Houlton & Olde Towne Corridor Segment

OVERALL APPROACH

In developing concepts for improving these areas, our overall approach considers the Houlton and Olde Towne corridor segments together, working in concert to create a cohesive Master Plan for the entire corridor between US 30 and 1st Street. The following list summarizes the overall approach for improving Houlton and Olde Towne. These goals build on and are consistent with the Vision and Guiding Principles developed for this project, as well as discussion with advisory committee and community members.

1. IMPROVE PEDESTRIAN SAFETY. The recommended design proposes to introduce a number of traffic calming features and elements throughout Houlton and Olde Towne that help build human-scale spaces and a pedestrian-friendly environment. These improvements rely on narrowing the roadway and widening sidewalks to accommodate bulbouts and pedestrian refuge islands that shorten pedestrian crossings, diagonal parking strategies that increase driver awareness and calm traffic, as well as enhanced intersections and new crosswalk striping.
2. IMPROVE CONNECTIVITY. Several design features improve pedestrian and bicycle connectivity throughout and between the Houlton and Olde Towne corridors. Widened sidewalks, new roadway striping for bicyclists and pedestrians, as well as a consistency in streetscape design and materials from US 30 to 1st Street facilitate pedestrian and bicycle movement throughout the downtown district.
3. IMPROVE AESTHETICS AND SENSE OF PLACE. A number of pedestrian amenities are proposed as part of the recommended design for the Houlton and Olde Towne corridor segments, and include planting strips with new street trees, streetscape furnishings such as benches, bike racks, and waste receptacles, pedestrian scale lighting, wayfinding signage, community kiosks, and gateway markers. Additionally, several flexible, unprogrammed sidewalk spaces called “parklets” are provided as a strategy to provide additional space for amenities and green space and to “reclaim the right-of-way” for pedestrians.
4. IMPROVE ECONOMIC VITALITY. Improving the safety and comfort for pedestrians will make this a more attractive place to visit and shop, including for those people driving to the area. Providing more area for people to gather, sit and/or shop on the sidewalks and within the parking areas will expand opportunities for local business and also help draw people to the area. All of these impacts will enhance the economic viability of the area.

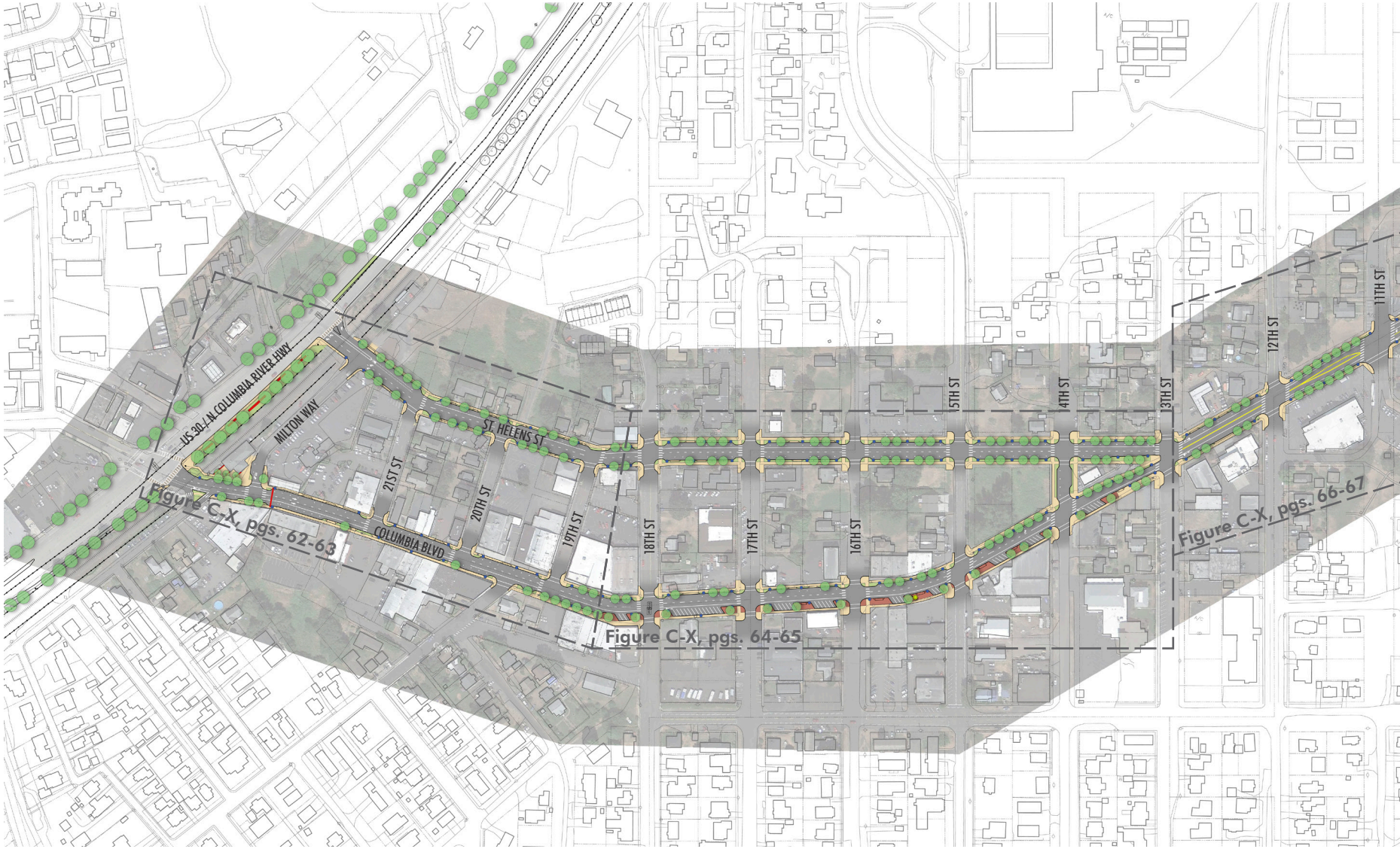
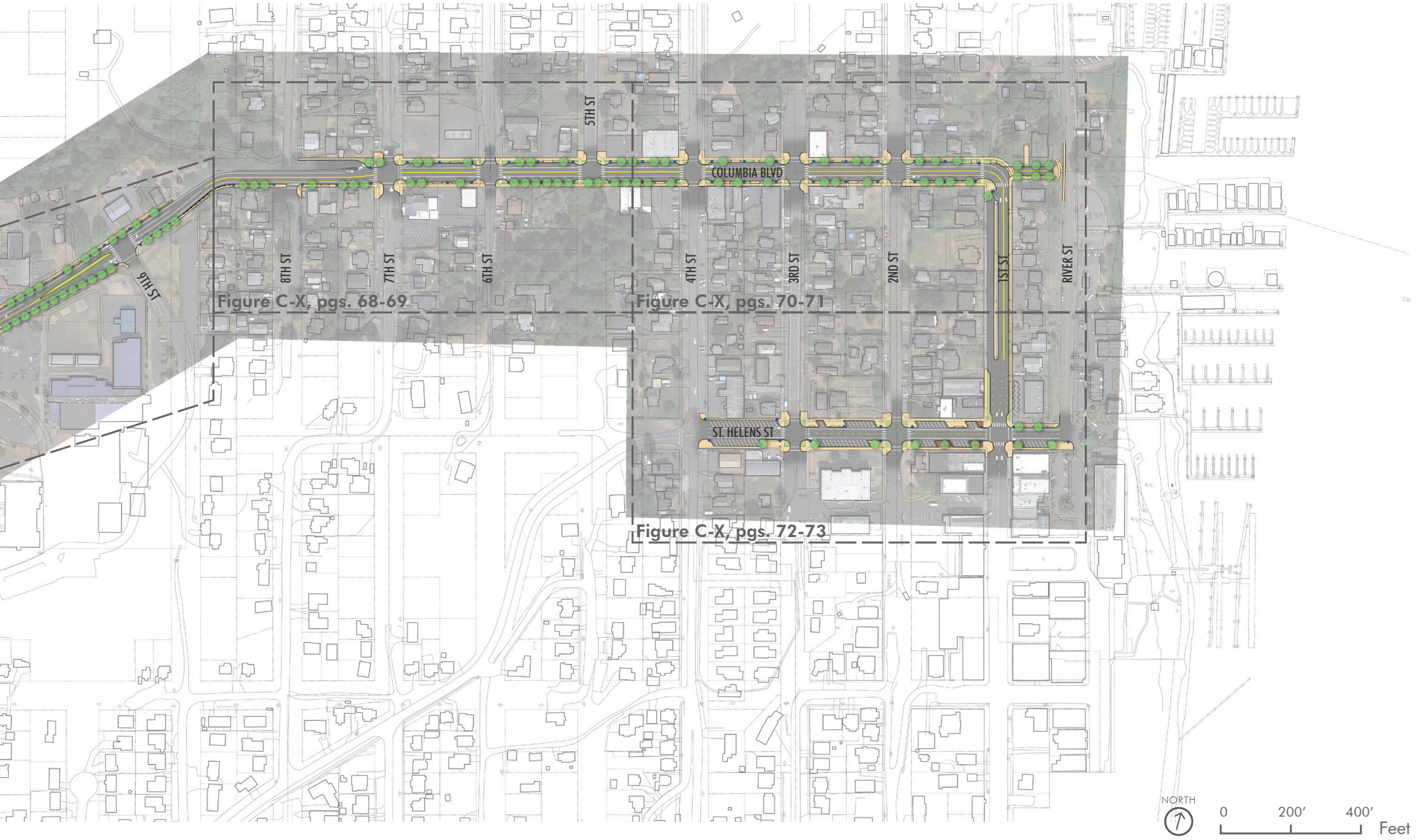


FIGURE C-30 - Houlton & Olde Towne Corridor Segment Proposed Improvements


5TH ST
COLUMBIA BLVD
9TH ST
8TH ST
7TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
RIVER ST
ST. HELENS ST
Figure C-X, pgs. 68-69
Figure C-X, pgs. 70-71
Figure C-X, pgs. 72-73
NORTH
0
200'
400'
Feet

Two predominant roadway types comprise the Houlton and Olde Towne project areas: one-way streets along Columbia Boulevard and St. Helens Street west of 13th Street; and two-way streets along Columbia Boulevard east of 13th Street, along 1st Street between Columbia Boulevard and St. Helens Street, and along St. Helens Street between 1st Street and 4th Street. The following two sections provide a summary of the design concepts for each of these areas – West of 13th Street, and East of 13th Street – followed by a summary of the design concepts and streetscape elements common to the Houlton and Olde Towne corridor segments.

STREETSCAPE DESIGN CONCEPTS – WEST OF 13TH STREET

Between US 30 and 13th Street in the Houlton corridor segment, Columbia Boulevard serves as the one-way eastbound street surrounded primarily by commercial land uses, while St. Helens Street serves as the one-way westbound street and is predominantly residential. The recommended design proposes two distinctive streetscape strategies that best serve the unique character and settings of each of these streetscapes west of 13th, and are explained further below:

1. COLUMBIA BOULEVARD BETWEEN US 30 AND 13TH STREET

   The recommended design concept proposes to narrow each one-way travel lane width down to 12' and dedicate the leftover space oriented towards pedestrians, and also to introduce unprogrammed, flexible spaces that serve as extensions of the sidewalk called "parklets".

   - Parklets can be either permanent spaces at corners or mid-block bulbout locations designed in a flexible manner to accommodate various uses or amenities. Alternatively, parklets can be more temporary in nature and located in on-street parking stalls that are visually or physically differentiated from the adjacent roadway in some manner. In this commercial setting, parklets offer adjacent business owners with potential for setting up outdoor seating, dining, or shopping areas, which would help activate the streetscape and encourage people to stop and linger.

     Parklets can be implemented along Columbia Boulevard between US 30 and 13th Street, however, due to varying right-of-way widths, parklets will tend to be narrow and more linear between Milton Way and 18th Street where the existing right-of-way is generally around 60' in width, and generally deeper and larger between 18th Street and 13th Street where the right-of-way width widens out to approximately 80' in width.

   - Between 18th Street and 13th Street, this 80' right-of-way provides opportunities to introduce diagonal parking with a 6-7' width sidewalk along the south side of Columbia Boulevard. Angle parking requires less linear curb length per parking stall than traditional parallel parking, so more stalls can typically be provided on the same block. Angle parking is commonly used in downtown areas to increase the on-street parking supply and to slow or calm traffic. Angle parking also visually reinforces one-way street orientation for drivers. Striving for no net loss or gain in parking, this efficient diagonal parking layout accommodates more space for parklets than in traditional parallel parking configurations. The graphics in this report show potential conceptual locations for parklets that make sense within the context of the location of intersections and other conditions in the area. However, the exact location of these features could be refined based on further discussion between the City, business and property owners and other community members.

   - Both back-in and front-in angled parking were discussed and considered in this area. While both front-in and back-in angle parking are viable options, back-in angle parking offers a variety of benefits over front-in angle parking that were and should be considered in the future, including:

     A. Better visibility: Back-in angle parking allows for better visibility than front-in angle parking because the driver is backing into a parking stall instead of into a travel lane where there is moving traffic. This reduces the potential for collisions and provides a safer environment for the parked vehicle and the vehicles and bicycles in the adjacent travel lane.

     B. Easier access: Drivers can generally maneuver into back-in parking stalls faster than parallel parking stalls allowing for quicker entry and exits, and therefore shorter time period when the travel lane is blocked.

     C. Safer for users: Back-in angle parking allows for safer loading and unloading than front-in angle parking from the vehicle doors and the trunk. With back-in angle parking, the vehicle doors channel occupants to the sidewalk and the vehicle trunk may be accessed from the sidewalk instead of from the adjacent roadway.

     D. Bicycle friendly: Back-in angle parking creates a more bicycle friendly environment than front-in angle parking since drivers are able to see them easier (and much sooner) when exiting a parking stall. Some cities have reported a decrease in the number of parking related accidents since back-in angle parking was installed.

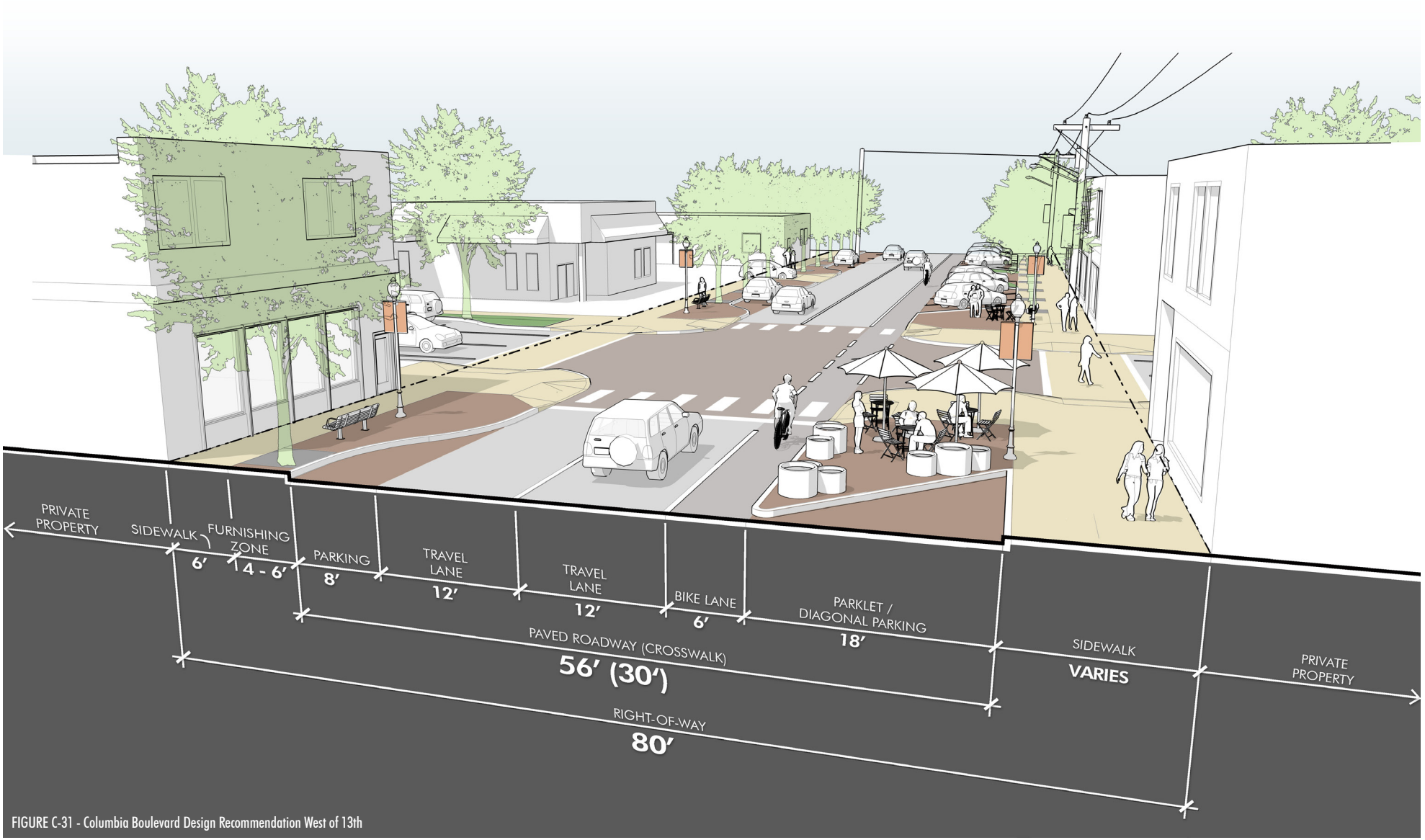


FIGURE C-31 - Columbia Boulevard Design Recommendation West of 13th

While back-in angle parking offers many benefits over front-in angle parking, there are a few drawbacks unique to back-in angle parking that should also be considered:

- Vehicles may overhang the sidewalk and/or back into street furniture. This can be alleviated with proper design of the parking stalls and placement of the street furniture.
- Vehicles may enter the stalls head-in from the opposite side of the street. This can be alleviated with enforcement, signs, and driver awareness. This will not be an issue along the one-way segments of Columbia Boulevard slated for angle parking.
- Vehicles may idle in the parking stall, emitting exhaust over sidewalks. Some cities restrict idling for certain periods of time.
- Community member support for back-in angle parking can also be a challenge in some communities, and therefore it is often installed on a trial/ temporary basis.

