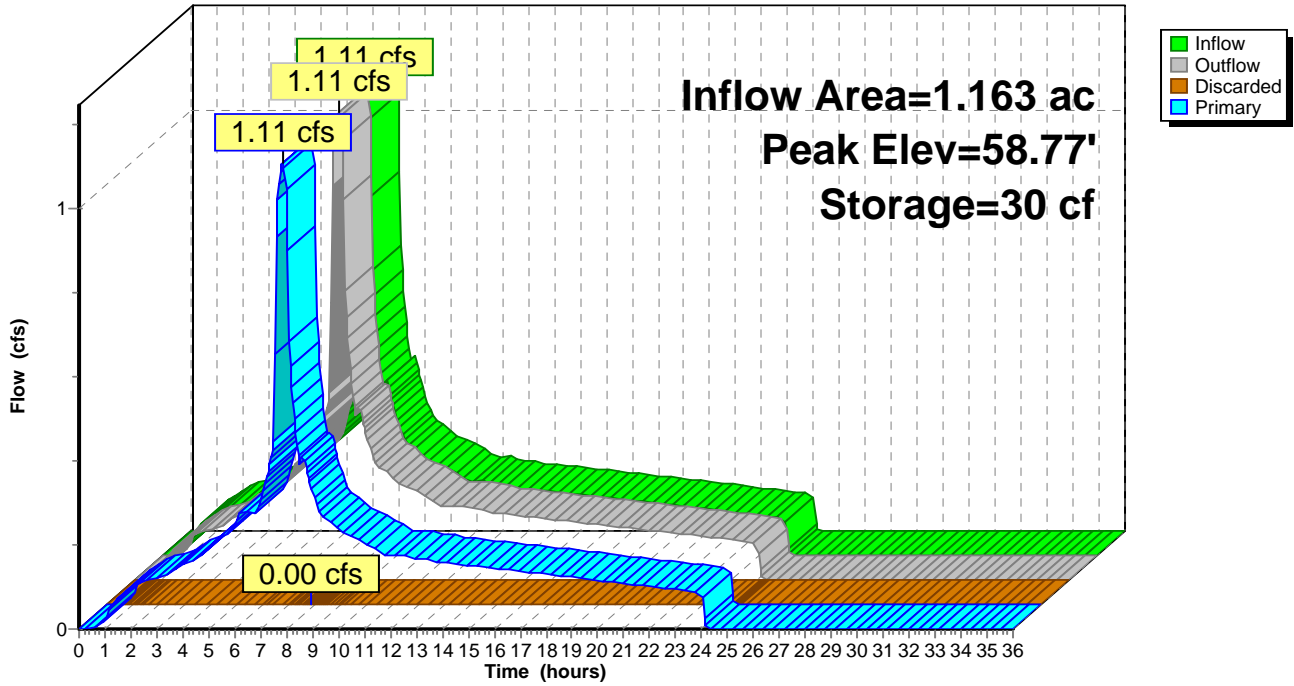
Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Pond ES1: Existing Swale

Hydrograph



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Amani Center Proposed Storm  
Type IA 24-hr 100YR Rainfall=4.00"

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## Summary for Pond N: Proposed Runoff

