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RIVER
DISTRICT

MASTER STREET PLAN & RIGHT OF WAY STANDARDS



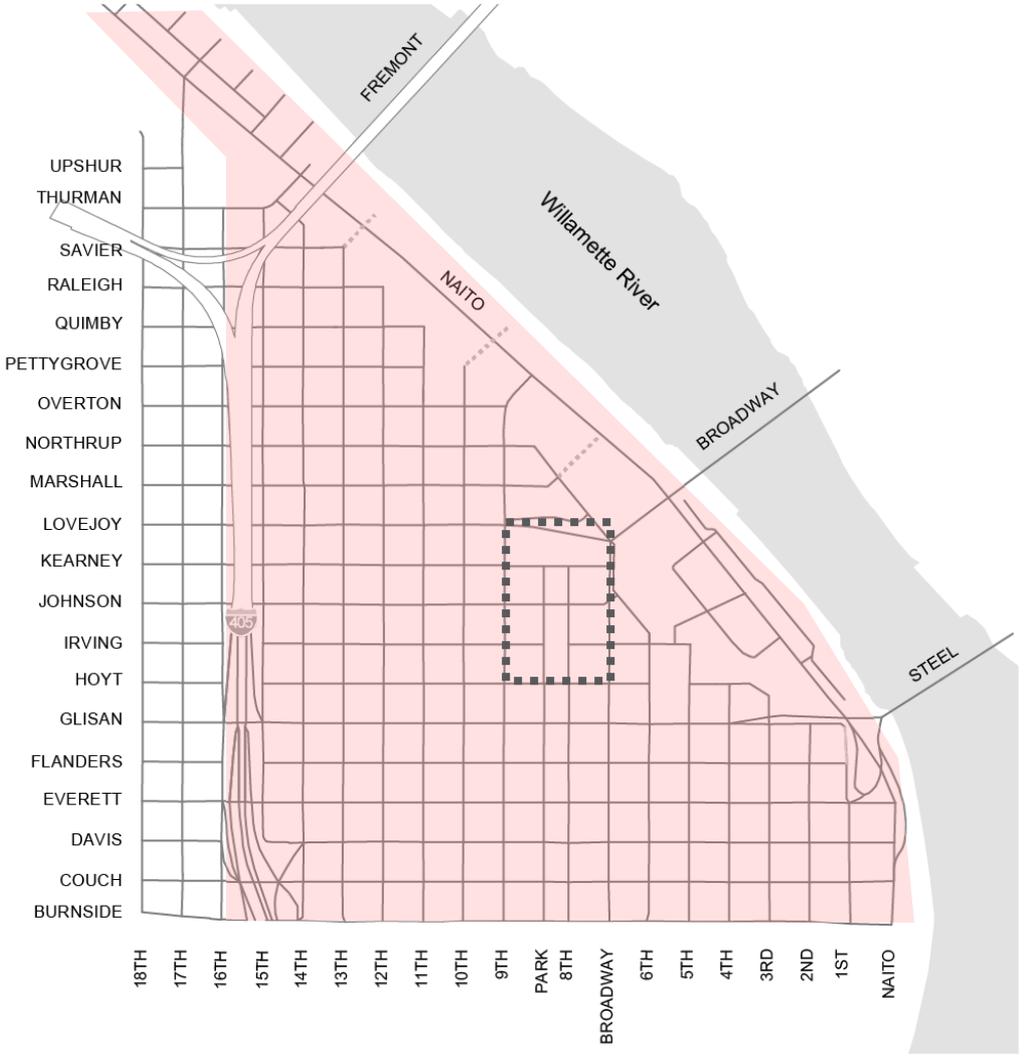
April 15, 2020

Portland City Council



PBOT
PORTLAND BUREAU OF TRANSPORTATION

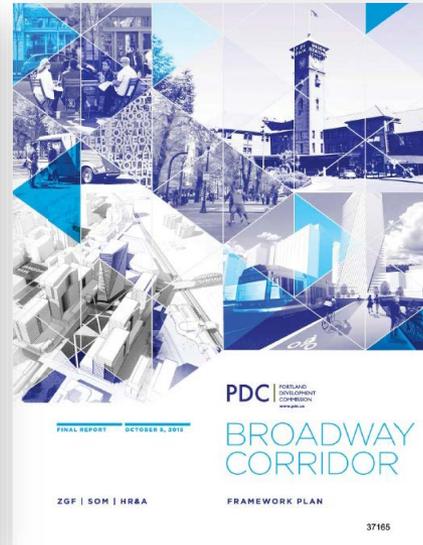
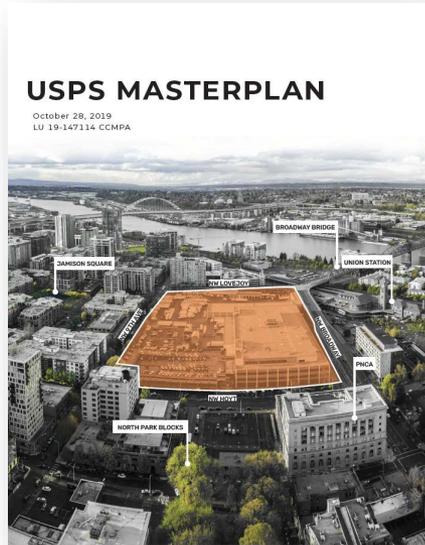
The River District, USPS Site



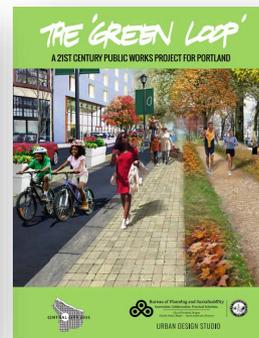
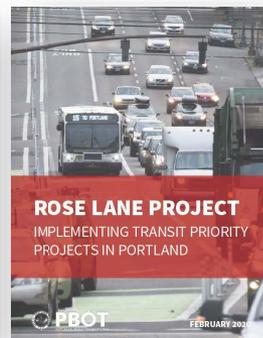
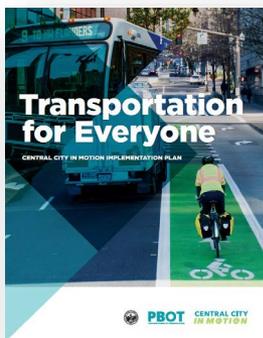
 River District

 USPS Site

Implementing City Council Visions



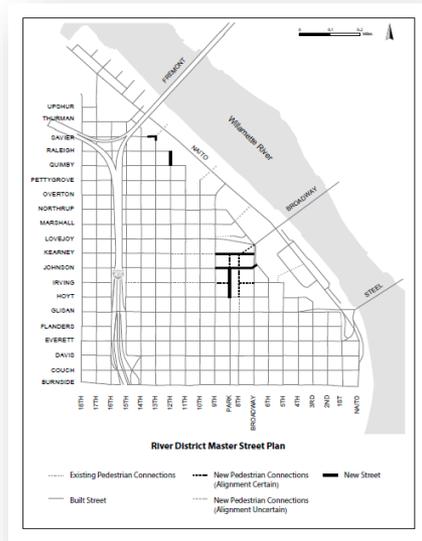
