

# **US 30 & Columbia Boulevard / St. Helens Street Corridor Master Plan**

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Review of Technical Memoranda Findings  
Business and Property Owners, Planning  
Commission and Public Meetings

January 14, 2014

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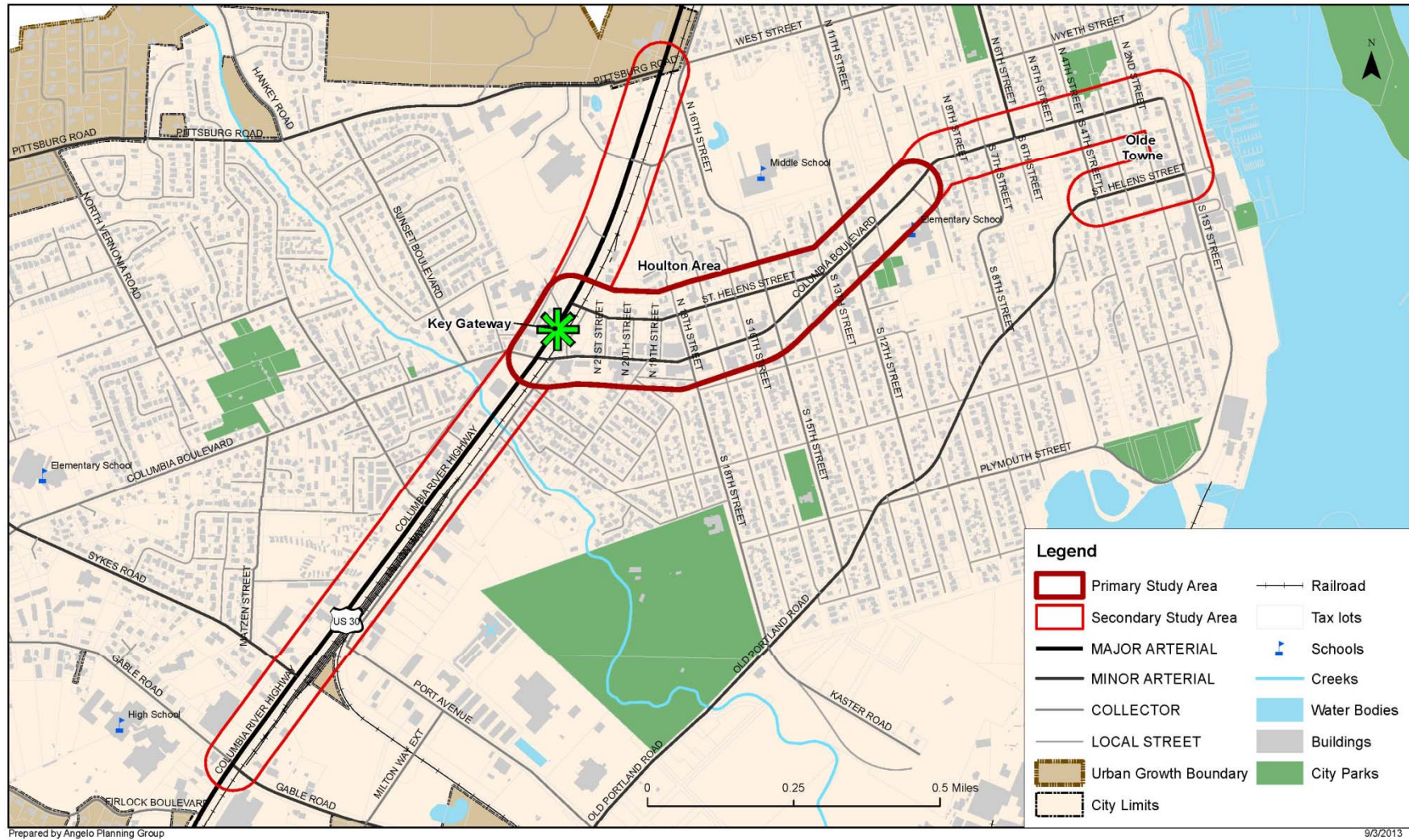


