



# State Hwy. 51 / 6<sup>th</sup> Avenue Corridor Study

## City Council Study Session November 29, 2021



# AGENDA

Planning Team

Process Overview

Goals / Recommendations

Active Transportation

Development Opportunities

Land Use

Urban Design

Implementation

Next Steps

Questions/Discussion



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City Council Study Session  
November 29, 2021

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# PLANNING TEAM

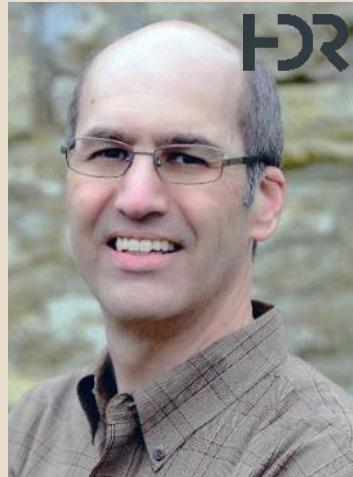
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**Terry Berkblugler**  
Principal-in-Charge



**Chris Shires**  
Principal Planner



**Christopher Kinzel**  
Active Transportation  
Planning



**Dan Guimond**  
Redevelopment  
Specialist



**Matt Evett**  
Urban Design



**Marshall Allen**  
Project Planner



# PROCESS RECAP

## HOW WE GOT HERE

- **Advisory Committee Input + Insight**
- **Public Engagement**
- **2 workshops**
- **Online engagement / outreach**
- **Key Stakeholder Interviews**
- **Planning Commission**
- **Staff: Technical Direction + ODOT Coordination**



# PRESENTATION FOLLOWS PLAN STRUCTURE





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# ACTIVE TRANSPORTATION

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## GOALS AND RECOMMENDATIONS

Goal  
#1

### Connect the north and south sides of the 6<sup>th</sup> Avenue Corridor.

Recommendation #1: Develop/enhance/complete continuous north-south active transportation connections – Western, McFarland/Kings, Monroe/Adams, Hester/Knoblock, Duck, Husband, Perkins.

Recommendation #2: Provide enhanced/protected active transportation infrastructure crossing 6<sup>th</sup> Street at intersections with key north-south routes (including potential underpass at Duck Creek).

Recommendation #3: Pursue rails-to-trails corridor along unused tracks west of Perkins.



# ACTIVE TRANSPORTATION

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## GOALS AND RECOMMENDATIONS

Goal  
#2

### Enhance circulation and connectivity in the corridor.

Recommendation #1: Develop/enhance/complete continuous east-west active transportation connections – Hall of Fame, Miller/Admiral, Maple/University, 3<sup>rd</sup>/4<sup>th</sup>/5<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, 12<sup>th</sup>

Recommendation #2: Provide off-street paths around perimeter of Westwood Elementary school; connect to 4<sup>th</sup>, Kings, Duck Creek underpass and 5<sup>th</sup>

Recommendation #3: Coordinate with OSU to develop/enhance internal active transportation campus routes connecting, Miller, Admiral, Monroe, Boone Pickens Stadium



# ACTIVE TRANSPORTATION

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## GOALS AND RECOMMENDATIONS

Goal  
#3

### Connect Downtown to the OSU Campus.

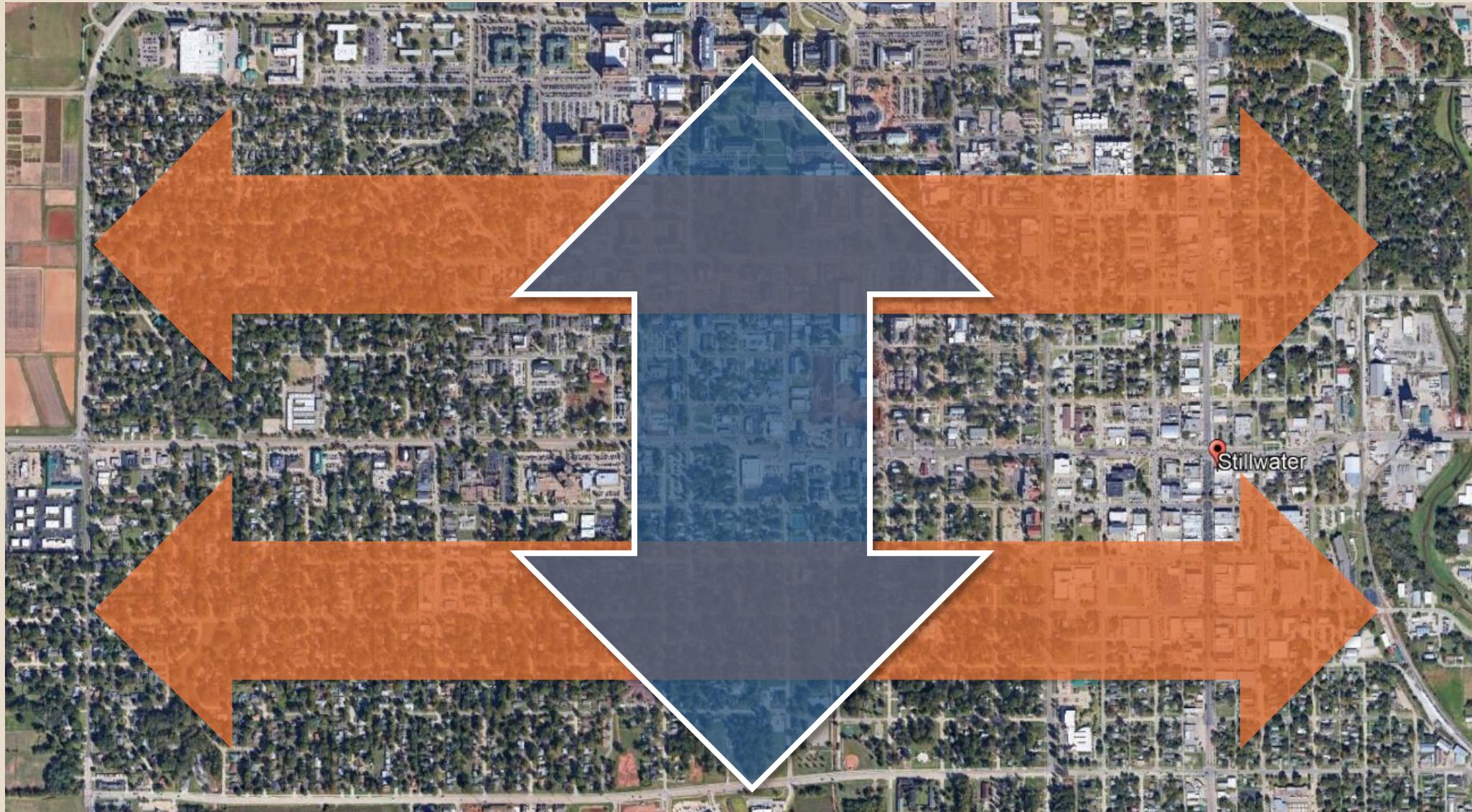
Recommendation #1: Develop active transportation network through/around downtown that preserves needed parking while respecting bicycle safety and connecting to the external active transportation network: Husband, 7<sup>th</sup>, Duck, 9<sup>th</sup>

Recommendation #2: Enhance Husband and Duck crossings at 6<sup>th</sup> Avenue to emphasize campus/Downtown connection (including trailblazing signs)



