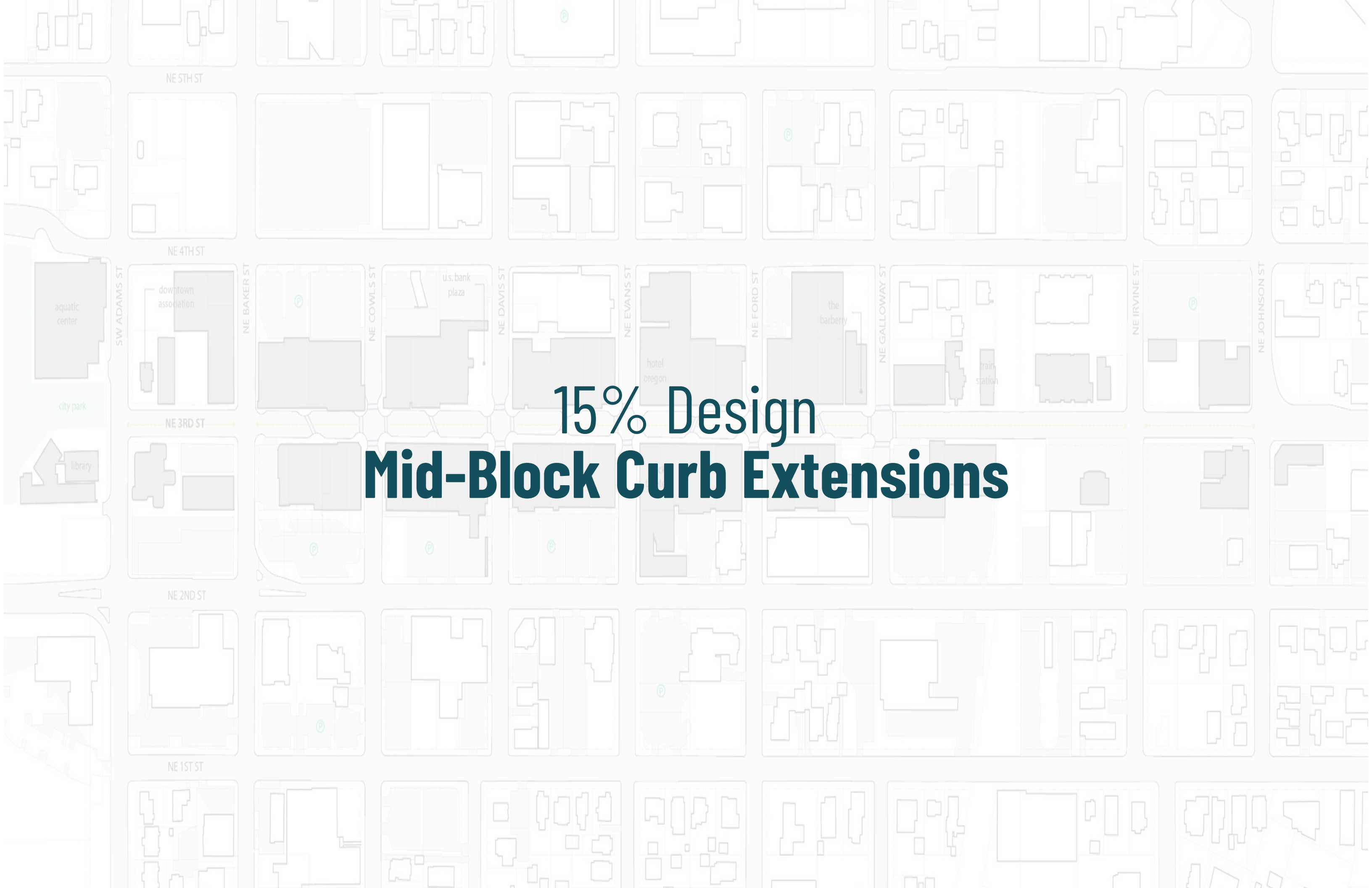


Third Street Improvement (TSI) Project

OPPORTUNITIES AND CONSTRAINTS

15% Design





**15% Design
Mid-Block Curb Extensions**

NE 5TH ST

NE 4TH ST

NE 3RD ST

NE 2ND ST

NE 1ST ST

aquatic center

city park

library

downtown association

u.s. bank plaza

hotel oregon

the barber

train station

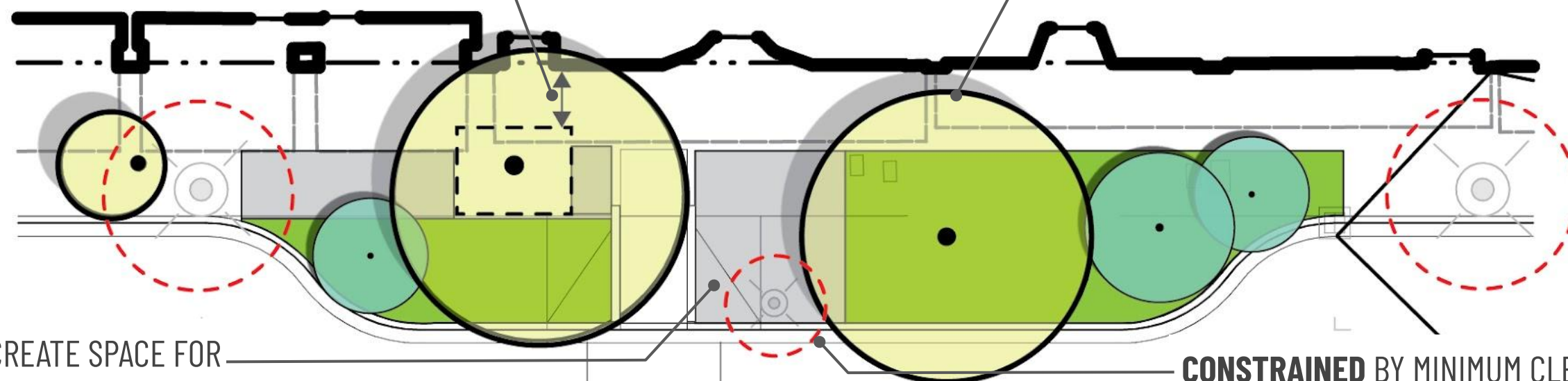
Concept Design :: **Mid-Block Curb Extensions**



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.