Ultimately a majority of advisory groups and other stakeholders in this process recommended front-in angled parking in large part due to the potential unfamiliarity with and difficulty in becoming accustomed to back-in angle parking. However, the City could consider implementing back-in angle parking if these attitudes

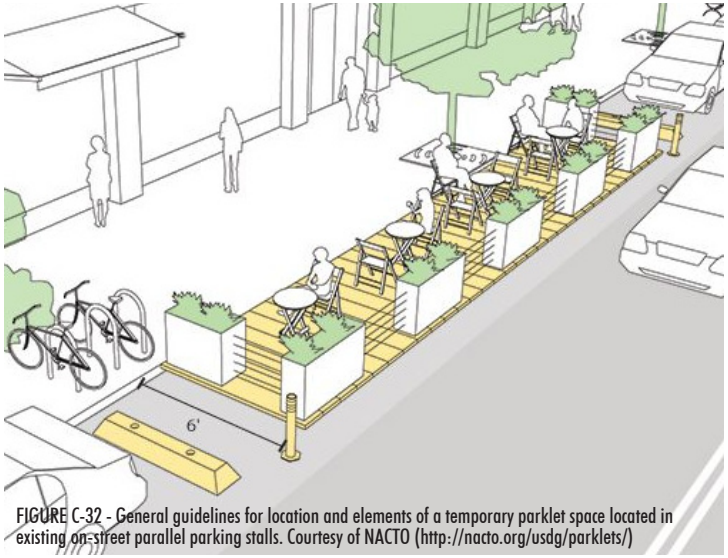


FIGURE C-32 - General guidelines for location and elements of a temporary parklet space located in existing on-street parallel parking stalls. Courtesy of NACTO (http://nacto.org/usdg/parklets/)

FIGURE C-33 - An example of a temporary parklet located in existing on-street parking stalls - Oakland,CA

FIGURE C-34 - Outside cafe seating and planting amenities located in an extension of the sidewalk area adjacent to existing on-street diagonal parking - Winters, CA

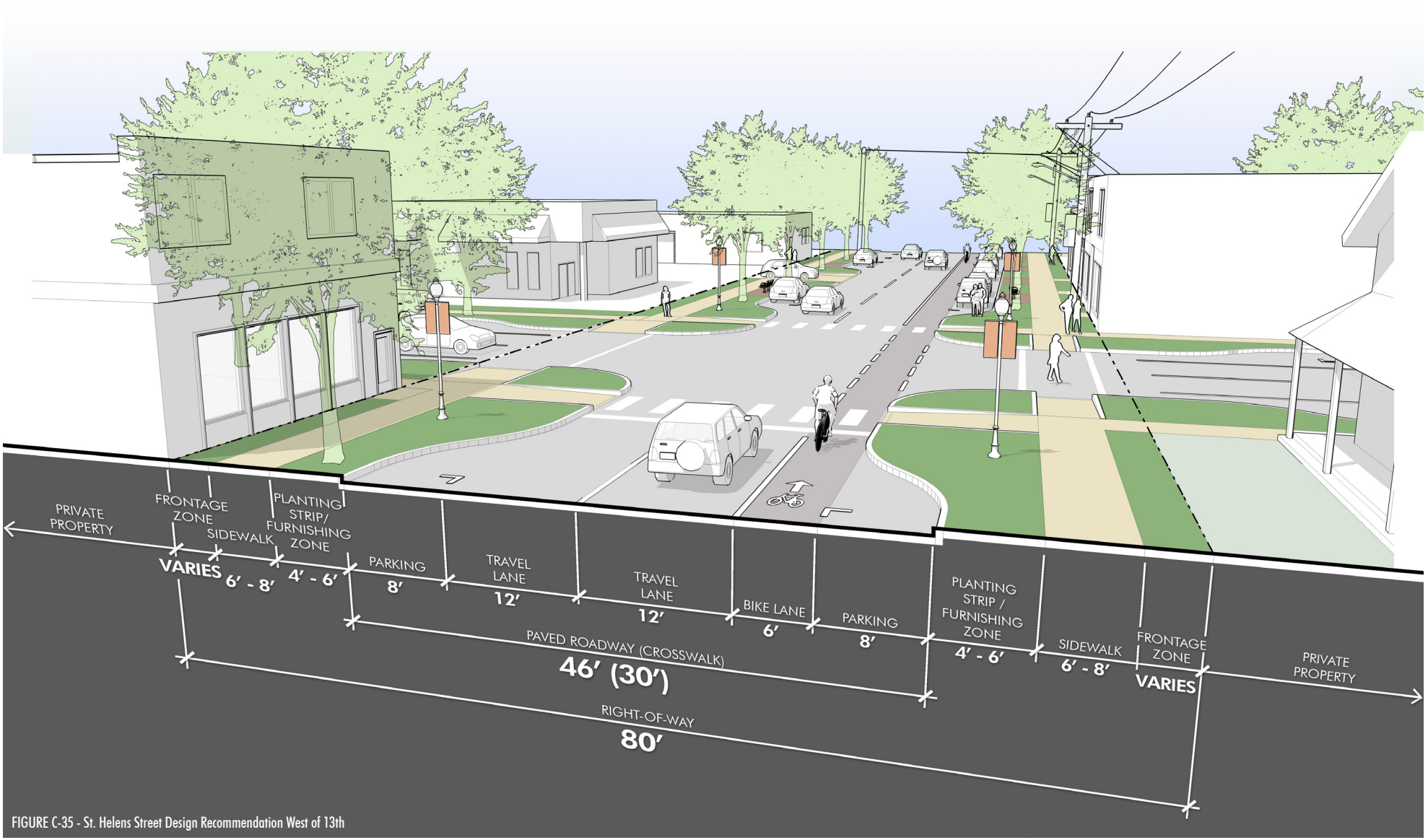


FIGURE C-35 - St. Helens Street Design Recommendation West of 13th

change or could implement it in small demonstration areas to test its feasibility.

Along the north side of Columbia Boulevard between 18th Street and 13th Street, the design proposes a 10' wide paved sidewalk that accommodates a 6' width pedestrian through-zone and a 4' width furnishing zone with site furnishings, pedestrian scale lights, and street trees.

- Between US 30 and 18th Street, the 60' right-of-way can accommodate 6' width sidewalks and parallel parking on each side of Columbia Boulevard in addition to the two 12' width travel lanes and 6' width bicycle lane. Bulbouts and mid-block curb extensions along this stretch provide spaces for planting areas, street furnishings, and pedestrian scale lighting, which need to meet minimum sight clearance requirements.
- To shorten pedestrian crossing distance and help calm traffic, bulbouts and mid-block crossings are proposed at most intersections along Columbia Boulevard between US 30 and 13th Street. Bulbouts with crosswalks are generally located on the west side of intersections along this one-way street to minimize pedestrian and motor vehicle conflicts. Mid-block crossings are located at T-intersections along the south side of Columbia Boulevard, and provide space for additional plantings and/or street furnishings.

2. ST. HELENS STREET BETWEEN US 30 AND 13TH STREET

The recommended design concept proposes to narrow one-way travel lanes to 12' in width along St. Helens Street, and dedicate the leftover space to create widened sidewalks with generous planting strips and furnishing zones on both sides of the street. Street trees and plantings soften the streetscape and create an aesthetically-pleasing buffer between the paved roadway and pedestrian areas, creating a Pedestrian Promenade for visitors and residents of St. Helens. Bulbouts shorten the pedestrian crossing distance from 45'-55' in the current roadway conditions down to 30' in this option, improving pedestrian safety.

- To shorten pedestrian crossing distance and help calm traffic, bulbouts and mid-block crossings are proposed at most intersections along St. Helens Street between US 30 and 13th Street. Bulbouts with crosswalks are generally located on the east side of intersections along this one-way street to minimize pedestrian and motor vehicle conflicts. Mid-block crossings are located at T-intersections along the north side of St. Helens Street, and provide space for additional plantings and/or street furnishings, which need to meet minimum sight clearance requirements.

STREETSCAPE DESIGN CONCEPTS – EAST OF 13TH STREET

East of 13th Street, Columbia Boulevard serves as the primary two-way street providing access to the Olde Towne area. The recommended design concept proposes the use of widened sidewalks, street trees and plantings, site furnishings, and improved pedestrian sidewalks and crossings, to improve the safety of pedestrians, while creating a sense of place and identity for St. Helens. As noted previously, 1st Street between Columbia Boulevard and St. Helens Street has a unique configuration demanding special attention, and will be addressed in the following Special Opportunity Areas section.

1. COLUMBIA BOULEVARD BETWEEN 13TH STREET AND 1ST STREET

The recommended design concept for this segment proposes to narrow two-way travel lanes to 12' in width, and dedicate the leftover space towards widened sidewalks with generous planting strips and/or furnishing zones on both sides of the street. Street trees and plantings soften the streetscape and create an aesthetically-pleasing buffer between the paved roadway and pedestrian areas. Bulbouts shorten the pedestrian crossing distance from 55'-60' in the current roadway condition down to 36' in this option, improving pedestrian safety. These elements work in concert to create a Pedestrian Promenade that connects visitors between the Houlton and Olde Towne areas.

2. ST. HELENS STREET BETWEEN 1ST STREET AND 4TH STREET

Along these four blocks, new bulbouts and crosswalk striping are proposed to increase pedestrian safety and provide additional areas for planting areas and site furnishings. Parklets are proposed at the corner of St. Helens and 1st Street, providing flexible spaces that could act as gateway elements announcing visitors' arrival into Olde Towne.

FIGURE C-36- Columbia Boulevard Design Recommendation East of 13th

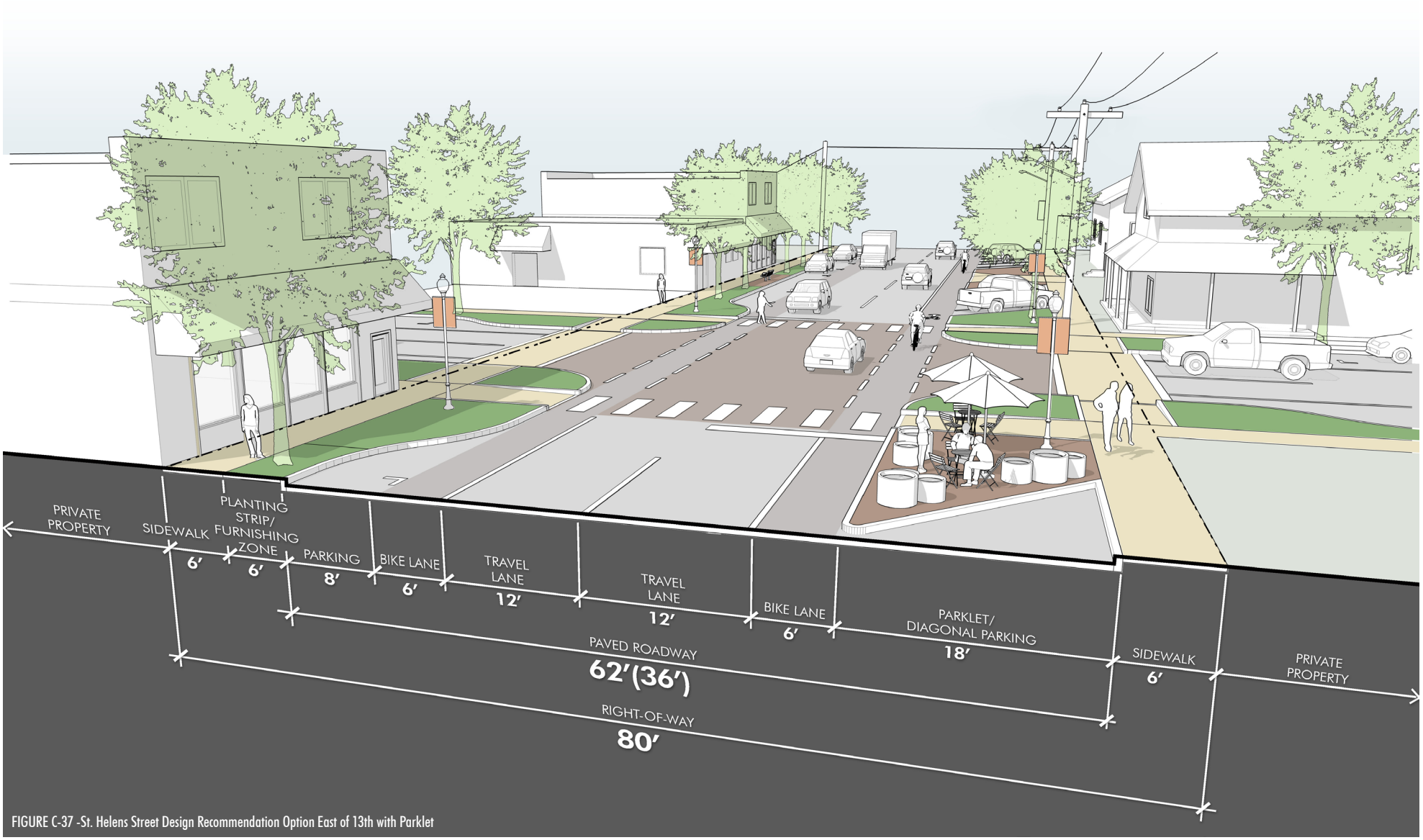


FIGURE C-37 -St. Helens Street Design Recommendation Option East of 13th with Parklet

