

Third Street Improvement (TSI) Project

Project Advisory Committee #4

15% Design

McMinnville, Oregon

4 April 2024

3-5p



Project Advisory Committee :: **Meeting #4 Agenda**

MEETING PURPOSE

To review and offer feedback on various aspects of the 15% Design.

AGENDA

3p	Welcome + Introductions	<i>Chair / SERA</i>
305p	Approval of the Minutes from PAC Mtg #3A	<i>City / All</i>
310p	Business Resilience Update	<i>MDA / SERA / BKF</i>
315p	15% Design Update & Discussion <ul style="list-style-type: none">● Curb Alignment● On-Street Parking● Utilities● Streetlights● Existing Street Trees + Sidewalk Design● Mid-Block Curb Extensions● Intersections / Corners● Gateway Opportunities	<i>SERA / BKF / All</i>
4p	Break	<i>All</i>
405p	15% Design Update & Discussion Continued...	<i>All</i>
5p	Adjourn	

Project Overview :: **Adams to Johnson**

Phase A: **Vision, Goals, and Design Principles** (2018/19)

Phase B: **Initial Concept Design** (2021/22)

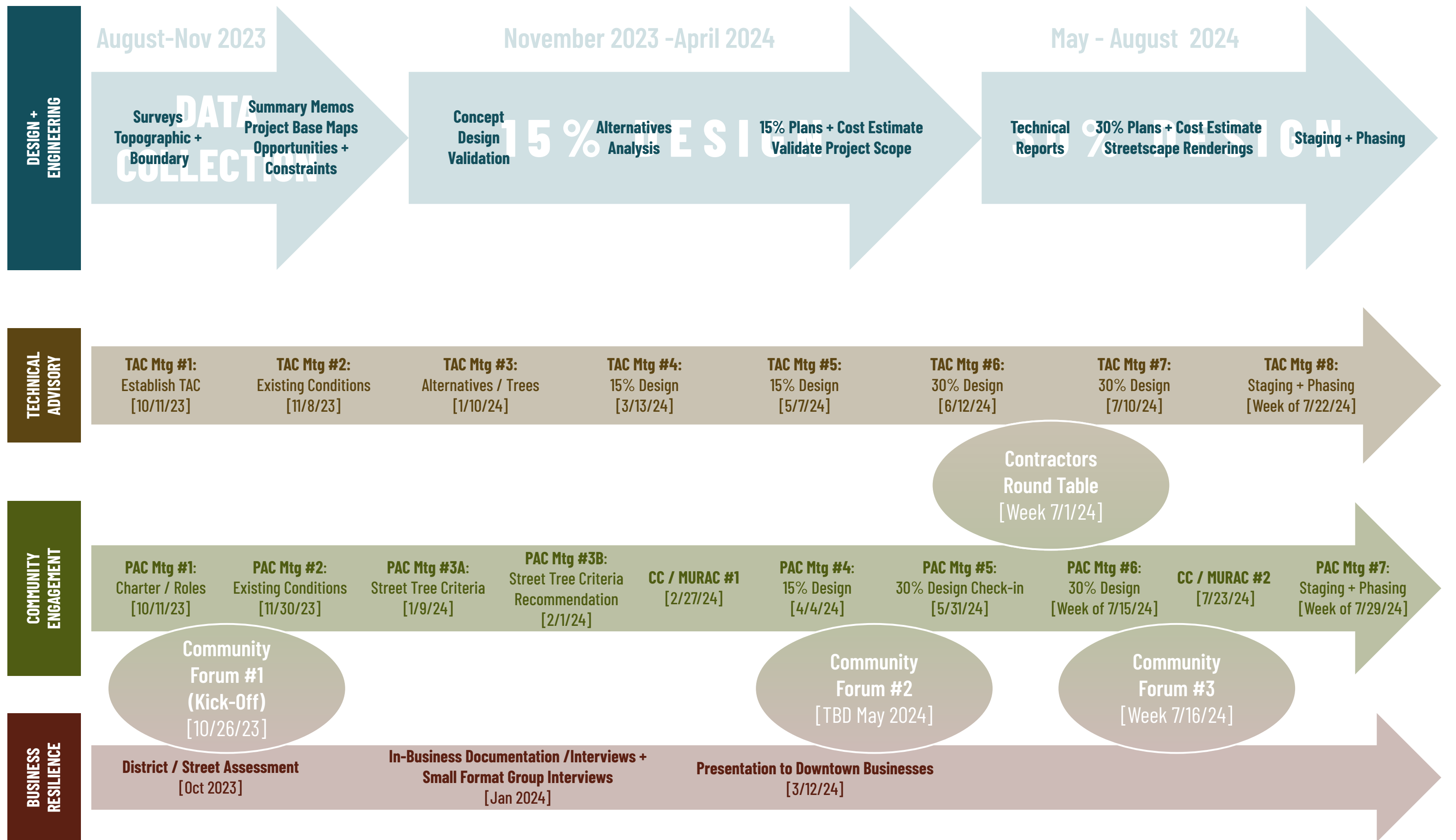
Phase C: **Refined Concept Design** (2022)

Phase D: **Preliminary Engineering** (2023/24)

Phase E: **Final Design / Construction Documentation** (2024/25)



Third Street Improvement Project :: **Process / Schedule** (as of 4/4/24)



Dates subject to change

Third Street Improvement Project :: **Business Resilience Milestone Update** (as of 2/1/24)



Work completed to-date:

- District / street assessment
- In-business visits / interviews
- Small-format group interviews
 - Held on January 23rd + 24th, 2024
 - Host: Doris Towery (MDA)
 - Facilitator: Michele Reeves (Civilis)
 - (City staff was intentionally not in attendance to allow for candid conversations)
- Presentation to Downtown businesses

Upcoming:

- Resilience Toolkit



The background is a detailed street map of downtown Portland, Oregon. It shows a grid of streets including NE 1st St through NE 5th St and SW Adams St through NE Johnson St. Key landmarks are labeled, such as the aquatic center, city park, library, downtown association, u.s. bank plaza, hotel oregon, the barbery, and a train station. A yellow double-headed arrow highlights the area between NE 3rd St and NE 4th St, indicating the project's focus. The title text is overlaid on this highlighted area.

Third Street Improvement (TSI) Project Vision, Goals, and Design Principles

NE Third Street :: **Vision**

Third Street is McMinnville's signature People Place and year-round "living room" - a comfortable space for daily living and social cohesion - as well as its "central stage" for extraordinary events that bring everyone together. **It is the welcoming feature and "heartbeat" of the community - the place where locals mingle with visitors to enjoy the authentic ambiance and lively atmosphere of this rural Downtown.** Leafy green and shaded in summer, magically illuminated in the evenings and during the winter, Third Street is intimate, artistically creative, and beautifully enchanting.

Third Street is both quirky and classy, proudly reflecting the cultural richness of the city and the surrounding region while forging an identity all its own. **Featuring historic architectural gems, curated art and furnishings, and adaptive infrastructure, Third Street's organic flexibility makes it both timeless and future-proof.** It maintains a diverse, thriving, and independent business community. Local ownership and an overarching commitment to authenticity ensure an interesting and rewarding experience unique to McMinnville.

NE Third Street :: **Goals + Objectives**

reinforce and celebrate McMinnville's UNIQUE and WELCOMING IDENTITY

strengthen the PROSPERITY of LOCAL BUSINESSES

ensure SAFETY for all users and CONNECTIVITY throughout Downtown

foster a range of EVENTS and ACTIVITIES for citizens and visitors alike

choose DURABLE, LONG-LASTING solutions that allow for EFFICIENT CONSTRUCTION and EFFECTIVE MAINTENANCE

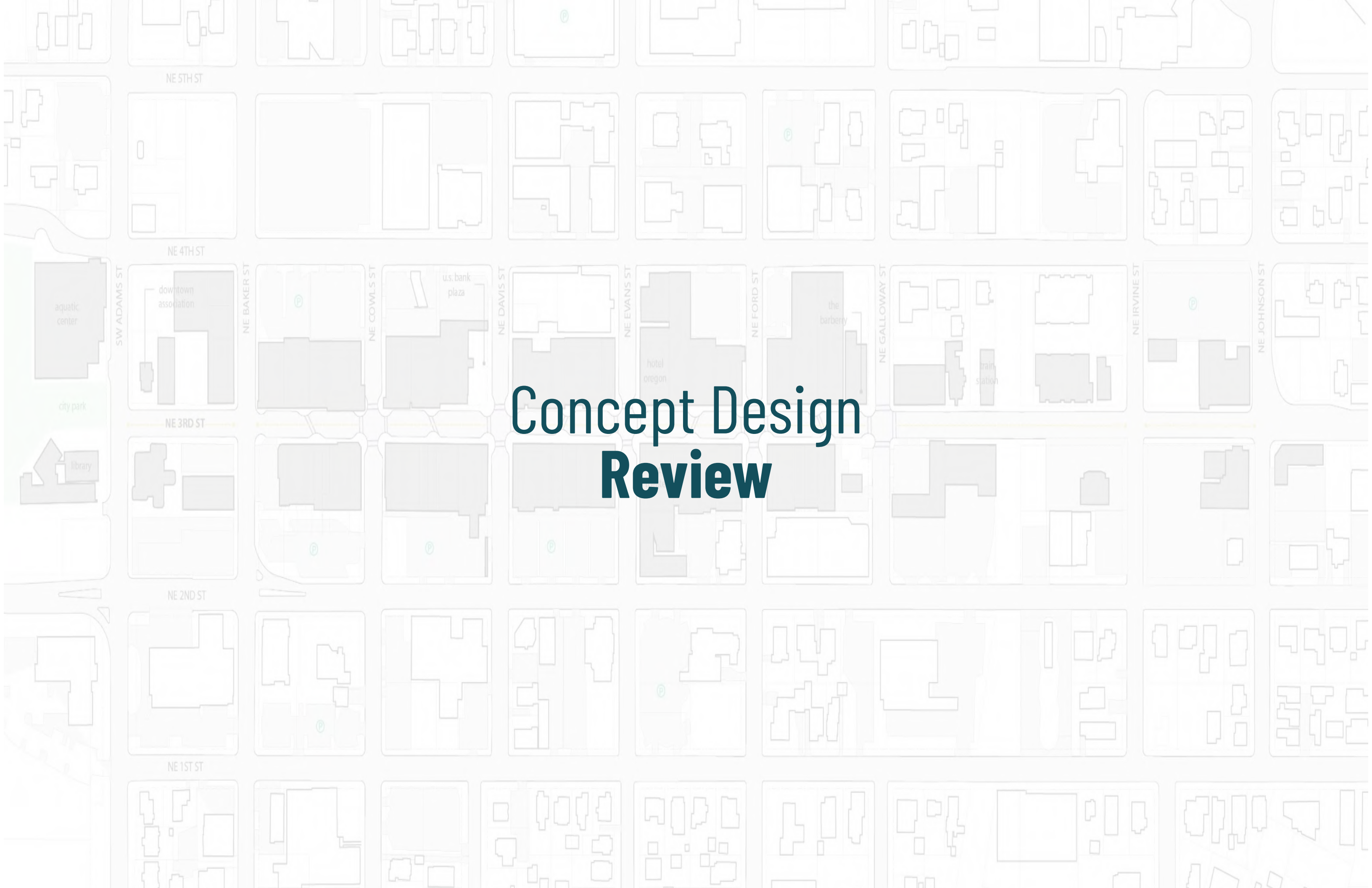
facilitate a robust PUBLIC ENGAGEMENT process that engages the entire community

where feasible, preserve Third Street's EXISTING STREET TREES

Approved by City
Council / MURAC at
2/27/24 mtg

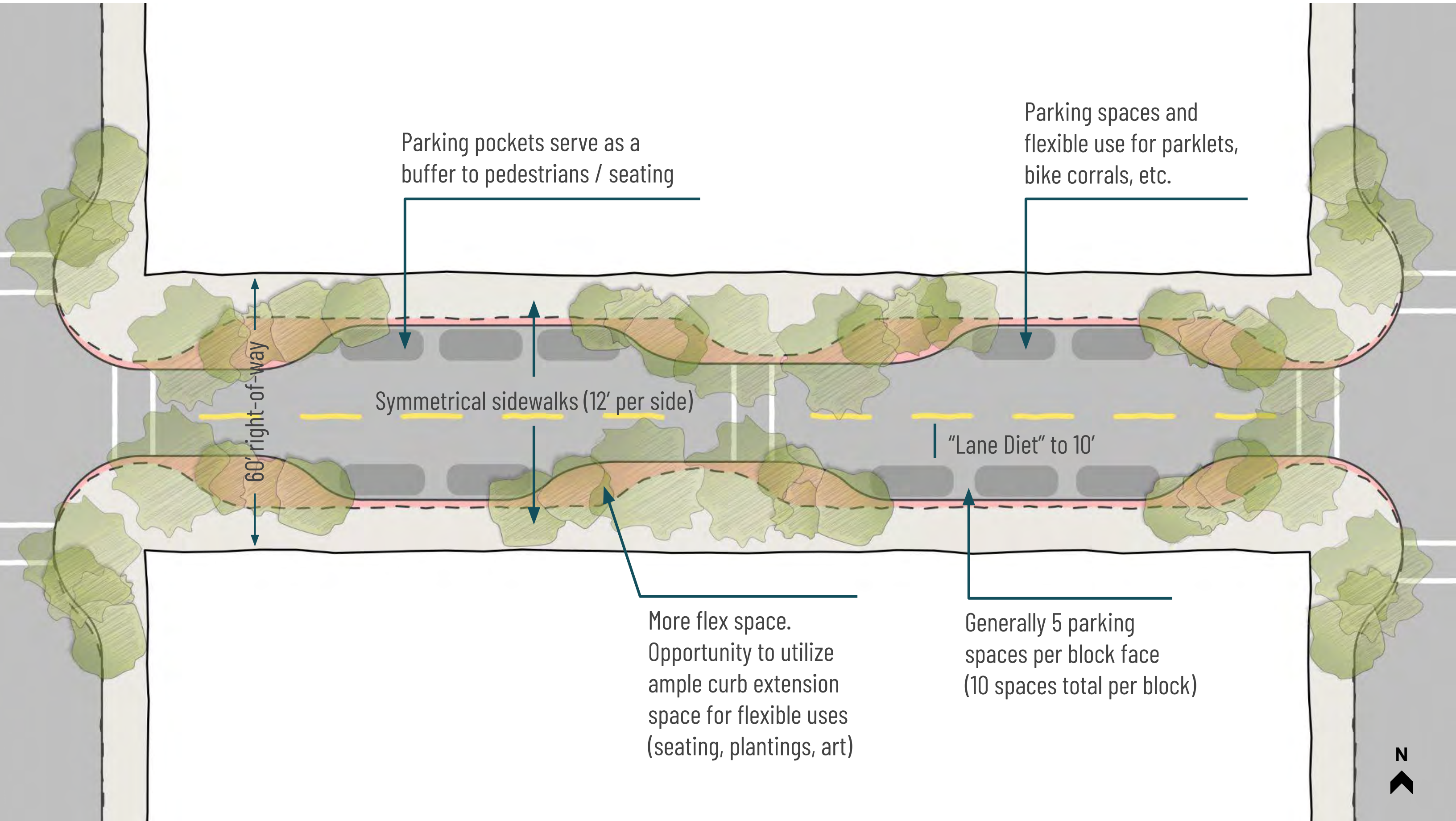
NE Third Street :: **Design Principles**

- Third Street is of the **people**, for the people, and created by the people
- Third Street is **safe, inclusive**, and **accessible to all**
- Third Street is Downtown's premier **public space**
- Third Street is an **integral part of Downtown**
- Third Street is the **vibrant commercial heart** of Downtown McMinnville
- Third Street's success relies on **public-private partnerships**
- Third Street is an **ever-evolving** street that **embraces change**
- Third Street is actively geared towards **early implementation-oriented improvements**
- Third Street contributes to a more **sustainable** environment
- Third Street is **quirky** and **unique**



