

# River District Right of Way Standards (2020 Update)



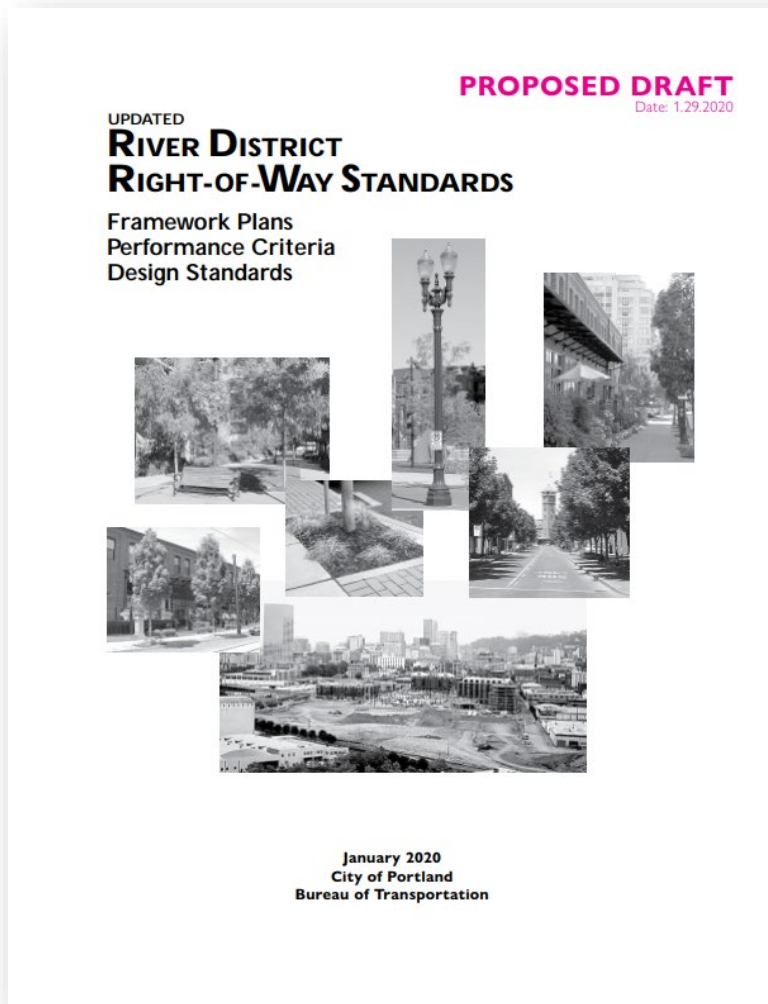
*February 13, 2020*

Briefing to the Design Commission



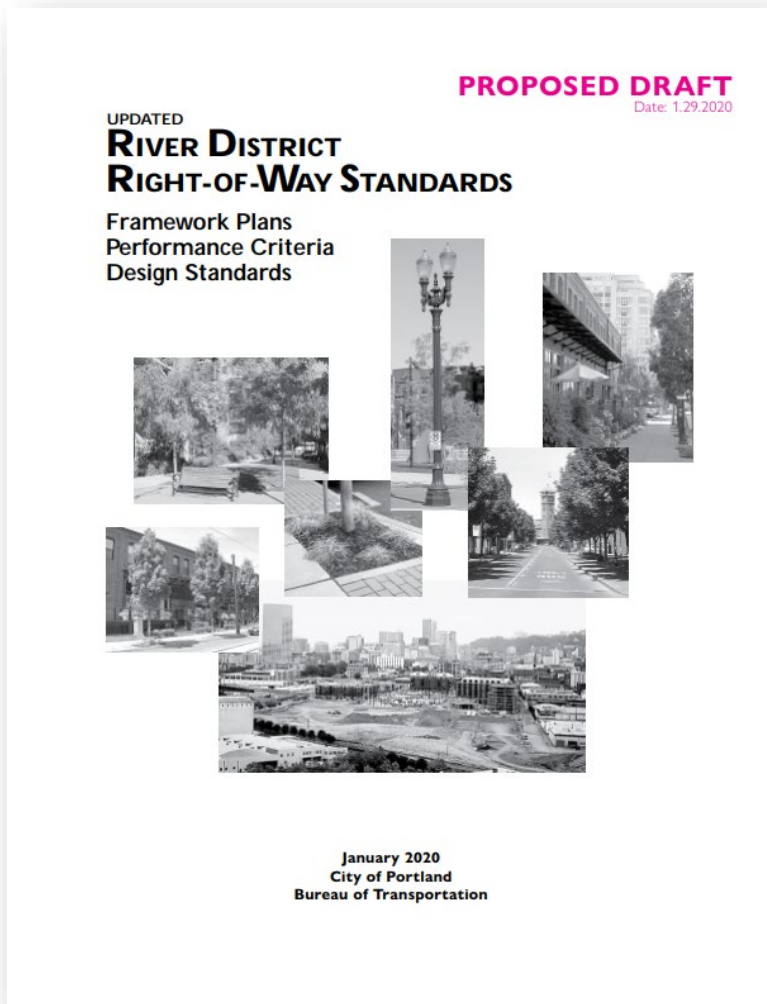
**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Briefing Agenda



