

CULVER FIRST AVENUE STREETSCAPE CONCEPTS

INTRODUCTION

The City of Culver, with assistance from the State of Oregon's Transportation & Growth Management (TGM) Program, the Oregon Department of Transportation, and SERA Architects, is planning for streetscape improvements in Downtown Culver. This planning effort has been triggered by several factors. First of all, the City has been awarded an \$800,000 Transportation Enhancement Grant for streetscape improvements along First Avenue (Oregon Highway 361). Also, there has been some interest in developing the commercially zoned land on the east side of First - which would trigger improvements along that side of First. Finally, the City has a larger vision to make further streetscape improvements throughout Downtown as additional funding becomes available.

In December 2007, SERA and TGM staff led an evening workshop with the Culver public to discuss opportunities for improvements along First, as well as some of the challenges that must be overcome in order to implement them. The team also led a streetscape tour of Central Oregon for local residents to learn about the ways in which nearby communities have designed and implemented their own streetscape improvements.

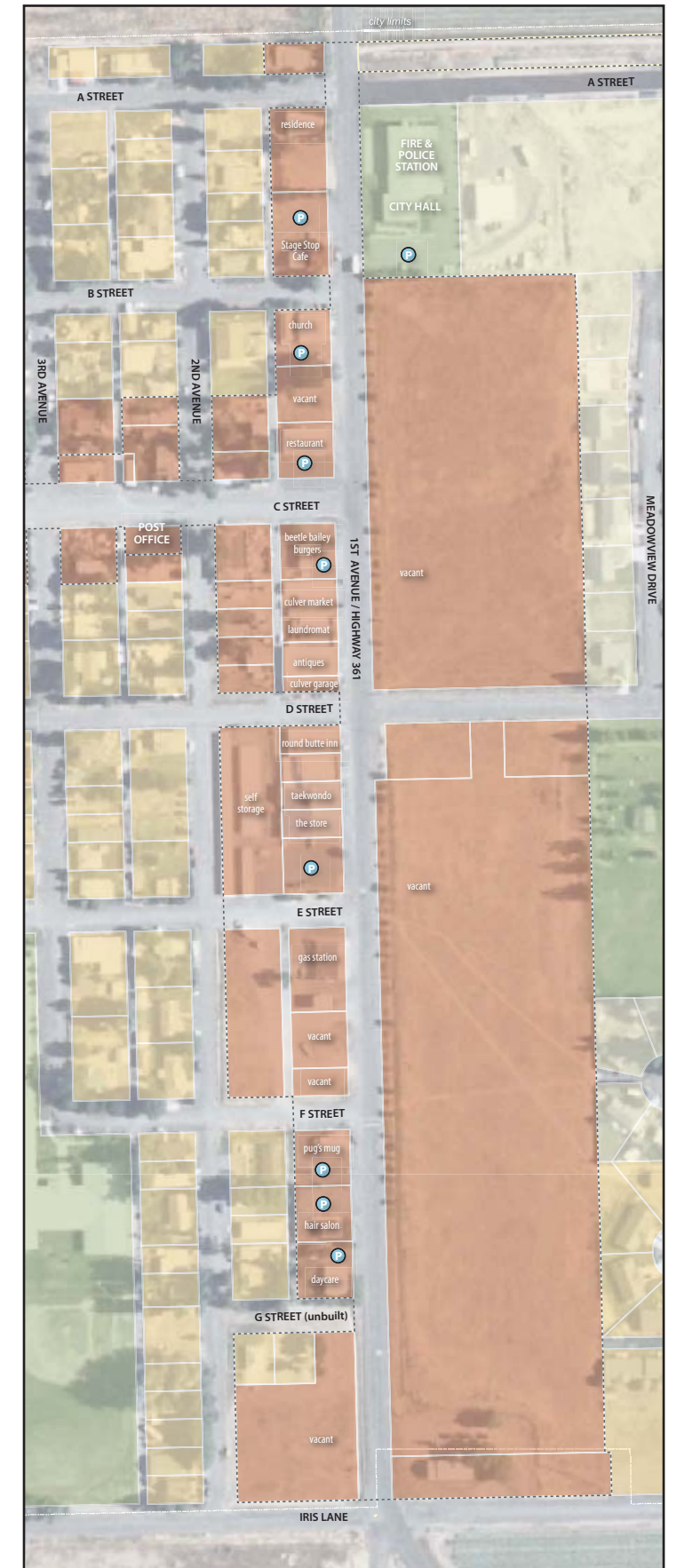
Based on their December work, as well as input from Culver residents, stakeholders, and a Technical Advisory Committee, SERA has prepared a series of streetscape concepts for your review.