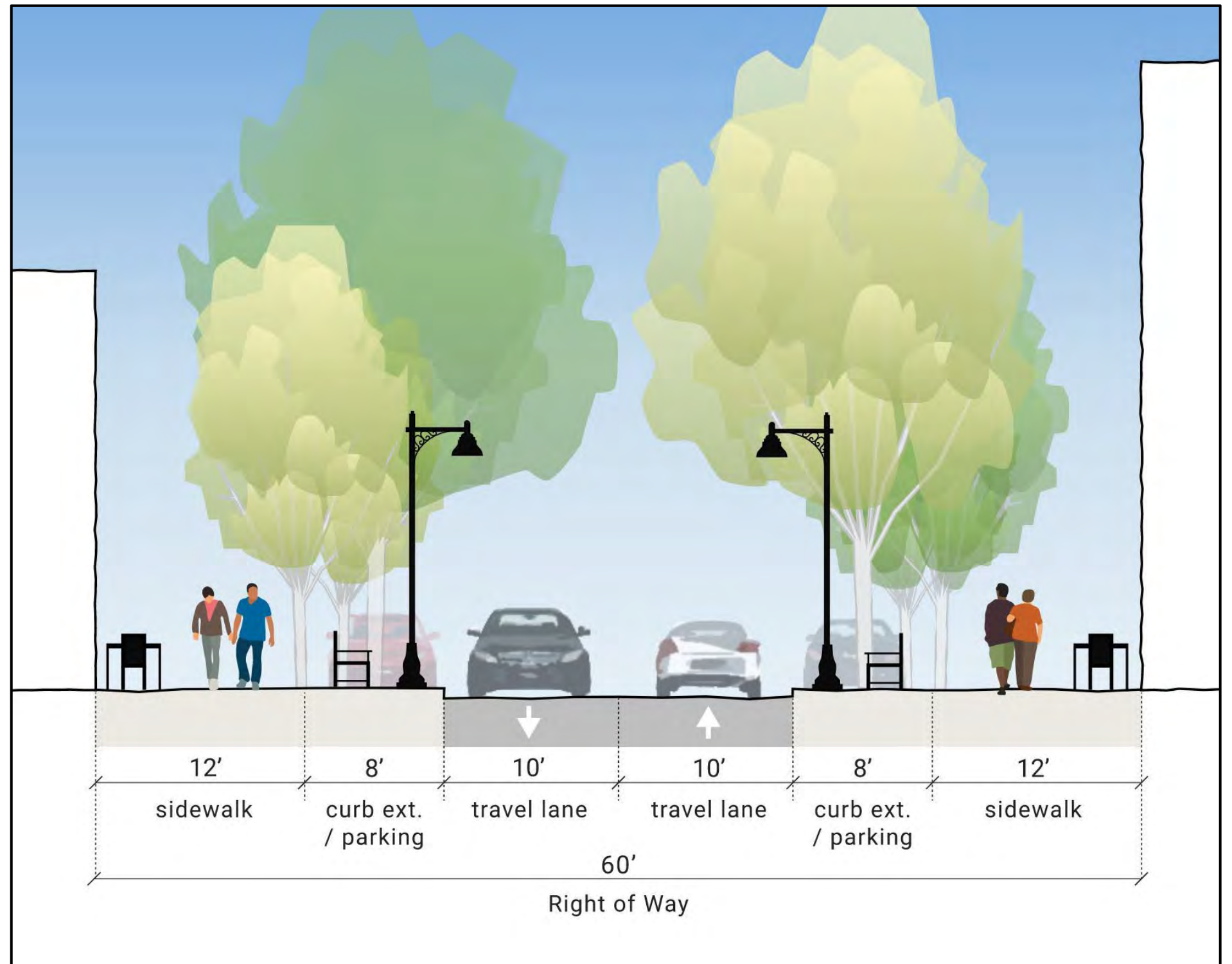
Concept Design Review

Preferred Functional Design :: A Person-Centered Main Street

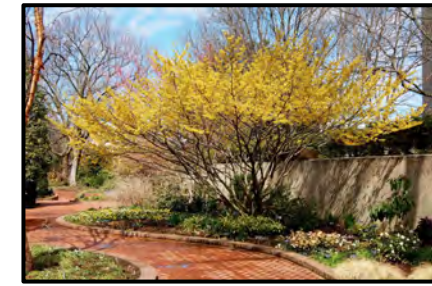


Preferred Functional Design :: **A Person-Centered Main Street**

- **Familiar layout that improves upon what works well today**
- Large curb extensions create flexible areas for seating, art, plantings, and dining spaces
- Wider sidewalks provide more room for pedestrians and commerce
- Balanced design equally serves both sides of the street
- Narrower lanes, curb extensions, and on-street parking calm traffic speeds



Concept Design :: **Proposed Grove Concept** (Open Mountain Woodland)



Deciduous - e.g., Birch or Hornbeam

Understory 2 - e.g., Dogwood or Redbud

Conifer - e.g., Lodgepole Pine

Understory 1 - e.g., Vine Maple or Witchhazel

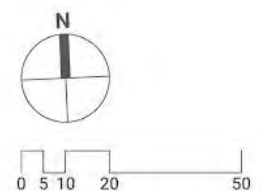
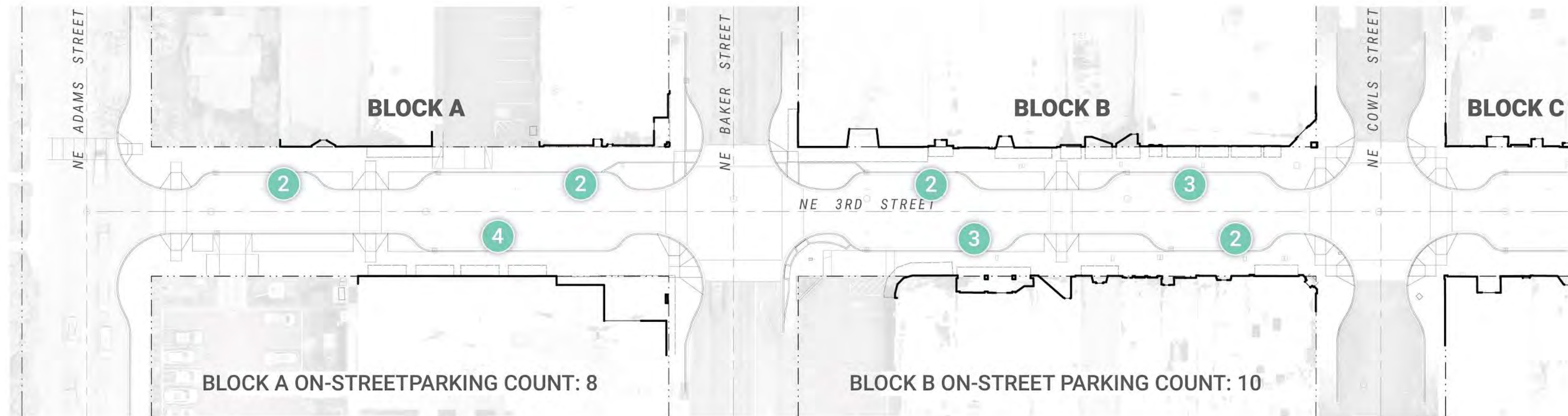


15% Design
On-Street Parking

15% Design :: On-Street Parking

Parking counts are based on a standard stall size of 8 ft wide x 20 ft long.

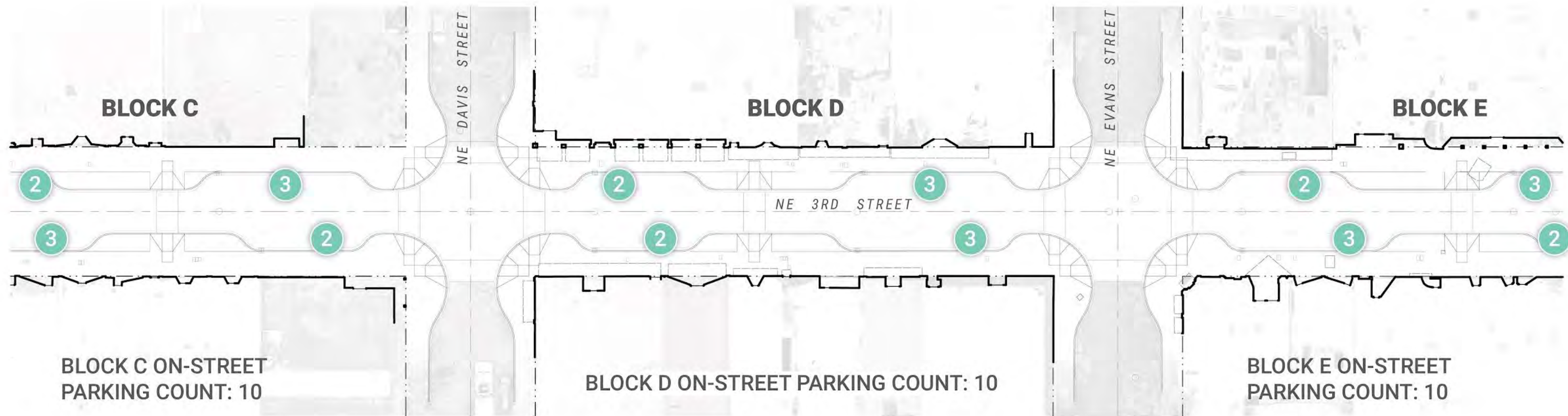
Total # of on-street parking stalls (project-wide): **64**



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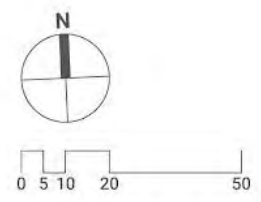
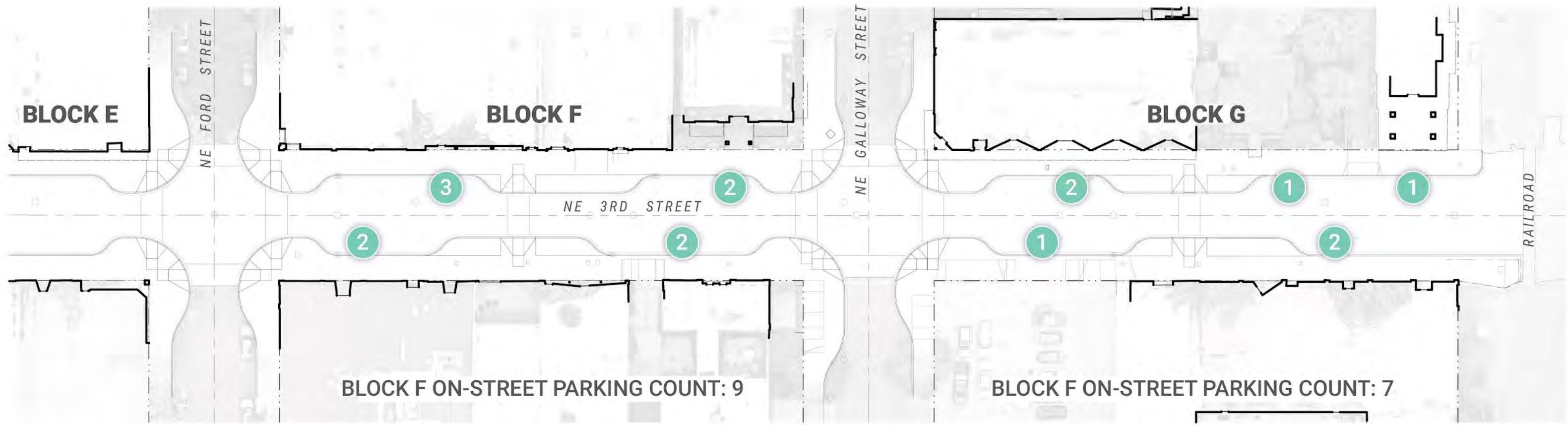
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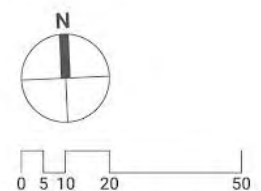
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Total # of on-street parking stalls (project-wide): **64**



DESIGN QUESTIONS / CONSIDERATIONS

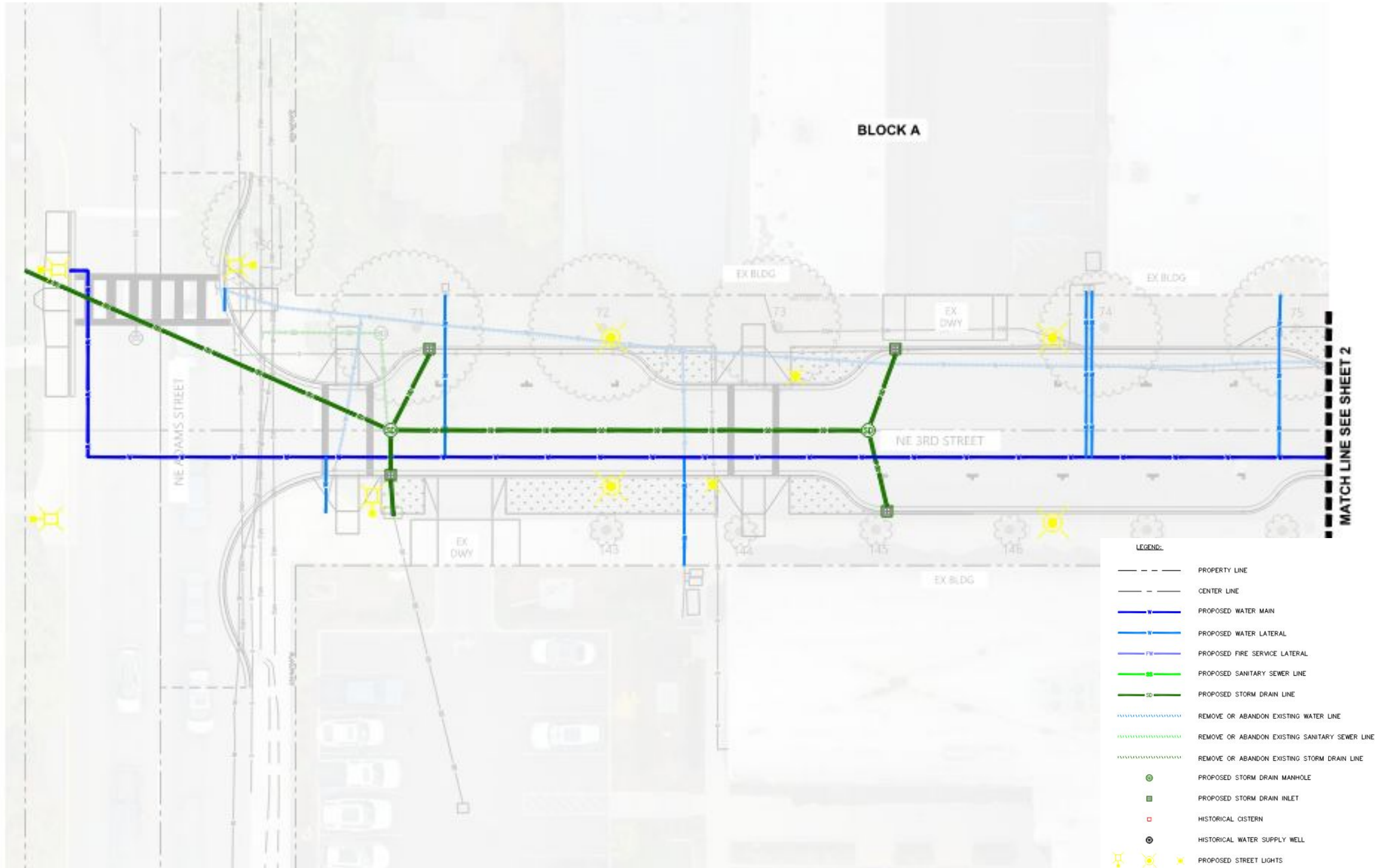
- The City is considering whether or not to stripe individual parking spaces along Third Street (and in Downtown generally). Striping spaces usually leads to more orderly parking, while leaving them unstriped can provide more flexibility and efficiency (by allowing vehicles to park closer to one another and smaller vehicles to squeeze in).