- **Broadway Corridor Framework Plan** adopted by City Council in 2015 via Resolution No. 37165
- **USPS Master Plan** review and hearing with the Design Commission in Spring 2020



- **Central City in Motion**
- **Rose Lane Project**
- **Green Loop Concept Report**

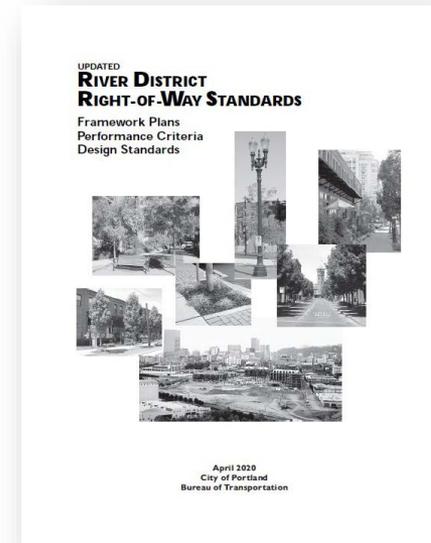
Regulatory Tools

Master Street Plan



- Specifies the location and extents of new streets and pedestrian connections.
- Prescribes connectivity needs, not design details

Right-of-Way Standards



- Guides the design and construction details of streets within the district.
- Defines “Typical Streets” and “Special Streets”

