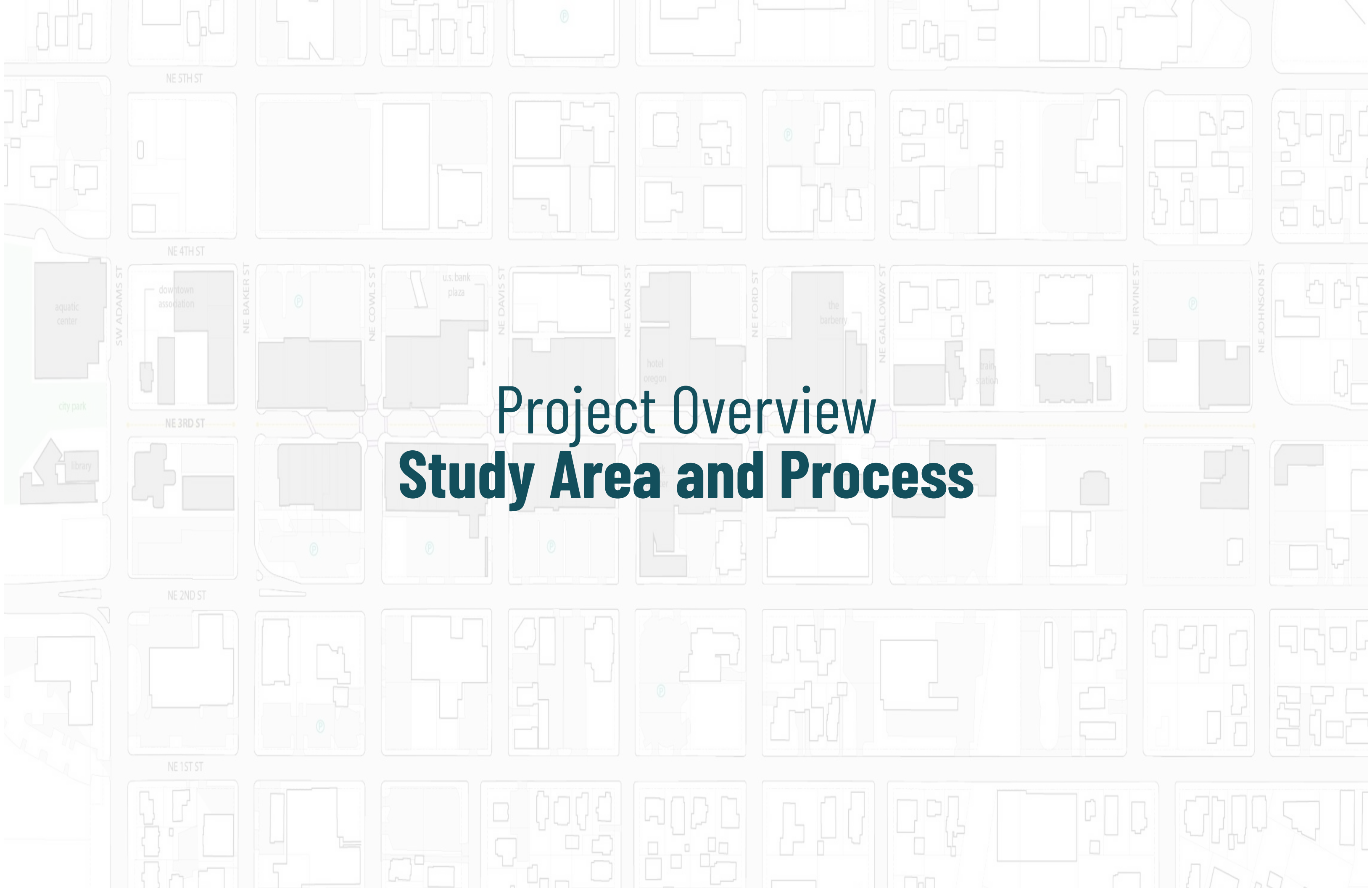


# NE Third Street Improvement Project

## Final Concept Design

McMinnville, Oregon  
29 July 2022





# Project Overview Study Area and Process



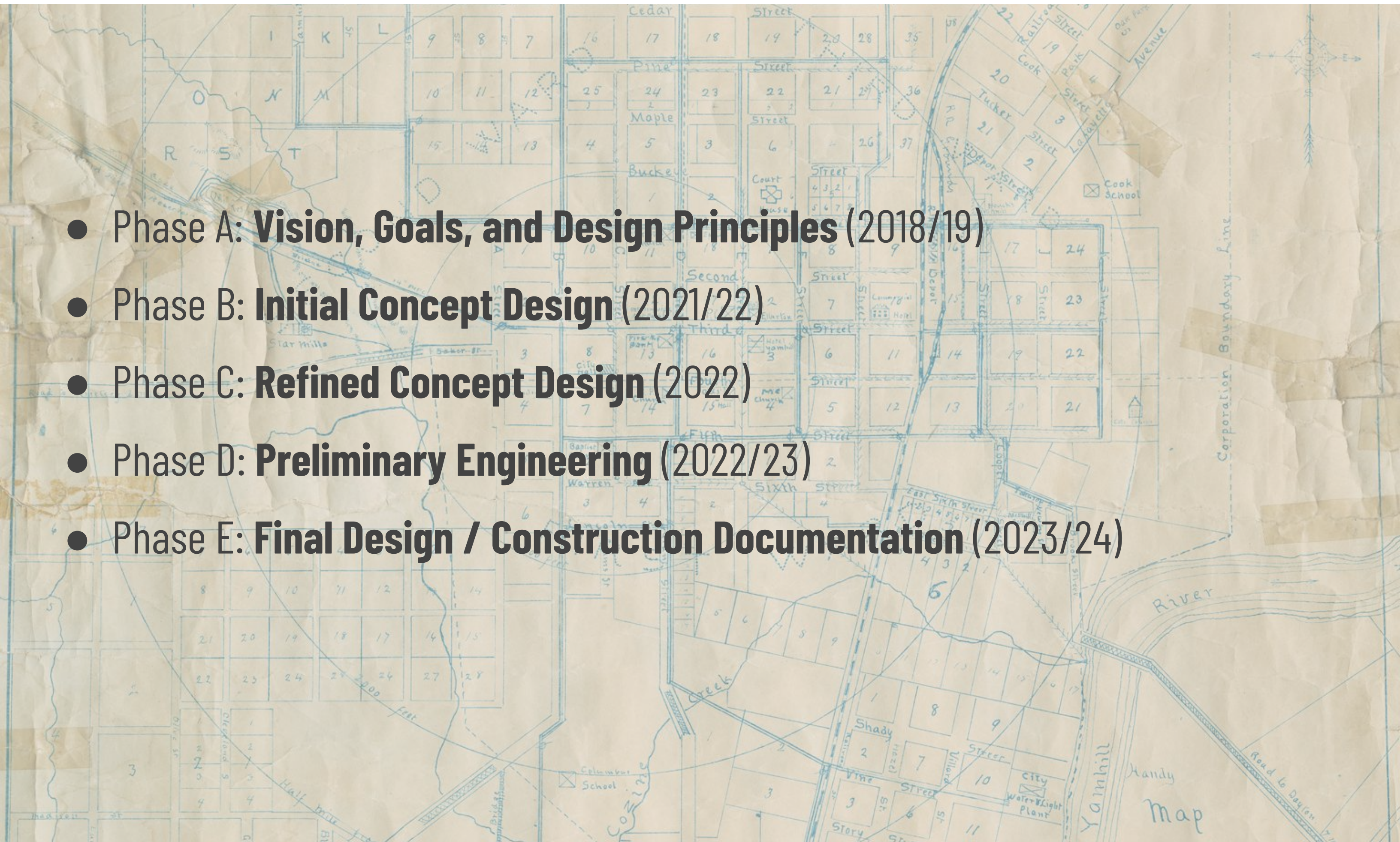
# Project Overview :: **Adams to Johnson**





# NE Third Street Improvement Project :: **Phases**

- 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 (2022/23)**
- Phase E: **Final Design / Construction Documentation (2023/24)**





# NE Third Street Concept Design :: Project Timeline

Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022
<b>B1. Functional Alternatives</b>	—————●						
	<b>B2. Tree Alternatives</b>	—————●					
		<b>B3. Design Theme Alternatives</b>	—————●				
					<b>B4. Initial Design Review</b>		
					<b>C1. Preferred Design Alternative</b>	—————●	
						<b>C2. Conceptual Cost Forecast</b>	—————●
						<b>C3. Review of Preferred Design</b>	—————●
<b>TAC (12/6)</b>	<b>TAC (1/11-12)</b>			<b>TAC (4/14)</b>	<b>TAC (5/17)</b>	<b>TAC (6/6 and 6/29)</b>	<b>TAC (7/6)</b>
<b>PAC (12/13)</b>	<b>PAC (1/24)</b>	<b>PAC (2/28)</b>		<b>PAC (4/4 and 4/25)</b>		<b>PAC (6/8)</b>	<b>PAC (7/11)</b>
					<b>Community Forum (5/3)</b>	<b>Community Forum (6/21)</b>	
					<b>Online Survey (5/2 - 5/13)</b>	<b>Online Survey (6/13 - 6/24)</b>	
					<b>MURAC / City Council (5/10)</b>		<b>MURAC / City Council (7/12)</b>



# NE Third Street Concept Design :: **Components and Decisions To-Date**

*With the guidance of the Project Advisory Committee (PAC), the Technical Advisory Committee (TAC), and City Council, and with input from stakeholders and community members via our Community Forums, surveys, and online info sessions, we have:*

- Determined **roadway functional design / cross-section**
- Developed approach to **street trees** and plantings
- Designed and programmed **mid-block curb extensions**
- Selected a design theme for **furnishings and fixtures**
- Recommended **roadway and sidewalk materials**





# NE Third Street Concept Design :: **Key Survey Takeaways**

Online surveys were posted on the [project webpage](#) from 05/02/22 thru 05/13/22 and from 06/14/22 thru 6/24/22. Paper versions of the surveys were also distributed / collected at the Community Forum on 5/3/22 and 6/21/22. Both surveys were advertised at the Community Forums and via the City's social media platforms; they were further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association. The first survey received 272 responses; the second received 442 responses.

*Key takeaways from the surveys include support for:*

- The Grove (Open Mountain Woodland) Concept
  - Maintaining the "Tunnel Effect"
  - Mixing tree species including flowering trees and conifers
  - Offsetting the mid-block Groves / curb extensions
  - Utilizing both raised planters and at-grade / open plantings
- Augmenting and complementing the historic look of Downtown
  - Utilizing "historic" furnishing and fixtures
  - Incorporating opportunities for functional art
- Utilizing concrete as the primary roadway surface
- Keeping some flexibility in the sidewalk programming



The screenshot shows the City of McMinnville website. At the top, it says "City of McMINNVILLE Oregon" with "Home" and "Contact" links. Below that are navigation tabs for "GOVERNMENT", "BUSINESS", "COMMUNITY", and "I WANT TO". The main heading is "Third Street Improvement Project". Below the heading is an aerial photograph of the downtown area with a red line indicating the project area along Third Street, between Adams Street and Johnson Street. The text below the photo says "Third Street Improvement Project: Get Involved & Share Your Opinion" and "Please take our latest survey!". It then lists the survey dates as "TAKE THE SURVEY: June 14 – June 24" and provides links for English and Spanish versions. It also lists a "PUBLIC OPEN HOUSE" on Tuesday, June 21, from 6:00 to 8:00 PM at Civic Hall, and "PUBLIC INFORMATION SESSIONS" on Wednesday, Thursday, and Friday. A Zoom meeting link is provided for the sessions. Finally, it lists a "PUBLIC HEARING" on Tuesday, July 12, from 5:30 to 7:00 PM at Civic Hall.

City of  
**McMINNVILLE** Oregon

Home | Contact

GOVERNMENT BUSINESS COMMUNITY I WANT TO

## Third Street Improvement Project



**Third Street Improvement Project: Get Involved & Share Your Opinion**  
Please take our latest survey!

**TAKE THE SURVEY:** June 14 – June 24

- English: <https://forms.gle/LtcpmfBG7fVirdYFA>
- Spanish: <https://forms.gle/YKSidnCktSWhiyQ89>

**PUBLIC OPEN HOUSE**, Civic Hall, 200 NE Second Street, Tuesday, June 21, 6:00 – 8:00 PM

**PUBLIC INFORMATION SESSIONS** (via Zoom, see link below):

- Wednesday, June 22, 12 – 1 PM
- Thursday, June 23, 7:30 – 8:30 PM
- Friday, June 24, 7:30 – 8:30 AM

Join Zoom Meeting  
<https://mcminnvilleoregon.zoom.us/j/82157318820?pwd=ZlJKcmR3QkJwTEExEdTg5VlM2SW9sUT09>

Meeting ID: 821 5731 8820  
Passcode: 717155  
By Phone: 1-253-215-8782

**PUBLIC HEARING**, Civic Hall, 200 NE Second Street, Tuesday, July 12, 5:30 – 7:00 PM



# Project Background Existing Conditions











# Existing Conditions :: **Historic District**





# Existing Conditions :: Commemorative Plaques





# Existing Conditions :: **Designed for Cars**





# Existing Conditions :: **Designed for Cars**



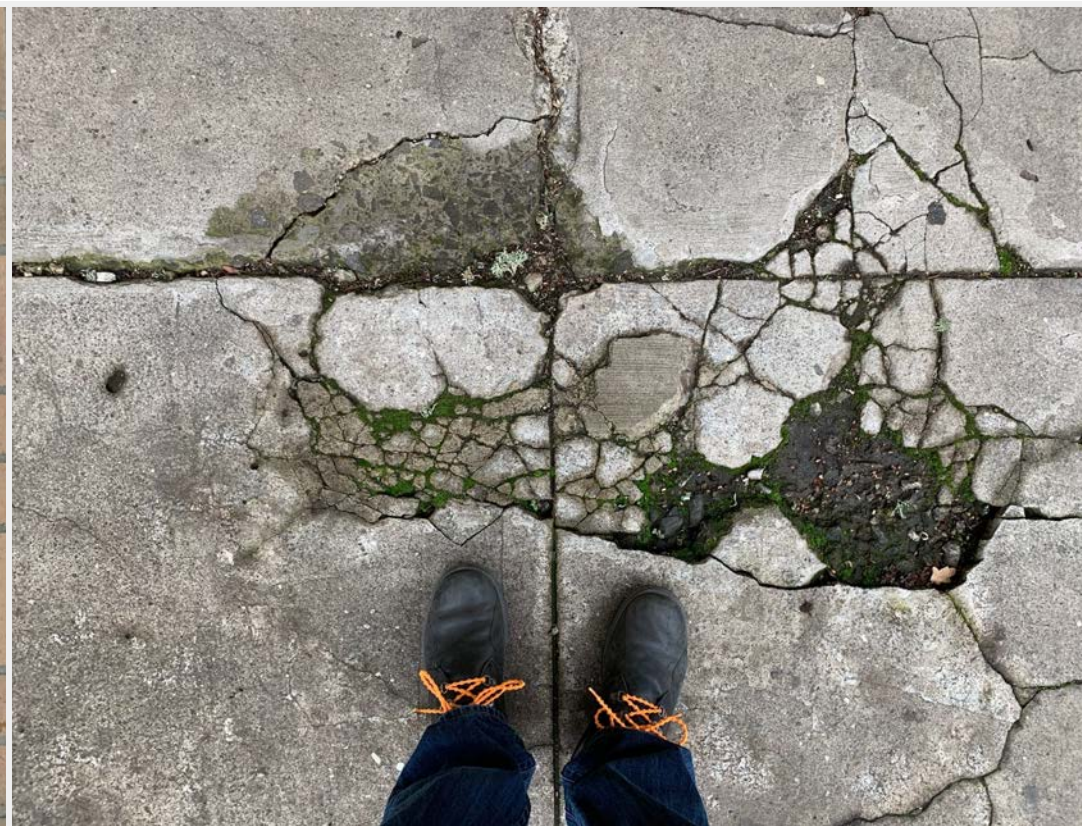
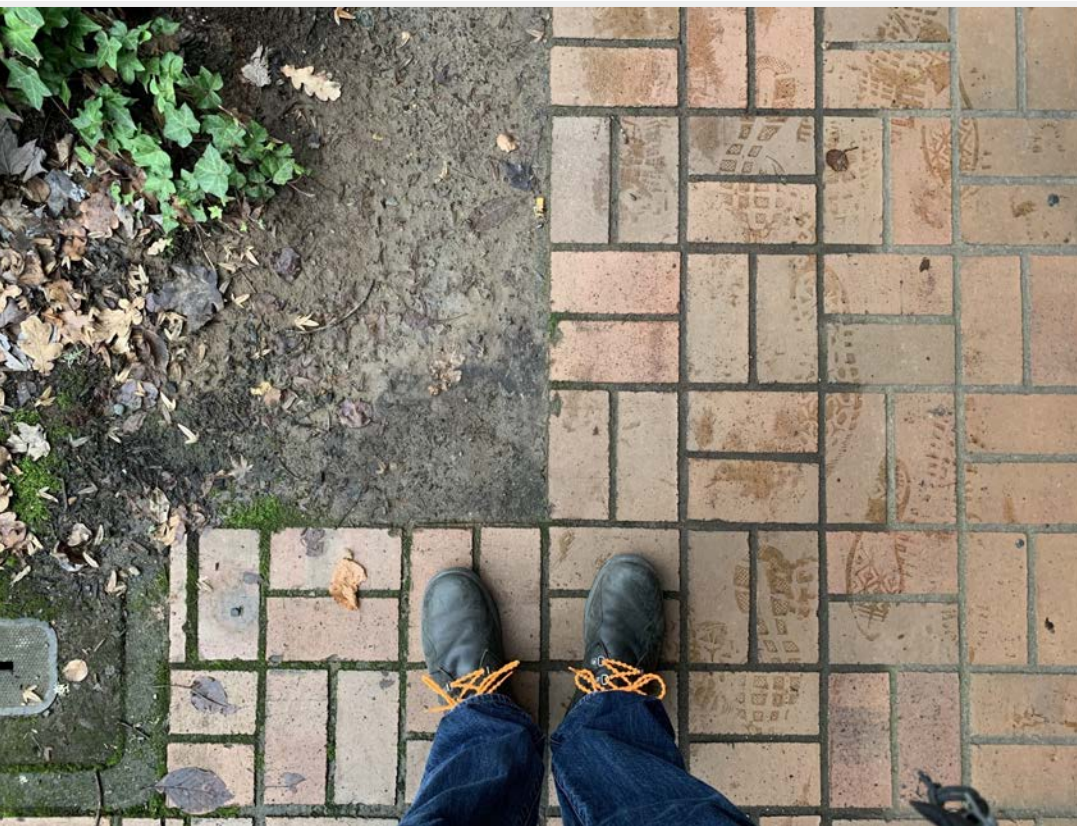
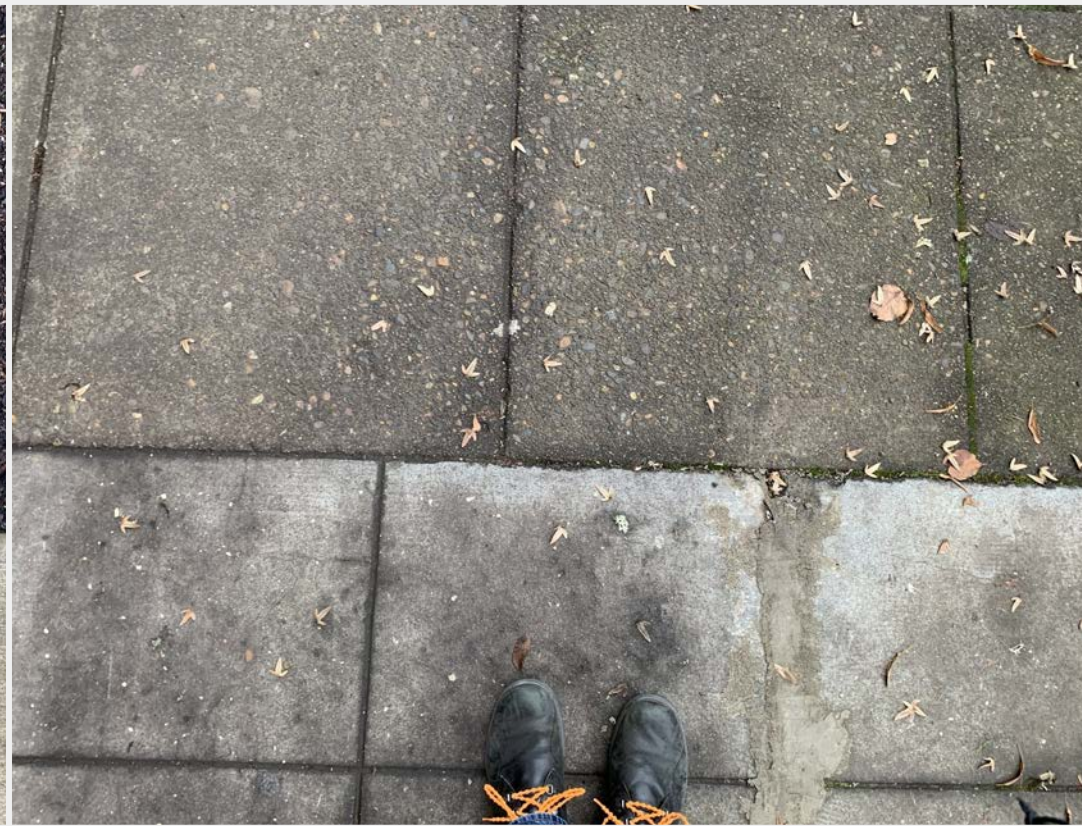