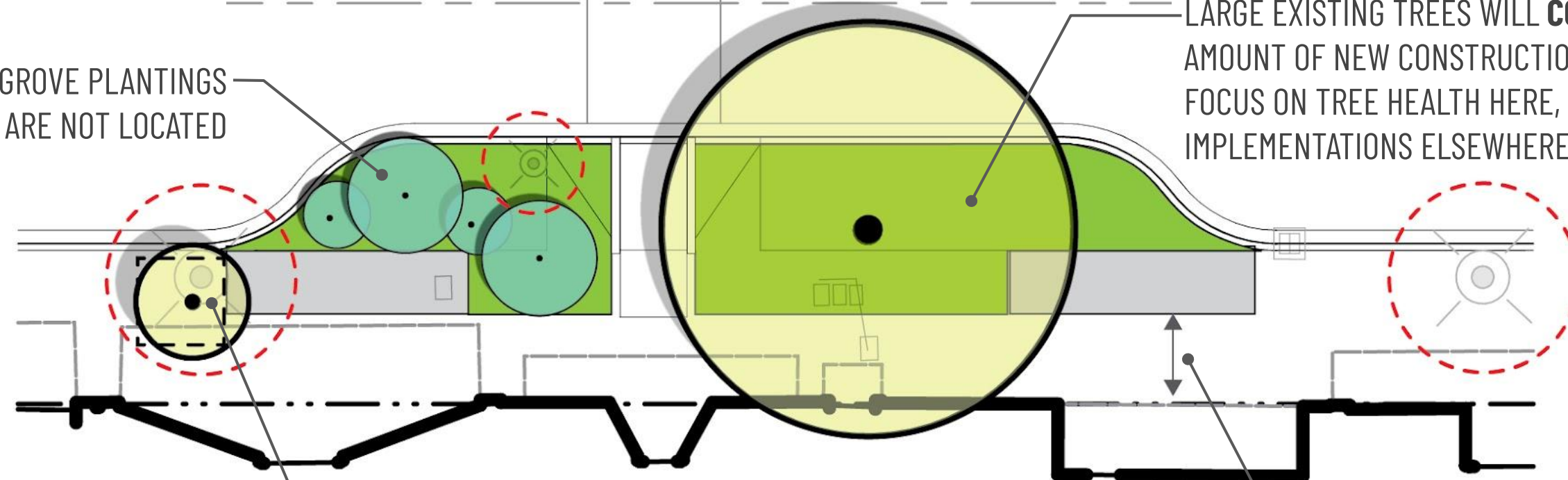


OPPORTUNITY TO CREATE SPACE FOR FURNISHINGS (BIKE RACKS, BENCHES, ETC.) AT MID BLOCK AREA

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.