Public Involvement

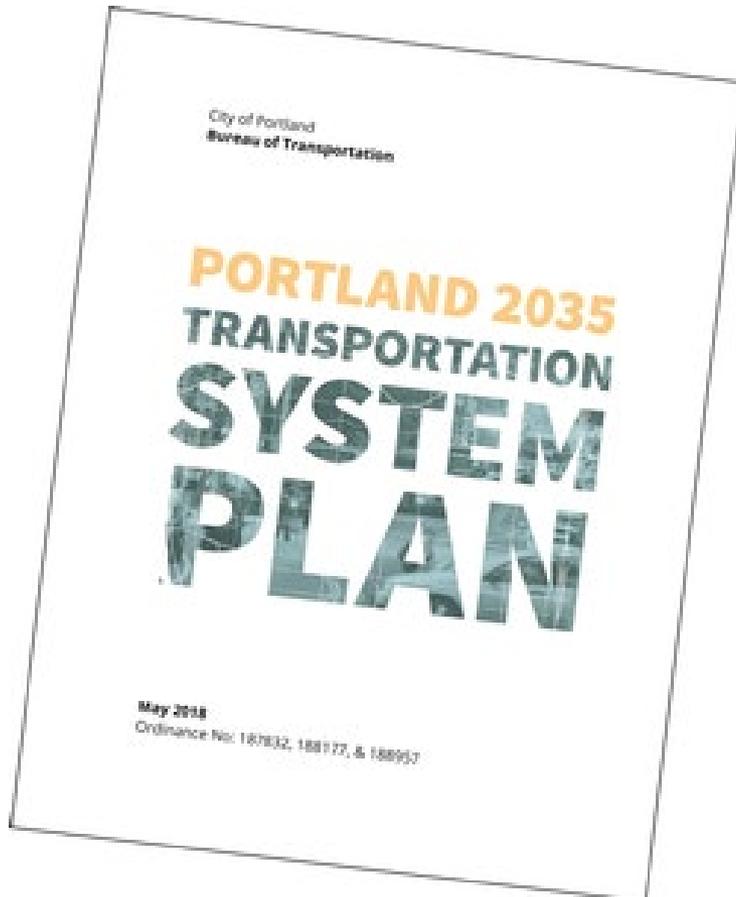
- **Pearl District Neighborhood Association, Old Town Community Association, and Pearl District Business Association** discussed the updates in subcommittee meetings.
- **The Broadway Corridor Steering Committee** discussed the updates during master plan discussions.
- **The Design Commission** discussed the updated Right-of-Way Standards in a briefing on the USPS site planning.
- **The Planning and Sustainability Commission** held a hearing and approved the updated Master Street Plan

RIVER DISTRICT MASTER STREET PLAN

UPDATE APRIL 2020



Introduction to Mater Street Plans



Master Street Plans are a part of our Transportation System Plan.

Requirement:

“A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.... The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation ...”

Oregon Administrative Rule for State Land Use Goal 12, Transportation, Section 660-012-0020

Master Street Plan Areas



- Gateway Regional Center
- Airport Way (Columbia Corridor)
- St Johns Master Street Plan
- Multnomah County Unincorporated Urban Pockets
- South Waterfront (Central City)
- South Portland (west end of the Ross Island Bridge)
- Cully Local Street Plan
- River District (Central City)
- Bridgeton (Northeast district adjacent to Marine Drive)
- Outer Powell Blvd Conceptual Plan Design
- Division-Midway Neighborhood Street Plan
- Southwest District Master Street Plan
- Tryon-Stephens Headwaters Neighborhood Street Plan