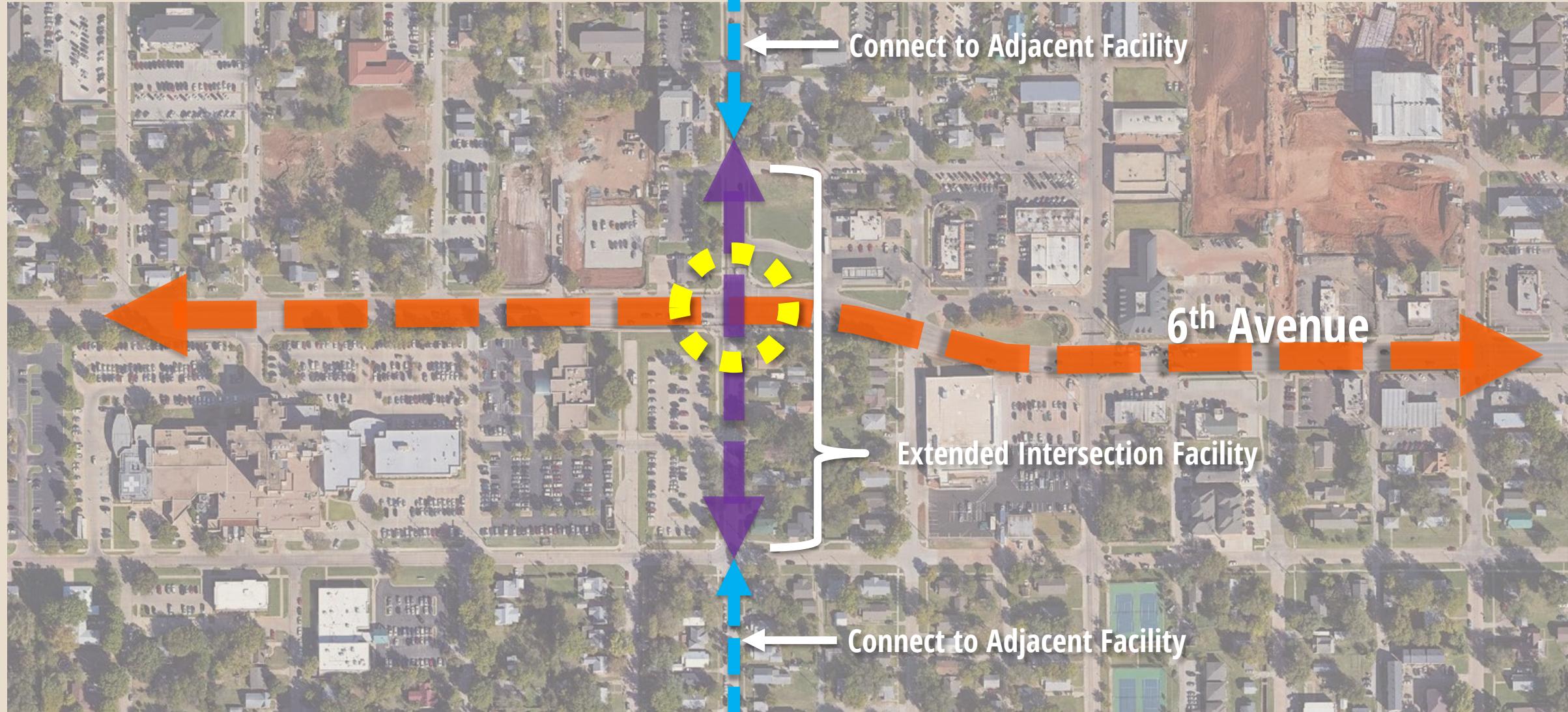
# ACTIVE TRANSPORTATION

EAST/WEST + NORTH/SOUTH CONNECTIONS



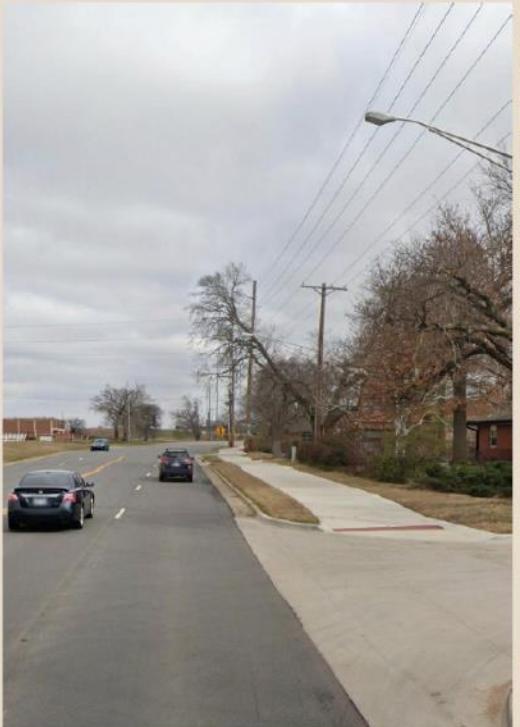
# ACTIVE TRANSPORTATION

## INTERSECTION IMPROVEMENTS



# ACTIVE TRANSPORTATION (Facility Types)

Off-Street  
Multi-Use  
Path



Advisory  
Lane



Bike Lane

*Unprotected*      *Buffered*      *Protected*      *Separated*



Western Ave –  
Stillwater, OK

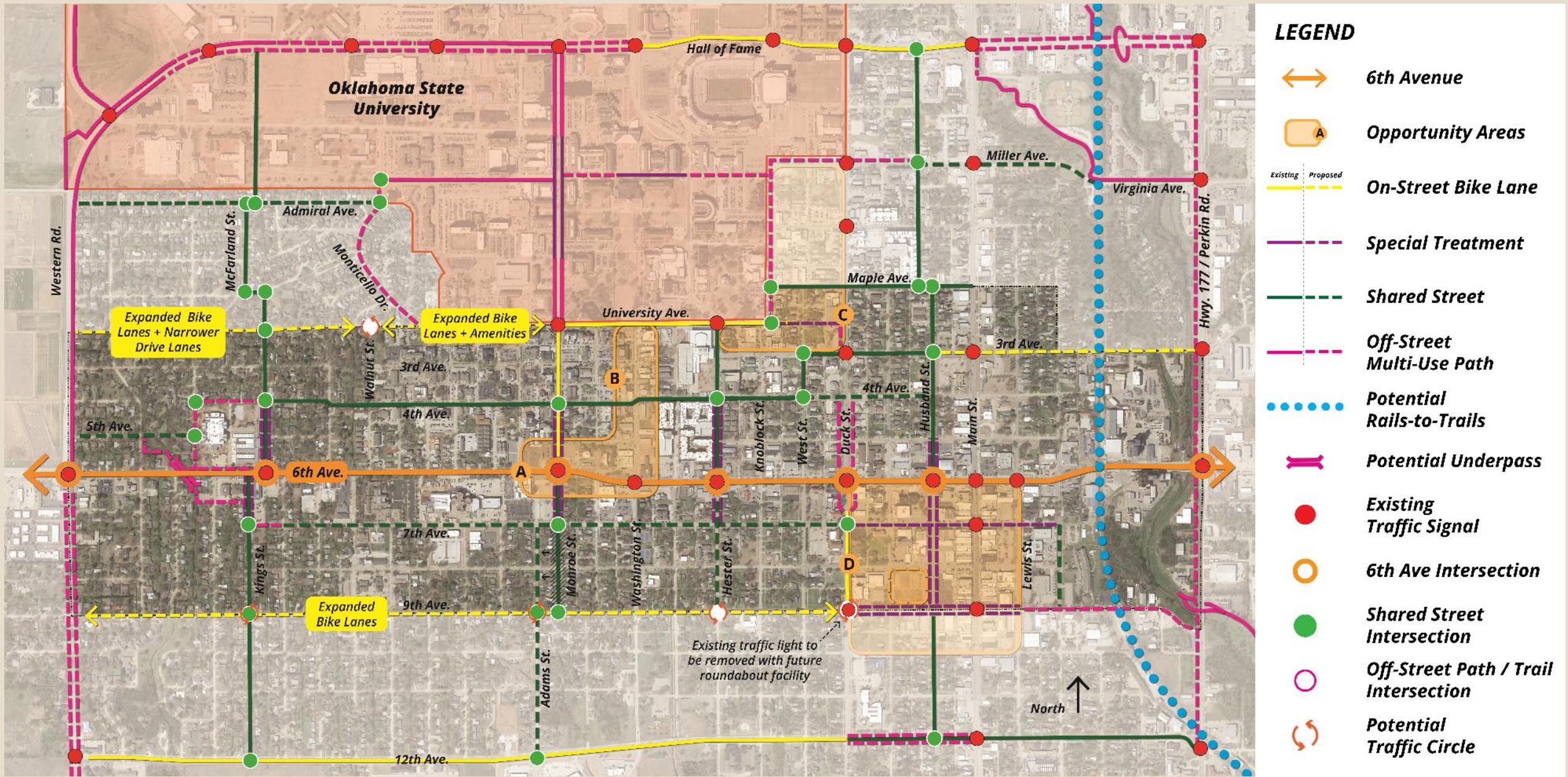
Hanover, NH

Del Mar, CA

Pasadena, CA

Washington, D.C.

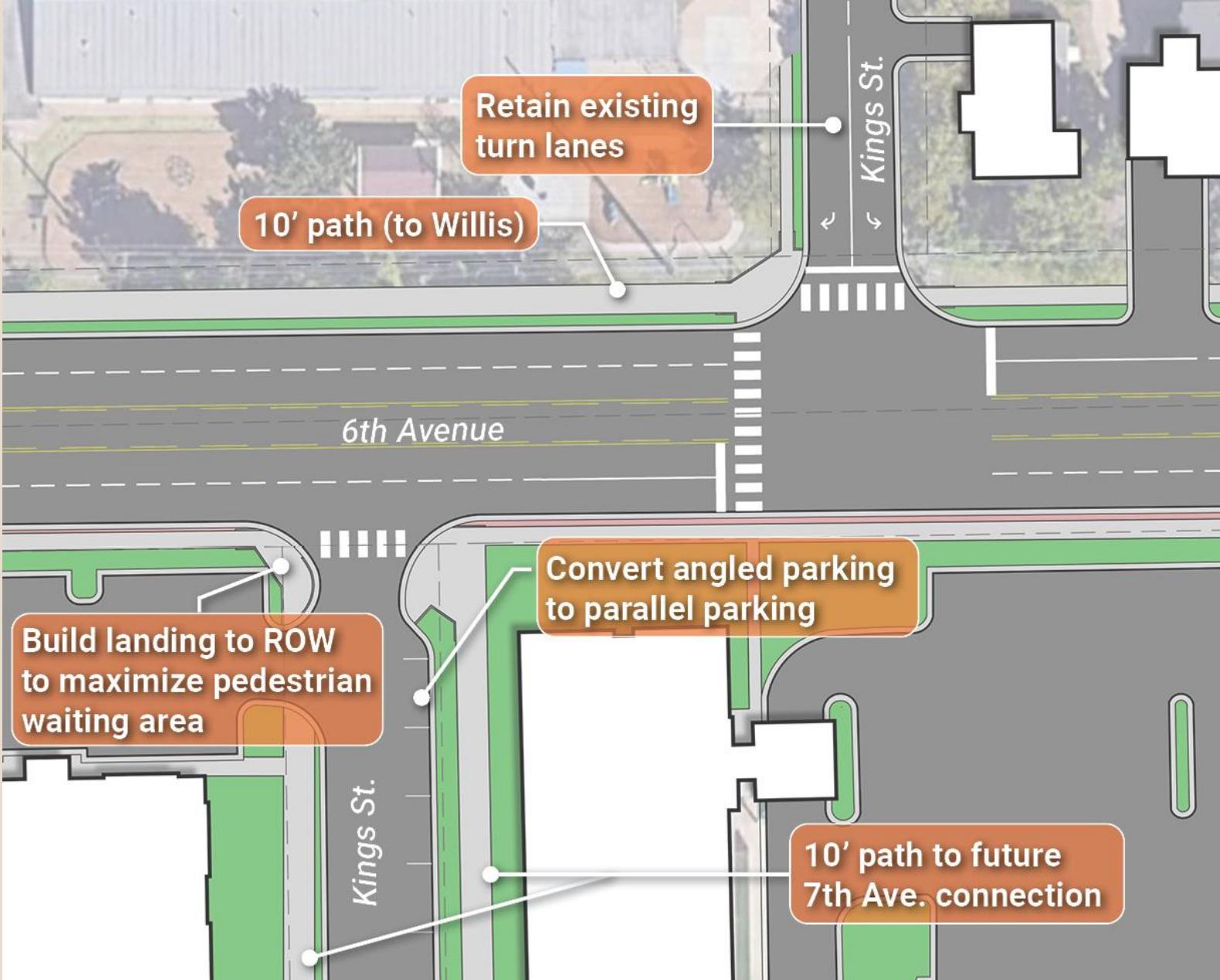
Cambridge, MA



# ACTIVE TRANSPORTATION INTERSECTION CONSIDERATIONS

# Kings + 6<sup>th</sup> Avenue

- Coordinate 10' sidepath w/ ODOT
- Extend 10' sidepath south to 7<sup>th</sup> Ave.
- Expand pedestrian landings at corners



# ACTIVE TRANSPORTATION

## INTERSECTION CONSIDERATIONS

### Monroe + 6<sup>th</sup> Avenue

- Separated ped/bike paths + crossings
- Expanded landings/mixing zones
- Corner gateway opportunity

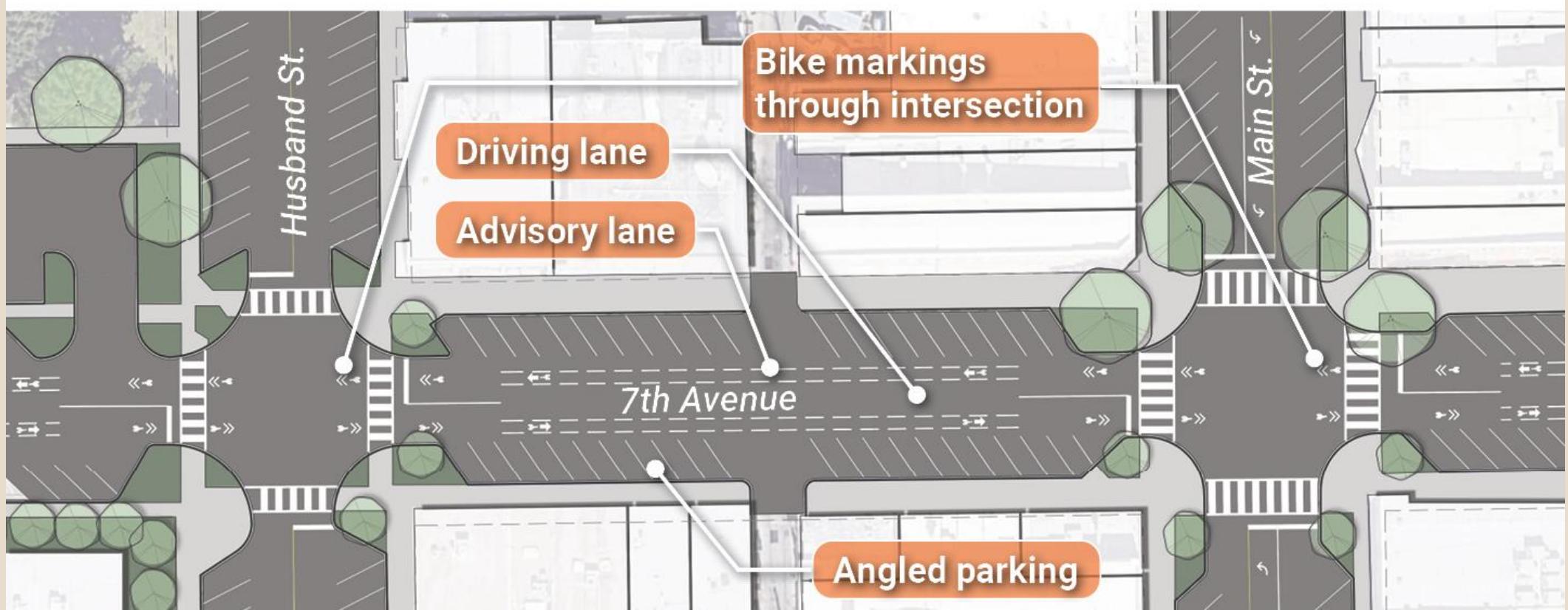


# ACTIVE TRANSPORTATION

## INTERSECTION CONSIDERATIONS

### 7<sup>th</sup> Avenue Advisory Lanes: Husband to Main

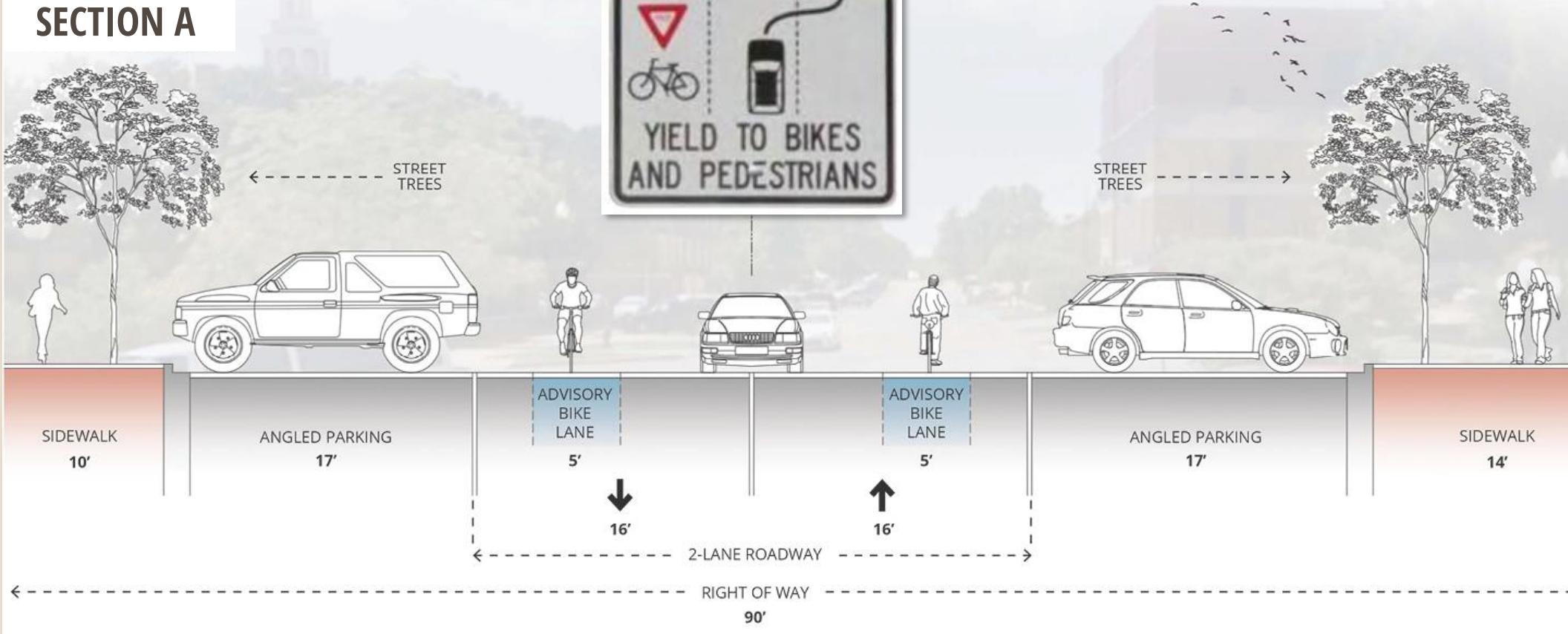
- Advisory lane markings + signage
- Markings through intersections
- Provide ample signage and communication



