



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

04/14/2014

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of St. Helens Plan Amendment  
DLCD File Number 001-13

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, April 30, 2014

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

\*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Jacob Graichen, City of St. Helens  
Gordon Howard, DLCD Urban Planning Specialist  
Anne Debbaut, DLCD Regional Representative

<paa> YA



## NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

<b>FOR DLCD USE</b>	
File No.:	001-13 (20134) [17832]
Received: 4/9/2014	

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption**. (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of St. Helens

Local file no.: **Annexation A.1.13**

Date of adoption: April 2, 2014

Date sent: 4/9/2013

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): Yes 12.12.13

No

Is the adopted change different from what was described in the Notice of Proposed Change?    Yes    No

If yes, describe how the adoption differs from the proposal:

No.

Local contact (name and title): Jacob A. Graichen, AICP, City Planner

Phone: (503) 366-8204

E-mail: jacobg@ci.st-helens.or.us

Street address: 265 Strand Street

City: St. Helens

Zip: 97051

### PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

#### For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

#### For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from Unincorporated HI to Incorporated HI 1.05 acres. A goal exception was required for this change. NO

Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): 58240 Old Portland Road; 4N1W-8D-900

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary



City of St. Helens  
**ORDINANCE NO. 3171**

AN ORDINANCE TO ANNEX AND DESIGNATE THE ZONE OF CERTAIN  
PROPERTY AT 58240 OLD PORTLAND ROAD

**WHEREAS**, applicant Robert Williams has requested to annex to the City of St. Helens certain property at 58240 Old Portland Road. This property is also described per **Exhibit A** and depicted per **Exhibit B**; and

**WHEREAS**, the applicant has consented in writing to the proposed annexation; and

**WHEREAS**, the applicant constitutes 1) all the owners of the property to be annexed, and 2) more than half of the owners of the property to be annexed own more than half of such property representing more than half of the assessed value pursuant to ORS 222.170(1); and

**WHEREAS**, the City Council must recommend the property for annexation to the voters; and

**WHEREAS**, the City Council must determine the incorporated Comprehensive Plan Map designation and the Zone Map designation; and

**WHEREAS**, appropriate notice has been given and a public hearing was held March 5, 2014 on the annexation proposal; and

**WHEREAS**, the Council has considered findings of compliance with criteria and law applicable to the proposal.

**NOW, THEREFORE, THE CITY OF ST. HELENS DOES ORDAIN AS FOLLOWS:**

**Section 1.** The above recitations are true and correct and are incorporated herein by this reference.

**Section 2.** The property described in **Exhibit A** and depicted in **Exhibit B** is hereby accepted for annexation to the City of St. Helens.

**Section 3.** The St. Helens Zoning Ordinance Map is hereby amended to reflect that the property described herein shall be zoned Heavy Industrial, HI.

**Section 4.** The St. Helens Comprehensive Plan Map is hereby amended to reflect that the property described herein shall be designated as Heavy Industrial, HI.

**Section 5.** In support of the above annexation and zoning, the Council hereby adopts the A.1.13 Annexation and Zone Map Amendment Findings of Fact and Conclusions of Law dated April 2, 2014.

**Section 6.** The City Council does hereby refer the final decision to annex this property to the voters of the City of St. Helens.

**Section 7.** The effective date of this Ordinance shall be the date of the successful


approval by the voters of the City of St. Helens, in accordance with the City Charter and other applicable laws.

Read the first time: March 19, 2014  
Read the second time: April 2, 2014

**APPROVED AND ADOPTED** this 2<sup>nd</sup> day of April, 2014 by the following vote:

Ayes: Locke, Carlson, Conn, Morten, Peterson

Nays: None

  
\_\_\_\_\_  
Randy Peterson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kathy Payne, City Recorder

ORD No. 3171 Exhibit A

**Legal Description**

Beginning at the Southwest corner of the Posey Williams Donation Land Claim (D.L.C.) No. 47 in Section 17 and 8, Township 4 N., Range 1 W., Willamette Meridian, Columbia County, Oregon;

Thence along the South line of said D.L.C. North 82°00' East 930.6 feet;

