



COUNCIL SPECIAL SESSION

Wednesday, April 03, 2024 at 6:00 PM

COUNCIL MEMBERS:

Mayor Rick Scholl
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
Email | kpayne@sthelensoregon.gov
Phone | 503-397-6272
Fax | 503-397-4016

AGENDA

CALL SPECIAL SESSION TO ORDER

DISCUSSION TOPICS

1. Discuss the Proposed Public Safety Facility with the Planning Commission

OTHER BUSINESS

ADJOURN

VIRTUAL MEETING DETAILS

Join: <https://us02web.zoom.us/j/83200203180?pwd=emdNSU9CTG5IdVFIWG00M3o1ckUzUT09>
Passcode: 942514
Dial: 253-205-0468

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 or call 503-366-8217.



CITY OF ST. HELENS PLANNING DEPARTMENT

MEMORANDUM

TO: City Council & Planning Commission
FROM: Jacob A. Graichen, AICP, City Planner
RE: St. Helens Police Station—File: Appeal AP.2.23
 LUBA and *where do we go from here?* question for April 3, 2024 special session
DATE: March 28, 2024

As you know, the Appeal of the Conditional Use Permit denial by the Planning Commission for the proposed police station at the intersection of Old Portland Road and Kaster Road (Kaster Road site) that was reversed (approved) by the City Council was appealed to the Oregon Land Use Board of Appeals (LUBA).

Gregory S. Hathaway of Hathaway Larson, LLP, representing Steve Toschi and Robyn Toschi produced a Notice of Intent to Appeal dated **December 11, 2024**. This set the possible case of *Steve and Robyn Toschi v City of St. Helens*.

A Notice of Withdraw was filed with LUBA. This notice allows, but does not mandate, the city to reconsider the decision, actually withdraw the application, or if nothing else, suspend the process to buy time. There was a 90-day period for this which ended around **March 27, 2024**. Based on the **January 10, 2024** Special Session (following a **December 20, 2023** executive session with legal counsel on this matter) where the Council expressed desire to move on from the Kaster Road site for the police station, by motion, the city essentially bought time during this 90-day period.

At the last Council regular session on **March 20, 2024** the Council authorized legal counsel to submit an additional 45-day delay to LUBA on this matter. This 45-day delay was at the suggestion of Mr. Hathaway per our legal counsel.

This April 3rd special session is a continuation of the discussion with the City Council and Planning Commission from the **March 13, 2024** CC/PC joint meeting, but in the context of this 45-day additional delay.

To help with overall context, I will have same presentation from the Council public hearing for the appeal of the Planning Commission's denial for a quick review, as a "cliff notes" refresher.

Also noteworthy for the discussion between the Council and Planning Commission are the comments from Robin Toschi during the public comment portion of the **March 20, 2024** work session. After listening to the video, this is what I heard in summary:

- Emphasis on Houlton area for new location of Police Station
- Willing to discuss compromise with the city with this additional 45-days; 45-days is for parties to meet and discuss
- Compromise must involve ensuring overcoming the concerns regarding public safety, which is the first priority
- Compromise must include public acknowledgement of mistakes made and expectations such mistakes will not repeat

Compromise terms have not been provided in written form and this is a summary, not verbatim, and no errors or omission intended. But as part of the saga, it's part of the discussion and thus included.





Need?

The existing police station at 150 S. 13th Street is dated and insufficient for current and future staff.

- Built in 1971, when population was 6,200
- No change (other than modular building added in 2018) → today's population 14,400 → **130% increase!!!**
- Main building is 2,200 office space/garage → smaller than many homes!
- ADA deficient
- Antiquated seismic standards
- Poor digital storage accommodation → Not an issue in 1971
- Entire vehicle fleet cannot be securely stored
- Lack of private interview and training space
- No armory
- Conditions thwart grant efforts



OLD PORTLAND ROAD

KASTER ROAD

Cascades



USE PER ZONING: Public Safety Facility, *a conditional use*

Item #1.

“Public safety facilities” means providing protection pursuant to fire, life, and safety code sections together with the incidental storage and maintenance of necessary vehicles. Typical uses include fire stations, **police stations**, and ambulance services.

CONDITIONAL USE CRITERIA includes:

The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features.

USE PER FLOOD POLICY: Critical facility

“Critical facility” means a facility **for which even a slight chance of flooding might be too great**. Critical facilities include, but are not limited to, schools, nursing homes, hospitals, **police**, fire and emergency response installations, and installations which produce, use or store hazardous materials or hazardous waste.

CRITICAL FACILITY POLICY:

Construction of new critical facilities **shall be, to the extent possible, located outside the limits of the special flood hazard area (SFHA)**. Construction of new critical facilities shall be permissible within the SFHA **only if no feasible alternative site is available**. Critical facilities construction within the SFHA shall have the lowest floor elevated at least three feet above the base flood elevation (BFE) or to the height of the 500-year flood, whichever is higher. **Access to and from the critical facility shall also be protected to the height utilized above**. Floodproofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters.

LOCATON AND ALTERNATIVES ANALYSIS MATTERS → Site is anticipated to be impacted by flood waters, **at least access**

The Planning Commission denied this proposal based on:

- SHMC 17.100.040(1)(b) regarding Conditional Use Permit criterion:

- The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features.
- Site selection still pertinent to help answer “why.”
- Comes down to weighing pros and cons.

- SHMC 17.40.040(1) regarding significant wetland protection zone impacts.

Some protection zone impact due to secondary access. Moot issue if Council finds site is ok for Police Station.

- SHMC 17.46.050(6) regarding critical facilities in flood hazard areas.

- Alternatives analysis (facility v. building).
- Building and surrounding improvements elevated
- Secondary access
- Is the slightest chance of flood too great?

