

DATE: January 31, 2014

TO: Project Management Team

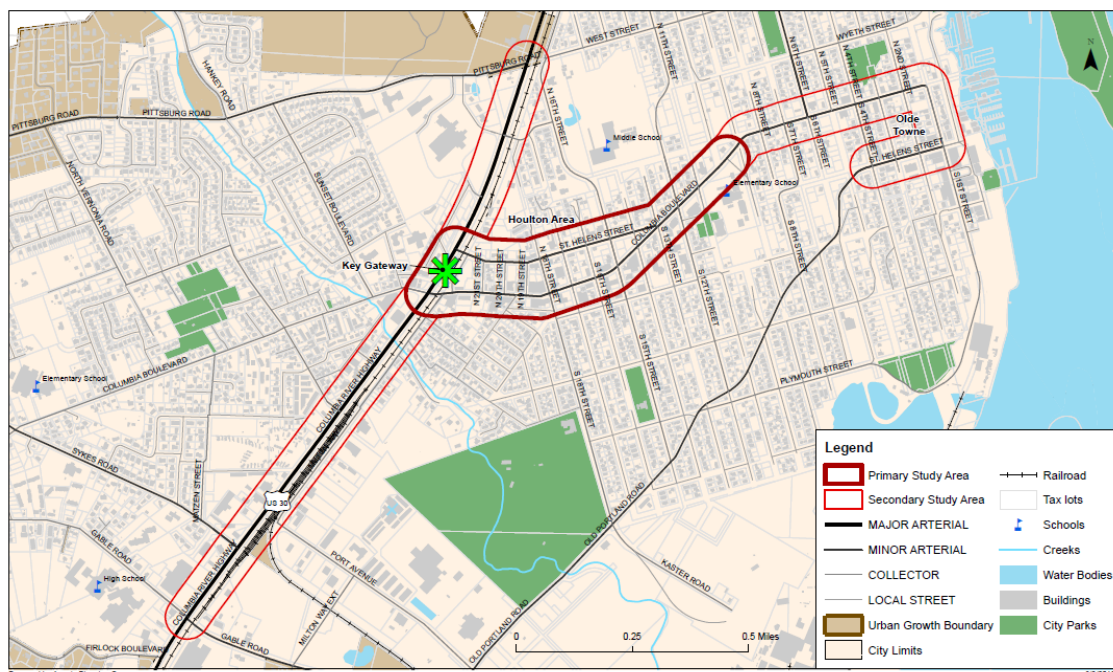
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SUBJECT: St. Helens US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan
Task 2.4 / Technical Memorandum #1 Background Document Review

Introduction

The purpose of this background document report is to provide an overview of the policies, standards, and practices related to corridor planning as they apply to the study area, shown in Figure 1.

Figure 1: Study Area (Primary and Secondary Study Areas)



The documents that were reviewed for policies, standards, and practices related to corridor planning include the following documents, as identified in Tasks 1.2 and 2.4. Policies, standards, and practices applicable to the study area and corridor planning were not necessarily found in every document.

- Access Management Rules (Oregon Administrative Rules Chapter 734 Division 51)



- 2006 Oregon Transportation Plan
- 1999 Oregon Highway Plan and amendments
- 1995 Oregon Bicycle and Pedestrian Plan and 2011 Oregon Bicycle and Pedestrian Design Guide
- 2012 Highway Design Manual and amendments
- ODOT Access Management Manual
- ODOT Traffic Manual (amendment March 2008)
- Oregon Administrative Rules 734, Division 20
- St. Helens Municipal Code (SHMC)
 - Title 10, Vehicles and Traffic
 - Title 12, Streets Sidewalks and Public Spaces
 - Title 13, Public Services
 - Title 17, Community Development Code
 - Title 18, Engineering Standards Manual
 - Title 19, St. Helens Comprehensive Plan
- 2011 St. Helens Transportation System Plan (TSP)
- 1997 A Vision for St. Helens in the Year 2020
- 2005 City of St. Helens Strategic Plan
- 2007 Economic Development Plan
- 2009 Lower Columbia River Rail Corridor Rail Safety Study
- 2009 Columbia County Community Wide Transit Plan and US 30 Transit Access Plan
- 2012 St. Helens Architectural Design Guidelines for Olde Towne

Corridor planning elements listed below, as identified in Task 2.4, have been expanded to include planning elements identified in Task 7.2 (Draft Implementing Policies and Ordinances). These elements will potentially be the subject of plan and code amendments needed for implementation of the corridor plan. Elements outside public right-of-way may be addressed only nominally and insofar as they interact with elements in the right-of-way.

Streetscape and street design elements (inside of right-of-way):

- Access management
- Street design and lane widths
- Sidewalks and planter strips
- Crossings
- Signals

- Gateway treatments
- Guide and wayfinding signs
- Landscaping
- Pedestrian and bicycle facilities
- Lighting
- On-street parking and loading

Site design and building design/orientation (outside of right-of-way):

- Site layout and orientation
- Architectural design
- Building height
- Building setbacks
- Open space and plazas
- Pedestrian and bicycle connections between uses
- Walls and fences
- Off-street parking and loading

The corridor planning study area includes a primary study area in the Houlton Business District along the Columbia Boulevard/St. Helens Street corridor, as well as secondary study areas along US 30 and in Olde Towne. The Corridor Plan will ultimately recommend streetscape designs and improvements for all three corridor segments, with more detailed recommendations for the primary study area. Following is a summary of key findings from this document review as they relate to the study area.

- Access – Access onto major arterials (US 30) and minor arterials (Columbia Boulevard and St. Helens Street) are limited by State and City access spacing standards for approach streets and driveways.
- Street design – A State facility design cross section for US 30 is included in the 2011 TSP and City street design cross sections for Columbia Boulevard/St. Helens Street are established in the TSP. The local cross sections are “typical” and identify optional features (e.g., on-street parking) that may be modified in order to accommodate other street design features.
- Sidewalks and planter strips – TSP cross sections show minimum sidewalk widths on US 30 (eight feet) and Columbia Boulevard and St. Helens Street (six feet), with an option of wider sidewalks on Columbia Boulevard and St. Helens Street that include tree wells. Planter strips of at least five feet are required on arterials and collectors. Maintaining sidewalks, planter strips, and curbs is the responsibility of the adjacent property owner.
- Street trees – The City and property owners are required to provide street trees under

specified conditions related to sidewalk replacement/repairs, street repaving, and utility repairs, where there is a lack of street trees as defined by the development code. Proposed development with street frontage must also provide street trees. In some areas, traditional street trees are impractical due to underlying basalt conditions and trees may be planted in containers in these areas. The development code includes provisions regarding the location, spacing, and size of trees as well as exemptions.

- Bicycle facilities – Six-foot bike lanes are required on all arterials and collectors in the city. The development code establishes bicycle parking requirements for multi-family residential, commercial, civic/institutional, and industrial uses. Bicycle parking must be constructed within 50 feet of primary building entrances and not within landscape areas or pedestrian ways, and should be covered where possible.
- Pedestrian and bicycle connections between uses – The development code requires “convenient” walkways and access between building entrances and adjacent streets, as well as between buildings on-site, to parking areas, to common/open spaces on-site, to existing and planned transit stops adjacent to the site, and between new development and existing neighboring development, “unless impractical.”
- Crossings – The TSP presents a variety of pedestrian and bicycle crossing treatments that should be considered along each of the study area roadways, including curb extensions, raised median islands, pavement markings, signs, leading pedestrian intervals, rectangular rapid flash beacons, pedestrian hybrid signals, and reconfigured bike lane striping. The TSP includes a series of near-term crossing improvements for US 30, Columbia Boulevard, and St. Helens Street.
- Gateways – Several past plans have called for the creation of a gateway at the intersection of US 30 and Columbia Boulevard/St. Helens Street. There is a gateway sculpture project currently underway, developed by the St. Helens Arts and Cultural Commission, for US 30 south of the intersection with Columbia Boulevard/St. Helens Street.
- Parking – Maximum zero front yard building setbacks in the Houlton Business District and Olde Towne prevent parking between the building and street in these areas. No additional on-site parking is required in these areas for existing development that covers more than 50% of the site, changes of use, and remodeling without a change to the building footprint. When additional on-site parking is required in these areas, on-street parking spaces can be used meet off-street parking requirements or new development can pay a fee-in-lieu.
- Building setbacks – The development code requires there to be no front setbacks for buildings in the Houlton Business District and Olde Towne. However, there can be a front setback if it is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard.

