



# City of Garibaldi

Special Transportation Area  
Design Workshop  
Final Report  
June 30, 2007

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*The contents of this document do not necessarily reflect the views or policies of the State of Oregon.*

## Introduction

This report summarizes the Transportation and Growth Management (TGM) funded Smart Growth Outreach workshop in Garibaldi held on June 5, 2007. At the City's request, this workshop and associated research focused on the City's downtown area surrounding Highway 101 and the designation of that area as a Special Transportation Area (STA) as defined by the Oregon Highway Plan.

## Background

The Transportation and Growth Management Program is a partnership of the Oregon Department of Transportation (Agency) and the Oregon Department of Land Conservation and Development (DLCD) that works to expand transportation choices for people. TGM seeks to strengthen the ability of local governments to: manage growth and comply with Oregon's Transportation Planning Rule; integrate transportation and land use planning; preserve and enhance community livability; encourage transportation-efficient land uses; and help implement the Oregon Benchmarks, especially those related to mobility, transportation, and community design.

## Special Transportation Areas

Special Transportation Areas are existing downtowns or central business districts intended by the Oregon Highway Plan to provide access to local community activities, businesses, and residences, and to accommodate pedestrian, bicycle, and other movement along and across the highway. Providing a well-designed pedestrian, bicycle, and transit-friendly environment is a major goal of STAs. This generally means that through-traffic operations and efficiency may be reduced in order to improve the attractiveness and operations of other modes of travel.



The City of Garibaldi received a Special Transportation Area designation from the Oregon Department of Transportation on November 16, 2005. This designation applies to an area between Driftwood Avenue along Garibaldi Avenue (US 101) to 11<sup>th</sup> Street northbound and 12<sup>th</sup> Street southbound

Implementing comprehensive plan and ordinances language has not yet been developed for the STA. Before developing such implementing language, City staff wanted to check in with the Planning Commission, City Council, businesses and residents of Garibaldi to be sure of the strategies the public wished to take. Opportunities with the STA include improving the look, feel and “visitability” of downtown Garibaldi to encourage revitalization and business success, as well as enhancing pedestrian safety.

## STA Design Workshop

As the City of Garibaldi looks ahead to the possibility of revising its City comprehensive plan and zoning code to support STA development standards, there is a need for better understanding and agreement, on the part of both local officials and local community residents, of the urban design, architectural, land use and transportation planning concepts that typically enhance an STA.



Cogan Owens Cogan (COC), in partnership with SERA Architects, were contracted to perform outreach designed to address the following issues:

- Explain urban design, land use, transportation and planning concepts that support STAs;
- Provide public officials and citizens an opportunity to ask questions about these concepts; and to
- Give citizens an opportunity to provide comments on concepts under consideration for Garibaldi.

To effectively address the above issues, the City, TGM staff and COC outlined a series of critical tasks in the Garibaldi outreach process. These tasks relate specifically to information gathering and the design and coordination of the outreach workshop. These tasks include:

- **Background Information Assembly and Review.** This task consists of assembling and reviewing technical information, a site visit, informational interviews and meetings and determining logistics for the purposes of coordinating the design workshop.
- **Public Workshop.** This task consists of coordinating and executing a public design workshop, including creating a PowerPoint presentation and poster-board illustrations.

- **Final Memorandum and Workshop Evaluations.** This task involves composing a final summary detailing the workshop findings and detailing next steps in implementing the STA concept.

# Garibaldi Design Workshop

## Workshop Summary

The workshop provided an opportunity for the City of Garibaldi to inform the public about STAs as they relate to Garibaldi. The workshop consisted of two primary components:

- An overview presentation discussing conceptual design elements of STAs, and how these might relate specifically to Garibaldi; and,
- A group discussion focused on identifying opportunities to implement STAs in Garibaldi.