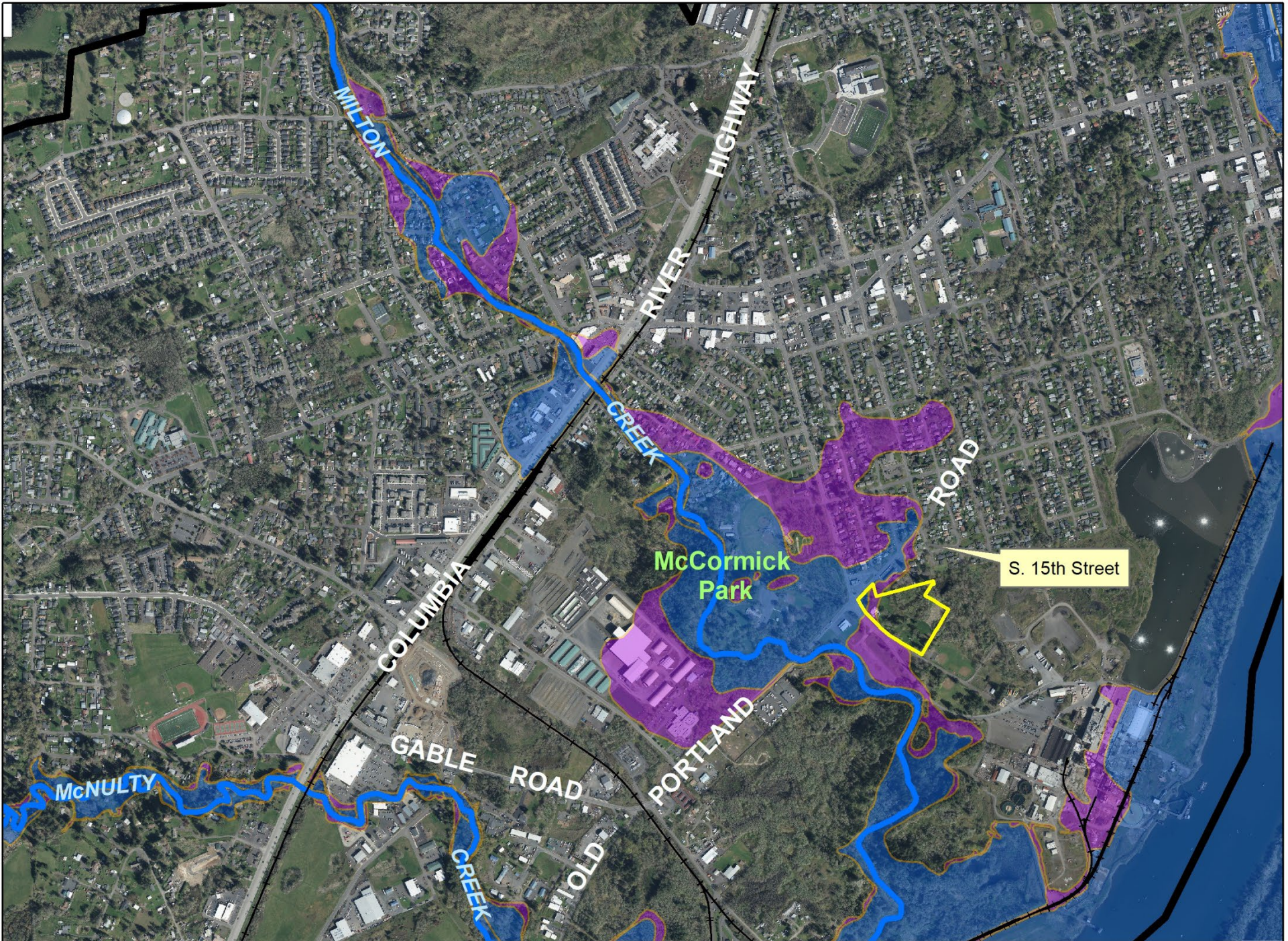
- SHMC 17.100.040(1)(f) regarding Conditional Use Permit criterion—applicable policies of the comprehensive plan.

19.08.060(3)(i). Development in a hazardous area is required to meet strict standards to reduce or eliminate public harm.

The Cons

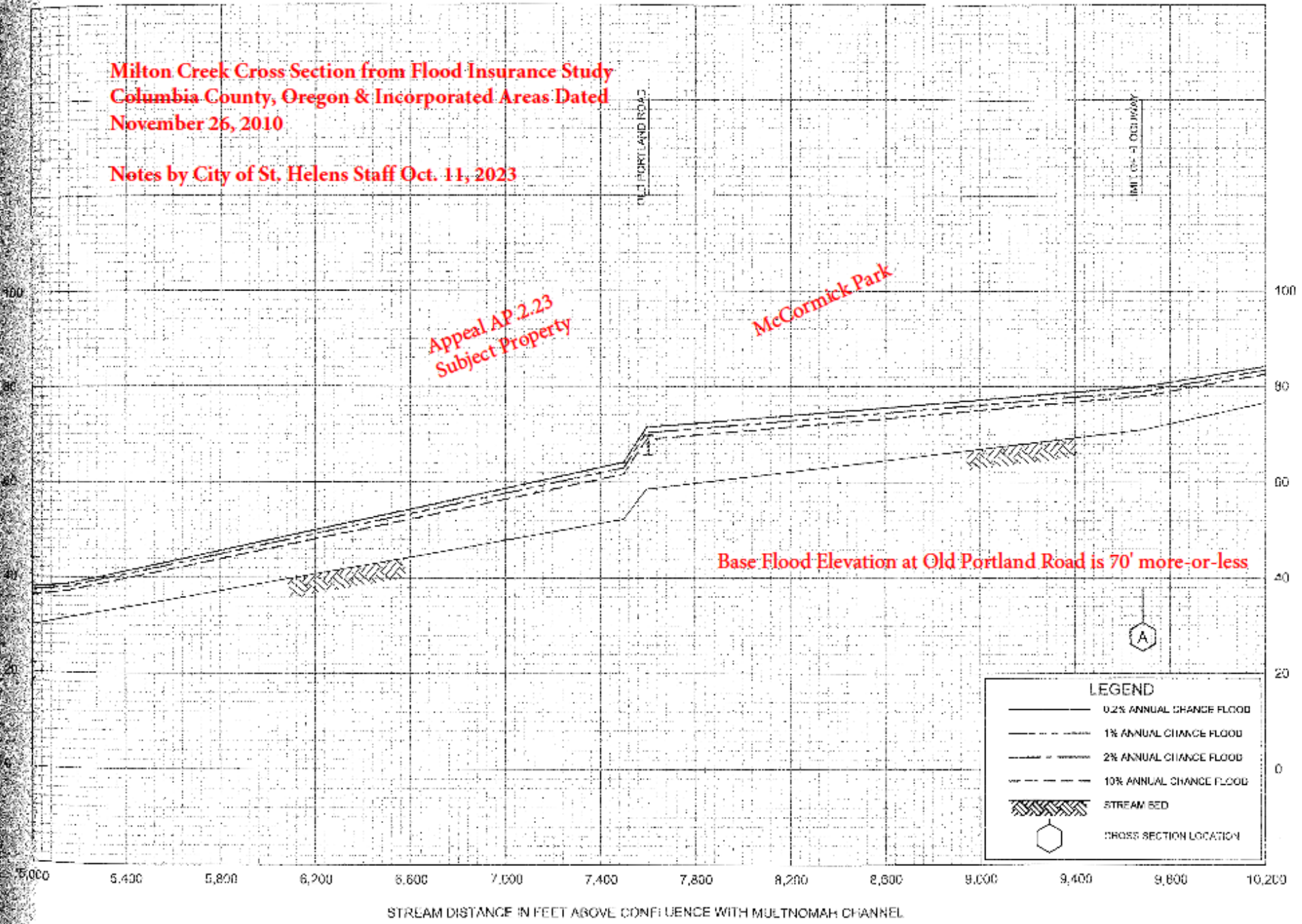
Item #1.