- Brief overview of River District Right-of-Way Standards
- Proposed Updates to support USPS Site:
  - New Street Standards for NW Johnson St and Park Ave
  - Green Loop Alignment and Design along North Park Blocks

# Introduction to the River District Right of Way Standards



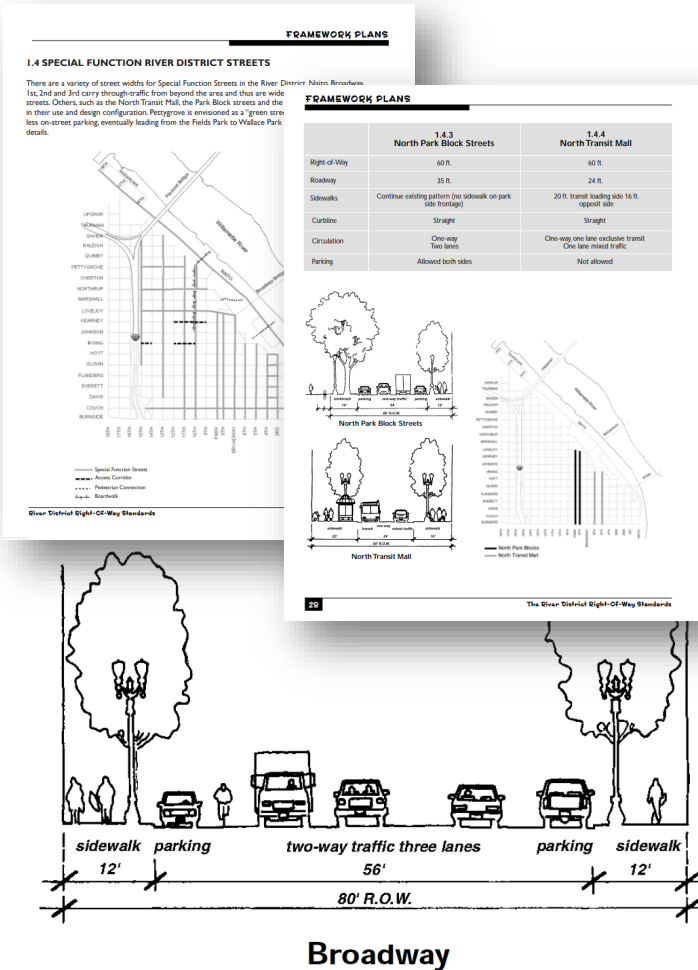
“This document establishes a common understanding of the improvements required in the River District’s public rights-of-way. Both private and public street improvements are subject to this document and approval by the City Engineer.”

- Authored in 1996, updated in 2004 and 2012



# Framework Plan

The framework plans provide a district-wide perspective of the standards including street-by-street standards and requirements.



- TSP Classifications
- Street Widths and Right of Way
- Typical Streets
- Special Streets
  - Individual Street Plans
- Street Trees
- Street Lighting

# Performance Criteria

The performance criteria are intended to guide the design detail of individual right-of-way elements where either case-by-case design is needed, or flexibility is allowed to encourage streetscape diversity

The Criteria are to guide and not to prescribe design solutions.

**PERFORMANCE CRITERIA**

**2.5.1.3 Fifteen Foot:** a recommended sidewalk width on special function streets (see Framework Plan 1.3) and an existing sidewalk width on Old Town Avenues with 70 foot right-of-way; an extra 2.5 feet in width allows a more usable building frontage zone (BFZ) - particularly for merchant use; through pedestrian and curb zones are paved-pavement material and texture is pedestrian oriented; building frontage and furnishing zones can be paved or pervious.

Size: 15 feet  
Application: On Special Function River District Streets

Fifteen foot sidewalk with pervious paving in the building frontage and furnishing zones.

4' building frontage zone  
6' through pedestrian zone  
4'-6" furnishing zone  
6" curb zone

**2.5.1.4 Access Corridors:** Private pedestrian/bicycle/vehicle tracts with landscaping and street lighting on public easements, 60 ft. wide which approximates the original 200 foot block pattern. Per the conditions of the Hoyt St Yards Master Plan and development agreements with City of Portland, Land Use Action No. LUR 93-00279 SJ. Can accommodate pedestrian and bicycles only or shared pedestrian-vehicular circulations; driveway and crosswalk configuration at access corridors varies according to how corridor is used.

Size: 60 feet  
Application: On private pedestrian/vehicle tracts

With shared pedestrian vehicular access on one or both sides of a public street; two aligned crosswalks are required.\*

With pedestrian only access on both sides of a public street; one aligned crosswalk is required.\*

\*Design is subject to approval by the City Engineer.

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- Vehicular
- Bicycle
- Transit
- Utilities
- Pedestrian
- Sidewalk Use
- ADA Requirements
- Street Lighting
- Street Furniture
- Street Tree
- Special Features (Art)
- Constructability and Maintenance

# Design Standards

The R.O.W. Design Standards provide detailed sections, elevations and plans which supplement the City's Standard Construction Specifications and Plans.

