



# COUNCIL PUBLIC HEARING

Wednesday, June 04, 2025 at 6:15 PM

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## COUNCIL MEMBERS:

Mayor Jennifer Massey  
Council President Jessica Chilton  
Councilor Mark Gundersen  
Councilor Russell Hubbard  
Councilor Brandon Sundeen

## LOCATION & CONTACT:

HYBRID: Council Chambers & Zoom (details below)

Website | [www.sthelensoregon.gov](http://www.sthelensoregon.gov)

Email | [kpayne@sthelensoregon.gov](mailto:kpayne@sthelensoregon.gov)

Phone | 503-397-6272

Fax | 503-397-4016

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## AGENDA

### OPEN PUBLIC HEARING

#### TOPIC

1. Annexation of Property Located at 35262 Fir Street (Greg & Amanda McFeron)

#### PUBLIC COMMENT

#### CLOSE PUBLIC HEARING

#### VIRTUAL MEETING DETAILS

Join: <https://us02web.zoom.us/j/89256622440?pwd=I1PN7ZoPfByjEbqhA8axBfVTnLOqN1.1>

Passcode: 388597

Phone one-tap: +12532050468

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The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to City Hall at 503-397-6272.

Be a part of the vision and get involved...volunteer for a City Board or Commission! For more information or for an application, go to [www.sthelensoregon.gov](http://www.sthelensoregon.gov) or call 503-366-8217.

**CITY OF ST. HELENS PLANNING DEPARTMENT  
STAFF REPORT  
Annexation A.2.00**

**DATE:** May 28, 2025  
**TO:** City Council  
**FROM:** Jennifer Dimsho, AICP, Associate Planner  
**APPLICANT:** Greg & Amanda McFeron  
**OWNERS:** Same  
**ZONING:** Columbia County's Single-Family Residential (R-10)  
**LOCATION:** 35262 Fir Street; 4N1W-8BB-3000  
**PROPOSAL:** The property owner filed consent to annex in 2000 because their septic system failed and they connected to the City's system under a Sewer Service Agreement (Recording No. 2000-05418)

**SITE INFORMATION / BACKGROUND**

The subject property is a rectangular shaped lot at 20,909 square feet or 0.48 acres. The property is developed with a detached single-family dwelling and accessory structures. It is accessed by Fir Street, which is a developed local classified street without frontage improvements (sidewalks, curb, and landscape strip) on either side. The road is within the County's jurisdiction.



*Left: 35262 Fir Street single-family dwelling*

*Right: Fir Street right-of-way abutting subject property*



## Abutting Zoning

North – County Multi-Family Residential (MFR)  
 East – County Single-Family Residential (R-10)  
 South – County Single-Family Residential (R-10)  
 West – County Single-Family Residential (R-10)

## PUBLIC HEARING & NOTICE

**Public hearing** before the Planning Commission for *recommendation to the City Council*: May 13, 2025. Public hearing before the City Council: June 4, 2025.

**Notice** of this proposal was sent to the Oregon Department of Land Conservation and Development on April 8, 2025 through their PAPA Online Submittal website.

**Notice** of this proposal was sent to surrounding property owners within 300 feet of the subject properties on May 1, 2025, via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

**Notice** was published on May 2, 2025, in the Columbia County Spotlight newspaper.

## 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 Rural Suburban Residential (RSUR). Zoning and Comprehensive Plan designations are addressed under SHMC 17.28.030 (1).

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. Sewer and water capacity to serve this property is addressed in more detail under SHMC 17.28.030 (1) below. By this review process, the proposal complies with this aspect of the Comprehensive Plan. There is no known conflict with the general Comprehensive Plan policies identified in Chapter 19.08 SHMC.

There is no known conflict with the specific Comprehensive Plan policies identified in Chapter 19.12 SHMC. Zoning and Comprehensive Plan designations are addressed under SHMC 17.28.030 (1)

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, in 2016, the Oregon Legislature passed a bill which resulted in ORS 222.127 which 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 Single-Family Residential (R-10) and the City’s only zoning option given annexation is Moderate Residential (R7) or Suburban Residential (R10)**

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 existing single-family dwelling is currently served by City water. Regarding capacity, 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 connected to City sewer around 2000 with a Sewer Service Agreement.

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. Sanitary sewer *capacity* is adequate.

With regards to *conveyance*, the city adopted a new **Wastewater Master Plan (WWMP)** in November 2021 that identifies undersized trunk lines already operating at or above capacity that further development of the subject property (e.g., land division creating new parcels) would depend on. The WWMP can be found here:

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

The city is actively addressing this issue, which could impact future development of the property regardless of its status of being in or outside of city limits. It is already connected to sanitary sewer via a STEP system and has been for approximately 25 years. This annexation by itself does not create additional sanitary sewer impact.

**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 is only separated by public right-of-way to the east. See the attached memo for an exhibit related to the eligibility of this property to annex.

