

# Third Street Improvement (TSI) Project

## Community Forum #2

15% Design

McMinnville, Oregon

20 May 2024

5-7p



# Community Forum #2 :: Agenda

## MEETING PURPOSE

Review and gather feedback on various aspects of the 15% Design for Third Street.

Update community members on the Downtown Business Resilience effort.

## AGENDA

5p	Open House	<i>All</i>
530p	Welcome + Introductions	<i>City</i>
535p	Downtown Business Resilience Update	<i>MDA / SERA</i>
545p	15% Design Update	<i>BKF / SERA</i>
	<ul style="list-style-type: none"><li>● Overview / Curb Alignment</li><li>● On-Street Parking</li><li>● Utilities</li><li>● Street Lighting</li><li>● Furnishings</li><li>● Street Trees + Sidewalk Design</li><li>● Groves / Mid-Block Curb Extensions</li><li>● Intersections / Corners</li><li>● Gateway Opportunities</li></ul>	
610p	Next Steps	<i>City / BKF / SERA</i>
615p	Q+A / Discussion	<i>All</i>
645p	Open House	<i>All</i>
7p	Adjourn	

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

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

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

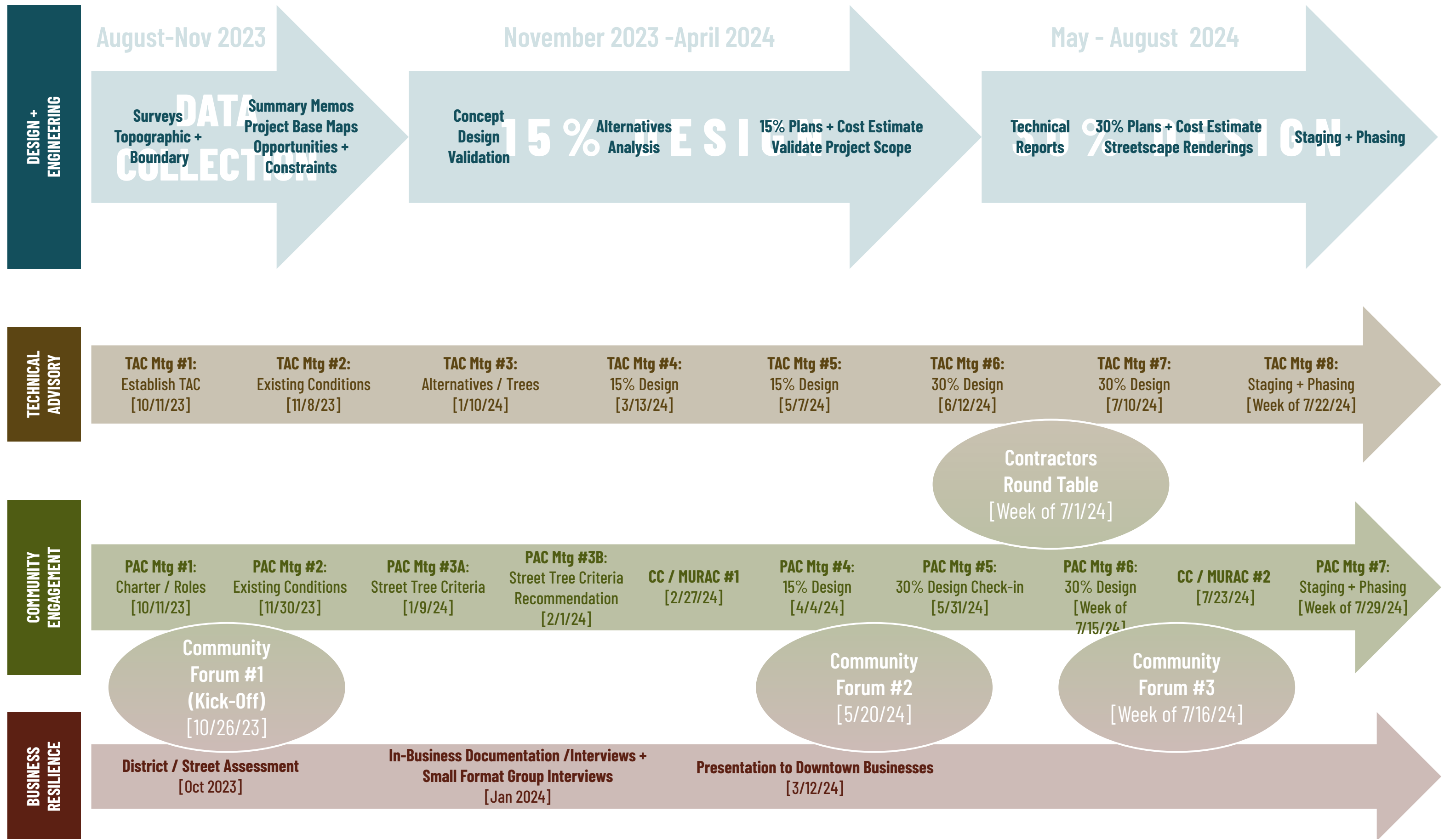
Phase C: **Refined Concept Design** (2022)

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


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



# Third Street Improvement Project :: **Process / Schedule** (as of 5/10/24)



*Dates subject to change*



The background is a detailed street map of downtown Portland, Oregon. It shows a grid of streets including NE 1st St through NE 5th St and SW Adams St through NE Johnson St. Building footprints are shown in light gray, and some are labeled with names like 'aquatic center', 'city park', 'library', 'downtown association', 'u.s. bank plaza', 'hotel oregon', 'the barber', and 'train station'. A yellow double-headed arrow highlights the area between NE 3rd St and NE 4th St, which is the focus of the project.

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

## NE Third Street :: **Vision**

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

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

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

**reinforce and celebrate McMinnville's UNIQUE and WELCOMING IDENTITY**

**strengthen the PROSPERITY of LOCAL BUSINESSES**

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

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

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

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

**where feasible, preserve Third Street's EXISTING STREET TREES**

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

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



# Third Street Improvement (TSI) Project Downtown Business Resilience

# Third Street Improvement Project :: **Downtown Business Resilience**

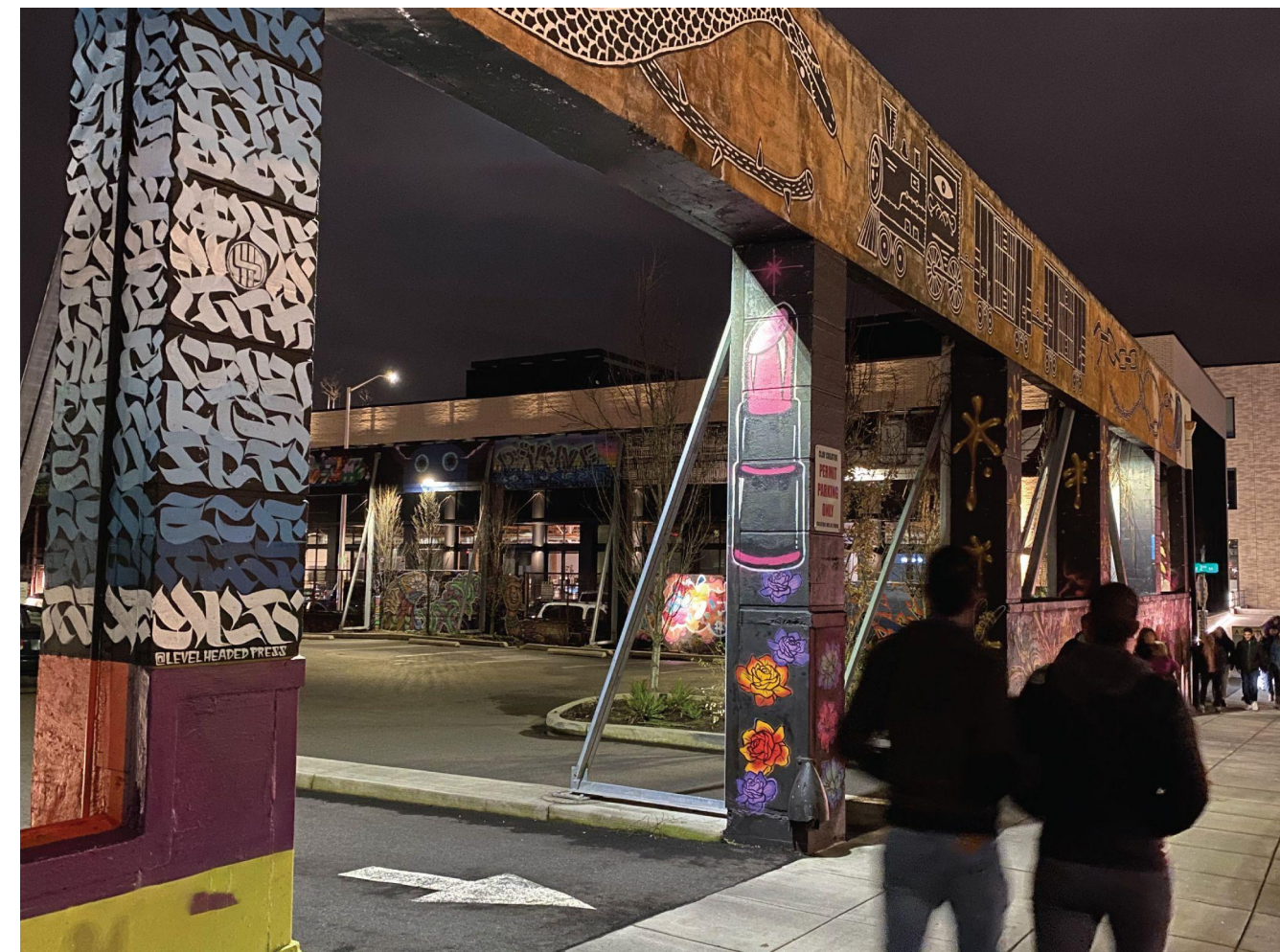


## **Work completed to-date:**

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

# Business Resilience :: **During Construction**

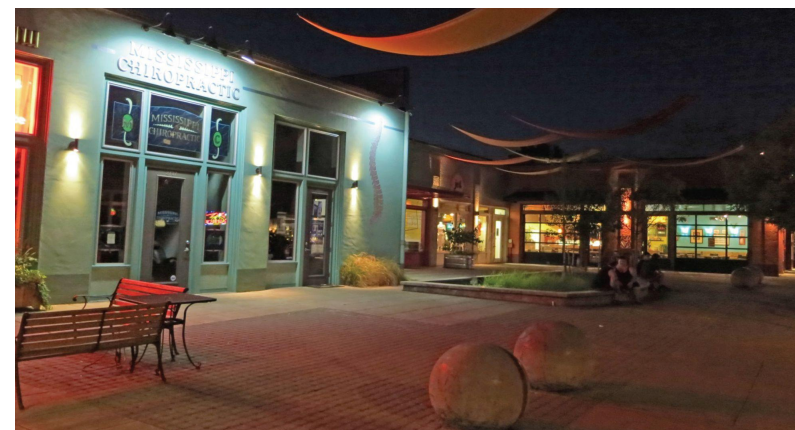
Show people you are open for business... and make it fun!



# Business Resilience :: **Color**

Beige is not a color...

**Make the world a happier place with paint!**



# Business Resilience :: **Differentiate Spaces**

Differentiate spaces.



# Business Resilience :: **Awnings**

Rethink awnings.

**before**



**after**



# Business Resilience :: **Awnings**

Rethink awnings.



**after**

# Business Resilience :: Awnings



La Bella Casa business owner Jen Feero came to the Business Resiliency community meetings and is the first to experiment with some of the recommendations by taking down her front awnings.

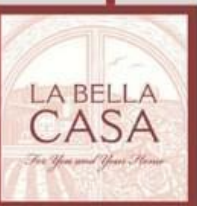


We are so excited to see the beautiful new look at La Bella Casa!

then



now





# Business Resilience :: **Storefront Windows**

People don't want to read signs, they want to fall in love with your windows!



# Business Resilience :: **Storefront Windows**

People don't want to read signs, they want to fall in love with your windows!



# Business Resilience :: **Display Lighting**



# Business Resilience :: **Building Lighting**



# Business Resilience :: **MURAC's Façade Grant Program**

The Façade Improvement Grant Program is a matching grant program of the City of McMinnville Urban Renewal Agency. The maximum grant award for a single project is \$2,500. A minimum private match of 100 percent (1:1) of the grant amount is required.

The **purposes** of the Façade Improvement Grant Program are:

- To improve the aesthetic appearance of the exterior facades of existing buildings and businesses in the District;
- To restore the unique historic character of buildings in the District as much as practicable; and
- To encourage private investment in District properties and businesses.

The following **persons are eligible** to apply and receive grant funds:

- Property owners of commercial or industrial zoned buildings within the District.
- Business owners or tenants of commercial or industrial zoned buildings within the District with property owner consent.

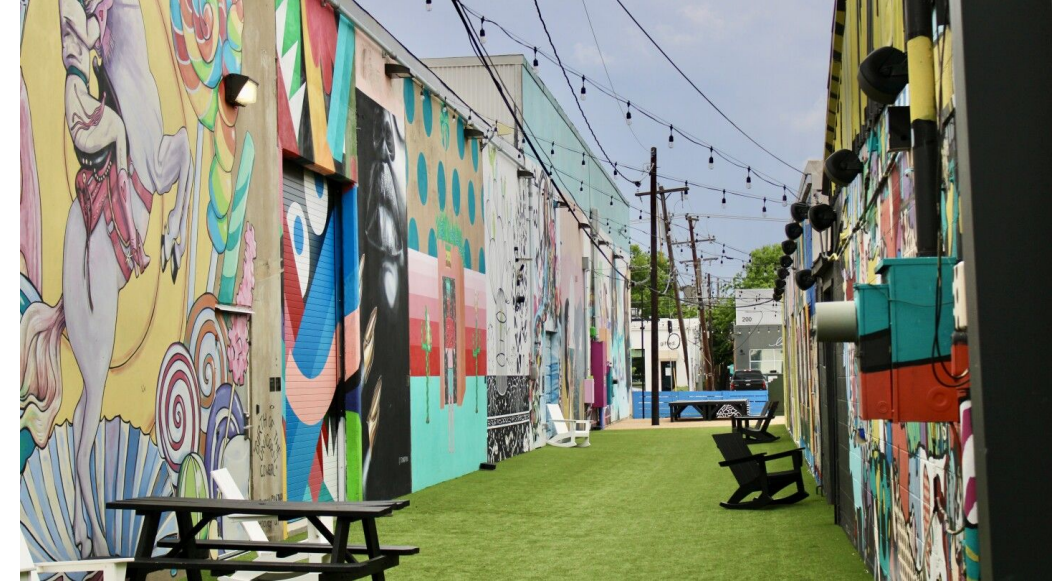
Funds may be used for existing exterior façade improvements on commercial and industrial zoned buildings within the District in compliance with the McMinnville Zoning Ordinance and NE Gateway Planned Development Overlay standards. For the purpose of this program, "façade" includes the exterior of any street-facing building wall, but does not include the building's interior, roofing, signs, structural improvements, or other site improvements except as noted below. The types of **eligible projects** include:

- Repair, restoration, or installation of exterior masonry and siding materials.
- Repair, replacement, or installation of awnings, windows, trim, doors, gutters, downspouts, stone or brick, or other architectural details.
- Repair or replacement of exterior lighting attached to a building or illuminating a sign.
- Repair or construction of entryways.
- Cleaning, preparation, and painting of exterior walls and trim in conformance with the approved color palette.
- Removal of barriers to access for people with disabilities.
- Removal, replacement, or repair of exterior wall, freestanding, or projecting signs.
- Other improvements as approved.

Click [HERE](#) for more information

# Business Resilience :: **Art Alleys**

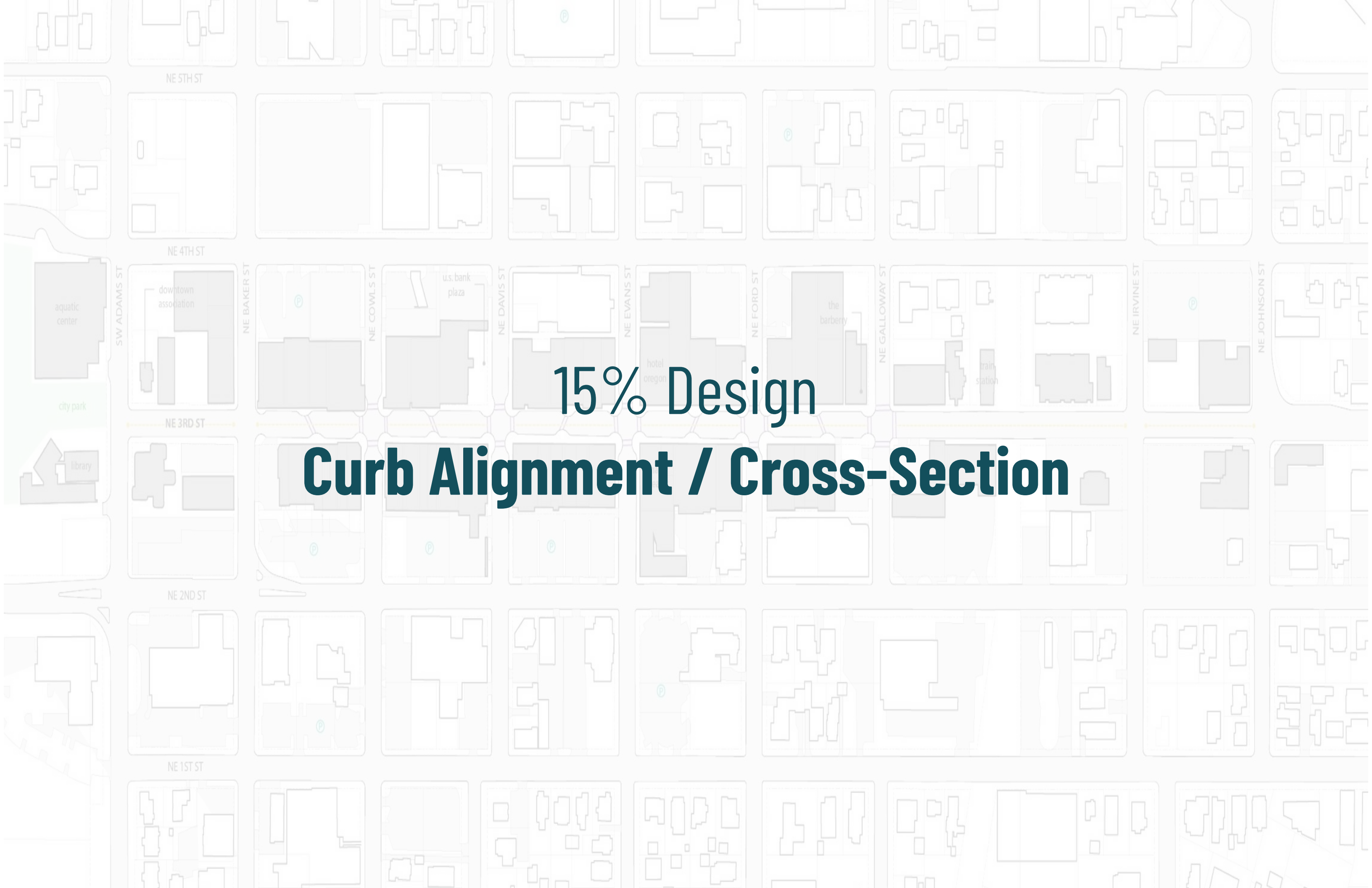
Coming soon!