The workshop process details and group discussion results are summarized as follows:

## Participants

Mayor Suzanne McCarthy, Council President Terry Kandle, Councilor Roberta Bettis, Garibaldi Urban Renewal Agency (GURU) Chair Val Folkema, Planning Commission Chair Paul Schachner, Planning Commissioner Bil Luth, Public Works Director Wayne Schultz, Old Mill LLC Principal Rob Tross, Citizens James Jensen, Emmy Lou Orahood and Loraine Vandecoevering.

## Staff and presenters

Constance Beaumont, Transportation and Growth Management Program, State of Oregon; Kirstin Greene, Cogan Owens Cogan; Kevin Greenwood, City of Garibaldi, Dale Jordan, City of Garibaldi; Ed Moore, Oregon Department of Transportation; Tim Smith, SERA Architects and Allison Wildman, SERA Architects.

## Presentation

After Mayor McCarthy opened the meeting, Kevin Greenwood welcomed participants and gave a short background on the situation and process to date. He recognized and stated the City's appreciation for the grant funding from the Transportation and Growth Management Program (TGM) and introduced Constance Beaumont, TGM Outreach Program Manager.

Constance described the TGM program. The program is a partnership of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development that works to expand transportation choices for people. TGM seeks to strengthen the ability of local governments to: manage

growth and comply with Oregon's Transportation Planning Rule; integrate transportation and land use planning; preserve and enhance community livability; encourage transportation-efficient land uses; and help implement the Oregon Benchmarks, especially those related to mobility, transportation, and community design. She introduced Kirstin Greene, a Principal - planner and outreach specialist - with Cogan Owens Cogan, LLC. Kirstin is the project manager for the Smart Growth/STA Outreach workshop.

Kirstin expressed her appreciation for the work that the City is investing in Garibaldi's downtown. She described the objectives for the workshop that evening, and introduced Ed Moore, a planner and STA expert with the Oregon Department of Transportation, and members of her consulting team - Tim Smith, Principal and Director of Urban Design and Planning with SERA Architects and Allison Wildman, an urban designer with SERA. Kirstin introduced Ed Moore and also added that Laren Woolley with DLCDC regretted that he was not able to be in attendance. Laren has a great deal of respect for Garibaldi and their prospects for a strong future.

Ed began a shared PowerPoint presentation which is available as an appendix to this document. He described the purpose of STAs in Oregon: areas along highways in Oregon that are more densely developed and populated. They are usually existing downtowns, central business districts or community centers. The primary objectives of STAs are to provide access to community activities, businesses and residences, and to accommodate pedestrian, bicycle, and transit movement along and across the highway. Traffic and operations efficiency may be reduced in order to improve the attractiveness and operations of alternate modes of travel within these areas. Overall, there is greater flexibility within STA areas in Oregon relative to other highway designations.

Ed emphasized that an essential step to implement STAs in Oregon is to develop a STA Management Plan (STAMP) agreement between ODOT and the City to recognize and describe the purpose and intent of the specific STA, and to incorporate the implementing policies and standards into the local comprehensive plans and implementing ordinances.

He described general characteristics of STAs in Oregon:

- Buildings spaced close together and located adjacent to the street with little or no setback.
- Sidewalks with ample width located adjacent to the highway and the buildings.
- A well-developed parallel and interconnected local roadway network.
- Streets designed for ease of crossing by pedestrians.
- Public road connections that correspond to the existing city block.

- Adjacent land uses that provide for compact, mixed-use development.
- On-street parking and/or shared general purpose parking lots located behind or to the side of buildings to improve the pedestrian environment.
- Well-developed transit, bicycle and pedestrian facilities, including streetscape improvements that support those modes of travel.
- Posted speeds of 25 miles per hour or less.

Ed gave the City several examples of an STA Intergovernmental Agreement (IGA) and implementing language from La Pine comprehensive plan and zoning ordinance.