This report begins with background in the general planning context provided by State documents and local documents. Then the report moves into more specific corridor planning elements, organized by those inside the right-of-way (Streetscape and Street Design) and those outside the right-of-way (Site Design and Building Design/Orientation).

Planning Background

Statewide Planning Context

The following statewide planning documents impact the US 30 & Columbia Boulevard/St. Helens Street corridor planning process.

Access Management Rule (OAR 734-051) with 2012 Amendments

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The rule includes spacing standards for varying types of State roadways and criteria for granting right of access and approach locations onto State highway facilities.

Amendments to OAR 734-051 were adopted in early 2012 based on passage of Senate Bill 1024 and Senate Bill 264 in the 2010 and 2011 Oregon Legislature respectively. The amendments were intended to allow more consideration for economic development when developing and implementing access management rules and involved changes to how ODOT deals with approach road spacing, highway improvement requirements with development, and traffic impact analyses requirements for approach road permits.

Senate Bill 408, which passed in the 2013 legislative session and becomes effective January 1, 2014, is expected to result in further rulemaking. This bill provides new requirements for development of facility plans and directs ODOT to develop an access management strategy¹ for each highway modernization or improvement project. ODOT must develop key principles for each facility plan, which will be used to evaluate how abutting properties may retain or obtain access to the State highway during and after plan implementation. In developing the key principles, the department must also develop a methodology to weigh the benefits of a highway improvement to public safety and mobility against the locally adopted Transportation System Plan (TSP) and land uses permitted in the local comprehensive plan, as well as the economic development objectives of affected real property owners who require access to the State highway. If a facility plan identifies the need to modify, relocate or close existing private approaches, the plan must include key principles for managing access to the State highway and a timeline for plan implementation. Each facility plan also must document that there was collaborative discussion and agreement between the department and the affected cities and counties regarding the location of County roads and City streets that intersect a State highway within the study area.

OAR 734-051-4020 (Standards and Criteria for Approval of Private Approaches)

Revised spacing standards were established in 2012 for new or modified approaches to statewide highways.² The amendments allow access management plans to establish spacing standards that may

¹ The 2011 City of St. Helens Transportation System Plan Update defined an access management plan for City streets and US 30 through the community. Preparation of the current US 30 & Columbia Boulevard/St. Helens Street Master Plan project effort will comply with, but is not expected to change, the TSP-defined access management strategy.

² Tables 3 through 6 in OAR 734-051

take precedence over the highway/approach spacing standards in the rule.³

Improvements that are proposed in corridor plans will need to meet these standards or move “in the direction of the access management spacing standards” by means of an access management strategy, plan, or mitigation proposal.⁴

Any recommended changes to existing access points or new access points will need to meet or move in the direction of compliance with spacing standards in OAR 734-051. To be consistent with the direction provided in Senate Bill 408, the development and evaluation of alternatives to address identified transportation system deficiencies should acknowledge the impacts and benefits to the local economy, as measured by adopted local land use designations (allowed uses) and economic development objectives and, to the extent known, the economic development objectives of property owners.

Oregon Transportation Plan (Updated 2006)

The Oregon Transportation Plan (OTP) is a comprehensive plan that addresses the future transportation needs of the State of Oregon through the year 2030. The primary function of the OTP is to establish goals, policies, strategies and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan (OHP) and the Oregon Bike and Pedestrian Plan (OBPP). The OTP emphasizes:

- Maintaining and maximizing the assets in place,
- Optimizing the performance of the existing system through technology,
- Integrating transportation, land use, economic development and the environment,
- Integrating the transportation system across jurisdictions, ownerships and modes,
- Creating sustainable funding, and
- Investing in strategic capacity enhancements.

The 2011 City of St. Helens Transportation System Plan Update identified future transportation needs within the study corridors. The current US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan Corridor Plans is expected to refine TSP recommendations in regards to streetscape with particular emphasis on developing a detailed vision for the corridors. The current study process will be mindful of OTP planning principles.

Oregon Highway Plan

The Oregon Highway Plan (OHP) is a modal plan of the OTP that guides ODOT’s Highway Division in planning, operations, and financing. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to better utilize roadway capacity as well as establishing partnerships with other agencies and local governments. These policies also link land

³ Pursuant to OAR 734-051-4020(8)(b)(C), spacing standards in AMPs may take precedence only over spacing standards in Tables 3-5 of OAR 734-051.

⁴ OAR 734-051-1070(2), (3), and (4)

use and transportation, set standards for highway performance and access management, and emphasize the relationship between State highways and local road, bicycle, pedestrian, transit, rail, and air systems. The following policies, in particular, are relevant to the plan.

Policy 1A: State Highway Classification System

The OHP classifies the state highway system into four levels of importance: Interstate, Statewide, Regional, and District. ODOT uses this classification system to guide management and investment decisions regarding State highway facilities. The system guides the development of facility plans as well as ODOT's review of local plan and zoning amendments, highway project selection, design and development, and facility management decisions including road approach permits.

US 30 is classified as a Statewide Highway in the State classification system. The purpose and management objectives of this highway designation are provided in Policy 1A, as summarized below.

- **Statewide highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

In addition to the State highway classification system, US 30 has been given other highway designations that are addressed by other policies.

- US 30 is part of the National Highway System (NHS) and is a State Freight Route; these designations in part emphasize the need to maintain regional and freight mobility and have access and signal spacing implications. Access spacing requirements for US 30 and anticipated future traffic signal locations are documented in the City of St. Helens Transportation System Plan and in another Technical Memorandum (#3) for this project.

Policy 1B: Land Use and Transportation

Policy 1B applies to all State highways. It is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. Policy 1B recognizes that State highways serve as the main streets of many communities – as US 30 does in St. Helens – and strives to maintain a balance between serving local communities (accessibility) and the through traveler (mobility). This policy recognizes the role of both the state and local governments related to the State highway system and calls for a coordinated approach to land use and transportation planning.

Policy 1C: State Highway Freight System

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system, made up of the Interstate Highways and select Statewide, Regional, and District Highways, includes routes that carry significant tonnage of freight by truck and serve as the primary interstate

and intrastate highway freight connection to ports, intermodal terminals, and urban areas. Highways included in this designation have higher highway mobility standards than other statewide highways.

Policy 1F: Highway Mobility Standards Access Management Policy

Policy 1F sets mobility standards for ensuring a reliable and acceptable level of mobility on the State highway system. The standards are used to assess system needs as part of long range, comprehensive planning, and transportation planning projects during development review, and to demonstrate compliance with the Transportation Planning Rule (TPR).

Significant amendments to Policy 1F were adopted at the end of 2011. The recent revisions were made to address concerns that State transportation policy and requirements have led to unintended consequences and inhibited economic development. Policy 1F now provides a clearer policy framework for considering measures other than volume-to-capacity (v/c) ratios for evaluating mobility performance. Also as part of these amendments, v/c ratios established in Policy 1F were changed from being standards to “targets.” These targets are to be used to determine significant effect pursuant to TPR Section -0060.

The following mobility targets apply to US 30, which reflect its classification as a Statewide Highway and a designated freight route.

- US 30 (≤ 35 mph): 0.85 v/c
- US 30 (> 35 mph): 0.80 v/c

Per Policy 1F.3, where it is infeasible or impractical to meet the mobility targets ODOT and local jurisdictions may explore different target levels, methodologies and measures for assessing mobility and consider adopting alternative mobility targets for the facility. While v/c remains the initial methodology to measure system performance, measures other than those based on v/c may be developed through a multi-modal transportation system planning process that seeks to balance overall transportation system efficiency with multiple objectives of the area being addressed. The City of St. Helens TSP did not recommend alternative mobility standards.

Policy 1G: Major Improvements

This policy requires maintaining performance and improving safety on the highway system by improving efficiency and management on the existing roadway network before adding capacity. The State’s highest priority is to preserve the functionality of the existing highway system. Tools that could be employed to improve the function of the existing roadway include access management, transportation demand management, traffic operations modifications, and changes to local land use designations or development regulations.

After existing system preservation, the second priority is to make minor improvements to existing highway facilities, such as adding traffic signals, or making improvements to the local street network to minimize local trips on the State facility.

The third priority is to make major roadway improvements which could include adding lanes or reconfiguring intersections.



Policy 2B: Off-System Improvements

This policy recognizes that the State may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the State highway system.