# Project Purpose

- Create “streetscape” plans for US 30 & Columbia Blvd/St. Helens Street corridors that reflect community vision for appearance and function
- Improve aesthetics & function of the corridors to attract business & investment and improve desirability



# Primary & Secondary Study Areas



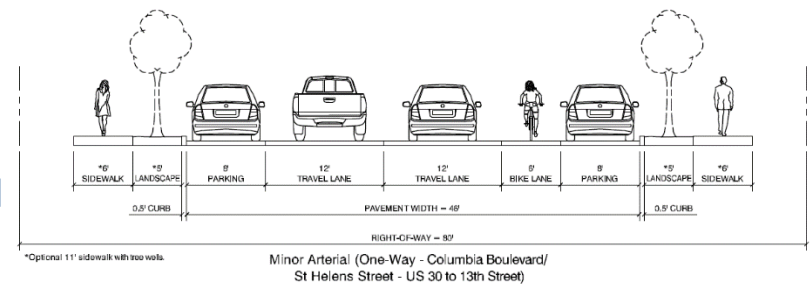
# Status Report

- Work completed
  - › Project initiation
  - › First round of CAC, property & business owner meetings
  - › Memos re: plans & policies, study area conditions, land use & urban design, street design strategies
  - › Draft vision & guiding principles, City Council review
  - › CAC, TAC meetings round 2
- Next Steps
  - › Summary feedback from today's meetings
  - › Revise draft memos
  - › Identify streetscape planning concepts and options (Feb.-Mar.)
  - › Meetings with advisory committees, others (Mar.-Apr.)



# Plan and Policy Review Highlights

- Access
  - Major arterial access controlled by State standards (US 30)
  - Minor arterial access controlled by City standards (Columbia Blvd, St. Helens St)
- Street design
  - 2011 TSP includes design cross sections for US 30 and Columbia Blvd/St. Helens St
  - Features (e.g., on-street parking) may be modified
- Crossings
  - Crossing treatment options – e.g., curb extensions, median islands, rapid flash beacons
  - Near-term crossing improvements for US 30, Columbia Blvd, and St. Helens St in TSP
- Street trees
  - The City, property owners, developers must provide street trees under specified conditions
  - Street trees may be provided in containers in areas where planting is impractical
- Bicycle facilities
  - 6-foot bike lanes are required on all [new, redeveloped] arterials and collectors in St. Helens
  - Bicycle parking required for selected uses in specific locations





# Plan and Policy Review Highlights (cont.)

- Gateways
  - Several past plans call for gateways at US 30/Columbia Blvd/St. Helens St
  - Current gateway sculpture project on US 30 bridge south of Columbia Blvd/St. Helens St
- Sidewalks and planter strips
  - Controlled by TSP
  - Minimum sidewalk widths vary by street type
  - Planter strips required on arterials and collectors
- Pedestrian and bicycle connections
  - Between building entrances and adjacent streets
  - Between buildings and parking areas, common/open spaces, existing and planned transit stops adjacent to the site, and neighboring development
- Parking (Houlton and Olde Towne)
  - Maximum zero front yard building setbacks – no parking between buildings and street
  - No additional on-site parking required – existing development covering more than 50% of the site, changes of use, and remodeling without a change to the building footprint



# Access Management

- Reviewed existing plans and policy related to access management
  - › Oregon Administrative Rule (OAR) 734, Division 51
  - › City Transportation System Plan (TSP)
- Reviewed existing access spacing along US30, Columbia Boulevard, and St. Helens Street
  - › Like all communities, many existing access points that do not meet current standards
  - › Highest number of access points along US 30 between St. Helens and Gable Road
  - › Access to the St. Helens Street/Columbia Boulevard couplet area largely limited to public street grid spacing
- Identified access management standards required by ODOT and the City.
  - › Project will help shape policy and design standards that move towards access management standards
  - › All recommendations should move toward meeting access management goals



# Transportation Conditions Review

- Reviewed existing plans and policies related to the transportation system
- Reviewed existing and planned transportation facilities
- Identified opportunities and constraints related to achieving project objectives:
  - › Create design and implementation standards
  - › Improve street connectivity and design
  - › Improve pedestrian and bicycle safety and comfort
  - › Identify local and regional infrastructure needs