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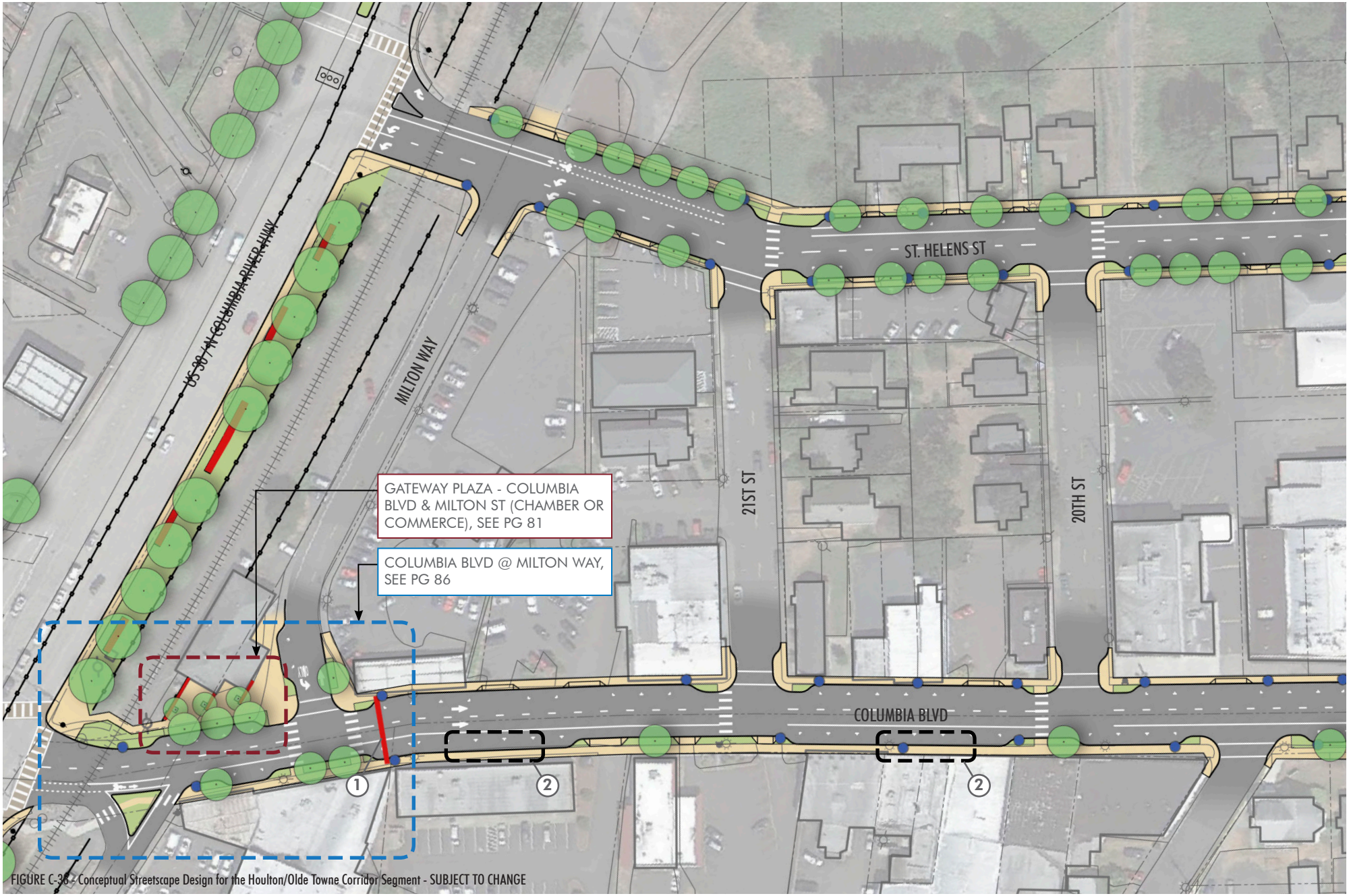
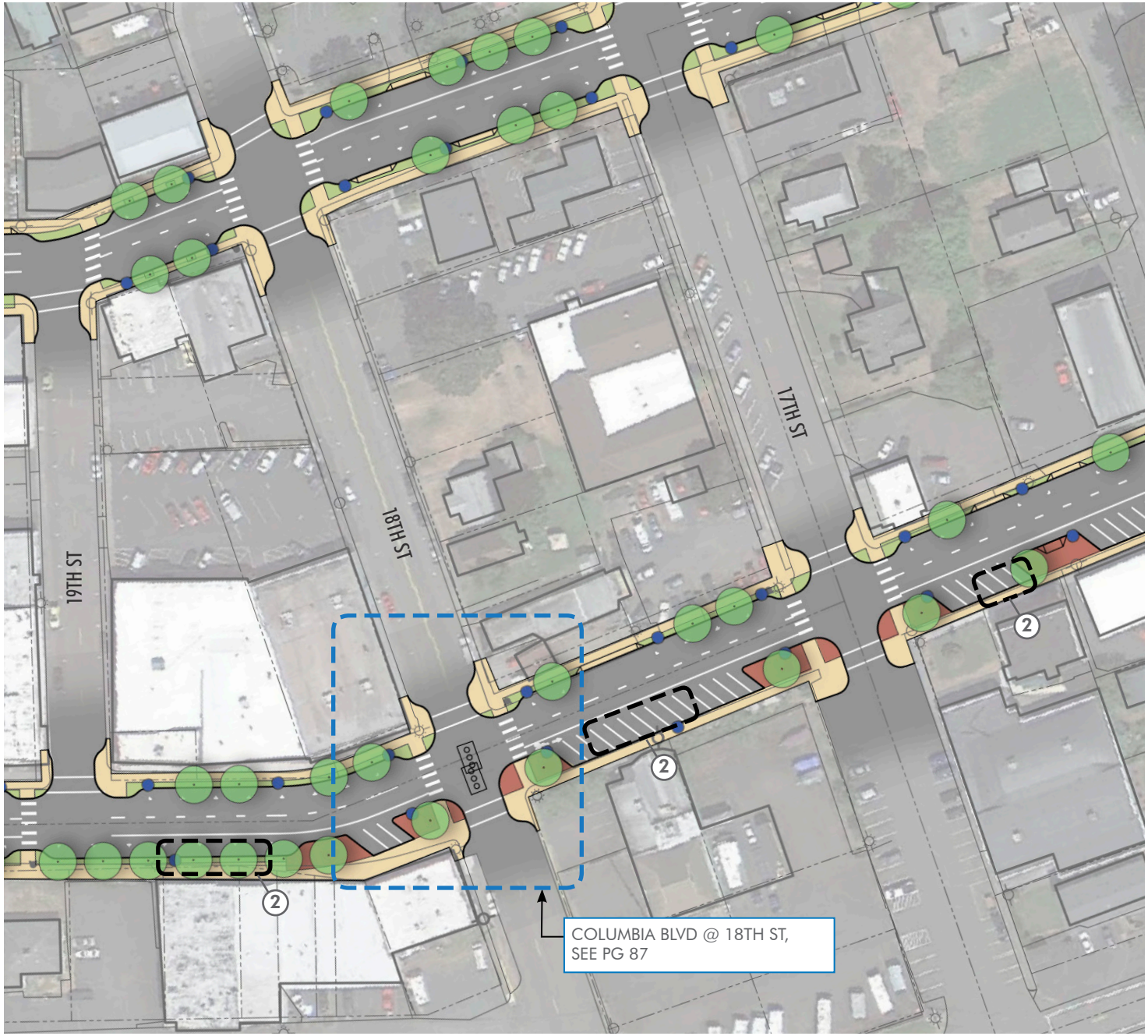


FIGURE C-38 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

1. GATEWAY ARCH
2. TEMPORARY PARKLET LOCATION - SUBJECT TO CHANGE

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

NORTH

0 50′ 100′ Feet

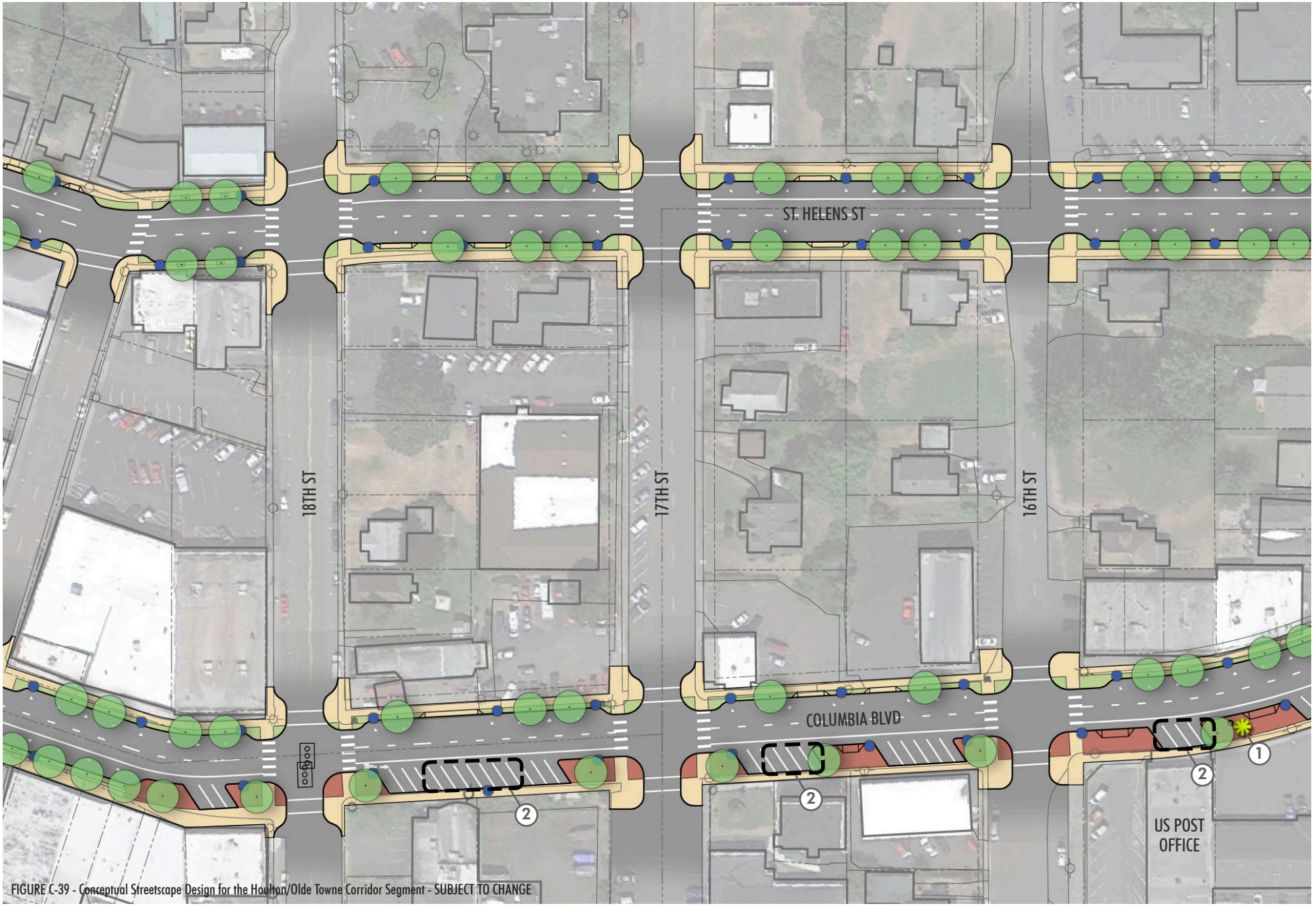
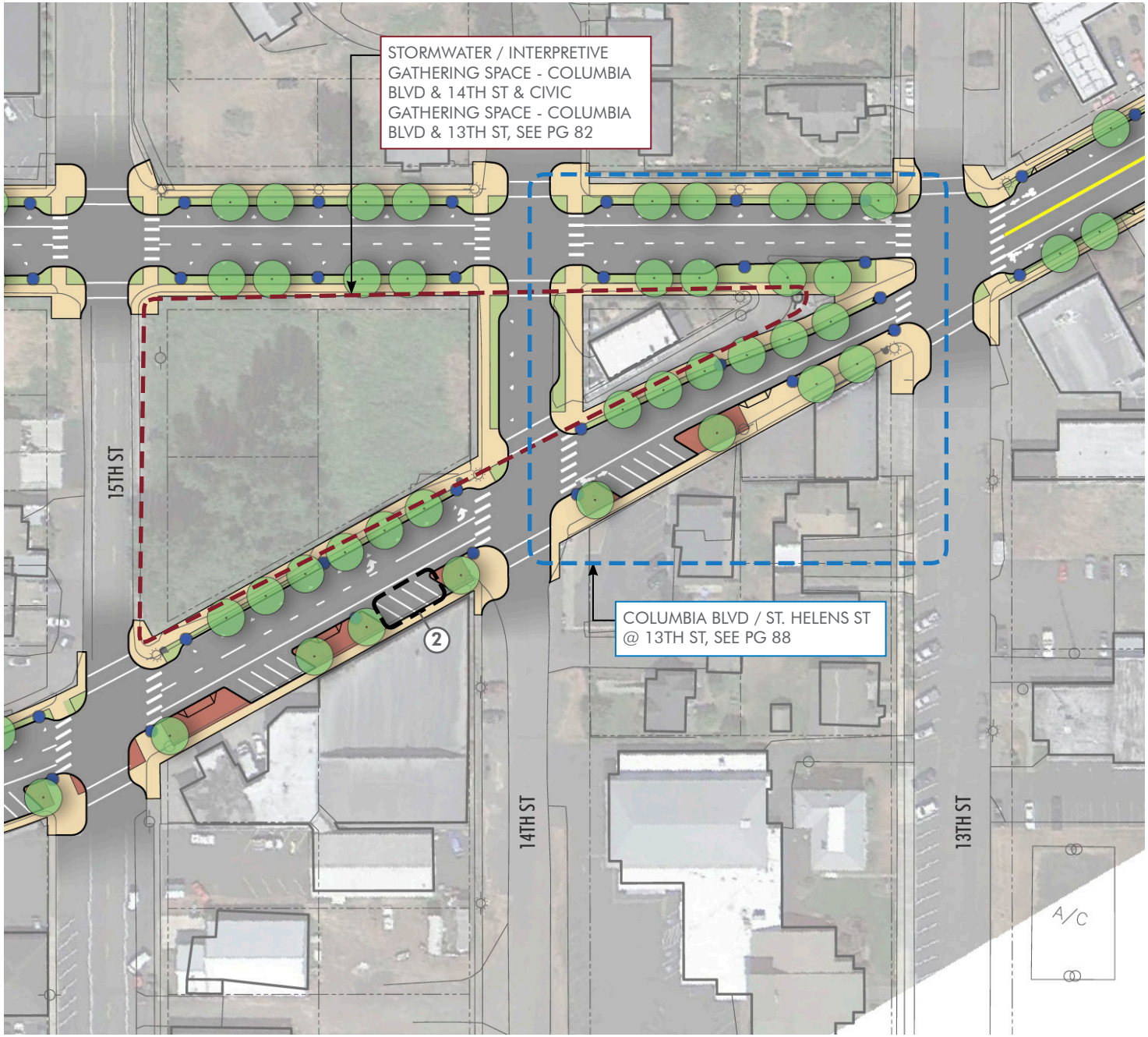


FIGURE C-39 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

1. COMMUNITY KIOSK
2. TEMPORARY PARKLET - LOCATION SUBJECT TO CHANGE

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

NORTH

0 50′ 100′ Feet

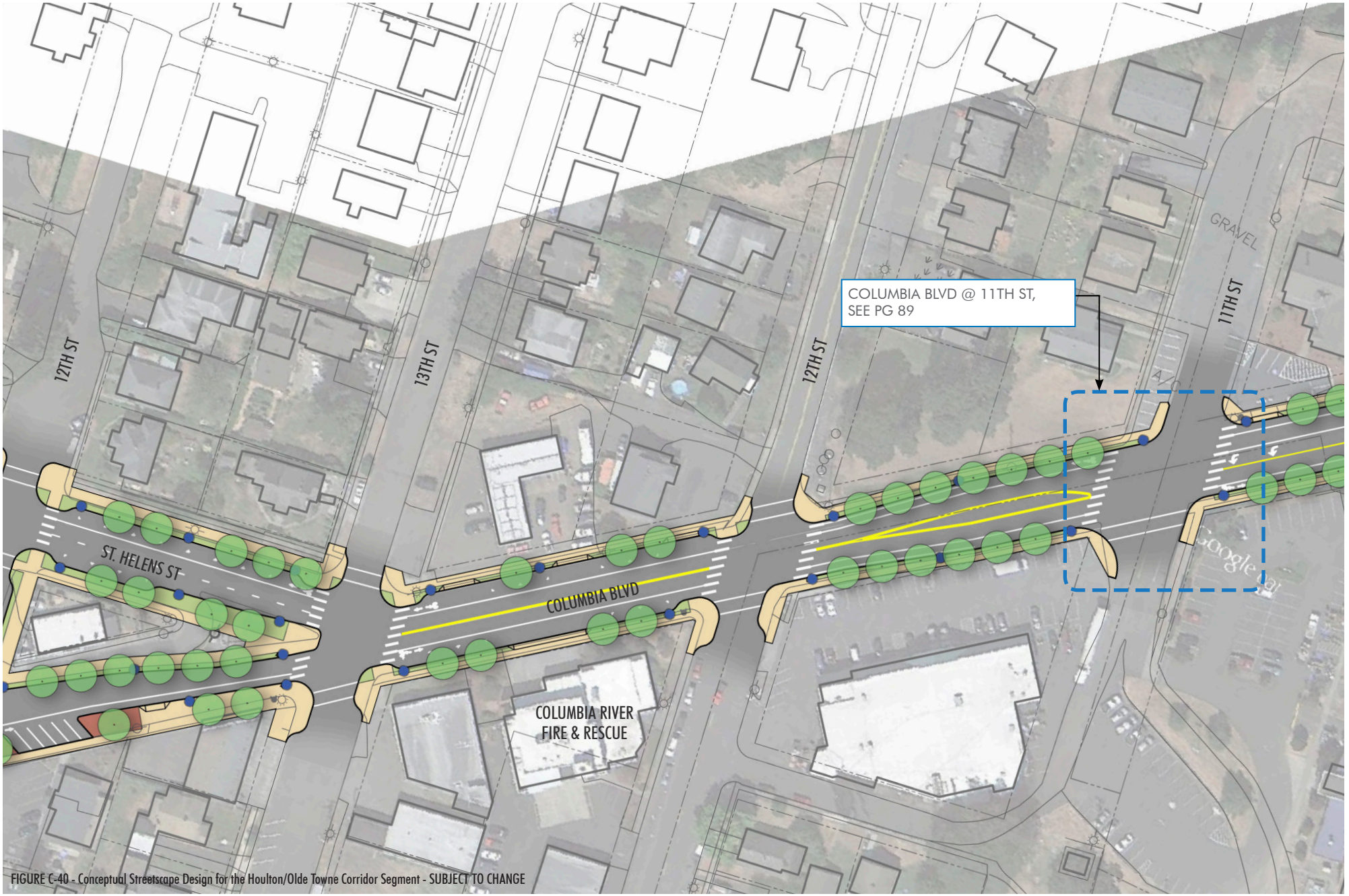
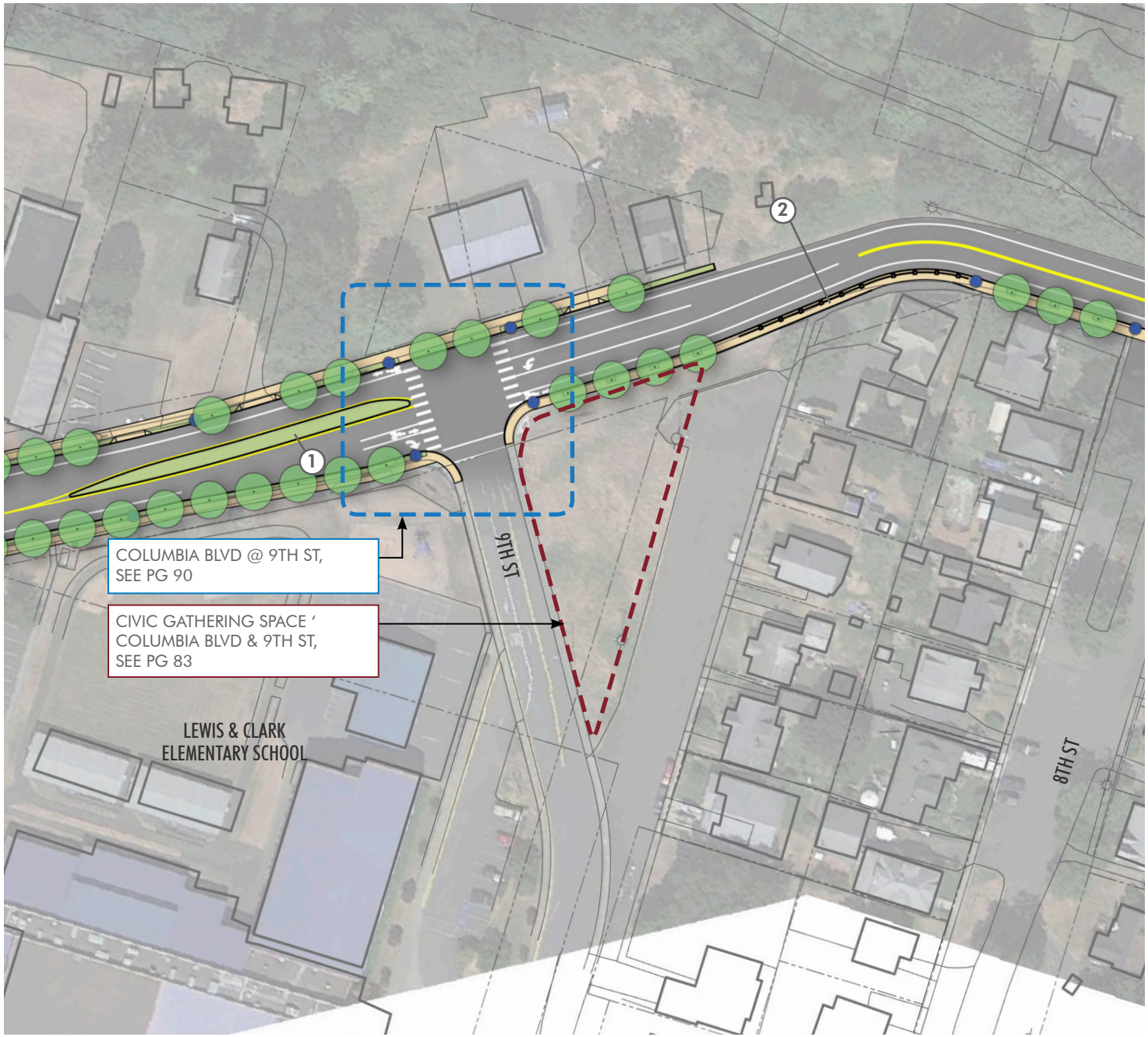