Policy 2F: Traffic Safety

This policy emphasizes the State's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

Policy 3A: Classification and Spacing Standards

It is the policy of the State of Oregon to manage the location, spacing, and type of road intersections on State highways to ensure the safe and efficient operation of State highways consistent with the classification of the highways.

Action 3A.2 calls for spacing standards to be established for State highways based on highway classification, type of area, and posted speed. Tables in OHP Appendix C present access spacing standards which consider urban and rural highway classification, traffic volumes, speed, safety, and operational needs. The access management spacing standards established in the OHP are implemented by access management rules in OAR 734, Division 51, addressed previously in this report.

Policy 4A: Efficiency of Freight Movement

This policy emphasizes the need to maintain and improve the efficiency of freight movement on the State highway system. As a designated freight route, any recommended changes to US 30 will need to consider the potential impacts to freight mobility.

Policy 4B: Alternative Passenger Modes

This policy encourages the development of alternative passenger services and systems as part of broader corridor strategies and promotes the development of alternative passenger transportation services located off the highway system to help preserve the performance and function of the State highway system. Note: No rail passenger or air passenger service is provided within the study area. Public transit service is provided by Columbia County Rider.

The US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan is being developed in coordination with ODOT so that projects, policies, and regulations will comply with or move in the direction of meeting the standards and targets related to safety, access, and mobility that are established in the OHP.

Oregon Bicycle and Pedestrian Plan (Updated 2011)

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to provide safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking. The plan is comprised of two parts: the Policy and Action Plan and the Oregon Bicycle and Pedestrian Design Guide.

The plan was adopted in 1995 and reaffirmed as an element of the OTP in 2006. The second part of the plan – the Design Guide – was updated in 2011. ODOT is currently contracting with a consultant to update the policy section of the OBPP. According to the ODOT scope of work, because it has not been updated since 1995, the updated plan needs to include a broader policy framework and be reviewed for consistency with OTP modal plan requirements, federal requirements, and the statewide planning program. The plan is scoped to be developed in collaboration with stakeholders representing a wide variety of transportation interests. The update is due to be completed before the end of 2015.

The existing Policy and Action Plan provides background information, including relevant state and federal laws, and includes goals, actions, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. The plan states that bikeway and walkway systems will be established on State highways as follows:

- As part of modernization projects (bike lanes and sidewalks will be included);
- As part of preservation projects, where minor upgrades can be made;
- By restriping roads with bike lanes;
- With improvement projects, such as completing short missing segments of sidewalks;
- As bikeway or walkway modernization projects;
- By developers as part of permit conditions, where warranted.

The Design Guide is the technical element of the plan that guides design and management of bicycle and pedestrian facilities on State-owned facilities. It has been designated as a companion piece to the Highway Design Manual and includes updated and innovative pedestrian and bicycle treatments.

The signalized intersections located along US 30 have striped crosswalks that facilitate pedestrian movements across US 30; however, they are relatively few and far between due to ODOT spacing requirements. The railroad track along the east side of US 30 also limits pedestrian and bicycle connectivity options. A pedestrian system plan and bicycle system plan is included in the St. Helens Transportation System Plan. The standards and guidelines for pedestrian and bicycle improvements in the OBPP, such as the location and orientation of pedestrian crossings, will inform recommended bicycle and pedestrian improvements to US 30. The recommendations in the Design Guide may be considered as “best practices” for potential applications on City facilities in the study area as well.

Highway Design Manual (2012)

The Highway Design Manual establishes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing/restoration/rehabilitation projects. The manual is used for all projects that are located on State highways such as US 30. Design standards for State highways depend on the highway’s functional classification and the project type.

Chapter 6 of the Highway Design Manual addresses urban highway design standards (non-freeway), applicable to the segment of US 30 included in the study. These standards apply to any new construction projects located along US 30, but not to retrofits. Any recommendations in the US30/St. Helens Street/Columbia Boulevard Corridor Plans that result in new construction will be

developed to be consistent with the applicable HDM standards for State highways. Chapter 13 provides guidance for bicycle and pedestrian facilities on State highways. This chapter summarizes the information presented in the Oregon Bicycle and Pedestrian Design Guide that apply to ODOT highways. Section 13.5 indicates that developed, urban State highways such as US 30 should provide a safe and convenient pedestrian crossing no less frequent than every quarter-mile, which may be difficult to achieve along US 30 given existing traffic volumes, speeds and the presence of the railroad. Crossing improvements should be no closer than 300 feet from the nearest signalized crosswalk. Note that crossing locations must take into account property access and circulation along with a variety of other issues, such as land use, transit stops, signal spacing, access management, and others. Additional information related to the design of pedestrian crossings along State highways is also provided in Chapter 13.

ODOT Access Management Manual (2012)

The Access Management Manual is divided into two volumes; Volume 1 contains information related to the approach application and permit process for State highways, including the legal and policy framework, project delivery guidelines, approach permitting, and development review guidelines. Volume 2 contains all of the analytical and technical information that supports Volume 1. A majority of the information contained within both volumes is currently out of date and has been superseded by legislation described previously in this report.

ODOT Traffic Manual (2012)

The Traffic Manual summarizes ODOT traffic engineering policies and practices and provides guidance for traffic operations, maintenance and project delivery. The manual also clarifies roles and responsibilities, as well as provides information that may be required when considering traffic control changes. Section 6.1 of the Traffic Manual provides an overview of access management, including the policies and guidelines presented in Chapter 734, Division 51 of the Oregon Administrative Rules and the process for obtaining a grant of access along State highways. Section 6.6 provides information related to crosswalks along State highways, including the criteria for establishing a marked crosswalk at unsignalized intersections, crosswalk approval, crosswalks at signalized intersections, crosswalk safety, and crossing strategies. Other relevant information related to temporary and permanent illumination along State highways is provided in Section 6.12.

Traffic Control (OAR 734-020)

OAR 734-020 defines the State's role in managing traffic control along State highways in order to maintain functional use and safety and to preserve public investment. The rule establishes speed limits, speed zones, variable speed zones, high occupancy vehicles lanes, bicycle lanes, along with several other forms of traffic control including traffic signals.

OAR 734-020-0400 (Traffic Signal Approval Process)

OAR 734-020-0400 through OAR 734-020-0500 establishes the approval process for installation, modification, or removal of traffic signals under the authority of ODOT. The desired spacing of signalized intersections on state and regional highways is defined as a half mile. The State Traffic/Roadway Engineer may approve the installation of a traffic signal at locations where half mile spacing is inappropriate or infeasible due to topography, existing or proposed road layout, identified

traffic crash patterns, unique physical constraints, or existing or proposed land use patterns.

Recommendations to install, modify or remove any traffic signals located within the study area will also recommend compliance with the approval process identified in OAR 734-020-0400 through OAR 734-020-0500. The 2011 St. Helens TSP Update identifies anticipated future traffic signal locations within the community.

Local Planning Context

The US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan emerged as an important objective during the 2011 Transportation System Plan (TSP) update process. The plan has its roots in that and other earlier planning efforts.

- City of St. Helens Transportation System Plan (2011) – The TSP update identified future transportation needs within the corridor plan study corridors, with guidance from State transportation planning policy and regulations. The corridor plan is expected to refine TSP recommendations in regards to streetscape and a detailed vision for the corridors.
- Comprehensive Plan – St. Helens Municipal Code (SHMC) 19.08.020 (Economic goals and policies) includes capital improvement programming as one tool in a program of strategies that it is the policy of the City to develop with other agencies, groups, and businesses in order to improve the local economy.
- A Vision for St. Helens in the Year 2020 (1997) – As stated in the vision: *People are guided to both the Old Town and Uptown areas by gateway parks, created on Highway 30 and the Columbia River, as well as tree-lined boulevards and other urban design amenities... Further, an access program and frontage road plan have been developed to accommodate the expansion [on US 30] while retaining a small town appearance and meeting acceptable standards for service and safety.*
- City of St. Helens Strategic Plan (2005) – The plan, reflected in City budgets and City staff work programs, established business development strategies calling for development of comprehensive development plans for the US 30 corridor and the Houlton Business District that address the economic role of the areas, their aesthetics, traffic circulation, land use patterns, and other issues.
- Economic Development Plan (2007) – While this plan was primarily focused on land use, it recommends the following actions related to the study area:
 - Olde Towne – *make Old Towne a priority for the work of the City. Investing City resources in planning, strategic investment, marketing, project management, and leadership in a sustaining manner over time will give a multi-fold return in tax revenue and a healthy local economy.* (Strategic Focus Area #4)
 - Houlton District – *Implement design standards that encourage development in a high quality fashion where each new or remodeled building contributes to the overall positive character and viability of the District. Seriously study the potential development at a strategic location of a Civic Center complex to house a relocation of City and County offices.* (Strategic Focus Area #5)
 - Highway 30 District – *Address the major ills of strip commercial areas: traffic congestion and poor aesthetics.* (Strategic Focus Area #6)

- City Council review of the intergovernmental agreement and Statement of Work for the US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan, July 17, 2013
 - The Planning Commission forwarded the following priorities to the City Council:
 - Columbia Boulevard/St. Helens Street within the Houlton area should be the top priority, including gateway treatments at US 30.
 - Way-finding and other streetscape elements are important on US 30, but there should be less emphasis (minimal landscaping) on the railroad side of the highway.
 - 1st Street and St. Helens Street in Olde Towne should be the lowest priority.
 - The City Council agreed with the Planning Commission priorities, with the caveat that it wants the corridor planning process to help form a community vision of US 30 along the railroad.
- Adopted 2012-2013 Budget
 - Short Term Goals (Fiscal Year 2012) – Complete US 30 Landscaping Plan with ODOT and Portland & Western Railroad. Responsible City departments include Public Works and Administration.