# Existing Conditions :: Sidewalks





# Existing Conditions :: Sidewalks / Paving Variety





# Existing Conditions :: Drainage Issues







# Project Background Previous Plans and Policies



# 2000 :: Downtown Improvement Plan

## Improvement Projects:

The following projects have been identified as specific improvements to downtown McMinnville.

**District Streetscape** - Streetscape refers to all of the physical elements which comprise the area within the public right of way. Elements such as pavements, lighting, furnishing, and planting are part of the downtown McMinnville streetscape. These elements are to be developed uniformly to establish recognizable patterns which are pleasant and identify the downtown. All of the streets, First Street through Fifth Street, as well as the north/south streets, are to be developed with this consistent and attractive streetscape.

**Adams Street and Baker Street** - Improve Adams Street and Baker Street to appear and function as downtown streets. Improvements include additional pedestrian crossings, consistent planting and lighting, as well as additional on-street parking.

**Third Street** - Third Street is the identifiable center of the City. Ensuring that the street is successful both functionally and aesthetically is important to the health of the entire downtown. Planned improvements for Third Street include:

1. Replace the street trees over a period of years with tree species that do not damage sidewalks.
2. Upgrade street furnishings, lighting, and pavements to the same standards of the entire downtown.
3. Reconstruct mid-block crossings to be more useable by pedestrians.

## CONCEPT PLAN

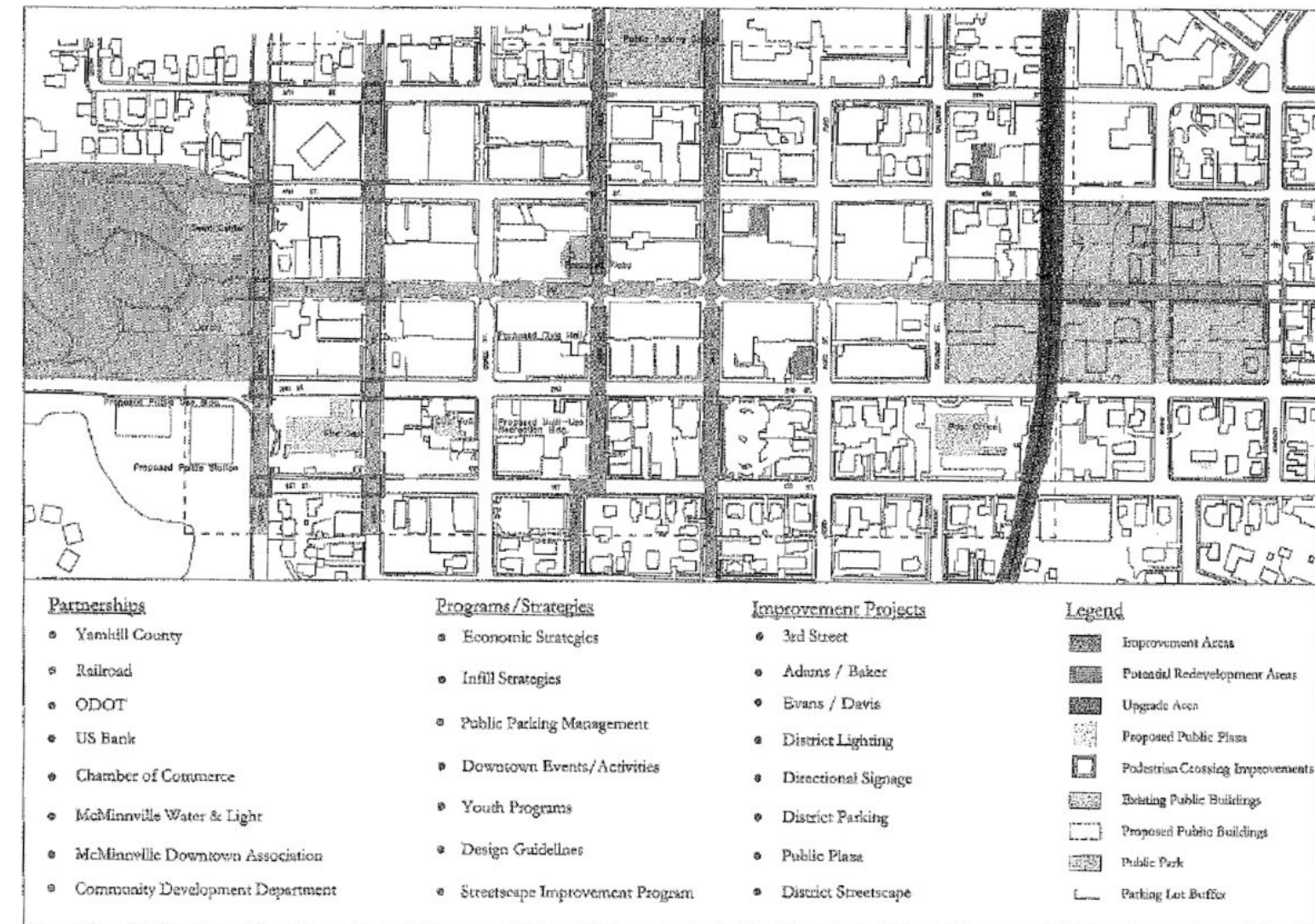
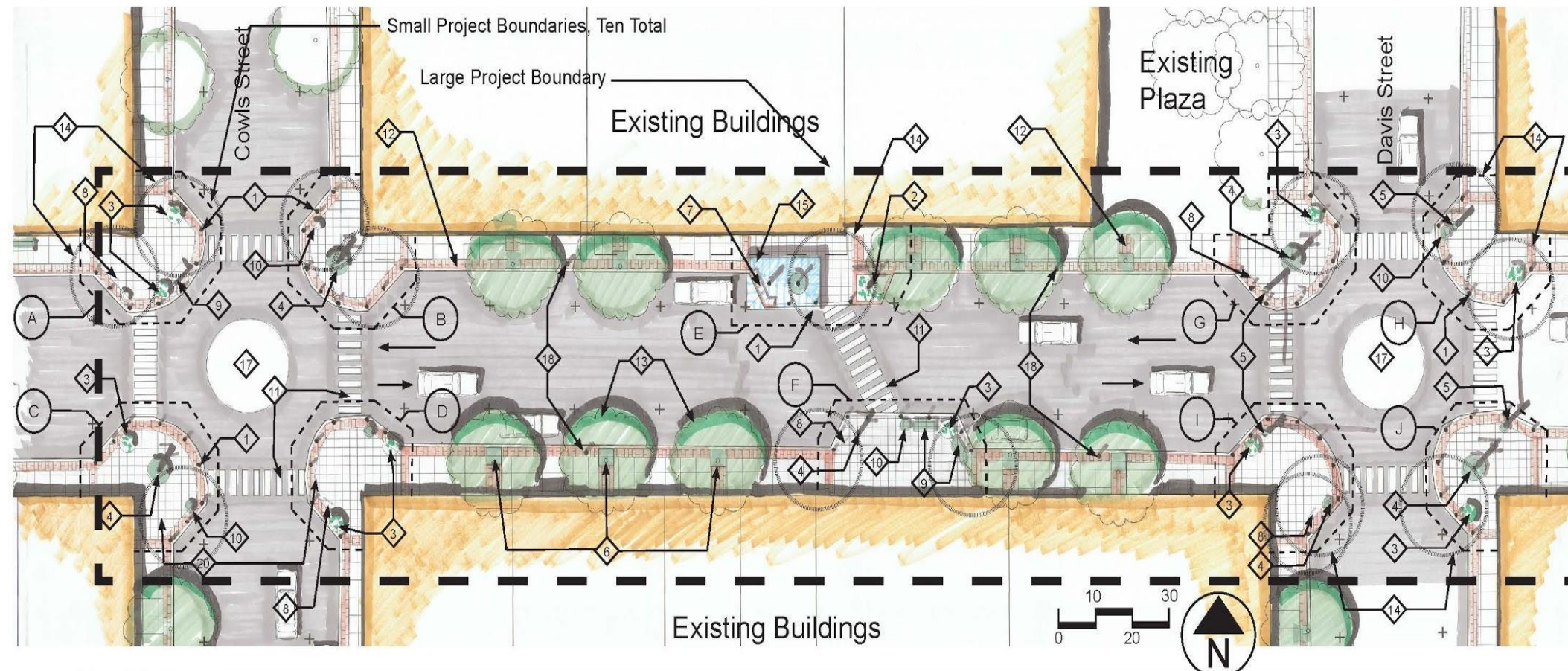
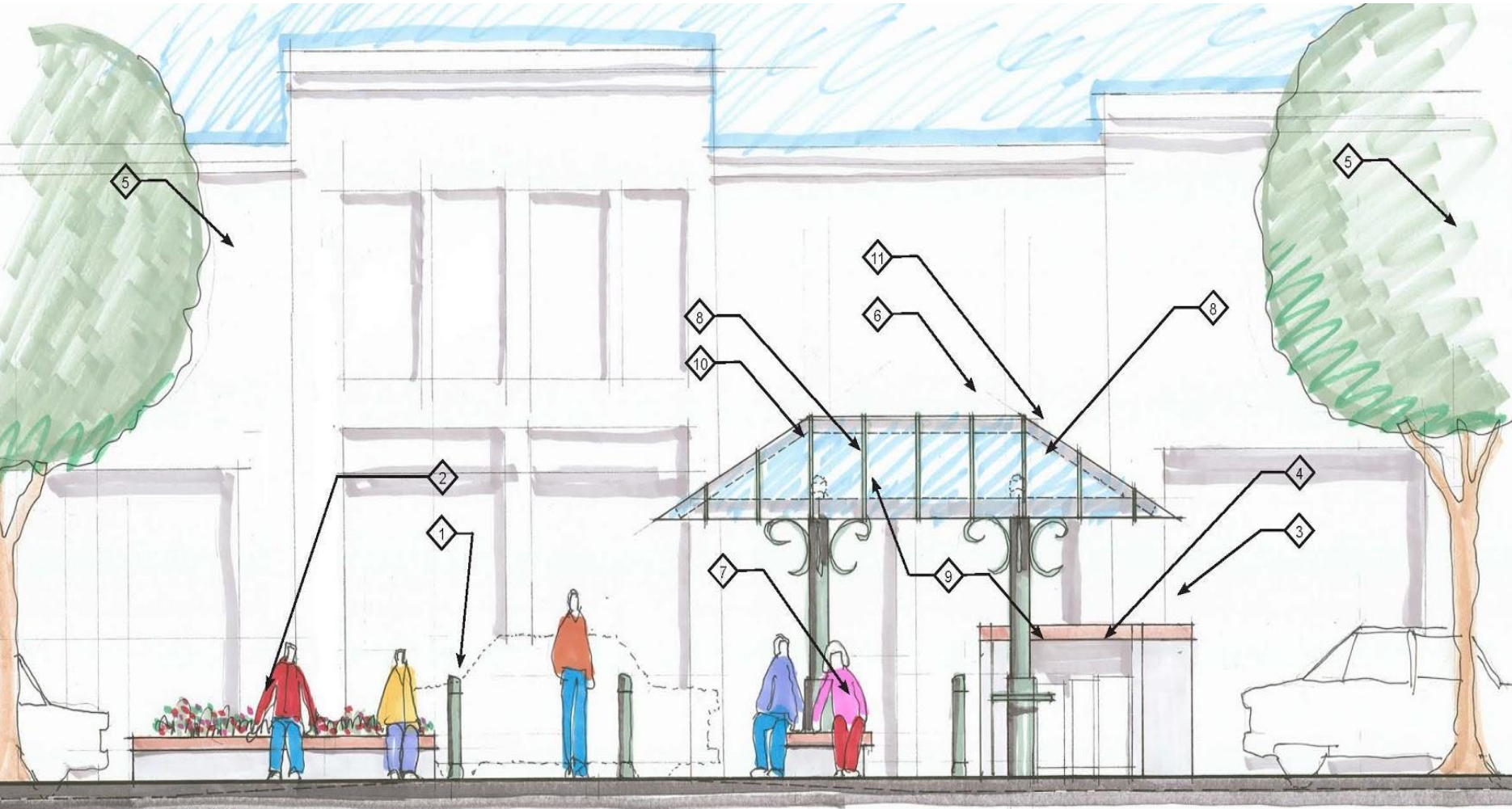


Figure 10: Recommendations



# 2005 :: Third Street Streetscape Plan





# 2005 :: Third Street Streetscape Plan

## Small Projects Description

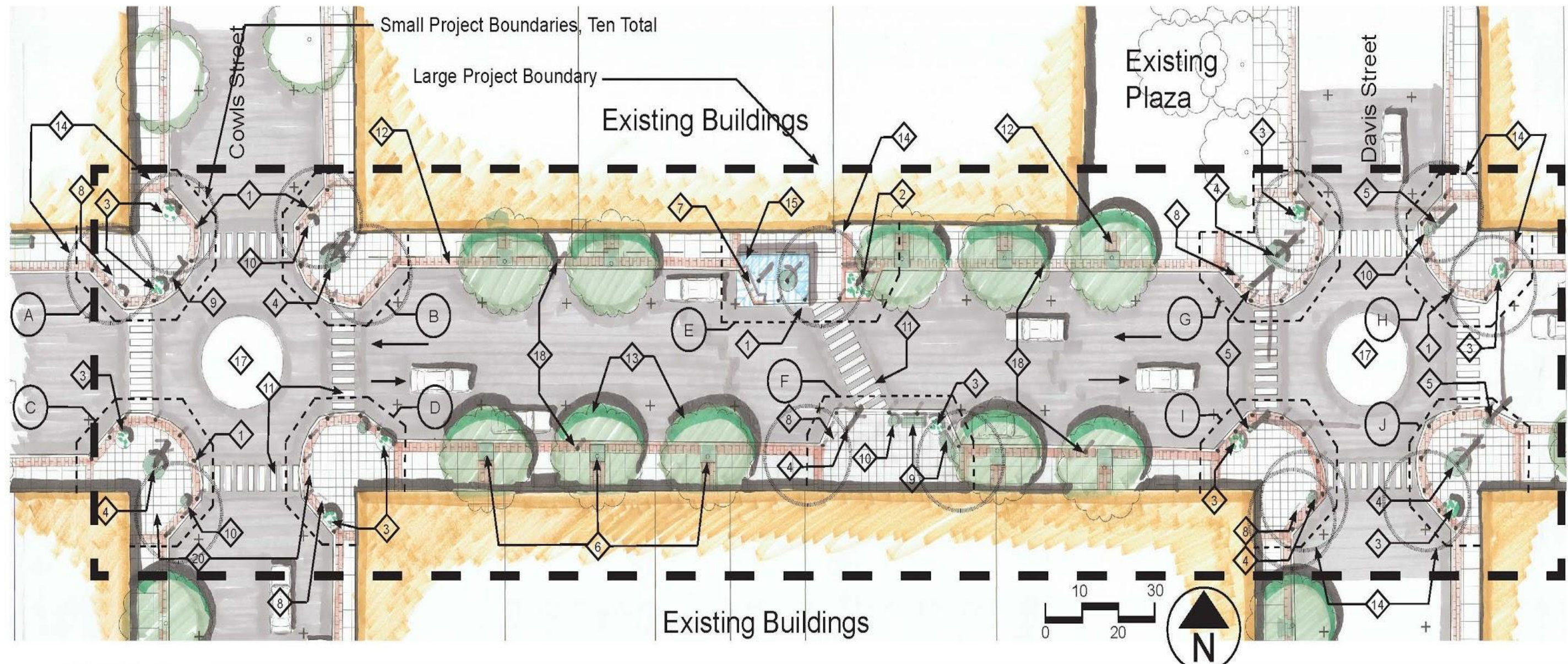
Small localized projects denoted by letters A-J are improvements that can be completed on a phased schedule. Projects require only asphalt patching at adjacent street, without street demolition and with only localized utility work.

