

An aerial photograph of an industrial or commercial district. The scene is filled with numerous buildings of varying sizes, many with flat roofs. There are several large parking lots filled with cars and trucks. A road with a median runs through the area, and there are some trees scattered throughout. The overall tone is somewhat muted, with a light grey overlay.

Alpine Avenue Streetscape Plan

Community Open House

29 September 2015



PLANNING CONTEXT



Figure 1 - Northeast Gateway Study Area

The Northeast Gateway Plan is:

- an infill and redevelopment plan
- addresses current and future transportation needs
- guides future development to achieve an integrated, mixed-use, pedestrian-oriented neighborhood

The Plan seeks to:

- efficiently use land
- complement surrounding development
- create a close-in working neighborhood within walking distance of downtown.

NORTHEAST GATEWAY PLAN



FINAL DRAFT, MARCH 2012

Planning Context

Urban Renewal Plan

McMinnville Urban Renewal Plan

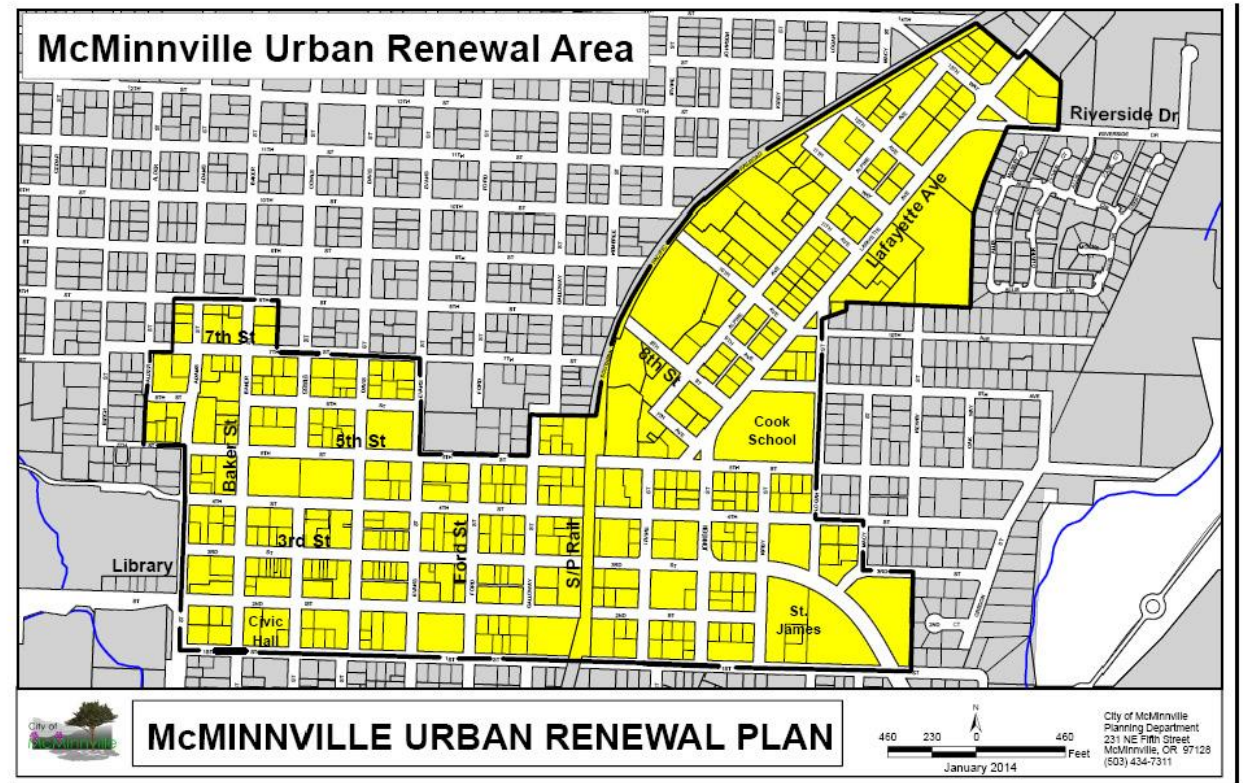
McMinnville Urban Renewal Plan



Adopted by the City of McMinnville
July 23, 2013
Ordinance No. 4972

Elaine Howard Consulting, LLC
ECONorthwest

Figure 1 – Urban Renewal Area Boundary





McMinnville Transportation Bond Program

[HOME](#)[ABOUT](#)[PROJECTS ▾](#)[SCHEDULE](#)[CONTACT US](#)

Voters Pass \$24 Million General Obligation Bond

In November, 2014, McMinnville voters passed a \$24 million General Obligation Bond measure for street improvements throughout the City. The City of McMinnville appreciates the public for supporting the bond measure and for recognizing and acting on this need. We look forward to completing the planned work over the next several years.

[READ MORE](#)

Welcome to the McMinnville Transportation Improvement Bond Project

In November, 2014, McMinnville voters passed a \$24 million General Obligation Bond measure for street improvements throughout the City. The proposed improvements include a mix of several needed street corridor capital projects; pavement overlay and preservation work on the City's "worst condition" streets; and sidewalk and safety improvements. The projects address existing safety and congestion concerns of importance to the City's citizens and businesses along several busy street corridors.

Alpine Avenue Improvement Project



The Alpine Avenue Improvement Project is one of the five Capital Improvement Projects identified within the Transportation Bond. This project will improve a portion of NE Alpine Avenue in the City's Northeast Gateway District including street surfacing, pedestrian facilities, utility upgrades and landscaping to encourage economic development. The intent for the Alpine Avenue Project is outlined in the Northeast Gateway Plan and identifies Alpine Avenue as being the central spine and primary pedestrian route through the District. An improved Alpine Avenue will provide a low traffic, pedestrian-friendly connection between downtown and destinations throughout the Northeast Gateway District.



COME JOIN US!

Alpine Avenue Improvement Project –
Community Forum
Tuesday, September 29th from 5:00 to 7:00 pm
at Civic Hall