15% Design
Utilities

15% Design :: Utilities



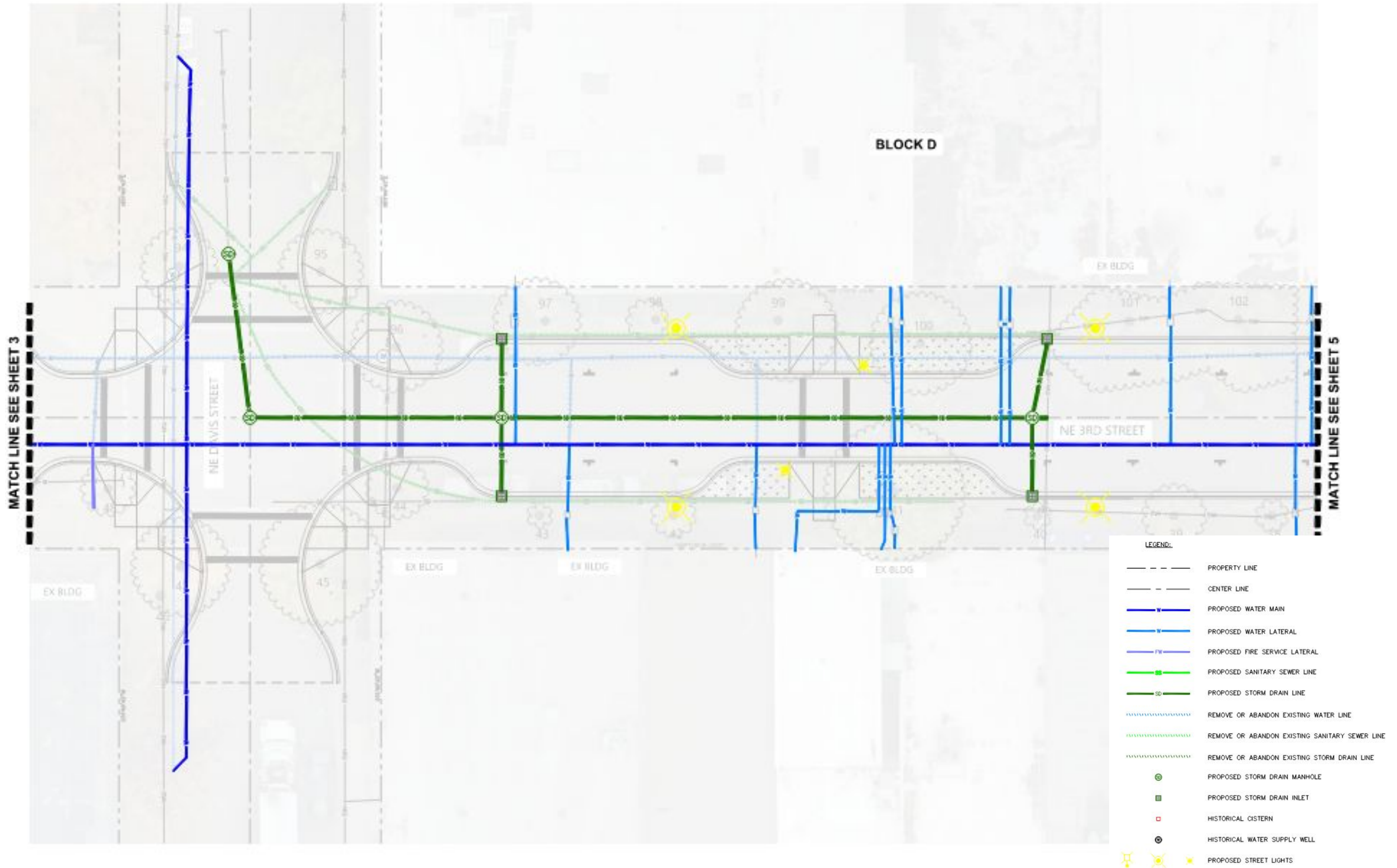
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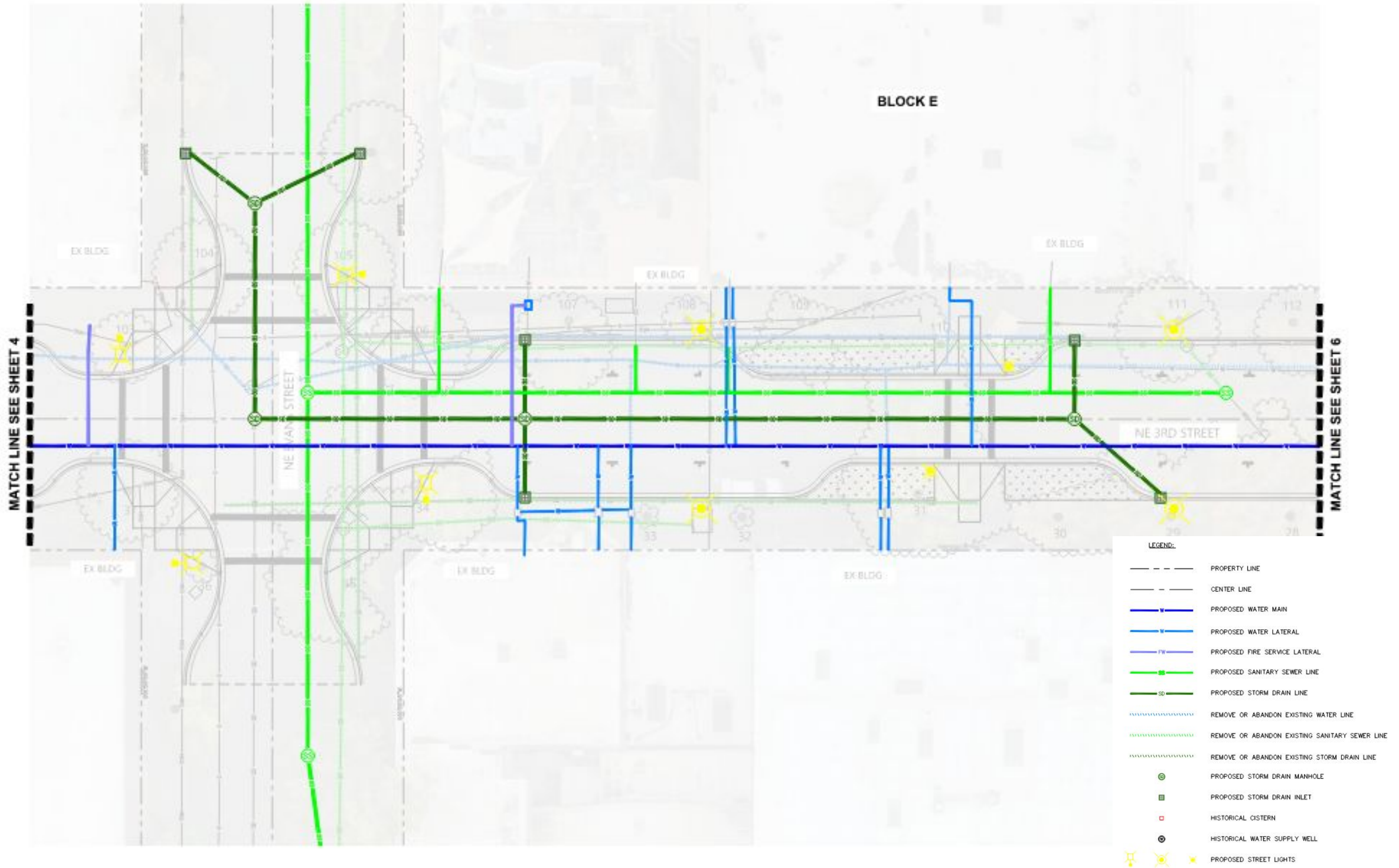
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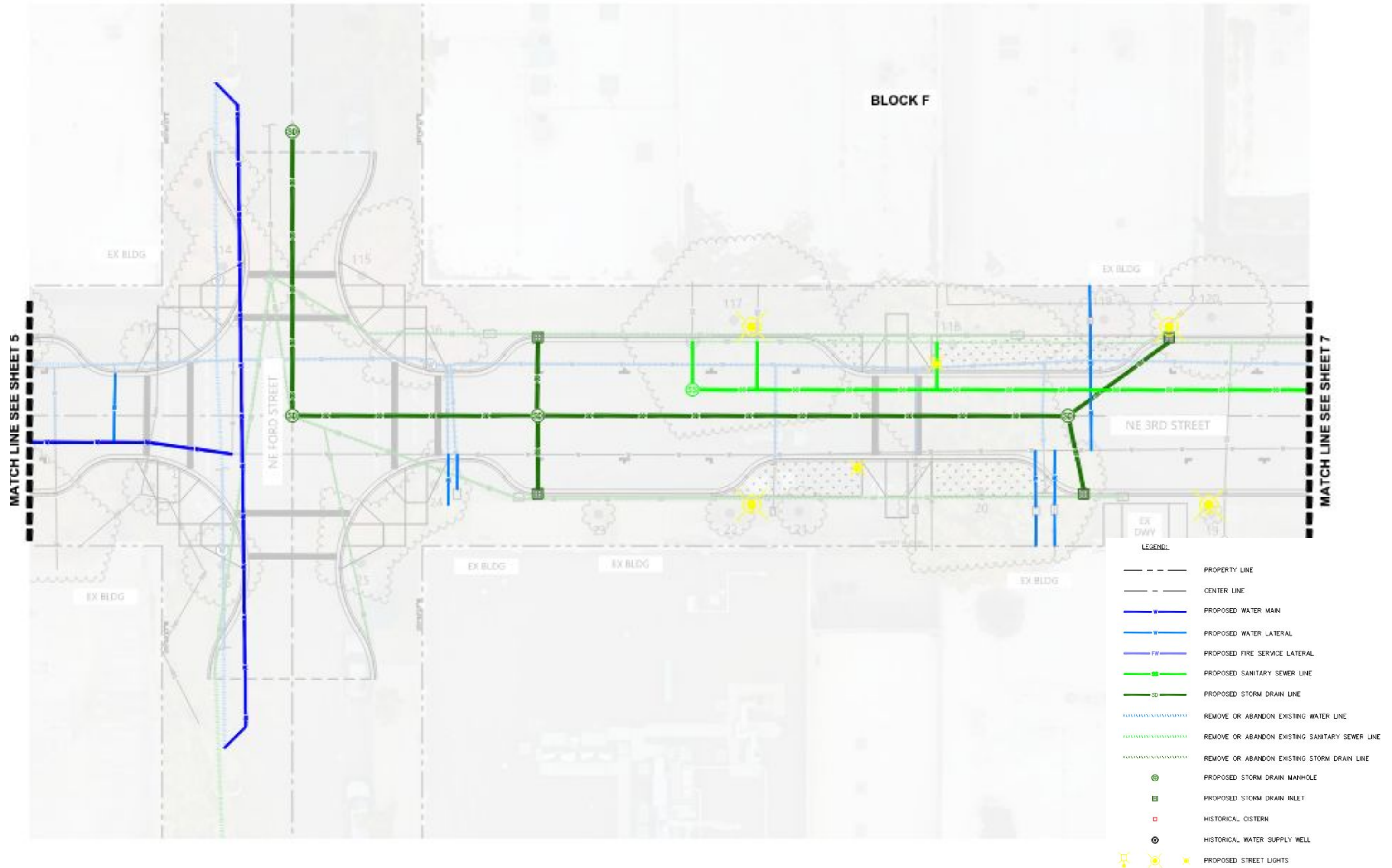
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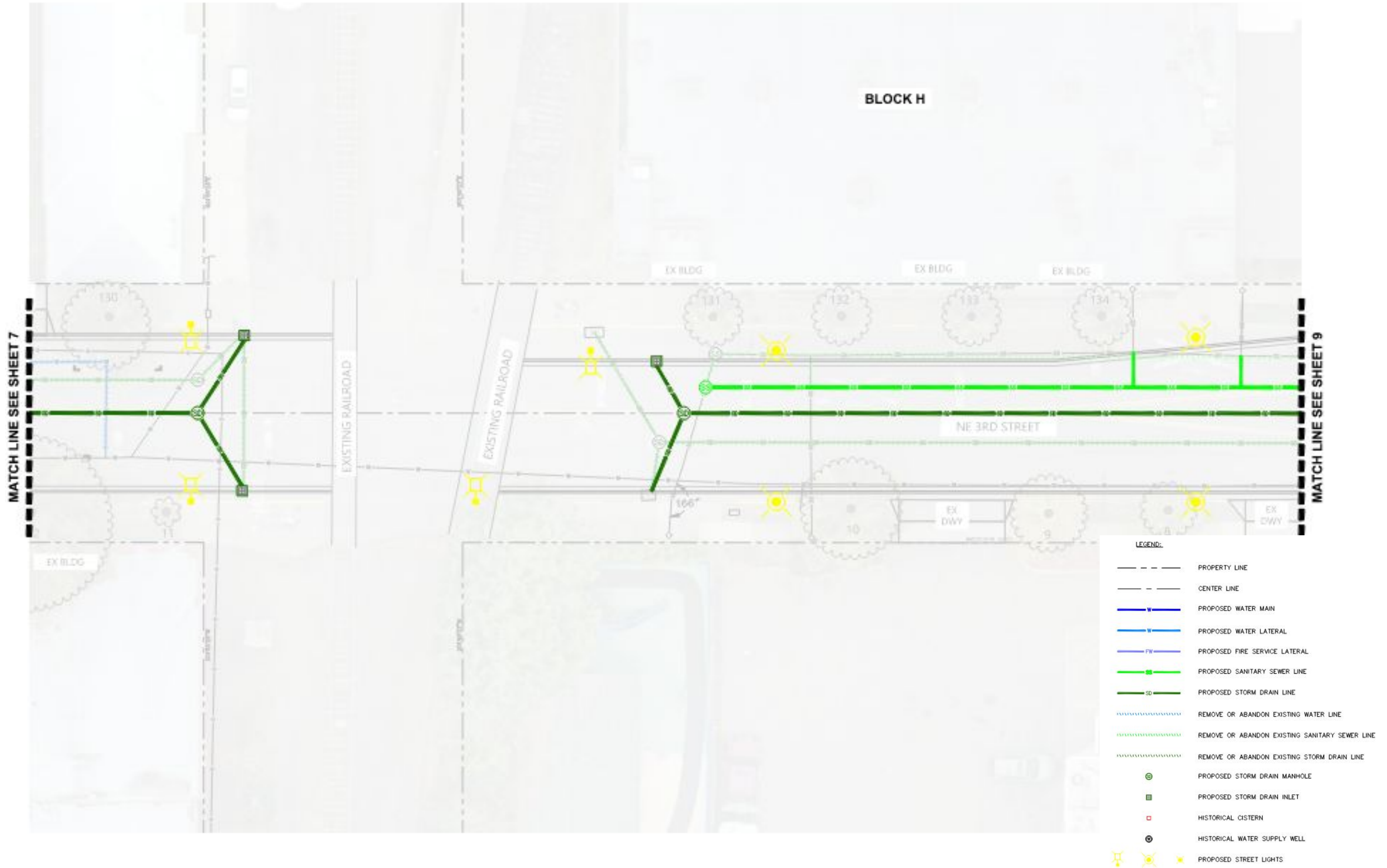
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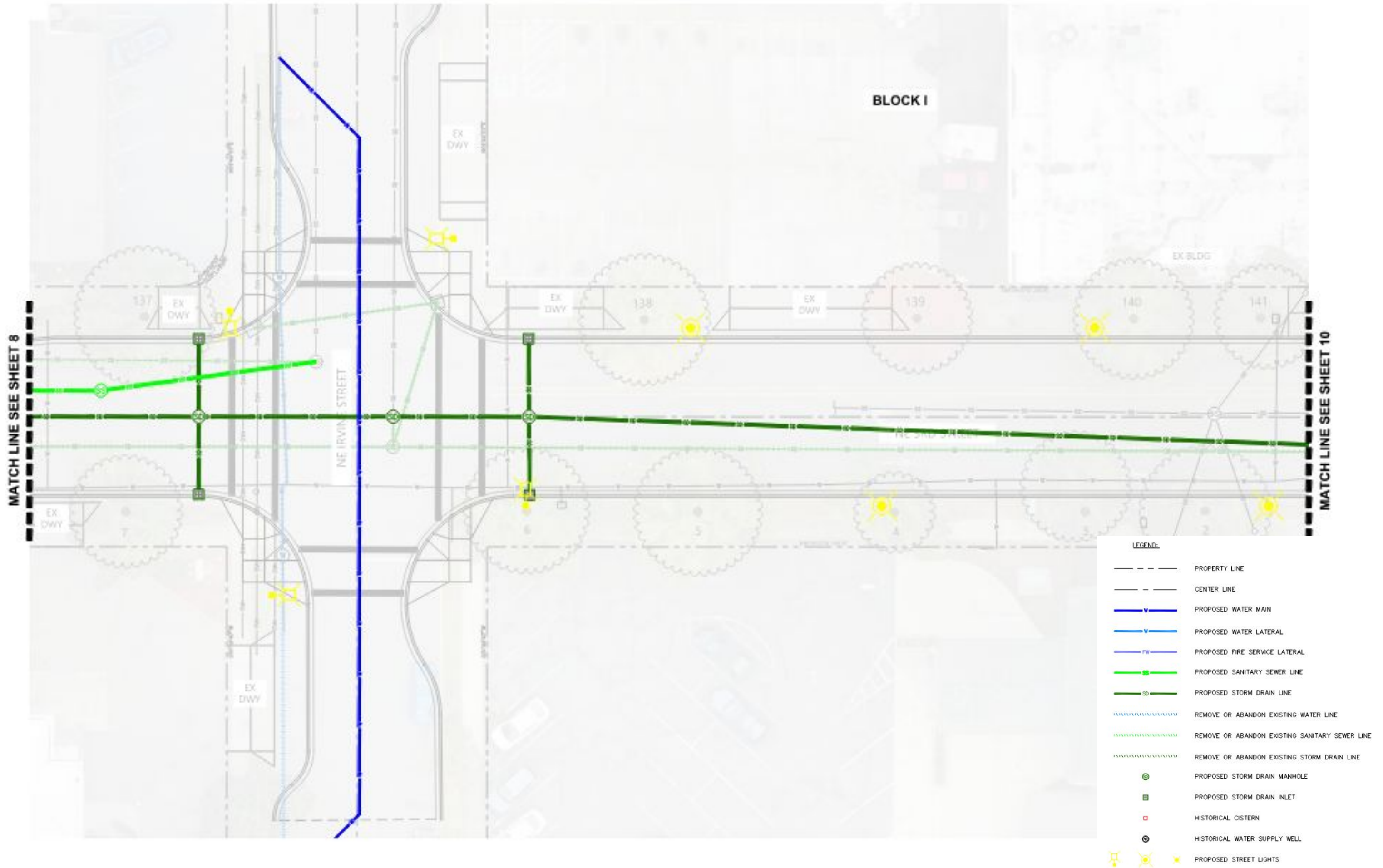
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15% Design :: Utilities



- LEGEND:
- PROPERTY LINE
 - - - CENTER LINE
 - W PROPOSED WATER MAIN
 - W PROPOSED WATER LATERAL
 - FW PROPOSED FIRE SERVICE LATERAL
 - SS PROPOSED SANITARY SEWER LINE
 - SD PROPOSED STORM DRAIN LINE
 - REMOVE OR ABANDON EXISTING WATER LINE
 - REMOVE OR ABANDON EXISTING SANITARY SEWER LINE
 - REMOVE OR ABANDON EXISTING STORM DRAIN LINE
 - PROPOSED STORM DRAIN MANHOLE
 - PROPOSED STORM DRAIN INLET
 - HISTORICAL CISTERN
 - HISTORICAL WATER SUPPLY WELL
 - PROPOSED STREET LIGHTS

15% Design Streetlights


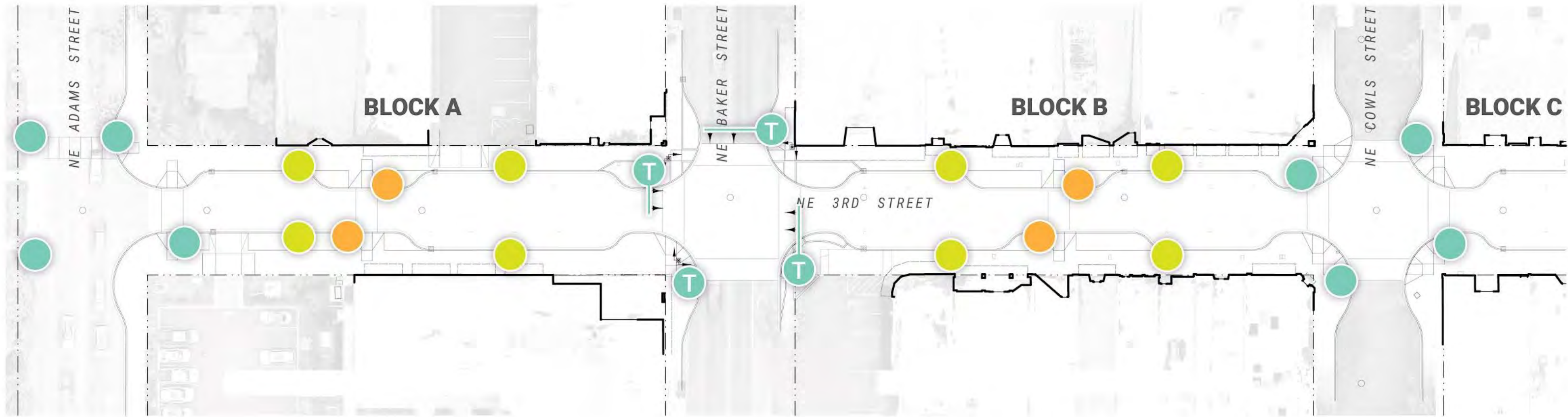


Preferred Design Theme :: **Historic**

The design theme for fixtures and furnishings along Third honors and complements the Downtown McMinnville Historic District. Some pieces feature traditional ornamentation with intricate lines and details; others have cleaner, simpler forms that fade into the background and let Third Street's architecture and thriving businesses stand out. Together, they emulate the existing, beloved street furnishings that the community treasures while updating them for future generations to enjoy. These will be accented by occasional functional art pieces that bring additional surprises and character to the street.