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1995



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2018

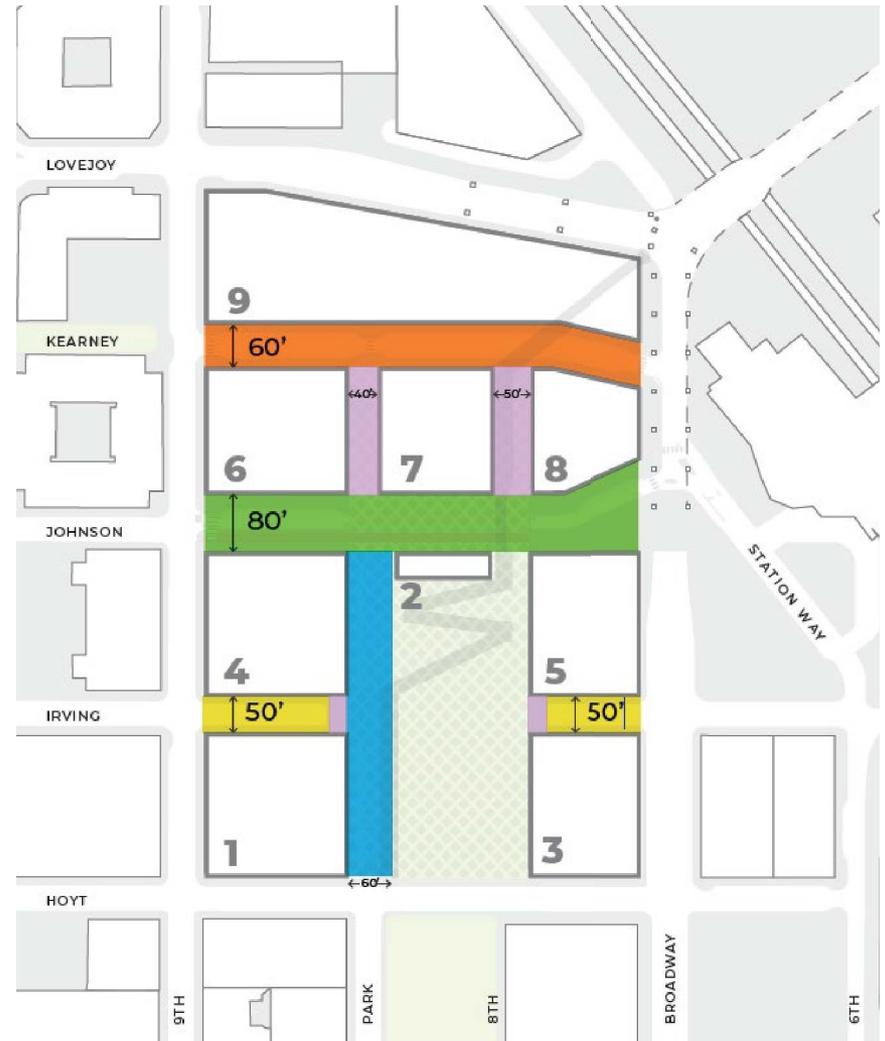
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2018

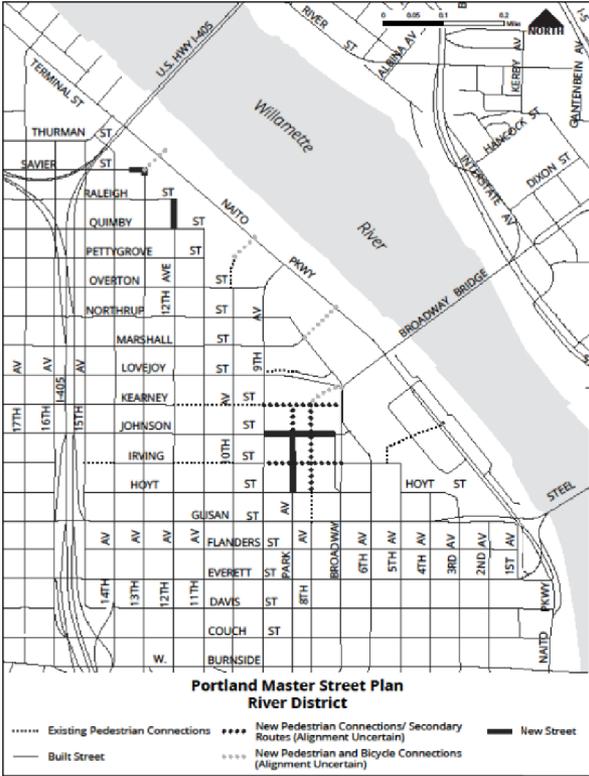
Illustrative USPS Site Concept

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Update to River District Master Street Plan

