



**OR 8: Oak/Baseline/10<sup>th</sup> Avenue Corridor Study (K18004)**  
**Planning Advisory Committee (PAC) Meeting #2**



# PAC Meeting Agenda

- ▶ Introductions
- ▶ Work Completed to Date
- ▶ Draft Corridor Vision Statement
- ▶ Draft TM#1 - Land Use and Urban Design Assessment
- ▶ Blueprint for Urban Design Context Selection
- ▶ Next Steps

# Introductions

- ▶ Name
- ▶ Representing agency/organization
- ▶ Role

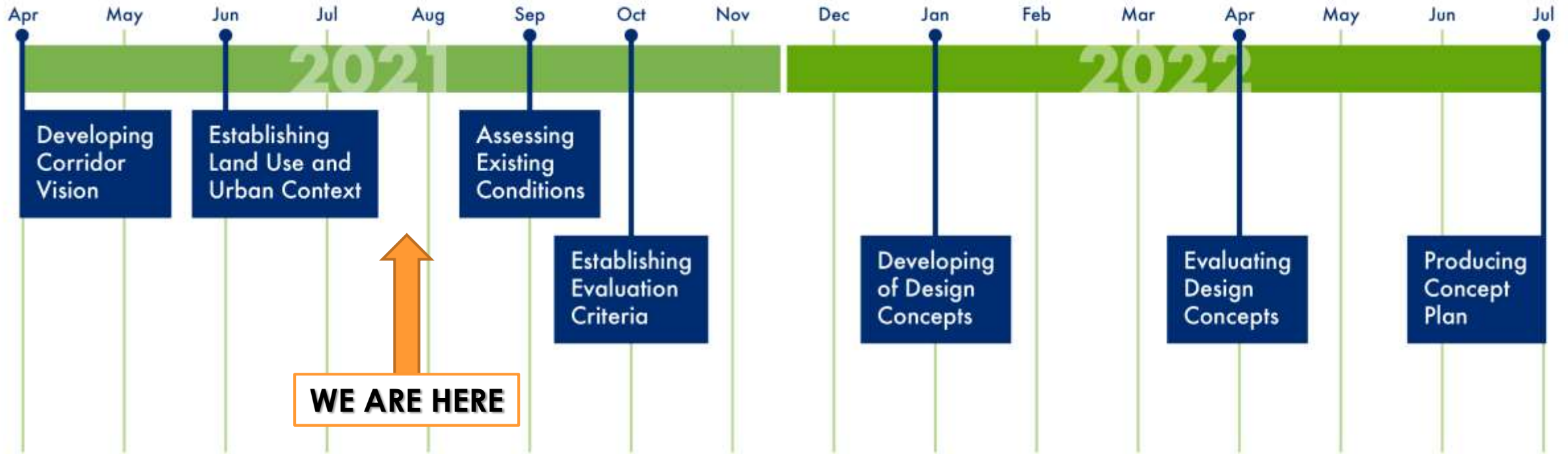
# Work Completed to Date

- ▶ Public Involvement Program
- ▶ Walking Tour
- ▶ Stakeholder Interviews
- ▶ Draft Corridor Vision Statement
- ▶ Draft TM#1 - Land Use and Urban Design Assessment
- ▶ Blueprint for Urban Design Context Selection