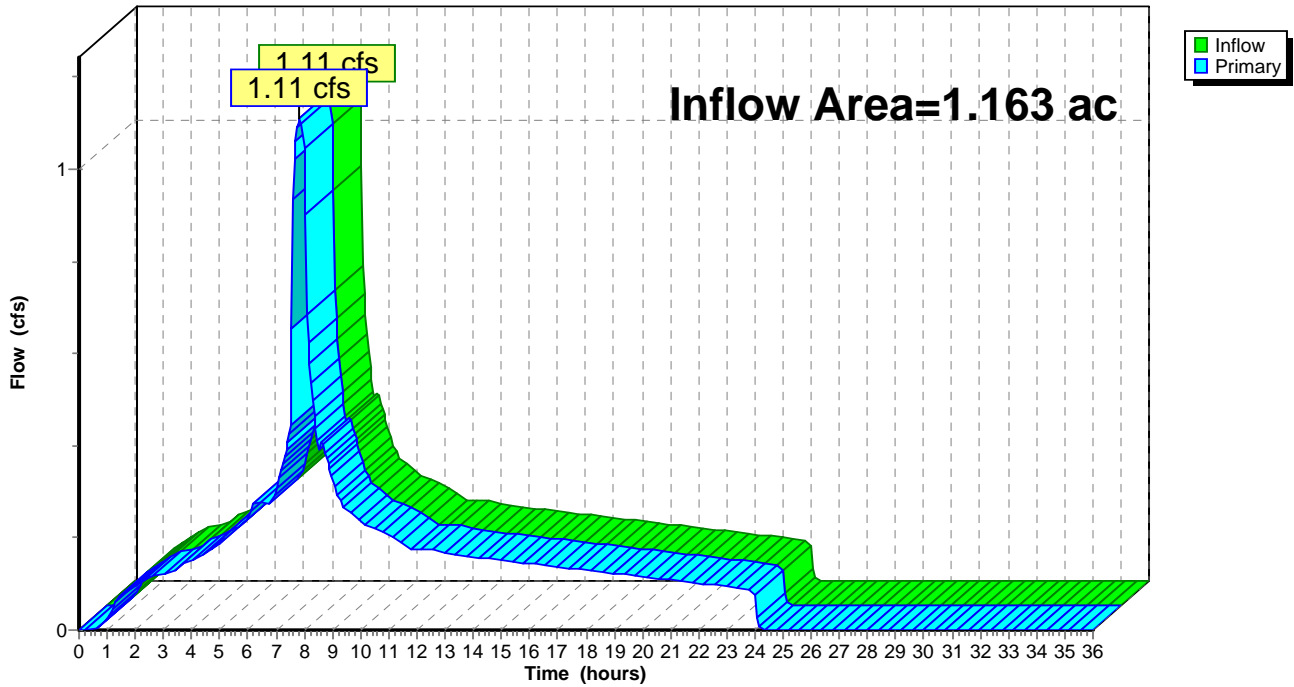
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.163 ac, 100.00% Impervious, Inflow Depth = 3.75" for 100YR event  
Inflow = 1.11 cfs @ 7.84 hrs, Volume= 0.363 af  
Primary = 1.11 cfs @ 7.84 hrs, Volume= 0.363 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.05 hrs

### Pond N: Proposed Runoff

Hydrograph





# St. Helens Wastewater Collection System New Sewer Connection Surcharge

December 1, 2022  
Revision 01

CITY OF ST. HELENS  
265 STRAND STREET | ST. HELENS, OREGON 97051  
503.397.6272 | [WWW.STHELENSOREGON.GOV](http://WWW.STHELENSOREGON.GOV)



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## SECTION 2 – ST. HELENS SEWER TRUNKLINE BASINS

### 2.1 Sanitary Sewer Trunk Basins Methodology

Sewer basin delineations by trunk lines were created to aid in the proper assessment of the sewer surcharge to ensure costs reflect the actual share of costs that new upstream EDUs, as identified in the 2019 Housing Needs Analysis, would pay based on the downstream sanitary sewer capital improvements along the trunk lines the flows for their property would flow through.