Tim Smith continued with the slide show, describing particular opportunity areas in Garibaldi relating to these potential design objectives, specifically:

- Creating a sense of place through human-scale architecture, buildings that are close to and help define the street and sidewalk area.
- Elements of a great street – defining the pedestrian, parking and travel zones – including pedestrian-scale lighting, benches, public art.
- Gateways and other roadway treatments including well-defined intersections and gateways.
- Careful site planning including building to the sidewalk or landscaping the setback, alleys and “slow street” connections and “green street” treatments to help filter and control storm water.
- Parking and circulation including safe pedestrian crossings, curb extensions and access to businesses.
- Human-scale architecture and design including transparent ground and 2<sup>nd</sup> floor facades with lots of windows, architecturally interesting facades and special architectural features, awnings and canopies, use of building materials and styles that honor the regional (coastal) architectural style and are compatible with notable buildings?

Participants were then invited to tables to discuss these concepts and specific opportunities for Garibaldi.

### **Results of group discussion**

The majority of participants in both groups supported moving ahead with STA implementation. They want to see improvements to downtown, including making the downtown area more inviting for visitors to stop, shop and access the Port property. They identified 7<sup>th</sup> Street as a major opportunity area and

intersection, with specific treatment to be determined. They also agreed with making the south of Garibaldi Avenue (west of US 101) between 3<sup>rd</sup> and 4<sup>th</sup> Streets a major public park and identity. They were interested in exploring the alley/linear use concept west of Hwy 101, but noted this would take significant work with the railroad. Most agreed with making an area between 7<sup>th</sup> and 2<sup>nd</sup> streets the focus of a downtown pedestrian zone.

### Comment forms

Eight participants also completed short feedback forms. Again, most agreed with designating a focus area between 7<sup>th</sup> and 2<sup>nd</sup> streets. Several suggested keeping the full STA designation. One respondent recommended focusing pedestrian paths away from Highway 101.

Activity areas to focus on included the intersections between 2<sup>nd</sup> and 9<sup>th</sup>, with the most frequently mentioned being 2<sup>nd</sup>, 3<sup>rd</sup>, and 7<sup>th</sup>.

Five people weighed in on the question to what extent did they agree with the urban design concepts presented. The average score of those responding was 7 on a scale of 1-10 with 10 being the highest level of agreement. Specific comments called for overhangs and awnings on buildings in recognition of the rainy environment. One respondent liked the lower speeds, better crosswalks, gateways and site design guidelines. Another was favorable to the concept of wider sidewalks, public plazas, underground utilities and back alleys for parking and inter-lot connectivity.



Those that responded ranked downtown-enhancing design elements in descending order as follows:

- Street trees
- Attractive trash receptacles
- Pedestrian-scale lighting
- Redeveloped open space and alleys/parking behind buildings (tie)
- Benches and banners/public art (tie)
- Trash removal
- Curb/bulb-out extensions
- Marked crosswalks

Other comments included:

- Improve atmosphere to indicate the Oregon's second largest bay. Traffic goes through many times before they discover the harbor -- Metro Portland's nearest ocean access.
- Kevin: your suggestions of parking in back were timely and a winner. It is good to get it right the first time.
- Rather than have remnant sidewalks, how about a patterned or cobble stone or different look of some sort?
- Public rest rooms with short-term parking for tourists.
- Shelter from rain not trees for shade.

Kevin closed by saying that a summary report would be created and discussed with Planning Commission and City Council before pursuing any formal implementation actions. The Mayor officially closed the meeting which was then adjourned.

## Next Steps

With the favorable results of the workshop, the City is interested in pursuing and implementing the STA designation in Garibaldi. These steps include the following.

- **STA Management Plan (STAMP)**. Develop a formal management plan outlining key goals and strategies for implementation of the Garibaldi STA.

*Funding source: City, ODOT.*

*Timeline guide: 2007*

- **Intergovernmental Agreement (IGA)**. Developing an Intergovernmental Agreement (IGA) between ODOT and the City to describe the objectives and responsibilities of both parties for implementing the STA.

*Funding source: City, ODOT.*

*Timeline guide: 2007.*

- **Comprehensive Plan and Zoning Ordinance (Code) Update**. Working from the MOU, developing updated policies and implementation language for the zoning ordinance update to implement the objectives of the STA for future development in Garibaldi.

