



PLANNING COMMISSION

Tuesday, February 09, 2021 at 7:00 PM

AGENDA

1. **7:00 P.M. CALL TO ORDER & FLAG SALUTE**
 2. **CONSENT AGENDA**
 - A. Planning Commission Minutes dated January 12, 2021
 3. **TOPICS FROM THE FLOOR** (Not on Public Hearing Agenda): Limited to five minutes per topic
 4. **PUBLIC HEARING AGENDA** (times are earliest start time)
 - B. 7:00 p.m. Annexation at 35526 Firway Lane - Mark & Elizabeth Sell
 - C. 7:15 p.m. Annexation at 58830 Firlok Park Street - Kathryn & Charles Frank
 5. **ST. HELENS INDUSTRIAL BUSINESS PARK MASTER PLAN**
 - D. SHIBP Master Plan Document
 6. **2021 DEVELOPMENT CODE AMENDMENTS REVIEW**
 - E. 2021 Development Code Amendments Document
 7. **PLANNING DIRECTOR DECISIONS** (previously e-mailed to the Commission)
 - a. Sign at 2296 Gable Road Ste. 230 – Integrity Signs of Oregon
 - b. Sign at 254 N Columbia River Hwy – H & I Stonecasting
 - c. Sign at 150 N 15th St – Frank Robison, People, Pets & Vets
 - d. Sign at 150 N 15th St – Frank Robison, People, Pets & Vets
 8. **PLANNING DEPARTMENT ACTIVITY REPORT**
 - F. January Planning Department Report
 9. **FOR YOUR INFORMATION ITEMS**
- NEXT REGULAR MEETING: March 9, 2021**
10. **ADJOURNMENT**

VIRTUAL MEETING DETAILS

Due to the COVID-19 pandemic and the Governor's declared state of emergency (March 8, 2020) and subsequent Executive Order No. 20-16 (April 15, 2020), the public hearing will be held in the City Council Chambers, located in the City Hall building at 265 Strand Street, St. Helens, OR, and/or virtually via a phone-and-internet based application.

In-person access into City Hall for this hearing will be from the plaza side entrance.

Join Zoom

Meeting: <https://zoom.us/j/98960961810?pwd=LzV0bXg0TUhd1JjWGDcRCtOSENCZz09>

Meeting ID: 989 6096 1810

Passcode: 2921526

Call In: +1 253 215 8782 US (Tacoma)

The St. Helens City Council Chambers are handicapped accessible. If you wish to participate or attend the meeting and need special accommodation, please contact City Hall at 503-397-6272 in advance of the meeting.

Be a part of the vision...Get involved with your City...Volunteer for a City of St. Helens Board or Commission!

For more information or for an application, stop by City Hall or call 503-366-8217.



PLANNING COMMISSION

Tuesday, January 12, 2021 at 7:00 PM

MINUTES

1. 7:00 P.M. CALL TO ORDER & FLAG SALUTE

2. CONSENT AGENDA

- A. Planning Commission Minutes dated December 8, 2020

Motion: Upon Commissioner Webster's motion and Commissioner Pugsley's second, the Planning Commission unanimously approved the Draft Minutes Dated December 8, 2020. [AYES: Vice Chair Cary, Commissioner Pugsley, Commissioner Cohen, Commissioner Webster; Nays: None]

3. TOPICS FROM THE FLOOR (Not on Public Hearing Agenda): Limited to five minutes per topic

There were no topics from the floor.

4. TERM EXPIRATIONS - INTERVIEW COMMITTEE RECOMMENDATIONS

City Planner Graichen explained there were two positions that were expiring at the end of the year. Both candidates expressed interest in continuing. He explained that after the Interview Committee interviewed the five applicants, they recommended that they should move forward with Vice Chair Cary. He said they recommended filling Commissioner Cohen's position with a new candidate. Graichen mentioned that Commissioner Cohen has been on the Commission for over 18 years. Graichen said the Commission would need to acknowledge the change and confirm. The new candidate the Interview Committee recommended is Shana Cavanaugh.

Motion: Upon Commissioner Pugsley's motion and Commissioner Webster's second, the Planning Commission unanimously approved the recommendation to reappoint Commissioner Cary and replace Commissioner Cohen with Shana Cavanaugh. [AYES: Vice Chair Cary, Commissioner Pugsley, Commissioner Cohen, Commissioner Webster; Nays: None]

5. CHAIR/VICE CHAIR NOMINATIONS

Chair Hubbard nominated Vice Chair Cary to Chair for the next term. Chair Hubbard will become Vice Chair.

Motion: Upon Commissioner Webster's motion and Commissioner Pugsley's second, the Planning Commission unanimously approved Vice Chair Cary as Chair and Chair Hubbard as Vice Chair. [AYES: Vice Chair Cary, Commissioner Pugsley, Commissioner Cohen, Commissioner Webster; Nays: None]

6. END OF YEAR SUMMARY REPORT

- B. 2020 End of Year Summary Report

Graichen mentioned the report was something done every year. Associate Planner Dimsho noted the amount of Sign Permits were down because of COVID-19. She mentioned that most Sign Permits are for banners, and with no events, it is down.

Commissioner Cohen mentioned the Variances and the Appeals were up, but when separated out, he noticed that most were related to the Emerald Meadows Subdivision.

Commissioner Webster asked about the LUBA Appeal for 160 Belton Road. Graichen said he estimated the Commission would see a new application in February or March. He mentioned the easement was no more.

Vice Chair Cary asked about the appeals for the Variances they denied to Emerald Meadows Subdivision. Graichen mentioned the Applicant, Richmond, appealed to the Council. Dimsho mentioned the Council approved the Appeal. She also mentioned that they ended up not using four of the Variances they requested.

7. 2021 DEVELOPMENT CODE AMENDMENTS

C. 2021 Development Code Amendments

Graichen said there was a memo that talks about the standards and a summary by chapter of all the amendments. He said it was a draft and wanted to go over the differences. He said the House Bill 2001 is requiring the City of St. Helens to do several things. He spoke with the Commission and the Council and there were some differences on some of the standards. With the Council initializing these changes, there were some details he wanted to talk with the Commission about.

He discussed the different options for building separation since the Council wanted to allow both duplexes and two detached single family dwellings on one lot. He said they could do nothing and let the Building Code deal with it. He said they could have an across-the-board standard for all zones. He said the other option was to have a tiered system that varied based on zone. He mentioned this was the option staff recommended.

There was a discussion on different setback options and the side yard or interior yard descriptions. The Commission also discussed the tiered system option recommended by staff. The Commission favored the tiered system, but increasing the five-foot standard for the R5 and AR zones to six-foot.

Graichen went through the written code portion of the House Bill and the Commission discussed items to be removed and items to be left alone.

8. PLANNING DIRECTOR DECISIONS (previously e-mailed to the Commission)

- a. Site Design Review (minor) at 454 Milton Way – Crown Castle
- b. Site Design Review (minor) at 454 Milton Way – Crown Castle
- c. Sign at 785 S Columbia River Hwy – Meyer Sign Co. of Oregon

9. PLANNING DEPARTMENT ACTIVITY REPORT

D. December Planning Department Activity Report

10. FOR YOUR INFORMATION ITEMS

Chair Hubbard asked about the flood zone for the new Police Station. He said they had mentioned that the Assistant City Administrator said they were going to ask FEMA to update the flood map. Chair Hubbard wanted to know how this works. Graichen showed the potential new site of the Police station on a map. He mentioned a Police Station or an Emergency Operation Center are considered a critical facility. Graichen showed the 100-year and the 500-year flood plain on the map and said that the 500-year flood plain applies to these critical facilities. He

said there are two issues with this related to critical facilities. One is elevating the structure or making sure it is outside of the flood plain. He said the second issue to look at is access. He said there needs to be an access outside of the flood plain. Graichen mentioned the City was working with consultants to see if a map amendment to the map can be done. He mentioned there were several types of map amendments that could be done. Chair Hubbard expressed concern with the site and said the Council should consider a different location. He was concerned with the amount of expense to make this site work. He agreed there needs to be a new Police Station, but did not agree with the site.

Dimsho mentioned they would interview Design and Engineering firms tomorrow for the Riverwalk Project. She said they narrowed it down to three from six candidates. She said there is a selection committee of eight who will be scoring and making the selection.

Dimsho said the St. Helens Industrial Business Park, formerly known as the "Boise" site, now has a Master Plan for Parcelization and a funding infrastructure plan that was just completed through a grant. She said it is going before Council and will hopefully be adopted by resolution. She said this would guide future land divisions on the site.

Vice Chair Cary asked about the grant for the 5th Street Trail.. Dimsho mentioned Scappoose Bay Watershed Council received this grant to help remove invasive plants in the undeveloped right-of-way near the new trail.

11. NEXT REGULAR MEETING: FEBRUARY 9, 2021

12. ADJOURNMENT

There being no further business before the Planning Commission, the meeting was adjourned 8:51 p.m.

Respectfully submitted,

*Christina Sullivan
Community Development Administrative Assistant*

**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Annexation A.2.20**

DATE: February 1, 2021
TO: Planning Commission
FROM: Jennifer Dimsho, AICP, Associate Planner
APPLICANT: Mark & Elizabeth Sell
OWNERS: Same
ZONING: Columbia County's Commercial-General (C-3)
LOCATION: 35526 Firway Lane, 4N1W-8AC-2200
PROPOSAL: The property owner filed consent to annex because they desire to be within City limits.

SITE INFORMATION / BACKGROUND

The subject property is developed with a detached single-family dwelling on a square-shaped, corner lot at 22,500 square feet or 0.52 acres. It is made of two lots from the Golf Club Addition Subdivision. It is accessed by Firway Lane with a paved driveway to a covered carport (pictured on right below). Firway Lane is a developed local classified street without sidewalks on either side, but it does have a curb and gutter along the abutting property. The subject property also abuts Kavanaugh Street right-of-way to the west, which is a gravel undeveloped right-of-way also lacking frontage improvements (although it does have a curb abutting the subject property). Both streets are within the County's jurisdiction. The dwelling is connected to McNulty water and not connected to City sewer, although City sewer is available in Firway Lane and Kavanaugh Street.



Subject property on left. Undeveloped Kavanaugh Street right-of-way pictured on right.



Subject property on left. Driveway approach shown with curb and gutter along Firway Lane.

Abutting Zoning

North – City’s Highway Commercial (HC)

East – City’s Highway Commercial (HC)

South - County’s Commercial-General (C-3)

West - County’s Commercial-General (C-3) & County’s Single-Family Residential (R-10)

PUBLIC HEARING & NOTICE

Hearing dates are as follows:

February 9, 2021 before the Planning Commission

March 17, 2021 before the City Council

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on January 20, 2021 via first class mail. Notice was sent to agencies by mail or e-mail on the same date. Notice was published in the The Chronicle on January 27, 2021. Notice was sent to the Oregon Department of Land Conservation and Development on January 5, 2021 via e-mail.

AGENCY REFERRALS & COMMENTS

As of the date of this staff report, no comments have been received from relevant agencies regarding this proposal.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.08.040 (1) – Quasi-judicial amendment and standards criteria

- (a) A recommendation or a decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following standards:
 - (i) The applicable comprehensive plan policies and map designation; and that the change will not adversely affect the health, safety, and welfare of the community; and
 - (ii) The applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197, until acknowledgment of the comprehensive plan and ordinances; and
 - (iii) The standards applicable of any provision of this code or other applicable implementing ordinance.
- (b) Consideration may also be given to:
 - (i) Any applicable evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

Discussion: (a)(i) The Comprehensive Plan designation for the subject property is Unincorporated Highway Commercial. Applicable designation and zoning district for annexation are discussed later.

There is no known conflict with the general Comprehensive Plan policies identified in Chapter 19.08 SHMC. Note that SHMC 19.08.030 discusses public services and facilities and includes utility provisions (e.g., water and sewer) as well as services such as police and library. In sum, all services are intertwined; the consent to annexation allows connection to City sewer to support

existing and future development on the subject property, and, once annexed, all other City services/facilities. By this process, the proposal complies with this aspect of the Comprehensive Plan.

There is no known conflict with the specific Comprehensive Plan policies identified in Chapter 19.12 SHMC.

There is no known conflict with the addendums to the Comprehensive Plan which includes Economic Opportunities Analysis (Ord. No. 3101), Waterfront Prioritization Plan (Ord. No. 3148), the Transportation Systems Plan (Ord. No. 3150), the Corridor Master Plan (Ord. No. 3181), the Parks & Trails Master Plan (Ord. No. 3191), the Riverfront Connector Plan (Ord. No. 3241), and the Housing Needs Analysis (Ord. No. 3244).

Finally, there is no evidence that this proposal will be contrary to the health, safety and welfare of the community.

(a)(ii) The City's Comprehensive Plan has been adopted by the State, thus, the applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197 do not need to be analyzed per this section.

(a)(iii) In addition, Section 3 of the City's Charter states that "annexation, delayed or otherwise, to the City of St. Helens, may only be approved by a prior majority vote among the electorate." However, during the 2016 Legislative Assembly, Senate Bill 1578 was passed. It states that a City shall annex the territory without submitting the proposal to the electors if certain criteria are met:

1. Property is within the UGB
2. Property will be subject to the City's Comprehensive Plan
3. Property is contiguous to the City limits or is separated by only a public right of way or body of water
4. Property conforms to all other City requirements

As this proposal meets these criteria, this property will **not** be subject to a majority vote among the electorate.

Other provisions applicable to this proposal are discussed elsewhere herein.

(b) There is no evidence of a change in neighborhood, or mistake or inconstancy in the Comprehensive Plan or Zoning Map.

Finding: The quasi-judicial amendment and standards criteria are met.

SHMC 17.08.060 – Transportation planning rule compliance

- (1) Review of Applications for Effect on Transportation Facilities. A proposed comprehensive plan amendment, zone change or land use regulation change, whether initiated by the city or by a private interest, shall be reviewed to determine whether it significantly affects a transportation

facility, in accordance with OAR 660-012-0060 (the Transportation Planning Rule ("TPR")).

"Significant" means the proposal would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
 - (iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- (2) Amendments That Affect Transportation Facilities. Comprehensive plan amendments, zone changes or land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:
- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of OAR 660-012-0060.
 - (c) Altering land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.
 - (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (3) Traffic Impact Analysis. A traffic impact analysis shall be submitted with a plan amendment or zone change application, as applicable, pursuant to Chapter 17.156 SHMC.

Discussion: This section reflects State law regarding the Transportation Planning Rule (TPR): Transportation Planning Rule (TPR), OAR 660, Division 12. The TPR requires that where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures to assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. **Current zoning of the property is Columbia County's Commercial-General (C-3) and the City's only zoning option given annexation is Highway Commercial.**

Generally, when comparing potential land use impact on transportation facilities, the *reasonable worst case scenario* for the existing and proposed designation/zone are considered. The potential land uses are very similar for both the City and County. The City's zoning is comparable to the County with regards to the possible intensity of uses allowed and potential vehicular trips generated. Thus, this proposal will not affect an existing or planned transportation facility.

Finding: No transportation facility will be significantly affected by this proposal. No traffic impact analysis is warranted.

SHMC 17.28.030 (1) – Annexation criteria

- (a) Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area; and
- (b) Comply with comprehensive plan amendment standards and zoning ordinance amendment standards and not be in conflict with applicable comprehensive plan policies and implementing ordinances; and
- (c) Complies with state laws; and
- (d) Abutting roads must meet city standards or property owner will be required to sign and record an irrevocable consent to local improvement district; and
- (e) Property exceeding 10 acres in gross size must show a need on the part of the city for such land if it is designated residential (e.g., less than five years' supply of like designated lands in current city limits).

Discussion: (a)

Water – The site is currently connected to McNulty Water.

Sewer - The site is not currently connected to City sewer. With regards to capacity, the City's wastewater treatment plant currently has a daily limit (physically and as permitted by DEQ) to handle over 50,000 pounds of Biochemical Oxygen Demand (BOD) and a monthly average limit of 26,862 pounds. This is the "loading" or potency of the wastewater received by the plant. The average daily BOD is well below this at only 1,500 pounds. Thus, any potential uses that occur on the subject property can be accommodated by the City's sanitary sewer system as infrastructure is in place or can be upgraded and there is substantial capacity available.

Transportation - As described above, this proposal poses no significant impact on a transportation facility.

Finding: Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area.

(b) The land use of the subject property is a detached single-family dwelling. This is not a permitted use in the City's Highway Commercial zoning district, but the use can continue, subject to the City's non-conforming use rules. The applicant is aware of the creation of a non-conforming use of the property upon annexation into the City.

Finding: There is no known conflict with the Comprehensive Plan and implementing ordinances.

(c) With regards to Oregon Revised Statutes (ORS), city annexations of territory must be undertaken consistent with ORS 222.111 to 222.183.

Pursuant to ORS 222.111(1), a City may only annex territory that is not within another City, and the territory must either be contiguous to the annexing City or be separated from the City only by a body of water or public right-of-way. The subject property is not within another City's jurisdiction and City of St. Helens corporate limits lies on the west side of the subject property.

Although undertaking an annexation is authorized by state law, the manner in which a city proceeds with annexation is also dictated in the city charter. ORS 222.111(1) references a city's charter as well as other ORS. St. Helens' Charter requirements pertaining to annexations are noted above.

Per ORS 222.111(2) an annexation may be initiated by the owner of real property or the city council. This annexation request was initiated by the property owner. Further, ORS 222.125 requires that all property owners of the subject property to be annexed and at least half of the electors residing on the property consent in writing to the annexation. These documents were submitted with the annexation application.

ORS 197.175(1) suggests that all annexations are subject to the statewide planning goals. The statewide planning goals that could technically apply or relate to this proposal are Goals 1, 2, 11 and 12.

- ***Statewide Planning Goal 1: Citizen Involvement.***
Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in the statutes and in its acknowledged comprehensive plan and land use regulations.

The City's Development Code is consistent with State law with regards to notification requirements. Pursuant to SHMC 17.20.080 at least one public hearing before the Planning Commission and City Council is required. Legal notice in a newspaper of general circulation is also required. The City has met these requirements and notified DLCD of the proposal.

- ***Statewide Planning Goal 2: Land Use Planning.***
This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

Generally, Goal 2 requires that actions related to land use be consistent with acknowledged Comprehensive Plans and coordination with affected governments and agencies and be based on an adequate factual base. The City has an adopted Comprehensive Plan, compliance of this proposal which is addressed herein. Moreover, explanation and proof of coordination with affected agencies and factual base are described herein, as well, including inventory, needs, etc.

- ***Statewide Planning Goal 11: Public Facilities and Services.***
Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural

development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

The subject property is served by McNulty water. Should the applicant desire a connection to the City sewer, capacities are adequate to serve the subject property. This is explained above. The existing development is adequately served.

- **Statewide Planning Goal 12: Transportation.**

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development.

Traffic impacts and the City's provisions that address the TPR are explained above. This proposal will not significantly affect an existing or planned transportation facility.

(d) The subject property abuts Firway Lane and Kavanaugh Street. Both are classified as local streets without sidewalks on either side. City standards require such improvements.

However, this property is not the subject of a current development land use review, which provides the legal nexus and proportionality to require such improvements or right-of-way dedications. As such, no conditions are warranted.

The existing right-of-way widths of 50 feet are adequate for the City's local street standards.

(e) The subject property is not greater than 10 acres in gross size. A needs analysis is not necessary.

Finding: The annexation approval criteria are met for this proposal.