- Typical Conditions
- Special Streets
  - Ipe Wood Sidewalk
  - NW Pettygrove

**DESIGN STANDARDS**

Partial Plan

Scale: 1" = 10'

**TITLE OF STANDARD PLAN**  
12' SIDEWALK COMBINATION PAVING

NO.	REVISIONS	DATE	BY	APPROVED	STANDARD PLAN NO.
					RD-7

CITY OF PORTLAND, OREGON

**DESIGN STANDARDS**

6' CURB

2'-0" Max

2'-0" Max

2'-0" Max

2'-0" Max

5'

3' CURB

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

Note:  
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

**TITLE OF STANDARD PLAN**  
CURB RAMP TYPICAL CONDITION

NO.	REVISIONS	DATE	BY	APPROVED	STANDARD PLAN NO.
1	UPDATED PUMPS TO MEET ADA		ARB		RD-14

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# 2020 Update Scope of Changes

This is a technical update, intended to support future development and incorporate council adopted changes and concepts:

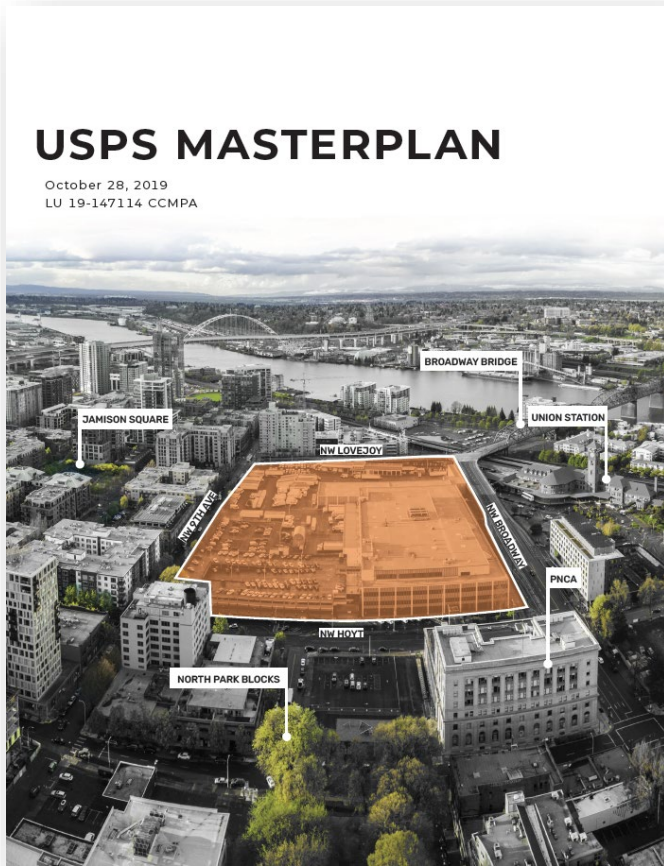
- Incorporate the most recent **Master Street Plan** draft which codifies new streets and connections through the USPS site.
- Update Framework Plans, Performance Criteria, and Design Standards for Johnson St and Park Ave to **support the USPS Masterplan**.
- Integrate the **Green Loop** into the Framework Plans and Performance Criteria to support **Central City 2035**.

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New special streets:  
**NW Johnson St &  
NW Park Ave**



# Based on Past Planning and Current Thinking



ZGF | SOM | HR&A



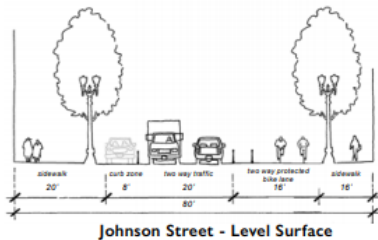
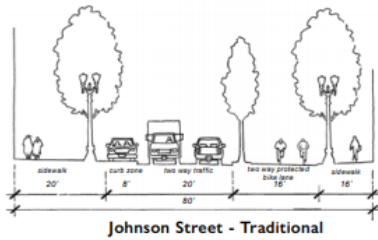
FRAMEWORK PLAN

Design guidance is based on the **Broadway Corridor Framework Plan (2015)**, with minor adjustments and clarity provided by the **USPS Masterplan Proposal (2019)**

# Framework Plan: : Johnson and Park

	1.4.18 Johnson Street NW 9th Ave to NW Station Way*	1.4.19 Johnson Street NW Park Ave to NW 8th Ave
Right-of-way	80 ft.	80 ft.
Roadway	28 ft.	28 ft.
Sidewalks	15 ft. and 20 ft on north side; 15 ft on south side	15 ft. and 20 ft on north side; 15 ft on south side
Curbline	May be extended at corners	May be extended at corners
Circulation	Two-way two lanes with protected bike lane	Two-way two lanes with protected bike lane
Parking	Allowed one side	Allowed one side

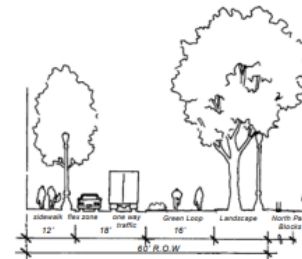
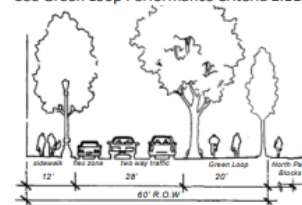
\*Curbless level surface design from NW Park Avenue to NW 8th Avenue  
Wide sidewalk furnishing zone on north side supports larger tree canopy sizes.