# Business Resilience :: **Authenticity**

There is exactly one MAC3rd  
in the entire world!



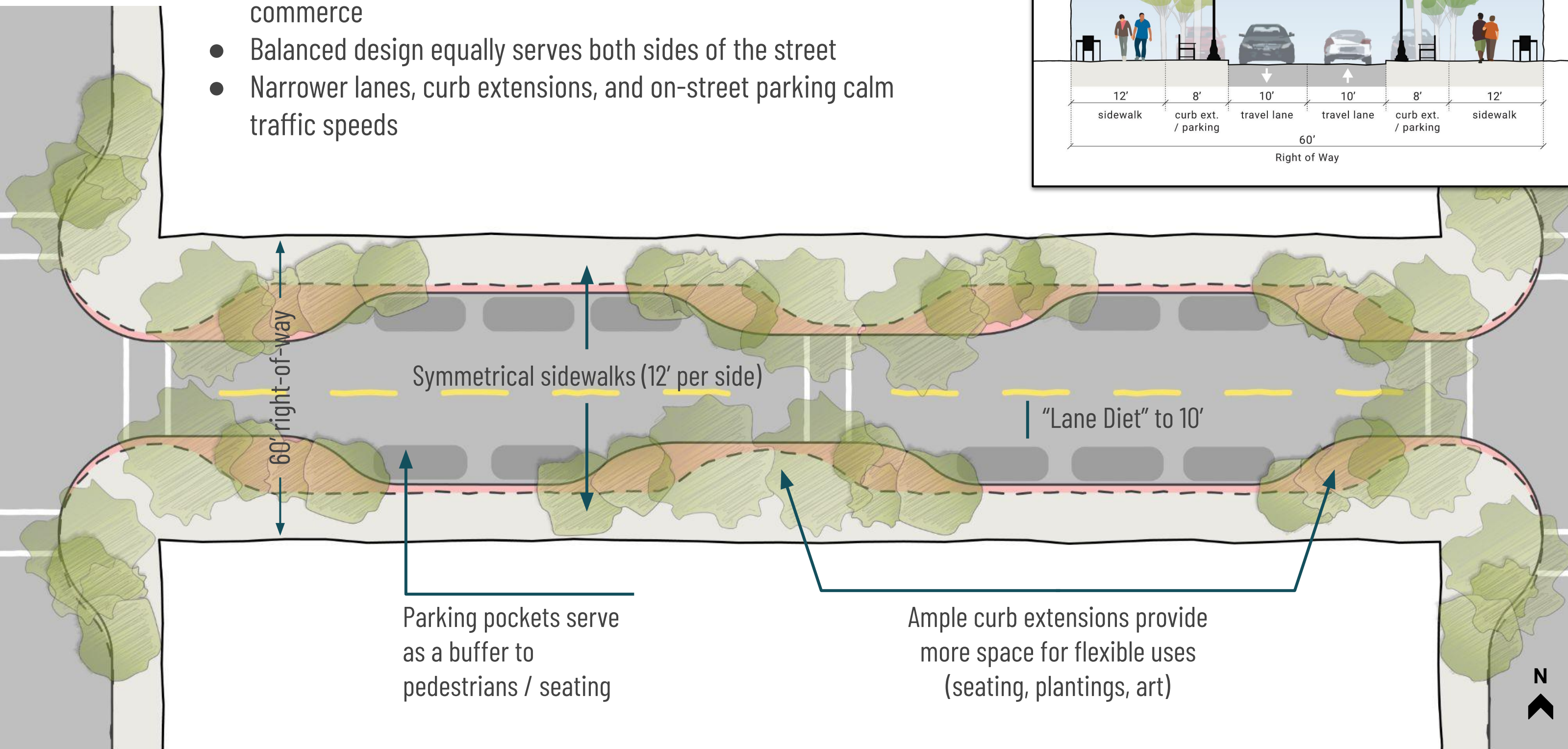
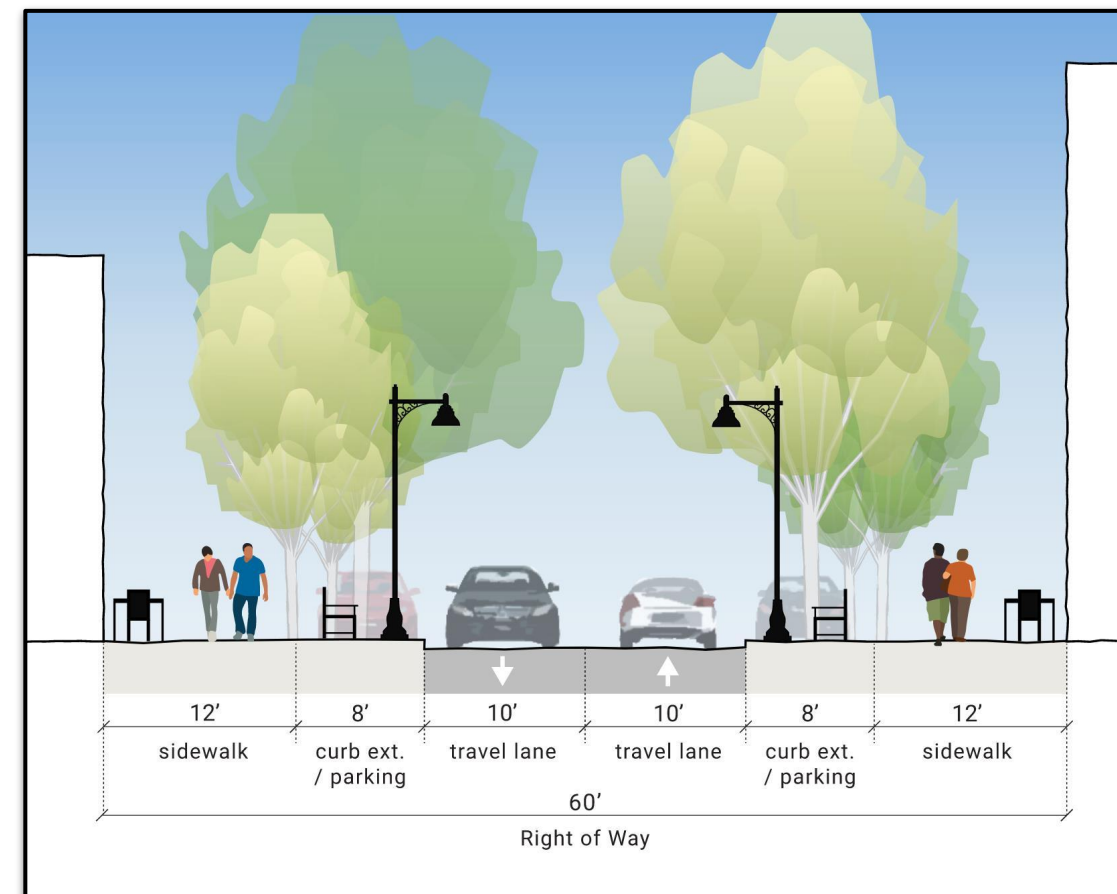


15% Design  
**Curb Alignment / Cross-Section**

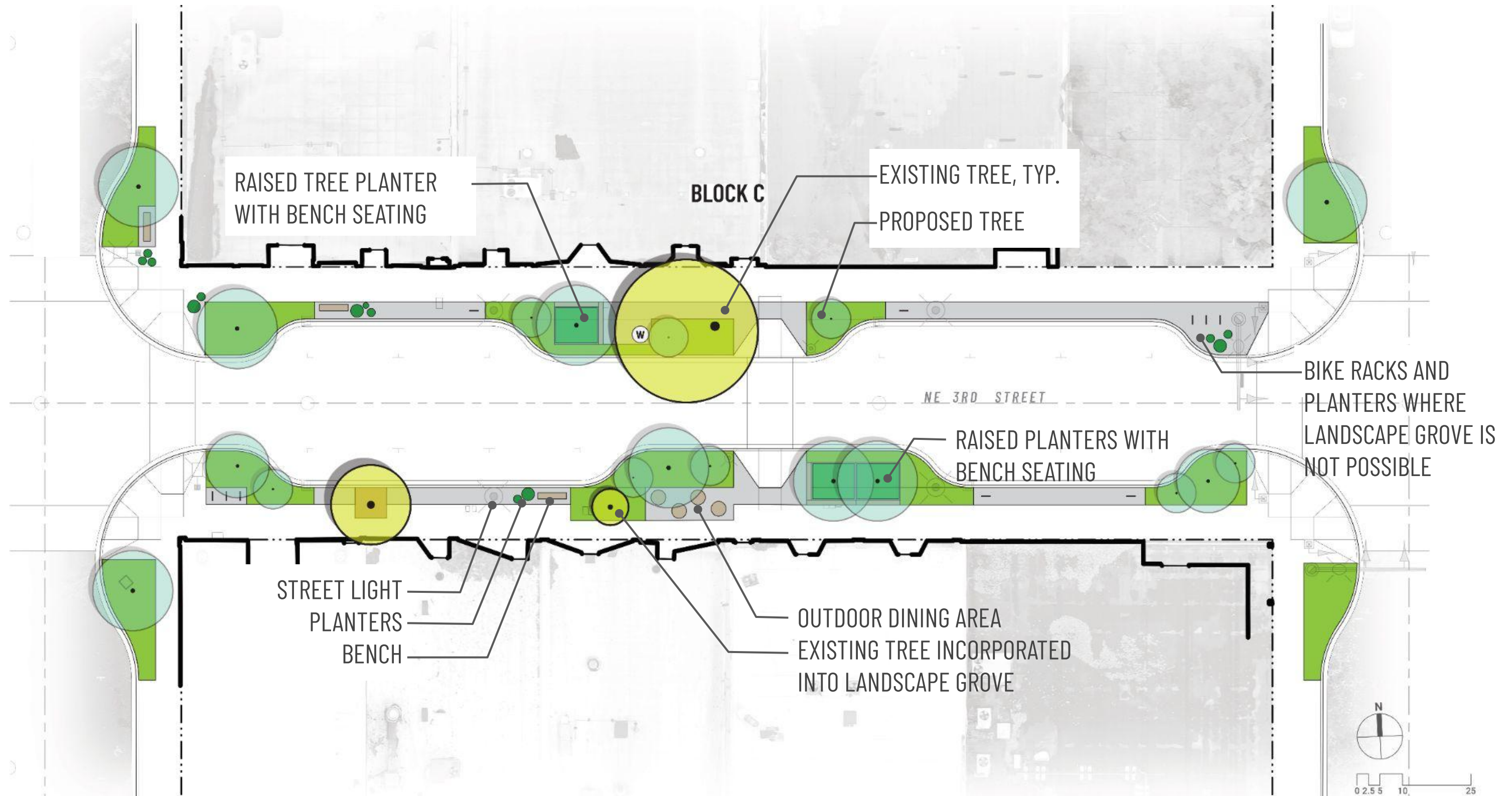


# Functional Design :: A Person-Centered Main Street

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



# 15% Design :: **CONCEPT DIAGRAM**

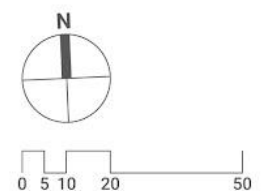
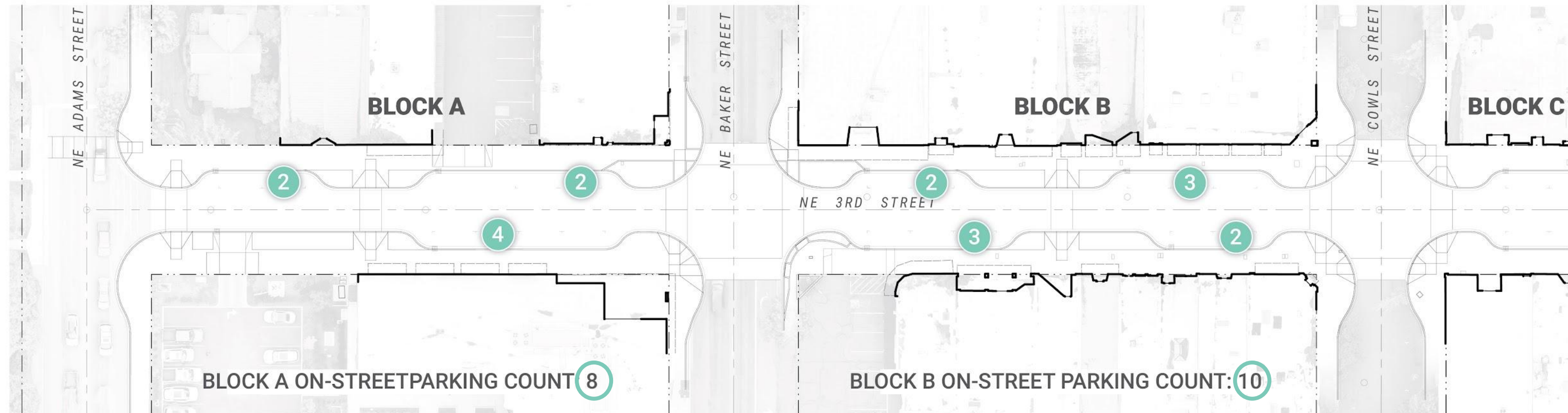


**15% Design  
On-Street Parking**

# 15% Design :: On-Street Parking

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

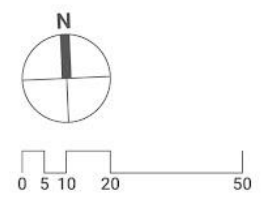
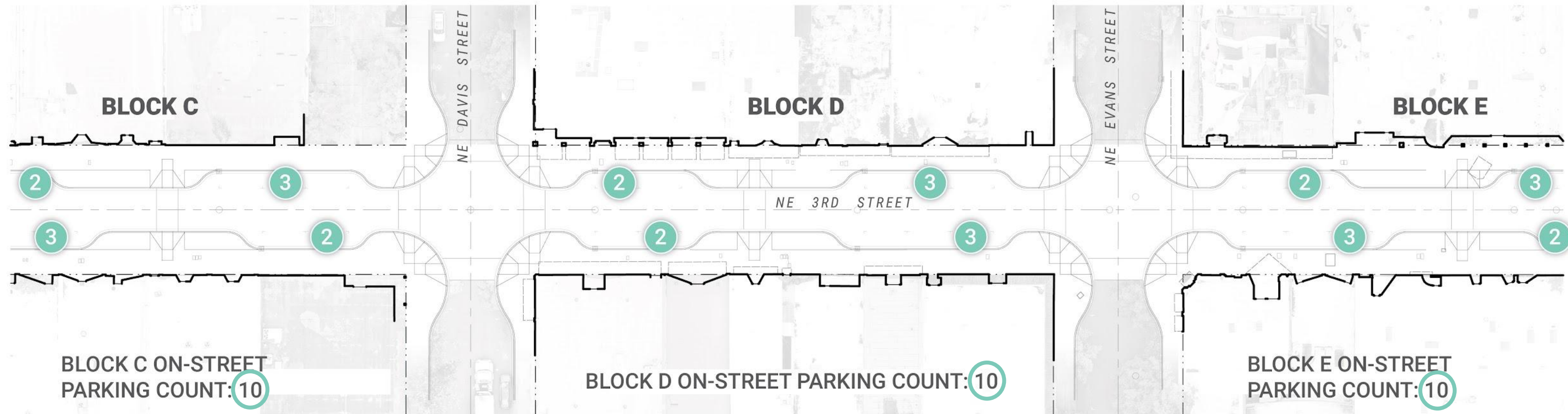
Total # of on-street parking stalls (project-wide): **64**



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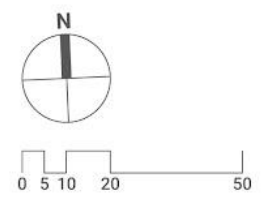
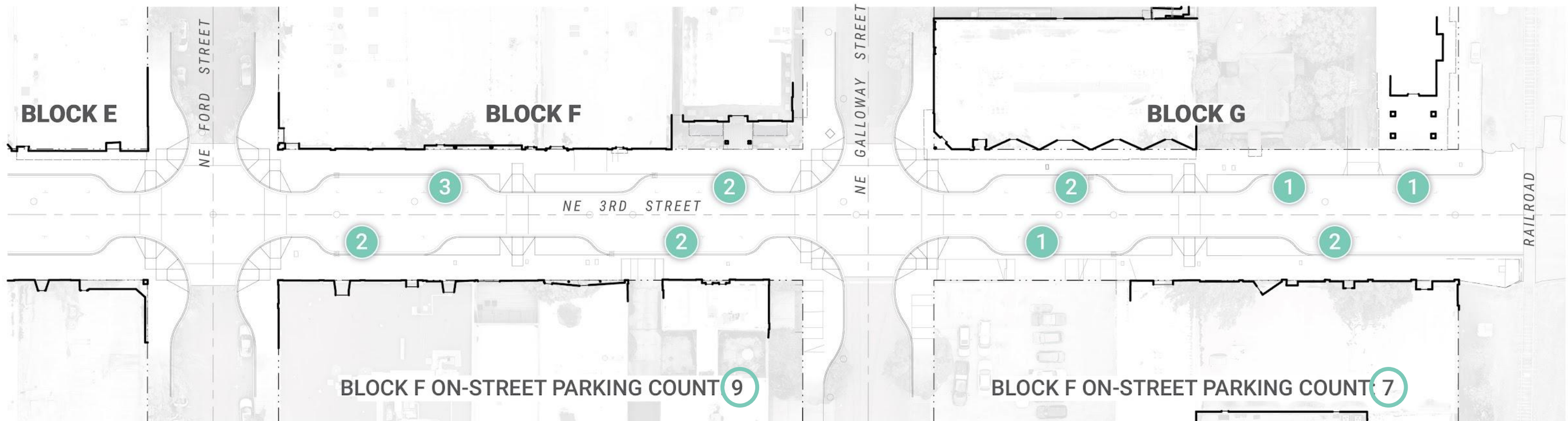
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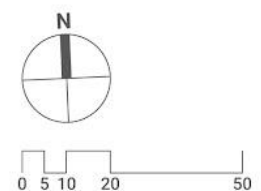
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# 15% Design :: On-Street Parking