# ACTIVE TRANSPORTATION

## INTERSECTION CONSIDERATIONS

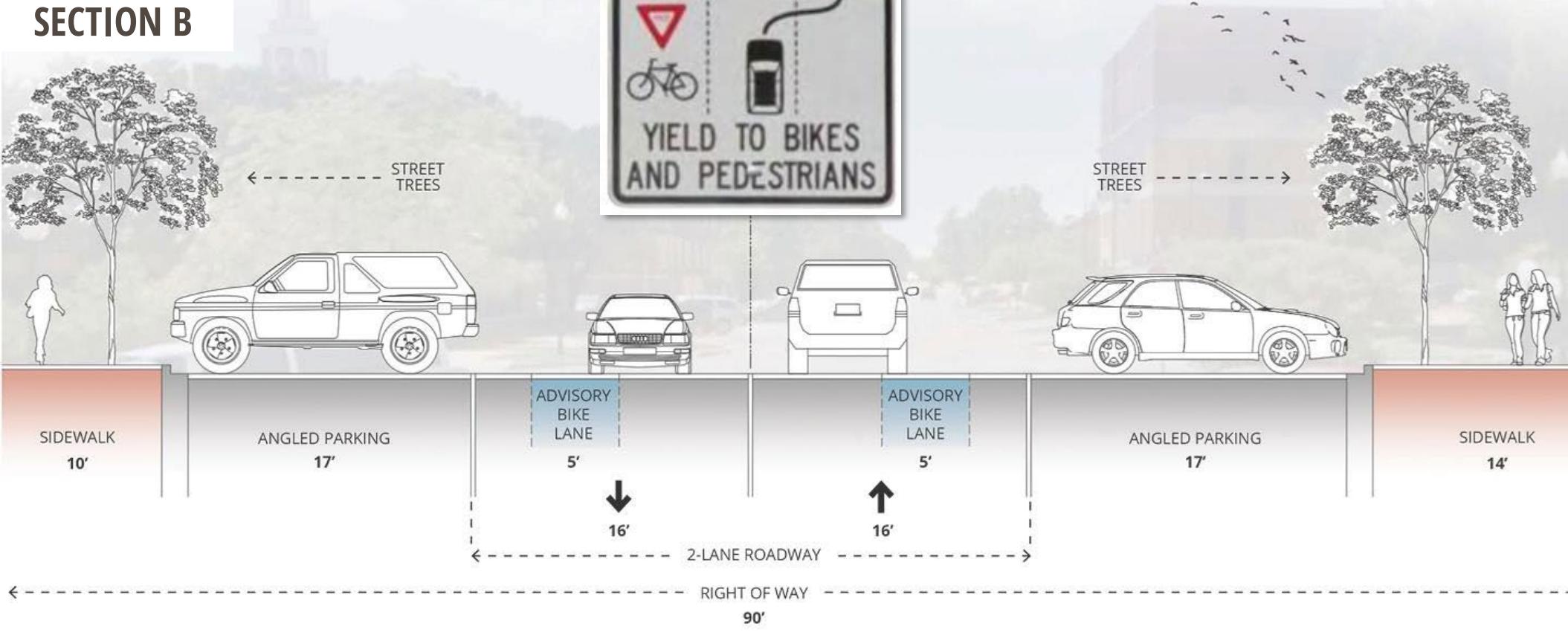
### Husband + Main / 7<sup>th</sup> Avenue



# ACTIVE TRANSPORTATION

## INTERSECTION CONSIDERATIONS

### Husband + Main / 7<sup>th</sup> Avenue





# FOCUS AREA 2

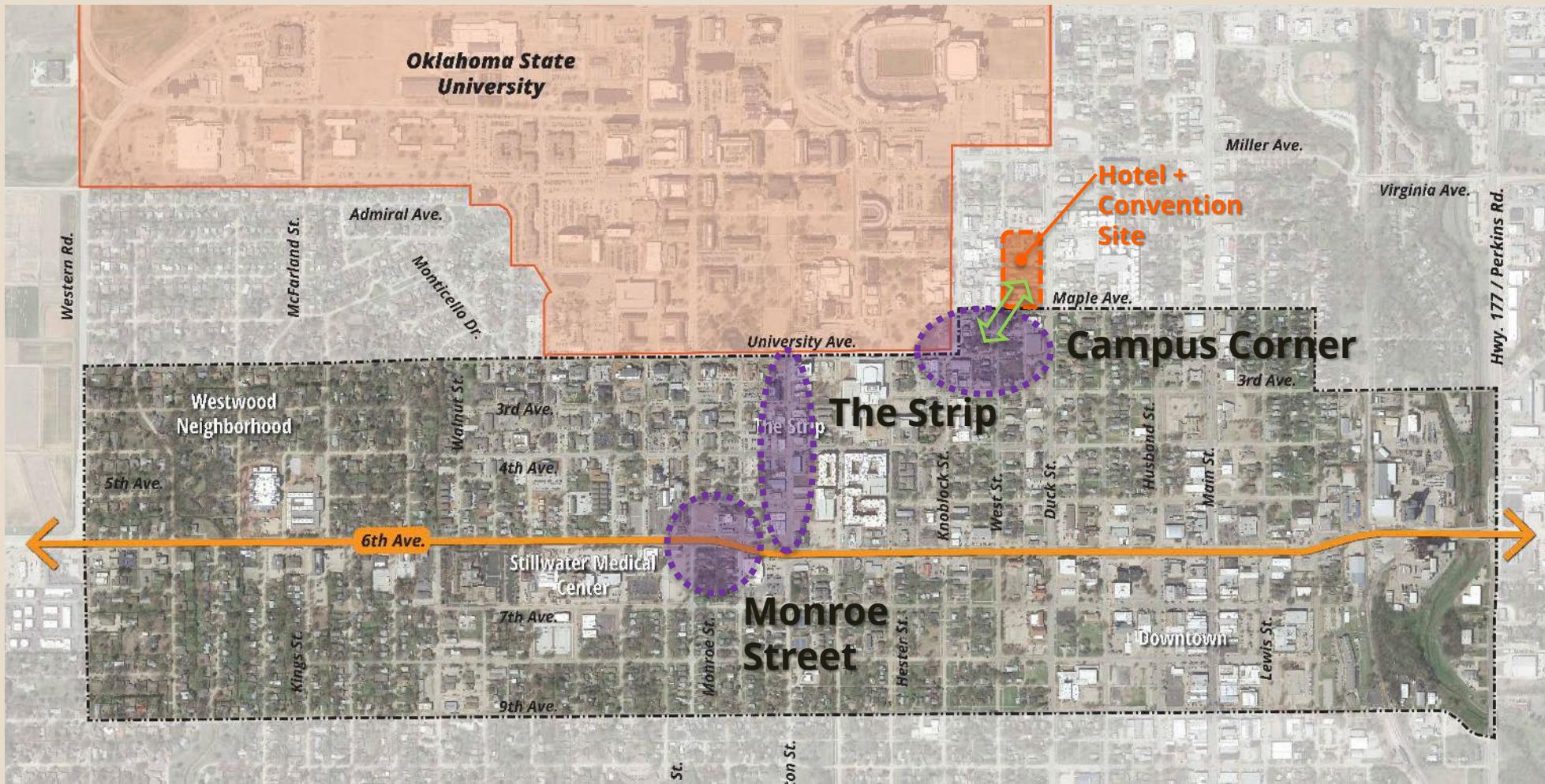
# REDEVELOPMENT OPPORTUNITIES



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# REDEVELOPMENT OPPORTUNITIES



# CAMPUS CORNER

## GOALS AND RECOMMENDATIONS

Goal  
#1

Create additional student-oriented entertainment and amenities adjacent to campus.

Recommendation #1: Revitalize existing viable commercial properties

Recommendation #2: Introduce new entertainment, shopping and restaurants

Recommendation #3: Prioritize efforts to recruit businesses that complement existing businesses on The Strip and other areas around campus



# CAMPUS CORNER

## GOALS AND RECOMMENDATIONS

Goal  
#2

Improve and expand student housing options adjacent to campus.

Recommendation #1: Incorporate contemporary housing that is attractive to students

Recommendation #2: Promote diversity of housing types (unit sizes and rates)

Recommendation #3: Encourage minimum parking requirements and/or structured parking to minimize large surface parking lots



# CAMPUS CORNER

## GOALS AND RECOMMENDATIONS

Goal  
#3

### Incorporate active green spaces and pedestrian-oriented spaces

Recommendation #1: Design University Avenue extension to promote pedestrians over vehicles

Recommendation #2: Incorporate green space into mixed-use developments for resident and public use

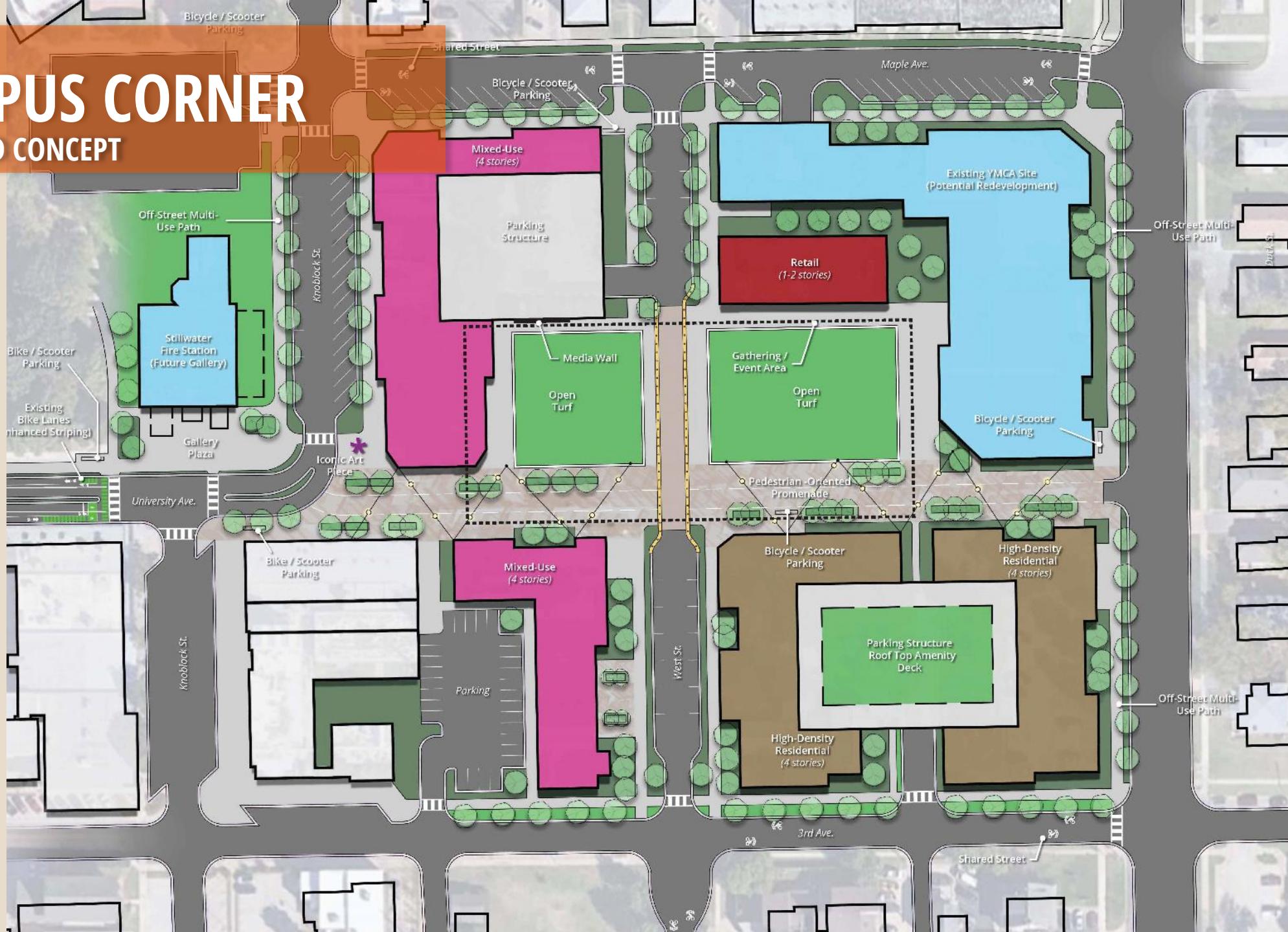
Recommendation #3: Redesign the intersection of University Avenue and Knoblock Street to improve pedestrian and bicycle safety