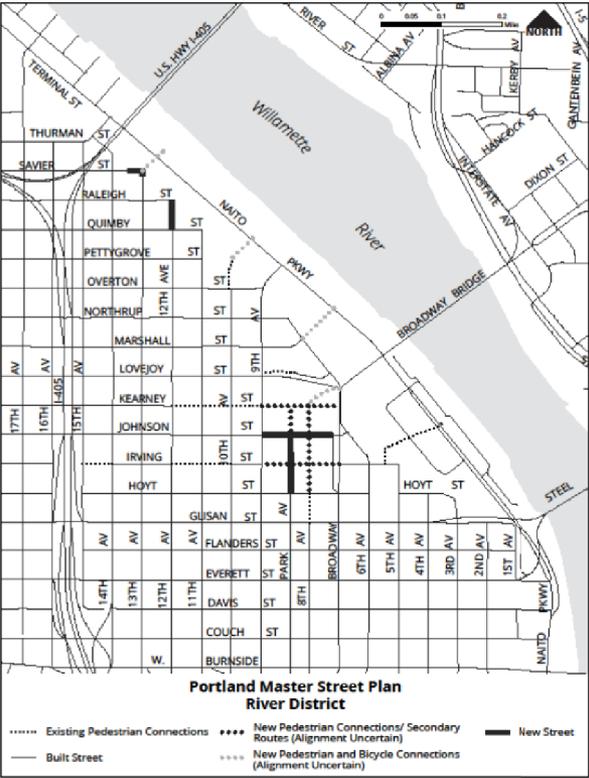
Existing



Adopted 2018

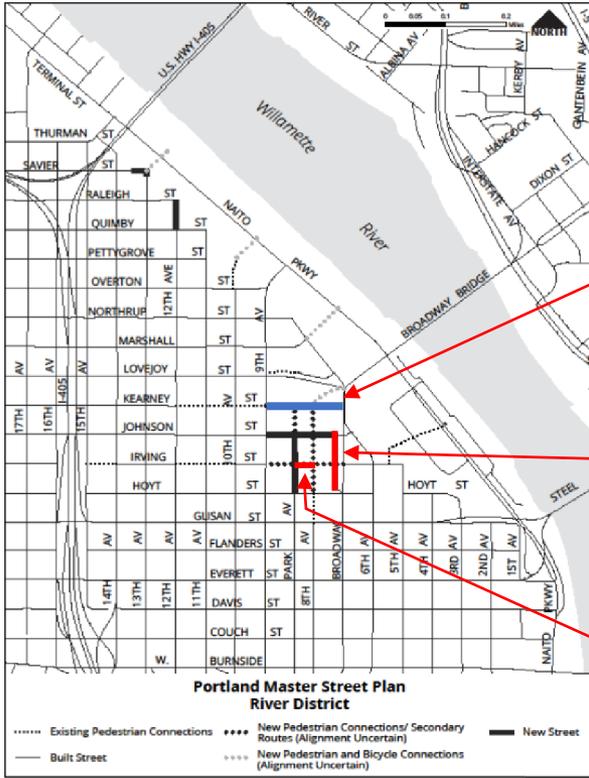
Update to River District Master Street Plan

Existing



Adopted 2018

Proposed



Designate NW Kearney St through the USPS site as a “New Street”