SHMC 17.28.030 (2) – Annexation criteria

The plan designation and the zoning designation placed on the property shall be the city's zoning district which most closely implements the city's comprehensive plan map designation.

Discussion: The Comprehensive Plan designation is currently Unincorporated Highway Commercial (UHC). The City's only zoning option given annexation is Highway Commercial (HC). The Comprehensive Plan designation would thus be Highway Commercial (Incorporated) (HC).

Finding: Upon annexation, the subject property's Comprehensive Plan designation shall be Highway Commercial (Incorporated) and zoned Highway Commercial (HC).

SHMC 17.112.020 – Established & Developing Area Classification criteria

- (1) Established Area.
 - (a) An “established area” is an area where the land is not classified as buildable land under OAR 660-08-0005;
 - (b) An established area may include some small tracts of vacant land (tracts less than an acre in size) provided the tracts are surrounded by land which is not classified as buildable land; and
 - (c) An area shown on a zone map or overlay map as an established area.
- (2) Developing Area. A “developing area” is an area which is included in the city’s buildable land inventory under the provisions of OAR except as provided by subsection (1)(b) of this section.

Discussion: OAR 660-008-0005 classifies *buildable land* as:

Residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses. Publicly owned land is generally not considered available for residential uses. Land is generally considered “suitable and available” unless it:

- (a) Is severely constrained by natural hazards as determined under Statewide Planning Goal 7;
- (b) Is subject to natural resource protection measures determined under Statewide Planning Goals 5, 6, 15, 16, 17 or 18;
- (c) Has slopes of 25 percent or greater;
- (d) Is within the 100-year flood plain; or
- (e) Cannot be provided with public facilities.

OAR 660-008-0005 generally defines “Buildable Land” as vacant residential property not constrained by natural hazards or resources, and typically not publicly owned. The subject property is not zoned residential. This provision does not apply.

Finding: This provision does not apply.

CONCLUSION & RECOMMENDATION

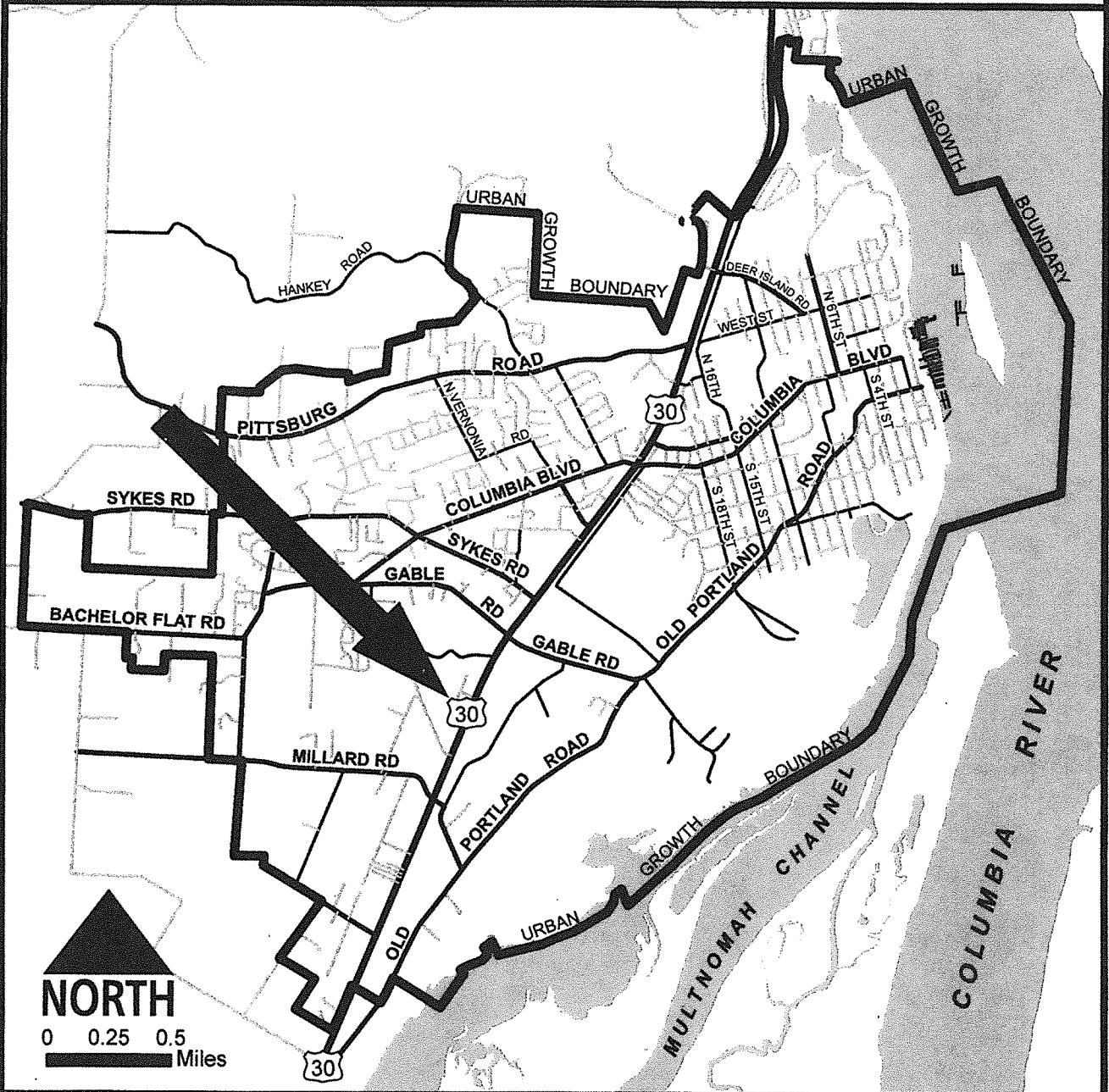
Based upon the facts and findings herein, staff recommends approval of this annexation and that upon annexation, the subject property have a Comprehensive Plan designation of Highway Commercial (Incorporated) HC and be zoned Highway Commercial (HC).

*This annexation will **not** be subject to voter approval subsequent to this land use process.*

Attachments: General Map
Taxlot Map
Aerial Map

SUBJECT PROPERTY

~ Approximate Location ~



City of St. Helens Urban Growth Boundary Area Vicinity

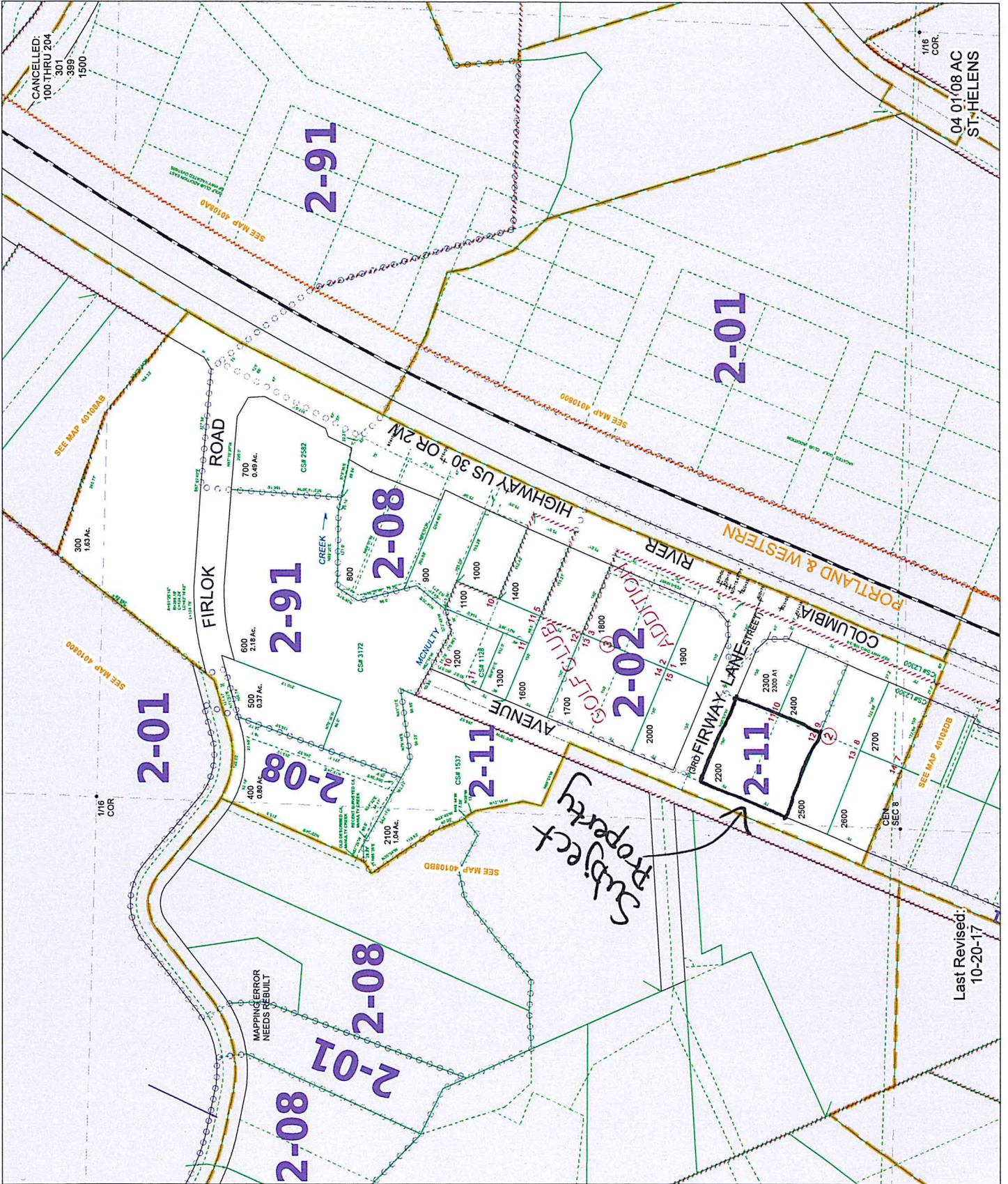
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04 01 08 AC
ST. HELENS

S.W.1/4 N.E.1/4 SEC.8 T.4N. R.1W. W.M.
COLUMBIA COUNTY

1" = 100'

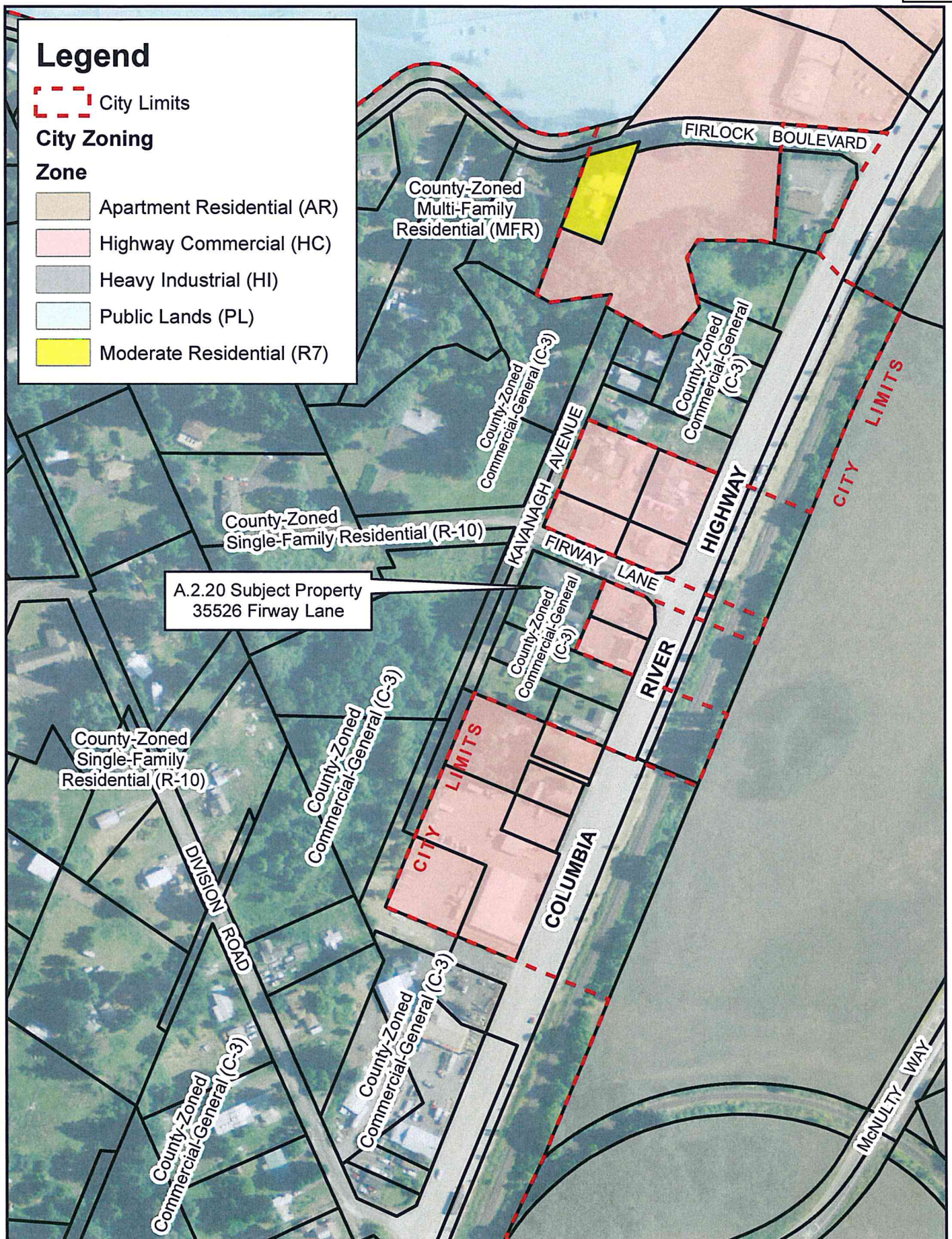
THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY



Last Revised:
10-20-17

A.2.20 Annexation Aerial Map

Item B.



**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Annexation A.3.20**

DATE: February 1, 2021
TO: Planning Commission
FROM: Jennifer Dimsho, AICP, Associate Planner
APPLICANT: Kathryn & Charles Frank
OWNERS: Same
ZONING: Columbia County's Multi-Family Residential (MFR)
LOCATION: 58830 Firlok Park Street (Firlock Boulevard), 4N1W-8BB-2500
PROPOSAL: The property owner filed consent to annex because they desired to connect to City water.

SITE INFORMATION / BACKGROUND

The subject property is a rectangular shaped lot at 20,473 square feet or 0.47 acres. It is located at the corner of Firlok Park Street (Firlock Boulevard) and Fir Street. It is currently vacant, but the applicant has received approval for a septic system for a detached single-family dwelling through the County. Firlok Park Street is a developed collector classified street without frontage improvements (sidewalks, curb, and landscape strip) on either side. Fir Street is a local street without any frontage improvements. Both roads are within the County's jurisdiction. The parcel is generally flat sloping towards the two streets with a few sparse trees around the perimeter. There is a stormwater ditch along Firlok Park Street and along the shared northern property line.



*Looking north along Firlok Park Street.
Subject property on right.*



Subject property looking south to Fir Street.

Abutting Zoning

North – City Apartment Residential (AR)

East - County's Multi-Family Residential (MFR)

South - County's Single-Family Residential (R-10)

West – City Apartment Residential (AR) and County Multi-Family Residential (MFR)

PUBLIC HEARING & NOTICE

Hearing dates are as follows:

February 9, 2021 before the Planning Commission

March 17, 2021 before the City Council

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject properties on January 20, 2021 via first class mail. Notice was sent to agencies by mail or e-mail on the same date. Notice was published in the The Chronicle on January 21, 2021. Notice was sent to the Oregon Department of Land Conservation and Development on January 5, 2021 via e-mail.

AGENCY REFERRALS & COMMENTS

As of the date of this staff report, no comments have been received from relevant agencies regarding this proposal.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

SHMC 17.08.040 (1) – Quasi-judicial amendment and standards criteria

- (a) A recommendation or a decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following standards:
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 - (iii) The standards applicable of any provision of this code or other applicable implementing ordinance.
- (b) Consideration may also be given to:
 - (i) Any applicable evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

Discussion: (a)(i) The Comprehensive Plan designation for the subject property is Unincorporated Multi-Family Residential (UMFR). Applicable designation and zoning district for annexation are discussed later.

There is no known conflict with the general Comprehensive Plan policies identified in Chapter 19.08 SHMC. Note that SHMC 19.08.030 discusses public services and facilities and includes utility provisions (e.g., water and sewer) as well as services such as police and library. In sum, all services are intertwined; the consent to annexation allows connection to City sewer to support existing and future development on the subject property, and, once annexed, all other City

services/facilities. By this process, the proposal complies with this aspect of the Comprehensive Plan.

There is no known conflict with the specific Comprehensive Plan policies identified in Chapter 19.12 SHMC.

There is no known conflict with the addendums to the Comprehensive Plan which includes Economic Opportunities Analysis (Ord. No. 3101), Waterfront Prioritization Plan (Ord. No. 3148), the Transportation Systems Plan (Ord. No. 3150), the Corridor Master Plan (Ord. No. 3181), the Parks & Trails Master Plan (Ord. No. 3191), the Riverfront Connector Plan (Ord. No. 3241), and the Housing Needs Analysis (Ord. No. 3244).

Finally, there is no evidence that this proposal will be contrary to the health, safety and welfare of the community.

(a)(ii) The City's Comprehensive Plan has been adopted by the State, thus, the applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197 do not need to be analyzed per this section.

(a)(iii) In addition, Section 3 of the City's Charter states that "annexation, delayed or otherwise, to the City of St. Helens, may only be approved by a prior majority vote among the electorate." However, during the 2016 Legislative Assembly, Senate Bill 1578 was passed. It states that a City shall annex the territory without submitting the proposal to the electors if certain criteria are met:

1. Property is within the UGB
2. Property will be subject to the City's Comprehensive Plan
3. Property is contiguous to the City limits or is separated by only a public right of way or body of water
4. Property conforms to all other City requirements

As this proposal meets these criteria, this property will **not** be subject to a majority vote among the electorate.

Other provisions applicable to this proposal are discussed elsewhere herein.

(b) There is no evidence of a change in neighborhood, or mistake or inconstancy in the Comprehensive Plan or Zoning Map.

Finding: The quasi-judicial amendment and standards criteria are met.

SHMC 17.08.060 – Transportation planning rule compliance

- (1) Review of Applications for Effect on Transportation Facilities. A proposed comprehensive plan amendment, zone change or land use regulation change, whether initiated by the city or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-012-0060 (the Transportation Planning Rule ("TPR")). "Significant" means the proposal would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
 - (iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- (2) Amendments That Affect Transportation Facilities. Comprehensive plan amendments, zone changes or land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:
 - (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of OAR 660-012-0060.
 - (c) Altering land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.
 - (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (3) Traffic Impact Analysis. A traffic impact analysis shall be submitted with a plan amendment or zone change application, as applicable, pursuant to Chapter 17.156 SHMC.

Discussion: This section reflects State law regarding the Transportation Planning Rule (TPR): Transportation Planning Rule (TPR), OAR 660, Division 12. The TPR requires that where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures to assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. **Current zoning of the property is Columbia County's Multi-Family Residential (MFR), and the City's only zoning option given annexation is Apartment Residential (AR).**

Generally, when comparing potential land use impact on transportation facilities, the *reasonable worst case scenario* for the existing and proposed designation/zone are considered. The potential land uses are very similar for both the City and County. The City's zoning is comparable to the County with regards to the possible intensity of uses allowed and potential vehicular trips generated. Thus, this proposal will not affect an existing or planned transportation facility.