FIGURE C-40 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

1. NEW PLANTED MEDIAN
2. NEW ORNAMENTAL GUARDRAIL

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

NORTH

0 50' 100' Feet

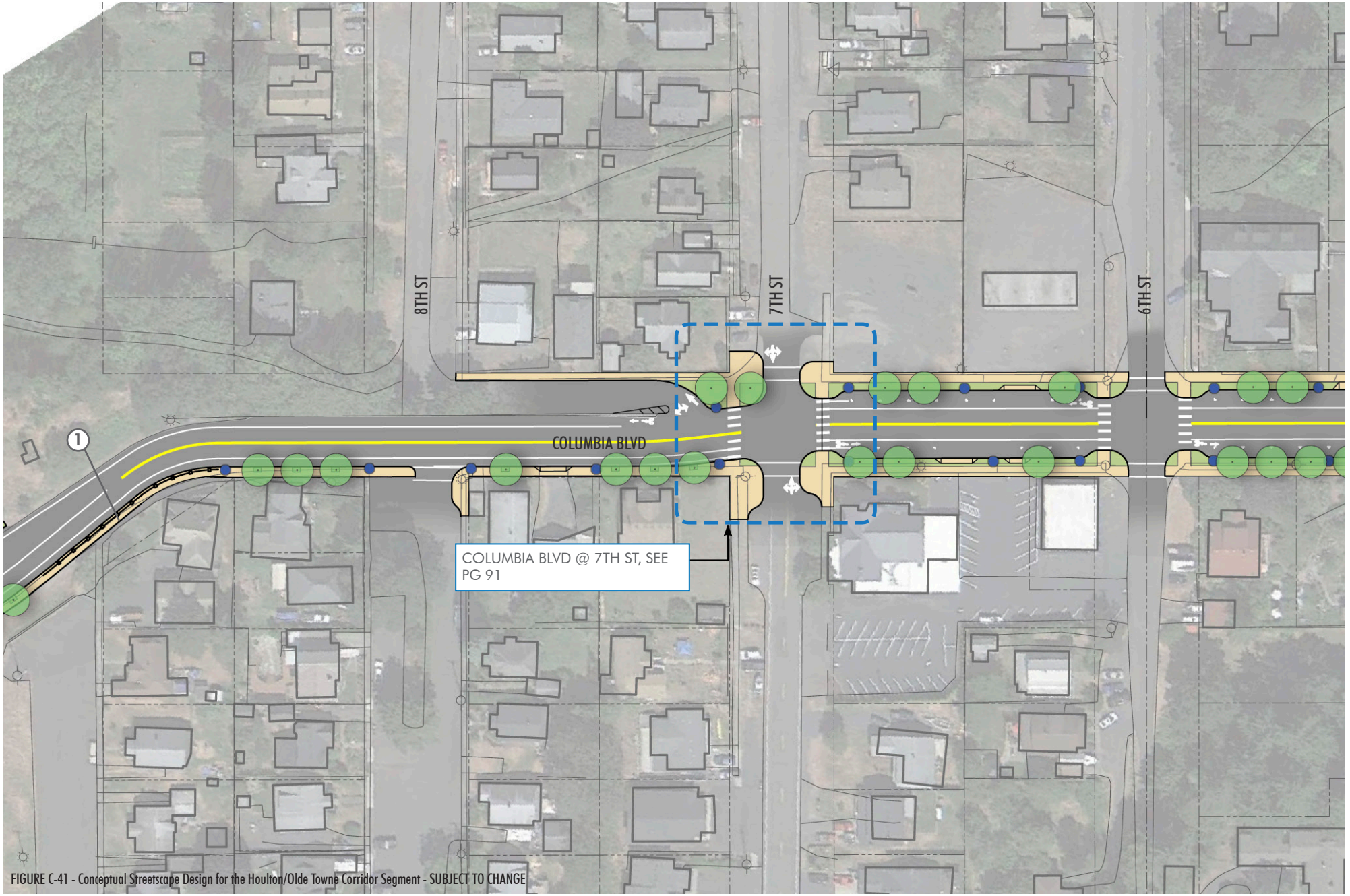
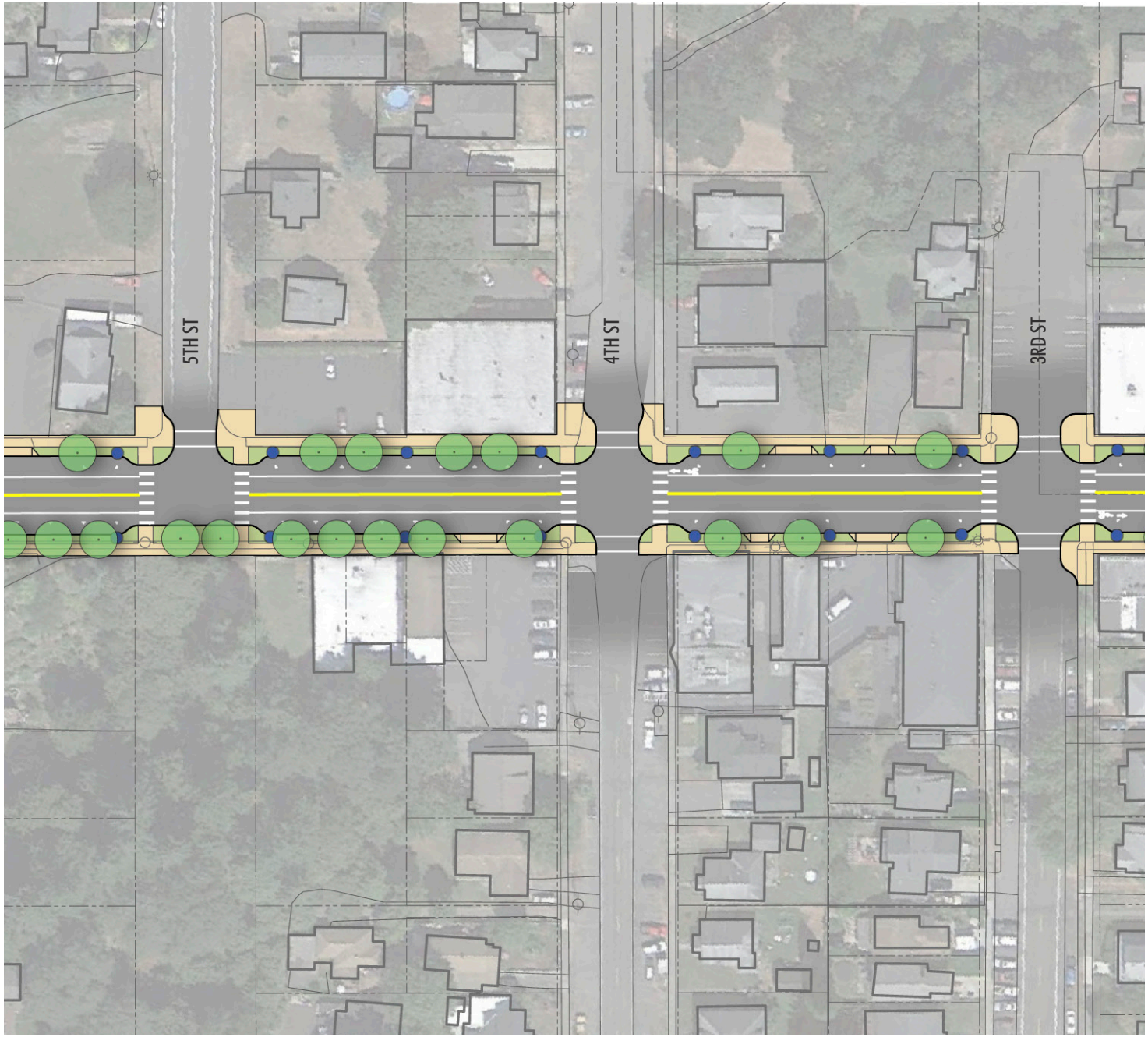


FIGURE C-41 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

① NEW ORNAMENTAL GUARDRAIL

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

NORTH

0 50′ 100′ Feet

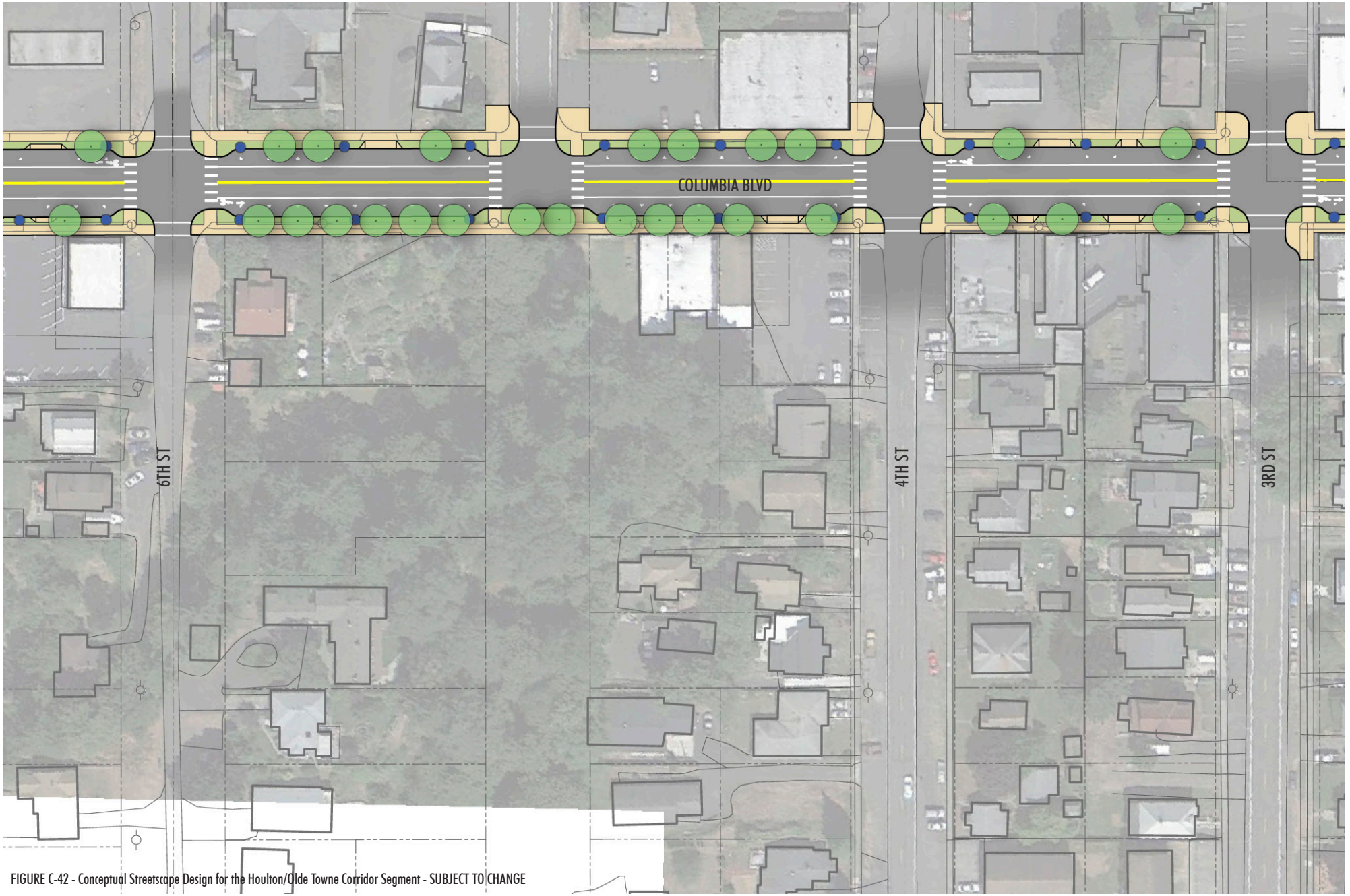
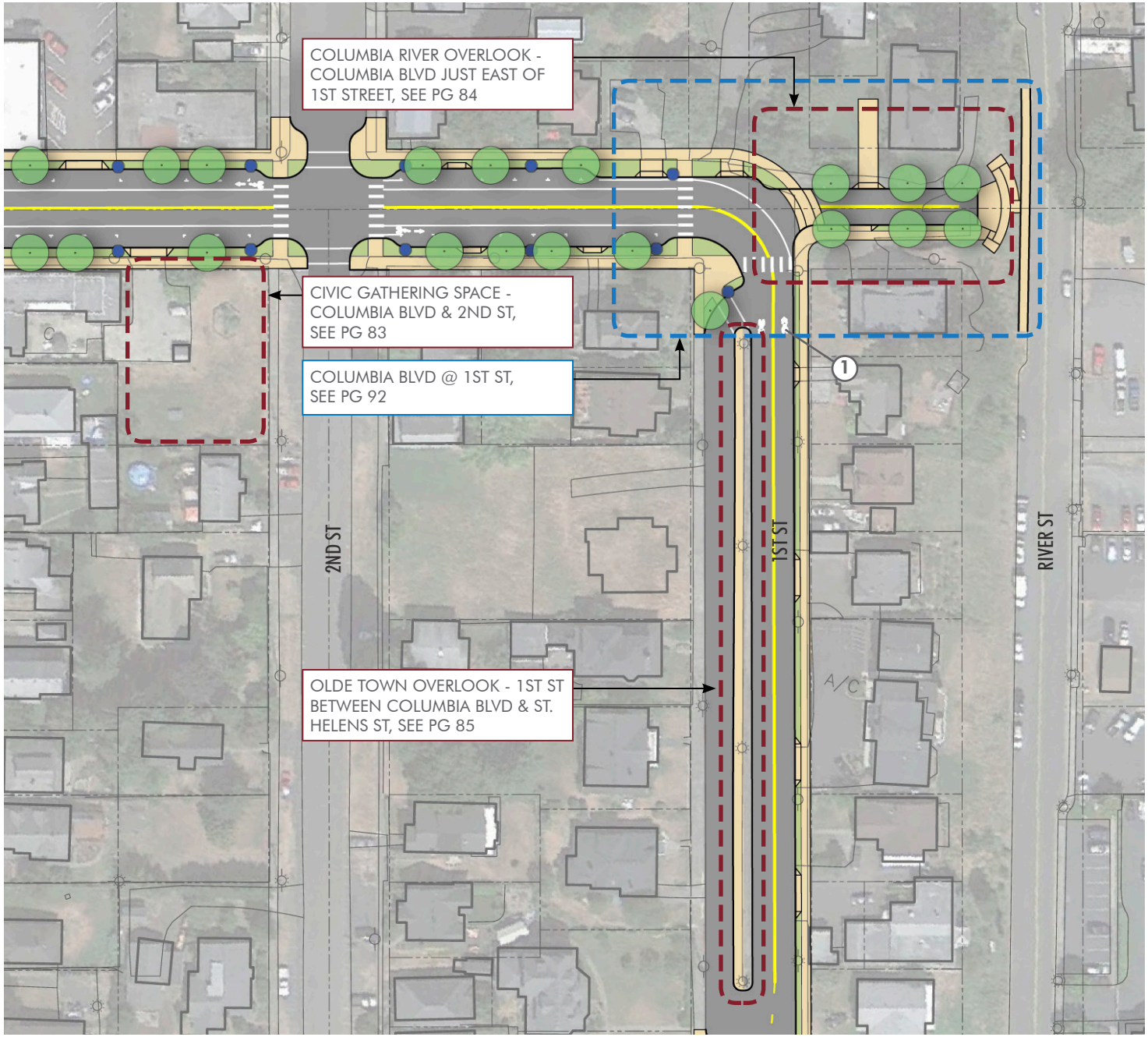