— Traditional Johnson Street - 80 ft right-of-way  
— Level Surface Johnson Street - 80 ft right-of-way

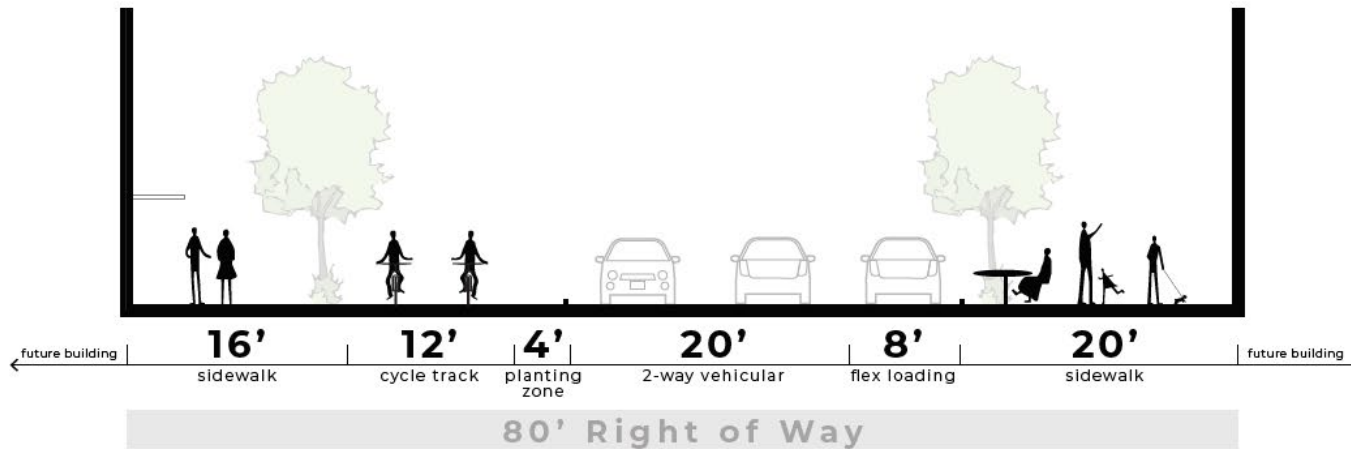
	1.4.20 Park Avenue W Burnside to NW Hoyt	1.4.21 Park Avenue NW Hoyt to NW Johnson
Right-of-way	60 ft	60 ft
Roadway	18 ft	28 ft
Sidewalks	Continue existing pattern (no sidewalk on west side frontage, walkway in the park)	Continue existing pattern (no sidewalk on west side frontage, walkway in the park)
Green Loop	Integrated within roadway, preserves park landscaping.	Integrated into park frontage.
Curbline	Straight	No curb. Tree well and landscape may be extended.
Circulation	One-Way, one lane with Green Loop path	Two-Way, Two lanes with Green Loop path
Parking	Allowed west side	Allowed west side

Curbless level surface design from NW Glisan to NW Johnson.  
See Green Loop Performance Criteria 2.11.



— Traditional Park Avenue  
— Level Surface Park Avenue

# NW Johnson St



## Design

- Level surface design with unique materials

## Additional Specifications

- Lighting: Single Ornamental
- Trees: Mixed Layer Street Trees. Larger canopy on North side