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

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



## DESIGN CONSIDERATIONS

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

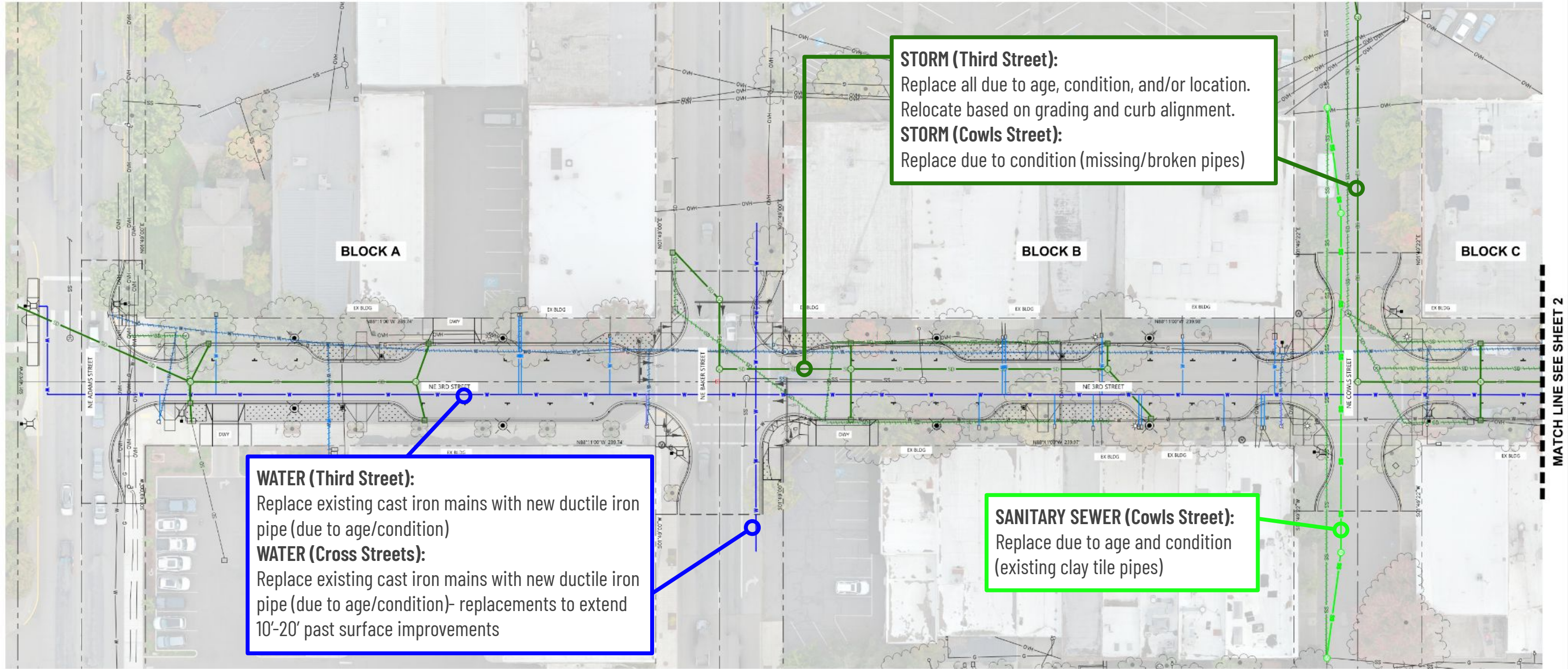






15% Design  
**Utilities**

# 15% Design :: Utilities



**LEGEND:**

	PROPERTY LINE		REMOVE OR ABANDON EXISTING WATER LINE
	CENTER LINE		REMOVE OR ABANDON EXISTING SANITARY SEWER LINE
	PROPOSED WATER MAIN		REMOVE OR ABANDON EXISTING STORM DRAIN LINE
	PROPOSED WATER LATERAL		PROPOSED STORM DRAIN MANHOLE
	PROPOSED FIRE SERVICE LATERAL		PROPOSED STORM DRAIN INLET
	PROPOSED SANITARY SEWER LINE		HISTORICAL CISTERN
	PROPOSED STORM DRAIN LINE		HISTORICAL WATER SUPPLY WELL
			PROPOSED STREET LIGHTS

**SANITARY SEWER and WATER Laterals:**  
Replace all where main lines are being replaced

# 15% Design :: Utilities

STORM DRAINAGE PIPE REPLACEMENT TO EXTEND TO 4TH STREET INTERSECTION

## STORM (Third Street):

Replace all due to age, condition, and/or location. Relocate based on grading and curb alignment.

## STORM (Davis Street):

Replace due to condition (missing/broken pipes)

## SANITARY SEWER (Third Street):

Replace parallel SS mains with one new main due to age and condition (existing clay tile pipes)

## SANITARY SEWER (Evans Street):

Replace due to age and condition (existing clay tile pipes)

BLOCK C

BLOCK D

BLOCK E

MATCH LINE SEE SHEET 1

MATCH LINE SEE SHEET 3

## WATER (Third Street):

Replace existing cast iron mains with new ductile iron pipe (due to age/condition)

## WATER (Cross Streets):

Replace existing cast iron mains with new ductile iron pipe (due to age/condition)- replacements to extend 10'-20' past surface improvements

## SANITARY SEWER and WATER Laterals:

Replace all where main lines are being replaced

LEGEND:

- PROPERTY LINE
- CENTER LINE
- PROPOSED WATER MAIN
- PROPOSED WATER LATERAL
- PROPOSED FIRE SERVICE LATERAL
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM DRAIN LINE

- REMOVE OR ABANDON EXISTING WATER LINE
- REMOVE OR ABANDON EXISTING SANITARY SEWER LINE
- REMOVE OR ABANDON EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- HISTORICAL CISTERN
- HISTORICAL WATER SUPPLY WELL
- PROPOSED STREET LIGHTS

# 15% Design :: Utilities

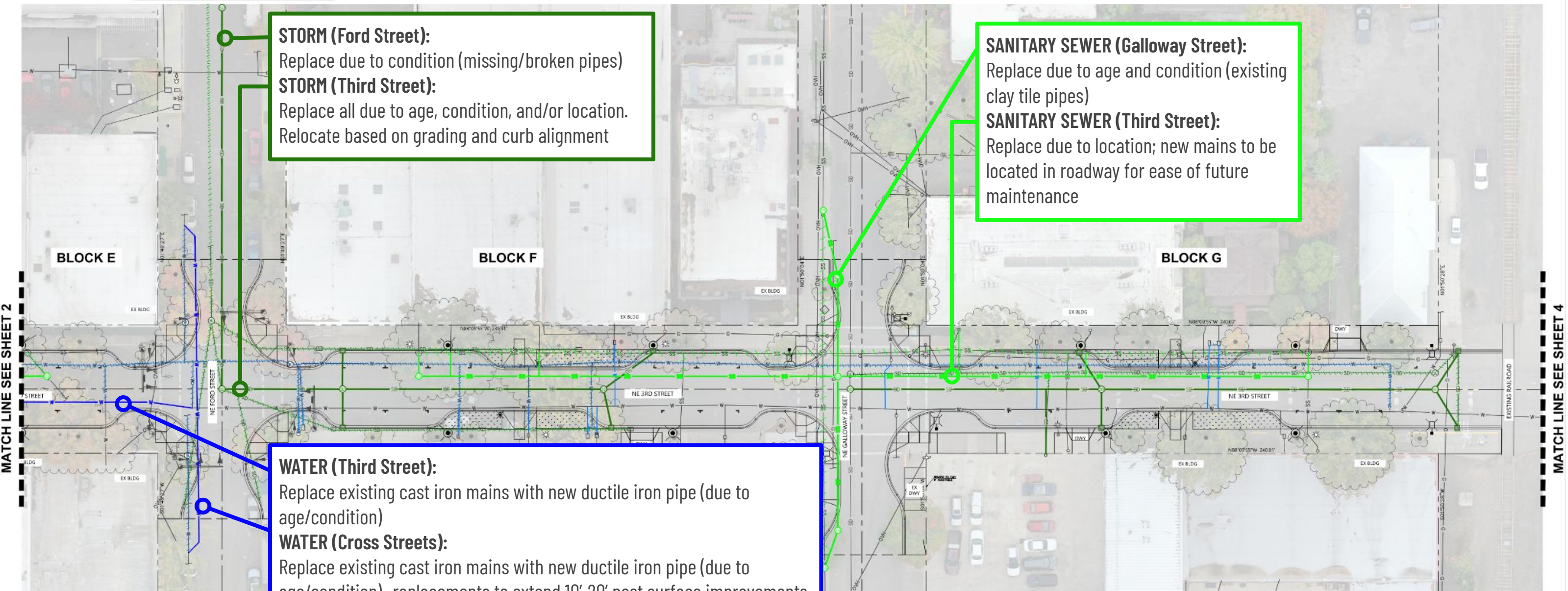
**STORM DRAINAGE PIPE REPLACEMENT TO EXTEND TO 4TH STREET INTERSECTION**

**STORM (Ford Street):**  
Replace due to condition (missing/broken pipes)  
**STORM (Third Street):**  
Replace all due to age, condition, and/or location.  
Relocate based on grading and curb alignment

**SANITARY SEWER (Galloway Street):**  
Replace due to age and condition (existing clay tile pipes)  
**SANITARY SEWER (Third Street):**  
Replace due to location; new mains to be located in roadway for ease of future maintenance

**WATER (Third Street):**  
Replace existing cast iron mains with new ductile iron pipe (due to age/condition)  
**WATER (Cross Streets):**  
Replace existing cast iron mains with new ductile iron pipe (due to age/condition)- replacements to extend 10'-20' past surface improvements

**SANITARY SEWER and WATER Laterals:**  
Replace all where main lines are being replaced

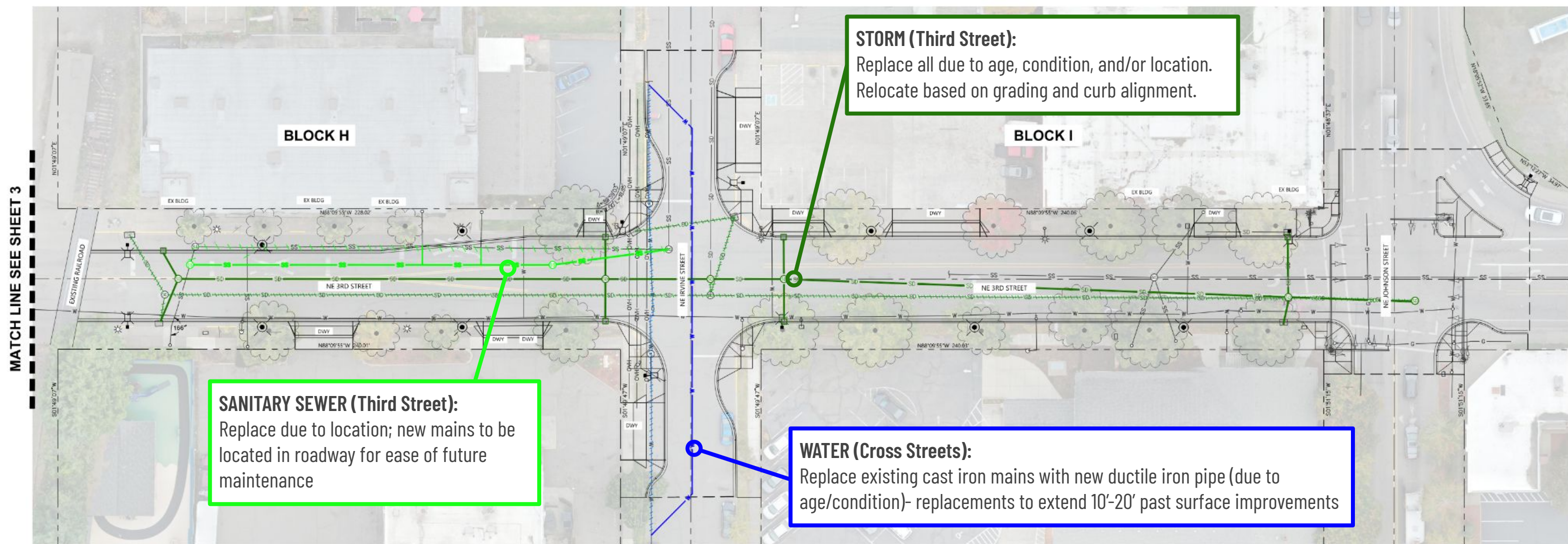


**LEGEND:**

- PROPERTY LINE
- CENTER LINE
- W— PROPOSED WATER MAIN
- W— PROPOSED WATER LATERAL
- FW— PROPOSED FIRE SERVICE LATERAL
- SS— PROPOSED SANITARY SEWER LINE
- SD— PROPOSED STORM DRAIN LINE

- REMOVE OR ABANDON EXISTING WATER LINE
- REMOVE OR ABANDON EXISTING SANITARY SEWER LINE
- REMOVE OR ABANDON EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- HISTORICAL CISTERN
- HISTORICAL WATER SUPPLY WELL
- PROPOSED STREET LIGHTS

# 15% Design :: Utilities



MATCH LINE SEE SHEET 3

**LEGEND:**

	PROPERTY LINE		REMOVE OR ABANDON EXISTING WATER LINE
	CENTER LINE		REMOVE OR ABANDON EXISTING SANITARY SEWER LINE
	PROPOSED WATER MAIN		REMOVE OR ABANDON EXISTING STORM DRAIN LINE
	PROPOSED WATER LATERAL		PROPOSED STORM DRAIN MANHOLE
	PROPOSED FIRE SERVICE LATERAL		PROPOSED STORM DRAIN INLET
	PROPOSED SANITARY SEWER LINE		HISTORICAL CISTERN
	PROPOSED STORM DRAIN LINE		HISTORICAL WATER SUPPLY WELL
			PROPOSED STREET LIGHTS

**SANITARY SEWER and WATER Laterals:**  
Replace all where main lines are being replaced

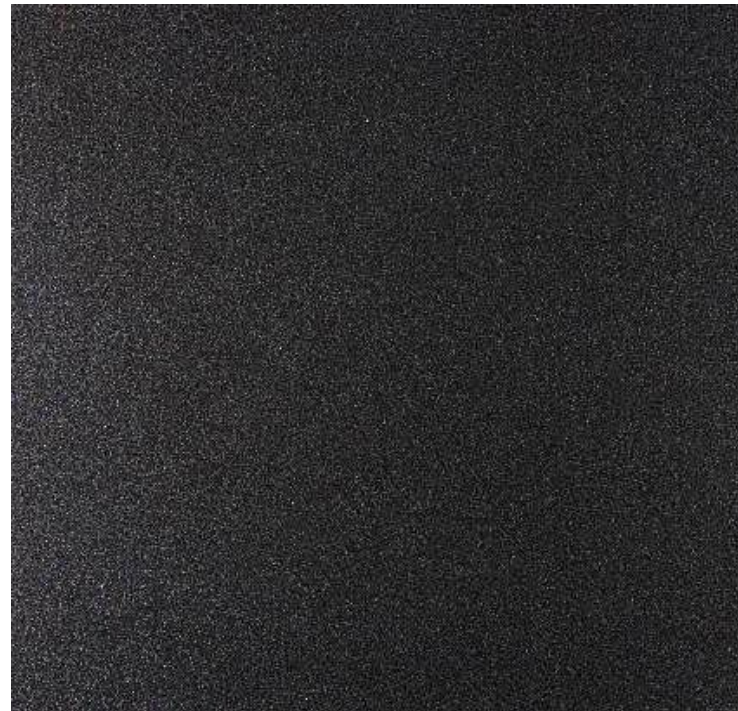
**15% Design  
Streetlights + Furnishings**