Finding: No transportation facility will be significantly affected by this proposal. No traffic impact analysis is warranted.

SHMC 17.28.030 (1) – Annexation criteria

- (a) Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area; and

- (b) Comply with comprehensive plan amendment standards and zoning ordinance amendment standards and not be in conflict with applicable comprehensive plan policies and implementing ordinances; and
- (c) Complies with state laws; and
- (d) Abutting roads must meet city standards or property owner will be required to sign and record an irrevocable consent to local improvement district; and
- (e) Property exceeding 10 acres in gross size must show a need on the part of the city for such land if it is designated residential (e.g., less than five years' supply of like designated lands in current city limits).

Discussion: (a) Water - The site has access to connect to City water. The City's current water capacity is 6 million gallons/day and the peak flow, usually in the summer, is 3 to 4 million gallons/day. Additionally, the City has the capacity of approximately 10 million gallons to meet future demands. Any additional uses that occur on the subject property can be accommodated by the City's municipal water system as infrastructure has substantial capacity available.

Sewer - The site is not currently hooked to City sewer. The site has been approved for an on-site septic system for the development of a detached single-family dwelling according to the County. The closest City sanitary sewer is in the Firlok Park Street right-of-way, but it is very shallow (only approximately 2 feet deep) and cannot supported by a gravity system. If the property could be served by City sewer in the future, capacity of the system is addressed below.

With regards to capacity, the City's wastewater treatment plant currently has a daily limit (physically and as permitted by DEQ) to handle over 50,000 pounds of Biochemical Oxygen Demand (BOD) and a monthly average limit of 26,862 pounds. This is the "loading" or potency of the wastewater received by the plant. The average daily BOD is well below this at only 1,500 pounds. Thus, any potential uses that occur on the subject property can be accommodated by the City's sanitary sewer system as infrastructure is in place or can be upgraded and there is substantial capacity available.

Transportation - As described above, this proposal poses no significant impact on a transportation facility.

Finding: Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area.

(b) The proposed land use of the subject property is a detached single-family dwelling. This is a permitted use in the corresponding zoning district.

Finding: There is no known conflict with the Comprehensive Plan and implementing ordinances.

(c) With regards to Oregon Revised Statutes (ORS), city annexations of territory must be undertaken consistent with ORS 222.111 to 222.183. Pursuant to ORS 222.111(1), a City may only annex territory that is not within another City, and the territory must either be contiguous to the annexing City or be separated from the City only by a body of water or public right-of-way. The subject property is not within another City's jurisdiction and City of St. Helens corporate limits lies on the west side of the subject property.

Although undertaking an annexation is authorized by state law, the manner in which a city proceeds with annexation is also dictated in the city charter. ORS 222.111(1) references a city's charter as well as other ORS. St. Helens' Charter requirements pertaining to annexations are noted above.

Per ORS 222.111(2) an annexation may be initiated by the owner of real property or the city council. This annexation request was initiated by the property owner. Further, ORS 222.125 requires that that all property owners of the subject property to be annexed and at least half of the electors residing on the property consent in writing to the annexation. These documents were submitted with the annexation application.

ORS 197.175(1) suggests that all annexations are subject to the statewide planning goals.

The statewide planning goals that could technically apply or relate to this proposal are Goals 1, 2, 11 and 12.

- ***Statewide Planning Goal 1: Citizen Involvement.***

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in the statutes and in its acknowledged comprehensive plan and land use regulations.

The City's Development Code is consistent with State law with regards to notification requirements. Pursuant to SHMC 17.20.080 at least one public hearing before the Planning Commission and City Council is required. Legal notice in a newspaper of general circulation is also required. The City has met these requirements and notified DLCD of the proposal.

- ***Statewide Planning Goal 2: Land Use Planning.***

This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

Generally, Goal 2 requires that actions related to land use be consistent with acknowledged Comprehensive Plans and coordination with affected governments and agencies and be based on an adequate factual base. The City has an adopted Comprehensive Plan, compliance of this proposal which is addressed herein. Moreover, explanation and proof of coordination with affected agencies and factual base are described herein, as well, including inventory, needs, etc.

- ***Statewide Planning Goal 11: Public Facilities and Services.***

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural

development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

City water and sewer capacities (should they connect in the future) are adequate to serve the subject property. There is no evidence that adequate infrastructure cannot be made available to serve the annexed area if redeveloped at a higher density the future.

- **Statewide Planning Goal 12: Transportation.**

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development.

Traffic impacts and the City's provisions that address the TPR are explained above. This proposal will not significantly affect an existing or planned transportation facility.

(d) The subject property abuts Firlok Park Street. Firlok Park Street is a collector-classified developed street without frontage improvements (sidewalks, curb, and landscape strip) on either side. City standards require such improvements. The existing right-of-way width of Firlok Park Street is also insufficient for the collector street right-of-way width standard of 60 feet. Fir Street is also lacking frontage improvements, though the existing right-of-way width meets the local street standard.

However, this property is not the subject of a current development land use review, which provides the legal nexus and proportionality to require such improvements, right-of-way dedications, or other requirements. As such, no conditions are warranted.

(e) The subject property is not greater than 10 acres in gross size. An analysis is not necessary.

Finding: The annexation approval criteria are met for this proposal.

SHMC 17.28.030 (2) – Annexation criteria

The plan designation and the zoning designation placed on the property shall be the city's zoning district which most closely implements the city's comprehensive plan map designation.

Discussion: The Comprehensive Plan designation is currently Unincorporated Multi-Family Residential (UMFR). The City's only zoning option given annexation is Apartment Residential (AR). The Comprehensive Plan designation would thus be General Residential (Incorporated) (GR).

Finding: Upon annexation, the subject property's Comprehensive Plan designation shall be General Residential (Incorporated) and zoned Apartment Residential (AR).

SHMC 17.112.020 – Established & Developing Area Classification criteria

- (1) Established Area.
 - (a) An “established area” is an area where the land is not classified as buildable land under OAR 660-08-0005;
 - (b) An established area may include some small tracts of vacant land (tracts less than an acre in size) provided the tracts are surrounded by land which is not classified as buildable land; and
 - (c) An area shown on a zone map or overlay map as an established area.
- (2) Developing Area. A “developing area” is an area which is included in the city’s buildable land inventory under the provisions of OAR except as provided by subsection (1)(b) of this section.

Discussion: OAR 660-008-0005 classifies *buildable land* as:

Residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses. Publicly owned land is generally not considered available for residential uses. Land is generally considered “suitable and available” unless it:

- (a) Is severely constrained by natural hazards as determined under Statewide Planning Goal 7;
- (b) Is subject to natural resource protection measures determined under Statewide Planning Goals 5, 6, 15, 16, 17 or 18;
- (c) Has slopes of 25 percent or greater;
- (d) Is within the 100-year flood plain; or
- (e) Cannot be provided with public facilities.

Discussion: OAR 660-008-0005 generally defines “Buildable Land” as vacant residential property not constrained by natural hazards or resources, and typically not publicly owned. The subject property is zoned residential and is classified as buildable.

Finding: This property should be designated as “developing.”

CONCLUSION & RECOMMENDATION

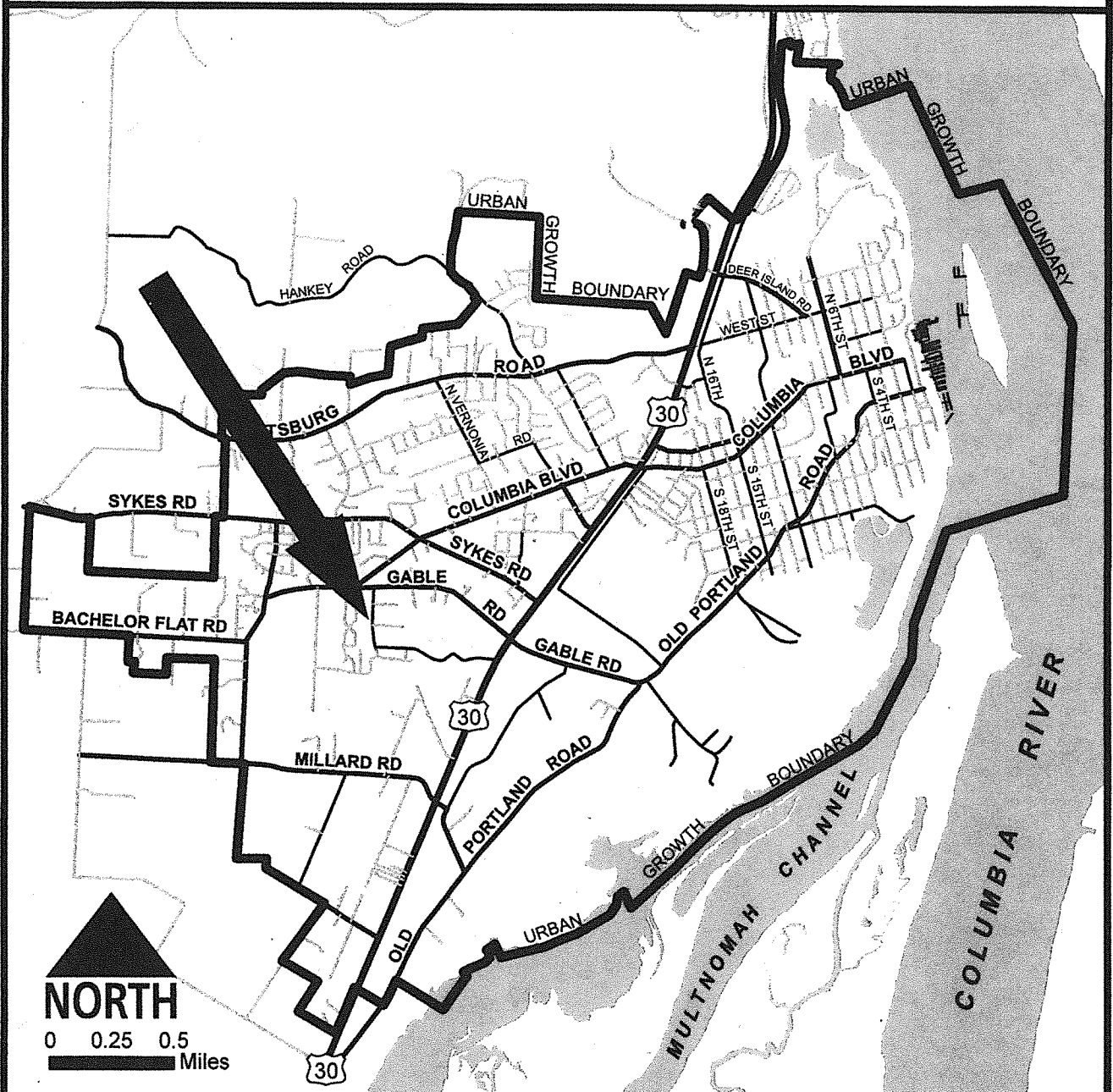
Based upon the facts and findings herein, staff recommends approval of this annexation and that upon annexation, the subject property have a Comprehensive Plan designation of General Residential (Incorporated) GR and be zoned Apartment Residential (AR) and designated as “developing.”

*This annexation will **not** be subject to voter approval subsequent to this land use process.*

Attachments: General Map
Taxlot Map
Aerial Map

SUBJECT PROPERTY

~ Approximate Location ~



City of St. Helens Urban Growth Boundary Area Vicinity

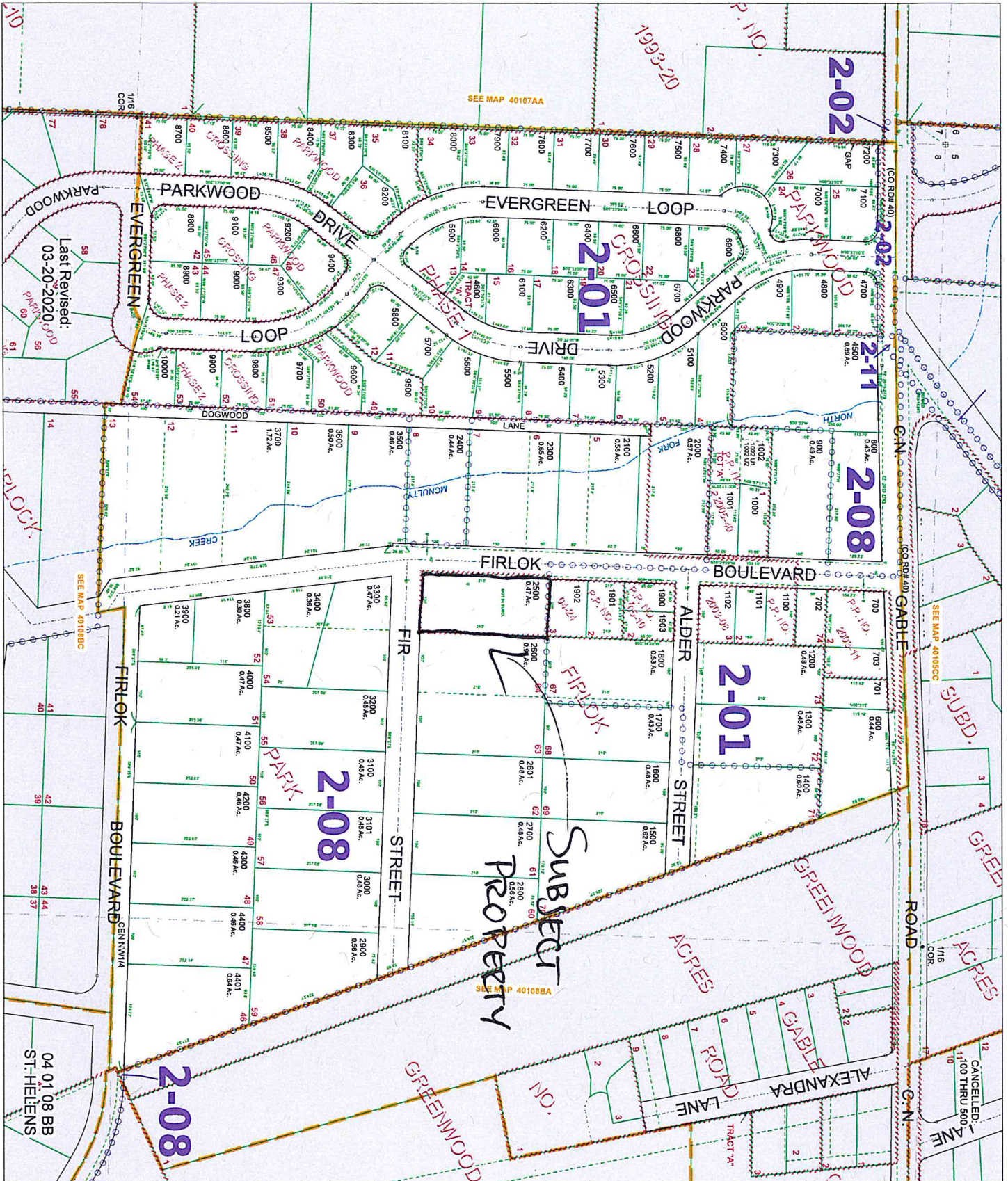
jag/Dec. 2013

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

N.W.1/4 N.W.1/4 SEC.8 T.4N. R.1W. W.M.
COLUMBIA COUNTY

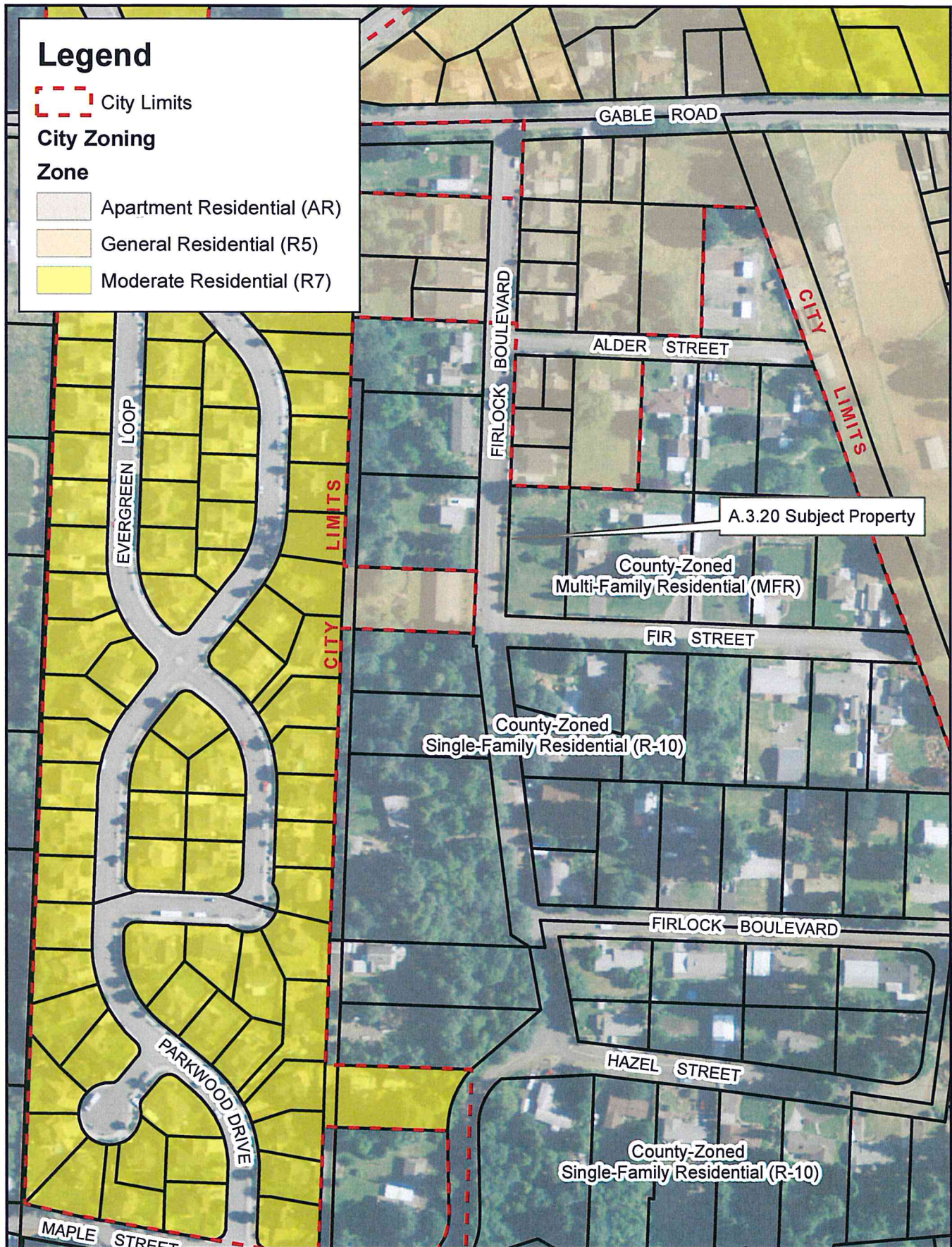
1" = 100'

04 01 08 BB
ST. HELENS



A.3.20 Annexation Aerial Map

Item C.



Aerial Image (2009). City of St. Helens.

