

McMinnville 3rd Street Streetscape
Functional Alternatives / Tree Alternatives

Project Advisory Committee Review
2/28/2022

PAC Meeting #3 :: **Agenda (28 February 2022)**

1200p **Welcome and Schedule Refresher** (ALL)

1210p **Parking Study Findings** (SERA / CITY)
Preliminary findings

1230p **Tree Alternatives** (SERA)
Introduction to preliminary tree alternatives

1245p **Functional Alternatives** (SERA and ALL)
Review shortlist final two alternatives.

- 4a: Single-Side Parking
- 2c: Sidewalk Pockets

Advise on a Preferred Alternative

0140p **Next Steps** (SERA)
Upcoming tree / design steps; March PAC prep; Outreach steps

0150p **Adjourn**



Project Timeline

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 (B1)	TAC (B1 and B2)	TAC (B1 and B2)	TAC (B2 and B3)	TAC (B4)	TAC (C1)	TAC (C2 and C3)	TAC (C3)
PAC (B1)	PAC (B1 and B2)	PAC (B1 and B2)	PAC (B2 and B3)	PAC (B3 and B4)	PAC (C1)		PAC (C3)
				Community Forum (B4)		Community Forum (C3)	
				MURAC/PC/CC (B4)		MURAC/PC/CC (C3)	

Three Design Phases

TODAY'S TOPIC

To Do:

- Advise on the Preferred Functional Alt.

JANUARY - MARCH 2022

MARCH - MAY 2022



FUNCTIONAL ALTERNATIVES

- What mobility space do you prefer?
- How is the 60-ft width divided up?

STREET TREE ALTERNATIVES

- Methods for phased tree replacement
- What planting design principles
- Verticality of the street

DESIGN THEME ALTERNATIVES

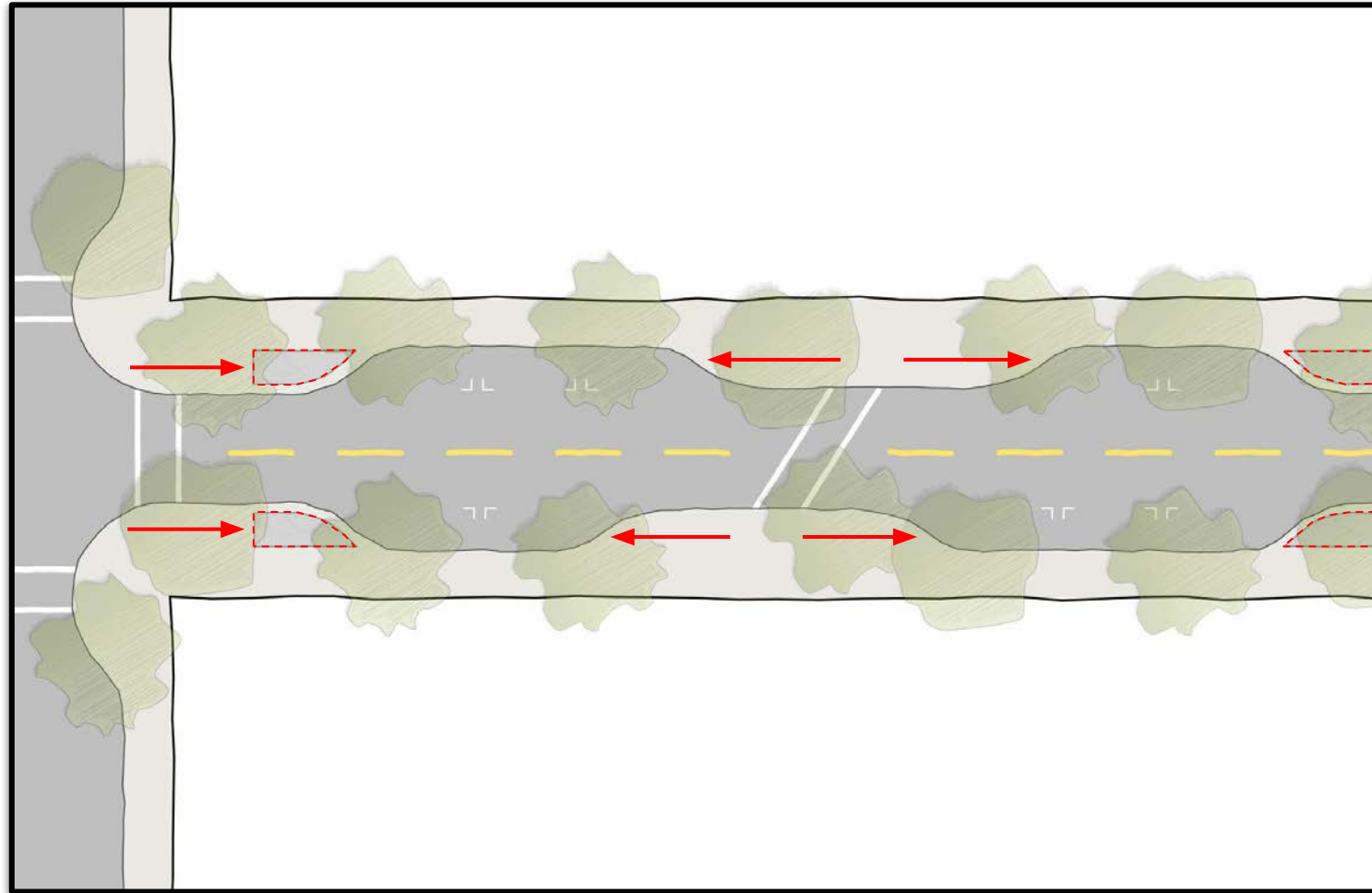
- Elements of a streetscape
- Design Families options

Parking Study

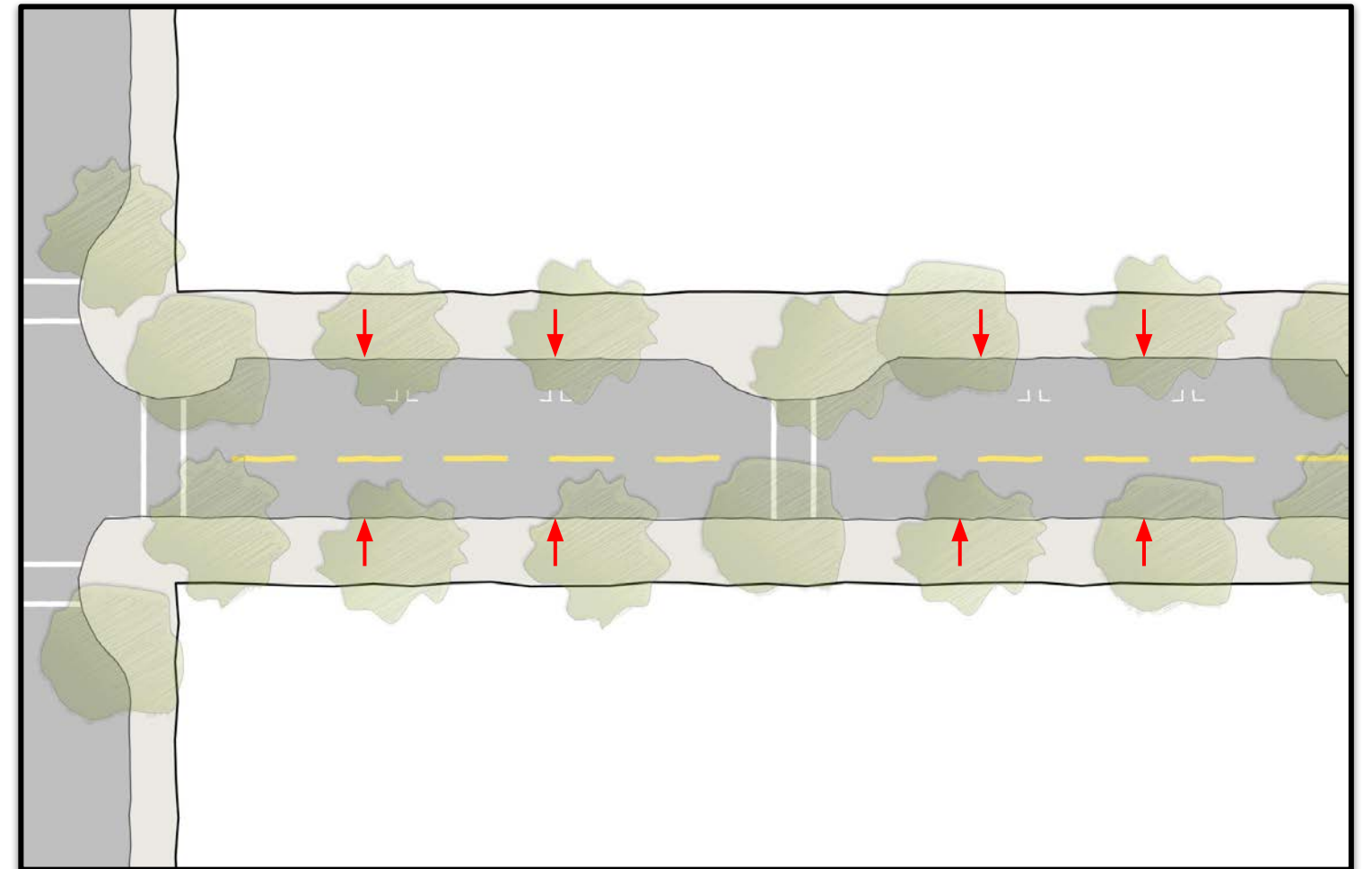
Preliminary Findings

Potential Parking Reduction in Shortlist Alternatives

2b: Sidewalk Pockets - remove 4 of 14 spaces / block



4a: Single-Side Parking - remove 7 of 14 spaces / block



Preliminary Parking Study Findings

● Side Street Supply

- AREA: Cows, Davis, Evans, and Ford between 2nd and 4th; 2nd and 4th between Cows and Ford
- EFFICIENCY GAIN: Approx. 14 more parallel spaces available by restriping (and corner buffers and “yellow gaps”)
 - Potentially ~20 more parallel spaces when adding Galloway Street and reducing space length to 22’ (from 25’)
- LOADING ZONES: Approx. 3-6 more parallel spaces available by hours-restricting Loading Zones
- OTHER STRATEGIES (not in Parking Study): Compact Spaces, Driveway Consolidation, No-Stripe Spacing

February 25, 2022

Downtown McMinnville Parking Assessment Memorandum – DRAFT

Page 2

Downtown McMinnville Parking Assessment

Parking Assessment Study Area



The study area for the Side Street Angled Parking Assessment examining the feasibility of potential parallel parking efficiencies strategies and/or implementing angled parking was performed on the side streets of Cows Street, Davis Street, Evans Street, and Ford Street between 4th Street and 2nd Street in downtown McMinnville, Oregon. Parking inefficiencies were examined on Cows Street, Davis Street, Evans Street, Ford Street, 4th Street, and 2nd Street to determine if additional parking could be provided based on modifications to parking geometrics, signing, and striping.

Preliminary Parking Study Findings

- **Angled Parking Study**

- EXISTING: ~12 parallel spaces per block
- ANGLED WITH EXISTING CURBS: ~5 spaces per block
- ANGLED WITH CURB MODIFICATIONS: ~8 spaces per block

