



**Special Called Meeting of Urban Renewal Board (URB) & McMinnville Urban Renewal Advisory
Committee (MURAC)**

Tuesday, July 12, 2022

5:30 p.m. – Joint Special Called Meeting

Welcome! Welcome! The public is strongly encouraged to participate remotely but there is seating at Civic Hall for those who are not able to participate remotely. However, if you are not feeling well, please stay home and take care of yourself.

The public is strongly encouraged to relay concerns and comments to the in one of three ways:

- *Email at any time up to **12 p.m. on Monday, July 11th** to heather.richards@mcminnvilleoregon.gov*
- *If appearing via telephone only please sign up prior by **12 p.m. on Monday, July 11th** by emailing the City Recorder at heather.richards@mcminnvilleoregon.gov as the chat function is not available when calling in zoom;*
- *Join the zoom meeting use the raise hand feature in zoom to request to speak, once your turn is up we will announce your name and unmute your mic. **You will need to provide your First and Last name, Address, and contact information (email or phone) to the City.***

*You can live broadcast the City Council Meeting on cable channels Xfinity 11 and 331,
Zipty Fiber 29 or webstream here:*

www.mcm11.org/live

Joint Special Called Meeting

You may join online via Zoom Meeting:

<https://mcminnvilleoregon.zoom.us/j/83993378416?pwd=VFdHQkwrSmt0TjR3TmlKYmtlc2dadz09>

Zoom ID: 839 9337 8416

Zoom Password: 888282

Or you can call in and listen via zoom: 1-253- 215- 8782

ID: 839 9337 8416

5:30 PM –URB & MURAC JOINT SPECIAL CALLED MEETING – VIA ZOOM AND SEATING AT CIVIC HALL

1. CALL TO ORDER THE JOINT SPECIAL MEETING
2. PUBLIC HEARING
 - a. THIRD STREET IMPROVEMENT PROJECT PHASE C
3. ADJOURNMENT OF THE JOINT SPECIAL CALLED MEETING

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice: Kent Taylor Civic Hall is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made a least 48 hours before the meeting to the City Recorder (503) 435-5702 or Claudia.Cisneros@mcminnvilleoregon.gov.

STAFF REPORT

DATE: July 12, 2022
TO: Urban Renewal Board and McMinnville Urban Renewal Advisory Committee
FROM: Heather Richards, Planning Director
SUBJECT: Third Street Improvement Project, Phase C – Public Hearing

STRATEGIC PRIORITY & GOAL:



GROWTH & DEVELOPMENT CHARACTER

Guide growth & development strategically, responsively & responsibly to enhance our unique character.

OBJECTIVE/S: Define the unique character through a community process that articulates our core principles

Report in Brief:

This is a presentation and public hearing to consider the results of Phase C (Design Refinement) of the Third Street Improvement Project.

The Urban Renewal Board (URB) and McMinnville Urban Renewal Advisory Committee (MURAC) heard a report on Phase B (Initial Design Concepts) at their joint meeting on May 10, 2022. (Phase A, conducted in 2019, identified the Project Definition, Visioning and Chartering for the Third Street Improvement Project.)

Based on direction provided at that meeting, the consultant team and project advisory committee worked on refinements to the concept design and presented it to the public through a public open house, online survey and three public information sessions to explain the progress of the project thus far and continue to engage the public in decision-making milestones.

Now it is time to move on to the next phase of the project which is Phase D (30% Schematic Design – Engineering) and Phase E (Construction Documents).

However, prior to commencing with the Request for Proposals to select a consultant team for the engineering phase of the project, the project advisory committee is seeking final feedback and direction from the City Council on the prototypical concept design for a Third Street block.

Background:

The need for an improvement project on Third Street has been discussed in McMinnville since at least 2000 with the Downtown Improvement Plan and subsequently in 2005 with the Downtown Streetscape Plan, and in 2013 with the inclusion of a Third Street Improvement Project in the Downtown Urban Renewal Plan.

Initially, the project was conceived as a streetscape and furnishings project. However, over time with the degradation of the Third Street sidewalks and the poor functionality of the downtown stormwater conveyance system, the project has evolved into a street improvement project to replace the sidewalks, reconstruct the streets to better convey the stormwater, and to evaluate the street furnishings.

In 2017, the McMinnville Urban Renewal Advisory Committee adopted a conceptual project roadmap to start the discussion of a Third Street Improvement Project (Please see Attachment H).

In 2018, a Project Advisory Committee was appointed to work on the project and several meetings occurred over 2018 and 2019 to develop the project vision, goals, and design principles. (Phase A). Please see below.

Project 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.*

Project Goals:

- 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 all for **efficient construction and effective maintenance**
- Facilitate a robust **public engagement** process that engages the entire community

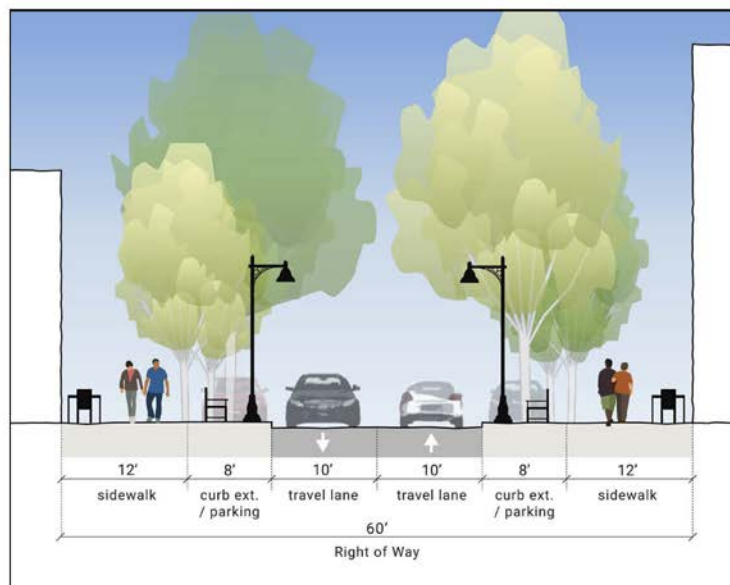
Project Design Principles:

- *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***

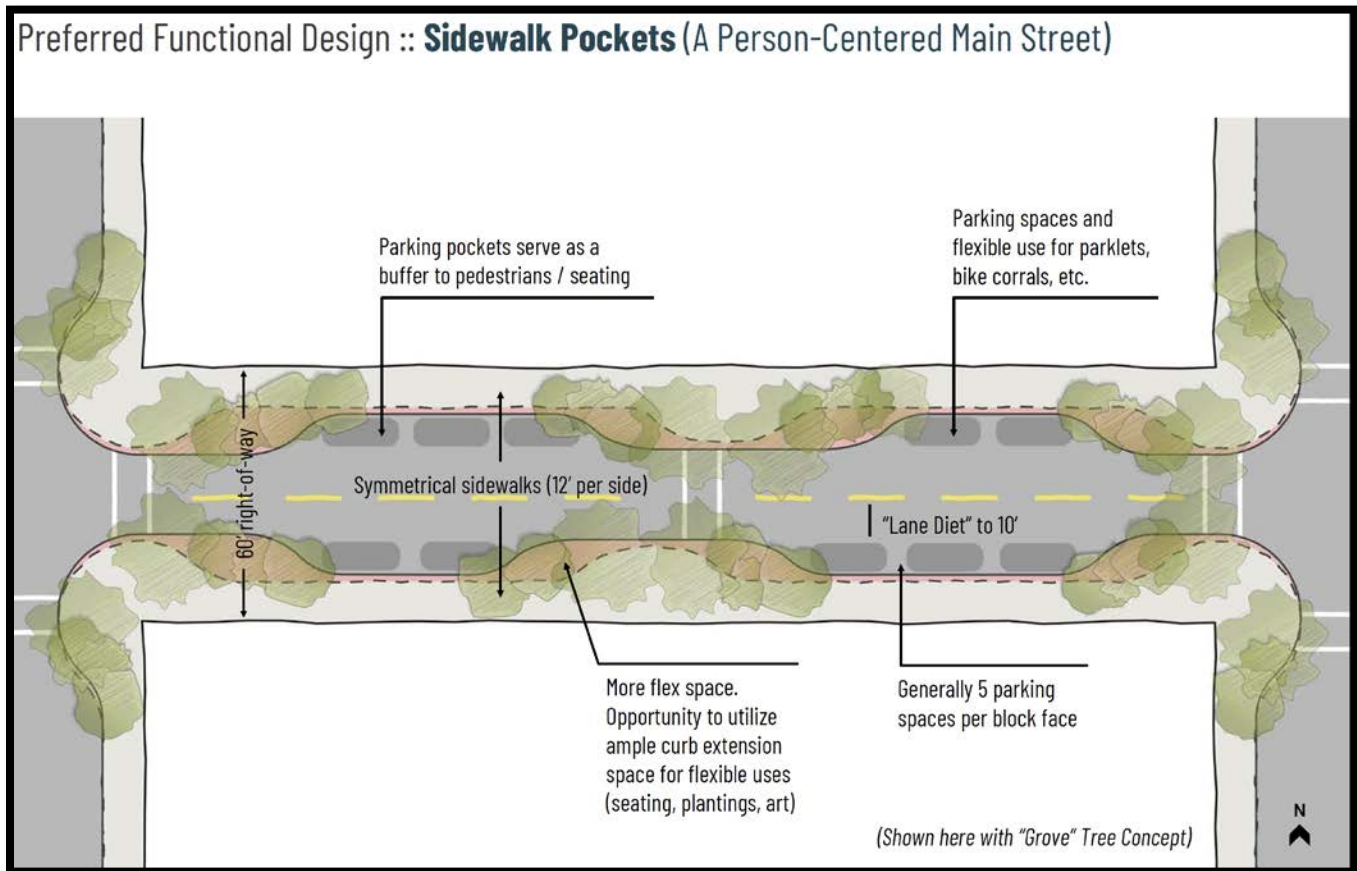
Then with the advent of COVID, the project was put on hold. In 2021, MURAC elected to move forward with the project design development with the hope of producing construction documents to be competitive for ARPA COVID infrastructure funds to help construct the project.

The Project Advisory Committee started meeting again with SERA Architects to evaluate and discuss six prototypical concept designs for a Third Street block in terms of the right-of-way, including sidewalks, on-street parking, and travel lanes. Through this process, the Project Advisory Committee elected to maintain the same overall design concept downtown with the mid-block bulbouts and crossings, and the bulbouts at the intersections, but to narrow the travel lanes from 12' to 10' and to widen the sidewalks on each side of the street from 10' to 12' to enhance pedestrian mobility and business vitality. The Project Advisory Committee also elected to make the bulbouts larger horizontally to create larger sidewalk expanses for tree plantings, public art and public space. (Phase B).

Preferred Functional Design :: **Sidewalk Pockets** (A Person-Centered Main Street)



- Familiar layout that improves upon what works well today
- ☒ Large curb extensions create seating, art, tree, dining spaces
- ☒ Balanced design equally serves both sides of the street



Phase C of the project is focused on refinement of the design from Phase B.

Public Involvement:

Both Phase B and Phase C of the project has incorporated public outreach and engagement in the decision-making milestones. Each phase has concluded with a public open house, online survey, and three virtual public information sessions to share the discussions that occurred at the project advisory committee, some of the decisions made, and to solicit feedback from the public. Phase B focused on the street trees and street furnishings in terms of overall design concepts. Phase C focused on more detailed decisions, such as types of materials to use in the right-of-way, design of the sidewalk, crosswalks and intersections, and more discussion on the street trees and public open space in the bulbouts. (Please see attached presentation slide deck, results from the Phase C survey and results from the Phase B survey)

Each phase has culminated with a joint meeting of the URB and MURAC for final feedback and direction.

Project Schedule:

Below is an outline of the project schedule for both Phase B and Phase C.

NE Third Street Conceptual Design :: Project Timeline

updated 06/21/22

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

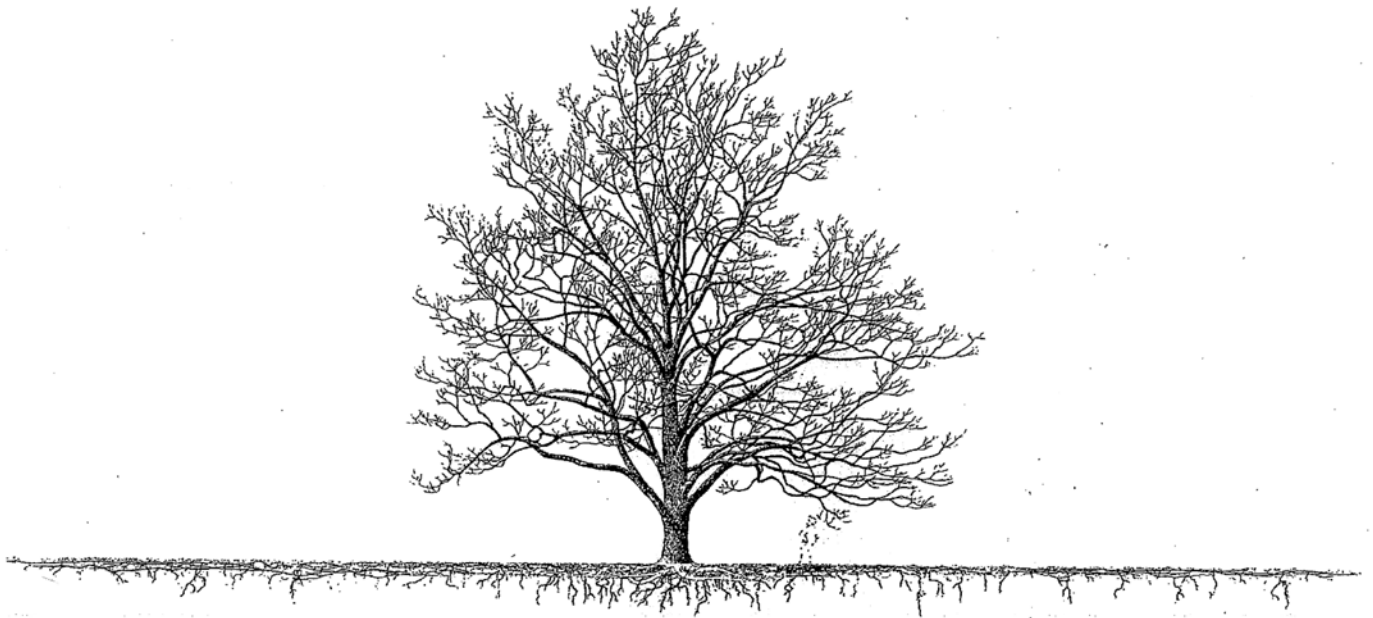
Discussion:

It was clear from the onset of this discussion in 2017 that the Third Street trees would be the most controversial and emotional component of the project for the public. Third Street hosts an urban forest of mature maple and dogwood trees that provide a unique canopy that frames the downtown streetscape.

In 2018, the Urban Renewal Agency hired a special urban arborist, Stephen Goetz with the Pacific Resources Group, to assess all of the trees on Third Street. Stephen Goetz was hired in 2020 to work with the consultants on Phase B and Phase C of the Third Street Improvement Project, especially as it pertained to saving the trees on Third Street within the scope of the proposed construction project. He updated his street tree assessment from 2018 (please see attached assessment) and participated in every Project Advisory Committee to advise project advisory committee members on the different decision-making milestones relative to the street trees.

Specifically, the Project Advisory Committee discussed the street trees at their January 24, February 28, April 4, and April 25 committee meetings.

Most of the street trees are in fair or good health. However, their roots are very shallow, and there are significant concerns that they run extensively under the asphalt of the road and the concrete of the sidewalks. With reconstruction of the road and the sidewalks, there is significant concern that the roots will be so damaged that the trees will no longer be considered safe as they will lose their stability.



NOTE: This illustration is derived from a retouched photograph of a 36" diameter Northern Red Oak tree located in the Morton Arboretum, Morton, Illinois. The root system was carefully exposed to show both its extent and depth. Smaller roots extend out from the ends of those illustrated at least an additional 12' to 15', but were too small to depict. To assist the viewer with scale, 6' tall figure was drawn in to the right of the tree.



Construction likely to significantly disturb or destroy already-fragile roots



Impractical to demolish street, dig trenches, and reconstruct around large root systems

With those concerns in mind, the Project Advisory Committee developed the following street tree principles and started discussion on a new street tree planting program.

The new street tree planting program was discussed after the following questions were answered:

- 1) Does the community prefer a linear street tree concept or a grove street tree concept focused in the bulbouts?

Answer: For the PAC, the community survey and the Urban Renewal Board, a slight majority preferred the grove concept.

- 2) Does the community prefer a monoculture planting concept or a mixed-species concept?

Answer: For the PAC, the community survey and the Urban Renewal Board, a slight majority preferred the mixed-species concept.

After these decisions were made and prior to the distribution of the second survey, one of the project advisory committee members, Charles Hillestad, wrote a letter criticizing the decisions of the Project Advisory Committee and the basis for their decisions relative to the street trees, and encouraged recipients of the letter to write letters to the News Register and the City Council encouraging them to save the existing trees. (Please see attached "The Coming Clear Cutting of Third Street" Attachment F.)

Public Testimony Received:

Below is a list of the public testimony received as of July 5, 2022, for the July 12 public hearing. These are located in Attachment G to this staff report.

- Email from Peter Richardson, June 25, 2022
- Email from Kaye Redmond, 06.27.22
- Email from Louise Bliss, 06.28.22
- Email from Rachel Spiegelman, 07.03.22

Attachments:

Attachment A: June 21 Community Forum Presentation Slides
Attachment B: Survey #2 Results
Attachment C: Survey #1 Results
Attachment D: Street Tree Assessment – Third Street
Attachment E: Project Advisory Committee Roster
Attachment F: The Coming Clear Cut of Third Street by Charles Hillestad
Attachment G: Public Testimony Received
Attachment H: Third Street Improvement Project Roadmap

Fiscal Impact:

Phase B and Phase C is contracted for approximately \$99,000. Phase D and Phase E of the project is anticipated to cost approximately \$450,000 - \$600,000.

As a final task in Phase C of the project, consultants will be providing a construction cost estimate for one block of the approved concept design.

Construction costs for the eleven blocks of improvements are broadly estimated to be approximately \$11,000,000. Construction cost estimates are included in Phase D and Phase E of the project.

Recommendation:

Staff is interested in receiving feedback and direction on a final conceptual design for the engineering phases of the project.

NE Third Street Conceptual Design

Refined Design Concepts

Public Information Session #2
McMinnville, Oregon





Project Background Vision, Goals, and Principles



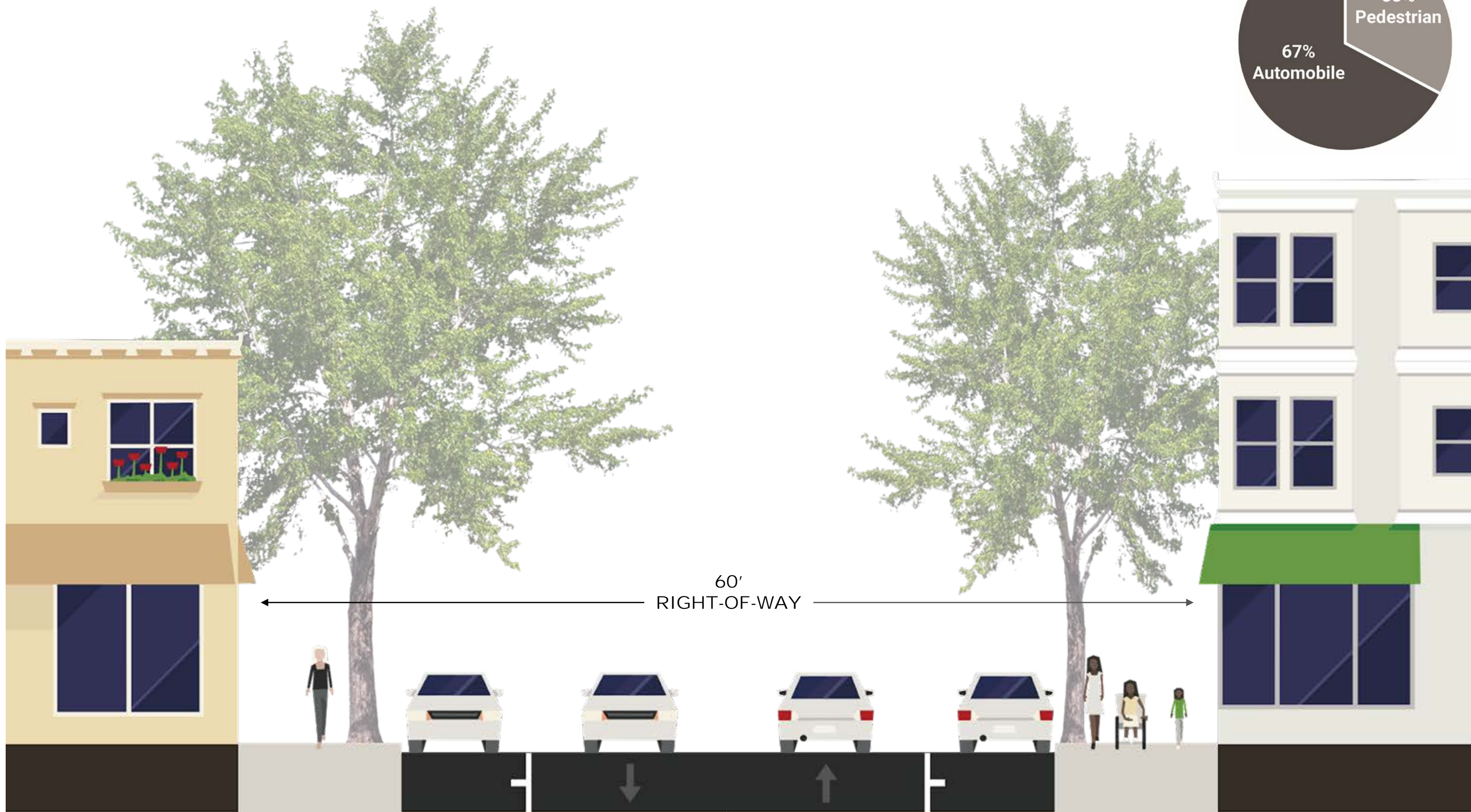
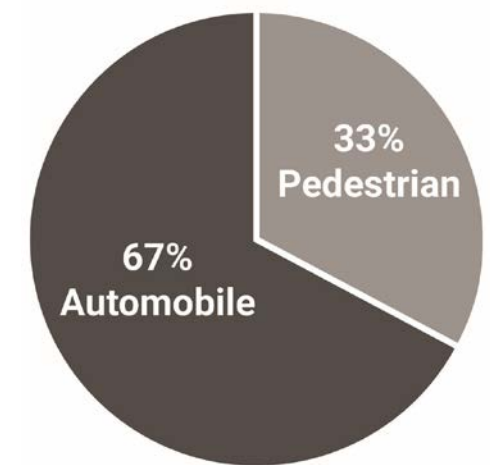
Existing Conditions :: **Historic District**



Existing Conditions :: Commemorative Plaques



Existing Conditions :: Cross-Section



60'
RIGHT-OF-WAY

10'
Sidewalk

8'
Parking lane

12'
Drive lane

12'
Drive lane

8'
Parking lane

10'
Sidewalk

Existing Conditions :: **Designed for Cars**



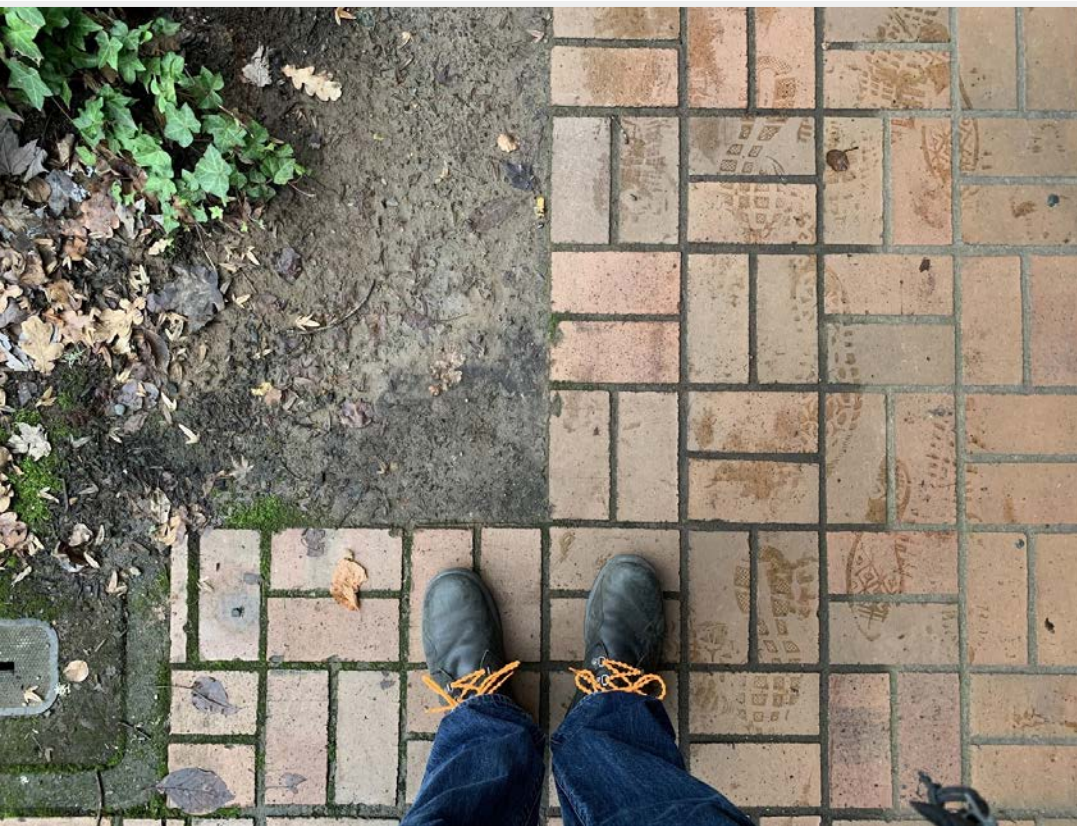
Existing Conditions :: **Designed for Cars**



Existing Conditions :: **Drainage Issues**



Existing Conditions :: Sidewalks / Paving Variety



Existing Conditions :: Sidewalks



Project Overview :: **Adams to Johnson**



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 all for **efficient construction** and **effective maintenance**
- Facilitate a robust **public engagement** process that engages the entire community



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**



Background map of downtown Portland, Oregon, showing building footprints and street names. The map is oriented with NE 1st St at the bottom and NE 5th St at the top. Vertical streets shown include SW Adams St, NE Baker St, NE Cowles St, NE Davis St, NE Evans St, NE Ford St, NE Galloway St, NE Irvine St, and NE Johnson St. Labeled buildings include the aquatic center, city park, library, downtown association, u.s. bank plaza, hotel oregon, and the burberry. NE 3rd St is highlighted with a yellow double line.

Agenda and Schedule **6 / 21 / 2022**

NE Third Street Conceptual Design :: Project Timeline

updated 06/21/22

| Dec 2021 | Jan 2022 | Feb 2022 | Mar 2022 | Apr 2022 | May 2022 | Jun 2022 | Jul 2022 |
|------------------------------------|------------------------------|--------------------------------------|----------|---------------------------|---|---------------------------------------|---|
| B1. Functional Alternatives | —————● | | | | | | |
| | B2. Tree Alternatives | —————● | | | | | |
| | | B3. Design Theme Alternatives | —————● | | | | |
| | | | | | B4. Initial Design Review | | |
| | | | | | C1. Preferred Design Alternative | —————● | |
| | | | | | | C2. Conceptual Cost Forecast | —————● |
| | | | | | | C3. Review of Preferred Design | —————● |
| TAC (12/6) | TAC (1/11-12) | | | TAC (4/14) | TAC (5/17) | TAC (6/6 and 6/29) | |
| PAC (12/13) | PAC (1/24) | PAC (2/28) | | PAC (4/4 and 4/25) | | PAC (6/8) | PAC (7/11) |
| | | | | | Community Forum (5/3) | Community Forum (6/21) | |
| | | | | | Online Survey (5/2 - 5/13) | Online Survey (6/13 - 6/24) | |
| | | | | | MURAC / City Council (5/10) | | MURAC / City Council (7/12)⁸⁴ |

Street Trees / Groves

- How should the groves work at ground level?
- Should the mid-block groves / curb extensions be symmetrical or offset?
- Should the planters be orthogonal or angled?

Roadway Considerations

- Should the roadway be asphalt or concrete?
- Should crosswalks be raised?
- Should intersections be raised?

Sidewalks

- Where on the sidewalks should commercial activity occur?
- What type of accent pavers should be used?
- What curb width should be used?

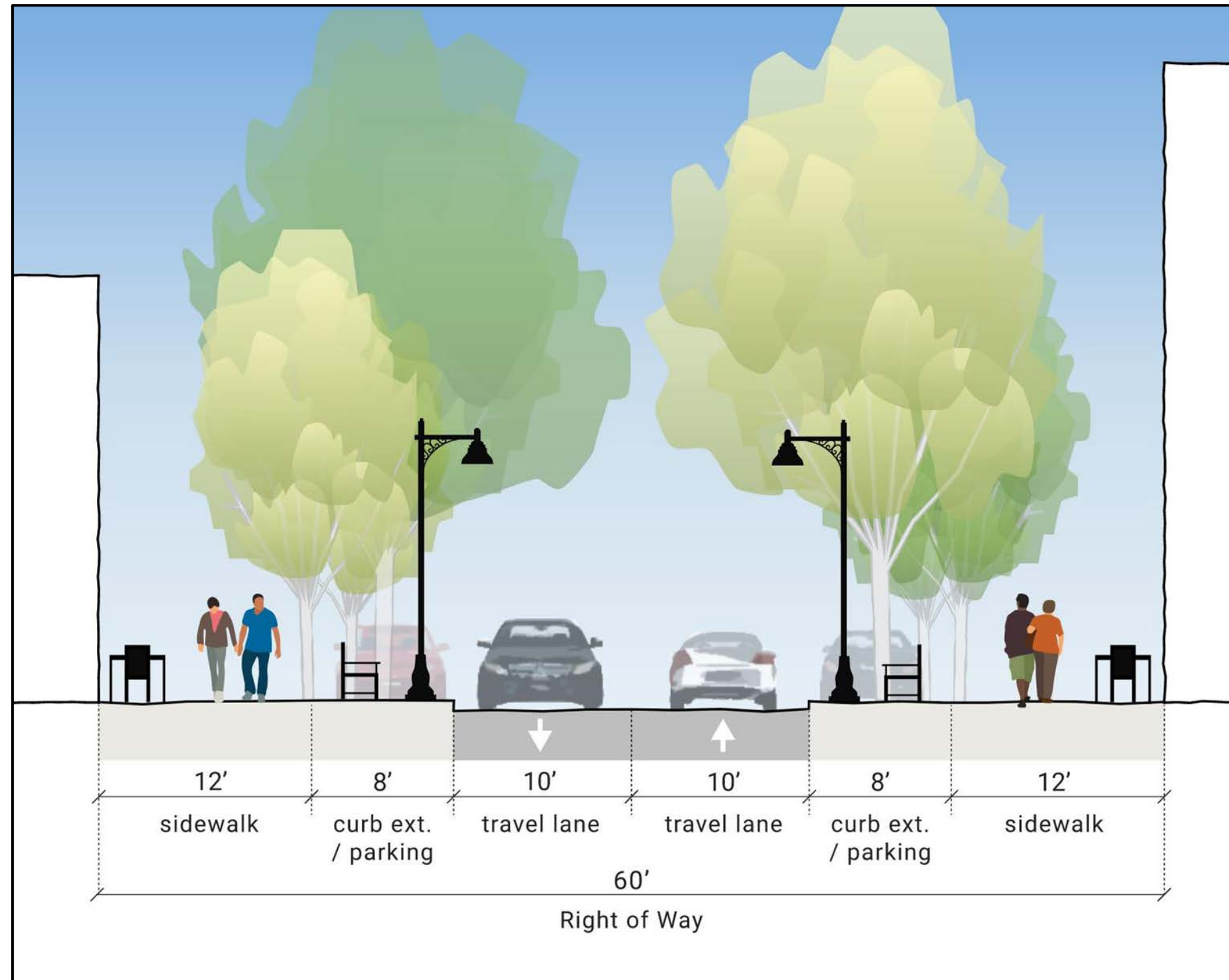
Preferred Functional Design Sidewalk Pockets

Preferred Functional Design :: **Improving Upon the Strengths of Today's Third Street**

- Widen sidewalks
- Clean up the parking and keep balance
- Create more outdoor gathering areas
- Calm down the traffic
- Make spaces flexible/adaptable
- Include landscape variety

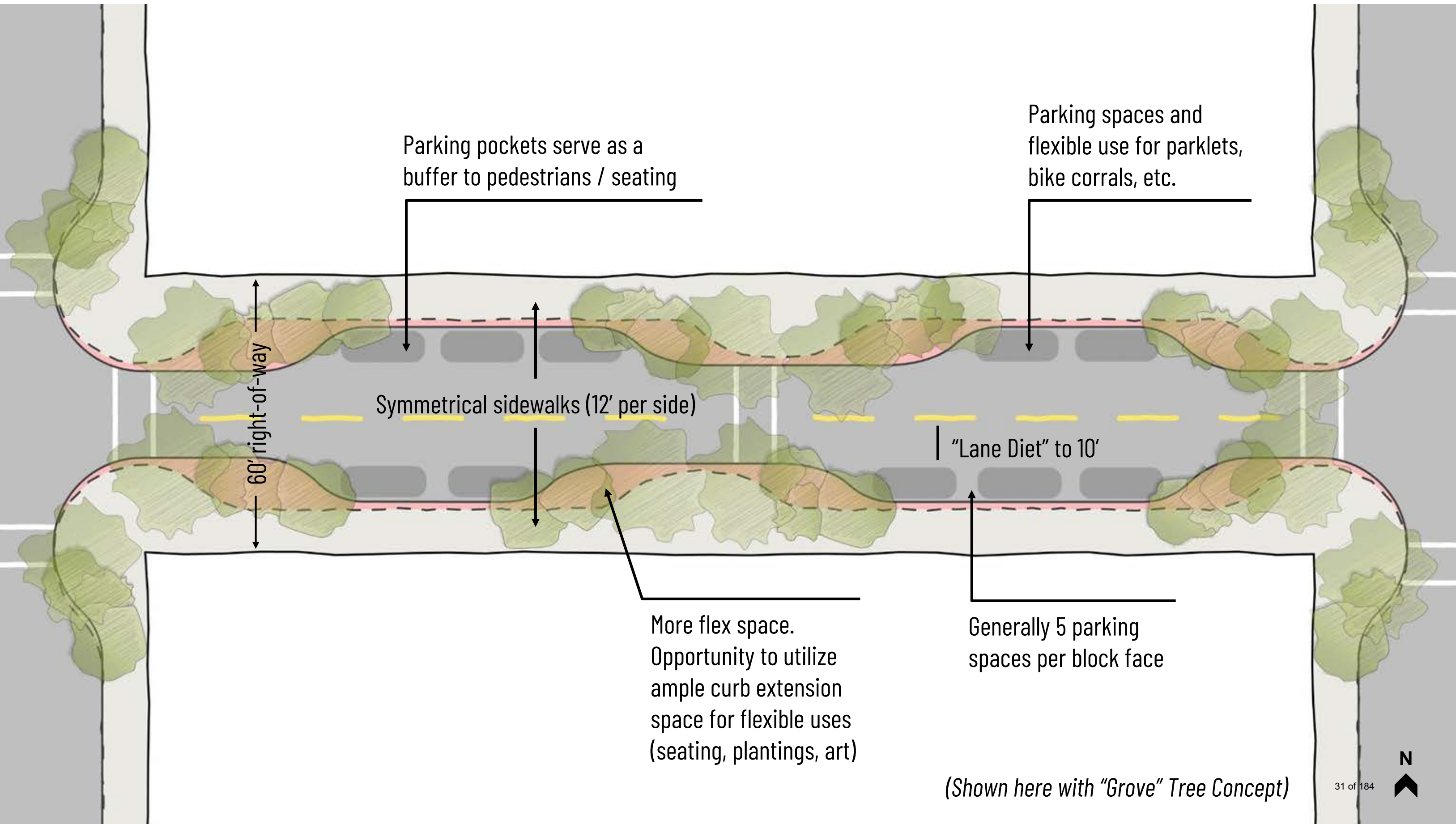


Preferred Functional Design :: **Sidewalk Pockets** (A Person-Centered Main Street)



- Familiar layout that improves upon what works well today
- Large curb extensions create seating, art, tree, dining spaces
- Balanced design equally serves both sides of the street

Preferred Functional Design :: Sidewalk Pockets (A Person-Centered Main Street)





Preferred Street Tree Concept Grove: Open Mountain Woodland

Existing Conditions :: **Street Trees**



Street Trees :: **Survey Results** (5/13/22)

The online survey was posted on the [project webpage](#) from 5/02/22 thru 5/13/22. Paper versions were distributed / collected at the Community Forum on 5/3/22. The survey was advertised at the Community Forum on 5/3/22, at the Joint City Council / MURAC Work Session on 5/10/22, and via the City's social media platforms. The survey was further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association.

- # of responses (English): 272
- # of responses (Spanish): 0

Key Street Tree Findings:

- Majority support for:
 - Grove Concept (53.0%)
 - Open Mountain Woodland (52.8%)
 - More dense foliage (52.3%)
- Strong majority support for:
 - Mixing tree species (72.8%)
 - Including flowering trees (85.1%)
 - Including conifers / evergreens (71.7%)
- General support for native species and concerns about maintenance

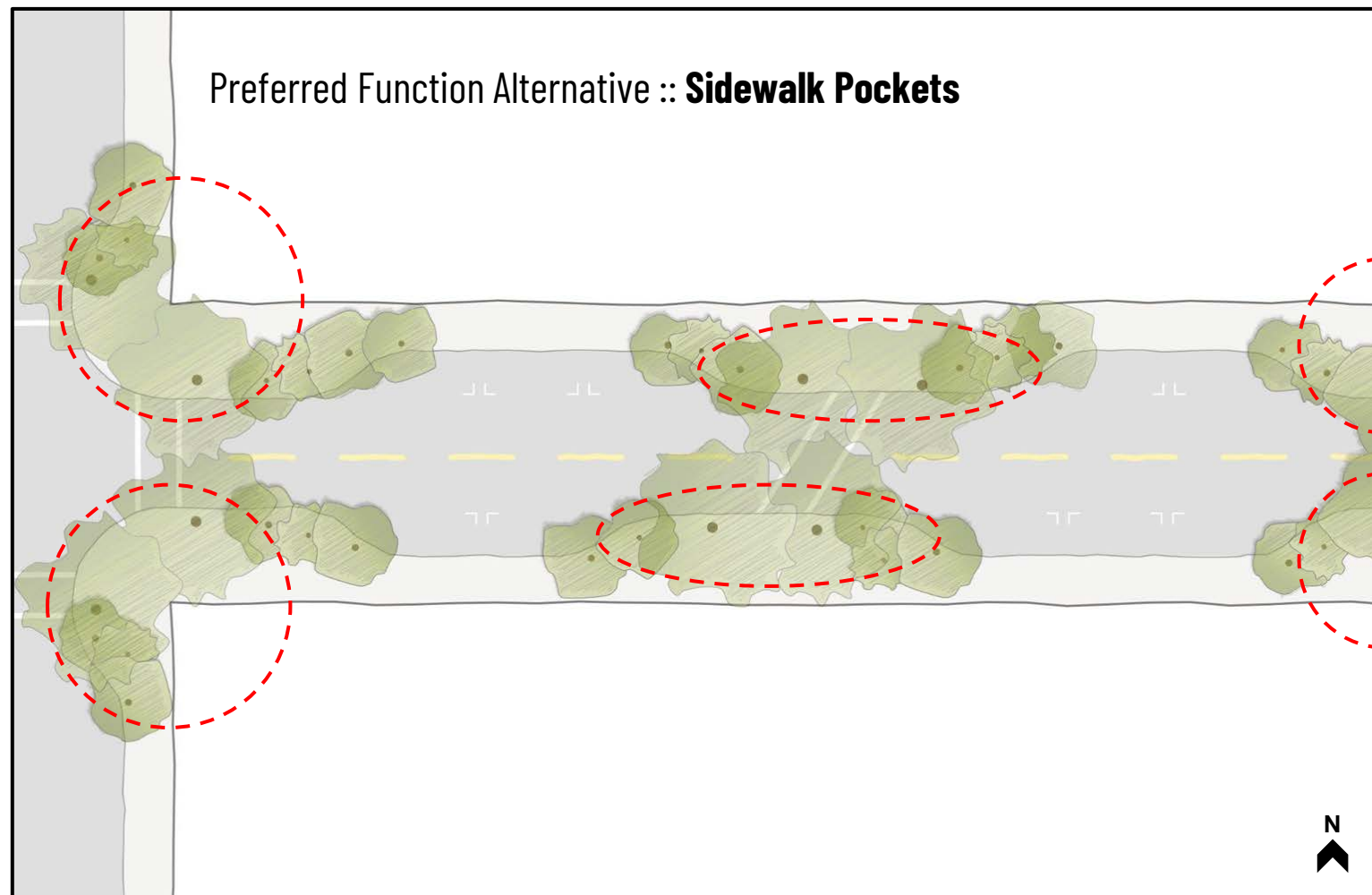


The screenshot shows the City of McMinnville website header with the text "City of McMINNVILLE Oregon" and navigation links for "GOVERNMENT", "BUSINESS", "COMMUNITY", and "I WANT TO". Below the header is the title "Third Street Improvement Project" and an aerial photograph of the street area with a red line indicating the project zone. The text below the photo reads: "We value your opinion and want to hear from our community! Please take this quick **SURVEY (English)** | **SURVEY (Spanish)** about what you would like to see happen on Third Street in regards to Street Trees & Design Themes."