St. Helens Industrial Business Park Funding Strategy

Presentation to Planning
Commission

02/09/21

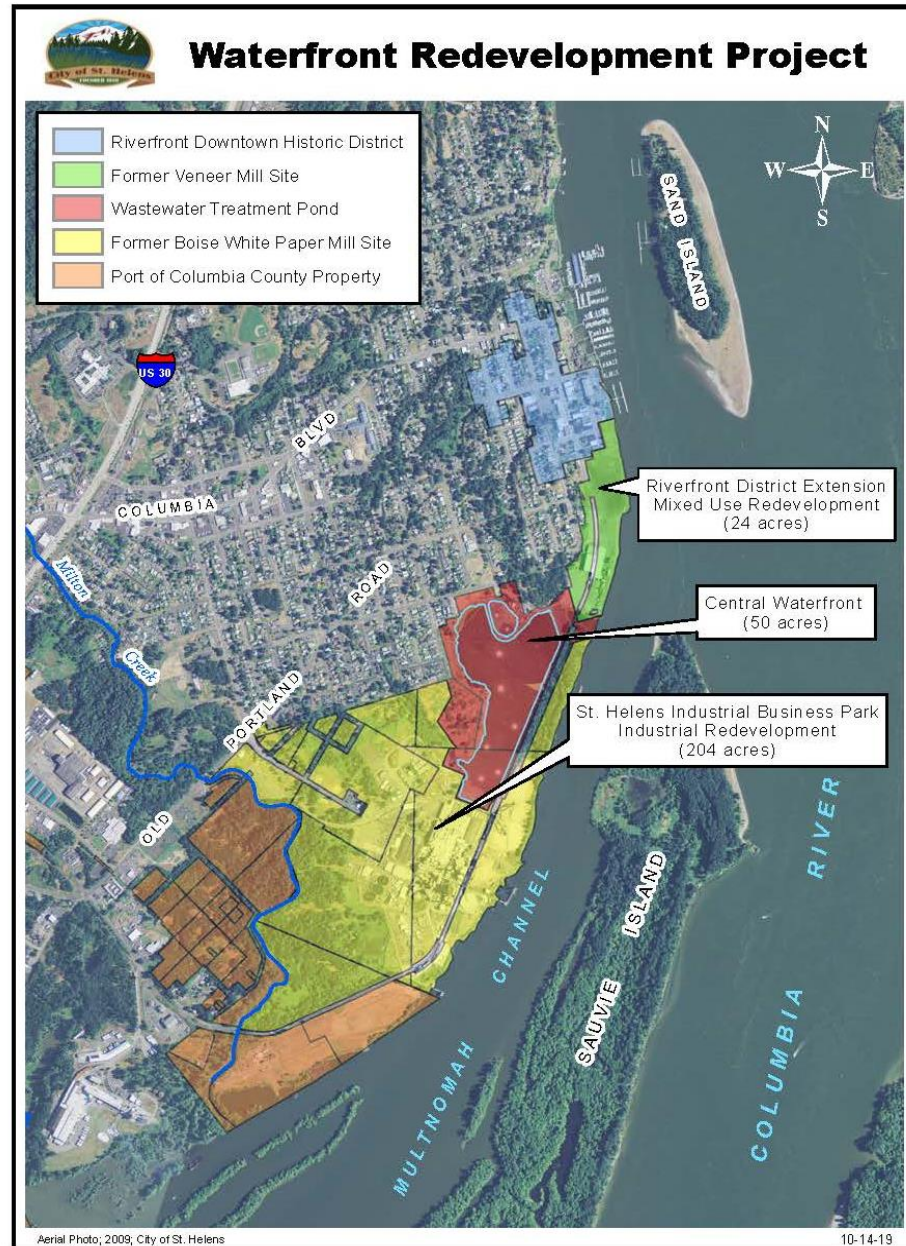
ECONorthwest

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Parcelization Plan

Waterfront Redevelopment Introduction

Item D.



Parcelization Plan Framework

Item D.



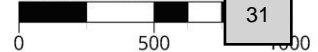
SITE NOTES

SITE MAP HAS BEEN PREPARED USING DATA FROM EXISTING TAX MAPS AND RLIS GIS DATA. THIS MAP HAS BEEN PREPARED FOR ILLUSTRATIVE PURPOSES ONLY. ALL BOUNDARY AND DIMENSIONAL INFORMATION SHOULD BE VERIFIED BY A PROFESSIONAL LAND SURVEYOR.

THE NET ACREAGE FOR EACH PARCEL HAS BEEN CALCULATED BY REMOVING PUBLIC RIGHT-OF-WAY, JURISDICTIONAL WETLANDS AND THEIR ASSOCIATED PROTECTION ZONES, AND WATERWAYS AND THEIR ASSOCIATED RIPARIAN PROTECTION ZONES.

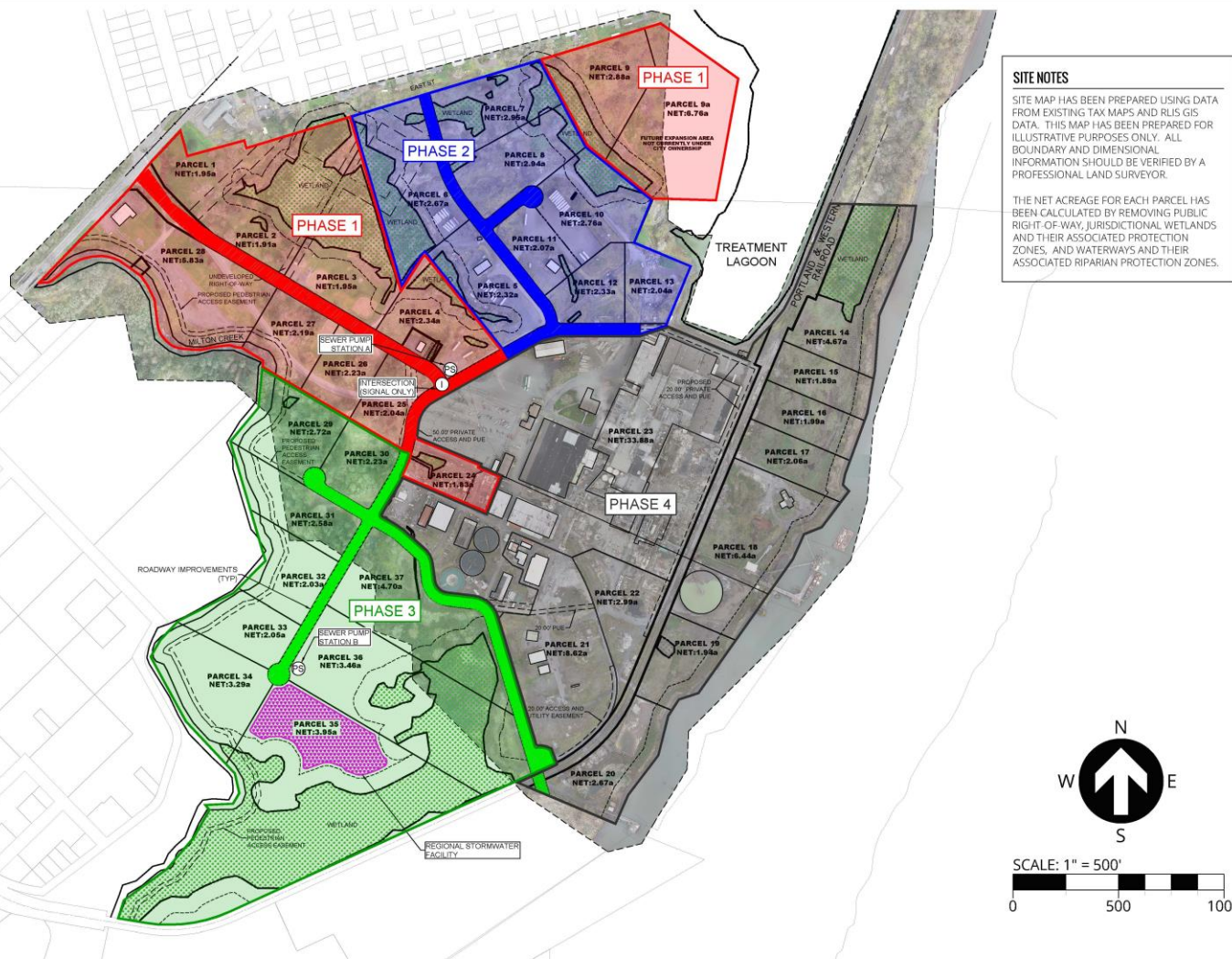


SCALE: 1" = 500'



Phased Infrastructure Plan

Item D.



ST. HELENS INDUSTRIAL BUSINESS PARK

CITY OF ST. HELENS

10/15/2020

EXHIBIT 1 - COST ESTIMATE MAP

3J CONSULTING
CIVIL ENGINEERING | WATER RESOURCES

32
NINING

Funding Strategy Detail



Determine how and when the City can fund infrastructure in the St. Helens Industrial Business Park (SHIBP).



Provide foundational information to inform grant application need and content.



Coordinate investment responsibilities across a range of public and private partners.



Identify actions and funding resources to address infrastructure needs in the SHIBP

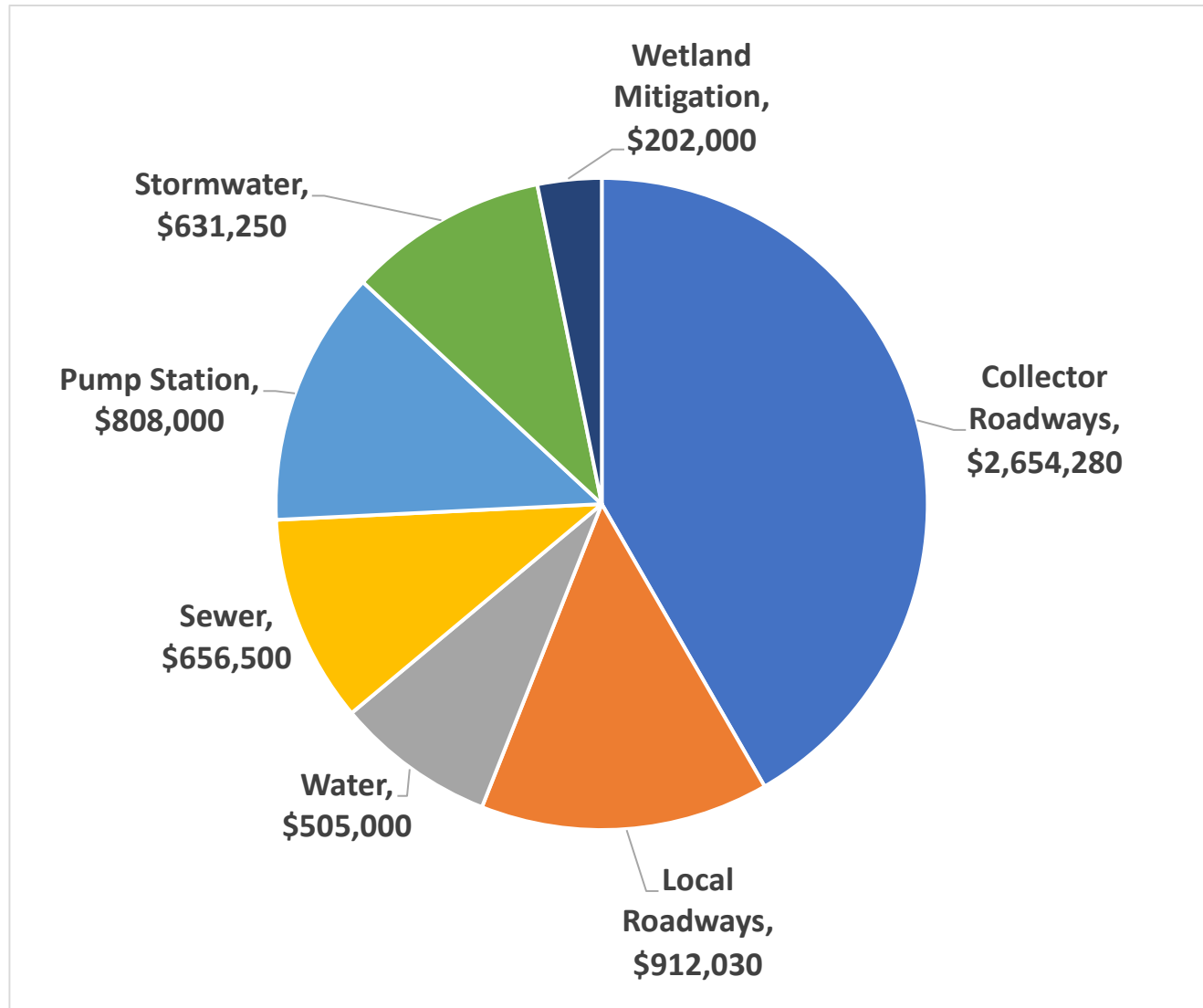
Total Cost Summary

Item D.

Phase	Total Infrastructure Cost	Net-Developable Acres	Cost per Net Acre
Phase 1	\$6,369,200	30.8	\$211,742
Phase 2	\$4,646,000	20.08	\$231,375
Phase 3	\$9,898,000	23.06	\$429,228
Phase 4	\$202,000	24.65	\$8,195
Total	\$21,115,200	97.87	\$215,747

Phase 1 Cost Summary

Item D.



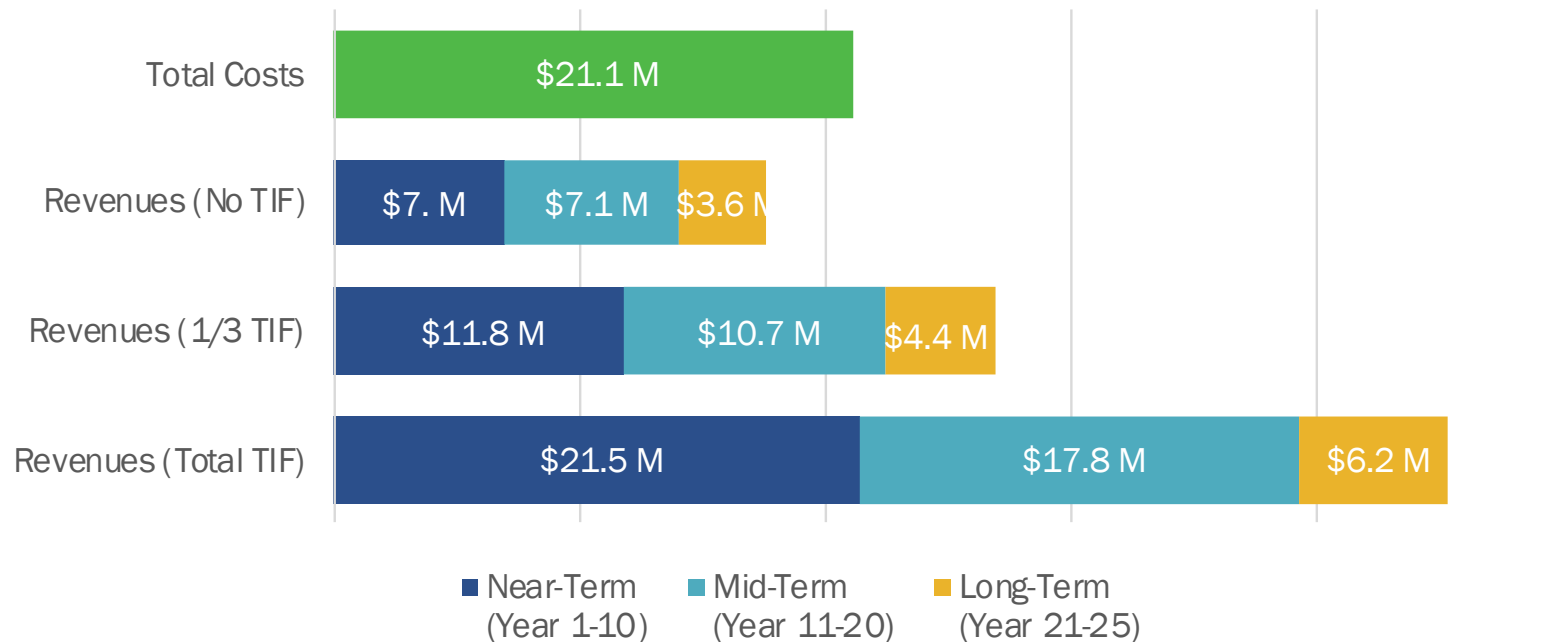
Existing Revenue Sources

Item D.

Source	Financial Capacity	Assumptions
Tax Increment Financing	\$27.8 to \$43.6m	Not used until later phases of development
Timber Revenues	\$200,000 per year	Earmarked for infrastructure project design and engineering
Site Prep and Grading	\$700,000 (year 1-3)	Prioritization for Phase 1
Ground Lease	\$150,000 per year	None
Property Sale and Contract Payments	\$82,800 per year	Net from sale of ACSP parcel

Cost and Revenue Comparison

Item D.



\$ TIF Revenues will be necessary to cover overall costs without grant funding.



Total costs could be exceeded from existing sources with a 1/3 TIF allocation



Prioritize grant funding at all phases where possible. Investigate Economic Recovery funds and infrastructure programs.

1

Near-Term Strategy:

- Prioritize timber, site pre and grading, ground lease, and sale/contract payments for phase 1 infrastructure to catalyze development and grow increment.
- Account for an TIF Expenditures

2

Mid-and Long-Term Strategy:

- Explore district funding solutions for regional facilities.
- Capitalize on TIF revenues for residual funding need.

<https://www.sthelensoregon.gov/administration/page/industrial-business-park-0>

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Boise



CITY OF ST. HELENS PLANNING DEPARTMENT

M E M O R A N D U M

TO: Planning Commission
 FROM: Jacob A. Graichen, AICP, City Planner
 RE: 2021 Development Code Amendments
 DATE: January 29, 2021

Staff proposes a batch of code amendments this year, largely prompted by Oregon House Bill 2001. The requirements of this bill resulted in a thorough review of our Development Code so staff has included some related and some unrelated “housekeeping amendments.” Housekeeping amendments are basically a variety of code amendments that need updating since codes are “living documents” and always subject to improvement. We typically try to improve other provisions, as is practical, when something prompts a change like HB 2001 does.

Oregon HB 2001 requires cities of a certain size, including St. Helens, to allow duplexes (or two detached units) wherever detached-single family dwellings are allowed. St. Helens needs to change its development code to be effective by the end of June 2021.

The Planning Commission discussed many details about this at their October 13, 2020, December 8, 2020, and January 12, 2021 meetings. The Council also discussed the overall issues at their November 4, 2020 and January 13, 2021 meetings. At the January meeting, the Council approved the concepts proposed, per SHMC 17.20.020(2)(b), so staff could start the formal adoption process.

I anticipate that the Commission meeting in March will be a full agenda. You will have the public hearing for these code amendments and *at least* one other public hearing that is likely to be eventful and time consuming.

So, I wanted to get the final draft of the code amendments and summary of changes by chapter to give you a head start in February. This way, you will be more prepared for March.

Also, for future reference we have a place on the city’s website for this effort:

<https://www.sthelensoregon.gov/planning/page/2021-development-code-amendments>

If people ask you questions, that will be a good place to send them.

Attachments: Summary of Development Code amendments (Jan. 28, 2021 revision)
 Development Code amendments (Jan. 26, 2021 revision)

Summary of St. Helens 2021 Development Code Amendments by Chapter

File: CPZA.1.21

Chapter 17.16 – GENERAL AND LAND USE DEFINITIONS

Updates to Accessory Dwelling Unit (ADU) and yard (setback) definitions per Oregon HB 2001 related amendments. Also adds “interior yard” which is a required distance between buildings. Other minor edits.

Chapter 17.24 – PROCEDURES FOR DECISION-MAKING – QUASI-JUDICIAL

Minor edits. Notice required for subdivision final plats is currently incorrect and being fixed.