Each streetscape concept reimagines First Avenue as a pedestrian-friendly Main Street that is safe, attractive, and supportive of local businesses. Sidewalks are formalized, crossings are improved, and new amenities (such as street trees, pedestrian-scale lights, benches, and trash cans) are proposed. Each concept assumes that curbs will be constructed to direct stormwater. "Green street" treatments also are being considered. Each concept further assumes that the speed limit along First will be significantly reduced to improve safety. This reduction actually would be required by those concepts that propose angled parking.

The existing conditions along First Avenue present some unique challenges and opportunities. First, the buildings along the west side of the street are setback - on average - approximately 12' back from the public right-of-way. This area could be used for landscaping, outdoor seating, or building expansions - or for public sidewalks. On the east side of the street, there is currently a 10' easement which could be used for new sidewalks. Because the parcels on the east side have not yet been developed, there are opportunities for additional sidewalk width and other amenities that could be funded by a private developer.

We ask that you review these concepts and give us your feedback (there is a comment form on the back). There is more information available at City Hall, and there will be a public meeting to discuss the concepts on **Monday, February 4, 2008 at 7:00 PM.**

You can download all project materials from the project website: http://www.oregon.gov/ODOT/HWY/REGION4/OR_361_Culver_Streetscape/Culver_Streetscape_PIP.shtml



Culver streetscape study area: First Avenue from A Street to Iris Lane



Culver, OR 97734
P.O. Box 256
City of Culver

WE WANT TO HEAR FROM YOU!

1. Which streetscape **cross-section** is most suitable for First Avenue?
- Option 1: Traditional Main Street
 - Option 2: Angled Parking On One Side of the Street
 - Option 3: Angled Parking On Both Sides of the Street

2. What elements or features of the streetscape do you like? Are there other streetscape items (i.e., water fountains, brick patterns, etc.) you would like to see considered?

3. Which streetscape **furniture family** do you prefer?
- Option A: Traditional
 - Option B: Contemporary
 - Option C: NW Regional
 - Something else (describe below)

Comments, questions, or concerns about the streetscape:

Please submit comments in care of Donna McCormick, City of Culver, P.O. Box 256 Culver, OR 97734 or fax to (541) 546-3624