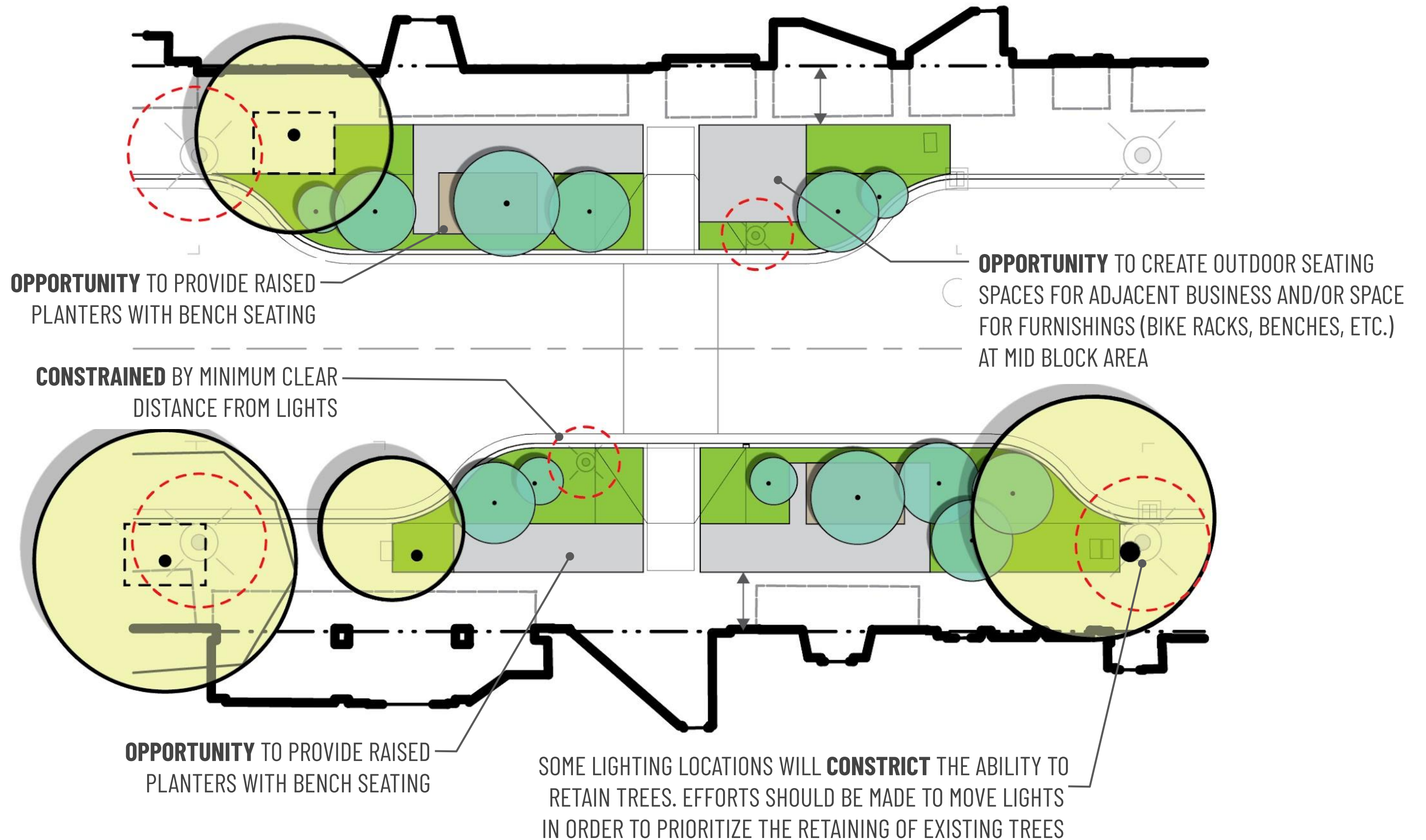
OPPORTUNITY TO CREATE GROVE PLANTINGS WHERE EXISTING TREES ARE NOT LOCATED



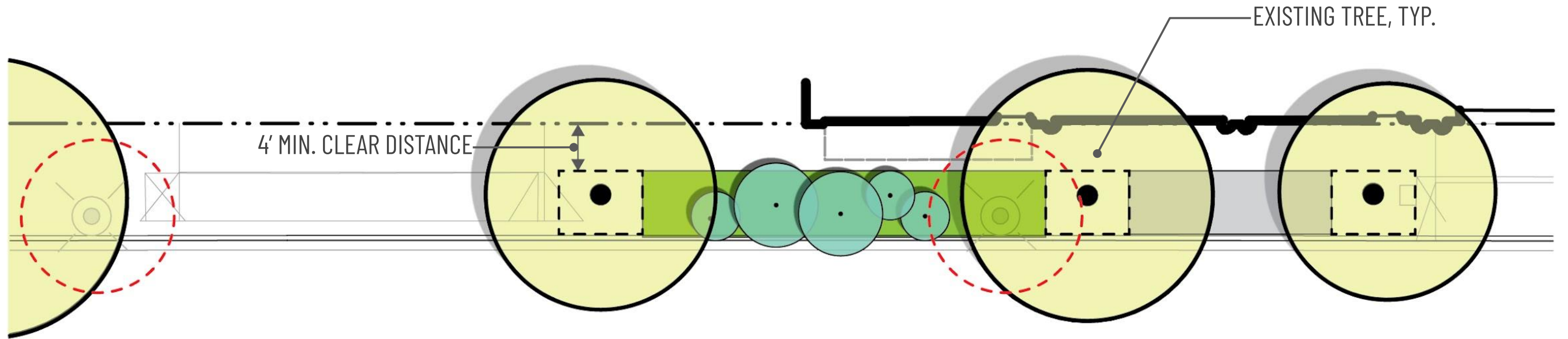
SOME LIGHTING LOCATIONS WILL **CONSTRICT** THE ABILITY TO RETAIN TREES. EFFORTS SHOULD BE MADE TO MOVE LIGHTS IN ORDER TO PRIORITIZE THE RETAINING OF EXISTING TREES

MAINTAIN 4' MINIMUM CLEAR DISTANCE

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

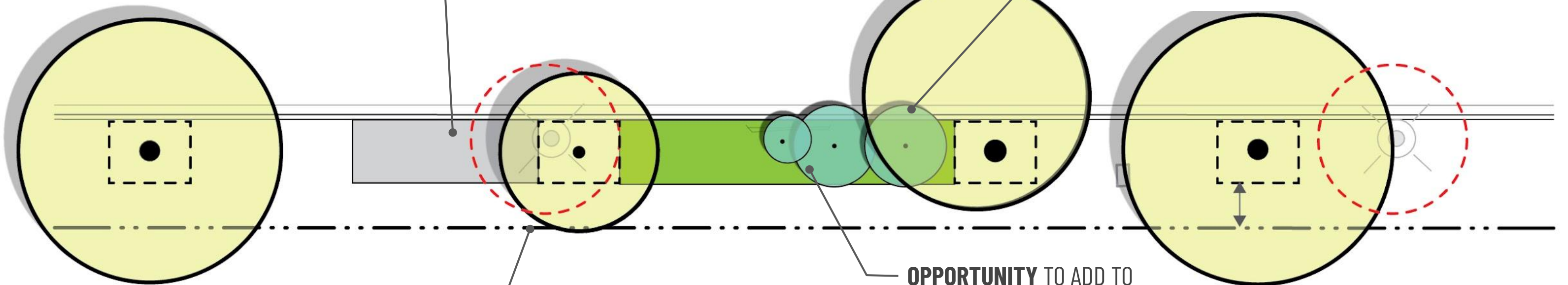


15% Design :: Mid-Block (Block I)



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

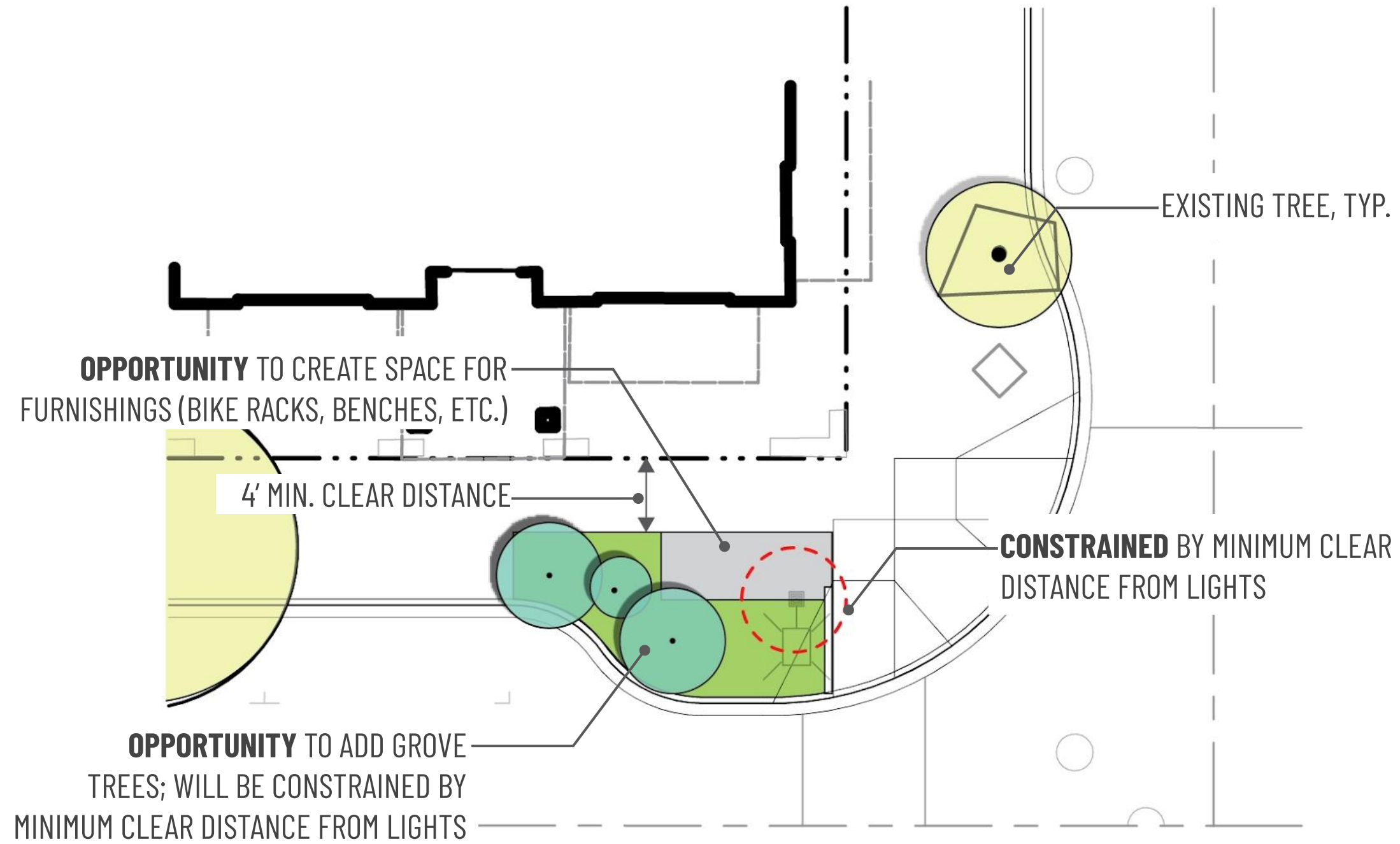
DESIGN QUESTIONS / CONSIDERATIONS

- 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.