## Large Project Description

The large project encompasses all street improvements for one block including two intersections along Third Street. This includes street and sidewalk repaving as well as the implementation of new crosswalks.

### Keynotes

- 1 Bollards at Street corners and mid-block
- 2 Raised Planter Bed
- 3 Concrete Planter Tub
- 4 Street Lights with custom bench surrounding and street signage to match existing downtown Historic District signage.
- 5 Light Signal - remove Cobra Lights above traffic signal level - repaint traffic signal exposed steel uprights and arms to match finish of other streetscape elements
- 6 Open tree wells at all existing trees. Replace with 48" square tree grates when trees are replanted/ rotated.
- 7 Newspaper and trash receptacle surround
- 8 Bike Parking Rack
- 9 Bench
- 10 Trash Receptacle
- 11 Painted Zebra Stripe Crosswalk/ alternate of brick paving with same width
- 12 Brick sidewalk strips, 2' wide
- 13 Existing Trees to remain until rotated out for new trees, typical.
- 14 Existing Trees removed for project
- 15 Mid-block Shelter
- 16 Custom Bench surrounding street-light, typical.
- 17 Drivable Street Intersection Inlaid with Decorative or Historic Theme
- 18 Light Bollards between corner and mid-block for fill light
- 19 Concrete - 4' x 4' pattern
- 20 Concrete - 2' x 2' pattern, typical at street corner and mid-block





## Third Street Streetscape Plan

In 2005 the City completed a Streetscape Plan for Third Street in Downtown McMinnville<sup>5</sup>. A “Test Block” was identified in the Plan for the section of Third Street from Cows to Davis Streets. The study acknowledged that Downtown McMinnville is largely a successful and vibrant center, but identified a series of problems associated with the existing streetscape:

- Several differing, non-complementary light fixtures
- Several variations in trash receptacles,
- The usual array of newspaper and periodical stands,
- Different and clashing paving patterns,
- Drainage difficulties due to multiple asphalt overlays,
- Plentiful, variety of street trees (asset), but several are non-appropriate species, some are over-mature and in some cases, awkwardly located, and
- Mid-block shelters at mid-block crossings are unique but awkward (“heavy in feel”), a design non-complimentary to presiding corridor.

The Study engaged a downtown Streetscape Committee that helped make recommendations for streetscape improvements on Third Street that could become standards for all downtown streetscapes (see First and Second Street Enhancement Plan below).

As illustrated in **Exhibit 5-7**, an example detailed project section was chosen for that portion of 3<sup>rd</sup> Street between Cows and Davis Streets. Cost estimates for full streetscape enhancements range from \$450,000-\$625,000, per block. General Plan recommendations are summarized in **Table 5-3**. Since the Streetscape Plan was completed, private funding has allowed the City to replace the older streetlights on Third Street with ornamental light standards (poles) and fixtures better suited for the pedestrian environment.

Table 5-3 Recommended Third Street Streetscape Enhancements

Streetscape Amenity	Recommendations
Street Trees	Removal of existing trees at corners and mid-block crossing to open these areas up for light, views, and for separation of new street lights from high vegetation; replacement of some trees with appropriate species, some relocated for better placement with street lights, and gradual establishment of metal ornamental tree grates.
Crosswalks & Streets	Either zebra-striped or alternately, brick paver crosswalks, including retaining the diagonal orientation of mid-block crossings.
Street Lighting	New streetlights at diagonal corner locations and at one side of the mid-block, with arms for both additional flower baskets and irrigation tube, and for banners; and new lit steel bollards between corners and mid-block, for fill light under street trees, supplementing new street lights.
Shelters at Mid-Block Crossings	New mid-block ornamental steel and translucent glass shelters, open air coverings, designed to be far lighter and more urban in appearance, to serve as night “beacons” at the mid blocks. The north to south diagonal placement of the new shelters complements the diagonal mid-block crossings.
Landscaping	Concrete planter tubs at corners and mid-blocks, to add color, greenery and variety at the pedestrian level complementing the overhead tree canopy; and brick planters at the mid-block on the shelter side, with raised sitting surface and irrigation.
Benches & Bike Racks	New benches at corners and mid-block crossings and new bike racks at each corner, and at the mid-block.
Trash & Newspaper Units	Trash receptacles to match existing receptacles in City Park near Library; and brick newspaper and trash receptacle at the mid-block shelter, also containing utility boxes, valves and cutoffs.
Sidewalk Surfacing	Inlaid design(s) with possible decorative/historic themes at the center of Davis and Cows intersections, and sidewalk surfacing sections of scored concrete and brick edging strips (accessible utilities) and brick cross-strips.



## **DOWNTOWN COMMERCIAL CORE**

The downtown commercial core should be a regional destination as well as the commercial center for the citizens of McMinnville. Its identity should enhance and preserve the qualities of the downtown, including its historic heritage, that make it an economically healthy, attractive, and unique environment for people to live, work, shop, and socialize.

## **D. Third Street Streetscape Plan**

The Third Street Streetscape Plan (TSSP) is an in-depth plan for making Third Street into a coordinated, inviting, pedestrian friendly street that will boost the economic potential of Downtown McMinnville. Submitted in 2005, the TSSP lays out a plan for Third Street including street tree modification options, crosswalks, street lighting, landscaping, benches and bike racks, and more.

*The Plan conforms with and will directly support the vision of streetscape improvements put forth by the TSSP. It will provide the funds to complete projects identified in the TSSP.*

2017: Highlighted as a **URA Priority Project** in the MURAC Five-Year Work Plan





# Project Background Vision, Goals, and 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**

- Honor Downtown's heritage and include the contributions of previous generations
- Perpetuate Downtown's quirky character (and leave room for individual expression)
- Define cohesive furnishing, material, and color palettes
- Integrate public art into the streetscape and create opportunities for temporary art installations
- Create a comprehensive lighting program that includes building illumination
- Strategically revitalize Third Street's iconic canopy of street trees
- Create more gathering spaces and provide more seating

## **strengthen the PROSPERITY of LOCAL BUSINESSES**

- Partner with property owners, local businesses, and the Downtown Association to foster and develop a sense of shared pride and ownership of the street
- Design sidewalk areas, seating, lighting, and access to support business function
- Ensure that special events are programmed and facilitated in ways that complement and bolster commercial businesses



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

## **ensure SAFETY for all users and CONNECTIVITY throughout Downtown**

- Manage the needs of all modes of transportation while prioritizing pedestrians
- Provide universal access
- Improve wayfinding and signage
- Maintain mid-block crossings
- Improve connections between Third Street and key destinations (e.g., City Park, Library, East End, Granary District, surrounding neighborhoods, etc.)
- Manage downtown parking holistically

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

- Integrate features into the streetscape to facilitate special events and improve safety and security for pedestrian crowds
- Provide facilities and amenities that support events and benefit local businesses
- Program events that generally cater to a mix of local residents and visitors



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

- Develop a comprehensive phasing strategy with business owners and contractors to minimize construction impacts on businesses
- Improve and/or expand existing infrastructure (e.g., power, water, sewer, stormwater drainage, communication) to meet current and future needs
- Future-proof utility investments

## **facilitate a robust PUBLIC ENGAGEMENT process that engages the entire community**

- Manage a transparent design and decision-making process
- Engage a complete cross-section of stakeholders (e.g., businesses, property owners, utility providers, City / agency staff, event organizers, and the general public)
- Provide a mix of engagement activities (e.g., meetings, open houses, workshops, website, social media)



## NE Third Street :: **Design Principles**

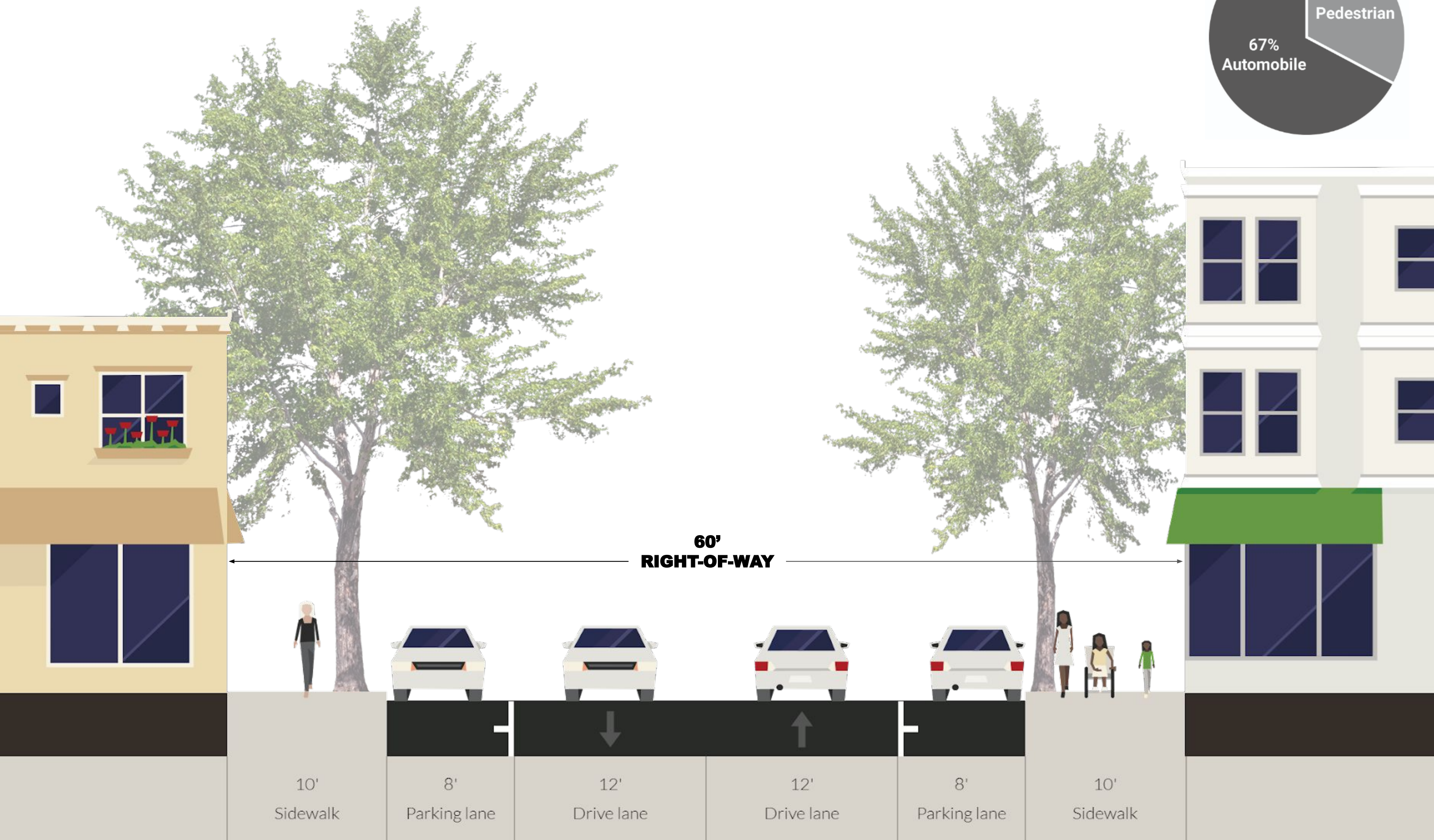
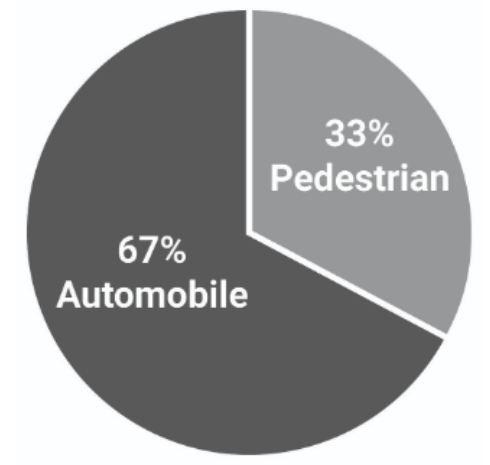
- Third Street is of the **people**, for the people, and created by the people
- Third Street is **safe, inclusive**, and **accessible to all**
- Third Street is Downtown's premier **public space**
- Third Street is an **integral part of Downtown**
- Third Street is the **vibrant commercial heart** of 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
- Thirds Street is **quirky** and **unique**