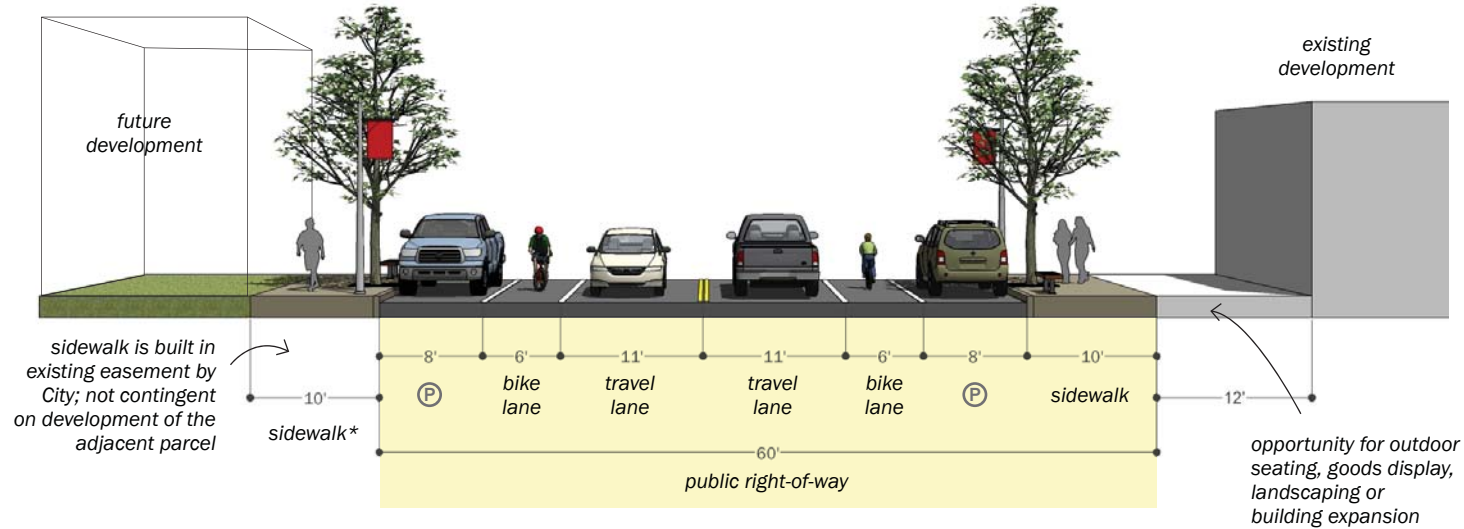
1 OPTION

TRADITIONAL MAIN STREET

The Traditional Main Street is the most common streetscape type for established downtown areas throughout Oregon and the United States. Parallel parking on both sides of the road is safe and efficient for most roadway users. The 10' sidewalks are wide enough for two pedestrians to comfortably walk side by side while maintaining adequate room for street trees, furnishings, and pedestrian-scale lighting.

Culver's unique development pattern offers opportunities on the west side of First Avenue where there is a 12'-wide swath of private property sandwiched between the public right-of-way and the building faces. The 'bonus' area could be used for outdoor seating, landscaping, building expansion, or displaying goods - all of which would be assets in a downtown district such as this.

proposed traditional main street cross-section: First Avenue looking south



* sidewalk could be built wider on the east side of First Avenue when the adjacent parcel develops

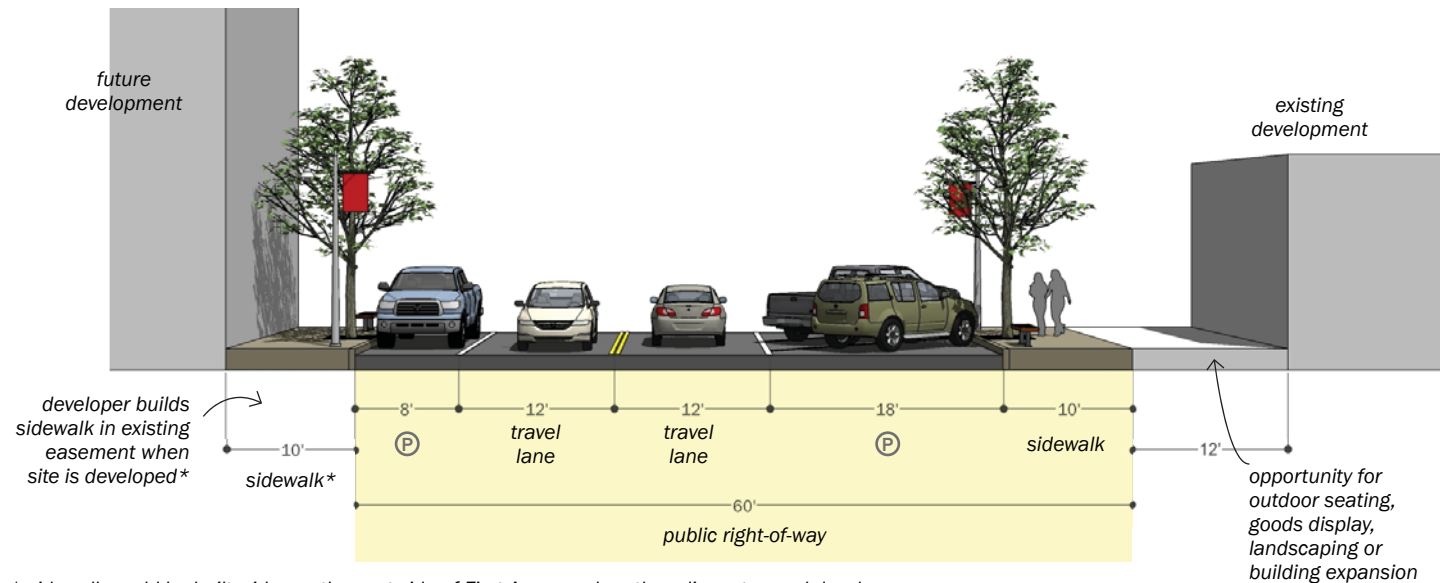
2 OPTION

ANGLED PARKING ON ONE SIDE OF STREET

Option 2 increases the amount of on-street parking by providing angled parking on one side of the street. This option could be constructed in phases, with the sidewalks and amenities built when the east side of First Avenue is developed. The swath of private property between the public right-of-way and the building

faces provides additional width to the pedestrian zone, and offers many opportunities for outdoor seating, building expansion, landscaping, a plaza, or goods display. Angled parking requires lowering the district speed limit to 20-25 mph for safety.