Figure 1: Unconstrained Parallel Parking Scenario



Figure 2: Angled Parking Maintaining Existing Curbs

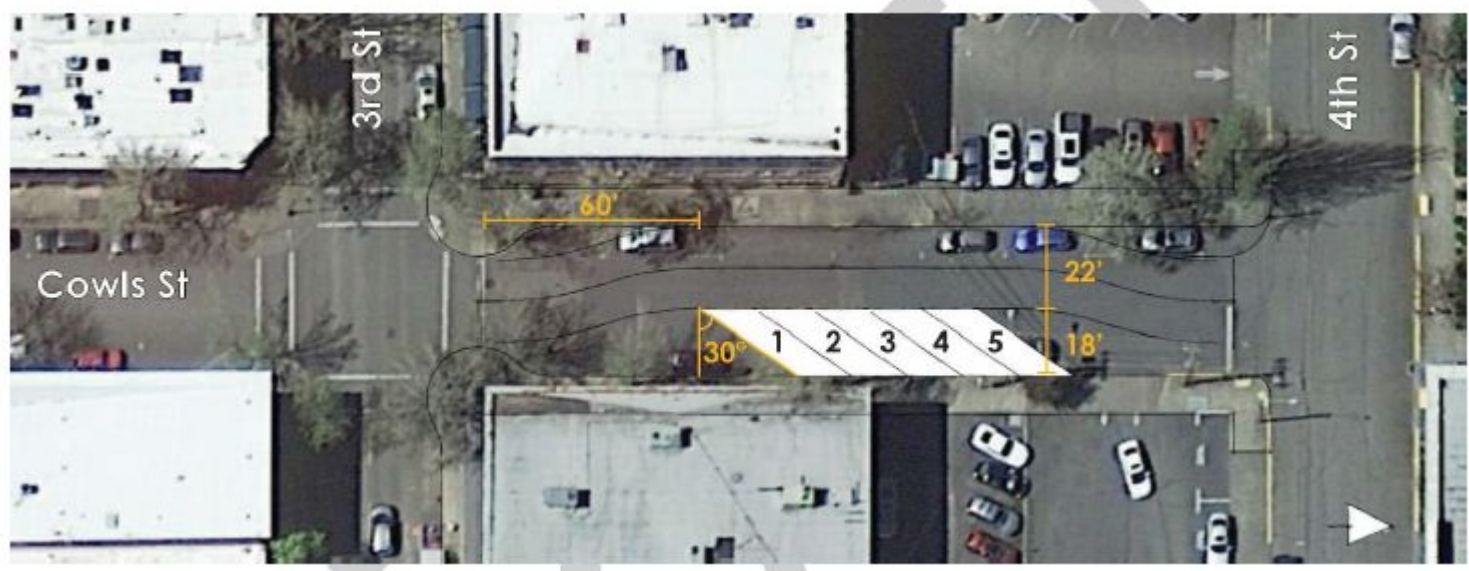


Figure 3: Angled Parking Curb Modifications



Tree Alternatives

Tree Spacing Introduction

Considerations for Street Trees

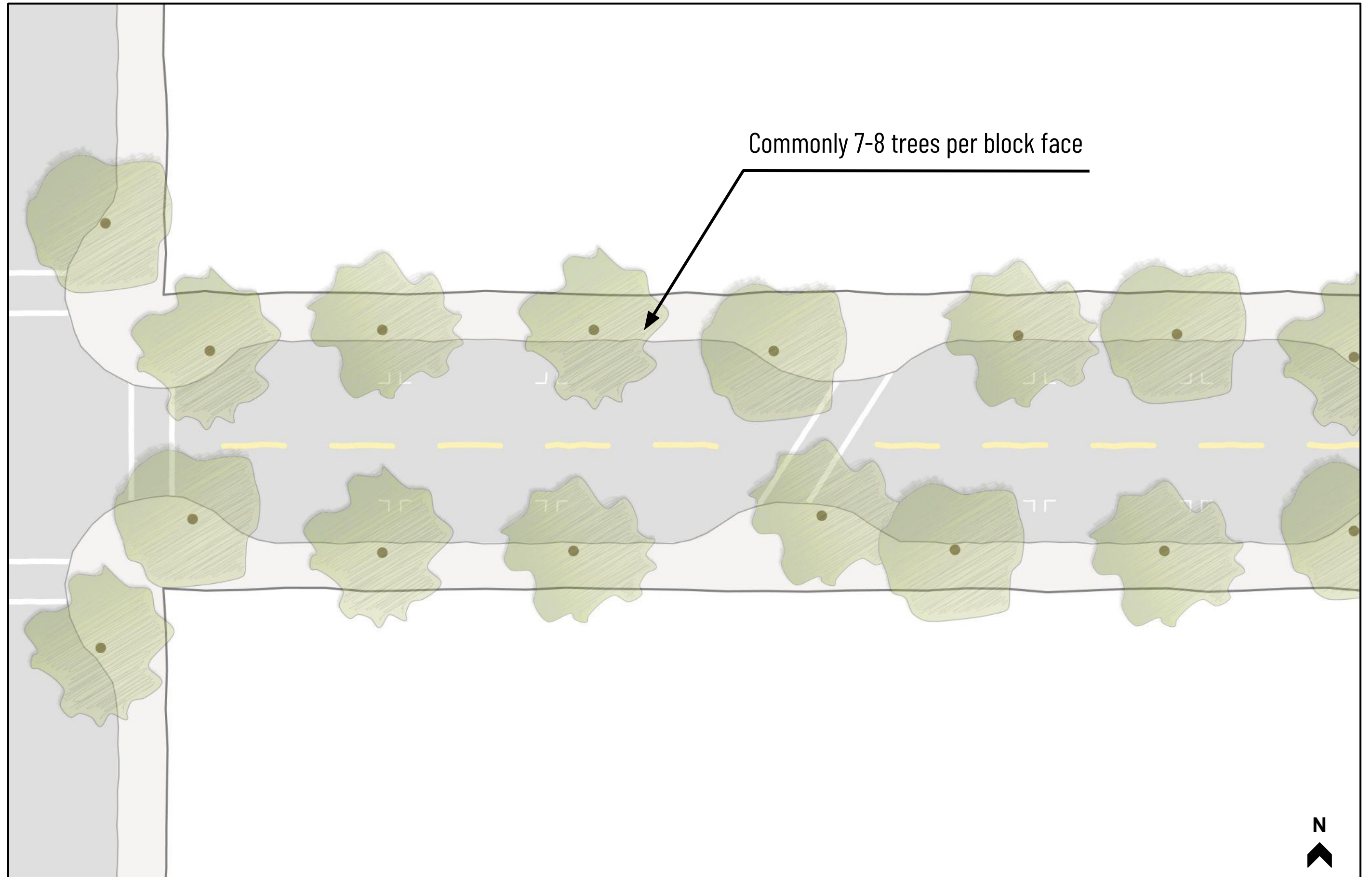
TODAY

- **Placement:** Linear (regular spacing down the street), Groves (clustered together), or other
- **Size:** Bigger tree wells, height (overstory, mid-story, understory)
- **Shape:** Bulbous or columnar

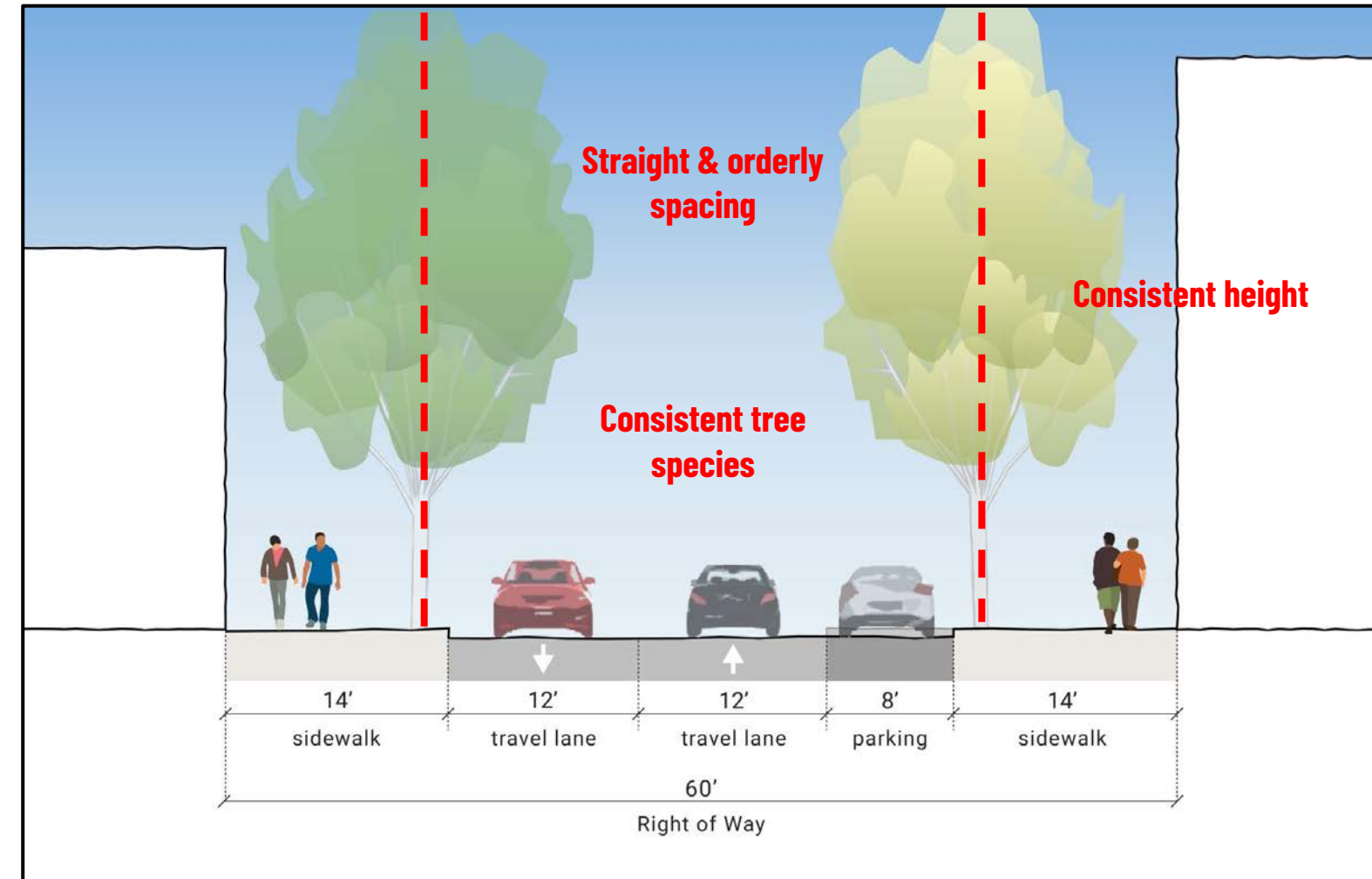
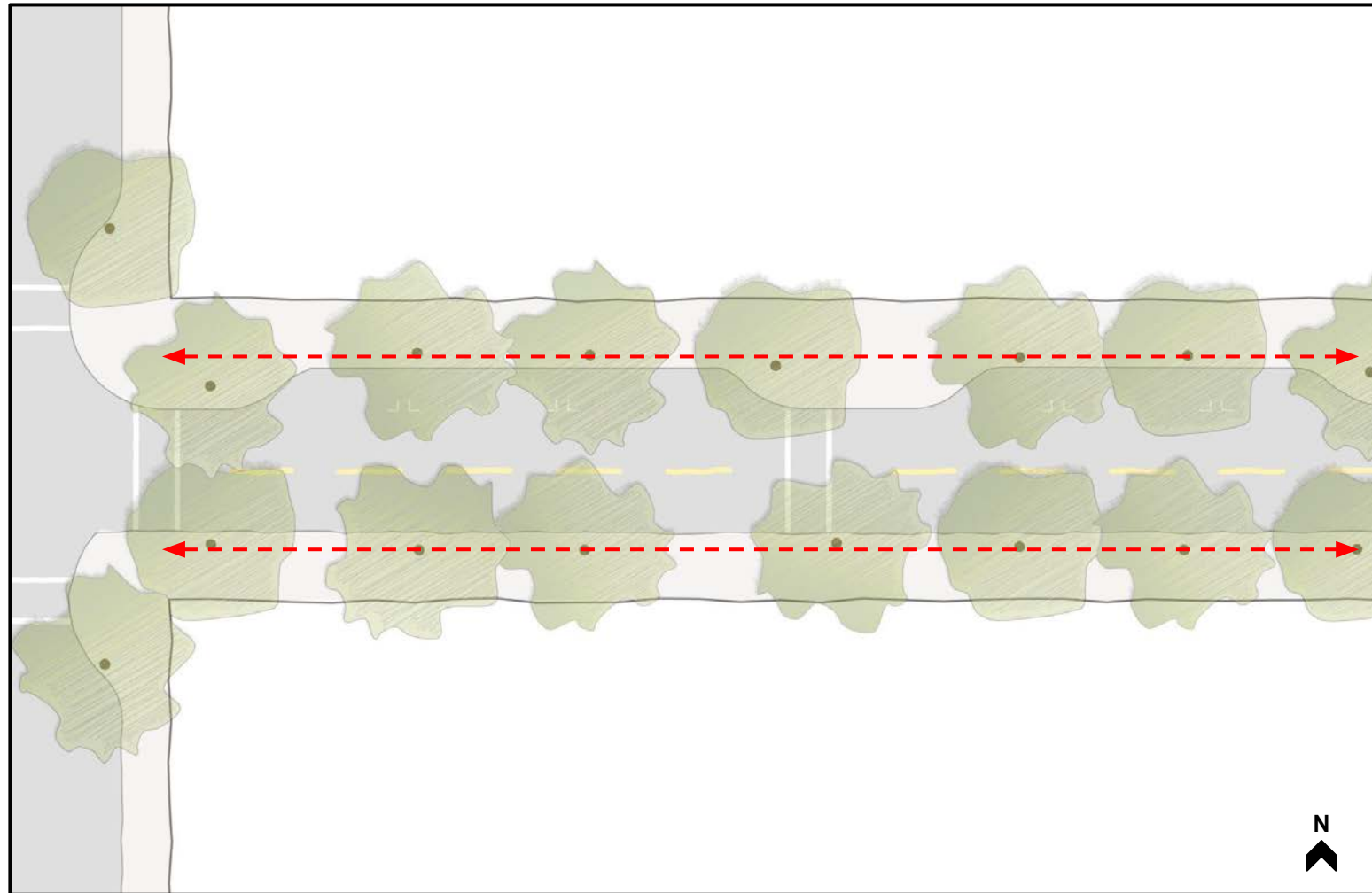
NEXT MONTH

- **Species:** Native, evergreen, diversity
- **Foliage Color Patterns:** Uniform or variety; seasonal color change
- **Maintenance:** Leaf fall, watering, pruning, fruiting
- **Phasing:** Seasonality of planting; planting stages during construction
- **Grow-out:** What will trees look like in 1, 5, 20 years?

Existing Tree Conditions :: **Linear**



Concept 1 :: Linear



Willamette Falls Drive (West Linn, OR) *full tree replacement



NW 23rd Ave (Portland, OR)