Thence North 60°00' East 750.4 feet;

Thence North 37°00' East 828.66 feet;

Thence leaving said South line North 25°19' West, parallel to the West line of said D.L.C. a distance of 2659.89 feet to the Southerly right-of-way line of Old Portland Road;

Thence South 53°39' West, along said Southerly right-of-way line 157.70 feet to the **True Point of Beginning** of the parcel herein described;

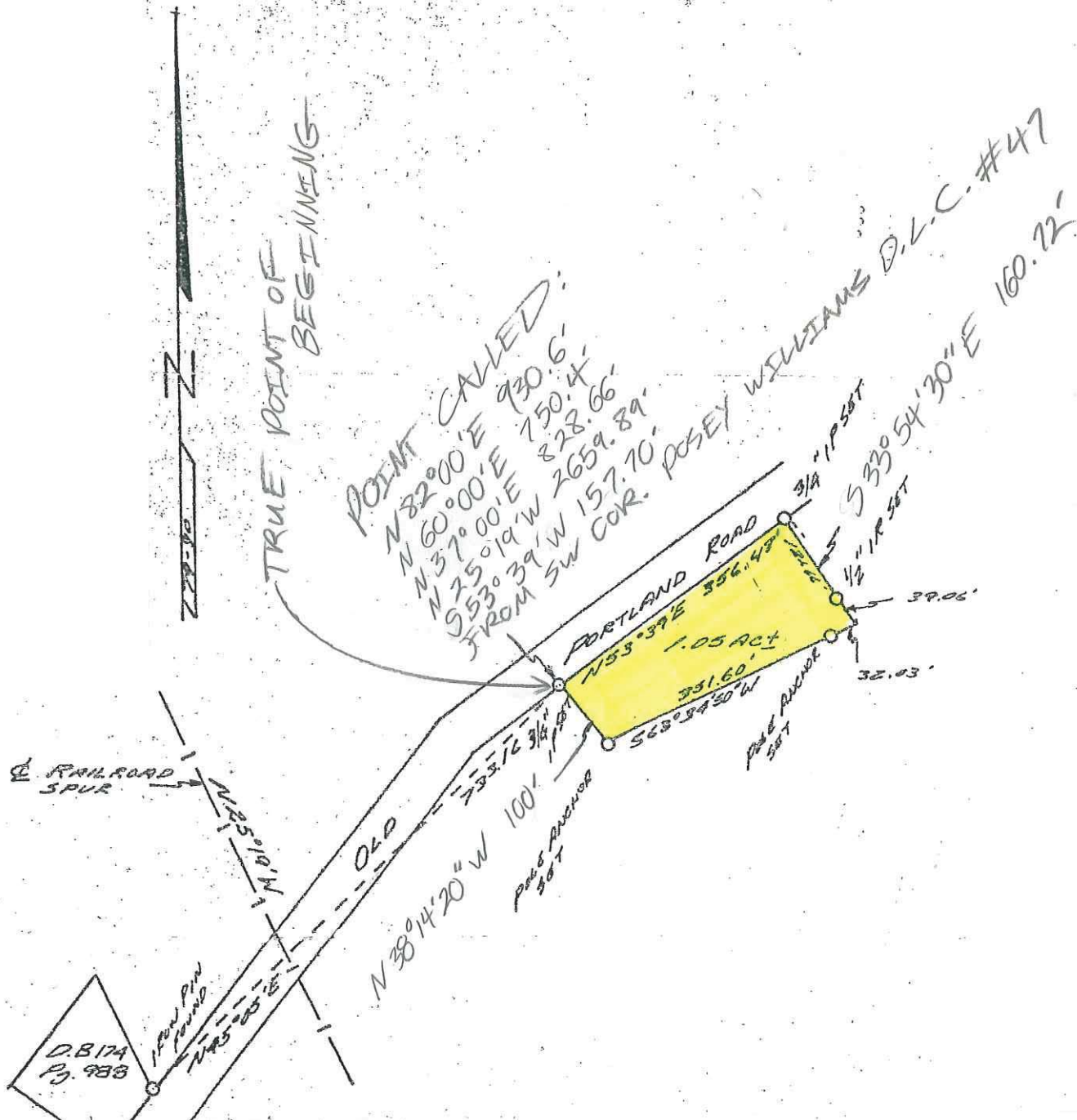
Thence North 53°39' East along said Southerly right-of-way line a distance of 356.48 feet;

Thence South 33°54'30" East a distance of 160.72 feet;

Thence South 63°34'50" West a distance of 351.60 feet;

Thence North 38°14'20" West a distance of 100 feet to the **True Point of Beginning**, containing 1.05 acres, more or less.