Study Area Zoning

Some of the standards outlined in this report depend on zoning designations in the study area. Zoning in the study area generally consists of the following districts:

- Primary study area – Houlton Business District, General Residential, General Commercial, Mixed Use
- Secondary study area/US 30 – Highway Commercial, General Commercial
- Secondary study area/Olde Towne – Olde Towne St. Helens, General Residential, Apartment Residential, General Commercial, Mixed Use

Zoning district regulations are established in Chapter 17.32 (Zones and Uses) of the Community Development Code in the City code. In particular, the standards for the Houlton Business District, Highway Commercial District, and Old Town St. Helens District – the distinctive and predominant zoning districts in the study area – are referenced in this report.

Streetscape and Street Design

The following elements are those in the public right-of-way that will be addressed by the corridor plan, including recommended physical improvements.

Access Management

Documents reviewed that address access management range from addressing State facilities (US 30) to local facilities.



State Facilities

Access spacing requirements for US 30 are established in OAR 734-051 and are based on the classification of US 30 as both a Statewide Highway and Freight Route. Access spacing standards for public and private approaches along US 30 within St. Helens from OAR 734-051 are included in the St. Helens TSP and are presented in Table 1 below.

Table 1: Existing US 30 Access Spacing Standards for Private and Public Approaches¹

Posted Speed (miles per hour)	Minimum Space Required *(feet)
30 and 35	720
40 and 45	990
50	1,100
≥ 55	1,320

¹These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-0115(1)(c) and 734-051-0125(1)(c).

*Measurement of the approach road spacing is from center to center on the same side of the roadway.

OAR 734-020-470 identifies a desired minimum spacing of a half mile (2,640 feet) for signalized intersections on statewide highways such as US 30.

Access to State facilities is also addressed in City code (SHMC 17.84.040(4)). The code reflects ODOT's spacing standards for private and public approaches to a statewide highway and freight route (US 30), based on posted speed limits.

Access to US 30 was also part of A Vision for St. Helens in the Year 2020 (1997):

Further, an access program and frontage road plan have been developed to accommodate the expansion [on US 30] while retaining a small town appearance and meeting acceptable standards for service and safety.

Local Roads

Table 7-2 from the TSP (Table 2 below) identifies the minimum public street intersection and private access spacing standards for the City's roadway network as they relate to new development and redevelopment.

Table 2: City Street Access Spacing Standards

Functional Classification	Public Street (feet)	Private Access Drive (feet)
Local Street	150	50
Collector	300	100
Minor Arterial	350 or block length	200 or mid-block

Minimum and maximum standard widths for private driveways are summarized in Table 7-3 of the TSP (Table 3 below). County facilities within the City's urban growth boundary (UGB) should also be planned and constructed in accordance with these street design standards.

Table 3: Private Driveway Width Standards

Land Use	Minimum (Feet)	Maximum (Feet)
Single Family Residential	12	24
Multi-Family Residential	24	30
Commercial	30	40
Industrial	30	40

St. Helens Municipal Code (SHMC) Chapter 17.84 addresses access, egress, and circulation, and its provisions apply to new construction, the remodeling of existing structures (pursuant to SHMC 17.96.020), and to a change of use that either increases on-site parking or loading requirements or changes access requirements.

Access standards for City streets, provided in SHMC 17.84.040(5), include spacing standards for public streets and private access drives intersecting with local streets, collectors, and minor arterials.

SHMC 17.84.070 and SHMC 17.84.080 set the minimum requirements for driveways serving residential, commercial, and industrial uses, including the minimum number of driveways, minimum and maximum driveway width, and minimum width for other associated features such as sidewalks.

Provisions in SHMC Chapter 17.84 discourage access onto arterial streets.

Street Design and Lane Widths

The City code and TSP address design and lane widths for local roads and also include standards for major arterials (US 30) for reference. Highway design is the domain of the State and ODOT.

SHMC Chapter 17.152 establishes standards for street and utility improvements. SHMC 17.152.030 provides minimum rights-of-way and street widths for roads based on functional classification. In particular, Figure 19 in this code section presents right-of-way width, pavement width, number of travel lanes, and number and widths of bike lanes, which correspond to dimensions in Figures 7-2 and 7-3 in the TSP (see Attachment A).

Figures 7-2 and 7-3 of the TSP illustrate the City's street design standards as cross sections. The cross sections are intended to be used for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. Detailed design elements, such as cross-slopes, are not shown in the TSP figures, but are included in the City's standard engineering drawings. On-street parking has been identified as an optional element in some of the street sections where right-of-way is limited or a left-turn lane is needed. Also, additional width for turn lanes may be needed at specific intersections based on an engineering investigation; these are not shown in the street design standards. The standards shown are intended to define typical cross sections of streets between intersections.

As part of the Lower Columbia River Rail Corridor Rail Safety Study (2009), the following

improvements on US 30 were recommended for roads in the study area, where there are railroad crossings.

- At Gable Road: Add 210 feet southbound left turn queue storage (cost estimate \$55,400).
- At Columbia Boulevard: Add 65 feet of northbound left turn queue storage (cost estimate \$17,200) and add 215 feet southbound left turn queue storage (\$56,800).

Sidewalks and Planter Strips

This section differentiates the part of the right-of-way between the property line and the street into sidewalk and planter strip.

Sidewalks

SHMC 17.152.060 (Sidewalks) requires sidewalks to be constructed or repaired to City standards in the “standard specifications manual” on both sides of arterials and collectors during street construction. This is also required on both sides of all local streets and in easements designated for pedestrian ways on a property at the time of development. Exceptions are made when a future improvement guarantee is granted, pursuant to SHMC 17.152.030(1)(d), or a fee in lieu of improvement is granted, pursuant to SHMC 17.152.060(6).

Section 7 of the TSP provides for sidewalks on both sides of US 30, Columbia Boulevard, and St. Helens Street within the study area. As shown in Figure 7-2 of the TSP, sidewalks along US 30 should be a minimum of 8-feet wide while sidewalks along Columbia Boulevard and St. Helens Street should be a minimum of 6-feet wide with an option to have 11-feet wide sidewalks with tree wells.

The Columbia County Community Wide Transit Plan and US 30 Transit Access Plan (2009) calls for sidewalk and curb improvements related to a transit stop in St. Helens at Ace Hardware.

New or reconstructed curb ramps are required at the US 30/Columbia Boulevard intersection. Some curb ramps are missing (e.g., northwest corner); others do not line up with the crosswalk (e.g., southwest corner). A sidewalk connection and accessible pedestrian route across the railroad tracks is needed on the south side of Columbia Boulevard between US 30 and Milton Way. Cost estimate for sidewalk and 12 new/reconstructed curb ramps: \$67,000.

Planter Strips

SHMC 17.152.060(2) requires at least five feet separation between the curb and sidewalk (i.e., planter strip) for arterials and collectors except in some specified cases. Maintaining sidewalks, planter strips, and curbs is the responsibility of the adjacent property owner.

SHMC 17.152.100 (Storm drainage) requires the adequate provision for storm water runoff before the City issues a development permit. Storm water facilities shall be under control of a public authority and located on City-owned property, in City right-of-way, or City easement with some exceptions. Storm water facilities include pipes, street gutters, catch basins, ponds, and open drainageways, some of which may be located in the planter strip.