**Milton Creek Cross Section from Flood Insurance Study
Columbia County, Oregon & Incorporated Areas Dated
November 26, 2010**

Notes by City of St. Helens Staff Oct. 11, 2023



FLOOD PROFILES
MILTON CREEK

FEDERAL EMERGENCY MANAGEMENT AGENCY
COLUMBIA COUNTY, OR
AND INCORPORATED AREAS

LEGEND

	0.2% ANNUAL CHANCE FLOOD
	1% ANNUAL CHANCE FLOOD
	2% ANNUAL CHANCE FLOOD
	10% ANNUAL CHANCE FLOOD
	STREAM BED
	CROSS SECTION LOCATION




St. Helens Police Station Proposal

FIRM Information

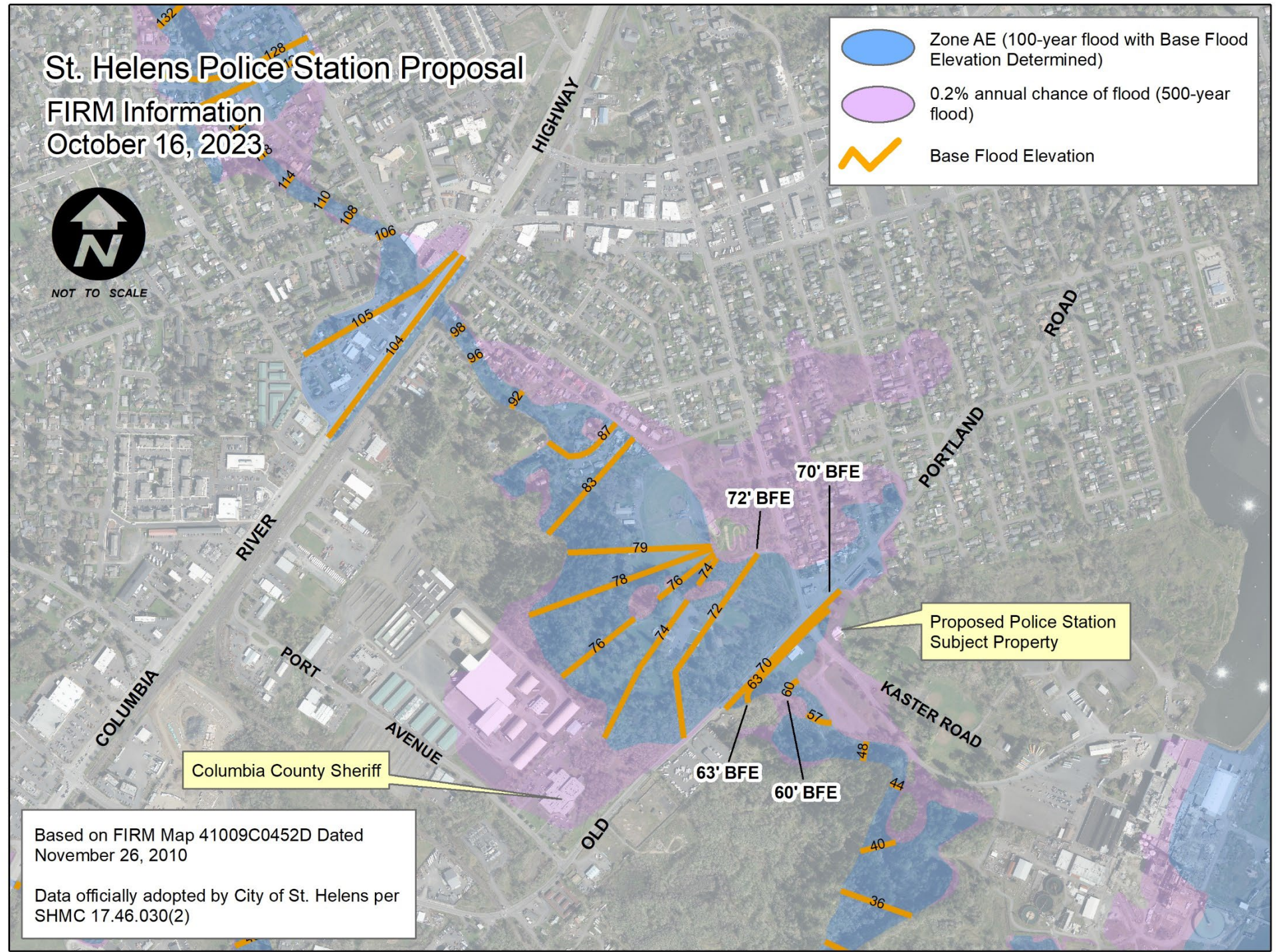
October 16, 2023



NOT TO SCALE

-  Zone AE (100-year flood with Base Flood Elevation Determined)
-  0.2% annual chance of flood (500-year flood)
-  Base Flood Elevation

Item #1.



Based on FIRM Map 41009C0452D Dated November 26, 2010

Data officially adopted by City of St. Helens per SHMC 17.46.030(2)