# Project Schedule

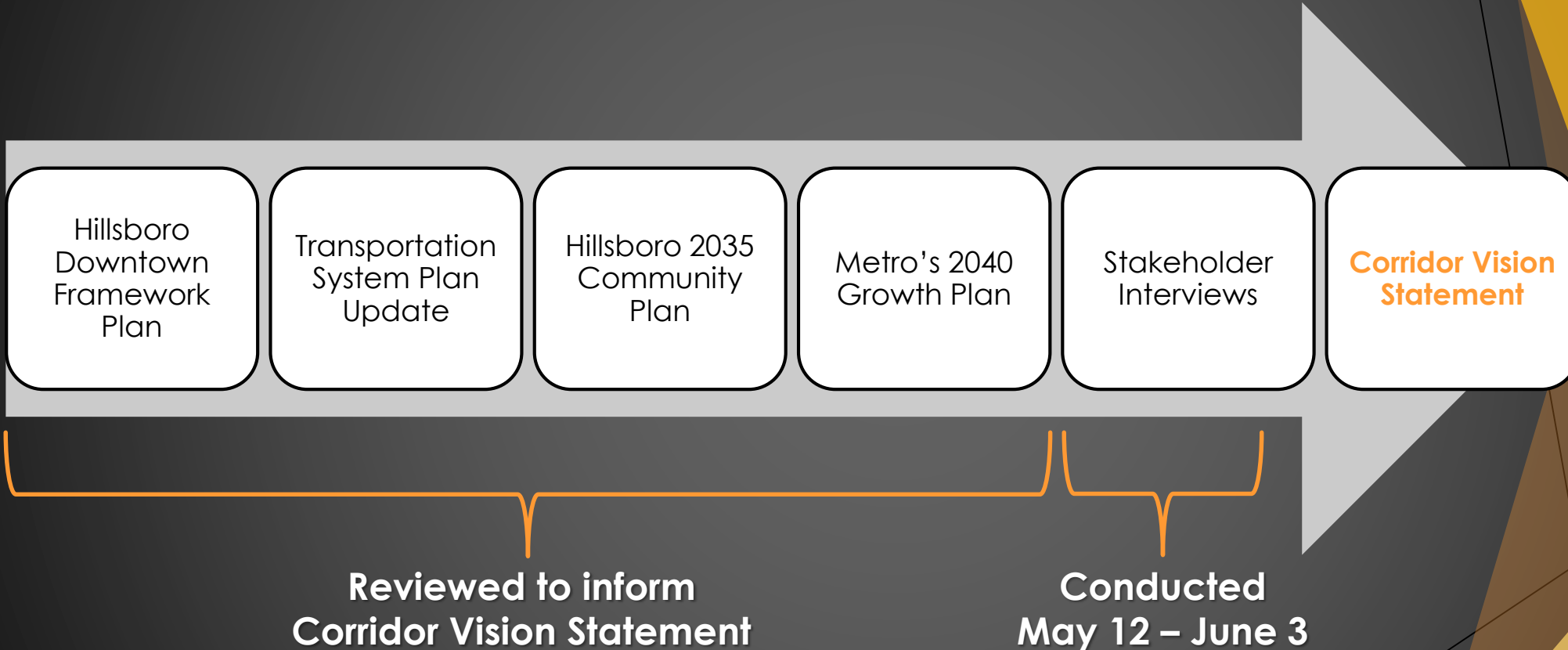
## Project Timeline

Meetings will take place at the following project milestones.



# Draft Corridor Vision Statement

## *Development Process*



# Draft Corridor Vision Statement

## *Themes from Downtown Framework Plan*

- ▶ Enhance the **safety of street crossings** that provide **access to transit**... special attention to **north-south** (Baseline & Oak) and **east-west** (10th Avenue) movements
- ▶ Improve the **safety** and number of **east-west** (10<sup>th</sup> Avenue) and **north-south** (Baseline & Oak) **pedestrian/bicycle crossings**
- ▶ Improve **safety** through repair of damaged sidewalks and streets, construction of **sidewalks, street lighting, and traffic calming/streetscaping** elements.
- ▶ Improve the **gateways** to the Downtown community through the addition of **landscaping**
- ▶ Improve the character and appearance of the Baseline/Oak/10th Avenue corridor through added **street trees, public art, landscaping, and new streetlights**

# Draft Corridor Vision Statement

*Themes from 2035 Community Plan*

- ▶ Create **walkable connections to Downtown** from neighborhoods and Jackson Bottom Wetlands
- ▶ Enhance and promote unique Downtown districts by working to **increase housing, foot traffic and investment**
- ▶ Dedicate resources to **repair, maintain and enhance existing roadways**



# Draft Corridor Vision Statement

*Themes from Metro's 2040 Growth Concept Plan*

- ▶ Downtown Hillsboro one (1) of eight (8) **regional centers** identified:
  - Hubs of commerce and local government services serving hundreds of thousands of people. They are characterized by two- to four- story, compact employment and housing development served by **high-quality transit**.
  - In the plan, eight regional centers become the **focus of transit and highway improvements**.