Figure 4.26  
Johnson street section





# NW Park Ave

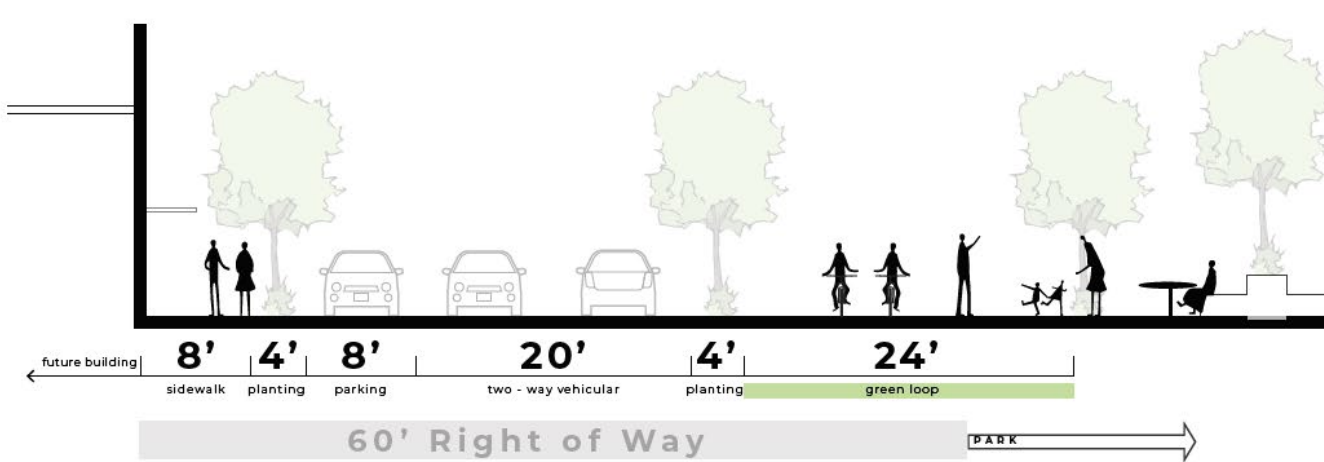


Figure 4.30  
Park Ave. street section

## Design

- Level surface design with unique materials matching NW Johnson St.

## Additional Specifications

- Lighting: Single Ornamental Lights
- Trees: North Park Block Planting Standards

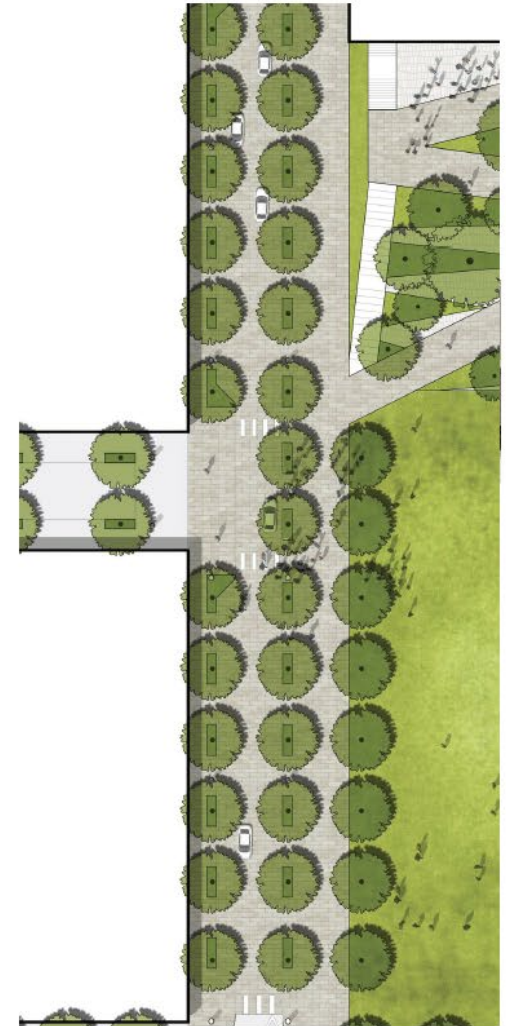


Figure 4.31

# Performance Criteria: Johnson and Park

## PERFORMANCE CRITERIA

### 2.11 JOHNSON AND PARK SPECIAL FUNCTION STREETS

NW Johnson and NW Park Ave are classified as Special Function Streets to advance the recommendations of the USPS Master Plan through a distinctive streetscape and urban design form.

Schematic design standards for NW Johnson and NW Park are available in 3.6 Special Function Street Design Standards. The schematic design standards show major streetscape design elements and generalized facility dimensions, but don't articulate fine details related to materials and construction. These streets are required to go through a detailed design process as a part of the design and engineering phase for construction. Final street design, construction and material selection requires approval from the City Engineer.

Common elements to these streets include:

- Level surface “curbless” street design, designed flush from lot line-to-lot line;
- Textured materials that distinguish active and social spaces;
- Limited amounts of on-street parking to provide short-term retail access for those arriving by automobile;
- Speed management features such as narrow lanes, in-street landscaping, slight chicanes;
- Bollard-controlled access to manage streets for public events, farmer's markets, and other car-free events.

### 2.11.1 LEVEL SURFACE DESIGN

The use of a level surface design provides a unique building-to-building park-like experience through the USPS site.

- Follow best practices for accessible design and compliance with the Americans with Disabilities Act (ADA).
- Use bollards, landscaping and trees where appropriate to establish physical separation between walking and biking zones and the motor vehicle travel area.
- Design stormwater drainage to manage water flows to prevent unwanted flows and ponding in pedestrian or bicycle-oriented areas.

### 2.11.2 TEXTURED

Construction materials quality finish and to be accommodating needs

- Design the pedestrian standard concrete. See 3.11 Modular
- Distinct paving to be used to distinguish different interlock variations should be area from the road
- Textured materials compatible with the
- Consider use of road blocks or cobblestones as a detectable surface

### 2.11.3 FLEXIBLE USE PARKING

The curb zone (formed) emphasize access and loading, street trees, or to support adjacent land

- Where on-street parking the curb-zone to provide serve retail and visitors

### 2.11.4 DESIGN FOR

Roadway design should people-friendly design

surfaces, narrow lanes, in-roadway landscaping, horizontal shifts, tabled intersections and midblock crossings.

### 2.11.5 BOLLARD-CONTROLLED ACCESS MANAGEMENT

These streets should be designed for easy access management during community events through the use of removable or retractable bollards.