*Funding source: City staff time, TGM Code Assistance Grant.*

*Timeline guide: 2007-2008.*

- **Refinement Plan for US 101.** Develop a Refinement Plan for US 101 if needed for highway-related improvements along US 101. Include cost estimates and likely funding sources, and a project or phasing schedule as an element of the Refinement Plan.

*Funding source: City staff time, ODOT and/or TGM.*

*Timeline guide: 2008-2009.*

- **Urban Renewal/Transportation Enhancement Funding.** Based on the Refinement Plan, use City Urban Renewal funds as a match for federal/state Transportation Enhancement funds.

*Funding source: City staff time, ODOT, USDOT/FHWA.*

*Timeline guide: 2009-2010.*

## Design Renderings

This section contains renderings of specific locations in Garibaldi that were determined to be key catalyst projects for the STA. The renderings provide conceptual views streetscape and redevelopment opportunities that employ the design principles that were presented at the June 5<sup>th</sup> STA workshop.

- **Design Rendering 1.1** presents a conceptual rendering of potential street improvements along US Highway 101. Features include wider sidewalks, street trees, furniture (trash receptacles, benches, etc.) and pedestrian-scale street lighting.
- **Design Rendering 1.2** presents a conceptual rendering of a potential plaza and redevelopment opportunity at the corner of 4<sup>th</sup> and US Highway 101.

### Features Include:

- Combination of hard and soft landscape elements
  - Wider sidewalks
  - Street trees, pedestrian-scale lighting
  - Covered landscape structure (i.e. pergola)
  - Water feature
  - Redeveloped building on the corner of 3<sup>rd</sup> and US 101 that helps define the edge of the plaza and offers outdoor seating opportunities.
- **Design Rendering 1.3** presents a conceptual rendering of street improvements and redevelopment of the NE property at the intersection of 7<sup>th</sup> street and US Highway 101.

### Features Include:

- Extra large extensions (on the 7<sup>th</sup> street side of US 101)
- Water/art feature
- Pedestrian-scale lighting
- Wider sidewalk
- Redevelopment that is built to the back of walk on US 101 and setback from 7<sup>th</sup> to create a corner plaza/open space (parking is behind development)
- Enhanced crosswalks

# Design Rendering 1.1— Highway 101 Street Improvements



## Design Rendering 1.2 – Garibaldi Plaza (4<sup>th</sup> Street and US Highway 101)



### Design Rendering 1.3 – 7th Street and US Highway 101



## **Appendix A: Workshop Poster Boards**

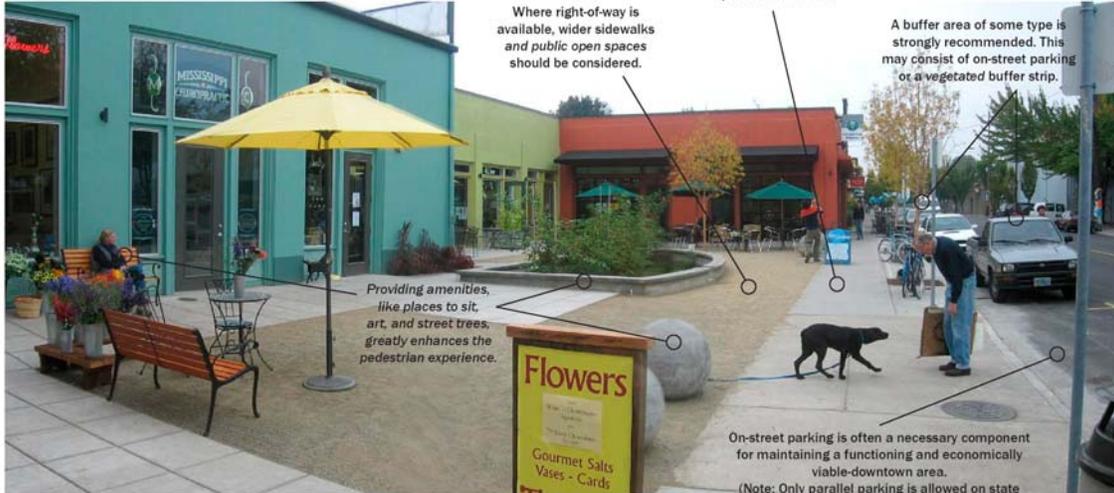
This section contains poster boards presented at the June 5<sup>th</sup> Garibaldi STA Design Workshop. The poster boards provide design guidelines for the following:

- **Streetscapes**
- **Intersections**
- **Adjacent Development**
- **Access Management, Parking and Circulation**

## STREETSCAPE

Providing adequate pedestrian facilities in STAs is critical to the vitality of the area.

The design of a highway in a Special Transportation Area (STA) needs to reflect the change in land use, bicycle and pedestrian activity, transit, and expected motorist behavior. This can often be accomplished with the use of various measures to calm traffic and improve the appearance of the streetscape.



Where right-of-way is available, wider sidewalks and public open spaces should be considered.

Ample sidewalks of at least 10-feet or more should be provided in an STA.

A buffer area of some type is strongly recommended. This may consist of on-street parking or a vegetated buffer strip.

Providing amenities, like places to sit, art, and street trees, greatly enhances the pedestrian experience.



On-street parking is often a necessary component for maintaining a functioning and economically viable downtown area. (Note: Only parallel parking is allowed on state highways. Any other type requires an exception.)

## INTERSECTIONS

Pedestrians need to have many safe, well-designed crossings.

Besides providing an STA with a more inviting and visually pleasing effect, landscaping, especially trees, can be a traffic calming technique.

Curb extensions, also known as "bulb-outs," are good tools to help reduce the pedestrian crossing distances in areas with on-street parking.

The inclusion of a median has multiple traffic calming effects. If wide enough the median provides a refuge for pedestrian crossing the street.

The use of narrower lanes can impact the safety and crash potential in downtown areas. 11-foot lane widths are generally adequate to accommodate medium to high traffic volumes including trucks.



Extra-long curb extensions are excellent for transit stops as they allow enough room for a shelter, trash receptacles, and lighting while providing a high level of service for the transit rider.

Medians provide friction between the median and the motor vehicle driver, which may help in calming traffic speed.

## ADJACENT DEVELOPMENT

While not part of the public right-of-way, buildings and adjacent uses greatly affect the "look and feel" of a downtown and contribute to its sense of safety and liveliness.

Vertical features - such as tall buildings, pedestrian scale lighting, hanging baskets, banners, and raised planters - can help calm traffic.

Buildings should be built to the sidewalk edge and/or appropriately landscaped.

Buildings should have facades and entries that are inviting and easily accessible to passing pedestrians, bicyclists and motorists.

Ground-floor levels should be highly transparent with lots of windows.

Parking lots should be situated to the side or in the back of buildings.



Curb extensions, also known as "bulb-outs," are good tools to help reduce the pedestrian crossing distances in areas with on-street parking.

Primary entrances should face the street or the corner.

SEEA GARIBALDI - SPECIAL TRANSPORTATION AREA (STA) CONCEPTS prepared for the City of Garibaldi, Caglan Owens Caglan, and the Transportation Growth Management Program, 8/16, 2017

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## ACCESS MANAGEMENT, PARKING, AND CIRCULATION



front of development



rear of development

A system of alleys and/or linked rear accesses can provide an important off-highway circulation and parking function, as well as improve pedestrian safety and access.

Generally, in an STA, the accessibility and mobility needs of pedestrians, bicyclists, and transit users outweigh vehicular mobility.

The design standards for STAs have been developed to meet the goals and objectives of STAs, such as providing access to community and business activities, accommodating pedestrian and bicycle movement in downtown areas, and prioritizing the attractiveness and livability of downtowns over the through traffic movements.



front of development



improved alley access to parking behind development

SEEA GARIBALDI - SPECIAL TRANSPORTATION AREA (STA) CONCEPTS prepared for the City of Garibaldi, Caglan Owens Caglan, and the Transportation Growth Management Program, 8/16, 2017

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## **Appendix B: Powerpoint Presentation**

This section provides slides from an overview presentation delivered at the June 5<sup>th</sup> design workshop.



