

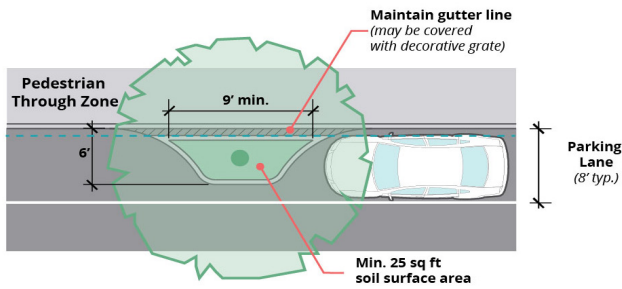
# PEDESTRIAN DESIGN GUIDE & STREET TREES

## NEW TOOL

## DESCRIPTION

## BENEFIT TO STREET TREES

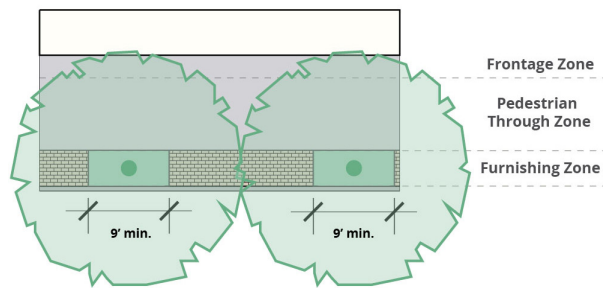
### Tree Planting in the Curb Zone



Tree planting in the curb zone allows for encroaching into the on-street parking zone to increase planting widths. This offers an alternative method for increasing tree well size without negatively impacting people walking. (pages 37-38)

This new tool provides an opportunity to plant trees along curb tight sidewalks or where the furnishing zone is too narrow for large street trees, locations where tree planting would not be possible under current guidance.

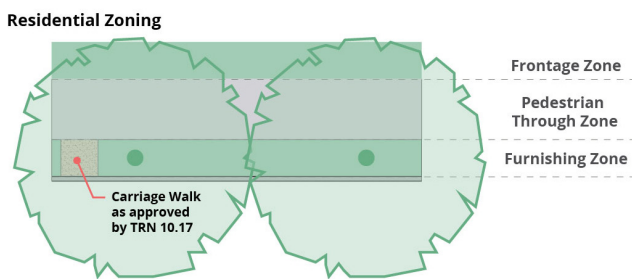
### Larger Tree Wells



The guide increases soil volumes by increasing the length of standard tree wells in Portland. The updated Pedestrian Design Guide calls for tree wells that are a minimum of 9 feet wide, an increase from today's 6-foot wide standard. (pages 19-20)

While we do not always have the right-of-way available to increase the *width* of the furnishing zone, increasing the *length* of tree wells offers a creative solution for providing more soil volume for large trees. The new guide results in tree wells that are **50% larger** than currently required.

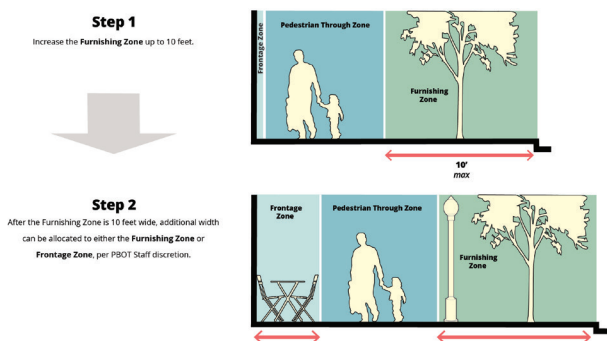
### Continuous Planting Strips



The new Pedestrian Design Guide increases opportunities for continuous planting strips in Portland by requiring this furnishing zone treatment on all Industrial Streets, Regional Corridors, and Local Streets, regardless of land use. Together, these three street types approx. **80% of Portland's streets**. (pages 19-20)

Continuous planting strips offer continuous soil volumes for trees, as opposed to standard tree wells which provide less soil for root expansion. In addition to fostering larger canopy trees, continuous tree wells also provide additional permeable surface for stormwater absorption within a hardscaped city.

### Additional Right of Way



Occasionally there is additional right-of-way available. The updated Pedestrian Design Guide provides new clarity that any additional right-of-way behind the curb should be allocated to the furnishing zone. (page 34)

Additional right of way being allocated to the furnishing zone will help to maximize soil volumes and encourage larger canopy trees.

### Next Steps

Subgrade soil treatments and planting requirements are outside the purview of the Pedestrian Design Guide. However, PBOT is actively collaborating with Urban Forestry on updating planting specifications, including evaluating opportunities for structural soils, tree vaults, and suspended sidewalks. Additionally, PBOT is also partnering with Urban Forestry on a grant proposal to pilot tree planting in the curb zone.