St. Helens Police Station Proposal

FIRM Flood Boundaries v. Actual Elevations

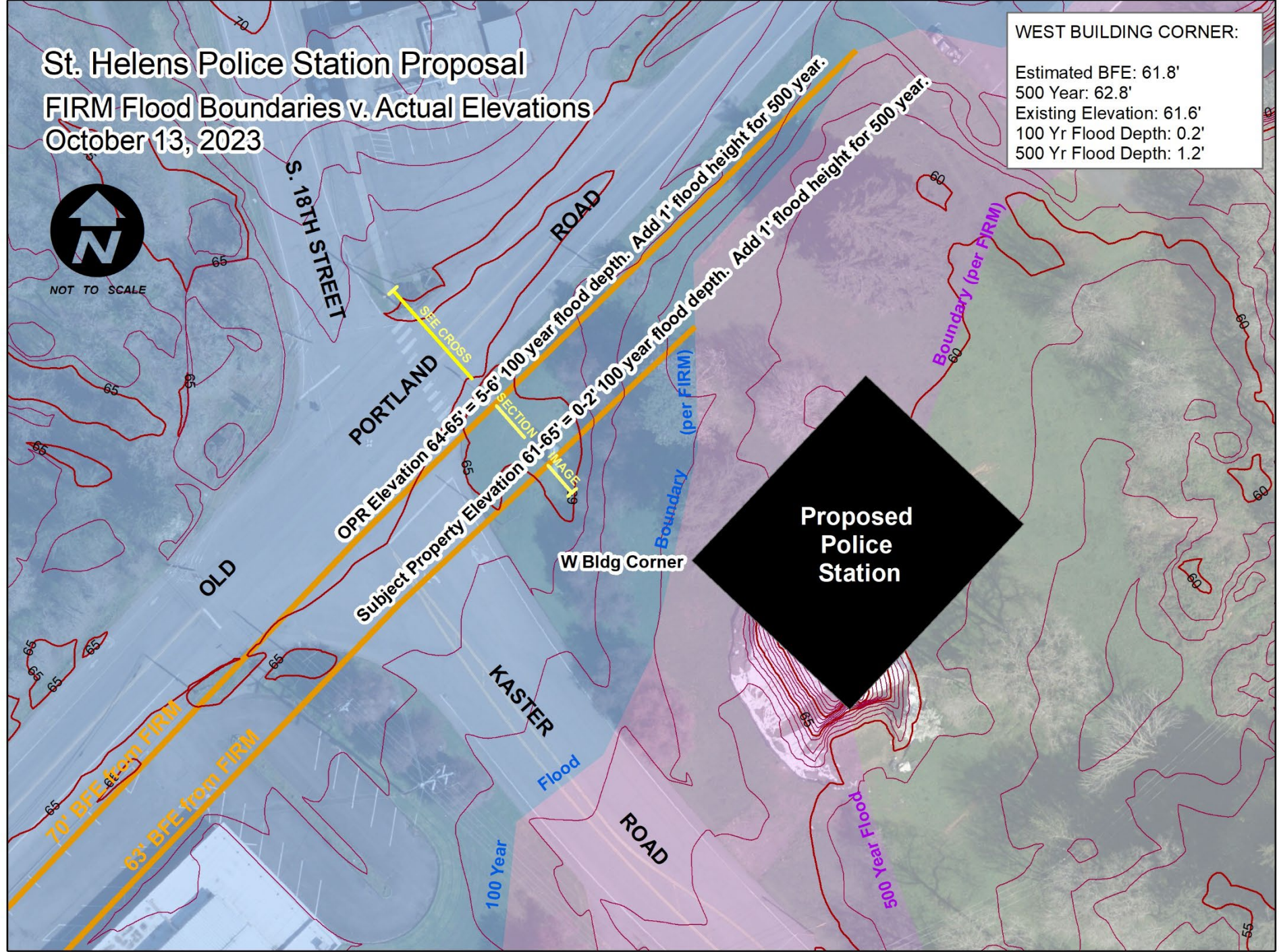
October 13, 2023



NOT TO SCALE

WEST BUILDING CORNER:
 Estimated BFE: 61.8'
 500 Year: 62.8'
 Existing Elevation: 61.6'
 100 Yr Flood Depth: 0.2'
 500 Yr Flood Depth: 1.2'

Item #1.



St. Helens Police Station Proposal

FIRM Flood Boundaries v. Actual Elevations

October 13, 2023

Cross Section Image

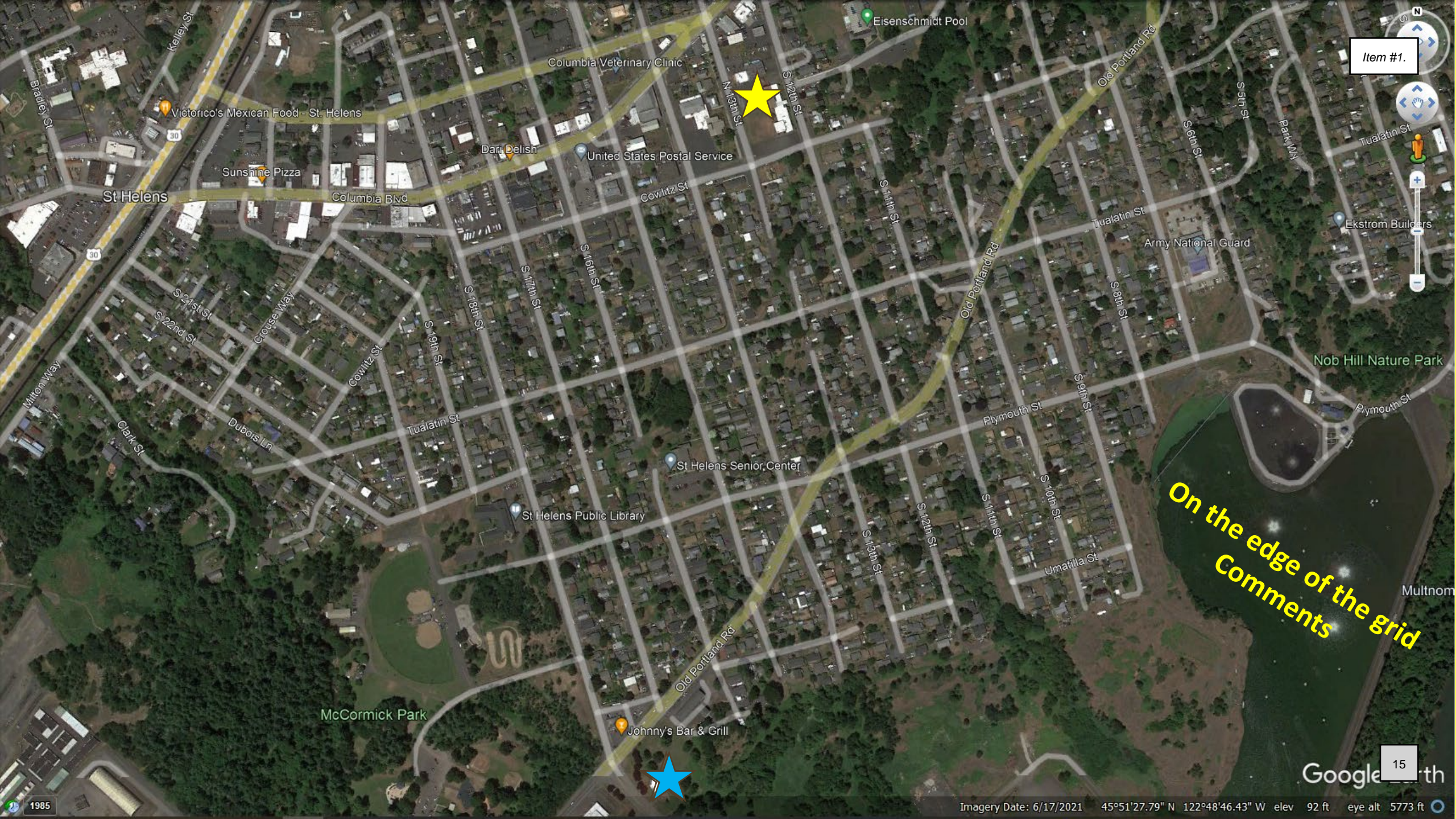


70+ (NAVD88) 100-Year Flood Elevation

65' (NAVD88) Ground Elevation

The 70' Base Flood Elevation from the Flood Insurance Rate Map data aligns (more-or-less) with this art pole. Ground elevation here is approximately 65'. Elevations based on the NAVD88 Vertical Datum.

The 63' Base Flood Elevation from the Flood Insurance Rate Map data aligns (more-or-less) with this sign. Ground elevation here is approximately 65'. Elevations based on the NAVD88 Vertical Datum.



Item #1.

On the edge of the grid
Comments

Columbia Veterinary Clinic

Eisenschmidt Pool

Victorico's Mexican Food - St. Helens

Dan's Delish

United States Postal Service

Sunshine Pizza

Columbia Blvd

Cowitz St

St Helens

Army National Guard

Ekstrom Builders

Nob Hill Nature Park

St Helens Senior Center

St Helens Public Library

McCormick Park

Johnny's Bar & Grill

Multnom

The Pros

Item #1.



The farther
backward you can
look ...

... the farther
forward you are
likely to see.