# Draft Corridor Vision Statement

## *Stakeholder Interview Summary*

- ▶ Goal of stakeholder interviews:
  - Gather insight how members of the community currently experience Oak/Baseline/10<sup>th</sup> Avenue and how they envision future safety and development possibilities
  - Inform Corridor Vision statement and the Guiding Principles and Desired Outcomes
- ▶ Three (3) stakeholder interviews conducted between May 12 and June 3
  - Two virtually in English (9 participants)
  - One in person in Spanish (7 participants)

# Draft Corridor Vision Statement

## *Stakeholder Interview Summary*

### Personal Experience of Corridor

- Most people drive
- Students walk or ride school bus, public transit
- Biking is uncommon

### Barriers People Encounter

- Speeding cars
- Unsafe/few crossings
- Dangerous intersections: 9<sup>th</sup>/Baseline, 9<sup>th</sup>/Oak, 6<sup>th</sup>/Oak
- Poor street lighting
- Cars going wrong way on one-way streets

### Business Owners' Perspectives

- Get more 'feet on the street'
- Landscaping and street trees needed
- Create pedestrian spaces near green spaces
- Beautification needed along the corridor

### What to Keep

- Open spaces
- Three lanes of traffic (preferred by some)

# Draft Corridor Vision Statement

## *Stakeholder Interview Summary*

### What It Could Look Like

- Better signage and wayfinding
- Brand neighborhood
- Flashing pedestrian beacons
- Draw more attention to crosswalks
- Seasonal decorations, flowers
- More of a 'downtown', 'cleaner' feel

### Creating a System that Can Be Used by Everyone

- Tie to residential areas to the south
- More bus shelters
- Bulb-outs
- Building permit relief or set-back allowances

### Placemaking Approach

- More opportunities for family engagement
- More coffee shops
- Envision the corridor as a neighborhood with own identity and is attractive place to spend time



# Draft Corridor Vision Statement

## *Purpose*

*“The primary purpose of the Oak/Baseline/10th Avenue Corridor Study is to identify opportunities for improvements along this section of OR Highway 8 through Downtown Hillsboro. The study focus is on community input as to how to increase safety for people walking, biking, rolling, and accessing transit, while improving connections to the surrounding neighborhoods and existing community assets, thereby supporting the community’s vision of redevelopment as the Regional Center envisioned in Metro’s 2040 Plan.”*

# Draft Corridor Vision Statement

## Vision

*“The Oak/Baseline/10th Avenue Corridor positively contributes to the identity and sense of place, as desired by residents, workforce, business owners, and visitors to Downtown Hillsboro. People of all ages and abilities feel safe and comfortable along and across the corridor, which ultimately contributes to a vibrant and livable community through intentionally designed facilities and amenities that reflect the values of the community.”*

*The size, mix, and speed of transportation facilities (sidewalks, bike lanes, and motor vehicle travel lanes) are well-suited to the adjacent land uses and character of each corridor segment. Motorist speeds are managed to optimize pedestrian and bicycle activity, keeping decibel levels low enough for pedestrian conversations. While mobility for motor vehicles and freight are necessary to the function of this corridor, along this segment, the comfort, safety, and appropriate accommodation of alternative modes of transportation is a priority.”*

# Draft Corridor Vision Statement

## *Desired Outcomes*

- ▶ *Safety for all modes* using or crossing the Oak/Baseline/10th Avenue Corridor.
- ▶ Improve the *image and functionality* of the Oak/Baseline/10th Avenue Corridor.
- ▶ *Integrate the couplet with the rest of Downtown*, rather than it being a barrier to accessibility.
- ▶ Evaluation of realistic, effective OR8 treatments that match the corridor vision, meet Project goals, and align with the urban context of each unique segment.
- ▶ *Enhance the business and pedestrian environment* on the Oak/Baseline/10th Avenue Corridor using *complete street elements and amenities*.
- ▶ Enhance *multi-modal accessibility of non-signalized crossings*.
- ▶ *Robust public involvement* that provides multiple opportunities for citizens and other stakeholders to explore corridor issues and provide meaningful input throughout the Plan's development.

# Draft Corridor Vision Statement

*Discussion*



# Draft TM#1 - Land Use and Urban Design Assessment Memorandum



**Date** 25 June 2021  
**Project Name** OR8: SW Adams Ave. SE 10th Ave. and SE Baseline – SE Maple St.  
Project K18004  
**Project Number** ODOT B36373; SERA 2001017.01  
**Attention** Karla Antonini, City of Hillsboro  
Matt Novak, Oregon Department of Transportation

**Subject** Technical Memorandum #1: Land Use and Urban Design Existing Conditions and Development Potential Assessment [DRAFT]

**From** Ben Weber and Emma-Quin Smith, SERA Design  
Emily Picha, ECONorthwest  
Phil Worth and Nick Gross, Kittelson and Associates