# Transportation Conditions Highlights

- Opportunities
  - › Incorporate projects identified in the 2011 TSP
  - › Reconfigure roadway cross sections and lane configurations at key locations along the corridors
  - › Focus improvements at key pedestrian and bike crossing locations and travel routes
    - Install curb extensions and median islands to shorten crossing distance
    - Restripe on-street parking and bike lanes on city roadways
    - Improve left and right-turn lane configurations at key intersections
    - Address crossing conditions along US30 at unsignalized intersections and mid-block locations
    - Create bike boulevards on an adjacent local streets
  - › Address access and circulation issues identified at key locations along the corridors



# Transportation Conditions Highlights

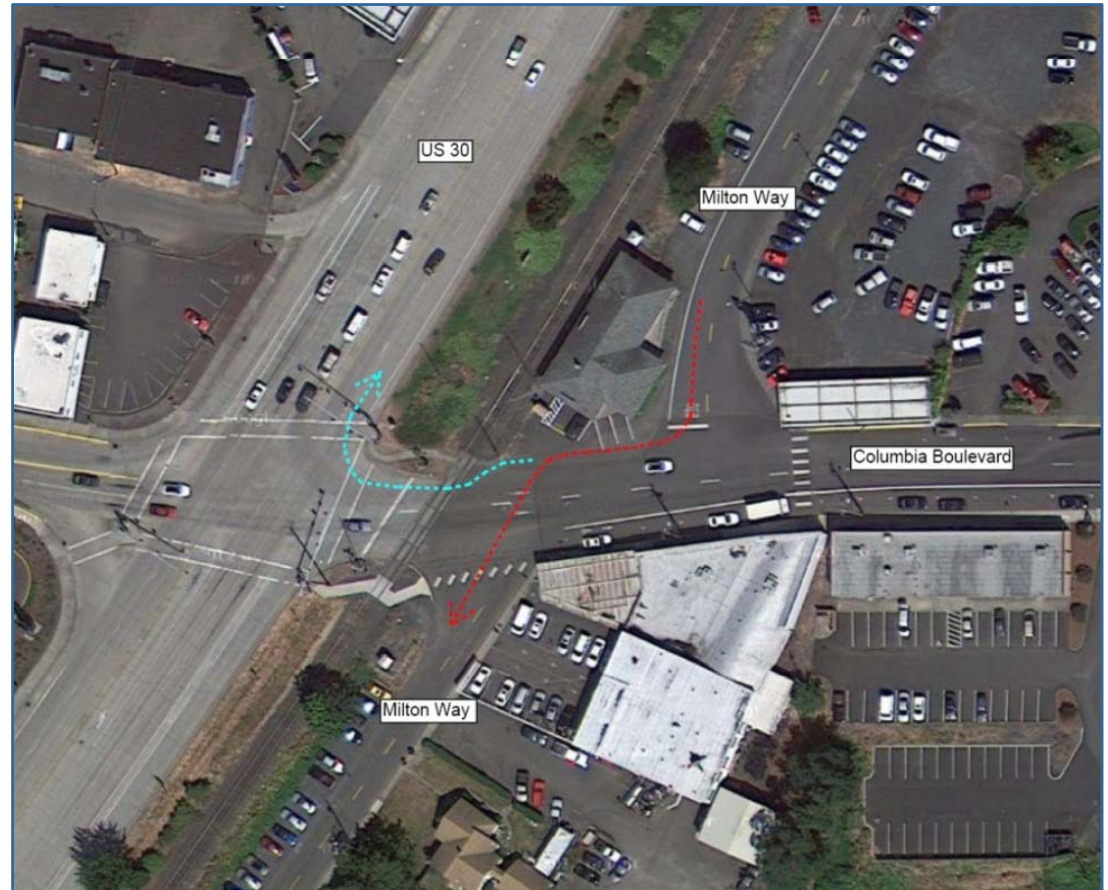
- Key Pedestrian Crossing Locations
  - › US30/Columbia Boulevard - 41 pm
  - › 18<sup>th</sup>/Columbia Boulevard - 50 pm
  - › 12<sup>th</sup>/Columbia Boulevard - 119 school, 33 pm
  - › 9<sup>th</sup>/Columbia Boulevard - 106 school, 26 pm
- Key Considerations
  - › Several opportunities to improve crossings conditions
  - › Several intersections warrant additional crossing treatments