FIGURE C-42 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

KEY NOTES

1. SHARROWS ON NORTH- AND SOUTHBOUND LANES OF 1ST STREET - SHARED BIKE AND VEHICULAR TRAFFIC.

NORTH

0 50′ 100′ Feet

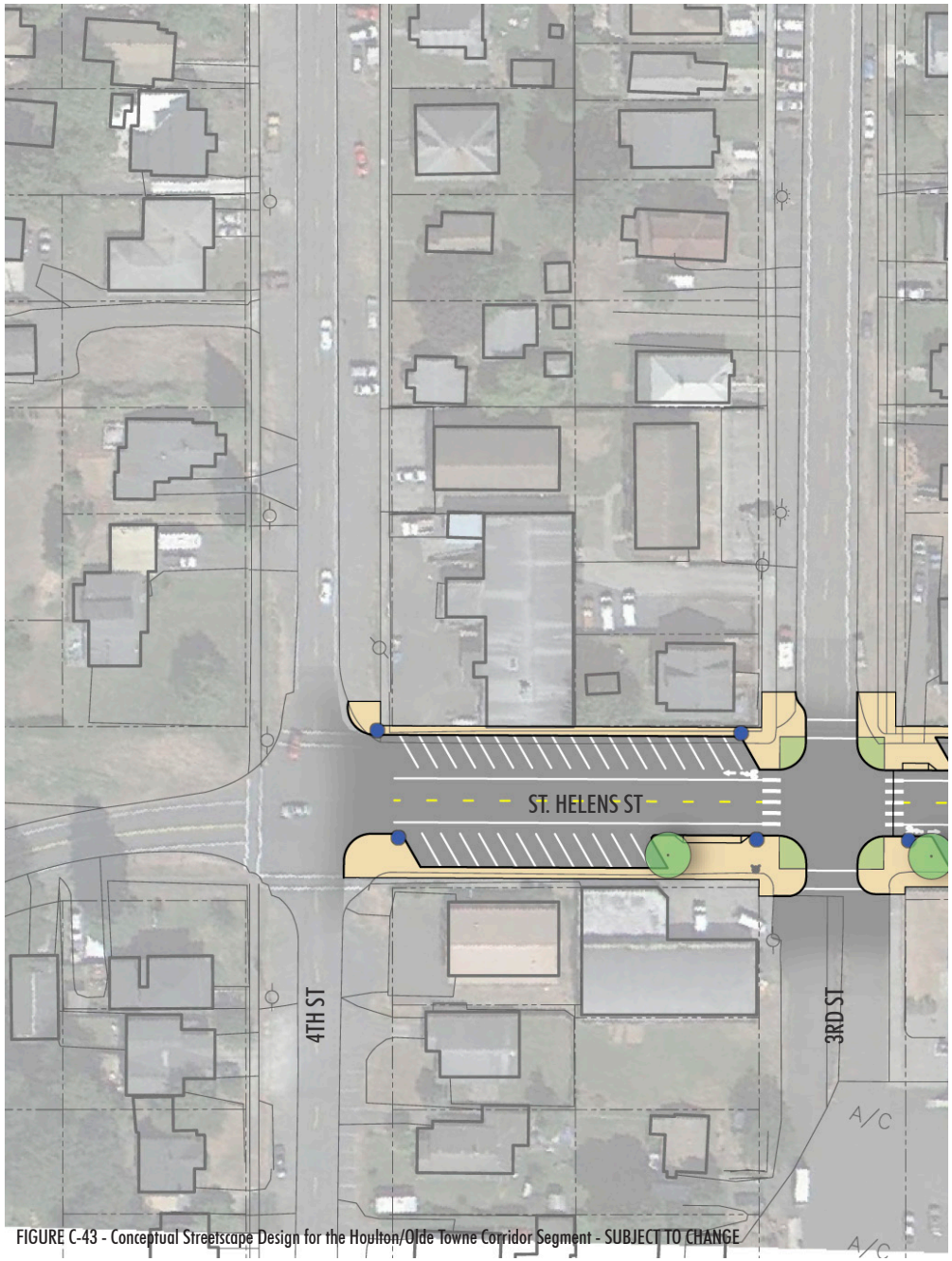
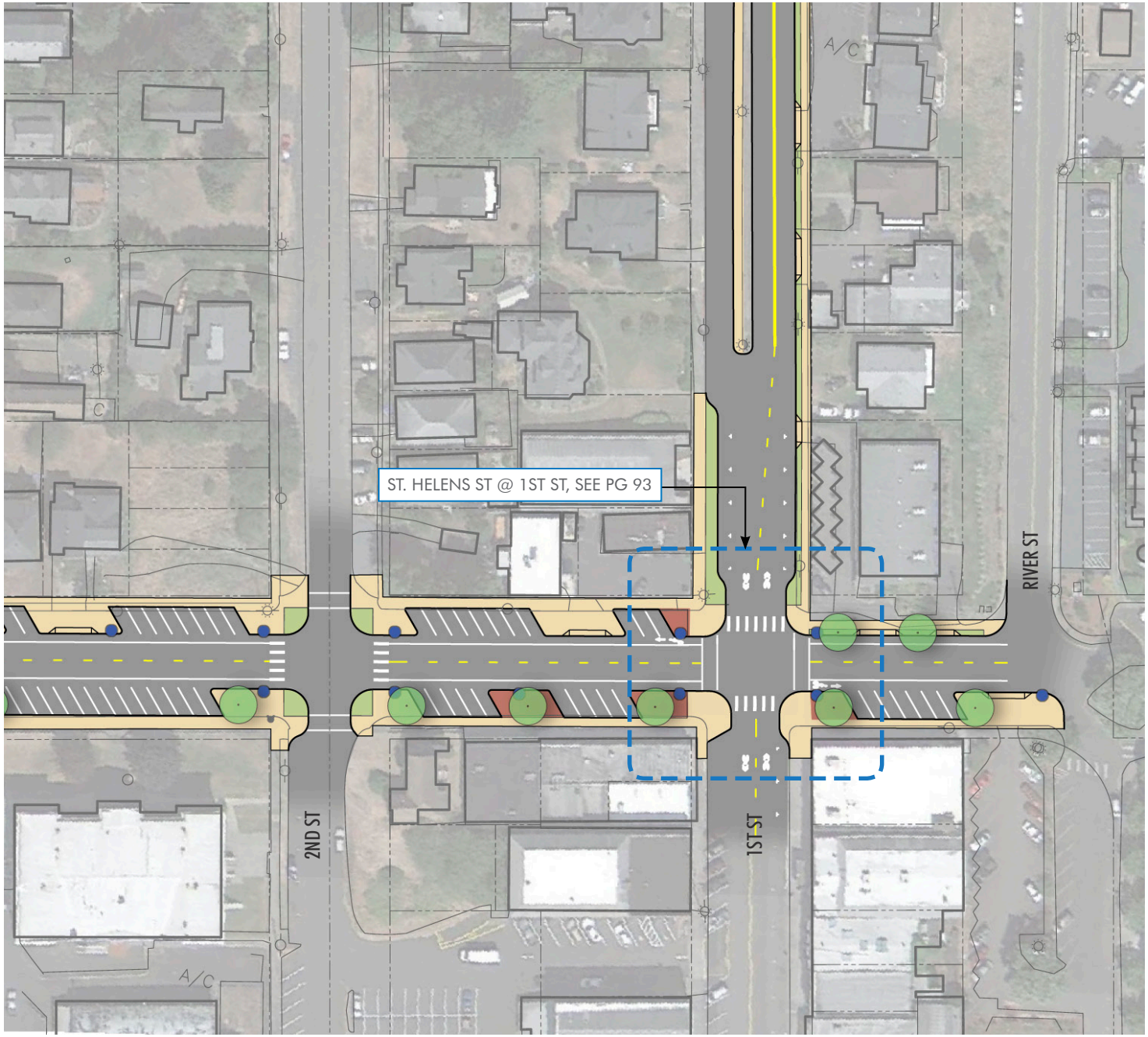


FIGURE C-43 - Conceptual Streetscape Design for the Houlton/Olde Towne Corridor Segment - SUBJECT TO CHANGE



LEGEND: HOULTON & OLDE TOWNE

- NEW SIDEWALK
- PLANTING STRIP/FURNISHING ZONE
- SCULPTURAL ELEMENT
- PARKLET - SUBJECT TO CHANGE
- ENHANCED INTERSECTION PAVING
- NEW CROSSWALK STRIPING
- NEW LIGHT POLE
- NEW TREE
- SPECIAL OPPORTUNITY AREA
- CONCEPTUAL INTERSECTION ENHANCEMENT

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

NORTH

0 50′ 100′ Feet

STREETSCAPE DESIGN CONCEPTS– HOULTON & OLDE TOWNE CORRIDOR SEGMENTS

1. TRAFFIC CALMING FEATURES

Traffic calming measures like bulbouts, mid-block crossings, improved crosswalks, buffered bicycle lanes, and on-street angled-parking areas will encourage slower vehicular speeds and make Houlton and Olde Towne safer and more comfortable for residents, pedestrians, children, bicyclists, and drivers. The following traffic calming features are proposed along Houlton and Olde Towne:

- The design proposes to reduce travel lanes to the recommended width of 12' per the TSP, and dedicate the leftover space to widened pedestrian sidewalks and, where space permits, planting strips and/or furnishing zones on each side of the street.
- To shorten pedestrian crossing distance and help calm traffic, bulbouts are proposed at most intersections throughout these two corridor areas, where adjacent on-street parking areas can accommodate them. Generally these bulbouts work to re-configure on-street parking without eliminating existing spaces, though there are several locations where a minimal loss of on-street parking is required.
- Buffered bicycle lanes, which are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane, and are encouraged along St. Helens Street between US 30 and 13th Street, and along Columbia Boulevard between 13th Street and 1st Street. Buffered bike lanes provide greater shy distance between vehicles and bicyclists, allow bicyclists space to pass one another without encroaching on the vehicular travel lane, and encourage bicyclists to ride outside of the "door zone" when the buffer is between parked cars and the bike lane.
- New crosswalk striping and ADA-accessible curb ramps are proposed at all pedestrian crossings throughout the Houlton and Olde Towne corridor areas.
- At key intersections, the design proposes concrete with articulated scoring in the roadway and along crosswalks to reinforce these two corridors as a pedestrian-friendly environment. The change in material from asphalt to concrete alerts drivers as they pass through spaces designed to facilitate pedestrian movement, and helps improve safety throughout the corridor.

FIGURE C-44 - Curb extension (bulbout) example integrated with a stormwater planter - Portland, OR

FIGURE C-45 - Example of a buffered bike lane

FIGURE C-46 - Intersection with enhanced paving example

FIGURE C-47- Wood bench example

FIGURE C-48 - Seatwall example

FIGURE C-49 -Pedestrian scale lighting integrated with banners located within the furnishing zone

FIGURE C-50 - Custom bike rack

FIGURE C-51 - Benson bubbler drinking fountain - Portland, OR

2. PEDESTRIAN AMENITIES

Streetscape enhancements like street furnishings, street trees and planting areas, and pedestrian light poles create an inviting streetscape for pedestrians and encourages them to linger. This has numerous benefits to a streetscape including safety and economic growth and stability. The following summarizes the proposed pedestrian amenities in the Houlton and Olde Towne corridor segments:

- Street furnishings such as benches, bike racks, and waste receptacles are proposed throughout the corridor within furnishing zones, outside of the path of travel, and in special opportunity areas. The final locations, quantities, types, and styles of these elements will need to be further developed during subsequent design phases, but should generally be of a style and material befitting St. Helens.
- Pedestrian-scale light poles are proposed along each block face throughout the corridor, which will act as an organizing element for the streetscape and have numerous benefits including increased pedestrian safety, economic vitality during evening hours, and increased access throughout the project corridor. These lights are generally 12'-18' in height and should reinforce the character and identity of St. Helens. This design proposes locating one light at each corner near pedestrian crosswalks, and additional lights every 100' minimum.

- Street trees are proposed throughout the US 30, Houlton, and Olde Towne corridor segments. Street trees are an integral component to a successful, vibrant, pedestrian-friendly streetscape. Their social, economic, and environmental benefits include shading streets and buildings, enhancing neighborhood beauty, filtering the air, improving adjacent real estate values, and even reducing crime.

  The requirements for locating street trees can be found in chapter 17.72.035 of St. Helens Municipal Code. In addition to these requirements, the following recommended criteria informed by feedback from the TAC, CAC, Planning Commission, and City Council, are intended to act as a guide for the selection of new street trees along US 30, Columbia Boulevard, and St. Helens Street:

  - Select trees to avoid interference with overhead utility lines where applicable;
  - Select trees with canopy widths to work with pedestrian-scale lighting (i.e. ensure that trees do not block light), and utility poles;
  - Select trees with non-invasive roots to minimize impacts to tree well paving and sidewalks;
  - Avoid tree species that cause excessive litter;
  - Select trees to provide color and contribute to neighborhood identity;
  - Select 'business-friendly' trees with airy leaf/branch patterns;
  - Select trees suited for the available planting area to ensure proper root development;
  - Select trees from the City's Recommended Street Trees list in Chapter 17.72 of the Municipal Code that meet the above criteria

Given these criteria, the following is a preliminary recommendation of potential street trees for US 30, Houlton, and Olde Towne Areas:

TABLE C-2: PRELIMINARY LIST OF RECOMMENDED STREET TREES FOR US 30, HOULTON, AND OLDE TOWNE CORRIDOR SEGMENTS

CORRIDOR SEGMENT	LOCATION	SPECIES (*Botanical name* - **Common Name**)
US30	East Side	*Acer platanoides 'Schweden'* - **Schwedler Norway Maple** *Carpinus betulus* - **European Hornbeam** *Gleditsia triacanthos 'Skyline'* - **Skyline Honeylocust** *Tilia cordata 'Glenleven'* - **Glenleven Linden**
	West Side	*Acer truncatum x A. platanoides 'Warrenred'* - **Pacific Sunset Maple** *Acer grandidentatum* - **Rocky Mountain Glow Maple** *Cercis canadensis* - **Red Bud** *Ginkgo biloba 'Saratoga'* - **Saratoga Ginkgo**
	Medians - Columnar Trees	*Acer platanoides 'Columnar'* - **Columnar Norway Maple** *Acer rubrum 'Bowhall'* - **Bowhall Maple**
	Medians - Broad Canopies	*Acer platanoides 'Schweden'* - **Schwedler Norway Maple** *Carpinus betulus* - **European Hornbeam** *Gleditsia triacanthos 'Skyline'* - **Skyline Honeylocust**
HOULTON	Under Overhead Power	*Acer truncatum x A. platanoides 'Warrenred'* - **Pacific Sunset Maple** *Acer grandidentatum* - **Rocky Mountain Glow Maple** *Cercis canadensis* - **Red Bud**
	No Overhead Power	*Fraxinus ornus* - **Flowering Ash** *Fraxinus oxycarpa* - **Flame Ash** *Ginkgo biloba 'Saratoga'* - **Saratoga Ginkgo**
OLDE TOWNE	Under Overhead Power	*Acer grandidentatum* - **Rocky Mountain Glow Maple** *Cercis canadensis* - **Red Bud** *Styrax japonica* - **Japanese Snowbell**
	No Overhead Power	*Fraxinus ornus* - **Flowering Ash** *Fraxinus oxycarpa* - **Flame Ash** *Ginkgo biloba 'Saratoga'* - **Saratoga Ginkgo**

Carpinus betulus - European Hornbeam

Cercis canadensis - Red Bud

Acer rubrum 'Bowhall' - Bowhall Maple

Gleditsia triacanthos 'Skyline' - Skyline Honeylocust

FIGURE C-52 - Preliminary recommended street trees for the US 30 Corridor Segment

Acer grandidentatum - Rocky Mountain Glow Maple

Ginkgo biloba 'Saratoga' - Saratoga Ginkgo

FIGURE C-53 - Preliminary recommended street trees for the Houlton Corridor Segment

Styrax japonica - Japanese Snowbell

Fraxinus oxycarpa - Flame Ash

FIGURE C-54 - Preliminary recommended street trees for the Olde Towne Corridor Segment

- Planting areas along streetscape corridors are an effective, attractive way to enhance the pedestrian experience, improve adjacent property values, and indicate a sense of civic care for a neighborhood. Some planting areas can manage stormwater runoff, as described in the last section of this document.

  Like street trees, planting areas can take many forms. They can exist at-grade, visually breaking up the paving area and providing focal points of interest, or they can be raised above the grade of the sidewalk in planters to elevate the green to the pedestrian's eye and help to create distinct spaces. They can be containerized, either in pots on or adjacent to sidewalks as the City has done in the Houlton area in recent years, or elevated in planter baskets that hang off of other streetscape elements like light posts or wayfinding signs. Plantings can also be located in roadway medians at busy highway intersections or crosswalks to help with traffic calming and pedestrian safety. Median planting/landscaping on US 30 was identified as a potential option in the St. Helens 2011 TSP.