This memorandum describes existing conditions and overall development opportunities based on a physical, regulatory, and economic assessment. Subsections of this memo assess the Study Area and Influence Area of the project based on several factors, including:

- A summary of existing development or parcels derived from County Assessor and City or Metro GIS data. This includes a brief summary of existing development by zone and a review of the condition and character of site development and transportation facilities.
- An assessment of study area parcels for redevelopment potential based on quantitative and qualitative factors. These characteristic topics were developed based on a work session with City and Agency staff and selected by the Project Management Team (PMT). The factors include proximity to transit, built character such as street frontage, improvement-to-land value ratio, and general site access. This section also includes a brief economic conditions analysis focused on occupancy, absorption, and achievable rents.
- An assessment of zoned development capacity using the variety of controlling development standards, including residential density per acre, floor-area ratio, and a basic calculation of achievable floor area based on site coverage and height regulations.
- An identification of opportunities and barriers to undergrounding utilities in the corridor and associated impacts to right-of-way utilization.

This analysis of existing character and basic identification of street and site design opportunities also will inform initial consideration of the three multimodal corridor design concepts and will help the project team assess the existing and planned-for urban form that is crucial to applying Oregon Department of Transportation *Blueprint for Urban Design* designations.

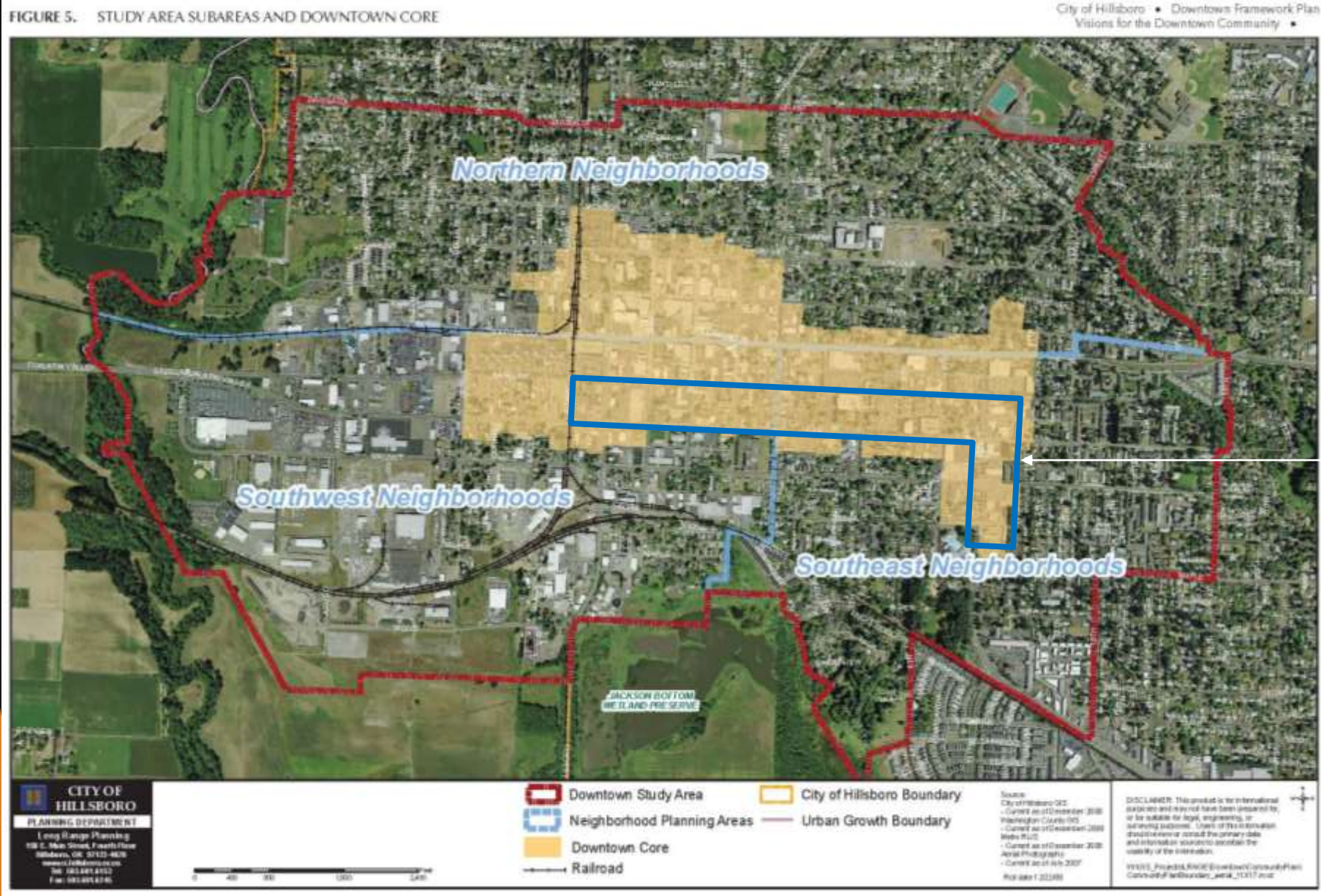
- ▶ Inventory of Existing Conditions and Development
- ▶ Development Potential
- ▶ Market Conditions
- ▶ OR 8 Utilities