# Transportation Conditions Highlights

- Key Intersection/Roadway Needs
  - › Eliminate wrong-way traffic movements from Milton Way
    - Channelize southbound approach to Milton Way/Columbia Blvd intersection



# Transportation Conditions Highlights

- Key Intersection/Roadway Needs
  - › Remove eastbound right-turn lane at 18<sup>th</sup>/Columbia Blvd
    - Reallocate space for sidewalk and/or planter strip



# Transportation Conditions Highlights

- Key Intersection/Roadway Needs
  - › Reconfigure eastbound left-turn lane at couplet terminus
    - Reallocate space for sidewalk and/or planter strip





# Land Use & Urban Design Highlights

## *Existing land use conditions*

- US 30
  - Few vacant properties but potential for redevelopment
  - Primarily highway commercial development, with mix of uses east of railroad/Milton way
- Houlton
  - Shopping district, gateway to Olde Towne
  - More residential, non-retail uses along St. Helens St.
- Olde Towne
  - Significant residential component on St. Helens St., 1<sup>st</sup> St.
  - Relatively few vacant parcels but opportunity for more mixed use development





# Land Use & Urban Design Highlights

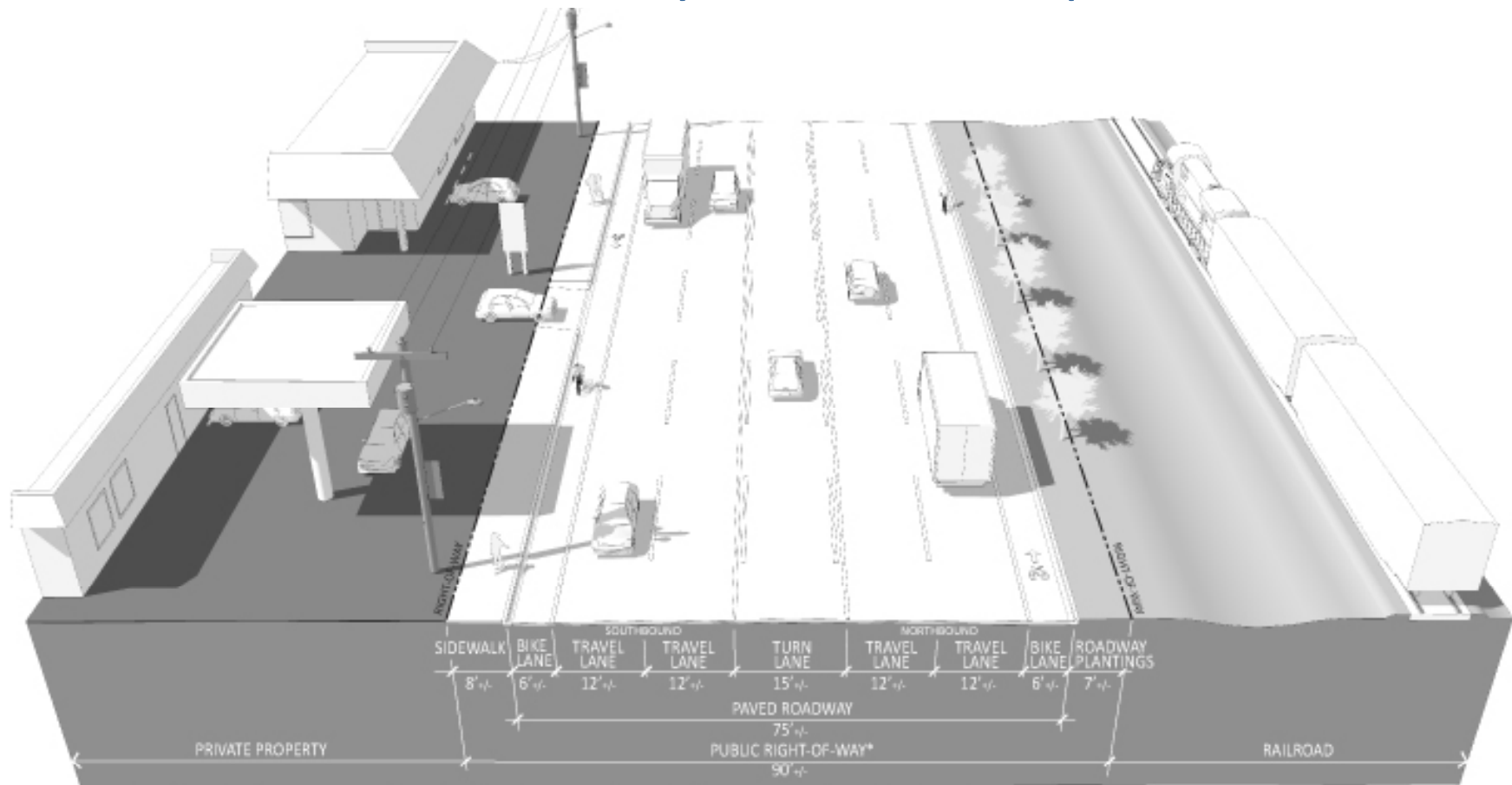
## *Development code requirements*

- Range of uses allowed in all corridor segments
- Maximum building heights vary: 35-45 feet
- Maximum lot coverage high (90%) except in residential zones
- Landscaping low (10%) except in residential zones
- Building setbacks low (close to street) in Houlton, Olde Towne
- Building design standards only in Olde Towne
- Parking required on side, behind buildings in Houlton, Olde Towne