Section 7 of the TSP provides for planter strips on both sides of US 30, Columbia Boulevard, and

St. Helens Street within the study area. As shown in Figure 7-2 of the TSP, strips along each roadway should be a minimum of five-feet wide with the option to have tree wells along Columbia Boulevard and St. Helens Street.

Site development provisions in the code require transit-related improvements, although the improvements themselves may be located in the planter strip rather than “the site.” Pursuant to SHMC 17.152.070(4), the following improvements must be included in site development where existing or planned transit facilities are adjacent to the site: a transit passenger landing pad accessible to disabled persons; lighting; and an easement or dedication for a passenger shelter or bench if such a facility is identified in the TSP or adopted Columbia County Transit Plan.

Crossings

The Community Development Code in the SHMC does not address street crossings, but the TSP does address crossings. Section 7 of the TSP shows a variety of pedestrian crossing treatments that should be considered along each of the study area roadways, including curb extensions, raised median islands, pavement markings and signs to help facilitate pedestrian crossings. Figure 7-5 of the TSP illustrates the location of the planned pedestrian improvements along each of the study area roadways (see Attachment A). Table 7-5 summarizes the following near-term improvements:

- N32 – Columbia Boulevard/St. Helens Street Couplet – Install curb extensions (4 locations)
- N33 – Columbia Boulevard/St. Helens Street Couplet to 2nd Street – Install curb extensions and island refuges (8 locations)
- N34 – Columbia Boulevard/1st Street – Install 1 striped crosswalk and 3 new ADA ramps
- N35 – St. Helens Street – Install curb extensions (4 locations)
- N36 – US 30 Corridor – Install Pedestrian Countdown Heads (5 Locations)

Several additional pedestrians crossing treatments are presented in Section 6 of the TSP that can also be applied on future projects, such as leading pedestrian intervals, which allow pedestrians to begin crossing before conflicting motorists are given a green light, and other enhanced pedestrian crossing treatments such as the Rectangular Rapid Flash Beacons and the Pedestrian Hybrid Signals.

Section 7 of the TSP also identifies the needs for an improved bicycle crossing at the US 30/St. Helens Street intersection. Table 7-5 summarizes the following near-term improvement:

- N16 – US 30/St. Helens Street – Reconfigure bike lane striping across right turn lane.

Crossings were only addressed in a limited way in other documents reviewed. The Lower Columbia River Rail Corridor Rail Safety Study (2009) recommends two projects related to crossings in the study area.

- Columbia Boulevard – Close pedestrian access at US 30 (would require State Traffic Engineer approval) or adjust signal timing to provide sufficient crossing time.
- St. Helens Street – Pedestrian grade crossing.

Signals

SHMC 17.152.030(23), in a code chapter on transportation improvement standards, addresses

signals. Where a proposed intersection warrants a signal, the code requires that a signal “meeting approved specifications” shall be provided, and the cost will be included as a condition of development.

The Lower Columbia River Rail Corridor Rail Safety Study (2009) includes a recommendation for a signal in the study area at US 30/Wyeth Street with an intertie to the rail crossing, if Wyeth is not proposed for closure following further study.

Gateway Treatments

Several documents reviewed call for gateway treatments to distinguish the city and special areas of the city. The recommendations call for gateway treatments along US 30, although one plan goes further in recommending gateway treatments to guide people to districts away from the highway.

- A Vision for St. Helens in the Year 2020 (1997) – *People are guided to both the Old Town and Uptown areas by gateway parks, created on Highway 30 and the Columbia River, as well as tree-lined boulevards and other urban design amenities.* Action/Project 15: Create Gateway design, City responsibility, December 1997.
- City of St. Helens Strategic Plan (2005) – *Create attractive and distinctive gateways to the Community along Highway 30 Design and build gateways that create a very positive first impression and that reflect a high degree of pride through good design and maintenance.* City staff responsibility, high priority, planning beginning July 2006.
- Economic Development Plan (2007) – *Define the Highway 30 District by gateways or other means that indicates to the traveler that a special destination has been reached.*
- Transportation System Plan (2011) – The TSP called for a corridor plan to consider streetscape options and treatments that incorporate the St. Helens Arts & Cultural commission recommendations to make the city more inviting and attractive by creating “Gateways.”

Figure 2: Gateway Sculpture Project on US 30



The St. Helens Arts and Cultural Commission has developed a gateway sculpture project for the east side of the US 30 bridge over Milton Creek, just south of the Columbia Boulevard/US 30 intersection. Figure 2 (above) presents an illustration of the gateway sculpture project. The project was developed in conjunction with ODOT. According to a May 2013 pamphlet, the project is planned for completion in summer 2014. The Commission will fund most of the \$50,000 project cost but is also raising money to cover a portion of the cost.

Guide and Wayfinding Signs

Wayfinding signs were not addressed in the documents reviewed. However, wayfinding signs will be considered for the public right-of-way during this corridor planning process. In particular, signs to guide people from US 30 to the Houlton Business District and to Olde Towne will be important to consider.

Landscaping

General Landscaping

City Community Development Code requirements for landscaping and screening (SHMC Chapter 17.72) generally apply to construction of new structures and to changes of use that either increase on-site parking or loading requirements or change access requirements. The requirements do not apply to single-family and two-family dwelling units or to uses that do not require site design review or a conditional use permit. Landscaping and screening requirements primarily address on-site locations. Street trees, discussed below, represent one element landscaping requirements in the public right-of-way.

The Lower Columbia River Rail Corridor Rail Safety Study (2009) addressed landscaping to an extent, but for purposes of sight distance rather than aesthetics or beautification. It calls for removing vegetation at several locations throughout the corridor to improve sight distance, with project costs allocated for clearing and grubbing as well as more intensive clearing of areas around traffic and warning signs.

Street Trees

Street trees are mentioned in *A Vision for St. Helens in the Year 2020* (1997):

People are guided to both the Old Town and Uptown areas by gateway parks, created on Highway 30 and the Columbia River, as well as tree-lined boulevards and other urban design amenities...

The Vision's Action Plan calls for an "urban amenity design package" (e.g., trees, benches) to be developed and adopted, led by the City and with support from consultant services. Other City plans generally echo this vision, calling for enhancements to the city's physical condition and appearance to encourage investment and economic development.

Pursuant to SHMC Chapter 12.06 (Street Trees), the City is required to plant street trees where there is a lack of street trees under the following conditions:

- Replaces or substantially repairs 30 lineal feet or more of sidewalk;

- Performs an asphalt overlay of the entire street width for a street section longer than 50 feet; or
- Makes underground utility repairs that require any of the work described above.

Parties other than the City are also required to plant street trees (according to a City-approved plan) under these conditions so long as the work is not the result or condition of a land use/limited land use decision. A lack of street trees is defined as the absence of trees for 100 lineal feet or more along one or both sides of the street.

Street tree provisions in the Community Development Code (SHMC 17.72.030) also specify that all development fronting a public or private street, or a private driveway more than 100-feet long, must provide street trees. Exemptions to street tree requirements may be granted if the tree would potentially conflict with existing utility lines, would create visual clearance problems, does not have enough space within the public right-of-way, or could not be supported by the ground/soil conditions within the public right-of-way. In cases of exemption the applicant may be required to provide a landscaping easement outside of the public right-of-way or pay a fee to the City commensurate with the cost of the trees that would have otherwise been required.

Street trees are to be provided in accordance with street tree regulations in SHMC Chapter 17.72 (Landscaping and Screening). These regulations address the location, spacing, and size of the trees.

Code provisions are consistent with Section 7 of the TSP, which shows each of the City's street design standards with a landscape strip separating the roadway curb from the sidewalk. This landscaping strip serves to better separate motorized vehicle and pedestrian traffic and creates an opportunity for landscaping in the form of street trees or other elements.

Pedestrian and Bicycle Facilities

Figure 19 in SHMC 17.152.030 (Streets) presents right-of-way width, pavement width, number of travel lanes, and number and widths of bike lanes, which correspond to dimensions in Figures 7-2 and 7-3 in the TSP. (Figures 7-2 and 7-3 are included in Attachment A.) The cross sections for US 30, Columbia Boulevard, and St. Helens Street in Figures 7-2 and 7-3 include sidewalks and on-street bike lanes on both sides of the roadways. Six-foot bike lanes are required on all arterials and collectors in the city.