TONIGHT'S PRESENTATION

- Welcome
- Presentation
  - Workshop Overview, Key Issues and Next Steps
  - STA: What is it and how does it work?
  - Success stories in Oregon
  - Opportunities for Garibaldi
- Discussion
- Findings and Feedback
- Next Steps

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OVERVIEW

TGM Outreach - Garibaldi

Special Transportation Areas (STAs)  
Oregon Highway Plan Policy 1B

PURPOSE

1. Recognizes that state highways serve as the main streets of many communities.
2. Strives to maintain a balance between serving those main streets and the through traveler.
3. Emphasizes management of the transportation system for safety and efficient use of resources

*To reflect ODOT's interest in focusing growth in more compact development patterns, Policy 1B adopts the highway segment designation of Special Transportation Areas (STAs). This highway segment is a tool to implement more compact community development patterns.*

TGM Outreach - Garibaldi

DEFINITION

- A Special Transportation Area (STA) is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility.
- While traffic moves through an STA and automobiles may play an important role in accessing an STA, convenience of movement within an STA is focused upon pedestrian, bicycle and transit modes.
- STAs look like traditional "Main Streets" and are generally located on both sides of a state highway.
- The primary objective of an STA is to provide access to and circulation amongst community activities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway.
- Direct street connections and shared on-street parking are encouraged.
- Local auto, pedestrian, bicycle and transit movements to the area are generally as important as the through movement of traffic.
- Traffic speeds are slow, generally 25 miles per hour or lower.

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Special Transportation Areas (STAs)  
Characteristics and Attributes

REQUIREMENTS

Buildings spaced close together and located adjacent to the street with little or no setback.

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Special Transportation Areas (STAs)  
Characteristics and Attributes

REQUIREMENTS

Sidewalks with ample width located adjacent to the highway and the building.



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Special Transportation Areas (STAs)  
General Design Philosophy

REQUIREMENTS

Well-developed parallel and interconnected local roadway system.

Public road connections correspond to existing block patterns; private driveways are discouraged.

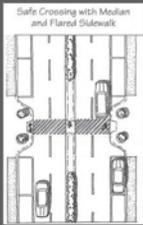


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Special Transportation Areas (STAs)  
General Design Philosophy

REQUIREMENTS

Streets designed for ease of crossing by pedestrians.



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Special Transportation Areas (STAs)  
General Design Philosophy

REQUIREMENTS

Provide compact mixed-use development.



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Special Transportation Areas (STAs)  
General Design Philosophy

REQUIREMENTS

On-street parking and/or shared general purpose parking lots located behind or to the side of buildings.



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Special Transportation Areas (STAs)  
General Design Philosophy

REQUIREMENTS

Well developed transit, bicycle and pedestrian facilities, including street amenities.

Posted speeds of 25 mph. or less.



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PARTNERSHIPS

Garibaldi qualifies as a Category 1 Special Transportation Area.

- Located on Statewide Highway that is not on either an Expressway or designated OHP Freight Route.
- Category 1 STAs may be designated upon the agreement of ODOT and the local government.
- Once the Transportation Commission approves the STA designation and the Highway Plan map is amended, ODOT standards, as applicable, will be applied to the segment.
- Proposed design treatments not meeting ODOT standards will require an exception.