proposed angled parking on one side of the street cross-section: First Avenue looking south



* sidewalk could be built wider on the east side of First Avenue when the adjacent parcel develops

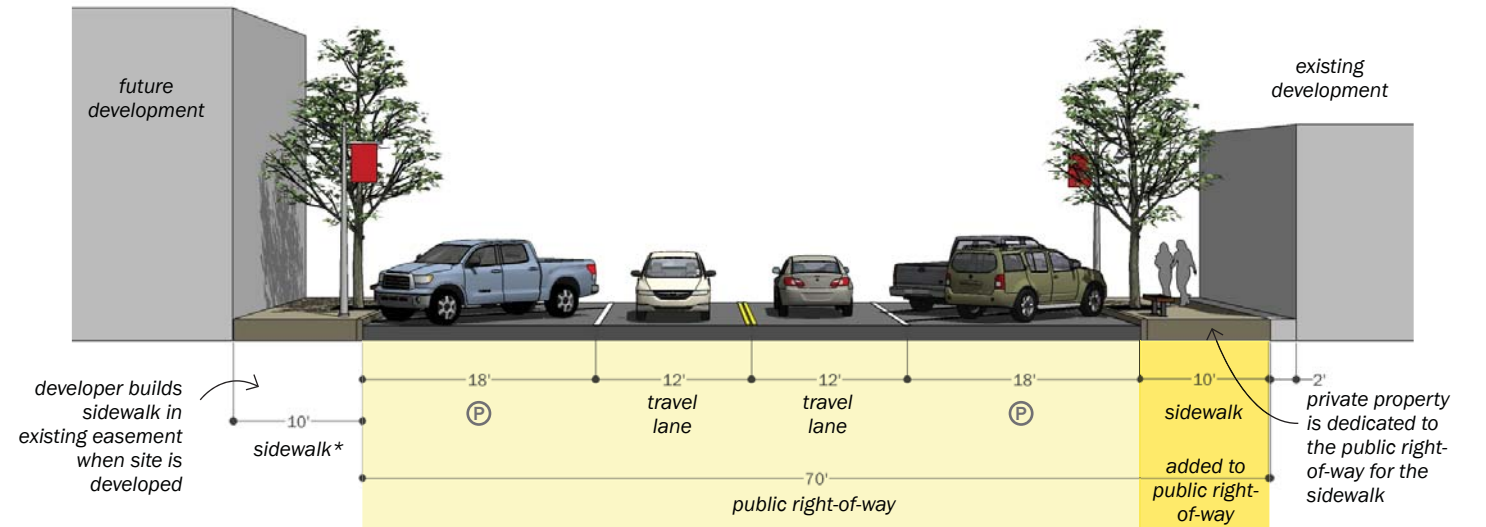
3 OPTION

ANGLED PARKING ON BOTH SIDES OF STREET

Option 3 nearly doubles the amount of on-street parking by providing angled parking on both sides of First Avenue. The trade-off for more on-street parking is that the swath of private property between the building faces and the public right-of-way (on the west side) would be dedicated to the

public for a sidewalk. The City and ODOT would construct this sidewalk. This Option can be phased by constructing the sidewalk and amenities on the east side of First Avenue when the adjacent vacant land develops. Angled parking requires lowering the district speed limit to 20-25 mph for safety.

proposed angled parking on both sides of the street cross-section: First Avenue looking south



* sidewalk could be built wider on the east side of First Avenue when the adjacent parcel develops

STREET FURNITURE IDEAS

A TRADITIONAL STREET FURNITURE

A traditional collection of street furniture that blends early 20th century style with modern materials.



Maglin, MLB300M Series



Lumec, Serenade Series S50



B CONTEMPORARY STREET FURNITURE

A contemporary collection of street furniture characterized by clean lines, simplicity and function.



Landscape Forms, Scarborough Series



Lumec, Domus 55 Series



C NW REGIONAL STREET FURNITURE

A modern take on street furniture that evokes the Cascadia style of architecture through the use of timber, stone and metal.



Landscape Forms, Plainwell Series



custom timber and iron pole Lumec, Harmonia Series