## Concept 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.



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



**Black Cast Metals**




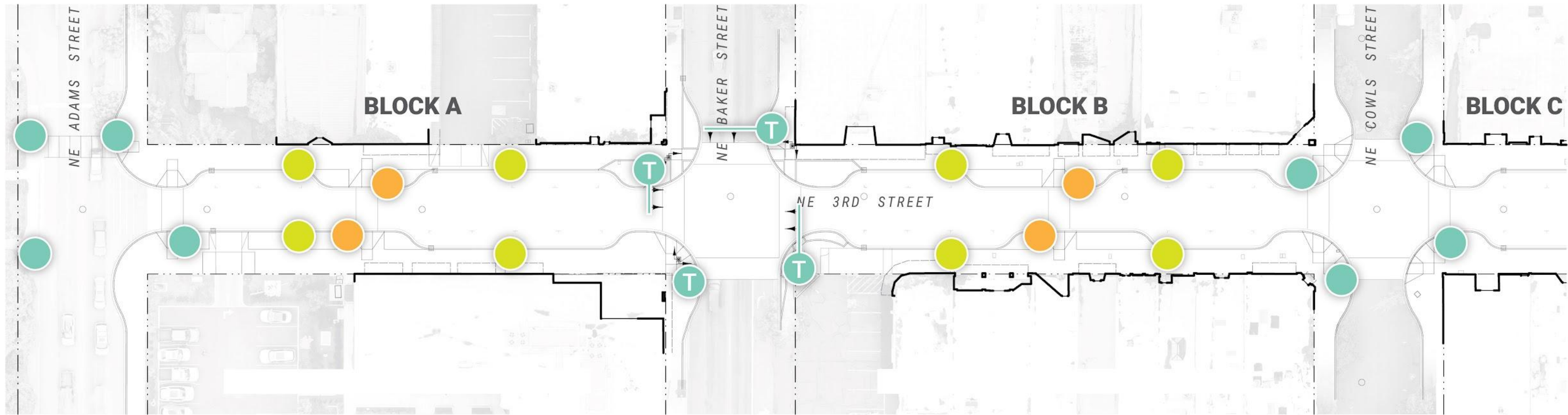
**Wood**





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



# 15% Design :: Streetlights



Existing

  w/ traffic signal

Pendant Lights



Existing



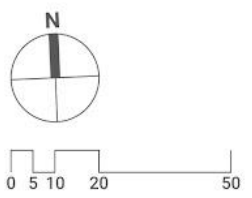
Acorn Lights




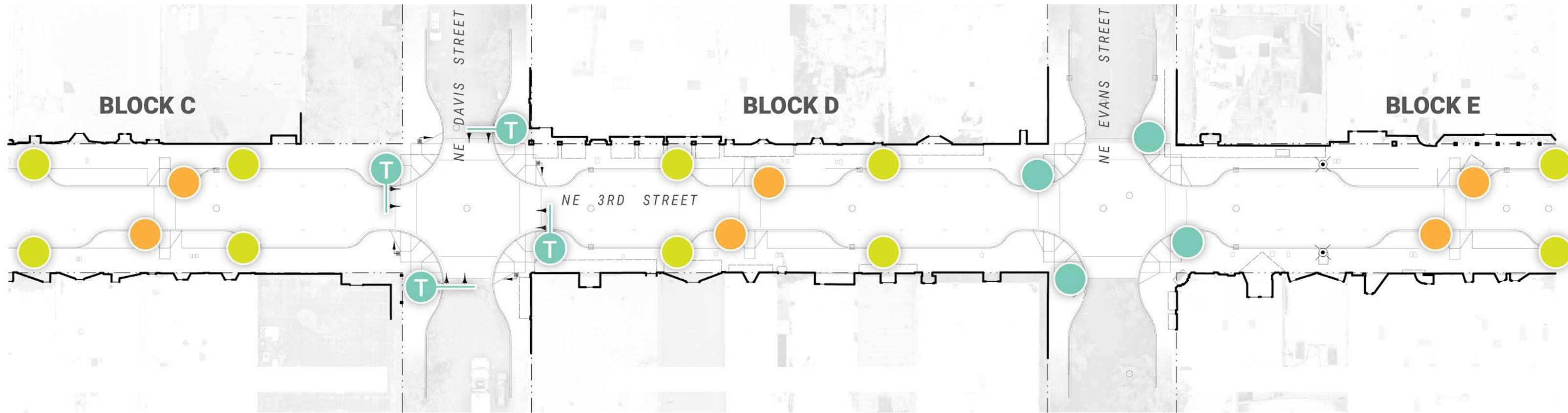
Option A      Option B





Bollard Lights



# 15% Design :: Streetlights



Existing

  w/ traffic signal

Pendant Lights



Existing



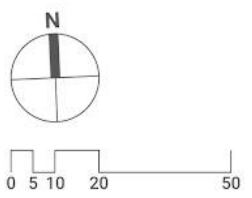
Acorn Lights




Option A      Option B





Bollard Lights



# 15% Design :: Streetlights



Existing

  w/ traffic signal

Pendant Lights



Existing



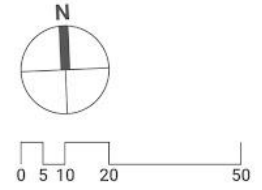
Acorn Lights




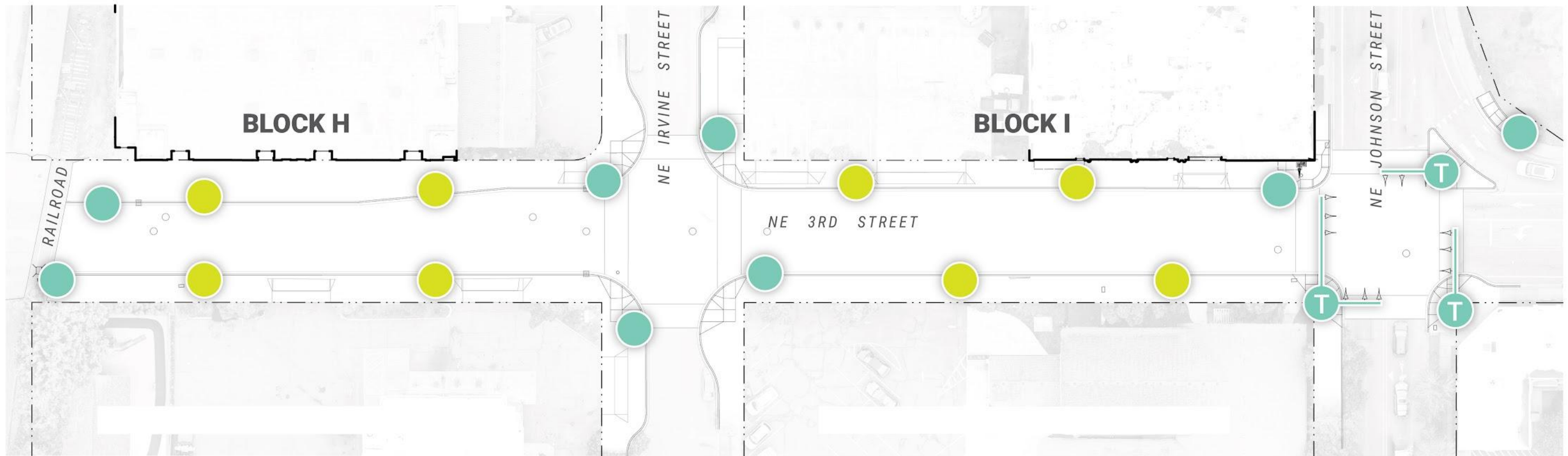
Option A      Option B





Bollard Lights



# 15% Design :: Streetlights



Existing

  w/ traffic signal

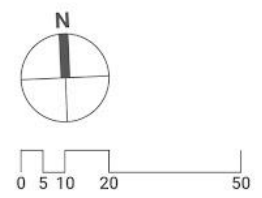
Pendant Lights



Existing



Acorn Lights



## DESIGN QUESTIONS / CONSIDERATIONS

- Our goals with street lighting are to create a pleasant ambience for pedestrians, contribute to an overall feeling of safety for visitors and locals alike, and to enhance visibility of pedestrians at crosswalks and intersections.
- We will continue to work on fixture placement in conjunction with other streetscape elements - particularly the street trees - in order to ensure proper light levels up and down Third Street.

# 15% Design :: **Furnishings**



**Bench**

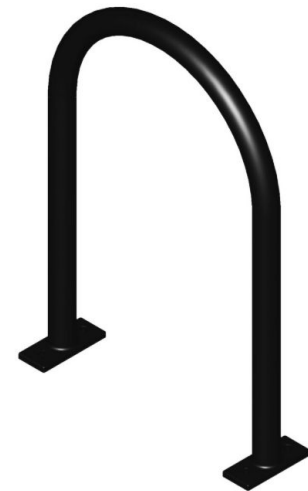
(In addition to raised planter seating)



**Planter**



**Waste Receptacle**



**Bike Rack**

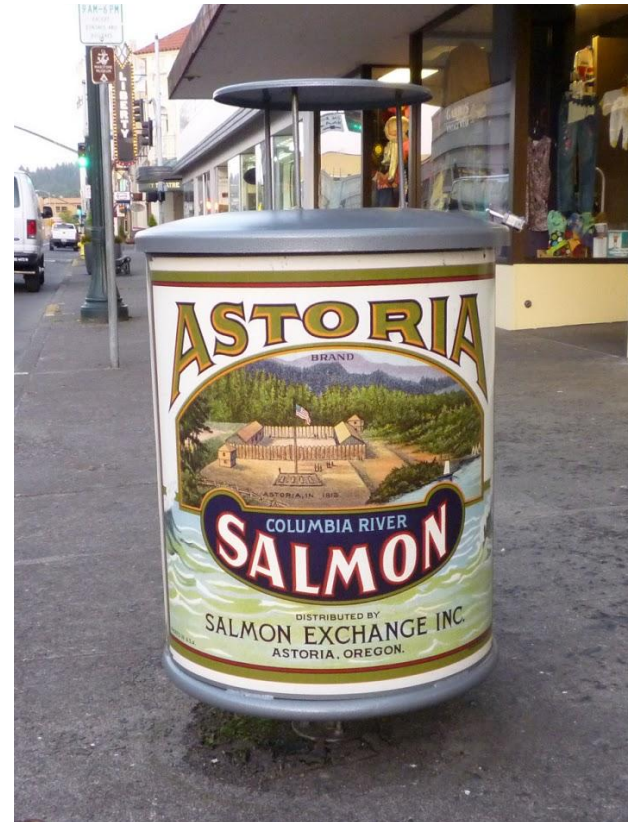


**Water Fountain**  
(ADA and Pet-Friendly)

# Preferred Design Theme :: **Waste Receptacle**



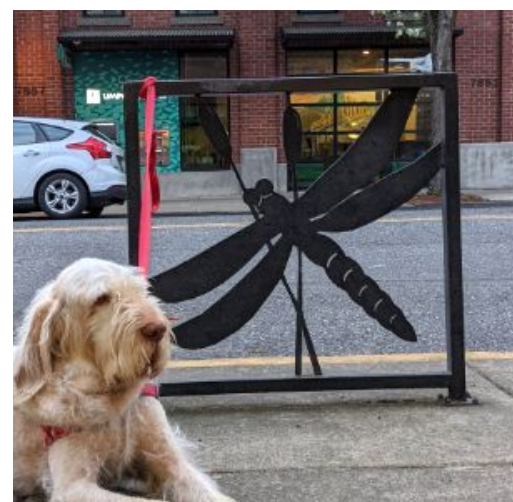
**Separate Single-Stream Receptacles**



**Receptacles as Functional Art**

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

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



**Bicycle Racks**



**Planters**



**Benches**

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



# Existing Fixtures :: Commemorative & Memorial Plaques



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



# 15% Design Street Trees

NE 5TH ST

NE 4TH ST

NE 3RD ST

NE 2ND ST

NE 1ST ST

SW ADAMS ST

NE BAKER ST

NE COWL ST

NE DAVIS ST

NE EVANS ST

NE FORD ST

NE GALLOWAY ST

NE IRVINE ST

NE JOHNSON ST

aquatic center

city park

library

downtown association

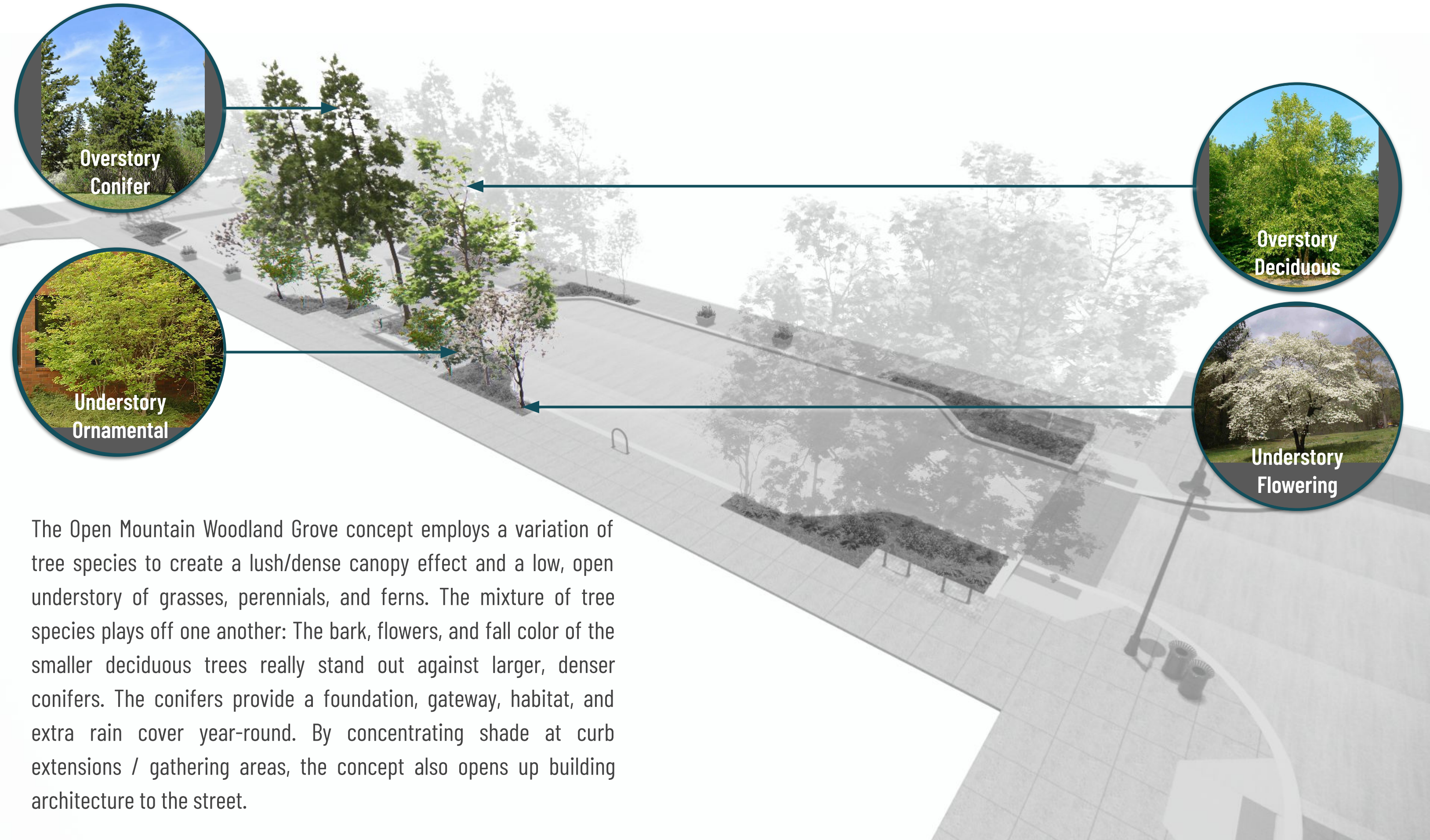
u.s. bank plaza

hotel oregon

the barber

train station

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



**Overstory  
Conifer**

**Overstory  
Deciduous**

**Understory  
Ornamental**

**Understory  
Flowering**

The Open Mountain Woodland Grove concept employs a variation of tree species to create a lush/dense canopy effect and 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. By concentrating shade at curb extensions / gathering areas, the concept also opens up building architecture to the street.

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



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

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

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

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



# Street Tree Preservation Criteria :: **Compromised Health**

*Is the existing tree in Poor or Very Poor health or is the existing tree's health demonstrably declining (as determined by the project's Consulting Arborist)?*

In the 2019 and 2024 surveys by the project team's Consulting Arborist, trees were rated "**Poor**" or "**Very Poor**" (based on above-ground observations only) if they exhibited the following issues:

- Visible wounds, exposed decay, and/or deadwood
- Poor annual twig growth
- Asymmetric crowns or imbalanced structure
- Sunscald
- Some amount of dead stems



# Street Tree Preservation Criteria :: **Lifted Roots**

*Are the existing tree's roots lifting the sidewalks? Would the roots need to be significantly trimmed / removed in order to rebuild the new sidewalk to meet ADA standards and building entrances? (Would the existing tree survive if its roots were shaved / cut / trimmed back?)*



The older existing trees are lifting the sidewalks and creating **ADA accessibility issues** (for which both the City and the adjacent property owner may be liable).

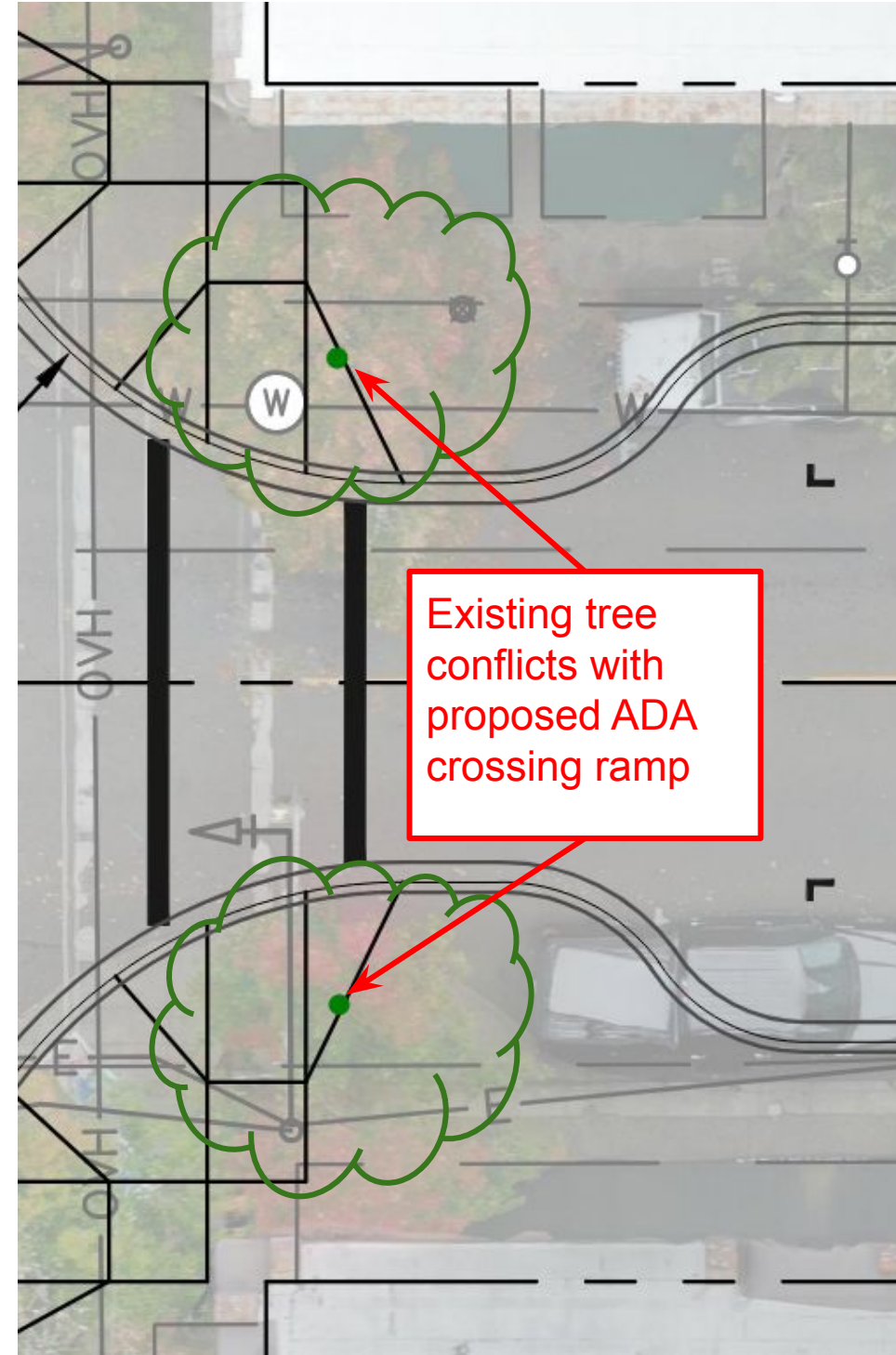
The proposed improvements will need to restore proper ADA-compliant grading while also maintaining access to existing buildings and businesses. This means that, were existing trees to remain, their above-grade roots would need to be shaved / trimmed / cut / removed.