# Preferred Functional Design A Person-Centered Main Street



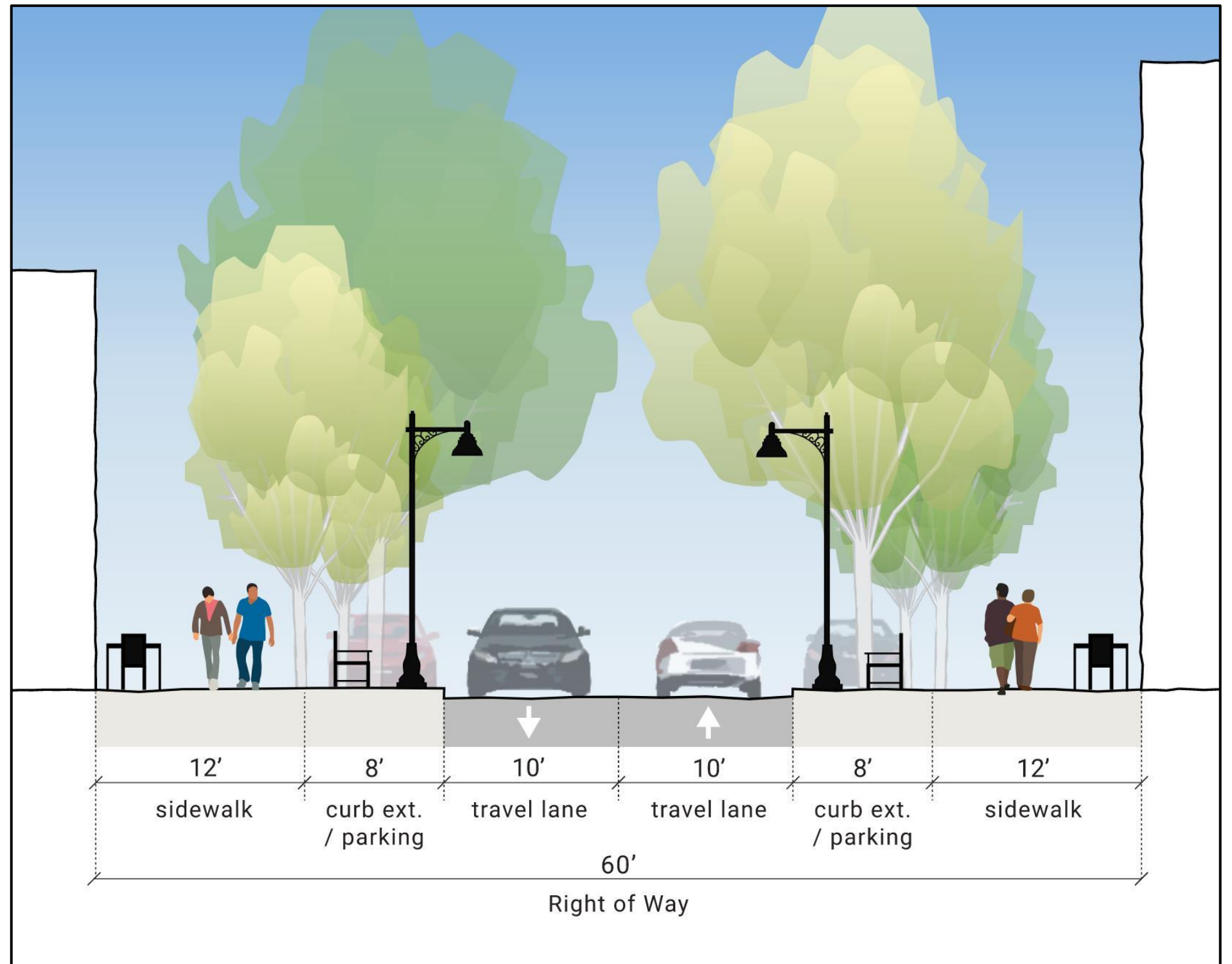
# Existing Conditions :: Cross-Section





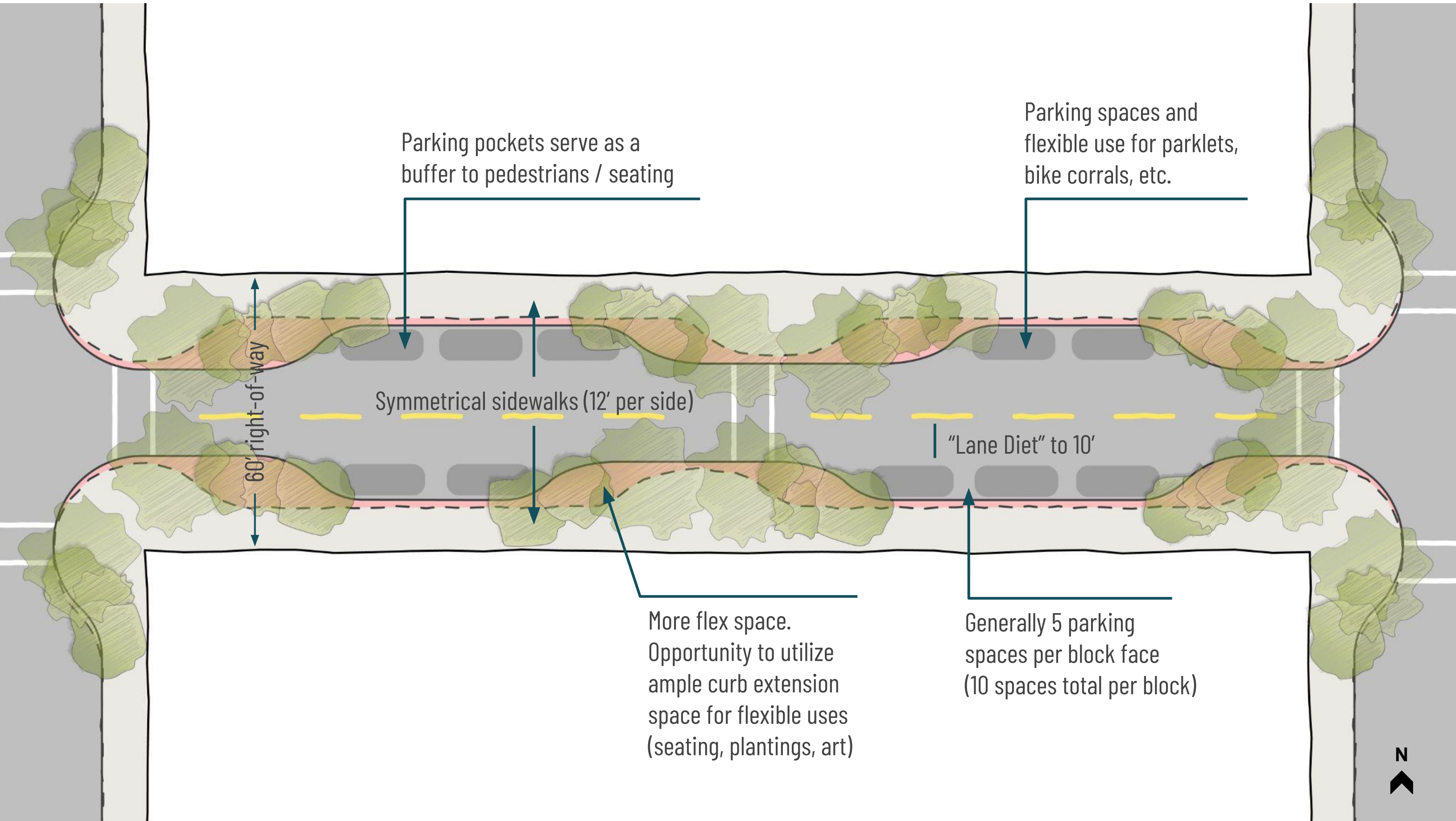
# Preferred Functional Design :: **A Person-Centered Main Street**

- **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





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





# Preferred Functional Design :: **Additional Bike Parking**




Recommendation: Look for opportunities to incorporate on-street **bike corrals** in select parking areas




# Preferred Street Tree Concept Grove: Open Mountain Woodland



## Existing Conditions :: **Street Trees**

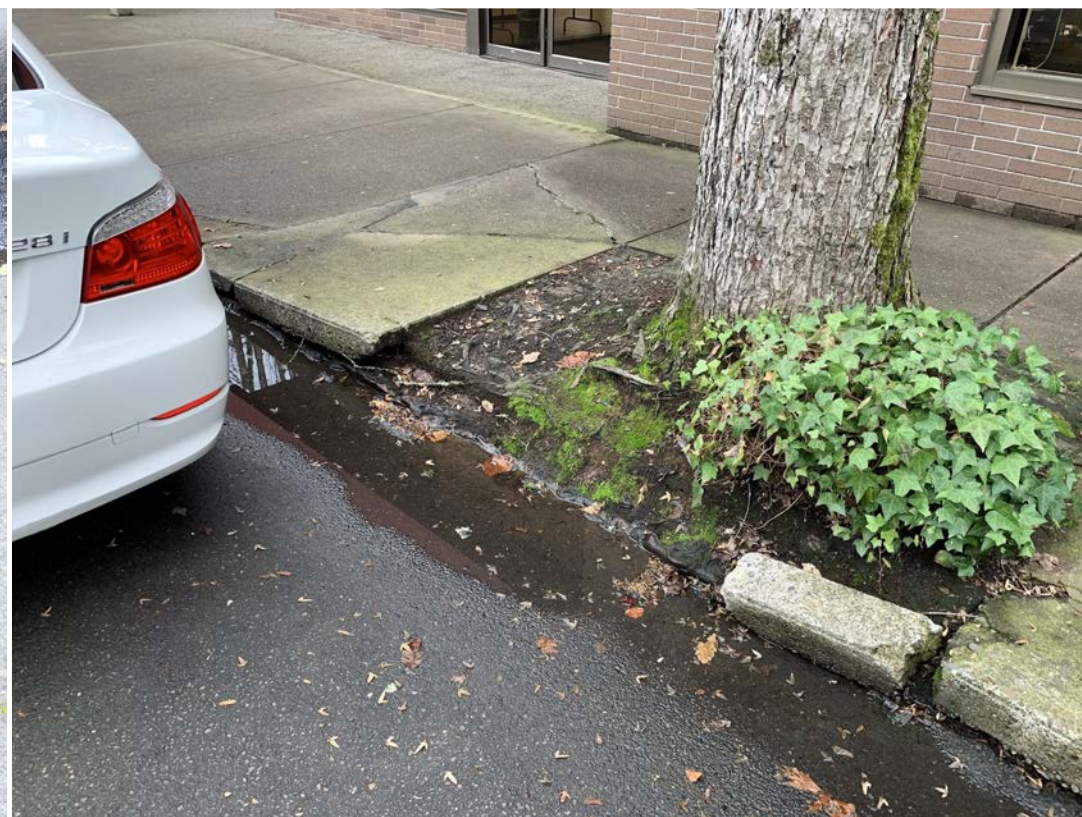


The existing street trees - particularly the mature red maples - are a defining feature of Third Street and are beloved by the McMinnville community. It is the goal of the Project Advisory Committee to save as many of these existing street trees as possible and to incorporate them into the new streetscape.





# Existing Conditions :: Street Trees

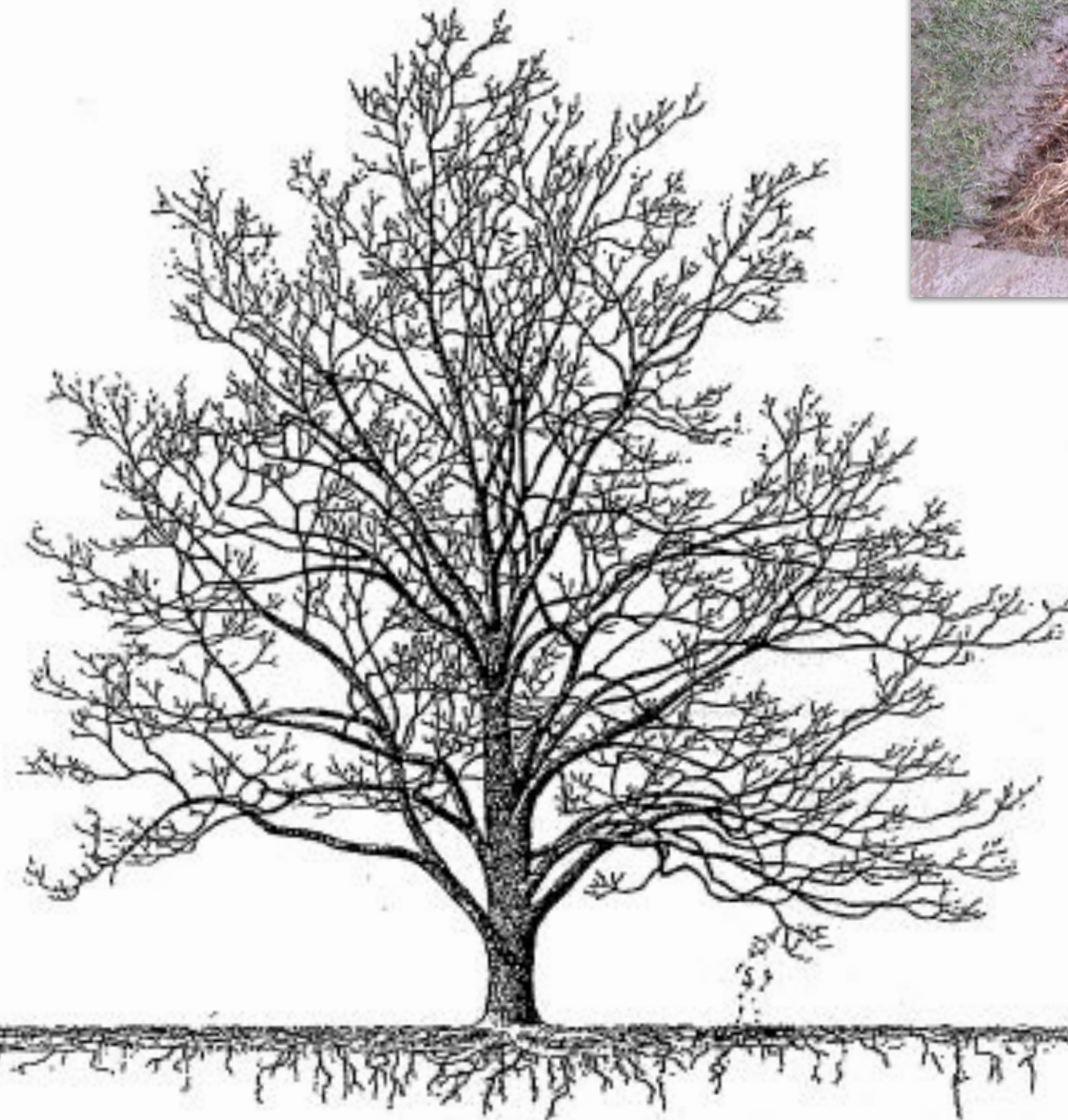


There are anticipated difficulties with the proposition of preserving existing trees, and these need to be studied and discussed openly during future design and construction phases. For example:

- The older existing trees are lifting the sidewalks and creating ADA accessibility issues - for which both the City and the adjacent property owner are liable.
- Most of the current trees likely have shallow root systems, which will be difficult to work around as new sidewalks, curbs, utilities, and roadway are installed.
- Existing trees may become unstable during construction, raising safety concerns.
- Recent tree removals showed that roots are damaging building foundations and infrastructure.



# Street Trees :: Extensive Root Growth



It is often impractical to demolish an existing street, dig trenches for utilities, and reconstruct a streetscape around large root systems



# Existing Street Trees :: **Healthiest When in Curb Extensions**



**CANOPY TREES NEED  
MORE ROOM TO GROW**

WEX 3rd St



## Grove Concept :: **Street Tree Design Principles**

Given the potential difficulties of preserving the existing street trees, it is recommended that a new street tree concept be pursued for NE Third that attempts to strategically accommodate existing trees while adhering to the following principles:

- Create a **diverse streetscape** that gets better with age.
- Highlight and frame Downtown's **historic architecture**.
- Preserve the **tunnel effect** created by today's street trees.
- Enliven Third Street with both **streetlights and "twinkle lights."**
- Strive to work within the City's list of **pre-approved street tree species**.
- Include species that enhance **ecological function**.
- Include species that will have the greatest **seasonal interest** (e.g., flowering, bark, summer canopy, fall color, winter rain capture / protection....)
- Select species that allow the **attributes of adjacent species** to stand out (e.g., fall color against a green backdrop).



# Grove Concept :: Overview



## TREE DESIGN

- Concentration of trees that vary in species, height, spread.
- Limited to wider curb extension areas.
- Employs a variation of tree species to create a lush/dense effect.
- Utilizes a range of upper/middle/lower story layering.
- Planting space at base of groves.

## HUMAN EXPERIENCE

- Opens building architecture up to the street.
- Concentrates shade at gathering areas.
- Opportunity for other forms of vertical elements.

## INSPIRATION

The Open Mountain Woodland Grove concept provides a low, open understory of grasses, perennials, and ferns. The mixture of tree species plays off one another: The bark, flowers, and fall color of the smaller deciduous trees really stand out against larger, denser conifers. The conifers provide a foundation, gateway, habitat, and extra rain cover year-round.



# Grove Concept :: Streetscape Examples



Bell Street (Seattle, WA)



8th Ave - Arbor Blocks (Seattle, WA)



Main Street (Grand Junction, CO)



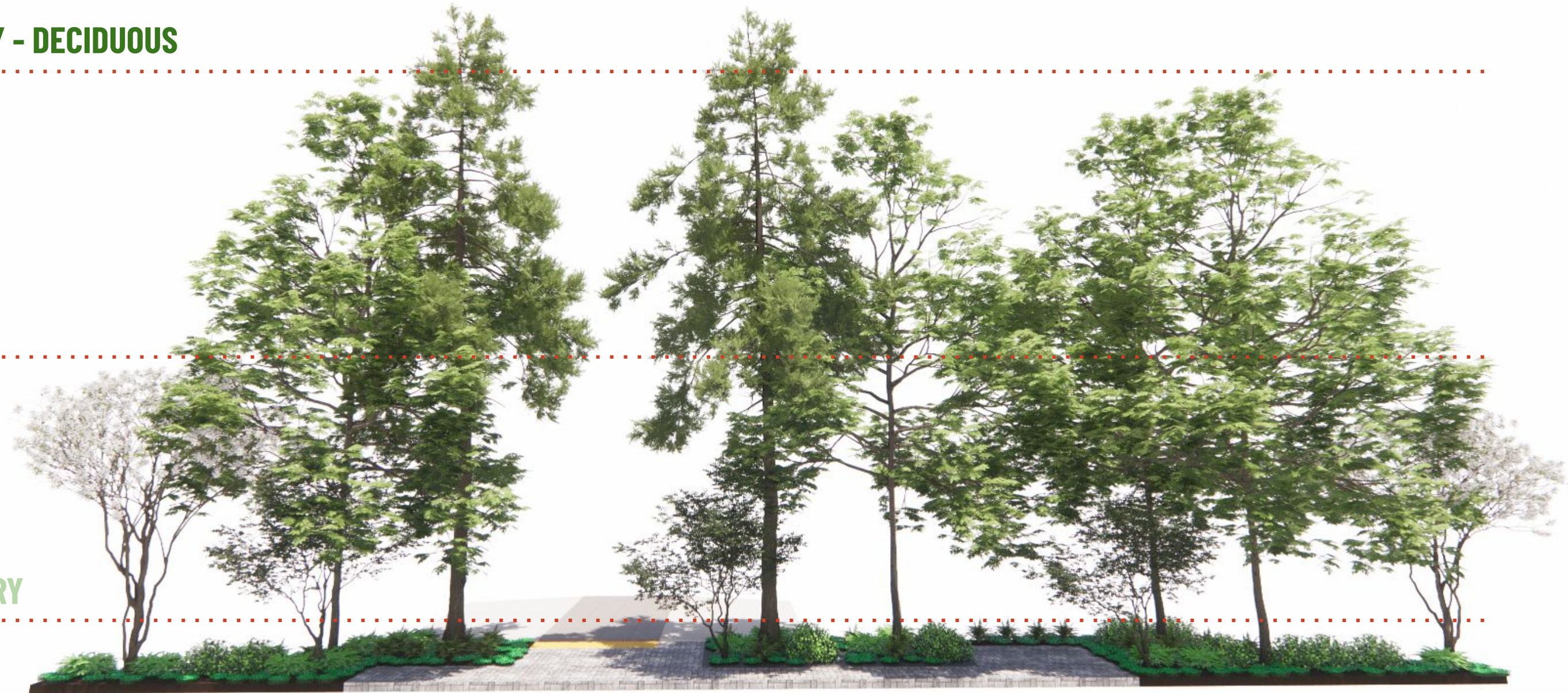
# Grove Concept :: **Spatial Structure**