15% Design :: Streetlights



Existing *Proposed dark-sky compliant*

● Pendant Lights



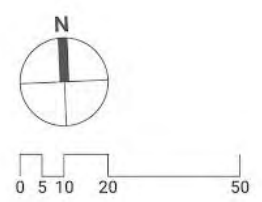
Existing *Proposed dark-sky compliant*

● Acorn Lights

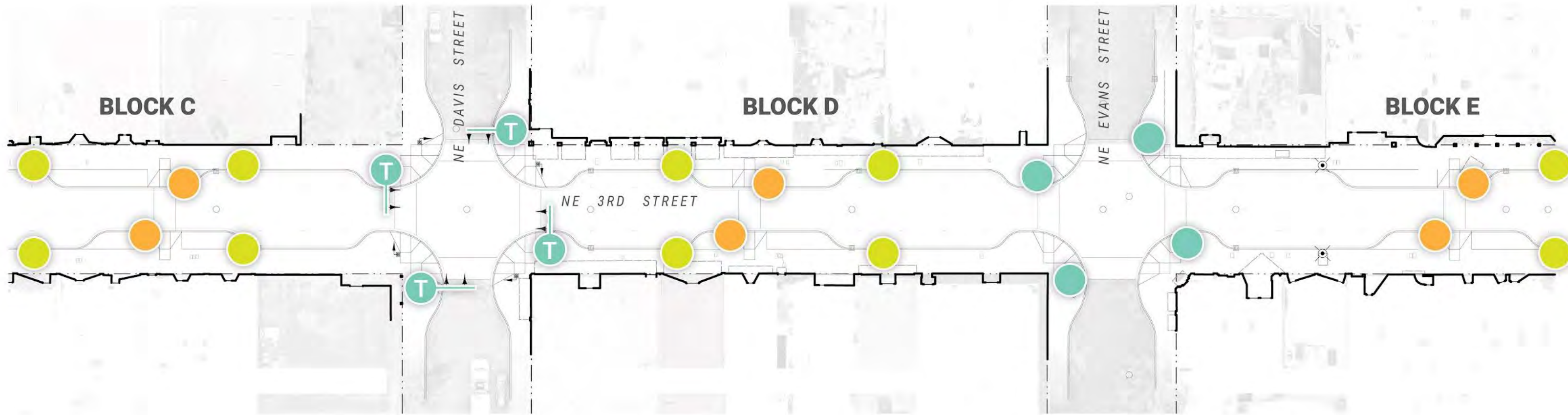


Optional non-dark sky compliant *Proposed dark-sky compliant*

● Bollard Lights



15% Design :: Streetlights



Existing



Proposed dark-sky compliant

 Pendant Lights



Existing



Proposed dark-sky compliant

 Acorn Lights

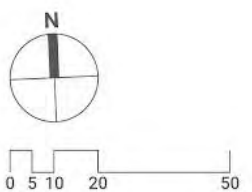


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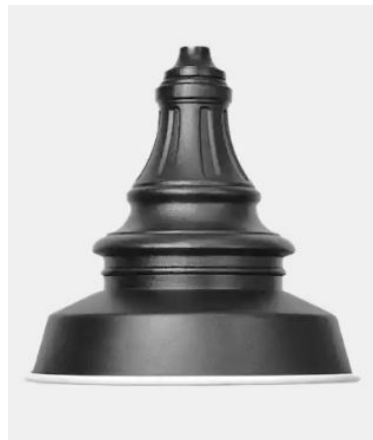
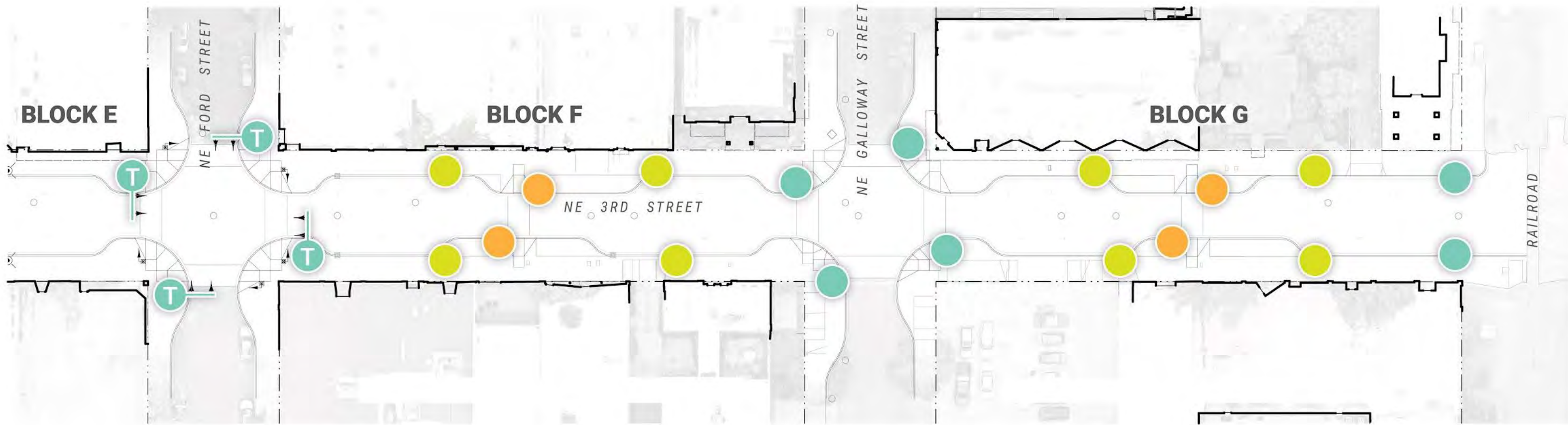


Proposed dark-sky compliant

 Bollard Lights



15% Design :: Streetlights



Existing

Proposed dark-sky compliant

 Pendant Lights



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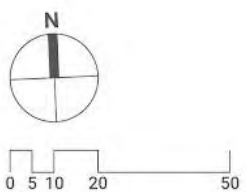
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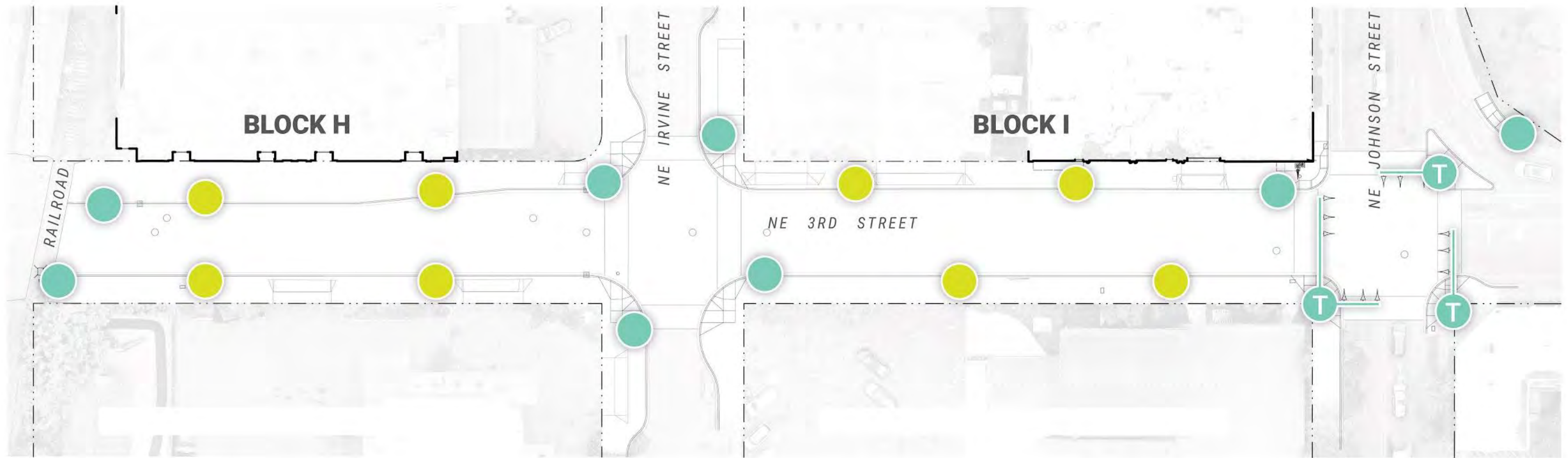
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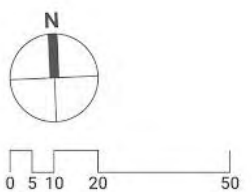


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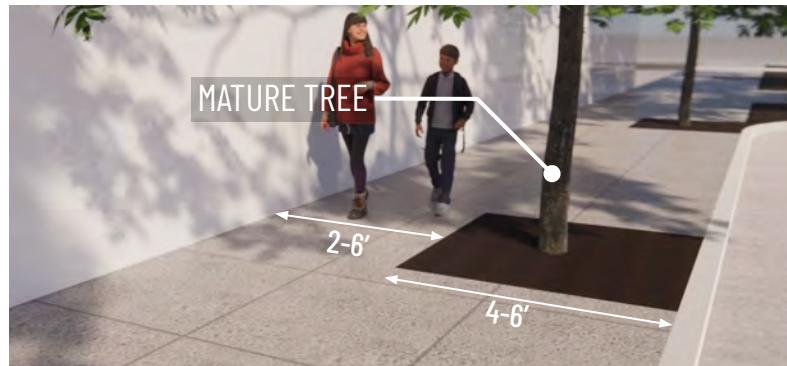
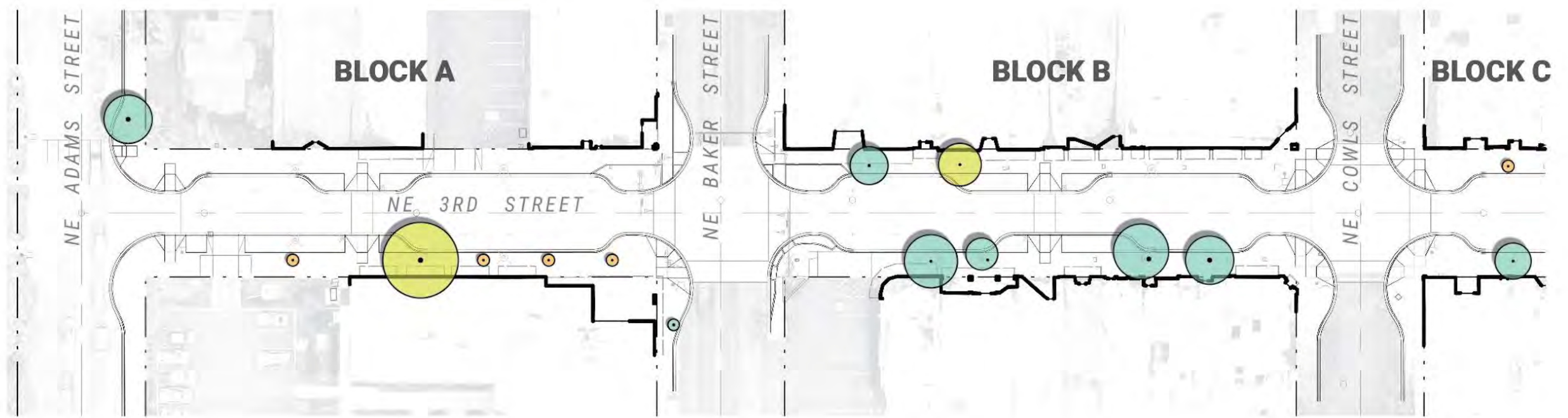
DESIGN QUESTIONS / CONSIDERATIONS

- Our goals with street lighting are to create a pleasant ambience for pedestrians, contribute to an overall feeling of safety for visitors and locals alike, and to enhance visibility of pedestrians at crosswalks and intersections.
- We are endeavoring to select 'dark sky' compliant fixtures consistent with parts of McMinnville's private development code and community feedback received during the Conceptual Design phase.
- We will continue to work on fixture placement in conjunction with other streetscape elements - particularly the street trees - in order to ensure proper light levels up and down Third Street.



15% Design Existing Street Trees

15% Design :: Existing Trees



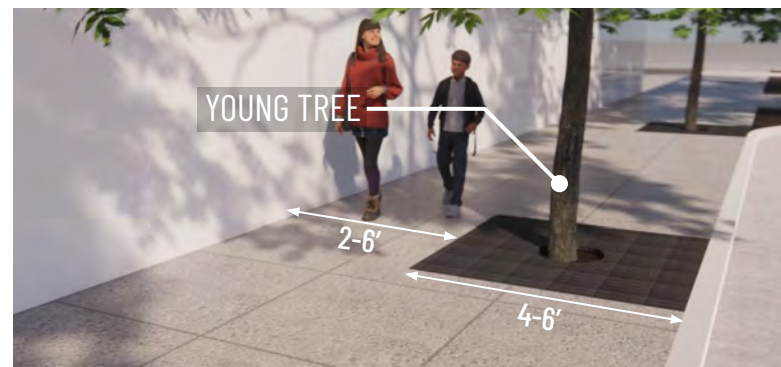
PROS

- Low maintenance
- Can accommodate trees with large root flares

CONS

- Material change
- Possibility of debris spilling onto sidewalk

 Open Tree Well



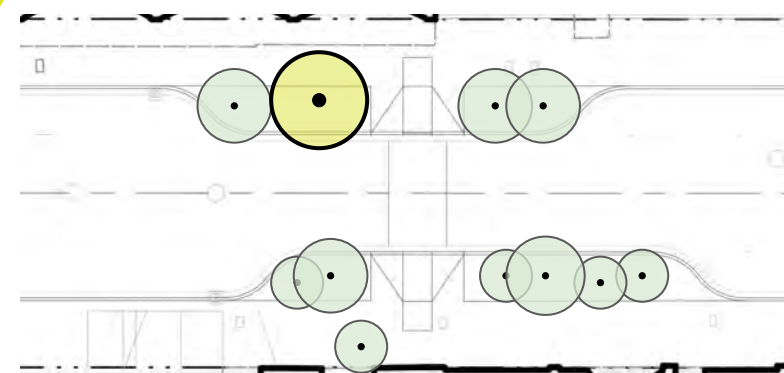
PROS

- Maximizes pedestrian space
- Flush condition with sidewalk

CONS

- Ongoing maintenance as tree grows
- Upfront cost
- Only works for newly planted trees

 Tree Grate



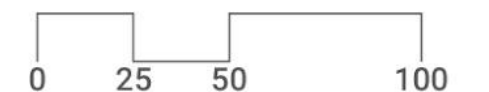
PROS

- No additional maintenance required
- Gives most space for tree growth/health

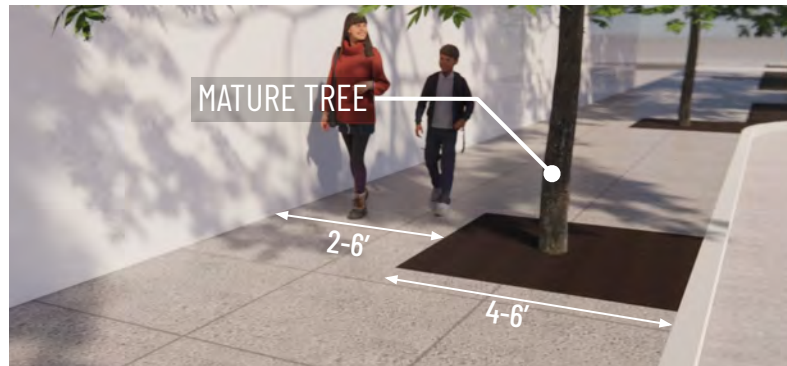
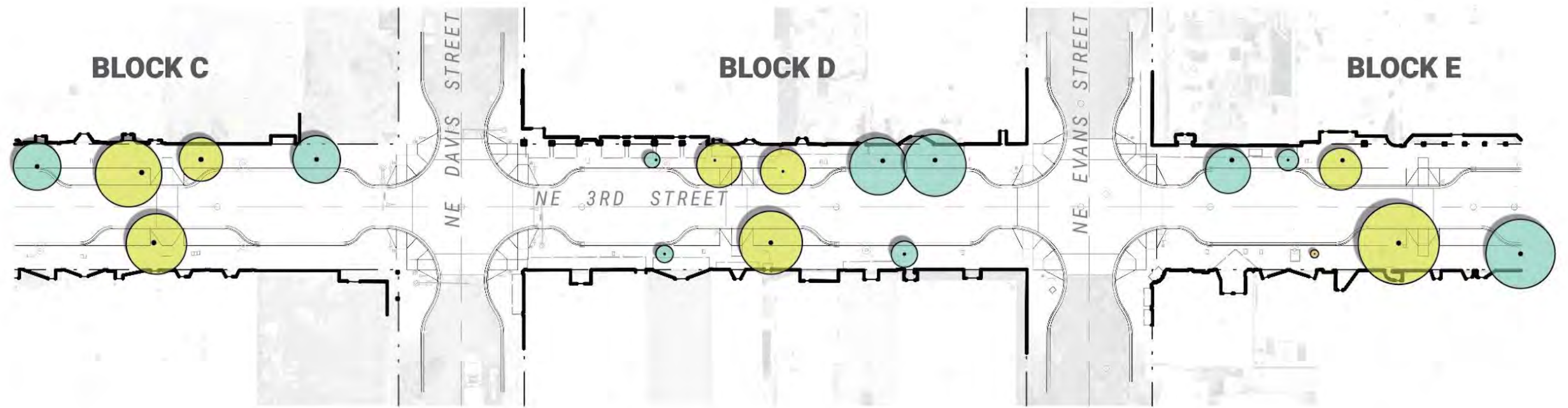
CONS

- Would not allow for understory planting where there are exposed/woody roots
- Larger existing trees would make it difficult to add additional trees into the grove area