ORD No. 3171 Exhibit B



BASIS OF BEARING <u>E. R.R. SPUR</u>	LOT _____ BLOCK _____
<u>F.C.S. # 217</u>	SUBDIVISION <u>POSEY WILLIAMS D.L.C.</u>
REFERENCE MAP No. <u>217</u>	DONATION LAND CLAIM _____
REFERENCE MAP No. _____	IN THE <u>S.E.</u> 1/4 OF THE <u>S.E.</u> 1/4 OF
REFERENCE MAP No. _____	SECTION <u>8</u> T. <u>4</u> N., R. <u>1</u> W., W. M.
WORK MAP No. <u>381</u>	COLUMBIA COUNTY, OREGON.
FIELD BOOK <u>130</u> PAGE <u>23</u>	Scale: 1" = <u>200</u> ft.
FIELD BOOK _____ PAGE _____	
DEED REF. D. B. _____ PAGE _____	
DEED REF. D. B. _____ PAGE _____	

7621-7

**CITY OF ST. HELENS PLANNING DEPARTMENT  
FINDINGS OF FACT AND CONCLUSIONS OF LAW  
Annexation A.1.13**

**APPLICANT:** Robert Williams  
**OWNER:** same as applicant  
**ZONING:** Columbia County's Heavy Industrial, M-1  
**LOCATION:** 4N1W-8D-900; 58240 Old Portland Road  
**PROPOSAL:** The property owner filed consent to annex to allow connection to the City's Sanitary Sewer main along Old Portland Road.

**The 120-day rule (ORS 227.178) for final action for this land use decision is n/a [Clark v. City of Albany, 142 Or App 207, 921 P2d 406 (1996)].**

**SITE INFORMATION / BACKGROUND**

The subject property lies on the southeast Old Portland Road more-or-less on the other of the road as the Letica Corporation facility at 58231 Old Portland Road. The site is developed with a detached single family dwelling built in the early half of the 20<sup>th</sup> century (according the Columbia County Assessor data).

The site is irregular in shape and much of the site is more-or-less at grade with Old Portland Road, though elevation drops easterly. The property's approximate 350 foot Old Portland Road frontage is improved, though lacking right-of-way frontage improvements such as sidewalk, curb and streetscape.

**PUBLIC HEARING & NOTICE**

Hearing dates are as follows:

February 11, 2014 before the Planning Commission  
March 5, 2014 before the City Council

Notice of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on January 16, 2014 via first class mail. Notice was sent to agencies by mail or e-mail on the same date. Notice was published in the The Chronicle on January 22, 2014. Notice was sent to the Oregon Department of Land Conservation and Development on December 12, 2013 via email.

**APPLICABLE CRITERIA, ANALYSIS & FINDINGS**

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

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



- (i) Any applicable evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

**Discussion:** (a)(i) The Comprehensive Plan designation for the subject property is Unincorporated Heavy Industrial, UHI. Applicable designation and zoning district for annexation are discussed later.

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

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

There is no known conflict with the addendums to the Comprehensive Plan which includes Economic Opportunities Analysis (Ord. No. 3101), Waterfront Prioritization Plan (Ord. No. 3148) or the Transportation Systems Plan (Ord. No. 3150).

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 needn't be analyzed per this section.

(a)(iii) Other provisions applicable to this proposal are discussed elsewhere herein. 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."

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

**Finding:** These 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 M-1 and the City zoning option given annexation is HI. Both zoning districts are heavy industrial.*

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 no more intense than the County's 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) The City's water system is available and has been used by the subject property prior to the consent to annexation request. The site is served by a 16" diameter pressure line. In addition, 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 is in place and there is substantial capacity available.