Recommendation #4: Capitalize on possible reuse of fire station



# CAMPUS CORNER

## PREFERRED CONCEPT



# CAMPUS CORNER

View looking northeast



# CAMPUS CORNER

View looking southeast



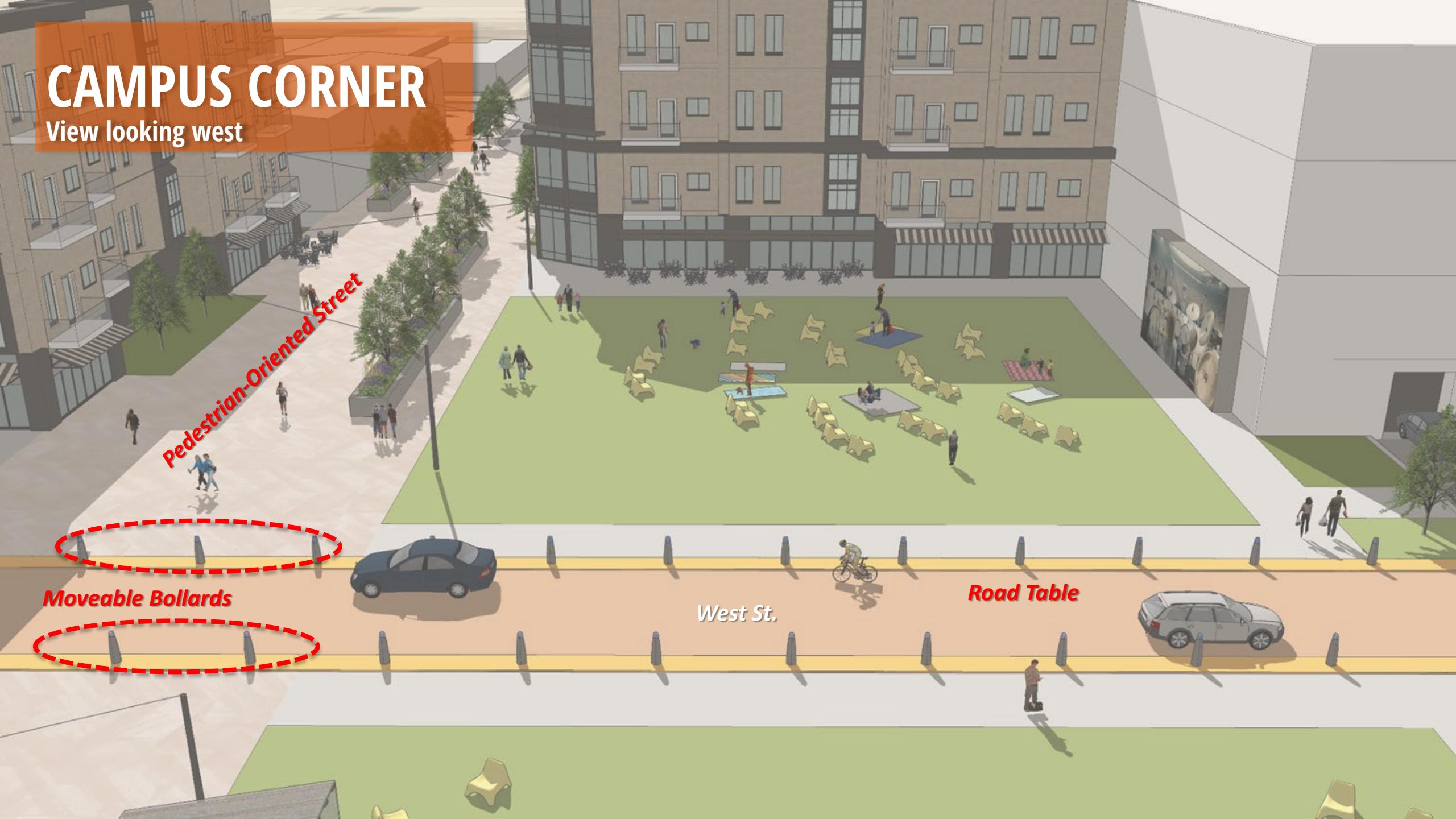
# CAMPUS CORNER

View looking east



# CAMPUS CORNER

View looking west



# CAMPUS CORNER

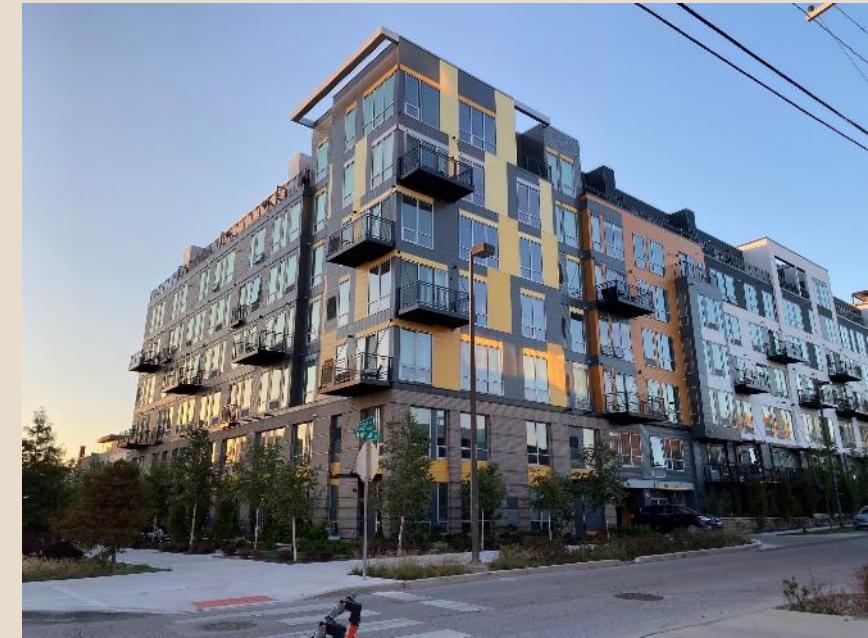
View looking south



# CAMPUS CORNER

## PRO FORMA SNAPSHOT

- Long term vision of potential development
  - Market would not support this amount of development right away
  - Develop incrementally over 10 years
- Residential apartment buildings feasible for student market
  - Based on average rent of \$2.10 sf
  - Rent by the bed with rates from \$475 to \$625 per month
  - 4-story construction needed to pay for structured parking
  - Standard apartment rates in Stillwater do not support structured parking
- Mixed use buildings will work on commercial streets
  - 1 level of retail with 3 levels of residential above (Buildings A and B)
  - Commercial uses limited to street frontage
  - Parking structures can also be lined with walk-up townhouses
  - Retail needs to front on University or Knoblock
  - 1<sup>st</sup> floor retail could be built and converted to other commercial space



# CAMPUS CORNER

## PRO FORMA

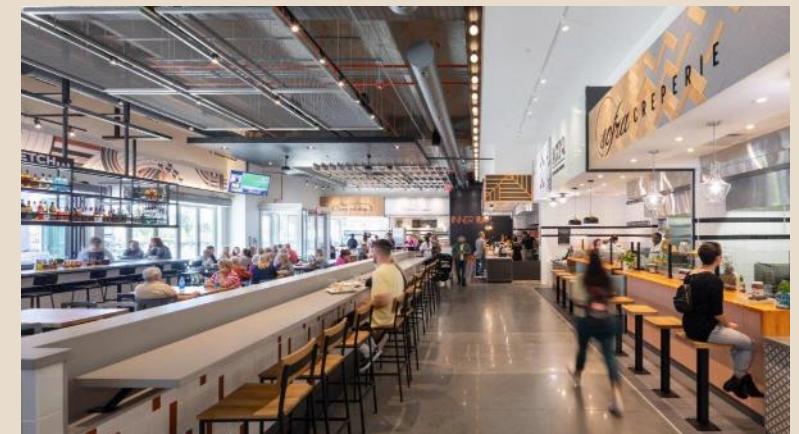
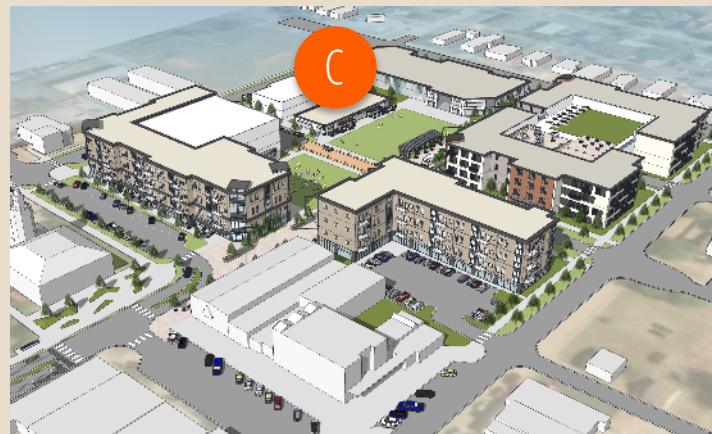
- Long term vision of potential development
  - Market would not support this amount of development right away
  - Develop incrementally over 10 years
- Residential apartment buildings feasible for student market
  - Based on average rent of \$2.10 sf
  - Rent by the bed with rates from \$475 to \$625 per month
  - 4-story construction needed to pay for structured parking
  - Standard apartment rates in Stillwater do not support structured parking
- Mixed use buildings will work on commercial streets
  - 1 level of retail with 3 levels of residential above (Buildings A and B)
  - Commercial uses limited to street frontage
  - Parking structures can also be lined with walk-up townhouses
  - Retail needs to front on University or Knoblock
  - 1<sup>st</sup> floor retail could be built and converted to other commercial space



# CAMPUS CORNER

## PRO FORMA

- Building C could be built as a food hall
  - 2 stories 15,200 sf
  - Opens onto park and plaza (could have outdoor consumption space)
  - Food hall would command higher rents (\$40 full service)
  - If not a food hall, building would need to be moved to street frontage
- Park spaces and Pedestrian-oriented street will require public investment
  - Can help catalyze private investment
  - Potential to use TIF funding
  - Two block park space = 1.03 ac.



# MONROE GATEWAY

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## GOALS AND RECOMMENDATIONS

Goal  
#1

Improve the 'front door' to OSU campus.

Recommendation #1: Introduce new mixed-use development

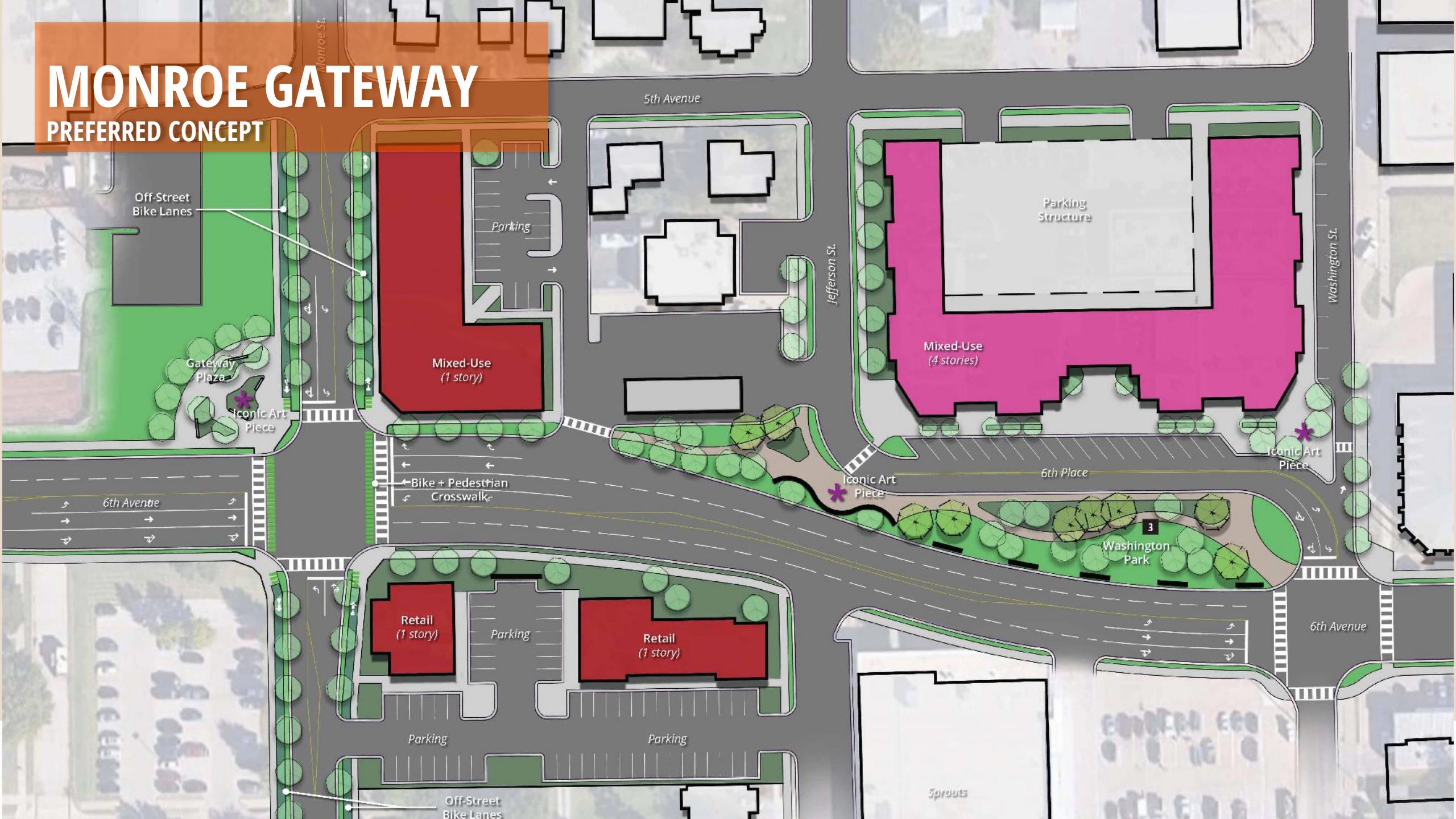
Recommendation #2: Simplify vehicular movements to improve pedestrian and bicycle safety and expand green space

Recommendation #3: Introduce gateway elements to improve aesthetics and the 'first impression' for visitors to campus and to 'The Strip'