Chapter 17.32 – ZONES AND USES

R10 zone amended to allow 2 dwelling units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Duplexes are not allowed in this zone currently. Establishes 10’ distance requirement between buildings. Lot standards for duplexes will be the same as the current standards for detached single-family dwellings. Increases building and structure maximum lot coverage from 35% to 40%.

Removes “residential facility” as a permitted use. Pursuant to ORS 197.667(2), a residential facility shall be a conditional use in any zone where multifamily residential uses are a conditional use. Multifamily development is not allowed in this zone and residential facility is not listed in the R7 zone, which is higher density than R10. This use is out of place in this zone.

R7 zone amended to allow 2 dwelling units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Duplexes are conditionally allowed in this zone currently. They will be a permitted use with these changes. Establishes 7’ distance requirement between buildings. Lot standards for duplexes will be the same as the current standards for detached single-family dwellings. Increases building and structure maximum lot coverage from 35% to 40%.

R5 zone amended to allow 2 dwelling units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Duplexes (but not two detached units) already allowed as a permitted use. Establishes 6’ distance requirement between buildings. Lot standards for duplexes will be the same as the current standards for detached single-family dwellings. Increases building and structure maximum lot coverage from 35% to 40% for detached single-family dwelling unit or two-dwelling unit lots; 50% already allowed for attached single-family dwelling and multifamily lots.

Also moves “residential facility” to conditional use category. Pursuant to ORS 197.667(2), a residential facility shall be a conditional use in any zone where multifamily residential uses are a conditional use. Multifamily is a conditional use in this zone.

AR zone amended to allow 2 dwelling units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Duplexes (but not two detached units) already allowed as a permitted use. Establishes 6’ distance requirement between buildings.

The current minimum lot size and minimum lot width for a detached single-family dwelling lot is 3,050 square feet and 30 feet. The current standards for a duplex lot are 5,000 square feet in area and 50 feet in width.

The new standards for a lot eligible for one or two detached units or a single duplex are proposed at 4,000 square feet in area and 40 feet in width.

Decreasing side yard for attached single-family dwellings from 10 feet to 5 feet. The requirement in the R5 zone (the other residential zone where attached single-family dwellings are allowed) is 5 feet. AR zone is higher density than R5 so having a more restrictive standard is out of place.

MHR zone amended to allow 2 dwelling units per lot per Oregon HB 2001. Same standards as the R5 zone in that regard.

Removes attached single-family dwellings from list of conditional uses; few properties are zoned MHR (Mobile Home Residential) and attached single-family dwelling lots would not be eligible for manufactured homes.

MHR zone has the same residential facility issue as described in the R5 zone.

MU zone amended to allow 2 dwelling units per lot per Oregon HB 2001, which are the same standards as the R5 zone in that regard.

MU zone has the same residential facility issue as described in the R-5 zone.

RD-Plaza and HBD zones amended by removing fee in lieu of provision for off-street parking and landscaping. Due to the small size of these zoning districts, the fees collected (\$0 to date) would not be of any practical value. Also, amendments for better clarity.

In the HBD zone, detached single-family dwellings and duplexes use the R5 zone standards. See R5 zone above.

HBD zone has the same residential facility issue as described in the R5 zone.

RD-Mill zone amended with minor text edits.

Chapter 17.40 – **PROTECTIVE MEASURES FOR SIGNIFICANT WETLANDS, RIPARIAN CORRIDORS, AND PROTECTION ZONES**

Amended to allow two units per lot per Oregon HB 2001 where one detached dwelling unit is referenced. Clarifies how rules in this chapter apply to certain land divisions.

Also removes wetland F-4 from the Type II wetland list. Wetland F-4 was officially determined to not be significant to the City via Ordinance 2895 (October 2003). Chapter 17.40 took effect on December 1, 2003, so Wetland F-4 should have never been listed. Wetland F-4 is between the wastewater treatment lagoon and the Multnomah Channel.

****Note that Wetland F-4 also removed from the table in Chapter 19.20 of the Comprehensive Plan.****

Chapter 17.56 – **DENSITY COMPUTATIONS**

Clarifies density calculations for lots given HB 2001.

Chapter 17.64 – **ADDITIONAL YARD SETBACK REQUIREMENTS AND EXCEPTIONS**

Improves language for clarity given new distance-between-buildings (interior yard) rules. Allows exterior side yard (setback) encroachment allowances for corner lots on the flanking street side like other allowances already in place for other yards (e.g., front and rear). Includes stair and landing yard exception for interior yards (area between buildings). Increases height for “open porch, etc.” yard encroachment allowance to 48 inches from 36 inches. Generally, anything less than 30” above grade is exempt from yard requirements so 36 inches (only 6” difference) seems odd.

Residential accessory structures (shed on a lot developed with a home for example) that are small enough to not require permitting (200 square feet and under generally) have smaller setback requirements than larger buildings that require permits. Language clarifying this is added.

Chapter 17.68 – **BUILDING HEIGHT LIMITATIONS – EXCEPTIONS**

Adds River Way to the lists of streets that Scenic Resource Review is required. Staff believes its omission was an oversight of the past.

Chapter 17.72 – **LANDSCAPING AND SCREENING**

Minor edits.

Chapter 17.80 – **OFF-STREET PARKING AND LOADING REQUIREMENTS**

Improves language for parking space size and other matters. Revises parking requirements per HB 2001.

Chapter 17.84 – **ACCESS, EGRESS AND CIRCULATION**

Currently, number of street access points (driveways) is restricted to one per residential lot, except for duplexes on corner lots. Proposal changes this to allow a second driveway for any corner lot and when a lot abuts a street that does not allow on-street parking. Spacing and other standards still apply so two driveways along streets other than local classified streets will still be restricted. This pertains to detached single-family or duplex lots.

Chapter 17.88 – **SIGNS**

Building code no longer addresses signage if it is not mounted on or otherwise related to a building. Taller signs will require footing and foundation details as part of Sign Permits to ensure they will not become a hazard.

Chapter 17.96 – **SITE DEVELOPMENT REVIEW**

Minor edits.

Chapter 17.100 – **CONDITIONAL USE**

Language added to caretaker residence standards (related to industrial use) emphasizing only one dwelling allowed. Also, removal of travel trailer park standard that limits stay to 30 days which is invalid per ORS 197.493.

Chapter 17.104 – **NONCONFORMING SITUATIONS**

Amended to make detached single-family dwellings and two units equal as necessary per HB 2001. Also new provisions for converting accessory structures to second detached dwelling units (on a lot already developed with a detached single-family dwelling).

Chapter 17.108 – **VARIANCES**

Improved language for the exceptions allowed.

Chapter 17.128 – **AUXILIARY DWELLING UNITS**

This chapter is being deleted. Since the City is electing to allow two detached single-family dwellings per lot given HB 2001, this chapter is no longer necessary.

Chapter 17.132 – **TREE REMOVAL**

Minor edits.

Chapter 17.136 – **LAND DIVISION – SUBDIVISION**

Updating access control standards. Code references the historically used reserve strip. Language added to allow narrative on the plat that achieves the same purpose, which has been a common practice for many years.

Chapter 17.132 – **STREET AND UTILITY IMPROVEMENT STANDARDS**

Changes given HB 2001. Also, updates the City's skinny street standards, increasing the roadway width within a 40' wide right-of-way from 26 feet to 28 feet to better accommodate on-street parking on one side, while eliminating the 20-foot roadway width standard that does not allow for any on-street parking. Also reduces the maximum number of lots allowed to use a skinny street from 20 to 10, more-or-less.

underlined words are added

~~words-stricken~~ are deleted

[...] means skipping text as it reads in the code (e.g., to focus on text being edited in this document)

TITLE 17 COMMUNITY DEVELOPMENT CODE

Chapters:

[...]

17.124 Accessory Structures

~~17.128 Auxiliary Dwelling Units~~

17.132 Tree Removal

[...]

CHAPTER 17.16 GENERAL AND LAND USE DEFINITIONS

[...]

17.16.010 General and land use definitions.

[...]

Accessory Dwelling Unit. See “auxiliary or accessory dwelling unit.”

[...]

Auxiliary or Accessory Dwelling Unit. See “dwelling, auxiliary or accessory” ~~and Chapter 17.128 SHMC.~~

[...]

Duplex. See “dwelling: duplex or two units (two-family).”

[...]

“Dwelling, auxiliary or accessory” means an interior dwelling unit or attached or detached residential dwelling unit structure that is used in connection with, or that is accessory to, a detached single-family dwelling unit (principal dwelling) and is located on the same lot or parcel as the principal dwelling. ~~Auxiliary dwelling units are subject to Chapter 17.128 SHMC.~~ Ordinance No. ????, allows a second detached single-family dwelling or duplex on any lot that

allows detached single-family dwellings as a permitted use. An allowed second dwelling unit is a principal use and may also be considered an auxiliary or accessory dwelling unit.

“Dwelling, detached: single unit (one-family)” means one dwelling unit, freestanding and structurally separated from other dwelling units or buildings, located on a lot.

“Dwelling: duplex or two units (two-family)” means two dwelling units placed so that some structural parts are in common and are located on a single lot or development site. No more than two units may be joined by common wall.

“Dwelling: multidwelling unit, apartment (multifamily)” means a structure containing at least three dwelling units in any vertical or horizontal arrangement located on a single lot (e.g., town-house, triplex, apartments and condominiums).

“Dwelling unit” means one or more rooms designed for occupancy by one or more persons for living purposes providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking, and sanitation.

[...]

~~“Floodplain” means land adjacent to a watercourse that is covered with water during periods of flooding; normally defined as an area of land inundated by a flood having a one percent chance of occurring in any year.~~ See Chapter 17.46 SHMC.

~~“Floodway” means the normal stream or drainage channel and that adjoining area of the natural floodplain needed to convey the waters, and including the no-rise floodway area defined by the most current U.S. Corps of Engineers Flood Insurance Study. Floodways must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation.~~

[...]

Single Unit, Attached. See “dwelling, attached: single unit.”

Single Unit, Detached. See “dwelling, detached: single unit (one-family).”

[...]

“Yard” means an open space on a lot which is unobstructed from the ground upward, by buildings and structures for example, except as otherwise provided in this code. There are four types of yards: front, interior, rear, and side. When determining setback, yard does not include an access easement or street right-of-way.

“Yard – front” means a yard, the front of which is the front lot line measuring at right angles toward the building/structure the required distance or to the front exterior wall of the building/structure.

“Yard – interior” means a yard between buildings/structures on the same lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

“Yard – rear” means a yard between side lot lines and measured horizontally at right angles to the rear lot line from the rear lot line to the nearest point of the building/structure.

“Yard – side” means a yard not defined as front, ~~or~~ rear, or interior. On corner lots (see “lot, corner”) the side yard along the flanking street is the exterior side yard.

[...]

CHAPTER 17.24 PROCEDURES FOR DECISION-MAKING – QUASI-JUDICIAL

[...]

17.24.120 Notice of decision by the director.

(1) Notice of the director’s decision on an application pursuant to SHMC 17.24.090 shall be given by the director in the following manner:

(a) Within 10 working days of signing the proposed decision, notice shall be sent by mail to:

[...]

(ii) All surrounding property owners of record of property within the applicable notice area of the property for the following types of director decisions:

(A) Lot line adjustments, major site ~~design~~ development reviews, minor modifications to conditional use permits, sensitive lands, temporary uses, accessory structures, subdivision final plats: 100 feet;

[...]

(4) If not listed in subsection (1) of this section, no notice of a director’s decision is required (e.g., final plat partitions, ~~final plat subdivisions~~, building permits).

[...]

CHAPTER 17.32 ZONES AND USES

[...]

17.32.050 Suburban residential zone – R-10.

(1) Purposes. The R-10 zone is intended to provide minimum development standards for residential purposes and to establish larger urban residential home sites.

(2) Uses Permitted Outright. In an R-10 zone, the following uses are permitted outright:

- (a) ~~Auxiliary dwelling unit (per Chapter 17.128 SHMC)~~ Duplex.
- (b) Home child care.
- (c) Home occupation (per Chapter 17.120 SHMC).
- (d) Public facilities, minor.
- (e) Public park after site ~~design~~ development review.
- ~~(f) Residential facility.~~
- ~~(g)~~ (f) Residential home.
- ~~(h)~~ (g) Single-dwelling unit, detached. Up to two may be allowed per lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

(3) Conditional Uses (See Chapter 17.100 SHMC). In an R-10 zone, the following conditional uses may be permitted upon application:

- (a) Children's day care or day nursery.
- (b) Cultural exhibits and library services.
- (c) Elderly/convalescent care facility.
- (d) Private park.
- (e) Public facilities, major.
- (f) Public safety facilities.
- (g) Religious assembly.

(4) Standards. In the R-10 zone the following standards shall apply:

- (a) The minimum lot size shall be 10,000 square feet for all uses.
 - (b) The minimum lot width at the building line shall be 70 feet, except on a corner lot it shall be 85 feet.
 - (c) The minimum lot width at the street shall be 60 feet.
 - (d) The minimum lot width at the street on an approved cul-de-sac shall be 30 feet.
 - (e) The minimum lot depth shall be 100 feet.
 - (f) The minimum front yard shall be 20 feet.
 - (g) The minimum side yard width shall be 10 feet except on corner lots where the ~~setback~~ exterior side yard shall be 20 feet ~~when facing a street other than an alley.~~
 - (h) The minimum rear yard depth shall be 20 feet.
 - (i) The minimum interior yard shall be 10 feet.
 - ~~(j)~~ (j) The minimum front and side yards or other setbacks as stated herein shall be increased where such yard or setback abuts a street having insufficient right-of-way widths to serve the area; in such cases, the planning commission shall determine the necessary setback requirements.
 - ~~(k)~~ (k) The maximum building height shall be 35 feet, except as required in SHMC 17.68.040.
 - ~~(l)~~ (l) Structures and buildings shall not occupy more than ~~35~~ 40 percent of the lot area.
 - ~~(m)~~ (m) No lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92 shall have more than one principal building thereon, except as otherwise allowed in this section.
 - ~~(n)~~ (n) The minimum landscaping shall be 25 percent of the lot area.
- (5) All chapters of the Development Code apply.
- (a) See Chapter 17.64 SHMC for additional yard requirements and exceptions.
 - (b) See SHMC 17.108.050(4) for yard reductions and structure/building coverage increases.

17.32.060 Moderate residential zone – R-7.

(1) Purpose. The R-7 zone is intended to provide minimum development standards for residential purposes and to establish urban moderate density residential home sites.

(2) Uses Permitted Outright. In an R-7 zone, the following uses are permitted outright:

- (a) ~~Auxiliary dwelling unit (per Chapter 17.128 SHMC)~~ Duplex.
- (b) Home child care.
- (c) Home occupation (per Chapter 17.120 SHMC).
- (d) Public facilities, minor.
- (e) Public park after site design review.
- (f) Residential home.
- (g) Single-dwelling unit, detached. Up to two may be allowed per lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

(3) Conditional Uses (See Chapter 17.100 SHMC). In an R-7 zone, the following conditional uses may be permitted upon application:

- (a) Bed and breakfast, homestay, boarding house.
- (b) Children's day care/day nursery.
- (c) Community recreation facility.
- (d) Cultural exhibits and library services.

~~(e) Duplex residential units.~~

~~(+)~~ (e) Neighborhood store/plaza.

~~(+)~~ (f) Elderly/convalescent home.

~~(+)~~ (g) Private park.

~~(+)~~ (h) Public facilities, major.

~~(+)~~ (i) Public safety facilities.

~~(+)~~ (j) Religious assembly.

(4) Standards. In the R-7 zone the following standards shall apply:

(a) The minimum lot size is 7,000 square feet for all uses ~~except for duplexes which need 10,000 square feet on interior lots.~~

(b) The minimum lot width at the building line shall be 60 feet, except on a corner lot it shall be 85 feet.

(c) The minimum lot width at the street shall be 50 feet; ~~except for duplexes, the minimum lot width shall be 60 feet.~~

(d) The minimum lot width at the street on an approved cul-de-sac shall be 30 feet.

(e) The minimum lot depth shall be 85 feet.

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

(g) The minimum side yard shall be seven feet except on corner lots where the ~~setback~~ exterior side yard shall be 14 feet ~~when facing a street other than an alley.~~

(h) The minimum rear yard depth shall be 20 feet.

(i) The minimum interior yard shall be 7 feet.

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

~~(+)~~ (k) The maximum building height shall be 35 feet.

~~(+)~~ (l) Buildings and structures shall not occupy more than ~~35~~ 40 percent of the lot area.

~~(m)~~ (n) No lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92 shall have more than one principal building thereon, except as otherwise allowed in this section.

~~(m)~~ (n) The minimum landscaping shall be 25 percent of the lot area.

(5) All chapters of the Development Code apply.

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

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

17.32.070 General residential zone – R-5.

(1) Purpose. The R-5 zone is intended to provide minimum development standards for residential purposes and to establish ~~sites for single-dwelling, detached and attached units for medium density residential developments~~ urban moderately high density residential home sites.

(2) Uses Permitted Outright. In an R-5 zone, the following uses are permitted outright:

~~(a) Auxiliary dwelling unit (per Chapter 17.128 SHMC).~~

~~(b)~~ (a) Duplex ~~dwelling units.~~

~~(c)~~ (b) Home child care.

~~(d)~~ (c) Home occupation (per Chapter 17.120 SHMC).

~~(e)~~ (d) Public facility, minor.

~~(f)~~ (e) Public park.

~~(g) Residential facility.~~

~~(h)~~ (f) Residential home.

~~(i)~~ (g) Single-dwelling units, attached (five units maximum together).

~~(j)~~ (h) Single-dwelling unit, detached. Up to two may be allowed per lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

(3) Conditional Uses (See Chapter 17.100 SHMC). In an R-5 zone, the following conditional uses may be permitted upon application:

(a) Bed and breakfast, homestay, and boarding house.

(b) Children's day care/day nursery.

(c) Commercial recreation facility.

(d) Cultural exhibits and library services.

(e) Neighborhood store/plaza.

(f) Multidwelling units.

(g) Elderly/convalescent home.

(h) Private park.

(i) Public facilities, major.

(j) Public safety facilities.

(k) Religious assembly.

(l) Residential facility.

(4) Standards. In the R-5 zone, the following standards shall apply:

(a) For dwellings the minimum lot size shall be 5,000 square feet for the single-dwelling unit, detached and ~~5,800 square feet for a duplex dwelling structure~~ duplex and 2,500 square feet for each single-dwelling unit, attached (maximum of five units together). For multidwelling units, use ~~duplex size~~ 5,000 square feet as base plus 2,500 square feet for each multidwelling unit thereafter.

(b) The maximum building height shall be 35 feet except as required in

SHMC 17.68.040.

(c) The minimum lot width at the building line and street shall be 50 feet for detached units and duplexes. For ~~duplex structures the width shall be a minimum of 58 feet and for~~ attached single-dwelling units the width shall be at least 25 feet wide each. See SHMC 17.64.030 for multidwelling units. No minimum for multidwelling unit lots. For flag lots the width at the street shall be a minimum of 20 feet.

(d) The minimum lot width at the street on an approved cul-de-sac shall be 30 feet.

(e) The minimum lot depth shall be 85 feet.