EVENTS

Advisory Committee Meeting #1

July 16, 2015, from 11:00 am to 1:00 pm

McMinnville Community Development
Center

📍 600 NE Evans St McMinnville OR 97128

Alpine Avenue Design Charrette

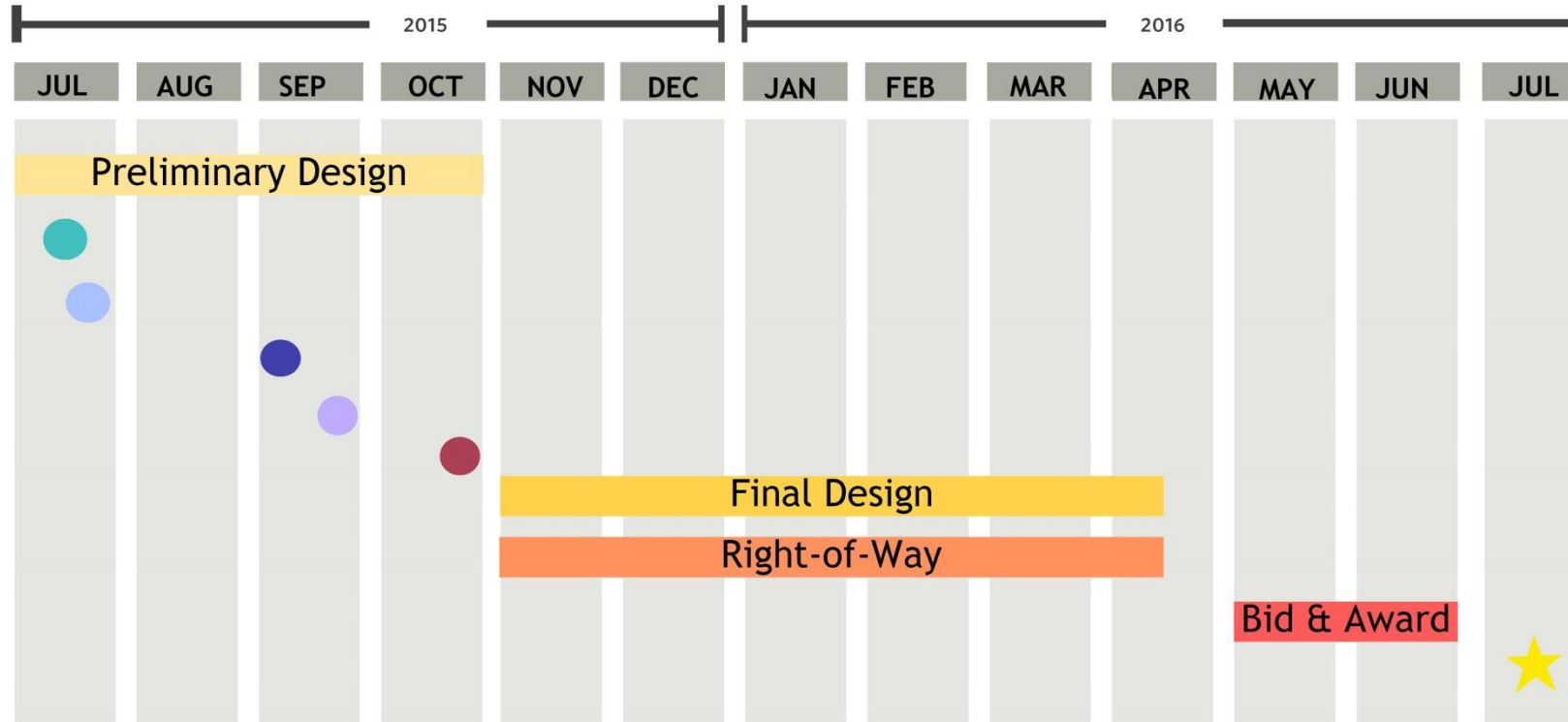
July 23, 2015 from 8:00 am to 5:00 pm

Civic Hall

📍 200 NE 2nd St McMinnville OR 97128

PROJECT PROCESS SCHEDULE

City of McMinnville Alpine Avenue Improvement Project Timeline



Milestones:

 Advisory Committee Kickoff Meeting

 Advisory Committee Meeting #2
(Review Preferred Alternative)

 Council Meeting
(Approval of Preferred Design)

 Design Charette
(Identify Preferred Design Options)

 Community Forum

 Construction Start

PROJECT APPROACH

DRAFT CONCEPT DESIGN

E 10TH AVE 900
NE ALPINE AVE 900



Observations



- Granary connection
- Visual termination
- Complete streetscape

- Narrow
- Pedestrians on street
- Curb free





- Overhead powerlines
- Gravel shoulders
- Lack of street trees



- Informal parking
- Pedestrians mix with cars
- Lack of spatial definition



- Informal parking
- Pedestrians crisscross
- Low vehicle volumes



- Moveable landscape
- DIY character and ownership pride
- Traffic calming function



REMY WINES
Old World Style Wines



REMY WINES
Old World Style Wines

- Moveable landscape
- DIY character and ownership pride
- Traffic calming function



- Overhead power lines
- Visual clutter

ALPINE AVENUE IMPROVEMENTS



Alpine will be the central spine and primary pedestrian route through the District. It should be a unique street that complements the craft workshop atmosphere of the businesses along Alpine and within the Granary District. The design of Alpine should consider curbless, shared space road treatments, as well as sustainable storm-water facilities.

Closest to the Granary District, Alpine should be a "festival street," which is a flexible space

for cars, bikes, and pedestrians that can easily be blocked off for festivals. It would be wired for electricity for setting up booths and entertainment. North of the festival street treatment, the design could give way to a "woonerf" (a Dutch term that means "living street"), which is similar in that it is a curbless, shared road space, with low speed limits to improve pedestrian, bicycle, and automobile safety.



Alpine will be:

- The central spine
- primary pedestrian route through the District
- a unique street that complements the craft workshop atmosphere of the businesses along Alpine and within the Granary District.

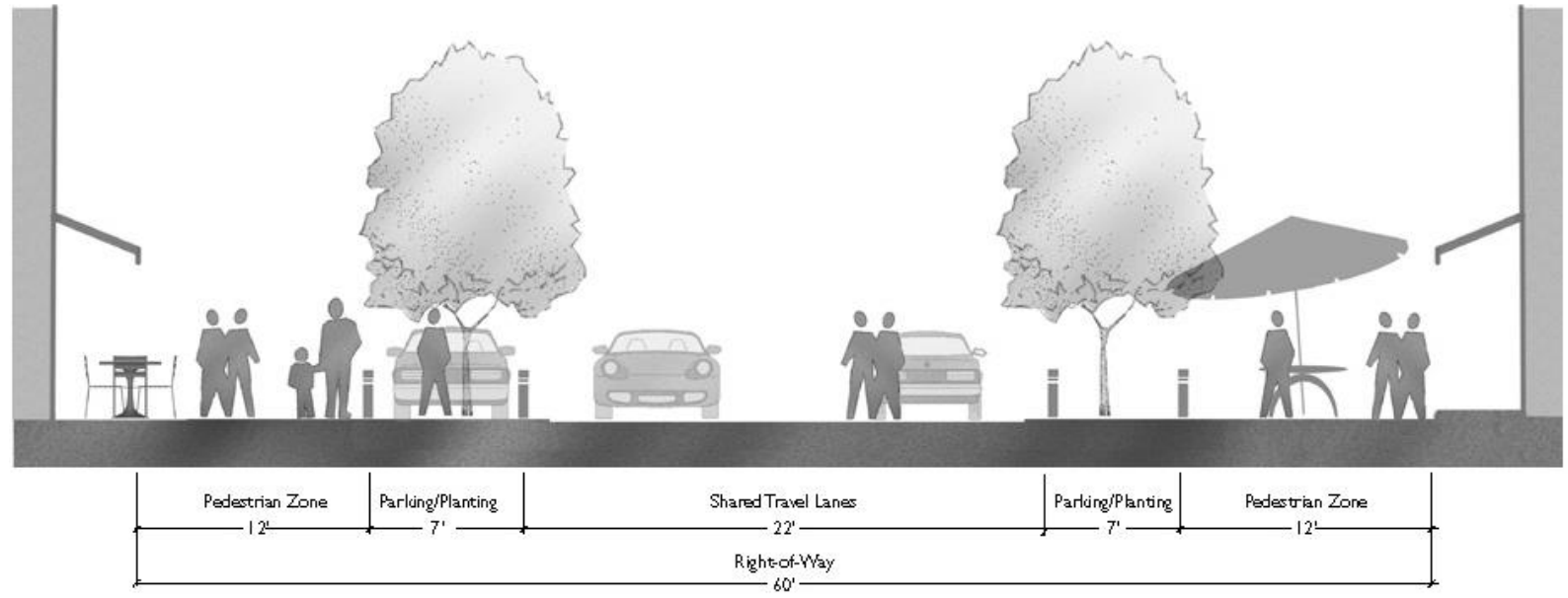
The design of Alpine should consider:

- curbless, shared space road treatments
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Closest to the Granary District, Alpine should be a "festival street".