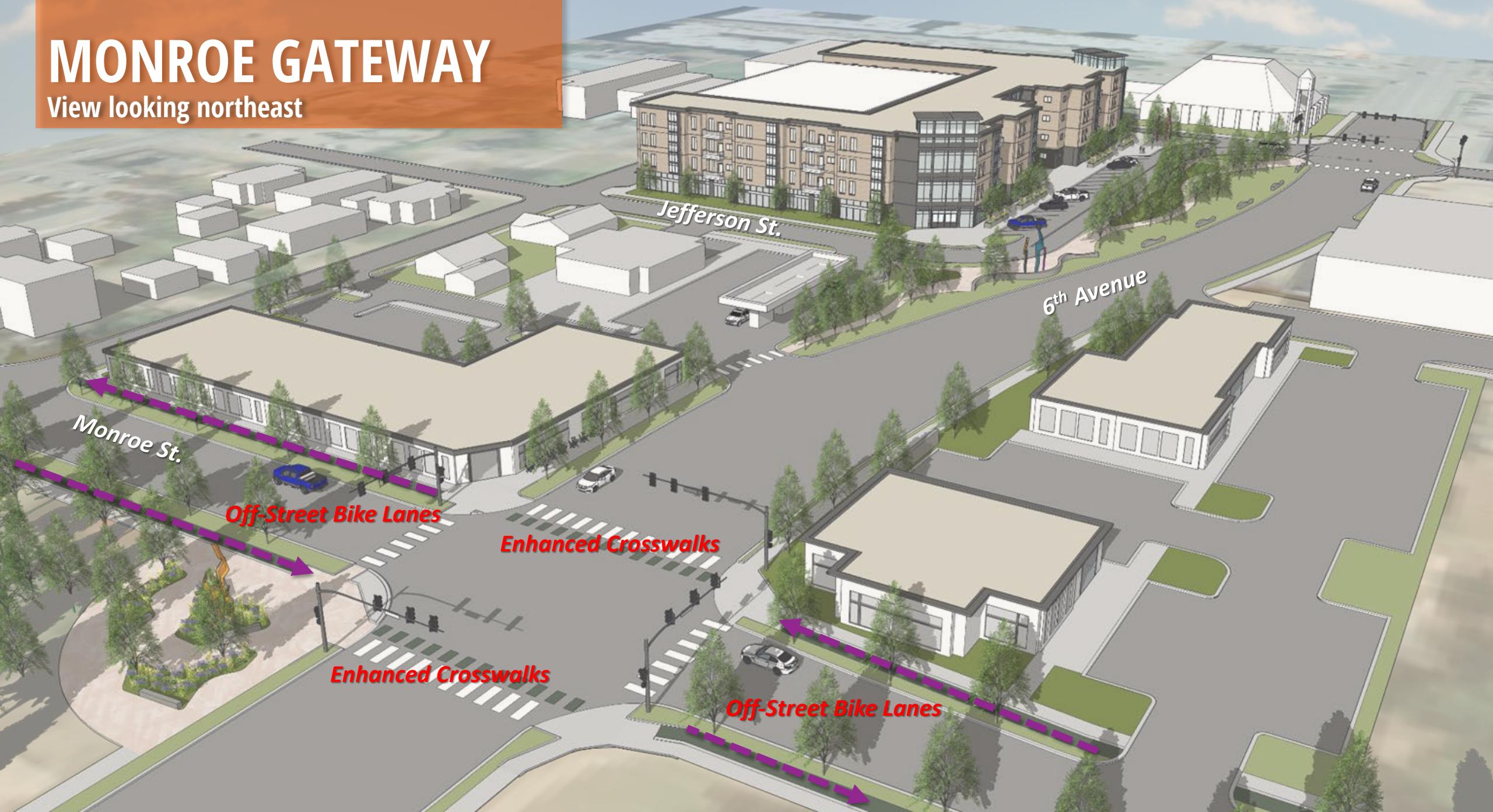
# MONROE GATEWAY

## PREFERRED CONCEPT



# MONROE GATEWAY

View looking northeast



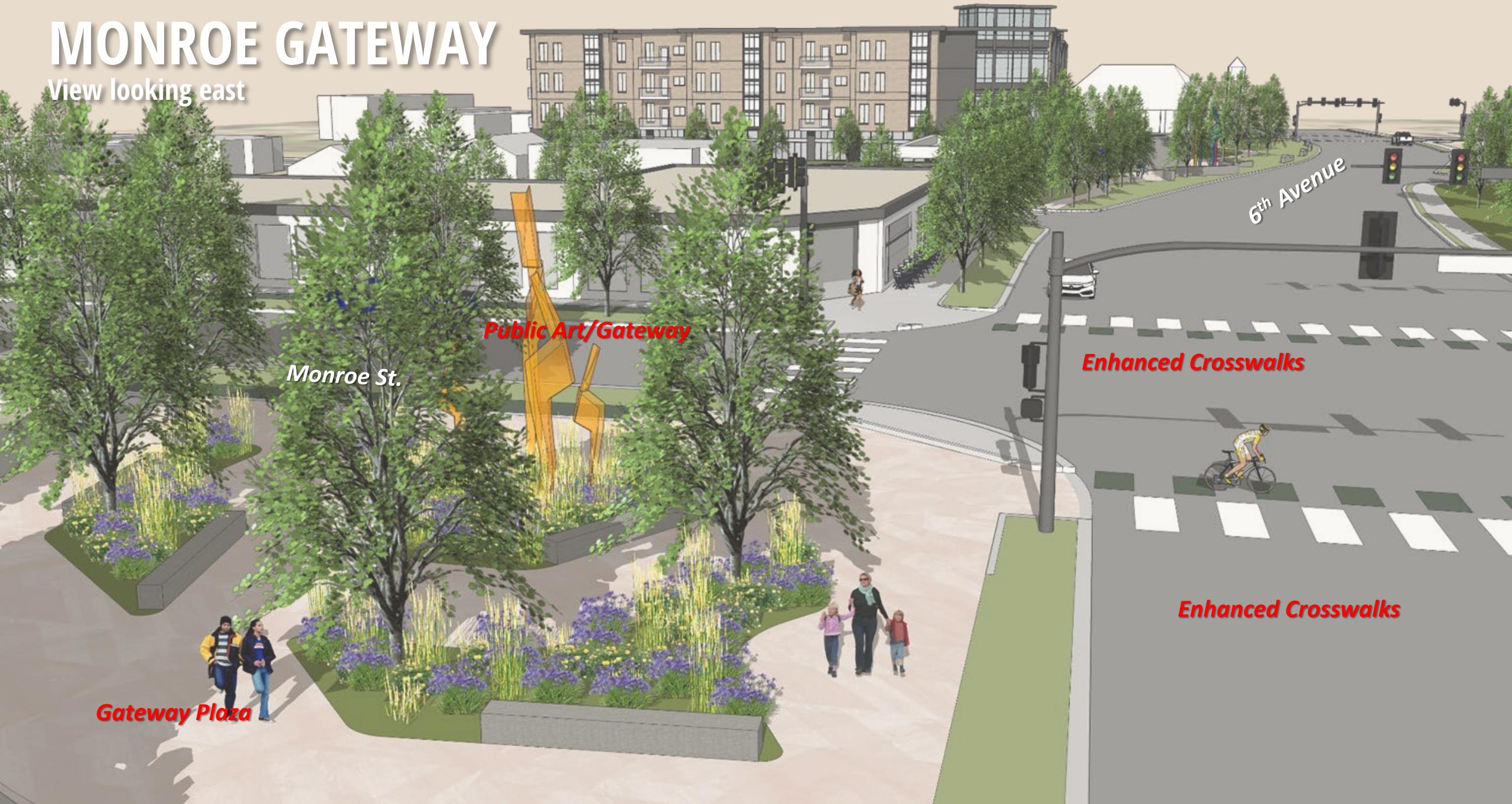
# MONROE GATEWAY

View looking northwest



# MONROE GATEWAY

View looking east



# MONROE GATEWAY

## PRO FORMA SNAPSHOT

- Potential to redevelop
- 6<sup>th</sup> and Monroe a strong commercial location
  - Building A shown as multitenant commercial building – 13,500 sf
  - Buildings C (4,500 sf) and Building D (6,500 sf)
  - Commercial rents estimated at \$30 full service
  - More likely single use retail or restaurant sites
  - All three sites would require 4 spaces per 1,000 parking
- Building B is proposed as mixed-use building
  - 1 level of commercial and 3 levels of student apartments
  - Commercial space should be limited to the 6<sup>th</sup> Avenue frontage



# WASHINGTON STREET (THE STRIP)

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## GOALS AND RECOMMENDATIONS

Goal  
#1

Maximize pedestrian and bicycle space while balancing the need for parking and vehicular circulation.

Recommendation #1: Convert Washington Street to one-way

Recommendation #2: Convert one-side of parking options to parallel

Recommendation #3: Redesign Washington Street and 4<sup>th</sup> Avenue intersection to prioritize bicycle and pedestrian movements

Recommendation #4: Introduce cohesive streetscape and urban design elements to reinforce district identity



# WASHINGTON STREET (THE STRIP)

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## GOALS AND RECOMMENDATIONS

Goal  
#2

Enhance visitor experience and image of 'The Strip'.

Recommendation #1: Capitalize on expanded pedestrian space to introduce new streetscape amenities.

Recommendation #2: Strengthen brand/identity through updated, consistent urban design strategies.

Recommendation #3: Introduce wayfinding elements as part of a comprehensive campus neighborhood wayfinding program.

Recommendation #4: Investigate funding and management strategies for capital improvements as well as long-term funding for maintenance of streetscape and other public amenities.



