

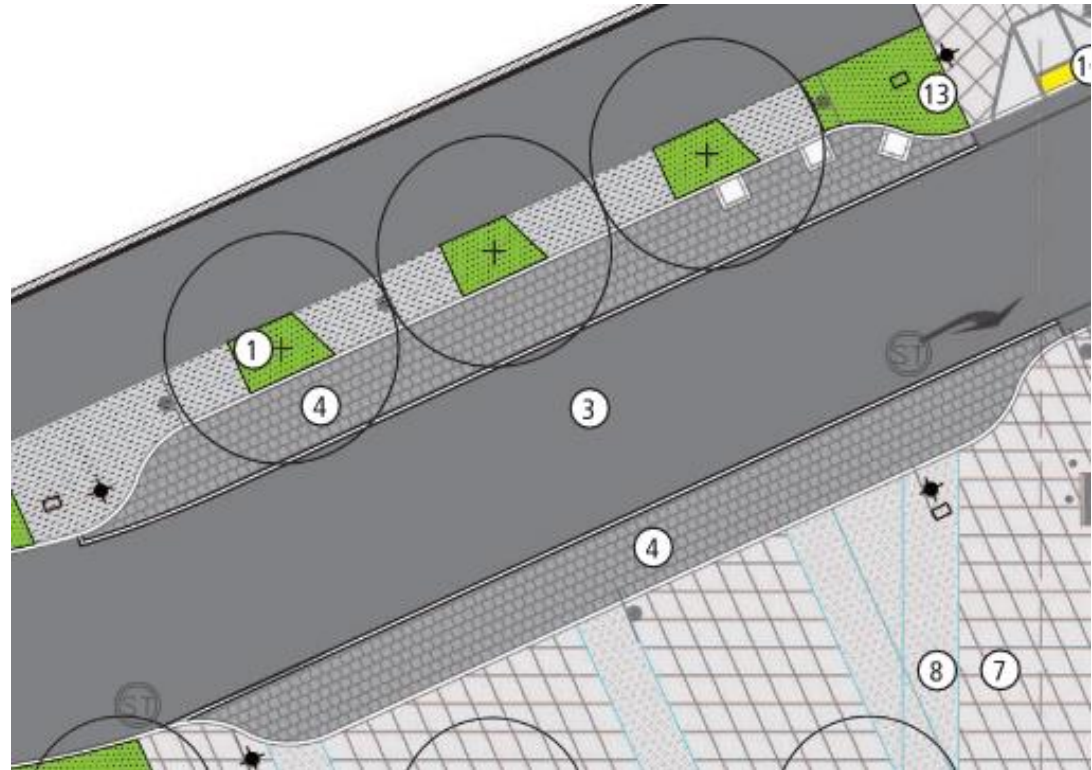
Utilization of Belgian Blocks in Broadway Corridor

Historic Landmarks Commission

Request For Historic Landmarks Commission

PBOT asking to use ~10,000 Belgian paving blocks to delineate parking areas of a new section of NW Johnson Street between NW 9th Avenue and NW Station Way

Utilization part of a major redevelopment project on the old USPS site in Northwest Portland