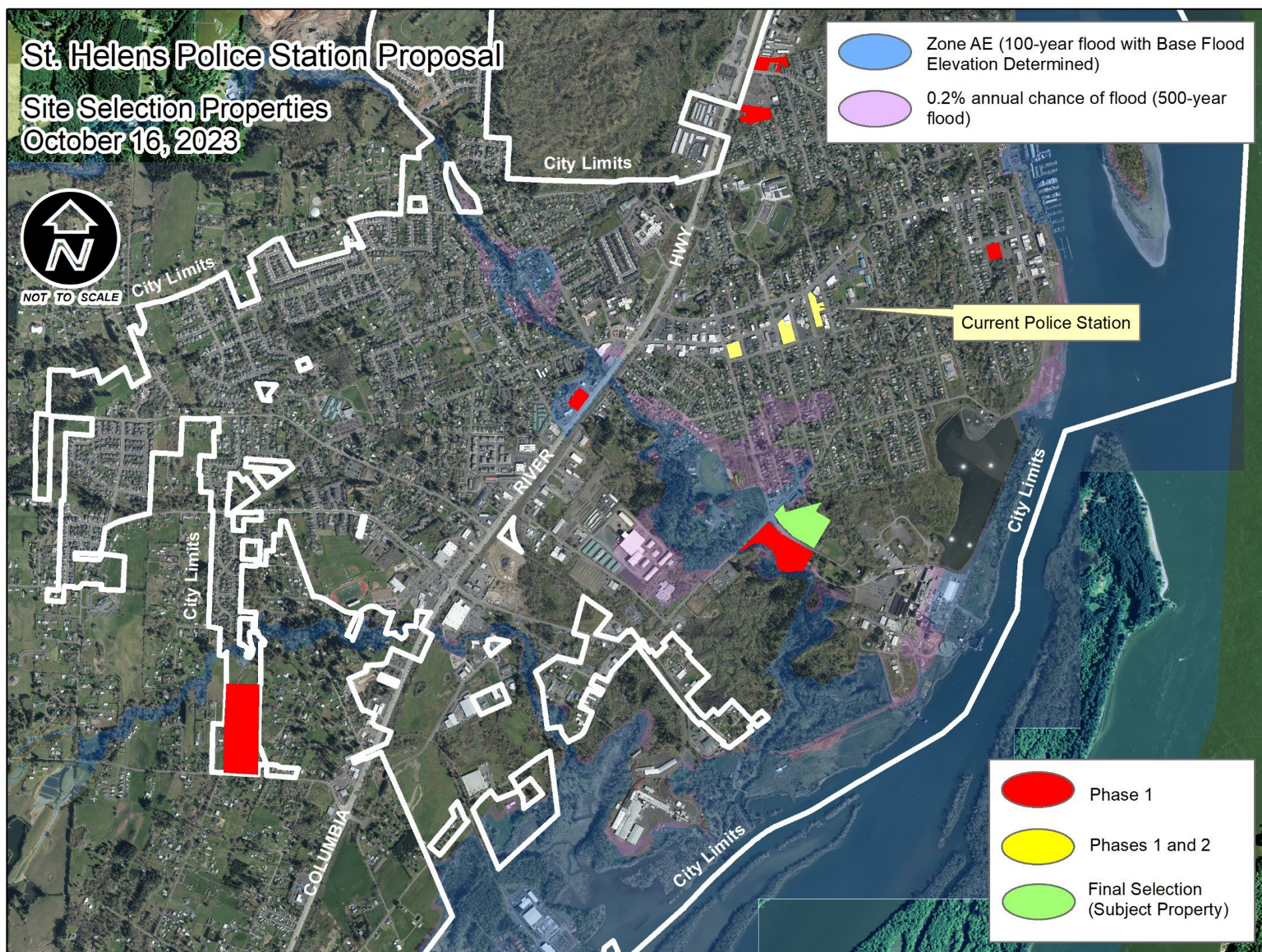
St. Helens Police Station Proposal

Site Selection Properties

October 16, 2023



NOT TO SCALE



Blue oval: Zone AE (100-year flood with Base Flood Elevation Determined)

Purple oval: 0.2% annual chance of flood (500-year flood)

Red oval: Phase 1

Yellow oval: Phases 1 and 2

Green oval: Final Selection (Subject Property)

Item #1.

Task 3: Site Evaluations

Item #1.

RANKED: 1 - 4

(1: LEAST SUITED; 4: MOST SUITED)



	SITE 1: 1771 COLUMBIA BLVD	SITE 2: 1271 COLUMBIA BLVD	SITE 3: OLD PORTLAND ROAD	SITE 4*: OREGON STREET
1. COST OF LAND / SITE DEVELOPMENTS	2	3	4	1
2. SIZE OF SITE	1	2	3	4
3. SHAPE OF SITE	4	3	1	2
4. POTENTIAL FOR MULTI - USE	2	3	1	4
5. PUBLIC ACCESS TO SITE - VEHICLE	4	3	2	1
6. PUBLIC ACCESS TO SITE - TRANSIT	4	3	2	1
7. PUBLIC ACCESS TO SITE - PEDESTRIAN/BICYCLE	4	3	2	1
8. VISIBILITY AND PROMINENCE	4	3	2	1
9. PROXIMITY TO GOVERNMENT FUNCTIONS	3	4	2	1
10. NEIGHBORHOOD CONTEXT	4	3	2	1
11. POSITIONING FACILITY ON SITE	3	2	1	4
12. SECURITY	4	3	2	1
13. TRAFFIC CONGESTION	3	2	4	1
14. EXPANSION TO ADJACENT SITES	3	2	1	4
15. PROXIMITY TO GEOGRAPHIC CENTER	4	3	2	1
16. CURRENT OWNERSHIP	1	2	4	3
17. LAND USE	3	4	2	1
18. RESPONSE TIME	3	2	4	1
ASSESSMENT SCORE	56	50	41	33
CUMULATIVE RANK (BASED ON ASSESSMENT SCORE)	1st	2nd	3rd	4th

INDUSTRIAL PARK - Site 6 Vacant Property

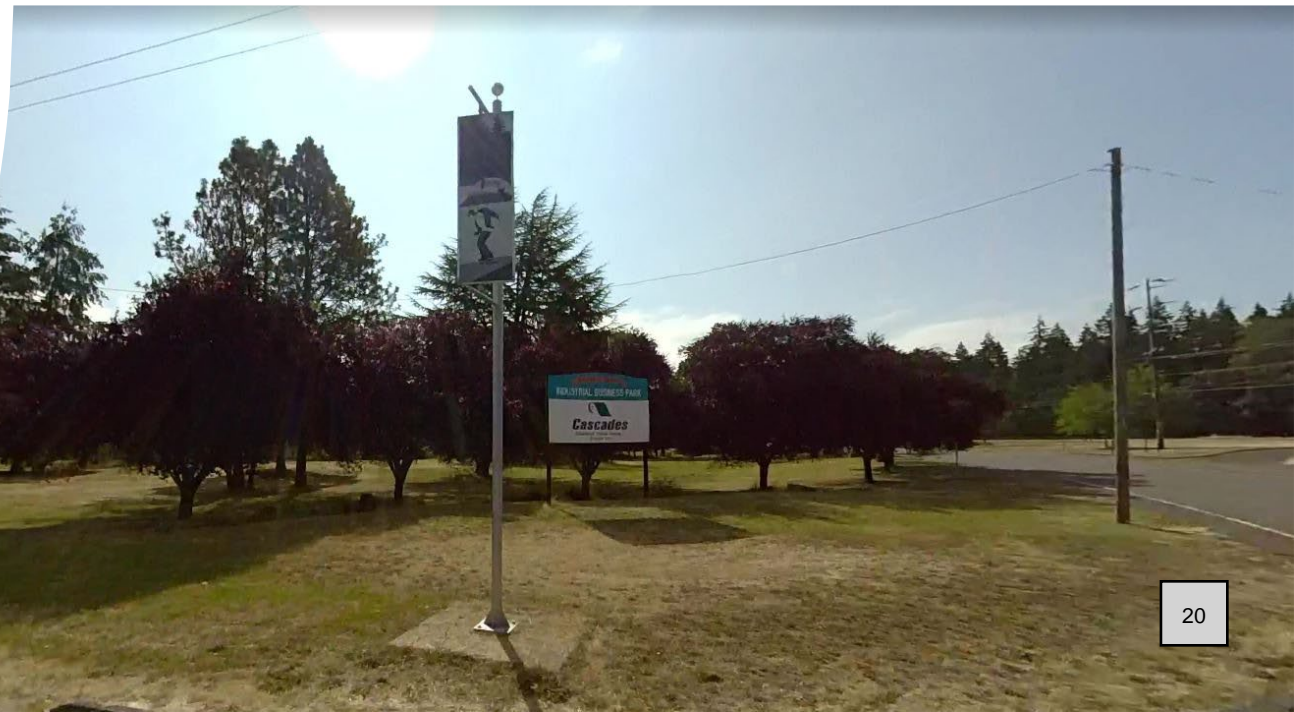
Initial Facts:

- Owned by City
- 1-Story Size Potential – 66,000 Sq. Ft.

Decision – MOVE TO PHASE 2

Deciding Factors:

- City ownership
- Potential space/expansion needs
- Wetlands *could* be an issue
- Access ease to Hwy 30
- No one-way streets



Public Safety Facility Plans

Site Selection Process

City staff worked alongside Mackenzie Architecture to identify possible locations for a new Public Safety Facility. Originally identifying 10 locations around the community that were both owned already by the city and privately owned, the list was reduced to a Top 3 based on a variety of topics and categories. Once the Top 3 were identified, Mackenzie Architecture did a further analysis of each property to identify any potential issues that could arise for the facility and test-fit a model for a potential station on each property. Results were shown to City Council along with recommendations from our current Police staff and Mackenzie Architecture. There was a unanimous decision by City Council of the city-owned property at the corner of 18th and Old Portland Road (across from the recreation center where the industrial business park sign is).

Here are some of the specific reasons this site was chosen:

1. Site is already owned by the City, which would reduce costs of purchasing any needed property that could be \$600,000 to \$1,000,000.
2. Officer's liked the access ability to get in and out of the station. At the current Police Station, there is often issues with one-way streets leaving the facility.
3. The new site provides opportunity for expansion in the future if needed.
4. The new station allows easy access to Hwy 30 and access to alternative routes if there is a train.

Item #1.

Contact Information

City Hall
265 Strand Street
St. Helens, OR 970

503-397-6272 Phone
503-397-4016 Fax

Hours:
Monday - Friday, 8
Closed daily from 1

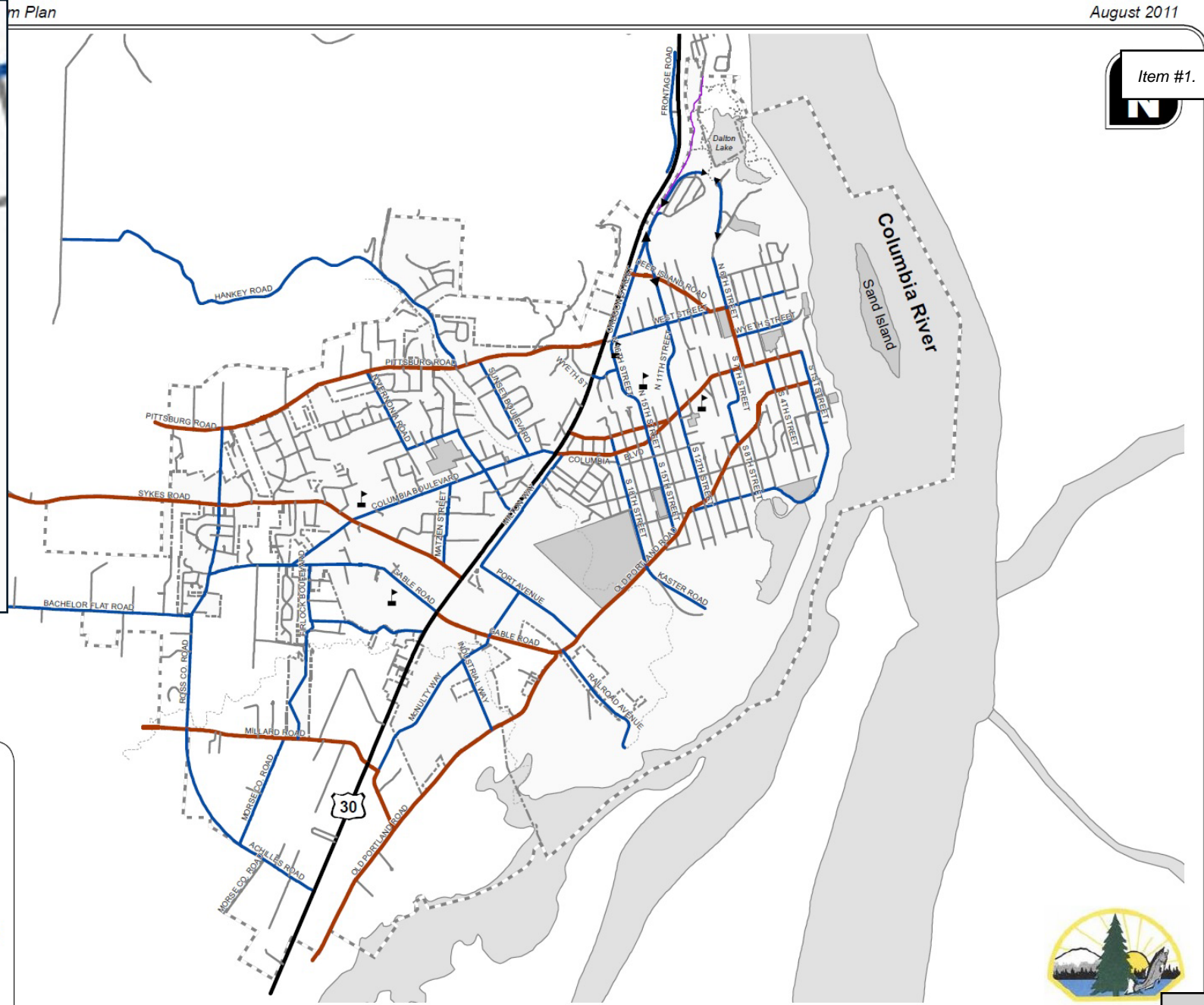
[View Full Contact](#)

Upcoming Events

New Years Ob
12/31/2021 (All day)

City Owner\$\$\$hip












Access Ability For Police Station?