# WASHINGTON STREET (THE STRIP)

## PREFERRED CONCEPT

- ENHANCED PEDESTRIAN EXPERIENCE
- ADDED SPACE FOR SIDEWALK CAFÉ SEATING
- APPROX. 5-7 ADDITIONAL PARKING SPACES



North



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# WASHINGTON STREET

EXISTING CONDITIONS – View looking north



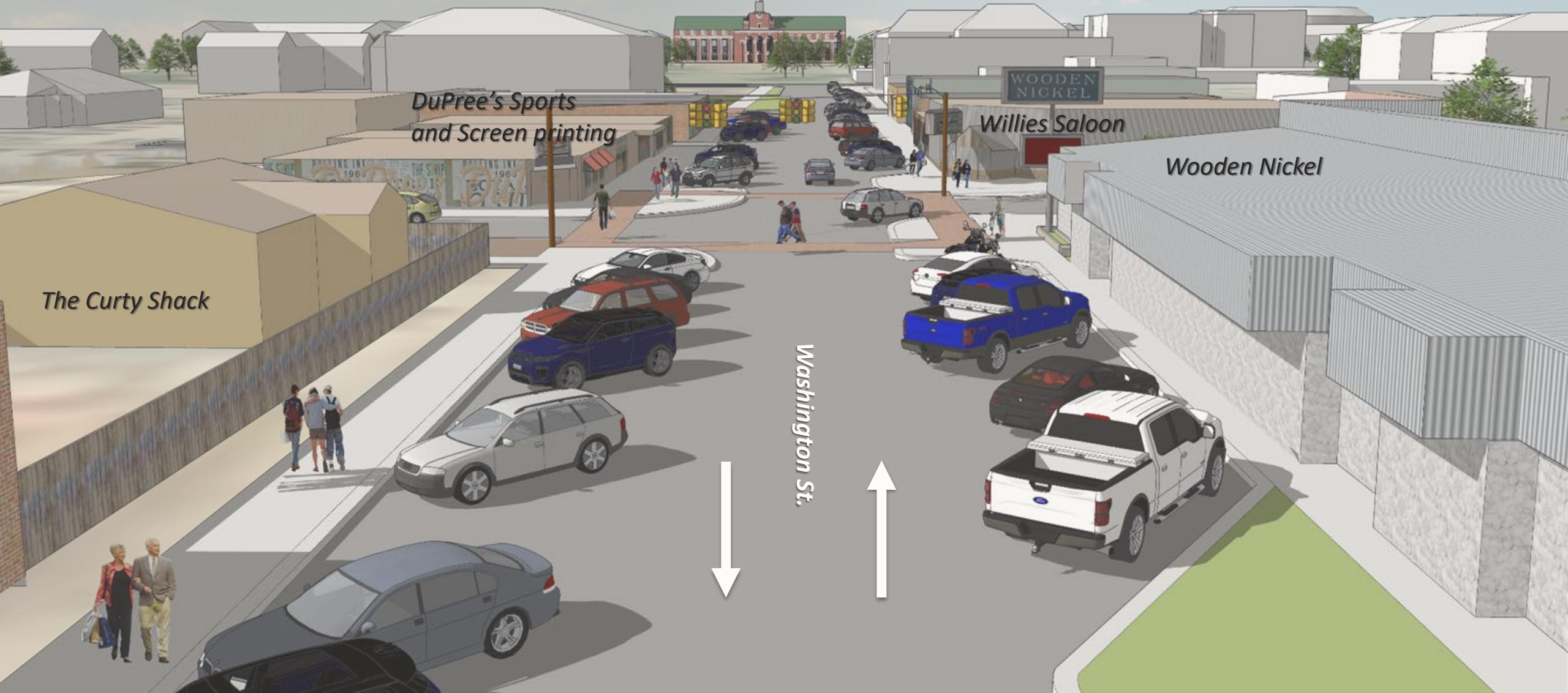
# WASHINGTON STREET

PROPOSED CONDITIONS – View looking north



# WASHINGTON STREET

EXISTING CONDITIONS – View looking north



# WASHINGTON STREET

PROPOSED CONDITIONS – View looking north



# WASHINGTON STREET

EXISTING CONDITIONS – View looking north



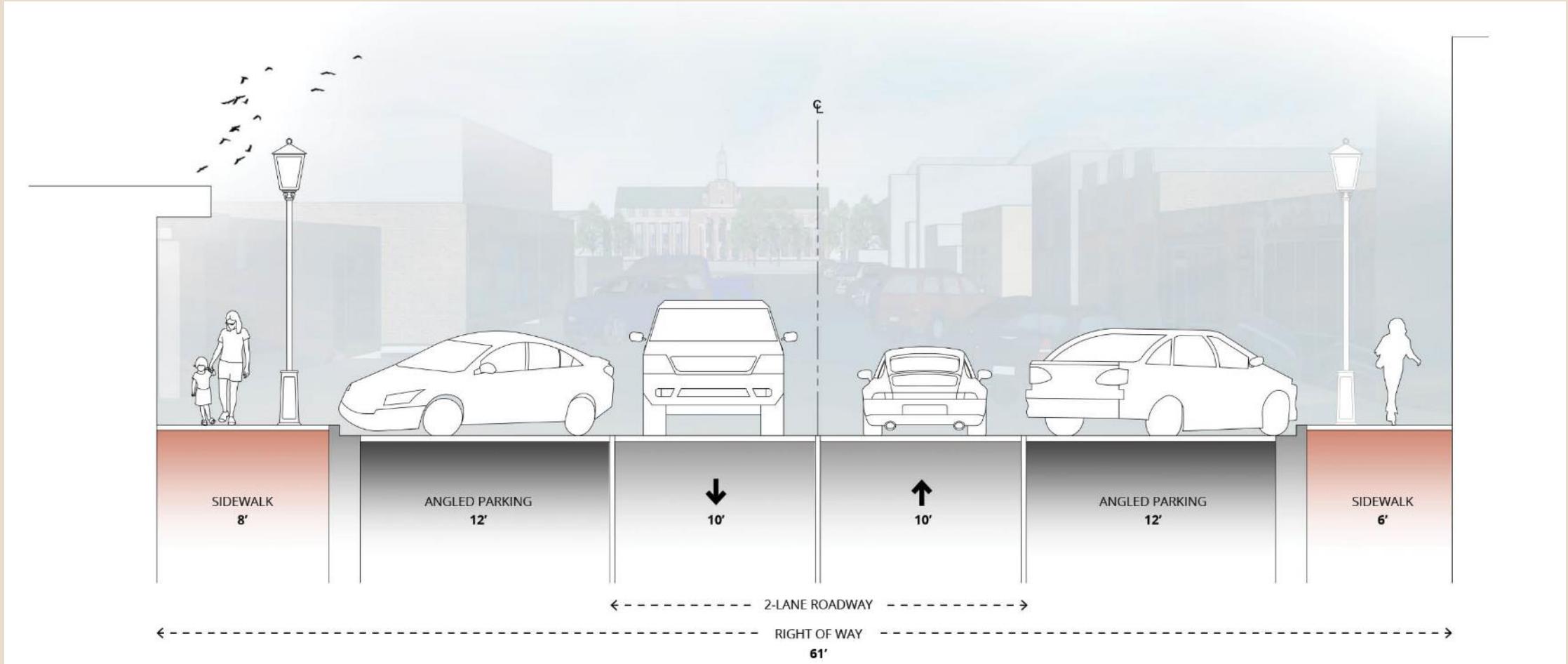
# WASHINGTON STREET

PROPOSED CONDITIONS – View looking north



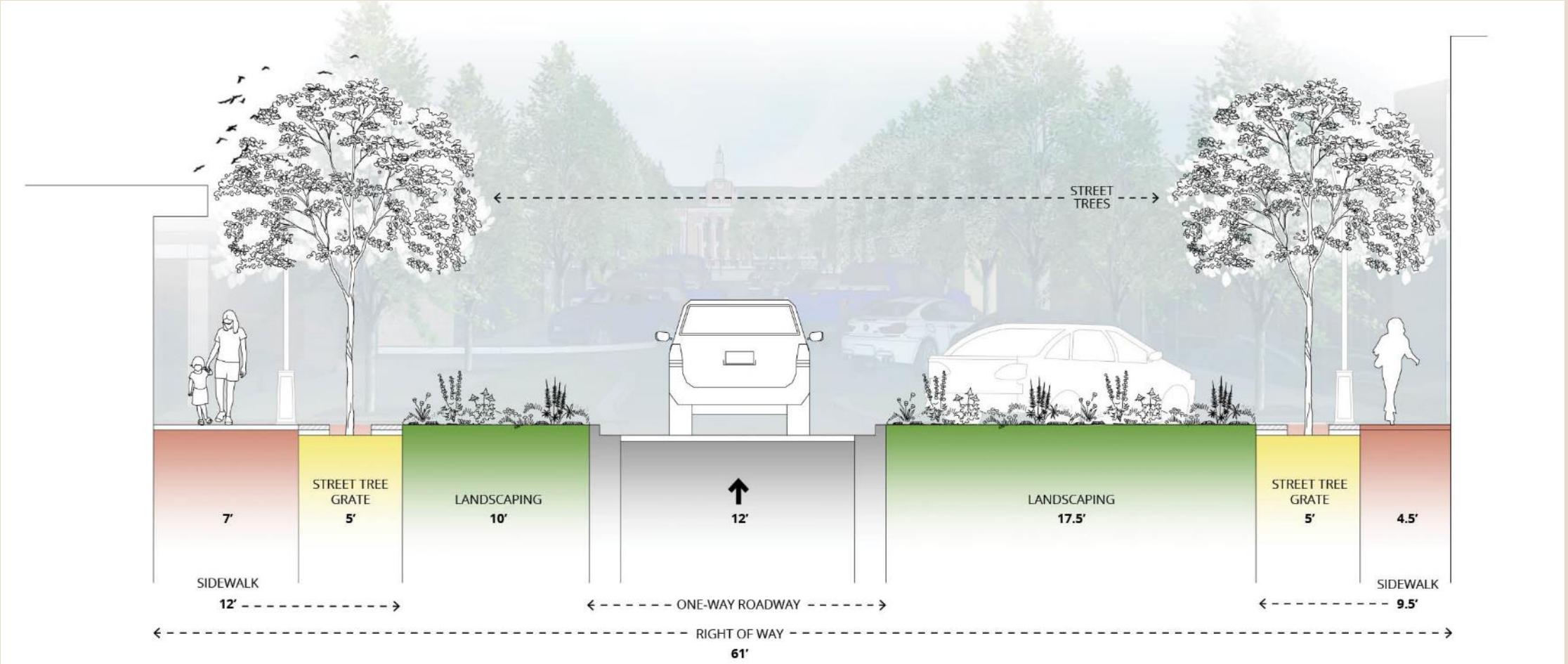
# WASHINGTON STREET

Existing Section North of 4<sup>th</sup> Ave. – Looking north



# WASHINGTON STREET

Proposed Section North of 4<sup>th</sup> Ave. – Looking north





# FOCUS AREA 3 LAND USE



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# LAND USE

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## GOALS AND RECOMMENDATIONS

### Goal #1

Focus and prioritize higher density development and redevelopment around the OSU campus and other major activity areas.

Recommendation #1: Adopt the proposed future land use map as part of the City's comprehensive plan from which to base decisions related to proposed rezonings and development projects

Recommendation #2: Rezone potential development and redevelopment parcels to be consistent with the proposed future land use map.



# LAND USE

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## GOALS AND RECOMMENDATIONS

Goal  
#2

### Preserve the Western neighborhood and other existing single-family neighborhoods.

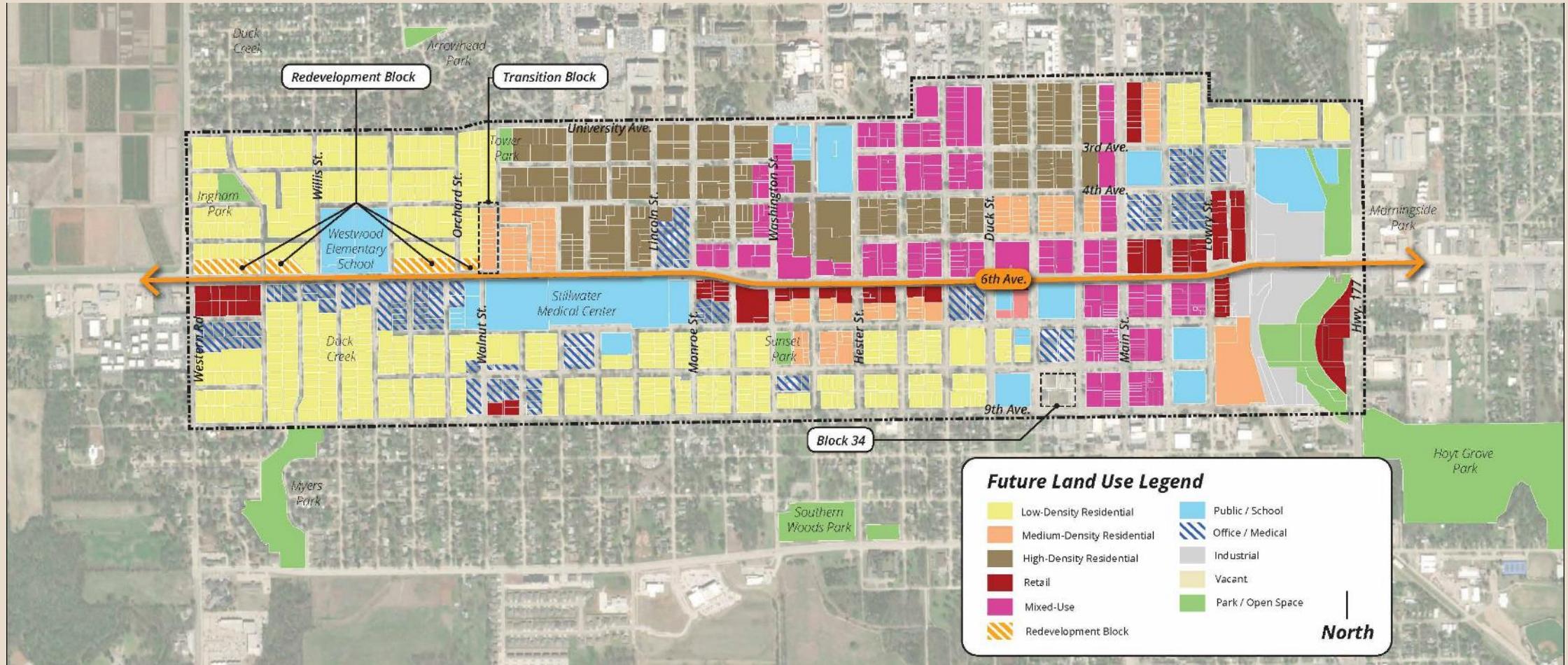
Recommendation #1: Update the City's development regulations to require to redevelopment be planned and executed at a block level and limit the redevelopment of small, individual lots and parcels to ensure a more orderly and cohesive development pattern.

Recommendation #2: Require physical buffers and transitions between differing land uses to protect existing properties from more intensive development.

Recommendation #3: Adopt design standards for residential parking lots and driveways, site landscaping, and building facades to protect the character of the surrounding neighborhood and community.

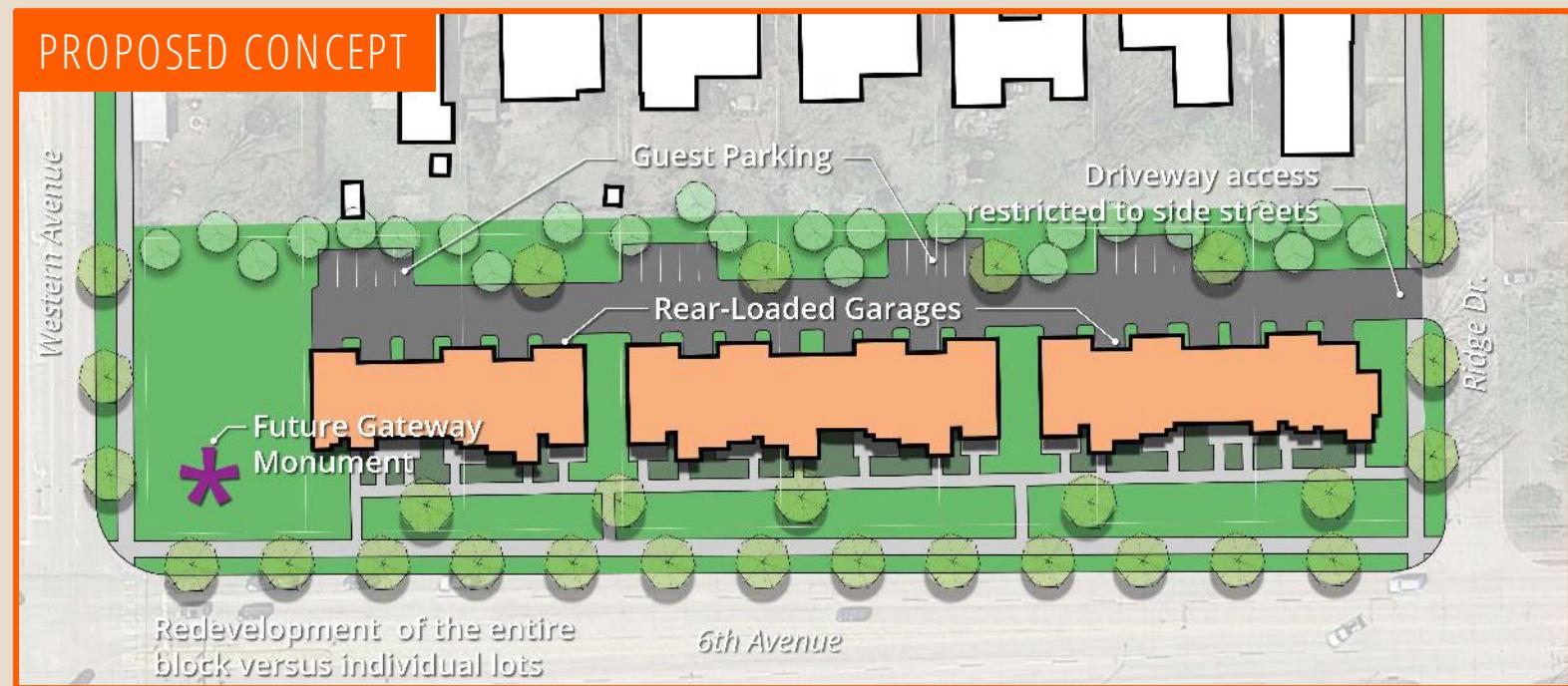


# LAND USE UPDATES



# LAND USE REDEVELOPMENT CONCEPT FOR 6<sup>th</sup> AVE. + WESTERN AVE.

- Prepare for ultimate reuse / redevelopment of older single-family properties
- Reduce number of driveways along 6<sup>th</sup> Avenue
- Provide high-quality suitable transitional use between 6<sup>th</sup> Avenue and Westwood Neighborhood





# FOCUS AREA 4 URBAN DESIGN



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# URBAN DESIGN

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## GOALS AND RECOMMENDATIONS

Goal  
#1

Create a cohesive streetscape environment throughout the 6<sup>th</sup> Avenue study area.