Belgian Blocks Approval Criteria

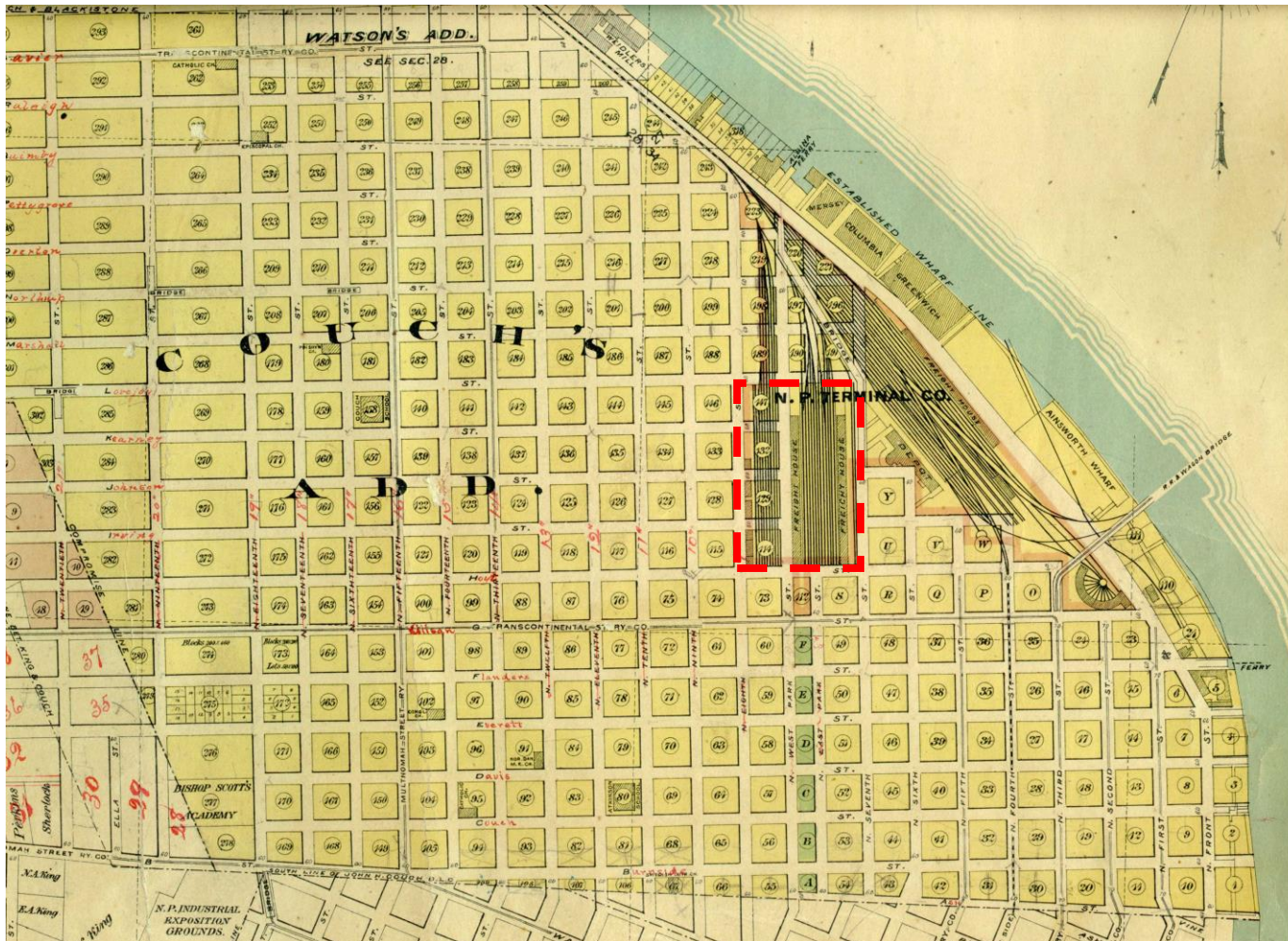
The Landmarks Commission's approval criteria for deployment are as follows:

- Cobblestones should be reused primarily in districts or areas of the City where they were originally used. Historic Districts and Historic Landmarks where cobblestones were originally used as the paving material should receive first priority.
- As a general policy, cobblestones should be used for large paving areas, primarily in public pedestrian spaces where the special character of cobblestone texture would be meaningful. The use of cobblestones as small decorative elements in unrelated or isolated projects should be discouraged, as these uses are usually insignificant or inappropriate.