# Draft TM#1 - Land Use and Urban Design Assessment Memorandum

*Discussion*



# Blueprint for Urban Design Context Selection



Study Area  
within  
“SCC-DT Zone”

# ODOT Blueprint for Urban Design

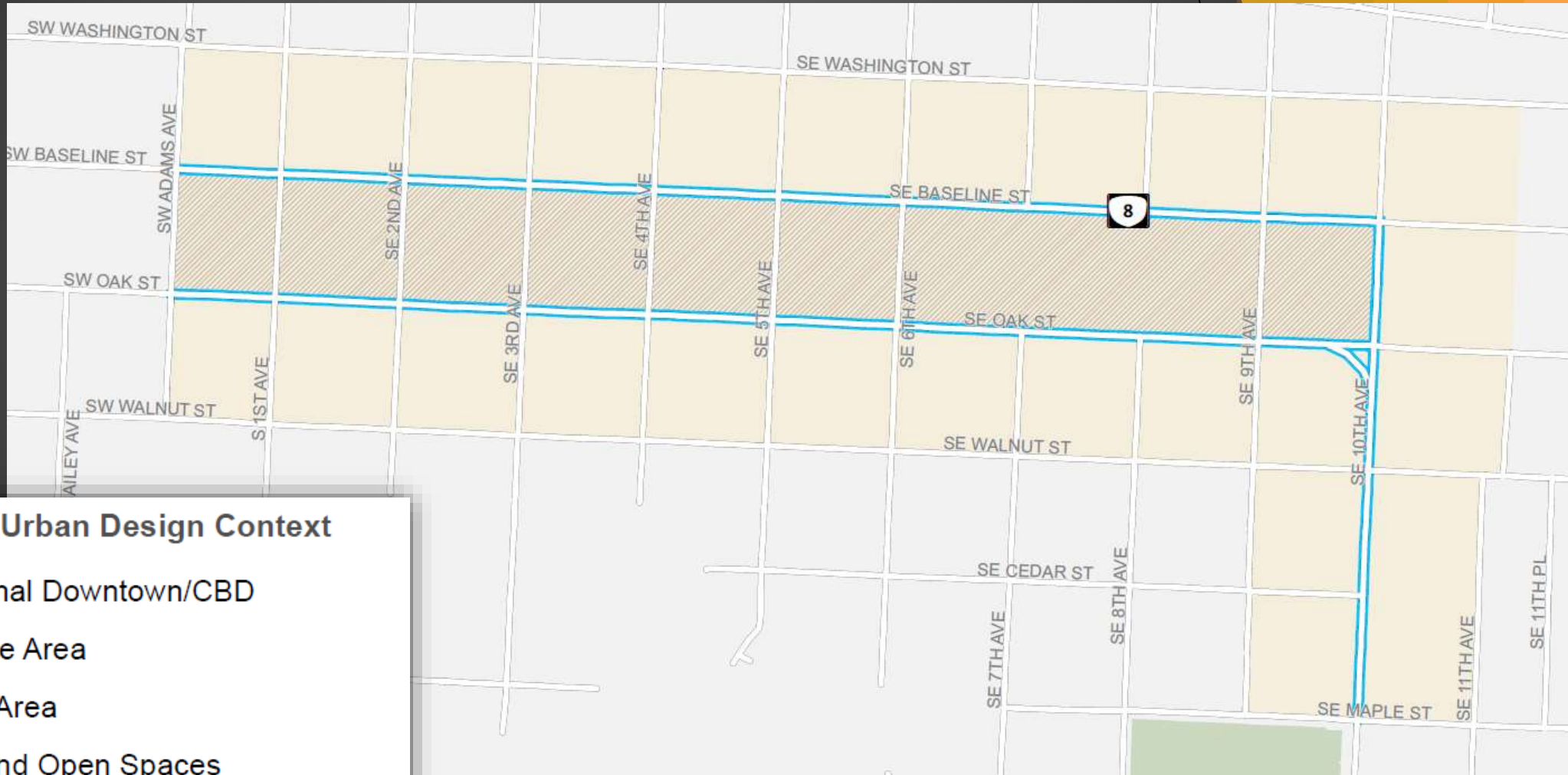
## Establishing the Urban Context

| Land Use Context                | Setbacks<br><i>Distance from the building to the property line</i> | Building Orientation<br><i>Buildings with front doors that can be accessed from the sidewalks along a pedestrian path</i> | Land Use<br><i>Existing or future mix of land uses</i>          | Building Coverage<br><i>Percent of area adjacent to right-of-way with buildings, as opposed to parking, landscape or other uses</i> | Parking<br><i>Location of parking in relation to the building along the right-of-way</i> | Block Size<br><i>Average size of blocks adjacent to the right-of-way</i> |
|---------------------------------|--|---|---|---|--|--|
| <b>Traditional Downtown/CBD</b> | Shallow/None   | Yes   | Mixed (residential Commercial, Park/Recreation)                 | High  | On-street/ garage/shared in back   | Small, consistent block structure  |
| <b>Urban Mix</b>                | Shallow  | Some  | Commercial fronting, residential behind or above                | Medium  | Mostly off-street/Single row in front/In back/ On side                                   | Small to medium blocks   |
| <b>Commercial Corridor</b>      | Medium to Large  | Sparse  | Commercial, Institutional, Industrial                           | Low   | Off-street/In front  | Large blocks, not well defined   |
| <b>Residential Corridor</b>     | Shallow  | Some  | Residential   | Medium  | Varies   | Small to medium blocks   |
| <b>Suburban Fringe</b>          | Varies   | Varies  | Varied, interspersed development                                | Low   | Varies   | Large blocks, not well defined   |
| <b>Rural Community</b>          | Shallow/None   | Some  | Mixed (Residential, Commercial, Institutional, Park/Recreation) | Medium  | Single row in front/In back/ On side   | Small to medium blocks   |