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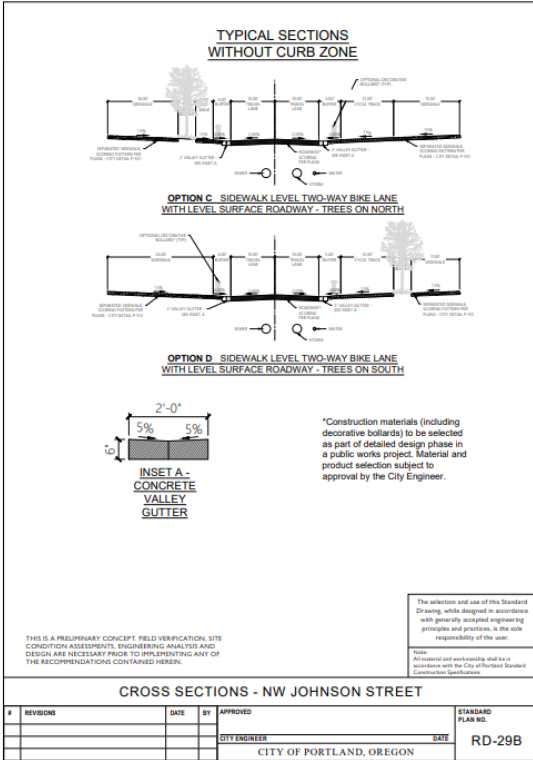
## Design Elements:

- **Level surface “curbless” street design, constructed flush from lot line-to-lot line;**
- **Textured materials that distinguish active and social spaces;**
- **Limited amounts of on-street parking to provide short-term retail access for those arriving by automobile;**
- **Speed management features such as narrow lanes, in-street landscaping, slight chicanes;**
- **Bollard-controlled access to manage streets for public events, farmer’s markets, and other car-free events.**



# Schematic Design Standards: Johnson and Park

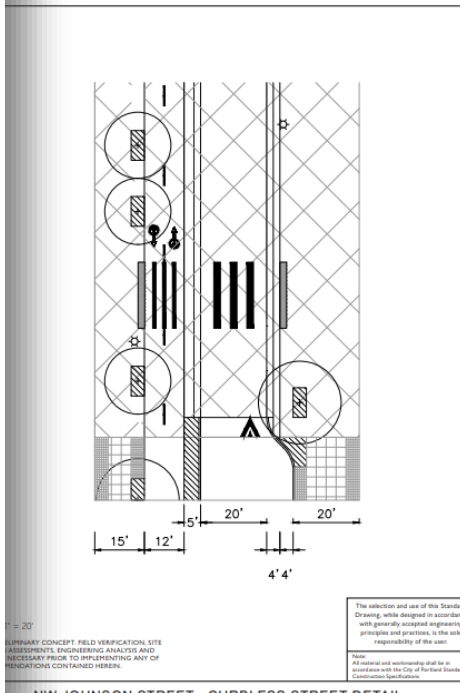
## DESIGN STANDARDS



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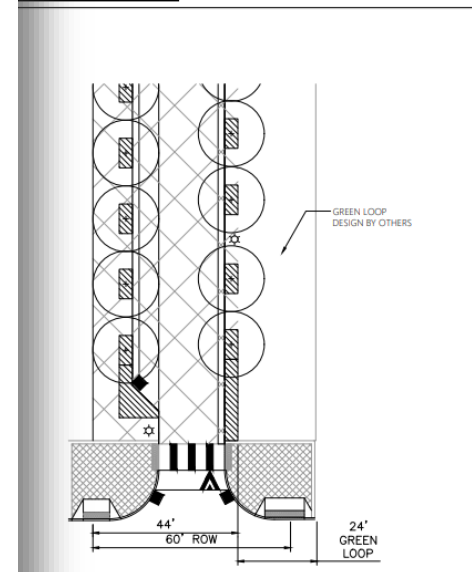
## DESIGN STANDARDS