**OVERSTORY - CONIFER**

**OVERSTORY - DECIDUOUS**

**MIDSTORY**

**UNDERSTORY**





# Grove Concept :: **Open Mountain Woodland**



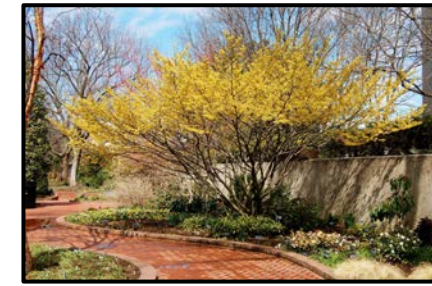
**Deciduous** - e.g., Birch or Hornbeam



**Understory 2** - e.g., Dogwood or Redbud



**Conifer** - e.g., Lodgepole Pine

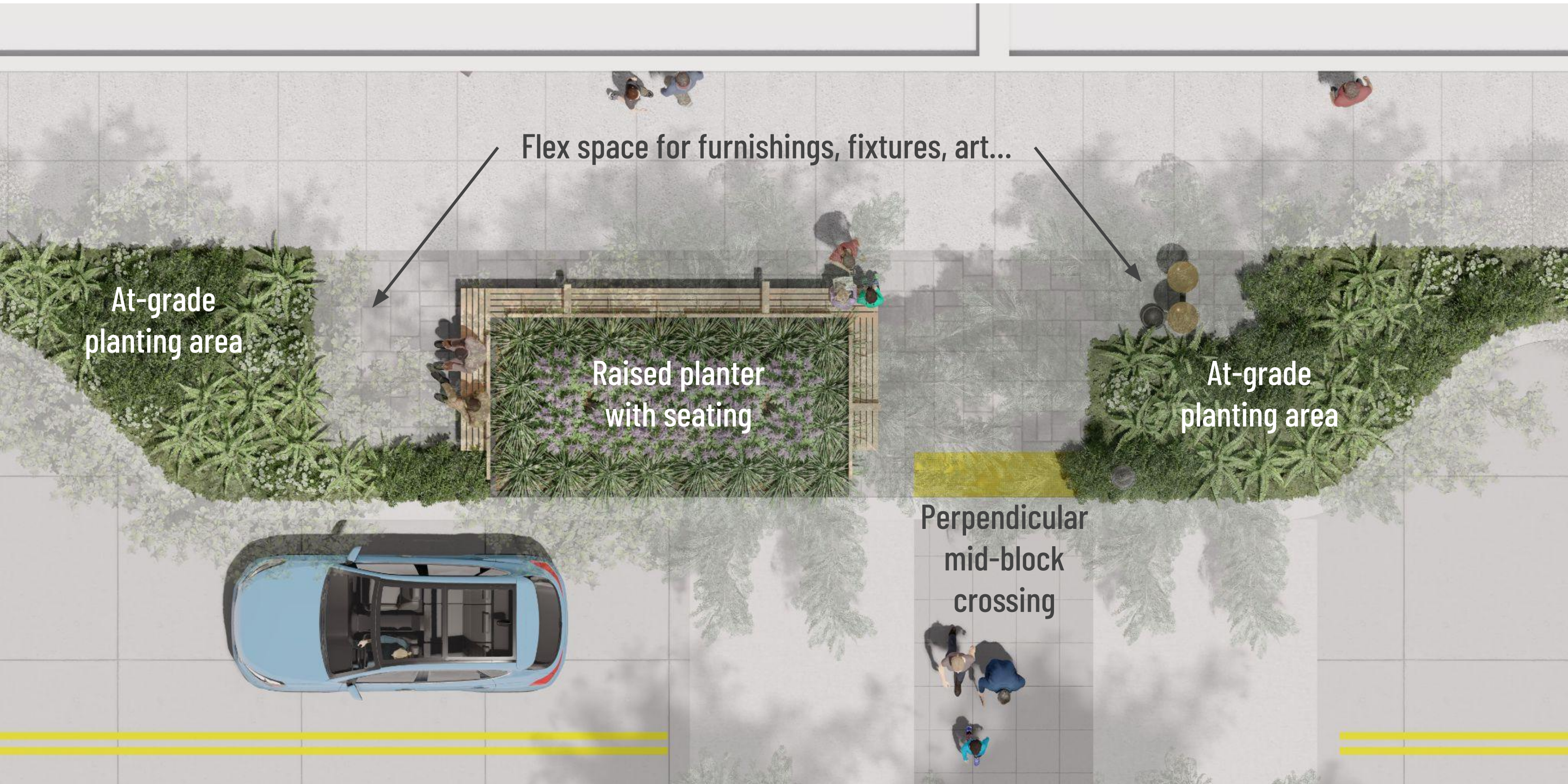


**Understory 1** - e.g., Vine Maple or Witchhazel



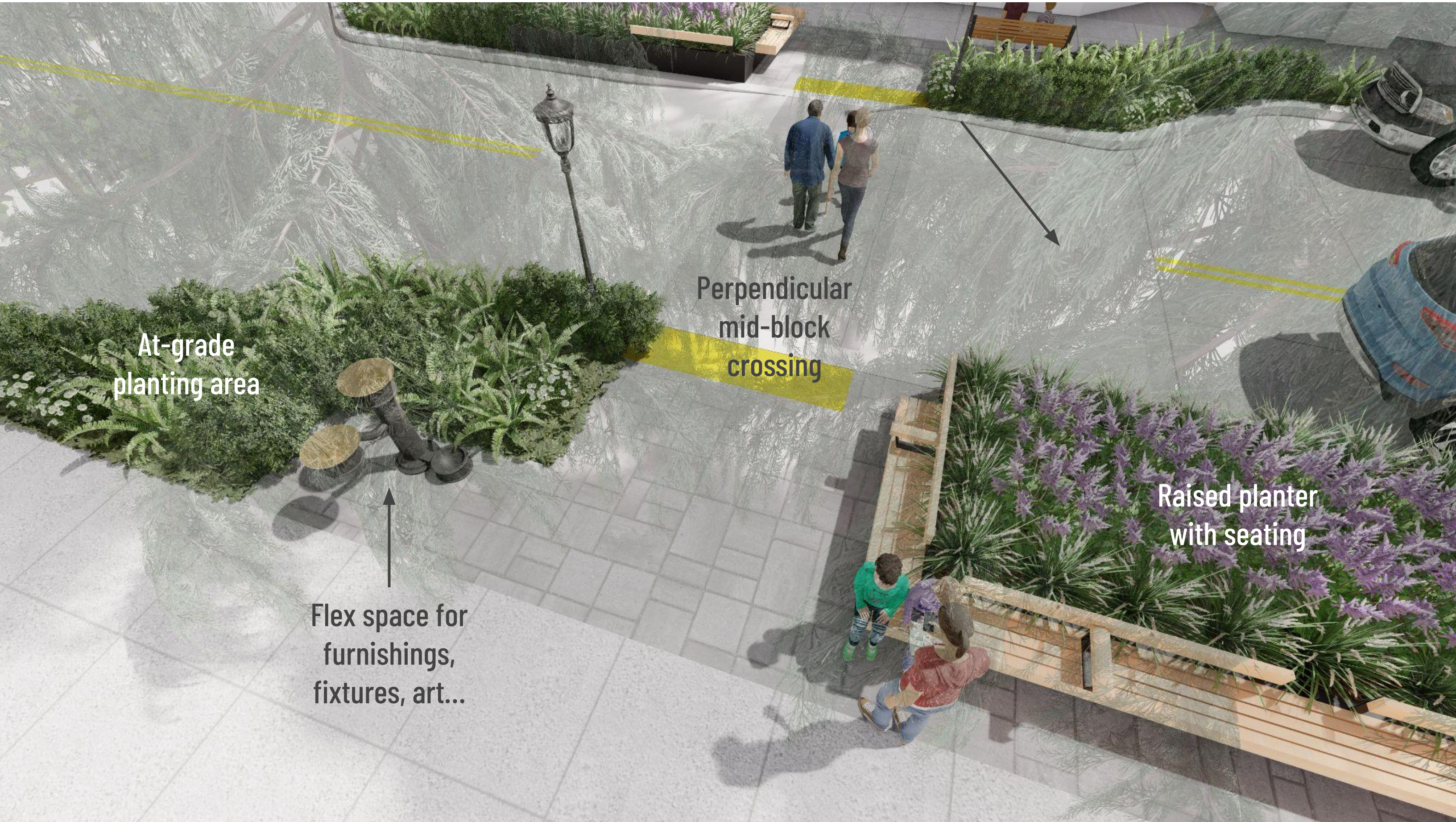


# Grove Concept :: Mid-Block Curb Extension





# Grove Concept :: **Mid-Block Curb Extension**



At-grade  
planting area

Perpendicular  
mid-block  
crossing

Flex space for  
furnishings,  
fixtures, art...

Raised planter  
with seating



# Grove Concept :: **Mid-Block Curb Extensions**



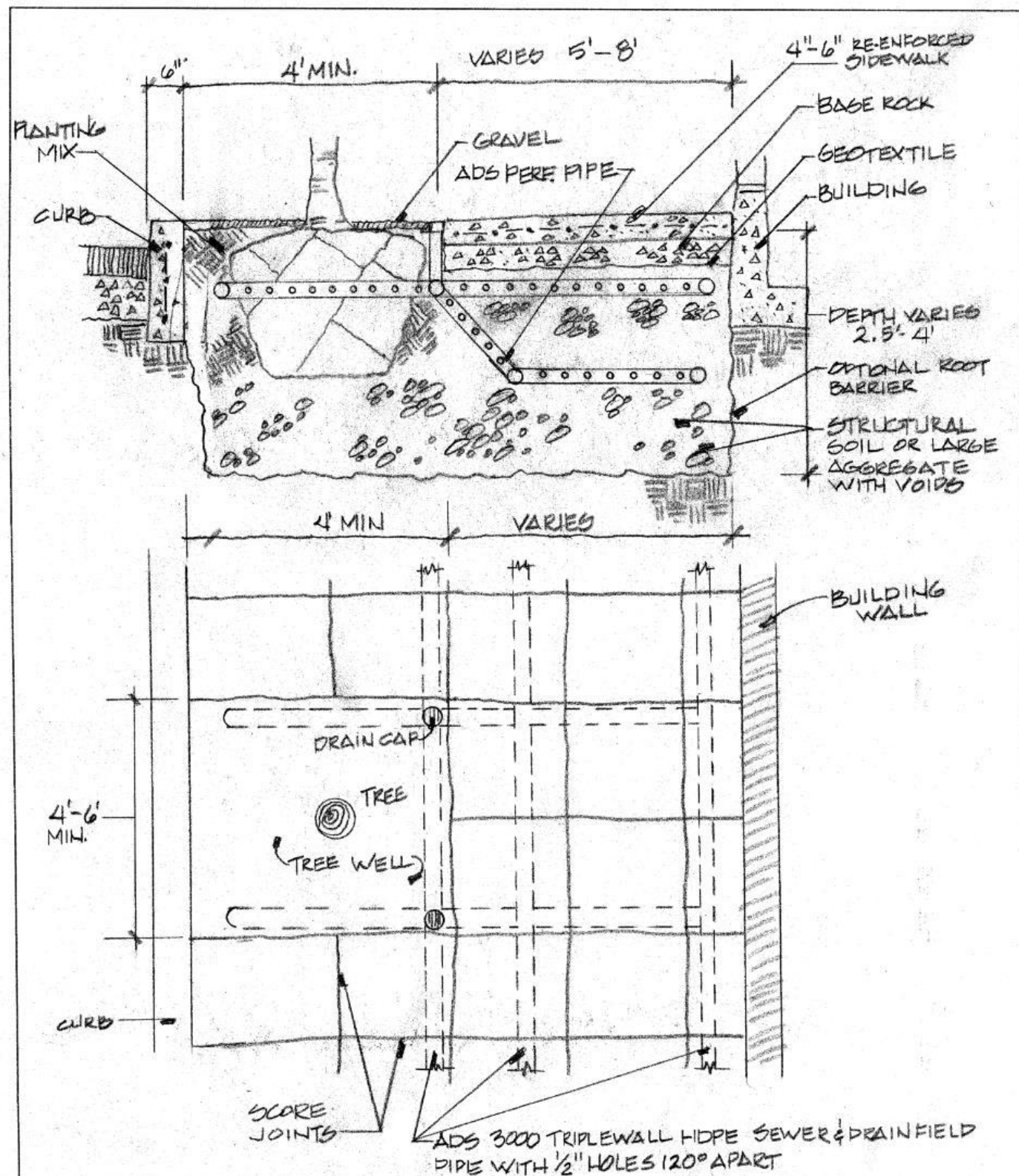


# Grove Concept :: **The Tunnel Effect**





# Grove Concept :: Planting Considerations



Per the diagram at left, careful consideration should be given during future project engineering to planting plans and details in order to ensure the long-term success of the street trees along NE Third Street. For example:

- Reinforced sidewalks can resist breakage and heaving by roots
- Replacing poor urban soil with aggregate provides void space for roots to fill in
- Perforated pipe gets air deeper into the soil, encouraging root growth deeper than normal
- Perforated pipe also provides an efficient and convenient means of deep watering, getting water to the roots efficiently

PROJECT: SAMPLE URBAN STREET TREE PLANTING DETAIL

SCALE: NOT TO SCALE

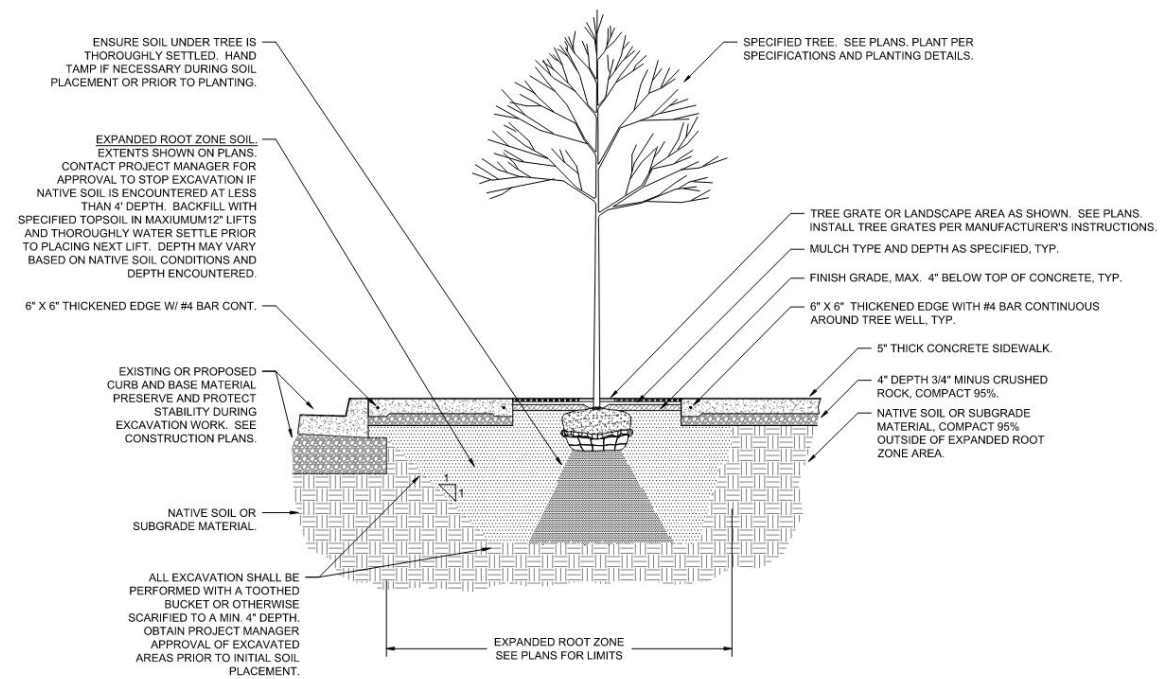
DATE: DEC 2021 ©

DRAWN BY: SFG

THE PACIFIC RESOURCES GROUP • 13688 SW JENNA COURT, PORTLAND, OREGON 97223-5629 • 503 222-4320

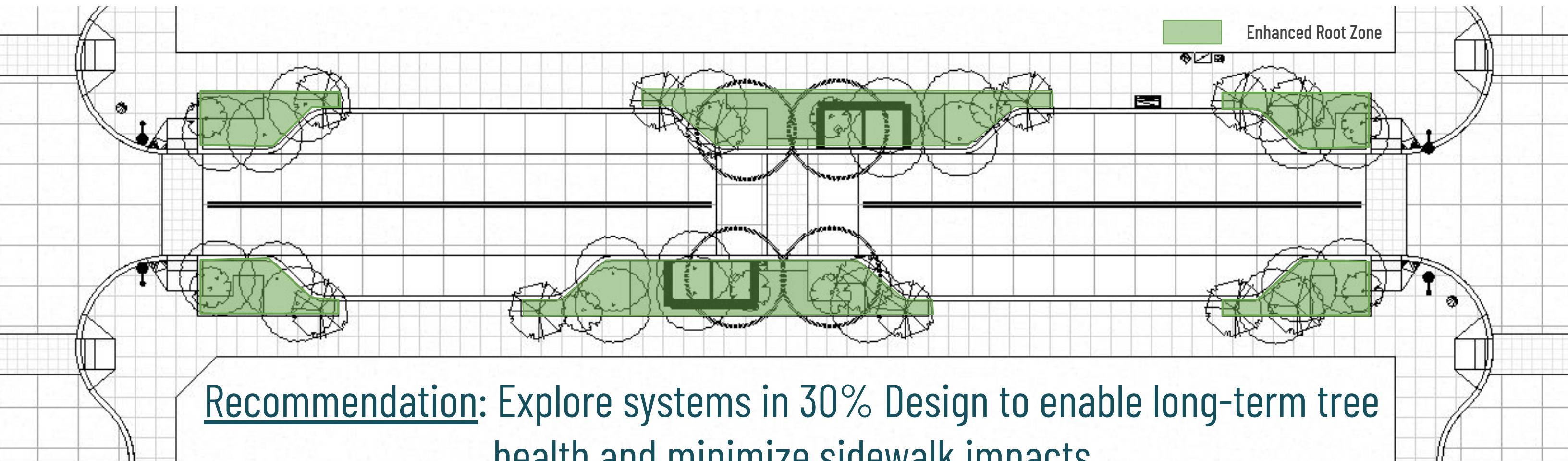


# Grove Concept :: Enhanced Root Zone



Engineered **Structural Soil** can be compacted as a sturdy base for paving while allowing for easy root growth and overall tree health

**Soil Cells** can promote root growth below paving by providing trees more space and uncompacted soil



**Recommendation:** Explore systems in 30% Design to enable long-term tree health and minimize sidewalk impacts



# Grove Concept :: **General Notes and Recommendations**

*The following notes and recommendations should be considered during the project's 30% Design Phase:*

- It is typical to have a **5-10% mortality rate** among new trees planted as part of a streetscape project. This potentiality should be clearly explained to adjacent business / property owners and the general public in order to set / manage expectations; it should also be taken into account during the construction bid process.
- **Irrigation** will help immensely with the longevity and overall health of the trees.
- **Raised Planters** should only contain smaller / medium-size trees, even if the planter has an open bottom. (Larger trees in a raised planter will become somewhat constricted, grow more slowly, and ultimately grow to a smaller size at maturity.)
- Minimize conflicts between **trees and light fixtures** to maximize light distribution and eliminate unnecessary pruning.
- **Chemical growth inhibitors** could be considered for keeping roots and tree size under control.
- The relative success of the red maples currently planted along Third Street is curious given their relatively constricted planting areas. During survey and/or construction, an **investigation** should be performed to determine the cause / contributing factors. (For example, is there a high water table?)