ELEMENTS OF STRATEGIES TO MEET THE OBJECTIVES OF THE LAND USE AND TRANSPORTATION POLICY

Highway Segment	Elements of Strategy			
	Land Use	Alternative Modes	Traffic Management	Access Management
Special Transportation Area	<ul style="list-style-type: none"> <li>Adjacent land uses that provide for compact, mixed-use development</li> <li>"Compact" means that buildings are spaced closely together, parking is shared and sidewalks lead the street to the building</li> <li>Mixed-use development includes a mixture of community places and uses</li> <li>Infill and redevelopment</li> <li>Design and orientation of buildings that accommodate pedestrians and bicycle circulation, as well as automobile use</li> <li>An adopted management plan as a part of the comprehensive plan that shows the area as a compact district with development requirements that address local auto trips, street connectivity, shared parking design and layout of buildings, parking and sidewalks that encourage a pedestrian-oriented environment</li> </ul>	<ul style="list-style-type: none"> <li>Well-developed transit, bicycle and pedestrian facilities, including street amenities that support these modes</li> </ul>	<ul style="list-style-type: none"> <li>A well-developed parked and interconnected local roadway network</li> <li>A parking strategy that favors shared general purpose parking, preferably on street parking and shared parking lots</li> <li>Streets designed for ease of crossing by pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Public road connections that correspond to the existing city block</li> <li>Private driveways discouraged</li> </ul>
Commercial Center	<ul style="list-style-type: none"> <li>Clustered development with shared parking</li> </ul>	<ul style="list-style-type: none"> <li>Facilities for bicycle and pedestrian access and circulation</li> <li>Provisions for transit treatments</li> </ul>	<ul style="list-style-type: none"> <li>Connections to outside of local streets</li> </ul>	<ul style="list-style-type: none"> <li>Just access to state highways</li> </ul>

Table 4: Elements of strategies to meet the objectives of the Land Use and Transportation Policy<sup>2</sup>

Highway Category	MAXIMUM VOLUME TO CAPACITY RATIOS OUTSIDE METRO AREA <sup>1</sup>					Outside Urban Growth Boundary	
	STAP	MPO	Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated URA	Non-MPO outside of STAs where non-freeway speed limit >= 35 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways <sup>2</sup>	N/A	0.80	N/A	0.70	0.70	0.70	0.70
Statewide Expressways	N/A	0.80	0.70	0.70	0.70	0.70	0.70
Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide (not a Freight Route)	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District / Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

Table 6: Maximum volume to capacity ratios for peak hour operating conditions

RECOMMENDATION



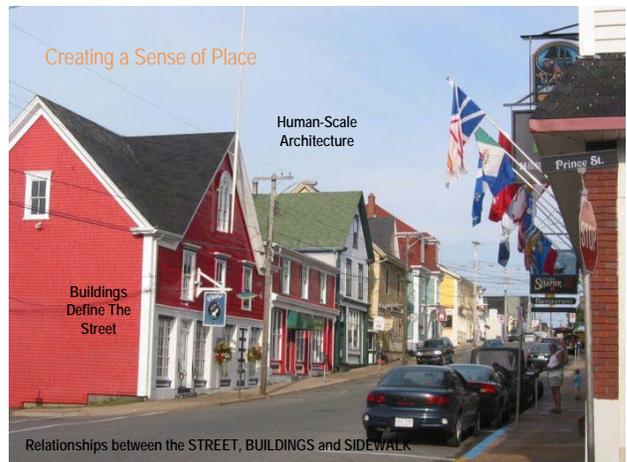
OPPORTUNITIES

Opportunities for Enhancing Downtown Garibaldi

- Creating a sense of place
- Elements of a great street
- Gateways and other roadway treatments
- Careful site planning
- Parking and circulation
- Human-scale architecture and design



Creating a Sense of Place



Human-Scale Architecture

Buildings Define The Street

Relationships between the STREET, BUILDINGS and SIDEWALK

Elements of a Great Street: Zones

OPPORTUNITIES

Pedestrian zone    Parking zone    Travel zone    Parking zone    Pedestrian zone

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Elements of a Great Street: Pedestrian Zone

OPPORTUNITIES

building zone    walk zone    recreational zone

building facade  
 outdoor seating  
 window shopping area  
 street lighting  
 street furniture

clear way for pedestrians  
 trees

parking  
 building  
 street trees  
 street lighting  
 street furniture

park benches  
 playground  
 high play  
 recreation facilities

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Elements of a Great Street: Pedestrian Zone - Elements

OPPORTUNITIES

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Elements of a Great Street: Pedestrian Zone - Elements