Union Station, circa 1950

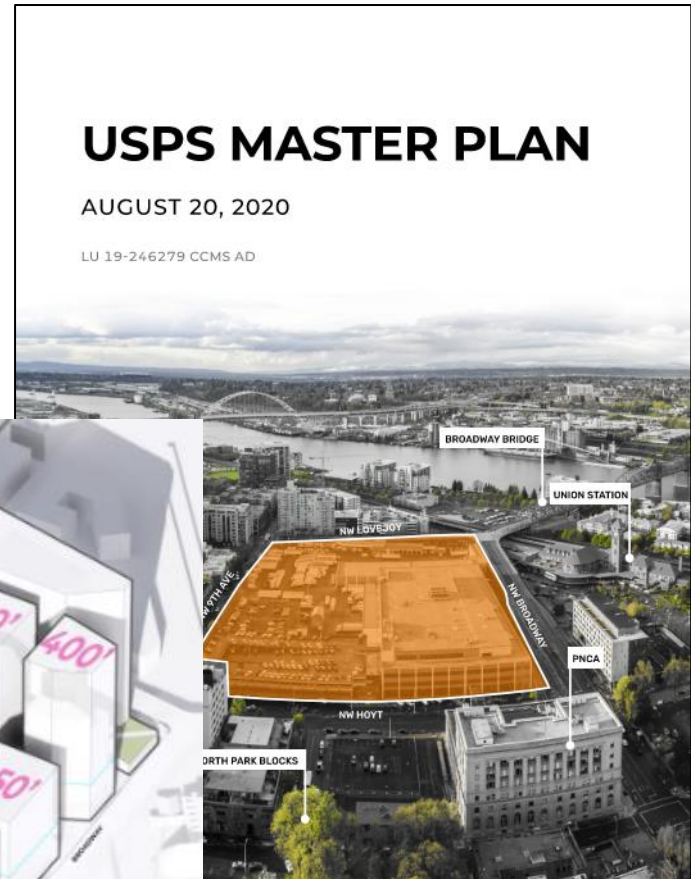
USPS Site History



Couch's Addition Plat Plan, 1869

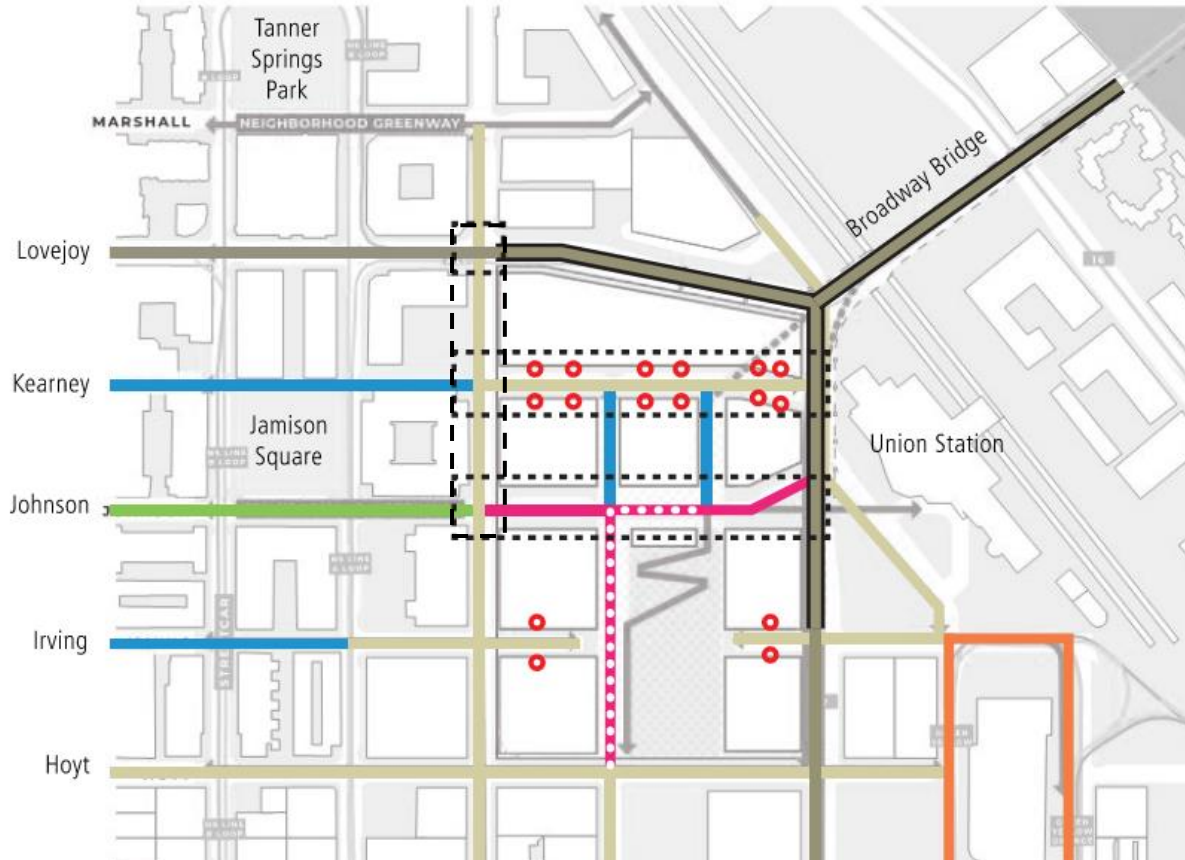
USPS Site History

- USPS sold the site to Prosper Portland in 2016, who are managing site redevelopment
- Construction of Johnson and Kearney Streets intended to enable future development of the site as outlined in the USPS Master Plan