  As with installing street trees, certain site conditions in each of the corridor segments can limit the ability to implement planting areas. Shallow basalt bedrock, vehicular sight lines, and narrow rights-of-way all have an impact on where and how planting areas might be located.

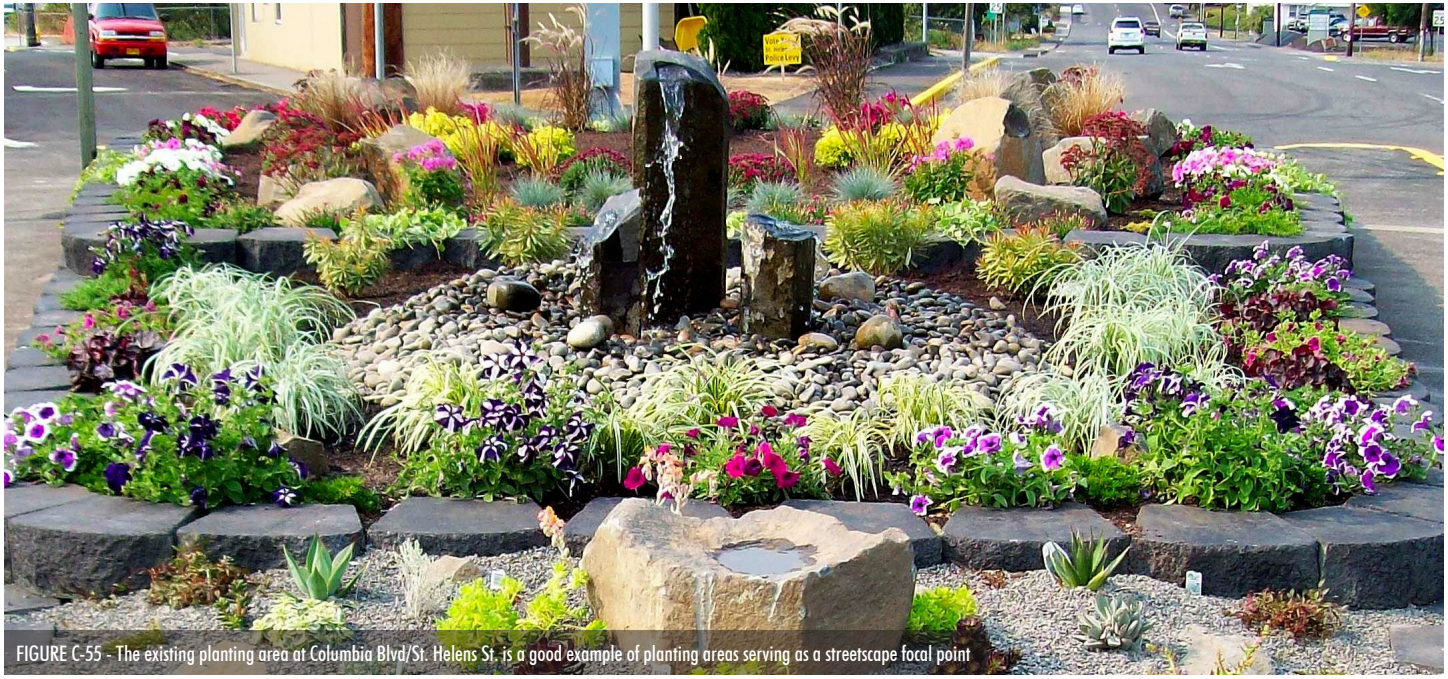


FIGURE C-55 - The existing planting area at Columbia Blvd/St. Helens St. is a good example of planting areas serving as a streetscape focal point

FIGURE C-56 - Stormwater plantings accent a curb extension - Portland, OR

FIGURE C-57 - Streetscape plantings provide the streetscape with a native landscape character - Winters, CA

FIGURE C-58 - Gateway arch marks the transition into an old town neighborhood - Bandon, OR

FIGURE C-59 - Banners on light poles add festivity and reinforce civic identity.


FIGURE C-60 - A community kiosk example

FIGURE C-61 - Example of a downtown wayfinding sign - Breckenridge, CO

3. CIVIC IDENTITY & WAYFINDING

Gateway elements, wayfinding signs, banners, and community kiosks can enhance the civic identity of the Houlton and Olde Towne areas, adding vitality and character to its downtown. The following summarizes the proposed elements that contribute to civic identity throughout Houlton and Olde Towne:

- Establish a gateway at the US 30 / Columbia Boulevard intersection that draws people into the Houlton area and towards Olde Towne. Additional gateway elements are proposed at 13th Street to mark the arrival to Houlton's commercial couplet, and one at Columbia Boulevard and 1st Street marking the arrival to Olde Towne.
- Locate wayfinding signs at key intersections that include maps and directories to guide people to various neighborhood amenities and destinations within and outside of the Houlton and Olde Towne project areas.
- A community kiosk is proposed mid-block on the south side Columbia Boulevard at 16th Street, adjacent to the St. Helens Post Office. Several community members have expressed a desire for this streetscape element, and confirmed that this location currently acts as a community news and gathering place.

4. GATEWAYS

As noted on the plan view on page 62, the proposed gateway features at the intersection of US 30 and Columbia Boulevard would serve as a primary gateway to the Houlton and Olde Towne areas. A series of secondary gateways could be located at multiple locations along Columbia Boulevard to alert people that they are approaching or entering the Olde Towne area. Advisory committee and other community members suggested consideration of gateway elements at 6th, 4th, 2nd and/or 1st Streets. These gateway elements could include repeating signage, sculptural or other artistic elements and could vary somewhat at each place to signify culturally or historically significant aspects of each location.

5. GREEN STREET STRATEGIES

The Houlton and Olde Towne streetscapes will feature a series of vegetated stormwater planters to capture and infiltrate stormwater run-off from adjacent roadways and sidewalks. These planters are envisioned as structural, landscaped reservoirs used to collect, filter, and infiltrate stormwater run-off and will feature low vegetation that tolerates both drought and inundation; street trees will be planted in their own wells rather than in the planters.

Though stormwater facilities are not located on the plans or sections above, we recommend that vegetated stormwater planters, swales, and rain gardens be integrated into the final streetscape design, where feasible. Reference the City of Portland 2008 Stormwater Management Manual for location, sizing, and design criteria of these Green Street Strategies.

Each of the following strategies for Houlton and Olde Towne must consider the shallow basalt bedrock present throughout the project areas, and the potential impediments this bedrock could have on constructability and long-term performance:

- Rain Gardens
- Stormwater Planters
- Stormwater Infiltration Swales

FIGURE C-62 - Example of a rain garden

FIGURE C-63 - Example of a stormwater planters

FIGURE C-64 - Example of a stormwater swale

FIGURE C-65 - Existing photo of the South Columbia County Chamber of Commerce

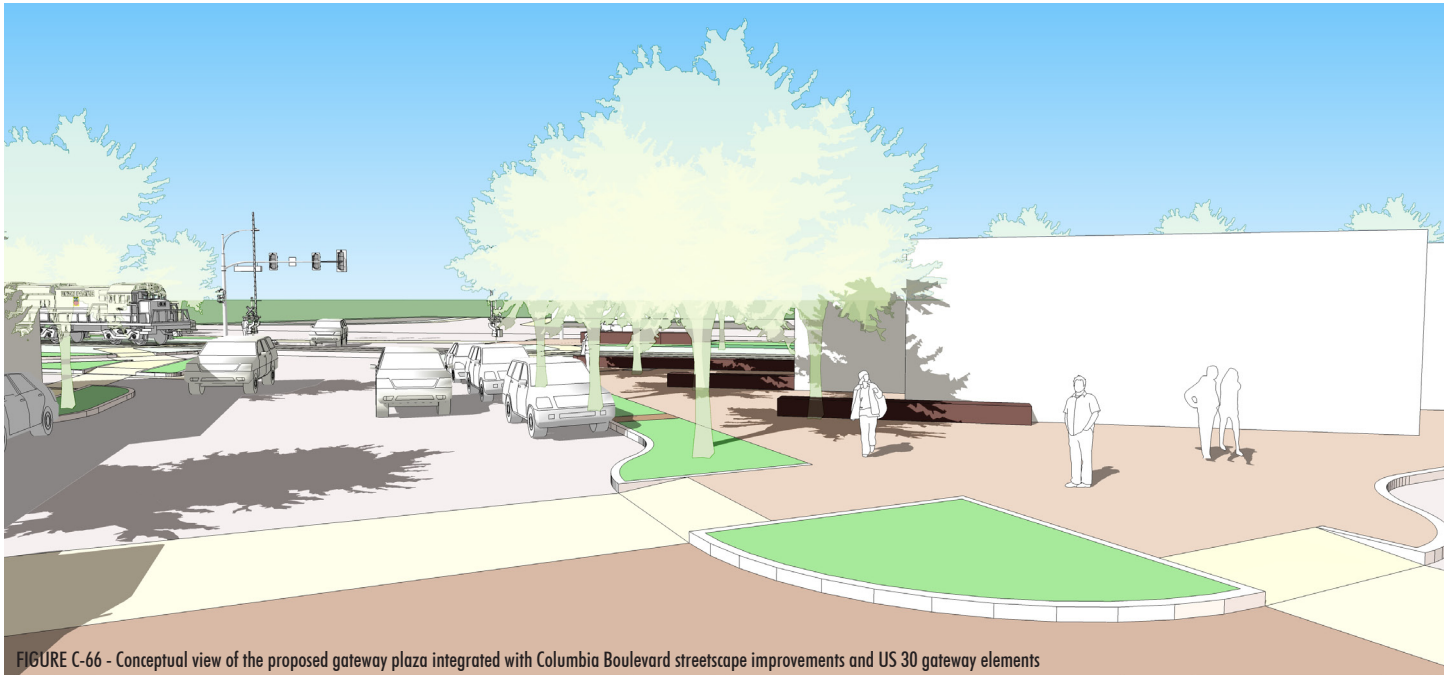


FIGURE C-66 - Conceptual view of the proposed gateway plaza integrated with Columbia Boulevard streetscape improvements and US 30 gateway elements

SPECIAL OPPORTUNITY AREAS

Refer to plan views on page 63-73 for locations of Special Opportunity Areas.

1. GATEWAY PLAZA – COLUMBIA BOULEVARD & MILTON STREET (CHAMBER OF COMMERCE)

   The South Columbia County Chamber of Commerce is located just off of US 30 on Columbia Boulevard at Milton Way, and is situated at the front door to St. Helens' commercial core. Recommended intersection and streetscape enhancements adjacent to this site create an opportunity to establish a Gateway Plaza - a space to welcome visitors to relax and orient themselves to the various businesses and destinations throughout downtown St. Helens. Sculptural features that define the US 30 / Columbia Boulevard Gateway could be repeated in this space to further unify this gateway area. Sculptural elements should be designed to minimize future maintenance needs, including as a result of unintended use by skateboarders.

2. STORMWATER / INTERPRETIVE GATHERING SPACE – COLUMBIA BOULEVARD & 14TH STREET

   Located at the heart of the Houlton area, a vacant, depressed city block provides a special opportunity for creating a public space that could serve the many needs of the community. The site is situated at the low point of the Houlton area, making it a prime location for a large-scale stormwater detention basin with pedestrian trails or boardwalks, as well as interpretive elements that recall the natural history of the St. Helens area. According to City staff, this site already serves as a stormwater management facility to some degree. Enhancing its function for this purpose and as a community focal point is recommended. While this facility could improve the appearance and function of this area, it also requires acquisition of private property and likely would be relatively expensive to construct. As a result, it is considered a lower priority or longer range project in comparison to other recommended improvements.

3. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 13TH STREET

   A wedge-shaped parcel located at 13th Street where Columbia Boulevard and St. Helens Streets converge could accommodate a flexible, pedestrian-oriented, paved outdoor space that could host a number of different civic events. This space could be designed to work in concert with the stormwater / interpretive gathering space located across 14th Street. As described in the

FIGURE C-67 - Photo of the existing vacant site at 14th Street and Columbia Blvd

FIGURE C-68 - Photo of the existing triangular area at 13th Street and Columbia Blvd / St. Helens St

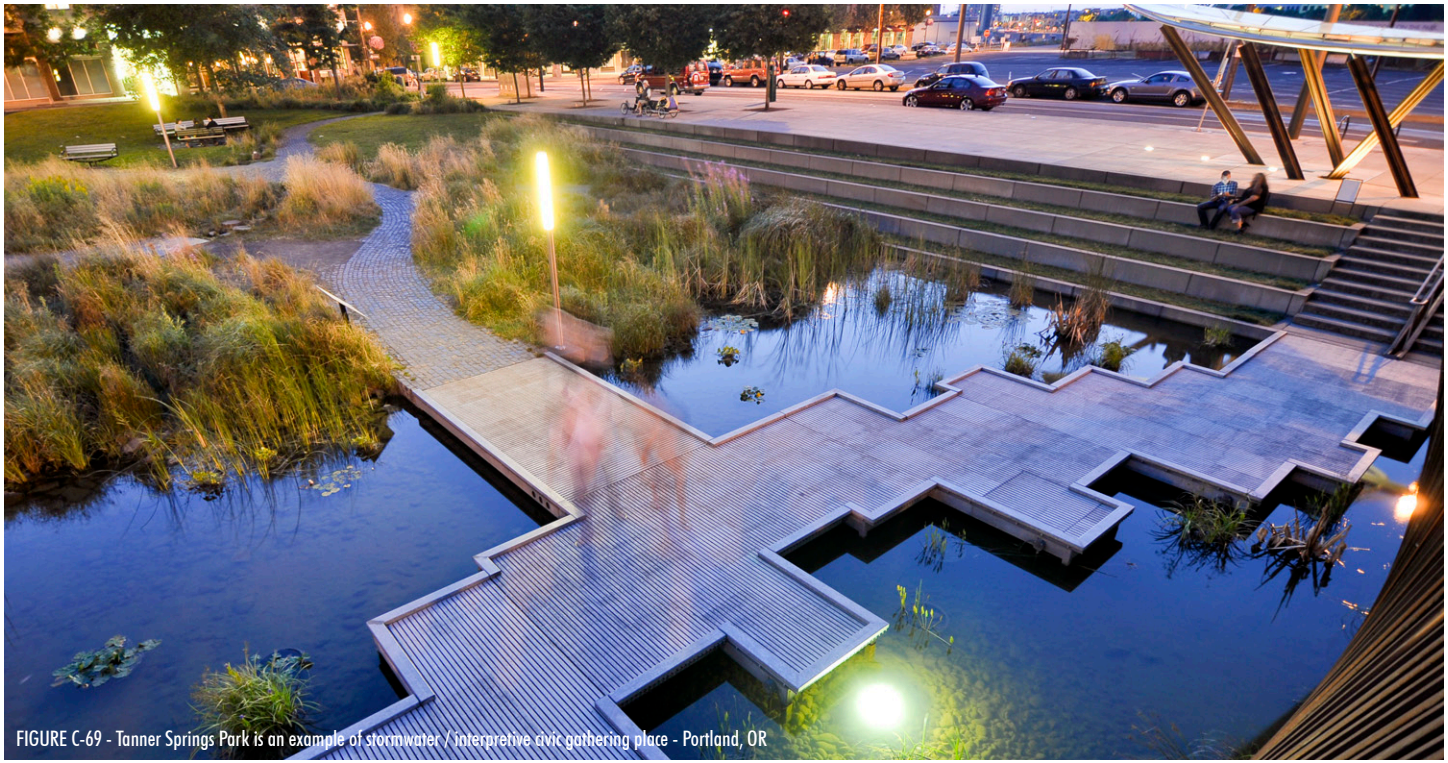


FIGURE C-69 - Tanner Springs Park is an example of stormwater / interpretive civic gathering place - Portland, OR

FIGURE C-70 - Photo of the existing lawn space at Columbia Blvd @ 9th Street

FIGURE C-71 - Photo of the existing lawn space at Columbia Blvd @ 2nd Street

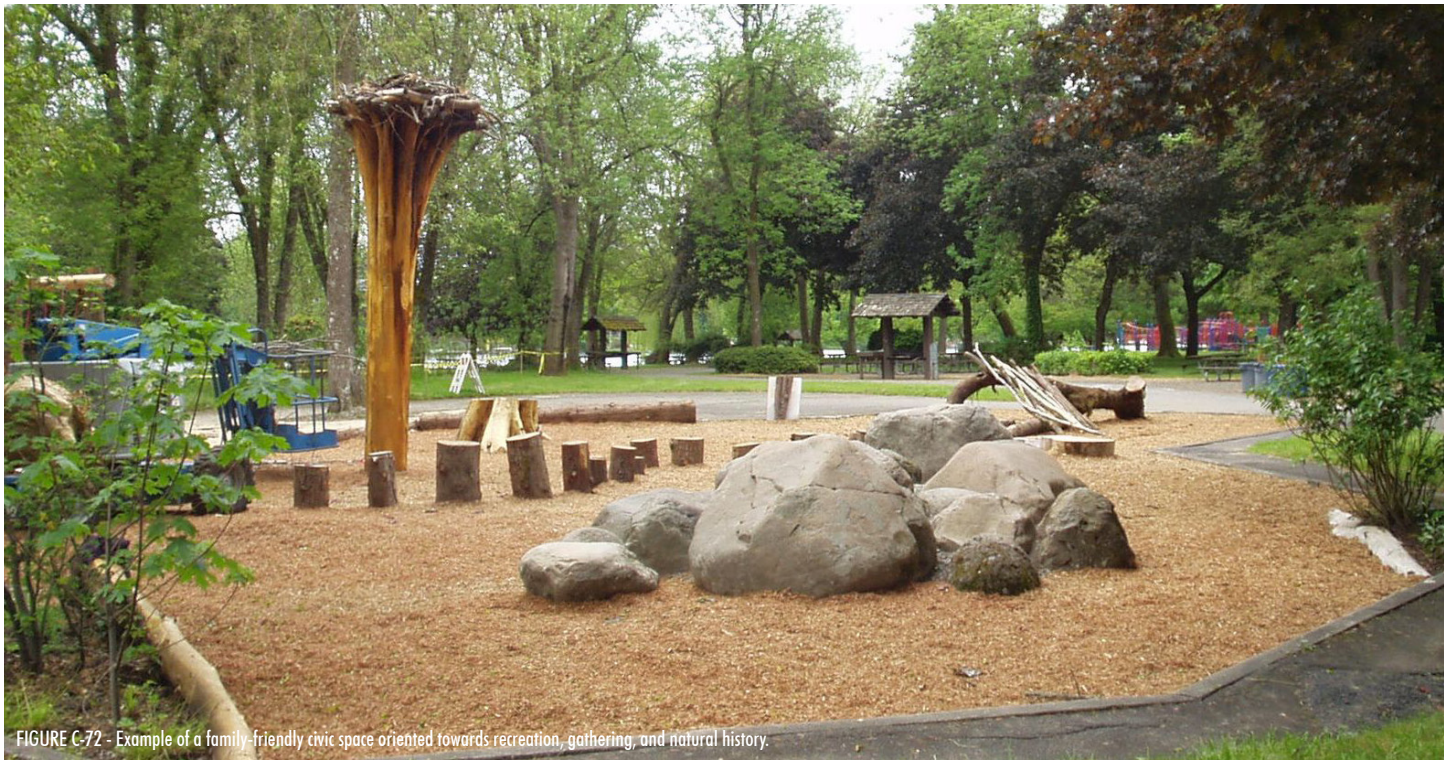


FIGURE C-72 - Example of a family-friendly civic space oriented towards recreation, gathering, and natural history.