 Incorporation into Grove



15% Design :: Existing Trees



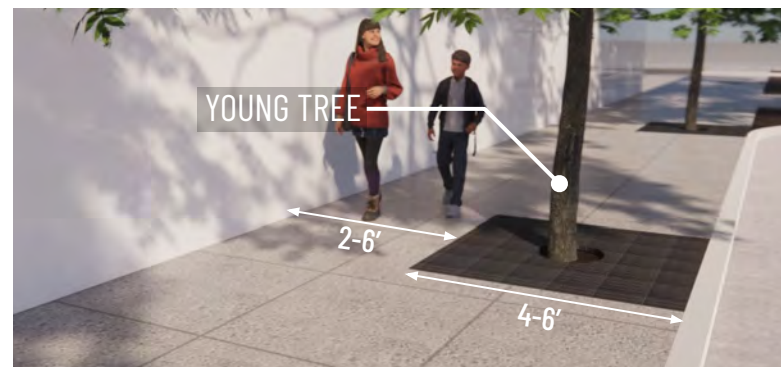
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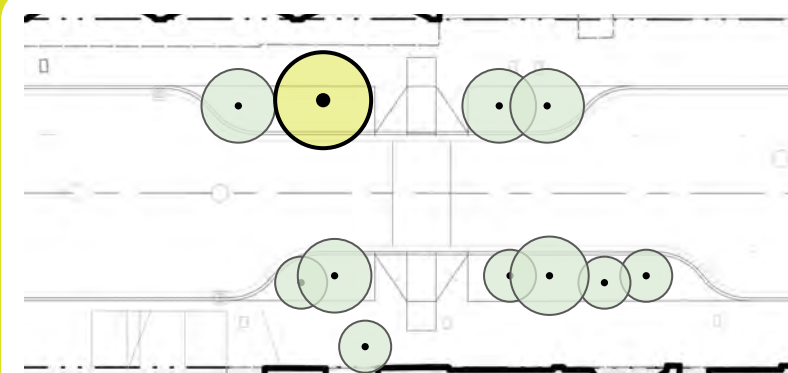
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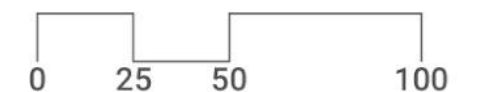
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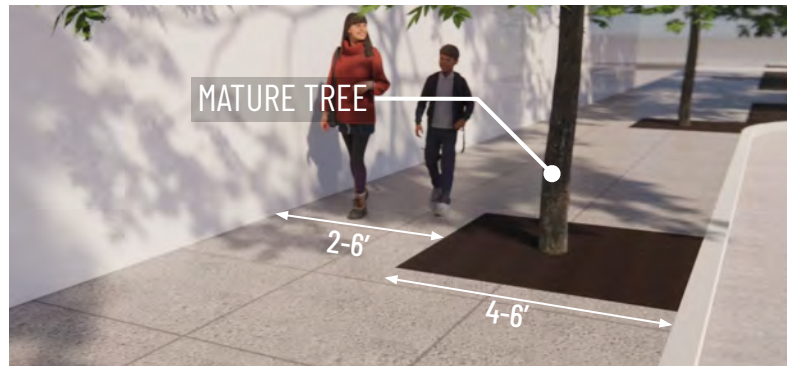
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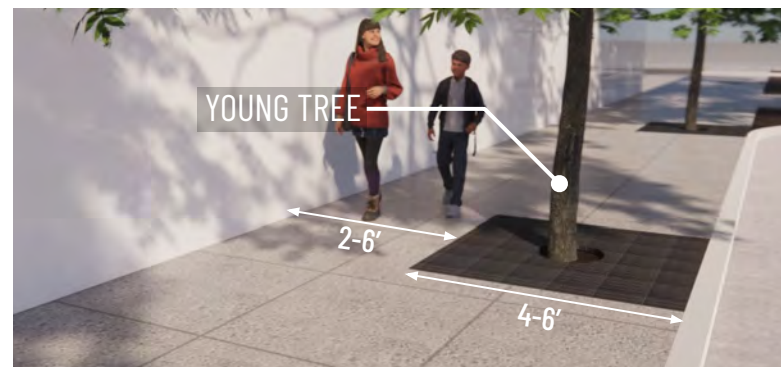
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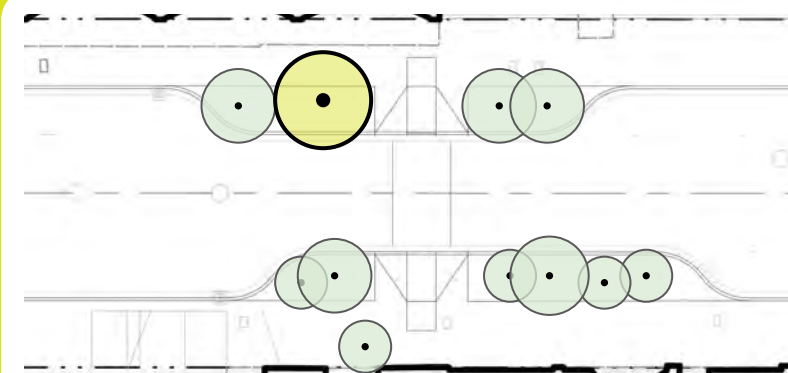
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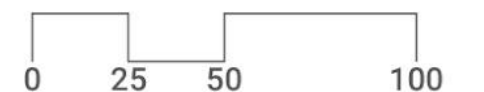
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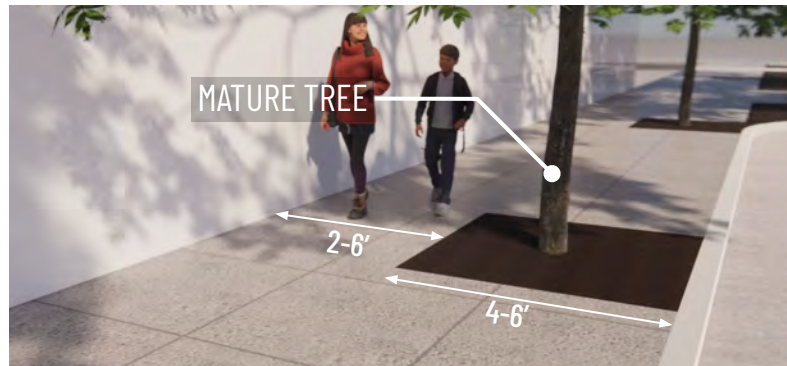
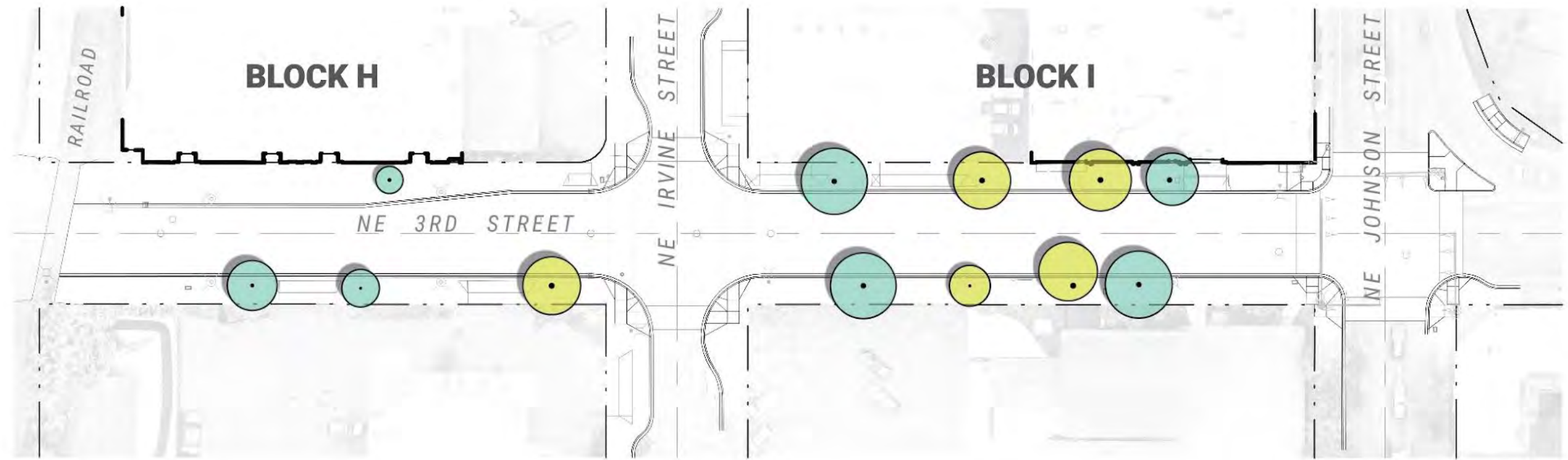
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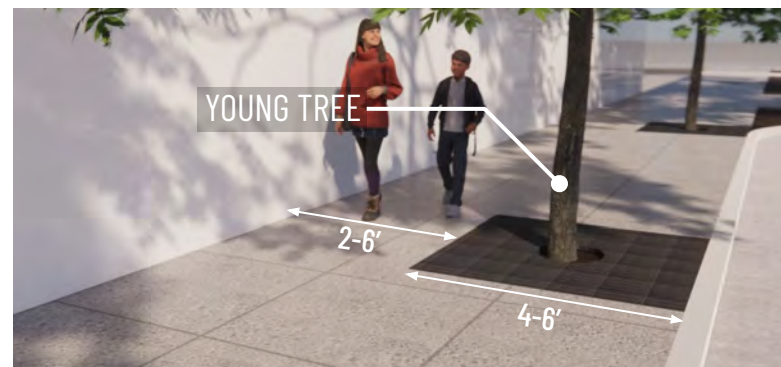
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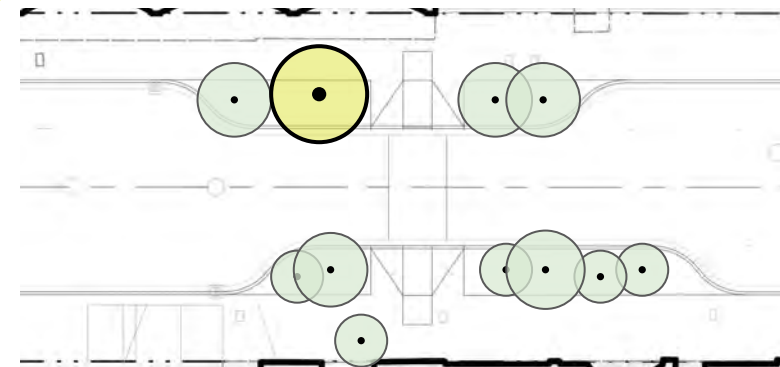
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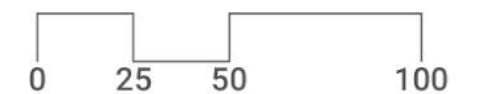
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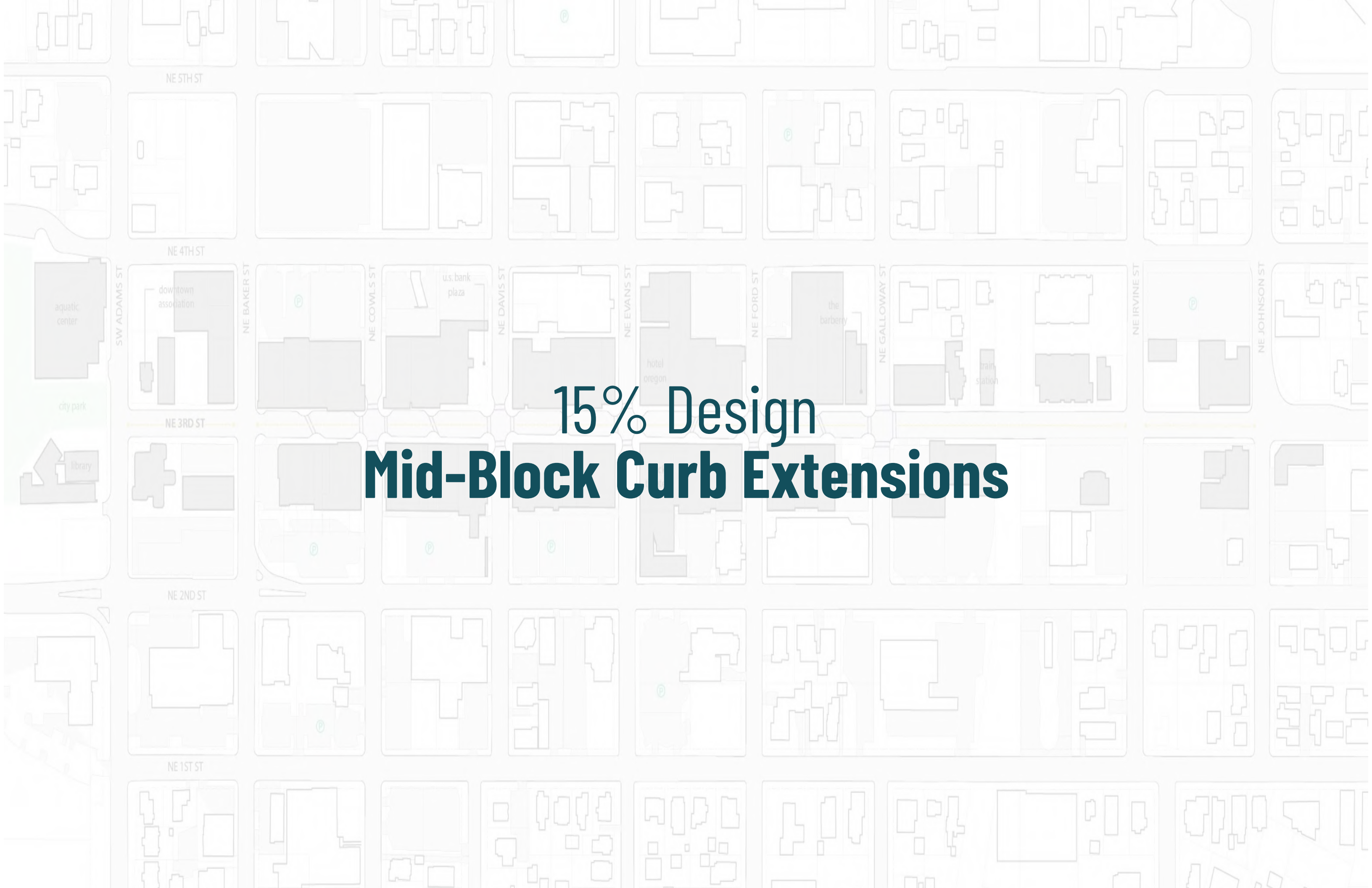
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DESIGN QUESTIONS / CONSIDERATIONS

- Once the arborist report is completed, the design team will re-evaluate the existing trees to remain and their proximity to existing/proposed infrastructure and utilities to ensure that minimum clearances are met.
- Keeping large trees with exposed roots will limit the ability to create “groves” by adding additional trees. Understory plantings around existing trees also will be constrained.
- Many of the existing trees - particularly the larger ones - have root flares that extend above the sidewalk grade and which limit how we can work the sidewalk around them.... What is the minimum distance between tree well and building facade that results in a comfortable pedestrian experience? What is the preferred design solution to keep existing trees located in the new pedestrian path of travel? Mulched tree well?



**15% Design
Mid-Block Curb Extensions**

NE 5TH ST

NE 4TH ST

NE 3RD ST

NE 2ND ST

NE 1ST ST

aquatic center

city park

library

downtown association

u.s. bank plaza

hotel oregon

the barbery

train station

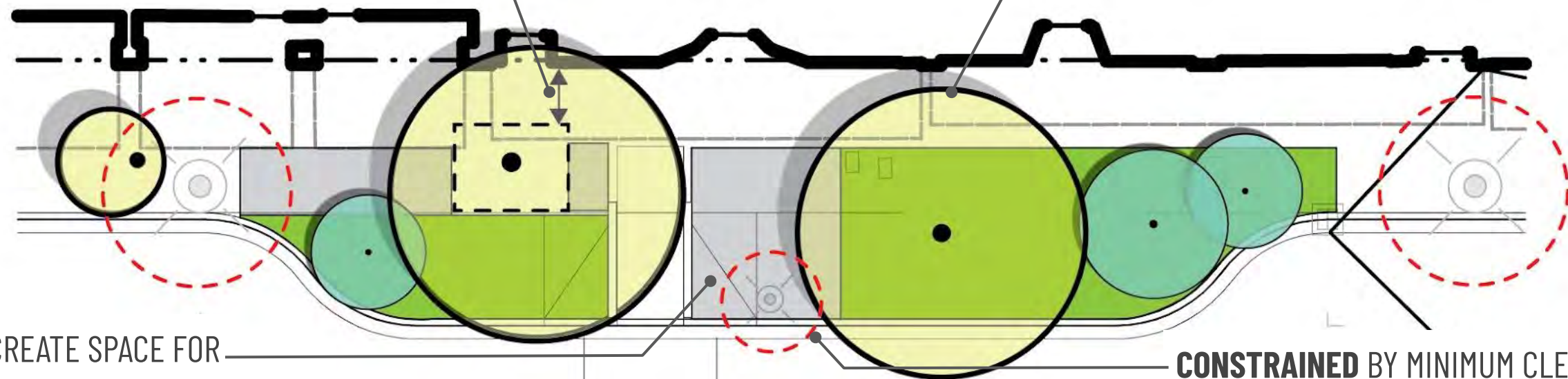
Concept Design :: **Mid-Block Curb Extensions**



15% Design :: Mid-Block Crossing (With Existing Tree(s))

LOCATION OF SOME TREES MAY **CONSTRICT** THE ABILITY TO MAINTAIN A 4' MIN. CLEAR DISTANCE

EXISTING TREE, TYP.