Grove Concept :: **Street Tree Design 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.



Grove Concept :: **Spatial Structure**



Grove Concept :: Streetscape Examples



Bell St - Seattle



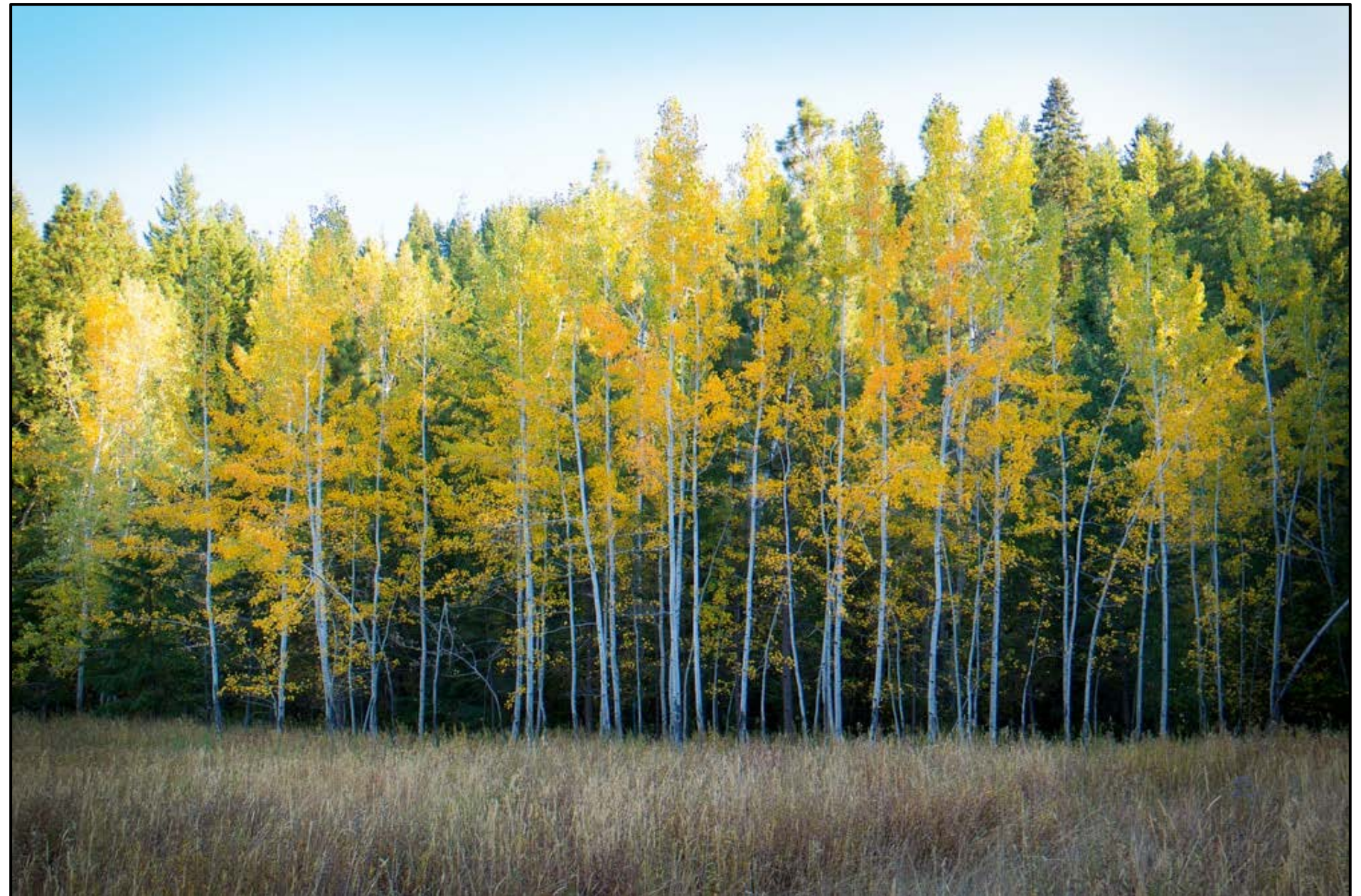
8th Ave - Arbor Blocks - Seattle



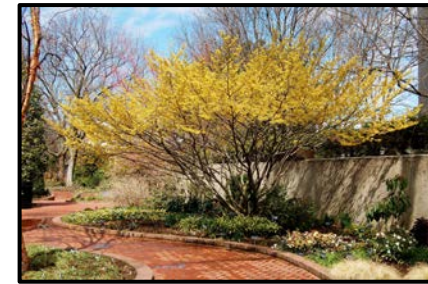
Main Street (Grand Junction, CO)

Grove Concept :: **Open Mountain Woodland**

With more trees than the Oak Savanna, the Mountain Woodland still 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 :: **Open Mountain Woodland**

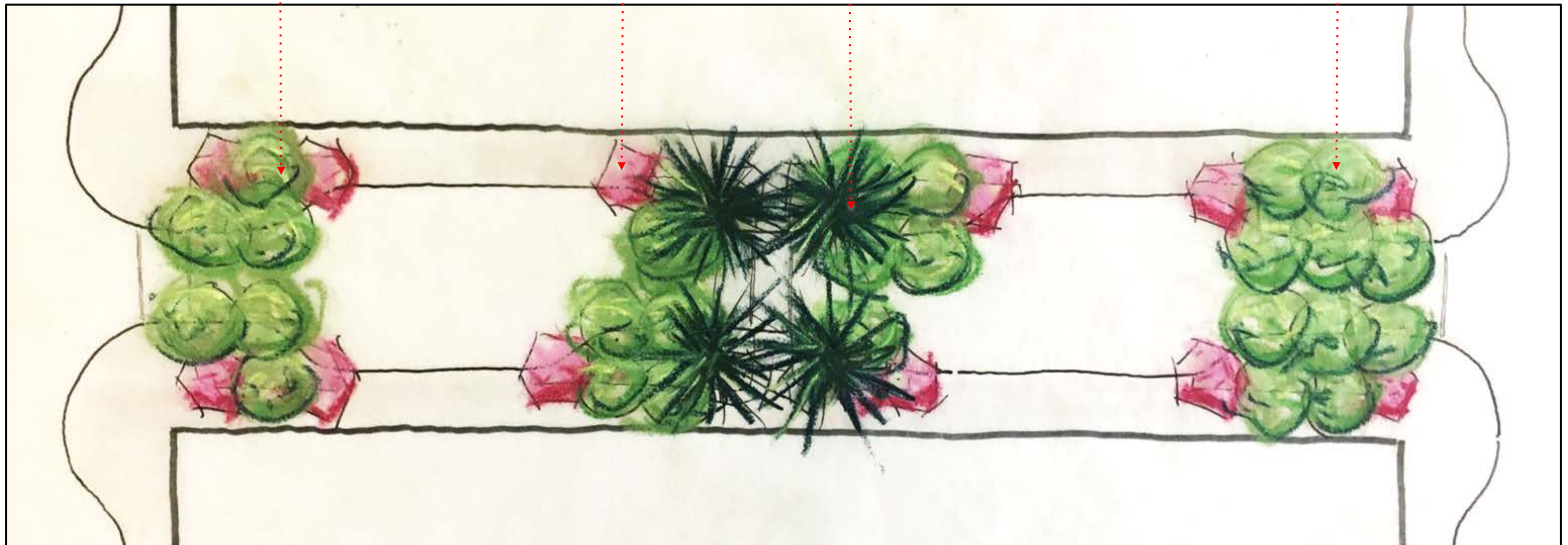


Deciduous - e.g., Birch or Hornbeam

Understory 2 - e.g., Dogwood or Redbud

Conifer - e.g., Lodgepole Pine

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



Grove Concept :: **Open Mountain Woodland**

OVERSTORY



MIDSTORY



UNDERSTORY



Grove Concept :: **Ground-Level Alternatives**

(Note: All images are rendered at the mid-block curb extension)



At-Grade / Open



At-Grade / Raised Edge



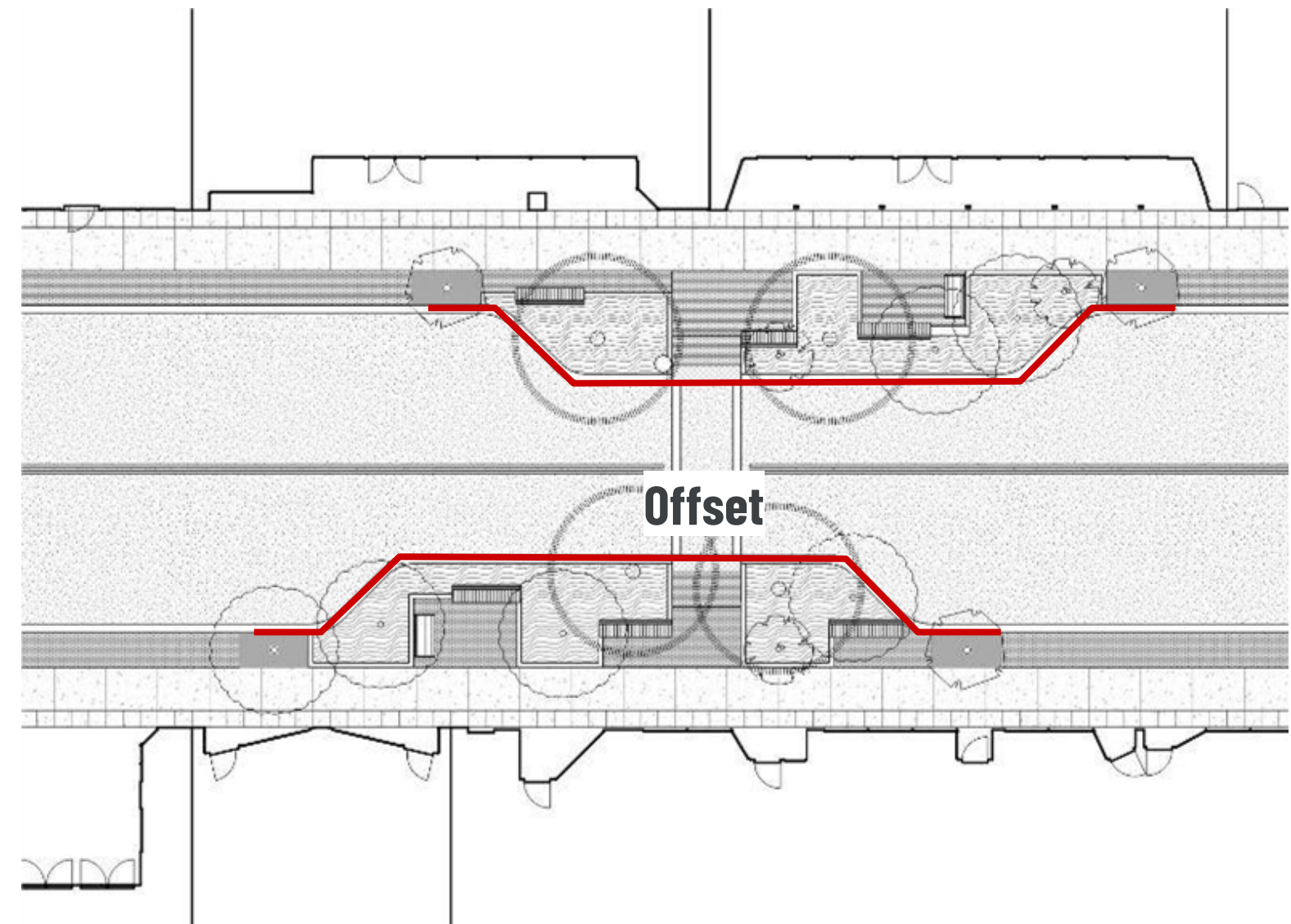
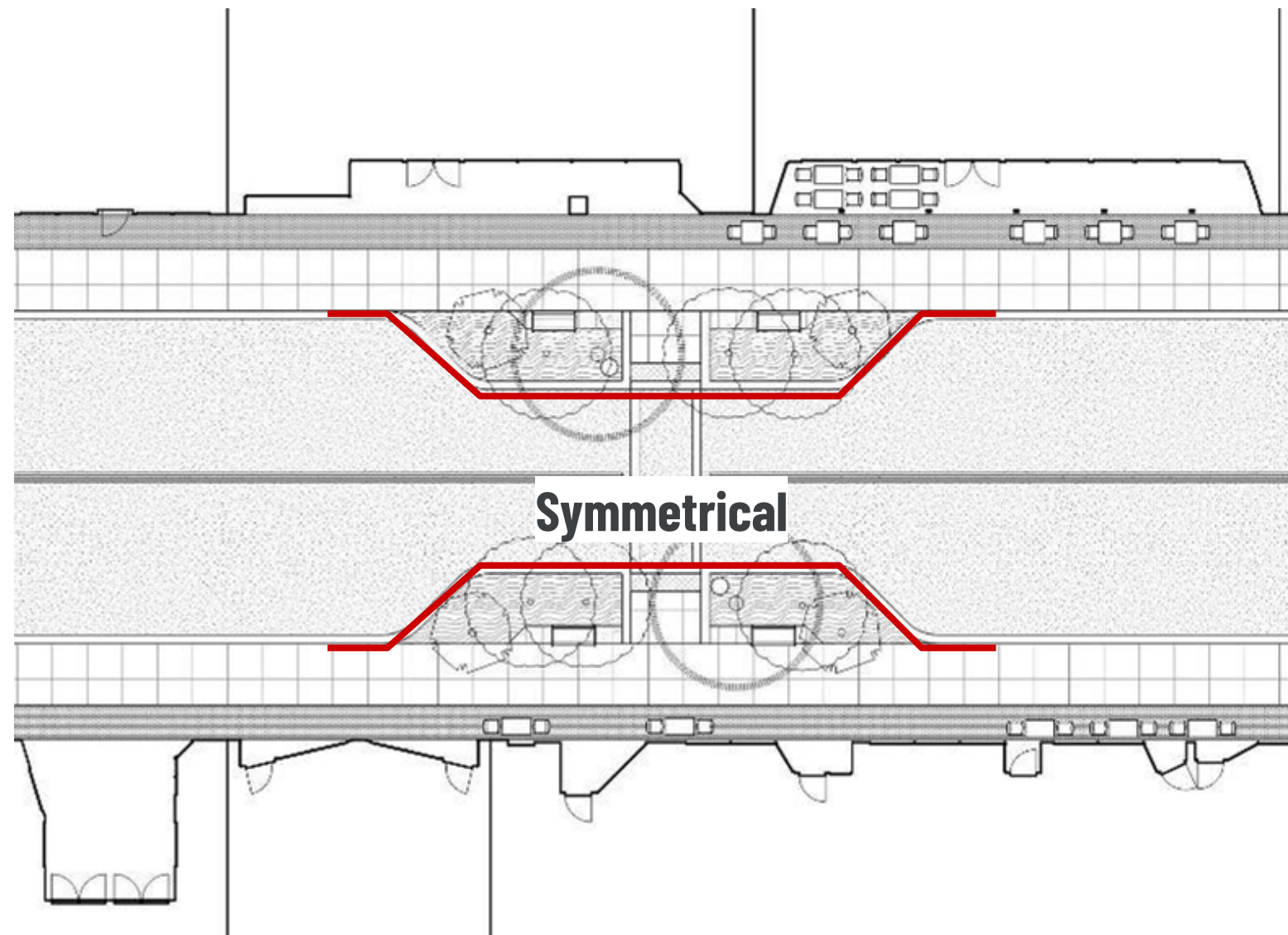
Raised Planters



Full Grates

How should the Groves work at **ground-level**?

Grove Concept :: **Symmetrical v. Offset**



Should **mid-block curb extensions** be symmetrical or offset?

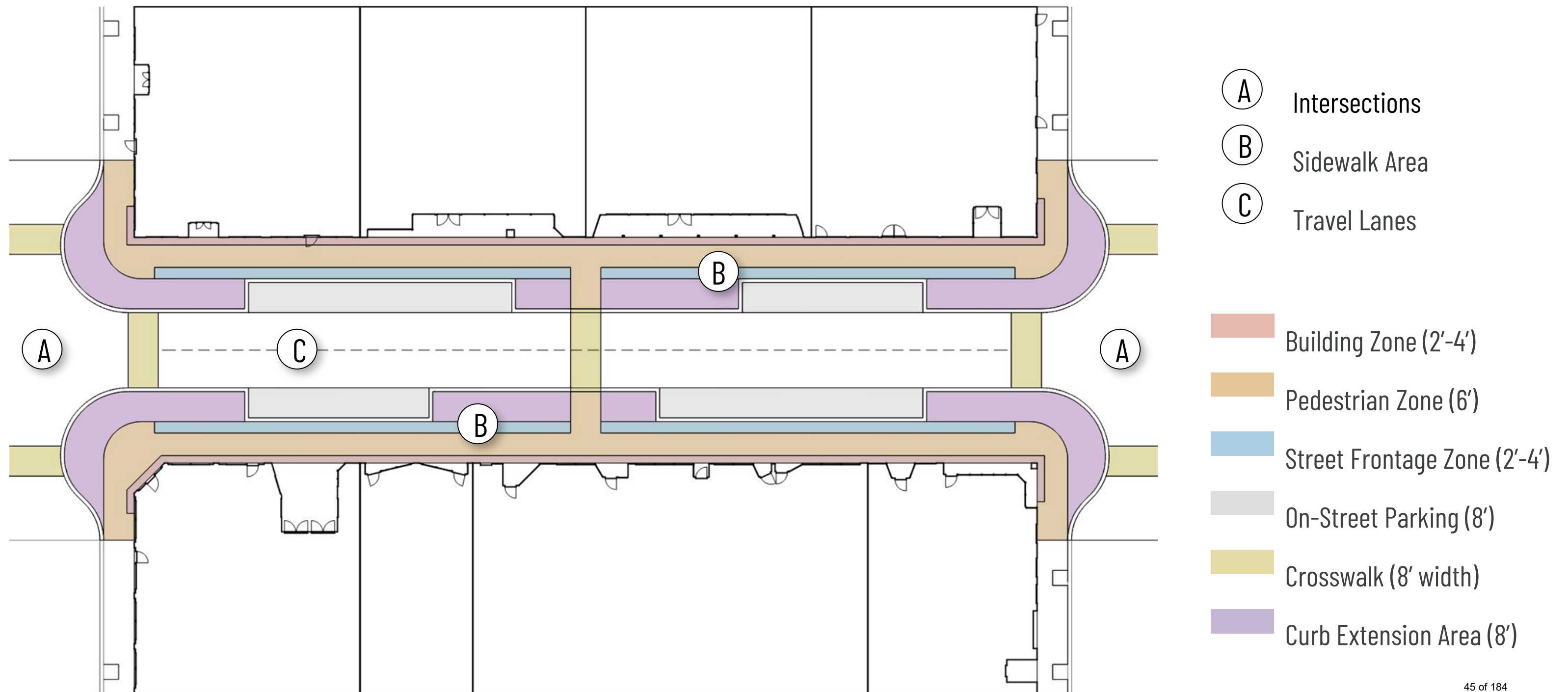
Paving Concepts

Sidewalks, Curb Extensions, Roadway

Paving Concepts :: Sidewalk & Roadway Zones

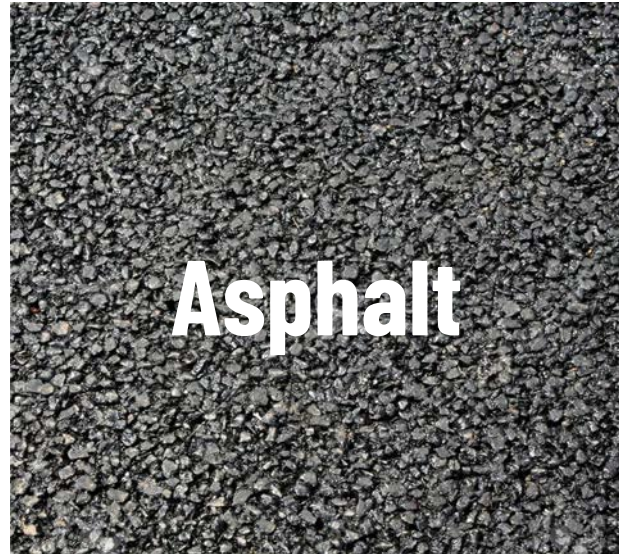
General Considerations

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



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

Which **roadway material** would you prefer?

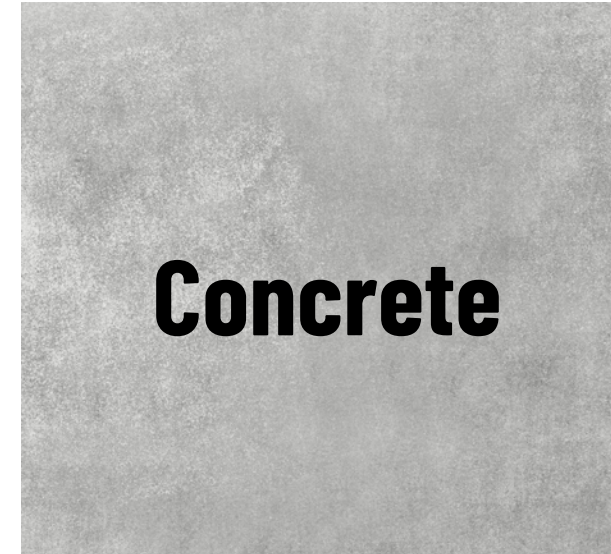


Pros:

- 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

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

Roadway Options :: **Raised Crosswalks**



Pros:

- 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)

Should **mid-block crosswalks** be raised?

Roadway Options :: **Raised (Table) Intersections**



Pros:

- 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:

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

Should **intersections** be raised?

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



Building Frontage Zone



Street Frontage Zone



Curb Extension

Where on the sidewalk should **commercial activity** (e.g., dining) primarily occur?

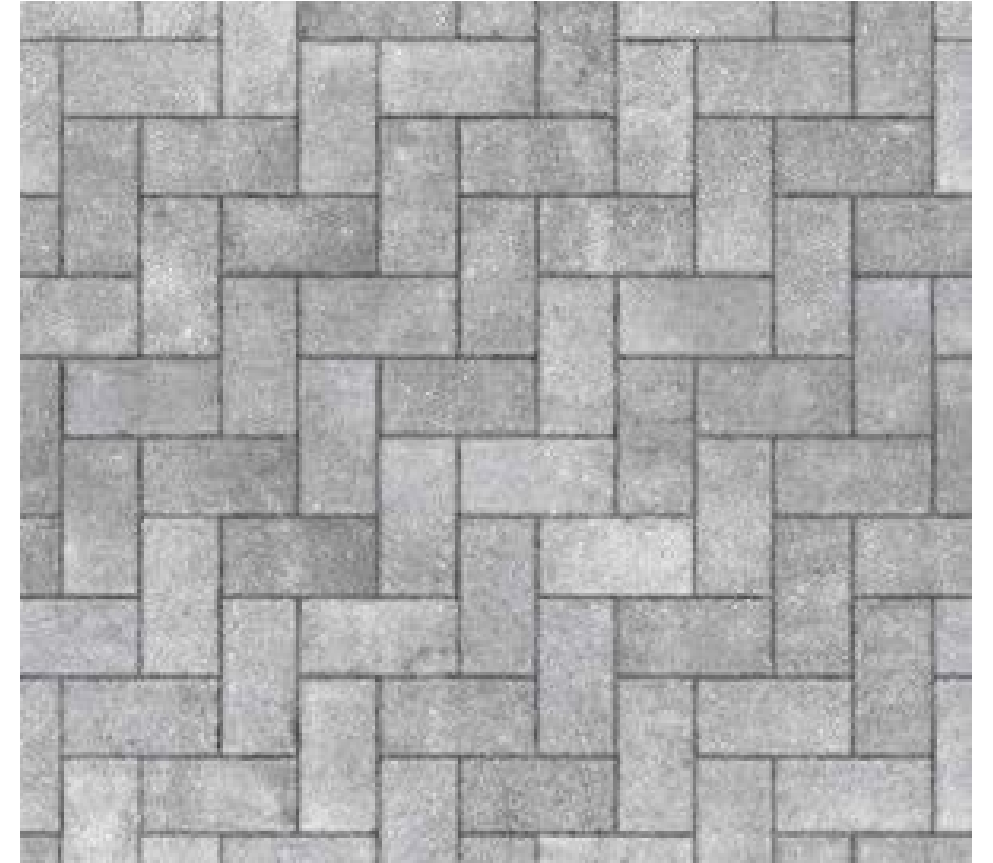
Sidewalk Paving Concepts :: **Accent Paver Styles**



Tumbled Pavers



Linear Paver



Holland Paver

What type of **accent paver** do you prefer?

Sidewalk Paving Concepts :: **Curb Options**



12" Concrete Curb

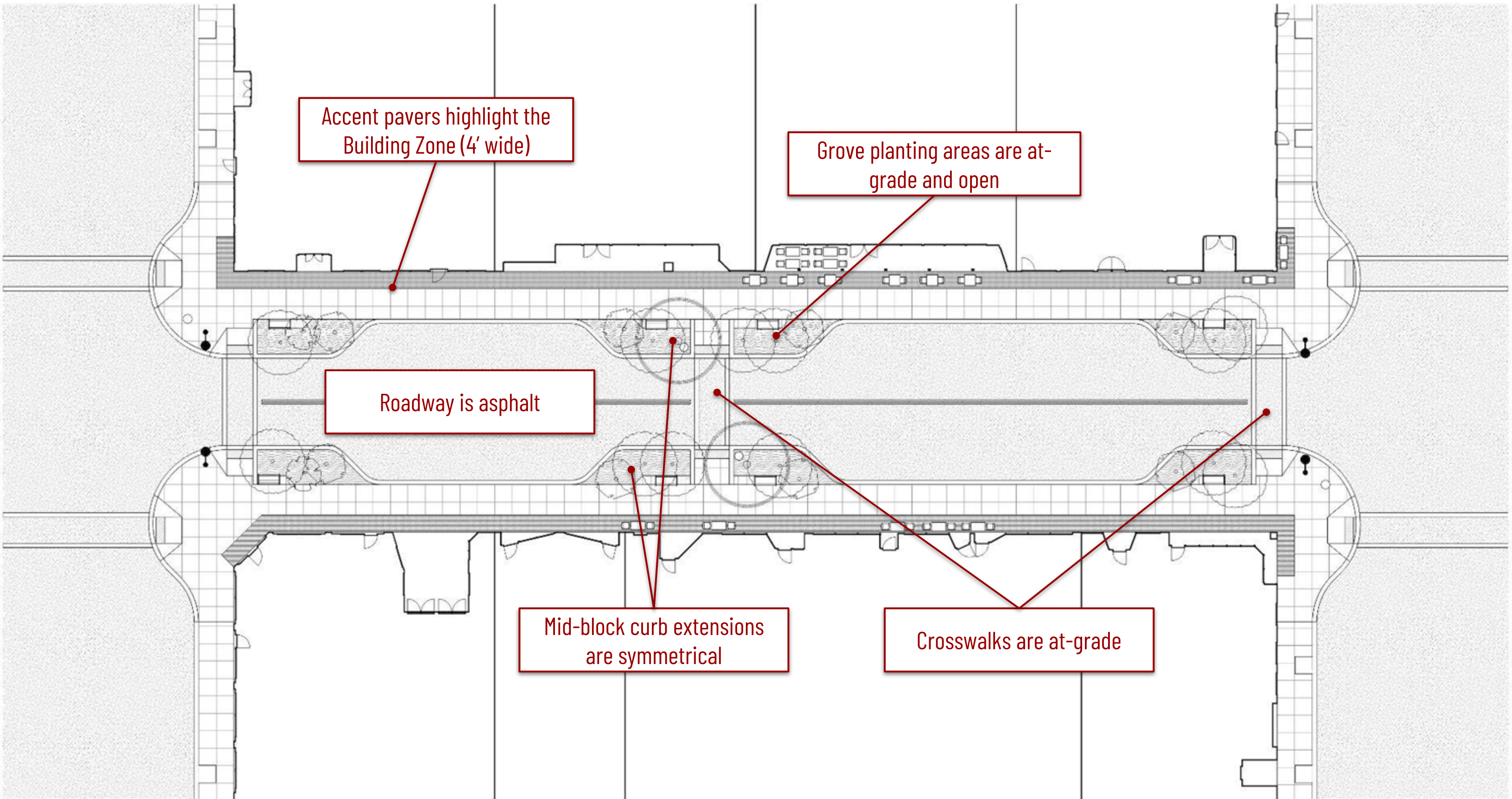


6" Concrete Curb
(Existing)

Which **curb width** do you prefer?

Refined Design Concepts Options for Consideration

Refined Design Concept A :: **Highlighted Building Zone** (At-Grade Planters)

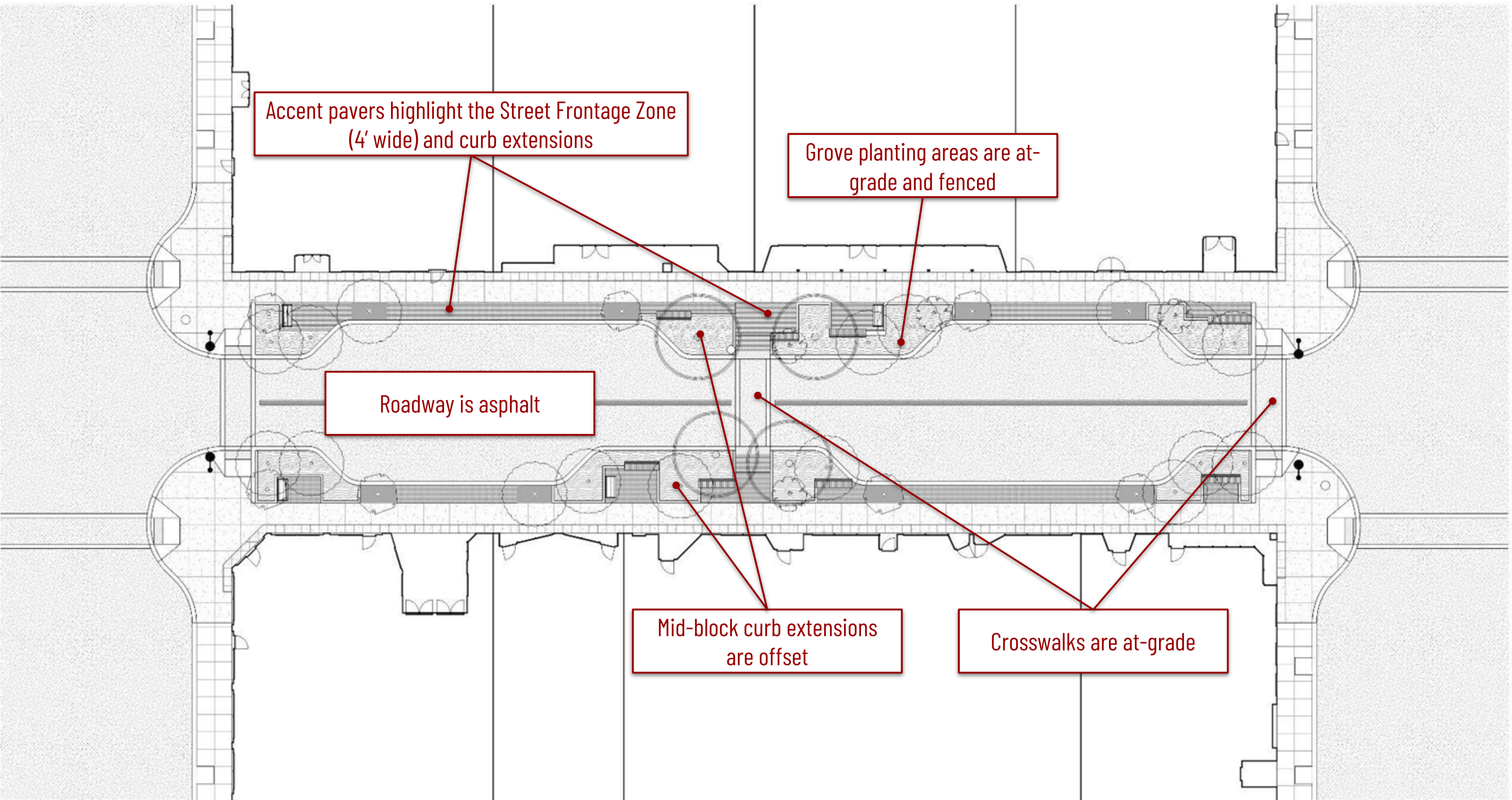


Refined Design Concept A :: **Highlighted Building Zone** (At-Grade Planters)

(Note: Image rendered at the mid-block curb extension)



Refined Design Concept B :: **Highlighted Street Frontage Zone** (At-Grade Planters)

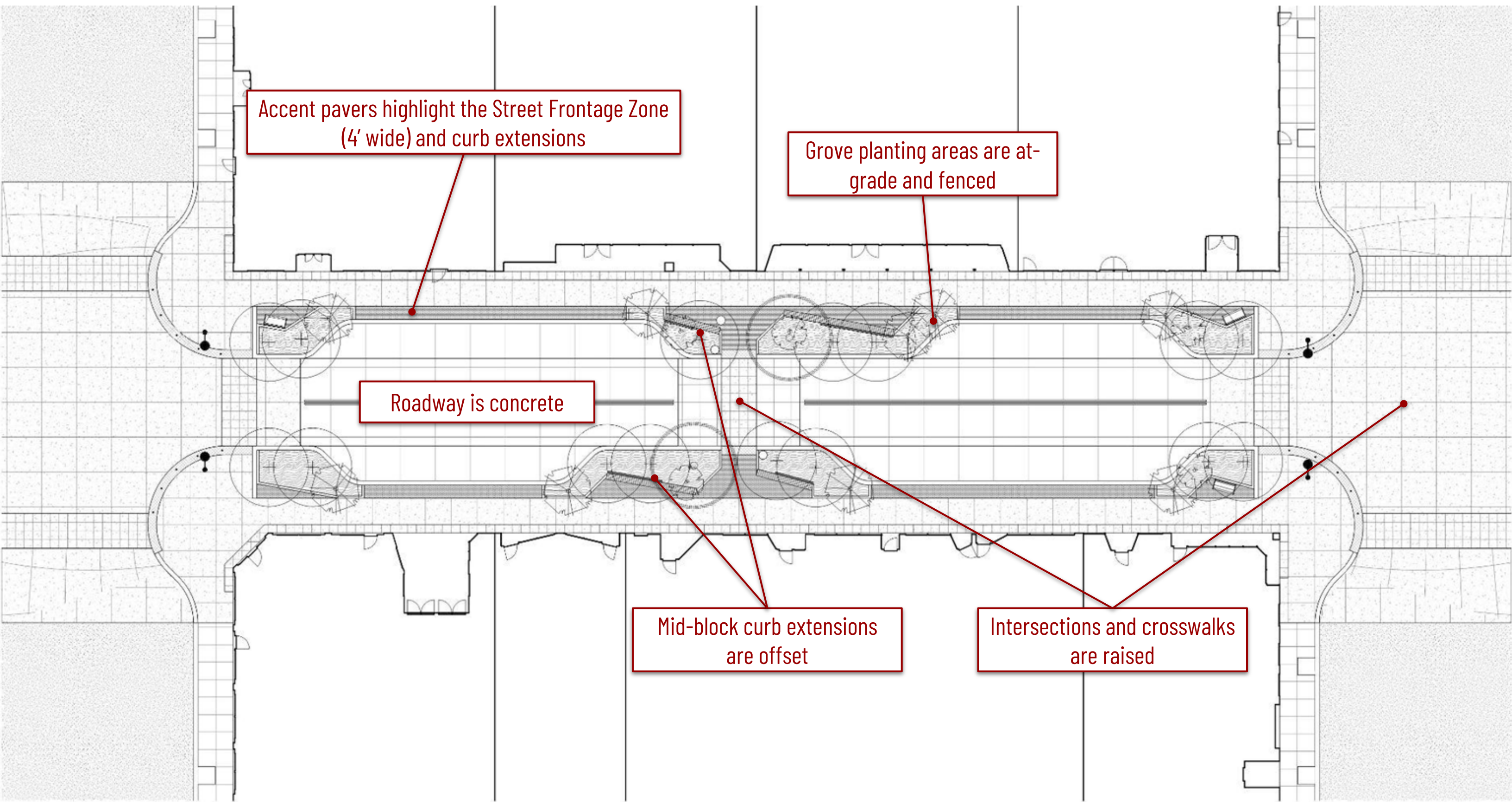


Refined Design Concept B :: **Highlighted Street Frontage Zone** (At-Grade Planters)

(Note: Image rendered at the mid-block curb extension)



Refined Design Concept C :: **Highlighted Street Frontage Zone** (Angled Planters)