Recommendation #1: Develop final design and specified site furnishings and lighting elements from Kit of Parts and create a phased approach for deploying throughout the 6<sup>th</sup> Avenue study area.

Recommendation #2: Develop preliminary and final design streetscape plans to revitalize Washington Street from 6<sup>th</sup> Avenue to University Avenue.

Recommendation #3: Develop plans and implement downtown gateway features at Monroe Street and at Main Street.



# URBAN DESIGN

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## GOALS AND RECOMMENDATIONS

Goal  
#2

### Develop and implement open green and urban public realm spaces.

Recommendation #1: Make civic open green spaces a priority when developing future plans for key developments in the downtown area.

Recommendation #2: Create quality of life civic spaces that include public art, wayfinding, landscape/gardens and active and passive spaces.

Recommendation #3: Provide funding to effectively support the maintenance and integrity of civic open spaces.



# URBAN DESIGN

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## GOALS AND RECOMMENDATIONS

Goal  
#3

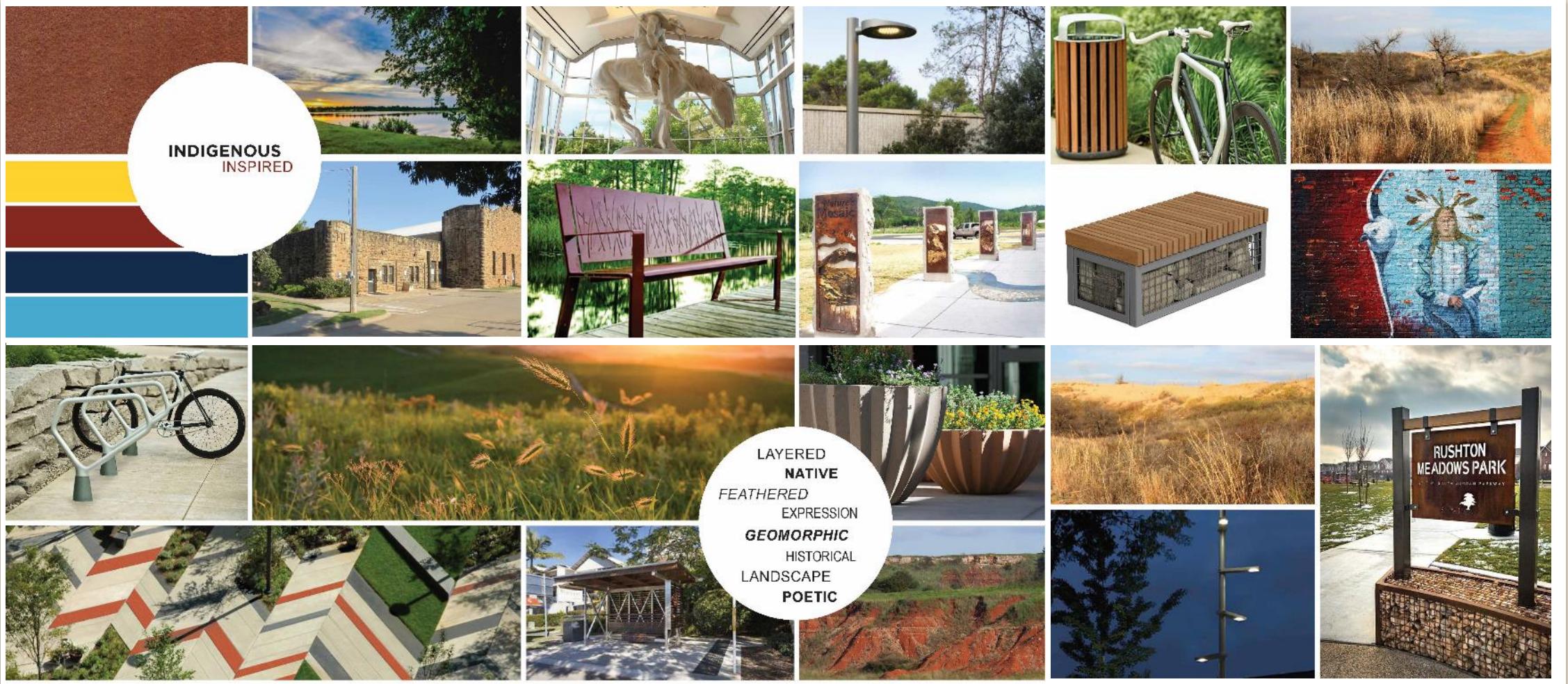
### Incorporate sustainable design and stormwater best management practices.

Recommendation #1: Where appropriate, consider green infrastructure (rain gardens, porous paving, green roofs, etc.) when developing City projects and streetscapes.



# URBAN DESIGN

## WHAT WE HEARD



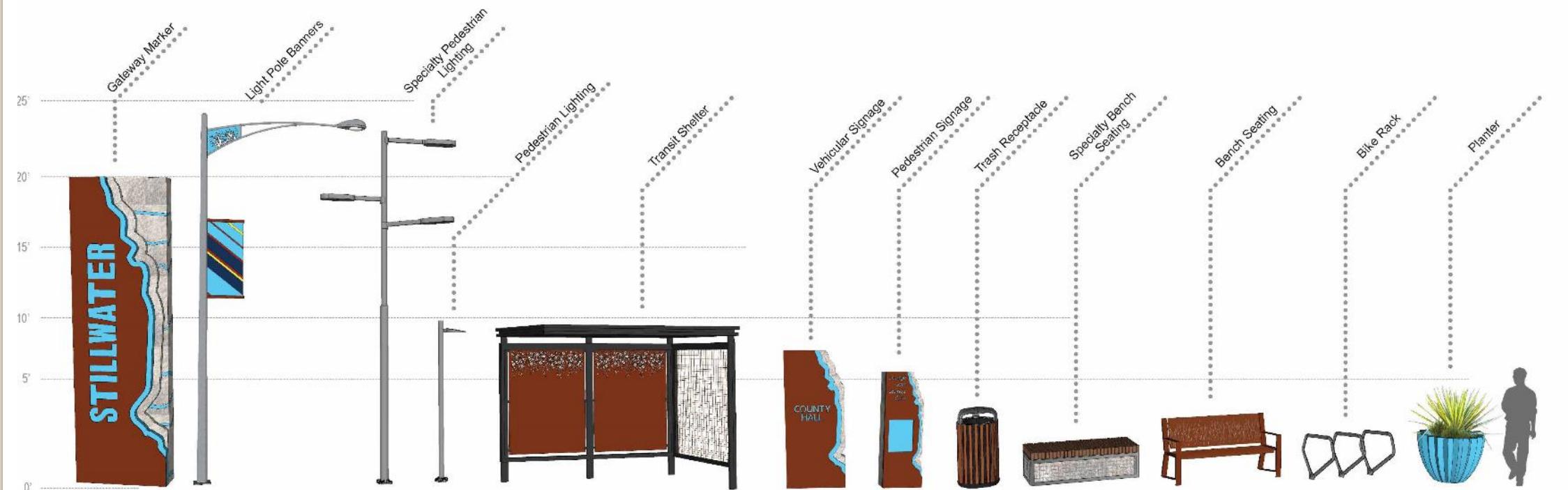
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# URBAN DESIGN