Connection to the City's sanitary sewer is the catalyst for this annexation. The site is served by a 15" diameter gravity line which leads to a pump station approximately 930 feet along Old Portland Road northeast from the northern-most point of the subject property. From the pump station there is a 6" and 8" diameter pressure line. Only the 6" line is being utilized to deliver waste water to the City's waste water treatment plant and this is sufficient for current development on the subject property. If future development resulted in more discharge than could be handled by existing utilized infrastructure, the pump station could be upgraded and the unused 8" line could be used individually or in conjunction with the 6" line for adequate conveyance. With regards to capacity, the City's waste water treatment plant currently has the capacity (physically and as permitted by DEQ) to handle 50,000 pounds of Biochemical Oxygen Demand (BOD), which 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. Any potential uses that occur on the subject property can be accommodated by the City's sanitary sewer system as infrastructure is in place or can be upgraded and there is substantial capacity available.

As described above, this proposal poses no significant affect on a transportation facility.

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

(b) The existing land use of the subject property is a detached single-family dwelling. This land use would be considered nonconforming once annexed as the property would be zoned Heavy Industrial, HI as explained below. The City's Development Code allows nonconforming uses to continue provided the use is not destroyed, discontinued or abandoned (see Chapter 17.104 SHMC). Note that a caretaker dwelling is possible in the HI zone via Conditional Use Permit.

In any case, the subject property has been continuously designated for Heavy Industrial for at least 30+ years. Thus, there is no known conflict with the Comprehensive Plan and implementing ordinances.

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

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

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(s) of real property or the city council. This annexation request was initiated by the owner(s).

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 required too. The City has met these requirements and notified DLCDC 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 adequate to serve the subject property. This is explained above. Moreover, there is no evidence that adequate infrastructure cannot be made available to

serve the annexed area if redeveloped. The existing development is adequately served (and has been for decades).

- **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 one street/road: Old Portland Road, which is improved (asphalt) but lacking frontage improvements such as sidewalk and curb. 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, the only option is for the property owner to be required to sign and record an irrevocable consent to local improvement district, though, the applicant could improve the frontages if they desired.

The City’s Transportation Systems Plan designates Old Portland Road as a Minor Arterial Street and if improved, would be subject to Minor Arterial standards. The existing right-of-way width (i.e., 60 feet) is sufficient for this classification of street, thus, if improved, right-of-way dedication would not be necessary.

**(e)** According to Columbia County Assessor records, the subject property is 1.05 acres in size. It is also not designated residential. This provision does not apply.

**Finding:** The annexation approval criteria are met for this proposal, with the condition that the property owner to be required to sign and record an irrevocable consent to local improvement district for street improvements or complete the street improvements (including any necessary right-of-way dedication) to City standards.

#### **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 Unincorporated Heavy Industrial, UHI. Upon annexation, the Comprehensive Plan designation would thus be (incorporated) Heavy Industrial, HI. There is only one zoning option under that designation: Heavy Industrial, HI.

**Finding:** The subject property shall be designated Heavy Industrial, HI and zoned Heavy Industrial, HI upon annexation.

#### **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 generally defines "Buildable Land" as vacant residential property not constrained by natural hazards or resources, and typically not publicly owned. The subject property is not zoned residential, thus, this provision does not apply.