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 in 2000 as part of a Sewer Service Agreement. 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 are addressed under SHMC 17.28.030 (1) above. There is no evidence that adequate infrastructure will not be available to serve the annexed area if redeveloped in 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 Fir Street. Fir Street is classified as a local street with a minimum right-of-way width of 50', which is met. There are no frontage improvements (sidewalks, curb) abutting the subject property. 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.** As such, no improvements are warranted with this proposal. At the time of future land division and/or development, these items would be considered.



**(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 Rural Suburban Unincorporated Residential (RSUR). The City's options for zoning are Suburban Residential (R10) or Moderate Residential (R7). The Comprehensive Plan designation would be Suburban Residential (Incorporated) (SR).

**Finding:** Upon annexation, the subject property's Comprehensive Plan designation shall be Suburban Residential (Incorporated) (SR) and zoned **Suburban Residential (R10) or Moderate Residential (R7) based on the findings of the Planning Commission and City Council. The Commission recommends R7.**

### **SHMC 17.112.020 – Established & Developed 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:** This property is already developed with a detached single-family dwelling and is unlikely to be redeveloped. Therefore, this property is not considered buildable land under OAR 660-008-0005.

**Finding:** The subject property should be designated as "established."

### CONCLUSION & RECOMMENDATION

**Based upon the facts and findings herein, staff and the Planning Commission unanimously recommend approval of this annexation and that upon annexation, the subject property have a Comprehensive Plan designation of Suburban Residential (Incorporated) (SR), be zoned Moderate Residential (R7) and be designated as “established.”**

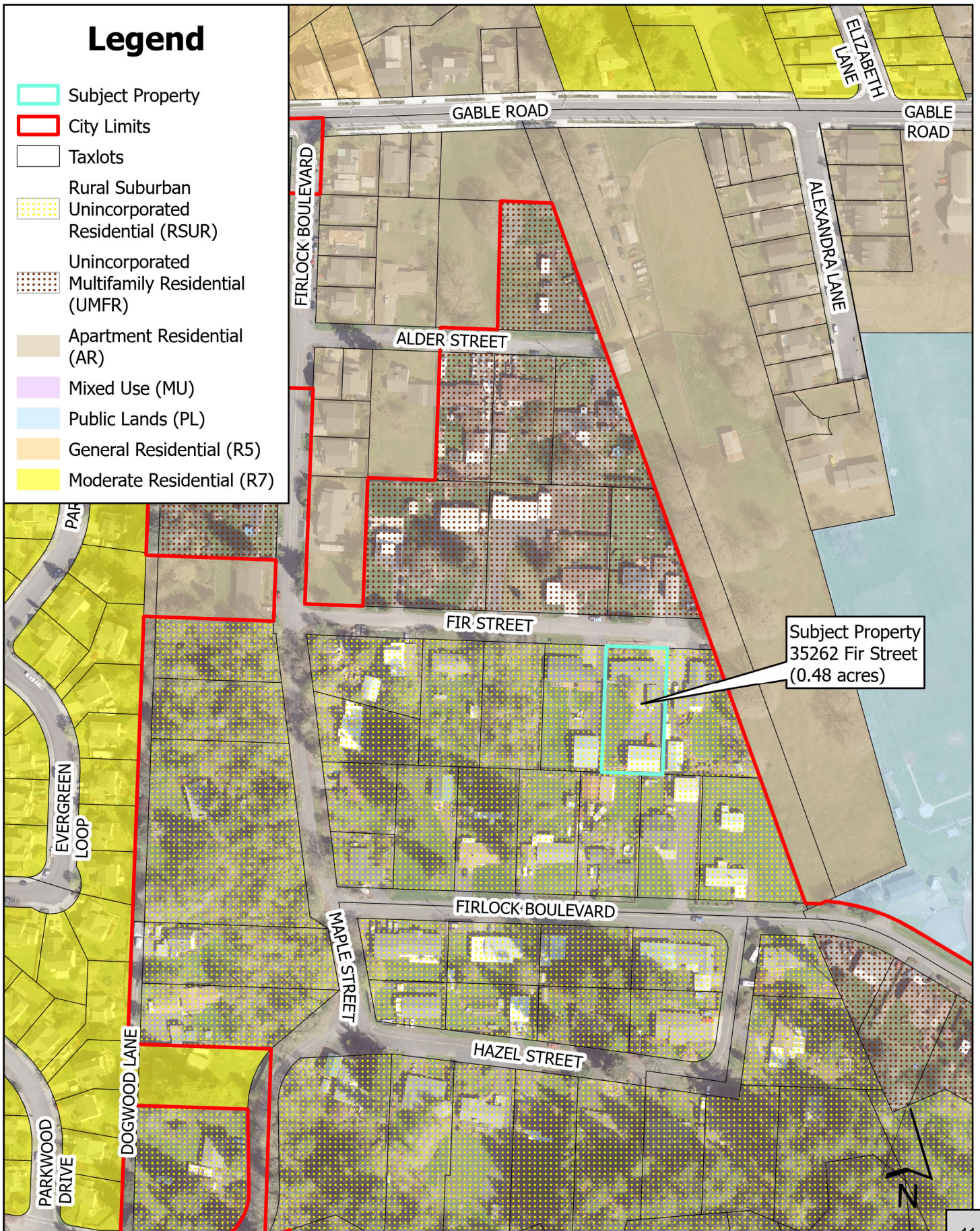
\*This annexation will **not** be subject to voter approval subsequent to this land use process.\*

**Attachments:** Aerial Map  
Memo Dated March 24, 2025  
Petition to annex document



# Annexation A.2.00 Aerial Map

Item 1.