Master Plan Context

Site Context Street Hierarchy

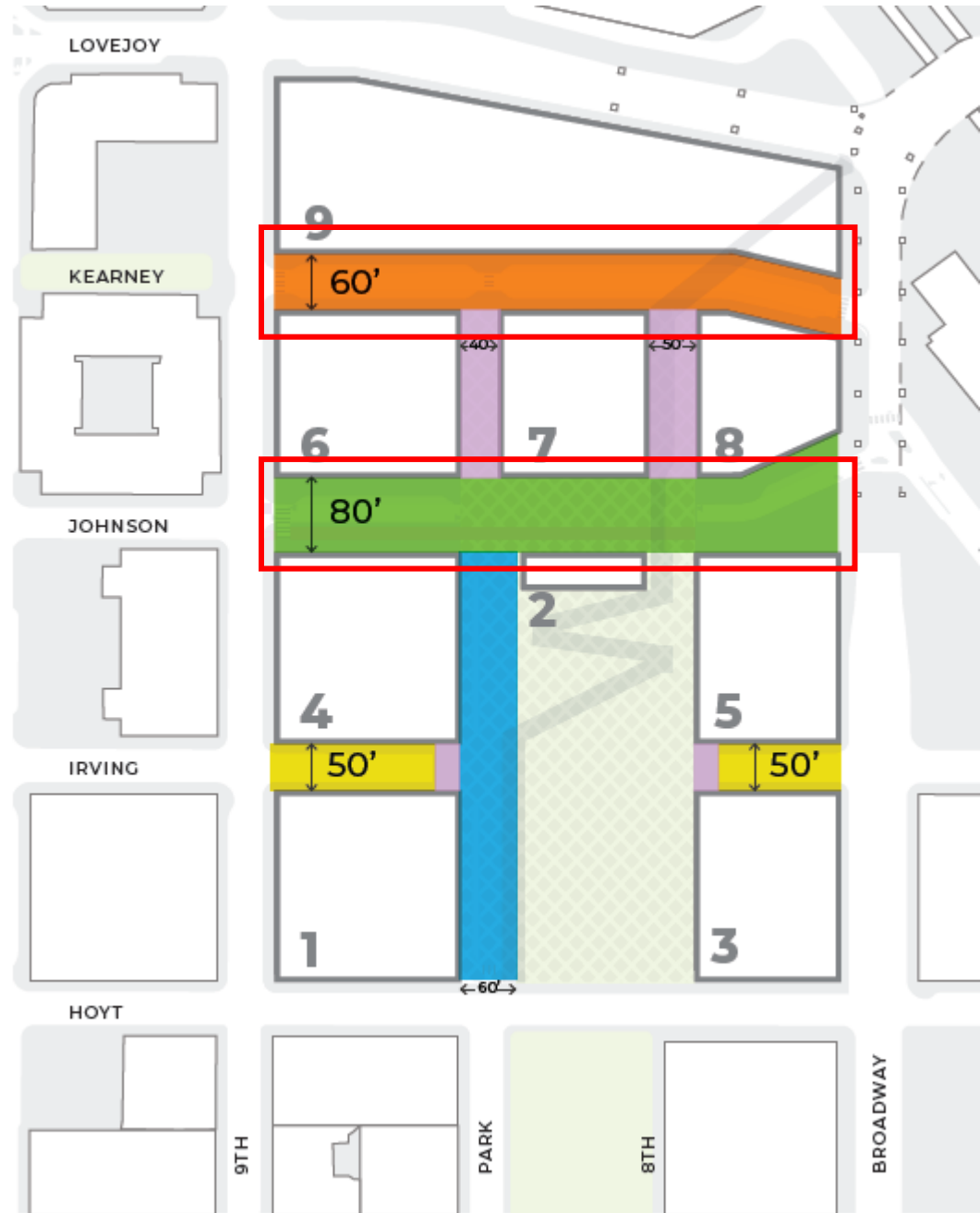


- Project Scope of Work
- Pedestrian Only Street
- Neighborhood Greenway
- Special Function Street
- Curbless Street
- Local Street
- Traffic Access Street
- Transit Mall
- Parking and Loading



USPS Master Plan (2020)

Current Project and Phasing



PHASE 1

River District Standards

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:

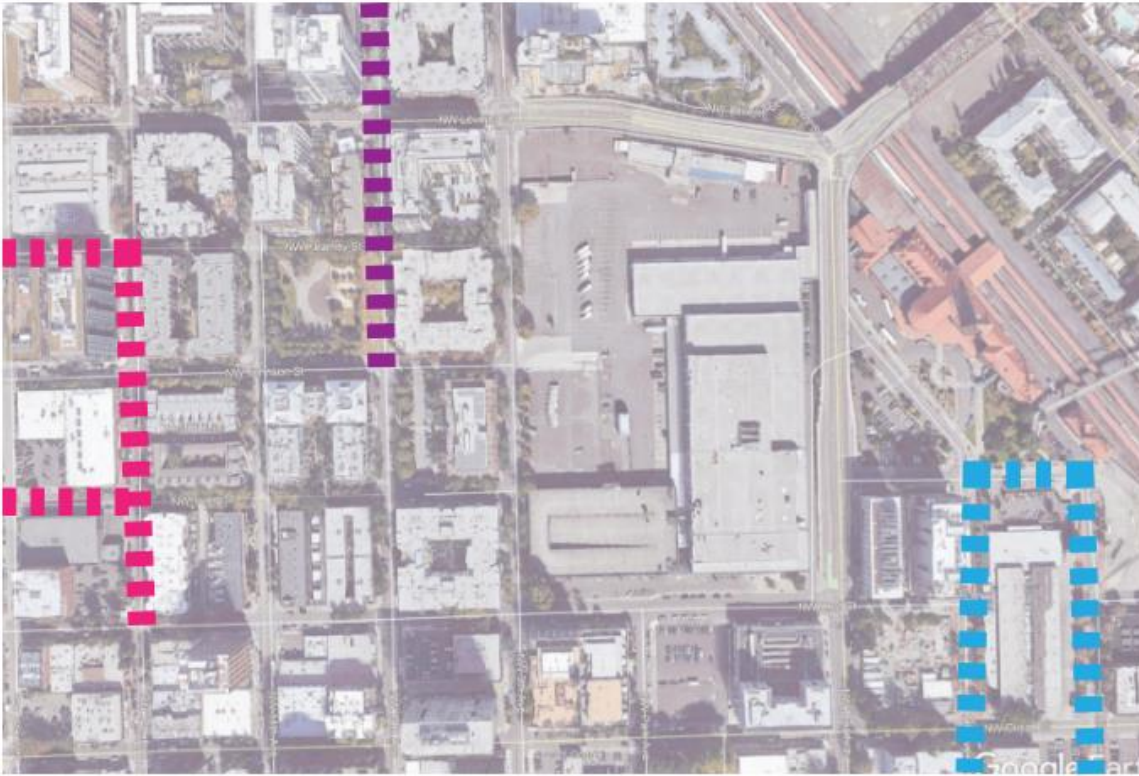
- Level surface “curbless” street design, designed flush from lot line-to-lot line;
- Textured materials that distinguish active and social spaces;
- Limited amounts of on-street parking to provide short-term retail access for those arriving by automobile;
- Speed management features such as narrow lanes,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