# Grove Concept :: **Notes on Tree Selection**

*The following are general recommendations regarding tree and planting selections, which should be further honed during the 30% Design Phase:*

- **Tree Size:** Select and plant individual trees that will have the best chance for long-term viability. Depending on species, this could include planting larger (3"-4" caliper) trees.
- **Understory Ornamentals:** Consider large shrubs (e.g., larger Rhododendron) for the ornamental understory along with Vine Maple, Japanese Maples, or Witchhazel.
- **Flowering Trees:** For best showing of flowers, put in full sun. (As strictly understory, they might not be as showy.)
- **Mid-Story Flowering Trees:** Snowbell (*Styrax*), Redbud (*Cercis canadensis*), Serviceberry (*Amelanchier alnifolia* or *x grandiflora 'Autumn Blaze'*), Cascara, and Chinese Dogwood (and other non-native dogwood varieties).
- **Conifers:** Most native varieties are likely to be too large for a streetscape. Some possible options to consider: Lodgepole Pine, Mountain Hemlock, Sub-Alpine Fir, Deodar Cedar, Shore Pine.
- **Overstory Deciduous:** Species to consider include Rocky Mountain Maple (*Acer glabrum*), European Hornbeam (*Carpinus betulus*), Ironwood (*Ostrya virginiana*), Birch species (such as *Betula Nigra*, etc.), and disease-resistant Elm.