**Finding:** This provision is not applicable.

#### CONCLUSION & DECISION

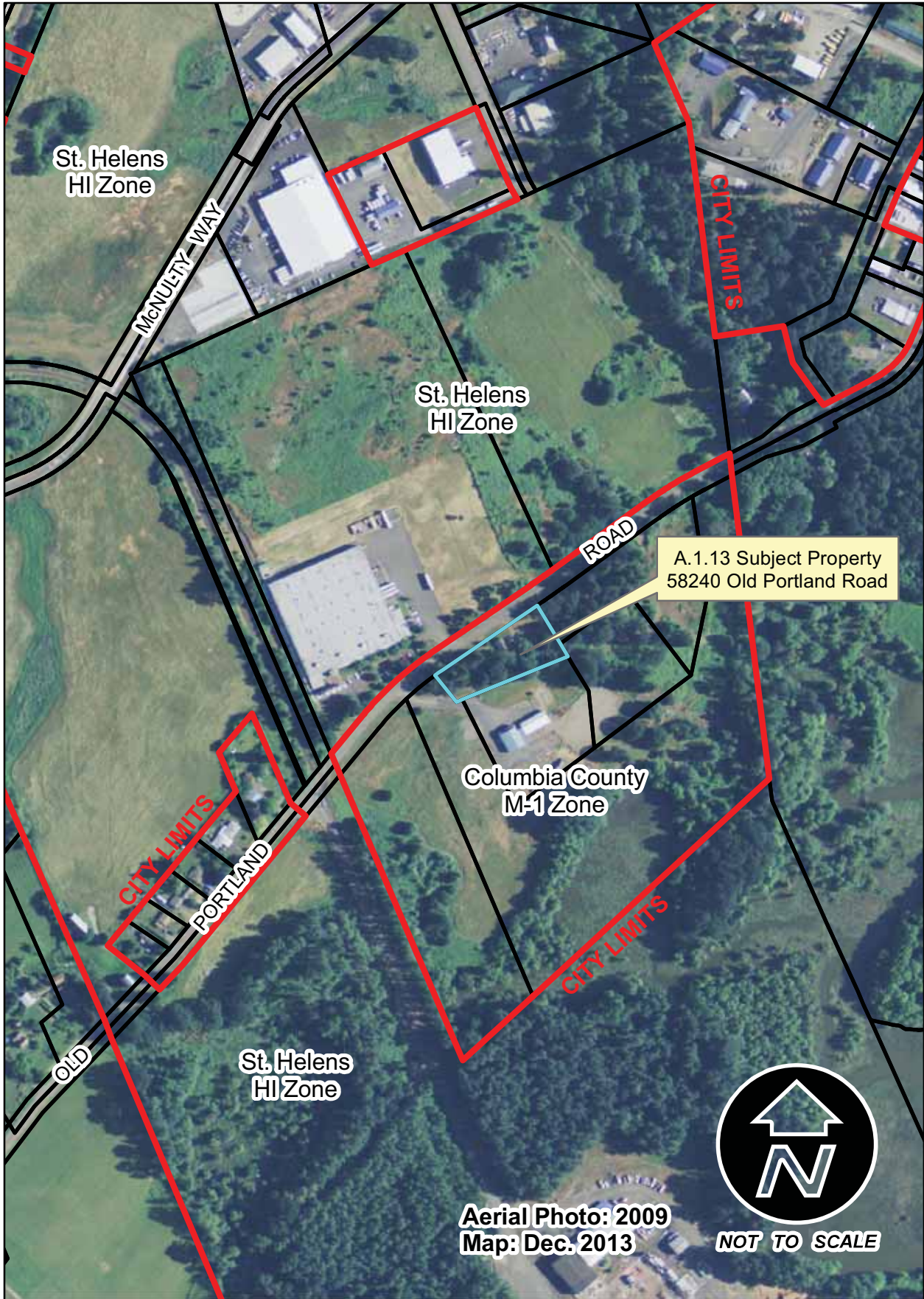
**Based upon the facts and findings herein, and the recommendations of staff and the Planning Commission, the City Council approves this annexation, subject to voter approval, and that upon annexation, the subject property have a Comprehensive Plan designation of Heavy Industrial (incorporated), HI, and be zoned Heavy Industrial, HI, with the condition that:**

The street(s) abutting the subject property shall be brought into compliance with City street standards (or) property owner(s) shall sign and record an irrevocable consent to a local improvement district.