OPPORTUNITIES

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Elements of a Great Street: Travel Zone

OPPORTUNITIES

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Opportunities along US 101 – Garibaldi Avenue

OPPORTUNITIES

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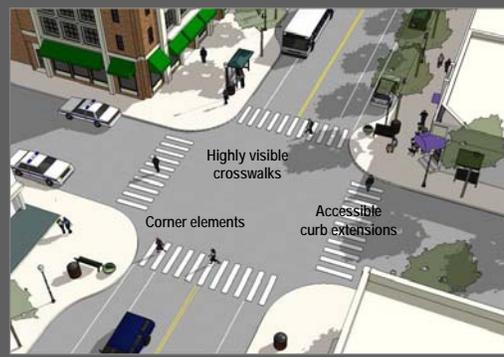
**Elements of a Great Street: Intersections** OPPORTUNITIES

- Public open spaces
- Active intersections
- Buildings reinforce the corner
- Safe Crossings
- Enhanced Streetscape



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**Elements of a Great Street: Intersections** OPPORTUNITIES



TGM Outreach - Garibaldi

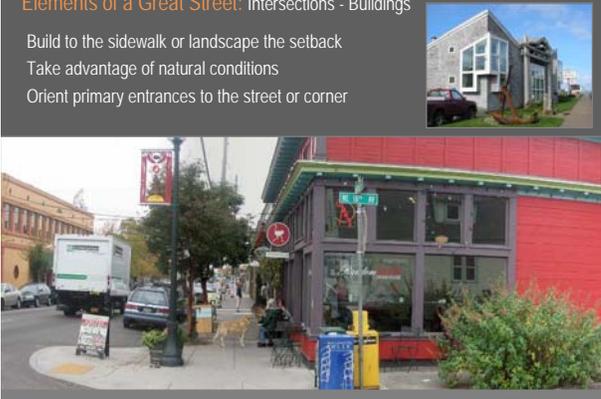
**Elements of a Great Street: Intersections** OPPORTUNITIES



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**Elements of a Great Street: Intersections - Buildings** OPPORTUNITIES

- Build to the sidewalk or landscape the setback
- Take advantage of natural conditions
- Orient primary entrances to the street or corner



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**Intersection Enhancement Opportunities** OPPORTUNITIES



US 101 and 3<sup>rd</sup> Street

US 101 and 7<sup>th</sup> Street

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**Gateways** OPPORTUNITIES



Announcing a transition between spaces

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OPPORTUNITIES

### Site Planning

- Utilize portions of the building site and public right-of-way to create private/public open spaces



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OPPORTUNITIES

### (Re)Development / Open Space Opportunities



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OPPORTUNITIES

### Parking and Circulation

- Locate parking on the side or rear of the building
- Buffer parking with vegetation
- Maximize on-street parking



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OPPORTUNITIES

### Parking and Circulation

- Introduce/enhance alley or "slow street" connections



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OPPORTUNITIES

### Parking and Circulation

- Introduce/enhance alley or "slow street" connections



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OPPORTUNITIES

### Parking and Circulation

- Introduce/enhance alley or "slow street" connections



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Parking and Circulation

- Make safe pedestrian connections through parking lots
- Incorporate "green street" features to filter/detain stormwater



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Parking and Circulation

- Opportunities to formalize and landscape parking



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Human-Scale Design Treatments

- Transparent ground and 2nd floor facades – lots of windows
- Architecturally interesting facades, special architectural features
- Awnings and canopies
- Increases safety, appeal
- Use building materials and styles that:
  - Honor the regional architectural style
  - Are timeless and compatible with notable buildings
  - Harmonize with the coastal environment and climate
- Design facades and entries to be inviting and easily accessible to passing pedestrians, bicyclists and motorists



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Next Steps?

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## Appendix C: Workshop Map

This section provides the map used during the June 5<sup>th</sup> Garibaldi STA Design Workshop group discussion.



# June 4 - STA Workshop Map

-  Urban Growth Boundary
-  City Limits

COGAN  
OWENS  
COGAN



