



City of Portland, Oregon
Bureau of Development Services
Land Use Services
 FROM CONCEPT TO CONSTRUCTION

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MEMORANDUM

Date: February 6, 2020
To: Design Commission
From: Hillary Adam, Design / Historic Review
 hillary.adam@portlandoregon.gov, 503-823-3581
Re: Briefing on River District ROW Standards
 February 13, 2020 Design Commission hearing

Attached is a brief memo and proposed ROW standards for the River District. The materials you are receiving have been abridged to include only those changes within the USPS Broadway Corridor Master Plan area (NW Park and NW Johnson) and the Green Loop.

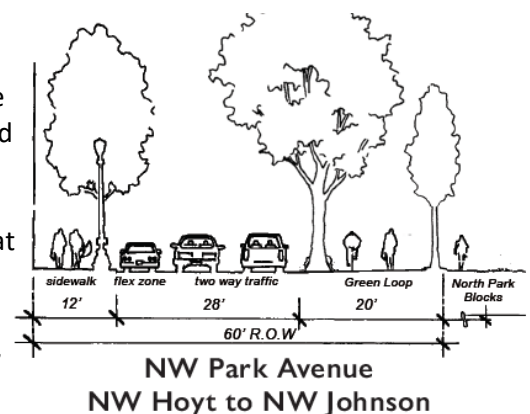
Preliminary briefings are not intended to substitute for other Code-required land use or legislative procedures. The purpose of this Briefing is for the Design Commission to provide advice to PBOT on the proposed updates prior to the standards being adopted by City Council.

The proposed standards include the general layout of NW Johnson between 9th and Station Way, NW Park Avenue between Hoyt and Johnson, and also list several criteria for the Green Loop. Maps are also included indicating the general limits of these special areas.

Staff is particularly interested in the dimensional standards proposed for Park, Johnson, and the Green Loop. The document also speaks to the general paving materials and patterns proposed for Park and Johnson and notes that these are intended to blend with the rest of the River District but does not indicate specific materials. Once adopted, these standards will be able to be constructed without design review; any deviations from these standards would require design review.

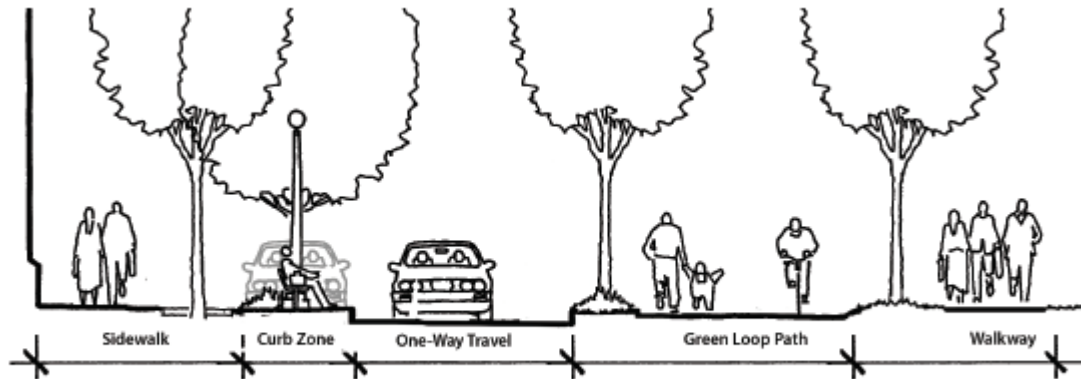
Staff notes the following potential topics for discussion:

- **(pg. 36) Park Avenue NW Hoyt to Johnson dimensions.** The proposed sidewalk width on the west side of NW Park Avenue between Hoyt and Johnson is proposed to be 12', which would include the (1.5') frontage zone, (6') pedestrian through zone, (4') furnishing zone and (.5') curb zone. This is consistent with the rest of Park Avenue to the south. However, staff notes that along the Park Blocks to the south, no sidewalk café permits exist except at the Art House which has a 3' ground floor setback. In order to increase activation and safety of the park, wider sidewalks with space for outdoor dining is desirable.



Widening the sidewalk at this location, however, would have ripple effects on the rest of Park Avenue between Hoyt and Johnson as well as the open space proposed within the USPS Broadway Corridor Master Plan area; this complex issue is discussed in the staff report for LU 19-246279 CCMSAD, which you also received.

- **(pg. 64) Green Loop Criteria 2.12.1.2 Through Pedestrian Zone** indicates that an 8' path (6' min.) "Through Pedestrian Zone could be excluded on segments fronting a park if a parallel walkway is provided within an adjacent park." Staff notes that it is not clear by this language whether the bicycle path of the Green Loop Path Zone would be prohibited from being adjacent to building frontages where bicycles could cause conflicts with people entering and exiting buildings. For instance, in the image below (if there was no vehicle area) would the statement in quotes above allow the sidewalk to go away and allow the Green Loop Path to abut buildings?



Green loop design dimensions will respond to available right-of-way, parking, and circulation needs.

Staff notes that the proposed River District ROW Standards that are being forwarded to Council include other elements not highlighted in this packet. PBOT has noted these elements at the end of their memo dated January 29, 2020. While the Commission is free to comment on any of the proposed updates to the standards, staff encourages targeted discussion of at least elements related to Park, Johnson, and the Green Loop.

Encl:

PBOT Memo

Abridged River District ROW Standards