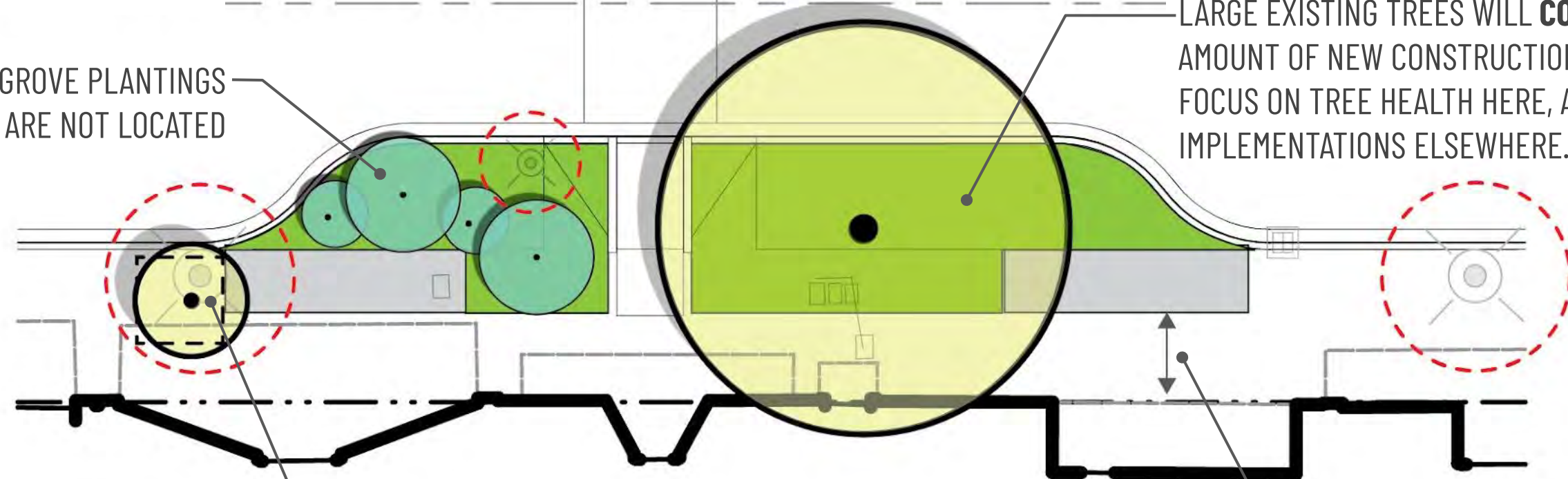


OPPORTUNITY TO CREATE SPACE FOR FURNISHINGS (BIKE RACKS, BENCHES, ETC.) AT MID BLOCK AREA

CONSTRAINED BY MINIMUM CLEAR DISTANCE FROM LIGHTS

LARGE EXISTING TREES WILL **CONSTRAIN** THE AMOUNT OF NEW CONSTRUCTION POSSIBLE; FOCUS ON TREE HEALTH HERE, AND MAKE IMPLEMENTATIONS ELSEWHERE.

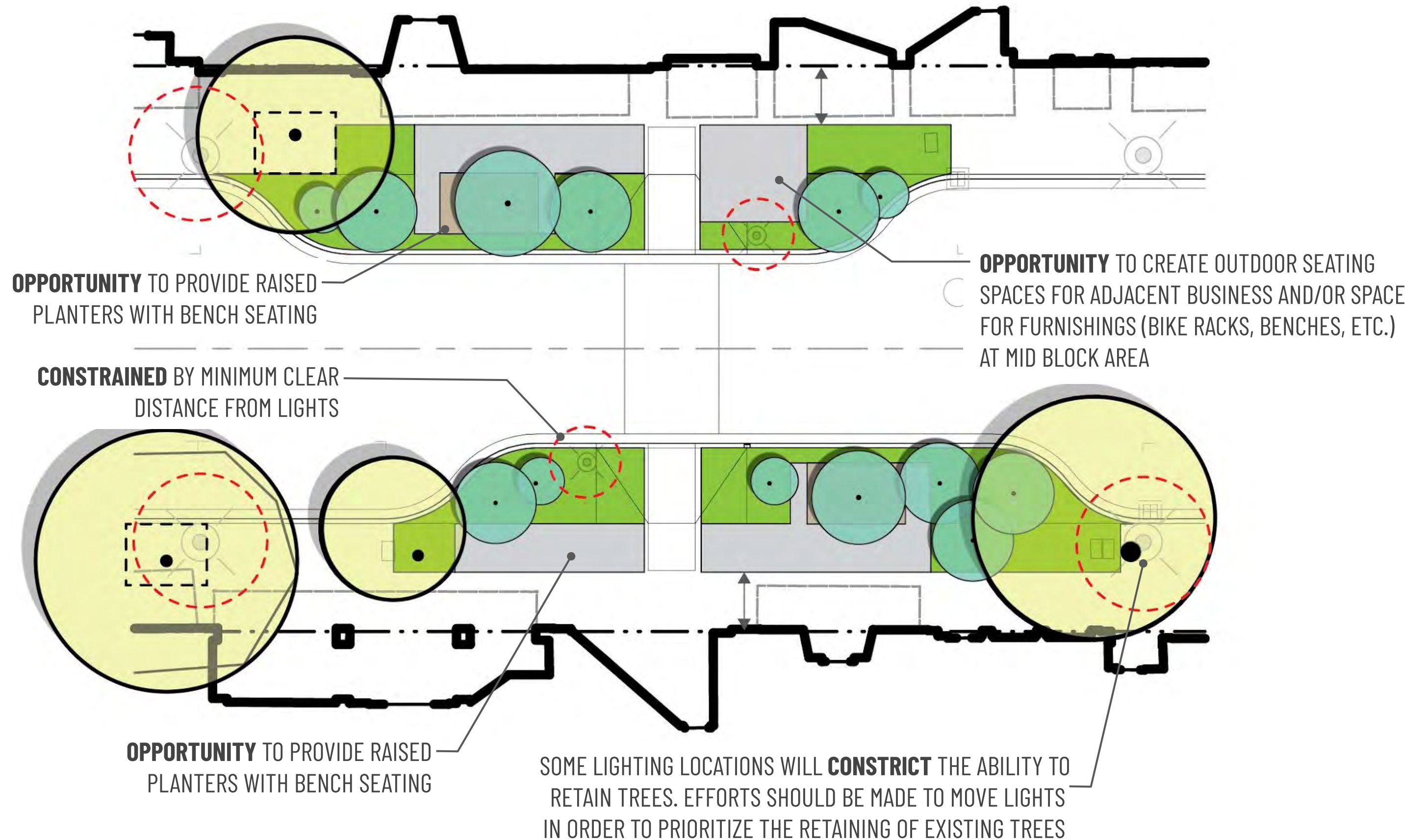
OPPORTUNITY TO CREATE GROVE PLANTINGS WHERE EXISTING TREES ARE NOT LOCATED



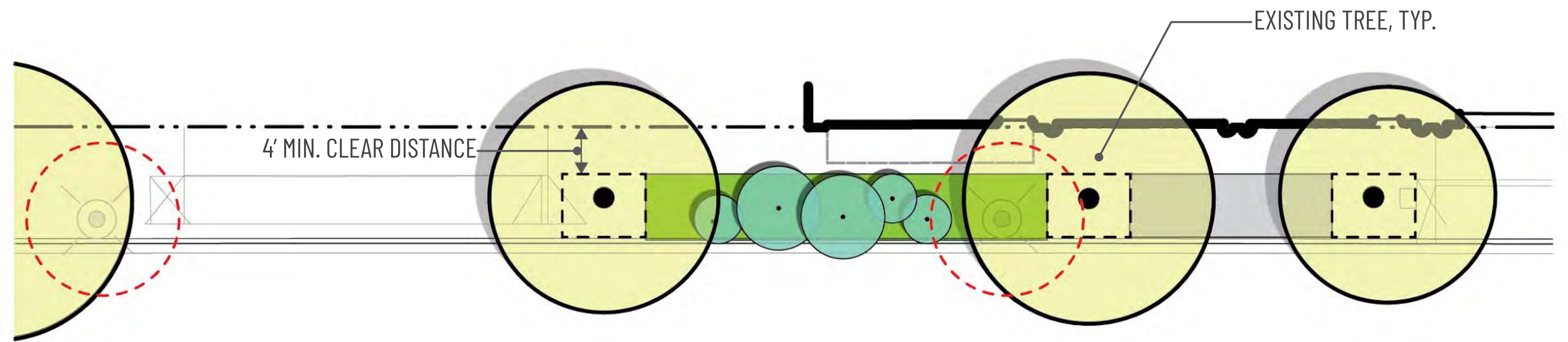
SOME LIGHTING LOCATIONS WILL **CONSTRICT** THE ABILITY TO RETAIN TREES. EFFORTS SHOULD BE MADE TO MOVE LIGHTS IN ORDER TO PRIORITIZE THE RETAINING OF EXISTING TREES

MAINTAIN 4' MINIMUM CLEAR DISTANCE

15% Design :: Mid-Block Crossing (No Existing Tree(s))

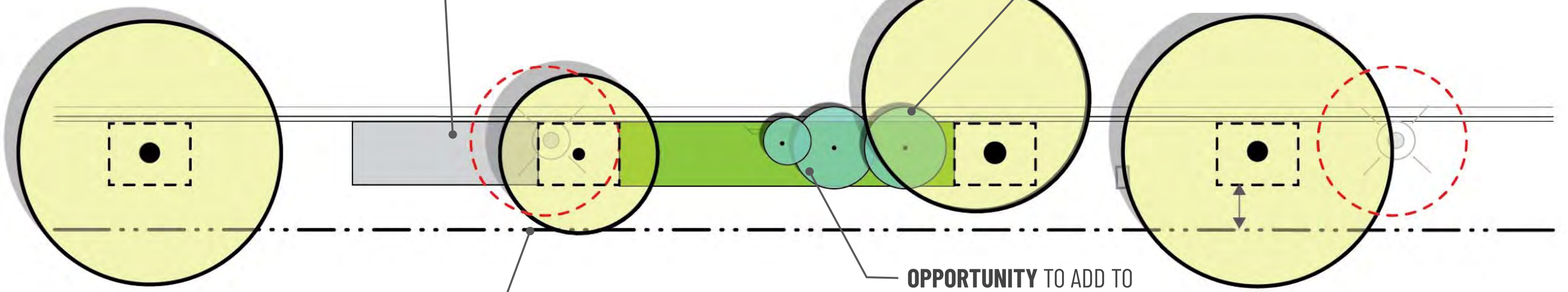


15% Design :: Mid-Block (Block I)



OPPORTUNITY TO CREATE SPACE FOR FURNISHINGS (BIKE RACKS, BENCHES, ETC.) AT MID BLOCK AREA

THE ABILITY TO ADD NEW TREES MAY BE **CONSTRAINED** BY EXISTING TREES AND THEIR ROOT STRUCTURE



CONstrained BY MINIMUM CLEAR DISTANCE FROM LIGHTS

OPPORTUNITY TO ADD TO EXISTING TREE CANOPY BY ADDING PLANTING AREA ADJACENT TO EXISTING TREES

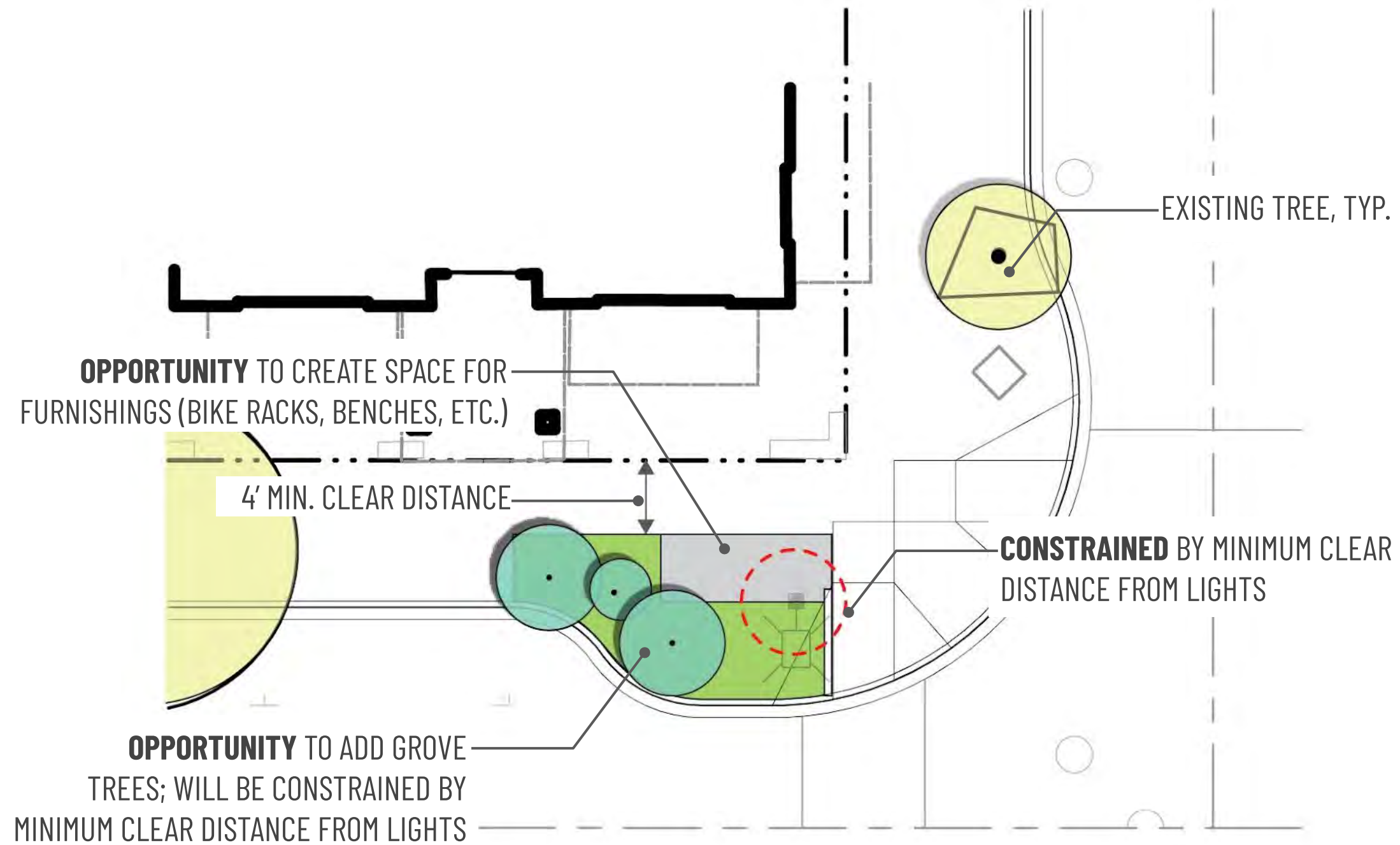
DESIGN QUESTIONS / CONSIDERATIONS

- What furnishings, if any, do you think are necessary at mid-block crossings to enhance the bike/pedestrian experience?
- Keeping existing large trees with exposed roots will limit the ability to add additional trees and create “groves.”
 - Prioritize furnishings in mid-block conditions with no existing trees
 - Prioritize capturing existing trees in proposed planting areas to create a healthy tree environment
 - Limit new construction around existing trees
 - Understory planting around existing trees will be constrained due to existing root systems.

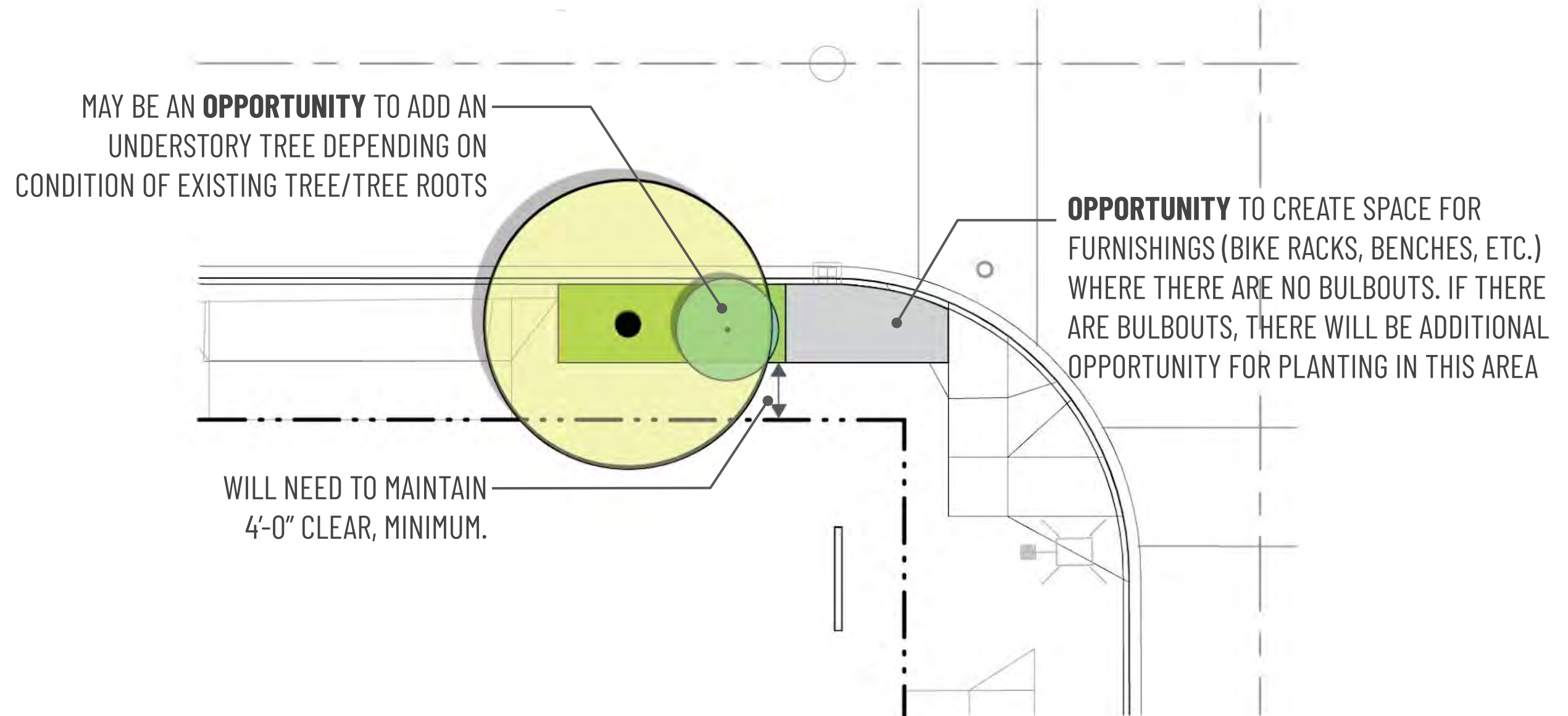


15% Design
Corner Opportunities

15% Design :: **Corners** (No Existing Trees)