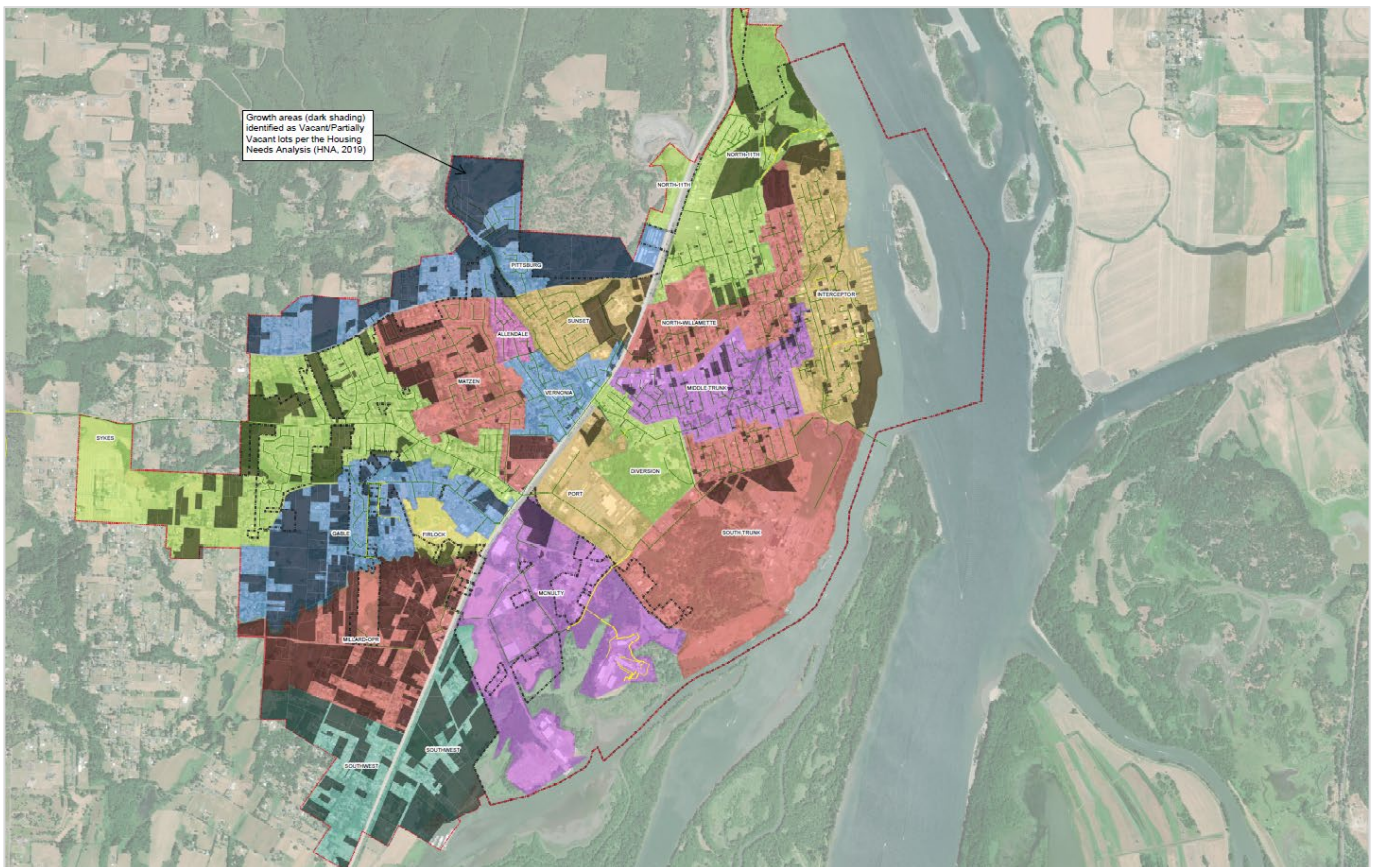


Figure 2.1.A St. Helens Sanitary Sewer Trunkline Basin Delineations

The delineation of CIP projects was simplified and where major portions of a Capital Improvement Project (CIP) spanned more than one basin, projects were split by basin. Basin delineation generally reflects existing conditions, except the Pittsburg basin, which is largely undeveloped and is anticipated to discharge to the North-11<sup>th</sup> basin.

Costs were calculated by summing CIP costs in and downstream of a basin and summing the EDUs in and upstream of the basin. The downstream CIP costs are then divided by the upstream EDUs. A sewer surcharge cap of \$15,000 per EDU is assumed.