H:\proj\file\10639 - St Helens TSP Update\gis\draft\isp\fig7-1.mxd

LEGEND

-  Schools
-  Major Arterials
-  Minor Arterials
-  Collector Streets
-  Local Streets
-  City Limits
-  City UGB

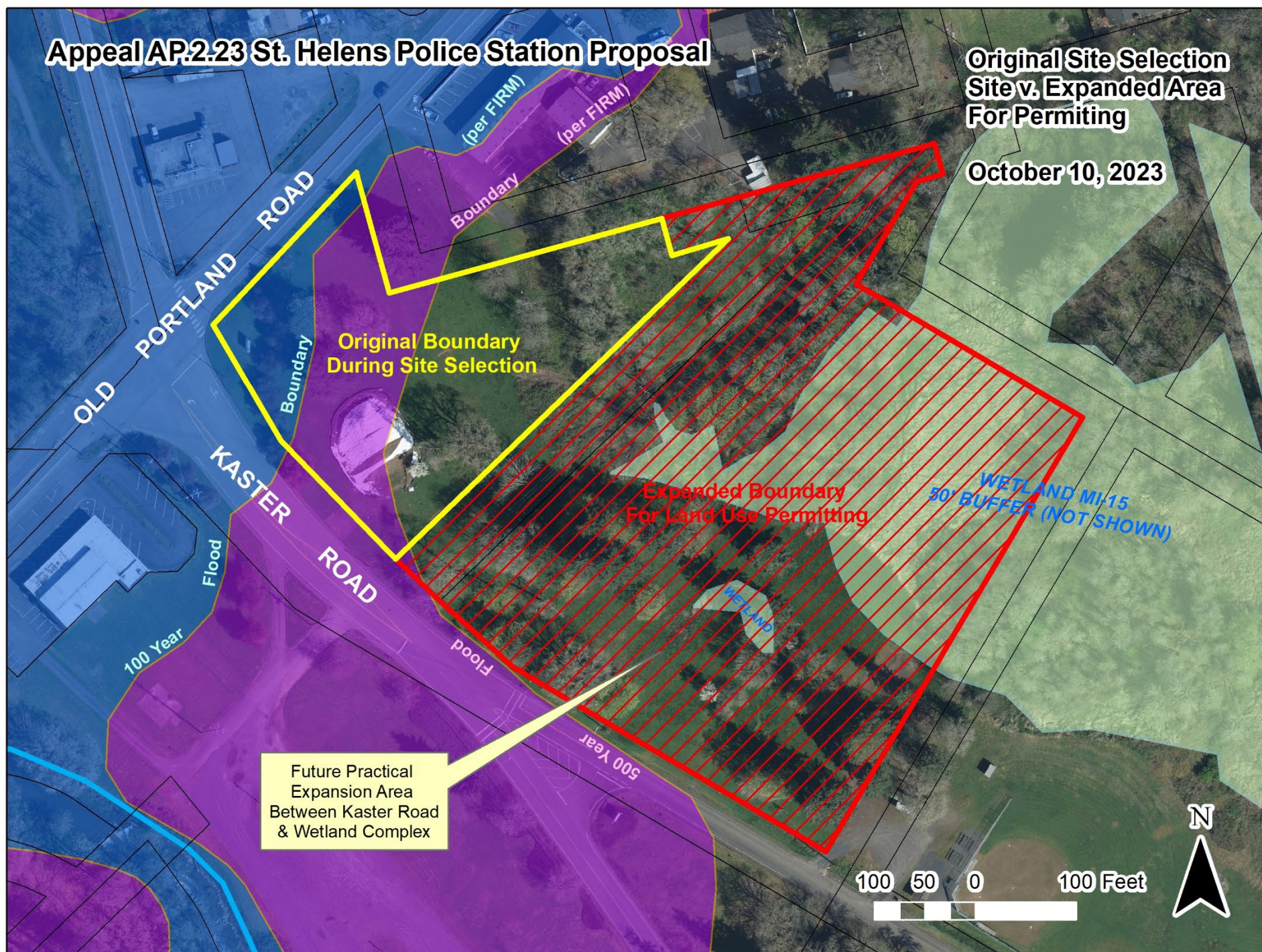


Appeal AP.2.23 St. Helens Police Station Proposal

Original Site Selection
Site v. Expanded Area
For Permitting

October 10, 2023

Item #1.



St. Helens Police Station Proposal

Proximity To Railroad Crossings Within St. Helens Urban Growth Boundary October 16, 2023



NOT TO SCALE

Deer Island Road
Two-Way

Wyeth Street
Two-Way

Columbia Boulevard
One-Way (East)

St. Helens Street
One-Way (West)

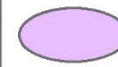
Gable Road
Two-Way

Millard Road
Two-Way

Red lines show routes between proposed police station site and RR crossings along US30 within the St. Helens UGB.



Zone AE (100-year flood with Base Flood Elevation Determined)



0.2% annual chance of flood (500-year flood)

Proposed Police Station
Subject Property

“Mentionables”

Item #1.



Item #1.