Conceptual Intersection Enhancements 3B and 3C, the overall size of the wedge could increase significantly over what is there today.

4. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 9TH STREET

   A large, elevated lawn area at 9th Street adjacent to the elementary school could accommodate a civic gathering space that is oriented towards families, education, or cultural or natural history of St. Helens.

5. CIVIC GATHERING SPACE – COLUMBIA BOULEVARD & 2ND STREET

   An existing lawn area at 2nd Street is located in the heart of a residential neighborhood, and could host a variety of civic events with a park-like setting. If this idea moves forward, it will be essential to carefully consider the type and hours of use of this area and minimize impacts on adjacent residents and property owners.

6. COLUMBIA RIVER OVERLOOK – COLUMBIA BOULEVARD JUST EAST OF 1ST STREET

An existing parking area in City right-of-way at the end of Columbia Boulevard offers great views of the Columbia River. Nestled between two residences, an overlook with seating could provide some respite off the beaten path and a new way for the community to experience a natural wonder in their backyard. More discussion of this area is provided on page 92.

FIGURE C-73 - Photo of the existing right-of-way spur just east of the Columbia Boulevard / 1st Street intersection

FIGURE C-74 - Concept view of an overlook feature integrated with pedestrian walkways, on-street parking , planting areas and a vehicular turn around. Existing access to adjacent residences are preserved. SUBJECT TO CHANGE

FIGURE C-75 - Photo of the upper section of 1st Street overlooking Olde Towne, the Columbia County Courthouse, and the Columbia River

7. OLDE TOWNE OVERLOOK – 1ST STREET BETWEEN COLUMBIA BOULEVARD & ST. HELENS STREET

   An elevated portion of 1st Street offers great views of Olde Towne's "Main Street", the historic Columbia County Courthouse, and the Columbia River beyond. An overlook with seating and other pedestrian accommodations is proposed here, and would be accessed by a new pedestrian sidewalk along the top of the basalt outcrop wall.

CONCEPTUAL INTERSECTION ENHANCEMENTS

As with the US 30 corridor segment, a number of potential improvements have been identified to address traffic safety and operational issues at specific locations in the Houlton/Olde Towne area. These options are intended to improve safety for all users (drivers, bicyclists and pedestrians), while also enhancing the appearance and function of the transportation system. The proposed enhancements are shown in Figures C-77 through C-84.

1. COLUMBIA BOULEVARD / MILTON WAY (Refer to Figure C-77, This page) - This concept illustrates potential enhancements to the Milton Way/ Columbia Boulevard intersection. This concept has been designed to prevent southbound motorists on Milton Way north of Columbia Boulevard from traveling the wrong-way on Columbia Boulevard to continue south along Milton Way as well as to enhance pedestrian and bicycle connectivity to US 30 and to improve parking for the Chamber of Commerce. Initially two concepts were considered in this area: the recommended concept; and another option that would allow and legitimize the southbound movement onto Milton Way while making it safer. The primary benefit of the second alternative would be to continue to provide direct access southbound on Milton Way and to adjacent neighborhoods. The primary disadvantages would be to narrow Columbia Boulevard. to one lane between US 30 and Milton Way and to continue to create potential conflicts

FIGURE C-77 - Conceptual Intersection Enhancement: Columbia Boulevard @ Milton Way

FIGURE C-78 - Conceptual Intersection Enhancement: Columbia Boulevard @ 18th Street

between vehicles and pedestrians in this area.

While the project advisory groups failed to reach a consensus on a preferred option and a number of citizens argued for the second option, the City Council ultimately recommended the preferred option shown in this Report. While this will reduce direct access to residents near Milton Way to some degree, they will still be able to access the area from roads to the south via Columbia Street such as 18th Street.

In addition to prohibiting the southbound movement to Milton Way, City Police Department personnel advocated for measures to ensure that vehicles turning left onto Columbia from US 30 southbound do not subsequently turn right onto Milton Way southbound. There is inadequate space between US 30 and Milton Way to perform this maneuver legally. Police personnel suggested considering a median or other barrier in this section of Columbia Blvd to restrict this maneuver. However, the project team does not recommend a barrier at this time because it likely would not prevent all motorists from making the maneuver and could in fact create safety and maintenance issues. As an alternative, the design team recommends installing "lane extension striping (wide white dotted line)" that directs motorists turning left southbound from US 30 to remain in the left lane of Columbia Boulevard. Subject to ODOT approval, the design team further recommends either 1) modifying the existing "No Right Turn

on Red" part time restriction sign (that currently becomes active during a rail crossing event) to also activate when the southbound left-turn receives a green light or 2) posting a "No Turn on Red" sign on the northbound US 30 intersection approach. Both of these measures would reduce potential southbound left-turn and northbound right-turn vehicle interaction at this intersection. Additional options to address the concerns raised by police personnel also could be considered during a more detailed design phase.

This concept includes re-aligning the north leg of the intersection further east to provide greater separation between the north and south legs of the intersection, which also creates the opportunity for a pedestrian plaza adjacent to the Chamber of Commerce building. This concept also includes curb extensions on all four quadrants of the re-aligned north leg of the intersection (improving sight lines and shortening crossing distances for pedestrians). Pedestrian crossings of Columbia Boulevard are shown both east and west of Milton Way to maximize pedestrian connectivity. It would be possible to implement just one of these crossings and that could be considered in a more detailed design process. This project also includes a splitter island at the south leg to provide a refuge for pedestrian crossing Milton Way. As configured in this Report, the splitter island would allow from a moderate sized truck (e.g., one with a wheel base of about 40 feet) to turn right onto Milton Way after turning

FIGURE C-79 - Conceptual Intersection Enhancement: Columbia Boulevard / St. Helens Street @ 13th Street

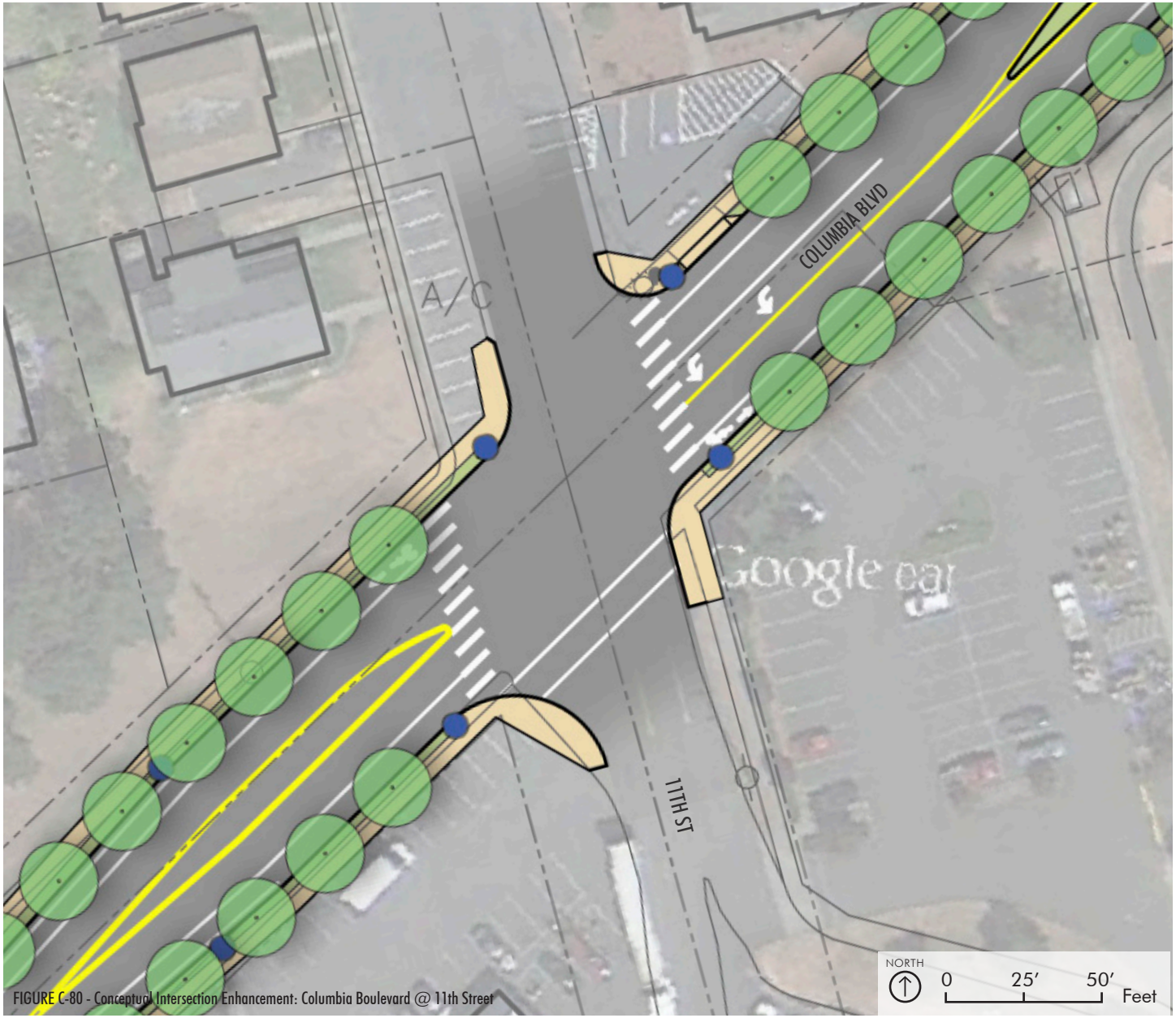


FIGURE C-80 - Conceptual Intersection Enhancement: Columbia Boulevard @ 11th Street

onto Columbia Boulevard. However, larger trucks would not be able to make this maneuver without driving over the splitter island. Signage is recommended to discourage larger trucks from attempting this maneuver.

2. COLUMBIA BOULEVARD / 18TH STREET (Refer to Figure C-78, Page 87) - This concept illustrates potential enhancements to the 18th Street/ Columbia Boulevard intersection as well as the segments of Columbia Boulevard within the Houlton area. This concept includes curb extensions on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as providing channelization through the intersection). This concept also includes removal of the eastbound right turn-lane to provide wider sidewalks and on-street parking along Columbia Boulevard. Final design of the intersection will need to accommodate truck turn movements

toward the Port area.

3. COLUMBIA BOULEVARD / ST. HELENS STREET / 13TH STREET (Refer to Figure C-79, Page 88) - This concept illustrates a wide variety of potential enhancements to the 14th Street/ Columbia Boulevard, 14th Street/ St Helens Street, and 13th Street Columbia Boulevard intersections as well as the block bounded by 14th Street, Columbia Boulevard, and St Helens Street. This concept has been designed to improve the transition between the one-way segments of Columbia Boulevard and St Helens Street and the two-way segments of Columbia Boulevard. This concept includes removal of the eastbound left-turn lane between 14th and 13th Street and creation of a left-turn lane at the eastbound approach to 14th Street. This concept also includes curb extensions on all four quadrants of all three intersections (improving sight lines and shortening crossing distances for pedestrians) as well as wider sidewalks and on-street bike lanes.
4. COLUMBIA BOULEVARD / 11TH STREET (Refer to Figure C-80, Page 89) - This concept illustrates minor variations on the existing lane configurations at the 11th Street/ Columbia Boulevard intersection. This concept has been designed to better transition between the potential cross-sections located east and west of the intersection while accommodating large trucks traveling to/from the south along 11th Street. This concept includes a painted median at the west

FIGURE C-81 - Conceptual Intersection Enhancement-Columbia Boulevard @ 9th Street

FIGURE C-82 - Conceptual Intersection Enhancement: Columbia Boulevard @ 7th Street

leg of the intersection as well as wider sidewalks along Columbia Boulevard.

5. COLUMBIA BOULEVARD / 9TH STREET (Refer to Figure C-81, Page 90) - This concept illustrates minor variations on the existing lane configurations at the 9th Street/ Columbia Boulevard intersection. This concept has been designed to better transition between the potential cross-sections located east and west of the intersection while accommodating vehicles queues and school buses traveling to/from Lewis & Clark Elementary. This concept includes a painted median and striped crosswalk at the west leg of the intersection as well as wider sidewalks along Columbia Boulevard.

6. COLUMBIA BOULEVARD / 7TH STREET (Refer to Figure C-82, This Page) - This concept illustrates potential enhancements to the 7th Street/Columbia Boulevard intersection. This concept has been designed to better transition between the existing cross-section located west of the intersection to the potential cross-section located east while also maintaining access to 8th Street. This concept includes bulbouts on all four quadrants of the intersection (improving sight lines and shortening

crossing distances for pedestrians as well as to providing channelization through the intersection).

7. COLUMBIA BOULEVARD / 1ST STREET (Refer to Figure C-83A,B, This Page) - This concept illustrates potential enhancements to the 1st Street/ Columbia Boulevard intersection as well as the special opportunity area located immediately east of the intersection. This concept has been designed to better transition between the potential cross section along Columbia Boulevard to the existing cross-section along 1st Street while maintaining access to 1st Street (overlook). This concept includes a bulbout in the southwest quadrant of the intersection (improving sight lines and shortening crossing distances for pedestrians as well as providing channelization through the intersection). Final design of the intersection/adjacent roadways should accommodate boat trailers and other large vehicles traveling to/from the boat launch located along River Street. The design for the overlook and surrounding area includes three short-term recommendations: (1) provide a stairway from the end of the Columbia Boulevard right-of-way to River Street below; (2) build a raised crossing area between the two curb extensions on the east side of 1st Street; and (3) provide a bicycle connection to River Street using existing right of way north and east of the intersection. In the long term if the two properties on either side of the right-of-way extension redevelop and no longer need direct vehicle access from that portion of Columbia Boulevard, the area between

FIGURE C-83A - Conceptual Intersection Enhancement: Columbia Boulevard @ 1st Street

FIGURE C-84 - Conceptual Intersection Enhancement: St. Helens Street @ 1st Street

them could potentially be closed to vehicle traffic and transformed into a pedestrian plaza adjacent to the overlook.

8. ST. HELENS STREET / 1ST STREET (Refer to Figure C-84, This Page) - This concept illustrates potential enhancements to the 1st Street/St Helens Street intersection as well as the adjacent segments of 1st Street and St Helens Street within the Olde Towne area. This concept includes bulbouts on all four quadrants of the intersection (improving sight lines and shortening crossing distances for pedestrians). Shared lane pavement markings are shown along 1st Street and on-street bike lanes are shown along St Helens Street to improve driver awareness of cyclists along the roadways. Many of the potential enhancements shown in this concept could be applied to the intersections/ roadway segments located further west along St Helens Street as illustrated in other sections of this report. Final. design of the intersection/adjacent roadways should accommodate boat trailers and other large vehicles traveling to/from the boat launch located along River Street.

PHASING RECOMMENDATIONS AND COST CONSIDERATIONS

Streetscape design concepts that are recommended for the Houlton and Olde Towne corridor segments west of 13th Street can be separated into phases by street.