2.11.2 TEXTURED MATERIALS

Construction materials should be selected to provide a high quality finish and to delineate different street-use zones while accommodating needs for maintenance and utility access.

- Design the pedestrian realm for visual compatibility with the standard concrete scoring patterns used in the River District. See 3.11 Modular Layout of Sidewalks and Vertical Elements.
- Distinct paving block patterns and pattern orientations should be used to distinguish between street use zones. For example, different interlocking patterns or subtle material color variation should be used to visually separate the pedestrian area from the roadway travel area.
- Textured materials in space designed for bicycles should be compatible with that use.
- Consider use of rough-surface materials such as Belgian blocks or cobblestones within furnishing zone or buffer areas as a detectable surface.
- Select materials for durability and ongoing maintenance considerations.

NW Johnson St
Existing Paving Materials in the River District



Historic Belgian Block Pavers 



Wood 



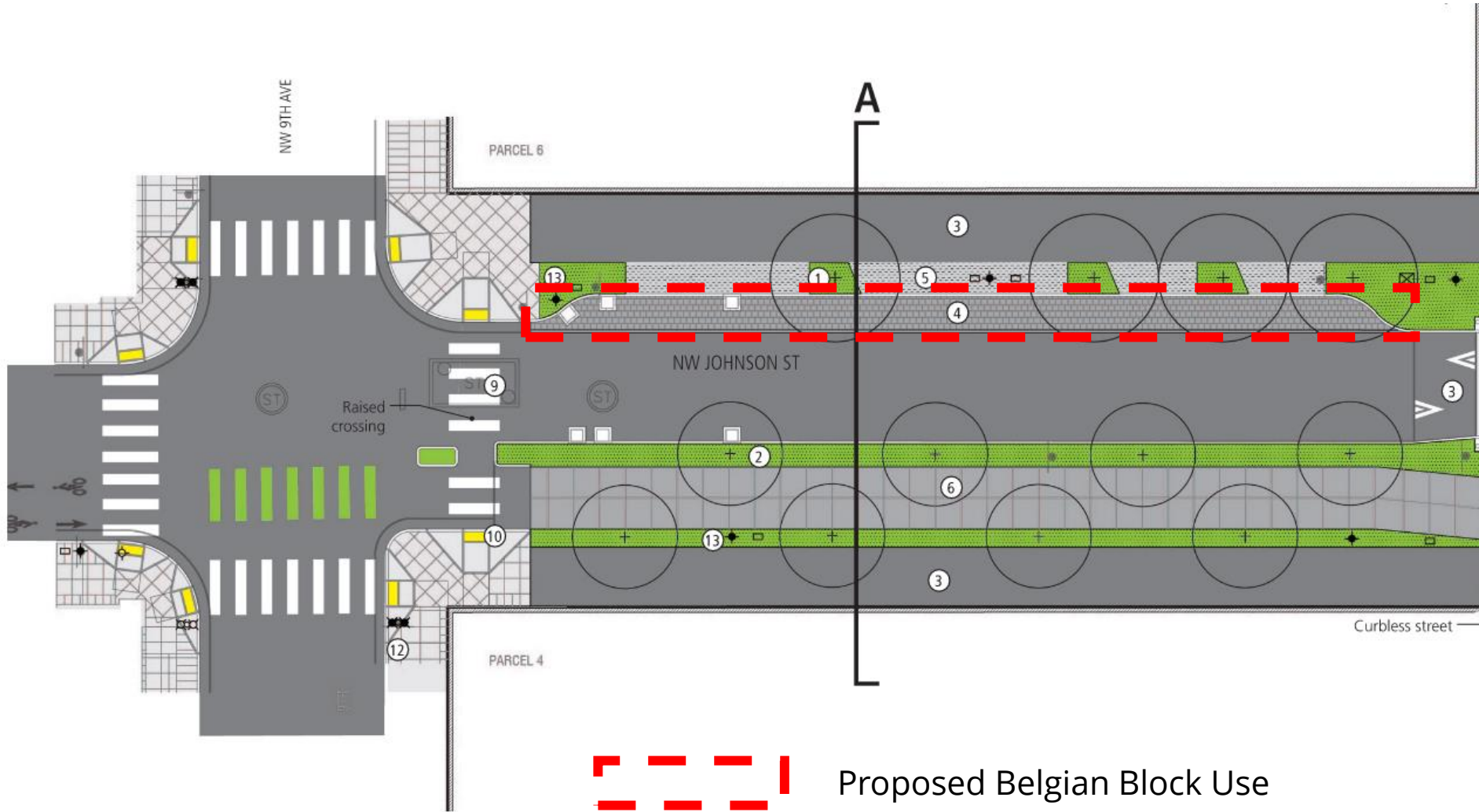
Brick 

Section Views - Looking East

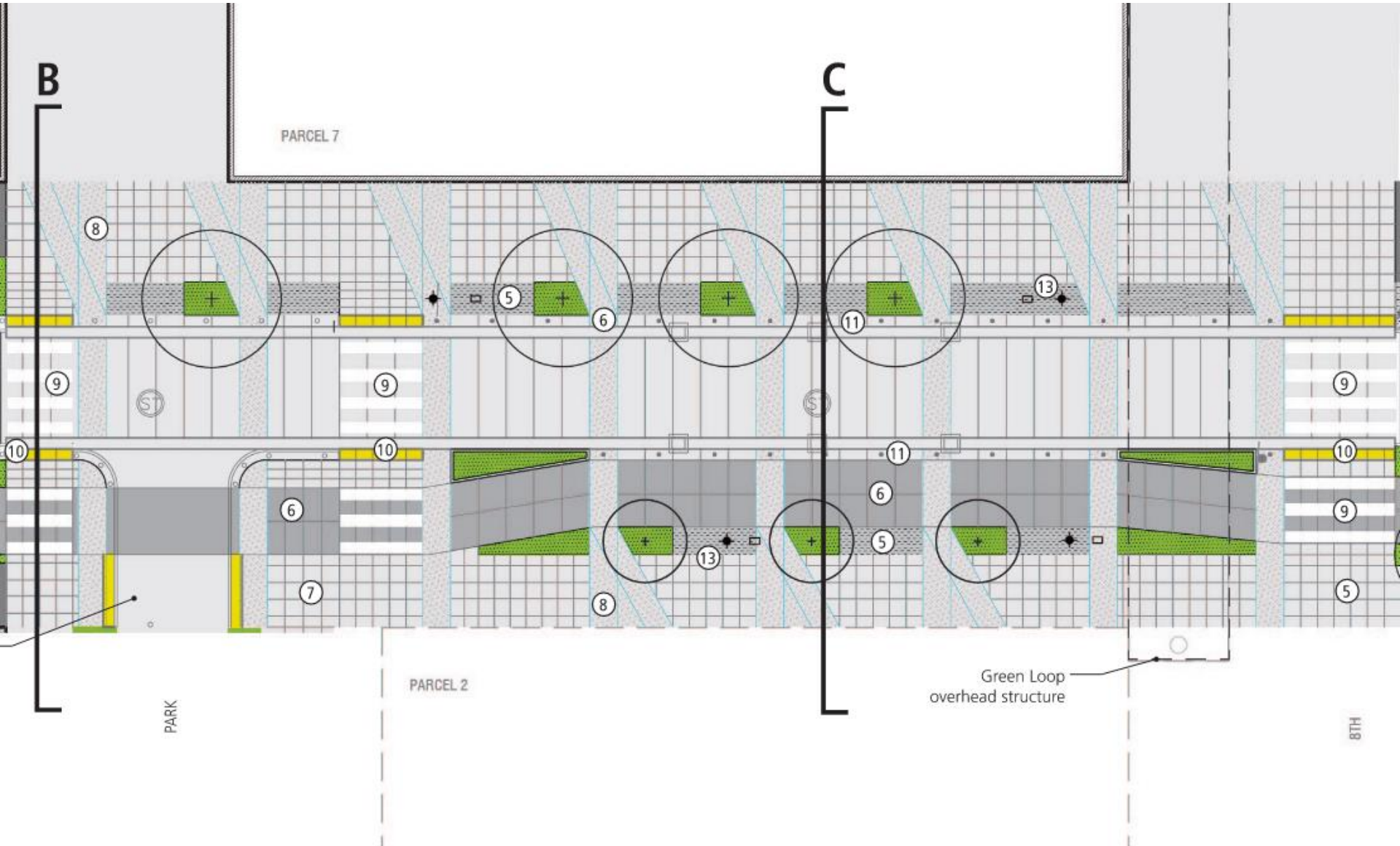


A: Curbed Street

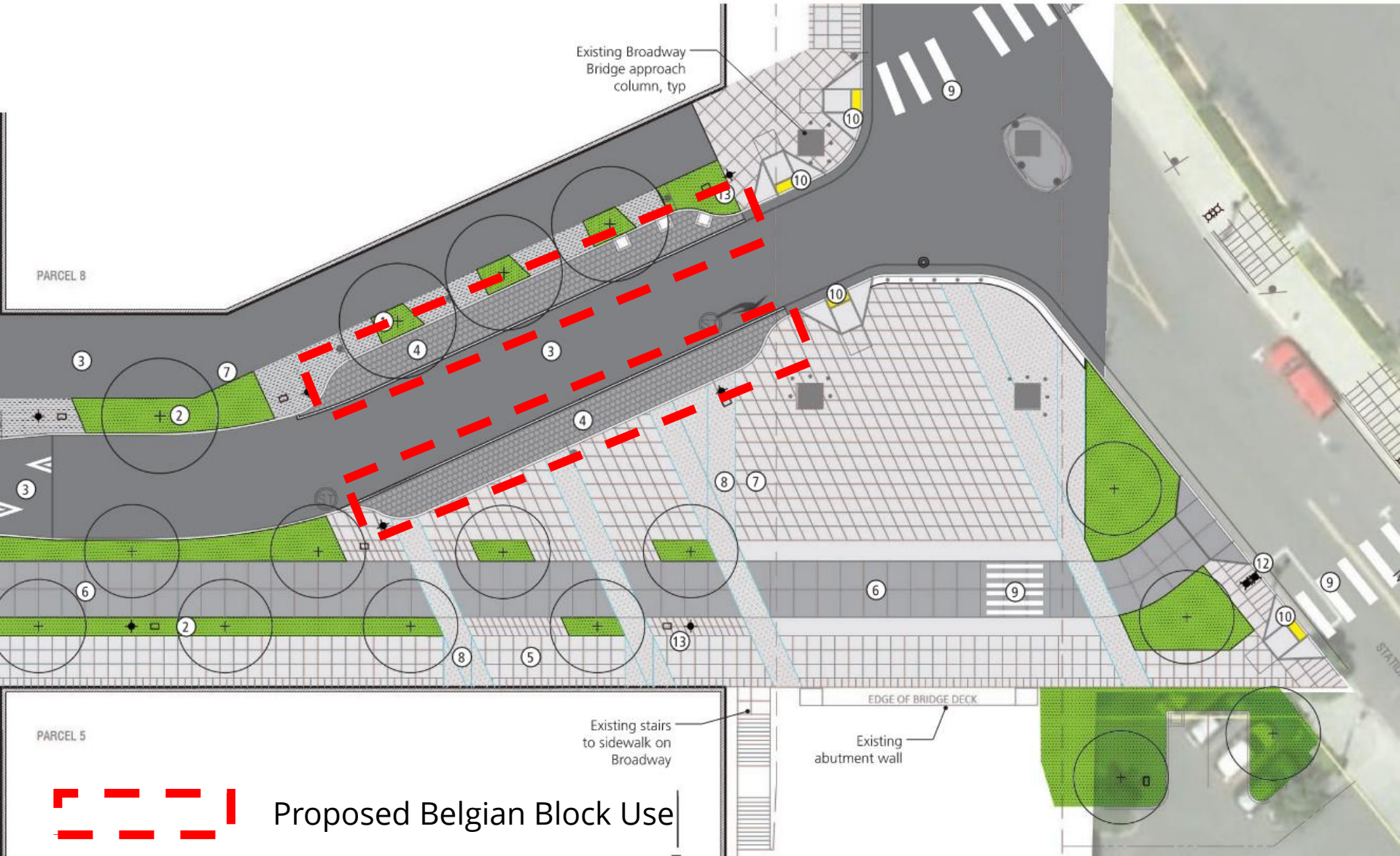
NW Johnson



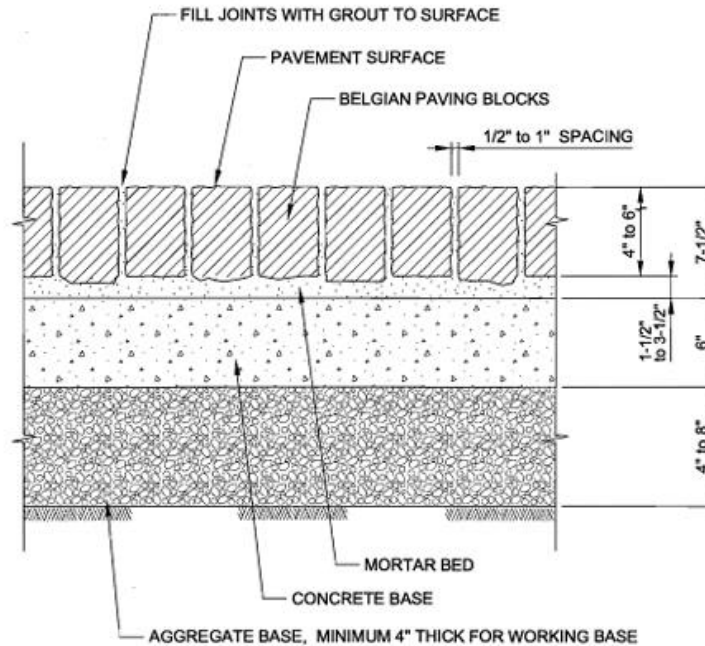
NW Johnson



NW Johnson



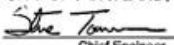
Standard Drawing - Belgian Block Pavement