# Street Tree Preservation Criteria :: **Conflict with Critical Infrastructure**

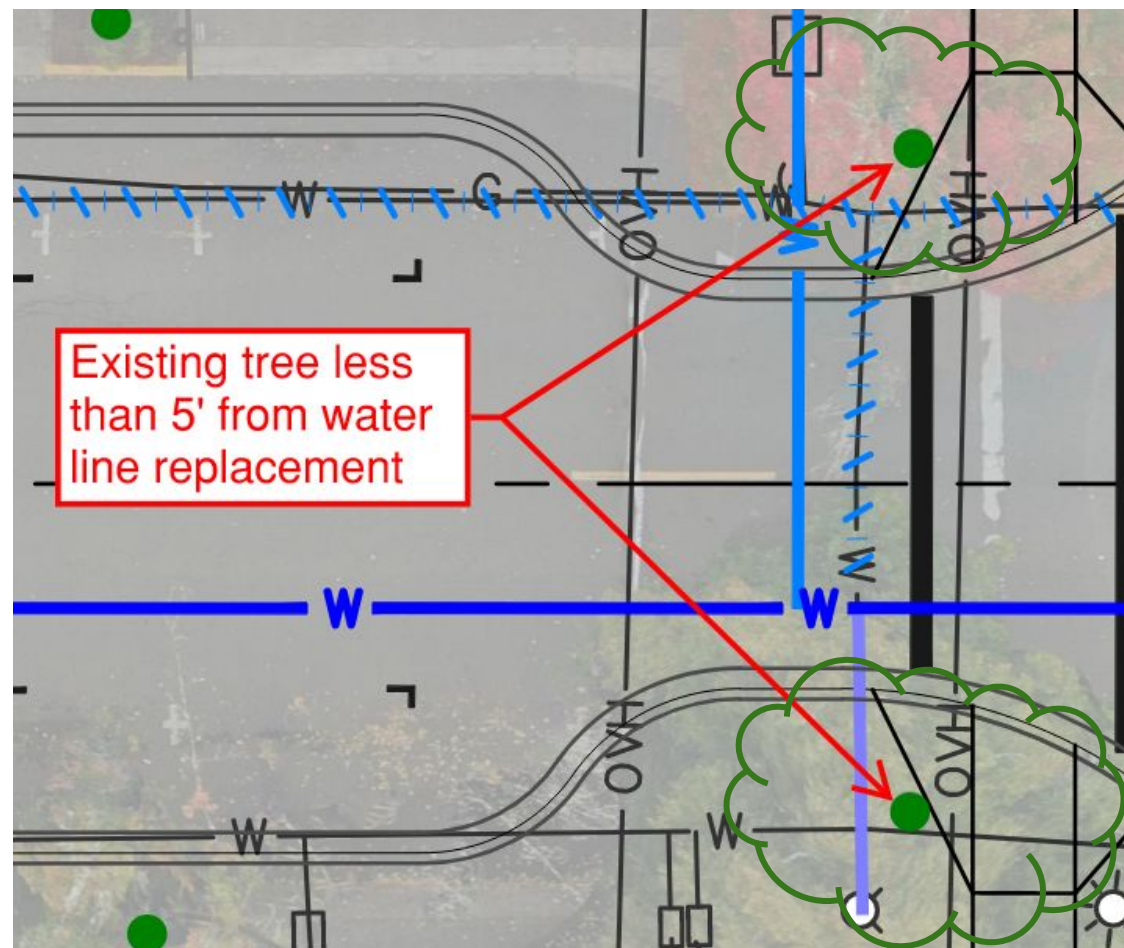
*Will the existing tree conflict with critical infrastructure / improvements (either above or below ground)?*

The existing street trees on NE Third were sited and planted to match both a previous streetscape design and an earlier set of local standards. Some of the existing trees today conflict with important infrastructure such as traffic signals and streetlights - and diminish the effectiveness of that infrastructure. Such conflicts should be avoided with the new Third Street improvements - including ADA ramps, utilities, etc



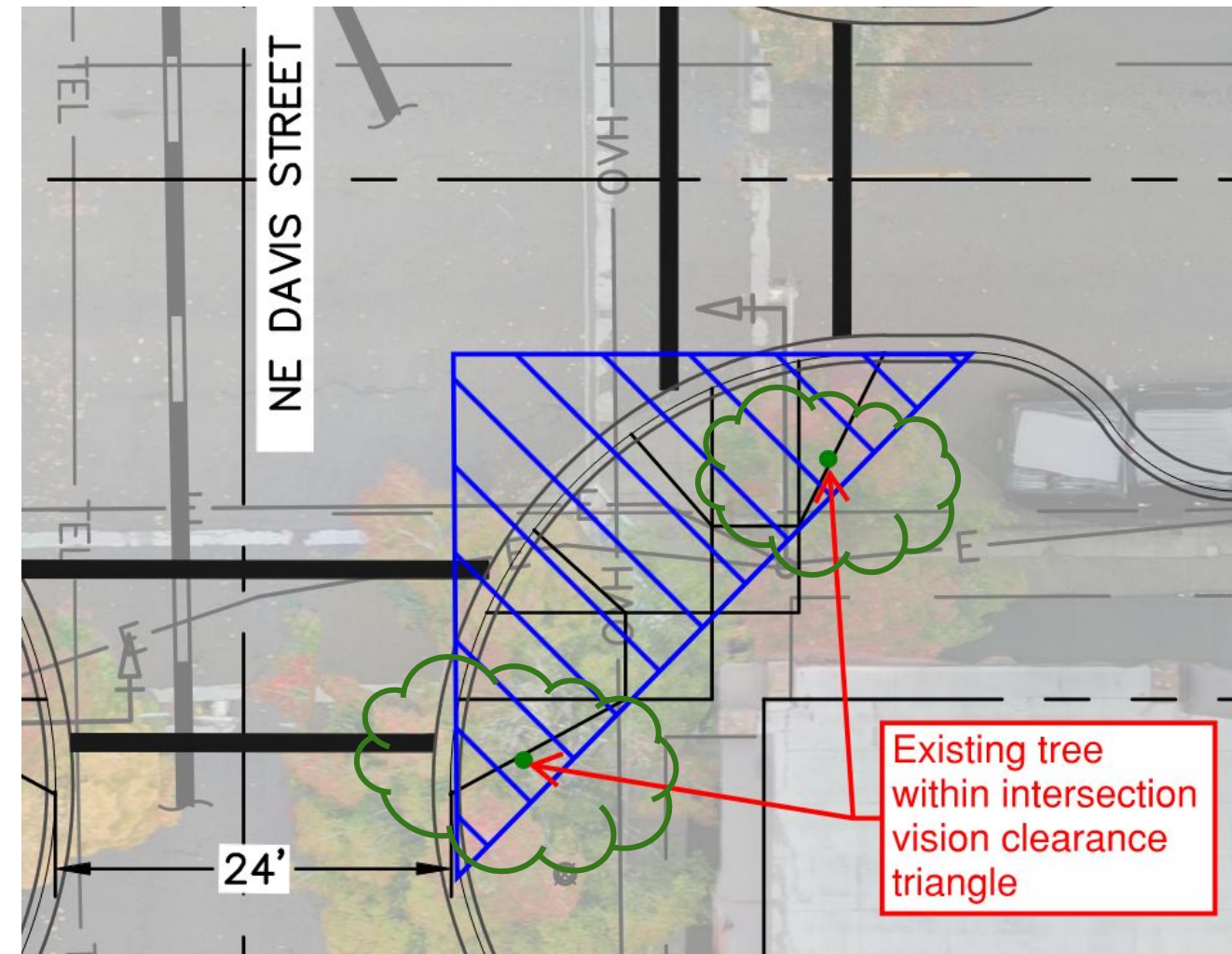
# Street Tree Preservation Criteria :: **Conflict with Agency Standards**

*Will preserving the existing tree cause conflicts with standards set by the City's Engineering Dept., McMinnville Fire District, or McMinnville Water & Light? And can exceptions be made in order to preserve existing trees?*



## 17.58.090 Street Tree Standards.

*Street trees shall not be planted within 10 feet of fire hydrants, utility poles, sanitary sewer, storm sewer or water lines, or within 20 feet of street light standards or street intersections, or within five feet of a private driveway or alley. New utility poles shall not be located within five feet of an existing street tree. Variations to these distances may be granted by the public works director and as may be required to ensure adequate clear vision.*



## 17.54.080 Clear Vision Area.

*A clear vision area shall be maintained on the corners of all properties at the intersection of two streets, a street and an alley, or a street and a railroad. Clear vision area requirements shall also apply to the first 10 feet of commercial and industrial access driveways when the driveway intersects with a street or alley. A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction exceeding three feet in height, measured from the top of the curb or, where no curb exists, from three and one-half (3.5) feet above the edge of the pavement, or top of asphalt measured at the property line, except that the following may be allowed in a clear vision area.*



# Street Tree Preservation Criteria :: **Public Right-of-Way Accessibility Guidelines (PROWAG)**

## **WHAT IS PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG)**

- Developed by the United States Access Board issued the long-awaited final rule on Public Right-of-Way Accessibility Guidelines (PROWAG)
- Went into effect on September 7, 2023
- PROWAG was developed to support the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA)
- PROWAG addresses access to sidewalks, streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public rights-of-way.

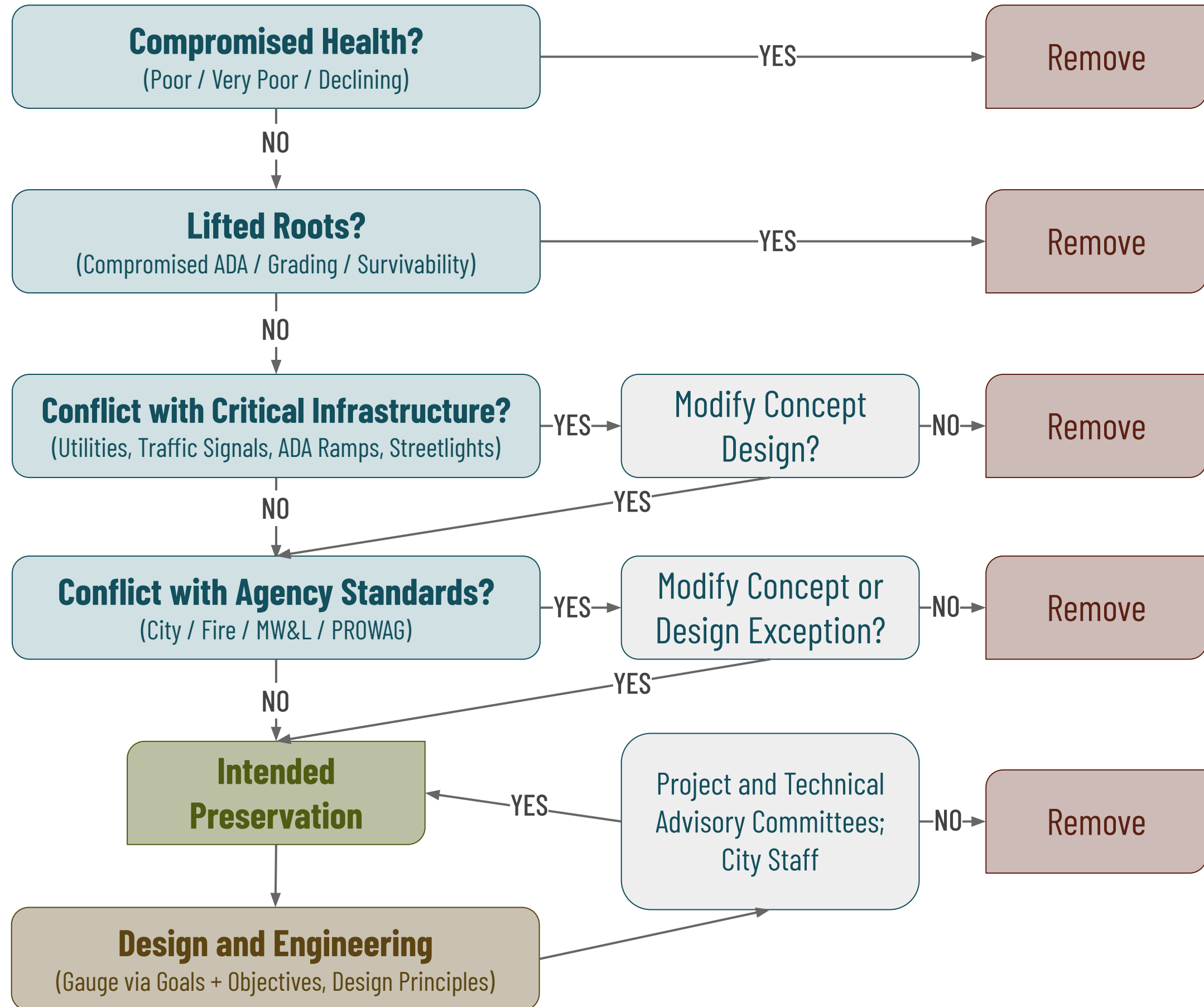
## **HOW DOES PROWAG APPLY TO THIS PROJECT?**

- Functional, accessible pedestrian routes and pedestrian safety are key design elements of the Third Street Improvement Project
- Pedestrian Access Route (PAR): “The PAR should be at least four feet wide, although five feet is preferred since it provides adequate space for two pedestrians to pass and space for two pedestrians traveling in the same direction to walk side-by-side. A five-foot PAR width eliminates the need to provide passing areas at 200-foot intervals and is a more comfortable walking environment.”

# Recommended Preservation Criteria :: **Revised Decision Tree** (Adopted by PAC on 2/1/24)

## GOAL:

Where feasible,  
preserve Third  
Street's existing  
street trees



# Potential Eventualities :: **Future Discovery and Construction Impacts**

While the contractor will make all necessary efforts to protect trees marked for preservation, there is a possibility that some trees may not survive demolition and construction. For example, two related factors to consider:

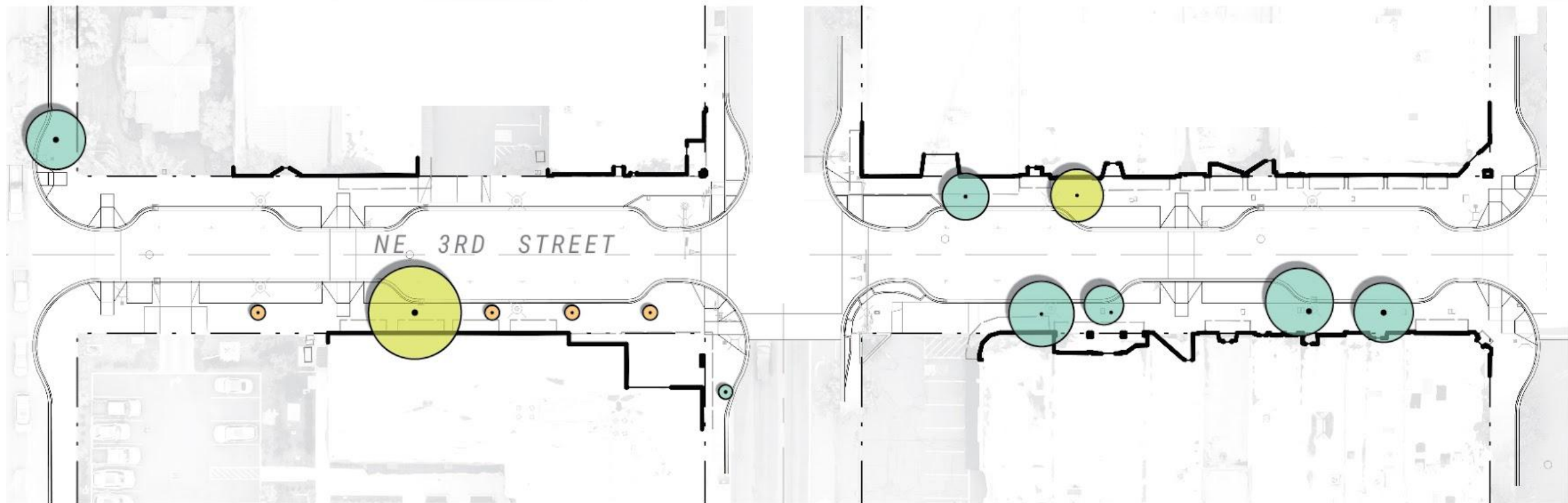
- Extent of root system and potential for disturbance / damage during construction
- Tree stability during construction (including soil / root disturbance and wind shear)

It is also possible that additional information may come to light (e.g., tree health, root impacts) that will necessitate tree removal.