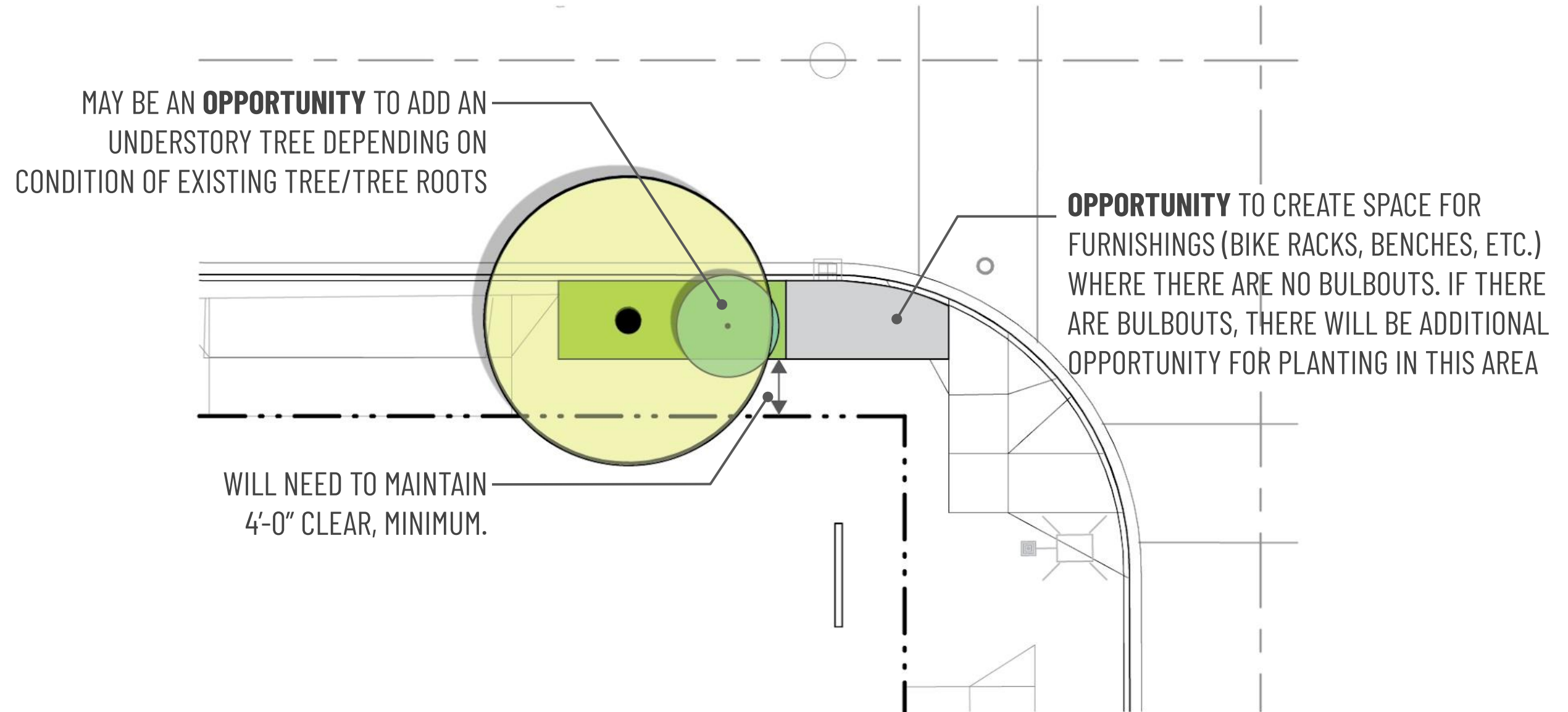


15% Design Corner Opportunities

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

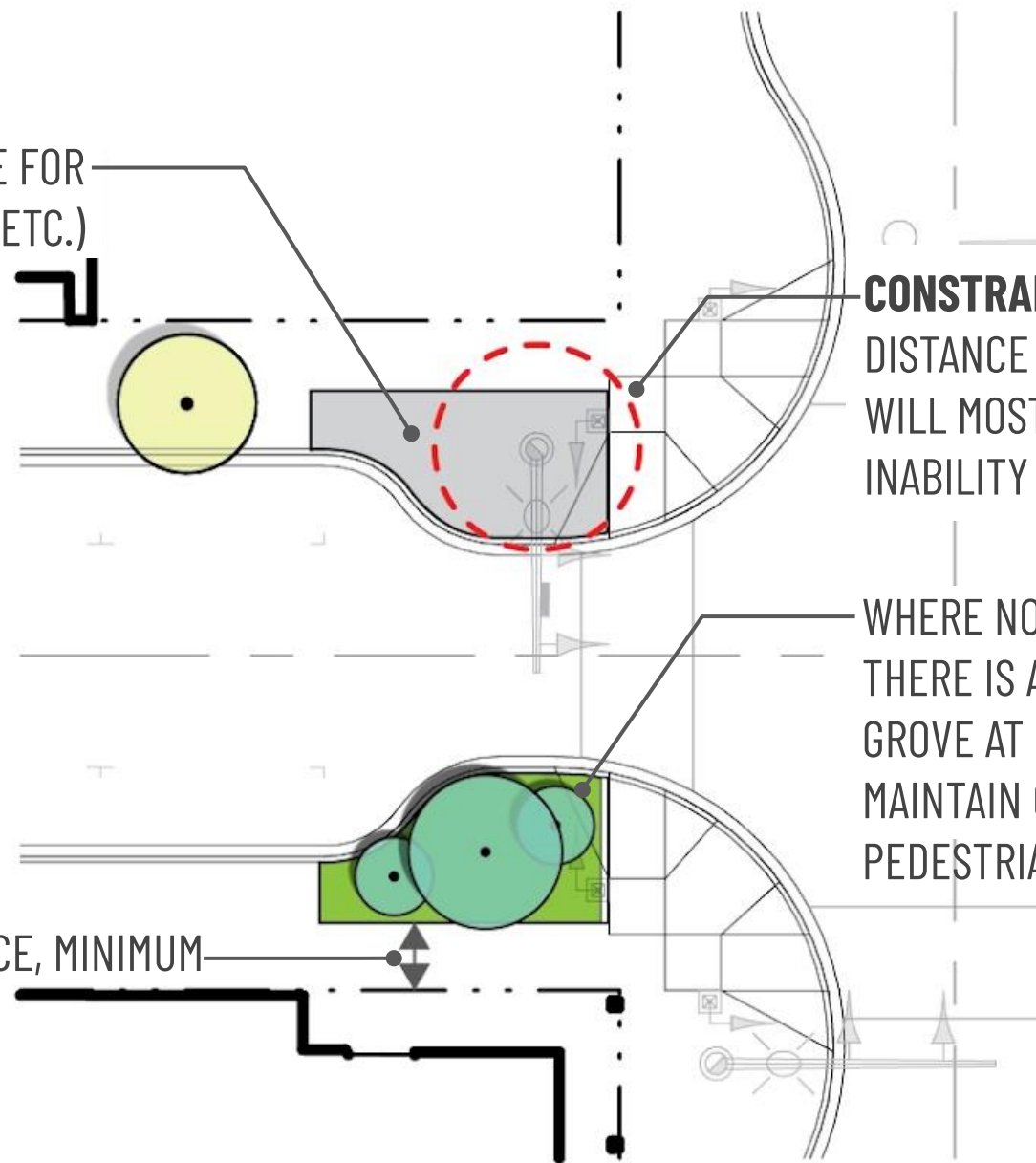


15% Design :: **Corners** (Existing Tree(s))