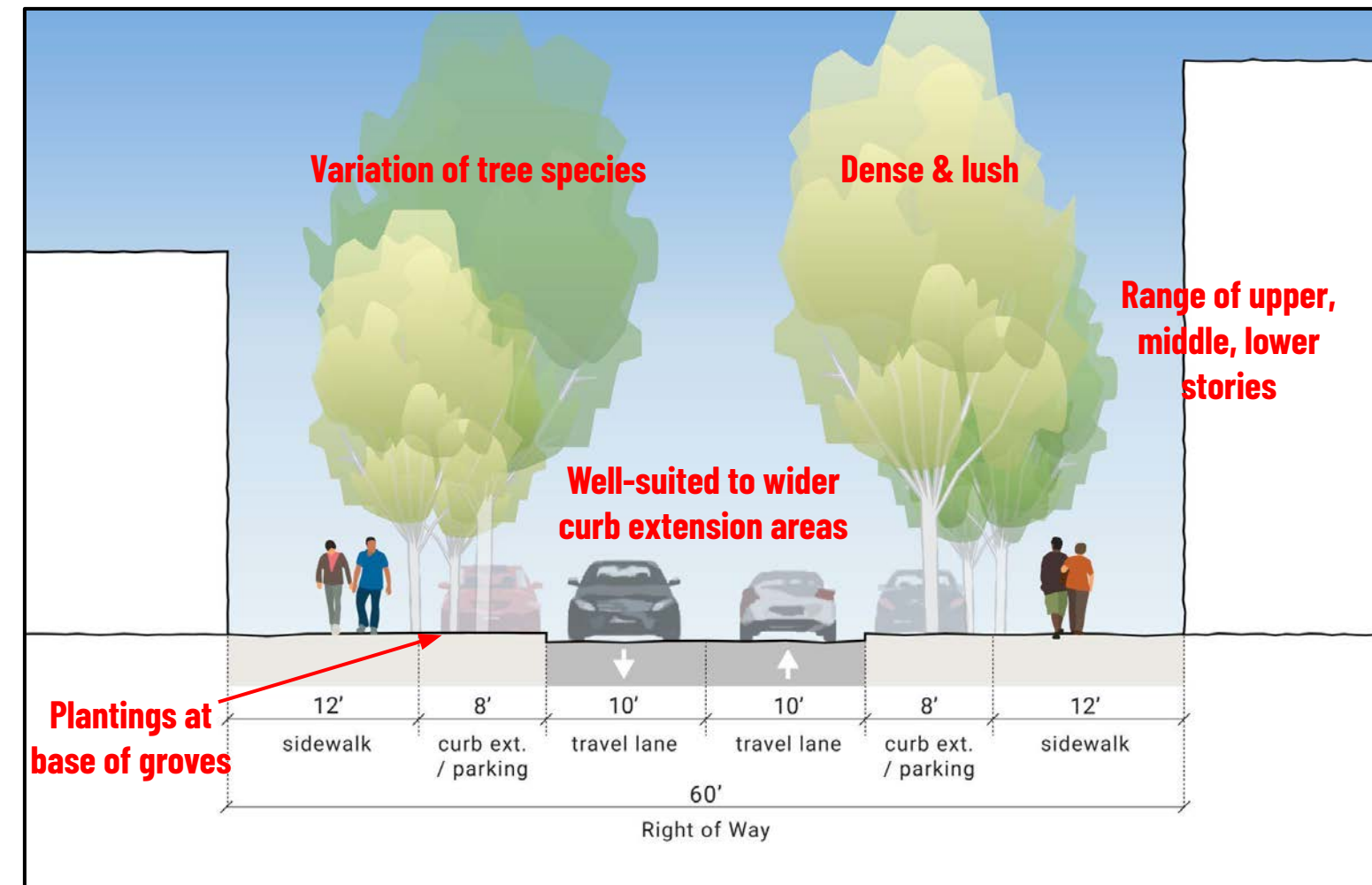
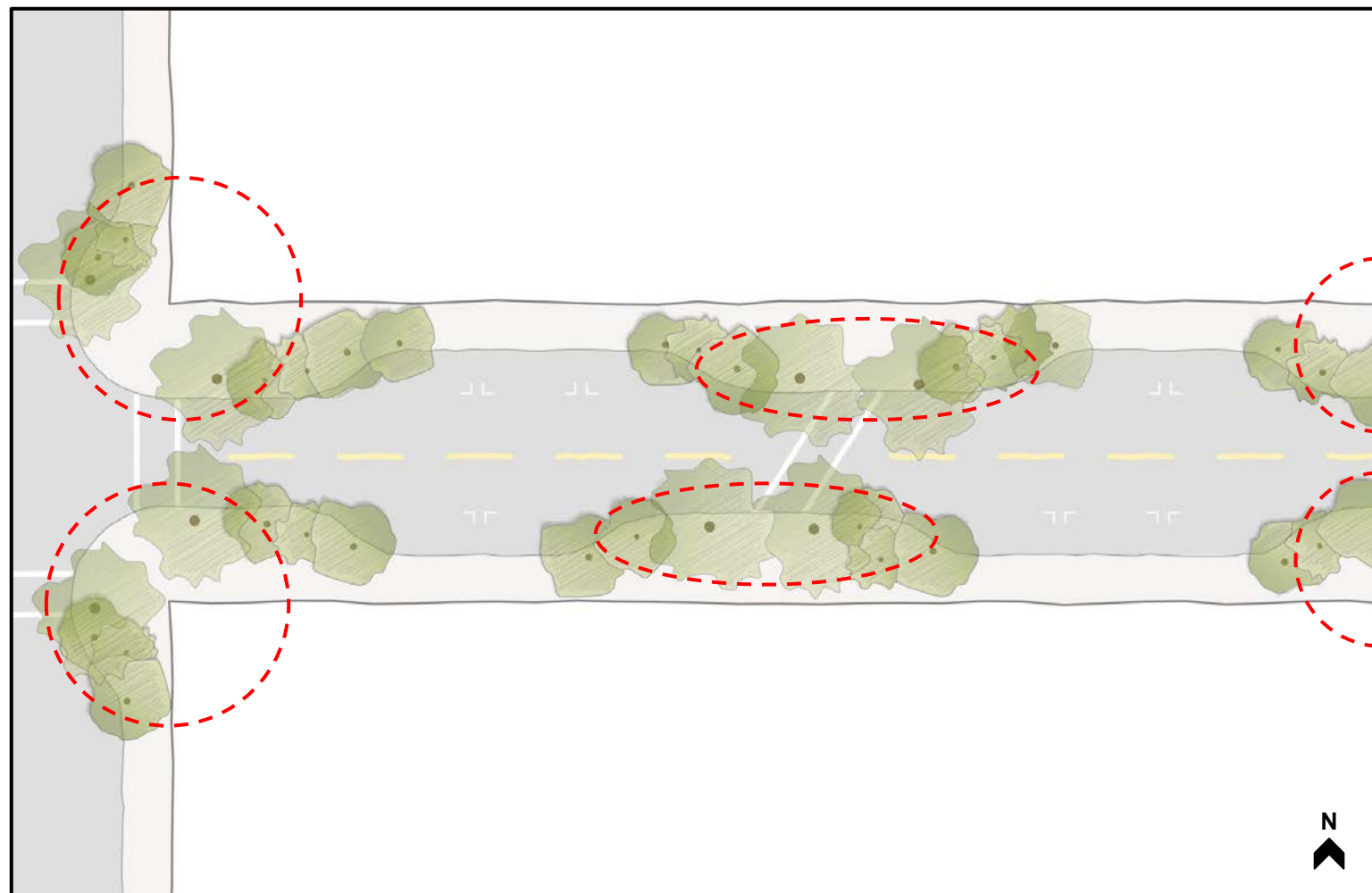
TREE DESIGN

- Longitudinal spacing that is structured/orderly and creates a canopy spread along the entire street.
- Employs 1-2 tree species for consistency.
- Consistent story/height. More columnar trees.

HUMAN EXPERIENCE

- Tree canopy shade is evenly distributed along street.
- Consistency and familiarity to existing tree condition.

Concept 2 :: Groves



Main Street (Grand Junction, CO)



East Main Street (Walla Walla, WA)

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.
- Plantings space at base of groves.

HUMAN EXPERIENCE

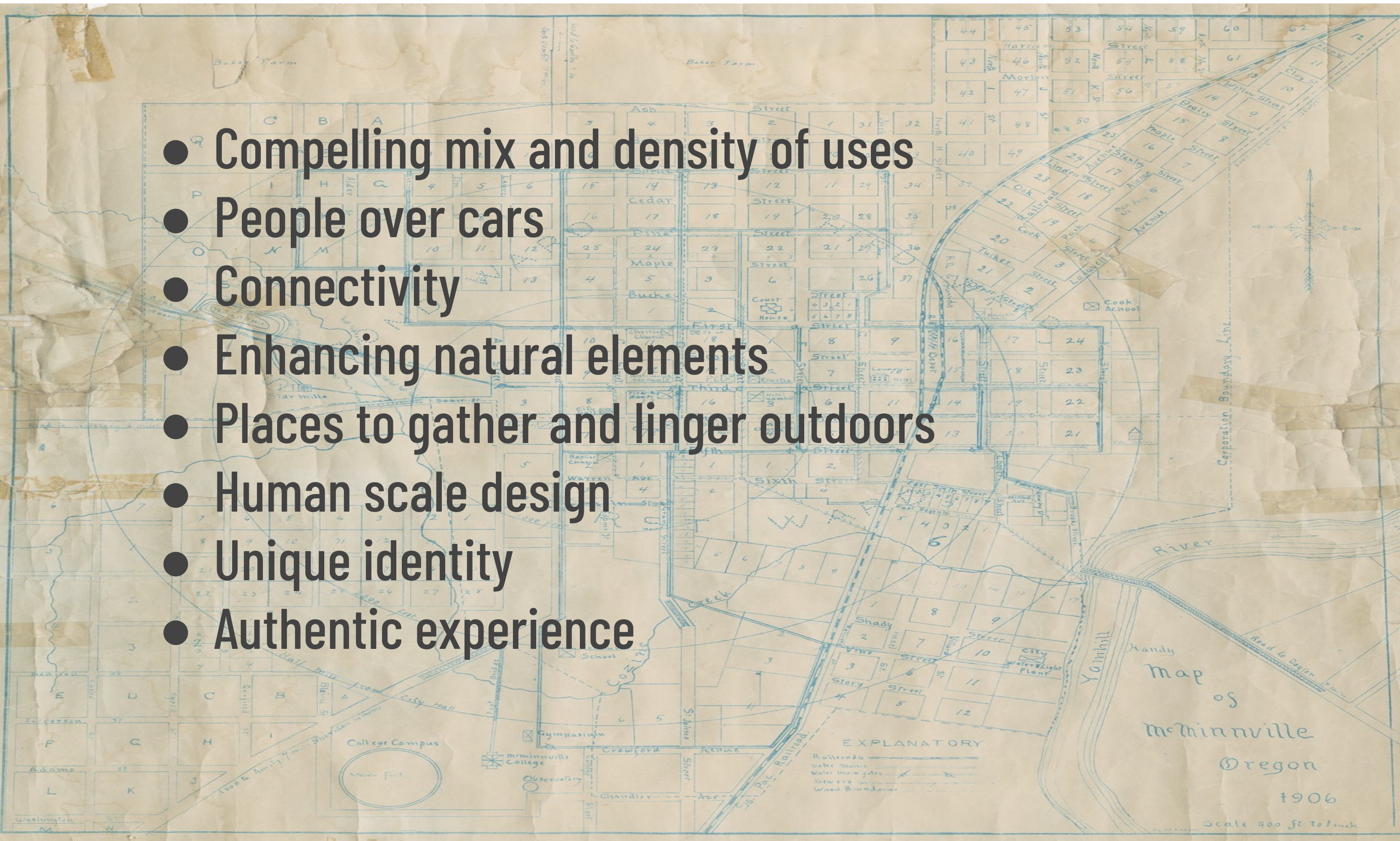
- Opens building architecture up to the street.
- Concentrates shade at gathering areas.
- Opportunity for other forms of vertical elements.

Functional Alternatives

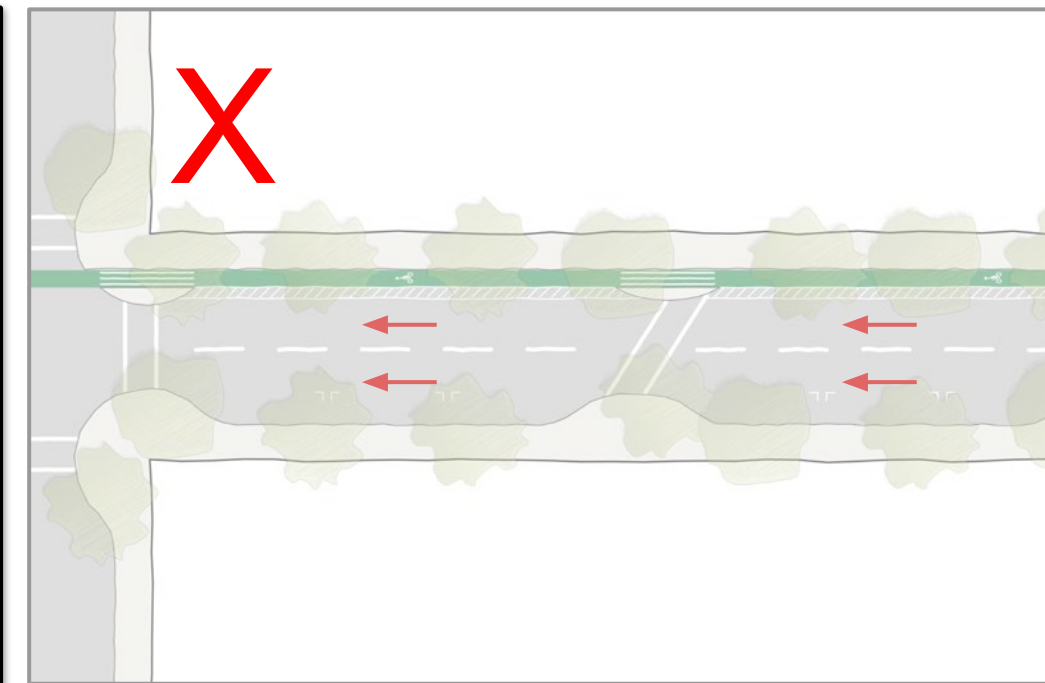
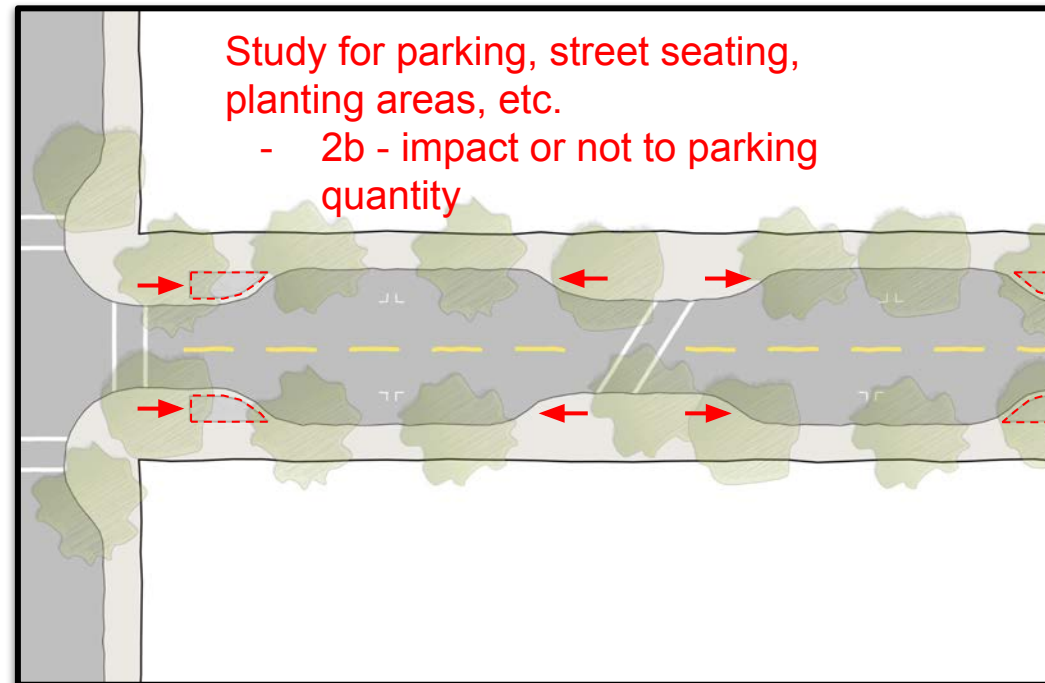
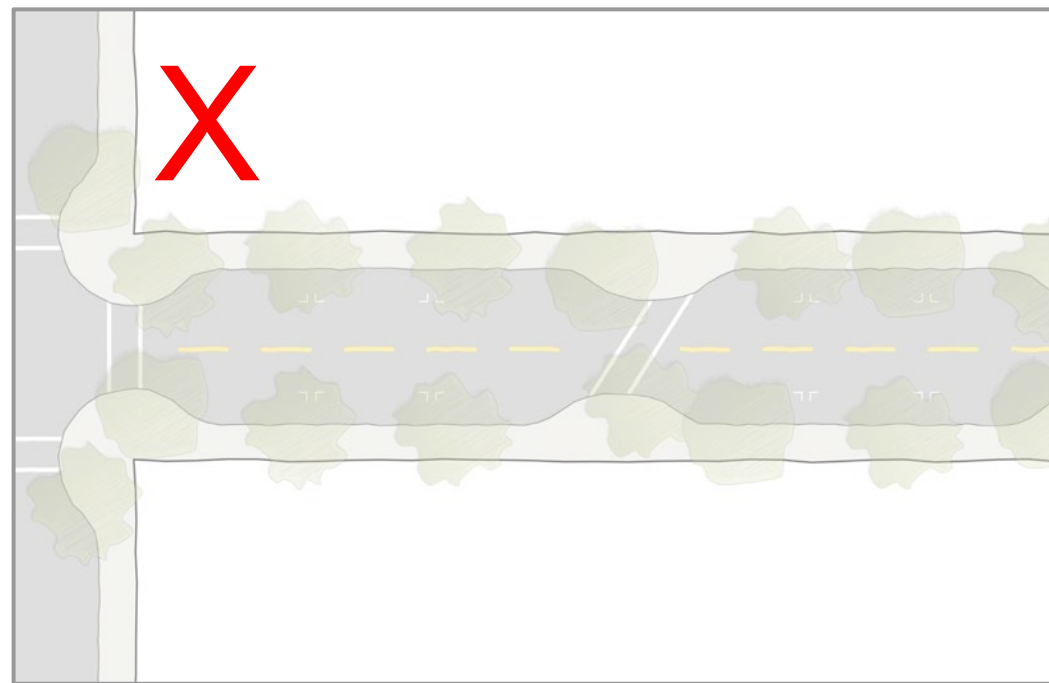
Design Principles & Evaluation Criteria