ALPINE AVENUE

An improved Alpine Avenue will provide a low traffic, pedestrian-friendly connection between downtown and destinations throughout the Northeast Gateway District. The design of Alpine should consider curb-less, shared space road treatments, as well as sustainable stormwater facilities. Closest to the Granary District, Alpine should be a "festival street," which is a flexible space for cars, bikes, and pedestrians that can easily be blocked off for festivals or other special, in-street activities.

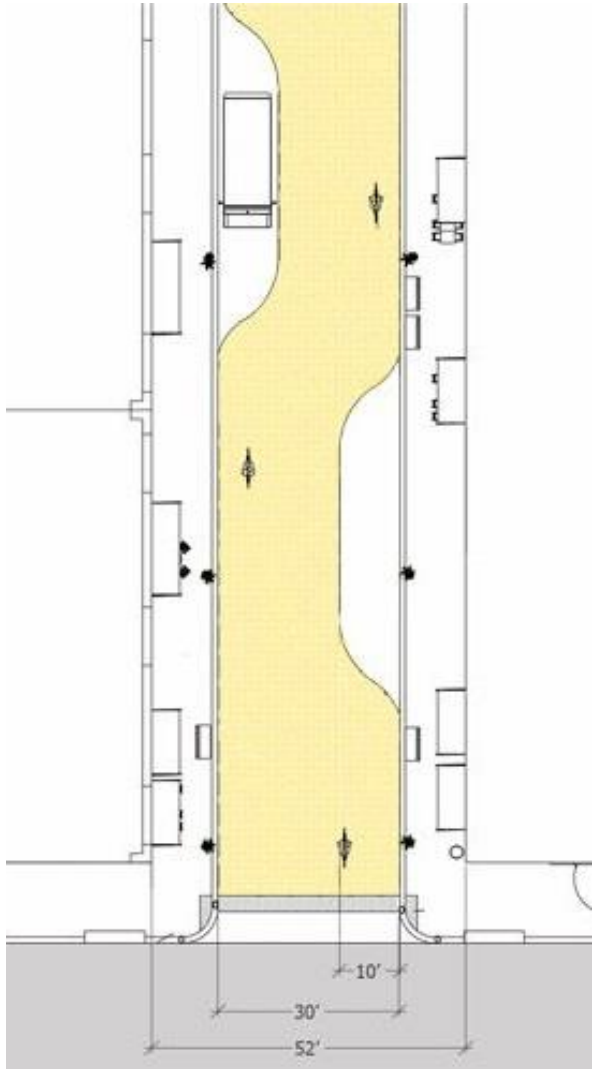
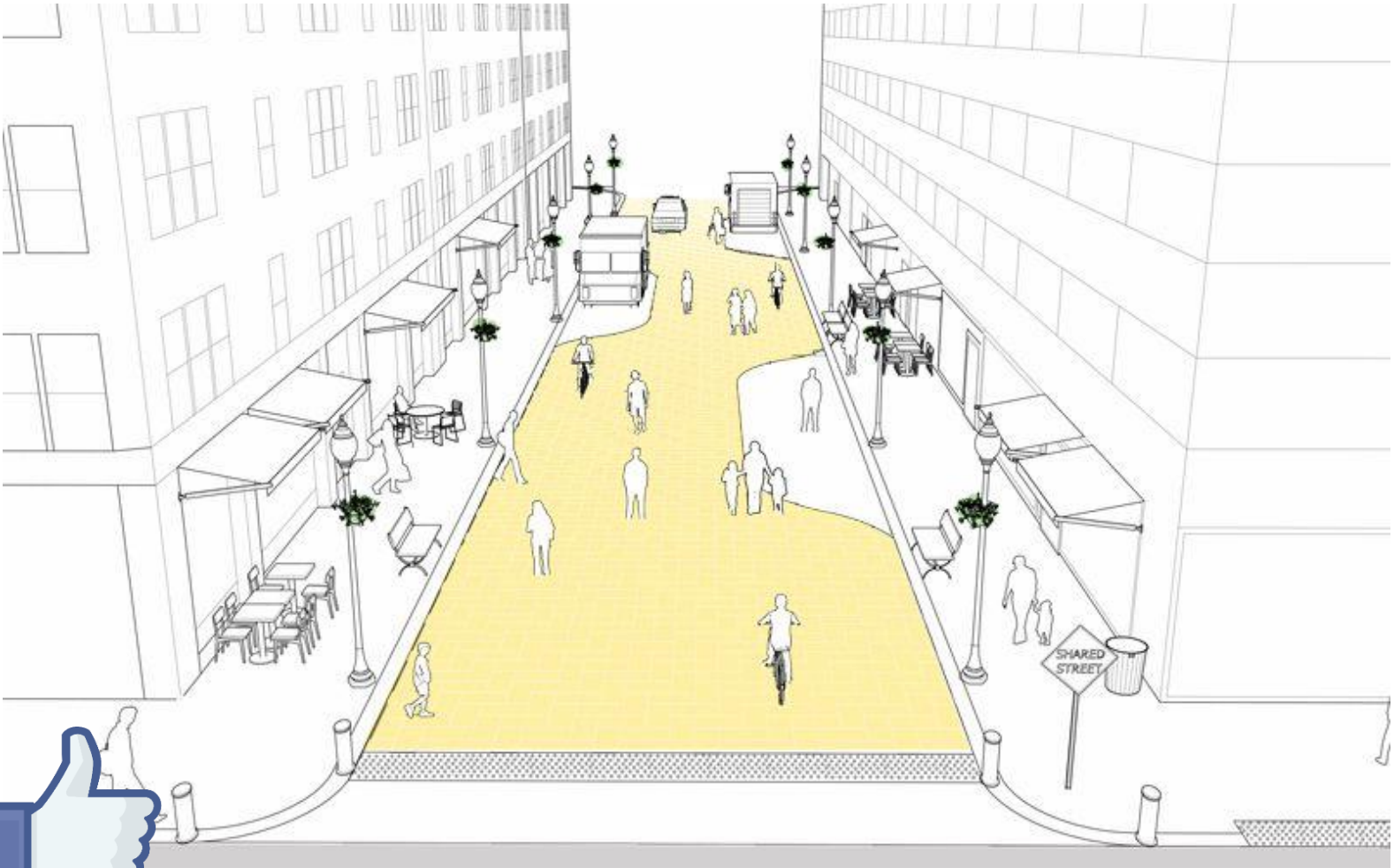
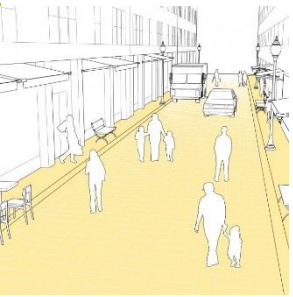


Commercial Shared Street

- should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.
- can be designed for narrow or wide cross sections, but become increasingly complex and difficult to maintain as a shared space as width increases.
- maintain access for vehicles operating at low speeds and are designed to permit easy loading and unloading for trucks at designated hours.
- designed to implicitly slow traffic speeds using pedestrian volumes, design, and other cues to slow or divert traffic



**Urban
Street
Design
Guide**



INSPIRATION



田舎





GRANVILLE ISLAND

Vancouver, BC . Year 1975-1979

- The former industrial Island started in 1915
- Stop working as a factory in the 1950's
- Today provides public market, marina, boutique hotel and the Emily Carr University of Art and Design, Arts umbrella, community center, performing art theater, fine art galleries, shopping areas, among others...

gateway

sharing street



old warehouse –
new art center



gateway



Portland, Oregon

13th Avenue

- 4 street blocks
- It was not design
- Industrial past adapted to modern time
- Function as a share street
- Funky character attract large crowd specially on the first Thursday event
- Loading dock street inner face function as patios, sidewalk, terrace...