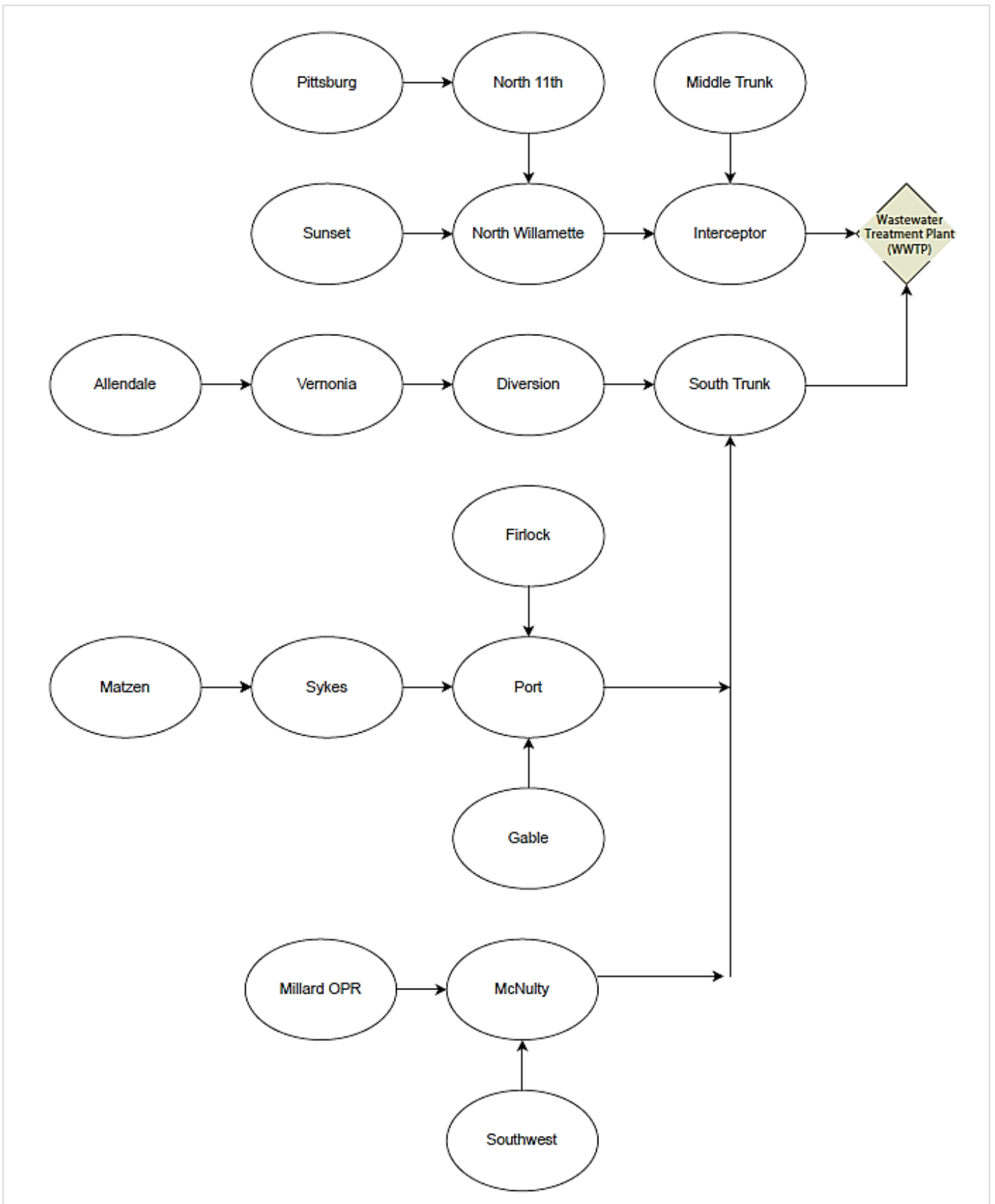


Figure 2.1.B St. Helens Sanitary Sewer Trunkline Basin Flow Paths

## 2.8 McNulty Sewer Basin

The McNulty sewer basin area has 144 new In-Basin EDUs.