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
Gateway Improvement Opportunities**

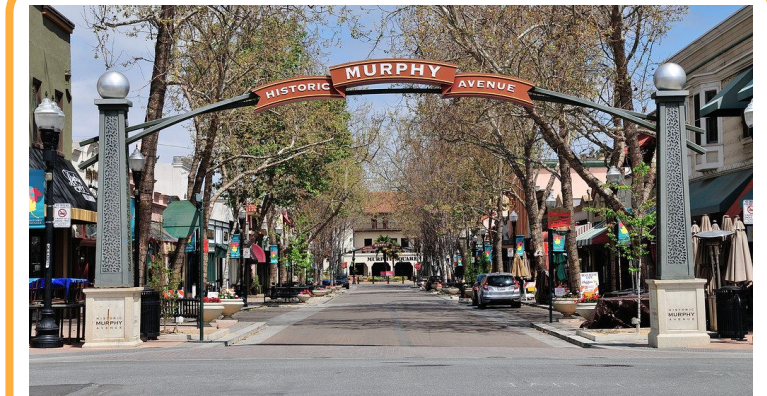
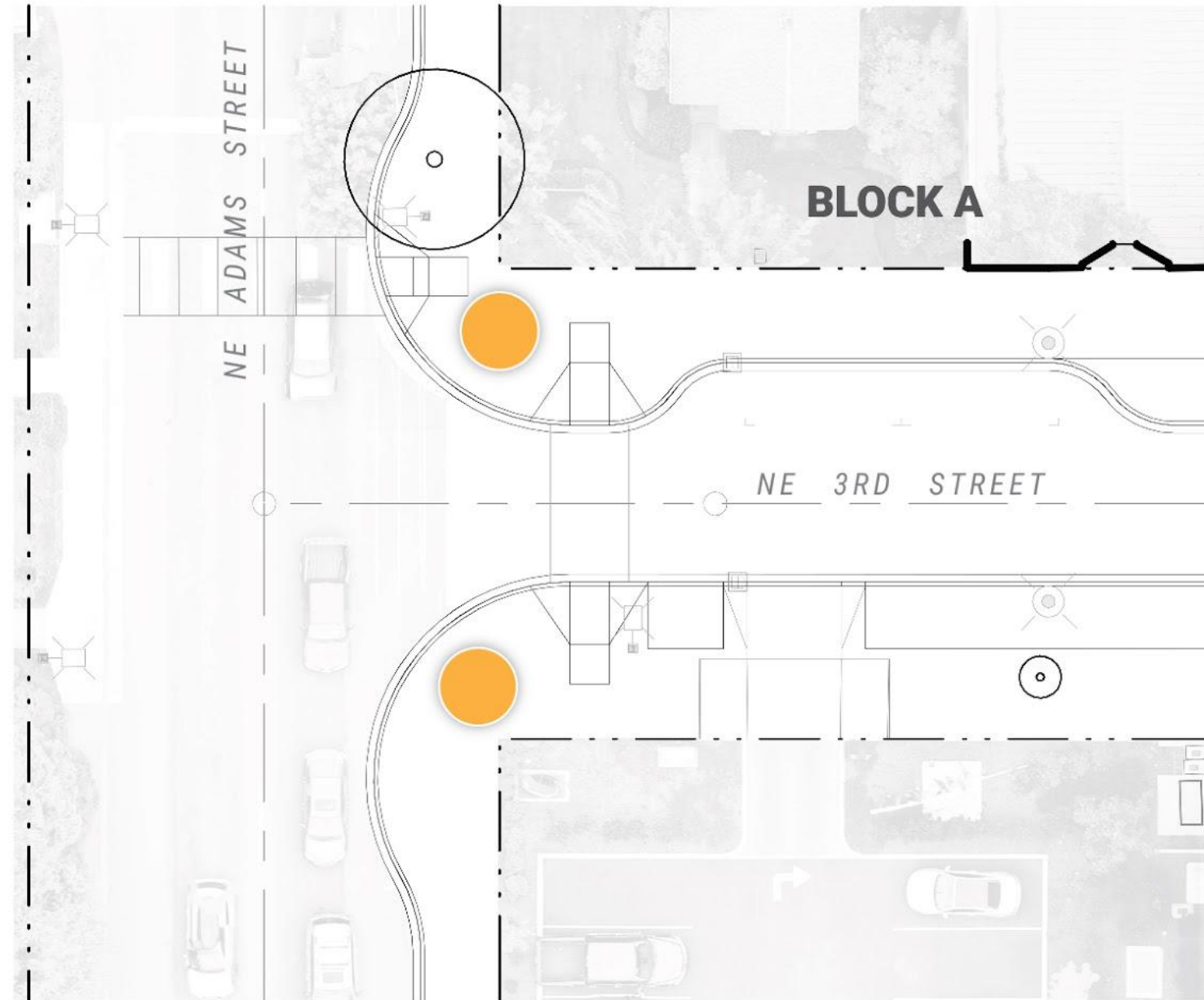
15% Design :: Gateway Opportunities: Public Art (Adams)