Accent pavers highlight the Street Frontage Zone (4' wide) and curb extensions

Grove planting areas are at-grade and fenced

Roadway is concrete

Mid-block curb extensions are offset

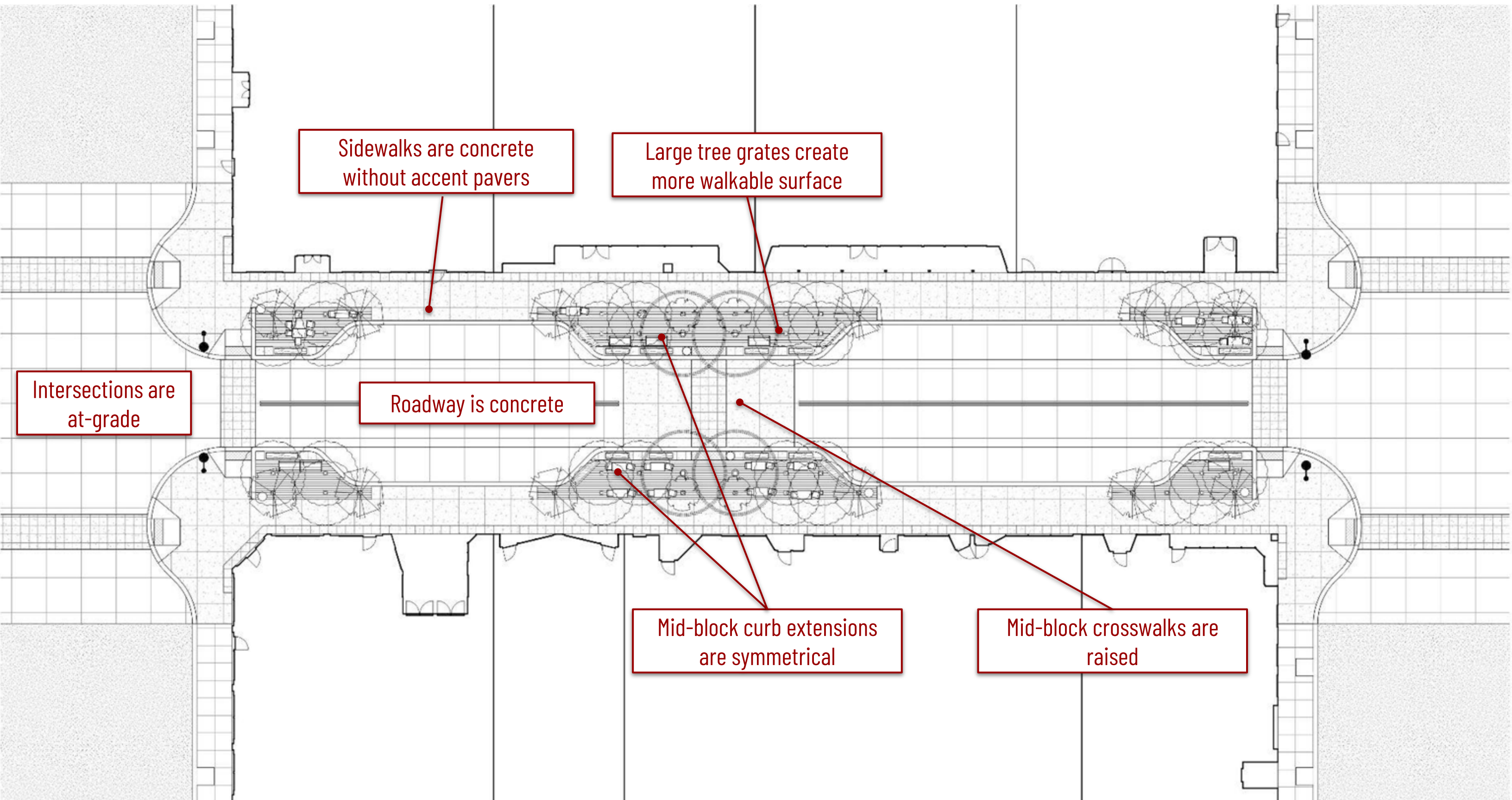
Intersections and crosswalks are raised

Refined Design Concept C :: **Highlighted Street Frontage Zone** (Angled Planters)

(Note: Image rendered at the mid-block curb extension)



Refined Design Concept D :: **Highlighted Grove** (Large Tree Grates)

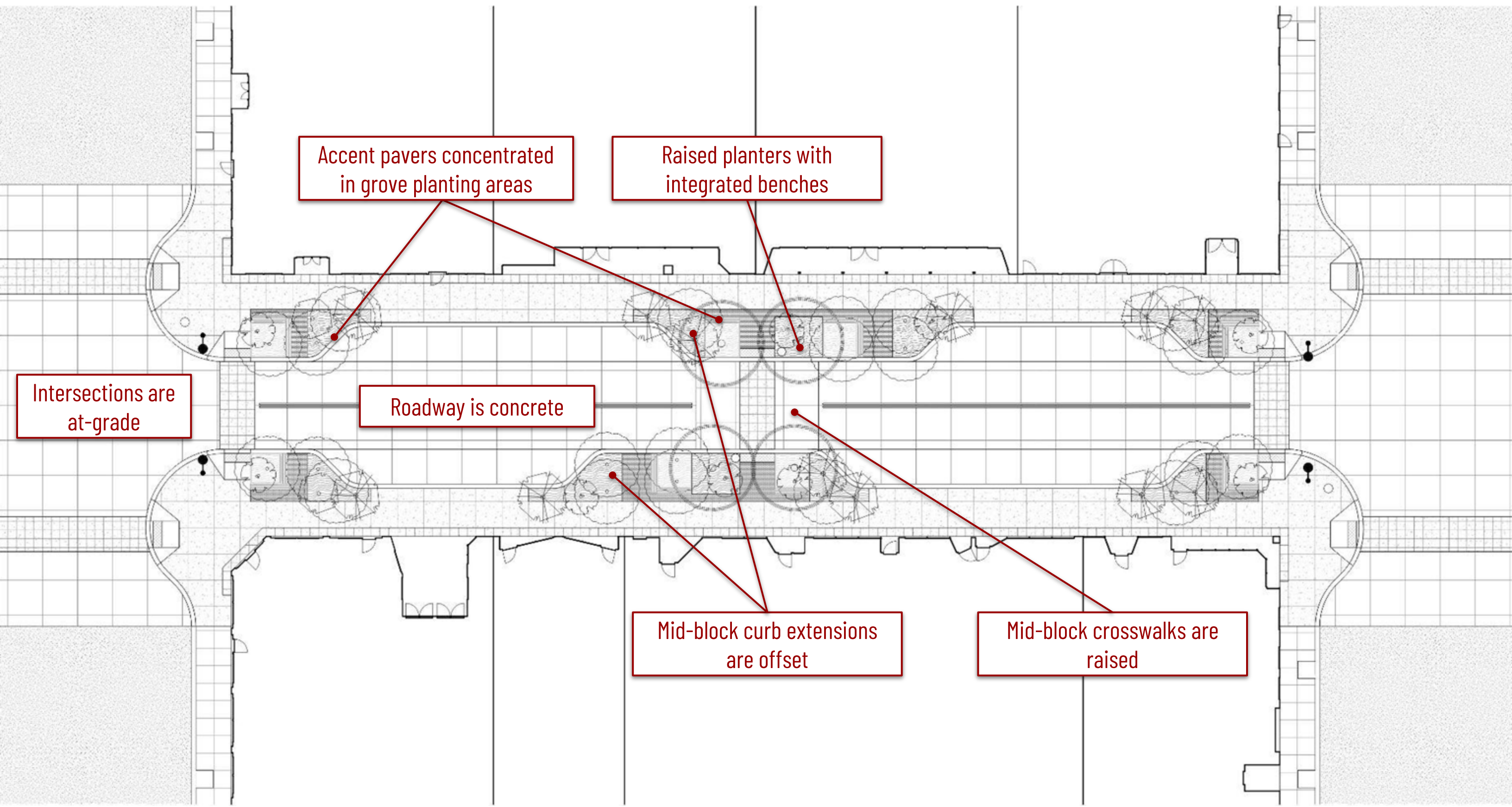


Refined Design Concept D :: **Highlighted Grove** (Large Tree Grates)

(Note: Image rendered at the mid-block curb extension)



Refined Concept E :: **Highlighted Grove** (Raised Planters)

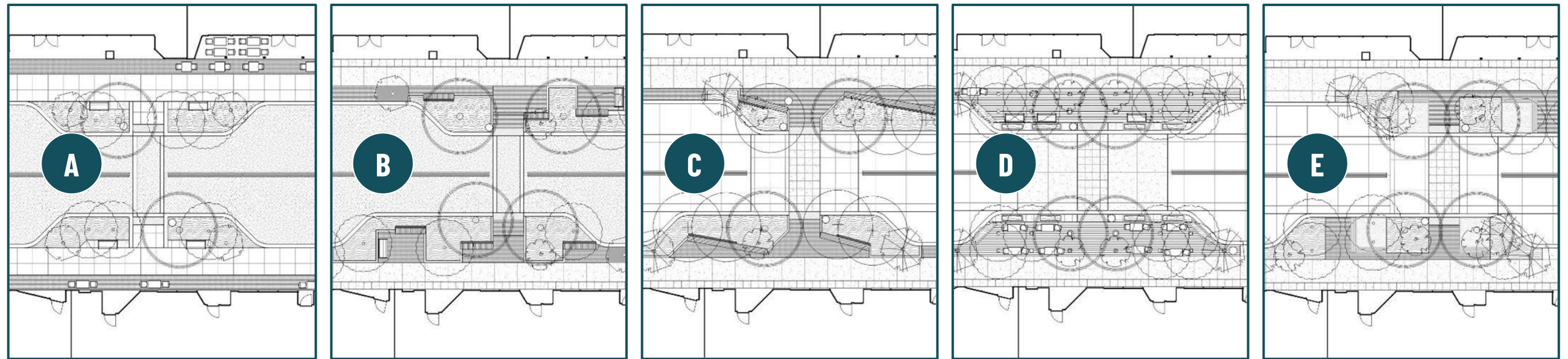


Refined Design Concept E :: **Highlighted Grove** (Raised Planters)

(Note: Image rendered at the mid-block curb extension)



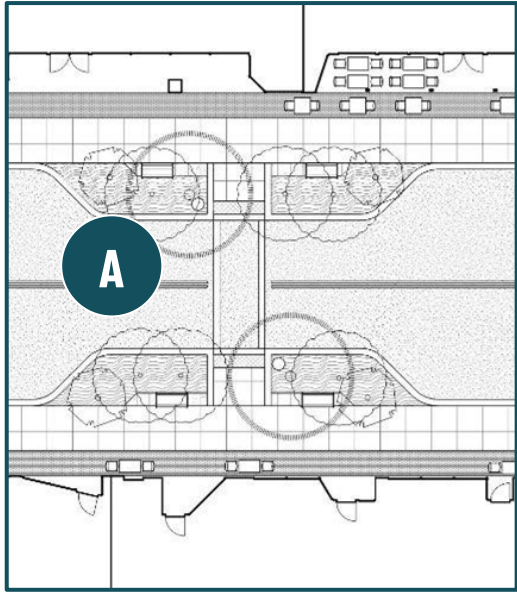
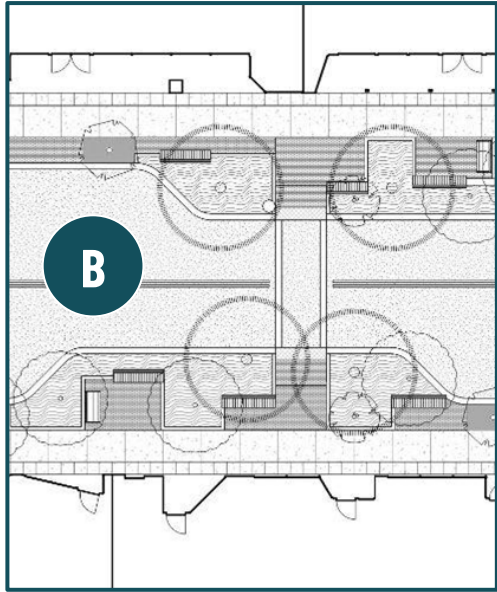
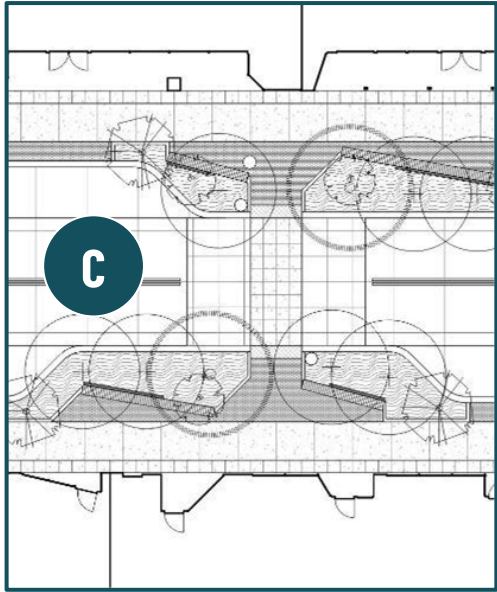
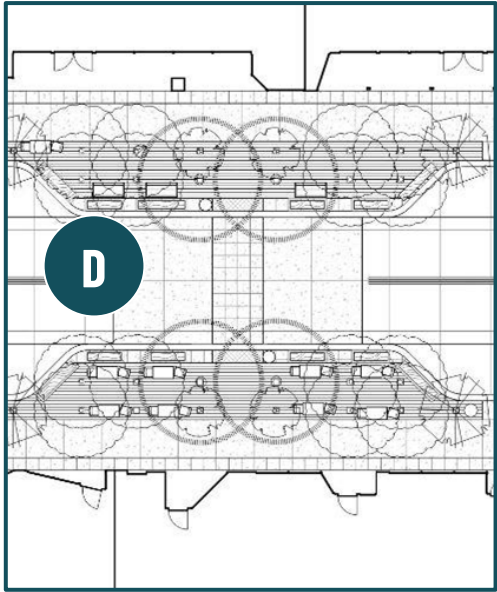
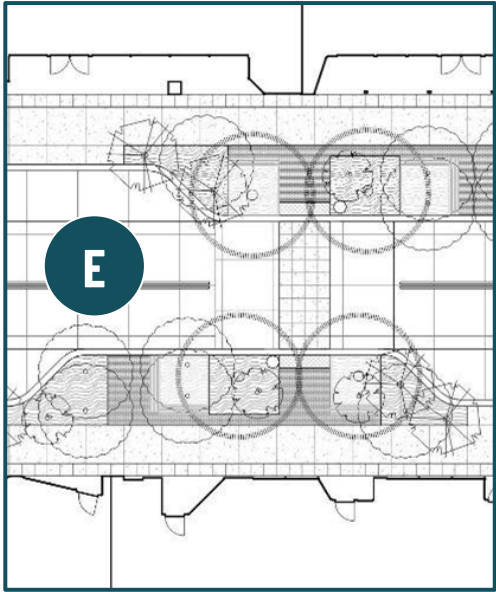
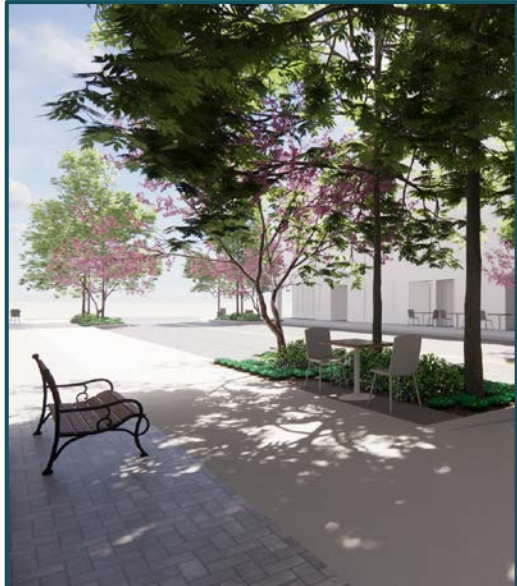




Refined Design Concepts :: Comparison



| | A Highlighted Building Zone (At-Grade Planters) | B Highlighted Street Frontage Zone (At-Grade Planters) | C Highlighted Street Frontage Zone (Angled Planters) | D Highlighted Grove (Full Grates) | E Highlighted Grove (Raised Planters) |
|--------------------------|---|--|--|---|---|
| Accent Paver Location | Building Zone (4'-wide) | Street Frontage Zone (4'-wide) and Curb Extensions | Street Frontage Zone (4'-wide) and Curb Extensions | None | Curb Extensions |
| Mid-Block Curb Extension | Symmetrical | Offset | Offset | Symmetrical | Offset |
| Mid-Block Crosswalk | At-Grade | At-Grade | Raised | Raised | Raised |
| Intersection | At-Grade | At-Grade | Raised / Tabled | At-Grade | At-Grade |
| Roadway Surface | Asphalt | Asphalt | Concrete | Concrete | Concrete |
| Grove / Planting Area | At-Grade / Open | At-Grade / Fenced | At-Grade / Fenced | Large Grates | Raised Planters and At-Grade / Open |

Refined Design Concepts :: Comparison

Which overall design concept do you prefer?

| | | | | |
|--|---|---|---|---|
|  |  |  |  |  |
| A Highlighted Building Zone (At-Grade Planters) | B Highlighted Street Frontage Zone (At-Grade Planters) | C Highlighted Street Frontage Zone (Angled Planters) | D Highlighted Grove (Full Grates) | E Highlighted Grove (Raised Planters) |
|  |  |  |  |  |



Streetscape Furnishings & Fixtures
Historic Design Concept

Furnishings & Fixtures :: **Survey Results (5/13/22)**

The online survey was posted on the [project webpage](#) from 5/02/22 thru 5/13/22. Paper versions were distributed / collected at the Community Forum on 5/3/22. The survey was advertised at the Community Forum on 5/3/22, at the Joint City Council / MURAC Work Session on 5/10/22, and via the City's social media platforms. The survey was further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association.

- # of responses (English): 272
- # of responses (Spanish): 0

Key Design Themes Findings:

- Majority support for:
 - Historic Ornamental (53.0%)
- Less conclusive on:
 - Lighting preferences
- Strong support for:
 - Ben Franklin!
 - Incorporating functional art
- Many recommendations for mixing/matching



(full results in the [Appendix](#))

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

Preferred Design Theme :: **Historic**



Seating



Planters



Pending
Multi-Stream
Recycling

Waste Receptacle



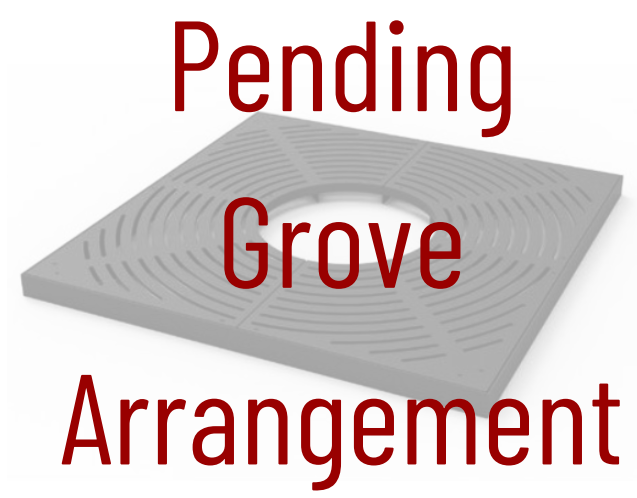
Lighting



Bike Rack



Water Fountain



Pending
Grove
Arrangement

Tree Grate

Preferred Design Theme :: **Waste Receptacles**



**Single Stream
Waste Receptacle**

TBD

**Multiple Stream
Waste Receptacle**

TBD

**Multiple Stream
Waste Receptacle**

Functional Art Ideas :: Bike Racks



Functional Art Ideas :: Benches



Third Street - McMinnville, OR



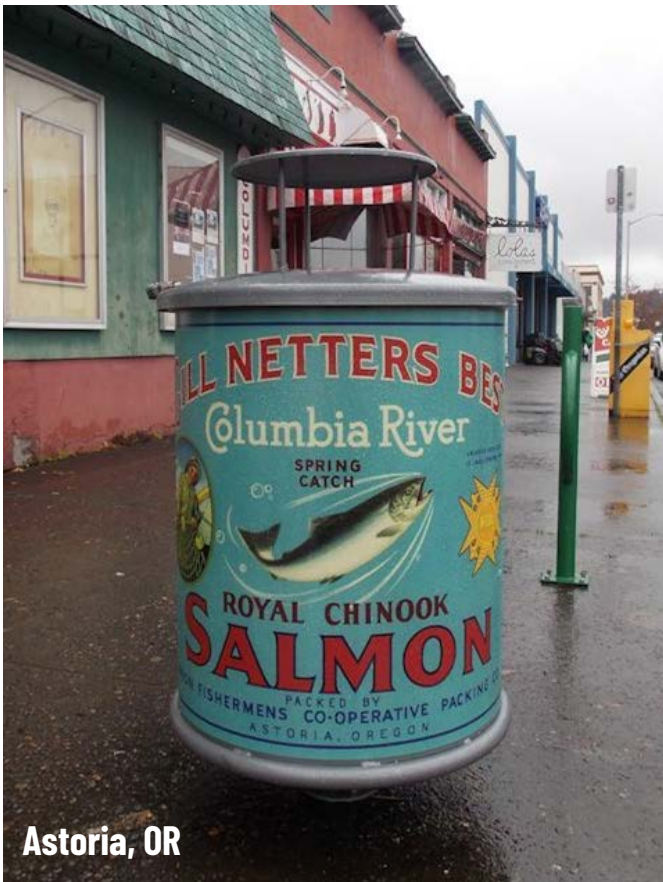
Denver Ave - Portland, OR



Functional Art Ideas :: Planters



Functional Art Ideas :: Waste Receptacles



Astoria, OR



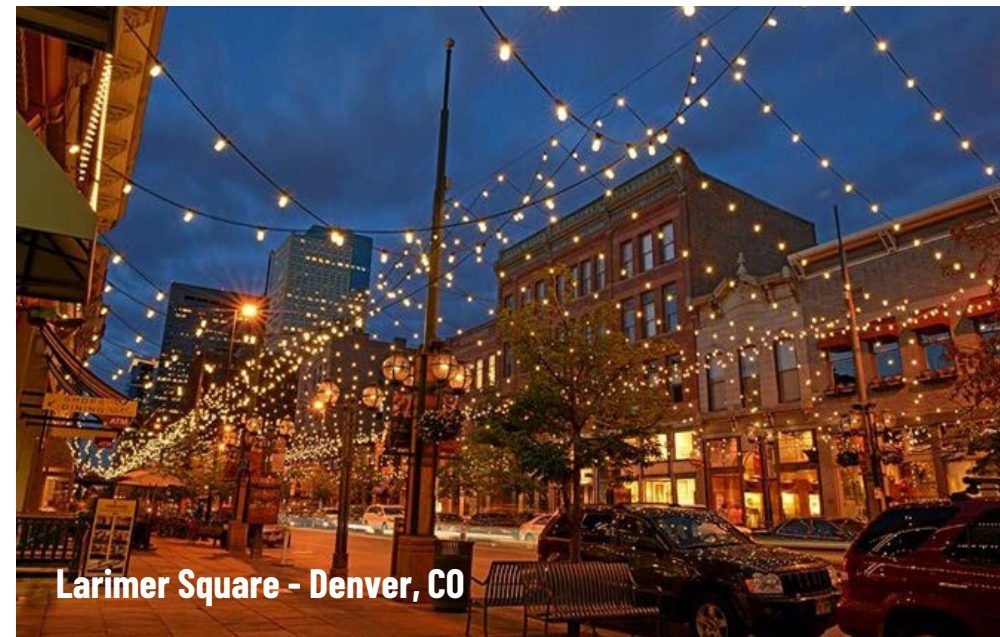
Astoria, OR



Existing Fixtures :: Memorial Plaques



Street Character :: Ornamental / Decorative Lighting



NE Third Street Conceptual Design :: Next Steps

updated 06/21/22

| Dec 2021 | Jan 2022 | Feb 2022 | Mar 2022 | Apr 2022 | May 2022 | Jun 2022 | Jul 2022 |
|------------------------------------|------------------------------|--------------------------------------|----------|---------------------------|---|---------------------------------------|---|
| B1. Functional Alternatives | —————● | | | | | | |
| | B2. Tree Alternatives | —————● | | | | | |
| | | B3. Design Theme Alternatives | —————● | | | | |
| | | | | | B4. Initial Design Review | | |
| | | | | | C1. Preferred Design Alternative | —————● | |
| | | | | | | C2. Conceptual Cost Forecast | —————● |
| | | | | | | C3. Review of Preferred Design | —————● |
| TAC (12/6) | TAC (1/11-12) | | | TAC (4/14) | TAC (5/17) | TAC (6/6 and 6/29) | |
| PAC (12/13) | PAC (1/24) | PAC (2/28) | | PAC (4/4 and 4/25) | | PAC (6/8) | PAC (7/11) |
| | | | | | Community Forum (5/3) | Community Forum (6/21) | |
| | | | | | Online Survey (5/2 - 5/13) | Online Survey (6/13 - 6/24) | |
| | | | | | MURAC / City Council (5/10) | | MURAC / City Council (7/12)⁸⁴ |



The Pacific
Resources
Group

- **Heather Richards**, Planning Director
- **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>

NE Third Street Conceptual Design

Community Review - Survey Results

13 thru 24 June 2022
McMinnville, Oregon



Survey Results (6/24/22) :: Overview

The online survey was posted on the [project webpage](#) from 06/13/22 thru 6/24/22. Paper versions were distributed / collected at the Community Forum on 6/21/22.

The survey was advertised at the Community Forum on 6/21/22 and via the City's social media platforms. The survey was further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association.

- # of responses (English): 436
- # of responses (Spanish): 6

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=ZlJKcmR3QkpwTEdEdTg5VlM2SW9sUT09>

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

80 of 184

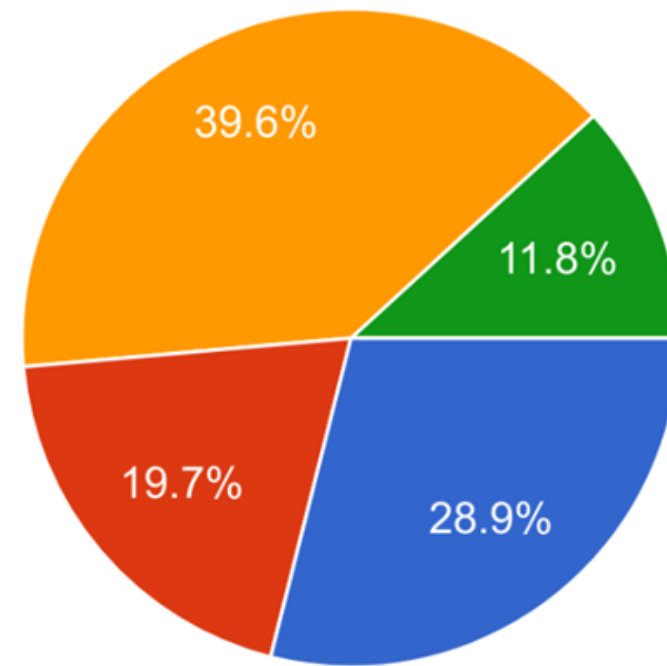


Survey Results Groves at Ground-Level

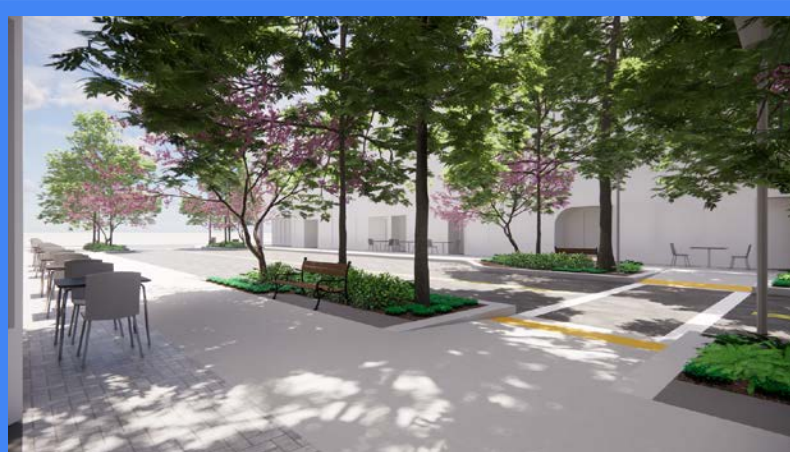
Survey Results (6/24/22) :: **Ground-Level Alternatives**

How should the groves work at ground-level?

432 responses



- At-Grade / Open
- At-Grade/ Raised Edge
- Raised Planters
- Full Grates



At-Grade / Open



At-Grade / Raised Edge



Raised Planters



Full Grates

Survey Comments (6/24/22) :: **Ground-Level Alternatives :: At-Grade / Open**

- Love at grade. Open and it flows.
- Open seems like too many bikes would ride over it
- At-Grade/Open is more accessible to those of us with disabilities.
- I'm concerned about creating features for skateboarders to use which is why I selected at grade/open.
- For pedestrian safety I prefer the at grade open.
- I chose the at grade open in hopes that there will be funding to keep the grass or ground cover alive.
- As many as possible!
- This seems like the lowest maintenance option. Anything with a curb will get puddles, moss and other buildup.
- Less is better for upkeep and maintenance. Plus less to get vandalized and graffitied
- Feeling like we are walking amongst the trees as opposed to around planters and curbs would help to maintain a more natural feel. It would be less landscaped looking and contribute to a feeling of natural beauty.



Survey Comments (6/24/22) :: **Ground-Level Alternatives :: At-Grade / Raised Edge**

- I think the at-grade/raised edge will “invite” skateboarding.
- Would it be possible to incorporate both the raised beds and the full grates?
- Raised Edges could be a tripping hazard and City liability.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- Raised edges are tripping hazard
- Raised would be easier to contain mulch or dirt and less maintenance
- I like that a raised edge also serves as kid seating during parades and things.
- The raised edge seems dangerous for pedestrians and difficult for those who are mobility impaired.
- Curbs as shown in the raised gardens are a trip hazard and would likely need to be painted losing their appeal.
- Curbed & raised beds encourage loitering by non-shoppers and aggressive pan handlers. Don't judge me, I have a heart, it's just that mutual respect needs to be exactly that, mutual.
- Raised edge is a hazard for tripping and those with accessibility issues.
- Simple design with no trip hazards
- Safety Hazard with raised beds and it's more room to walk around.
- Has the adverse impact of skateboards been considered regarding raised planters and curbs? I know this can be a problem.



Survey Comments (6/24/22) :: **Ground-Level Alternatives** :: **Raised Planters**

- Raised planter also allow for seasonal flowers and plants
- Would it be possible to incorporate both the raised beds and the full grates?
- Raised Planters will eventually cost more for the City to maintain.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- For aesthetics I prefer the raised planters.
- I support incorporating both grates and raised planters.
- Yes, occasional raised beds, about 1 per block.
- A mix of deciduous and conifers and understory plantings, with some raised planters for shrubs/small plants. Some raised planters with the built in benches would be nice, but not all of them need to be raised planters.
- Curbed & raised beds encourage loitering by non-shoppers and aggressive pan handlers. Don't judge me, I have a heart, it's just that mutual respect needs to be exactly that, mutual.
- What caught my eye in the raised planters photo is that it showed a combo of "natural" beds with raised beds, which may be ideal, especially if you get rid of some of the street tree canopy.
- People will use the raised beds for sitting and placing trash, dog crap, etc. The benched areas for seating would be difficultwhere do you have that much space? People would be falling over them even if sidewalk widened. It looks doable if you closed or partially closed the road (make it one-way only).
- Raise them so dog poop will less likely accumulate
- Plant-focused design feels really welcoming and full
- To complement the hanging flower baskets
- Has the adverse impact of skateboards been considered regarding raised planters and curbs? I know this can be a problem.



Survey Comments (6/24/22) :: **Ground-Level Alternatives** :: **Full Grates**

- Grates are loud and annoying
- Not a fan of the full grate look
- I think full grates would provide better irrigation and health for the trees.
- Full grates as long as it's possible to raise them and clean beneath.
- I like all options but the full grates. It was really hard to choose between the other three.
- Would it be possible to incorporate both the raised beds and the full grates?
- The full grates seem the most sustainable because water can reach the tree roots and the tree roots are lower and less likely to disrupt the sidewalks. You could also add planters over the grates and include benches or other seating options. I am worried about the costs.
- Full grates allows more people space. The other options would require a significant commitment to maintenance in order to keep them looking good
- Full grates are butt ugly/ruin the "main street" character.
- The full grates approach seems to provide the most space for outdoor eating and the like, and also lots of flexibility for how tables, benches, and planters might be arranged.
- As Full Grates age, they will become damaged and cause more difficult walking surfaces, i.e. less accessible and harder to maintain for the City.
- I also have concerns about full grates and tripping hazards for people wearing heels.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- Hopefully a full grate would be wheelchair/walker/cane compatible as well as acting as a rain garden.
- For pure practicality I prefer that full grates.
- I love all of the different proposed designs, but I feel like full grates would best protect plants while also offering a permeable surface for storm water and runoff.
- Who is going to maintain the groves? Maybe the grates might lessen the maintenance.
- Why would you ruin third street's charm with full grates? It isn't an industrial park
- I support incorporating both grates and raised planters.
- I like some of the other options but think that the labor and water to maintain them may be costly in the long run. I also think that this has more versatility regarding usage depending on how the trees are planted you could almost put tables amongst them.
- They should provide for merchants to open the area in front of their restaurants for Dine Out.
- Appears to be best for outdoor seating and additional planters



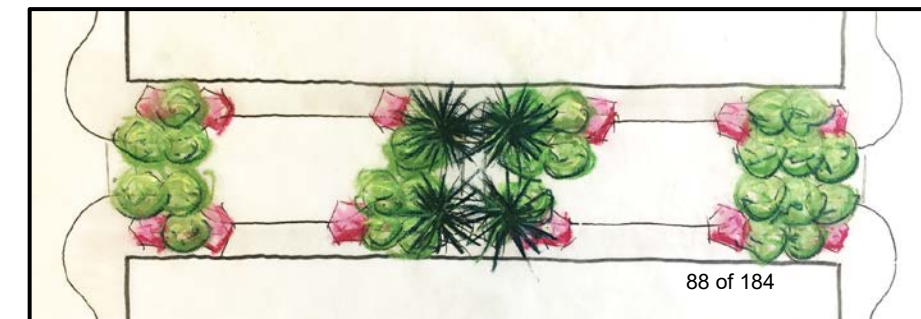
Survey Comments (6/24/22) :: Existing Trees

- The more I think about it the more upset I become about even the idea of removing our beloved mature maple trees from downtown Third Street. I am completely opposed to it. They are what make Third Street special. It seems that a decision has already been made to eliminate these stately beings that add so much to our lives in McMinnville. Why not value their presence and reroute utilities and water mains to another street. So what if it costs more. Even more value will be lost when we lose Third Street as it is with its majestic tree canopy, wonderful shade and peacefulness in summer and glorious with white lights in the winter. The trees create a wonderland. SAVE THE TREES ON THIRD STREET!
- Retain existing maple trees. Without them, downtown will look barren, losing shade and color for decades. These conceptual pictures look sterile.
- I think the downtown trees make the downtown more inviting, create shade, and are quite beautiful. I think they should be left as they are and any redevelopment should work around them. Why does this grove idea have precedent when the linear plan had three quarters of the previous vote.
- I would appreciate some more insight into why you are cutting down all the trees, the downtown will be desolate for probably 20 years before new trees will give any shade or feel like our wonderful downtown again! It's been very upsetting to learn that there was no option to give comment about the actual cutting down of all the historic trees.
- Don't mess with the existing canopy
- Your choices are too limited. I really like what we have now. If you have to tear things up, put that back with the same trees.
- Also, please don't take out all of the big trees if possible. I don't want to wait 20 years to have mature trees on 3rd Street. It's a big part of why McMinnville has such a charming downtown.
- Yes. When doing the work as many existing trees should be preserved as possible to avoid giving the downtown a denuded appearance while the new trees grow. It would be a shame to cut down all the trees and have to wait 15-20 years for it to look right.
- Don't be a tree murderer!
- Please keep trees along 3rd Street, especially the canopy effect of the trees. The addition of trees really changed the look of downtown compared to what it was up into the 1970's. White lighting of the trees in the evening is very welcoming.
- The possibility of losing the existing mature trees along third street while construction takes place is concerning. Even with planting new trees, it will take a long time for them to mature and grow as tall as those already present. It would be hard to get used to a more open 3rd street while we wait for things to be done and the trees to grow in. I understand it all needs to be updated and repaired, it will just be a hard transition to adapt to the changes and possibly losing the trees, and along with them the atmosphere of walking along a leafy-shaded 3rd street. If there's a way to save some trees and maybe spend more on more mature trees, that would be nice.
- Don't mess with the trees or you'll feel the business end of mah buggy whip!



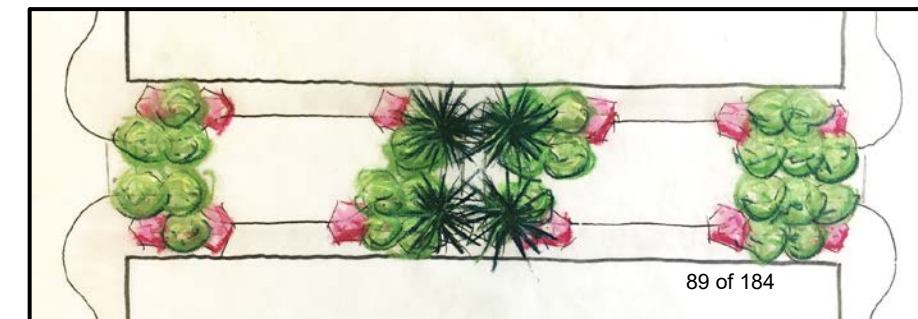
Survey Comments (6/24/22) :: **General Comments (Groves)**

- Like the bench next to the groves
- More flowers and lots of plants. Public seating that can be easy to keep clean/not ruined my rugrats. Modern with a touch of McMinnville's historical charm
- Native plants!
- Should maintain old feel...not modern
- Minimize tripping hazards for old folks
- I would think about the practical things that will happen. Kids will climb on the trees and walk on the raised edges, teenagers will skateboard, those who use mobility aids will need to safely navigate and have somewhere to sit. They all look good!
- It's important not to block sight lines for pedestrians and drivers.
- Plant the correct variety of trees and plants for the environment you're putting them in, this will be a very low light environment so don't plant things that need full sun for example.
- Keeping this space as natural looking as possible will be a win for McMinnville. Right now the canopy of trees makes such a difference, especially on hot summer days. So welcoming. Same with the criss-crossing lights across the street in the winter. Keep the green, however it is done. I'd love to see more seating but only if the average bear can sit there and not have to dodge people sleeping on benches. I don't blame them for wanting to sleep on benches, but it might be better to keep it leafy and green w/out the seating? Or people could use raised planters for seating but make sure they are not wide enough for sleeping? That sounds cruel but you are also going for something that everyone can use, not just a few.
- Mixed
- Will there be a mix of tree varieties or a monoculture?
- In coordination with Recology resources
- as much shade for people as possible
- Let's include art: quotes from published books by local writers; historic photos
- I don't understand how the grove concept works with 3rd Street. The buildings are up against the sidewalk, the sidewalk goes to the street. None of the above photos in anyway relate to how 3rd Street is actually configured.
- Mix types of trees in case a disease specific to a type of tree develops which could wipe out the whole grove like Birch Borer
- Only concern is that the trees could block the view of cars at intersections
- I am always a fan of more trees on 3rd St, and I think having more greenery around their bases will definitely be an improvement over the bark-dust ones we have now.
- Love the trees!
- I've made these points before: Please no flowering trees. Yes, they are lovely for a few days every couple of years but they make a mess.



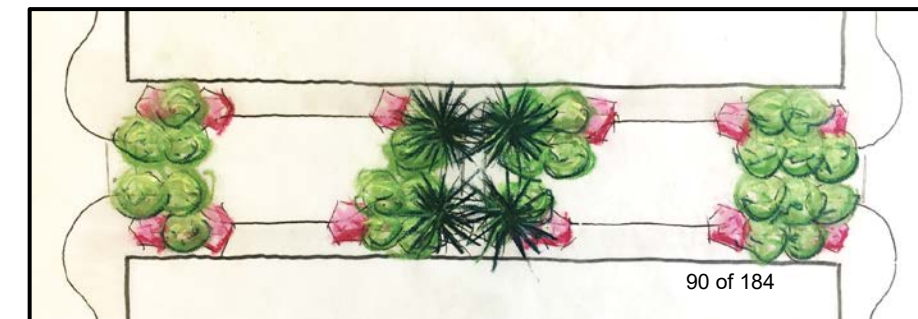
Survey Comments (6/24/22) :: **General Comments (Groves)**

- Trees that spread laterally would be good closer to the pavement to better provide shade to keep the asphalt cooler.
- I think the Christmas lights have become part of McMinnville's identity and we need to create groves that accommodate the tree lighting.
- I strongly feel that we should incorporate as many trees as possible. Downtown McMinnville would not be the same without its tunnel of trees!!
- Trees could be incorporated as shade for outdoor dining in front of restaurants. Another thing we are lacking.
- Perhaps rain water could somehow be collected & feed into the groves for plant moisture
- What about slightly below grade to allow for more storm water management?
- There should be drainage to store water for summer drought watering
- keep trees out of the walkway and select species that don't have surface roots
- Make sure it is handicapped accessible for people using wheelchairs and walkers. The yellow bumps are awful for walkers and canes!
- Trees are the most important priority to be considered. The rest of your planning should be based upon maintaining the tree canopy. Take a look at the photos of Third Street in the 1950's photographs. The lack of trees is very unsightful. We should avoid this at all costs.
- Whatever works best for root growth to keep them from breaking the sidewalks
- Provide the least amount space for the homeless to destroy and occupy
- Leave room in the bulbouts for public art, kiosks, etc.
- Include easy access to power for tree lights and other street events
- I like the plants to be used, to be of varying heights
- They should be organized for a ONE-Way Traffic Resign
- Add flowers
- Double as green infrastructure. Maximize soil volume.
- Just in a way that it's a bit more difficult for people to sleep in and around
- The tree issue is likely the real issue here.... I think most folks would just want to have the trees left as is; however to fit your designs it just appears as you are proposing rip out most of existing trees and replace with pocket plantings. Yes the trees tear up the roots....that will happen everywhere, more than likely unless you start over with smaller trees and then rip them out when they get too tree-like. There are so many landscape trees (deciduous with color - rather than maples) that can be replacements. However, you will likely have to replace with larger specimens to get the immediate grove appearance. It's the trees that make the street so appealing, so dinky trees that will take 10 years to mature won't be appreciated by the locals. Visitors won't notice too much, but the locals will.