Signed by:

  
\_\_\_\_\_  
Randy Peterson, Mayor

4/2/14  
\_\_\_\_\_  
Date



St. Helens  
HI Zone

McNULTY  
WAY

St. Helens  
HI Zone

CITY LIMITS

ROAD

A.1.13 Subject Property  
58240 Old Portland Road

Columbia County  
M-1 Zone

CITY LIMITS

PORTLAND

CITY LIMITS

OLD

St. Helens  
HI Zone

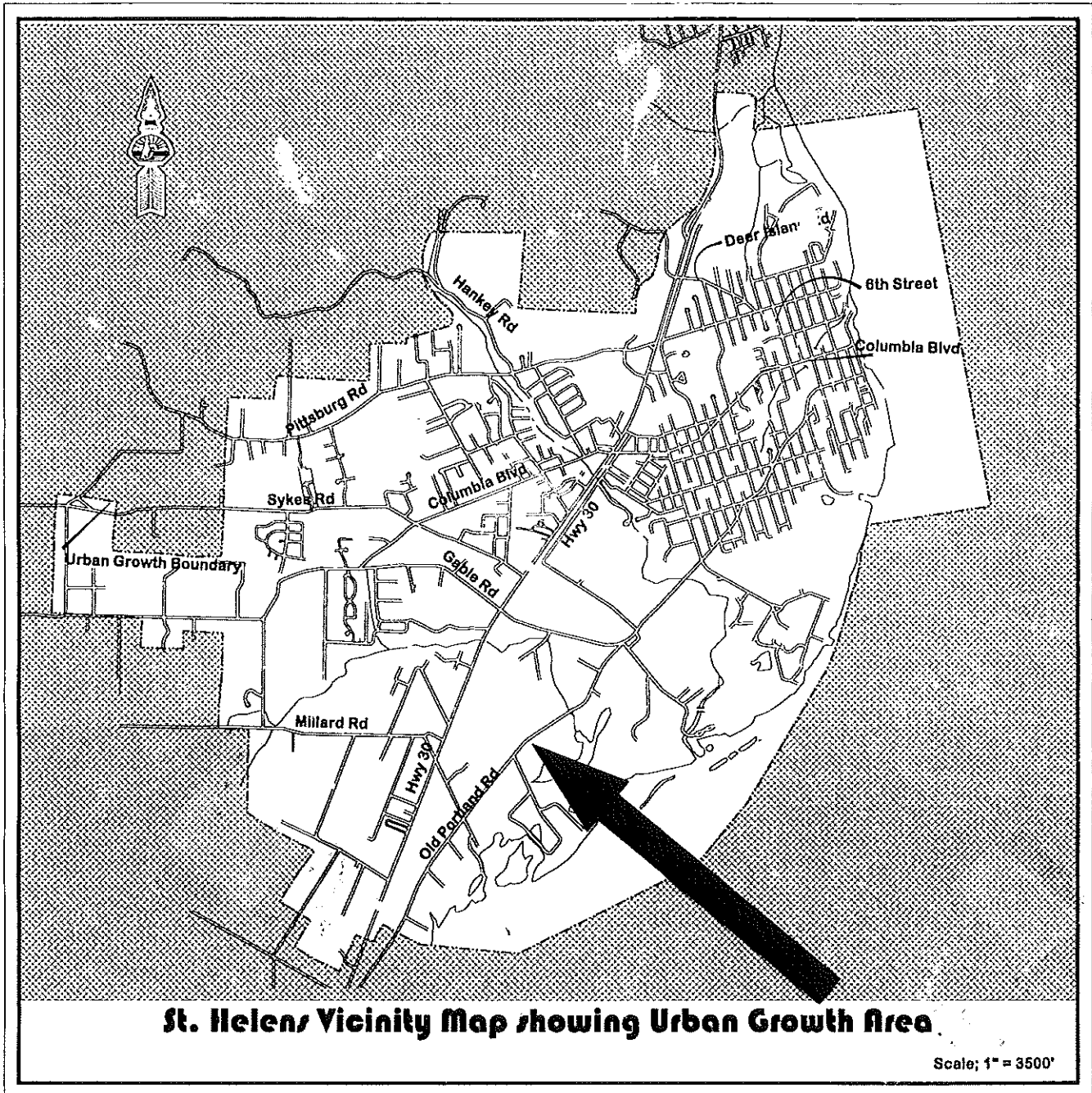


Aerial Photo: 2009  
Map: Dec. 2013

NOT TO SCALE

# Subject Property

~ Approximate Location ~



**St. Helens Vicinity Map showing Urban Growth Area**

Scale: 1" = 3500'