VERTICAL SCULPTURE

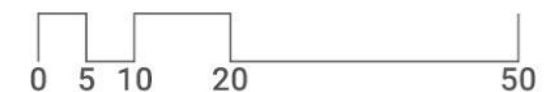


KINETIC ART



SIGNAGE

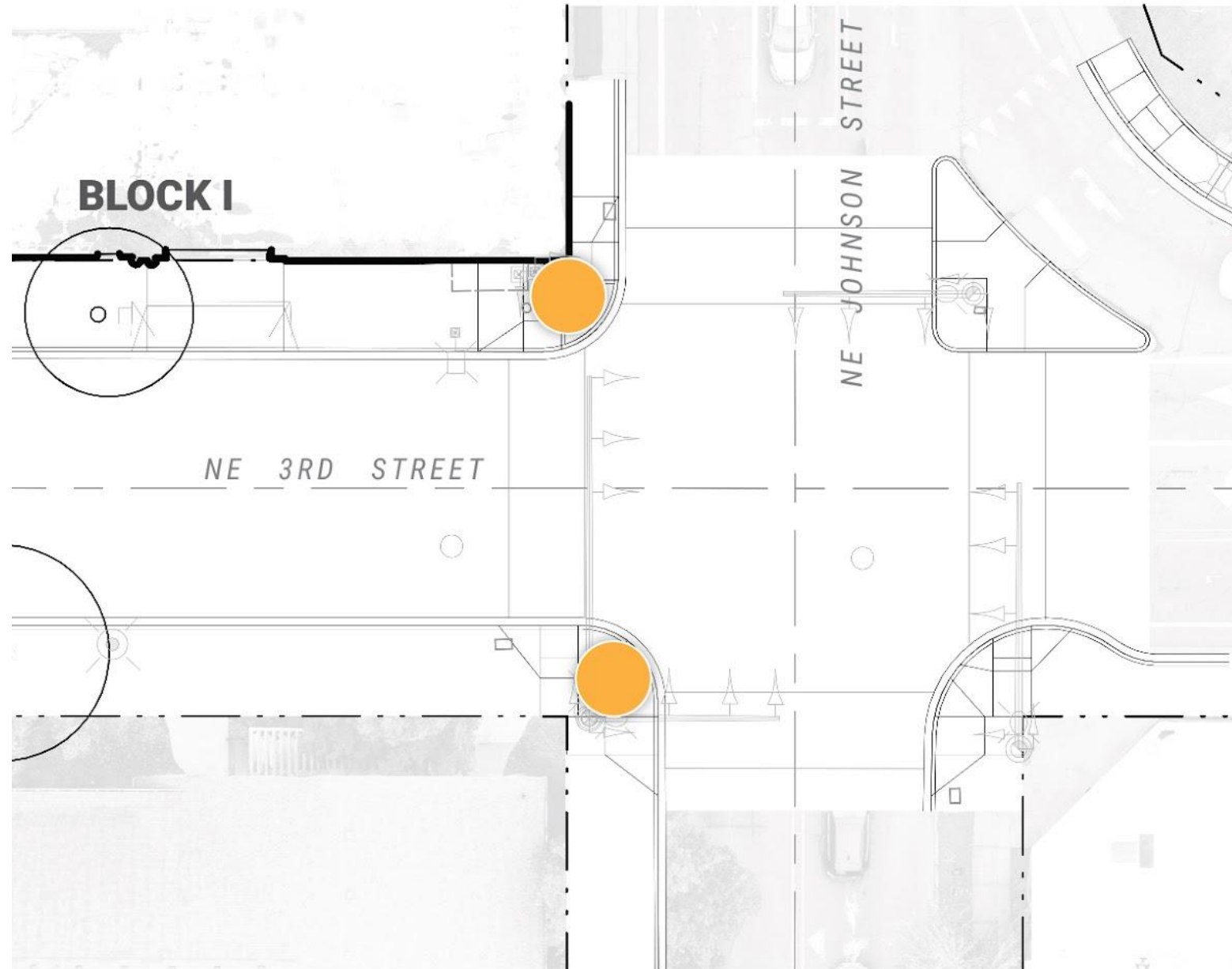
- Use a vertical landmark feature to highlight gateway intersections
- Interactive feature
- Public art opportunity



15% Design :: Gateway Opportunities: Public Art (Johnson)



VERTICAL SCULPTURE



KINETIC ART



SIGNAGE

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



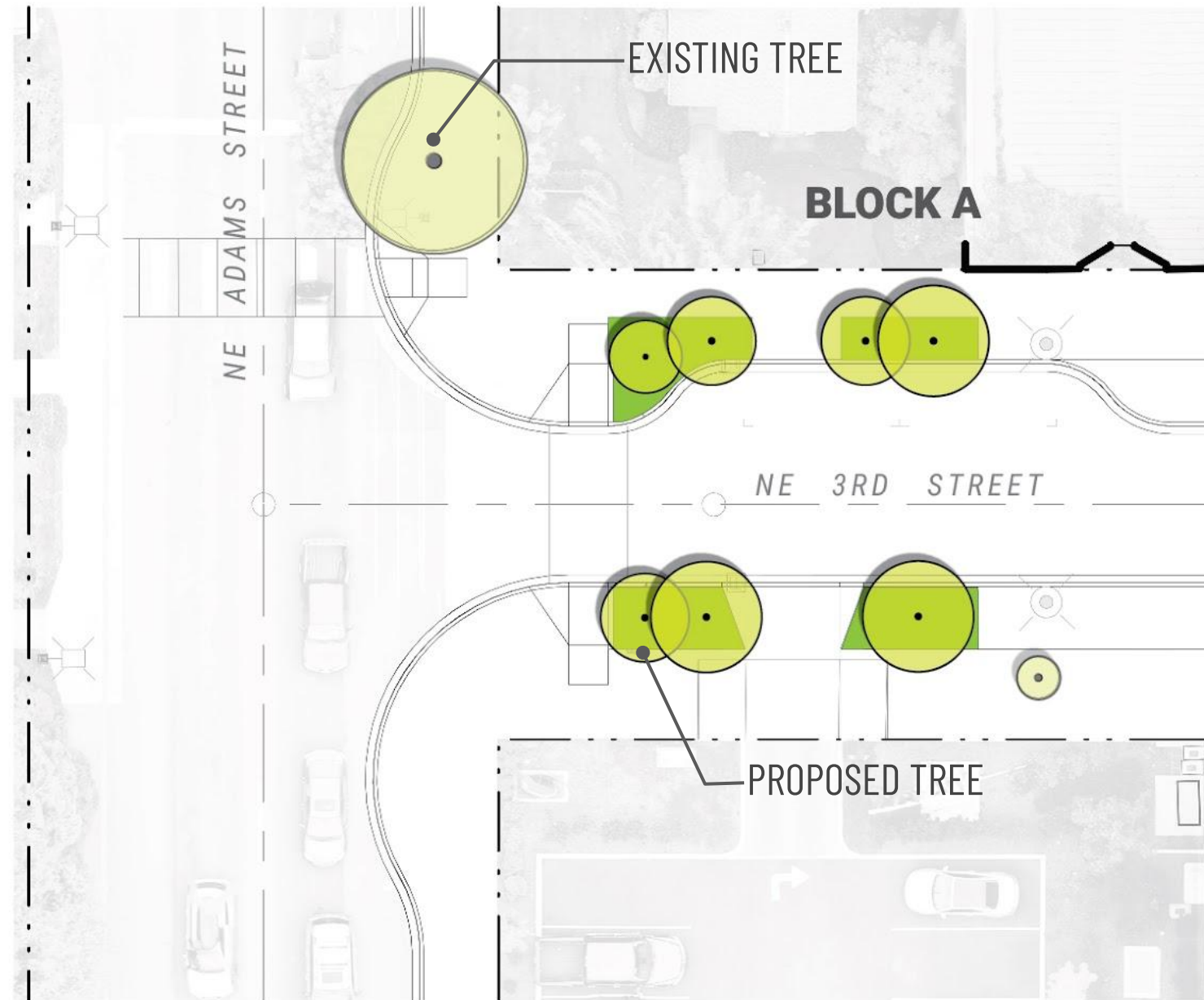
15% Design :: Gateway Opportunities: Street Trees (Adams)