Survey Comments (6/24/22) :: **General Comments (Groves)**

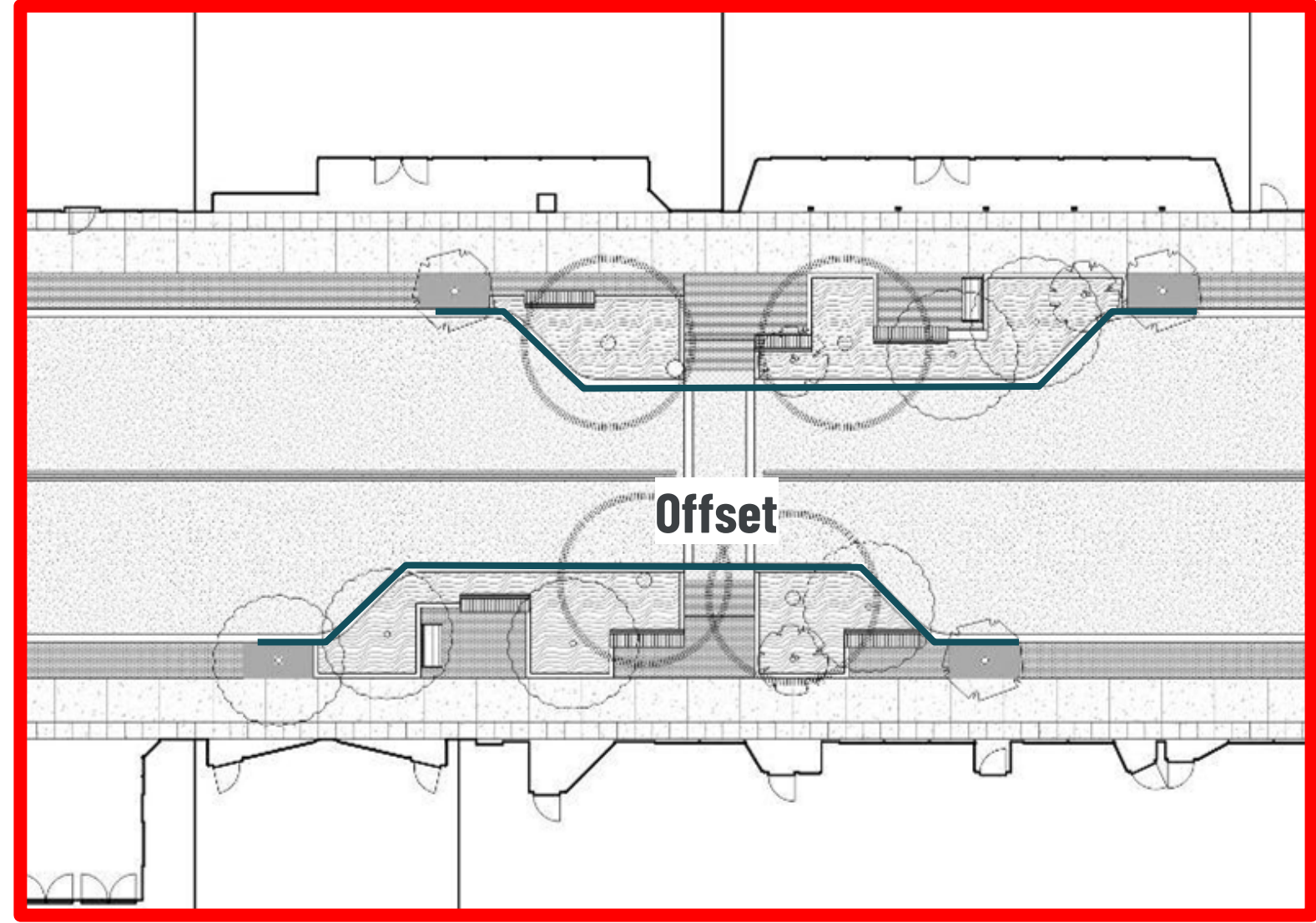
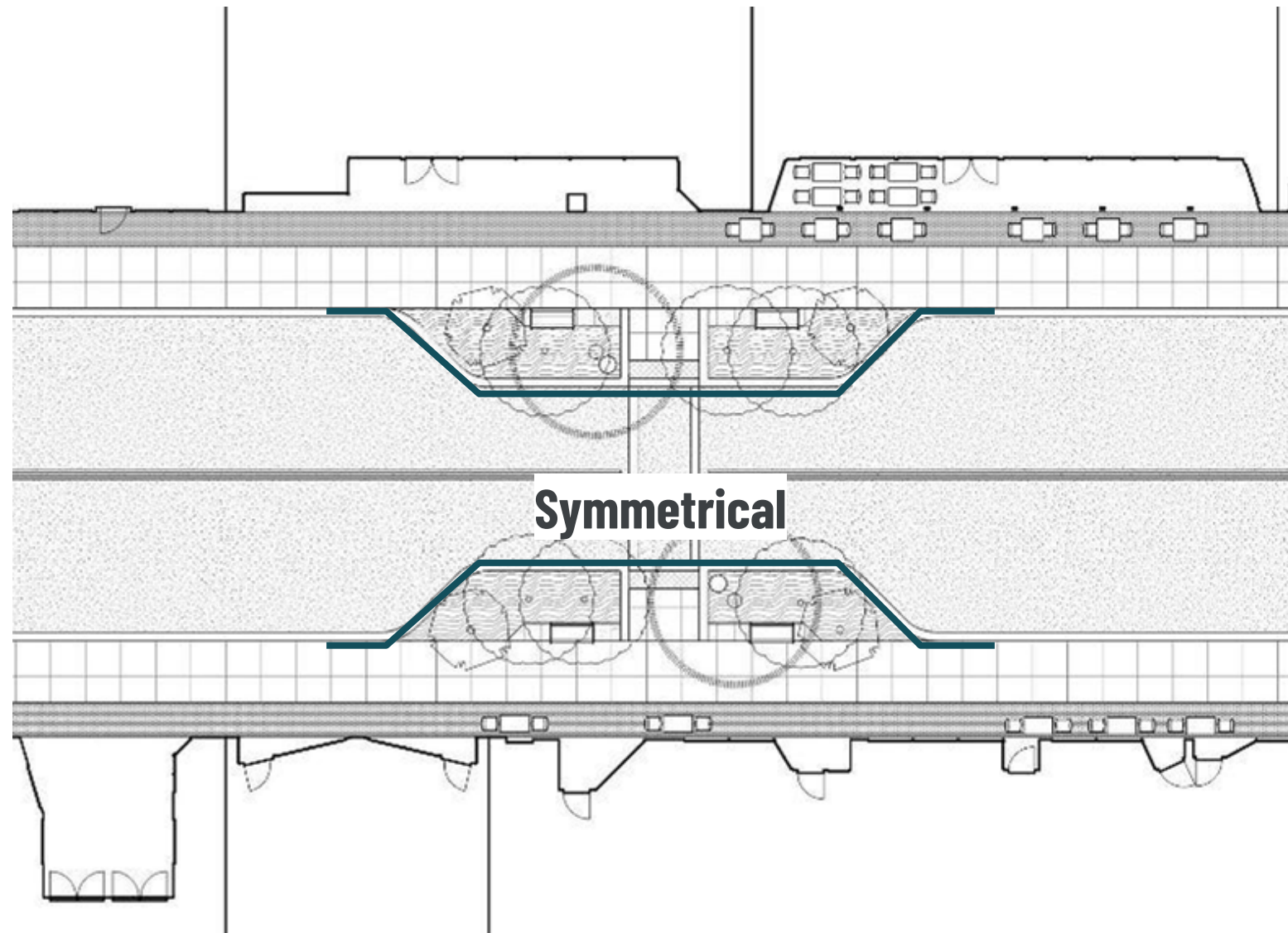
- Keep in mind in all of the design what you hope to emphasize. Is it the greenscape? is it the design on the roadway? What? That will help you choose where to put the majority of your efforts.
- In the areas where you are taking away trees, consider some kind of uniform and charming sign design for the stores. It IS sometimes hard to see where something is when all the trees are leafed out. If they could be identified as you walk down the street that would also help pull things together.
- Ellensburg has done a great job w/ limited foliage. Some towns (like Eastsound, WA) have also allowed nearby cafes to use the space between the sidewalk and street (on one particular 4-way corner) for small tables and chairs (in the case I'm thinking of, they used shiny copper colored tables at what used to be Teezer's, a coffee/cookie shop). They have also done a great job with plantings that are varied and don't require a lot of maintenance (ie. for visual interest) that might appeal. Uniform plantings may get a bit boring. The addition of public art a la Ellensburg or Wenatchee would also be great.
- Is there going to be any opportunity for public comment about the underground "infrastructure" that will or won't be provided to street trees? Providing areas for uncompacted soil for street trees root growth will be better for the trees and the surfacing in the long term.
- I am concerned that we are going way too far afield with concepts the mountain theme (or what ever it is called) is fine in the right place but is just plain wrong for McMinnville. We are in the valley---not the mountains.
- Conifers are out of place in this streetscape. Please no conifers.
- Selection of urban tree species suitable for this redesign is critical. Time and time again unsuitable trees are planted that get too big for the spaces available, with resulting undesirable impacts and additional maintenance and replacement costs. When will this be changed?



Survey Results

Mid-Block Curb Extensions

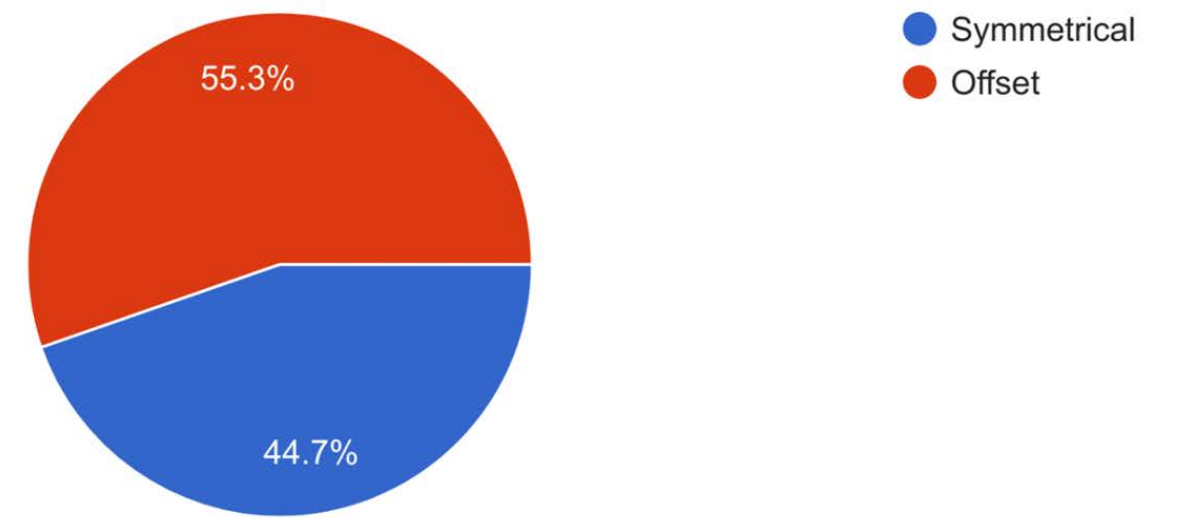
Survey Results & Comments (6/24/22) :: Symmetrical v. Offset Curb Extensions



Should the mid-block curb extensions be symmetrical or offset?

432 responses

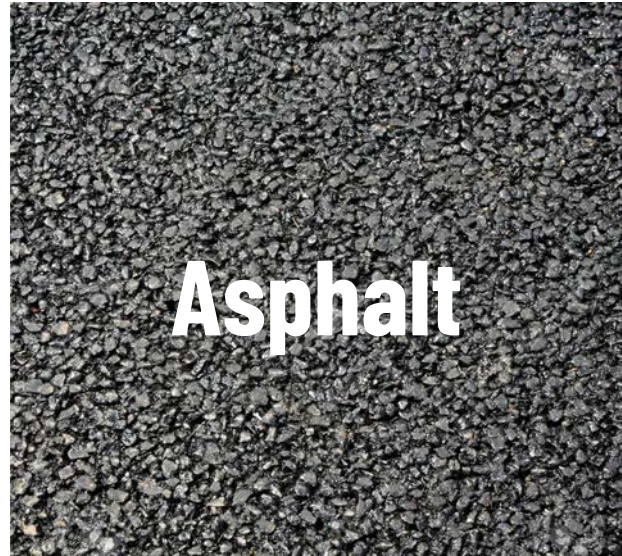
- Bump outs have been in place for some time now, did anyone do the due diligence to collect negative feedback from municipalities who've already had them in place for over a decade or is the consideration for bump outs existing in the vacuum of marketing the feature
- the curb extensions we have now are way too big and very dangerous - for both drivers and pedestrians





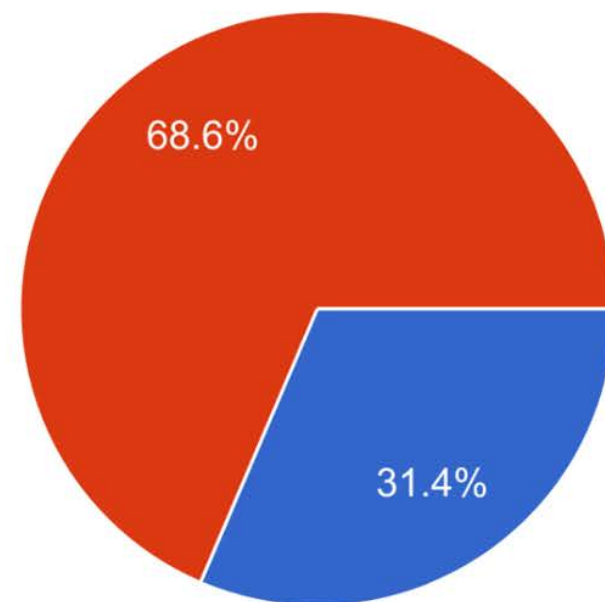
Survey Results Paving Concepts

Survey Results (6/24/22) :: Roadway Material



Which roadway material would you prefer?

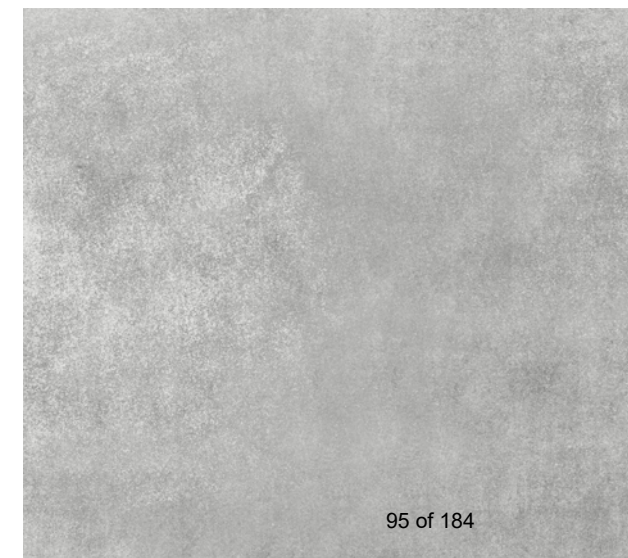
436 responses



- Asphalt
- Concrete

Survey Comments (6/24/22) :: **Roadway Material**

- re Previous page (concrete vs asphalt), a green concrete a la locals Vesuvian Forge would be best
- First, on the concrete. You should consider low carbon concrete for this construction. You know all the technical implications better than I do.
- I hope that when concrete is being used the city will avail itself of the Carbon neutral or carbon negative concrete that has recently been developed.
- I have always heard that concrete is more expensive than asphalt and want to be sure that is taken into consideration. Thank you.
- On the paving---isn't concrete one of the most carbon intense materials?
- Concrete is ideal, I would suggest that it is be stained or sealed to support a darker natural color to ensure it's long term aesthetic appeal.
- Extreme heat is a bigger threat than extreme cold so because of the heat island effect and the cracking issues, concrete seems more sustainable.
- What about using commercial pavers for streets? Easy to remove and reset when repairing utilities, they do not crack with inclement weather, if installed correctly they wear well. Different colors and patterns can be used to signify different zones, and they can have a more old town feel complimenting the historic atmosphere of downtown.
- How about permeable paving to either asphalt or concrete? No option to comment at that choice.
- If there's concrete for roads, coloring to signify and slow vehicles for ped areas. If asphalt, raised crosswalk to more clearly denote pedestrian area.
- The idea of using concrete instead of asphalt is fiscally irresponsible.
- Asphalt is hot and miserable and with the amazing options of closed 3rd street eating, concrete is a far preferable choice.
- White/super light gray concrete may allow us to reduce carbon footprint as a community.
- Again, I want to emphasize the use of carbon neutral or carbon negative for concrete usage. The health of the planet depends on these and other changes... the manufacture of regular concrete is a huge carbon producer. This project will be using a lot of concrete!

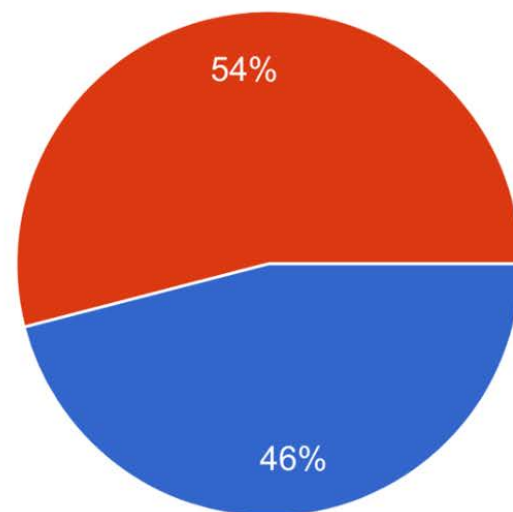


Survey Results (6/24/22) :: **Raised Crosswalks**



Should mid-block crosswalks be raised?

435 responses



- Yes
- No

Survey Comments (6/24/22) :: **Raised Crosswalks**

- If drainage, maintenance issues, and cost are problems with the raised crosswalks, what are other ways to help pedestrian safety? I believe narrower roadways force drivers to slow down and pay more attention, do the different curb bumpout options help or hurt this effect?
- As to the cross walks, clear markings are more than adequate. The overall design and pedestrian traffic should be adequate to traffic at a slower speed.
- I think anything we can do to make it safer for pedestrians and bicyclists is a good idea - however I put raised midblock crosswalks and not intersections because I think it would help the midblock crosswalks to stand out more if they're the only raised things
- Go with the most accessible option for wheelchairs, strollers
- I like the idea that traffic would be slowed, esp for those with ADA concerns or older people who move slower.
- Cars speed down third street all the time, I'm all for raised walkways, with the assumption that they are safe for wheelchairs and other mobility-accessibility devices.
- Mix the concrete w/ some kind of non-slippery paving tiles/blocks to mark the crosswalk areas if you are using symmetrical design and want to denote them in some way.
- Part of keeping things user friendly is accessibility, which is accomplished by keeping the mid-walk crosswalks flat. The raised crosswalks are also visually irritating and will take away from the overall effect.
- Raised is not conducive to physically impaired
- Raising the crosswalks seems unsafe for people in wheel chairs without assistance.
- Are true speed humps ever placed on either side of a regular crosswalk—like bumpers? What I dislike about the illustration of the raised walk is how huge and urban it looks. Also, flat surfaces are generally much easier for all users to navigate.
- I prefer the seamless look down the street that comes with no raised sidewalks. The raised sidewalks also seem more difficult for the various parades to navigate.
- Slows traffic
- Raised would be harder for those with disabilities or wheelchair users
- This is by far the most dangerous aspect of 3rd street
- Could these be porous and be like the European ones that allow rain water to just soak in.
- The advantage of having the crosswalks do double duty as speed control is a real plus.
- How will raised crosswalks affect future parades?
- keep cross walks visible - not obstructed by plants - hard to see folks on rainy days behind shrubs
- Parades would be annoying
- Limited sightline is bad for two-way traffic. Design one-way traffic flow
- Slows cars down for a safer road
- I like them level with the roadway
- Too big a chance of people tripping if not looking down.



Survey Comments (6/24/22) :: **Raised Crosswalks**

- Traffic is already pretty slow now
- Again, those with disabilities must be considered
- A level surface is easier to navigate for those of us using mobility devices. Curves or having to move out of the way of pedestrians puts us on the "ramp" of a raised cross-walk. The increased expense is not worth it. Keep the "wings", but ensure any vegetation or structures/features make any crosswalk pedestrians visible to drivers.
- Keeps traffic slow, eliminating puddles.
- Speed humps are a hassle for all drivers. Let's get Mac PD to actually enforce the no cruising ordinance. I see several cars a day violating this ordinance while speeding. These cars usually have loud exhausts be they diesel or gas-powered cars. The noise is a nuisance to my customers.
- Raise them, but not too high. Some raised crosswalks are too steep and jarring which can be trip hazards for pedestrians and jarring to cyclists and motorists.
- I do not know on the question of "raised crosswalks".
- For those with poor visibility, raised crosswalks can be a fall hazard. They would also wear more quickly because of impact with cars.
- Make this end if 3rd a pedestrian only area.
- Esthetically, it would look better and more suited to the architecture of the street to have the road remain flat. Also, events such as car shows and parades frequent this street and it would be a hinderance to have raised roads. The only benefit of having raised crosswalks would be safety and speed reduction. Though they're not small issues at all.
- Which is easiest for ADA? Do that one
- Raised sends signals that pedestrians are the priority.
- Definitely concerned about pedestrian visibility with the "grove" design.
- While the raised sidewalks is a nice idea, it seems like it would be a pretty massive amount of money for very little benefit.
- No need
- Auto speeds should be low enough without needing the speed bump to slow things down.
- Include lights in the pavement triggered when pedestrians are crossing.
- I don't think the extra cost is warranted at this point.
- On a recent trip to Boulder CO, I noticed that raised crosswalks were used extensively and gave much better visibility of pedestrians. Boulder also has pedestrian access only to several blocks of Pearl St. downtown. Given that most through traffic seems to use 2nd or 5th Streets in Mac, maybe closing part of third to traffic, except early morning deliveries for the businesses, would be worthy of consideration.
- I was surprised that the asphalt vs. concrete question didn't include cost. Good to see it here.
- Pedestrian safety in a busy area should be the first priority



Survey Comments (6/24/22) :: **Raised Crosswalks**

- Have any count studies been done for the crossings? Maybe some blocks are being used more than others. If you removed the crossings few tourists would know they are missing. Are you including these mid-block crossings for the tourists or locals? I'm always hesitant to use them here....cars passing through this area are not always vigilant due to the crowded conditions with the parked cars and traffic lights/non traffic light conditions, etc.make 2nd street oneway east and 3rd street oneway west, narrowing travel lane and increasing landscape and pedestrian ways
- I'm not totally against the raised crosswalk, there are some things that would be advantageous. However, I hope the cost difference will be considered in this decision.
- Raising crosswalks is a potential trip hazard and while the crosswalk itself may be ADA compliant it makes the road, which many people in scooters use harder to navigate.
- Just make sure plants and parking do not interfere with the drivers ability to see a pedestrian in a wheelchair using a crosswalk.
- Raised crosswalks are traffic calming, but 3rd street doesn't have any speeding issues. The narrow street and pedestrian presence already make people slow down.
- Mid block crosswalks are a hazard
- The ramps on the roadway would make the crosswalks appear to large and would have too dominant of a visual impact, particularly if we're adding mid block crossings.
- My main concern as a pedestrian on Third Street currently is visibility when crossing - a raised crosswalk definitely would help with this.
- I think the speed downtown should be 15!
- People tend to drive slowly down 3rd Street anyway
- These are awful! Please do not raise mid-block crosswalks!
- anything to slow speeding cars, which can be especially bad at night but happens at all times of day
- Additionally, should slow down the racers and discourage the cruisers.
- Can delineate crosswalks with painted public art.
- No more walking in puddles! Easier for people with mobility issues.
- better safety for pedestrians, not all drivers pay attention to pedestrians
- It is helpful to the blind.
- It seems unnecessary for the cost and upkeep.
- Safety for those who are disabled.
- I prefer the raised crosswalks, but don't think there will be budget for them, so select not raised.
- I could go either way on this one.
- Could act as speed bumps
- Flashing lights for in use cross walk
- Raised is worth the extra cost. Cut back in other areas so this can happen.
- Pedestrian visibility & speeding is a current issue and can be resolved with raised crosswalks
- Would provide visibility for pedestrians crossing the street as well as act as a speed bump for traffic

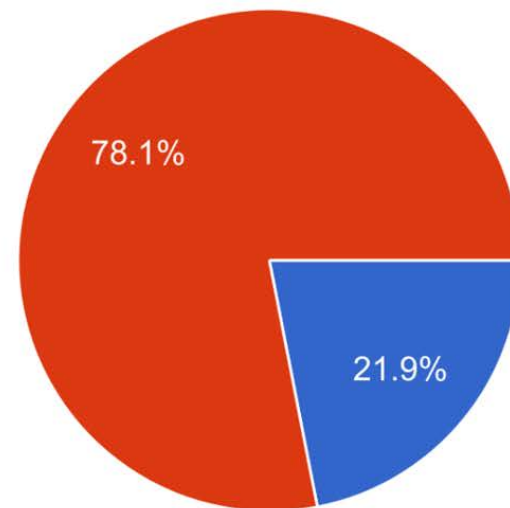


Survey Results (6/24/22) :: **Raised (Table) Intersections**



Should intersections be raised?

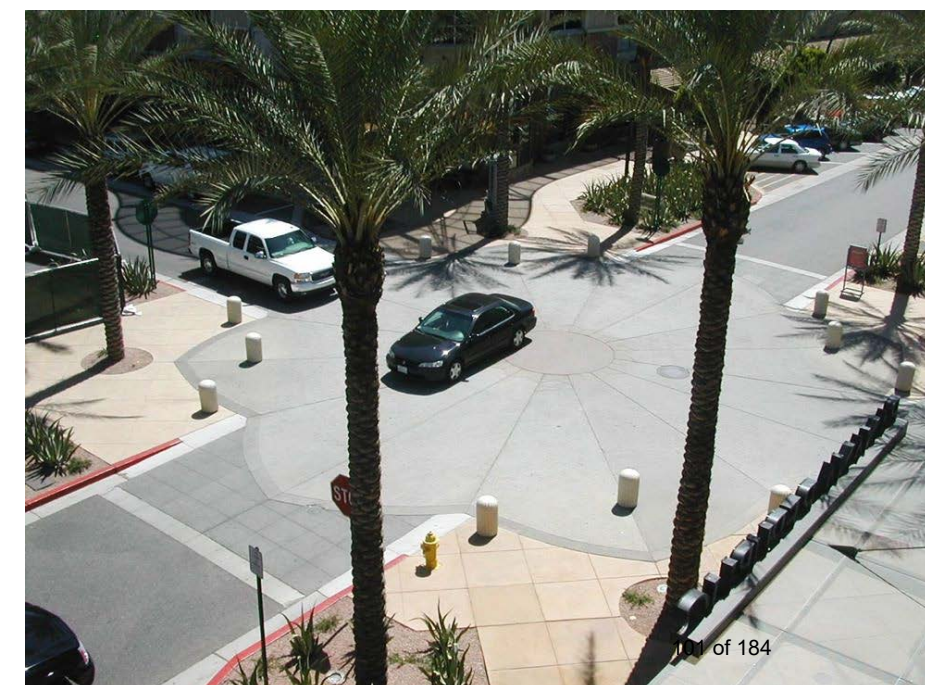
433 responses



- Yes
- No

Survey Comments (6/24/22) :: **Raised (Table) Intersections**

- This is a waste of money
- These raised options do seem nice for pedestrian safety and slowing traffic, but if they are going to somehow cause drainage issues or make underground pipes much more difficult to access I feel like it's not worth it. Which of these options (raised crosswalk vs intersection) would have less drainage/utilities/cost issues?
- They should be raised to allow for better one-way traffic flow
- No strong preference
- Raising intersections AND crosswalks would really create a strange driving experience - do the crosswalks but not the intersections.
- I like the look but how will these affect future parades?
- Sounds hard. The trees will impede crosswalk visibility. More worried about that mid street than at intersections
- Go with the option that is most accessible for wheelchairs, walkers, strollers
- I think crosswalks should be raised OR intersections, I think both is overkill. I think crosswalks is where cars should slow down, so raised crosswalks is my vote.
- Hassle, hassle, hassle
- not necessary to have this significantly more expensive option
- It seems like expensive overkill to a town this size. Might wreck some of the charm we're used to (and tourists crave).
- Maintenance snafu
- Hard to really answer this without understanding the overall traffic control plan for the street. It might be of use to consider one raised intersection at an area central to the project where there is additional open space.
- Added expense isn't worth it, and adds an unnecessary ramp for bike riding or mobility devices to navigate. They look pretty, but they can be a liability if not done right.
- It's hard as an average citizen to make these cost trade off choices without knowing the cost or budget. If it came down to raised crosswalks/ intersections or having concrete over the asphalt I would opt to preserve the concrete.
- Design of street and tree layout should be effective in reducing speed on 3rd
- Don't spend the money.
- Third Street should be pedestrians and bicyclists only. No motor vehicles.
- Don't know enough to give a definitive answer.
- The street will not be wide enough for this to allow it to remain feeling the small town we want.
- The most critical concern at intersections is visibility of street, not pedestrian, traffic where here there are not signal lights. I currently drive to stop lit streets in order to safely cross 3rd Street in my car.
- I hope the homeless move in to the area after the improvements and ruin it all
- Yes, currently it is sometimes hard to see pedestrians



Survey Comments (6/24/22) :: **Raised (Table) Intersections**

- Third street in this area should be pedestrians only. Enhance nearby parking areas. European cities have these zones and they are heavily used.
- A change like this feels like overkill. There's no need to add this much extra work if there are already visible painted lines on the crosswalks.
- My answer depends on the costs somewhat. It seems a lot more accessible and more safe for pedestrians. The curbless options also sounds like it would be better for dine outside or if 3rd Street was ever transformed into a pedestrian street.
- Just don't think the budget will be there for concrete raised intersections. They look great and I like that they are on level with sidewalks for simpler corners for pedestrian movement. I am also concerned about utility repairs under concrete.
- Gallaway like this is a normal standard in European cities and small towns ? Filled by seating areas (restaurants, cafes) or do the city only likes tasting room after testing room ?
- Not needed
- The info presented including the sketch really is not clear how a raised intersection would function.
- I think that it would be great, but it feels like it could be a budget buster...
- Seems like a lot...
- But only cross intersections because I advocate 3rd becoming an open, inviting walkway —free of cars except cross traffic.
- Again, I'm not seeing the need for extra cost.
- Stop suggesting the most expensive options. Will this project create city revenue?
- It may be easier for small children and dogs to learn to stop at curbs rather than yellow lines or bollards. Also what is easiest for blind folk?
- Not needed
- maintain grade to simplify emergency access and parade/cruises.
- More "speed humps" should hopefully mean less cars. I would prefer less car traffic on third.
- YOU'RE GETTING RID OF OUR BEAUTIFUL TREES BECAUSE OF UTILITY ISSUES. WHY WOULD YOU RAISE INTERSECTIONS IF THAT'S GOING TO CREATE UTILITY ISSUES. Think about issues 50 years from now.
- Anything that changes the flow of traffic to make motorists think more about their driving will improve safety through this corridor.
- No cars on 3rd
- Spend the money on Speed/Noise Limits Cameras
- Too expensive. Investment and emphasis should be on building frontage interaction with pedestrians and not vehicular intersections.
- I like the speed bump being a byproduct
- Safety hazard for those who are disabled
- There are too many, it's not worth the work and likely not sustainable in terms of maintenance costs.
- I really don't see the point in raised intersections... if any part is chosen to be raised, it should be crosswalks.
- No raised intersections. Why not build a pedestrian zone from Baker St to
- I think just doing the cross walks are sufficient.
- I don't think it's needed, but 3rd street is very pedestrian friendly, so whichever keeps pedestrians safe is best.
- Prioritize pedestrians.

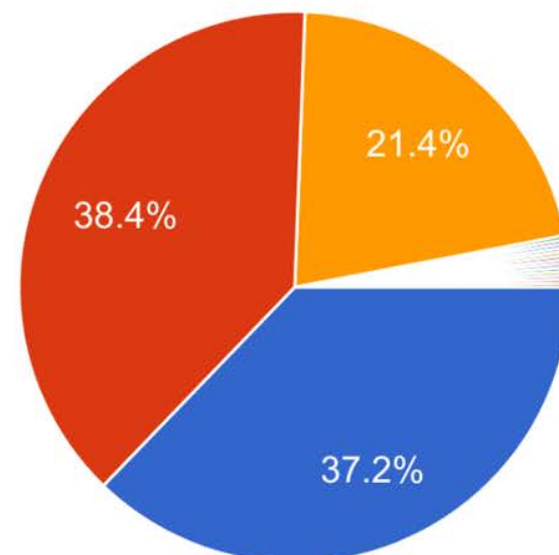


Survey Results (6/24/22) :: Commercial Activity on the Sidewalk



Where on the sidewalk should commercial activities primarily occur?

430 responses



- Building frontage zone
- Street frontage zone
- Curb extension
- Other

Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- With how much rain Oregon gets I think that the building frontage zone is the best option. However I would prefer the street frontage zone if weather wasn't one of my main concerns.
- The street frontage and curb bumpouts do seem very attractive, but also may lead to more conflict with pedestrians using the walkway. When businesses were looking for outside solutions during the beginning of covid, it was not uncommon to run into extension cords running across or over the walkway, or waiters/diners obstructing the walkway in some way. This becomes even more of a problem for wheelchair users or anyone with mobility issues.
- Take more space for pedestrian activities and go with a ONE-WAY Traffic design
- Can still be used if it raining
- If possible, let individual businesses decide.
- With curb extension if you have a restaurant move out and retail shop move in that space is now wasted.
- I think Street Frontage or Curb Extension makes the restaurant more visible, keeps servers and others out of the walking space, and advertises the restaurants better. More European!
- Street/extension commercial activity essentially includes pedestrians in the experience of the business patrons; especially for meals that's not a good thing.
- Obviously it depends on what is in front of a business
- Servers crossing busy foot traffic sounds silly. Also keeps diners further from car exhaust
- Weather would be a big factor to consider - easier to stay dry near building
- Opportunities for commercial activities in the curb extension area should be available as well
- I think in Oregon (where it can be wet and windy) having the potential shielding from the building and the awning might be needed. If it were sheer looks, I might have voted street frontage.
- It seems like there isn't enough square footage for both car traffic and a street frontage zone, but if there is, that would be my choice! Any option that gives preference to walking traffic and commercial space over driving (like Dine Out!) is the direction that third street should be going.
- Look best and add the most visual interest when they are away from the buildings or in the pocket areas
- Consideration? Rain!
- Street frontage is how many towns responded to outdoor dining during Covid. It works well. Building frontage tends to impede pedestrian "through traffic" more, essentially shoving passers by out towards the street and AWAY from the businesses hoping to attract them. As a passing pedestrian, also, I would rather walk closer to the shops' front doors than the street. I don't want to have to pick my way through seated diners to pop into a shop for a quick errand, coffee, pick up a purchase, etc. And, as a seated patron, I don't want people jostling past me all the time. "Parked" diners should be comfortably accommodated by the parked cars, leaving doorways free for ingress and egress.



Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- Save the awning coverages for walkers on the sidewalk so they can stay out of the rain.
- In my opinion this should really be up to the businesses on 3rd Street.
- improved aesthetics
- Obviously all these design elements should work together and the answer to this is closely tied to the decision about the format of the planters and green scape. The final design should allow for some flexibility based on the needs of the businesses on each block. Outdoor dining is clearly a trend that will no disappear. But what do other businesses want. While having tables in the curb extension or along street frontage might work for a restaurant, a shop might want to utilize the building frontage zone.
- Tables and seating can be set around poles and trees, whereas pedestrians walking side-by-side need the open path and with obstacles, need to drop back into single-file to go.
- A combination of all three activities is preferable.
- Re Street Frontage Zones and Curb Extensions: I don't like eating next to parked cars, and pedestrians can get in the way of restaurant servers. Building Frontage Zones allow owners to have control over their owned space. If they want to have a little barrier to separate customers from sidewalk pedestrians, they have that option.
- Building frontage would take advantage of awnings. I think covered spaces get more use throughout the year.
- Both building frontage and curb extension. Let's have WAY less parking on Third.
- I like the street frontage zone because seating in the building frontage zone often makes it difficult to push strollers by.
- Should be close to buildings so servers don't have to carry trays through pedestrian areas
- Building frontage zones won't rely on the luck of the placement of the curb extensions for the business. Building frontage is also more protected from the weather.
- All or any combination increases business' access to customers and invite customer interaction with community.
- Dining should take place wherever is workable for the business. Having outdoor dining on third street is a must in the summer and should be supported by creating as many options as possible
- Street frontage would allow for us to keep an older vibe to our Main Street.
- Wouldn't servers prefer not to fight foot traffic to take care of their customers?
- Seems like building frontage zone would allow for awnings to provide some protection from rain and be usable more of the year.
- How do the different options compare price wise? How much do the "wider" options impact road space for parking and/or opening car doors into the lane of traffic?
- Building frontage (to allow building canopy during rain, plus curb extension. Dine outside should be extended.
- I like all three
- Easy access for business providing seating etc



Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- As long as tourism comes to downtown right. What's next banning cars from the streets? Oh wait you already do that on weekends.
- Seems best solution for clear sidewalk for handicap access
- In what used to be the street, after we close off 3rd st to vehicles
- Building frontage provides for more year-round service capacity with possible awnings. Make street frontage hospitable with plantings, and narrowing of street. It would be great if 3rd street was pedestrian, with one narrower, 1.5 lane service street.
- I would usually assume that if a business is conducting their business outside their building, it would be directly in front of their building. Also Street frontage would require customers to cross the pedestrian traffic to get to/from the building.
- Street frontage during summer would be nice
- Keep activity related to a building adjacent. Easier for servers, for example. Easier to maintain by that business.
- I think it should be a mixture of the three, with as much room as possible for restaurants to have outdoor dining.
- Better, more inviting but I still favor opening ALL of 3rd Street for car-free strolling and business.
- Will the restaurants pay for some of these additions?
- It is too hard for servers to navigate pedestrians if the customers are sitting by the street
- If there is room without jeopardizing the existing buildings and businesses it would be a modern and fun way for people to interact with McMinnville
- minimize pedestrian conflict with commercial frontage business
- Street frontage zone would seem to give the most space for businesses
- We should allow as much room as possible for local dining establishments outdoor tables to take advantage of
- All of the above! Outdoor dining on 3rd street is the one good thing that came from Covid
- I like street frontage zone, but is that even possible with cars parked parallel?
- It would be nice to close 3rd st all summer, and have businesses have some extra space. Lather on other seasons have only business building zone.
- Unfortunately, Napoleon never visited McMinnville so we are denied the luxury of the spacious boulevards required for extensive Parisian-style outdoor cafe seating. Again, you are pushing us toward a dysfunctional model that is going to have severe traffic implications.
- Building frontage allows for more sun and rain cover for diners.
- No cars on 3 rd
- Both street and curb zones require a server or waiter to cross pedestrian traffic which would be cumbersome at the very least, possibly a trip hazard due to tipped trays and spill in the walkway area.
- The sidewalks aren't close to be wide enough now. Getting commercial activities off the sidewalk would help
- Curb extension does not feel equitable for all businesses.
- Open to all options
- tables can be arranged around street lights, trees, signs, etc., and it will leave a clear walkway for pedestrians. If you put tables against the stores it means pedestrians have to navigate around the StreetSide obstacles to get down the sidewalk.



Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

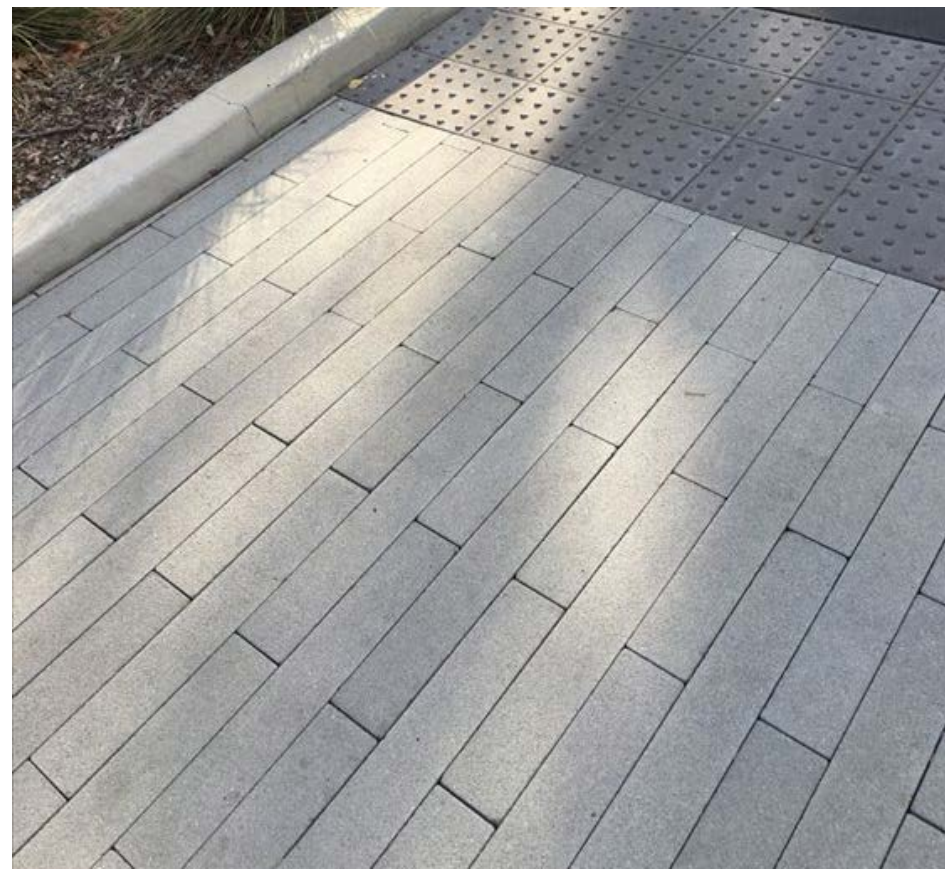
- Curb extensions seem more isolated from commercial site, not quite sure why street frontage doesn't. Really tho, should ask businesses that will serve them.
- This question is poorly written. Since in most cases today we do not have sufficient street frontage zone nor curb extensions to allow for commercial activities, the actual future improvements created will determine where commercial activities can occur. I think all three should be equally allowed, without prioritization.
- I like the fact that building frontage allows for activities to be covered by permanent awnings (for rain protection) but I prefer the look of the Street frontage zone for activities.
- It should not impede the pedestrian walkway as it does now.
- Curb extension would be second choice.
- Tables close to buildings can be under awnings, protected from rain and sun.
- I think both street frontage zone and curb extension would work well together for outside dining
- I would like to see dining, etc. available in both the curb extension and street frontage zones. The building frontage zone always feels too crowded.
- I am in favor of businesses utilizing all frontage zones as well as curb extensions. I love the feel of downtown when the various vendors and restaurants occupy the frontage zones and spill into the streets (as long as accommodations are preserved for accessibility).
- I chose building frontage mostly because I feel it's best for our climate. Being able to use the buildings awnings will be important with our rainy seasons.
- Maybe a combo of curb and building frontage?
- Curb extension into the street. No more traffic besides deliveries between 6 am to 11 am
- Another question where I could go many ways on. Depending on what the outside atmosphere/space around the building is like, could determine where to put the tables, maybe even up to businesses.
- Any & all
- All of the Above, if available
- In all three
- Businesses benefiting from these improvements need to pay these improvement cost. Not the taxpayers.
- Stop California people from moving here
- Keeping it next to the building allows a separation from pedestrians
- Due to heat concerns and if there are not mature trees, tables would be better placed near the buildings where awnings can help provide shade.
- Opportunity to utilize shade and rain coverage
- It's a rainy climate. building zone gives best opportunity for covered dining and longer season for it to be viable.



Survey Results (6/24/22) :: Accent Paver Styles



Tumbled Pavers



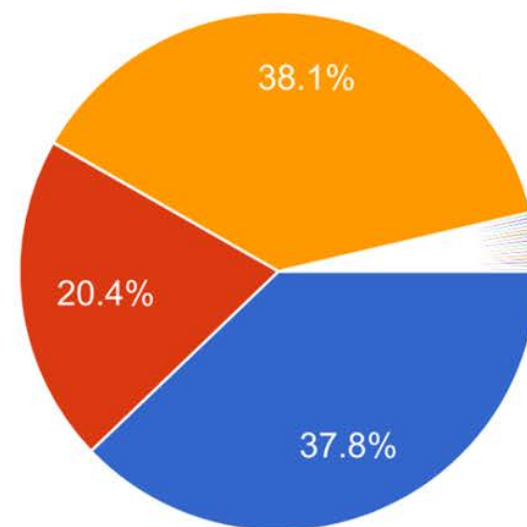
Linear Paver



Holland Paver

Given the historic context of Third Street, what type of accent paver do you prefer?

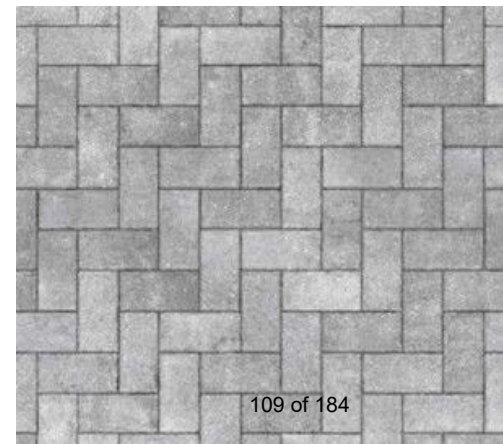
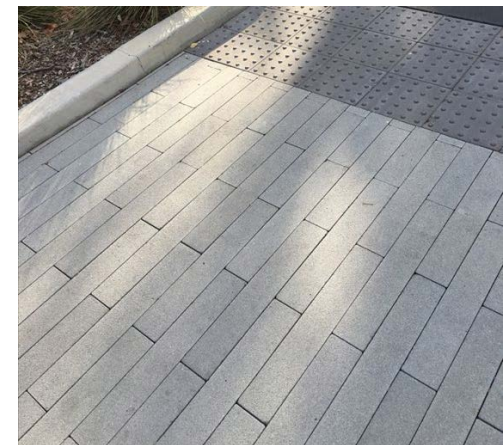
436 responses



- Tumbled Paver
- Linear Paver
- Holland Paver
- Other

Survey Results (6/24/22) :: Accent Paver Styles

- Keep pavers flat so people don't trip and they don't chip. If you can get a cobbled look while flat, great, but if not, use the one that has the better design (Holland).
- If pavers are used, please consider if they are flat or make an uneven walking surface. Uneven makes it hard for wheelchair users or disabilities like my child who has cerebral palsy and trips easily on uneven surfaces.
- I love the look of the tumbled pavers but have similar fears about them as I do about the curbed green space, they are often difficult to navigate.
- Any pavers should be easily repaired, and set in such a way as to create a solid, flat and stable plane. Any design should consider that rain and age will wear it down, and as it wears, it should wear evenly without creating trip hazards and/or be easily repaired if/when hazards arise.
- If cobble used on sidewalk
- Flat pavers are important so people do not trip.
- A way to implement permeable pavers would help with runoff/stormwater management and the urban heat island effect. Please consider implementing that if at all possible.
- Permeable pavers should be considered for areas that will see less heavy traffic, ie pedestrian not vehicular.
- Red brick feels so much warmer and "historic" -- in the 2/15 streetscape plan presentation, I strongly preferred all the Case Study photos with brick (Lake Oswego, Rockland, Holland).
- Considering the number of elderly visitors on 3rd St, I would hesitate to use pavers that aren't smooth, like the image of those tumbled pavers shows. We wouldn't want to be responsible for a person taking a tumble!
- Tumbled pavers are too uneven for the elderly. One of the other two should be used.
- Tumbled or Holland pavers are both good options but linear are way too modern for our historic downtown.
- Holland paver only to avoid any accident and no concrete curb. Instead painting on pavement so delivery companies know where to park/deliver
- accents in the concrete widewalk should be used ONLY where it denotes to all and notifies the visually impaired of a mid-block crossing.
- please avoid bricks and bumps like cobble stone surfaces - hard for push walkers, wheelchairs, crutches or stroller wheels - they look cute but they are miserable to use
- Pavers cause ADA accessibility issues. Avoid placement of pavers in any designated ADA route.
- Pavers: consider wear, water, roots, traffic (foot and accidental vehicle), the Holland pattern is most durable, easy to replace. And has the potential for being able to use materials from a recycled source.
- My major concerns are with accessibility. Tumbled pavers, for example, look like they would not be as easy to walk on, especially if using a cane or crutches. Even with a walker or wheelchair, they look bumpier.
- Choose pavers that are lowest maintenance. What will all this look like in 20-40 years. Hopefully choosing quality, and streamlined streetscape will last and be classic.
- The types of pavers should be the most level possible, without multiple indentions associated with the more geometric patterns. Most people are not looking down where they walk on the sidewalks anyway. Safety would be the issue.
- I like the rustic look of the tumbled paver, but it looks like they would be uneven, especially as they settled. This would create accessibility and safety issues and making it more difficult for outside driving.



Survey Results (6/24/22) :: **Curb Options**

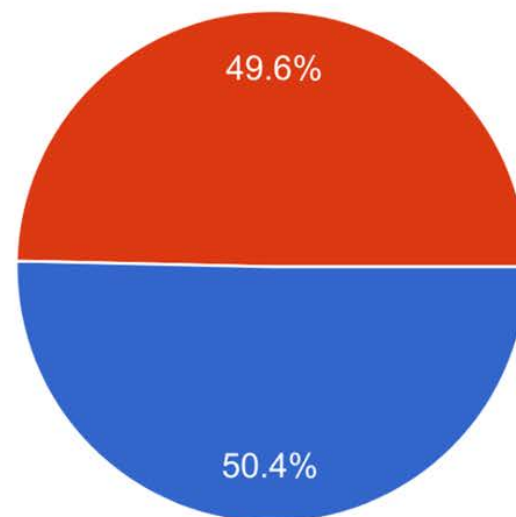


12" Concrete Curb



**6" Concrete Curb
(Existing)**

Which curb width do you prefer?
425 responses



- 12-inch concrete curb
- 6-inch concrete curb

Survey Results (6/24/22) :: **Curb Options**

- 6 inch concrete curb will make the sidewalk look visually wider.
- I like how the 12" curb looks, but wonder how asphalt added layer will work with it.
- Go with a 18-inch curb to allow for more pedestrian traffic and change to a ONE-WAY traffic
- Curb depth depends on what you are doing w/ the rest of the sidewalk. 12" looks nice but does it make sense?
- The curb size is tied to both the paver question and the as well as the format of the planters and green scapes. The 12 inch curb works really well where everything is at the same level but is far less necessary where there are raised beds and other visible design elements competing with the clean connections of the various elements.
- Curb width: the height of the 2 options is not defined. It appears that the height of the 12-inch curb is more than the height of the current 6-inch curb. Again, this may affect pedestrian safety.
- My preference is 6" curb.





The background is a light gray map of downtown Portland, Oregon, showing building footprints and street names. The map is oriented with North at the top. The streets shown include NE 5th St, NE 4th St, NE 3rd St, NE 2nd St, and NE 1st St running east-west, and SW Adams St, NE Baker St, NE Cowles St, NE Davis St, NE Evans St, NE Ford St, NE Galloway St, NE Irvine St, and NE Johnson St running north-south. Several buildings are highlighted in a darker gray, including the Aquatic Center, City Park, Library, Downtown Association, U.S. Bank Plaza, Hotel Oregon, and The Barbary. There are also several blue circular markers with a white 'i' inside, likely representing survey locations. The text 'Survey Results' is in a large, dark green font, and 'General Comments / Questions' is in a larger, bold, dark green font, both centered over the map.

Survey Results

General Comments / Questions

Survey Comments (6/24/22) :: **General Questions / Concerns**

- It's fun to pipe in your individual preference, but I'd also like to make sure you are getting input from a variety of designers to make sure the functionality and overall aesthetics of this project are complementing each other.
- As a tourist attraction, 3rd street should be beautiful. Visuals are important
- We love our town:)
- Also, please enforce the Non-Smoking ban already in place. The signs alone are ineffective deterrents to the patrons of some businesses.
- Pedestrians are continually at risk due to high speeds, and the ambiance of Downtown is denigrated by illegal, loud vehicles. Raised crosswalks should help dissuade cruising, but an investment in Speed/Noise Limits Cameras to record both infractions would help law enforcement.
- Whatever is closest to the historic era of our buildings (barring wood and dirt of course)
- Make it wheel chair and pegged leg friendly
- Maximize ecological function and ecosystem services. Green infrastructure, native plants, bike and ped people centered design please. The less parking the better!
- I appreciate the opportunity to give my .02
- Just make sure it is ADA accessible. It is very poorly done as it is now. Please know the yellow bumps that you have to put in are dangerous for people using wheelchairs and walkers/canes!
- I feel like the biggest problem with the current streetscape is the narrow width and uneven surface from tree root damage. Please ensure these problems do not occur again.
- As I'm sure you've already done, take into account mobility needs of wheelchairs, walkers, service animals, strollers, and possibly what scooters / skateboards might do (they might not be allowed but they are going to happen anyway). Thanks so much!
- Especially want water fountains! And public bathroom!
- Accessibility is paramount - select options that work best for wheelchairs, walkers, and strollers.
- If there is a way to have more awnings or building overhangs to shelter from the weather, it would be great!
- Just to talk to people who use mobility equipment and those who are blind.
- Good luck and best wishes for a solid project that brings added value to third street!

Survey Comments (6/24/22) :: **General Questions / Concerns**

- McMinnville is a charming small town. The most important issue seems to be to create gathering spaces that are inviting and safe for all, and that can be used for commercial purposes, and maintain the small town charm that 3rd St has. The more greenery the better, keeping in mind what the maintenance and sustainability issues are likely to be. A local garden club may want to be involved in rotating plants to keep it visually interesting (not all of them, just some). I personally like a more wild, bohemian look but that may not fit. On the other hand, having every bed planted with pink impatiens all summer and the same three other bits of foliage and the same trees will be dead boring and make it look like a corporate facility. Ugh. McMinnville is a v. creative community. My hope is that we'll see some interesting public art sprinkled throughout too. Please note that in Ellensburg even the garbage cans are interesting!
- Why don't we get a choice of leave the damn thing alone?
- Please keep it charming!
- Best of luck !
- Gently elevate sections of sidewalk and street for level entry into buildings and shops that currently have a step or steep ramp up from sidewalk grade. This is the only time this change can be made and if done with gentle grade changes, it will be unnoticeable and appreciated by those unable to navigate steep ramps and steps.
- Please consider No over modernizing the area. The old town feel is what we need to keep. The area around the new bank for example is much too modern and does not suit our town or the street.
- Good work and information sharing.
- Please Avoid using the term "infrastructure" and use "underground and above ground utilities, such as water, storm sewer and sanitary sewer pipes, and electricity."
- You should really consider keeping the present style of streetscape. People like it for a reason---it looks lovely. Pick trees which adhere to the current concept; plant and maintain them correctly.
- Visually, pedestrians should look at the whole street and want to walk down it, and people in cars, should sit in a car and think, "this is for pedestrians, I should drive down another street."
- It's going to look lovely.
- Thanks for taking such good care of our beautiful downtown!
- The more trees and greenery, the better!
- Choosing a water wise drainage and storage would go far in the eyes of our community. Our climate is changing and we can put a modern, climate efficient twist in beautifying McMinnville
- Moving all utilities underground throughout the downtown area (and particularly Third Street) would improve the look and feel of the area. This is a unique opportunity to do so.

Survey Comments (6/24/22) :: **General Questions / Concerns**

- Yes. Essential to this discussion is a map that shows where the sewer line is going to be trenched so we can accurately evaluate what is going to be completely torn up and removed whether we like it or not. I adamantly oppose narrowing the street as proposed and eliminating necessary parking spaces. Third street is a functioning downtown and for that we need access. The proposed plan strikes me as something that will increase marketability for a pseudo-"authentic" quaint "Olde Towne" tourist district while also negatively impacting traffic flow around and through downtown. When viewed in conjunction with the proposal to push residents out to Three Mile Lane to the "New Town Center" to do their shopping, I feel there is little regard for the livability and traffic concerns of the residents. Downtown is our downtown. It's ours. It should be designed for the residents, not tourists. And by the way, those proposed "shelters" bear an unhappy resemblance to bus stops. Horrible. Asking what kind of pavers I prefer is like asking about paint colors - somewhat ephemeral.
- Anything that can be done to make the surface more permeable for storm water would be a bonus, especially if runoff is directed to planters with plants that can help detoxify the water (particularly the water coming from the street, which picks up chemicals from vehicles). If recycling receptacles can be incorporated into the street design that would also be great.
- What happened to the 6/21 open house at the Civic Hall? We were there after 6pm, and no one was around! Very poor communications and planning has now been demonstrated, engendering unnecessary concerns about this process.
- I'd like to see our downtown kept as close in feel to the current aesthetic as possible. The old charm is a huge part of its draw; it would be tragic to see it modernized with rigid planters and raised intersections and the like. And while I understand that the sidewalks need updating for safety purposes, I do hope as many trees as possible will be preserved, and that new plantings will be chosen with the current feel in mind. It's hard to imagine 3rd street without the branches and lights overhead.
- Route traffic to alternative street while project is being completed so it can be done quickly without complications.
- Why are you doing groves??? The *News Register* said the majority of people want Third Street trees to look just like before - linear trees! If it ain't broke, don't fix it!!!
- Your choices are too limited. I really like what we have now. If you have to tear things up, put that back with the same trees.

Survey Comments (6/24/22) :: **Pedestrian Mall / Street Closures / Curbless Design**

- No cars on 3rd (+1)
- Divert traffic from 3rd street.
- Get rid of the road - make pedestrian street. Planters in middle of street.
- Yes. No groves. Individual plantings of appropriate (preferably ornamentals that bloom in the spring) are desired by a massive majority (see previous survey). More importantly, I take issue with the underlying design assumptions. Years ago the citizens decisively rejected the idea of a pedestrian mall for Third Street. The preferred design pushes us very close to that. A street that has only a 20' clearance from parked cars (more on that later) is dangerously narrow. If this is approved, traffic issues will soon force Third Street to either become a one way street or a pedestrian mall. The former is unthinkable as the traffic pressures on 1st and 2nd would become unbearable for residents and drivers. Secondly, the elimination of a lot of parking spaces puts more pressure on downtown parking, which is already a huge concern of the Urban Renewal Commission,. To ask about grates and grade and planter designs without allowing input on the initial assumptions is a disservice to the community.
- It's probably too late for this coming, but I also think it would be nice if we had some stretches of third street that were blocked off to cars.
- Third Street should be pedestrians and bicyclists only. No motor vehicles. No need for crosswalks.
- Close off 3rd st to motorized vehicles
- It would be nice to close 3rd st all summer, and have businesses have some extra space
- I don't where in this survey to say that I favor opening the entire width of the running blocks (with cross traffic allowed) for no vehicle, more comfortable walking, outdoor dining, booths, etc., much like we had during part of the pandemic. This plan is of course common in Europe and would, I expect, draw significant visitation and commerce.
- Explore no-curb design to facilitate outdoor dining.
- Do not favor curbs as they delineate car zones, which I oppose.
- More trees and green space, extending the no thru traffic on 3rd st for all days of the week for the full summer. This was genius and we love it. All third st is accessible from intersections and 2nd or 4th st parking, that's plenty!
- I really like the curbless option.
- I believe that 3rd Street should be a pedestrian mall with no wheeled vehicles
- Third Street should be pedestrians and bicyclists only. Honestly I don't understand why motor vehicles need to be there at all. Businesses and patrons will adapt to parking challenges. Furthermore investing in parking garages would benefit all local businesses. Many people park in the Granary District and walk downtown as it is, which places maintenance on Granary District and takes parking away from it's businesses' patrons.
- Close Third street to traffic. In Europe, main streets like this are open until 9-10 AM, close and open again about the time businesses close.
- We love the dine out closure of 3rd St.

Survey Comments (6/24/22) :: **Pedestrian Mall / Street Closures / Curbless Design**

- Keep the weekend street closure for outdoor dining.
- With no motor vehicles downtown would be a nicer, safer place with better air quality.
- I would like the street to continue to be closed to car traffic during the summer for dining in the street.
- like the idea of continuing to close 3rd st to traffic on Summer weekends and let the establishments have more tables out in the street like we had the past few Covid years
- I have loved the Dine Outside tradition, making 3rd St a pedestrian area during certain times. I've traveled to places (especially Italy) where metal posts are integrated/recessed into the road near intersections so they can be pulled up and locked into place during certain hours to block car traffic. Can something like this be considered to make converting the area to a more pedestrian-friendly zone a simple process rather than hauling out large barricades?
- Again, make it a strictly pedestrian mall with great attention to potential trip hazards
- Do the current plans address the potential for having 3rd Street be pedestrian only? Are there some of the options above that might be better for this eventuality? Seems like the ideas addressed above are already going to reduce on-street parking so I'm wondering why moving to a pedestrian only 3rd Street is not addressed.
- I honestly think 3rd street should be shut down to traffic, but that's a whole other topic. Pedestrian safety is most important!
- Third street should eventually be closed to car traffic! The atmosphere and sense of community in place during Dine Out! or when the street is shut down to car traffic for festivals, is so much more vibrant and more of a "destination" than it is normally, while constantly looking around cars to dodge across the street, hoping that out of town cars will see the diagonal crosswalks. As a person who works in a restaurant on 3rd, when the street is shut to car traffic, commerce booms. That's my long term wish for third street, is to become a fully walkable downtown, while keeping a strong eye on accessibility for those with mobility differences, and also increasing parking capacity with another garage.

Survey Comments (6/24/22) :: **Parking**

- Yes. No groves. Individual plantings of appropriate (preferably ornamentals that bloom in the spring) are desired by a massive majority (see previous survey). More importantly, I take issue with the underlying design assumptions. Years ago the citizens decisively rejected the idea of a pedestrian mall for Third Street. The preferred design pushes us very close to that. A street that has only a 20' clearance from parked cars (more on that later) is dangerously narrow. If this is approved, traffic issues will soon force Third Street to either become a one way street or a pedestrian mall. The former is unthinkable as the traffic pressures on 1st and 2nd would become unbearable for residents and drivers. Secondly, the elimination of a lot of parking spaces puts more pressure on downtown parking, which is already a huge concern of the Urban Renewal Commission,. To ask about grates and grade and planter designs without allowing input on the initial assumptions is a disservice to the community.
- [Place trees] Where they don't take away from parking....it is already difficult to find parking downtown....
- More parking, not less.
- Minimize the parking anyway. It's usually too difficult except early in the AM.
- There should be MINIMAL street parking on Third Street to make it as pedestrian friendly as possible.
- Would like to see parking on Third prioritized for the handicapped
- Will the amount of on street parking increase or decrease on Third street with any of these options.

Survey Comments (6/24/22) :: **Fiscal Concerns**

- We should not spend city money on this!
- This is a waste of money (+1)
- Don't spend the money.
- Cut the trees. Level the sidewalk and call it a day. Quit wasting money on downtown while the rest of the town goes to shit
- Downtown isn't critical. Only for the winos and business owners. Fix the town before worrying about downtown
- Concern is spending money you don't have.
- Very concerned about the cost and who pays....
- I'm sure there are cost differences in these choices. I hope this will be a part of the decision making process as well. Especially since some of these options are really just a design choice..
- Most practical, cost effective, durable options, maintaining character and tree canopy.
- This project looks very expensive. How is it being funded? Why would we use very expensive pavers instead of significantly cheaper concrete for the sidewalk? Why would we use concrete (expensive) instead of asphalt (cheap) on the roadway? The city is supposedly in a financial deficit. Where is the funding for this project coming from? Why is money being put into this instead of fed into infrastructure such as fire, police, public works? Quaint additions to the town should not take priority over infrastructure.

Survey Comments (6/24/22) :: **Maintenance Concerns**

- LOW MAINTENANCE!!! The city doesn't have the staff to keep the facilities taken care of that already exist. General fund doesn't have the \$\$\$ to pay for new workers, purchase new equipment, etc.. Keep it simple.
- Also need to consider what type of vegetation is being used so not to overgrow the given space and put even more burden on the parks department. We keep adding more parks, roundabouts and greenways for parks and streets to maintain and not consider the long time maintenance.
- I think drainage, ease of maintenance, and the upcoming state-mandated stormwater program should be the main factors in making this choice.
- Also take maintenance requirements into consideration.
- There is a balance to be struck between pedestrian safety and maintenance of the the planted areas. It is difficult to answer the question about which approach to organizing the groves without considering the maintenance budget and methodology.
- Who is going to maintain the groves? Maybe the grates might lessen the maintenance.
- The upkeep will be expensive for keeping the plantings looking good.
- Concern with adequately maintaining all this newly landscaped area and hardscape when maintenance is diluted so much elsewhere.

NE Third Street Conceptual Design

Community Review - Survey Results

02 thru 13 May 2022
McMinnville, Oregon



Survey Results (5/13/22) :: Overview

The online survey was posted on the [project webpage](#) from 5/02/22 thru 5/13/22. Paper versions were distributed / collected at the Community Forum on 5/3/22.

The survey was advertised at the Community Forum on 5/3/22, at the Joint City Council / MURAC Work Session on 5/10/22, and via the City's social media platforms. The survey was further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association.

- # of responses (English): 272
- # of responses (Spanish): 0



The screenshot shows the City of McMinnville website. The header includes the city name "City of McMINNVILLE Oregon" and navigation links for "GOVERNMENT", "BUSINESS", "COMMUNITY", and "I WANT TO". The main content area features a title "Third Street Improvement Project" above an aerial photograph of a city block. The photograph has a red line highlighting Third Street, with labels for "ADAMS STREET", "FIFTH STREET", "THIRD STREET", and "FIRST STREET". Below the photo, a text box invites users to take a survey: "We value your opinion and want to hear from our community! Please take this quick **SURVEY (English)** | **SURVEY (Spanish)** about what you would like to see happen on Third Street in regards to Street Trees & Design Themes."



The background is a light gray map of a city grid. The grid consists of vertical streets labeled SW ADAMS ST, NE BAKER ST, NE COWL S ST, NE DAVIS ST, NE EVANS ST, NE FORD ST, NE GALLOWAY ST, NE IRVINE ST, and NE JOHNSON ST. Horizontal streets are labeled NE 1ST ST, NE 2ND ST, NE 3RD ST, NE 4TH ST, and NE 5TH ST. Several buildings are highlighted in a darker gray, including 'aquatic center', 'city park', 'library', 'downtown association', 'u.s. bank plaza', 'hotel oregon', 'the barber', and 'train station'. Blue 'P' icons are scattered throughout the grid. A yellow dashed line runs horizontally across the map, passing through NE 3RD ST.

Survey Results General / Overarching Comments

Survey Results (5/13/22) :: **General Comments**

- I'm sure it will be pretty whatever's decided.
- None - great options!
- I like all of these ideas.
- I'm very excited and look forward to the project!
- Thank you for taking community input. I love Third Street and the effort to further improve what is already a great part of McMinnville.
- Please never do away with Dine Out on 3rd!!! It's amazing, and I wish it started earlier in the year and ended later in the year!!!
- None but I love the fact that the city is putting money into third street!!!
- Thank you for including us in your survey.
- I wonder how much weight the citizen input actually carries?
- Who's paying for this? I've been in Mac since 1978 and more and more recently I feel that 3rd Street is entirely for tourists...wine bars & restaurants are accompanied by hordes of out of town 'guests'. Great for downtown businesses but what about our parks, pool, library and community center that the locals need updated?
- Thank you for all your thoughtfulness.
- I was not impressed with the presentation ...barebone with very little imagination.
- Concerns everything turned wineo down town getting expensive...
- I am concerned that the city wants to put a utility tax in to help with the budget gap and we are taking on a design overhaul of the most beautiful main street in America as voted in Parade magazine.
- Is it true that the real reason trees are going to be replaced is because the street is going to be torn up for pipe replacement?
- I like designs that add to the culture, safety, utility, and welfare of everyone. I want to see more community downtown and less car-centric, more walkable infrastructure.
- My #1 priority is that the sidewalks downtown are even, flat, not broken and buckling!
- Again, would love to ensure the most climate resilient and economically sound choices are selected. I know we wanna keep her cute, but climate change is real, and we should plan for it.
- Durability, sustainability and ease of maintenance and replacement are key components for me.

Survey Results (5/13/22) :: **Overarching Design Comments**

- Simple is classic and timeless.
- I think sometimes less is more. I would like to see the buildings/businesses be the highlight. Not too much going on to distract from the historical beauty.
- I would honestly go with what is looks cohesive but is the cheapest.
- Craftsman style theme
- The more unique to McMinnville the better - local and quirky but with a high level of quality.
- make sure it's befitting of our downtown and not too kitschy/cartoony
- Simple beats fancy
- The quaintness of McMinnville should be preserved and exemplified by its old-fashioned retro look in my opinion.
- I hope that they keep it classy and fluid, versus very eclectic which looks unplanned.
- Don't make it modern
- Keep it simple.
- Clean but not utilitarian
- Please avoid the theme park look.
- Don't get too crazy. Don't clutter it up too much.
- Classic and elegant stuff that looks nice with brick no post modern please
- McMinnville has always been proud of the downtown historical. I think we should continue to play up that design. Too many towns are losing their historic buildings and heritage.
- consider, as I'm sure you have, design features that are "timeless," i.e. will still look trendy in decades to come, and that fit with the identity that McMinnville has built and will build. cheers!
- Enhance third street, but don't change it too much. If it ain't broke, don't fix it!!!
- It is easy to get too cute with design elements—remember it the stores and building that really count. The design themes need to help attract shoppers and tenants.
- Don't overdo it folks! McMinnville is a wonderful community and people come here for 3rd street. Understand that updates need to be made but don't do too much!
- I think main street needs an update while keeping the charm of historic MAC.
- any additional design elements should follow the overall design concept (e.g. minimalistic historical) and not be overtly kitschy - think timeless design vs. cute-sy.
- The beauty and color of 3rd street is in the historic buildings, their windows, the trees and plants that create a beautiful oasis.



The background is a detailed street map of a city grid. The streets shown include NE 5th St, NE 4th St, NE 3rd St, NE 2nd St, and NE 1st St running east-west, and SW Adams St, NE Baker St, NE Cowles St, NE Davis St, NE Evans St, NE Ford St, NE Galloway St, NE Irvine St, and NE Johnson St running north-south. Various buildings are shaded in light gray, with some labeled: 'aquatic center', 'city park', 'library', 'downtown association', 'u.s. bank plaza', 'hotel oregon', 'the barber', and 'train station'. Blue 'P' icons indicate parking locations. Yellow dashed lines are drawn across the map, primarily along NE 3rd St and NE 4th St.

Survey Results

Functional Design / Parking

Survey Comments (5/13/22) :: **Functional Design / Parking**

- Do away with parking all together and make 3rd street pedestrian only to allow a lot of community events to take place and extend restaurants, markets, tasting rooms, etc.
- Parking to support merchants
- Would still love to see 3rd street be bikes and pedestrians only for this stretch, and cars to use 2nd or 5th (primarily).
- make third street a walking mall for pedestrians only. No cars. remove sidewalks and street and install pavers, cobblestones, or brick. Move trees from former sidewalk areas and plant them in the center of the former street. Use walking mall in Charlottesville, VA for reference.
- I am concerned about limiting parking more on 3rd street. It is already difficult to park and move around downtown as it is.
- I like the ideas presented but 3rd Street has a current parking problem. It is more and more difficult to see clearly as you drive down the street. Why not make it a pedestrian zone and build some parking structures off the street?
- I think 3rd should be pedestrian only. This would allow for wider sidewalks and eating areas as well as greater safety.
- Eliminating about 30% of Third Street's on-street parking will have a negative impact.
- Reducing parking on the street is a major concern, with the other building projects being discussed for downtown the last thing we need is less parking.
- I would prefer 3rd St to be pedestrian plaza no vehicles.
- With reduced parking spaces on Third Street because of increase in pod length is additional off street parking anticipated or planned? What ancillary improvements are anticipated on second or fourth streets?
- "More flex space" is nice, but not if that space is occupied by trees and grasses. At that point, all you've done is take away parking from every block face. Come down on a Friday night, Saturday, or Sunday night and then re-evaluate whether taking away 30+ spots for additional trees is the right move.
- More trees, less (or no) cars.
- I would love to see more parking eliminated on third street to allow for increased outdoor seating and gathering space! I think many would agree with that.
- less cars on third street
- It would be wonderful if no cars were allowed on third street and if there was more outside dining.
- Walking mall is the way to go.
- Again, eliminate cars from 3rd street...
- Solve where the additional parking will be to replace the huge loss of spaces.
- I like the designs and I wish this discussion included closing 3rd Street to vehicular traffic and permanently making it a pedestrian area a, just like we've been doing in the Summer with Dine Outside. I'd love to see this year round!
- What provisions are being made for bicycles? Why not take cars off 3rd Street entirely?

Survey Comments (5/13/22) :: **Functional Design / Parking**

- Personally I like the example of old downtown Denver. The street is closed to cars and parking, there is a trolley that is free going up and down the street for passengers and there are vendor kiosks, street eating, etc
- My greatest concern is the 3rd street traffic. I believe in a 'european concept' in terms of 3rd overall design; draw traffic to 1st/2nd and 4th/5th street and close 3rd to be walking and bicycles only.
- We fully support closing 3rd Street to cars and creating a pedestrian/bike friendly business district. Thank you for your efforts!
- I'd like to see the speed limit brought down to 15 mph on Third and thru traffic routed to adjacent streets. Pedestrian warning signs/right of way signs? Ashland does a great job of letting drivers know that pedestrians have priority. I'm excited by your plans!
- I would prefer more pedestrian space / less car space.
- Consider eliminating street parking on 3rd. Or, at least, during the sunny months.
- A pedestrian-only area like Boulder, Colorado's Pearl Street Mall would be cool.
- My, as many others I'm sure have a concern about parking.
- Since I found no where else to put it, I'd like to say I think we should ban all vehicles on 3rd ST. There's no reason for it especially given that we have a parking garage a block over that is always nearly empty.
- I'm grateful that the design seems to be taking space away from cars and creating a more people-centric Third Street. I would recommend the city looks into fully pedestrianizing sections of Third Street, or explore the opportunity to do so in the summer.
- Remove all of the yellow curb marking in between the parking spaces! You could probably add two spaces per block on each side.
- Is there room for outdoor dining on sidewalks?
- I am a fan of closing main in favor of a pedestrian mall permanently and making 2nd and 4th streets directional in opposite ways to accommodate through traffic. I am downtown quite frequently and rarely see much more than "cruising" by loud vehicles up and down main. MAC could create a much better downtown environment for retail and tourism by closing it.
- I really like the booth style seating in the plans drawing, I think we need to add those permanently and remove some parking on Third. I think short term "to go" 15-30 minute parking should be all along Third street to make it easier to access for folks looking for lunch/dinner to go options during the day. I frequently have to avoid it because of the lack of quick pick up ability. But hopefully add more parking options on the surrounding streets. Parking garages are probably not a popular idea but parking is terrible down there and it makes it difficult to access. Also, the no left turn at the stop lights is frustrating. I love that it was closed off to vehicles during summer. It makes it so much nicer to spend time there.

Survey Results Street Tree Alternatives

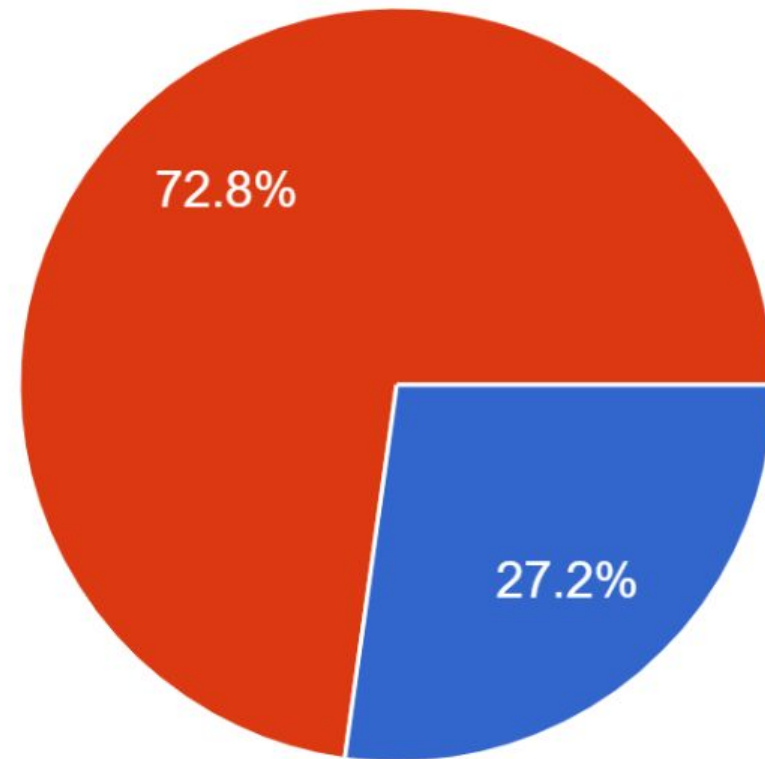
Survey Comments (5/13/22) :: Existing Trees / Existing Streetscape

- Prefer to attempt to keep existing trees and maintain single species consistency.
- Please don't change the trees! There's a reason people love third street and one of the intangible reasons is the trees!!!
- I love the 3rd street trees. The lights are so magical! Please don't change them! Or the types.
- Leave what we have now alone
- We should absolutely not be removing any existing trees. This will destroy 3 street.
- I would like it to remain similar to how it is now.
- Same style of trees.
- Keep integrity of how it is now.
- Trees make 3rd. Keep as many as possible.
- You really cannot save the mature ones that are there now?
- I feel very strongly about keeping a deciduous grove look our our beloved main street.
- If there is a way to make it almost exactly how it is now, with the tunnel of tree canopy lining both sides and the trees looking beautiful with the white lights in them, that would be ideal. It wouldn't feel like 3rd street without that.
- A lot of what makes 3rd street so special are the linear trees and the inviting path, I would be sad to see this lost
- The beloved "tunnel effect" of trees on Third Street is because of a linear and consistent deciduous tree canopy. Oak roots will cause issues for sidewalks, roads, and buildings. The grass/savannah aren't appropriate for a charming urban quarter. The new treescape should be similar to the current treescape.
- Downtown is beautiful as is, and ripping out existing beautiful trees all in the name of MONEY is disgusting. This is not progress, it is man made greed.
- In the end don't ruin our beautiful 3rd street make sure it keeps its charm and warm family feel
- I'm sad that 3rd street has to change and hate to see the trees go.
- Do you plan to save any of the existing trees or are you going to clear cut/stump remove them?