*The City's project team will work between now and the time the TSI Project is put out for bid to develop a clear process for (and personnel responsible for) evaluating and adjudicating which trees marked for preservation (if any) should be removed during construction. The City will also consider what incentives or penalties could be utilized with the contractor so that appropriate measures are taken in the field to protect those trees that have been marked for preservation.*

# 15% Design :: Existing Trees



## PROS

- Low maintenance
- Can accommodate trees with large root flares

## CONS

- Material change
- Possibility of debris spilling onto sidewalk

 Open Tree Well



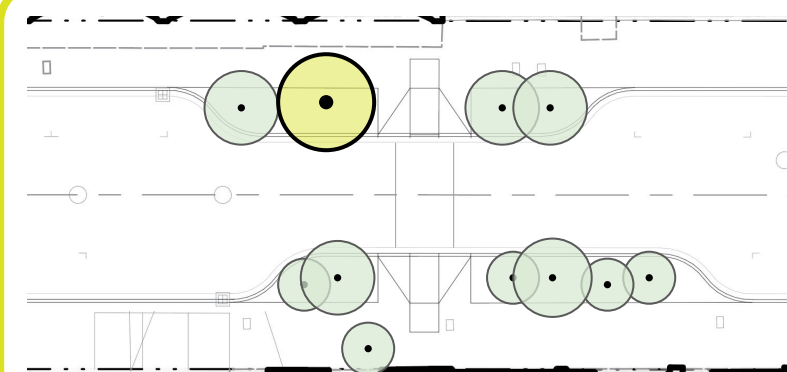
## PROS

- Walkable grates maximize pedestrian space
- Flush condition with sidewalk

## CONS

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

 Tree Grate



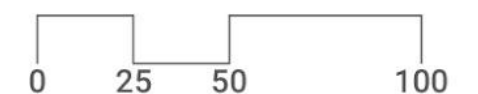
## PROS

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

## CONS

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

 Incorporation into Grove

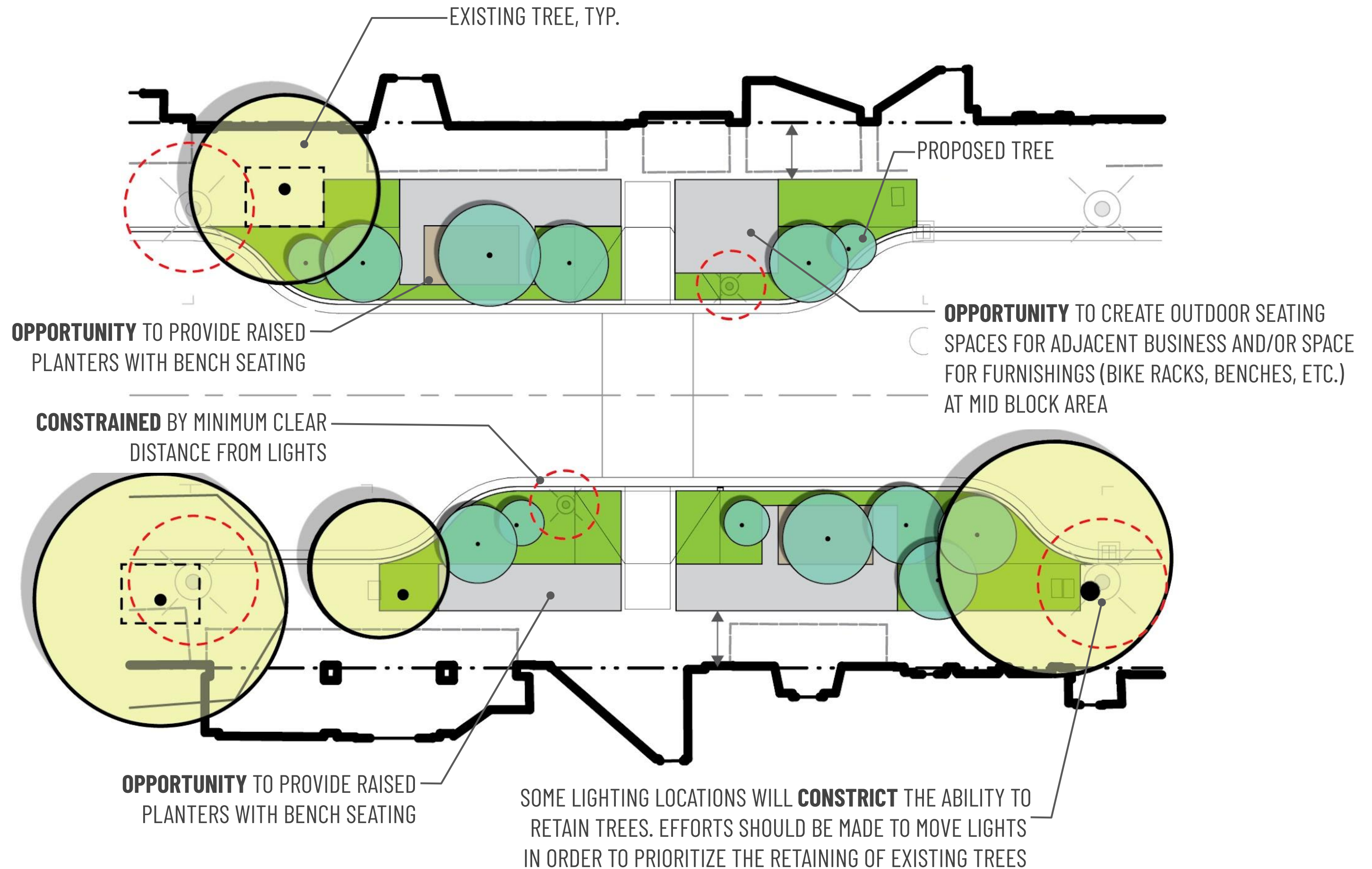


# 15% Design Mid-Block Curb Extensions

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



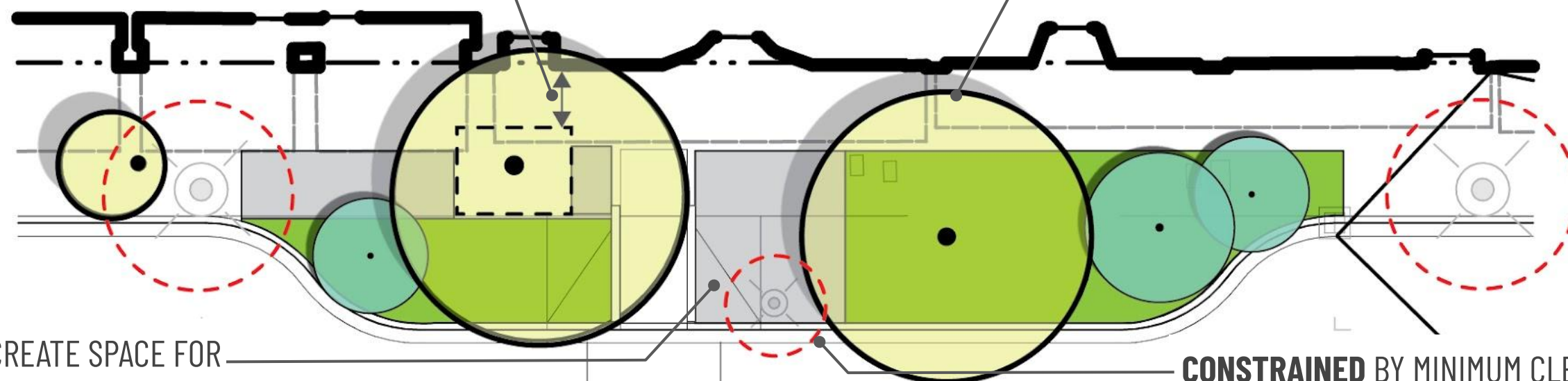
# 15% Design :: Mid-Block Crossing (No Existing Tree(s))



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

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

EXISTING TREE, TYP.

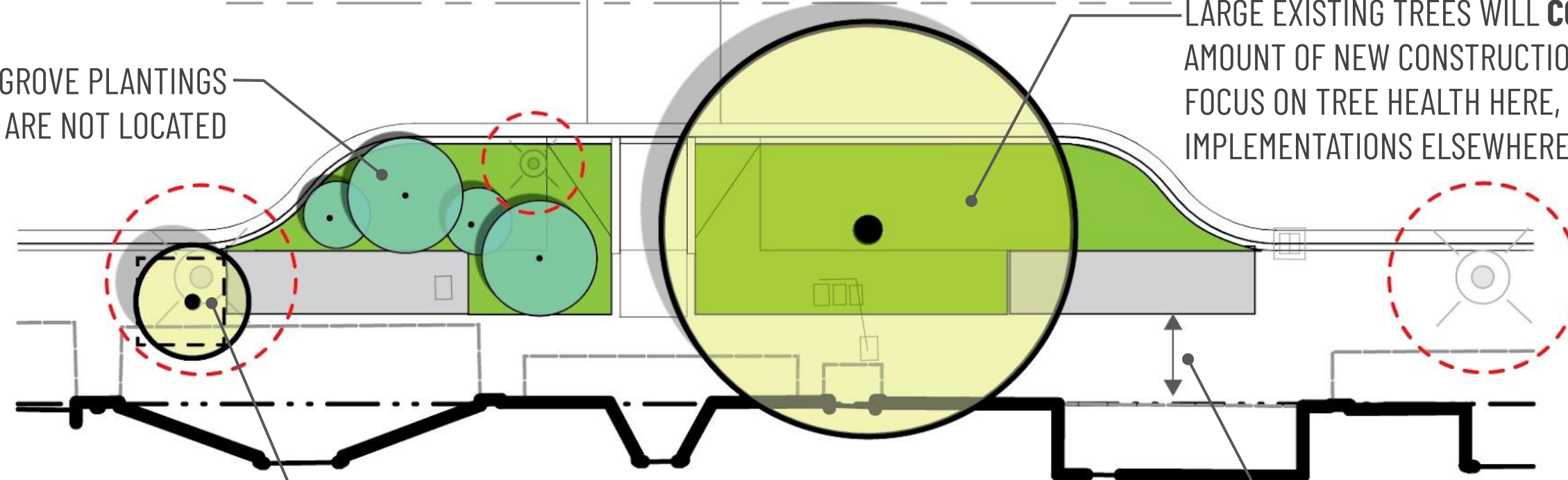


**OPPORTUNITY** TO CREATE SPACE FOR FURNISHINGS (BIKE RACKS, BENCHES, ETC.) AT MID BLOCK AREA

**CONSTRAINED** BY MINIMUM CLEAR DISTANCE FROM LIGHTS

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

**OPPORTUNITY** TO CREATE GROVE PLANTINGS WHERE EXISTING TREES ARE NOT LOCATED

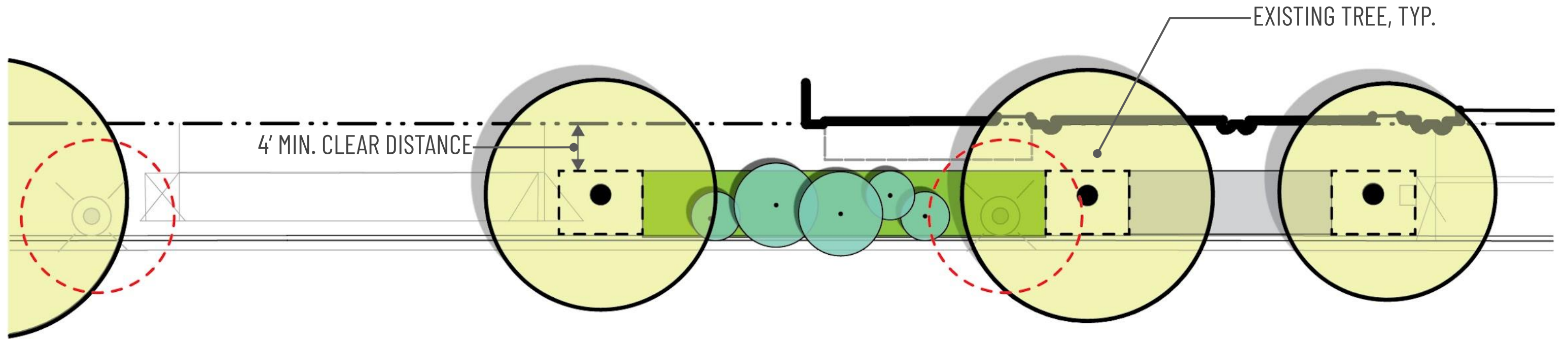


SOME LIGHTING LOCATIONS WILL **CONSTRICT** THE ABILITY TO RETAIN TREES. EFFORTS SHOULD BE MADE TO MOVE LIGHTS IN ORDER TO PRIORITIZE THE RETAINING OF EXISTING TREES