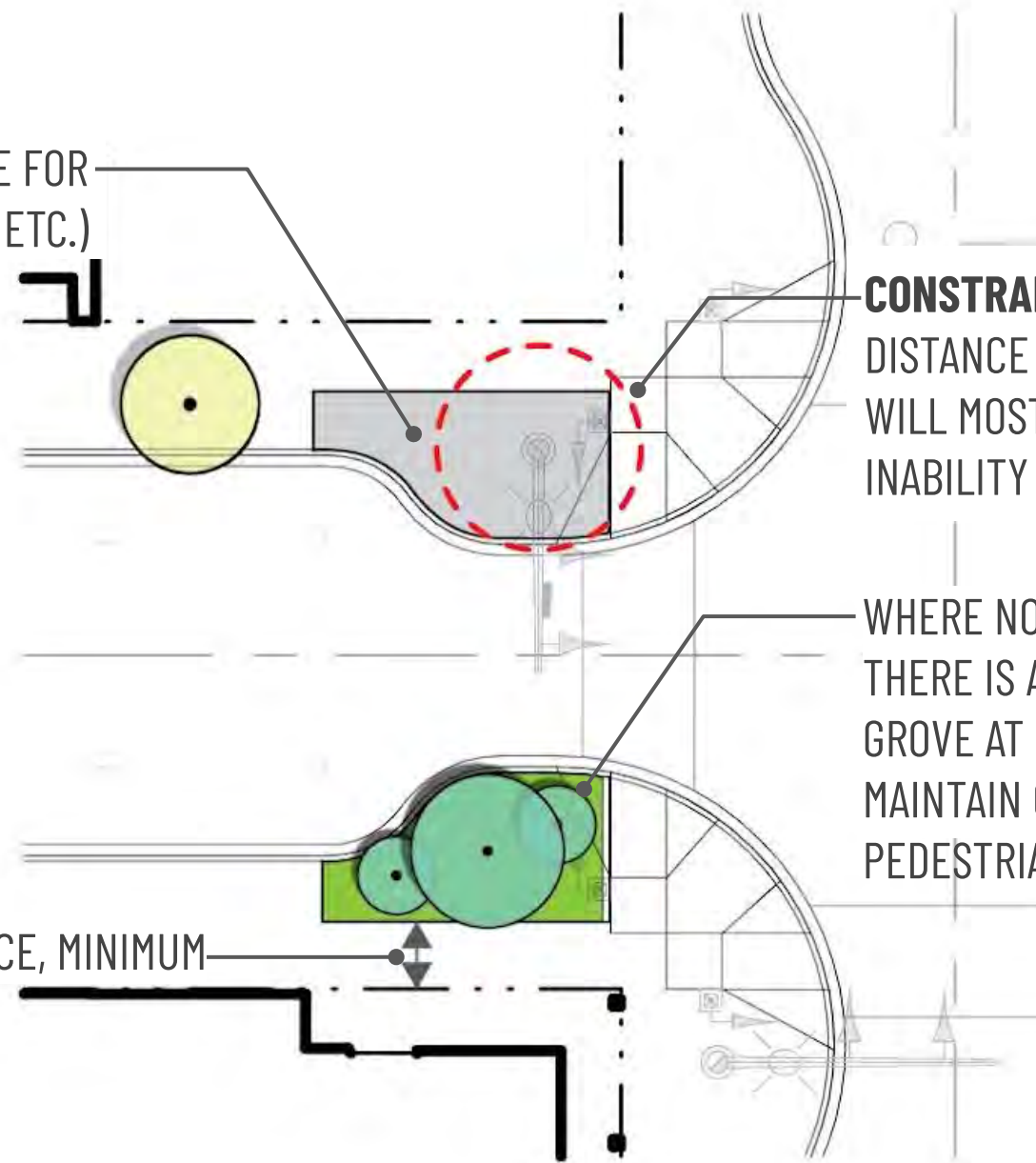


15% Design :: **Corners** (Existing Tree(s))



15% DESIGN :: CORNERS (With Traffic Lights)

OPPORTUNITY TO CREATE SPACE FOR FURNISHINGS (BIKE RACKS, BENCHES, ETC.)



CONSTRAINED BY MINIMUM CLEAR DISTANCE FROM TRAFFIC LIGHTS; WILL MOST-LIKELY RESULT IN THE INABILITY TO CREATE A GROVE


WHERE NOT CONSTRAINED BY TRAFFIC LIGHTS, THERE IS AN **OPPORTUNITY** TO CREATE A GROVE AT THE CORNER; WILL NEED TO MAINTAIN CERTAIN LEVEL OF VISIBILITY FOR PEDESTRIAN SAFETY

MAINTAIN 4' CLEAR DISTANCE, MINIMUM

DESIGN QUESTIONS / CONSIDERATIONS

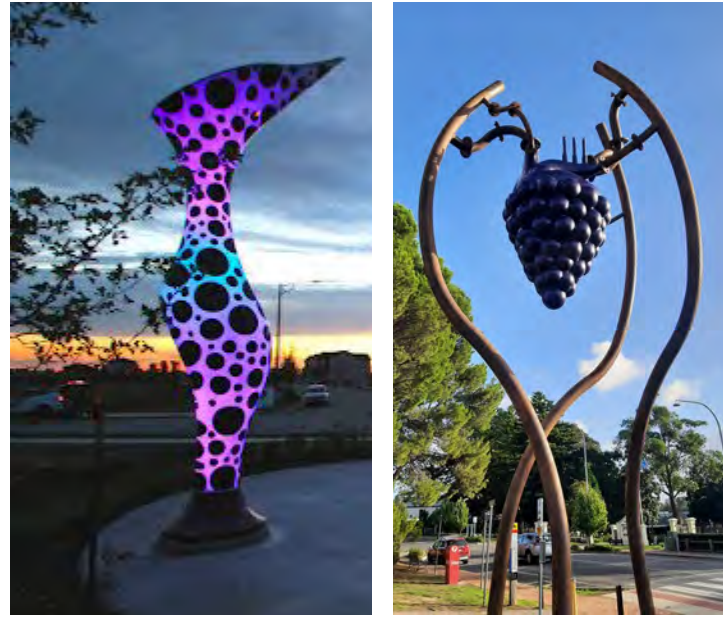
- What furnishings, if any, do you think are necessary at intersections in order to enhance the pedestrian / cyclist experience?
- Traffic light pole locations will limit the ability to create “groves” in some locations.
- Prioritize planters or planting areas at corners where infrastructure or existing trees constrain the ability to plant additional trees.
- Prioritize furnishings at corners with less proposed/existing infrastructure.



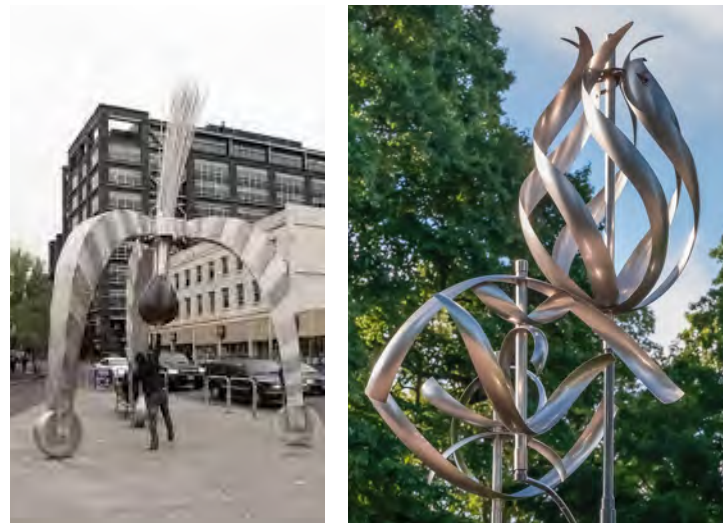


**15% Design
Gateway Improvement Opportunities**

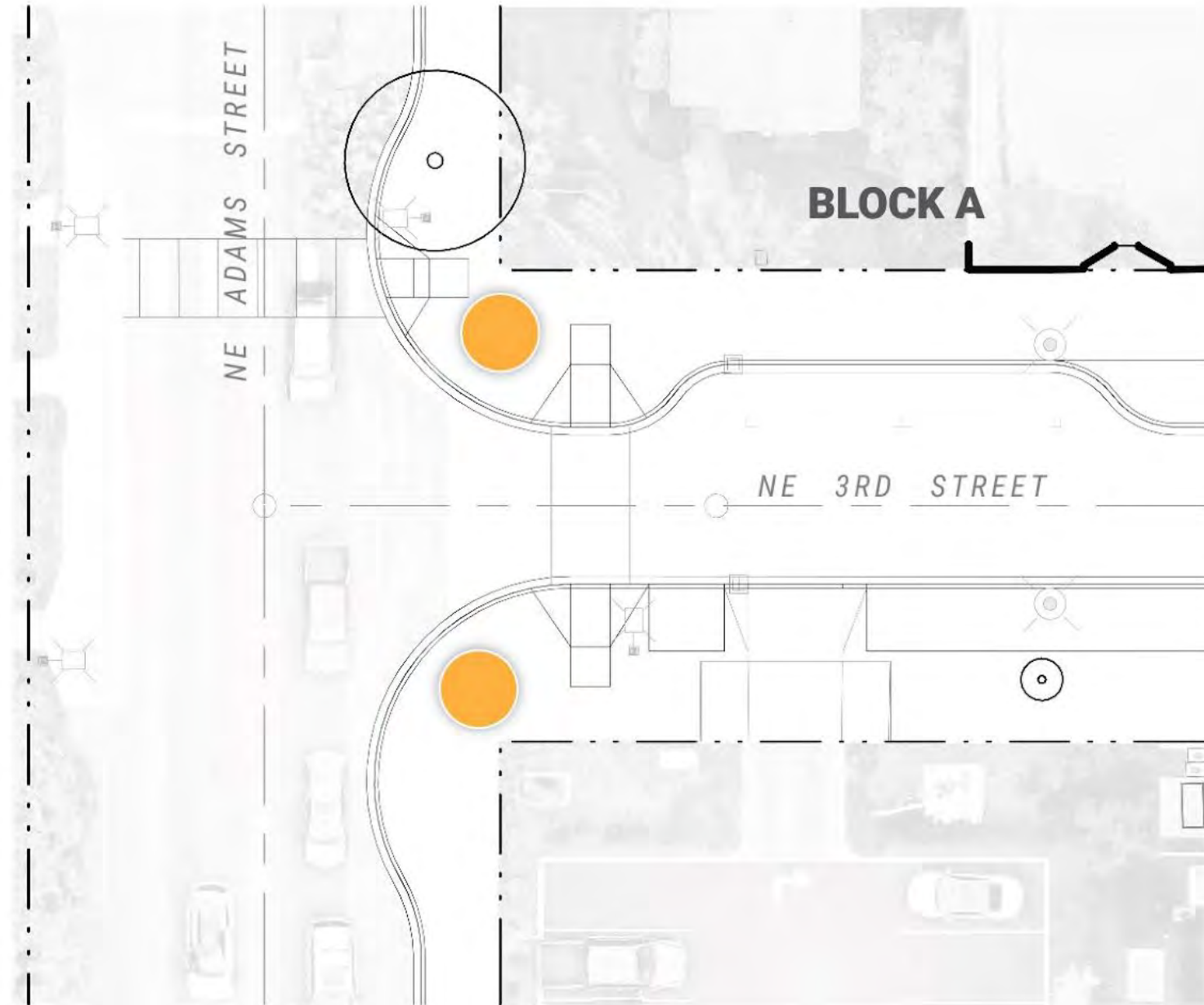
15% Design :: Gateway Opportunities: Public Art (Adams)



VERTICAL SCULPTURE

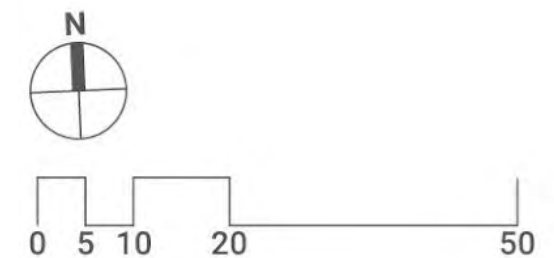


KINETIC ART

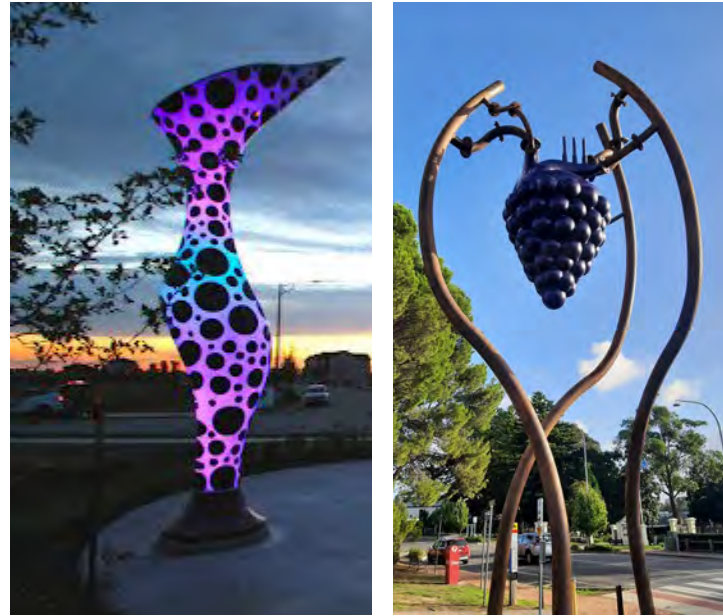


SIGNAGE

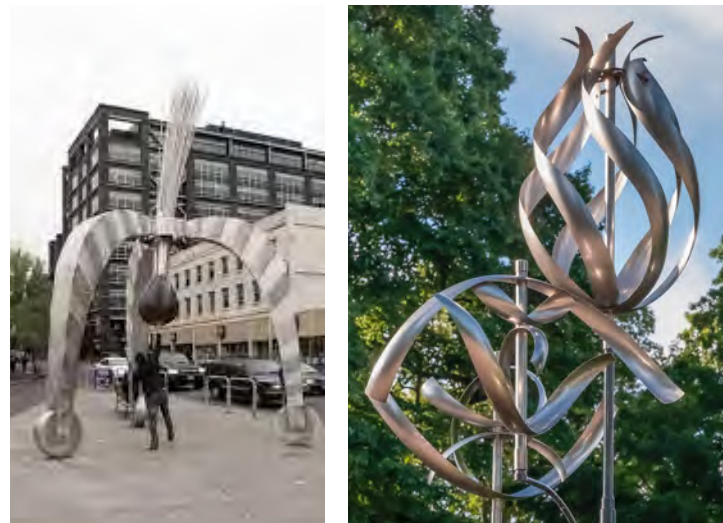
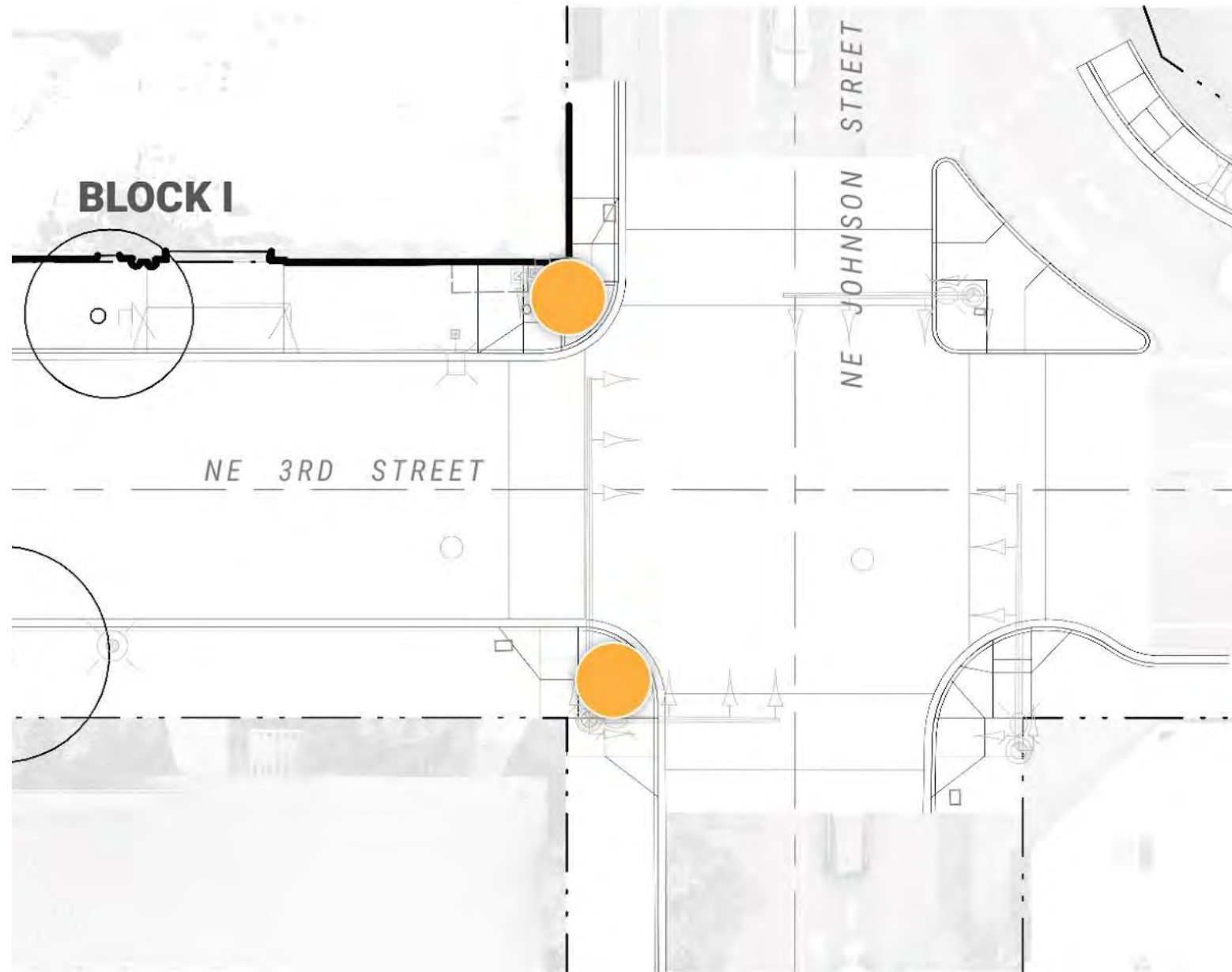
- Use a vertical landmark feature to highlight gateway intersections
- Interactive feature
- Public art opportunity