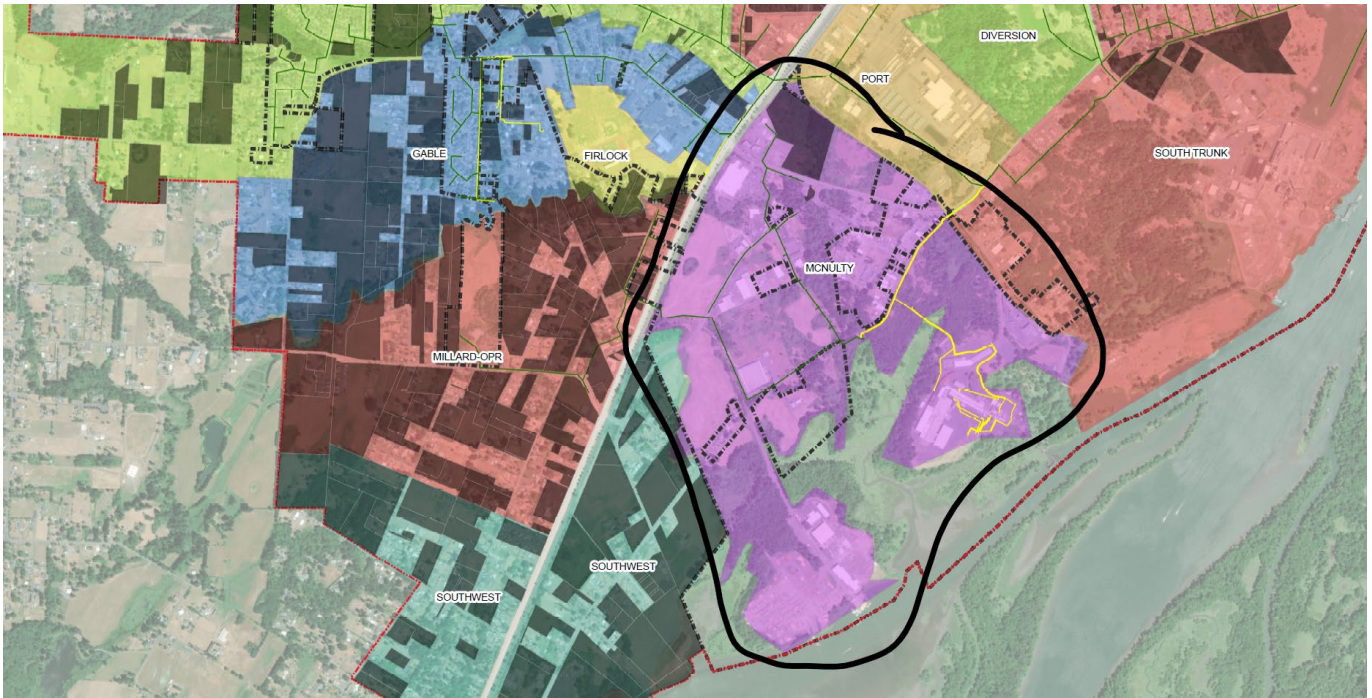


Figure 2.8.A McNulty Sanitary Sewer Basin

The allocation of the McNulty sewer basin's downstream CIP share per new upstream EDU, which consists of the McNulty and South Trunk basins, is \$3,200.