MAINTAIN 4' MINIMUM CLEAR DISTANCE

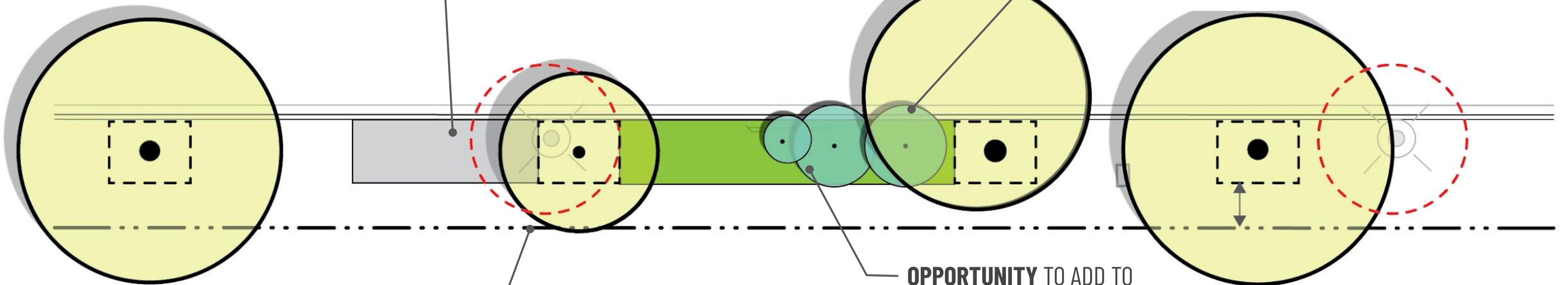


# 15% Design :: **Mid-Block** (Irving to Johnson)



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

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



**CONSTRAINED** BY MINIMUM CLEAR DISTANCE FROM LIGHTS

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

## DESIGN QUESTIONS / CONSIDERATIONS

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



# 15% Design Corner Opportunities

NE 5TH ST

NE 4TH ST

NE 3RD ST

NE 2ND ST

NE 1ST ST

SW ADAMS ST

NE BAKER ST

NE COWLES ST

NE DAVIS ST

NE EVANS ST

NE FORD ST

NE GALLOWAY ST

NE IRVINE ST

NE JOHNSON ST

aquatic center

city park

library

downtown association

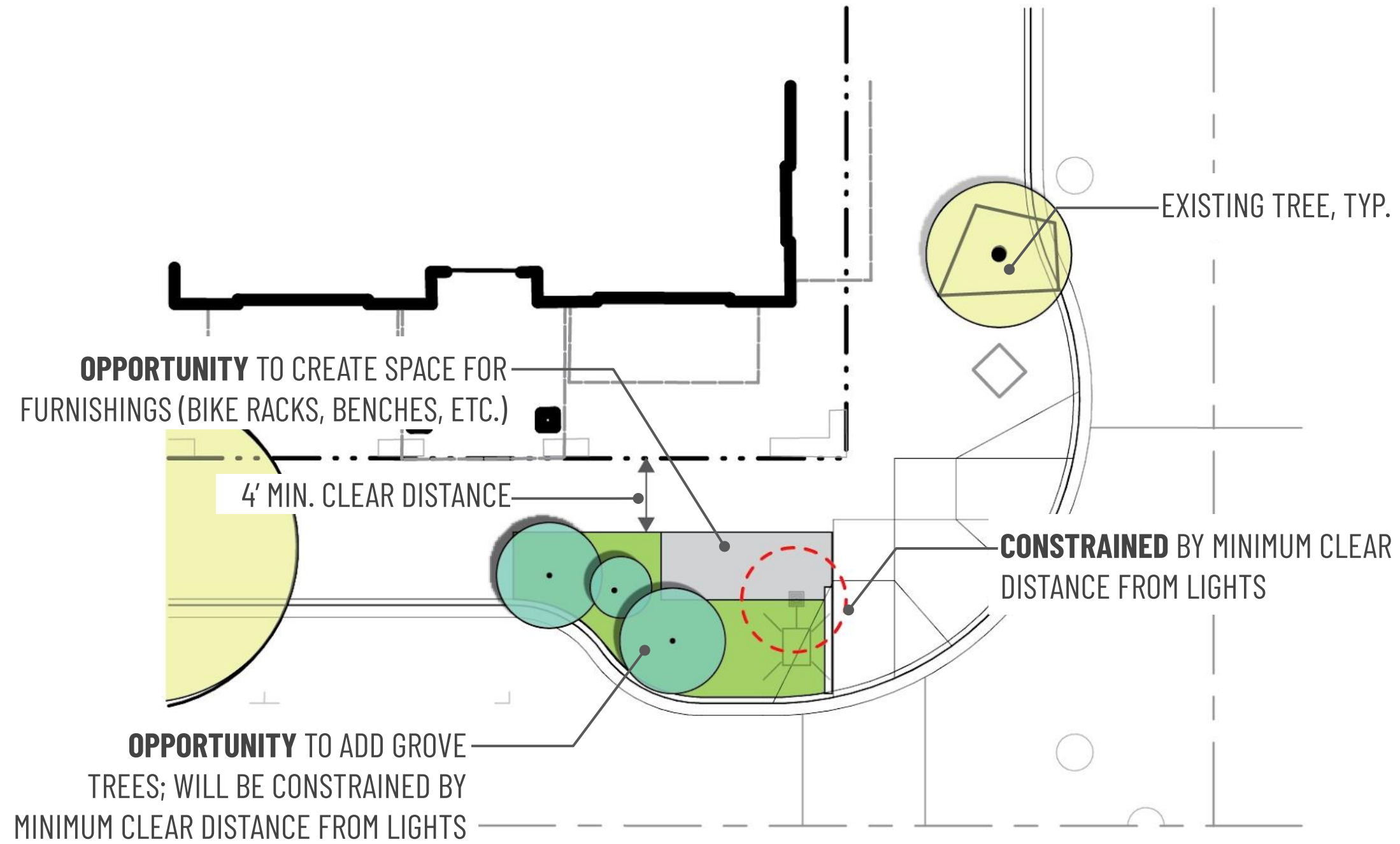
u.s. bank plaza

hotel oregon

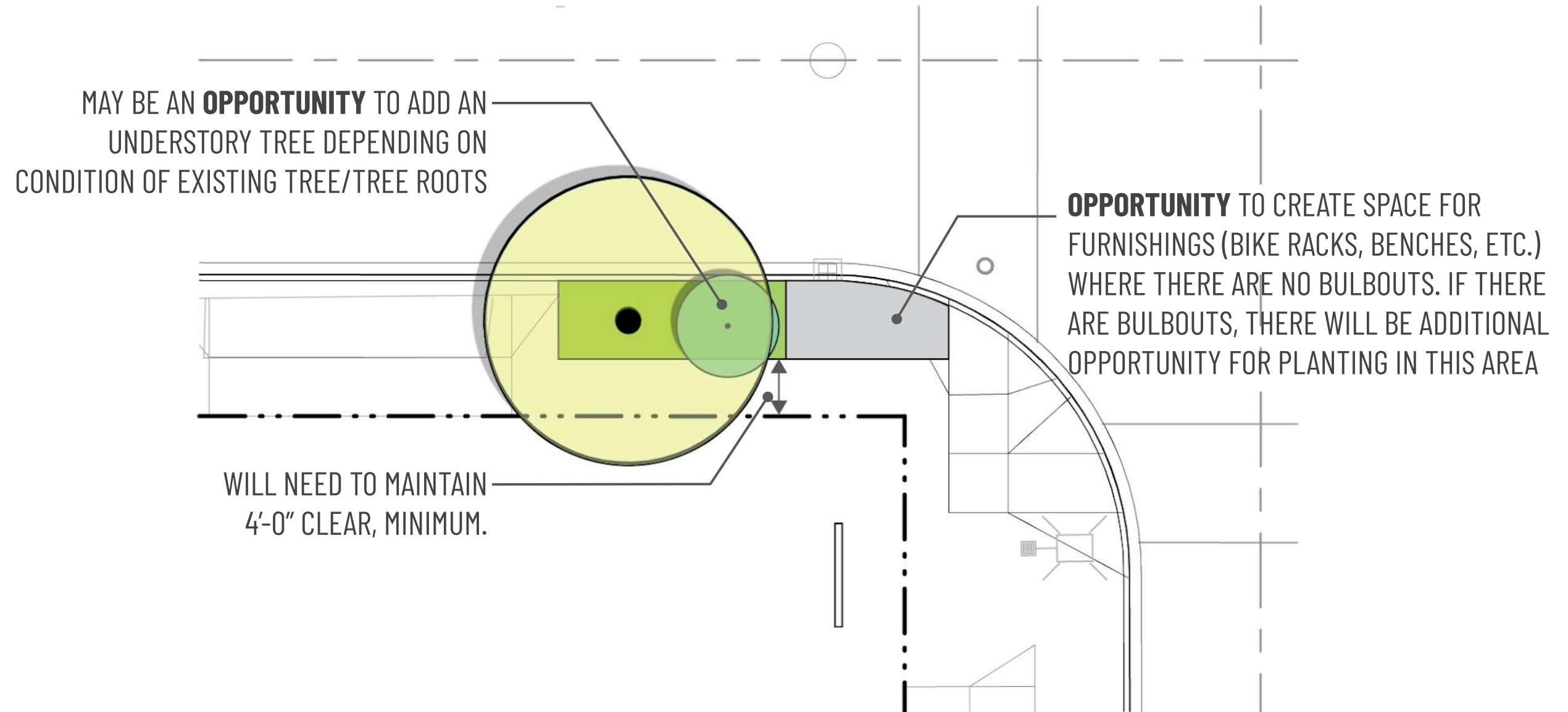
the barbery

train station

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

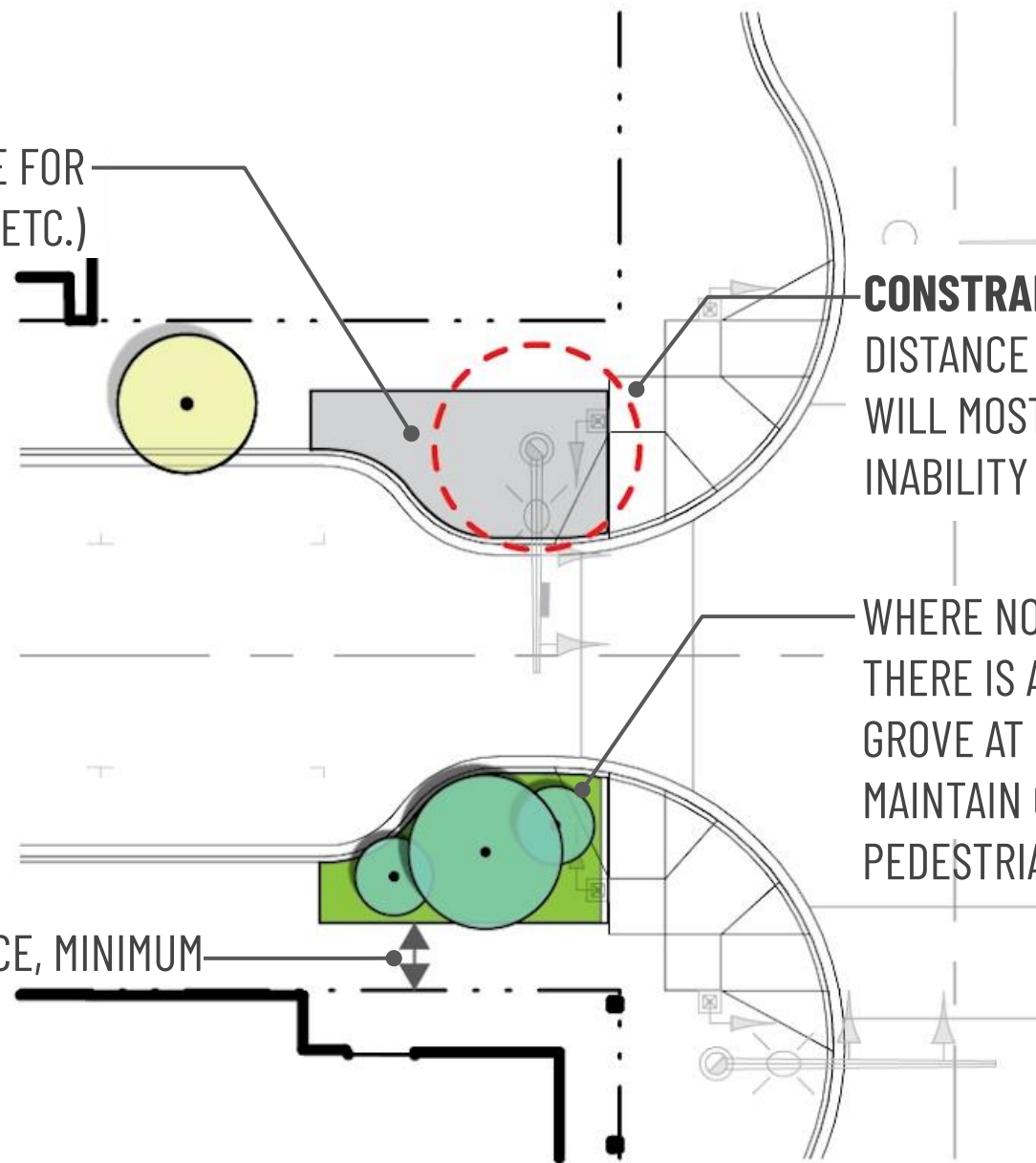


# 15% Design :: **Corners** (Existing Tree(s))



# 15% DESIGN :: CORNERS (With Traffic Lights)

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



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

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

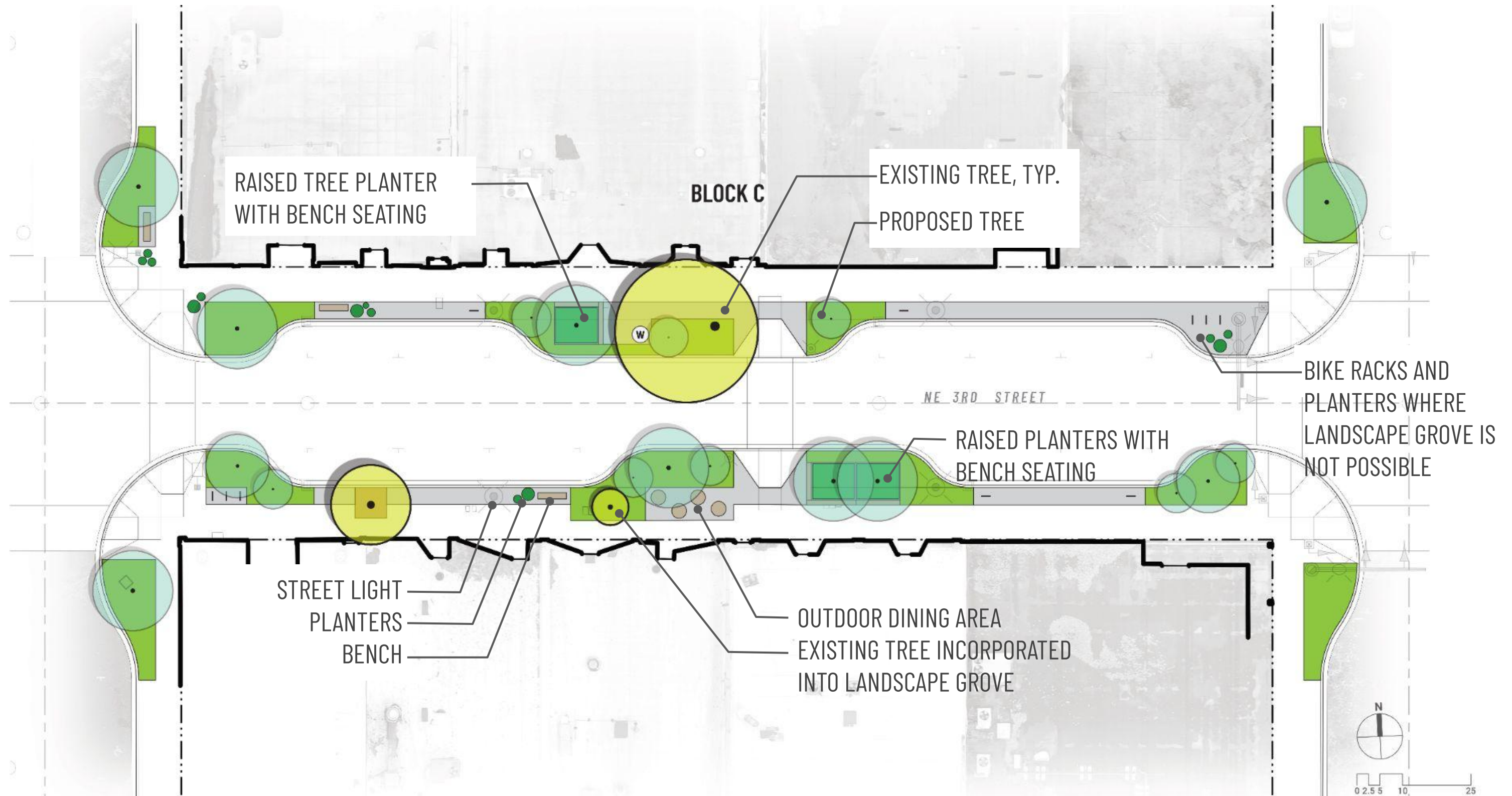
MAINTAIN 4' CLEAR DISTANCE, MINIMUM

## DESIGN QUESTIONS / CONSIDERATIONS

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



# 15% Design :: **CONCEPT DIAGRAM**





**15% Design  
Gateway Improvement Opportunities**

# 15% Design :: Gateway Opportunities / Examples



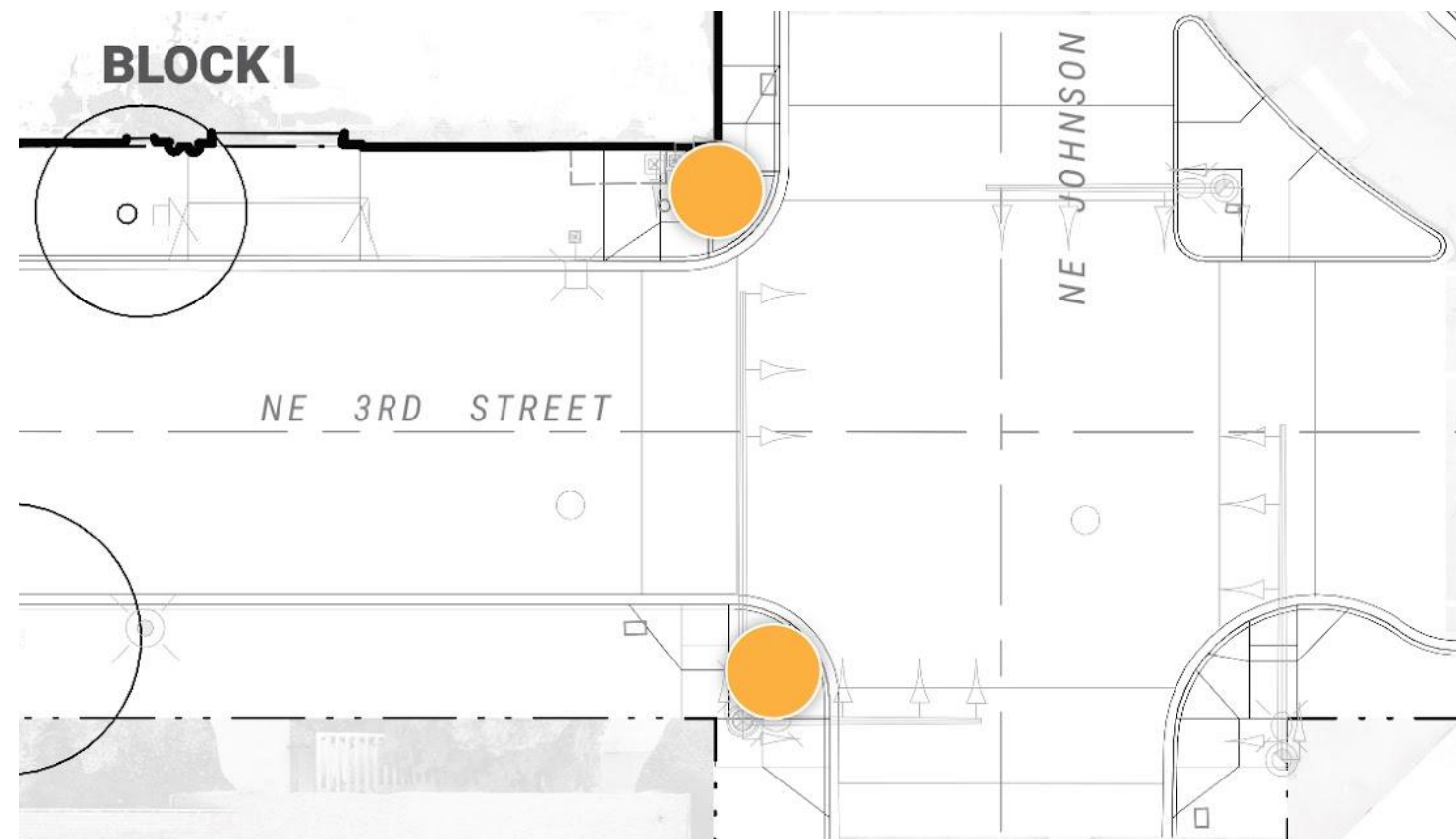
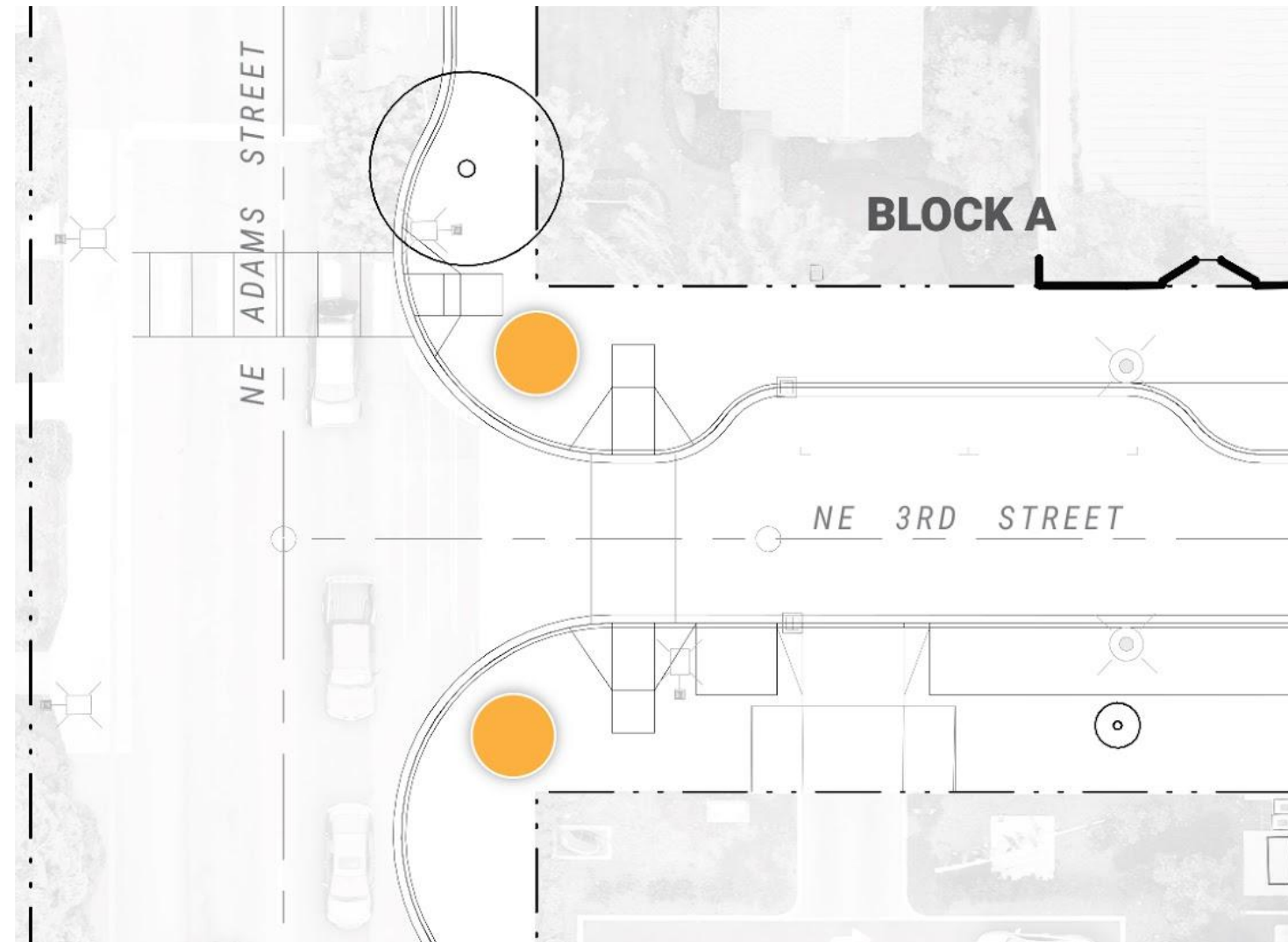
# 15% Design :: Gateway Opportunities / Public Art