Main Street Design Principles (from Phase A, 2019)

- Compelling mix and density of uses
- People over cars
- Connectivity
- Enhancing natural elements
- Places to gather and linger outdoors
- Human scale design
- Unique identity
- Authentic experience



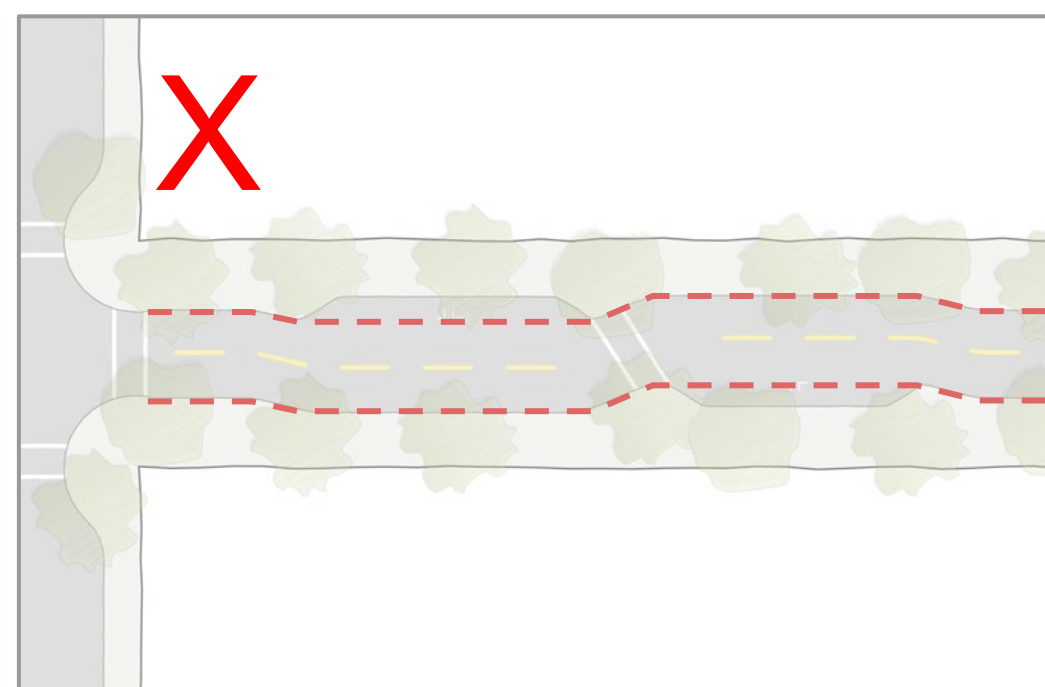
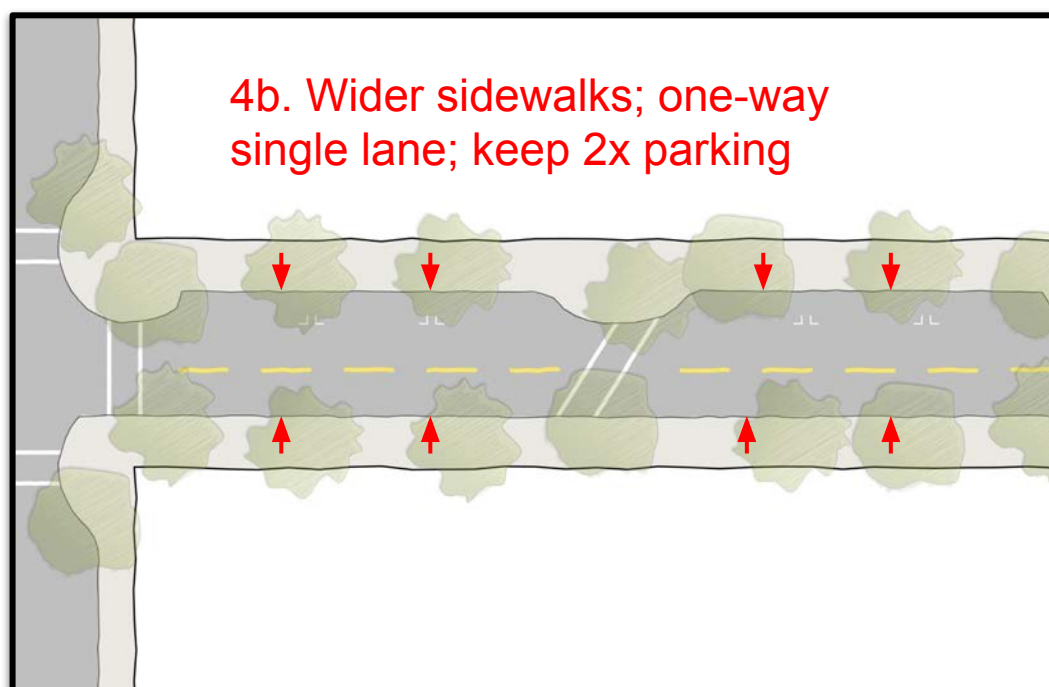
Alternatives Summary :: **Round 1 Vote Results (Dec 2021)**



1: Rebuild to Existing Cross-Section (**47%**)

2: Expanded Curb Extensions (**79%**)

3: One-Way w/ Bike Lane (**37%**)



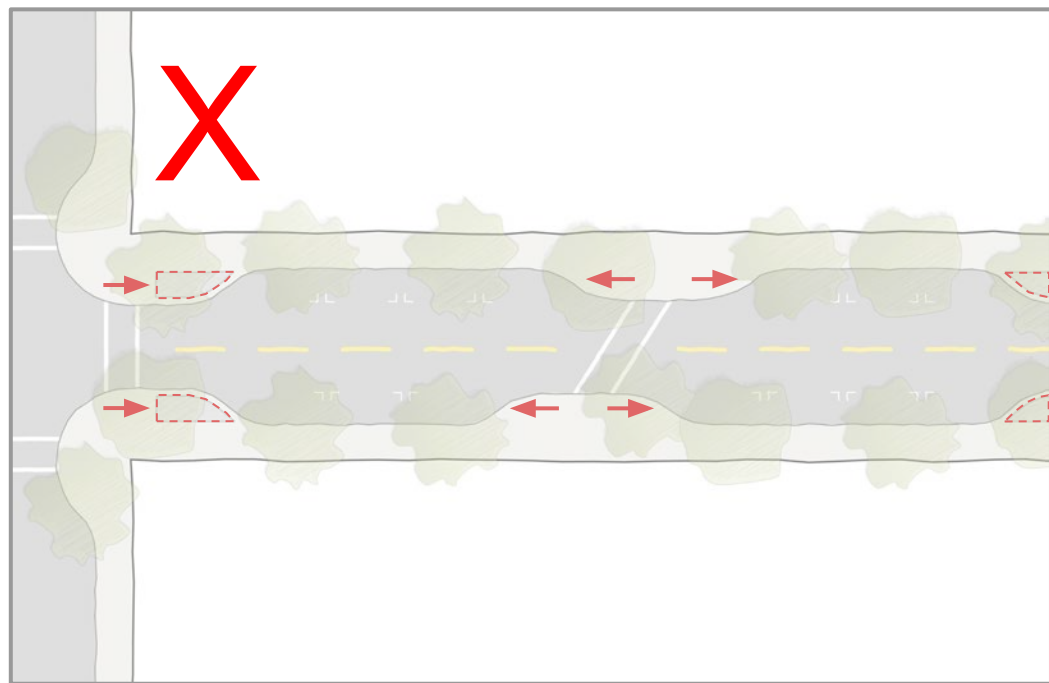
4: Wider Sidewalks / One-Sided Parking (**89%**)

5: Chicane (**32%**)

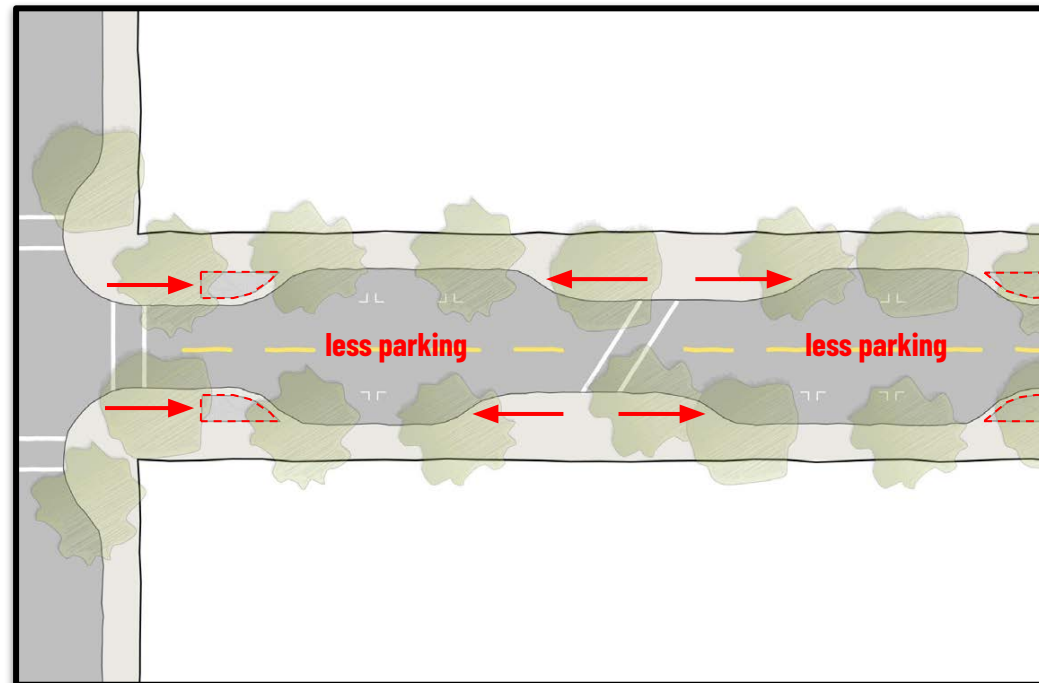
6: Full Pedestrian Mall (**16%**)

Alternatives Summary :: Round 2 Vote Results (Jan 2022)

- Longer curb exts. - trees, seating, stormwater, etc
- Retains parking #



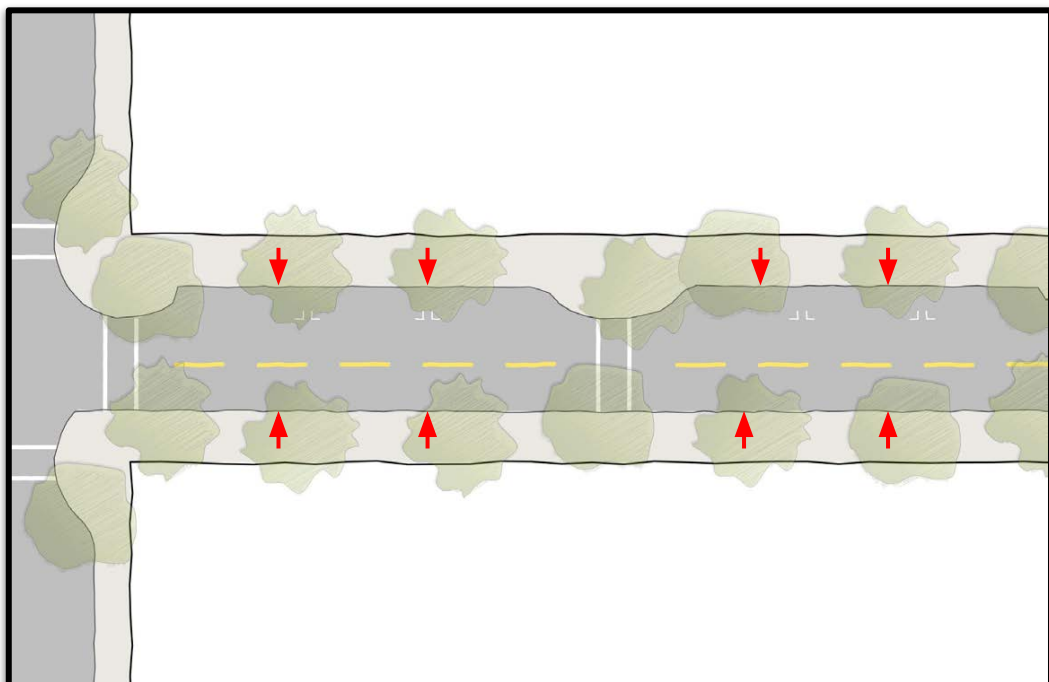
2a: Expanded Curb Exts. - Same Parking (18% - 3 votes)