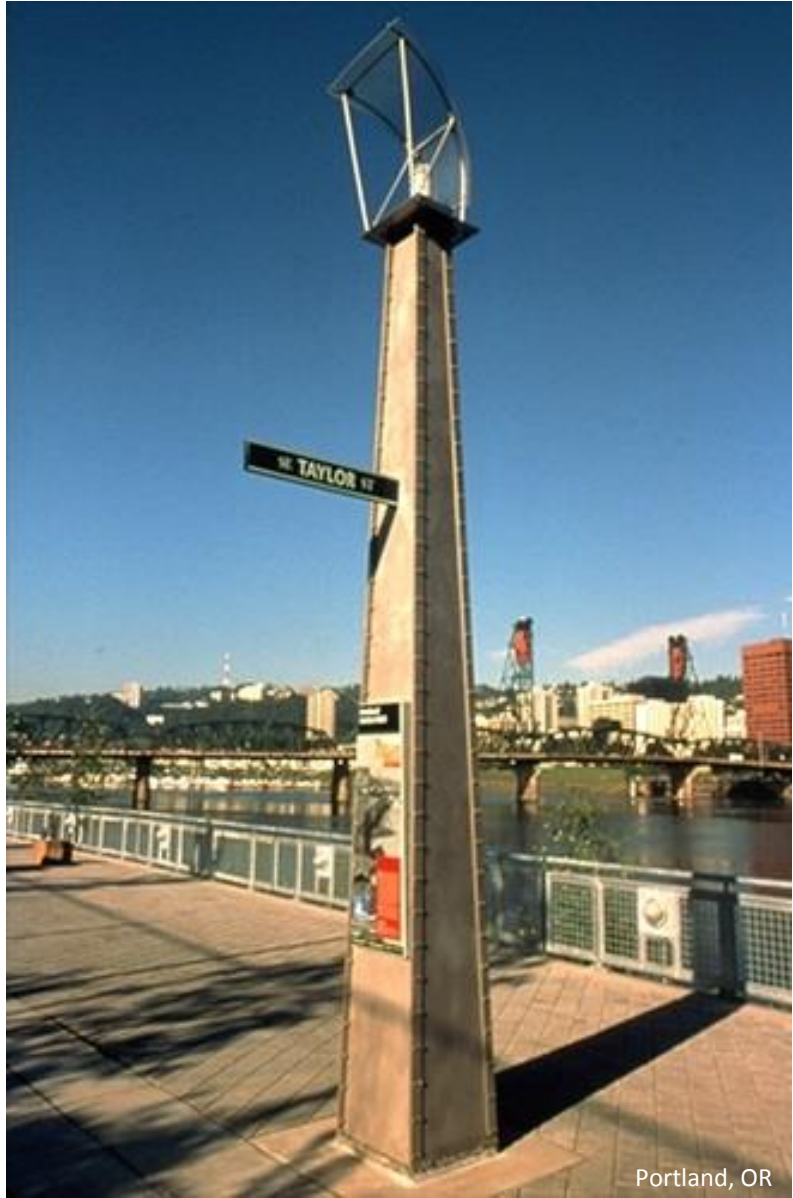
Montreal, Canada

St. Catherine Street in Le Village . Year 2011-2015

- 13 street blocks
- Closed street to cars from June-September
- Street became the outdoor terrace of terrace and bars
- Created by Claude Cormier + Associates







Portland, OR



Portland, OR



England







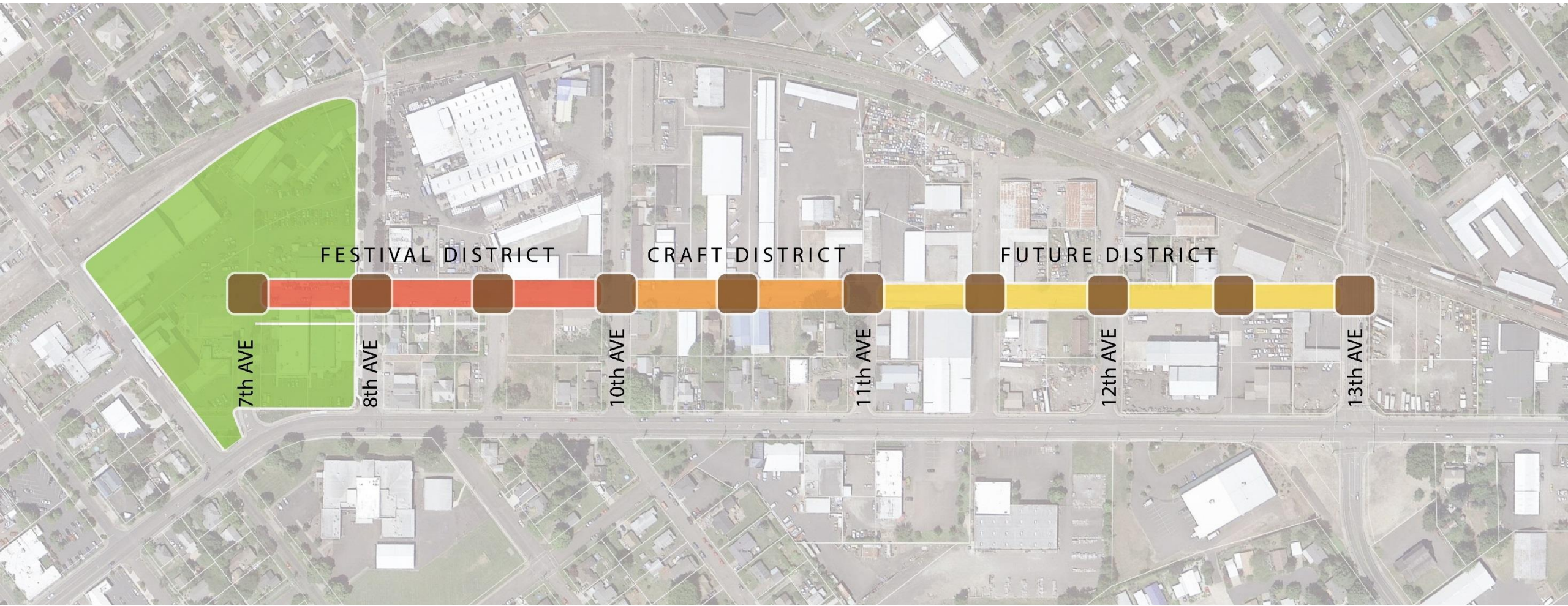
STREETSCAPE DESIGN

DRAFT ALTERNATIVE CONCEPTS

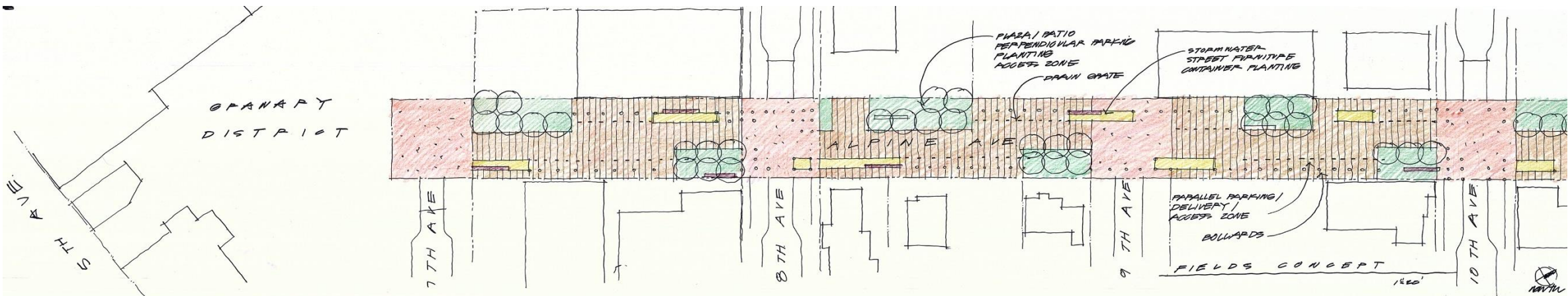
Alpine Avenue Design Principles

- Support new/existing economic vibrancy and investment
- Integrate and connect Alpine Ave to downtown
- Balance design for people and vehicles
- Engage existing development
- Design for appropriate long-term maintenance cost and effort
- Celebrate and honor history
- Provide a flexible design solution that has dynamic uses and accommodates future growth
- Provide infrastructure for public art
- Tend toward eclectic, unique, organic and memorable designs