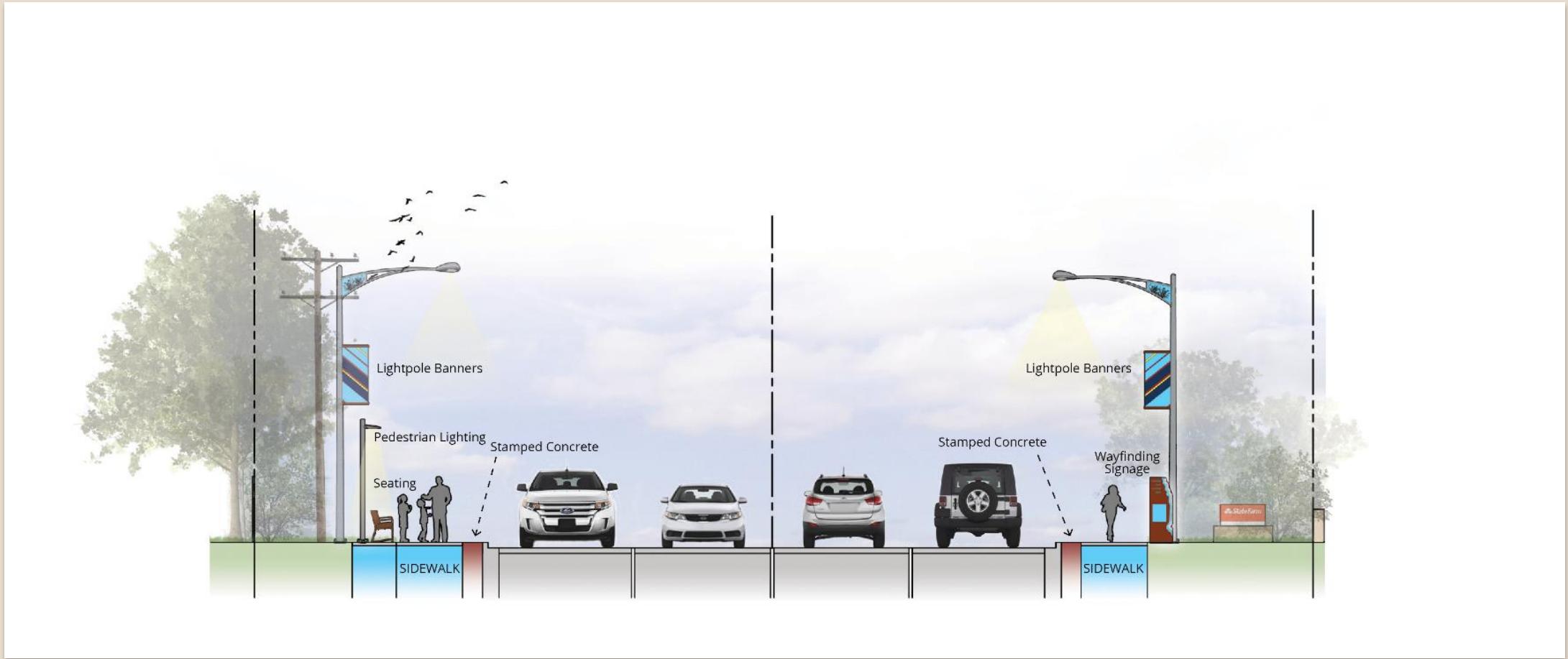
## WHAT WE HEARD

### Indigenous



# URBAN DESIGN

## TYPICAL STREETSCAPE SECTION

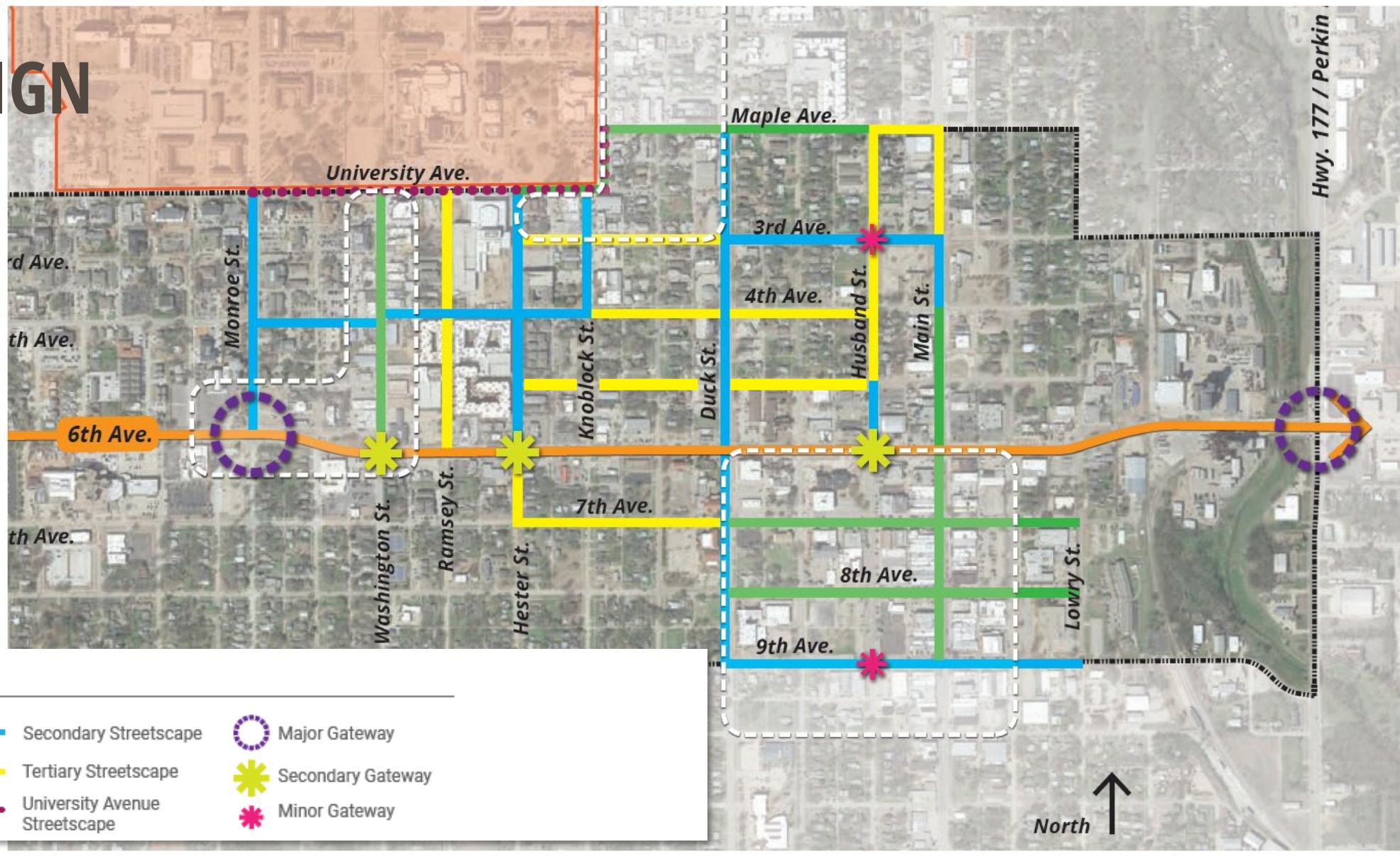


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# URBAN DESIGN

## STREET TYPOLOGIES

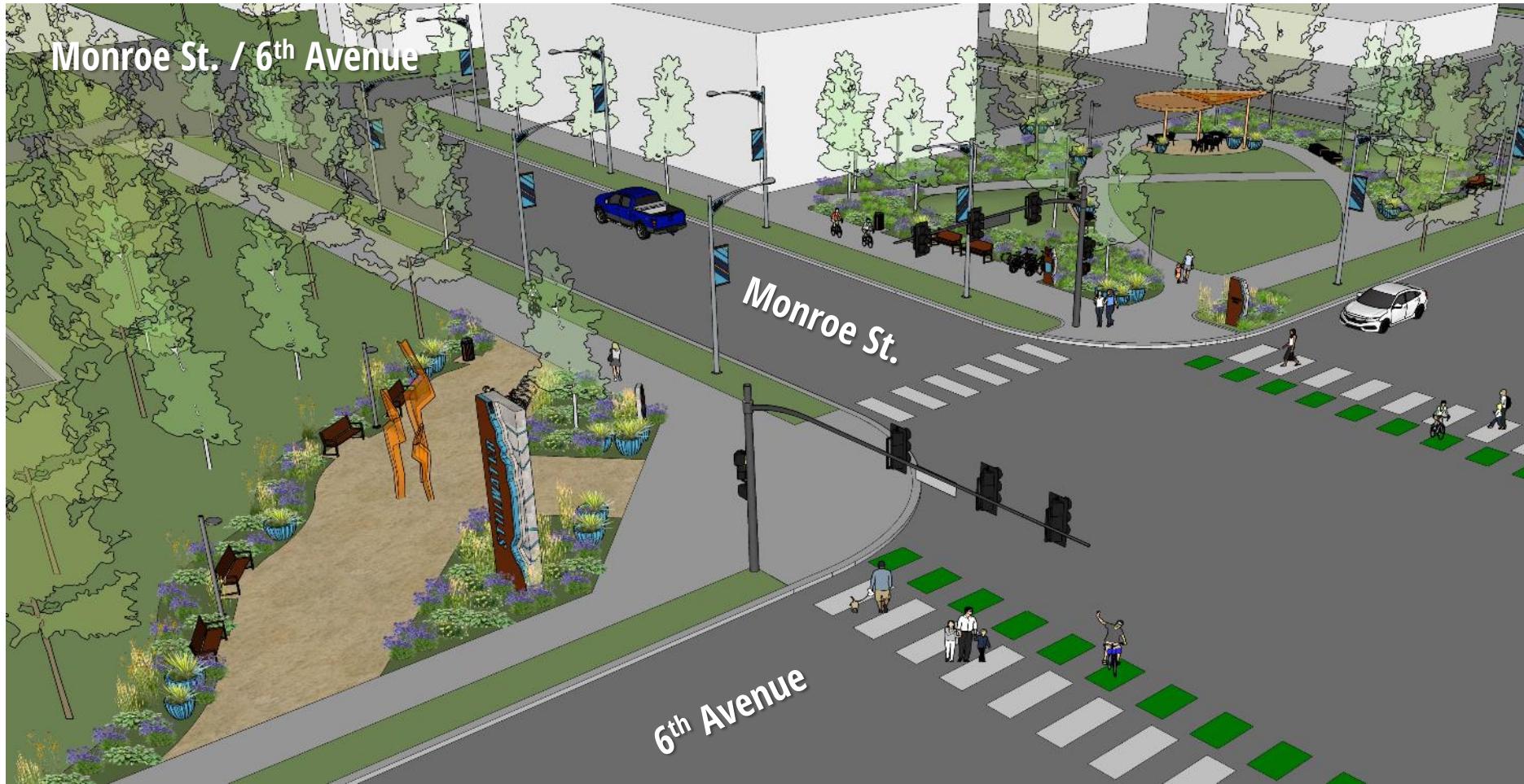


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# URBAN DESIGN

## Monroe Gateway Concept



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# IMPLEMENTATION



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# IMPLEMENTATION STRATEGY (DRAFT)

## Active Transportation Broken into 5 Phases

### Phase A

- Expanded bike lanes on 9<sup>th</sup> Avenue
- Shared bike route on 7<sup>th</sup> Avenue
- Transfer of shared bike route from Monroe Street to Adams Street between 7<sup>th</sup> Avenue and 9<sup>th</sup> Avenue
- Shared bike route on 4<sup>th</sup> Avenue between West Street and Husband Street
- Off-Street shared-use path and 6<sup>th</sup> Avenue underpass at Duck Creek
- Off-street shared-use path on Duck Street from 6<sup>th</sup> Avenue to University Avenue
- Roundabout facility at Adams Street and 9<sup>th</sup> Avenue

### Phase B

- Separated bike lanes on Hester Street between 6<sup>th</sup> Avenue and 7<sup>th</sup> Avenue
- Shared bike route on Hester Street from 7<sup>th</sup> Avenue to 9<sup>th</sup> Avenue
- Separated bike lanes on Hester Street from 6<sup>th</sup> Avenue to 4<sup>th</sup> Avenue
- Separated bike lanes on Kings Street from 6<sup>th</sup> Avenue to 4<sup>th</sup> Avenue
- Off-street shared-use path on 4<sup>th</sup> Avenue from Kings Street to Willis Street
- Shared bike route on 5<sup>th</sup> Avenue from Willis Street to Western Road

### Phase C

- Expanded bike lanes and narrower drive lanes on University Avenue from Walnut Street to Western Road
- Roundabout facility at University Avenue and Walnut Street
- Off-street shared-use path on Monticello Drive from University Avenue to Admiral Avenue
- Rails-to-trails conversion

### PHASE A

- Relieves pressure from 6<sup>th</sup> Ave during construction
- Builds the core framework for active transp. network

### Phase D

- Shared bike route on Adams Street from 9<sup>th</sup> Avenue to 12<sup>th</sup> Avenue
- Off-street facilities on 9<sup>th</sup> Avenue between Duck Street and Lewis Street
- Advisory Lanes on 7<sup>th</sup> Avenue between Duck Street and Lowry Street

### Phase E

- Shared bike route on Admiral Avenue between Monticello Drive and Western Road
- Off-street shared-use paths on Hall of Fame
- On-street bike lanes on 3<sup>rd</sup> Avenue from Husband Street to Perkins Road
- Off-Street shared-use paths on 12<sup>th</sup> Avenue from Main Street and Duck Street

# IMPLEMENTATION STRATEGY (DRAFT)

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## Redevelopment Opportunities

Consider a mix of strategies to catalyze projects:

- Land Acquisition / Land Banking
- Funding / Incentives
- Public Investment
  - Equity partnership
  - Infrastructure improvements
- Leverage a mix of funding mechanisms
  - Sales tax incentives
  - TIF
  - BID
  - CDBG Funds
  - Public Private Partnerships

Commit to a vision and be mindful of short-term “wins” vs. long-term success.



# IMPLEMENTATION STRATEGY (DRAFT)

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## Land Use

### Phase A

- Adopt the proposed Future Land Use Plan for the corridor as a supplement to the City's Comprehensive Plan.
- Identify areas and properties that should be rezoned to ~~ensure and encourage development and redevelopment is consistent with the corridor plan.~~

### Phase B

- Update the City's development code regulations to:
  - (1) Limit redevelopment of individual single-family lots or small parcels and instead ~~require redevelopment at a larger block level.~~
  - (2) Limit the conversion of an existing single-family structure into a multi-family or commercial building.
  - (3) Require physical buffers and transitions between differing land uses.
  - (4) Establish design standards for parking lots, site landscaping, and building facades.

### Phase C

- Consider updating the City's Comprehensive Plan to build upon the visioning and planning completed as part of this corridor plan.



# IMPLEMENTATION STRATEGY (DRAFT)

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## Urban Design

- Incorporate 'Kit of Parts' in all street improvement projects within district.
- CIP prioritization
- Leverage Partnerships
  - Developers
  - Businesses
  - University
  - ODOT
- Utilize a mix of strategies/funding sources
  - TIF
  - BID
  - CDBG
  - Active Transportation Funding
  - Public/Private Partnerships
  - Infrastructure Investment and Jobs Act

Plan public improvement projects to show commitment and **catalyze private reinvestment**. Be flexible and prepared to respond to viable opportunities.



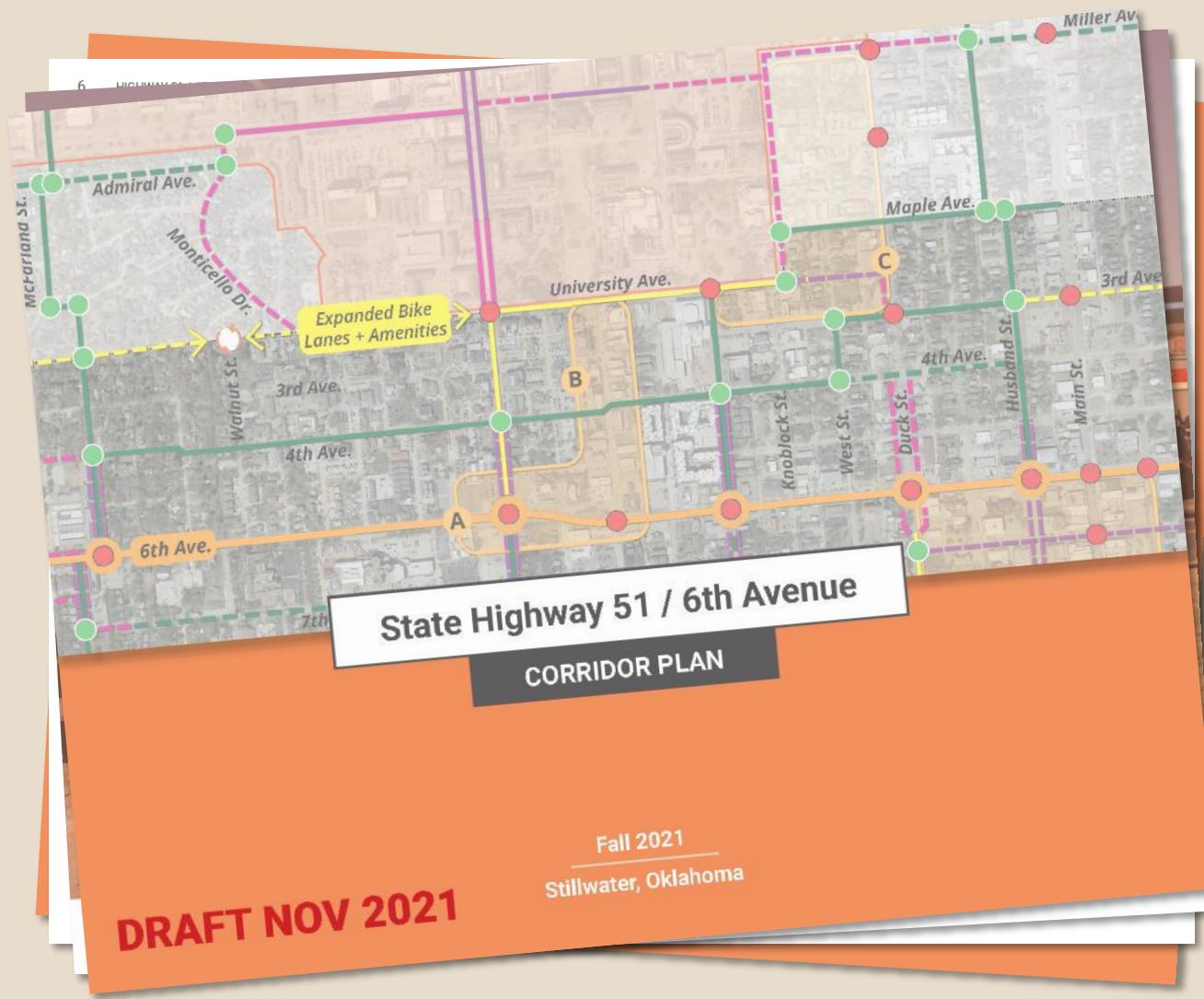


# NEXT STEPS



STATE HWY. 51 / 6<sup>TH</sup> AVENUE CORRIDOR STUDY  
City Council Study Session  
November 29, 2021

CONFLUENCE  



# Finalize Summary Document



# STATE HWY. 51 / 6<sup>TH</sup> AVENUE CORRIDOR STUDY

## City Council Study Session

### November 29, 2021

CONFLUENCE  HDR

# Planning Commission Public Hearing – December 7<sup>th</sup>

# City Council Public Hearing – December 20th



**STATE HWY. 51 / 6<sup>TH</sup> AVENUE CORRIDOR STUDY**  
City Council Study Session  
November 29, 2021

CONFLUENCE  



# QUESTIONS?



**STATE HWY. 51 / 6<sup>TH</sup> AVENUE CORRIDOR STUDY**  
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CONFLUENCE  