# Urban Design Highlights – US 30

Wide concrete roadway; limited bike/ped facilities



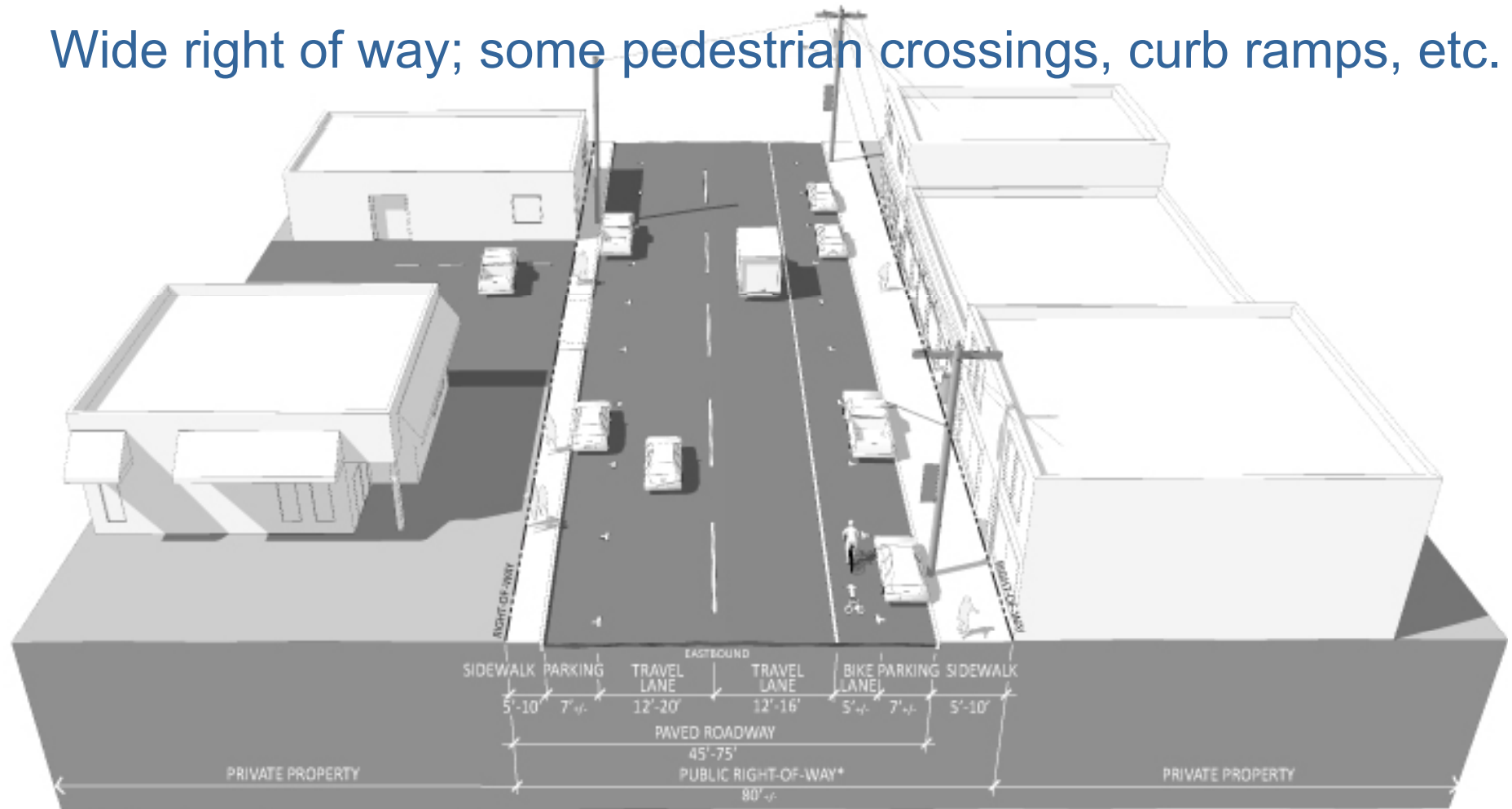
# Urban Design Highlights – US 30

- Utilitarian buildings; significant parking area coverage
- Limited sense of place or identity



# Urban Design Highlights – Houlton

Wide right of way; some pedestrian crossings, curb ramps, etc.