Survey Results (5/13/22) :: **Linear Options**

Which LINEAR street tree concept do you prefer?

250 responses

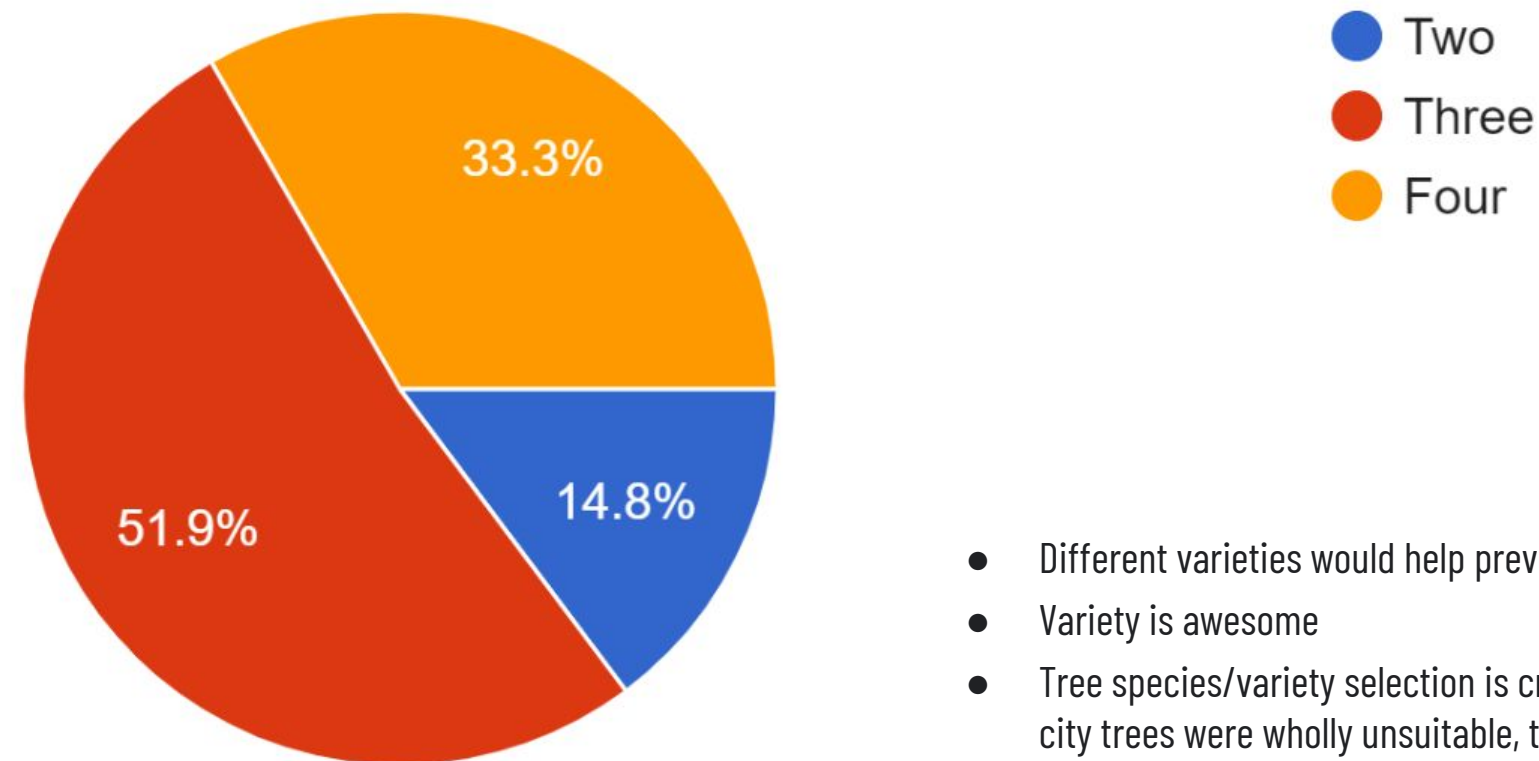


- Linear Concept A: Single Species
- Linear Concept B: Mixed Species

Survey Results (5/13/22) :: Linear - Single v. Mixed Species

If the Mixed Species concept was selected, would you prefer two, three, or four tree species?

237 responses



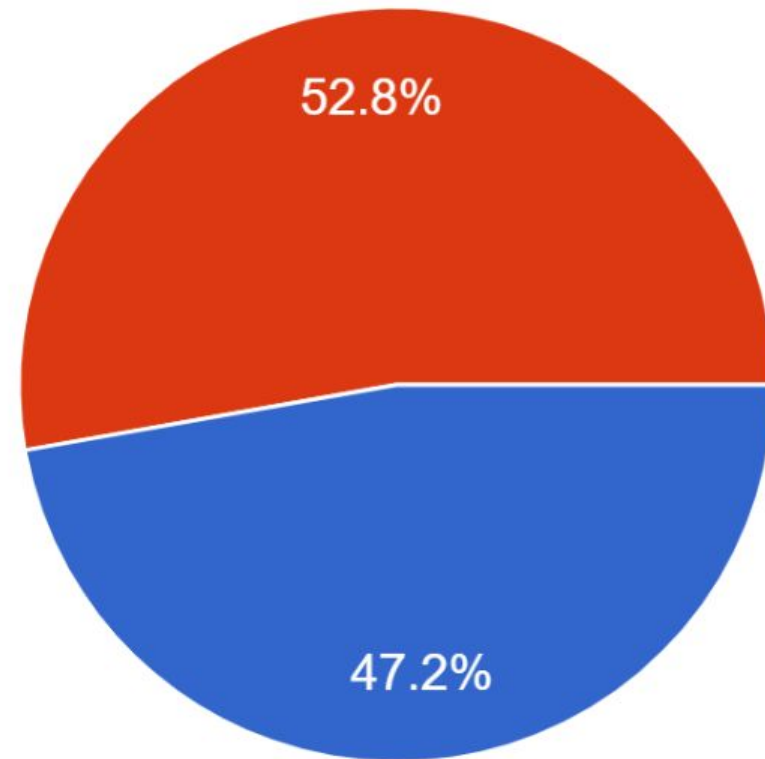
- Why did you not include a choice for just a single species of trees on the street; i.e. what we have now? In fact, why not a choice to keep the existing species of maple like we have now? Why not leave the existing design alone? Most importantly, keep what you called the tunnel along the street formed by the trees.
- Prefer to attempt to keep existing trees and maintain single species consistency.
- I like diversity in the street tree species for the health of the urban forest, but I prefer the unifying aesthetics of a single species along a downtown street. Perhaps there is a 3rd alternative which is to do a single tree species per block, but have 2 or 3 alternating species. That way there is species diversity on a block by block basis, but also each block has a uniform tree canopy.
- Committing to a mix of species is good insurance against disease or infestation of one species.
- will mixed species trees cause issues with holiday lights?

- Different varieties would help prevent loss if a future tree disease should occur.
- Variety is awesome
- Tree species/variety selection is critical. Because many choices made in the past for city trees were wholly unsuitable, the process used to select new trees is naturally suspect.
- if mixed species, an arborist should be utilize to maximum each species potential in a given spot
- I feel a variety is better in case there is any sort of pest or disease specific to one variety of tree comes up.
- Single species evergreens for linear street design
- Definitely want diversification on the plantings.
- A variety of trees will provide the best opportunity to support a vast number of native animals.
- Love the idea of a mixed species concept for the street trees.
- Just prioritize the oaks, man.

Survey Results (5/13/22) :: Grove Options

Which GROVE street tree alternative do you prefer?

252 responses

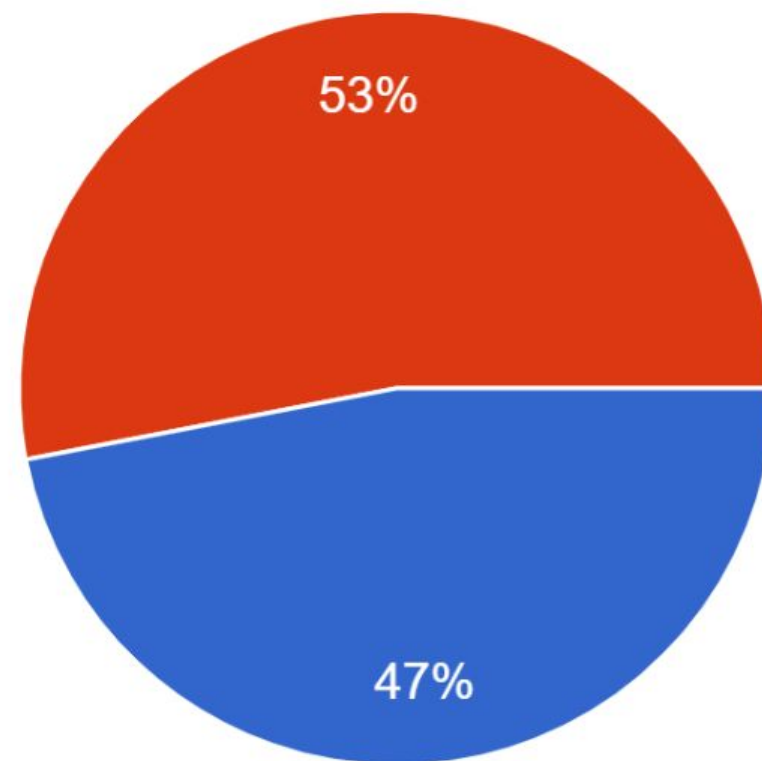


- Grove Concept A: Oak Savanna / Prairie
- Grove Concept B: Open Mountain Woodland

Survey Results (5/13/22) :: Linear v. Grove

Now that you have seen all of the street tree sub-concepts, which general street tree concept (LINEAR or GROVE) do you prefer?

264 responses

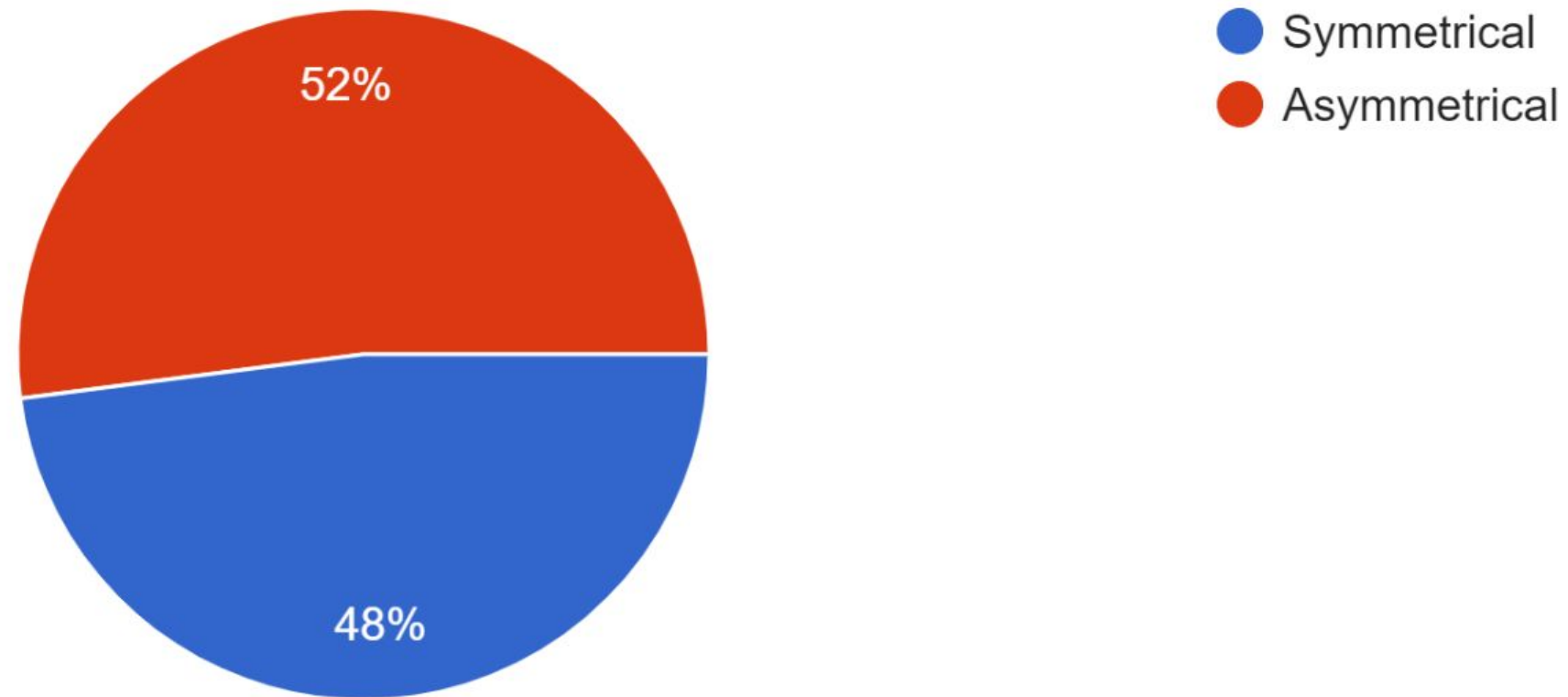


- The linear vs. grove was a really tough choice! There seems to be benefits to both.
- The concepts seem to focus on design factors. Function is important in these options too- such as providing continuous shade. I prefer the linear concepts for some specific reasons such as providing continuity for things like the lights in the trees and the framing of the focal point of the fountain and large tree at the end of the street in City Park. The "kissing canopy" where the canopy forms an archway over 3rd Street is also a key element of the aesthetic charm.
- Grove is a novel concept...I would like to have seen further examples of long term plantings in this fashion. I don't think they exist. Grove planting would work well in a more open situation like a sports stadium, a park or industrial park. Looks pretty on a rendering and unfortunately this is going to be the popular vote. Presentation of both concepts done very well despite only having "example" trees. I would like to have seen a tree listing of high potential candidates for either setting. Grove's "understory" I get it but how will it play out in a tighter environment. I don't recall distance between trees in a grove setting...no growth rate was mentioned. Other than 1 sentence...maintenance was not addressed. Very little discussion of soil, drainage or safety.
- need low potential for sidewalk heaving; consider leaf/needle cleanup requirements; attractive during all seasons - either nice looking bare or evergreen

Survey Results (5/13/22) :: **Symmetrical v. Asymmetrical**

Would you prefer trees to be symmetrical across the street (north-to-south) or asymmetrical?

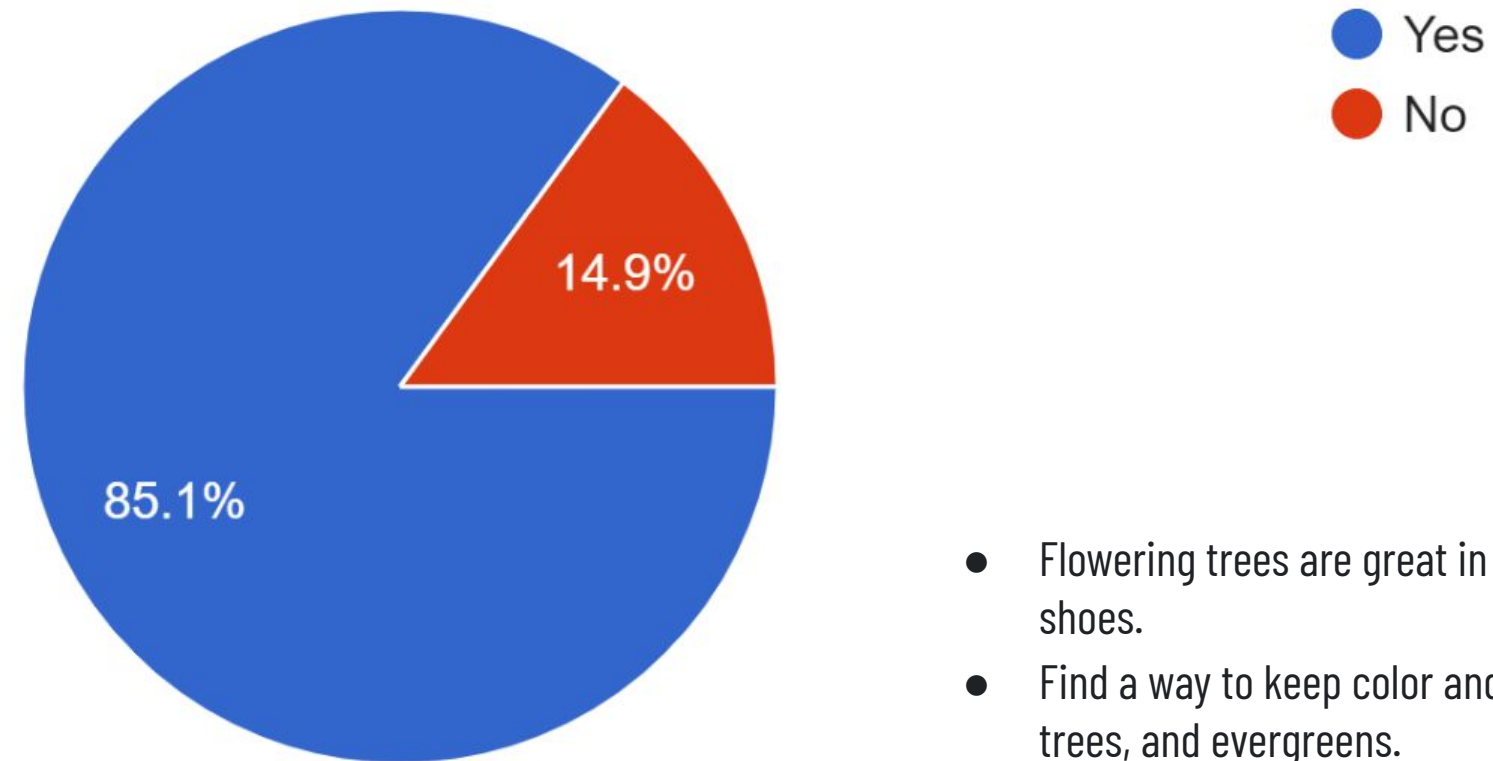
269 responses



Survey Results (5/13/22) :: Flowering Trees?

Would you support flowering trees as part of the streetscape?

268 responses

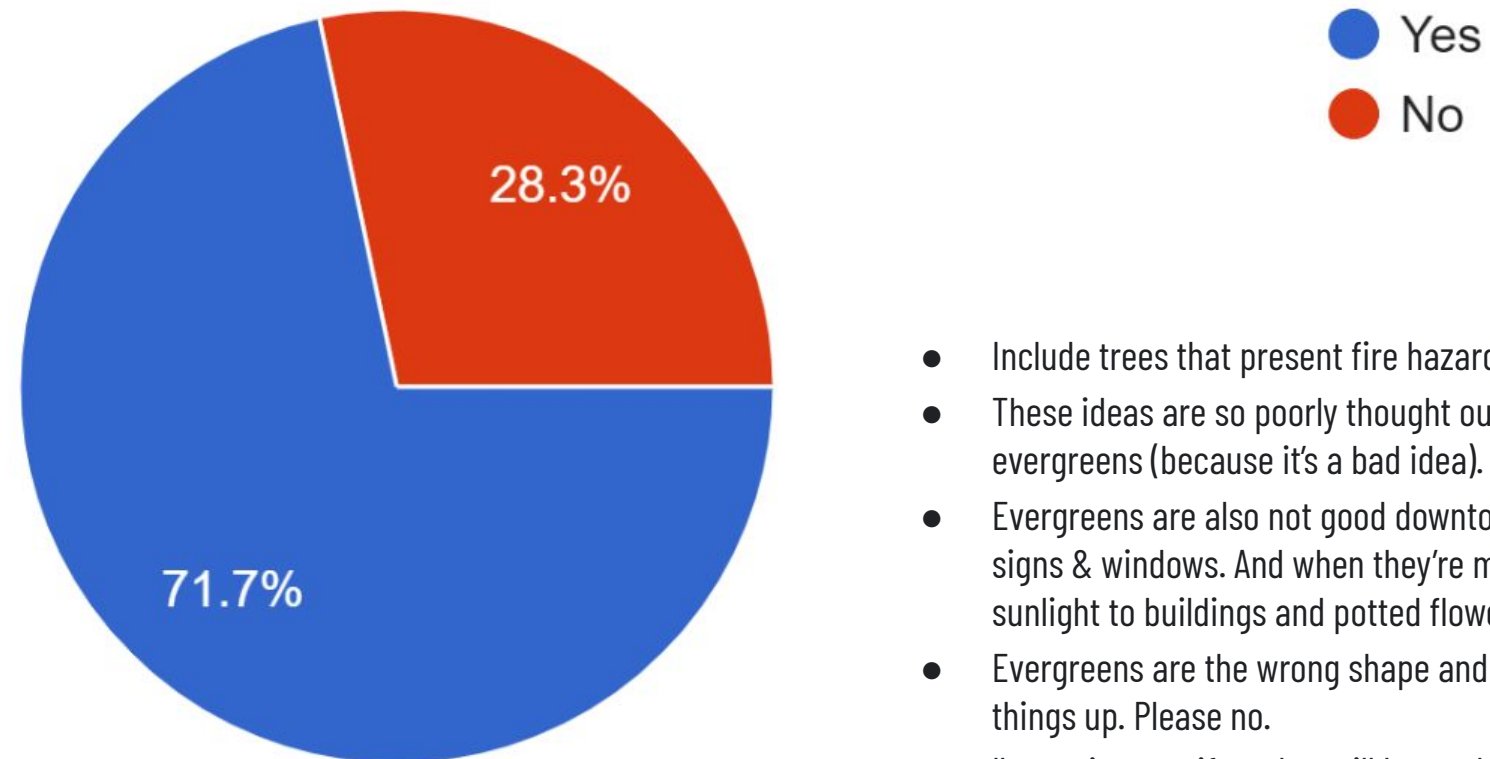


- Flowering trees are great in their place but create a mess—tracked in on shoes.
- Find a way to keep color and/or greenery year round, with native flowering trees, and evergreens.
- flowering trees are gorgeous, I just don't think the businesses would enjoy folks tracking in all of the flower petals that fall on the sidewalk.
- Blossoms are lovely but not downtown. They make a mess, get tracked in, stick to cars, clog things up. Please no.

Survey Results (5/13/22) :: Conifers / Evergreens v. Deciduous

Would you support conifers / evergreens as part of the streetscape?

265 responses



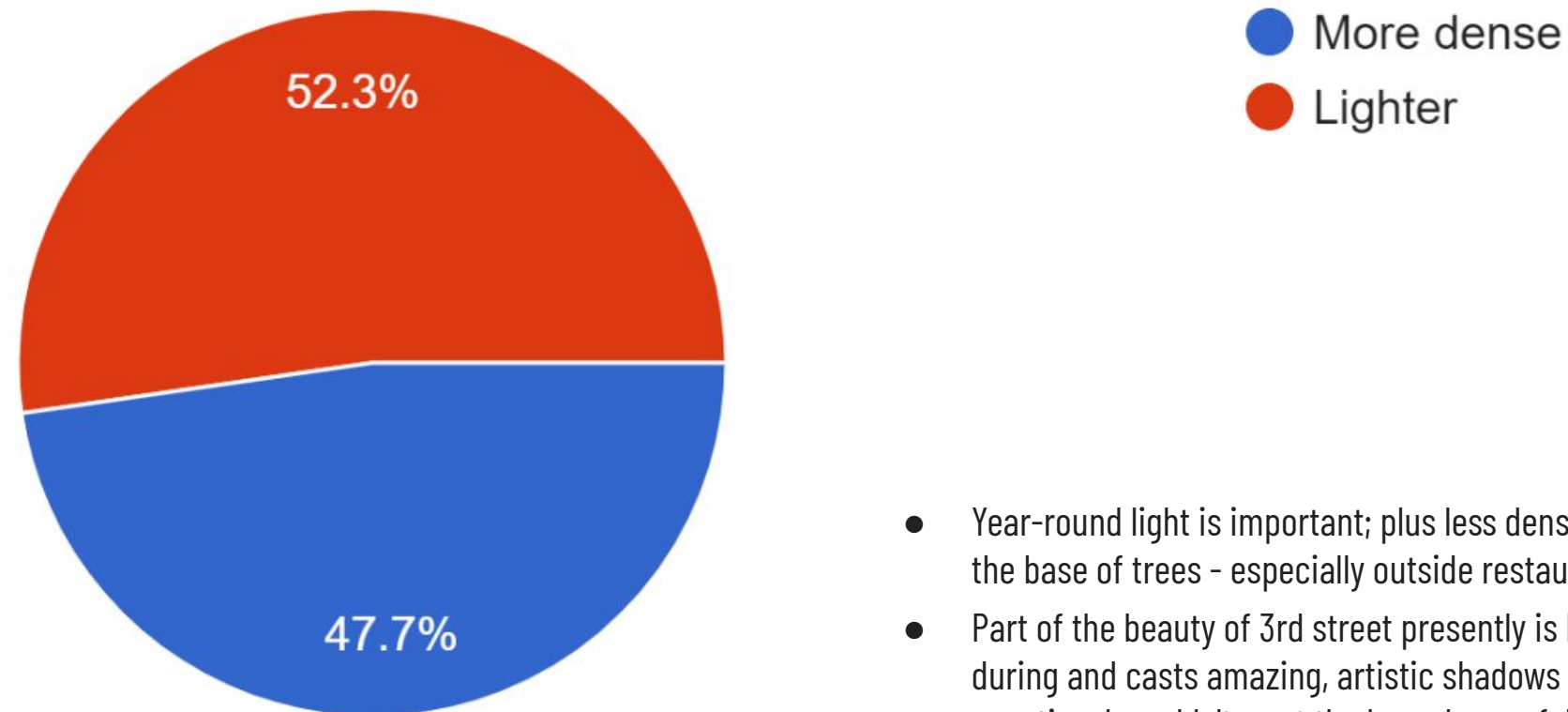
- Find a way to keep color and/or greenery year round, with native flowering trees, and evergreens.
- Although I love pine trees, I don't think conifers would fit a city scape.
- Evergreens are great in their place but create a dark and gloomy scene.
- Conifers should NOT be planted under any circumstances. They grow too big, they shed crap all year round, have huge sidewalk destroying roots and provide no shade.
- Single species evergreens for linear street design
- As much as I don't like the idea of evergreens, I worry about falling leaves.
- Conifers would block the winter sun and drop needles year round and their cones can be a hazard.
- Evergreens will block light and will look like Christmas trees with lights on them.
- I don't love the idea of evergreen/conifers as much as it would block light during the dark winter months.
- Please don't include anything that drops cones, nuts, slippery leaves. Don't make the street too dark with evergreens. Please don't.

- Include trees that present fire hazards, e.g., pines. They are like Roman candles when they catch on fire.
- These ideas are so poorly thought out. I can't think of a single Oregon downtown planted with oak trees or evergreens (because it's a bad idea).
- Evergreens are also not good downtown street trees. They're bushy when young and block sight lines and shop signs & windows. And when they're mature they'll be too massive/out of scale in relation to buildings and block sunlight to buildings and potted flowers/planters on sidewalk. Needles will also be a year-round nuisance.
- Evergreens are the wrong shape and too dark for our gray weather. And the needles will make a mess and clog things up. Please no.
- I'm against conifers that will be too bushy/block light for buildings/will grow out of scale of 2 story buildings.
- Dappled backlit leaves are much prettier. Evergreens will make it too dark and we need the light to get to our stores so desperately in the winter months. There's a reason our street was charming with our current trees, evergreens are not charming. Sad for our existing trees but I understand.
- And I have nothing against conifers, but their mass and density would be overpowering in this setting.
- Deciduous trees are much more appropriate for downtowns. Give shade in summer, pretty colors in fall, allow light in winter.
- I feel very strongly about keeping a deciduous grove look our our beloved main street.
- Deciduous trees are perfect for downtown by providing shade in hot summer and letting in precious sunlight during winter.
- Nice looking plans. Autumn is a special time in McMinnville that encompasses wine and agriculture harvest. Having many deciduous trees that change with the seasons, especially autumn, feels more in line with the tourism and local culture anticipated in the area. Autumn is McMinnvilles most beautiful season and we would like to be reminded of it strongly in the downtown corridor. The conifers dot the landscape as far as the eye can see and will always be visible. The deciduous trees create an ever-changing oasis to live amongst

Survey Results (5/13/22) :: Density / Foliage

Would you prefer the branches / foliage to be more dense or lighter?

264 responses



- It is important to me to keep trees with fall colors.
- We need trees that provide moderate shade, are uniform, linear and look good with lights in the winter.
- I love the idea of full foliage with LOTS of color.
- I'd like a dense canopy from diverse trees to help with CO2 absorption. More trees, less (or no) cars.
- A denser canopy tends to absorb more CO2 and harmful pollutants from cars while providing shade in the heat of the summer.
- Safety concerns with street lights being blocked. Deciduous trees would create slipping hazards.
- Just want to be conscious of letting good light in!

- Year-round light is important; plus less dense trees allows for the growth of herbs, etc. at the base of trees - especially outside restaurants this would be nice.
- Part of the beauty of 3rd street presently is how the sunlight filters through the trees during and casts amazing, artistic shadows on the ground. To answer the previous question, I wouldn't want the branches or foliage to be more dense or lighter, but the same. Another part of the beauty is in the fall, when the leaves change color. Conifers / evergreens won't provide this.
- Nice looking plans. Autumn is a special time in McMinnville that encompasses wine and agriculture harvest. Having many deciduous trees that change with the seasons, especially autumn, feels more in line with the tourism and local culture anticipated in the area. Autumn is McMinnville's most beautiful season and we would like to be reminded of it strongly in the downtown corridor. The conifers dot the landscape as far as the eye can see and will always be visible. The deciduous trees create an ever-changing oasis to live amongst
- concern that street width is a narrow space and too dense a planting will make it seem overly crowded
- If the trees are not going to be regularly pruned to allow light then it should be less dense.

Survey Comments (5/13/22) :: **Tree Species Selection / Questions / Concerns**

- How about staying away from Maples? They are NOT street trees! Street trees need to be trees that have roots that go down rather than out so sidewalks are less affected.
- no fruiting trees in downtown unless proactively harvested for the life of the tree (unlikely).
- The right Tree species need to be selected for any of these options. An Urban Forestry professional should be consulted when picking the species. Currently 3rd street is full of very poor and dangerous trees. This selection and design process needs to be vetted by someone who knows trees NOT a landscape architect.
- Seems like Oregon white oaks are not a good candidate for street tree - are you looking at other varieties?
- Ornamental grasses also belong to a wild landscape, not a downtown city district.
- If the existing trees are causing issues to sidewalks, oak trees will certainly cause more damage to them, as well as the historic buildings.
- *Quercus garryana* is the most important tree or plant species for local wildlife and emblematic of the native ecosystem and the cultural history of our region. It should be considered first and foremost of any species. *Acer Macrophyllum* is a distant but important and valuable second.
- The tree type need to be those that will not grow to tall or wide, have root systems that will not damage sidewalks, street or buildings. These should be the primary basis for selecting the trees. The plan should allow for trees to be 100 or more years old before needing replacement. New trees should be large enough to provide beauty and visual interest the first year or two.
- tree plantings need to be chosen that least impact hardscape maintenance whether "grove oak or open woodland." Although deciduous trees require more maintenance, evergreens are probably too dark; esp. in winter months. What tree species are being considered and are arborists reports available that compare and contrast these species?
- Oak roots will cause issues for sidewalks, roads, and buildings.
- Trees that destroy sidewalks with their root systems or drop endless amounts of crud and sap should be avoided.
- How will the trees tolerate excessive heat, drought, etc., associated with climate change?
- I'd like us to consider the most climate resilient and shade producing plans. Had that been taken into consideration.
- Should be water-wise plants due to warming climate and our hotter summers.
- Concern: will changing climate and weather patterns be considered in tree selection?
- Fir trees? Oak groves? Neither are remotely suitable.
- What size trees will be planted to begin this project?
- Your concept drawing's only show mature full grown trees. The community will expect an "Instascape" and will need to be well informed concerning rate of growth and the required young tree pruning and training techniques to visualize the time it will take for this plan to reach its full potential.

Survey Comments (5/13/22) :: **Native Species**

- Use native species please.
- I do like the idea of bringing back native trees and grasses to the city scape.
- Greater native tree diversity helps resist against any tree diseases that may come through.
- Use of as many native trees, shrubs and grasses as possible. No leaf blowers. Insect/pollinator habitat including winter habitat for ground nesting solitary bees, bumble bee queens. Native bees do not sting people, non-native honey bees do. Native grasses are often habitat for overwintering insects. Birds also need native plants because these grow the native insects that the birds feed to their chicks in the spring. Native! Biodiverse!
- Native species to Oregon should be used.
- The biggest considerations should be made concerning native species of trees and any other sorts of plantings coupled with which will be able to have a lasting beneficial impact with little chance of being removed in the near future. Native plantings will attract and provide shelter for native birds, insects and other animals.
- It would be great if we could use all native species! I know there are some attractive ornamental plants and trees, but native species thrive best and support our natural ecosystems better
- Use species native to our area whenever possible. Native species support more native insects which support native birds.
- I highly prefer native trees and plants
- Please keep plant/tree species native

Survey Comments (5/13/22) :: **Decorative Lighting / Twinkle Lights**

- I want to make sure whatever trees and orientation are selected that they can still be lit up at Christmas. Or year round! Perfect for summer outdoor dining.
- I would want to ensure that the year round lights can be utilized in any street tree alternatives
- I think the twinkle lights will look best in trees that lose leaves in the winter though.
- I love the 3rd street trees. The lights are so magical!
- will mixed species trees cause issues with holiday lights?
- More holiday lights



Background map showing a city grid with street names: NE 5TH ST, NE 4TH ST, NE 3RD ST, NE 2ND ST, NE 1ST ST, SW ADAMS ST, NE BAKER ST, NE COWL S ST, NE DAVIS ST, NE EVANS ST, NE FORD ST, NE GALLOWAY ST, NE IRVINE ST, NE JOHNSON ST. Buildings are labeled: aquatic center, city park, library, downtown association, u.s. bank plaza, hotel oregon, the barber, train station.

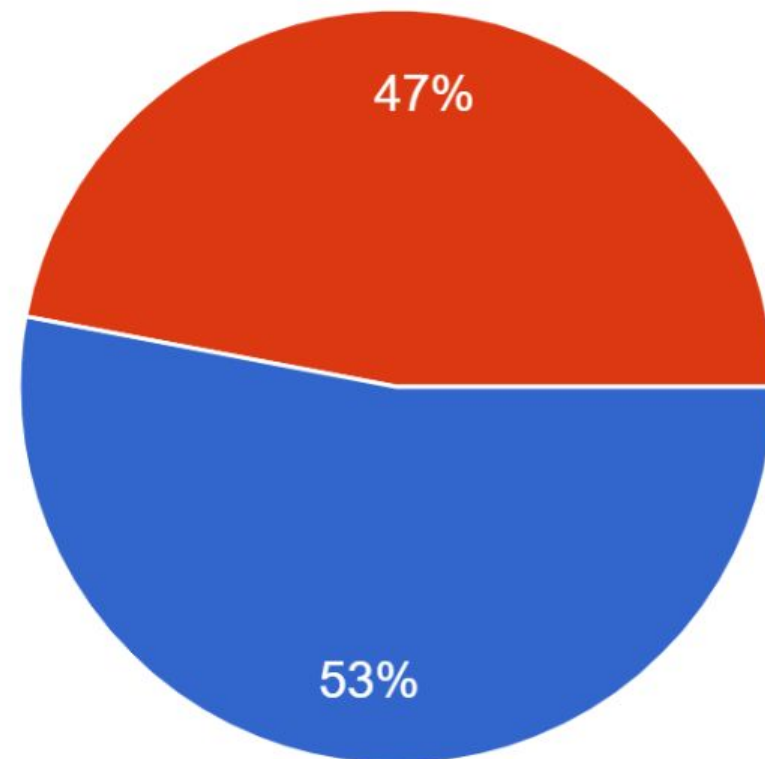
Survey Results

Design Themes / Furnishings and Fixtures

Survey Results (5/13/22) :: Design Theme Alternatives

Which design theme alternative do you prefer?

268 responses



- Historic Ornamental
- Historic Minimal

- I'm a Designer and I professionally work on exteriors/interior design in new home construction. My advice is to mix a historical park bench with a minimal trash can. Historical water fountain with minimal planter. Anything larger scale, go simpler, save the ornate features for smaller scale and you'll get a thoughtful balance. I prefer a classic "globe" street lamp. It's a better transitional shape.
- I feel the bike racks, water fountains, benches, and tree grates could work with either design.
- Some eclectic mix of furnishings is also acceptable. Like furnishing a home, it can be nice if you don't have everything "matching" just compatible. Same with 3rd Street as an outdoor living room. That will also be achieved in part by businesses having different outdoor furniture.
- The vintage lights are why I chose ornamental - everything else is a toss up so I'd want to see pricing to help inform my decisions.

- I think the marrying of the two themes, historic and minimal, has been really nicely done in the above images. Am very interested in keeping Mac's historic character at the forefront with some updated, minimal adjustments. Nicely done!
- I like all fixtures and furnishings shown. I would love to see more personalization/artistry for the fixtures when possible instead of just out of a catalog (benches crafted by high school students, tree grates with designs rather than just slats, etc.) - also, rounded pieces rather than square to promote a sense of flow.
- Just go historic to match the buildings.
- Historic is cuter and charming and that's what people come to 3rd street for
- Ornamental towards the oldest part and minimal towards the newer?
- Stay consistent
- Whatever is easiest to maintain
- Easily cleaned and maintained; not so elaborate they will become dated quickly
- I wouldn't mix the two. There is already too much going on with the street design, building facades and proposed public art.
- For maintenance and safety, it is questionable to have the Ornamental aspects.
- I think mixing both would be great because it is a Historical street, but does need some modern updates.

Survey Results (5/13/22) :: **Design Theme Alternatives - Mixing & Matching**

Among those who chose 'Ornamental,' the number of respondents who prefer specific 'Minimal' features:

- Lights = 5
- Bike Rack = 7
- Tree Grate = 6
- Water Fountain = 6
- Waste Receptacles = 6
- Planter = 14
- Bench = 4

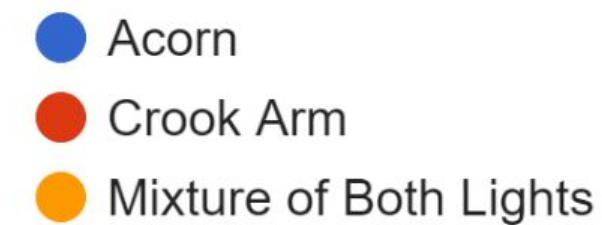
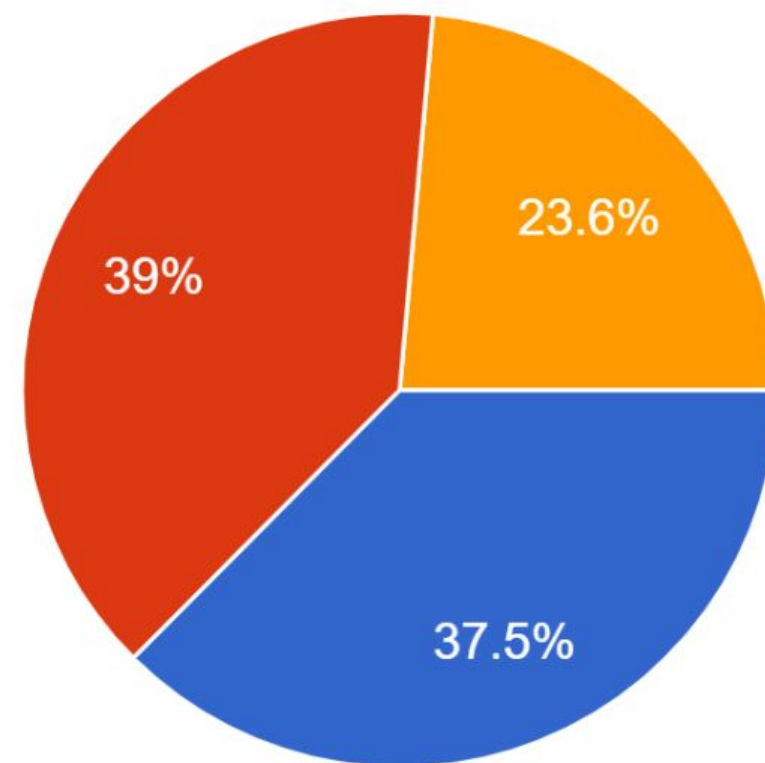
Among those who chose 'Minimal,' the number of respondents who prefer specific 'Ornamental' features:

- Lights = 5
- Bike Rack = 12
- Tree Grate = 6
- Water Fountain = 3
- Waste Receptacles = 8
- Planter = 2
- Bench = 6

Survey Results (5/13/22) :: **Lighting Options**

Of the different lighting options, which do you prefer: Acorn, Crook Arm, or a mixture of both lights?