# CITY OF ST. HELENS PLANNING DEPARTMENT

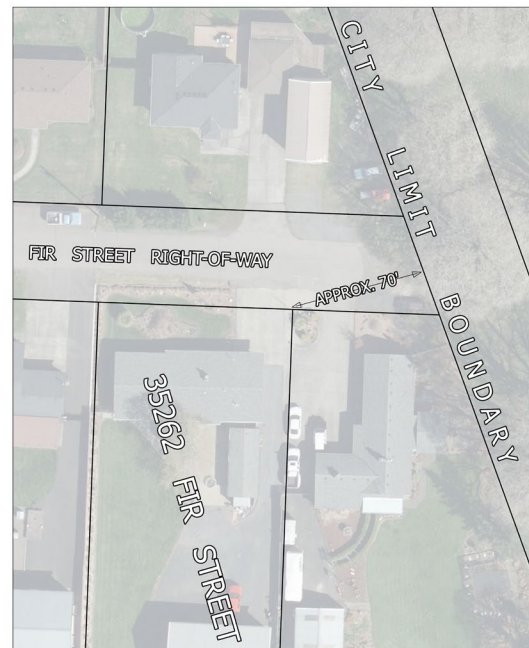
# MEMORANDUM

**TO:** City Recorder & Engineering Division Manager  
**FROM:** Jacob A. Graichen, AICP, City Planner  
**RE:** 35261 Fir Street Sewer Agreement & Annexation File A.2.00  
**DATE:** March 24, 2025

This agreement to allow a STEP system to gain access to the public sewer began in 2000 and has been amended four times since, at five-year intervals. The most recent fourth amendment extended the agreement to May 5, 2025. The fourth amendment was recorded on May 21, 2020.

I do not recall reviewing this previously, but upon recent review of this fourth amendment and the original 2000 agreement I observe the following as it specifically pertains to the Planning Department—the annexation aspects:

- The 2000 agreement notes that the property is “nearly adjacent” to the City Limits and also notes the Applicant has indicated a willingness to irrevocably consent to annex the Applicant’s property to the City and has executed a separate document to be recorded in the public records evidencing said consent (attached).
- The 2020 amendment, recital H, notes “until this property has been annexed and the public sanitary sewer is available, the McFeron’s will need to continue using the STEP system.”
- Pursuant to Oregon Revised Statute 222.111(1):  
*...the boundaries of any city may be extended by the annexation of territory that is not within a city and that is contiguous to the city or separated from it only by a public right of way or a stream.*
- The subject property is Lot 58 of the Firlok Park Subdivision. The City Limit boundary extends to the eastern end of the Fir Street right-of-way. The closest distance between the subject property and the City boundary is 70', which is a lesser distance compared to many of the city’s rights-of-way, which can be 80' wide or more. Regardless, the entire area between the subject property and City Limits is public right-of-way.
- **This property is eligible for annexation now and it should be done.**



The subject property is separated by public right-of-way as close as approximately 70 feet. This, combined with the consent to annex executed in 1999 (attached), the property is eligible for annexation now.

This could impact the content of the next amendment, if any. Pursuant to SHMC 13.14.060(5) a sewer agreement for STEP systems is a requirement of city law, so there is reason to continue with the agreement if desired. Also consider that since the fourth agreement was recorded in 2020, the city has adopted a new Wastewater Master Plan (adopted via Resolution No. 1940 in November 2021).

PETITION FOR ANNEXATION TO THE  
CITY OF ST. HELENS, OREGON

To: The Common Council of the City of St. Helens, Oregon

We, the undersigned owners of the property described below, hereby petition for, and give our consent to, annexation of that property to the City of St. Helens.

The property legal description to be annexed is attached as Exhibit A.

Street Address of Property:  
(If address has been assigned)

35262 Fir Street  
Property address

St. Helens  
City

Send correspondence to:

Amanda McFeron  
Name

35262 Fir Street  
Mailing address

St. Helens, 97051  
City Zip

503-397-2330  
Telephone number

Signature of Owner(s):  
(Print name below signature)

Amanda McFeron

Greg McFeron

Amanda McFeron  
Dry MZ

We agree that this consent shall be irrevocable and is a covenant and runs with the land, and is binding on our heirs, assignees, or successors in interest.

The foregoing instrument was acknowledged before me this 9<sup>th</sup> day of Nov., 1999 by Sharon Wagner.



Sharon Wagner  
Notary Public for Oregon  
My commission expires: June 9, 2000

Mail petitions to:  
City of St. Helens  
PO Box 278  
St. Helens, OR 97051