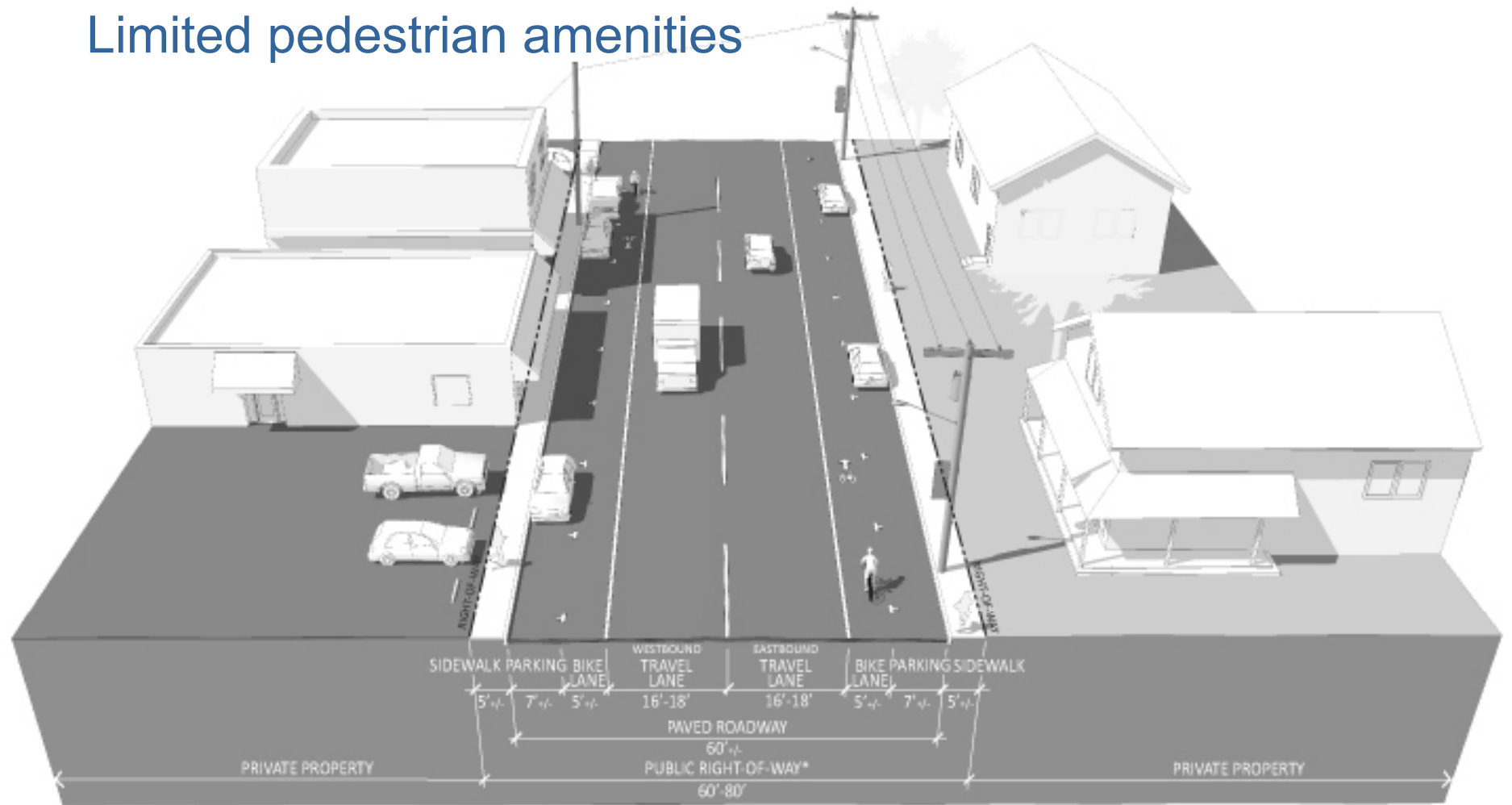
# Urban Design Highlights – Houlton

- Mix of commercial, residential, civic uses
- Early 20<sup>th</sup> century buildings, some glass facades, articulation



# Urban Design Highlights – Olde Towne

Limited pedestrian amenities





# Urban Design Highlights – Olde Towne

- Basalt outcropping affects street design, use
- Mix of uses with strong residential presence



# Streetscape Design Toolkit

## *Characteristics of a successful streetscape*

- Helps foster strong, livable communities
  - Accessible, easy to find, facilitates chance meetings
- Physically comfortable and safe
  - Pedestrian-friendly, accommodates different modes of transportation
- Makes economic and fiscal sense
  - Increases property values, attracts new development, bolsters economic growth and stability
- Helps improve the environment
  - Increases on-site infiltration, decreases heat-island effect, eases traffic congestion



# Streetscape Design Toolkit

## *Elements of a successful streetscape*

- Traffic Calming Features