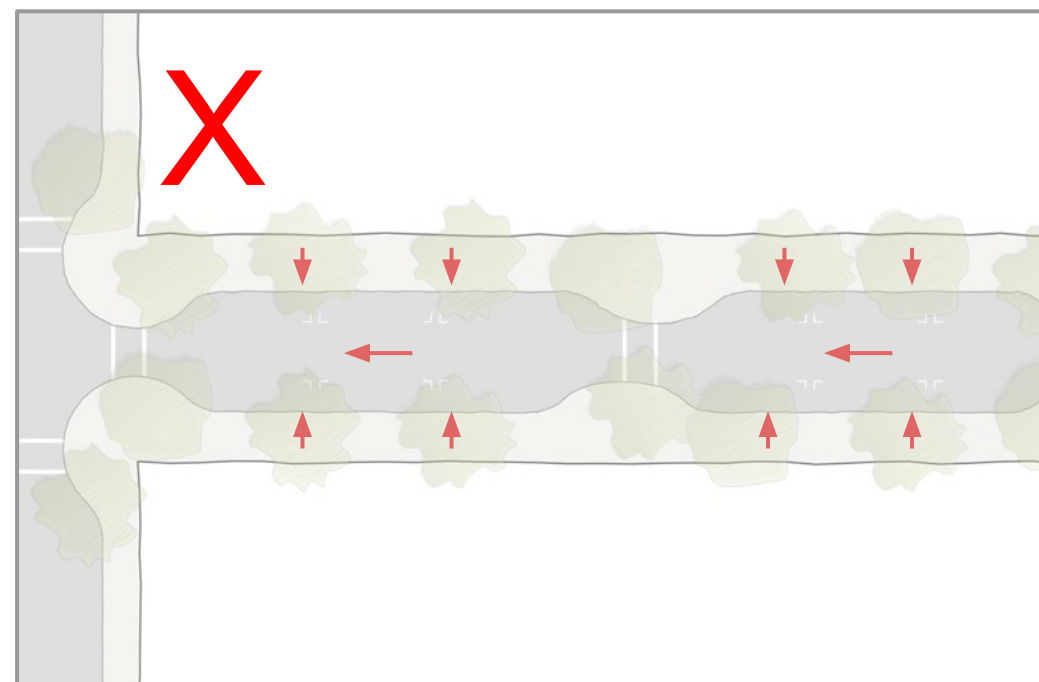
2b: Sidewalk Pockets (18% - 3 votes)

- Expanded curb extensions for trees, seating, stormwater, etc
- Reduces parking #

- Sidewalks +4' each - larger tree wells, seating, etc.
- Halves parking #
- Compatible with curb ext. lengthening



4a: Single-Side Parking (59% - 10 votes)



4b: Wider Sidewalks / One-Way (6% - 1 vote)

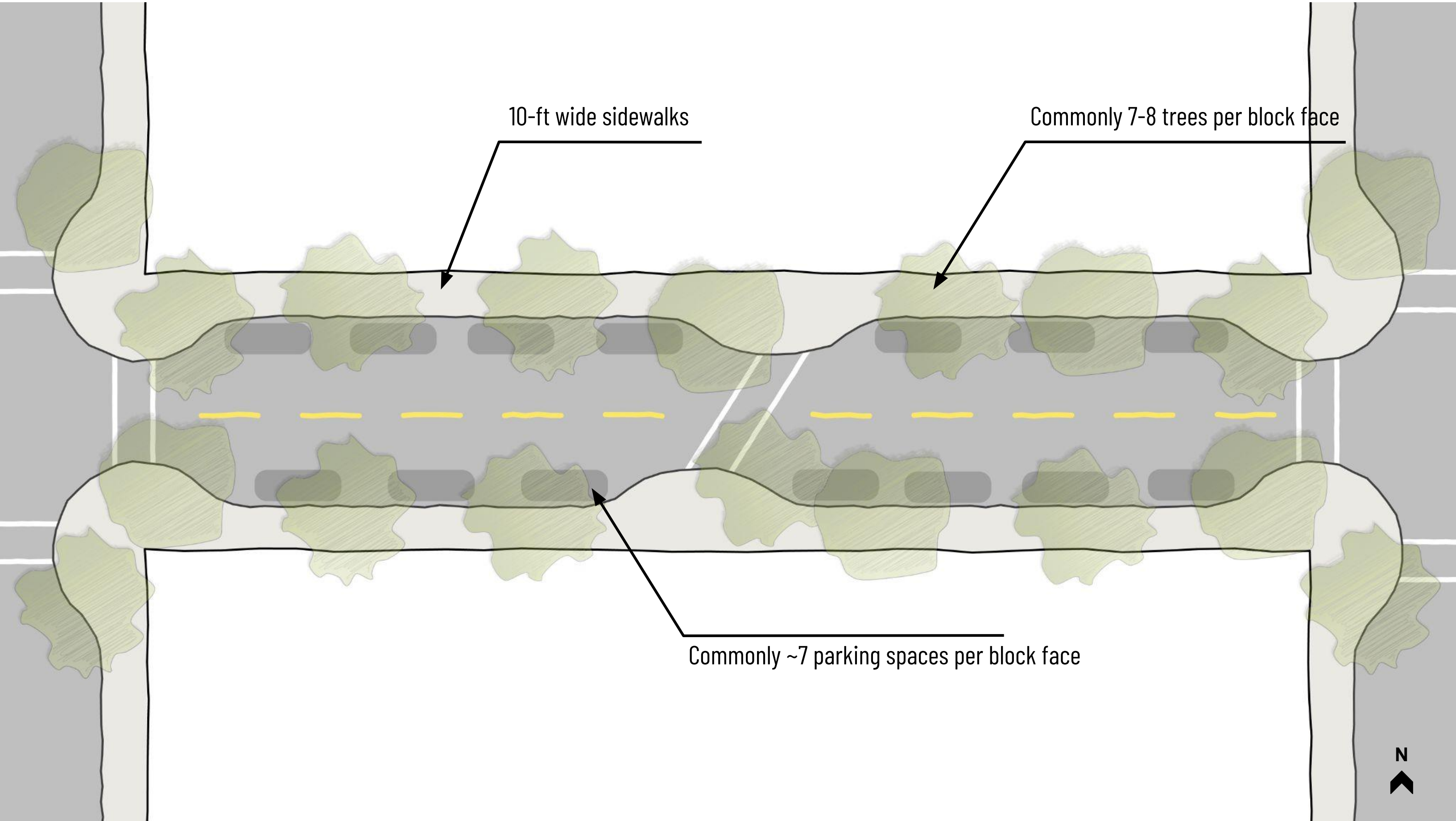
- Sidewalks +6' each - larger tree wells, seating, etc.
- Retains parking #
- Compatible with curb ext. lengthening

Key PAC Talking Points

- **Increase pedestrian and gathering space**
- **Calm traffic / add friction**
- **Preserve balance in the street**
- **Support flexible uses / adaptable designs**
- **Create tree and landscape variety**
- **Tolerant of some parking removal**
- **Ensure business visibility and viability**

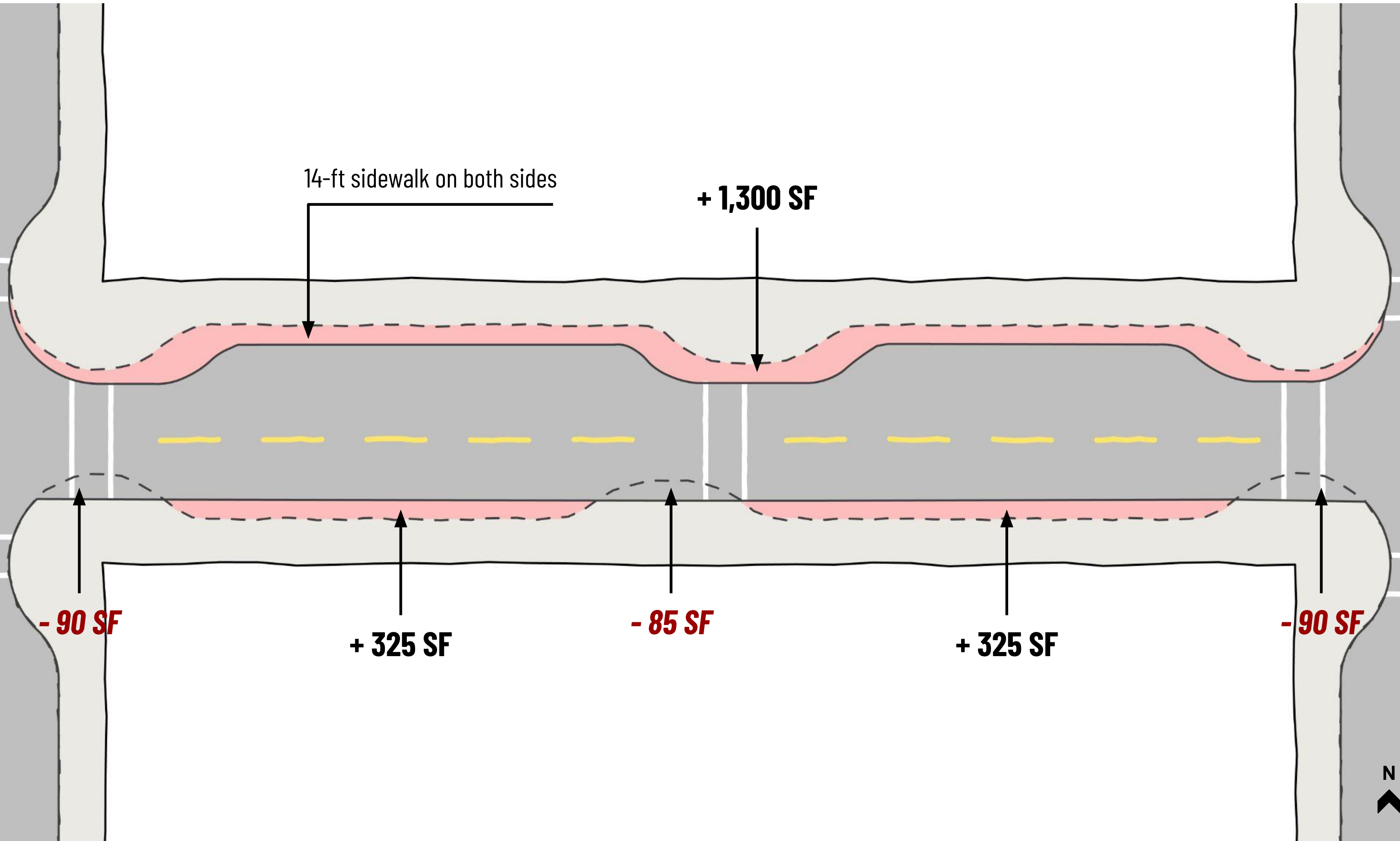
Functional Alternatives
4a Single-Side Parking

Existing



Concept 4a :: **Single-Sided Parking** - Sidewalk Space

+ 1,685sf



Example ~14ft Sidewalk Widths



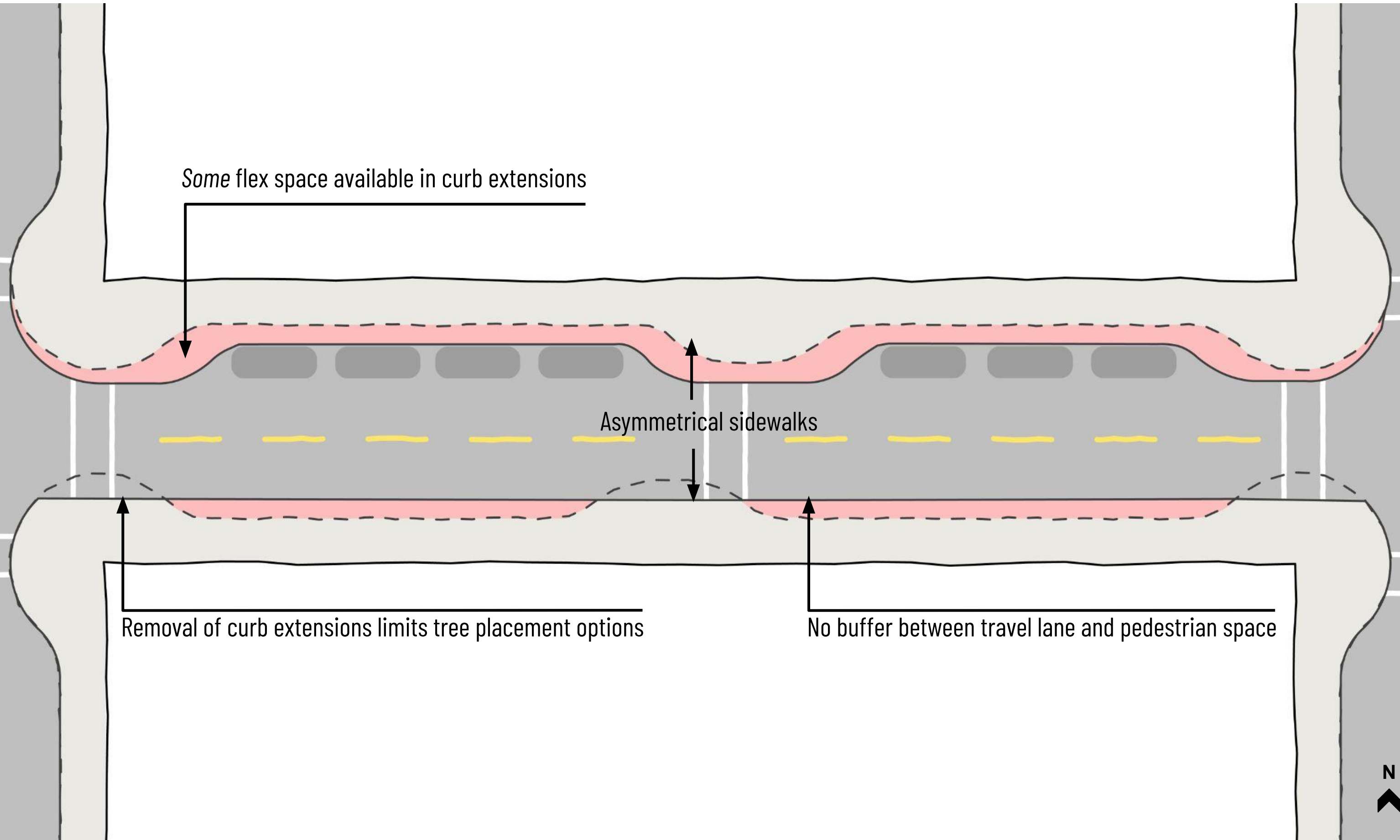
Willamette Street (Eugene, OR)