# ODOT's Recommended Urban Context

## ► OR8 (Oak/Baseline/10<sup>th</sup> Avenue)



### Blueprint for Urban Design Context

-  Traditional Downtown/CBD
-  Influence Area
-  Project Area
-  Parks and Open Spaces

# General Modal Considerations

## ▶ Baseline/Oak/10<sup>th</sup> Avenue

| Land Use Context                | Motorist   | Freight    | Transit     | Bicyclist   | Pedestrian  |
|---------------------------------|------------|------------|-------------|-------------|-------------|
| <b>Traditional Downtown/CBD</b> | <b>Low</b> | <b>Low</b> | <b>High</b> | <b>High</b> | <b>High</b> |
| <b>Urban Mix</b>                | Medium     | Low        | High        | High        | High        |
| <b>Commercial Corridor</b>      | High       | High       | High        | Medium      | Medium      |
| <b>Residential Corridor</b>     | Medium     | Medium     | Low         | Medium      | Medium      |
| <b>Suburban Fringe</b>          | High       | High       | Varies      | Low         | Low         |
| <b>Rural Community</b>          | Medium     | Medium     | Varies      | High        | High        |

# General Modal Considerations

## ▶ Baseline/Oak/10<sup>th</sup> Avenue

*“Traditional Downtown/Central Business District: To best serve all users, vehicle speeds should be 25 mph or below, and higher levels of congestion are expected. Transit stops should be placed at frequent intervals, and transit priority treatments can help with transit mobility, even in congested conditions. Bicycle and pedestrian facilities should be relatively wide and comfortable to serve anticipated users. Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses. Landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate in this context.”*

# Next Steps

- ▶ TAC Meeting #3: **Tuesday, September 21, 2021**
- ▶ Drafting TM#2: Transportation Existing Conditions & Future No-Build Memorandum
- ▶ Drafting TM#3: Criteria and Evaluation Memorandum

# Questions/Comments?

**OR8: SW Adams Ave. SE 10<sup>th</sup> Ave and SE Baseline – SE Maple St.  
(OR8: Oak/Baseline/10th Avenue Corridor Study [K18004])**

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