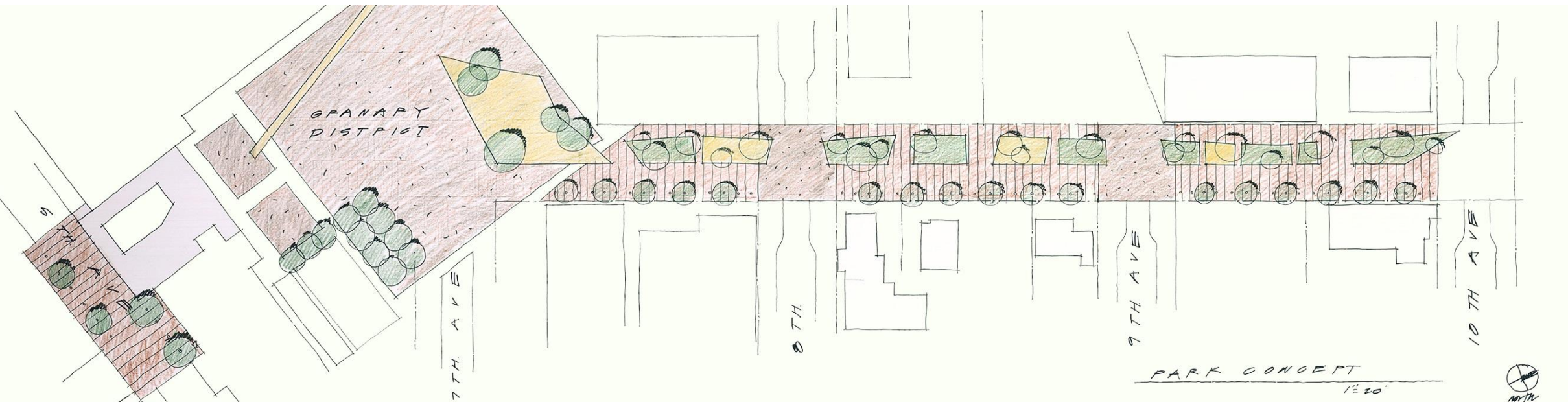
SUB-DISTRICTS



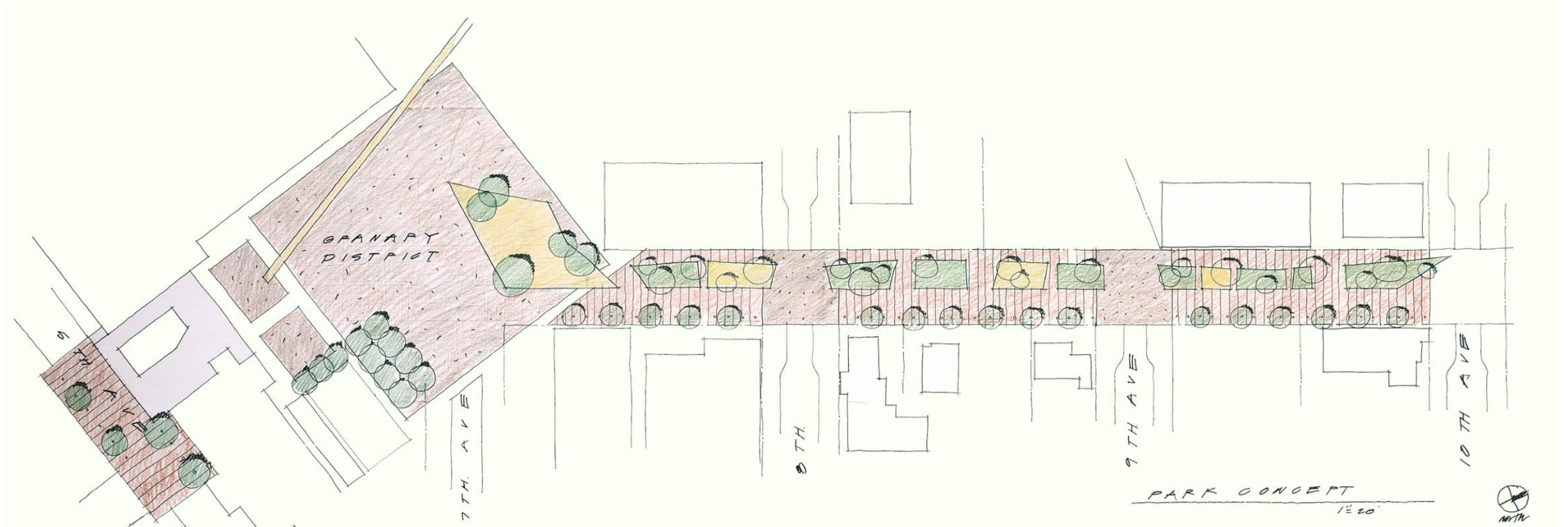
FIELDS CONCEPT



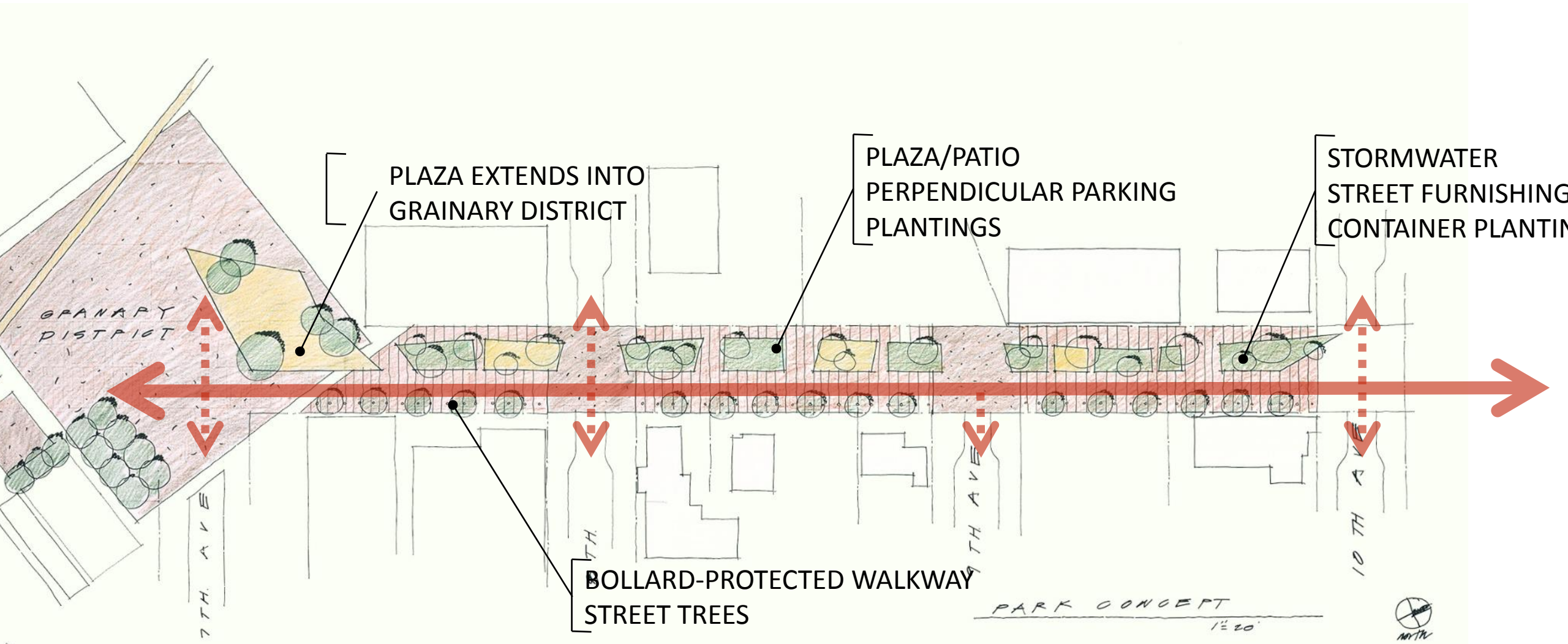
PARK CONCEPT



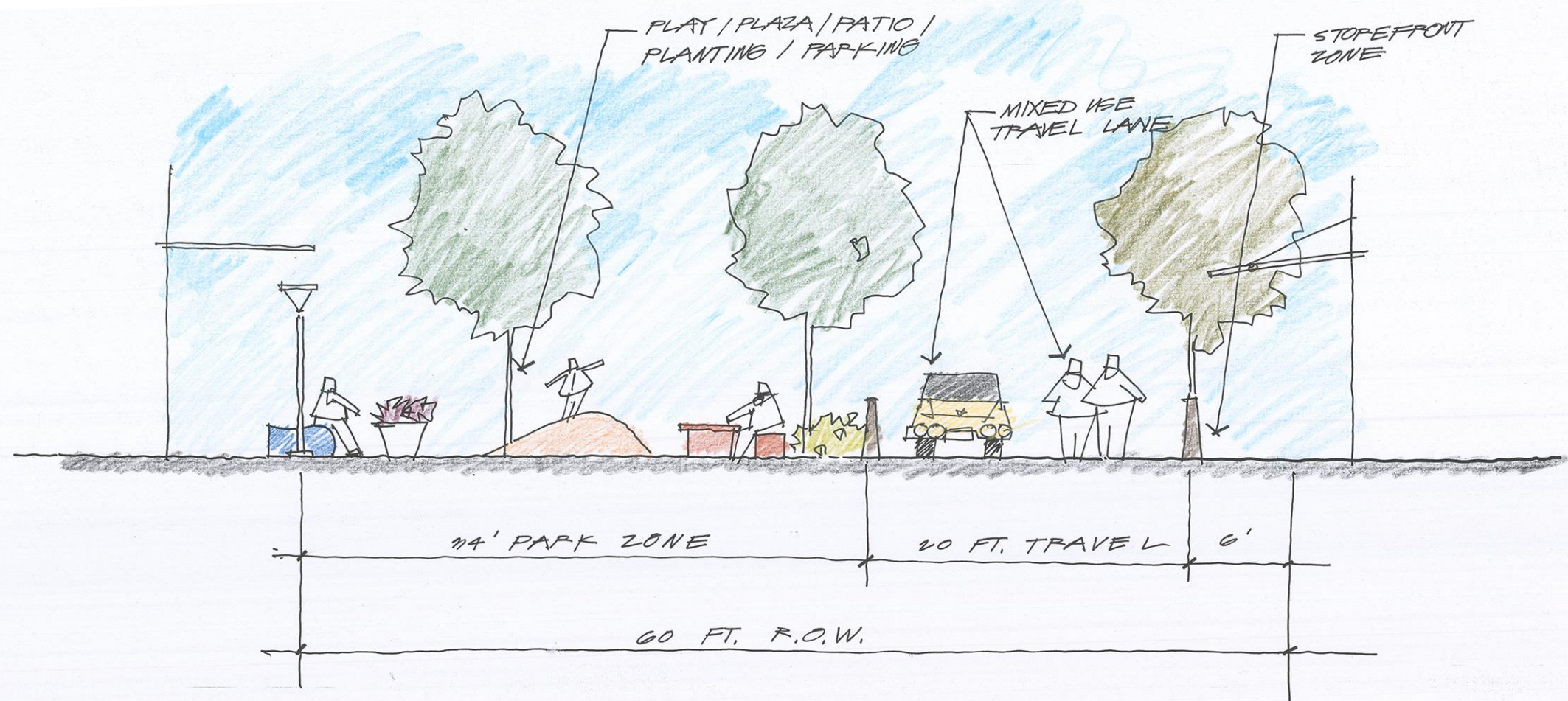
PARK – CONCEPT PLAN



PARK – FUNCTIONAL ORGANIZATION

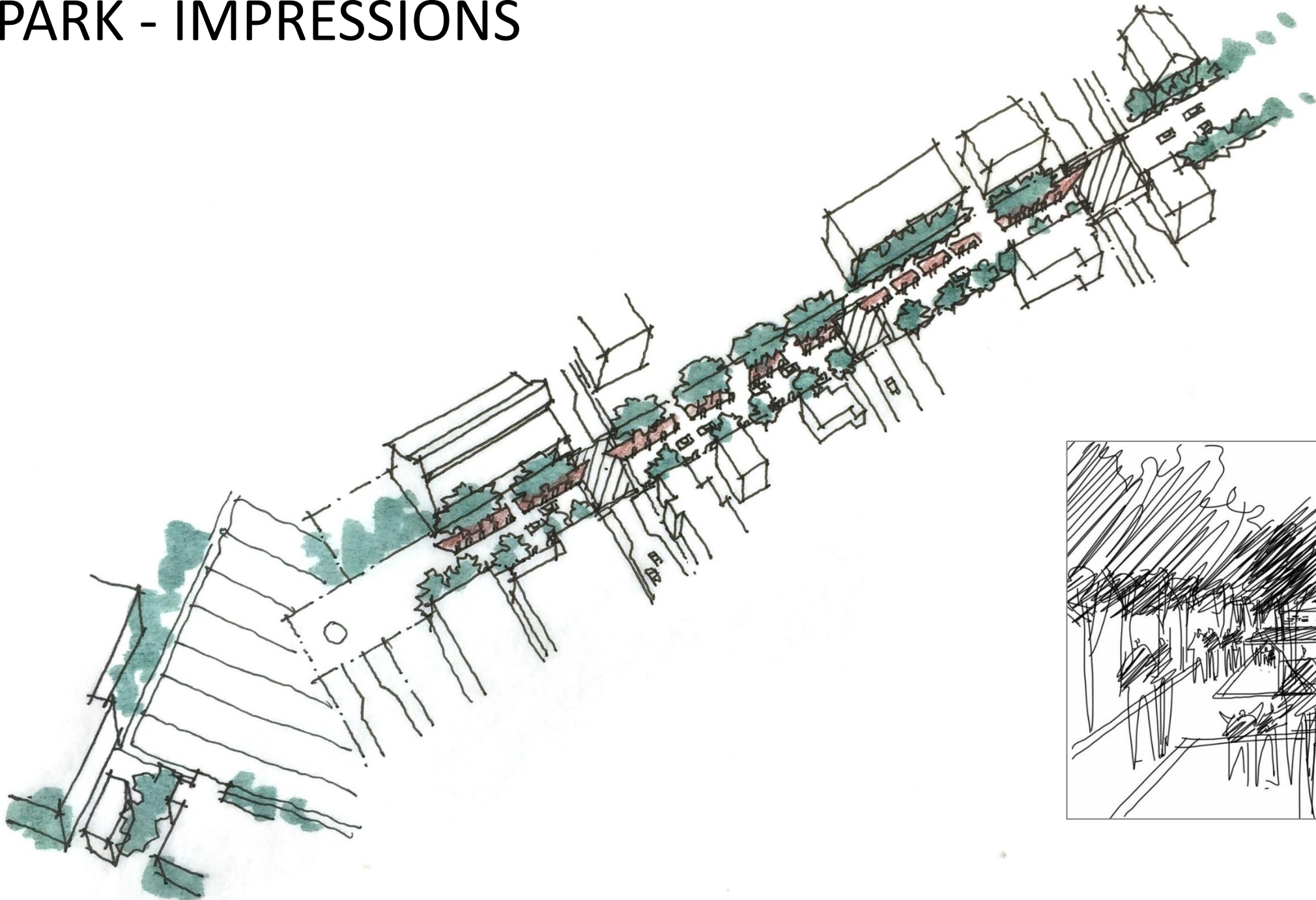


PARK - TYPICAL SECTION