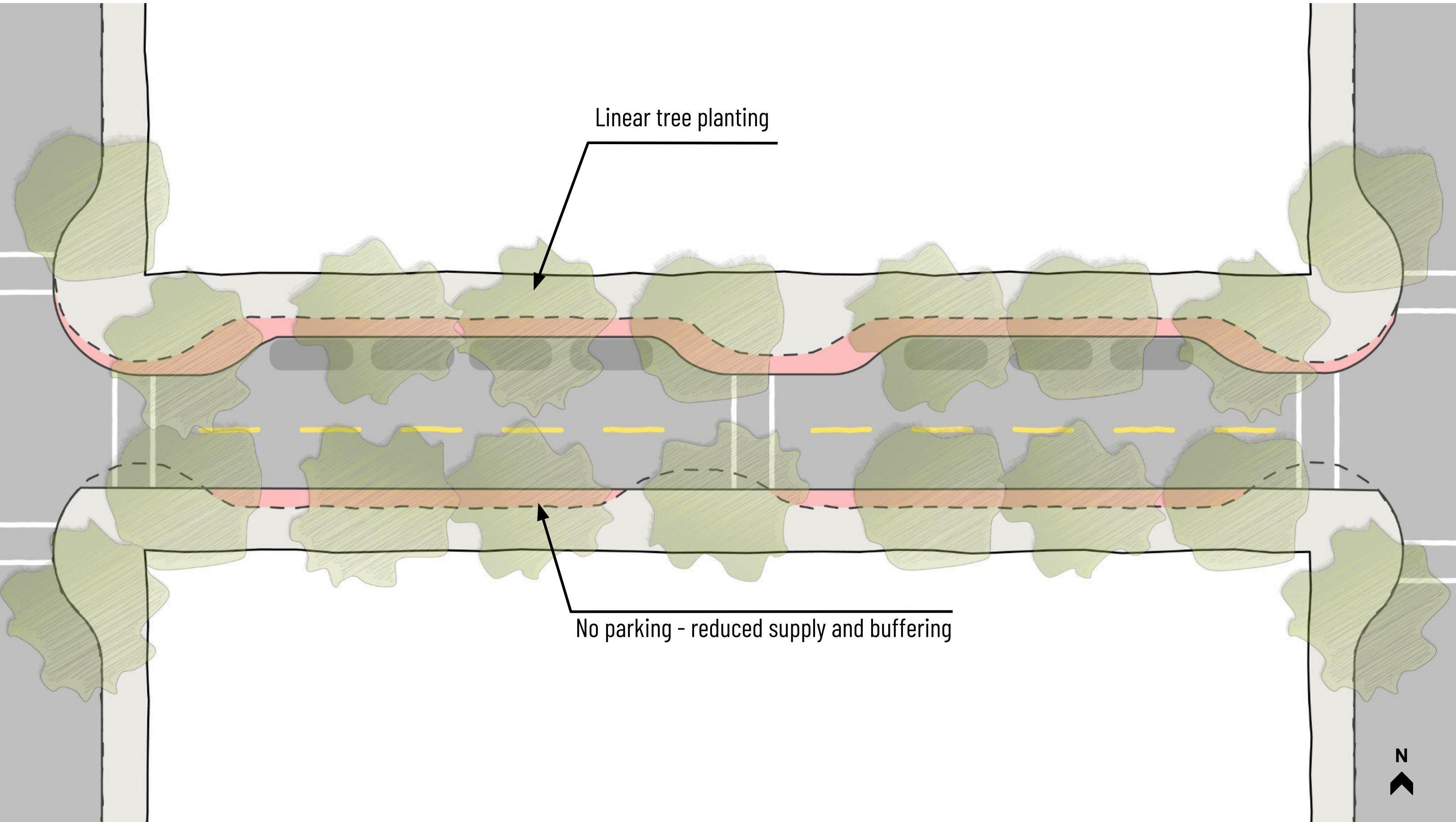
N Denver Ave - Kenton Neighborhood (Portland, OR)

***Note: very few examples exist of main streets with a curb-tight vehicle lane**

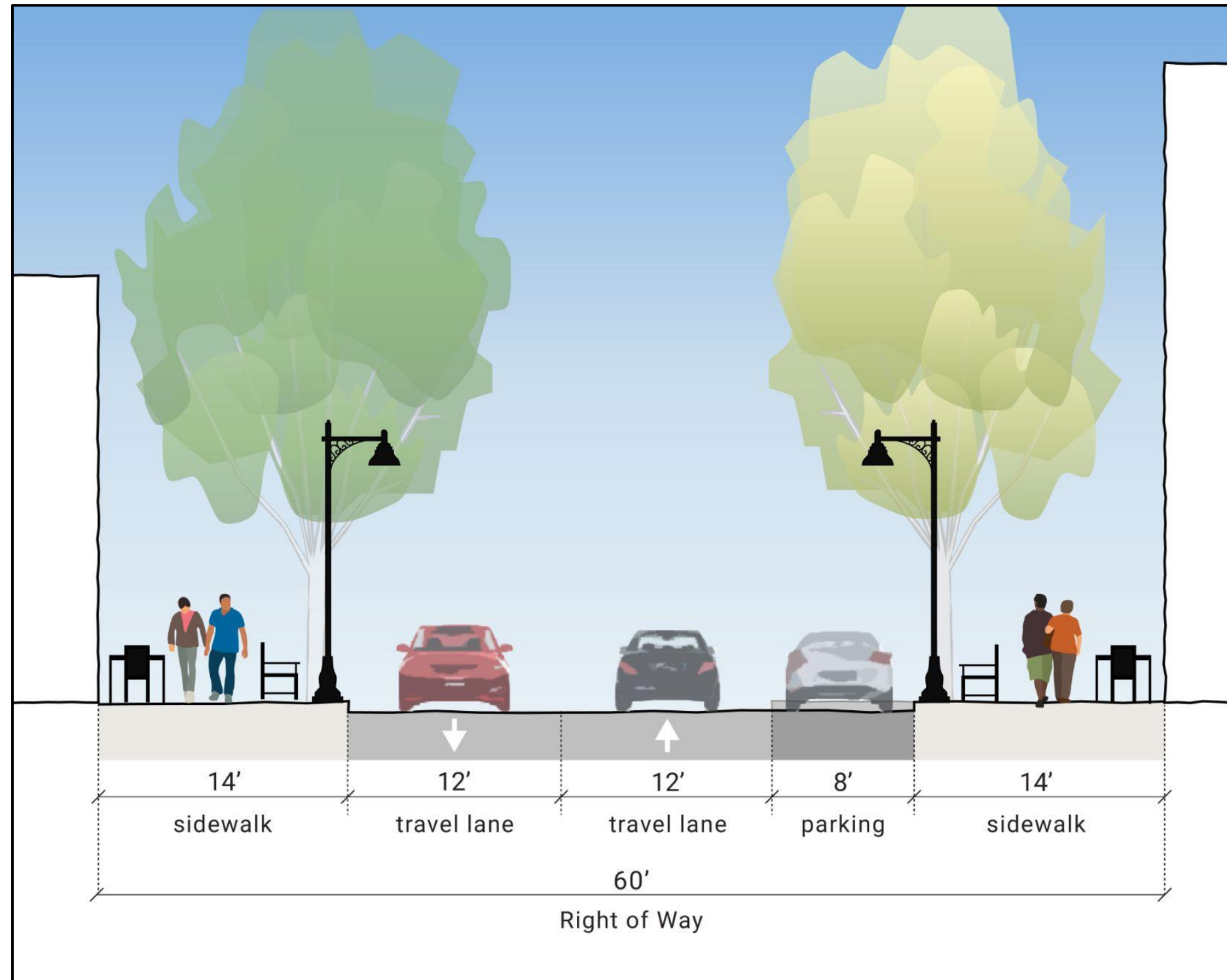
Concept 4a :: **Single-Side Parking** - Sidewalk Design



Concept 4a :: **Single-Side Parking** - Tree and Parking Configuration



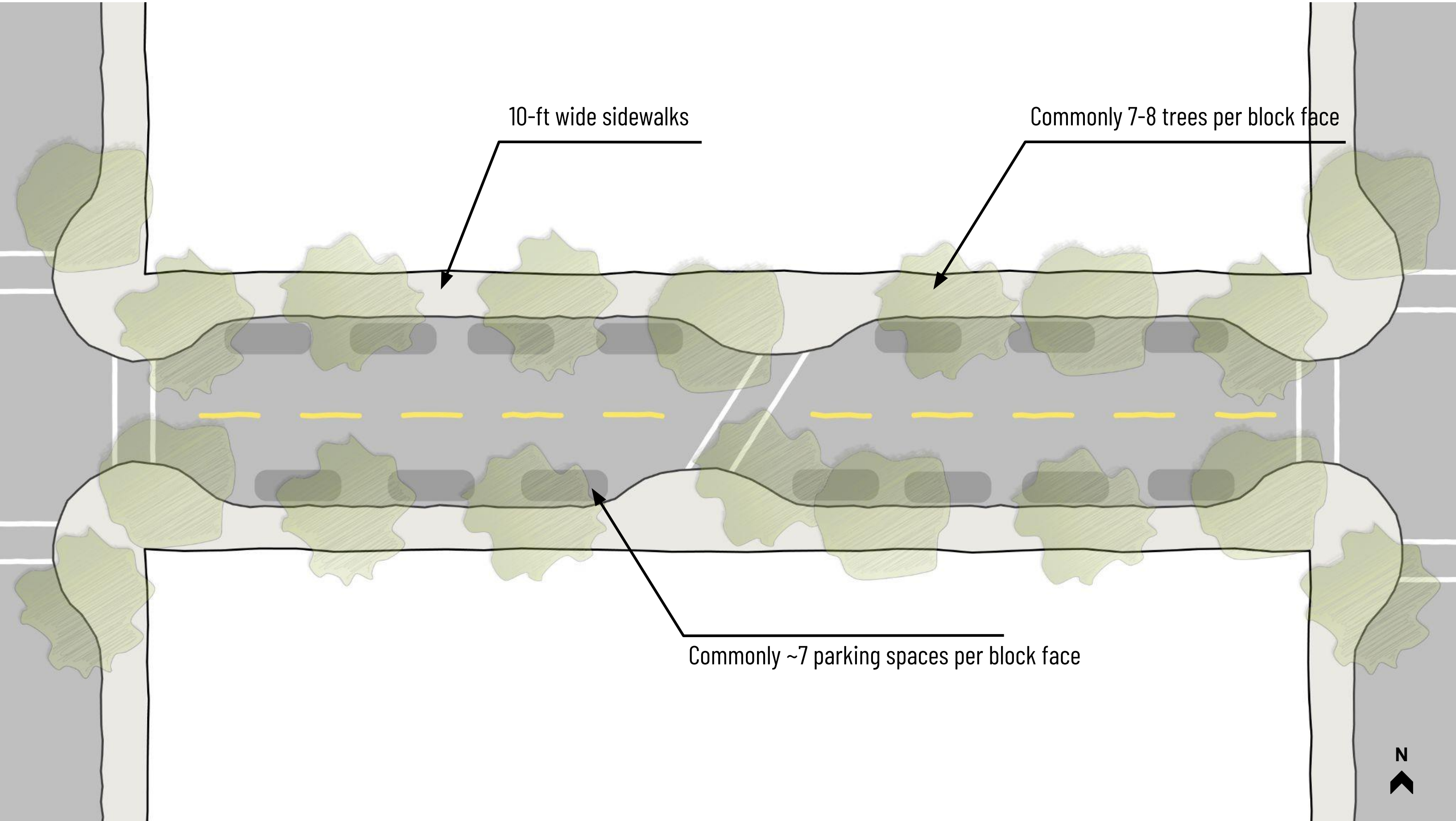
Concept 4a :: **Single-Side Parking** - Concerns of Note



- **Asymmetrical - risks picking a “favorite” side**
- **Curb-tight travel lane next to sidewalk is uncomfortable**
- **Fewer amenity clusters (less curb extension area)**
- **Could create significant traffic-flow imbalance**

Functional Alternatives
2c :: Sidewalk Pockets

Existing



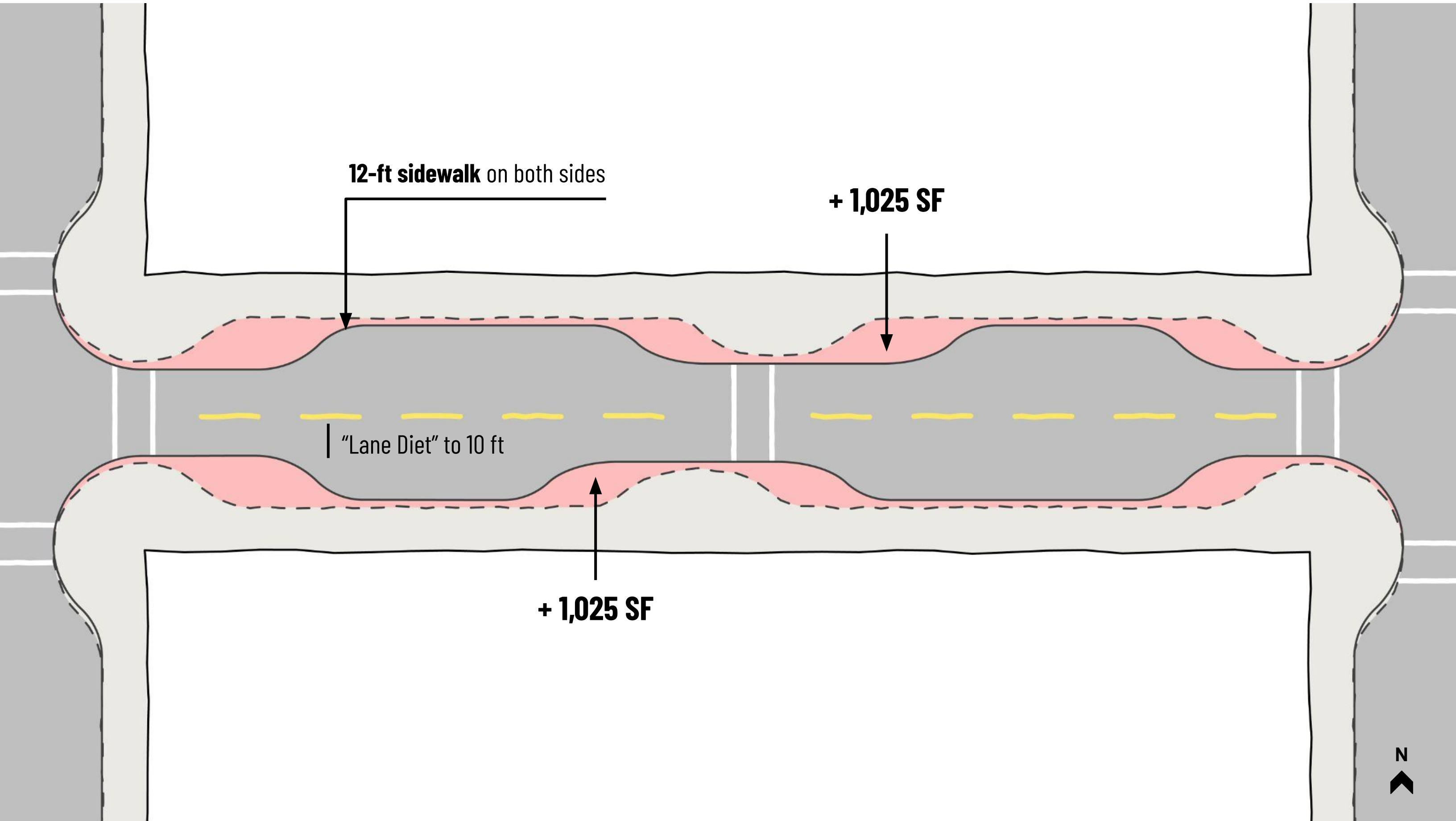
Recommendation: A Design to Improve Upon Your Existing