15% Design :: Gateway Opportunities: Public Art (Johnson)



VERTICAL SCULPTURE

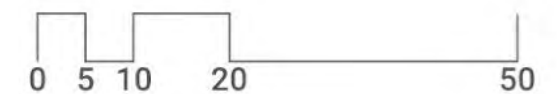


KINETIC ART



SIGNAGE

- Use a vertical landmark feature to highlight gateway intersections
- Interactive feature
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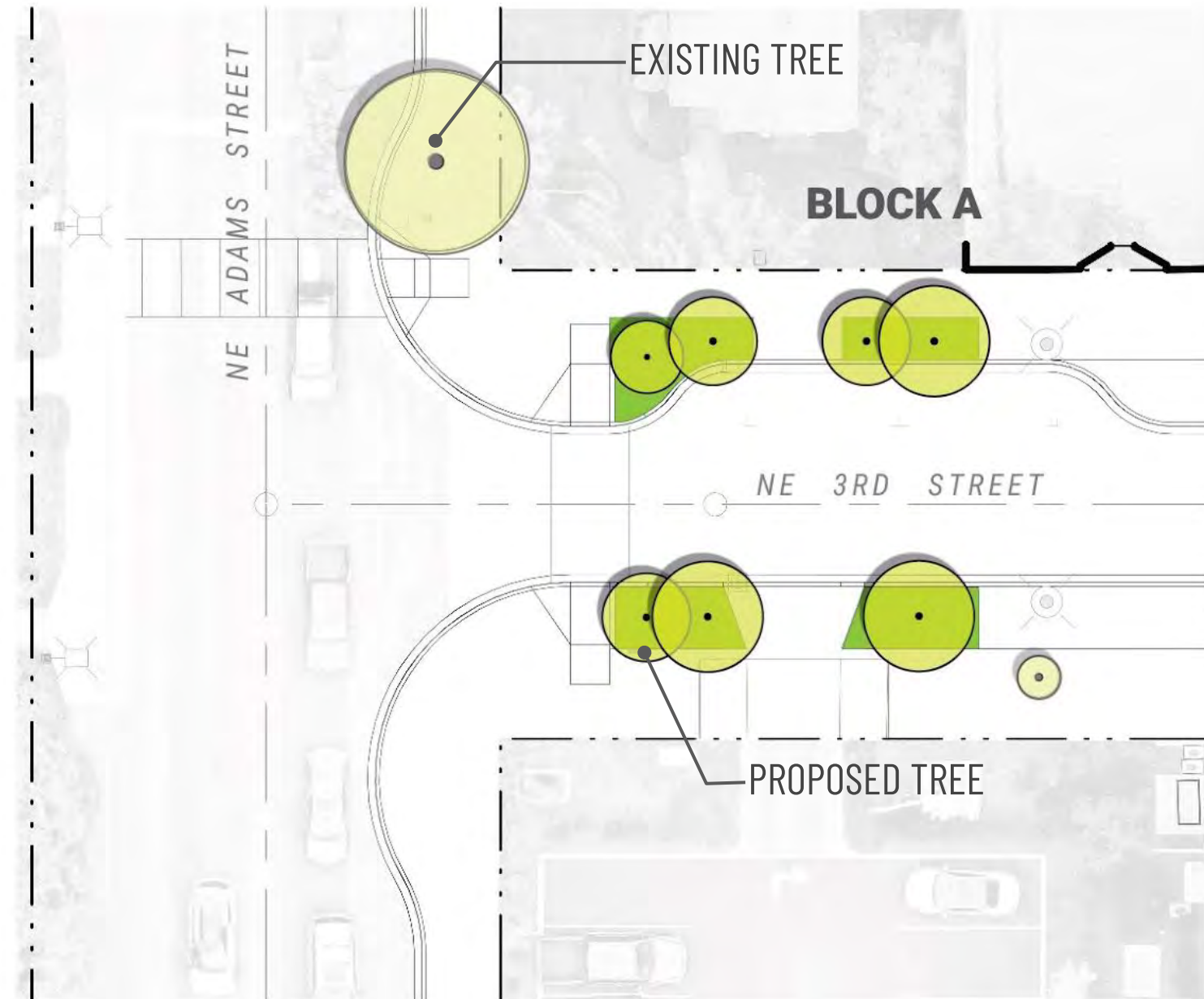
15% Design :: Gateway Opportunities: Street Trees (Adams)



SPRING COLOR



FALL COLOR



SCULPTURAL FORM

- Use tree selection to highlight gateway intersections
- Seasonal interest: the gateway evolves throughout the year
- Lighting incorporated into canopies can enhance the night time atmosphere
- Noticeable contrast to large canopy trees in mid-block areas



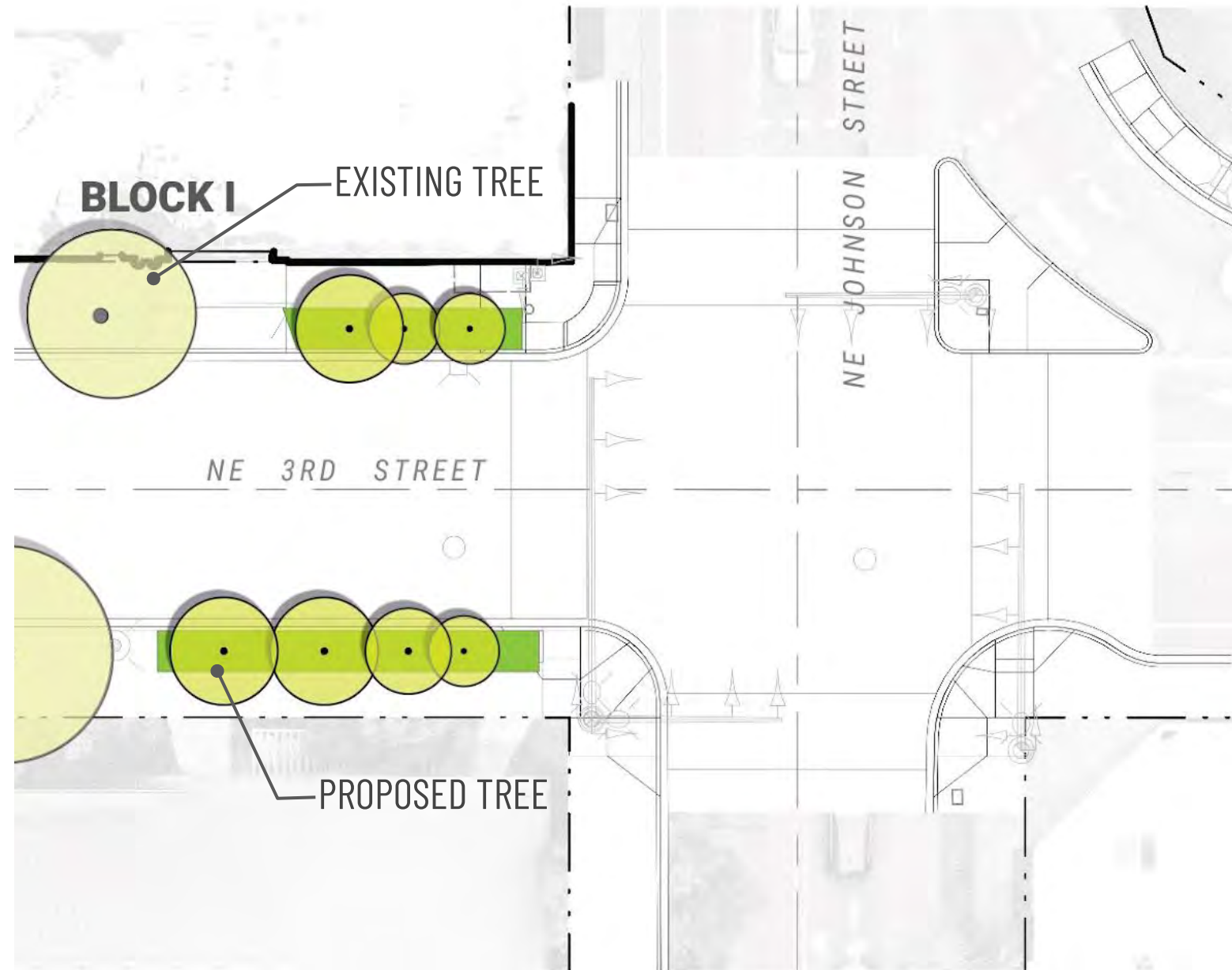
15% Design :: Gateway Opportunities: Street Trees (Johnson)



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15% Design :: Gateway Opportunities: Street Trees (Adams)

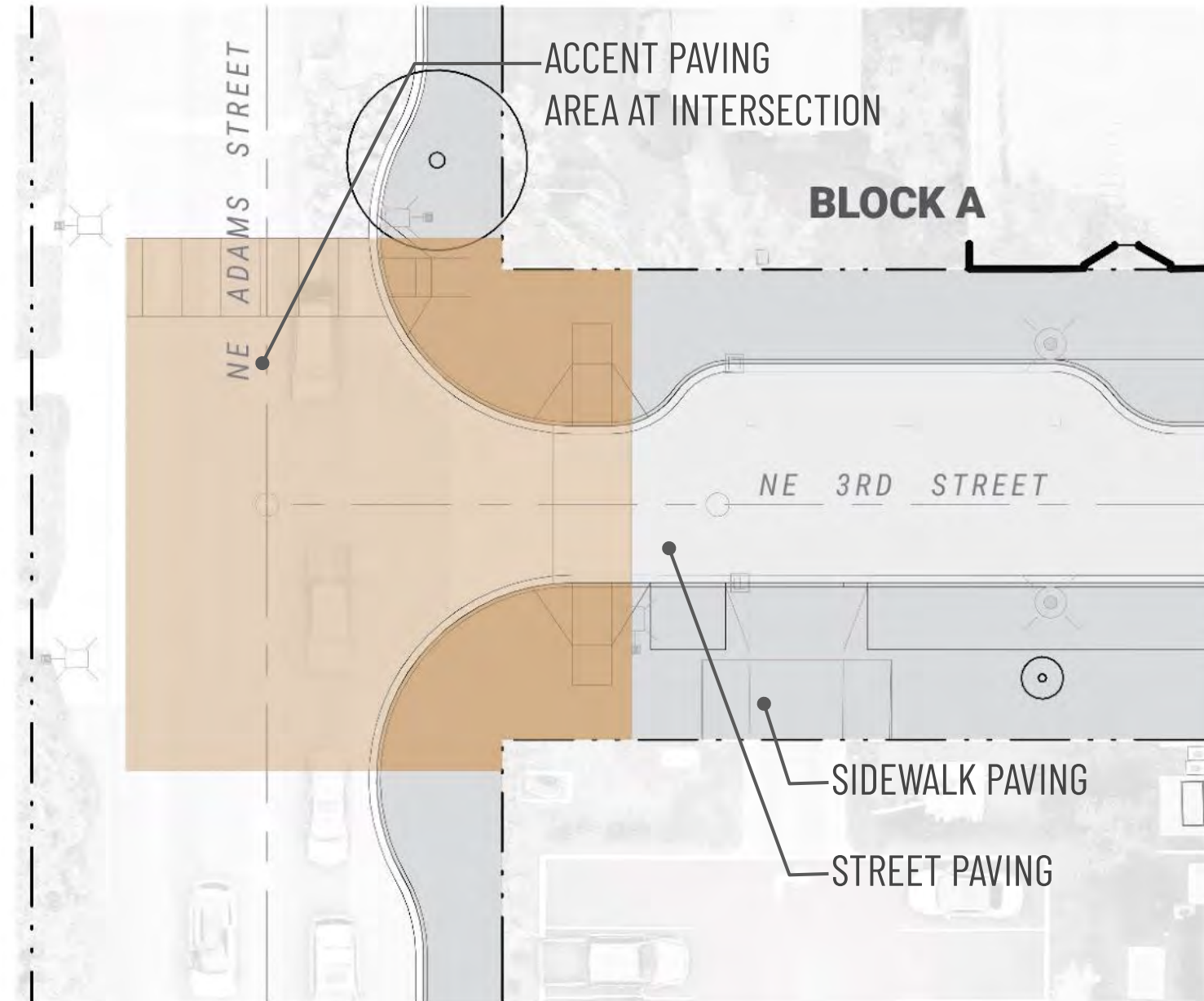


INTEGRAL COLOR CONCRETE

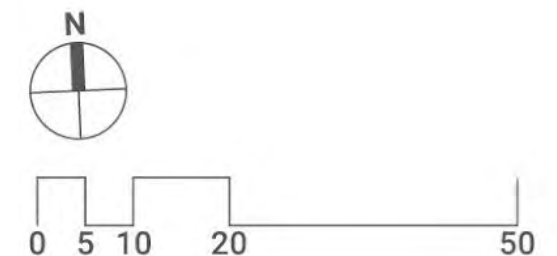


CONTRASTING PAVERS

- Use variety of color/texture in hardscape to highlight gateway intersections
- Traffic calming for pedestrians also highlights pedestrian areas
- Can be combined with other gateway improvements without using additional pedestrian space



DISTRICT BRANDING



15% Design :: Gateway Opportunities: Street Trees (Johnson)

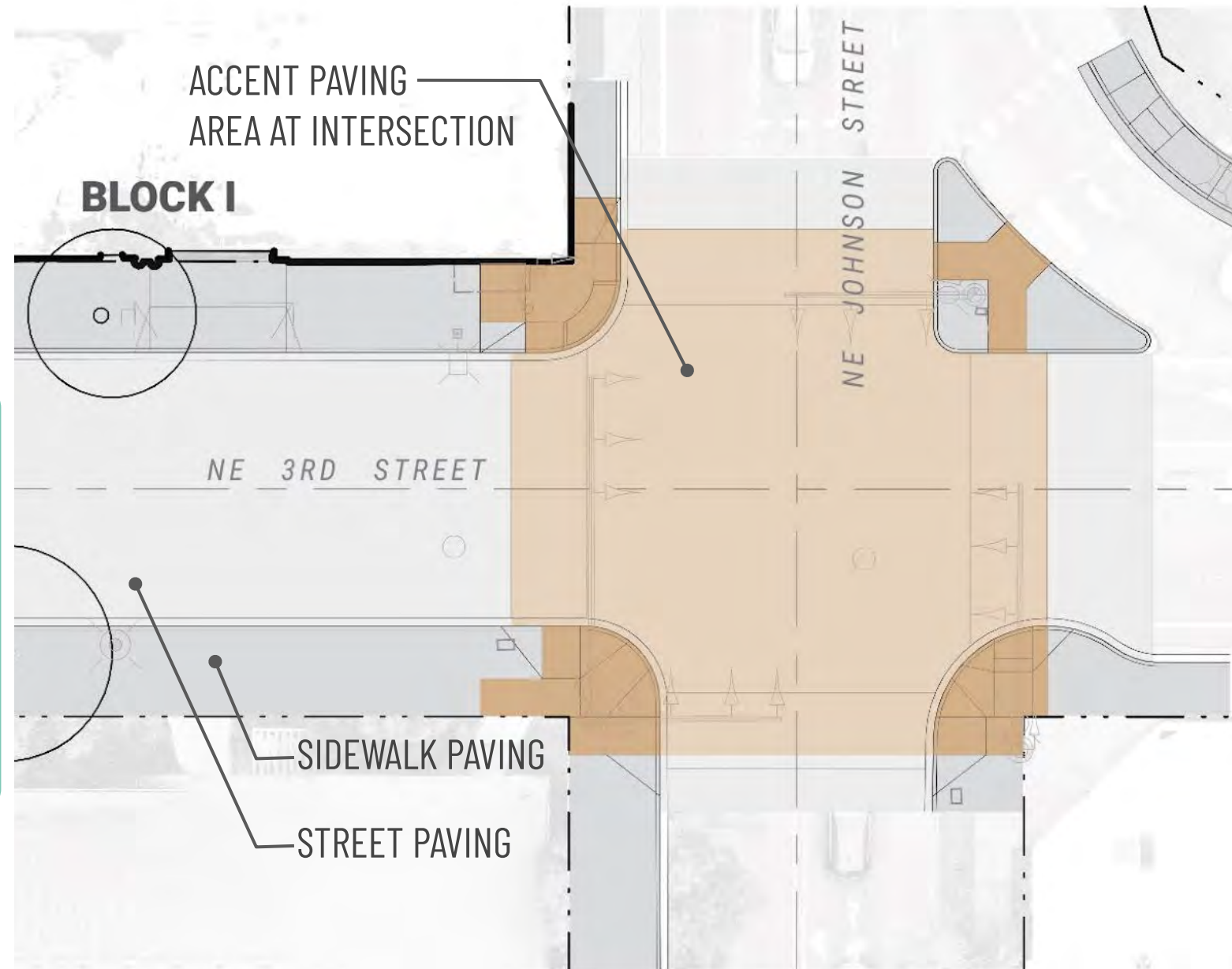


INTEGRAL COLOR CONCRETE

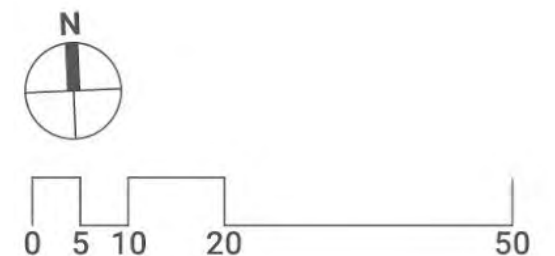


CONTRASTING PAVERS

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DISTRICT BRANDING



DESIGN QUESTIONS / CONSIDERATIONS

- Should both gateways have the same treatment?
- What do we see as the major difference(s) between the Adams and Johnson gateways? How should these differences influence the chosen treatments for each?
- Gateway design strategies can be combined (e.g., public art + hardscape surface treatment)
- The Adams intersection will be constrained by right-of-way control when looking to implement hardscape surface treatments.
- The Adams intersection has the opportunity to highlight 3rd Street from a well-traveled highway. (Should Baker also be considered in this regard?)
- The Johnson intersection offers the opportunity to extend the character of 3rd Street further east.