TYPICAL SECTION

NOTES:
 BLOCKS NOT MEETING THE REQUIREMENTS OF THIS
 DETAIL AND THE SPECIFICATIONS SHALL NOT BE USED
 FOR PAVEMENT MATERIALS. UNUSED BLOCKS SHALL BE
 RETURNED TO THE CITY.

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.

**BUREAU OF TRANSPORTATION
 CITY OF PORTLAND, OREGON**

 Chief Engineer

Standard Drawing Title
BELGIAN BLOCK PAVEMENT

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

Effective Date: 09-09-10	Standard Drawing No.
Calc. Book No.:	P-510
Baseline Report Date:	

SCALE: 1/2" = 1'-0"
 FILE: 09-09-10 10:55:55 AM P:\WORK\DRAWINGS\SECTION DRAWINGS\3-STREETS\WORK\SECTION DRAWING TO P-510.PLT, SET, P-510.DWG

NW Kearney



Figure 4.29
Kearney street plan

Future NW Kearney St – no Belgian Blocks are being proposed on this street

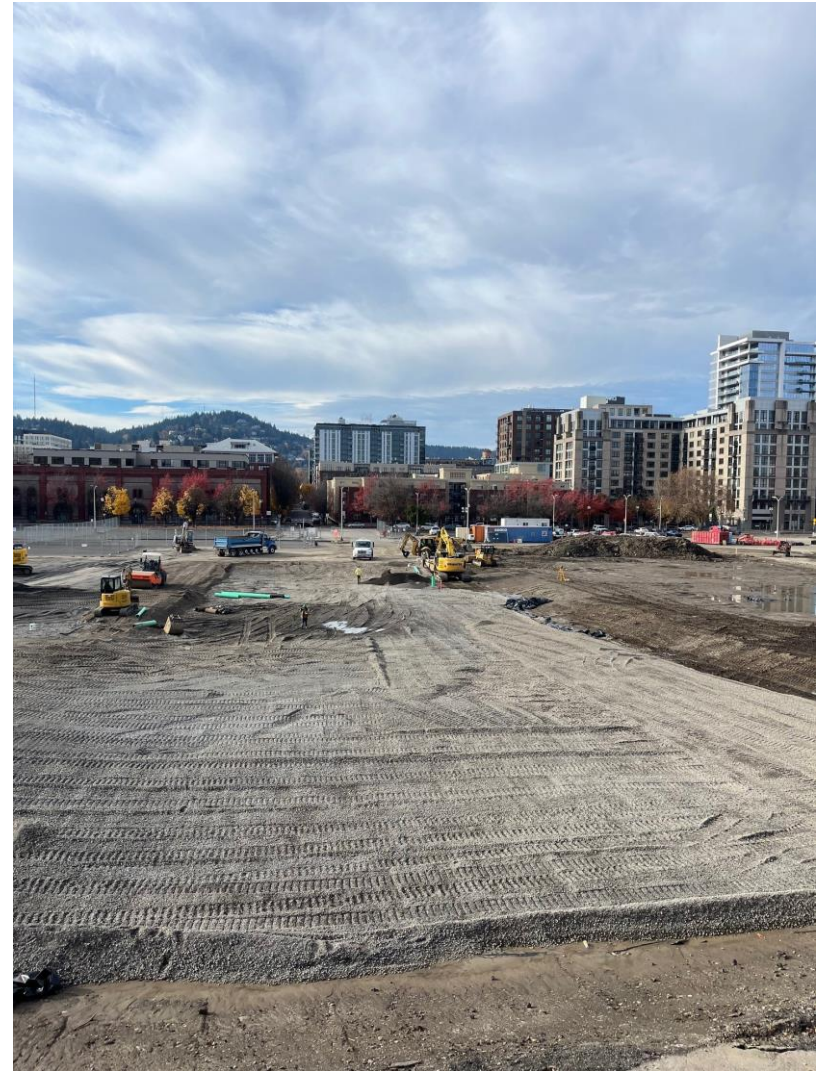
Schedule, Next Steps, Request

- Currently at 95% design
- Final plans anticipated in early 2024
- Construction estimated to begin in fall 2024 and last 18-24 months

Request:

Allow the Broadway Corridor project to use ~10,000 Belgian blocks on new section of NW Johnson Street

Currently, PBOT has ~28,000 blocks available for use



Questions?