Developers must dedicate easements or rights-of-way for bikeways shown in the adopted TSP or most recent adopted pedestrian/bikeway plan as applicable, pursuant to SHMC 17.152.110 (Bikeways). The cost of the bikeway improvements are borne by development in proportion to its demand on and benefit from the improvements. Minimum width for bikeways in the roadway is six feet, and eight feet for two-way bikeways separated from the roadway.

The Lower Columbia River Rail Corridor Rail Safety Study (2009) evaluated the corridor for locating a grade-separated pedestrian bridge and determined the prime site to be at Gable Road in St. Helens. Project cost at the time was estimated to be approximately \$6 million.

Lighting

The Community Development code addresses street lighting. Chapter 17.152 of the SHMC (17.152.030(24) - transportation improvement standards), requires that street lighting be installed pursuant to "regulations adopted by the City's direction" at a minimum at each street intersection.

Parking and Loading

The documents reviewed address parking and loading in the right-of-way – or adjacent to the right-of-way – to a limited extent. The following provisions address vehicle and bicycle parking.

Vehicle Parking

SHMC Chapter 17.80 (Off-Street Parking and Loading Requirements) does not address location of parking. The Old Towne St. Helens and Houlton Business Districts address this issue insofar as the maximum zero-foot front yard setback does not allow for parking between the building and the street. However, regardless of zoning, it is possible that landscaping and buffering requirements in SHMC Chapter 17.72 could influence parking lot location.

SHMC Chapter 17.80 provides basic off-street loading requirements but does not allow for or otherwise address on-street requirements. SHMC 17.80.020(1) and 17.80.050 establish minimum parking space dimensions, which may apply to on-street parking. This section of code allows for joint use of parking and loading spaces in commercial districts when peak hours of operation do not overlap. In the Old Towne St. Helens and Houlton Business Districts adjacent on-street parking spaces also may be used to meet off-street parking requirements.

Cross sections in Figures 7-2 and 7-3 of the TSP do not include on-street parking for US 30 but do include eight-foot parking strips for Columbia Boulevard and St. Helens Street. The parking strips along the section of Columbia Boulevard east of the couplet can be reduced to allow for installation of a left-turn lane where needed.

The City of St. Helens Strategic Plan (2005) identified an assessment of angled parking in the Houlton Business District as a project/initiative in its economic development strategic focus area.

Bicycle Parking

SHMC 17.80.020(15) establishes bicycle parking requirements for multi-family residential, commercial, civic/institutional, and industrial uses. The number of bicycle parking spaces is generally scaled to the number of required vehicle parking spaces. Bicycle parking must be constructed within 50 feet of primary building entrances and not within landscape areas or pedestrian ways. The code states that covered bicycle parking should be provided where possible.

Site Design and Building Design/Orientation

The section of the report addresses elements that are not necessarily in the public right-of-way. As was noted in the introduction, these topics may be addressed only nominally in the corridor plan, insofar as they interact with elements in the right-of-way.

Site Layout and Orientation

Site development standards in SHMC Chapter 17.96 refer to other standards in the Community Development Code including landscaping, visual clearance areas, access/egress/circulation, and street/utility improvement standards. This chapter establishes criteria for preserving or replacing trees with a six-inch diameter at breast height or greater. SHMC Chapter 17.132 (Tree Removal) also includes tree preservation and replacement provisions, as do Planned Development approval criteria

in SHMC Section 17.148.120.

Planned Development approval criteria also require public areas to be designed so as to be clearly defined (e.g., with low walls or hedges, a change in level, or a change in surface) and to be strategically lit, particularly for crime prevention.

Architectural Design

Architectural design guidelines and a review process were developed for the Olde Towne St. Helens District (SHMC 17.32.170), and adopted by reference into the code (SHMC 17.32.172). They were created to support development and design that is complementary to historic buildings in terms of materials, scale, features, and orientation. The guidelines address awnings and canopies, building façades/entries, building lighting, building signage, and building setback, orientation, and bulk. Historic photos of Olde Towne are included in the guidelines for reference.

Architectural design review, pursuant to SHMC 17.32.170(7), is required for new construction, permanent exterior changes, and signs that are not designated landmarks or historic resources. Exceptions include painting and maintenance that does not require a building permit.

SHMC Chapter 17.36 governs historic sites and buildings. These regulations are intended to preserve the historic character of individual sites or structures. The study area includes a number “designated landmarks” that are subject to this Chapter, including several buildings and the stone (basalt) wall on Columbia Boulevard between 7th and 10th Street.

Open Space and Plazas

As stated before, the Vision for St. Helens in the Year 2020 envisions “tree-lined boulevards and other urban design amenities.”

The Community Development Code allows the maximum setback in the Olde Towne St. Helens and Houlton Business Districts to be increased if the increased setback is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard (SHMC 17.32.170(4) and SHMC 17.32.175(4)).

Building Height

The Community Development Code establishes maximum building heights of 40-45 feet in the Highway Commercial, Houlton Business, and Olde Towne St. Helens Districts. Generally, residential zoning districts have a maximum building height of 35 feet.

Building Setbacks

Minimum setbacks are not required in the Olde Towne St. Helens and Houlton Business Districts (except in limited circumstances) and maximum setbacks are zero, with the exception of providing pedestrian-oriented amenities. No setbacks are specified for the Highway Commercial District in the Community Development Code, but proposed setbacks are subject to site development review.

SHMC Chapter 17.64 addresses additional yard setback requirements for building along streets of substandard width. This is likely not a significant issue in the study area, particularly in the primary study area where there is ample right-of-way and street width. However, the additional requirements are as follows:

- Major arterials (US 30) – Setback distance required by the zoning district plus 50 feet measured from the centerline of the street
- Minor arterials (Columbia Boulevard, St. Helens Street, and Old Portland Road) – Setback distance required by the zoning district plus 30 feet measured from the centerline of the street
- Collectors (1st Street) – Setback distance required by the zoning district plus 25 feet measured from the centerline of the street

Landscaping

Again, the corridor plan will focus on landscaping in the public right-of-way more than on-site. For reference, the following minimum landscaping requirements apply to the primary zoning districts in the study area.

- Highway Commercial – Maximum impervious lot coverage of 90% and minimum landscaping of 10% of gross land area (SHMC 17.32.100).
- Olde Towne St. Helens and Houlton Business Districts – Maximum impervious lot coverage of 90% and minimum 10% open space, except for development approved for 100% coverage and payment of a lot coverage fee (established by City Council resolution) to the Olde Towne St. Helens and Houlton Business District community capital improvement accounts (SHMC 17.32.170 and SHMC 17.32.175).

Walls and Fences

SHMC 17.72.80 (Buffering and screening requirements) limits fences and walls in the front yard to four feet along local street and collector streets and to six feet along arterial streets. The fences and walls must meet the vision clearance area requirements in SHMC Chapter 17.76.

Vision clearance areas shall be maintained on the corners of all property adjacent to the intersection of two streets, a street and a railroad, or a driveway. The areas shall be formed by triangles with 30-foot legs. The area shall “*contain no vehicle, hedge, planting, fence, wall structure, or temporary or permanent obstruction (except for an occasional utility pole or tree), exceeding three feet in height, measured from the top of the curb, or where no curb exists, from the street centerline grade, except that trees exceeding this height may be located in this area, provided all branches below eight feet are removed.*” Vision clearance area standards apply to construction of new structures, the remodeling of existing structures (per SHMC 17.96.020), and to a change of use that either increases on-site parking or loading requirements or changes access requirements. However, SHMC Chapter 17.76 does not apply in the Olde Towne St. Helens or Houlton Business District zoning districts.

The Lower Columbia River Rail Corridor Rail Safety Study (2009) recommended fencing the area (“yard”) between Gable Road and Columbia Boulevard (approximately 3,000 feet) on the US 30 side.

Signs

SHMC Chapter 17.88 (Signs) provides extensive sign regulations. These requirements primarily apply to signs associated with private businesses or development and some requirements may not apply to wayfinding or other directional signs. SHMC 17.88.030 (Prohibited signs) does not permit signs within or over public right-of-way, or located on private property less than two feet from any

area subject to vehicle travel, except for public signs and some temporary signs. Sign regulations are generally divided into residential and commercial/industrial sign districts. Signs in the Olde Towne St. Helens District are additionally regulated by the district's design guidelines and are reviewed through an architectural review process.