(f) The minimum front yard shall be 20 feet; ~~see SHMC 17.64.020.~~

(g) No side yard shall be less than five feet wide for single-dwelling, detached, duplexes and single-dwelling, attached structures and 10 feet for multidwelling structures ~~(see SHMC 17.64.030 for multidwelling units).~~ Corner lots shall have a minimum side yard setback exterior side yard of 10 feet ~~on the flanking street.~~

(h) The minimum rear yard depth shall be 10 feet. ~~(See SHMC 17.64.030 on multidwelling units.)~~

(i) The minimum interior yard shall be 6 feet. Multidwelling units shall also comply with SHMC 17.96.180(11).

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

~~(k)~~ (k) Buildings and structures shall not occupy more than ~~35~~ 40 percent of the lot area except for single attached and multidwelling units, which can be up to 50 percent.

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

~~(l) Multidwellings shall be subject to the special standards of SHMC 17.64.030.~~

(m) The minimum landscaping for dwellings other than multidwellings shall be 25 percent of the lot area.

(5) All chapters of the Development Code apply.

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

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

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

(d) Flag lots are possible in this zoning district. See SHMC 17.140.055.

~~(6) Flag lots are possible in this zoning district. See SHMC 17.140.055.~~

17.32.080 Apartment residential zone – AR.

(1) Purpose. The AR zone is intended to provide minimum development standards for residential purposes where complete community services are available and to provide ~~for single dwellings, detached and attached, duplexes, and low/medium-rise multiple dwelling residential units~~ for heavy high density residential development.

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

~~(a) Auxiliary dwelling unit (per Chapter 17.128 SHMC).~~

- ~~(b)~~ (a) Duplex ~~dwelling units~~.
- ~~(e)~~ (b) Home child care.
- ~~(d)~~ (c) Home occupation (per Chapter 17.120 SHMC).
- ~~(e)~~ (d) Multidwelling units.
- ~~(f)~~ (e) Public facility, minor.
- ~~(g)~~ (f) Public park.
- ~~(h)~~ (g) Residential facility.
- ~~(i)~~ (h) Residential home.
- ~~(j)~~ (i) Single-dwelling unit, attached residential units (five units maximum together).
- ~~(k)~~ (j) Single-dwelling unit, detached residential units. Up to two may be allowed per lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

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

- (a) Bed and breakfast, homestay, and boarding house.
- (b) Children's day care/day nursery.
- (c) Community recreation, including structures.
- (d) Commercial recreation facility.
- (e) Neighborhood store/plaza.
- (f) Hospitals, sanitariums, rest homes, and elderly homes.
- (g) Lodge, fraternal, and civic assembly.
- (h) Lodging facilities or rooming house.
- (i) Parking facilities.
- (j) Private parks.
- (k) Public facilities, major.
- (l) Religious assembly.
- (m) Schools and related facilities.

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

(a) For dwellings the minimum lot size shall be ~~3,050~~ 4,000 square feet for single-dwelling, detached units; ~~5,000 square feet minimum lot size for and~~ duplexes ~~structures~~; 1,600 square feet minimum lot size for single-dwelling, attached units each (maximum of five units together); and 1,500 square feet minimum lot size for each multidwelling unit over the base of ~~5,000~~ 4,000 square feet for the first two units (with no maximum).

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

(c) For single-dwelling, detached units and duplexes the minimum lot width at the street and building line shall be ~~50~~ 40 feet; ~~30 feet for single detached dwelling units~~ and no minimum for multidwelling unit lots; for flag lots and single attached dwelling units the minimum lot width at the street is 20 feet.

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

(e) ~~No single dwelling, detached unit yard shall be less than five feet wide on both sides; corners shall be 10 feet wide on flanking street sides. Duplexes, single attached unit buildings, and multiplexes shall have a minimum of 10 feet on side yards.~~ No side yard shall be less than five feet wide for single-dwelling, detached, duplexes and single-dwelling, attached structures and 10 feet for multidwelling structures. Corner lots shall have a minimum exterior side yard of 10 feet.

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

(g) The minimum interior yard shall be 6 feet. Multidwelling units shall also comply with SHMC 17.96.180(11).

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

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

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

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

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

(5) All chapters of the Development Code apply.

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

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

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

(d) Flag lots are possible in this zoning district. See SHMC 17.140.055.

~~(6) Flag lots are possible in this zoning district. See SHMC 17.140.055.~~

17.32.090 Mobile home residential zone – MHR.

(1) Purpose. The MHR zone is intended to provide minimum development standards for residential purposes where complete community services are available, and where population concentrations of a moderate nature, including mobile home parks, may develop.

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

(a) ~~Auxiliary dwelling unit (per Chapter 17.128 SHMC)~~ Duplex.

(b) Home child care.

(c) Home occupation (per Chapter 17.120 SHMC).

(d) Mobile home parks.

(e) Public parks.

(f) Public facility, minor.

~~(g) Residential facility.~~

~~(h)~~ (g) Residential home.

~~(i)~~ (h) Single-dwelling unit, detached. Up to two may be allowed per lot, parcel, or otherwise lawfully established unit of land per ORS Chapter 92.

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

(a) Bed and breakfast, homestay, and boarding house.

(b) Children's day care or day nursery.

(c) Community recreation including structures.

~~(d) Duplexes.~~

~~(e)~~ (d) Neighborhood store/plaza.

- ~~(+)~~ (e) Multidwelling units.
- ~~(+)~~ (f) Private park.
- ~~(+)~~ (g) Public facilities, major.
- ~~(+)~~ (h) Public or private school or college.
- ~~(+)~~ (i) Religious assembly.
- (j) Residential facility.
- (k) Sanitarium, rest home, senior or convalescent care facilities.
- ~~(+)~~ ~~Single dwelling unit, attached.~~
- ~~(+)~~ (l) Travel trailer parks.

(4) Standards. In the MHR zone, the same standards as in the R-5 zone shall apply except for the following:

(a) Standards for mobile home parks shall conform to Chapter 17.60 SHMC.

(5) All chapters of the Development Code apply.

(a) Flag lots are possible in this zoning district. See SHMC 17.140.055.

~~(6) Flag lots are possible in this zoning district. See SHMC 17.140.055.~~

17.32.095 Mixed use zone – MU.

(1) Purpose. The MU zone is intended to provide for mixed uses in certain areas, generally between general commercial and residential zones. This method allows the market to mostly determine the uses.

(2) Uses Permitted Outright. In an MU zone, the following uses are permitted outright subject to the provisions of this code and especially the chapter on site development review (Chapter 17.96 SHMC):

(a) Animal sales and services: grooming, kennels, retail and veterinary (small animals).

~~(b) Auxiliary dwelling unit (per Chapter 17.128 SHMC).~~

~~(+)~~ (b) Car washes.

~~(+)~~ (c) Congregate housing.

~~(+)~~ (d) Continuing care retirement community.

~~(+)~~ (e) Cultural and library services.

~~(+)~~ (f) Dwellings: single detached or attached, duplexes, and dwellings above permitted

uses.

~~(+)~~ (g) Eating and drinking establishments.

~~(+)~~ (h) Equipment (small) sales, rental and repairs.

~~(+)~~ (i) Financial institutions.

~~(+)~~ (j) Hardware store, without outdoor storage.

~~(+)~~ (k) Home child care.

~~(+)~~ (l) Home occupation (per Chapter 17.120 SHMC).

~~(+)~~ (m) Hotels and motels.

~~(+)~~ (n) Offices – all.

~~(+)~~ (o) Personal and business services such as barber shops, beauty shops, tailors, laundries, printing, and locksmiths.

~~(+)~~ (p) Plumbing, HVAC, electrical and paint sales and service, without outdoor storage.

~~(+)~~ (q) Produce stands.

~~(+)~~ (r) Public facility, minor.

~~(+)~~ (s) Repair and maintenance of permitted retail products.

~~(u)~~ (t) Residential facility.

~~(v)~~ (t) Residential home.

~~(w)~~ (u) Retail sales establishments, not specifically catering to motorists.

~~(x)~~ (v) Studios.

~~(y)~~ (w) Theaters, except drive-ins.

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

- (a) Amusement services.
- (b) Bar.
- (c) Bed and breakfast facilities, homestay, and boarding house.
- (d) Broadcast facilities without dishes over 36 inches or transmitter/receiver towers.
- (e) Bus and train stations/terminals.
- (f) Businesses with outdoor storage (those businesses permitted in subsection (2) of this section).

- (g) Child care facility/day nursery.
- (h) Drive-up businesses and services.
- (i) Dwellings on same level as nonresidential use.
- (j) Funeral homes.
- (k) Hospitals and senior or convalescent care facilities.
- (l) Laundromats and dry cleaners.
- (m) Lodge, fraternal and civic assembly.
- (n) Lodging facilities or rooming house.
- (o) Marijuana retailer and/or medical marijuana dispensary.
- (p) Multidwelling units.
- (q) Nurseries and greenhouses.
- (r) Parking lots.
- (s) Parks, public and private.
- (t) Pawn shops.
- (u) Public and private schools.
- (v) Public facilities, major.
- (w) Public safety facilities.
- (x) Recreation facilities (public or private).
- (y) Religious assembly, including cemeteries.

(z) Residential facility.

~~(z)~~ (aa) Shopping centers.

~~(aa)~~ (bb) Travel trailer parks.

~~(bb)~~ (cc) Vehicle repair, service, and sales.

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

(a) Wherever a proposed structure abuts a residential zone, it may be required to be set back per Chapter 17.72 SHMC.

(b) The maximum building height shall be 45 feet, except as required in SHMC 17.68.040.

(c) Outdoor storage abutting or facing a lot in a residential zone shall comply with Chapter 17.72 SHMC.

(d) Maximum nonresidential lot coverage including all impervious surfaces shall be 90

percent.

(e) Multidwelling units and units above permitted uses must comply with AR standards and other applicable sections of this code.

(f) Single-dwelling units, attached or detached, and duplexes shall comply with R-5 standards.

~~(g) Duplexes shall comply with R-5 standards.~~

(5) All chapters of the Development Code apply.

(a) Flag lots are possible in this zoning district. See SHMC 17.140.055.

~~(6) Flag lots are possible in this zoning district. See SHMC 17.140.055.~~

[...]

17.32.172 Riverfront district – RD, plaza.

[...]

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

[...]

(b) The maximum lot coverage including all impervious surfaces shall be 90 percent; ~~provided, however, for new construction or existing legally constructed buildings seeking new or revised development approvals, lot coverage may be increased up to 100 percent by payment of a lot coverage fee established by resolution of the city council. The lot coverage fee shall be deposited into the riverfront district community capital improvement account to offset loss of landscaping in the RD zone.~~

[...]

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

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

~~(g) Rear Yard Setbacks. New buildings containing nonresidential uses abutting residential districts require one foot of setback for each foot of building wall height with a minimum setback of 10 feet (see above note). For yards abutting other nonresidential districts, no rear setback is required, subject to building code requirements.~~

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

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

~~(j)~~ (i) Minimum open space shall be 10 percent, ~~except when the lot coverage fee is paid as per subsection (4)(b) of this section.~~

~~(k)~~ (j) No maximum building size.

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

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

~~(n) New development can buy out of on-site parking requirements by paying into the RD community capital improvement account (a fund shall be designated for future RD located parking facilities) in an amount set by city council in a resolution.~~

[...]

17.32.173 Riverfront district – RD, mill.

[...]

(2) Uses Permitted Outright. The following uses are permitted outright, subject to all provisions of the SHMC including specifically the modifications to development standards and conditions specified in this section. Moreover, the applicable provisions of Chapter 17.96 SHMC, Site Development Review, apply, except those modified by this chapter.

(a) Residential.

(i) Single dwelling units, attached.

(ii) Multidwelling units.

~~(iii) Auxiliary dwelling unit (per Chapter 17.128 SHMC).~~

[...]

(4) Standards Applicable to All Uses. The following standards and special conditions shall apply to all uses in the mill subdistrict:

[...]

(e) ~~Interior Setbacks.~~ New buildings containing any nonresidential use abutting a residential zoning district require one foot of setback for each foot of wall height with a minimum setback of 10 feet. For yards abutting nonresidential districts, no ~~interior~~ setback is required, subject to building code requirements. Note: this setback may be reduced proportionately when the residential zoning district is topographically above the base level of new construction.

[...]

17.32.180 Houlton business district – HBD.

[...]

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

- (a) Dwellings: single detached or attached, duplexes, and dwellings above permitted uses.
- ~~(b) Auxiliary dwelling unit (per Chapter 17.128 SHMC).~~
- ~~(e)~~ (b) Public and institutional uses.

[editor's note: reformatting of items under (2) continues]

- ~~(rr)~~ (qq) Shopping centers and plazas.
- ~~(ss) Residential facility.~~
- ~~(tt)~~ (rr) Residential home.

[...]

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

[...]

- (m) Multidwelling units.
- (n) Religious assembly, excluding cemeteries.
- (o) Residential facility.
- ~~(+)~~ (p) Parking lots/facilities, private.
- ~~(p)~~ (q) Nurseries and greenhouses.
- ~~(q)~~ (r) Vehicle repair, service, and sales.

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

[...]

(b) The maximum lot coverage including all impervious surfaces shall be 90 percent; ~~provided, however, for new construction or existing legally constructed buildings seeking new or revised development approvals, lot coverage may be increased up to 100 percent by payment of a lot coverage fee established by resolution of the city council. The lot coverage fee shall be deposited into the Houlton business district community capital improvement account to offset loss of landscaping and open space in the HBD zone.~~

[...]

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

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

~~(g) Rear Yard Setbacks. New buildings containing nonresidential uses abutting residential districts require one foot of setback for each foot of building wall height with a minimum setback of 10 feet (see note in subsection (4)(f) of this section). For yards abutting other nonresidential districts, no rear setback is required, subject to building code requirements.~~

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

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

~~(j)~~ (i) Minimum open space shall be 10 percent, ~~except when the lot coverage fee is paid as per subsection (4)(b) of this section.~~

~~(k)~~ (j) No maximum building size.

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

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

~~(n) New development can buy out of on-site parking requirements by paying into the HBD community capital improvement account (a fund shall be designated for future HBD located parking facilities), an amount set by the city council in a resolution.~~

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

[...]

CHAPTER 17.40 ZONES PROTECTIVE MEASURES FOR SIGNIFICANT WETLANDS, RIPARIAN CORRIDORS, AND PROTECTION ZONES

[...]

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.

[...]

(b) The following significant wetlands are hereby established as Type II:

D-1	D-20	M-5	MC-16
D-2	D-21	M-15	MC-17
D-3	D-22	MC-2	MC-20
D-4	F-2	MC-3	MC-21
D-7	F-4	MC-5	MC-22
D-8	J-6	MC-8	MC-26
D-19	M-3	MC-10	UB-6

[...]

17.40.040 Protection zone exceptions – Limited activities and uses within the protection zone.

[...]

(2) Micro-Siting Standards for Residential Lot of Record Development. When a “legally created lot or parcel of record” as defined in this chapter is proposed to be developed for ~~single-dwelling~~ residential use and all or part of the lot or parcel is encompassed within a protection zone, the development of the lot shall be permitted subject to compliance with the following micro-siting standards:

(a) The lot or parcel must be combined for development purposes with contiguous lots or parcels in the same ownership on the effective date of the ordinance codified in this chapter; and

(b) The building footprint encroaching into the protection zone shall be limited to that which is the minimum necessary to obtain reasonable use of the property for the primary use of ~~single-dwelling~~ residential purposes. Preference in location of the building footprint shall be given to areas devoid of native vegetation; and

(c) The director or approving authority shall adjust the underlying zone setback standards to the extent necessary to reduce or minimize encroachment into the protection zone. Design shall be to this adjustment. The director or approving authority may approve up to a 50 percent adjustment to any dimensional standard (e.g., front yard, side yard or other setbacks, including height or lot area) to permit development as far outside or upland of the protection zone as is possible; and

(d) The proposed development shall minimize disturbance to the protection zone by utilizing design options to minimize or reduce impacts of development: (i) multistory construction shall be used; (ii) parking spaces shall be minimized to no more than that required as a minimum for the use; (iii) no accessory structures allowed; (iv) paving shall be pervious; (v) engineering solutions shall be used to minimize additional grading and/or fill; and

(e) In no case shall the impervious surface area of the ~~single-dwelling residential~~ use (including building footprint, driveway, and parking areas and accessory structures) exceed 3,000 square feet or 50 percent of the protection zone on the lot or parcel, whichever is less; ~~and~~

(f) Residential use is limited to detached single family dwelling(s) or duplex as allowed by the zoning district and shall not exceed two dwelling units total; and

~~(g)~~ (g) All applicable general criteria in SHMC 17.40.055, including minimum restoration

and enhancement requirements, shall be met.

[...]

17.40.045 Resource exceptions – Limited activities and uses within significant wetlands, significant riparian corridors (resource areas).

[...]

(1) Micro-Siting for Residential Lot of Record Development. When a “legally created lot or parcel of record” as defined in this chapter is proposed to be developed for ~~single-family~~ residential use and all or part of the lot or parcel is encompassed within a significant wetland or riparian corridor, minimum development of the lot necessary to avoid a taking claim shall be permitted subject to compliance with the following micro-siting standards:

(a) The lot or parcel must be combined for development purposes with contiguous lots or parcels in the same ownership on the effective date of the ordinance codified in this chapter; and

(b) The building footprint encroaching into the resource area shall be limited to that which is the minimum necessary to obtain reasonable use of the property for the primary use of ~~single-family~~ residential purposes. The application of the resource and protection zone to the lot or parcel, as evidenced by the environmental assessment, precludes all reasonable use of the parcel under the applicable zone designation and renders it not buildable, after consideration of all applicable limitations and restrictions in this code; and

(c) Preference in location of the building footprint shall be given to areas devoid of native vegetation; and

(d) The director or approving authority shall adjust the underlying zone setback standards to the extent necessary to reduce or minimize encroachment into the resource area and protection zone. Design shall be held to this adjustment. The director or approving authority may approve up to a 75 percent adjustment to any dimensional standard (e.g., front yard, side yard or other setbacks, including height or lot area) to permit development as far outside or upland of the protection zone as is possible; and

(e) The proposed development shall minimize disturbance to the resource area and protection zone by utilizing design options to minimize or reduce impacts of development including but not limited to multistory construction, minimizing parking, garage space, and paving and use of retaining walls or other engineering solutions to minimize filling and grading; and

(f) In no case shall the impervious surface area of the ~~single-family residence~~ residential use (including building footprint, driveway, and parking areas and accessory structures) exceed 3,000 square feet or 50 percent of the resource area and protection zone on the lot or parcel, whichever is less; ~~and~~

(g) Residential use is limited to detached single family dwelling(s) or duplex as allowed by the zoning district and shall not exceed two dwelling units total; and

~~(g)~~ (h) All applicable general criteria in SHMC 17.40.055, including minimum restoration and enhancement requirements at two-to-one area ratio, shall be met.

[...]

17.40.050 Additional requirements for land divisions and new development.

[...]

(2) Design Standards. Except as provided below, significant wetlands, significant riparian corridors and protection zones shall not be permitted as part of individual lots or new streets or infrastructure areas and shall be made part of separate preservation tracts to be managed by a homeowners association or other entity responsible for preservation.

(a) Protection zones may be made part of individual lots and protection zones may vary in width provided average protection zone width complies with this chapter in planned developments with a development agreement pursuant to ORS Chapter 94, provided additional protection zones or off-site mitigation over the minimum standard is provided as consideration for such flexibility.

(b) For parcels created by land partition per Chapter 17.140 SHMC, significant wetlands, significant riparian corridors and protection zones may be part of a parcel if:

(i) The parcel's area excluding the significant wetlands, significant riparian corridors and/or protection zone meets the minimum size and dimension requirements of the zoning district; and

(ii) A conservation easement benefitting the City of St. Helens shall be required for the portions of the parcel containing the significant wetlands, significant riparian corridors and/or protection zone. The easement shall be depicted on and incorporated into the recorded plat of the partition.