267 responses



- Please have all lighting be for dark skies. Yellowed bulbs and pointing down. No side or up lighting. Protect dark skies that were historically present. Bug safe lighting that does not draw or kill night pollinators like moths. Low environmental impact will also save money by reducing electrical use, yellowed lighting will have stress reduction and be more calming.
- Remove lighting options that create vertical light pollution by requiring a light shield directing all light down towards the street.
- Reduce unfiltered light pollution
- Lighting should be adequate and not overly bright. Down facing lighting would help to reduce some of the light pollution.
- street lights should be selected to reduce ambient light pollution
- Crook arm lights provide better lighting to the ground and less light pollution (wasted upward and outward light). That seems to be an important factor.
- Lights should be downcast (remember, Dark Skies are part of our Comprehensive Plan).
- anything for biodiversity, dark sky protection, bike racks

Survey Results (5/13/22) :: Design Themes - Furnishings & Fixtures

WASTE RECEPTACLES

- We need the trash cans to offer alternatives: landfill, compostible, and recyclable. Zero Waste McMinnville is trying to introduce compostible single-use eating items that have been endorsed by Greenlands.
- Waste recepticals clearly need lids.
- Trash receptical with top cover in minimal
- Prefer garbage can with cover.
- I would use the Minimal Waste Receptacle to make it easier on the person who has to take out the trash as well as reduce surface area that can be yucked up. Maybe it will reduce the amount of vomit and trash on the sidewalks from the late nighters if there isn't a hood impeding access to the garbage.

BENCHES

- We need the trash cans to offer alternatives: landfill, compostible, and recyclable. Zero Waste McMinnville is trying to introduce compostible single-use eating items that have been endorsed by Greenlands.
- It is nice to have outside seating easily available to stores. Some places, like Jacksonville, have "husband benches" outside stores so one spouse can shop and the other sit.
- Long term, metal benches might work better than the wood slat seating.
- My only request is not add middle armrests on park benches. They're awful for everyone in the community.
- benches with no arms for sure please.

PLANTERS

- The downtown concrete planters and their groupings are nice.
- Planters should be a wide variety of styles depending up the plant.
- The urn style of planters are hard to keep clean and painted as well as they tend to be easier to chip.

WATER FOUNTAINS

- Prefer the fountain with dog drinking bowl.
- Water fountains for dogs . . .

BIKE RACKS

- Prefer standard u rack bike, the other highlighted is difficult to lock to.
- As a bicycle advocate, the "staple" bike parking is the most preferred way to lock up your bike. (+1)

Survey Results (5/13/22) :: **Additional Design Elements**

- I would also love to suggest the city explore options to use bricks/pavers on Third Street instead of asphalt. The brick has been shown to reduce vehicle speeds significantly. Though there is a larger upfront cost, there is a greater long-term benefit as bricks/pavers don't wear down the road as quickly, and so the street needs to be repaved less often. This makes it a more climate friendly option as well. It is also more aesthetically pleasing and more cost effective to repair.
- Use of brick on the streets is desirable at intersections and crosswalks.
- Please consider Rooftop Gardens.
- With consideration of the streetscape from the view of many restaurants/ hotels that offer rooftop seating/events. These gardens would bring luscious and conscientious greenery to the tops of our buildings, potentially provide local food to local food donation centers and farmers markets, and as we continue to see climate change, (hyperfocus on the real life experience of the intense heat wave we saw last summer, will not be our last), would also cool down buildings by utilizing energy efficiently and optimize the capture and retention of rain water while we still can. I've only provided one link below, yet there are so many reasons to consider this need in our community.
- (<https://treescience.com.au/blog/benefits-rooftop-gardens/>)
- Remove the kiosks please or take the tops off they are a point of gathering for house less
- I'd like to see permeable hardscaping downtown, perhaps crosswalks? Sections of the sidewalks? Any plans to help with cooling the area, e.g., light colored sidewalks, awnings?

Survey Results **(Functional) Art**

Survey Results (5/13/22) :: **Functional Art - Generally**

- I am in favor of functional art (+22)
- Bring in all the functional art! I love it! (+12)
- Classy is better than trashy. Old Ben is what we should be aiming for.
- Don't go with something that is "in" to not be in a few years.
- As long as it is functional, easily maintained, and does not cost a whole lot, I'm fine with plenty of functional art.
- wayfinding signs and clever functional pieces are SO appreciated!
- absolutely include functional art, and other art pieces
- sculpture is nice.
- Wine, food, aliens are obvious choices for art themes. However don't forget history: Our little Chinatown; the 1893 Building's boiler; the historical use of buildings etc.
- I would rather not have these.
- I would focus funds on the trees and necessary fixtures.
- Opportunities to showcase artist and add character (that adds to/doesn't detract from the renovation) is very welcomed
- Like the sculptures
- I think art that doesn't remove function is great. Art that removes function is frustrating. For example, the Ben Franklin bench doesn't allow two people to sit on the bench. It makes bench not as useful for sitting.
- I think using functional art is a wonderful idea. They are fun and people are inquisitive about them.
- They don't inspire me
- I believe that functional art helps make McMinnville unique
- Functional art is a MUST! Creative use of design for more mundane items (Trash cans)
- I would love to see more art in any capacity on display, functional or otherwise. Art displays culture and creates community.
- Don't do it.
- Functional art is always a winner
- it's all good. The more art, the better.
- Love this! Would be nice to include representation from our growing immigrant population as well.
- Only if easy maintenance
- It just clutters up the space. I like the idea to make it just look like a natural green space with classic minimalist design.
- I support the idea of functional art pieces. They need to respect the historical aspects of McMinnville. They should also be diverse, uniformity should be avoided.
- I think there are better opportunities to include public art than with functional art pieces. Artwork integrated in the paving that engages 3rd Street visitors would be so much more fun and lively than a doctored up trash can. See "Dance Steps on Broadway" in Seattle's Capital Hill neighborhood as an example of streetscape artwork that is more engaging and activating of the public space.
- Some of these feel very contemporary, I would prefer a more classic look like the Ben Franklin bench that is already there.

Survey Results (5/13/22) :: **Functional Art - Generally**

- Absolutely! Any functional art is so cool and fits McMinnville nicely.
- I think functional art is terrific! Please make the art indestructible. Poor Ben Franklin's glasses were vandalized. I would also make certain there are security cameras everywhere.
- If you want to have longevity, it makes sense keep it classic. Let the art walk and the people be the punch of interest. It's ever hanging and evolving. Sculptures are subjective and not everyone gets it.
- It's a street, not a museum of modern art right? Please no weird neon sculptures or cheesy trash cans.
- They're lovely and add a welcome splash of character.
- These art pieces are conducive to a well structured downtown area and I'd say to incorporate a tasteful amount. They already really help liven up our downtown area
- Love it. Sometimes these can be tacky though. Tasteful placement and design will be key.
- Yes, it is a wonderful idea. Use local history to inspire the functional art though.
- Absolutely include functional art pieces, art is integral to our community
- I'd like to have Utility Box Art Wraps <https://secomo.org/projects/projects-2/utility-box-art-wraps/>
- This would be fantastic!
- That would be great and add a lot of character!
- I don't like the idea of quirky art on 3rd.
- Yes! At every funky opportunity!
- Functional art pieces juried by a local artist/gallery selection committee would be consistent with the history and character of MAC.
- What's Oregon without flair? I say go nuts.
- I like them! Great way to reflect things that are special about the area or include local artists.
- Love it especially local and youth involvement, maybe rotating installations
- Functional art adds memorable character to a downtown, so I would welcome it. Visitors enjoy these touches of whimsy also.
- Clear sidewalk passage is more important than art with the sandwich boards used
- Involve YCAA members, possibly a public arts review committee, in any review of functional art pieces.
- It would be nice to see art pieces that reflect the identities and experiences of BIPOC residents in McMinnville.
- If those functional pieces being subject to vandalism is high (sad I feel a need to mention), then maybe not. I know Ben has had to be repaired. But if I had to choose, I would do waste receptacles and benches (so many pictures are already taken with Ben).
- Great idea if the pieces have some relevance to McMinnville
- I prefer less "functional" art and more art pieces designed for the space. In this more historic downtown setting, I prefer more consistent, functional bike racks than the more eclectic designs and some artsy designs don't work as well.
- We're the Walnut City and home of Turkey Rama. A lot could be pulled from those. I like the idea of continuity rather than business being unique. No veggie gardens! Street lamps could feature LED lighting that could create or incorporate seasonal themes. Water features would be an opportunity...rather than a drinking fountain. Didn't COVID pretty much take care of those by shutting the water off and wrapping in plastic. No mention of pets' needs.
- bike racks and other functional art is always a welcome addition.

Survey Results (5/13/22) :: **Functional Art - Generally**

- Functional are good...but not bike racks...scattered around blocks pedestrians.
- Absolutely yes include functional art. It adds to the quirky and artistic atmosphere of McMinnville.
- I think keeping things less kitschy and more understated suits the future of the town well with new high end restaurants and hotels moving to 3rd street. The businesses on 3rd do a great job of colorful, seasonal window displays that add plenty of fun to the scene. Had just visited Sonoma and it's very minimal and tastefully done
- I think art like this can become very cheesy very quickly. Maybe a few very subtle pieces throughout but I'd minimize these things altogether. Leave the artwork for murals. If these "functional" art pieces are being strongly considered, I'd love for them to be put up for a vote before installation.
- Generally these types of "art" applications are extremely cheesy and often not used. Can we have real public art instead?
- They should only be included if they capture the local history (not national or state) and should be acquired only from artists within a 30 mile radius.
- I'd like to see the opportunity for businesses to participate in the selection of functional art pieces and when businesses change, the new business should be given the opportunity to work with the city to change the functional art piece to suit the new business. For example: a brewery, like mine could have the opportunity to get a beer-related bike rack in front of the building, if the business in my building were to change to a candy store, the new business could work with the city to change the beer-related bike rack to another functional art piece that complements the new candy store.
- Green walls! Conversation benches, water fountains/bird baths
- Green/living walls, decorative bioswales, decorative gutters, etc.
- Yes please! And work with local makers and schools to design them. This was really great for the Trolley Trail in Clackamas Co. fabulous collaboration across sectors to create themes and develop pieces together with local artists.
- The more art the better!
- Something that has to do with McMinnville. Don't make it all wine stuff....
- I like the ideas presented. I think it would be fun to bring some artistic flair to the downtown area
- A little bit of whimsy and a bit of unexpected make things look interesting and treasures to look for. I don't think we are after a mall look, keep the whimsy. Ben staying is a must :)
- things with like old fairy tails would be fun .. Peter Pan, Alice in wonderland.. maybe stuff like that
- Functional Art pieces enhance the interaction between pedestrians and the built environment - Any opportunity to add local art, engagement, awareness, is worth the time, effort, and investment.
- It would be nice if the art pieces were a nod to historical moments/people of Yamhill County such as Beverly Cleary and/or speak to greater good ideologies such as Unity, Kindness or Acceptance. Nature themed pieces would also be a great universal/non-controversial theme...ie the bronze animal pieces throughout Downtown Portland or like metals birds etc... attached to light posts... and definitely ALL pieces commissioned by local artists... there are more than enough artists locally to satisfy any art concept the city comes up with...
- Have the high school metal fab shop work with Solidform on unique to McMinnville elements - ie bicycle racks, tables and chairs, tree grates, etc.
- I like the functional art pieces but worry that unless you make this a pedestrian and bike street, things on a narrow street are just getting more cluttered and harder to drive along.
- some functional art would be good, just not too much
- The opportunity to add unique items should be considered, yet stay within the theme. Local artists should be the preferred artists.
- Yes please! The more the merrier.
- They could easily be tacky and not appeal to a broad swath of people on the street. I do like the Ben F bench but wouldn't want them all over the place. I like them as more unique.

Survey Results (5/13/22) :: **Functional Art - Generally**

- Art is an absolute must and should reflect our history— like the flour mills, lumber and farming
- I love the art we have and would love to see more!
- Please include functional art AS MUCH AS POSSIBLE!
- Yes, absolutely we would want this!
- I think the art work should carry the same feel as the historic fixtures.
- Not needed with rare exceptions.
- Include as many as practical to add variety, color and dimension
- Bike racks seem way more functional than the Ben Franklin bronze. Can barely sit on the bench next to him! I'd rather use the space for bio swales or benches than themed art.
- anything to add flare would be great....I still need those TPS reports, though.
- Obviously we should involve the wine theme but we should also remember that we're located between beautiful mountains and an amazing coast.
- I like to see random art pieces, but I don't like the planter or waste bin because I think it takes away from the historic minimalistic feel and they are kind of out of place.
- Would love to see a Little Free Library toward the east end of the street.
- I know that bench and it is very well used and safe. The other options look cheap and cliché.
- nice idea, but don't overcrowd the space. bike racks OK, planter not so attractive. I love Ben Franklin bench, but one is enough.
- In my view, street furniture that has too much "graphic" messaging (ie "salmon" waste receptacles and newspaper flower boxes) is cute and cloying and detracts from the intended function as well as is a detraction to the storefronts that townspeople and visitors look to patronize. A more minimalist and neutral design for these street elements also blends in with the more eclectic Third Street architecture.

Survey Results (5/13/22) :: **Functional Art - Bike Racks**

- I support functional art bike racks (+8)
- i Love the unique bike racks
- more bike racks are needed and a great place for functional art.
- receptacles and bike racks should be included.
- - bike repair -
- Bike racks that fit the town (like an alien) and our benches fit.
- I believe that functional art bike racks and benches are confusing to many people and they go unused because people don't understand they are to be used.
- A UFO themed bike rack! Or turkey or Hazelnuts... things that have special meaning to our history and present
- Good options. We especially need bike options. There are few to use currently.
- bike racks: grape bunch shape
- The arts bike racks are too kitschy for my taste.
- In this more historic downtown setting, I prefer more consistent, functional bike racks than the more eclectic designs and some artsy designs don't work as well.
- bike racks everywhere!
- Library bike racks work well.
- I think that the bike racks could be neat but don't mesh with the remainder of the 3rd street decor.
- I like the art/bike rack as it has 2 functions.
- Definitely need more bike racks.
- No to the bike rack they don't fit 3rd street.
- I don't particularly care for the odd looking bike racks. They might stick out like a sore thumb with the architecture downtown.
- The bike racks, planter and waste receptacle detract from the classic and timelessness of downtown. They would age poorly.
- Including functional art bike racks and benches would be great.
- Like the benches with art and interesting art shapes for bike racks
- I think artistic bike racks are fun, so is the bench and planter
- bike racks are super cool, along with the waste receptacles and planters.
- I like the bike rack options and the fun benches, I think the other things could look trashy with weather and disrespectful usage.
- Make sure bike racks remain functional. Sometimes artistic bike racks make them very difficult to use.
- more normal bicycle racks
- I like the bike shapes bike rack near Serendipity. If artistic racks were used, they should not add new colors and call attention to themselves.

Survey Results (5/13/22) :: **Functional Art - Planters**

- I support functional art planters (+7)
- I don't care for the printed planter or waste containers because they look too busy.
- More flowers and cool planters! Decor that highlights representation and diversity.
- I'm keen to see functional art involving waste receptacles and planters.
- Planters would be a wonderful addition!
- Corvallis has planter/receptacles that are unique, functional and attractive, so it can be done.
- I like to see random art pieces, but I don't like the planter or waste bin because I think it takes away from the historic minimalistic feel and they are kind of out of place.
- I guess planters and trash cans look fun
- The bike racks, planter and waste receptacle detract from the classic and timelessness of downtown. They would age poorly.
- Everything but the planter looks fine. Up-cycled junk doesn't fit with the other things. Other styles of planters would be OK.
- I would prefer to see planters and waste recepticals integrated with the street furnishings.
- I think artistic bike racks are fun, so is the bench and planter
- McMinnville loves Ben and the planters look really cool.
- No on the planters.

Survey Results (5/13/22) :: **Functional Art - Benches**

- I support functional art benches (+9)
- Benches only . Other stuff cheapens the look.
- More benches would be great.
- Keep the Ben Franklin bench / Benji should stay (+1)
- Love the Franklin bench. (+2)
- Less is more, Ben Franklin is a great one.
- Ben staying is a must :)
- I think art that doesn't remove function is great. Art that removes function is frustrating. For example, the Ben Franklin bench doesn't allow two people to sit on the bench. It makes bench not as useful for sitting.
- I like the idea of some functional art pieces that would be similar in style to Ben Franklin on the bench.
- I believe that functional art bike racks and benches are confusing to many people and they go unused because people don't understand they are to be used.
- Excellent idea (but get rid of Franklin. Dude didn't even know life existed west of the Mississippi, let alone all the way out here)
- I think fun benches is a good place for people to take pictures
- I would only support benches if there were historical women figures represented. Other cities I've seen only male historical figures.
- Ben gets interacted with more than any other piece of public art.
- I love the functional benches (like the one we currently have that is pictured.)
- I know that bench and it is very well used and safe. The other options look cheap and cliché.
- Maybe some statues or sculptures similar to the Benjamin bench.
- Presidential benches and waste buckets
- Including functional art bike racks and benches would be great.
- Like the benches with art and interesting art shapes for bike racks
- I think artistic bike racks are fun, so is the bench and planter
- McMinnville loves Ben and the planters look really cool.
- Benches ok. Others are weird.
- I like the bike rack options and the fun benches, I think the other things could look trashy with weather and disrespectful usage.
- artistic seating

Survey Results (5/13/22) :: **General Art Comments**

- More murals by local artists!
- sculptures and interesting planters would be nice—concerned about vandalism
- wall murals.
- Love the idea of statues
- More murals
- No mention has been made on integrating additional street sculpture or public building art. The highly successful Lake Oswego downtown arts plan could be used as a model; Ben Franklin on a bench needs neighbors. Additionally, any 1% for Arts program that introduces fine art to the downtown core can't be competing with overly decorative street architecture elements.
- Could local artists be included (but exclusively) as well as young people
- Hire real artists to create public art pieces instead of fun trash cans.
- Local fabricators, artists are important. The cost of design elements made in this region, certainly made in this country, may be more but we could make a strong statement as a city by supporting NW manufacturers and artists.
- I think art pieces are best integrated carefully and slowly over time. It allows for artistic expression across time as various generations come and leave to town. It also allows for a truer expression as the town changes are more accurately reflected. No need to rush art pieces as that defeats the purpose of art!
- Art that reflects history of McMinnville and agricultural heritage should be preferred.
- I hope that the design theme will draw from and harmonize with the historical buildings.
- The more street art the better
- Hire local artists please!!
- I like the kind of art pieces that have been in the downtown area.
- Love love love the murals in town. And the sidewalk art we have had.
- More of Ben franklin
- Street art should be easily maintained.

Survey Results (5/13/22) :: **Functional Art - Waste Receptacles**

- I support functional art waste receptacles (+5)
- receptacles and bike racks should be included.
- compost and recycling bins - benches with female historical figures
- Functional art is a MUST! Creative use of design for more mundane items (Trash cans)
- I'm keen to see functional art involving waste receptacles and planters.
- trash can wine barrel shape
- Please don't make it cheesy like the Astoria trash can.
- For waste receptacles, downtown Corvallis has flower planters on top of their trash cans, which could be nice in principle if properly designed and maintained.
- Corvallis has planter/receptacles that are unique, functional and attractive, so it can be done.
- I find the waste receptacles and planters to look corny and really are not cohesive to the remainder of the street.
- I like to see random art pieces, but I don't like the planter or waste bin because I think it takes away from the historic minimalistic feel and they are kind of out of place.
- Promoting OR or Mac history on waste bins is very neat.
- I guess planters and trash cans look fun
- I love the waste receptacles from Astoria
- I like the art on garbage cans.
- The bike racks, planter and waste receptacle detract from the classic and timelessness of downtown. They would age poorly.
- I would prefer to see planters and waste recepticals integrated with the street furnishings.
- The art on trash can is ok if used sparingly.
- mcminnville themed thrash receptacles

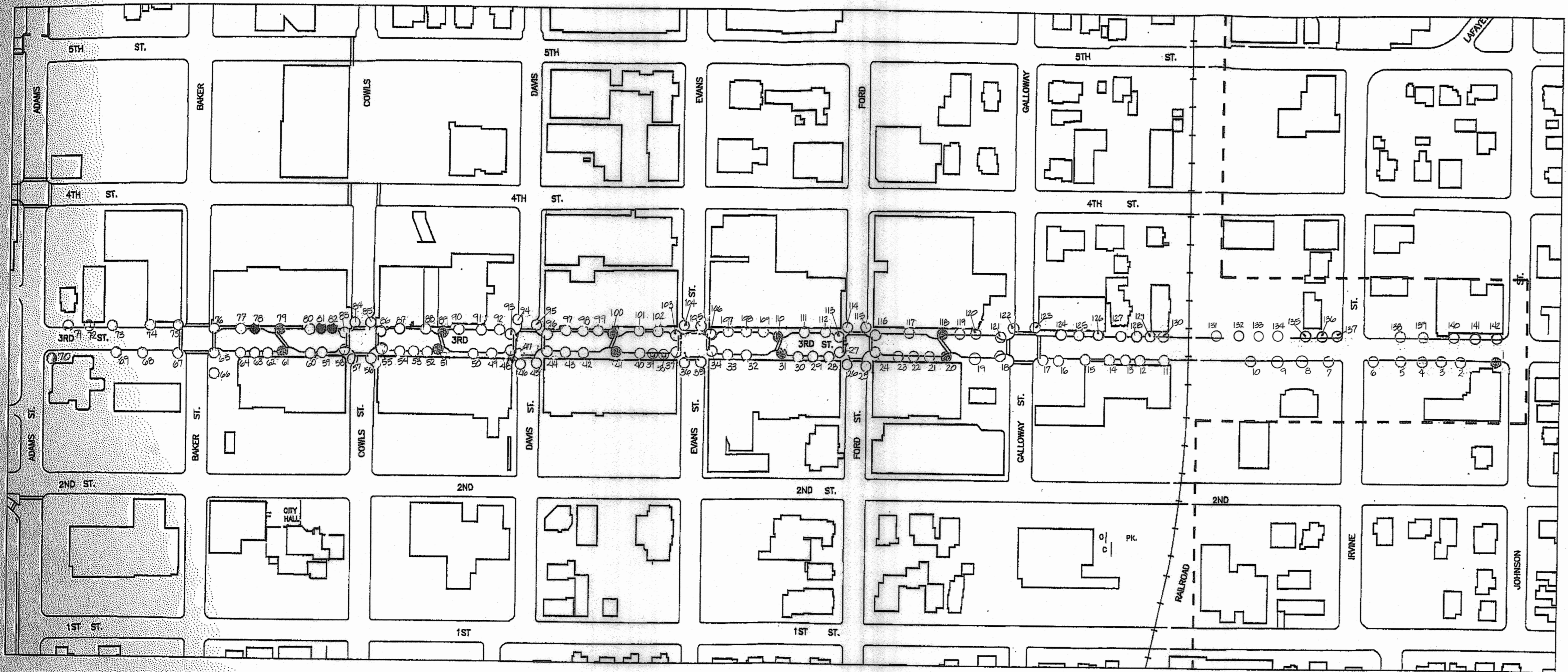
Survey Results Maintenance & Construction

Survey Comments (5/13/22) :: **Maintenance**

- Maintenance is always an issue.
- And what about the cost to maintain the trees?
- Arborists and leaf cleaning need to be built into the budget
- Maintenance/care for whatever plan is adopted. Trees that need less might be better.
- include a funding method to trim, maintain, and replace every year
- As much as I don't like the idea of evergreens, I worry about falling leaves.. I know the work the city has to do to clean with keeping sewers clean...
- No leaf blowers.
- Also, trees that can be maintained easily and cost effective would also be nice.
- Sidewalk impacts, maintenance funding and consistency, debris dropped
- As a business owner that is responsible for removing the leaves/needles that would be dropped from these trees, I'd like to see species planted that are equally easy to clean up after for all businesses.
- Maintenance is imperative to success.
- What will the ongoing maintenance and repair costs? What entity will do maintenance and repairs? (Trees take effort and we haven't done a great job.). Will the property owners have to pay for sidewalks damaged by the trees? (A sore subject.).
- Keep the maintenance and upkeep costs in mind; earlier survey questions cast doubt that this was considered.
- I suggest that final selections always keep in mind the maintenance needs of plantings, functional equipment and functional art.

Survey Comments (5/13/22) :: **Construction / Installation / Long-Term Concerns**

- I also hope that when the trees are re-planted the invest in more mature trees versus starting trees from small saplings.
- Please plant trees and watering to encouraged root growth down not out to lengthen life of tree, street and sidewalk.
- The root systems, after years, could push up sidewalks as they do currently.
- Make sure they are planted properly. The trees planted in the strip between the sidewalk and road after my house was built were not planted correctly and they are causing alot of problems. I believe the city should fix that, not I.
- My #1 priority is that the sidewalks downtown are even, flat, not broken and buckling!
- How mature would new trees be at planting?
- I'd love to see water reclamation as part of the project, to redirect rainwater to support the new plants.
- I thought the City was several million dollars in the hole?? Why do this now?? We don't have the money!!!!
- And mind the sidewalks! The wrong trees planted the wrong way will bust them.
- What will the city do to prevent these bigger areas to display things being left to homeless lounging, urinating and defecating on 3rd street?
- If it's possible I would suggest tree varieties that won't cause the root problem that is currently there. Reasons: Tripping hazards, side walk damage, less usable space.
- Whatever alternative is chosen, please provide enlarged subgrade root zones with uncompacted soil to allow roots to have space to grow and lessen the chance of sidewalk disruptions. 4'x6' or 5'x5' standard tree wells will continue to create issues and conflicts between roots and sidewalks.
- My #1 priority is that the sidewalks downtown are even, flat, not broken and buckling!
- and stop locking down the benches - we all use them.
- I think keeping construction equipment and supplies to closed off side streets would be the best option for keeping Third open and useable.
- Please keep fixtures/furnishings locally made.
- Local fabricators, artists are important. The cost of design elements made in this region, certainly made in this country, may be more but we could make a strong statement as a city by supporting NW manufacturers and artists. Materials from this region would speak to a commitment to reduce unnecessary shipping and other forms of carbon emissions. We are a draw for many influential visitors. Let's be influencers that walk the talk about caring about the future, the beauty of this area and the legacy we leave our children.
- I love this survey, thank you for the opportunity to voice our opinions. Not looking fwd to more construction on this street during our years living here. Concerned about foot traffic and our bldg. / Business office on third street, employee complaints, parking, street noise, business interruptions, etc. It never seems to stop.

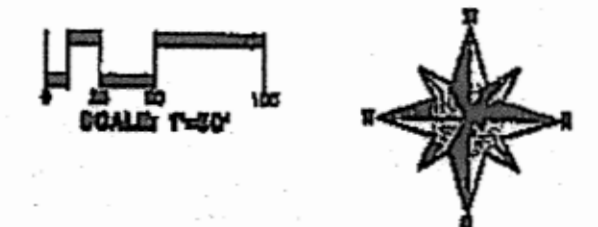


Legend

- Street Tree Referenced in Sept. 1999 Report
- Dogwood
- Linden
- Hornbeam
- Maple/Galivan
- Other

REVISED STREET ASSESSMENT FEBRUARY 2019
3rd Street Tree Analysis
McMinnville Downtown Improvement Plan
 McMinnville, Oregon