Remove the frontage road along Broadway Blvd

Remove Irving St segment through the new North Park Block

RIVER DISTRICT RIGHT OF WAY STANDARDS

UPDATE APRIL 2020

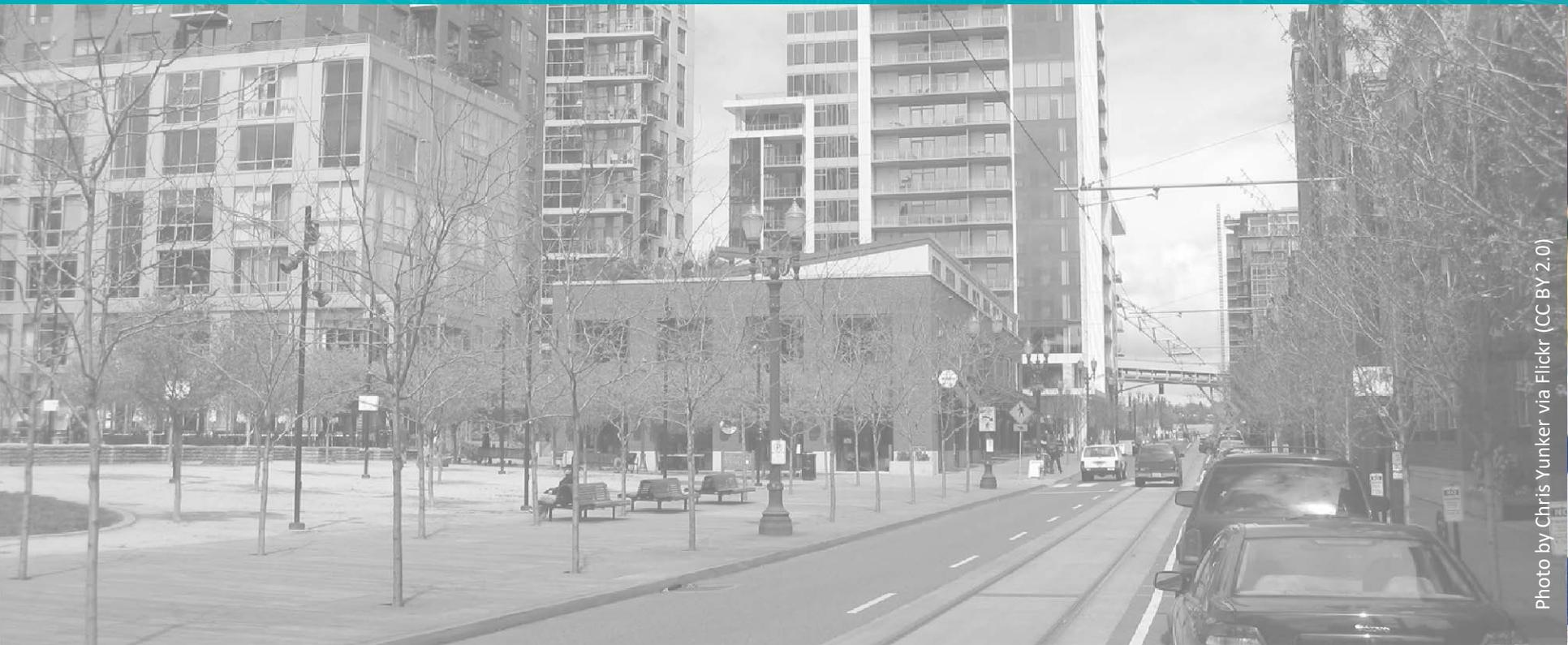
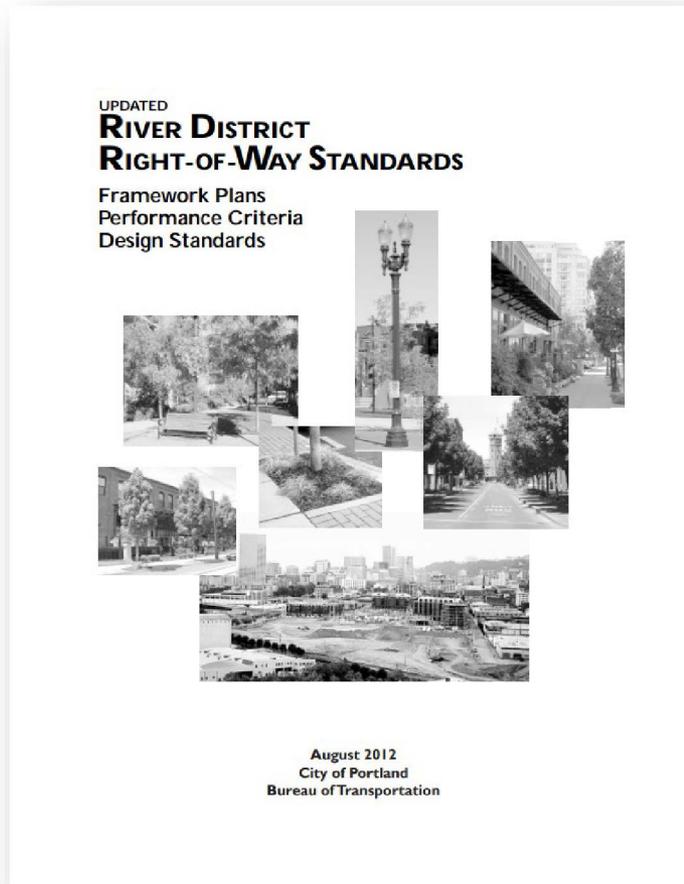


Photo by Chris Yunker via Flickr (CC BY 2.0)

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 to illustrate issues related to the functional intent established by policy.