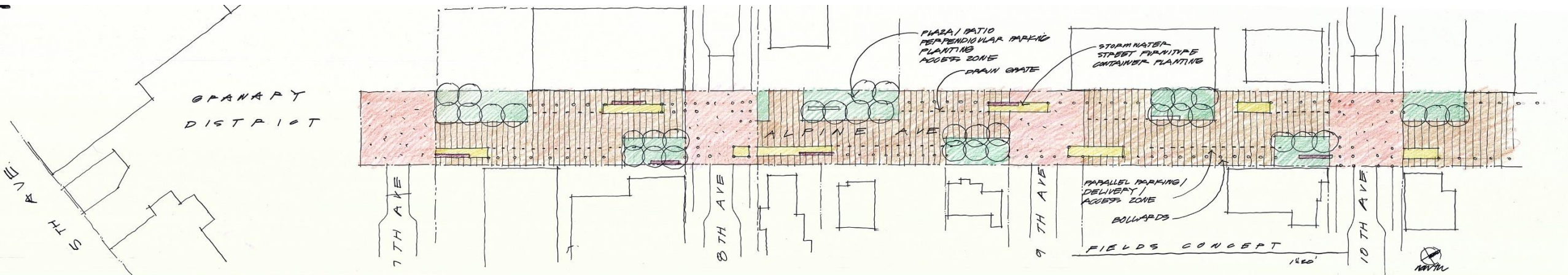


PARK CONCEPT
SECTION

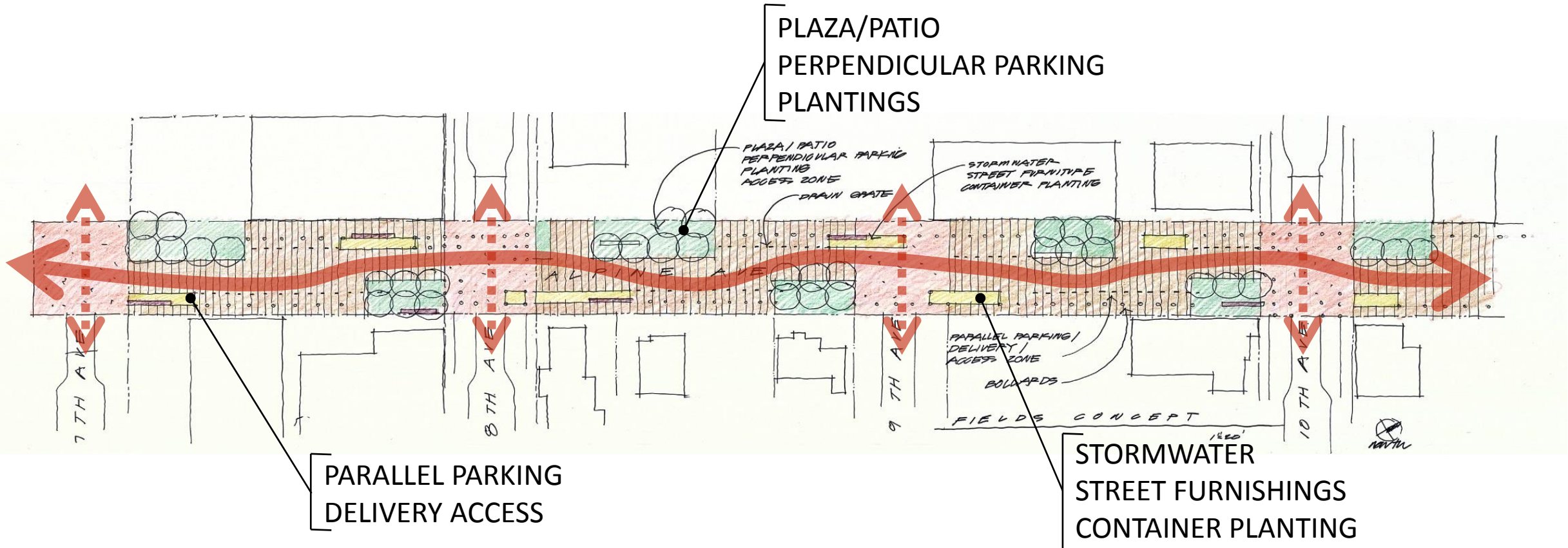
PARK - IMPRESSIONS



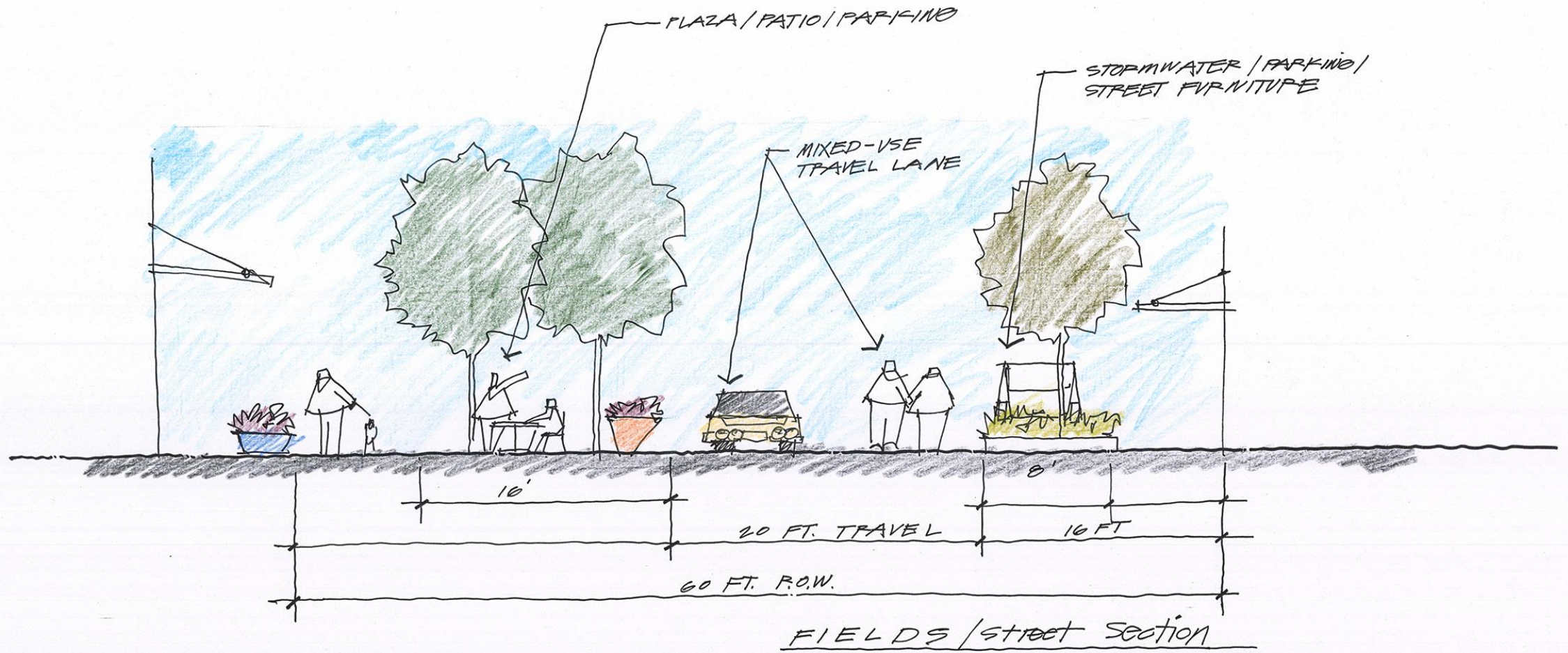
FIELDS – CONCEPT PLAN



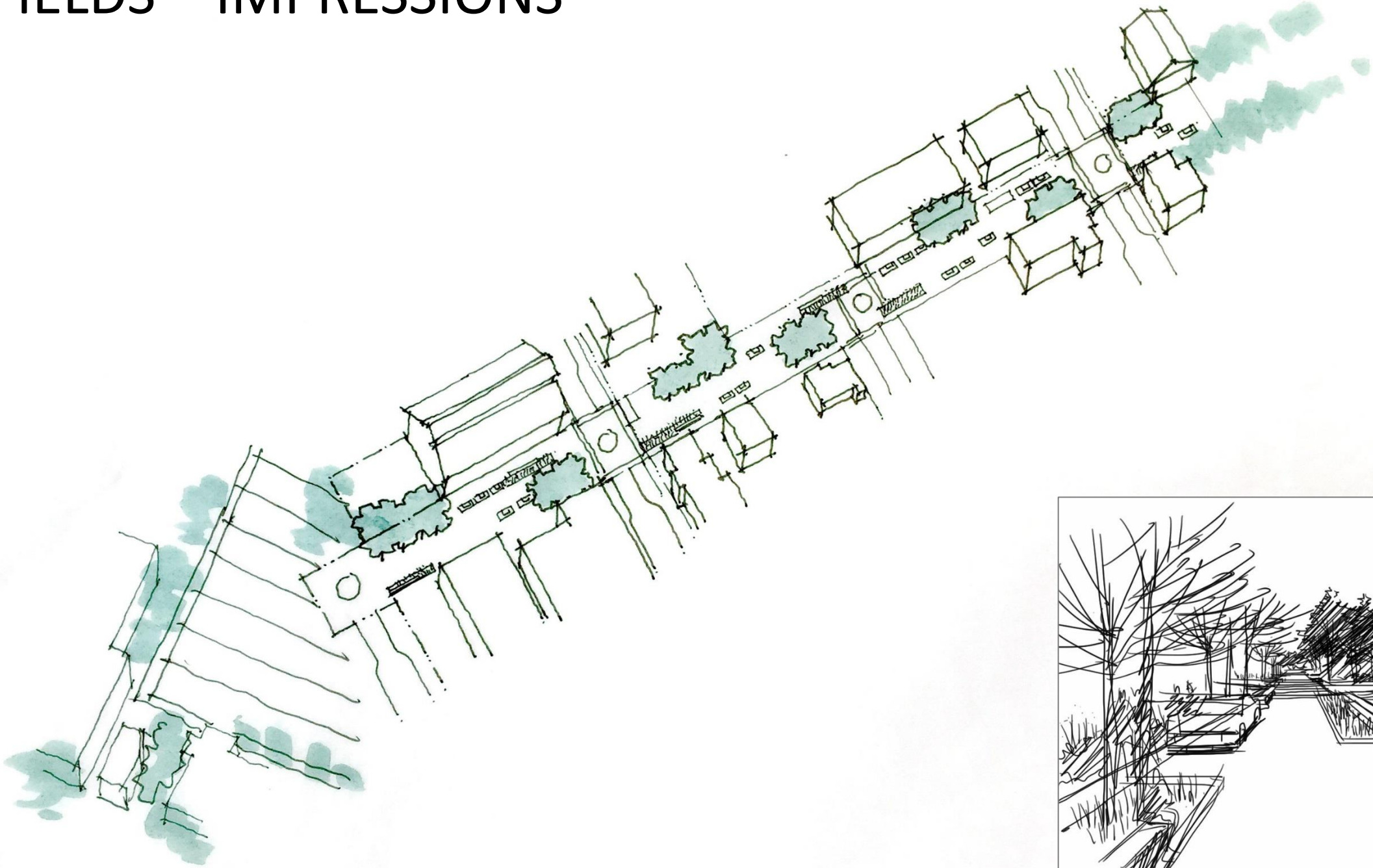
FIELDS - FUNCTIONAL ORGANIZATION



FIELDS - TYPICAL SECTION

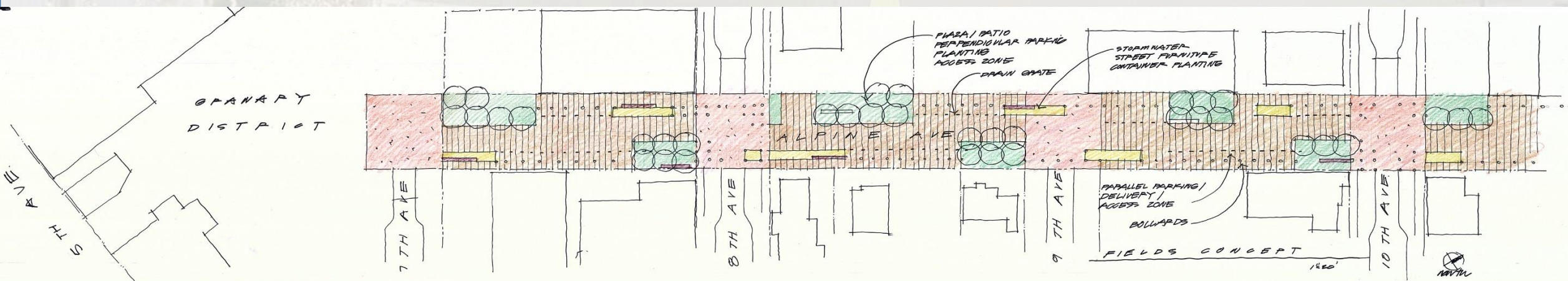


FIELDS – IMPRESSIONS



Design Principles

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- Provide infrastructure for public art
- Tend toward eclectic, unique, organic and memorable designs



An aerial photograph of an industrial or commercial district. The scene is dominated by numerous large, white, rectangular buildings with flat roofs, likely warehouses or manufacturing plants. These buildings are interspersed with paved parking lots filled with cars and trucks. There are also some green trees and a few smaller structures scattered throughout the area. The overall impression is of a busy, developed industrial zone.

Alpine Avenue Streetscape Plan

THANK YOU!