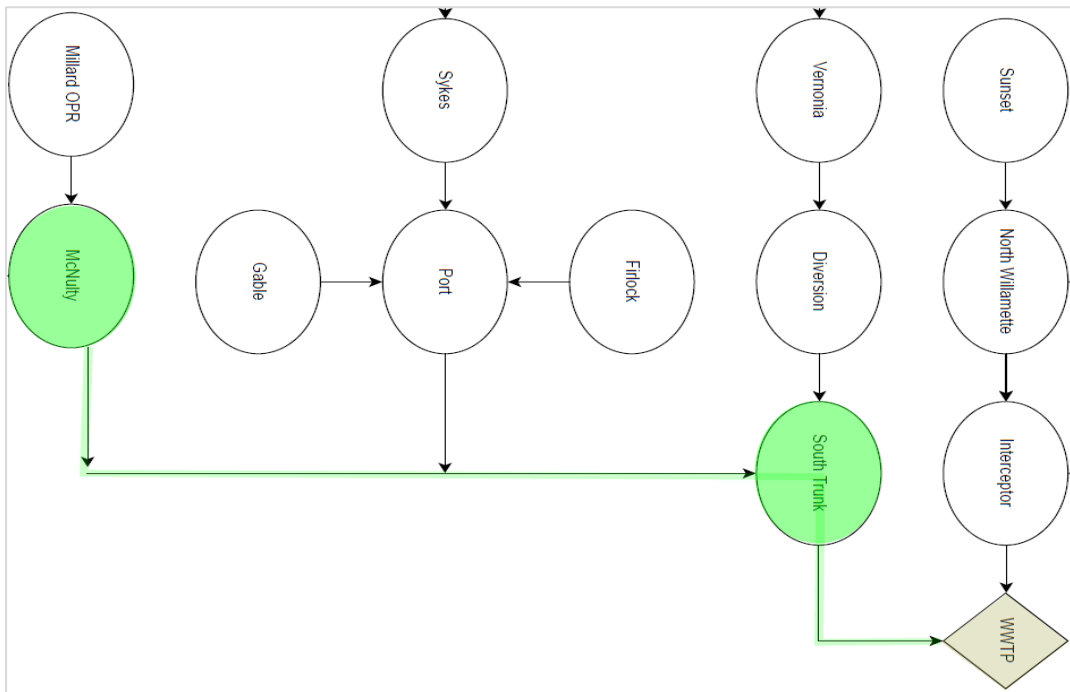


Figure 2.8.B McNulty Sewer Basin Flow Path to WWTP

## SECTION 3 – SEWER SURCHARGE CHART

Sewer Trunkline Basin	Downstream CIP Share per New Upstream EDU	New-In Basin EDU	Sewer Surcharge per EDU*
Allendale	\$104,900	1	\$15,000 (max.)
Diversion	\$104,900	1	\$15,000 (max.)
Firlock	\$7,600	0	\$7,600
Gable	\$7,900	589	\$7,900
The Interceptor	\$2,200	512	\$2,200
Matzen	\$12,700	430	\$12,700
McNulty	\$3,200	144	\$3,200
Middle Trunk	\$41,400	91	\$15,000 (max.)
Millard-OPR	\$3,200	806	\$3,200
North 11th	\$3,400	340	\$3,400
North Willamette	\$2,200	134	\$2,200
Pittsburg	\$3,400	731	\$3,400
Port	\$3,800	36	\$3,800
South Trunk	\$1,800	124	\$1,800
Southwest	\$3,200	748	\$3,200
Sunset	\$7,900	321	\$7,900
Sykes	\$6,600	500	\$6,600
Vernonia	\$104,900	30	\$15,000 (max.)

\* Estimated Sewer Surcharge cost per EDU is based on the US dollar at the time this document was published. Inflation adjustment to value at time of building permit issuance shall be included.

## SECTION 4 – EQUIVALENT DWELLING UNIT CONVERSION

Land Use	EDU Conversion
Single Family Residential	1.00 EDU per unit
Multi Family (Duplex)	0.80 EDU per unit
Multi Family (3 or more Dwelling Units)	0.77 EDU per unit

*Residential EDU conversion rate based on the City of St. Helens adopted Sewer Utility Rates and Charges.*

<b>EDU conversion rates for sewer surcharges for commercial, industrial, and other land uses not covered under Single Family Residential, Multi Family (Duplex), or Multi Family (3 or more Dwelling Units) shall be based on City of St. Helens wastewater rate classifications for water meter size(s),</b>	
3/4-inch meter	1.00 x Sewer Surcharge
1-inch meter	1.67 x Sewer Surcharge
1.5-inch meter	3.33 x Sewer Surcharge
2-inch meter	5.33 x Sewer Surcharge
3-inch meter	10.00 x Sewer Surcharge
4-inch meter	16.67 x Sewer Surcharge
6-inch meter	33.33 x Sewer Surcharge
8-inch meter	53.33 x Sewer Surcharge



# ENGINEERING STAFF REPORT

PROJECT/SITE: AMANI CENTER – VACANT PARCEL SE OF 35835 INDUSTRIAL WAY

REPORT DATE	PROJECT NAME	PREPARED BY
11/03/2023	Amani Center Building Project	Sharon Darroux Engineering Manager

## COMMENTS

### STREETS

No frontage improvements required.

### WATER

- Water is available. Site shall connect to the 12-inch water main on industrial way. Developer is required to perform all surface restoration per City Standards after the Public Works Department makes connect their water service to the main. Inspection in the Public Right-of-Way shall be done by Engineering Division staff.

### SEWER

- Sewer capacity surcharge fee will apply for the new sewer connection to the McNulty Sewer Basin and will be determined based on the McNulty Sewer Basin surcharge fee of \$3,200 and the water meter size for the facility.

### STORM

- Site disturbance appears to be just under one acre. A 1200-C Construction Stormwater General (NPDES) Permit will be required for the site if construction activity and materials or equipment staging and stockpiling will disturb one or more acres of land.

\*Please note that because of the site's proximity to McNulty Creek, which is one of the impacted waterbodies listed in the City's Mercury TMDL Implementation Plan, the City may require a 1200-C Construction Stormwater General Permit on the basis of DEQ's permit requirement for "Any construction activity that may discharge stormwater to surface waters of the state that may be a significant contributor of pollutants to waters of the state or may cause an exceedance of a water quality standard".

- Stormwater report shows the existing stormwater swale system has enough capacity required detention for the 25-year storm event, with safe overflow conveyance of the 100-year storm.

## GENERAL COMMENTS ON PRELIMINARY DRAWINGS

- Do not construction pole mounted site lighting in the public utility easement.