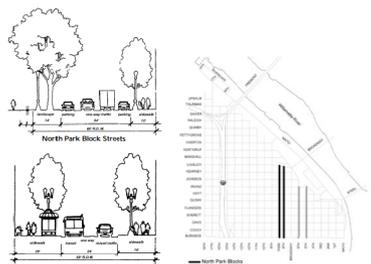
1.4 SPECIAL FUNCTION RIVER DISTRICT STREETS

There are a variety of street widths for Special Function Streets in the River District. North Broadway, 1st, 2nd and 3rd carry through-traffic from beyond the area and that are wide streets. Others, such as the North Transit Mall, the Park Block streets and the in their use and design configuration. Petzgrove is envisioned as a green street less on-street parking, eventually leading from the Fields Park to Wallace Park details.

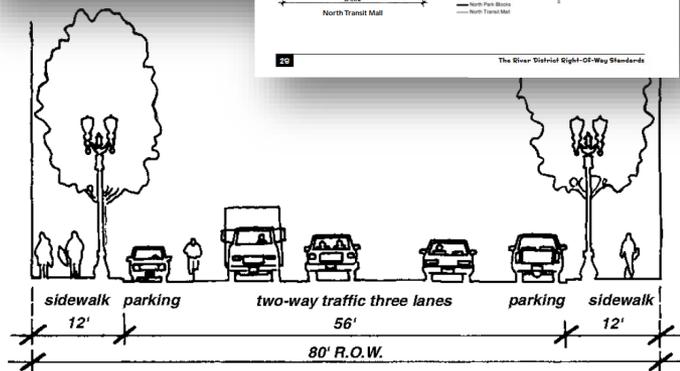
FRAMEWORK PLANS

FRAMEWORK PLANS

	1.4.3 North Park Block Streets	1.4.4 North Transit Mall
Right-of-Way	60 ft.	60 ft.
Roadway	35 ft.	24 ft.
Sidewalks	Continue existing pattern (no sidewalk on park side frontage)	20 ft. transit loading side 16 ft. opposite side
Curbside	Straight	Straight
Circulation	One-way Two lanes	One-way one lane exclusive transit One lane mixed traffic
Parking	Allowed both sides	Not allowed



The River District Right-Of-Way Standards



Broadway

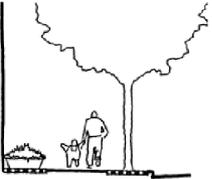
- TSP Classifications
- Street Widths and Right of Way
- Typical Streets
- Special Streets
 - Individual Street Plans
- Street Trees
- Street Lighting

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

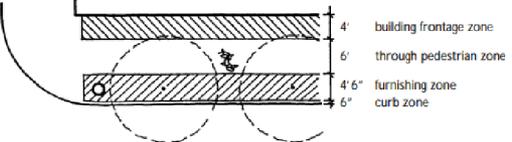
PERFORMANCE CRITERIA



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

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.

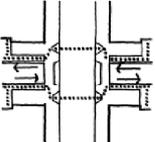
Size: 15 feet
Application: On Special Function River District Streets



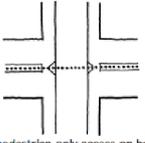
2.5.1.4 Access Corridors: Private pedestrian/bicycle/vehicle tracts with landscaping and street lighting on public easements, 60 ft. wide which approximates the original 200 foot block pattern. Per the conditions of the Hoyt St Yards Master Plan and development agreements with City of Portland, Land 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.

46 The River District Right-Of-Way Standards

- Vehicular
- Bicycle
- Transit
- Utilities
- Pedestrian
- Sidewalk Use
- Zones
- 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. The River District standards represent requirements whose application may only be altered by the City Engineer.

- 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.
1	UPDATED RAMP TO MEET ADA		ARB		RD-14

CITY OF PORTLAND, OREGON

DESIGN STANDARDS

6" CURB

3" CURB

Note:
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.