**Preferred Design Concept  
Typical Block and Elements**

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



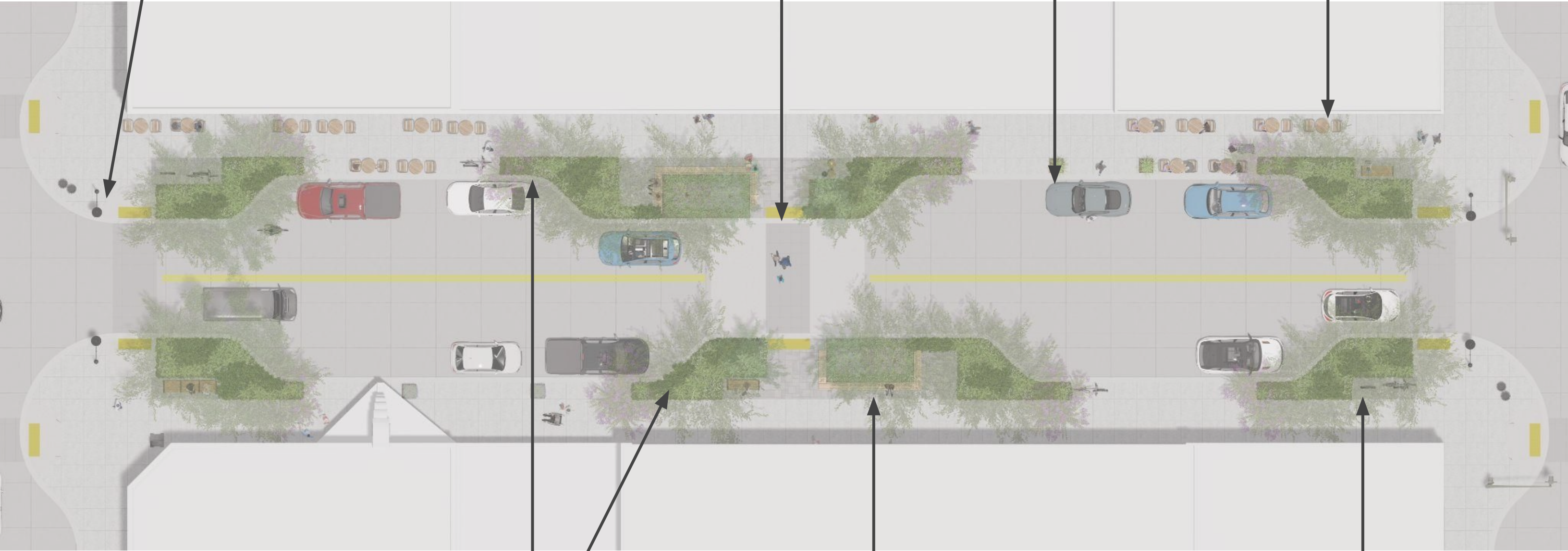
# Preferred Design Concept :: Overview

Historic lighting fixtures at intersections

Perpendicular mid-block crossings

On-street parking

Outdoor dining or commercial use



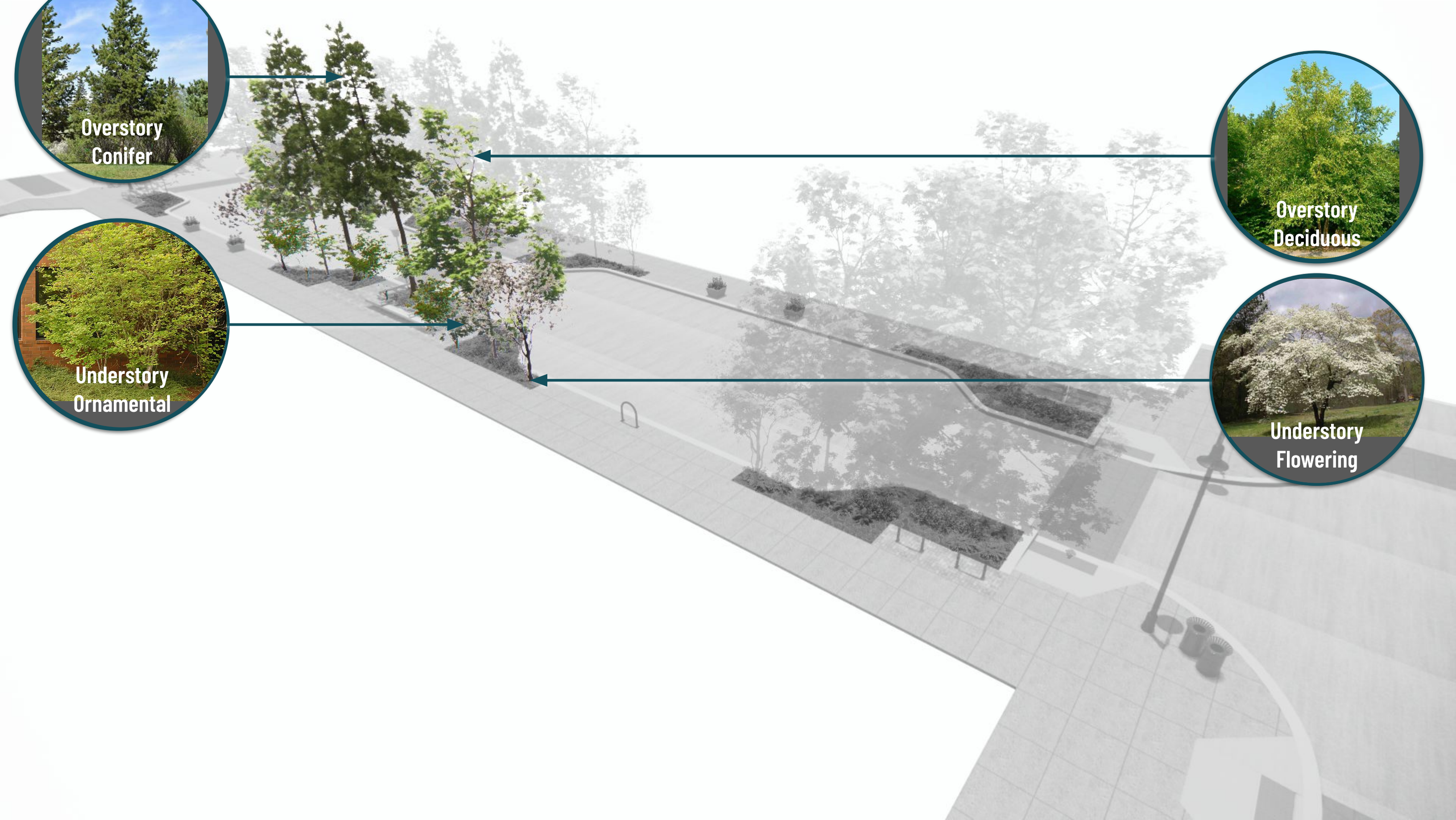
Offset curb extensions

Raised planters with seating

Intersection grove with flex space

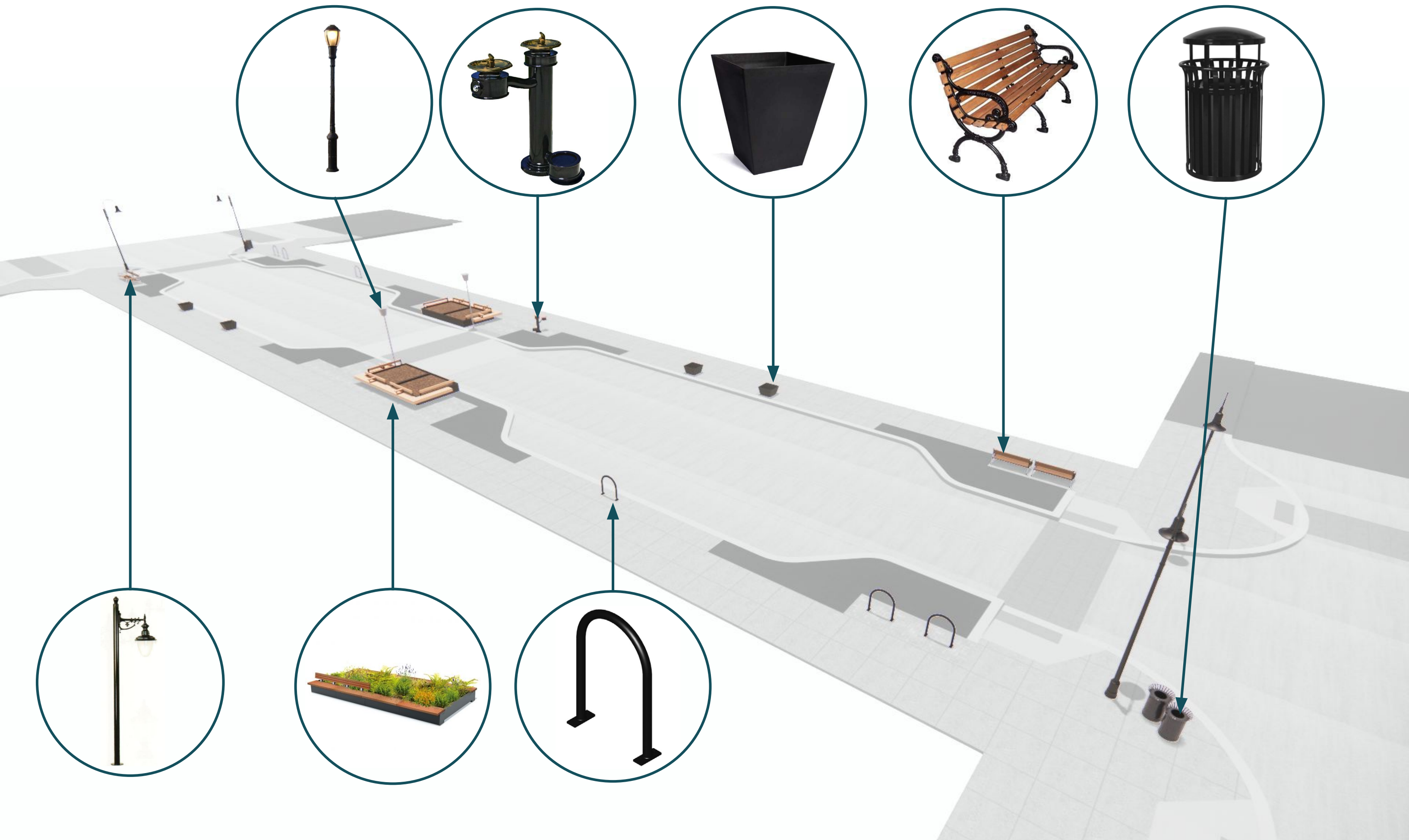


# Preferred Design Concept :: **Tree Groves**





# Preferred Design Concept :: **Furnishings & Fixtures**





# Preferred Design Concept :: **Mid-Block**



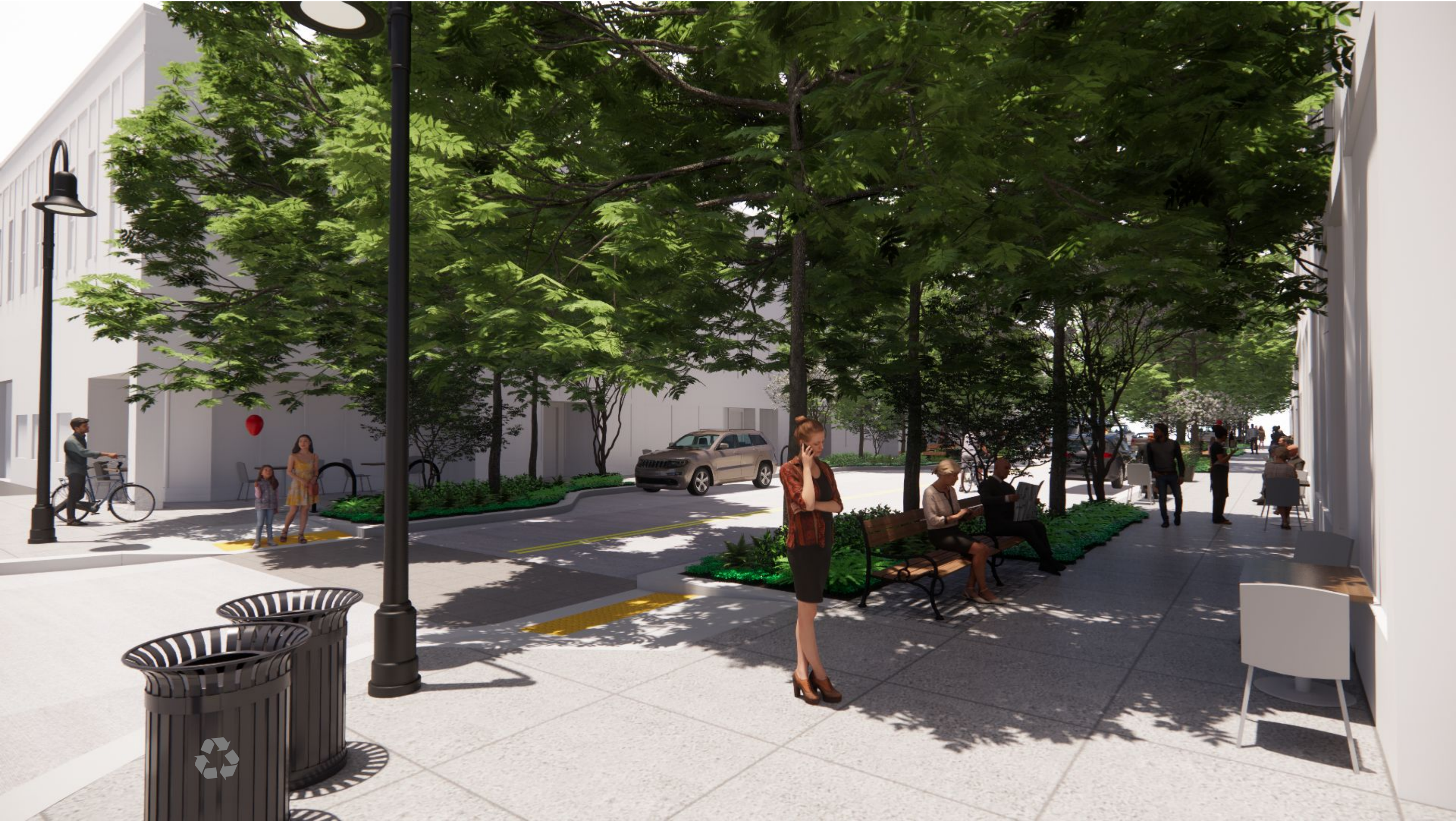


# Preferred Design Concept :: **Mid-Block Grove**





# Preferred Design Concept :: **Intersection / Corners**





# Preferred Design Concept :: **Street Frontage Zone**





# Preferred Design Concept :: **From a Ford F-150**





# Preferred Design Concept :: **Outdoor Dining / Mid-Block**





# Preferred Design Concept :: **Outdoor Dining / Mid-Block**





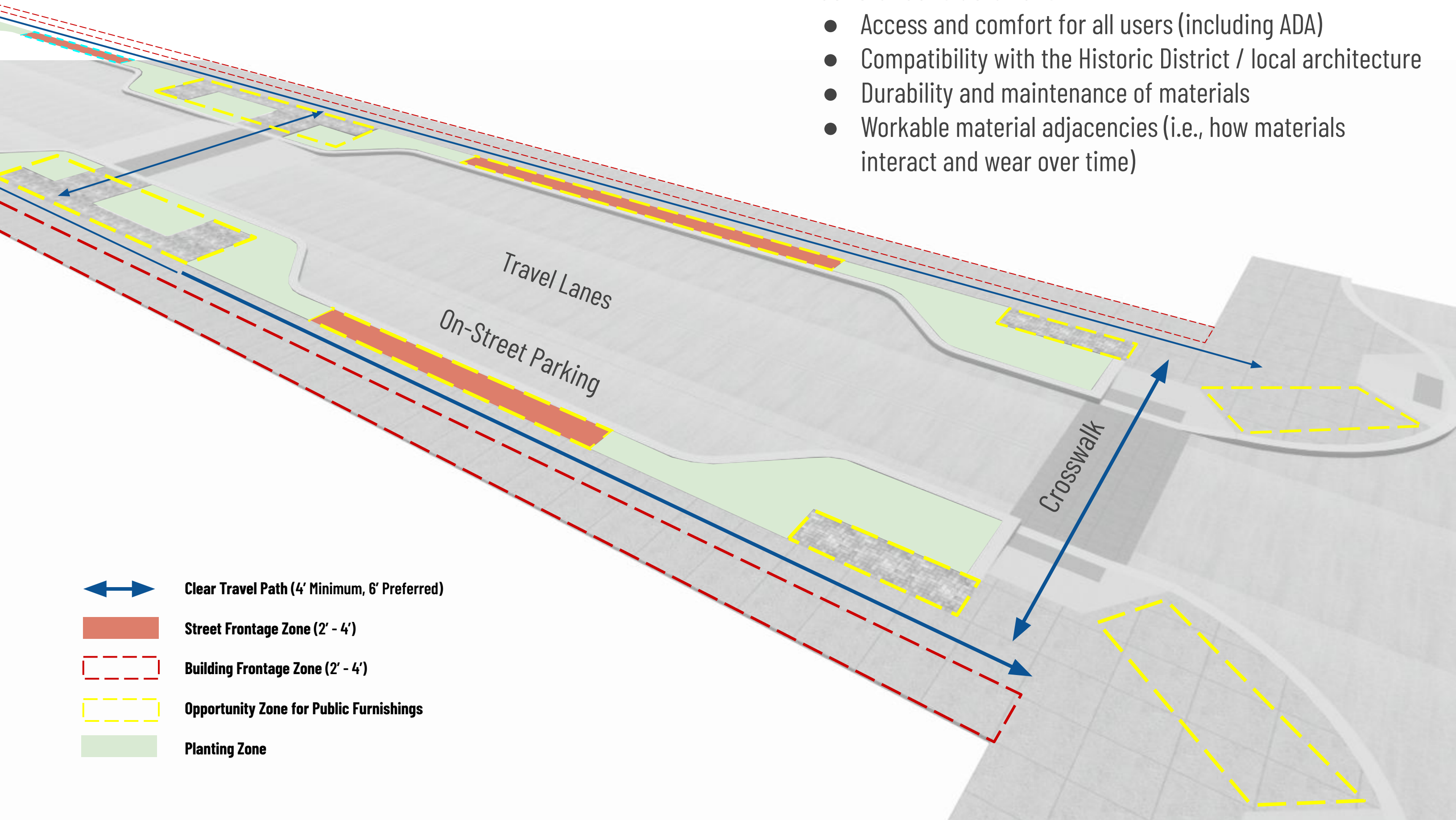
# Preferred Design Concept Paving Treatments








# Preferred Design Concept :: Roadway and Sidewalk Zones

## General Considerations

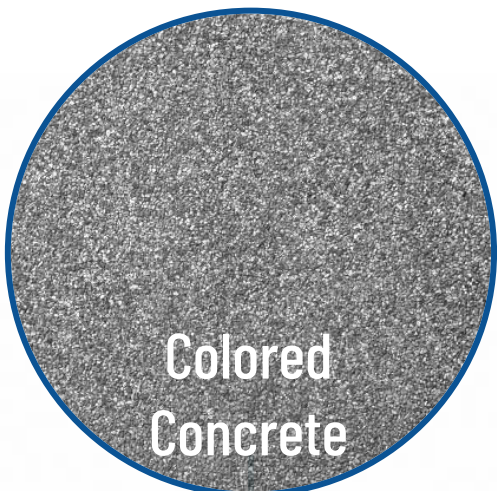
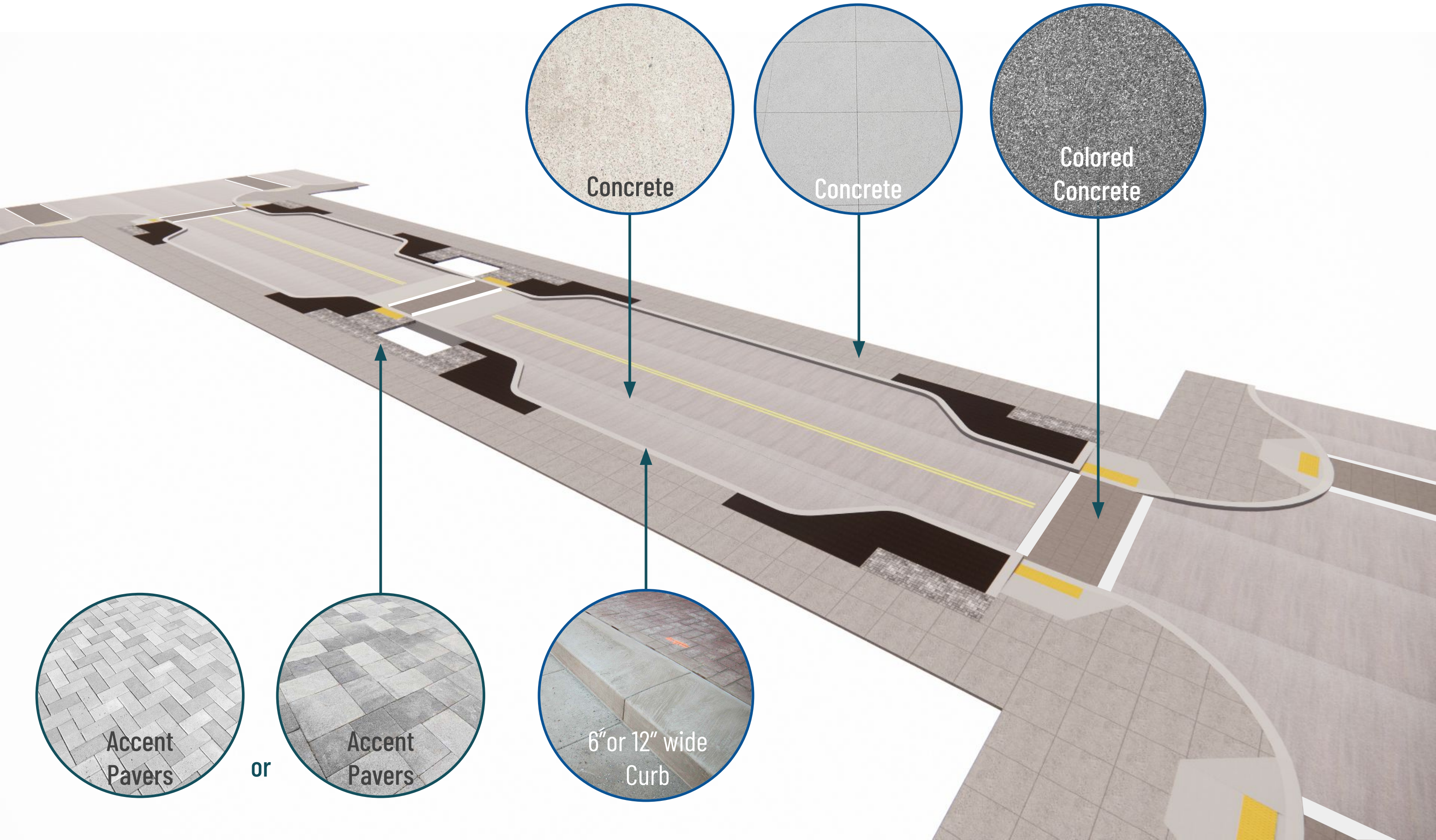
- Access and comfort for all users (including ADA)
- Compatibility with the Historic District / local architecture
- Durability and maintenance of materials
- Workable material adjacencies (i.e., how materials interact and wear over time)



-  **Clear Travel Path (4' Minimum, 6' Preferred)**
-  **Street Frontage Zone (2' - 4')**
-  **Building Frontage Zone (2' - 4')**
-  **Opportunity Zone for Public Furnishings**
-  **Planting Zone**



# Preferred Design Concept :: **Paving**

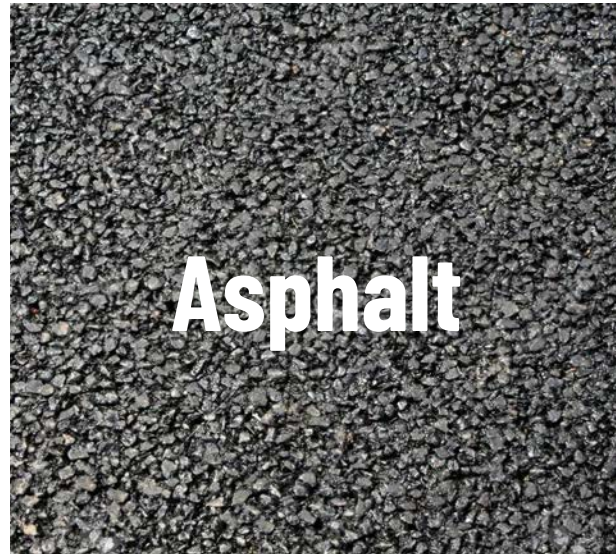


or





# Roadway Material Options :: **Asphalt v. Concrete**



## **Pros:**

- Standard roadway material
- Easy to work with and maintain

## **Cons:**

- Wears faster and more irregularly; requires more regular maintenance
- Darker surface has higher ambient temperature and contributes to urban heat island effect
- Can crack / sag with high heat
- More pollution issues associated with runoff



## **Pros:**

- Allows for scoring and/or color tones to enhance design
- Significantly more durable / longer lasting
- Lower radiant heat than asphalt

## **Cons:**

- Stains more easily
- Maintenance of underground utilities can lead to awkward patching
- Can crack in extreme cold; can be damaged by salts used to melt snow

**Recommendation:** Proceed with **concrete** - for reconsideration based on 30% Design



# Sidewalk Paving Concepts :: **Curb Options**



**12" Concrete Curb**

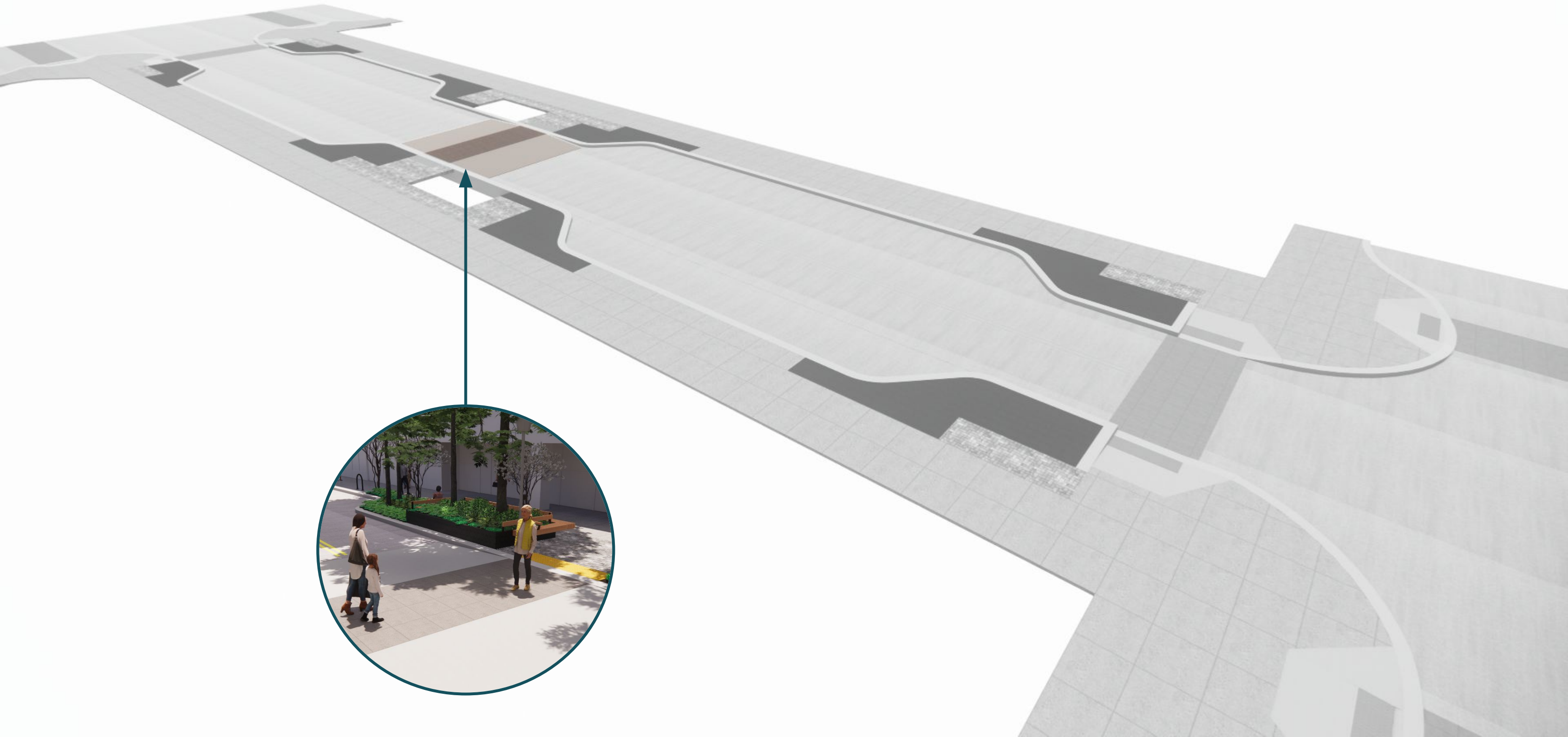


**6" Concrete Curb**  
(Existing)

Recommendation: Determine final **curb width** during 30% Design



# Preferred Design Concept :: **Raised Mid-Block Crosswalks** (Optional)





# Roadway Options :: **Raised Mid-Block Crosswalks** (Optional)



## **Pros:**

- Keeps pedestrians at same level as sidewalks
- Act as speed humps, slowing traffic
- Improves visibility of pedestrians
- Clearly designates the crosswalk
- Ramp 'wings' not required, giving more space to other curb extension functions

## **Cons:**

- More expensive treatment
- Requires additional engineering / more elaborate drainage solution
- Durable, but can have collateral maintenance issues (related to utilities)

Recommendation: Consider **raised crosswalks** for some locations during 30% Design



# Sidewalk Paving Concepts :: **Commercial Activity on the Sidewalk**



**Building Frontage Zone**



**Street Frontage Zone**

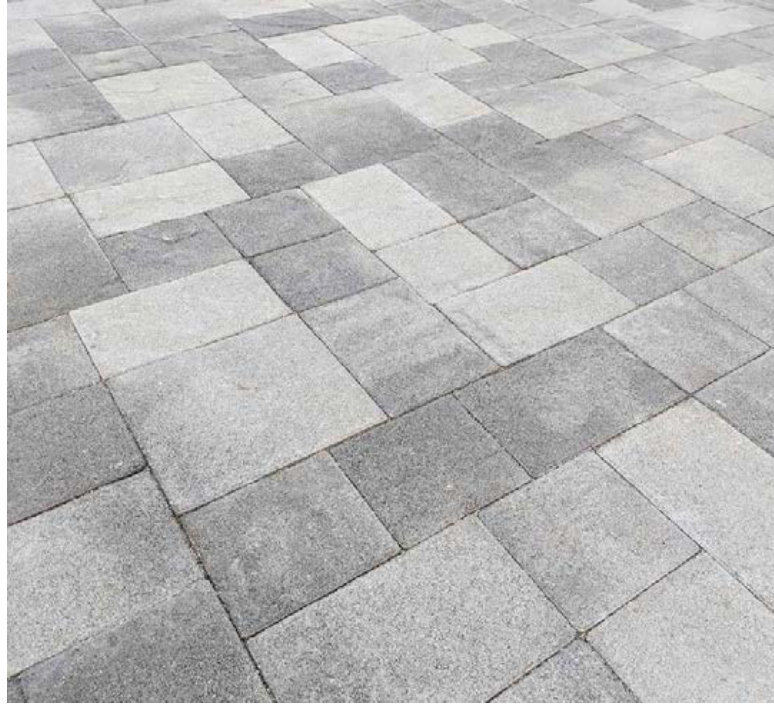


**Curb Extension**

Recommendation: Maintain sidewalk flexibility for now, but work with business owners, property owners, MDA, and City staff during the design and construction phases to determine agreements and/or regulations regarding commercial uses on public sidewalks