VERTICAL SCULPTURE



KINETIC ART



SIGNAGE

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

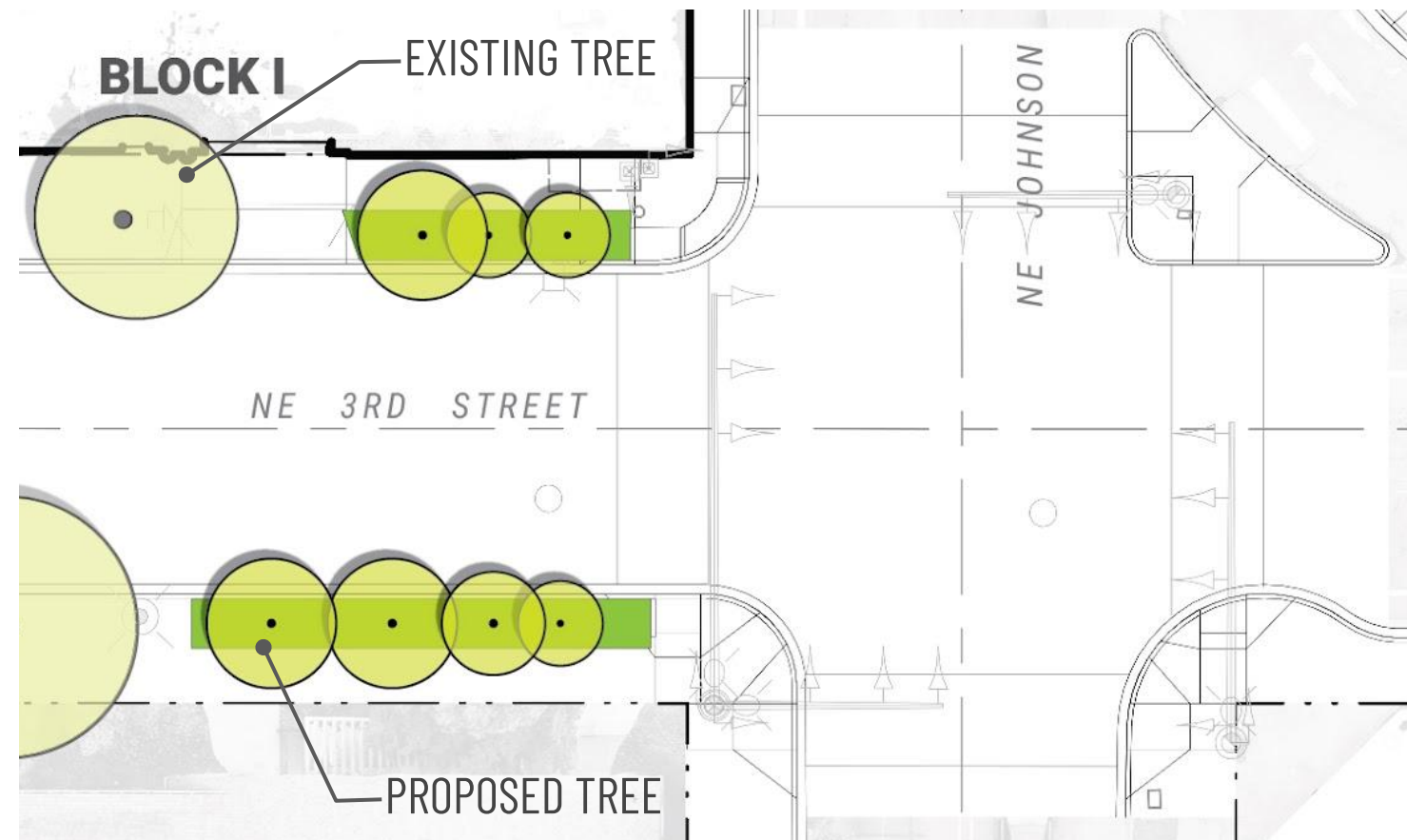
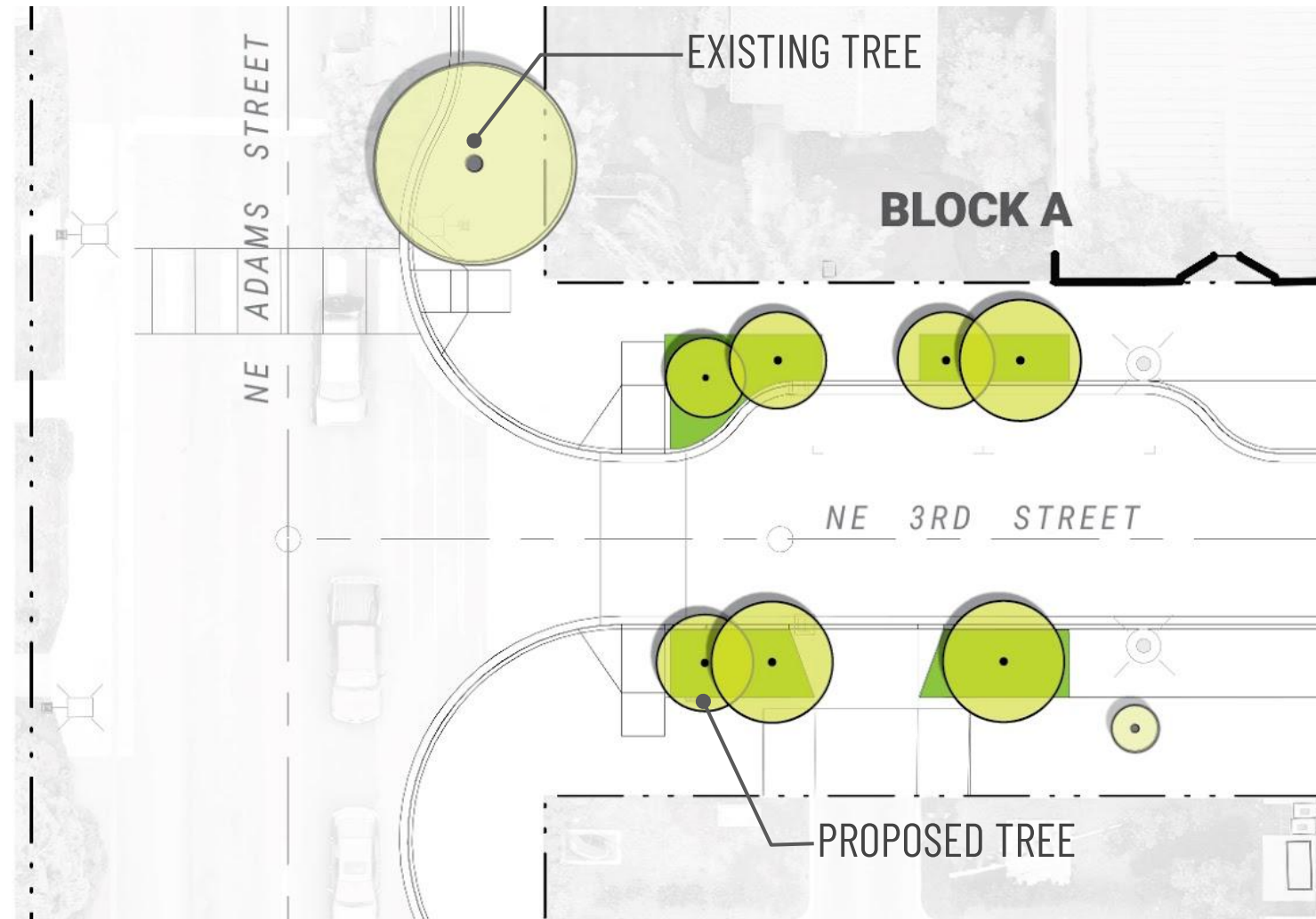
# 15% Design :: Gateway Opportunities / Street Trees



SPRING COLOR



FALL COLOR



SCULPTURAL FORM

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

# 15% Design :: Gateway Opportunities / Paving

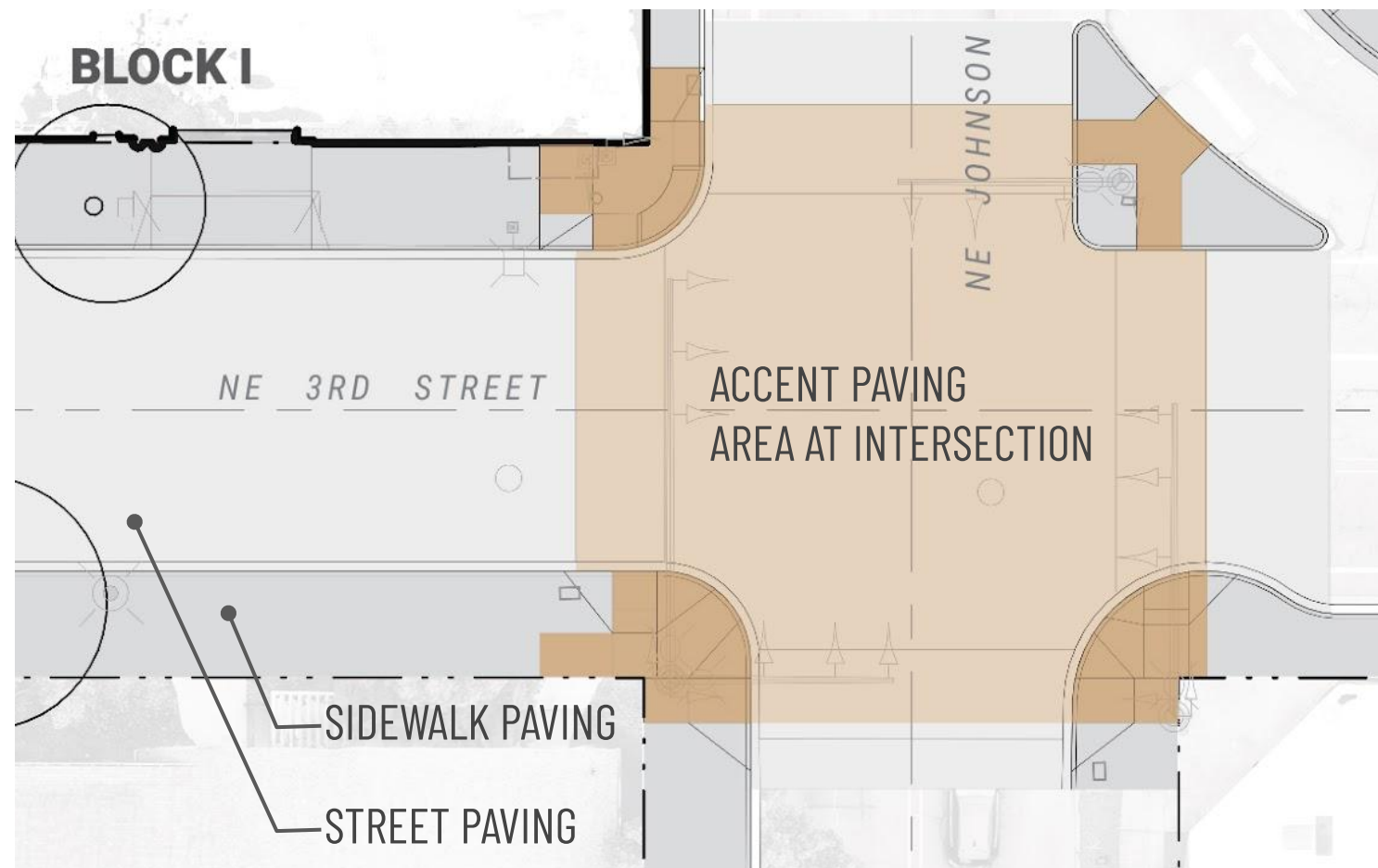
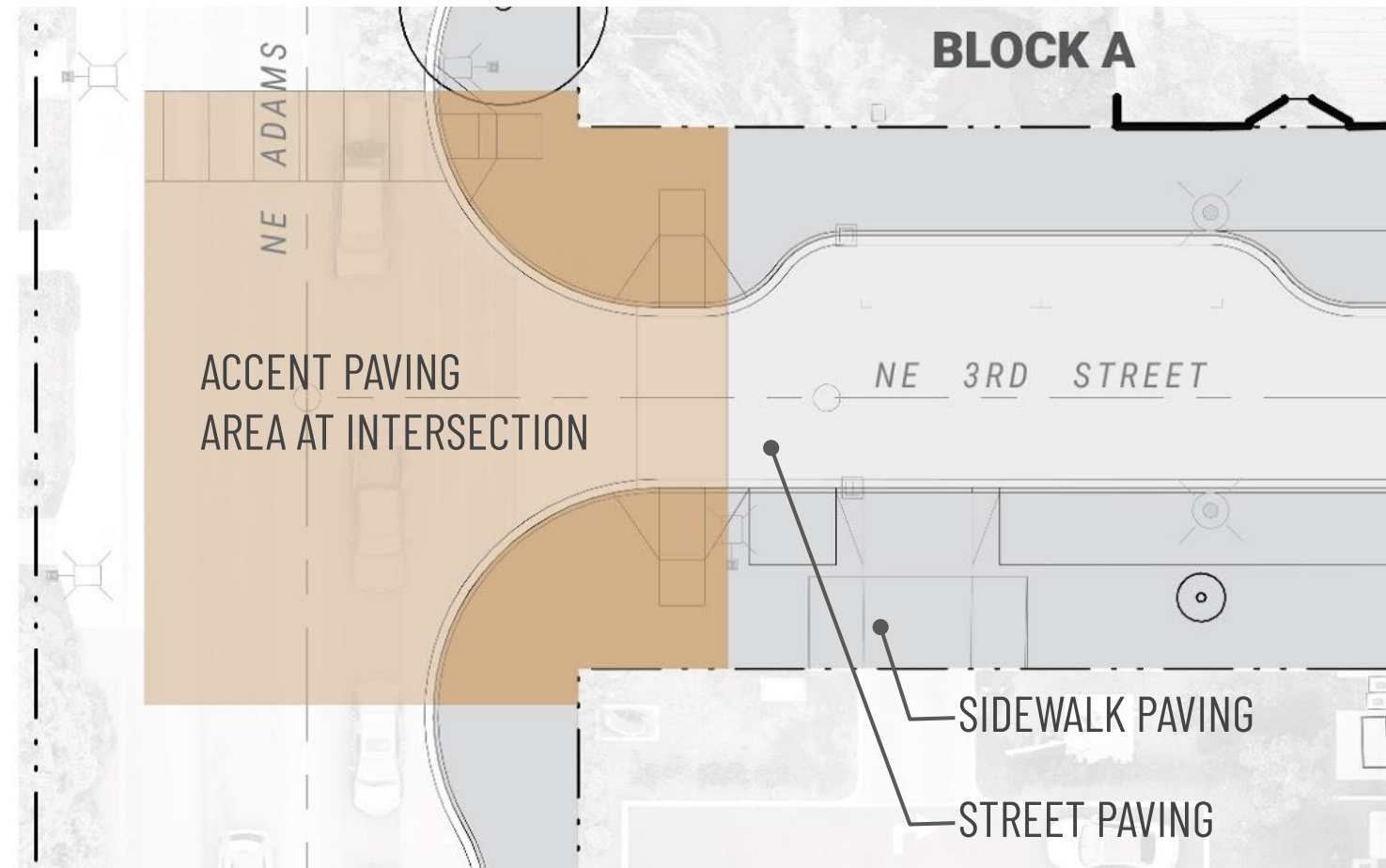


INTEGRAL COLOR CONCRETE

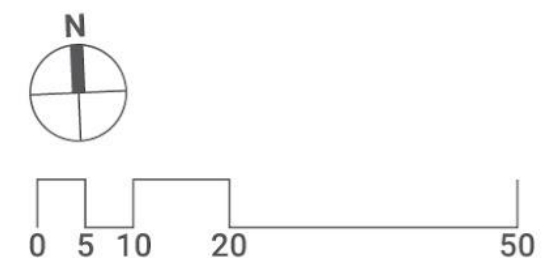


CONTRASTING PAVERS

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



DISTRICT BRANDING



## DESIGN QUESTIONS / CONSIDERATIONS

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



Third Street Improvement Project  
**Discussion**



*for more information on the **Third Street Improvement Project**, including a comprehensive summary of the Final Concept Design (2022), please contact:*

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Jody.Christensen@mcminnvilleoregon.gov

**Jeff Gooden**, Engineering Project Manager  
Jeff.Gooden@mcminnvilleoregon.gov

*or visit:*

<https://www.mcminnvilleoregon.gov/thirdstreetimprovement>