  - Bulb-outs, crosswalk enhancements, speed tables
- Pedestrian Amenities
  - Special paving, pedestrian lighting, seating, street furnishings, street trees, planting areas
- Civic Identity and Wayfinding
  - Gateway monuments, signage, banners, art, community kiosks, transit shelters, special opportunity areas
- Green Street Strategies
  - Stormwater planters, vegetated swales, rain gardens, permeable paving





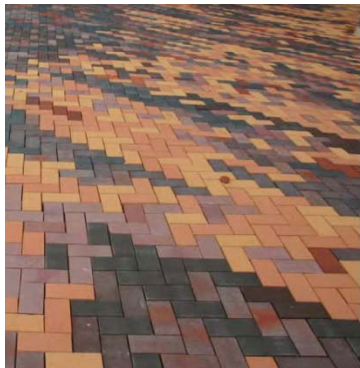
# Streetscape Design Toolkit

## *Traffic Calming Features*



# Streetscape Design Toolkit

## *Pedestrian Amenities*





# Streetscape Design Toolkit

## *Pedestrian Amenities*





# Streetscape Design Toolkit

## *Civic Identity & Wayfinding*



# Streetscape Design Toolkit

## *Civic Identity & Wayfinding*





# Streetscape Design Toolkit

## *Green Street Strategies*



# Next Steps

- Summarize feedback from today (Jan.)
- Revise draft memos (Jan.)
- Identify streetscape planning concepts and options (Feb.-Mar.)
- Meet with advisory committees, business and property owners (Mar.)
- Meet with Planning Commission and public (Apr.)