# Sidewalk Paving Concepts :: **Accent Pavers**

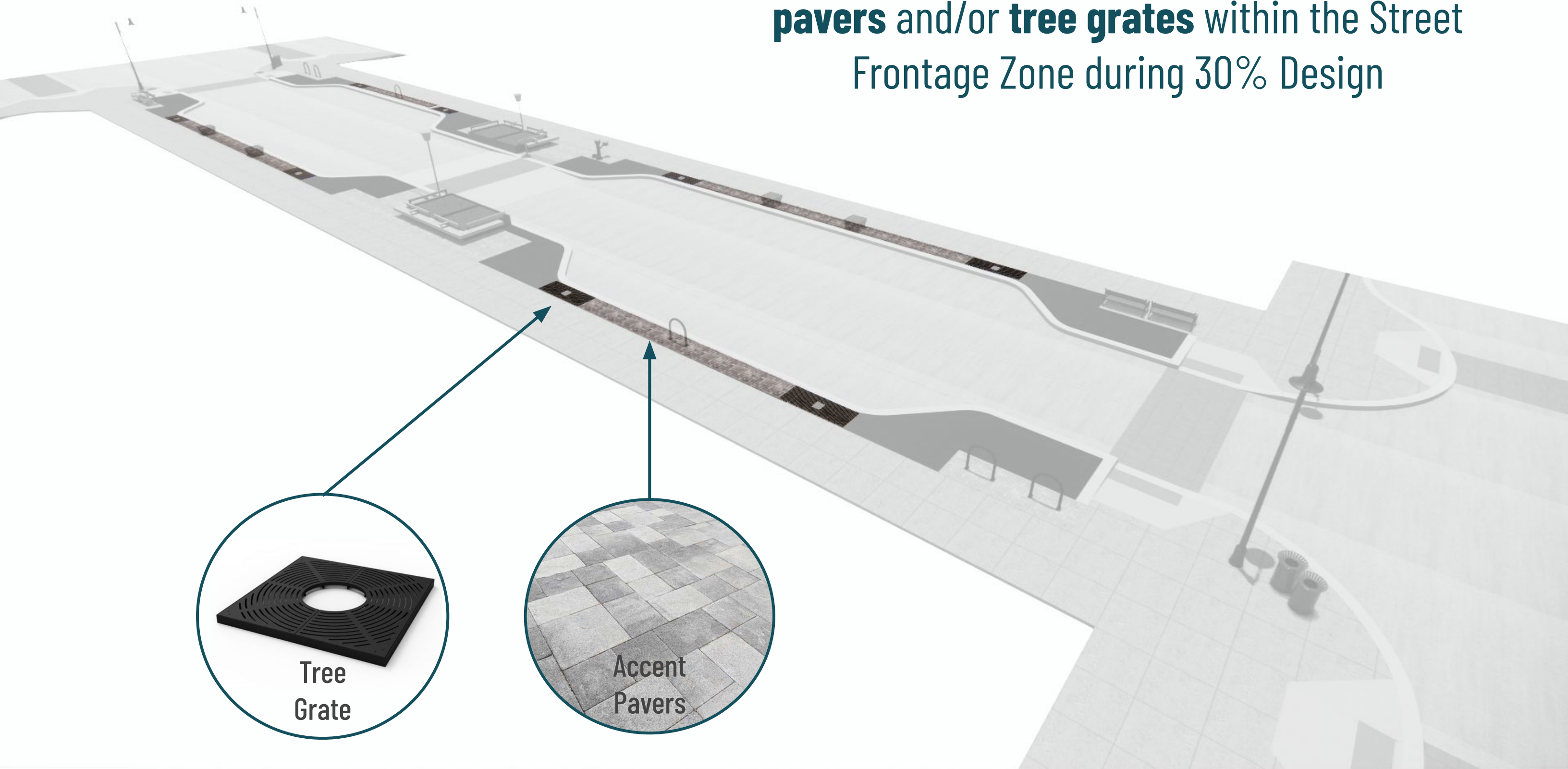


Recommendation: Utilize flush **pavers** of varying sizes/shapes in a tight-fitting layout that maximizes accessibility and minimizes plant growth between pavers



# Street Frontage Zone :: **Additional Accent Pavers and/or Tree Grates** (Optional)

Recommendation: Consider the use of **accent pavers** and/or **tree grates** within the Street Frontage Zone during 30% Design



Tree Grate



Accent Pavers



# Street Frontage Zone :: **Materials Option Summary**



	Concrete	Additional Accent Pavers	Tree Grates	Additional Accent Pavers + Tree Grates
Sidewalk Material	Completely <b>concrete</b>	Concrete with 3' band of <b>accent pavers</b> in Street Frontage Zone	Concrete with <b>tree grates</b> terminating groves at Street Frontage Zone	Concrete with <b>tree grates</b> terminating groves and <b>accent pavers</b> in Street Frontage Zone
Advantages	<p>Single material</p> <p>Maximum flexibility for range of public or commercial uses</p> <p>Lower up-front costs</p>	<p>Ability to remove/replace pavers for utility work below</p> <p>Defines zone for car door swings, signage, furnishings, etc.</p>	<p>Provides more pedestrian space while maintaining grove size</p> <p>Less ground plantings to maintain</p>	<p>Ability to remove/replace pavers for utility work below</p> <p>Defines zone for car door swings, signage, furnishings, etc.</p> <p>Provides more pedestrian space while maintaining grove size</p> <p>Less ground plantings to maintain</p>
Disadvantages	<p>More ground plantings to maintain</p>	<p>Higher up-front costs</p>	<p>Need to maintain grates as trees grow</p> <p>Higher up-front costs</p>	<p>Need to maintain grates as trees grow</p> <p>Highest up-front costs</p>



**Preferred Design Theme**  
**Historic Furnishings & Fixtures**



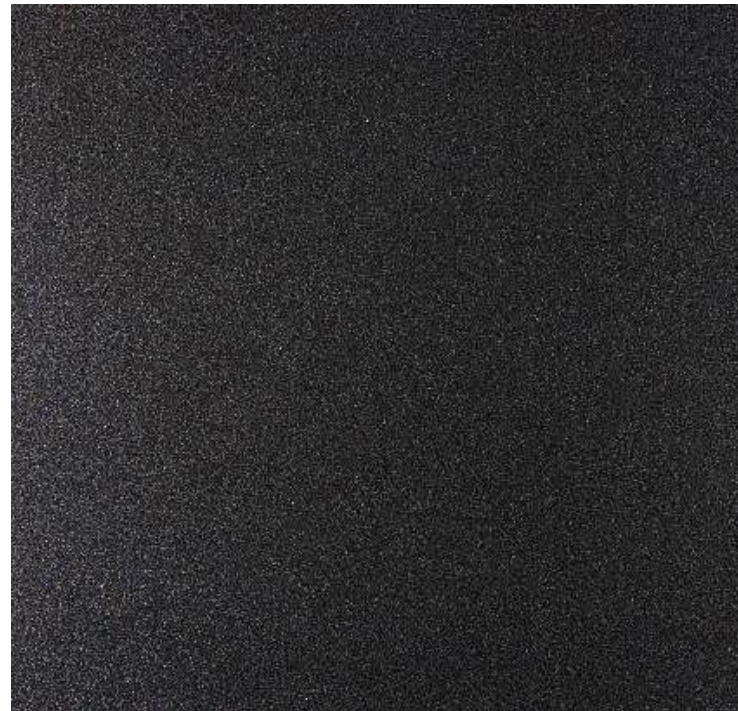
## Preferred Design Theme :: **Historic**

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.





# Preferred Design Theme :: **Historic** - Materials Palette



**Black Cast Metals**



**Wood**



**Accent Paving**  
(Color / Pattern TBD)



# Preferred Design Theme :: **Furnishings & Fixtures**



**Bench**

(In addition to raised planter seating)



**Planter**



**Waste Receptacle**



**Lighting**

(Dark Skies Compliant)



**Bike Rack**



**Water Fountain**

(ADA and Pet-Friendly)



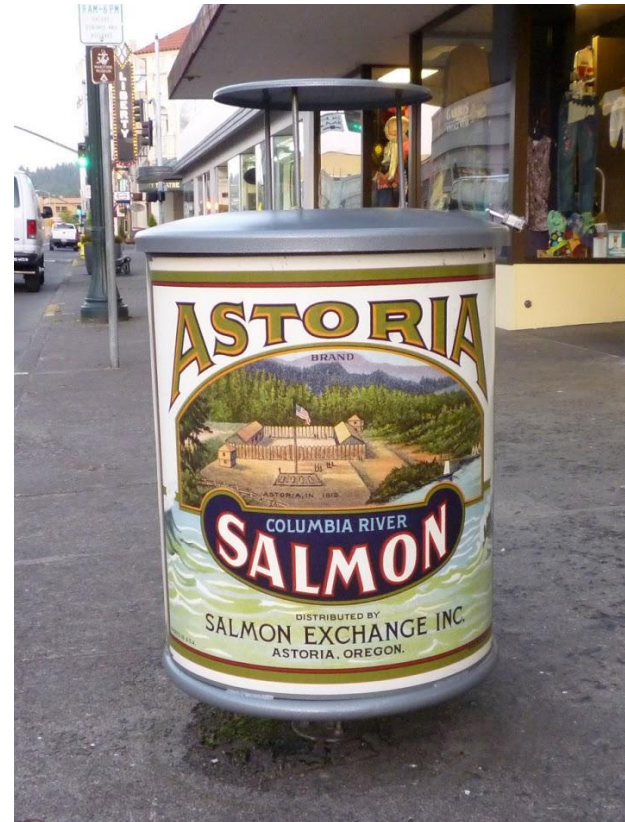
**Tree Grate**



# Preferred Design Theme :: Waste Receptacle



Separate Single-Stream Receptacles

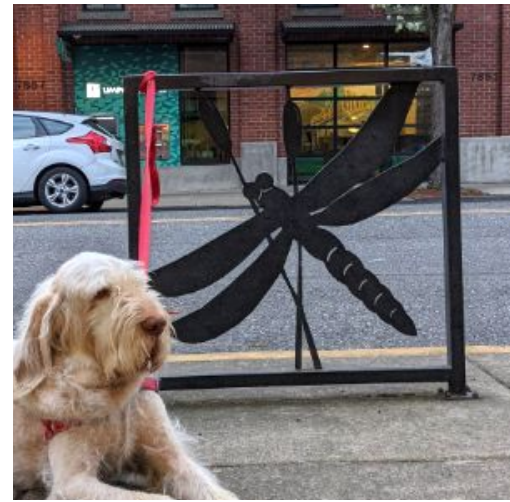


Receptacles as Functional Art

Recommendation: Keep **trash** and **recycling** in separate receptacles, and consider using functional art for one of them



# Furnishings & Fixtures :: **Functional Art Ideas**



**Bicycle Racks**



**Planters**



Recommendation: Work with stakeholders and community members to design and incorporate **functional art** during later design phases



**Benches**



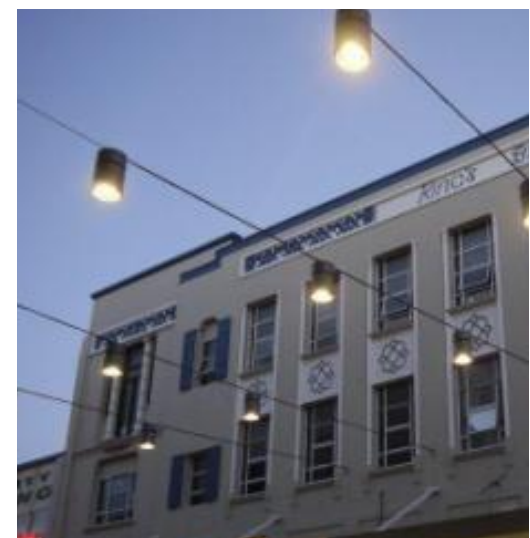
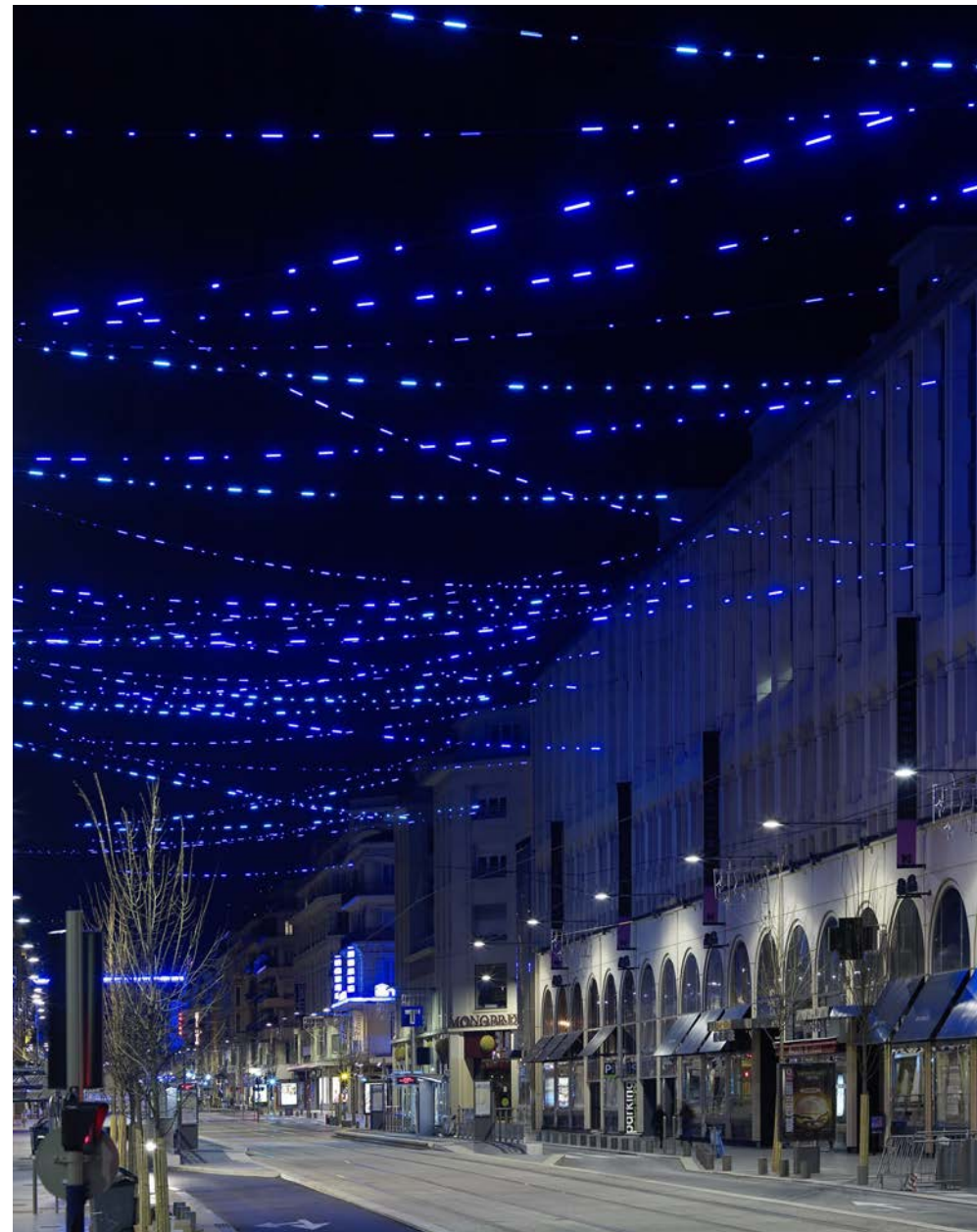
# Existing Fixtures :: Commemorative & Memorial Plaques



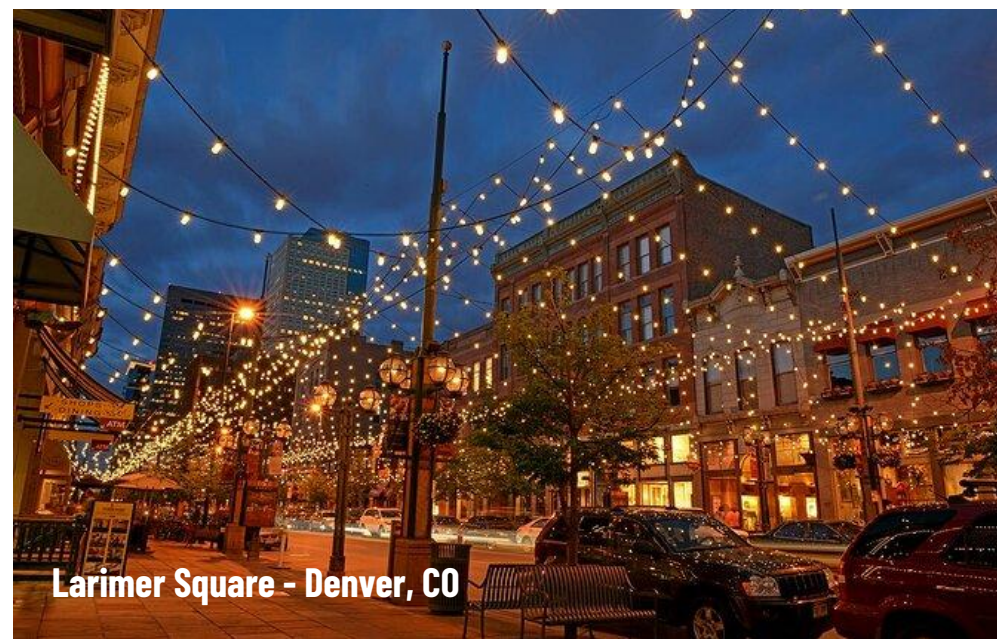
Recommendation: Work with MDA, stakeholders, and community members to determine approach to existing **commemorative** and **memorial plaques**



# Street Character :: Ornamental / Decorative Lighting



Recommendation: Work with MDA, stakeholders, and community members on approach to (seasonal?) decorative lighting







**The Pacific  
Resources  
Group**

- **Heather Richards**, Planning Director
- **Anne Pagano**, Public Works Director
- **David Renshaw**, Operations Superintendent
- **Jeff Gooden**, Engineering Project Manager
  
- **Dave Rucklos**, Executive Director
  
- **Matthew Arnold**, Principal / Project Manager
- **Dan Jenkins**, Senior Landscape Architect
- **Nick Lavelle**, Landscape Designer
- **Colin Roberts**, Urban and Landscape Designer
- **Margaret Raimann**, Planner
  
- **Steve Goetz**, President

<https://www.mcminnvilleoregon.gov/planning/page/third-street-improvement-project>