- Columbia Boulevard – Parklets that are recommended for this street in this corridor segment can be implemented first as temporary parklets in on-street parking spaces to explore the success and public use of these spaces. As support builds and the spaces serve public needs in a successful manner, more permanent parklet features as described above in bulbouts at intersections and at mid-block locations can be implemented.
- St. Helens Street – The Pedestrian Promenade streetscape design concept is recommended for this street in this corridor segment, with buffered bicycle lanes, widened sidewalks, planting strips, pedestrian scale lighting, and site furnishings.
- Curb extensions – Upgrading the number of intersections shown in this plan with curb extensions will be costly and will presumably occur on an incremental basis. A phased implementation plan will need to be developed in the future and some curb extensions may be constructed by private parties in conjunction with local development projects.
- Painting and striping – Some of the intersection improvements identified in this plan could initially be undertaken through painting and striping, rather than by building new curbs, sidewalks and specially paved areas. This would allow for the City to try these projects out in a less permanent way and ensure that a more permanent design meets the community's needs.

The Pedestrian Promenade streetscape design concept, with buffered bike lanes, is recommended for the Houlton/Olde Towne corridor segment east of 13th Street. It is also recommended to allow for parklets in some locations where appropriate in this corridor segment. In terms of phasing, these parklets can be initially implemented as temporary parklets within on-street parking areas.

A potential range of construction costs is provided for the Houlton and Olde Towne Corridor Segment improvements in Table C-3, below. These potential costs are broken down into Intersection Improvements (including vehicular roadway and pedestrian sidewalk areas), Roadway Improvements (including only vehicular roadway areas), and Pedestrian Improvements (including only pedestrian sidewalk areas). These order-of-magnitude costs were derived from the recommended improvements for each Houlton and Olde Towne corridor segment area described in the pages above, and are presented in a manner that allows for flexibility in determining priority projects for implementation.

POTENTIAL PRIORITY PROJECTS

Ultimately the City will need to prioritize the improvements identified in this Report. In doing so, the City should consider the overarching objectives for the proposed design concepts and specific improvements including the goals of improving safety, connectivity, economic vitality and appearance/sense of place. Other criteria for prioritizing projects could include:

- Ease and cost of implementation. Focus first on the "low hanging fruit" – projects with the most benefit for the lowest cost. This will help create early successes reasonably quickly and leverage additional improvements by community partners.
- Consistency with the City's Transportation System Plan (TSP). The City has already identified a number of projects that should be undertaken to meet overall transportation needs. These also should be considered as relatively high priority.
- Potential for grant funding. Certain types of projects have a higher potential for successful funding from state and federal grant programs. Bicycle and pedestrian improvement projects in particular may garner potential funding from Active Transportation, __ or __ grant programs.
- Significant community priorities. Some projects have been identified in a variety of community plans and discussions as priorities for a long period of time. The US 30/Columbia Boulevardlvd. gateway project would fit into this category.

Based on these criteria, the project team has identified the following potential preliminary list of priorities. These should undergo community scrutiny and discussion before completion of the Corridor Master Plan.

1. Stripe a continuous bike lane at the westbound approach to the US30/St Helens Street intersection. (TSP Project)
2. Install a crosswalk at the west leg of the 9th/Columbia Boulevard intersection – could also complete most of the striping enhancements between 11th and 9th Streets along Columbia Boulevard.
3. Install buffered bike lanes in select locations.
4. Install curb extensions/street patios and striping enhancements at 1st Street/St Helens Street. This project is also a priority in terms of addressing existing sight distance needs at the intersection. (TSP Project)

5. Reconfigure the 18th Street/Columbia Boulevard intersection with wider sidewalks along the north and curb extensions. (TSP Project)
6. Reconfigure the 18th Street/St Helens Street intersection with wider sidewalks along the north and curb extensions. (TSP Project)
7. Install curb extensions at 15th/Columbia Boulevard and 15th/St Helens Street. (TSP Project)
8. Reconfigure island between 13th and 14th along Columbia and St Helens to remove left-turn; consider doing this initially with striping and other less costly means.
9. Install curb extensions at 13th Street/Columbia Boulevard. (TSP Project)
10. Install curb extensions at 7th Street/Columbia Boulevard. (TSP Project)
11. Install one or more temporary parklets along Columbia Boulevardlvd. along with diagonal parking through striping and use of planter boxes and street furniture to delineate and enhance the parklet.
12. As funding allows, complete initial stages of the US 30/Columbia/Milton Way gateway project, beginning with striping and other low-cost means of providing safety and operational improvements.

TABLE C-3: ORDER OF MAGNITUDE COSTS FOR HOULTON & OLDE TOWNE CORRIDOR SEGMENT IMPROVEMENTS

ITEM	INCLUSIONS	POTENTIAL RANGE OF CONSTRUCTION COSTS	
		LOW	HIGH
INTERSECTION IMPROVEMENTS • Vehicular Roadway & Pedestrian Sidewalk Areas • Assumes a 110'x75' intersection	• Curb Extensions (curbs, curb ramps, pedestrian paving areas) • Wearing Surfaces (roadway asphalt, striping, pavement markings) • Pedestrian Scale Lighting (1 luminaire per corner) and associated switching, conduit, and wiring • Site Furnishings (benches & bike racks) • Intersection Paving Enhancements (HIGH only) • Subsurface Drainage Allowances • Mobilization/Demo • 30% Design / Construction Contingencies	$170,000 / Intersection Assumes standard curbs, concrete pedestrian paving areas, asphalt roadway paving, pavement markings and striping, roadway signage, base pedestrian scale lighting options and site furnishings (2 benches and 2 bicycle racks per intersection).	$325,000 / Intersection Assumes concrete pavers and/or colored concrete pedestrian paving areas, colored and/or scored concrete intersection paving and crosswalks, higher quality pedestrian scale lighting, seatwalls, and optimal number of benches and bicycle racks (4 each per intersection).
ROADWAY IMPROVEMENTS • Vehicular Roadway Only • Assumes a 200' length block	• Curbs • Driveways • Subsurface Drainage Allowances • Wearing Surfaces (asphalt, striping, pavement markings) • Signage • Mobilization/Demo • 30% Design / Construction Contingencies	$65,000 / Block Assumes standard curbs, asphalt roadway and parking aisle paving, pavement markings, and roadway signage.	$70,000 / Block Assumes more curbs associated with mid-block curb extensions, painted bike-lanes, and some customized roadway signage.
PEDESTRIAN IMPROVEMENTS • Pedestrian Sidewalk Areas Only • Assumes a 200' length block	• Pedestrian Sidewalk Paving • Planting Strips / Furnishing Zone Treatments • Site Furnishings (bicycle racks, benches, seatwalls) • Pedestrian Scale Lighting (1 luminaire per block face) and associated switching, conduit, and wiring • Pedestrian Wayfinding Signage (select locations) • Mobilization/Demo • 30% Design / Construction Contingencies	$115,000 / Block Assumes standard concrete sidewalk paving, low-intensity landscape plantings in planting strips, minimal number of site furnishings, & base lighting options.	$200,000 / Block Assumes colored and/or scored concrete pedestrian sidewalk paving with unit paver accents, high-intensity planting strip/ furnishing zone paving treatments, optimal quantity of site furnishings, seatwalls, and higher quality pedestrian scale lighting.

D. POLICY AND REGULATORY CHANGES

Conclusions from the Land Use and Urban Design report (Technical Memorandum #4) can be used as the basis for potential policy and regulatory changes needed in order to implement the Corridor Master Plan. The following conclusions, by corridor segment, are those that can be addressed through local regulations, particularly City development code.

US 30

- Consider updating standards for parking lot landscaping and design to increase landscaping and improve pedestrian connections.

HOULTON

- Use excess right-of-way to enhance landscaping, as well as bicycle and pedestrian facilities and create a narrower feel to the road that can help slow traffic.
- Provide improved pedestrian amenities (e.g., pedestrian scale light, street furniture, etc.) to create more of sense of place and unique identity for the area; use signage both for this purpose and to guide people to Olde Towne.

OLDE TOWNE

- Ensure that on and off-street parking requirements and availability are integrated to meet the needs of existing and future land uses and businesses in the area.

These conclusions, in addition to elements from the recommended streetscape design options, are discussed further in terms of potential regulatory changes in the following sections.

Land Use Issues and Potential Changes

The following conclusions related to land use were presented in the Land Use and Urban Design report.

- Short of undergoing a very significant transformation through major redevelopment, the vehicle-oriented character of development on US 30 is not likely to change in the near future.
- Houlton is a key shopping and business district for residents and visitors, as well as a gateway to the Olde Towne area. Land use patterns and design standards have the potential to encourage a mix of land uses.
- There are opportunities for more mixed use development in Olde Towne in the future. The area currently has a strong residential character with accents of civic uses and businesses as well as activities on the Riverfront.

A variety of uses can be developed and redeveloped in the corridor given existing land use and zoning designations. Therefore, no land use or zone changes are being developed or proposed as part of the Corridor Master Plan.

The recommended streetscape design options for Houlton and Olde Towne, in particular, have been developed to reflect and complement the variety of existing and potential uses in these areas. For example, parklets recommended in commercial areas would feature more seating and active uses than parklets recommended in residential uses, which would feature more landscaping, passive, and “park-like” uses.

Development Code Changes or Strategies

Potential development code changes and strategies are being developed based on conclusions from the Land Use and Urban Design report and elements from the recommended streetscape design options that relate to the development code. These potential changes and strategies include the following development code concepts:

- Landscaping standards for parking lots and yards fronting US 30, Columbia Boulevard, and St. Helens Street
- Pedestrian connections through parking lots to US 30
- Landscaping in planting strips and bulbouts along Columbia Boulevard and St. Helens Street
- Pedestrian amenities (e.g., pedestrian-scale lighting, street furniture, etc.) along Columbia Boulevard and St. Helens Street
- Temporary parklets in on-street parking spaces

These code concepts are discussed in terms of on-site landscaping standards, pedestrian access standards, planter strip standards, and other code requirements in the following sections.

LANDSCAPING STANDARDS

City Development Code requirements for landscaping and screening (St. Helens Municipal Code (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 apply to on-site locations. Landscaping in the public right-of-way, namely the planting strip, is addressed by street trees and related requirements discussed in the following sections.

PARKING LOT LANDSCAPING

Pursuant to SHMC 17.72.110(b), the following screening provisions apply to parking areas in St. Helens:

> *(b) Screening of parking (larger than three spaces) and loading areas (larger than 400 square feet) is required. The specifications for this screening are as follows:*
>
> > *(i) Landscaped parking areas shall include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters;*
> >
> > *(ii) Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way;*

RECOMMENDATION: For parking lots that front US 30, Columbia Boulevard, or St. Helens Street in the project area, it can be specified which design features (e.g. landscaping or planters, but not walls) shall be required to screen parking lots, as well as any other design details that will serve the vision of the Master Corridor Plan. Buffer requirements should accordingly be set for parking lots fronting an arterial street in Figure 13 of SHMC Chapter 17.72.

FRONT YARD LANDSCAPING

There are no front yard setbacks, per se, required in the Highway Commercial District along US 30 and there is a zero front yard setback in the Houlton Business District and Olde Towne St. Helens District.

SHMC Chapter 17.64 of the City Development Code establishes the setback requirements below for streets of substandard width in the project area, which is not necessarily an identified issue in the project area.

- Major arterials (US 30) – At least 50 feet measured from the centerline
- Minor arterials (Columbia Boulevard, St. Helens Street, and Old Portland Road) – At least 30 feet from the centerline
- Collectors (1st Street) – At least 25 feet measured from the centerline

The Development Code allows the maximum setback in Houlton and Olde Towne to be increased if the increased setback is used for pedestrian-oriented amenities, such as a sidewalk cafe, plaza, or courtyard (17.32.170 and SHMC 17.32. 175(4)).

Existing landscaping standards do not set minimum standards (e.g., percentage) for site landscaping based on land use district or proposed use.

RECOMMENDATION: Minimum landscaping standards can be established for front yard setbacks created during development or redevelopment (development subject to site development review pursuant to SHMC Chapter 17.96) along US 30, Columbia Boulevard, and St. Helens Street in the project area. Given the recommendations in this Plan, the most effective use of front-yard setbacks for new landscaping and buffering would be along US 30. While such setbacks would help implement the recommendations in this Plan, setbacks should not be excessive.

PEDESTRIAN ACCESS STANDARDS

SHMC 17.84.050 (Required walkway location) establishes walkway requirements between buildings on a site and between building entrances and streets. It also requires separated or demarcated walkways when crossing motor vehicle traffic ways in parking lots.

Recommendation: To increase pedestrian connections to US 30 for development subject to site development review, requirements can be added specifying the maximum spacing of walkways crossing parking lots larger than a threshold size and connecting to US 30.

PLANTING STRIP STANDARDS

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.

STREET TREES

Pursuant to SHMC Chapter 12.06 (Street Trees), the City or a development applicant is required to plant street trees where there is a lack of street trees, which is defined as the absence of trees for 100 lineal feet or more along one or both sides of the street. It is the City's responsibility to provide 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.

Street tree provisions in 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 according to a City-approved plan. 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. These regulations address the location,

spacing, size, and species of the trees. Recommended street tree species tables (small trees, understory trees, overstory trees, flowering trees, columnar trees, and conifers) are provided at the end of Chapter 17.72.

RECOMMENDATION: Landscaping requirements can be modified to specify trees that are particularly suited to the soils in the project areas, as well as to allow for and/or require other (non-tree) planting in the soil or in planters in the planting strip are part of development subject to site development review. Spacing and other standards also may be adjusted based on the recommendations in this Plan.

PEDESTRIAN AMENITY REQUIREMENTS

Existing street improvement standards require that street lights to be provided "in accordance with regulations adopted by the city's direction," and that, at a minimum, "there shall be a street light at each street intersection"(SHMC 17.152.030(24)). There is not guidance about the type or design of lighting. There are also not requirements currently in the Development Code for providing furniture or other pedestrian amenities in the planting strip as part of street improvements.

Recommendation: Provisions could be added to these standards that require development subject to site development review to provide pedestrian amenities in the planting strip—for example, selecting from a menu of amenities such as seating, trash/recycling bins, or public art. Examples of and guidelines for pedestrian-scale lighting, street furniture, and other pedestrian amenities that can be installed in the planting strip should be provided in the City of St. Helens Engineering Department Public Facilities Construction Standards Manual, and a reference to that section in the manual should be included in the street improvement standards in the Development Code.

OTHER CODE REQUIREMENTS

The Development Code also likely will need to be updated in order to allow and implement parklets and, in particular, temporary parklets in on-street parking spaces. Other communities have regulated these types of parklets in street, traffic, and building code and not development code. They have provided a permitting process and guidelines for design, construction, and maintenance.

RECOMMENDATION: Guidelines for parklets, including temporary parklets in on-street parking spaces, should be provided in the City of St. Helens Engineering Department Public Facilities Construction Standards Manual. A reference to that section in the manual should be included in applicable code sections—for example, in SHMC Title 10 (Vehicles and Traffic), Title 12 (Streets, Sidewalks and Public Places), and Title 15 (Buildings and Construction).

[Resources (for reference; to be removed after APG internal review):

Portland permit and fee schedule for temporary use of on-street parking (instituted primarily through traffic code)

https://www.portlandoregon.gov/transportation/article/174124

https://www.portlandoregon.gov/transportation/article/489605

San Francisco parklet design guidelines

http://sfpavementtoparks.sfplanning.org/docs/SF_P2P_Parklet_Manual_1.0_FULL.pdf

UCLA parklet tool kit

http://www.its.ucla.edu/research/parklettoolkit.pdf]

Access Management Goals and Approach

Access management goals for roadways within the study area are documented in the City's adopted Transportation System Plan (TSP) as well as in previous technical memoranda associated with this study. The segments of US 30, Columbia Boulevard, and St Helens Street located within the project area currently have multiple access points that do not meet adopted access spacing standards for new construction.

This study does not provide recommendations for making changes to existing private driveways within the project area, nor does it provide guidance on how to address issues with existing access points in the future. As public and private properties within the project area redevelop, ODOT and the City will review the location of existing and proposed access points along their respective facilities. Driveway conformance with access spacing standards will be assessed and a determination will be made as to whether proposed land use changes or other factors necessitate the consolidation or reconfiguration of existing or proposed access points. ODOT and the City retain the legal authority to close or restrict driveways on an as-needed basis if safety or other conditions warrant. In the interim, many of the existing access points that do not conform with access spacing standards may continue to operate acceptably due to: 1) relatively low traffic volumes and travel speeds, 2) separation of left and right-turn movements at many of City's the major intersections, and 3) the presence of a two-way left-turn lane (TWLTL) along US 30 and Columbia Boulevard east of St Helens Street.

This study includes recommendations for installation of a raised median islands along portions of US 30 and for roadway alignment changes along the Columbia Boulevard and St. Helens Street Corridors. The recommended changes shown are conceptual in nature and were developed to minimize potential impacts to existing private driveways. No private driveway closures or turn movement restrictions are proposed along US 30 except at the US 30/Wyeth Street intersection and in areas where signalized intersection queuing currently blocks driveway access. Final design of any median improvements along US 30 will be subject a public review process and that process would be the forum for assessing specific potential property implications. Similarly, any potential future changes to private driveway access along US 30 are subject to a public review and appeal process.

E. NEXT STEPS

Next steps in the Master Corridor Plan project include the deliverables and meeting dates below.

- Draft implementing Policies and Ordinances/Access Management Element – August 2014
- TAC and CAC meetings – September 2014
- City Council update – September 2014
- Draft Corridor Master Plan – October 2014
- Joint Planning Commission/City Council work session – October 2014
- Adoption of Draft Corridor Master Plan, Implementing Policies, and Ordinances – early November 2014
- Planning Commission hearing – November 2014
- City Council hearing – December 2014