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## DESIGN STANDARDS

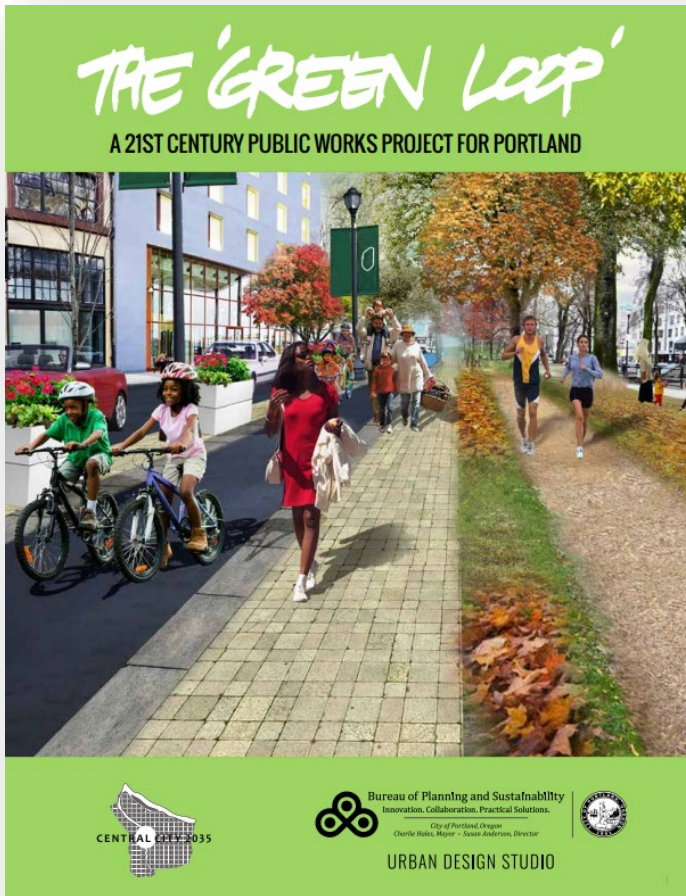


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# Incorporating the **Green Loop**



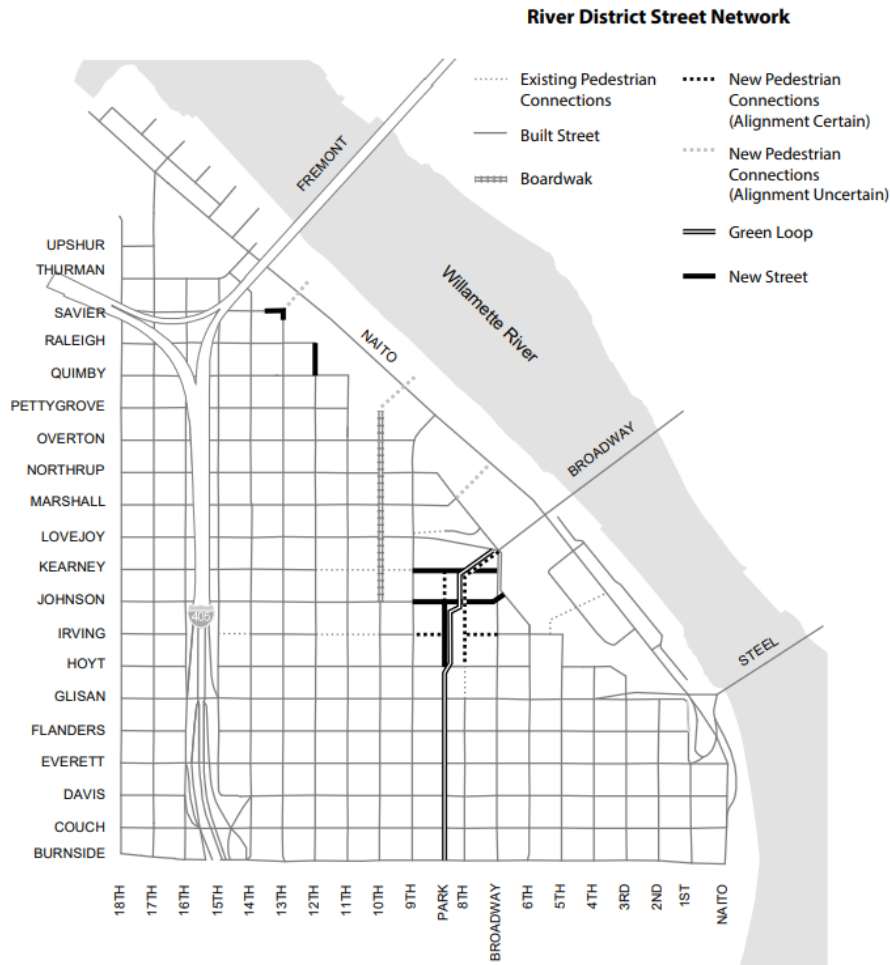
# The Green Loop is a proposed signature linear park and urban promenade.

Acting on Council resolution 37361

Directs “City bureaus to further develop the alignment, key connections, design character and engineering of the Green Loop”

and instructs bureaus to “integrate Green Loop facilities into project planning, design and construction.”

# Framework Plan: Green Loop



- The proposed alignment through the River District routes the Green Loop Path on Park Avenue, adjacent to the North Park Blocks.

# Performance Criteria: Green Loop

## PERFORMANCE CRITERIA

### 2.12 GREEN LOOP CRITERIA

The Green Loop is a signature linear park and urban promenade that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality active transportation accommodations, urban social activities, tree canopy, park-like pedestrian environments, and wildlife habitat connections. Final design to be completed as part of engineering individual street improvement projects.

#### 2.12.1 GREEN LOOP USE ZONES

Dimensions described here assume typical street conditions and may fluctuate in response to available street space, adjacent land use, building interactions, and coordination with adjacent open space. Use of minimum-dimensions for all zones is not recommended. Where the Green Loop travels adjacent to a public park, explore the opportunity to merge the park design with right-of-way functions for increased facility integration.

##### 2.12.1.1 Building Frontage Zones:

The area of sidewalk directly abutting buildings. This space is outside of the through pedestrian zone and typically accommodates pedestrian furniture such as café tables. Along the green loop, this space should also be used for building adjacent landscaping and living-wall installations.