Pedestrian and Bicycle Connections Between Uses

SHMC 17.84.050 (Required walkway location) requires "convenient" pedestrian walkways and access between building entrances and adjacent streets, as well as between buildings on-site, to parking areas, to common/open spaces on-site, to existing and planned transit stops adjacent to the site, and between the new development and existing neighboring development, "unless impractical." The section includes walkway design requirements.

Transit-related improvements shall be included in site development where existing or planned transit facilities are adjacent to the site, pursuant to 17.152.070(4). Improvements include a "reasonably direct" pedestrian connection between the transit facility and building entrances on the site, meaning a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel.

The Columbia County Community Wide Transit Plan and US 30 Transit Access Plan (2009) calls for on-site transit access improvements at the Safeway/RiteAid transit stop in St. Helens.

- Sidewalk: *Work with the property owner to construct an accessible sidewalk along the driveway from US 30 to the bus stop; the sidewalk would also provide a pedestrian route, currently lacking, from US 30 to the shopping center's two main stores. It is recommended that a formal agreement to use the site as a park-and-ride be developed prior to investing in further on-site improvements.*
- Shelter and pad: *Work with the property owner to construct a shelter and landing pad to serve northbound riders (for example, in the landscaping strip between the driveway and the parking spaces to the north), so passengers do not have to walk into the parking lot driveway when boarding a northbound bus.*

Parking and Loading

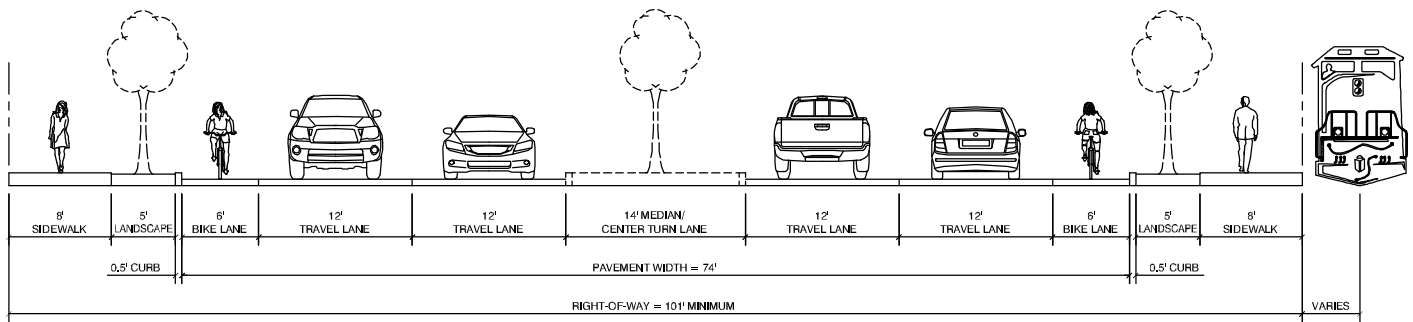
No additional on-site parking is required for sites in the Olde Town St. Helens and Houlton Business Districts in cases of: existing development that covers more than 50% of the site area; and change of use or remodeling without a change to the footprint of existing development.

As noted previously, new development in these districts that is required to provide on-site parking may use on-street parking spaces in adjacent right-of-way to meet off-street parking requirements. Alternately, new development in these districts can pay a fee-in-lieu to meet on-site parking requirements. The fee is used for the districts' community capital improvement fund to help provide for future parking facilities in the districts.

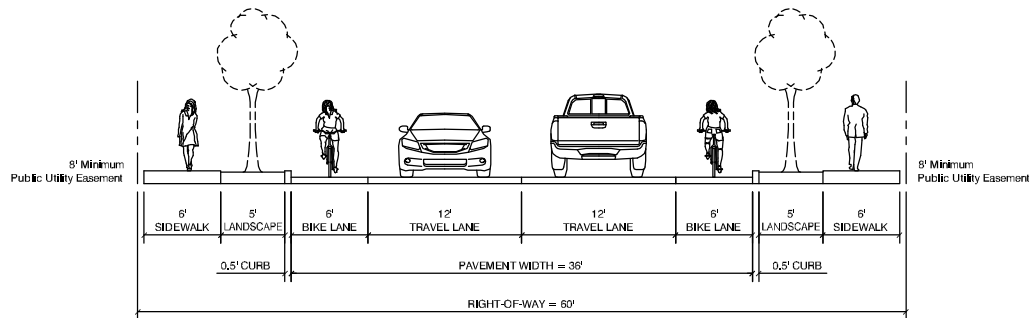


Attachment A

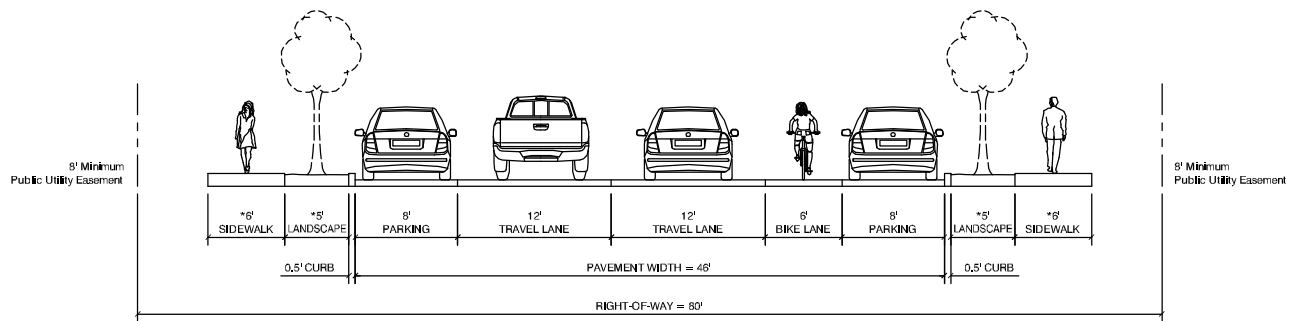
St. Helens Transportation System Plan Street Design Standards and Pedestrian System Plan Map



Major Arterial (US 30)*, **

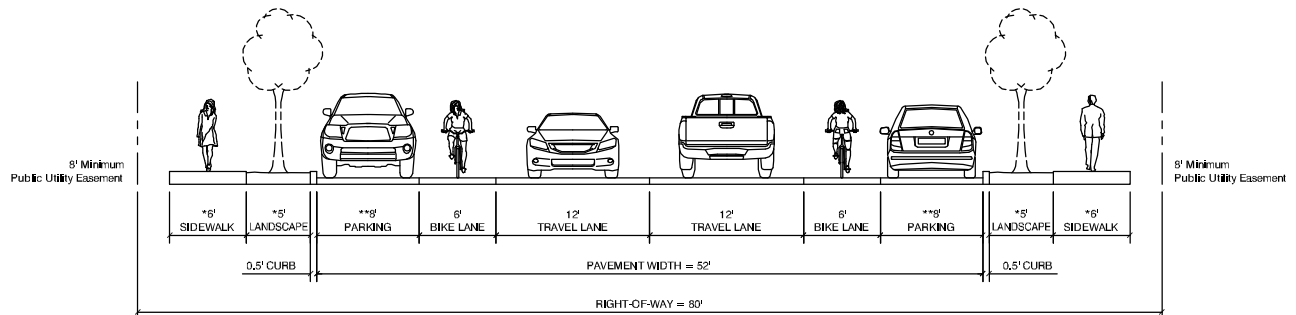


Minor Arterial (Typical)



*Optional 11' sidewalk with tree walls.

Minor Arterial (One-Way - Columbia Boulevard/
St Helens Street - US 30 to 13th Street)



*Optional 11' sidewalk with tree walls.