THE PACIFIC RESOURCES GROUP OFG 2/16/19



MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|---|--------------------|
| 1 | 0 | | 0 | | Recently Removed | Recently replaced sidewalk adjacent to planter strip. Tree Recently Removed | — |
| 2 | 18 | Littleleaf Linden | 50 x 30 | Good | Few & minor or correctable defects | Root loss from recent sidewalk replacement likely. Tree in planter strip. Average annual twig growth. Some conflict with building. Prune to improve structure and to clear building. | — |
| 3 | 12 | Littleleaf Linden | 50 x 22 | Fair | | Root loss from recent sidewalk replacement likely. Tree in planter strip. Leans to south at 7°. Partial crown with epicormic twigs on lower crown indicates poor health. Sunscald wound at 10' to 15'. Large branch has ripped out. Prune to repair branch wound, and improve structure. May improve with care. | — |
| 4 | 14 | Littleleaf Linden | 50 x 32 | Fair | Few & minor or correctable defects | Full crown with good form and below average annual twig growth. Tree in planter strip. Structural pruning recommended. | — |
| 5 | 17 | Littleleaf Linden | 55 x 40 | Fair | Few & minor or correctable defects | Full crown with good form and below average annual twig growth. Tree in planter strip. Structural pruning recommended. | — |
| 6 | 18 | Littleleaf Linden | 55 x 37 | Fair | Few & minor or correctable defects | Full crown with good form and below average annual twig growth. Tree in planter strip. Structural pruning recommended. | — |
| 7 | 18 | Littleleaf Linden | 60 x 28 | Fair | Moderate & non-correctable defects | Full asymmetric crown with below average annual twig growth. Tree in planter strip. Large limb over street contains too much weight that should be reduced. Prune to balance and improve structure. | — |
| 8 | 7 | Norway Maple | 25 x 15 | Poor | Moderate & non-correctable defects | Full asymmetric crown with poor annual twig growth. Tree in planter strip. Recommend pruning to improve structure and for clearance. May improve with care. | — |
| 9 | 6 | Columnar Sugar Maple | 30 x 15 | Good | Moderate & non-correctable defects | Codominant stems at 6' with below average annual twig growth. Tree in planter strip. Prune to improve structure and for clearance. | — |
| 10 | 17 | Littleleaf Linden | 55 x 35 | Fair | Few & minor or correctable defects | Full crown with good form and below average annual twig growth. Tree in planter strip. Minor structural & clearance pruning recommended. | — |
| 11 | | EMPTY TREE WELL | | | NO TREE | Tree well remains but no tree is present. | — |
| 12 | 21 | Littleleaf Linden | 60 x 40 | Good | Few & minor or correctable defects | Full crown with good form and below average annual twig growth. Minor structural & clearance pruning recommended. | 3, 4 |
| 13 | | EMPTY TREE WELL | | | NO TREE | Tree well remains but no tree is present. | — |
| 14 | 23 | Red Maple (Old Armstrong) | 80 x 38 | Good | Few & minor or correctable defects | Full crown, heavy over building. Sidewalk cracked and lifted parallel to building. Below average annual twig growth. Prune to balance and clear building. | 3, 4 |
| 15 | 13 | Red Maple (Armstrong II) | 75 x 13 | Good | Few & minor or correctable defects | Full crown, good form with average annual twig growth. | 3 |
| 16 | | PAVED OVER TREE WELL | | | NO TREE | Location had tree well and tree in 1999 tree assessment. Paved over with no tree. | — |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|-----------|------------------------------------|---|--------------------|
| 17 | | PAVED OVER TREE WELL | | | NO TREE | Location had tree well and tree in 1999 tree assessment. Paved over with no tree. | — |
| 18 | | | 0 | | Tree Recently Removed | Tree Recently Removed. | — |
| 19 | 3 | Red Maple (Semi-upright) | 25 x 13 | Poor | Few & minor or correctable defects | Thin small crown with below average annual twig growth. Remove shrub from tree well and remove wire in upper crown that will girdle main stem if left in place. | — |
| 20 | 22 | American Hornbeam | 85 x 40 | Good | Few & minor or correctable defects | Full large crown, with average annual twig growth. Sidewalk damage. Prune to remove deadwood, clear building, thin crown and improve structure. | 3, 4 |
| 21 | 3 | Columnar Red Maple | 10 x 2 | Good | Tree Recently Planted | Former 19" Littleleaf Linden remove, sidewalk replaced and replanted with Red Maple | — |
| 22 | 3 | Columnar Red Maple | 10 x 2 | Good | Tree Recently Planted | Formerly empty tree well has newly planted Red Maple | — |
| 23 | 3 | Columnar Red Maple | 10 x 2 | Good | NO TREE | Formerly empty tree well has newly planted Red Maple | — |
| 24 | 12 | Littleleaf Linden | 80 x 25 | Fair | Moderate & non-correctable defects | Nearly full asymmetric crown is off balance to west. Conflicts with street light and traffic signal. Walk damage. Prune to balance and for clearance. | 2, 4 |
| 25 | 12 | Red Maple (Old Armstrong) | 70 x 23 | Poor | Major defects or problems | Full crown with poor annual twig growth. Large wound with exposed decay on north side of base. Fair amount of fine deadwood on east side. Prune to improve structure and remove deadwood. | 3, 4 |
| 26 | 9 | Red Maple Semi-upright | 55 x 30 | Fair | Few & minor or correctable defects | Full crown with average annual twig growth. Conflict with traffic signal. Walk damage. | 3, 4 |
| 27 | 17 | Red Maple (Doric) | 80 x 15 | Good | Few & minor or correctable defects | Near full very narrow crown with good annual twig growth. Sidewalk damage. Prune to clear building and improve structure. | 3, 4 |
| 28 | 25 | Red Maple (Old Armstrong) | 90 x 45 | Good | Few & minor or correctable defects | Full crown with good annual twig growth. Sidewalk damage. Prune to clear building and improve structure. | 3, 4 |
| 29 | 21 | Red Maple (Old Armstrong) | 90 x 30 | Good | Moderate & non-correctable defects | Full asymmetric crown with average annual twig growth. Off balance to north. Sidewalk damage. Prune to clear building and improve structure. | 3, 4 |
| 30 | 14 | Red Maple (Old Armstrong) | 90 x 22 | Very Poor | Major defects or problems | Full thin crown with very poor annual twig growth. Large deadwood in crown needs removal to reduce hazard potential. | 4 |
| 31 | 14 | American Hornbeam | 80 x 38 | Fair | Few & minor or correctable defects | Full dense asymmetric crown with below average annual twig growth. Prune to improve structure and to balance. | 3, 4 |
| 32 | 0 | No Tree | | | Recently Removed | Recently removed young Red Maple with no replacement | — |
| 33 | 0 | No Tree | | | Recently Removed | Recently removed young Red Maple with no replacement | — |
| 34 | 10 | Red Maple | 35 x 27 | Poor | Major defects or problems | Center of crown is dead, wound at base extends to 40% of circumference. Sidewalk damage. Prune to remove deadwood, but consider replacement. | 3, 4 |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|---|--------------------|
| 35 | 18 | Littleleaf Linden | 70 x 50 | Good | Few & minor or correctable defects | Full crown is off balance to west. Sidewalk damage. Prune to balance and to clear building. | 3, 4 |
| 36 | 2.5 | Red Maple | 18 x 9 | Good | Sound-No obvious defects | New tree with good annual twig growth. | 2 |
| 37 | 14 | Littleleaf Linden | 75 x 30 | Good | Few & minor or correctable defects | Full crown with good annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 38 | 5 | Red Maple (Doric) | 75 x 6 | Good | Sound-No obvious defects | Very narrow crown with average annual twig growth. | — |
| 39 | 9 | Red Maple (Armstrong II) | 80 x 15 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. | 1, 4 |
| 40 | | EMPTY TREE WELL | | | NO TREE | Tree well remains but no tree is present. | — |
| 41 | 16 | American Hornbeam | 65 x 37 | Good | Few & minor or correctable defects | Full dense asymmetric crown with good annual twig growth. Sidewalk damage. Prune to thin crown, clear buildig and improve structure. | 3, 4 |
| 42 | 7 | Red Maple (Armstrong II) | 70 x 9 | Good | Few & minor or correctable defects | Narrow crown with below average annual twig growth. | — |
| 43 | 12 | Red Maple (Armstrong II) | 80 x 25 | Good | Moderate & non-correctable defects | Partial crown with good annual twig growth is off balance to street. Sidewalk damage. Prune to improve structure and balance. | 2, 4 |
| 44 | 8 | Red Maple (Semi-upright) | 75 x 20 | Fair | Moderate & non-correctable defects | Asymmetric full crown with average annual twig growth. Street light and traffic signal conflict. Prune to improve structure and clear light and signal. | 2, 4 |
| 45 | 13 | Red Maple (Old Armstrong) | 75 x 25 | Good | Few & minor or correctable defects | Full crown with good annual twig growth. Sidewalk and curb damage. Root flair is solid wood and fills tree well 18" high. | 3, 4 |
| 46 | 13 | Red Maple (Semi-upright) | 75 x 20 | Fair | Few & minor or correctable defects | Thin narrow asymmetric crown with average annual twig growth. Overhead communication wire conflict. Prune to improve structure and clearance. | 3, 4 |
| 47 | 10 | Red Maple (Armstrong II) | 70 x 20 | Good | Few & minor or correctable defects | Asymmetric upright crown with good twig growth. Overhead communication wire conflict. Prune to improve structure and clearance. | 3, 4 |
| 48 | 12 | Red Maple (Doric) | 75 x 12 | Good | Few & minor or correctable defects | Very narrow crown with good annual twig growth. | 2 |
| 49 | 23 | Red Maple (Old Armstrong) | 75 x 35 | Good | Few & minor or correctable defects | Full crown with good annual twig growth is off balance toward building. Sidewalk damage. Prune to improve structure and clear building. | 3, 4 |
| 50 | 20 | Red Maple (Old Armstrong) | 75 x 45 | Good | Few & minor or correctable defects | Full crown with good annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 51 | 14 | American Hornbeam | 65 x 42 | Good | Moderate & non-correctable defects | Full crown with some medium deadwood. Wound with exposed decay on north at 2' to 5'. Prune to improve structure and to clear building. | 3, 4 |
| 52 | 3 | Maple species | 25 x 14 | Poor | Moderate & non-correctable defects | Full asymmetric crown with poor annual twig growth and off balance over street. Prune to improve structure and balance. | — |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|--|--------------------|
| 53 | 16 | Red Maple (Old Armstrong) | 75 x 43 | Good | Moderate & non-correctable defects | Full crown with good annual twig growth. Prune to clear building and improve structure. | 3, 4 |
| 54 | 8 | Norway Maple (Upright) | 55 x 17 | Fair | Moderate & non-correctable defects | Partial asymmetric crown with below average annual twig growth. Minor sidewalk damage. Prune to improve structure. | 3, 4 |
| 55 | 9 | Red Maple (Armstrong II) | 60 x 20 | Good | Moderate & non-correctable defects | Codominant stems at 7' with good annual twig growth. Minor walk damage. Prune to improve structure. | 3, 4 |
| 56 | 9 | Red Maple (Armstrong II) | 50 x 22 | Good | Moderate & non-correctable defects | Full crown with good annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 57 | 2 | Red Maple (Armstrong II) | 15 x 5 | Good | Sound-No obvious defects | New tree with good annual twig growth. | — |
| 58 | 14 | Littleleaf Linden | 80 x 37 | Good | Few & minor or correctable defects | Full dense crown with average annual twig growth. Sidewalk damage. Blocked street light. Prune to improve structure and clear street light. | 3, 4 |
| 59 | 22 | Red Maple (Old Armstrong) | 80 x 45 | Good | Few & minor or correctable defects | Full open crown with average annual twig growth overhangs building. Sidewalk damage. Prune to improve structure and clear building. | 3, 4 |
| 60 | 21 | Red Maple (Old Armstrong) | 80 x 30 | Fair | Few & minor or correctable defects | Full crown with average annual twig growth. Recent walk repair. Off balance over street. Prune to improve structure and balance. | 3, 4 |
| 61 | 17, 12 | American Hornbeam | 70 x 50 | Good | Few & minor or correctable defects | Full asymmetric crown with average annual twig growth. Off balance over street. Wound at 4' on south side. Exposed roots are debarked. Sidewalk damage. Prune to improve structure. Cover exposed roots. | 3, 4 |
| 62 | 6 | Red Maple (Armstrong II) | 55 x 16 | Good | Few & minor or correctable defects | Full asymmetric crown with good annual twig growth. Off balance over street. Prune to improve structure and balance. | 2 |
| 63 | 12 | Red Maple (Armstrong II) | 60 x 25 | Good | Few & minor or correctable defects | Full asymmetric crown with good form, average annual twig growth and is off balance toward building. Prune to thin, improve structure and clear building. | 2, 4 |
| 64 | 20 | Red Maple (Old Armstrong) | 80 x 33 | Good | Few & minor or correctable defects | Full open crown with average annual twig growth. Sidewalk and curb damage. Heavy toward building. Prune to improve structure and clear building. | 3, 4 |
| 65 | | PAVED OVER TREE WELL | | | NO TREE | Location had tree well and tree in 1999 tree assessment. Paved over with new traffic signal in place of tree. | — |
| 66 | 20 | Red Maple (Old Armstrong) | 80 x 38 | Good | Few & minor or correctable defects | Full crown with good annual twig growth. Minor sidewalk damage. Prune to improve structure. | 3, 4 |
| 67 | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | 8" Norway Maple removed and replaced with new Red Maple | — |
| 68 | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | 16" Red Maple removed and replaced with new Red Maple | — |
| 69 | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | Formerly empty tree well has newly planted Red Maple | — |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|---|--------------------|
| 69B | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | New sidewalk and tree well has newly planted Red Maple | — |
| 69C | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | New sidewalk and tree well has newly planted Red Maple | — |
| 70 | 1.5 | Columnar Red Maple | 8 x 2 | Good | Sound-No obvious defects | New sidewalk and tree well has newly planted Red Maple | — |
| 71 | 25 | Red Maple (Old Armstrong) | 80 x 35 | Good | Few & minor or correctable defects | Full crown with below average annual twig growth. Sidewalk and curb damage. | 3, 4 |
| 72 | 23 | Red Maple (Old Armstrong) | 80 x 35 | Good | Few & minor or correctable defects | Full crown with large broken limb on south side. Heavy over building to north. Sidewalk damage. Prune to repair broken limb, clear building and balance. | 3, 4 |
| 73 | 15 | Red Maple (Armstrong II) | 80 x 30 | Good | Few & minor or correctable defects | Full crown, off balance toward building. Sidewalk damage. Prune to improve structure and clear building. | 3, 4 |
| 74 | 15 | Red Maple (Armstrong II) | 70 x 30 | Good | Few & minor or correctable defects | Full asymmetric crown with average annual twig growth. Off balance over street and building. Sidewalk damage. Prune to clear building and balance. | 3, 4 |
| 75 | 19 | Red Maple (Old Armstrong) | 75 x 40 | Good | Few & minor or correctable defects | Full asymmetric crown is off balance over street and building. Sidewalk and curb damage. Prune to balance and for clearance. | 3, 4 |
| 76 | 14 | Red Maple (Armstrong II) | 75 x 22 | Good | Few & minor or correctable defects | Narrow upright crown with good annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 77 | 13 | Red Maple (Armstrong II) | 75 x 20 | Fair | Moderate & non-correctable defects | Partial crown due to pruning to accommodate overhang on building. Average annual twig growth. Prune to improve structure. | 2 |
| 78 | 7, 3 | American Hornbeam | 30 x 17 | Fair | Moderate & non-correctable defects | Nearly full asymmetric crown due to pruning for awning on building. Minor sidewalk damage. Prune to improve structure and raise crown for clearance. | 2 |
| 79 | 3 | Red Maple (Semi-upright) | 20 x 8 | Fair | Few & minor or correctable defects | Full crown with average annual twig growth. 12" x 4" wound on southwest at 1' to 2' with poor callous tissue for mationPrune to improve structure. | 3 |
| 80 | 21 | Red Maple (Old Armstrong) | 80 x 45 | Good | Few & minor or correctable defects | Full crown with average annual twig growth off balance to building. Sidewalk damage. Prune to improve structure and clear building. | 3, 4 |
| 81 | 0 | No Tree | 0 | | NO TREE | Recently removed young Dogwood with no replacement | — |
| 82 | 1/2, 1/2 | Flowering Dogwood | 6 x 3 | Poor | Major defects or problems | New tree, 2 stems at 1', poor condition, poor annual twig growth. Poor form. Species is not suitable for location, consider replacing with a more suitable street tree. | — |
| 83 | 12 | Red Maple (Armstrong II) | 80 x 25 | Fair | Major defects or problems | Full crown with average annual twig growth and conflicts with sign. Large sunscald wound with exposed decay on southwest side from 0' to 7'. Curb damage. Prune to improve structure and to clear sign. | 2, 4 |
| 84 | 9 | Red Maple (Armstrong II) | 60 x 22 | Fair | Moderate & non-correctable defects | Full crown with average annual twig growth. Sidewalk damage. Prune to improve structure. | 2, 4 |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|--|--------------------|
| 85 | 11 | Red Maple (Armstrong II) | 70 x 25 | Good | Moderate & non-correctable defects | Full crown with good annual twig growth. Structural problems include tight crotches with included bark at 5' to 7'. Wound at base, 0' to 2' with poor callous tissue. Prune to improve structure. | 2, 4 |
| 86 | 15 | Littleleaf Linden | 70 x 37 | Good | Major defects or problems | Full off balance crown is heavy to southwest with average annual twig growth. Co dominant stems at 12'. Minor sidewalk damage. Prune to improve structure. | 2, 4 |
| 87 | 2 | Red Maple (Armstrong II) | 12 x 3 | Fair | Moderate & non-correctable defects | New tree with average annual twig growth. Wound at base on southwest side. Monitor for deteriorating condition. | — |
| 88 | 12 | Red Maple (Armstrong II) | 80 x 23 | Good | Moderate & non-correctable defects | Partial crown with average annual twig growth is off balance to street. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 89 | 14 | American Hornbeam | 60 x 33 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance to west and southwest with average annual twig growth. Overhangs building. Sidewalk and curb damage. Prune to improve structure, balance and to clear building. | 2, 4 |
| 90 | 17 | Red Maple (Old Armstrong) | 75 x 28 | Fair | Moderate & non-correctable defects | Full asymmetric thin crown is off balance to west and north with average annual twig growth. Overhangs building. Sidewalk damage. Prune to improve structure, balance and to clear building. | 2, 4 |
| 91 | 14 | Red Maple (Armstrong II) | 75 x 23 | Poor | Major defects or problems | Narrow crown with average to below average annual twig growth. Codominant stems at 6'. Sunscald wound at base, 0' to 3', and on 6 of 7 stems from 8' to 20'. Prune to improve structure and to clear street. | — |
| 92 | 12 | Red Maple (Doric) | 75 x 17 | Good | Few & minor or correctable defects | Narrow upright crown with good annual twig growth. Sidewalk damage. Prune to improve structure. | 2 |
| 93 | | PAVED OVER TREE WELL | | | NO TREE | Location had tree well and tree in 1999 tree assessment. Recently paved over with new traffic signal in place of tree. | — |
| 94 | 9 | Red Maple(Semi-upright) | 60 x 17 | Fair | Few & minor or correctable defects | Full crown with average annual twig growth. Wound on northeast side at 1' to 2' with exposed decay with good callus tissue. Conflicts with overhead communication wires. Prune to improve structure and for clearance. | 2, 4 |
| 95 | 10 | Red Maple (Armstrong II) | 75 x 25 | Fair | Moderate & non-correctable defects | Full asymmetric crown with average annual twig growth. Off balance to west. Sidewalk damage. Conflicts with overhead communication wires. Prune to improve structure and for clearance. | 3, 4 |
| 96 | 11 | Red Maple (Armstrong II) | 65 x 17 | Good | Few & minor or correctable defects | Full asymmetric crown. Prune to improve structure. | 3, 4 |
| 97 | 13 | Red Maple (Armstrong II) | 65 x 20 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance to west with below average annual twig growth. Overhangs building. Minor sidewalk damage. Prune to improve structure, balance and to clear building. | 2, 4 |
| 98 | 6 | Red Maple (Armstrong II) | 40 x 10 | Good | Few & minor or correctable defects | Full narrow crown with below average annual twig growth. Prune to improve structure and to clear building. | — |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|--------|------------------------------------|--|--------------------|
| 99 | 23 | Red Maple (Old Armstrong) | 80 x 28 | Good | Few & minor or correctable defects | Full asymmetric crown with average annual twig growth. Overhangs building. Sidewalk damage. Prune to improve structure, balance and to clear building. | 3, 4 |
| 100 | 11 | American Hornbeam | 45 x 37 | Good | Few & minor or correctable defects | Full crown with below average annual twig growth. Touching awning. Curb damage. Prune to improve structure and to clear building awning. | 3, 4 |
| 101 | 20 | Red Maple (Old Armstrong) | 85 x 45 | Good | Few & minor or correctable defects | Full asymmetric crown with good annual twig growth and off balance over street and overhangs building. Sidewalk damage. Prune to improve structure, clear building and balance. | 3, 4 |
| 102 | 17 | Red Maple (Old Armstrong) | 80 x 22 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance over street with good twig growth. Sidewalk damage. Prune to balance and for clearance. | 2, 4 |
| 103 | 7 | Red Maple (Armstrong II) | 65 x 14 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Sidewalk damage. Nice specimen. | 4 |
| 104 | 14 | Red Maple (Old Armstrong) | 65 x 28 | Poor | Major defects or problems | Full crown, but with 4 - 5 stems in center are dead. Below average annual twig growth and conflict with overhead communication lines. Sidewalk damage. Prune to remove deadwood, improve structure and for clearance. | 3, 4 |
| 105 | 10 | Red Maple (Semi-upright) | 60 x 28 | Fair | Few & minor or correctable defects | Full crown with average annual twig growth and some deadwood in crown. Sidewalk damage. Prune to improve structure and remove deadwood. | 3, 4 |
| 106 | 11 | Red Maple (Armstrong II) | 50 x 23 | Poor | Moderate & non-correctable defects | Full asymmetric crown is off balance to building. Minor sidewalk damage and new walk replaced nearby. Prune to improve structure and remove deadwood. | 2, 4 |
| 107 | 17 | Red Maple (Armstrong II) | 80 x 22 | Fair | Moderate & non-correctable defects | Partial, 1/2, crown is off balance over street with average annual twig growth. Large wound on south at 7' to 9' over street. Recently replaced walk. Prune to improve structure, balance and for clearance over street. | 2, 4 |
| 108 | 3 | Red Maple (Armstrong II) | 25 x 10 | Fair | Moderate & non-correctable defects | Narrow crown off balance to north with below average annual twig growth. Prune to improve structure. | — |
| 109 | 15 | Red Maple (Old Armstrong) | 80 x 30 | Good | Few & minor or correctable defects | Full asymmetric crown is off balance over street with average twig growth. Prune to improve structure, balance and for clearance. | 2, 4 |
| 110 | 15, 11 | American Hornbeam | 50 x 45 | Good | Few & minor or correctable defects | 2 stems at 4', full crown with moderate amount of medium to fine deadwood. Average annual twig growth. Tree overhangs building. Curb and sidewalk damage. Prune to improve structure, balance and for clearance over building. | 3, 4 |
| 111 | 18 | Red Maple (Old Armstrong) | 85 x 30 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance over street with good annual twig growth. Sidewalk and curb damage. Prune to balance and for clearance. | 3, 4 |
| 112 | 18 | Red Maple (Armstrong II) | 85 x 22 | Good | Few & minor or correctable defects | Full narrow crown with good annual twig growth. Prune to improve structure. | 3, 4 |
| 113 | 8 | Red Maple (Doric) | 50 x 9 | Fair | Few & minor or correctable defects | Narrow full crown with below average annual twig growth. Sunscald wound on southwest side at 6' to 8'. Non correctable conflict with street light and traffic signal. Consider removal. | 2 |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|---------------------------|----------------|-----------|------------------------------------|---|--------------------|
| 114 | 14 | Red Maple (Armstrong II) | 80 x 22 | Fair | Few & minor or correctable defects | Narrow tight crown with below average annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 115 | 14 | Red Maple (Old Armstrong) | 80 x 35 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Wound at base from 0' to 1'. Conflict with traffic signal. Sidewalk and curb damage. Prune to improve structure, clear building and traffic signal. | 3, 4 |
| 116 | 14 | Red Maple (Old Armstrong) | 70 x 28 | Good | Moderate & non-correctable defects | Full crown with average annual twig growth. Wound on east at 3' to 4'. Root flair is solid wood that fills tree well 14" high. Sidewalk and curb damage. Prune to improve instructure. | 3, 4 |
| 117 | 31 | Red Maple (Old Armstrong) | 80 x 53 | Good | Moderate & non-correctable defects | Full very large crown is off balance over street and overhangs building. Sidewalk and curb damage. Average annual twig growth. Prune to improve structure and to clear building. | 3, 4 |
| 118 | 22 at 3' | American Hornbeam | 75 x 53 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance over street and touches building. Average annual twig growth. Sidewalk damage. Prune to balance and for clearance. | 3, 4 |
| 119 | 5 | Red Maple (Armstrong II) | 35 x 12 | Fair | Major defects or problems | Full crown with average annual twig growth. Sunscald wound on south at 1' to 2'. Prune to improve instructure. | 2 |
| 120 | 15 | Red Maple (Old Armstrong) | 80 x 37 | Good | Few & minor or correctable defects | Full dense crown with average annual twig growth. Sidewalk damage. Conflicts with street light and building. Prune to improve structure, clear street light and building. | 3, 4 |
| 121 | 16 | Red Maple (Armstrong II) | 80 x 28 | Good | Few & minor or correctable defects | Full asymmetric crown with codominant stems and included bark at 12'. Average annual twig growth. Recently replaced sidewalk. Prune to improve structure. | — |
| 122 | 3 | Red Maple (Armstrong II) | 20 x 7 | Excellent | Sound-No obvious defects | New tree with good form. | — |
| 123 | 16 | Littleleaf Linden | 80 x 35 | Good | Few & minor or correctable defects | Full crown above and partial next to building. Off balance to west with average annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 124 | 23 | Red Maple (Old Armstrong) | 80 x 40 | Good | Moderate & non-correctable defects | Full asymmetric crown is off balance over street and building. Sidewalk and curb damage. Prune to improve structure, balance and to clear building. | 3, 4 |
| 125 | 8 | Red Maple (Armstrong II) | 70 x 22 | Good | Moderate & non-correctable defects | Partial crown due to pruning to clear building. Average annual twig growth. Off balance toward street. Minor sidewalk damage. Prune to improve structure and balance. | 2 |
| 126 | 25 | Red Maple (Old Armstrong) | 80 x 40 | Good | Moderate & non-correctable defects | Full crown with below average annual twig growth. Sidewalk and curb damage. Overhangs building. Prune to improve structure and clear building. | 3, 4 |
| 127 | 3 | Red Maple (Armstrong II) | 25 x 10 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Recently replaced sidewalk. Prune to improve structure. | 3, 4 |
| 128 | 4 | Columnar Red Maple | 20 x 8 | Good | Sound-No obvious defects | Location had tree well and tree in 1999 tree assessment, was subsequently paved over but most recently new walk and tree well with new Red Maple installed. | — |
| 129 | 15 at 3' | Red Maple (Armstrong II) | 75 x 30 | Good | Moderate & non-correctable defects | 3 codominant stems at 5' with included bark. Dense full crown. Curb damage, but recently replaced sidewalk. Prune to thin crown and improve structure. | 2, 4 |

MCMINNVILLE 3RD STREET TREE REASSESSMENT

| Tree No. | Dia. Inches | Species | Crown Ht/Width | Health | Condition | Comments | Pavement Condition |
|----------|-------------|--------------------------|----------------|--------|------------------------------------|--|--------------------|
| 130 | 14 | Red Maple (Armstrong II) | 70 x 23 | Good | Few & minor or correctable defects | Full crown with good form and good annual twig growth. Minor sidewalk damage. | 3, 4 |
| 131 | 9 | Red Maple (Armstrong II) | 40 x 15 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Touching awning and lifting tree grate. Prune to improve structure and clear awning. Cut tree grate to better accommodate trunk flair. | 3, 4 |
| 132 | 8 | Red Maple (Armstrong II) | 45 x 14 | Good | Sound-No obvious defects | Full crown with average annual twig growth, lifting tree grate. Cut tree grate to better accommodate trunk flair. | 3, 4 |
| 133 | 8 | Red Maple (Armstrong II) | 45 x 14 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Codominant stems at 12'. Lifting tree grate. Prune to improve structure and cut tree grate to better accommodate trunk flair. | 3, 4 |
| 134 | 9 | Red Maple (Armstrong II) | 45 x 13 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Codominant stems at 12'. Lifting tree grate. Prune to improve structure and cut tree grate to better accommodate trunk flair. | 3, 4 |
| 135 | | NO TREE IN PLANTER STRIP | | | NO TREE | Tree planter strip remains but no tree present. | — |
| 136 | | NO TREE IN PLANTER STRIP | | | NO TREE | Tree planter strip remains but no tree present. | — |
| 137 | 18 | Littleleaf Linden | 45 x 37 | Good | Few & minor or correctable defects | Full crown with average annual twig growth. Sidewalk, curb and driveway apron damaged. Prune to improve structure. | 3, 4 |
| 138 | 19 | Littleleaf Linden | 50 x 37 | Good | Moderate & non-correctable defects | Full crown with average annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 139 | 12 | Red Maple Semi-upright | 50 x 23 | Good | Few & minor or correctable defects | Full dense crown with average annual twig growth. Sidewalk damage. Prune to improve structure. | 3, 4 |
| 140 | 18 | Littleleaf Linden | 50 x 35 | Good | Moderate & non-correctable defects | Full crown with average annual twig growth. Sidewalk damage. Overhangs building. Prune to improve structure and clear building. | 3, 4 |
| 141 | 15 | Littleleaf Linden | 50 x 37 | Good | Moderate & non-correctable defects | Full asymmetric crown with codominant stems. Off balance toward building and street. Included bark at 9'. Average annual twig growth. Prune to improve structure, clear street and building. | 3, 4 |
| 142 | 13 | To Be Determined | 45 x 44 | Good | Moderate & non-correctable defects | Full asymmetric crown with good annual twig growth. 2 stems at 5'. Remove smaller stem and prune to improve structure. | 3, 4 |

Pavement Condition Key: 1 = Minor cracking, 2 = Cracked & Minor Uplifting, 3 = Cracked & Major Uplifting, 4 = Treewell or Grate Has Constricted or Deformed Root Flare, 5 = Other

Shaded entries indicate changed conditions since last street tree assessment dated 2/15/19.

Third Street Streetscape Improvement Project
Project Advisory Committee (PAC)

| Citizen Advisory Committee (CAC) | | |
|--|------------------------|--|
| Representing | Name | E-mail Address |
| McMinnville Urban Renewal Advisory Committee | Jamie Corff | jamie@visitmcminnville.com |
| | Alan Fox | alanfox100@gmail.com |
| | Ed Gormley | ed@gormleyplumbing.com |
| | Walt Gowell | wgowell@hrglawyers.com |
| | Peter Kircher | pdkircher@goldenvalleybrewery.com |
| | Jeff Knapp | Jeff@visitmcminnville.com |
| | Kelly McDonald | kelly@granarydistrict.com |
| | Mike Morris | morrisinc@onlinemac.com |
| | Lisa Pool | happyinlife75@gmail.com |
| | Ukiah Halloran Steiner | ukiahhalloransteiner@gmail.com |
| City Council | Kellie Menke | kellie.menke@mcminnvilleoregon.gov |
| | Scott Hill (Mayor) | scott.hill@mcminnvilleoregon.gov |
| McMinnville Downtown | Gerry Hunter | gph.pizzaco.@gmail.com |
| | Dani Chisholm | DaniC@mcmenamins.com |
| | Chelsey Nichol | chelsey@typeapress.com |
| | Heather Miller | heather@localflowhealthbar.com |
| Community Stakeholders | Carson Benner | Cbenner@cellaridge.com |
| | Ken Denier | kend@kjdarich.com |
| | Charles Hillestad | charleshillestad@cs.com |
| | Steve Rupp | melcor@onlinemac.com |
| | Robert Stephenson | roberthstephenson@me.com |
| | Sylla McClellan | Sylla@thirdstreetbooks.com |
| Technical Advisory Committee (TAC) | | |
| Planning Staff | Heather Richards | heather.richards@mcminnvilleoregon.gov |
| | Adam Tate | Adam.Tate@mcminnvilleoregon.gov |
| Engineering Staff | Jeff Gooden | jeff.gooden@mcminnvilleoregon.gov |
| McMinnville Downtown Association | Dave Rucklos | dave@downtownmcminnville.com |
| Other City Staff | Anne Pagano | anne.pagano@mcminnvilleoregon.gov |
| | David Renshaw | david.renshaw@mcminnvilleoregon.gov |
| | Susan Muir | susan.muir@mcminnvilleoregon.gov |
| McMinnville Water and Light | John Dietz | jcd@mc-power.com |
| SERA Architects | Matt Arnold | matthewa@SERADesign.com |
| Pacific Resources Consulting – Urban Arborist | Stephen Goetz | Sfgoetz8056@gmail.com |

The Coming Clear Cutting of Third Street

Can you imagine 3rd Street with all the magnificent mature trees lining both sides all chopped down and the roots pulled out? Well, you won't have to *imagine* it much longer because that is precisely what the powers-that-be have in mind not long from now. That's the plan currently working its way through to the City Council unless you stop it. Chain sawed to the ground. A hundred to two hundred of the beloved trees headed for the sawmill. That will be the immediate effect.

Will some trees ultimately be put back? Yes, but only *some*. The plan is to significantly and permanently reduce the total number of trees of any kind.

Worse, the plan rumbling down the track is to make sure we never have again have the large deciduous trees that allow them to stretch over the street creating a "tunnel" or arch effect. By the way, as far as I can discover, we may be the only town this side of the Mississippi River and maybe the entire country that has such an effect in a commercial district. Wine towns are almost a dime a dozen these days and there are many historic district towns. But we have something that may be totally unique. If there is another town with this particular serendipitous tree attraction, I have not seen it after visiting many hundreds of towns. It requires a narrow commercial street and the wisdom to plant trees big enough. That rareness, that uniqueness is a potentially strong tourist attraction easily saleable. It also attracts new residents here and gives joy to existing residents. Yet some of the powers-that-be actually had the nerve to argue in committee that other towns not doing it is somehow a reason to cut ours down. They did not think we should be different from other towns. Do you feel the same way?

Instead, what the powers-that-be and their hired "designers" have proposed is shorter, stubbier trees, maybe not as dense for providing the shade the current trees offer and with large gaps along the street between plantings. Take a look at Newberg's commercial district. Want to be like them? Or Dallas?

Even worse, whatever species of comparatively runt-like trees will finally be allowed in, the plan now under consideration says they will not be allowed to be all the same species as the incredibly beautiful maples that we have now on 3rd Street. That is also pretty unique in the country, but they don't want it. They are pushing hard for two, three or even four different types on the street. Why? Well, they say the maples might get diseased and have to be removed. Someday. When asked if there are any diseases or insects of any sort endangering our maples now, they hemmed and hawed and admitted, no there are not. But, they keep saying they *might* get diseased... maybe... somehow... someday.

Of course, that would be true of whatever other alternate tree they suggest, but they had no answer for that. In fact, when the simplest counter argument was put in from of them; i.e., to just replace when and *if* such a disease ever finally appears in maples, the subject was changed.

A second rationalization for eliminating all the big trees is that using the old sunken pits to grow them in, roots can escape and lift sidewalks after decades. Okay. But it is possible with

today's materials and technology to firmly encapsulate those pesky roots. If we wanted to.

Then they fall back on, well, a successfully confining root barrier will shorten the life of the tree. Yeah, but so what? You might have to replace the maples a few years earlier in the far future, but that would be far better than permanently eliminating them today.

Perhaps their most pitiful argument, stretching for an excuse for removing all the tall trees, is that they supposedly obscure the historic buildings, forgetting of course, even if that was a legitimate argument, the leaves are gone much of the year. Winter, every year, opens the view if needed. And, speaking as an advanced level documenter of historic structures, it is my opinion the fully leafed trees actually *add* to the photos images. Or, are easily avoided by other angles.

Making their proposed plan still worse, once the current trees are hauled away, they are only going to stick in their place replacements in the minuscule 1-1/2 inch to 3-1/2 inch caliper size. Barely large twigs in essence. The ridiculous best offer of the consultants is to buy the tiny saplings now and they will be a little larger, maybe a little less twiggy by the time the project needs them planted. When confronted with the indisputable fact that their replacement twigs being pushed will take literally *decades to even begin* to come near the magnificence of the current trees and will never actually get there because the fewer replacements are designed to be forever shorter, thinner, and tinier, the subject was dropped.

Much of the time was spent on committee discussions was what I could not help but think of as distractions to the tree question. They said oh look, you can have “cute” new seating, “cute” lighting, “cute” trash containers. Maybe a cobblestone old timey look or a fake printed cobblestone old timey look? And forget the nature arches created by the trees, you can manufacturer some signs to stretch over the street like back in the early last century when the street was bare. Saying welcome or something equally inspiring. Goody.

The design being touted for this plan has been referred to occasionally as a “Festival Street.” Hmmm. Alpine Street was touted as a “Festival Street” too before we got it built. In fact, some of the same people who came up with the Alpine Street plan are involved in the proposed new plan for 3rd Street. Does dismal Alpine Street look to you like a happy place. A “Festival Street”? Do you want 3rd Street to look anything even remotely like that? Even with “cute” seats and a “cute” wooden or metal sign arching over the street?

Besides beauty and delight, our stately twin columns of deciduous trees on 3rd today provide much more serious shade in our hot summers, much more energy savings in winter, lots of sunlight in the winter, a help against climate change plus greatly increased property values, greatly enhanced historic architecture locations, help on noise reduction and even some protection from light rains. They are a cherished source of civic pride. The new plan of the powers-that-be has nowhere near those benefits. We are throwing away something extremely valuable.

Why, you might ask, is it “necessary” to clear cut Downtown *and* tear up 3rd Street for months on end, how long depending on whether they render unpassable one block at a time or the

entire street from end to end at once. Good question. Either way, that would likely be an unwelcome shotgun blast to the gut for our Downtown merchants. Add to that the requested rezoning out by the airport to bring in big box retailers to lure shoppers away from Downtown and you have to ask how many Downtown merchants will survive such a double blow, let alone the loss of our trees.

As to the alleged reason, we were told, merely *told* without being provided substantiating reports that the water lines below 3rd Street are getting old and will need to be replaced. Ok. I accept that. Apparently, they also decided though that as long as we are tearing things up, why not eliminate the tall trees while we are at it and not bother to replace them? I guess they hoped no one would notice or would take them at their word that the drastic treescape reworking in addition to the utility work was... “necessary” too.

When quizzed however on why couldn't the new water and other lines needed, if any, be rerouted to be put in on perhaps 4th Street instead? Or even the alleys behind each side of 3rd? That would not be as big a blow to the many more merchants on 3rd. The hemmed and hawed response was that it would be more inconvenient, would take longer pipe runs, would cost somewhat more to the city than just ripping up 3rd Street, blah, blah. They did not claim it could *not* be done. They instead allowed the impression that they lacked creativity, were too lazy, or did not have competent enough engineers to accomplish utility work without changing our trees forever.

Every rationalization offered by the powers-that-be increased my opinion that the decision had already been made and we were merely allowed to rubber stamp the big decision of the powers-that-be and be left with such minor consequential decisions such as the furniture motif or whether or not to have curbs. They definitely did *not* want to allow a city wide referendum on the subject of restoring the urban forest downtown to its current glory. Instead we got a survey. Apparently, only 279 people responded, many of them probably part of the powers-that-be. A very solid minority of that tiny “sample” apparently opposed the plan, but those in charge have been very clear about *not* letting the 99.99% of the 34,000+ residents in the City to have any *true* say about it. As the discussions wound down, the powers-that-be acknowledged this might be a really tough sell, but we seemed to be encouraged to spin the proposed plans redirecting public attention to other things, to the questions irrelevant to the tree issue, to perhaps sell the idea that it is somehow impossible to do anything else, to push this particular plan to the exclusion of all other possibilities. You will notice that when you read any of the justifications for this plan put out by the powers-that-be. It has very loaded connotations in much of the word choices pushing the plan. Very upbeat. After all, we get new street furniture and new sidewalks. Yea.

What the plan proposes is essentially a huge multimillion dollar experiment gambling on something new with painfully obvious major costs in business disruption and other side effects that might cause more harm than any achieved new benefits from the new streetscape.

Stop it before it is literally cast in concrete.

As a first step, take the newest survey. It's more "eyewash," but go to <https://forms.gle/LtcpmfBG7fVirdYFA> to take it. It will not have a much needed "none of the above" option for you to click or even a "not now" or "leave it alone" choice. But in the first section of survey at the end of the so-called "grove" choices, there is a small place for your independent comment. Perhaps use it to ask for the referendum.

The next step is the Public Hearing to be held at, Civic Hall, 200 NE Second Street, Tuesday, July 12, from 5:30 – 7:00 PM. Be there. Ask for a referendum. The meeting will naturally be dominated by the powers-that-be favoring the proposed, but hang it there. Let them know how strongly you feel about the decimating the trees part of their plan. Send a letter to the News-Register too. <https://newsregister.com/submit-letter>.

The last step and much more critical since the survey has little potency is call your city council person and tell them directly how you feel about the coming years of functionally treeless Downtown and the fewer and punier replacements to be allowed, such as they are. <https://www.mcminnvilleoregon.gov/citycouncil>. Or send an email directed to the entire city council. Demand the tall trees be put back or move the construction work to a different street. Better yet, something potentially this important to the public deserves a public referendum. An actual vote. Demand it before it's too late.

If you want an inspiring theme song for the coming battle, google and play the "Big Yellow Taxi" song by Joni Mitchell.

[Charles Hillestad is a retired real estate and business law attorney, a former McMinnville Planning Commissioner, a former President of the Yamhill County Historical Society, and among other things prior to coming to McMinnville in 2011, a former Trustee of Historic Denver, a former Chairman of a 6 state Sierra Club, an inn developer, a travel writer and a winner a several marketing awards for tourism and hospitality development and even a plaintiff in a federal class action lawsuit for wheelchair accessibility in a different town.]



**City of McMinnville
Planning Department**
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311

www.mcminnvilleoregon.gov

MEMORANDUM

DATE: July 5, 2022
TO: Urban Renewal Board and McMinnville Urban Renewal Advisory Committee
FROM: Heather Richards, Planning Director
SUBJECT: Public Testimony for Third Street Improvement Project Public Hearing

Mayor and Councilors,

Following is the public testimony that has been received up until July 5, 2022, for the Third Street Improvement Project public hearing on July 12, 2022. If we receive any additional testimony prior to the public hearing, we will forward it to you and enter it into the public record.

Public Testimony:

- Email from Peter Richardson, June 25, 2022
- Email from Kaye Redmond, 06.27.22
- Email from Louise Bliss, 06.28.22
- Email from Rachel Spiegelman, 07.03.22

From: [Remy Drabkin](#)
To: [Claudia Cisneros](#); [Heather Richards](#)
Subject: FW: Third Street
Date: Monday, June 27, 2022 12:42:27 PM
Attachments: [image001.png](#)

Remy Drabkin, Interim Mayor
971-901-2084



From: Peter Richardson <prichard@linfield.edu>
Sent: Saturday, June 25, 2022 7:35 AM
To: Remy Drabkin <Remy.Drabkin@mcminnvilleoregon.gov>
Subject: Third Street

This message originated outside of the City of McMinnville.

Dear Remy,

I'll bet you're not in the very midst of the discussions about Third Street, since you doubtless have more than enough on your plate already. I'm sorry I missed the recent online discussion, but here are a few thoughts that might or might not be helpful to the committee.

I hope that a couple of thoughtful landscape architects have been engaged to suggest how to deal with the various questions facing the committee. The selection of trees to replace the current ones is crucial to the success of the project. Ideally, the new trees would be ones that will not outgrow their welcome and have to be replaced in another 45 years. Maples would be pretty in the fall, of course, and there might be a variety that doesn't grow to exceed the height and girth of the present crop, i.e., that will get just so large and stop. I note in the article that many people have considered a mix of deciduous and conifers. The latter, in my view, would grow too fast and need replacement too soon. Conifers and sidewalks don't mix

very well.

The trick in replacing the trees will be to do so without unduly interrupting local commerce, of course. Taking them all down at once would be a disaster, making Third Street look like a war zone and turning people away just when we're trying to enhance the attractiveness of the downtown. Cutting one block at a time—or just one side of a block at a time—would be less disruptive, and would have the advantage of allowing all the infrastructure work (electric, sidewalks, benches, etc.) to be done with such a long open area. The least disruptive would be to proceed piecemeal, replacing one tree at a time, perhaps one on each side of each block. That would be the least convenient for the infrastructure work, of course, but it would allow a large part of the street to be usable; that would be the most expensive, I should think.

When the trees are replaced, it should be done with large trees that have been carefully groomed for the project. That would allow for a head start on replacing the attractive canopy we have now.

I wish my uncle were still alive. He would love this project. He was the last surviving partner of Olmstead Associates, founded by Fredrick Law Olmstead, who designed Central Park in New York City, Forest Park in Portland, the Stanford campus, and many more distinctive places around the country. But there are plenty of good landscape architects around, I'm sure.

Thanks for sending this along to the proper recipient(s).

Love, Peter

From: [Zack Geary](#)
To: [Claudia Cisneros](#)
Subject: Fw: 3rd Street trees
Date: Monday, June 27, 2022 8:21:09 AM

From: Kaye Redmond <kayeredmond@gmail.com>
Sent: Friday, June 24, 2022 1:06 PM
To: Adam Garvin <Adam.Garvin@mcminnvilleoregon.gov>; Remy Drabkin <Remy.Drabkin@mcminnvilleoregon.gov>; Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Chris Chenoweth <Chris.Chenoweth@mcminnvilleoregon.gov>; Kellie Menke <Kellie.Menke@mcminnvilleoregon.gov>; Zack Geary <Zack.Geary@mcminnvilleoregon.gov>
Subject: 3rd Street trees

This message originated outside of the City of McMinnville.

To the Mayor and all members of the McMinnville City Council:

Those big beautiful trees along 3rd Street make McMinnville what it is. Living here for 35+ years, I've been so proud of the destination our downtown core has become. Please don't take the short-sighted solution to take these trees out. Do what it takes to keep them. McMinnville will not be the same charming place without them. Please don't destroy a good thing!!

Kaye Redmond
McMinnville

From: [Louise Bliss](#)
To: [Heather Richards](#)
Subject: Downtown Renovation
Date: Monday, June 27, 2022 1:11:17 PM

This message originated outside of the City of McMinnville.

Please save the existing third street trees from removal. This is the unique characteristic of our town.

Replace curbs and sidewalks as needed but save the beautiful trees. We moved here twenty years ago and loved the old town characteristics, and small town feel.

Louise Bliss

Sent from [Mail](#) for Windows

From: [Remy Drabkin](#)
To: [Heather Richards](#)
Subject: FW: Trees on third
Date: Monday, July 4, 2022 7:58:19 AM
Attachments: [image001.png](#)

Remy Drabkin, Interim Mayor
971-901-2084



From: Rachel Spiegelman <rachelspiegelman@gmail.com>
Sent: Saturday, July 2, 2022 7:48 PM
To: Remy Drabkin <Remy.Drabkin@mcminnvilleoregon.gov>
Subject: Trees on third

This message originated outside of the City of McMinnville.

How can we get involved to petition AGAINST the removal of the beautiful old trees on third street?

Are funds needed to maintain them and the surrounding infrastructure? Can we raise awareness for this?

Thank you

Rachel Spiegelman
310.995.7771

Attachment H

3rd Street Improvement Project: Roadmap for Community Dialogue and Project Scope Discussion



Assumptions:

- Project scope is not yet defined.
- Project start is 2021 or later.
- Effort will be led by an in-house city staff team comprised of planning, engineering and others.

| PROJECT COMPONENT | NOTES |
|---|---|
| INITIAL STEPS: SETTING THE STAGE | 6 – 12 Months |
| Form a Citizen Advisory Committee | Downtown Stakeholders (3 Property, 3 Business) MURAC Members (3) City Council Members (2) Community Stakeholders (one each): <ul style="list-style-type: none"> • Accessibility Community • Youth • Latino Community • 18 – 30 Demographic • 30 – 45 Demographic • 45 – 60 Demographic • 60 Plus Demographic Committee / Commission Liaisons (One Each): <ul style="list-style-type: none"> • Planning Commission • Historic Landmarks Committee • Landscape Review Committee McMinnville Downtown Association <ul style="list-style-type: none"> • Board Member • Staff • Design Committee Member • Economic Committee Member Other (Chamber, Linfield, County) |
| Review History of Planning | City/URA Staff CAC |
| SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) | City/URA Staff CAC Community Forum * Can be combined or have CAC meet first and then Community Forum |
| Assumptions, Issues and Goals Identification | City/URA Staff CAC Community Forum * Can be combined or have CAC meet first and then Community Forum |
| Identify Scope of Work <ul style="list-style-type: none"> • Streetscape • Right of Way Improvements • Infrastructure | City/URA Staff CAC Community Forum City Council/URA |

**3rd Street Improvement Project:
Roadmap for Community Dialogue and Project Scope Discussion**



| PROJECT COMPONENT | NOTES |
|---|--|
| ENGINEERING DESIGN DEVELOPMENT | 12 Months |
| Identify ROW / Infrastructure Elements | City/URA Staff CAC |
| Identify ROW / Infrastructure Options | City/URA Staff CAC |
| Choose ROW / Infrastructure Options | City/URA Staff CAC Community Forum CAC/MURAC/MDA Joint Meeting |
| | |
| URBAN DESIGN DEVELOPMENT | 12 Months |
| Identify Design Opportunities: Review 2005 Plan Agree Upon Branding Components Discuss any changes/additions | City/URA Staff CAC |
| Develop Design Options | City/URA Staff CAC |
| Survey Community Choice | Community Survey and Forums City/URA Staff CAC MDA |
| Identify Funding Opportunities | City/URA Staff CAC |
| Choose Final Options | City/URA Staff CAC CAC/MURAC/MDA Joint Meeting CITY COUNCIL/URA |
| | |
| CONSTRUCTION DOCUMENT DEVELOPMENT | 18 Months |
| Design Request for Proposal | City/URA Staff CAC |
| Selection of Design Team | City/URA Staff CAC City Council/URA |
| 100% Construction Documents | |
| | |

**3rd Street Improvement Project:
Roadmap for Community Dialogue and Project Scope Discussion**



| PROJECT COMPONENT | NOTES |
|--|------------------------------|
| DECIDE ON TIMING AND CONSTRUCTION METHODOLOGY | 6 Months |
| Engage/Prepare downtown business community | City/URA Staff CAC MDA |
| Public Forum | |
| City Council | |
| PROJECT BIDDING (3 Months) | 3 Months |
| Request for Bids | |
| Contract Award | |
| | |
| CONSTRUCTION (TBD) | TBD |
| Project Management | City/URA Staff |
| Business Liaison | MDA |
| | |