- Wider sidewalks
- Clean up the parking, and keep balance
- Create more outdoor gathering areas
- Calm down the traffic
- Flexible/adaptable use of space
- Make space for landscape variety

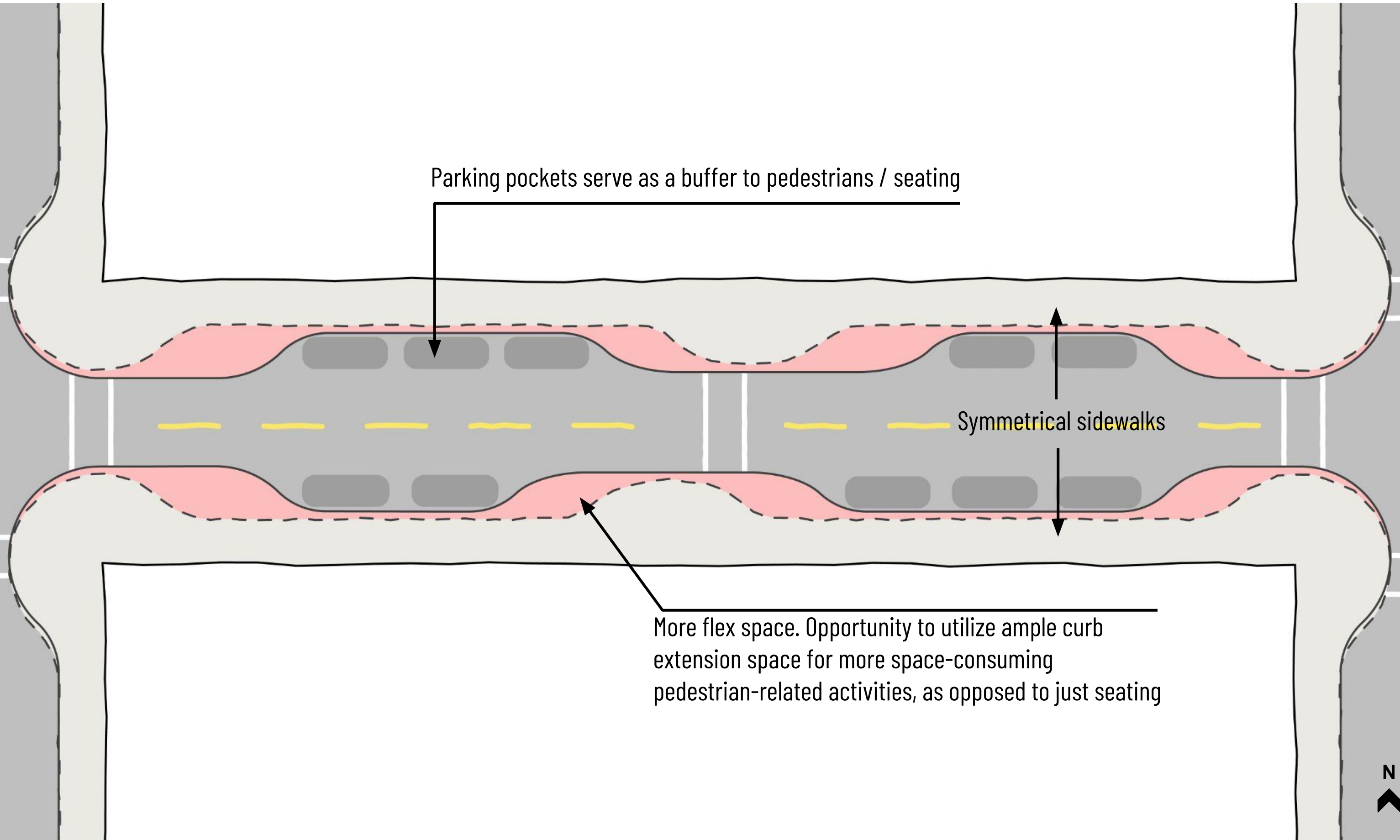


Concept 2c :: **Sidewalk Pockets** - Sidewalk Space

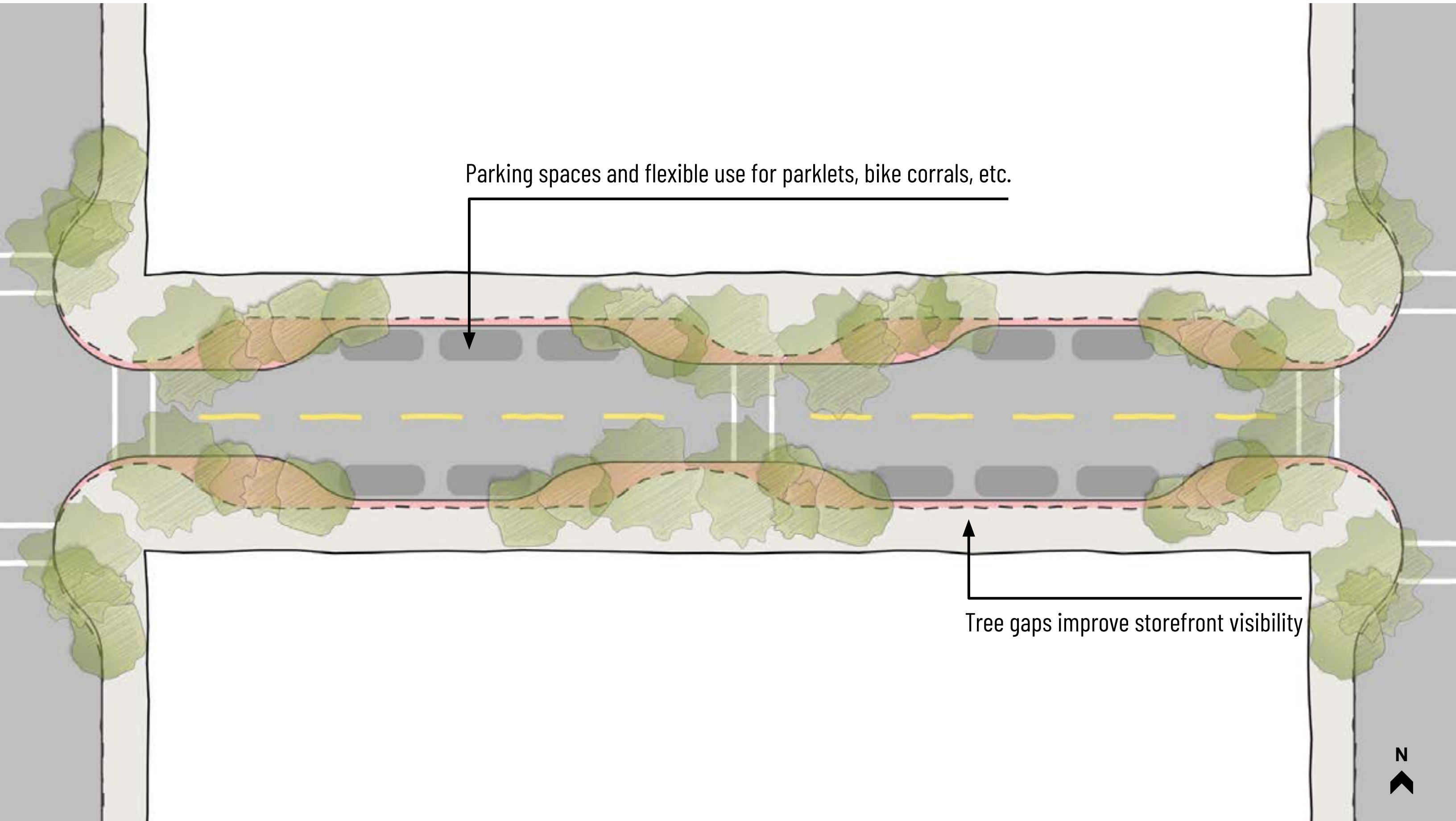
+ 2,050sf



Concept 2c :: **Sidewalk Pockets** - Sidewalk Design



Concept 2c :: **Sidewalk Pockets** - Tree and Parking Configuration



Parking spaces and flexible use for parklets, bike corrals, etc.

Tree gaps improve storefront visibility



Example Curb Extensions and Flexible On-Street Uses

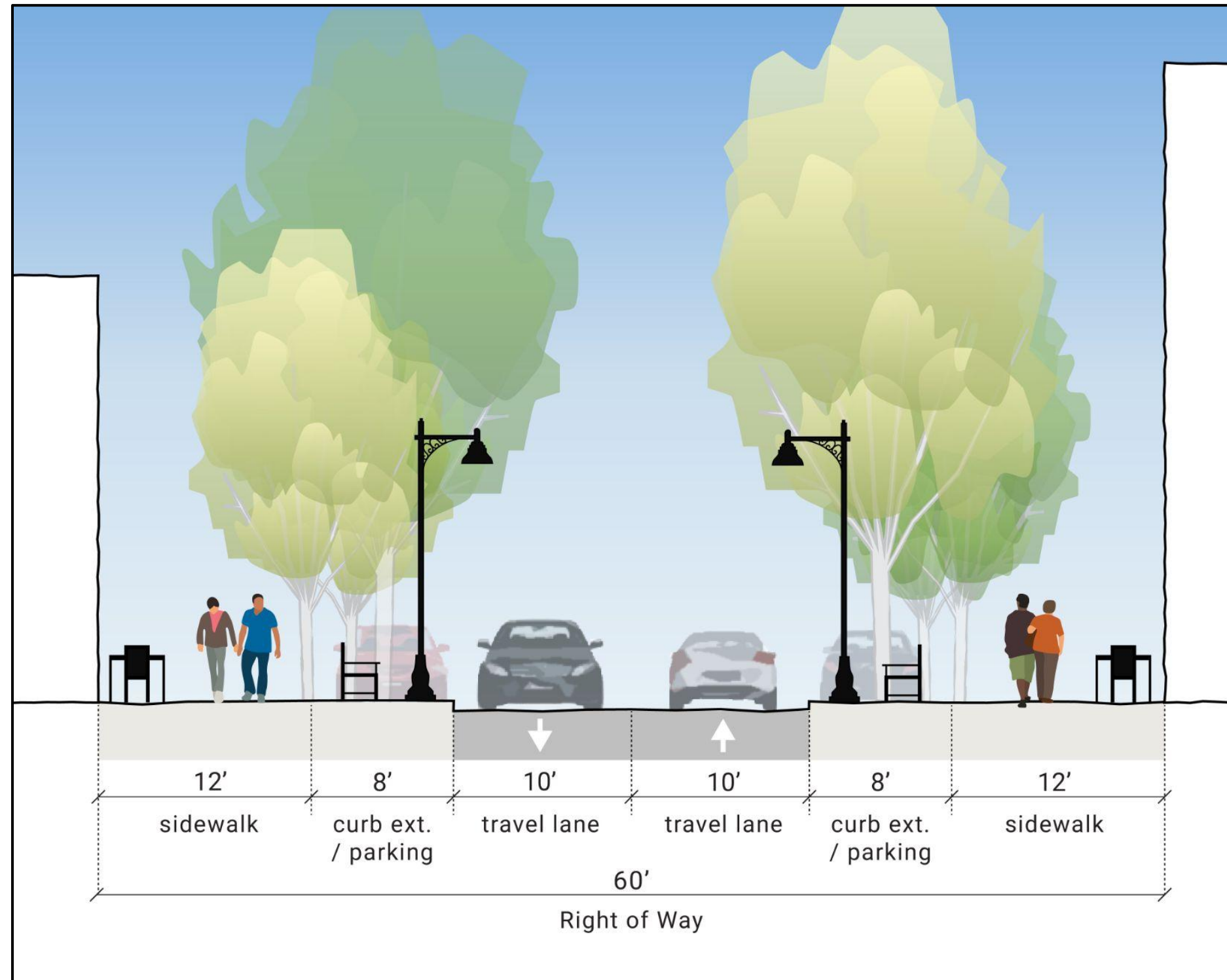


Main Street (Grand Junction, CO)



Witherspoon Street (Princeton, NJ)