SPRING COLOR

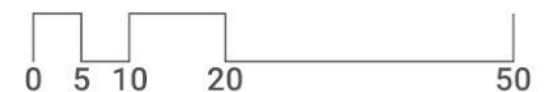


FALL COLOR



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



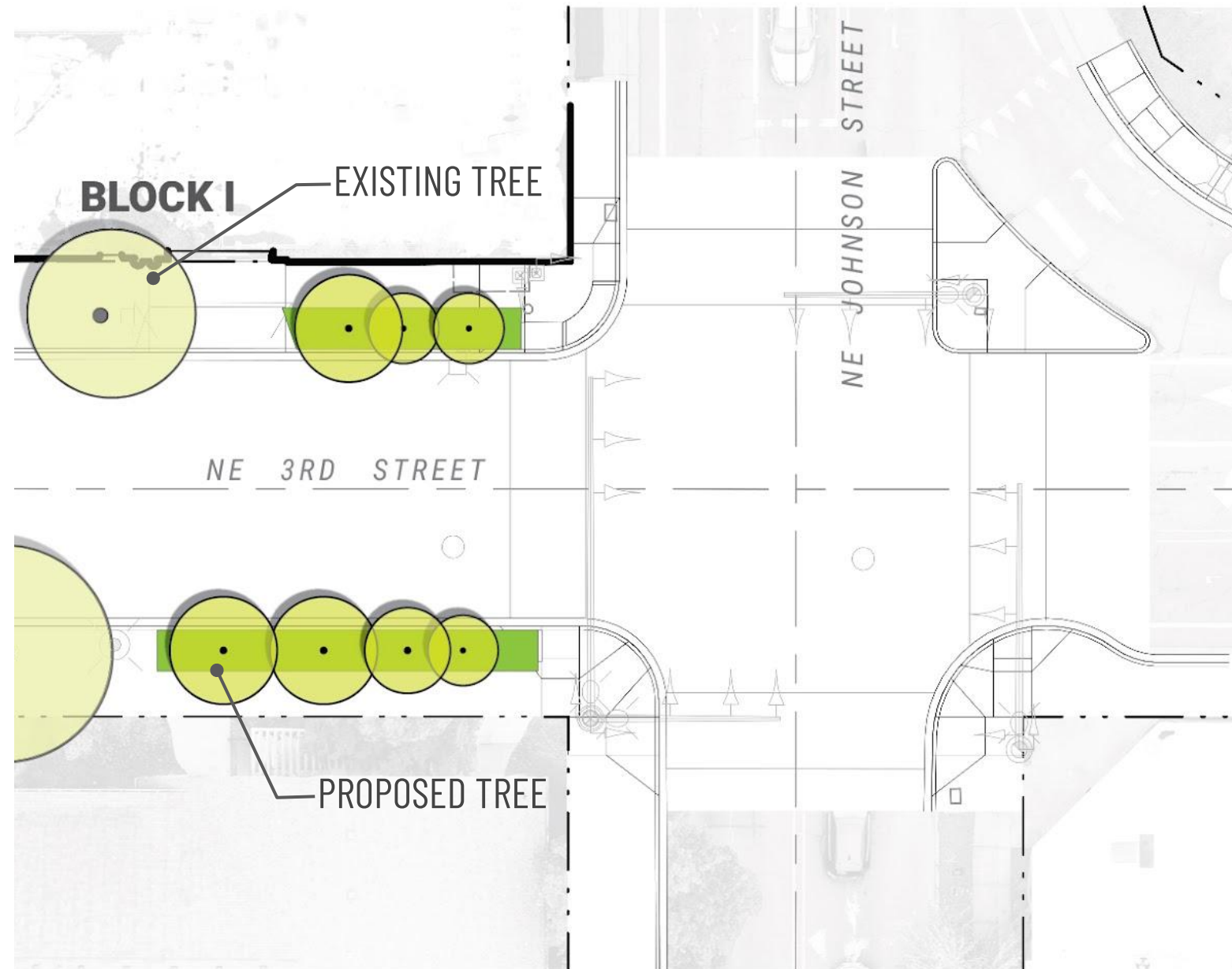
15% Design :: Gateway Opportunities: Street Trees (Johnson)



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FALL COLOR



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15% Design :: Gateway Opportunities: Street Trees (Adams)