[...]

CHAPTER 17.56 DENSITY COMPUTATIONS

[...]

17.56.020 Density Calculation.

(1) Net development area, in acres, shall be determined by subtracting the following land area(s) from the gross acres, which is all of the land included in the legal description of the property:

[...]

(c) All land dedicated for public right-of-way:

(i) Single-dwelling units: allocate 20 percent of gross acres for public facilities; and

(ii) Multiple-dwelling units: allocate 15 percent of gross acres for public facilities;

(d) All land proposed for private streets; and

(e) A lot of at least the size required by the applicable base zoning district, if ~~an~~ lawfully existing ~~dwelling use~~ is to remain on the site.

(2) To calculate the net units per acre, divide the number of square feet in the net acres by the minimum number of square feet required for each lot by the applicable zoning district. Lots

eligible for detached single-family dwellings or duplexes as allowed by the zoning district shall be treated as one unit per lot for the purpose of density calculations (i.e., the potential second unit on the lot does not burden the calculation).

[...]

CHAPTER 17.64 ADDITIONAL YARD SETBACK REQUIREMENTS AND EXCEPTIONS

[...]

17.64.040 Exceptions to yard requirements.

(1) If there are dwellings on both abutting lots with front yard depths less than the required depth for the zone, the depth of the front yard for the intervening lot need not exceed the average depth of the front yards of the abutting lots.

(2) If there is a dwelling on one abutting lot with a front yard of less depth than the required depth for the zone, the front yard for the lot need not exceed a depth half-way between the depth of the abutting lot and the required front yard depth.

(3) Detached accessory structures that do not require a permit pursuant to SHMC 17.124.030(1)(a) do not need to comply with the yard requirements of the zoning district but shall still comply with SHMC 17.64.050(6) and shall not encroach into any easement or over any public utility or other infrastructure. Chapter 17.76 SHMC still applies.

17.64.050 Projections into required yards.

(1) Cornices, eaves, belt courses, sills, canopies/awnings, or similar architectural features may extend or project into a required front, interior, rear or side yard not more than 36 inches provided the width of such yard is not reduced to less than three feet.

(2) Fireplace chimneys may project into a required front, interior side, or rear, or side yard not more than three feet provided the width of such yard is not reduced to less than three feet.

(3) Open porches, decks, or balconies not more than ~~36~~ 48 inches in height and not covered by a roof or canopy may extend or project into a required rear or side yard provided such natural yard area is not reduced to less than three feet and the ~~deck extension~~ is screened from abutting properties. Porches may extend into a required front yard not more than 36 inches. This does not apply to exterior side yards (on corner lots).

(4) Porches may extend into a required front yard or exterior side yard (on corner lots) not more than 36 inches. Porches may be covered but shall not include any other floor space horizontally (e.g., non-porch area on the same floor) or vertically (e.g., floor space directly above the porch on the second floor) for this to be allowed.

~~(4)~~ (5) Unroofed landings and stairs may project into required front, interior or rear yards, or exterior side yards (on corner lots) only.

~~(5)~~ (6) When there is a minimum yard requirement of the zoning district, No building, structure, or portion thereof, regardless of size and whether or not a permit is required for its placement, shall be placed closer than three feet to a property line or to another building or structure.

(7) Table summarizing applicability of this section by yard type:

	Front	Rear	Side	Exterior Side (on corner lots)	Interior
17.64.050(1), eaves, etc.	Yes	Yes	Yes	Yes	Yes
17.64.050(2), chimneys	Yes	Yes	Yes	Yes	Yes
17.64.050(3), open porches, etc.	No	Yes	Yes	No	No
17.64.050(4), porches	Yes	No	No	Yes	No
17.64.050(5), stairs and landings	Yes	Yes	No	Yes	Yes

[...]

CHAPTER 17.68 BUILDING HEIGHT LIMITATIONS – EXCEPTIONS

[...]

17.68.040 Building height criteria for scenic resources.

(1) No new development over one story, or 15 feet in height, shall significantly obstruct views of the Columbia River on lots fronting on Strand Street, South Second Street, North and South First Street, River Street, River Way, and Riverside Drive.

[...]

CHAPTER 17.72 LANDSCAPING AND SCREENING

[...]

17.72.080 Buffer and screening requirements.

(1) A buffer consists of an area within a required ~~interior setback~~ 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.

[...]

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

[...]

17.80.030 Minimum off-street parking requirements.

[...]

(1) Residential.

- ~~(a) Auxiliary dwelling – one space.~~
- ~~(b)~~ (a) Bed and breakfast, boarding house, homestay – one space per bedroom.
- ~~(c)~~ (b) Caretaker – two off-street spaces for each dwelling unit.
- ~~(d)~~ (c) Duplexes – two off-street spaces ~~for each dwelling unit~~ for each duplex.
- ~~(e)~~ (d) Group care – one space per three residential beds plus one space for each employee on largest shift.
- ~~(f)~~ (e) Group residential – one space for each guest room plus one space for each employee on largest shift.
- ~~(g)~~ (f) Mobile home park – two off-street spaces for each dwelling unit.
- ~~(h)~~ (g) Multiple dwelling (also see SHMC 17.80.020(7)):
 - (i) Studio – one space for each unit.
 - (ii) One bedroom – one and one-half spaces for each unit.
 - (iii) More than one bedroom per unit – two spaces for each.
- ~~(i)~~ (h) Single-dwelling units, ~~(attached or detached)~~ – two off-street spaces for each dwelling unit.
- (i) Single-dwelling units, detached – two off-street spaces for each dwelling unit or pair of dwelling units as allowed by the zoning district.

[...]

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.
- (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.

(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)-(c) and other spaces if spaces larger than the minimum required are desired.

(b) The width of each parking space ~~does not~~ includes a the stripe striping which separates each space as measured from the center of any shared stripe.

[...]

CHAPTER 17.84 ACCESS, EGRESS AND CIRCULATION

[...]

17.84.040 Public street access.

(8) Number of Access Points. ~~For single-family (detached and attached) and duplex housing types, one street access point is permitted per lot, except that two access points may be permitted for duplexes on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (5) of this section. The number of street access points for multiple dwelling unit residential, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (9) of this section, in order to maintain the required access spacing, and minimize the number of access points.~~ All access points, including additional ones as noted below, are subject to the access spacing standards in subsection (5) of this section and all other provisions of this of this Chapter. Specific standards based on use are as follows:

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

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

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

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

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

[...]

CHAPTER 17.88 SIGNS

[...]

17.88.040 Exemptions from requirement for permit.

[...]

(3) Flags.

(a) Residential freestanding poles shall be limited to one per property and shall require a ~~building~~ sign permit if:

- (i) The pole will be greater than 20 feet in height; or
- (ii) The pole is located such that it could fall off site (i.e., the setback is less than the height of the pole).

(b) Nonresidential freestanding poles shall require a ~~building permit regardless of height, and shall require the applicable land use permit(s)~~ sign permit if greater than 30 feet in height.

(c) Sign permits for flagpoles shall include footing or foundation details and certification from an engineer registered in the State of Oregon that the pole with flag(s) will not be a falling or other hazard.

[...]

17.88.045 Temporary signs.

[...]

(4) Temporary signs for community events (authorized by a temporary use permit per Chapter 17.116 SHMC or acknowledged by the city council) shall be allowed without the issuance of permits and shall not affect the amount or type of signage otherwise allowed by this chapter; provided, that said signs comply with the following:

(a) Signs shall only be placed on property where the community event is taking place, including rights-of-way subject to street closure for the purpose of the community event, except additional portable signs may be placed in rights-of-way for the exclusive purpose of identifying the community event and/or directing people to the community event provided such signage complies with subsections (5)(a)(ii)(A), (C), (D), (E) and (G) of this section; and

(b) Signs shall be allowed two weeks before and for the duration of the community event only. Signs shall be removed no more than 72 hours after the event.

[...]

17.88.095 Freestanding signs.

[...]

(7) Freestanding signs permitted in a commercial/industrial sign district shall not be located closer than 50 linear feet from the property line of any residential zoned property as measured along the street frontage.

(8) Sign permits for ground-mounted signs greater than six feet in height and all poles signs shall include footing or foundation details and certification from an engineer registered in the State of Oregon that the sign will not be a falling or other hazard.

[...]

CHAPTER 17.92 MIXED SOLID WASTE AND RECYCLABLES STORAGE IN NEW MULTI-UNIT RESIDENTIAL AND NONRESIDENTIAL BUILDINGS

[...]

17.92.060 Location, design and access standards for storage areas.

[...]

(2) Location Standards.

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

(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 ~~interior~~ 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;

[...]

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 ~~the following~~ all applicable chapters of the Community Development Code per SHMC 17.04.010.÷

~~(a) Chapter 17.44 SHMC, Sensitive Lands;~~

~~(b) Chapter 17.60 SHMC, Manufactured/Mobile Home Regulations;~~

- ~~(c) Chapter 17.56 SHMC, Density Computations;~~
- ~~(d) Chapter 17.124 SHMC, Accessory Structures;~~
- ~~(e) Chapter 17.64 SHMC, Additional Yard Setback Requirements and Exceptions;~~
- ~~(f) Chapter 17.68 SHMC, Building Height Limitations—Exceptions;~~
- ~~(g) Chapter 17.72 SHMC, Landscaping and Screening;~~
- ~~(h) Chapter 17.76 SHMC, Visual Clearance Areas;~~
- ~~(i) Chapter 17.80 SHMC, Off-Street Parking and Loading Requirements;~~
- ~~(j) Chapter 17.84 SHMC, Access, Egress, and Circulation;~~
- ~~(k) Chapter 17.88 SHMC, Signs;~~
- ~~(l) Chapter 17.132 SHMC, Tree Removal;~~
- ~~(m) Chapter 17.152 SHMC, Street and Utility Improvement Standards; and~~
- ~~(n) Chapter 17.156 SHMC, Transportation Impact Analysis;~~

[...]

CHAPTER 17.100 CONDITIONAL USE

[...]

17.100.150 Additional requirements for conditional use types.

[...]

(3) The additional dimensional requirements and approval standards for conditional use are as follows:

[...]

- (e) Caretaker Residence.
 - (i) Must have at least 20 feet of yard around the residence;
 - (ii) The residence can only be occupied by the caretaker and the caretaker's family;
 - (iii) The caretaker must be an employee and/or under a contract to perform "caretaker" duties (e.g., security);
 - (iv) The yard must be at least 50 percent landscaped; ~~and~~
 - (v) The maximum height of the caretaker residence shall be 35 feet; and
 - (vi) Only one dwelling unit is allowed. More than one dwelling unit is prohibited;

[...]

(m) Travel Trailer Parks. In addition to the standards of the zone in which they are located and other references in this code, travel trailer parks shall comply to the standards of this subsection. If there is a conflict between the two standards, the standards of this subsection shall govern.

[...]

(vi) No trailer shall remain in a trailer park unless a trailer space is available, ~~and then only for a maximum of 30 consecutive days;~~

[...]

CHAPTER 17.104 NONCONFORMING SITUATIONS

[...]

17.104.040 Criteria for nonconforming situations.

(1) Nonconforming Lots of Record.

(a) Except as provided in subsections (1)(b), (2) and (3) of this section, no nonconforming lot of record at the effective date of the ordinance codified in this code or amendment thereto shall be developed for any use, and no existing use on a nonconforming lot of record shall be enlarged, extended or reconstructed;

(b) If on the date of adoption of the ordinance codified in this code a legally constituted lot does not meet the lot size requirements of the applicable zoning district in which the property is located, the lot may:

(i) Be occupied by one use permitted outright in a commercial zoning district, if the lot is located within a commercial zoning district; or

(ii) Be occupied by detached single-dwelling unit(s) ~~and accessory structures~~ or a duplex as permitted outright in a residential zoning district, if located in a residential zoning district; the house may be rebuilt on the same size, or smaller, footprint if destroyed by fire or natural disasters over 60 percent of value (any changes to the footprint must meet all setbacks and other regulations of the zone);

[...]

(5) Conversion of accessory structures to second detached single-family dwellings. A lawfully existing accessory structure that does not comply with a yard or height requirement or lot coverage restriction (including the sum of all other buildings and structures) on a lot developed with one detached single-family dwelling, may be converted to a second detached single-family dwelling on the same lot if:

(a) A second detached dwelling unit is allowed by the zoning district;

(b) The conversion does not increase the nonconforming yard, height, or lot coverage;

(c) Any yard associated with the accessory structure is not the result of the exception pursuant to SHMC 17.64.040(3) or any applicable laws prior to Ordinance No. ??? that allowed yard exceptions for accessory structures;

(e) The accessory structure does not encroach upon any easements or any public utility or other infrastructure;

(f) The location of the accessory structure does not interfere with future street extensions or increases in right-of-way width based on adopted plans and standards;

(g) The minimum off street parking requirements can be met (required if not); and

- (h) It is not located in any of the following areas:
- (i) Resource or resources per Chapter 17.40 SHMC;
 - (ii) Protection zones per Chapter 17.40 SHMC; or
 - (iii) Area of special flood hazard per Chapter 17.46 SHMC.

[...]

CHAPTER 17.108 VARIANCES

[...]

17.108.050 Criteria for granting a variance.

[...]

(4) The ~~setback~~ yard requirements in the applicable zone may be reduced up to 20 percent (a reduction of 20 percent of the required setback) and/or the lot coverage standards increased up to five percent (maximum specified lot coverage plus five percent) without a variance, provided the following standards are satisfied:

(a) The reduction of the ~~setback-area~~ yard or increase in lot coverage established by the applicable zoning district shall be necessary to allow for the enlargement or remodeling of an existing principal building, accessory structure, or auxiliary dwelling unit as defined per SHMC 17.16.010;

(b) The increase in lot coverage established by the applicable zoning district may also allow for new accessory structures or auxiliary dwelling units;

(c) The garage or carport setback to the front property line satisfies the requirements of the applicable zoning district;

(d) Reductions to setback requirement do not apply to interior yards. Interior yards shall not be reduced per this subsection;

~~(d)~~ (e) The standards of Chapter 17.76 SHMC, Visual Clearance Areas, shall be satisfied;

~~(e)~~ (f) The proposed building, accessory structure, addition, or auxiliary dwelling unit shall not encroach upon any existing easements or any public utility or other infrastructure;

~~(f)~~ (g) When the proposed building or addition is within the rear yard, the setback adjacent to the rear property line shall be landscaped with sight-obscuring plantings in accordance with the standards set forth in SHMC 17.72.080, Buffering and screening requirements; ~~and~~

(h) The location of the proposed building, structure or addition shall not interfere with future street extensions or increases in right-of-way width based on adopted plans and standards; and

~~(g)~~ (i) Setback, buffering and screening requirements that apply when commercial and industrial zones abut a residential zone shall be satisfied.

[...]

17.108.080 Exceptions to site development review standards.

The approval authority may apply one or more of the following exceptions (1) – (3) as part of the findings of Site Development Review or Conditional Use Permit applications:

(1) The ~~director~~ approval authority may grant an exception to the ~~setback~~ yard requirements in the applicable zone based on findings that the approval will result in the following:

(a) An exception which is not greater than 20 percent of the required ~~setback~~ yard;

(b) No adverse effect to adjoining properties in terms of light, noise levels, and fire hazard;

(c) No reduction in safety for vehicular and pedestrian access to the site and on site;

(d) A more efficient use of the site which would result in more landscaping than the minimum required; and

(e) The preservation of natural features which have been incorporated into the overall design of the project.

(f) The decision authority shall determine that the basis for this exception is clear and objective to be allowed.

(2) The ~~director~~ approval authority may grant an exception or deduction to the off-street parking dimensional and minimum number of space requirements in the applicable zoning district based on the following findings:

(a) The application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, senior citizen housing) and which has a demonstrated low demand for off-street parking;

(b) There is an opportunity for shared parking and there is written evidence that the property owners have entered into a binding agreement to share parking; or

(c) There is community interest in the preservation of particular natural feature(s) on the site, public transportation is available to the site, and reducing the standards will not adversely affect adjoining uses; therefore, the public interest is not adversely affected by the granting of the exception.

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

(a) There is direct access by a pedestrian path, not exceeding one-quarter mile, from the proposed development to public open space or recreation areas which may be used by residents of the development;

(b) The development operates a motor vehicle which is available on a regular basis to transport residents of the development to public open space or recreation areas; or

(c) The required square footage of either the private outdoor area or the shared outdoor recreation area may be reduced if together the two areas equal or exceed the combined standard for both.

~~(4) The director shall grant an exception to the landscaping requirements of this code, SHMC 17.96.150, upon finding that the overall landscape plan provides for at least 20 percent of the gross site to be landscaped.~~

~~(5) The director's decision may be appealed as provided by SHMC 17.24.310(1). No notice of the director's decision need be given.~~

(4) Uses not subject to Site Development Review or Conditional Use Permits (e.g., single

dwelling units and duplexes) are not eligible for any of these exceptions.

[...]

CHAPTER 17.124 ACCESSORY STRUCTURES

[...]

17.124.070 Approval criteria.

[...]

(2) Nondimensional Approval Criteria.

[...]

(a) Accessory structures or buildings shall comply with all requirements for the principal structure, except where specifically modified by this chapter;

(b) If an application proposed for an accessory structure meets the following criteria, the director shall approve the application proposal:

(i) No accessory building or structure shall be allowed in any required front or interior yard;

[...]