Concept 2c :: **Sidewalk Pockets** - A Person-Centered Main Street

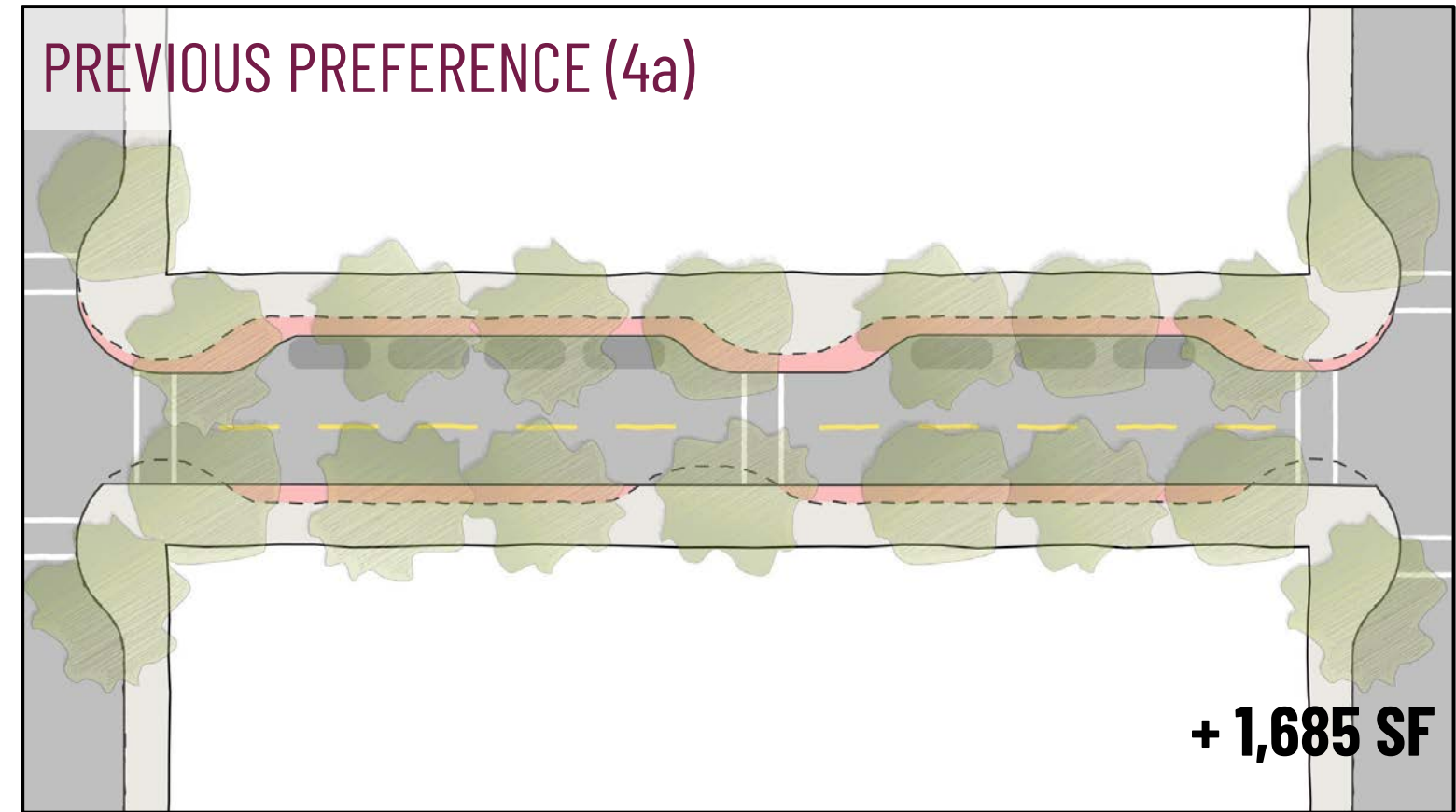
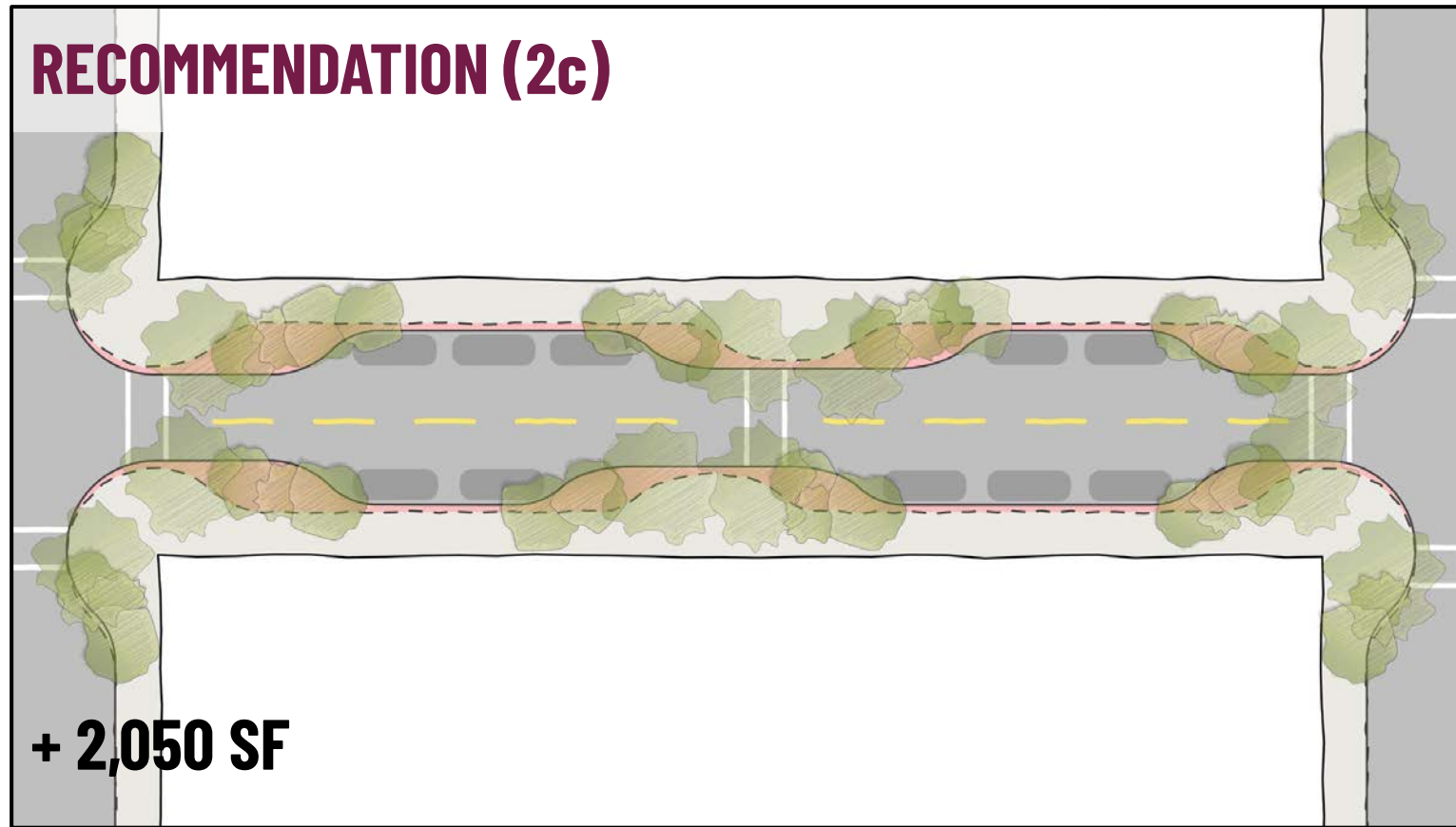


- Familiar layout that improves upon what works well today
- Large curb extensions create seating, art, tree, dining spaces
- Balanced / symmetrical design equally serves both sides of the street
- Tree planting “Grove” option highlights attractive buildings

Functional Alternatives

Comparing 2c & 4a

Concept Comparison



2c :: SIDEWALK POCKETS

Improves familiar design - more gathering space

Larger curb extensions; overall sidewalk widening

Possible lane-diet; two-side parking creates friction

Symmetry - sidewalk size, parking, trees

Curb exts. and parking spaces = flexible areas

Grove trees: more species/size variety; shade pockets

Grove trees create more visibility openings

IMPROVE EXISTING

PEDESTRIAN SPACE

CALM TRAFFIC

BALANCE / DISTRIBUTION

FLEXIBLE USES

TREES / LANDSCAPE

BUSINESS VISIBILITY

4a :: SINGLE-SIDE PARKING

Major reconfiguration; risks a "favored" side

Wider sidewalks; curb-tight lane is subpar

Possible lane-diet

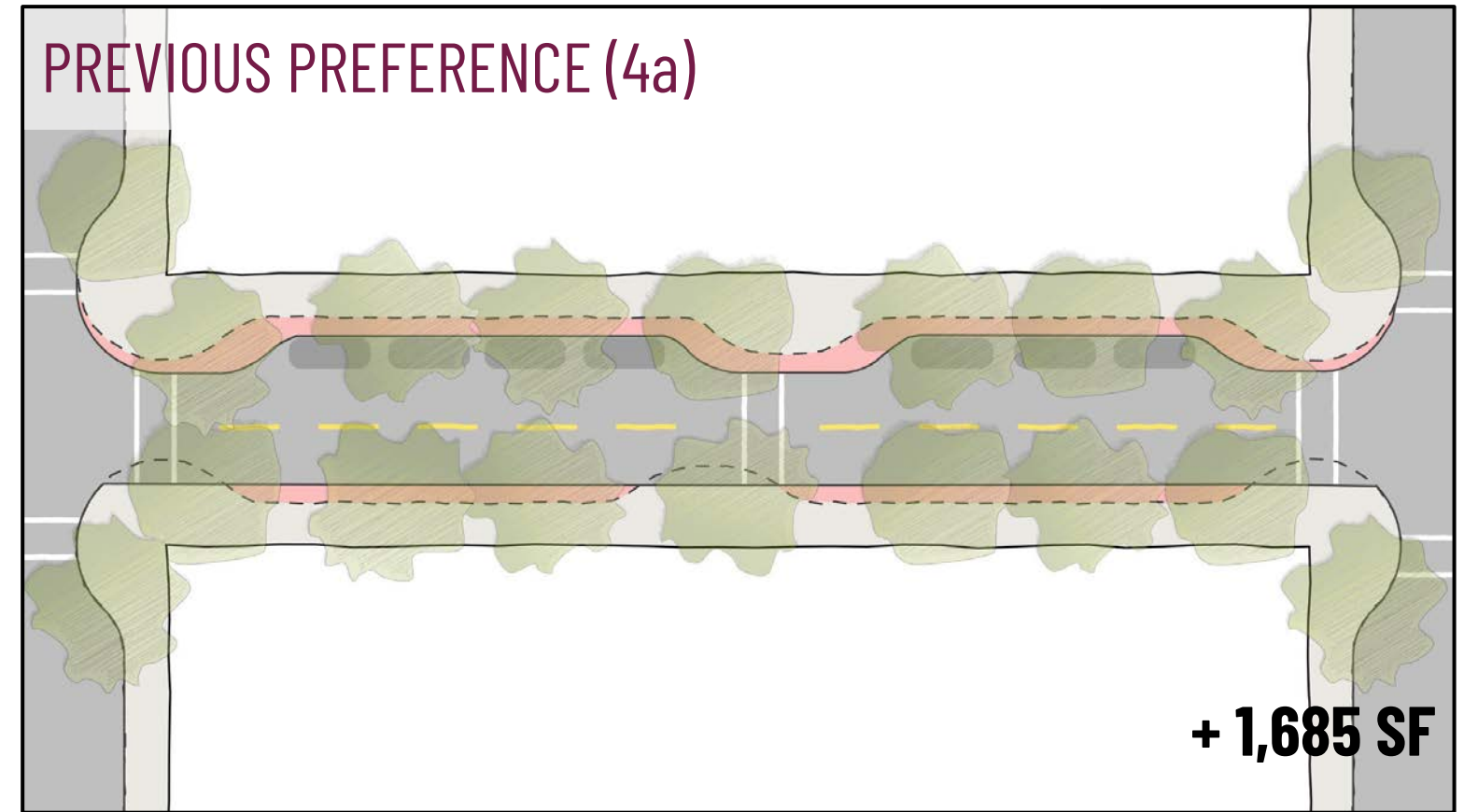
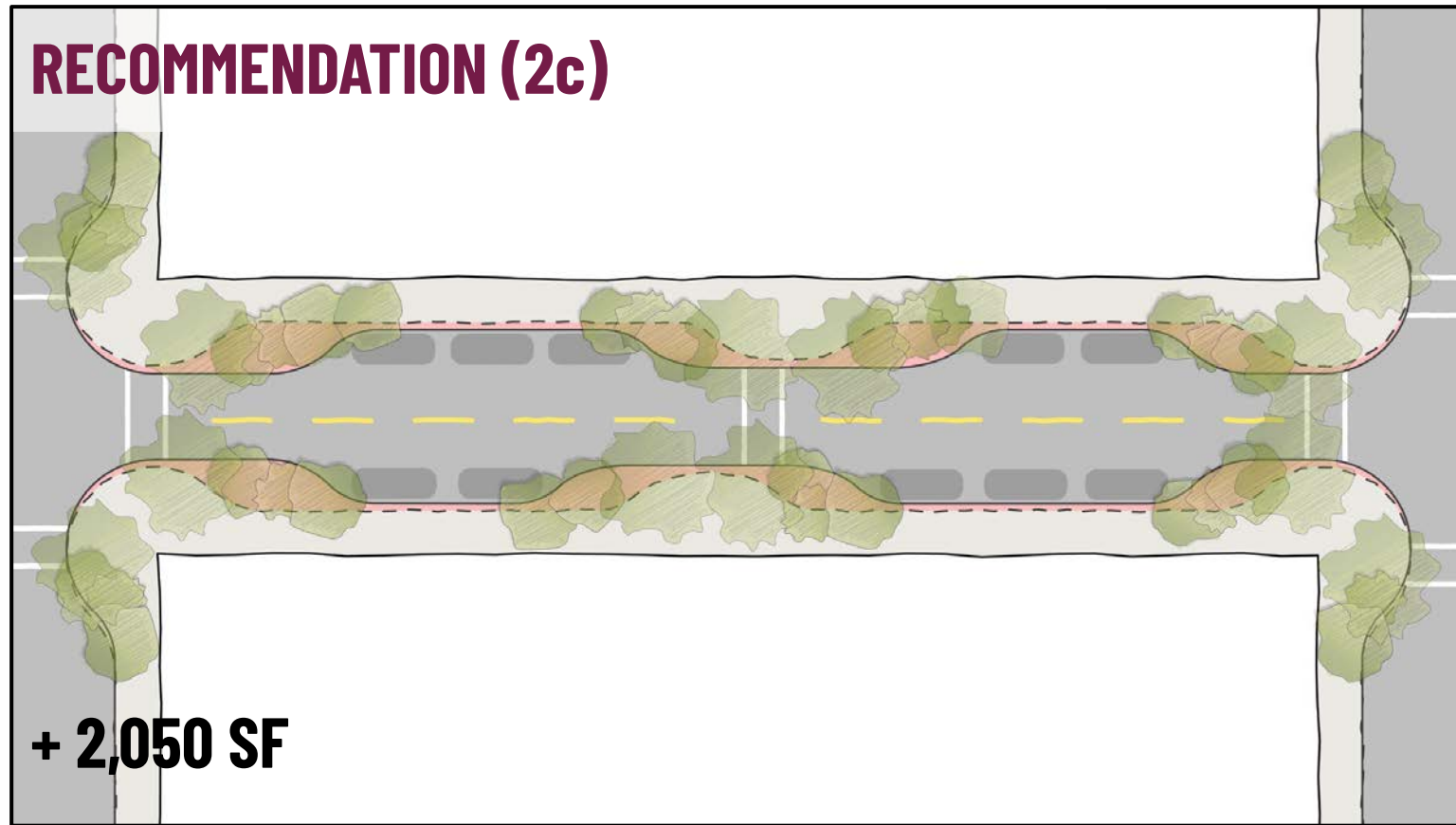
Parking only one side; asymmetrical; mixed trees

Wider uniform sidewalks; less curb ext. flex-space

Could mix-and-match: Groves one side; Linear other

Linear trees may block some views; TBD from locations

Advisory Vote (2/28/22)



#1 - I support the recommendation **(12 votes)**

#2 - I support it with the following amendments / suggestions **(6 votes)**

#3 - I don't support the recommendation **(0 votes)**

Three Design Phases

TODAY'S TOPIC

To Do:

- Advise on the Preferred Functional Alt.

JANUARY - MARCH 2022

MARCH - MAY 2022



FUNCTIONAL ALTERNATIVES

- What mobility space do you prefer?
- How is the 60-ft width divided up?

STREET TREE ALTERNATIVES

- Spatial arrangement
- Species selections
- Planting variety

DESIGN THEME ALTERNATIVES

- Elements of a streetscape
- Design Families options

Upcoming Phases

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B1. Functional Alternatives	—●						
	B2. Tree Alternatives	—●					
			B3. Design Theme Alternatives	—●			
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PAC (B1)	PAC (B1 and B2)	PAC (B1 and B2)	PAC (B2 and B3)	PAC (B3 and B4)	PAC (C1)		PAC (C3)
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