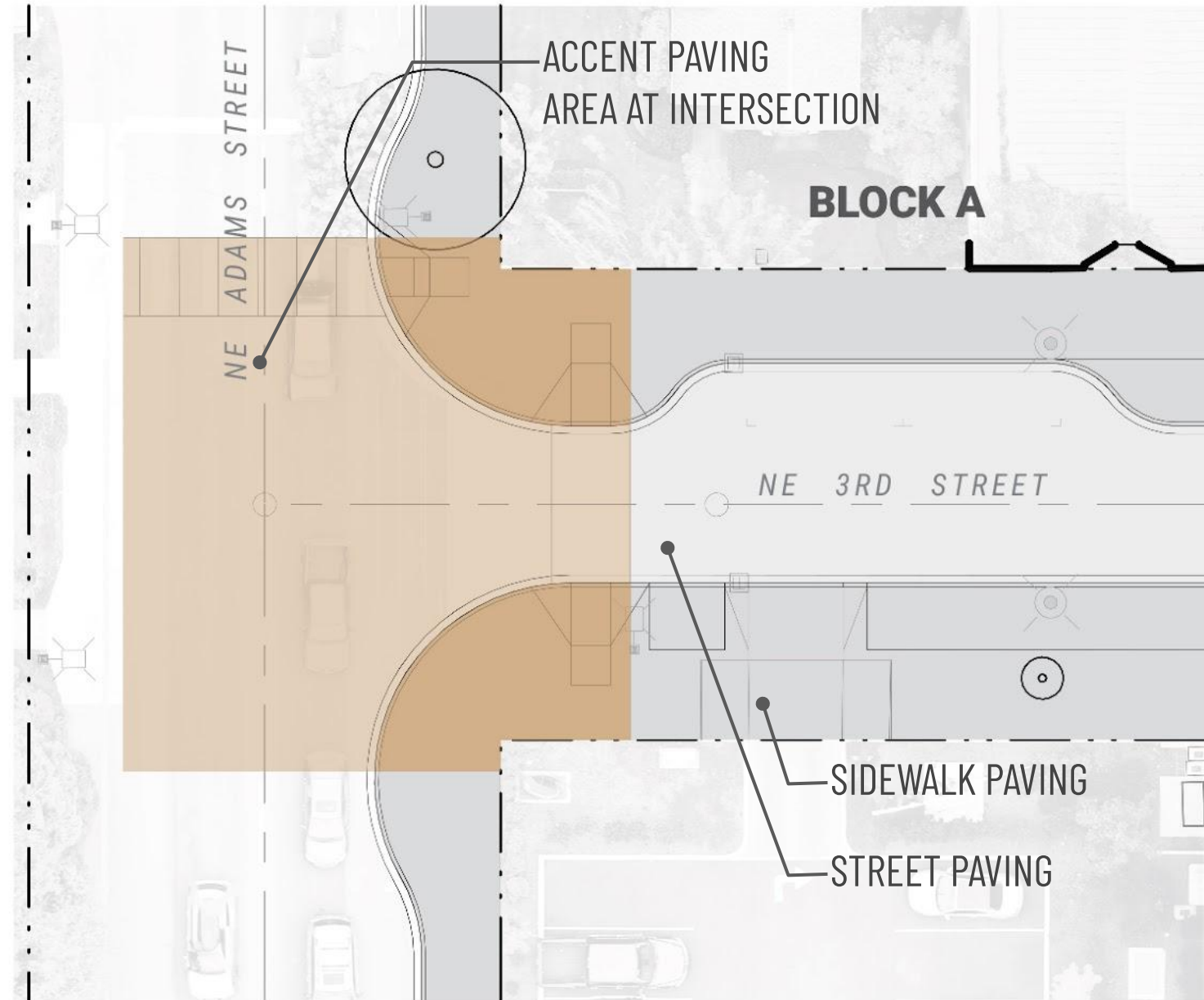


INTEGRAL COLOR CONCRETE

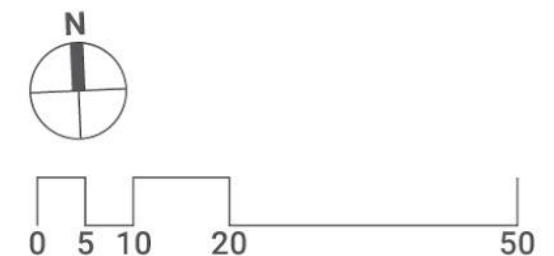


CONTRASTING PAVERS

- 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



15% Design :: Gateway Opportunities: Street Trees (Johnson)

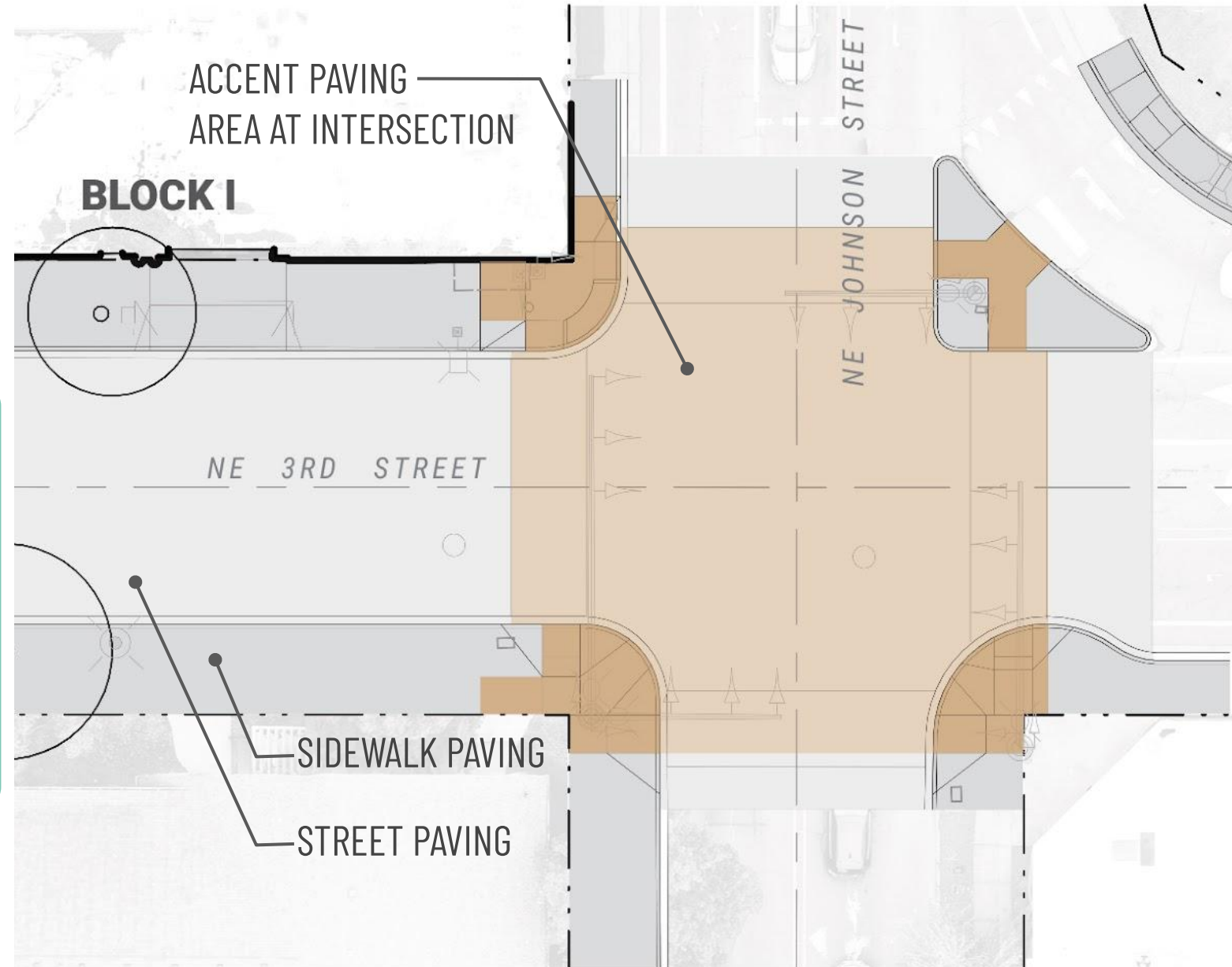


INTEGRAL COLOR CONCRETE



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 we see as the major difference(s) between the Adams and Johnson gateways? How should these differences influence the chosen treatments for each?
- 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.