01.04.2

01.0



McCormick Park

Proposed Police Station Site

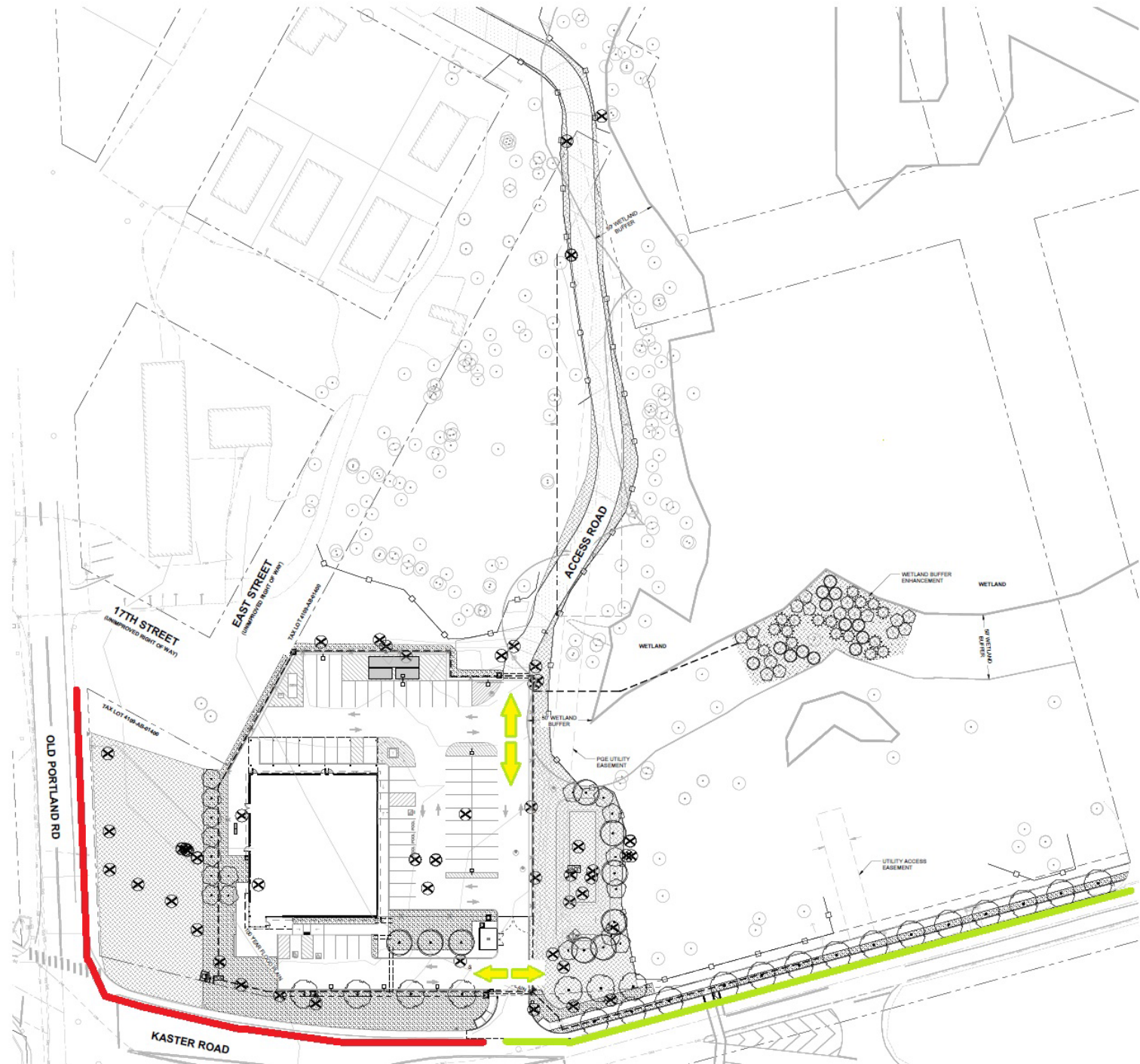
Shift bike lanes via taper

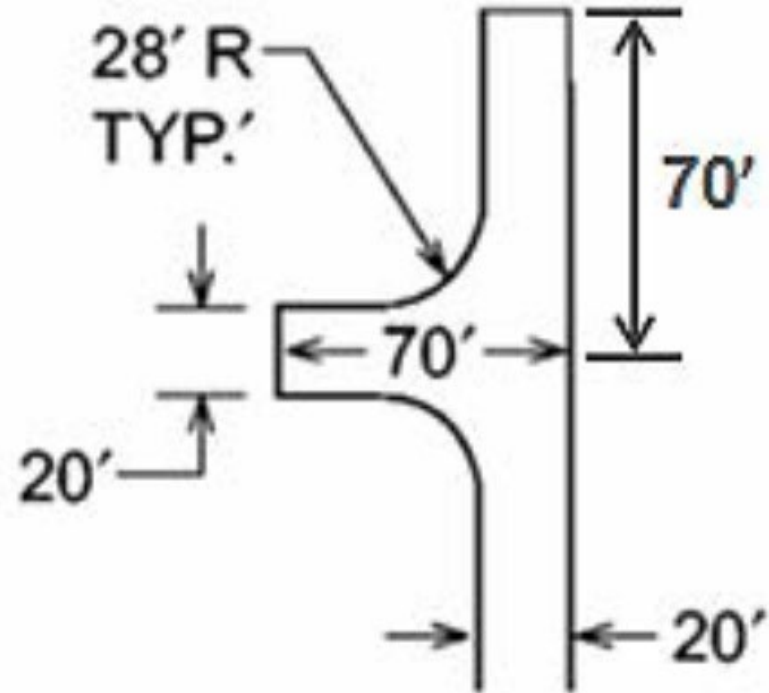
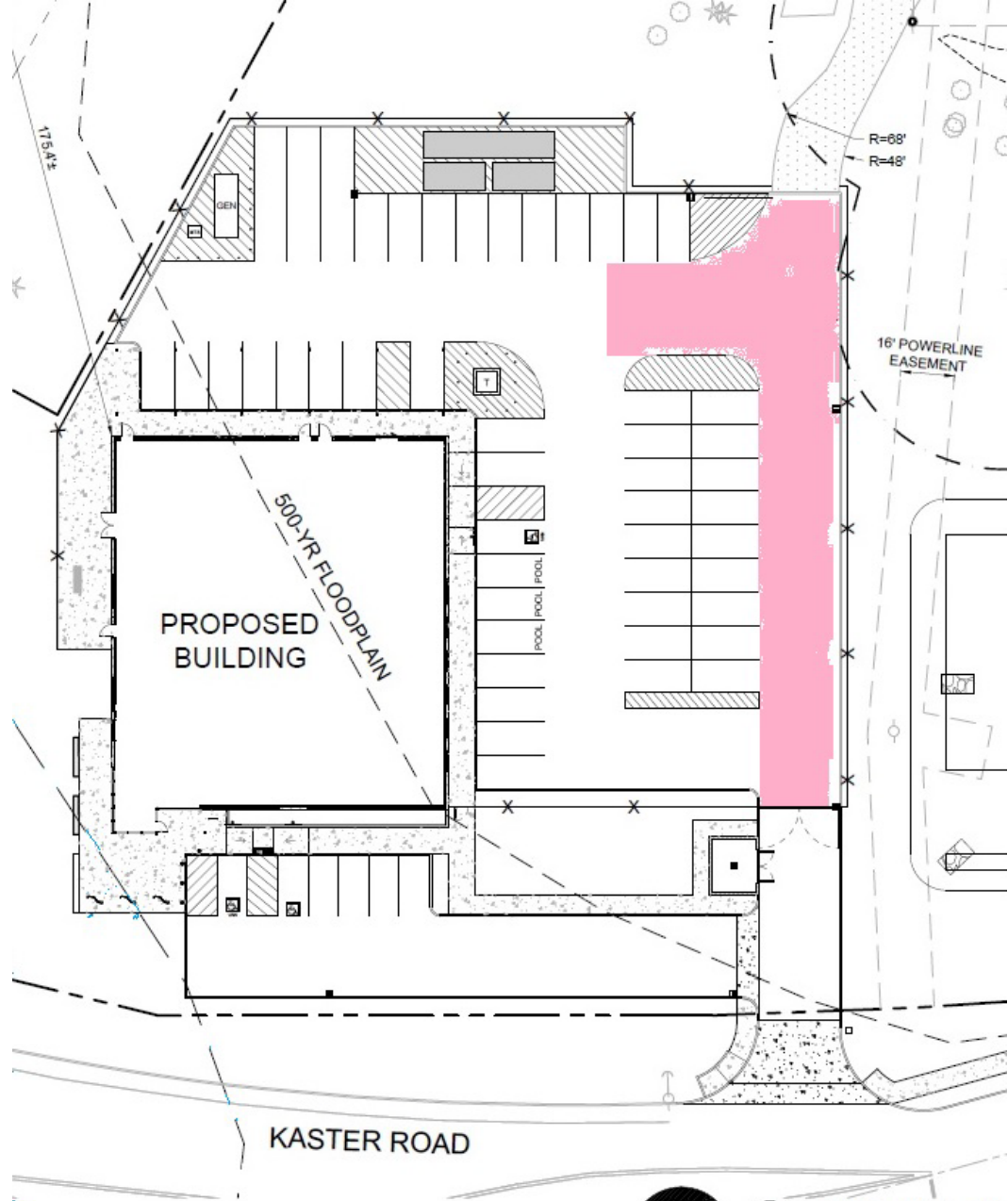
Provide connection to existing trail

Transition cycle track to sidewalk level in advance, and provide opportunity for bicyclists to take vehicle lane via ramp or driveway transition

Provide opportunities for bicyclists to exit cycle track and use circulatory roadway, and reenter cycle track after using circulatory roadway

Provide detectable warning and align bike path to be an oblique (non-parallel) spur to guide pedestrians with low vision toward pedestrian path





ACCEPTABLE ALTERNATIVE TO 120' HAMMERHEAD