~~CHAPTER 17.128 AUXILLIARY DWELLING UNITS~~

~~Sections:~~

~~17.128.010 Purpose.~~

~~17.128.020 Applicability.~~

~~17.128.030 Design standards.~~

~~17.128.040 Addressing of auxiliary dwelling units.~~

~~17.128.050 Prohibited areas for auxiliary dwelling units.~~

~~17.128.060 Prohibited uses of auxiliary dwelling units.~~

~~17.128.070 Permit procedures for auxiliary dwelling units.~~

~~17.128.010 Purpose.~~

~~Auxiliary dwelling units are allowed in certain situations to:~~

~~(1) Create new housing units while respecting the look and scale of single dwelling neighborhoods;~~

~~(2) Increase the housing stock of existing neighborhoods in a manner that is less intense than alternatives;~~

~~(3) Allow more efficient use of existing housing stock and infrastructure;~~

- ~~(4) Provide a mix of housing that responds to changing household needs, sizes and compositions;~~
- ~~(5) Provide a means for new homeowners to defray some of the costs associated with the purchase of a first home;~~
- ~~(6) Provide a means for residents, particularly seniors, single parents, and families with grown children, to remain in their homes and neighborhoods and obtain extra income, security, companionship and services;~~
- ~~(7) Provide a broader range of suitable and affordable housing; and~~
- ~~(8) Create additional long-term family living situations, while avoiding the exploitation of this housing type through their use as short-term living and other related business.~~

~~17.128.020 Applicability:~~

- ~~(1) An auxiliary dwelling unit may be added to or constructed or installed on the same lot or parcel as a detached single dwelling unit or manufactured home (principal dwelling) in any zone where the existing principal use is permitted and where auxiliary dwelling unit is listed as a permitted use.~~
- ~~(2) Only one auxiliary dwelling unit is allowed per lot or parcel developed with a detached single-family dwelling or manufactured home (principal dwelling).~~

~~17.128.030 Design standards:~~

- ~~(1) Standards for creating auxiliary dwelling units address the following purposes:~~
 - ~~(a) Ensure that auxiliary dwelling units are compatible with the desired character and livability of St. Helens residential zones;~~
 - ~~(b) Respect the general building scale and placement of structures to allow sharing of common space on the lot, such as driveways and yards;~~
 - ~~(c) Ensure that auxiliary dwelling units are smaller in size than detached single-family dwellings or manufactured homes;~~
 - ~~(d) Provide adequate flexibility to site buildings so that they fit the topography of sites;~~
- ~~and~~
- ~~(e) The design standards for auxiliary dwelling units are stated herein. If not addressed in this section, the base zone development standards apply.~~
- ~~(2) Requirements for All Auxiliary Dwelling Units. All auxiliary dwelling units must meet the following standards:~~
 - ~~(a) Creation. An auxiliary dwelling unit may only be created through the following methods:~~
 - ~~(i) Converting existing living area, attic, basement or attached garage of the detached single-family dwelling or manufactured home;~~
 - ~~(ii) Adding floor area to the detached single-family dwelling or manufactured home;~~
 - ~~(iii) Constructing a detached auxiliary dwelling unit on a developed site;~~
 - ~~(iv) Constructing a new detached single-family dwelling or manufactured home with an internal or detached auxiliary dwelling unit; or~~
 - ~~(v) Converting a lawfully existing accessory structure;~~
 - ~~(b) Entrances. Only one entrance to the house may be located on the front facade of the detached single-family dwelling or manufactured home facing the street, unless the detached~~

~~single-family dwelling or manufactured home contained additional front door entrances before the conversion to an auxiliary dwelling unit was created. An exception to this regulation is entrances that do not have access from the ground, such as entrances from balconies or decks;~~

~~(c) Parking. The parking requirements balance the need to provide adequate parking with maintaining the character of single-dwelling neighborhoods and reducing the amount of impervious surface on a site. More parking is required when a vacant lot is being developed because, generally, the site can more easily be designed to accommodate two parking spaces while minimizing impervious surface. In situations where an auxiliary dwelling unit is being added to a site with an existing dwelling unit, it is appropriate to not require additional impervious surface if adequate on-street parking is available:~~

~~(i) The following parking requirements apply to auxiliary dwelling units:~~

~~(A) No Additional Parking Space Required. No additional parking space is required for the auxiliary dwelling unit if it is created on a site with an existing detached single-family dwelling or manufactured home and the roadway of at least one abutting street is at least 20 feet wide and allows on-street parking;~~

~~(B) One Additional Parking Space Required. One additional off-street parking space is required for the auxiliary dwelling unit as follows:~~

~~1. When none of the roadways in abutting streets are at least 20 feet wide;~~

~~2. When none of the abutting streets allow on-street parking; or~~

~~3. When the auxiliary dwelling unit is created at the same time as the detached single-family dwelling or manufactured home. An auxiliary dwelling unit is considered created at the same time as the principal dwelling even if a permit per this chapter is applied for within one year from the date of certificate of occupancy of the principal dwelling.~~

~~(ii) When an additional off-street parking space is required it shall comply with the development code and shall be independently functional. "Independently functional" means the vehicle in the parking space is not dependent on another vehicle moving to get to the street from the parking space. For example, a two-vehicle garage with a garage door and driveway, both 20 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. In this instance, a new (additional) parking area would need to be created to the side of the garage or elsewhere while still complying with the development code (e.g., parking and access standards).~~

~~(d) Size.~~

~~(i) Minimum Size. The size of the auxiliary dwelling unit shall be no less than as allowed by the building code;~~

~~(ii) Maximum Size. The size of the auxiliary dwelling unit shall be no more than 75 percent of the living area of the detached single-family dwelling or manufactured home or 1,200 square feet, whichever is less. "Living area" means all areas subject to heat/air conditioning inclusive of walls. This does not include nonheated/non-air conditioned areas including but not limited to porches, garages, carports, balconies, hot tub/pool enclosure/rooms, etc.;~~

~~(iii) Building Height. The maximum building height of a detached auxiliary dwelling unit shall not exceed the height allowed by the zoning district or the height of the detached single-family dwelling or manufactured home, whichever is less. This provision does not apply when converting a lawfully existing accessory structure in its entirety or a portion thereof to an auxiliary dwelling unit provided the conversion does not increase the accessory structure's footprint or height.~~

~~(3) Additional requirements for detached auxiliary dwelling units or for auxiliary dwelling~~

~~units created through the addition of floor area to the detached single-family dwelling or manufactured home:~~

~~(a) Exterior Finish Materials. The exterior finish material must be the same, or visually match in type, size and placement, the exterior finish material of the detached single-family dwelling or manufactured home;~~

~~(b) Roof Pitch. The roof pitch must be the same as the predominant roof pitch of the detached single-family dwelling or manufactured home;~~

~~(c) Trim. Trim on edges of elements on the addition or detached unit must be the same in type, size, and location as the trim used on the rest of the detached single-family dwelling or manufactured home;~~

~~(d) Windows. Windows must match those in the detached single-family dwelling or manufactured home in proportion (relationship of width to height) and orientation (horizontal or vertical);~~

~~(e) Eaves. Eaves must project from the building walls the same distance as the eaves on the rest of the detached single-family dwelling or manufactured home;~~

~~(f) Setbacks. The auxiliary dwelling unit must meet the same setback requirements as principal dwelling units in the zone or as otherwise allowed by the development code; and~~

~~(g) Lot Coverage. The detached auxiliary dwelling unit may not have a larger footprint than the footprint of the detached single-family dwelling or manufactured home, and the combined footprint of all detached structures shall not exceed the lot coverage restriction of the zone or as otherwise allowed by the development code.~~

~~(h) The provisions of subsections (3)(a) through (f) of this section do not apply when converting a lawfully existing accessory structure in its entirety or a portion thereof to an auxiliary dwelling unit provided the conversion does not increase the accessory structure's footprint or height.~~

~~17.128.040 Addressing of auxiliary dwelling units.~~

~~(1) Auxiliary dwelling units shall use the same address number as the principal dwelling, but with a unit or similar number. For example, an auxiliary dwelling unit for a principal dwelling addressed as 101 Anystreet would have an address of 101B Anystreet.~~

~~(2) The applicant for or the owner of the auxiliary dwelling unit shall coordinate with the postmaster for its mailbox location.~~

~~17.128.050 Prohibited areas for auxiliary dwelling units.~~

~~(1) In addition to zoning regulations, auxiliary dwelling units are prohibited in the following areas:~~

~~(a) Resource or resources per Chapter 17.40 SHMC;~~

~~(b) Protection zones per Chapter 17.40 SHMC; and~~

~~(c) Area of special flood hazard per Chapter 17.46 SHMC.~~

~~17.128.060 Prohibited uses of auxiliary dwelling units.~~

~~(1) Given the purpose of auxiliary dwelling units per SHMC 17.128.010 and because they are not considered principal uses, the following uses are prohibited for them:~~

- ~~(a) Short-term rentals;~~
- ~~(b) Bed and breakfast, homestay, boarding house; and~~
- ~~(c) Lodging facilities or rooming house.~~
- ~~(2) Home occupations may be allowed in auxiliary dwelling units given compliance with Chapter 17.120 SHMC.~~

~~17.128.070 Permit procedures for auxiliary dwelling units.~~

~~Notice and process for auxiliary dwelling units shall follow the same as for site development review, major, except for criteria and standards, which shall comply with this chapter.~~

[...]

CHAPTER 17.132 TREE REMOVAL

[...]

17.132.025 Tree plan requirement.

[...]

(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 ~~according to SHMC 17.132.070(4)~~ per this Chapter.

[...]

17.132.030 Permit requirement.

[...]

(3) Commercial forestry as defined by SHMC 17.132.020(1)~~(b)~~ and excluding subsection (2)(d) of this section is permitted after a plan per SHMC 17.132.025 is reviewed and approved and only in accordance with the approved plan.

[...]

CHAPTER 17.136 LAND DIVISION – SUBDIVISION

[...]

17.136.060 Approval standards – Preliminary plat.

[...]

~~(5) The planning commission may attach such conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations and may require:~~

~~(a) Reserve strips be granted to the city for the purpose of controlling access to adjoining undeveloped properties.~~

Control of access to adjoining properties, including but not limited to continuation of streets, shall be granted to the city via reserve strips or language in lieu of reserve strips as a note on the plat. Generally, language in lieu of reserve strips is preferred.

(6) The planning commission may require additional conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations.

[...]

CHAPTER 17.152 STREET AND UTILITY IMPROVEMENT STANDARDS

[...]

17.152.030 Streets.

[...]

(5) Minimum Rights-of-Way and Street Widths. Unless otherwise indicated on an approved street plan or adopted corridor plan, or as needed to continue an existing improved street, street right-of-way and roadway widths shall not be less than the minimum width described in Figure 19. Where a range is indicated, the width shall be determined by the decision-making authority based upon anticipated average daily traffic (ADT) on the new street segment. (The city council may adopt, by resolution, design standards for street construction and other public improvements. The design standards will provide guidance for determining improvement requirements within the specified ranges.) (See “City of St. Helens Engineering Department Public Facilities Construction Standards Manual.”)

(a) The planning director shall recommend, to the decision-making body, desired right-of-way width and pavement width of the various street types within the subdivision or development after consideration of the following:

(i) The type of road as set forth in Figure 19, Road Standards;

ROAD STANDARDS MINIMUM RIGHTS-OF-WAY AND STREET WIDTHS (see Transportation Systems Plan [TSP] Figures 7-2 and 7-3) Figure 19

Type of Street	Right-of-Way Width	Roadway Width	Moving Lanes	Bicycle Lanes*
Major Arterial	101' minimum	74'	4	2 @ 6'

Minor Arterial (Typical)	60'	36'	2	2 @ 6'
Minor Arterial (One-Way, Uptown)	80'	46'	2	1 @ 6'
Minor Arterial (Two-Way, Downtown)	80'	52'	2	2 @ 6'
Collector	60'	36'	2	2 @ 6'
Local	50'	34'	1 – 2	None
Local “Skinny” Street	40	20'-or-26' <u>28'***</u>	1 – 2	None

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

** This differs from TSP Figure 7-3.

[...]

(11) Cul-de-Sacs. A cul-de-sac street shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:

(a) A cul-de-sac shall be no more than 400 feet long nor provide access to greater than 20 dwelling units (residential lots eligible for two detached single-family dwellings or a duplex as allowed by the zoning district shall be considered one dwelling unit for the purpose of determining the number dwelling units):

[...]

(27) Local “Skinny” Streets. Such streets, as set forth in Figure 19, Road Standards, of this chapter, may be allowed, provided:

(a) The street will provide access to land uses whose combined average daily trip rate (ADT) is 2100 ADT or less (residential lots eligible for two detached single-family dwellings or a duplex as allowed by the zoning district shall be considered one detached single-family dwelling for the purposes of determining ADT); and

(b) ~~Where the roadway/pavement width will be 20 feet, on-street parking shall be prohibited.~~ Roadway width less than 28 feet is prohibited. This includes 20 feet for travel lanes and 8 feet on one side for on-street parking.

[...]

CHAPTER 19.20 MAPS

[...]

19.20.060 Map and list of significant wetlands.

[...]

(2) List of Significant Wetlands.

[...]

Frogmore Slough

Unnamed Creek A

F2

UA2

~~F4~~

CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT



To: City Council
From: Jacob A. Graichen, AICP, City Planner
cc: Planning Commission

Date: 01.25.2021

This report does not indicate all *current planning* activities over the past report period. These are tasks, processing and administration of the Development Code which are a weekly if not daily responsibility. The Planning Commission agenda, available on the City's website, is a good indicator of *current planning* activities. The number of building permits issued is another good indicator as many require Development Code review prior to Building Official review.

PLANNING ADMINISTRATION—NOTEWORTHY ADMINISTRATIVE DECISIONS

After much time and effort, the main building permit for Grocery Outlet has been issued this month.

PLANNING ADMINISTRATION—PREAPPLICATIONS MEETINGS

Had a preliminary Q&A meeting for St. Helens High School renovations. Additional such meetings anticipated prior to application submission. Same principal design firm as the Middle School project is working on this.

PLANNING ADMINISTRATION—MISC.

If you like the Happy Garden Chinese restaurant at US30/Gable Road, you should know that it will be a physical therapy office soon. Coincidentally, we've been getting a lot of questions the last month about someone looking for property for a new Chinese restaurant.

Continue to help the Building Department with APO (Address/Property Owner) data for the new e-permitting system. We hope this nightmare will end soon.

The "8-step process" for the housing project on Gable Road is complete. The Affidavit of Publication for the Final Notice has been received and the public comment period has expired with no comments received. I am involved in this as the Responsible Entity (RE) and is required by HUD based on the funding for this housing project.

Continue to work on the code amendments, largely related to HB2001. Refined presentation and summary to get Council authorization to proceed. This project continues to be a considerable time commitment, but it needs to be done correctly.

PLANNING COMMISSION (& acting HISTORIC LANDMARKS COMMISSION)

January 12, 2021 meeting (outcome): The Commission accepted the recommendations of the Planning Commission Interview Committee (PCIC). One incumbent will stay and another will be replaced. The Commission selected Chair and Vice Chair; the current ones basically switched. The Commission reviewed the end of summary report for last year's land use actions.

The Commission also spent time discussing certain aspects of the upcoming code amendments for this year.

February 9, 2021 meeting (upcoming): The Commission will conduct a pair of public hearings for annexations. Staff will also present the recent Council adopted parcellation plan for the City's St. Helens Industrial Business Park for information purposes. Finally, the Commission will spend some time preparing for this year's code amendments in advance of their March hearing (the Commission's anticipated hearing day for the amendments).

ST. HELENS INDUSTRIAL BUSINESS PARK PROPERTY

The Council adopted the **ST. HELENS INDUSTRIAL BUSINESS PARK PARCELIZATION FRAMEWORK AND FUNDING PLAN** via Resolution No. 1910. This is not an official land use document but will still be a valuable tool to help develop this property.

MILLARD ROAD PROPERTY

We are starting the process to solicit interest in the development of this property.

ASSOCIATE PLANNER—*In addition to routine tasks, the Associate Planner has been working on:*
See attached.

From: [Jennifer Dimsho](#)
To: [Jacob Graichen](#)
Subject: January Planning Department Report
Date: Friday, January 22, 2021 11:33:23 AM

Here are my additions to the January Planning Department Report.

GRANTS

1. **DLCD 2019-2021 Technical Assistance Program** – Prepared for final presentation and adoption by resolution on 1/20/21. Council adopted unanimously. Final closeout and reimbursement request accepted by DLCD. Scheduled presentation with Planning Commission for 2/9/21 to present the final report.
2. **OPRD - Local Government Grant – Campbell Park Improvements** (\$187k) includes replacement of four existing tennis courts and two basketball courts with two tennis flex courts and one flex sport court, adds a picnic viewing area, improves natural stormwater facilities, expands parking, and improves ADA access. Grant deadline is October 2021. Given the lack of bids for two ITB cycles, Sue and I worked on a direct bid process that was DJC/Chronicle and a public hearing. The deadline for receiving bids from direct bidding is 1/26. Depending if bids are received, we are hoping contract authorization will go before Council on 2/3/21 for lowest/best bidder.
3. **EPA – CWA Grant Program** – Final report and reimbursement due 12/31/20. Submitted final report, budget, and cost reimbursement request. Awaiting EPA review.
4. **CDBG- Columbia Pacific Food Bank Project** – Selected contractor for \$1.6 million bid. Contract documents signed on 01/04/21. Two pre-construction meetings held in January. Work to begin in February. Applied for 1-year time extension and budget modification to accommodate the overage of the estimated construction cost.
5. **Safe Routes to School - Columbia Blvd. Sidewalk Project** – Construction timeline provided by David Evans, who is working through design/engineering process.
6. **Business Oregon – Infrastructure Finance Authority** – Accepted our intake form. Invitation to apply received for a low-interest loan to fund the streets, utilities, and Riverwalk on the Riverfront property. Deadline to submit full application in February 2021 for board approval in April 2021.
7. **ODOT Community Paths Program** – Submitted letter of interest (due October 31) for a regional trail planning/initial refinement effort for an off-street trail between St. Helens and Scappoose. Grant ask will be around \$172,000 with a required 10% match which can be in-kind (staff time). Went through the application materials with a contractor who will assist with sections of the grant application. Worked with Kittelson to submit full grant application which is due 01/29/21.
8. **Oregon Watershed Enhance Board** – Awarded grant (approximately \$12k) to the Scappoose Bay Watershed Council in a partnership with the City for natural enhancements of the 5th Street trail and Nob Hill Nature Park. Will hire a crew in 2020-2021 to remove invasive species and re-plant native species in the oak woodland habitat. Kicked off the project with a meeting on 11/30. Site visited scheduled for 01/06/21 to discuss boundaries and scope of work. Thanks to the parks crew for taking down a number of trees on 1/21/21 which were requested for removal! Began tracking all in-kind contributions from the City on this effort.

9. **OPRD – Local Government Grant Program** – 500k request submitted back in May 2020 for Riverwalk construction. Large grants require a presentation to the board. These presentation were delayed due to COVID until now. Our presentation in 02/04/21 via ZOOM. Updated and practiced presentation due on 01/27/20. These grants will be **highly competitive** this cycle as the funds were reduced due to COVID-19. Less than 20% of the grant applicants will be rewarded funds.

MISC

10. **Bennett Building** (Water Department/ UB) – Arciform presented as-built drawings, and two proposed alternatives. Discussed how to prioritize and phase the work and prepared for a presentation to Council at their 12/2 meeting. Site visit/measurements on 01/08/21 for Phase I work which includes all new window replacement. Selected black high gloss paint color for the wooden windows. Submitted building permit. Windows ordered. Installation date TBD.
11. **Riverwalk design/engineering consulting services** RFQs published on 10/22. Bids closed on 12/8/20. Selected shortlist with a Selection Committee which includes staff, members of Council, a member of the PTC and PC with a meeting on 12/28. Interviewed 3 shortlisted firms on 1/13/21. Mayer Reed selected. De-briefed with all firms not selected who requested a de-brief. Contract negotiation authorized by Council on 1/20/21. Contract negotiation meeting with Mayer Reed scheduled for 1/27/21 to discuss budget, timeline, and scope of work.
12. Annual **U.S Census Bureau Boundary & Annexation Survey** prepared and submitted for two boundary changes (annexations into the City) that occurred prior to January 1, 2021 but after January 1, 2020.
13. Attended Pre-Construction Meeting for the **Millard Road/US 30 ODOT Signalization Project** on 1/25. Work expected to begin in early March 2021. This is a \$7.5 million safety improvement project which will Increase the turning radius of the right turn lane from U.S. 30 to Bennett Road by widening and restriping the roadway near the intersection, restrict left turns onto U.S. 30 from Bennett Road by creating a median, add a traffic signal at U.S. 30 and Millard Road and widening Millard to provide access to U.S. 30 that will relieve traffic pressure upgrade the rail crossings at both Bennett and Millard Roads.
14. **Millard Road City-Owned Property Request for Proposals** - With guidance from management, I worked with EcoNorthwest to prepare a scope of work for them to assist drafting an RFP and assist with solicitation of developers who want to submit a development proposal for the property. The scope of work will include drafting City goals in conjunction with feedback from Council for the property and prioritizing them so that a scoresheet for ranking proposals can be developed. A PSA is going before Council on 2/3/21 for approval to begin this work.

Jenny Dimsho, AICP

Associate Planner

City of St. Helens

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