Size: 2.5 feet or greater (1.5 ft minimum).

Application: On Green Loop segments in the CC2035 Plan.

##### 2.12.1.2 Through Pedestrian Zone:

an accessible path for the exclusive use of pedestrians.

Size: 8 feet (6 feet minimum)

Application: On Green Loop segments in the CC2035 Plan. Through Pedestrian Zone may be excluded on segments fronting a park if a parallel walkway is provided within an adjacent park.

**2.12.2.3 Separation Zone:** provides physical separation between the Green Loop and the Green Loop Zone and the Green Loop Zone a detectable edge between additional landscaping and

Size: 6 ft or greater (1 ft

Application: On Green Loop segments in the CC2035 Plan. Must be detectable by pedestrian

**2.12.1.4 Green Loop Path:** an accessible path designed for skateboarding, roller-skating, other similar uses. People should not use the path with other users.

Size: 16 feet for accommodation (12 feet

Application: On Green Loop segments in the CC2035 Plan.

**2.12.1.5 Path Furnishing:** provides physical separation between lanes. Along the green loop, landscaping, in addition to (see 2.5.2.3 Furnishing Zones)

Size: 6 ft or greater (4 ft

Application: On Green Loop segments in the CC2035 Plan.

**2.12.1.6 Curb Edge:** the curb separating the green loop from the street. On special streets with landscape design tools may be used for roadway.

Size: 1 ft (0.5 ft min)

Application: Along the green loop alignment in the CC2035 Plan.

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Zones of the Green Loop, with intended uses and standard dimensions for each zone.

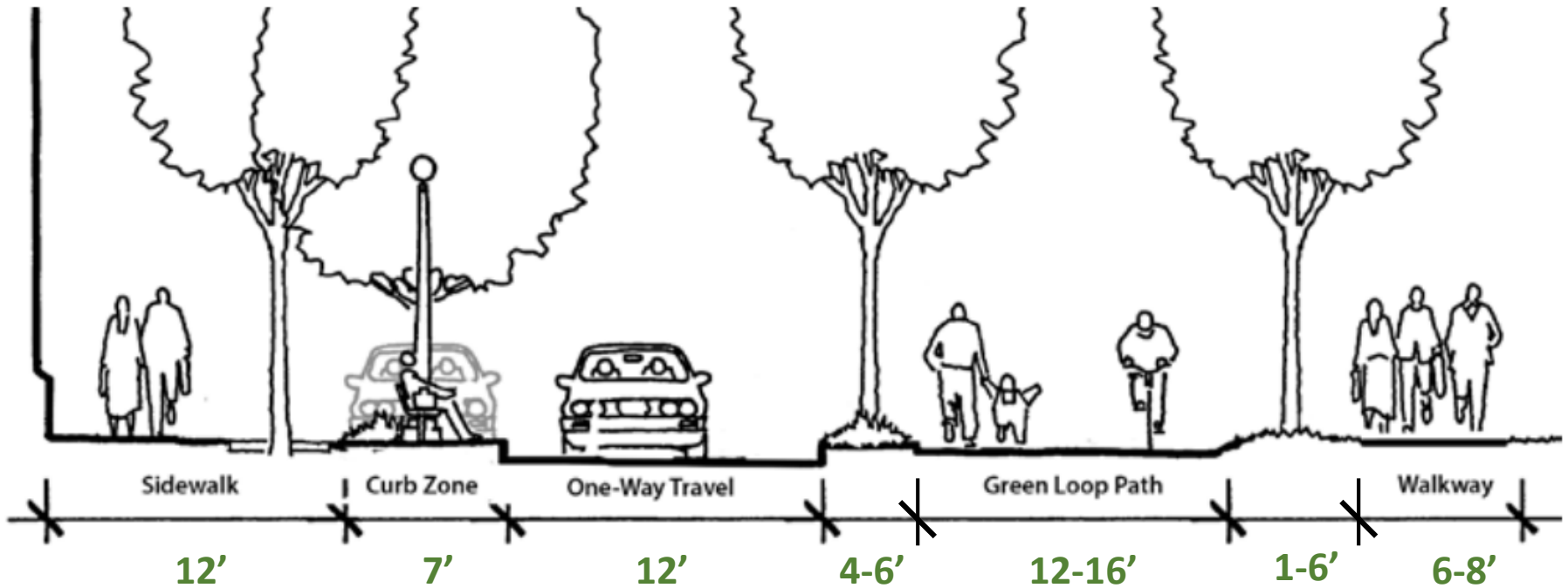
- Frontage Zone
- Pedestrian Zone
- Separation Zone
- Green Loop Path Zone
- Path Furnishing Zone

Green Loop Design Principles

- Building Orientation
- Multi-Use-Path
- Physical Separation
- Connected Canopy
- Branding/Identity
- Unique Street Furnishings



# Performance Criteria: Green Loop Park Avenue



# Application of the Performance Criteria

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**The Criteria are to guide and not to prescribe design solutions.**

The guidance included in the updated River District Right of Way Standards flexible and provides a starting point for future design processes, whether that be through parks, private development or PBOT capital projects.

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# Thank you!

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