**On-street parking may be reduced to allow for installation of a left-turn lane where needed.

Minor Arterial (Two-Way Downtown)

LEGEND



TREES TO BE PROVIDED AS APPROPRIATE PER CITY CODE AND LOCATION SPECIFIC CONSIDERATIONS

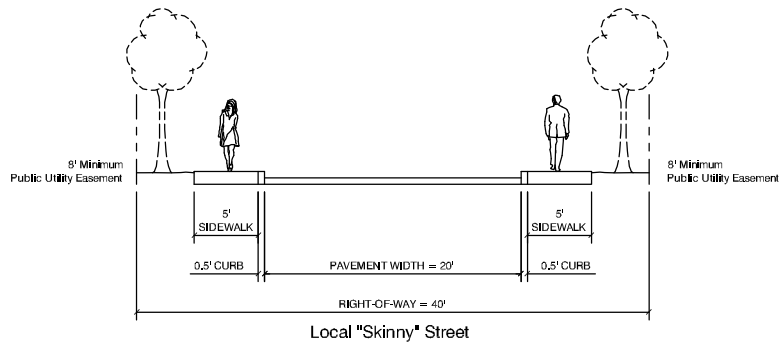
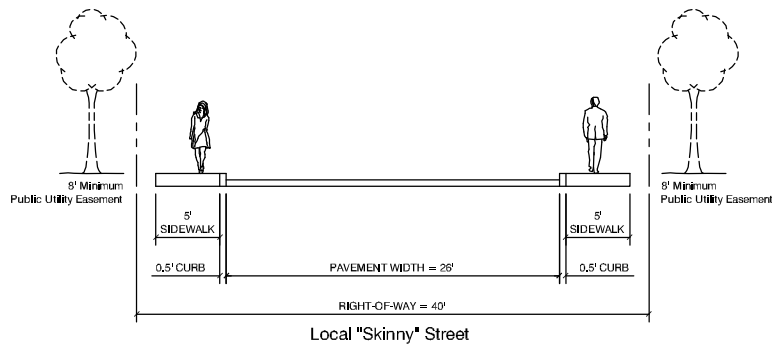
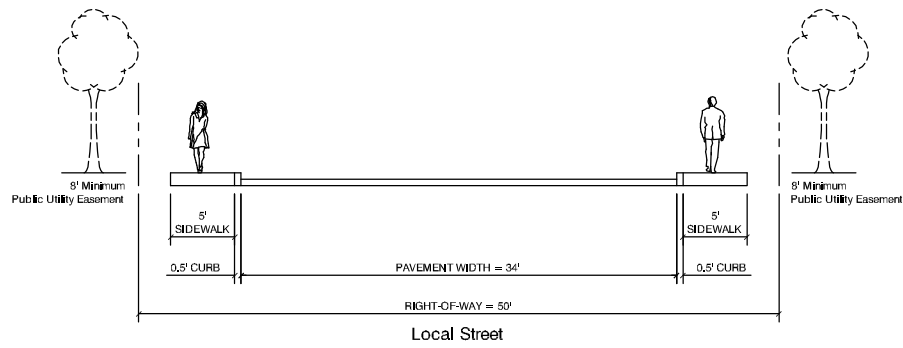
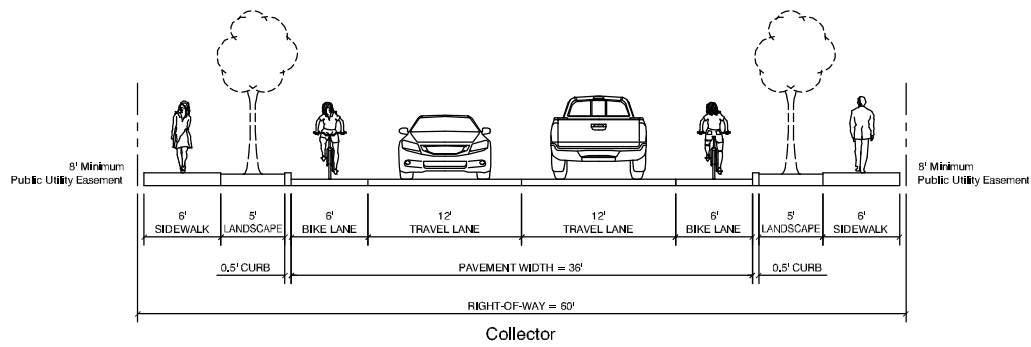
*The US 30 Cross-Sections are shown to be consistent with ODOT Standards. Specific roadway designs will be developed through a refinement plan or project development process. Design and future improvements to US 30 must also address ORS 366.215 (Reduction in Vehicle Carrying Capacity) on this national freight network facility.

** Section 4.3.4.2 and Table 4-2 in the 2012 Highway Design Manual (HDM) require a left shoulder shy distance between the inside travel lane and the raised median island of two (2) feet. In order to include trees planted in the median, the island should be at least eight (8) feet wide (Figure 4-4 in the HDM).



STANDARD CROSS SECTIONS
ST. HELENS, OREGON

FIGURE
7-2



LEGEND

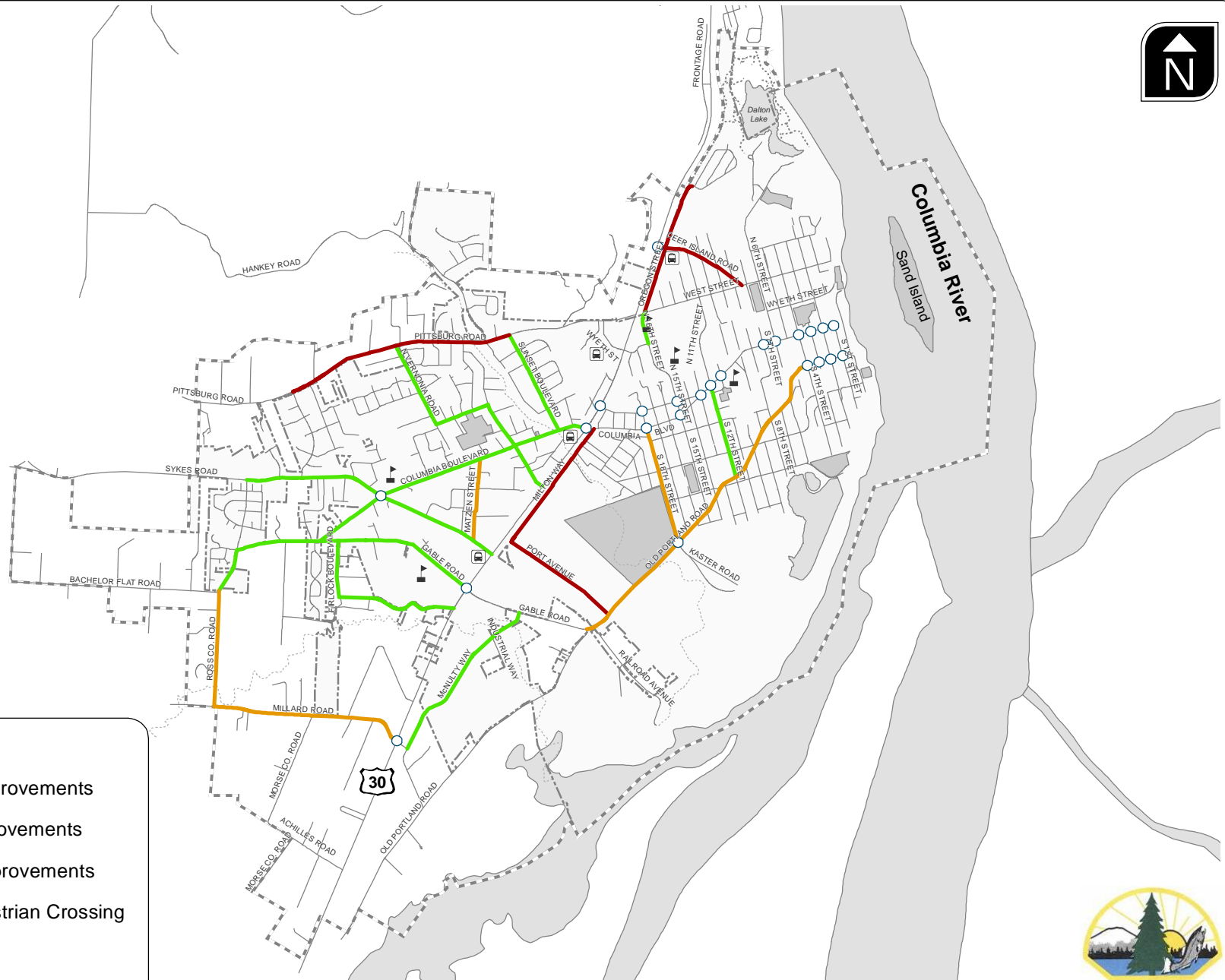


TREES TO BE PROVIDED AS APPROPRIATE PER CITY CODE AND LOCATION SPECIFIC CONSIDERATIONS



STANDARD CROSS SECTIONS
ST. HELENS, OREGON

FIGURE
7-3



LEGEND

- Near-Term Improvements
- Mid-Term Improvements
- Long-Term Improvements
- Improve Pedestrian Crossing
- Transit Stop
- City UGB
- City Limits



**PEDESTRIAN SYSTEM PLAN
ST. HELENS, OREGON**