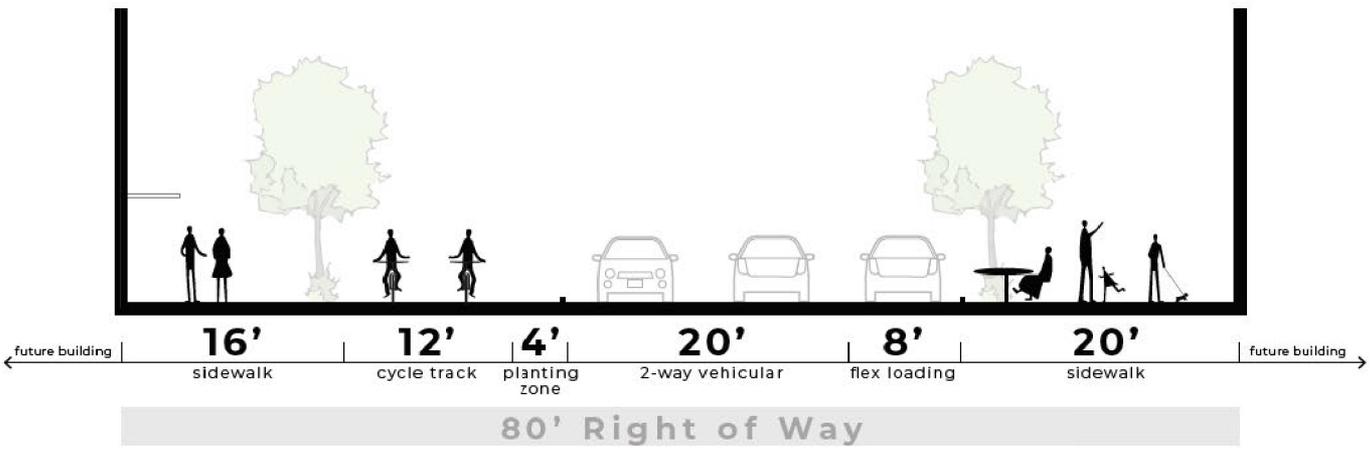
Note:
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

TITLE OF STANDARD PLAN
CURB RAMP TYPICAL CONDITION

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

CITY OF PORTLAND, OREGON

NW Johnson St



Design

- Level surface design with unique materials

Additional Specifications

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

Figure 4.26
Johnson street section



NW Park Ave

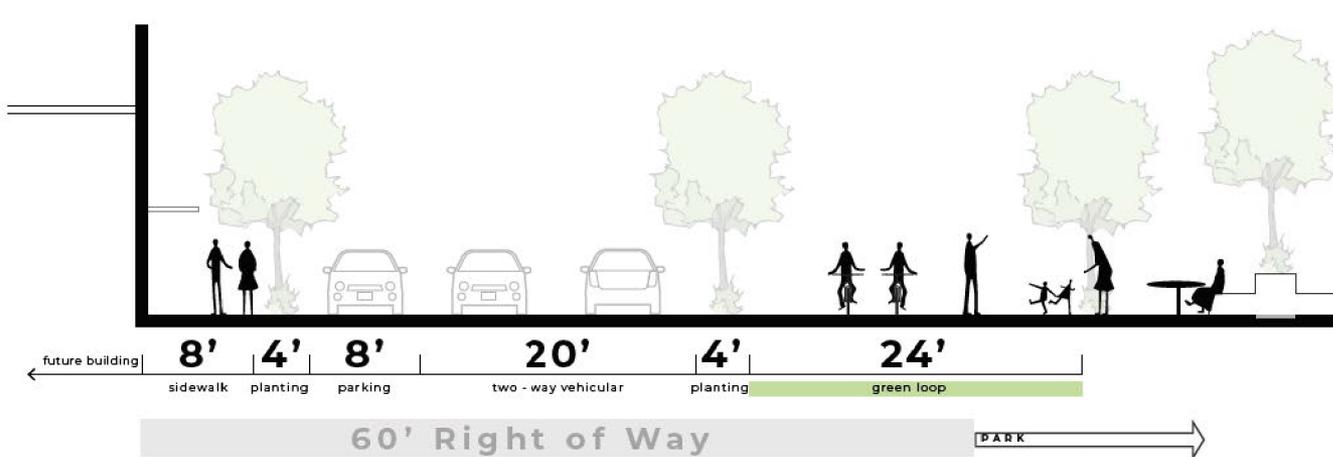


Figure 4.30
Park Ave. street section

Design

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

Additional Specifications

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

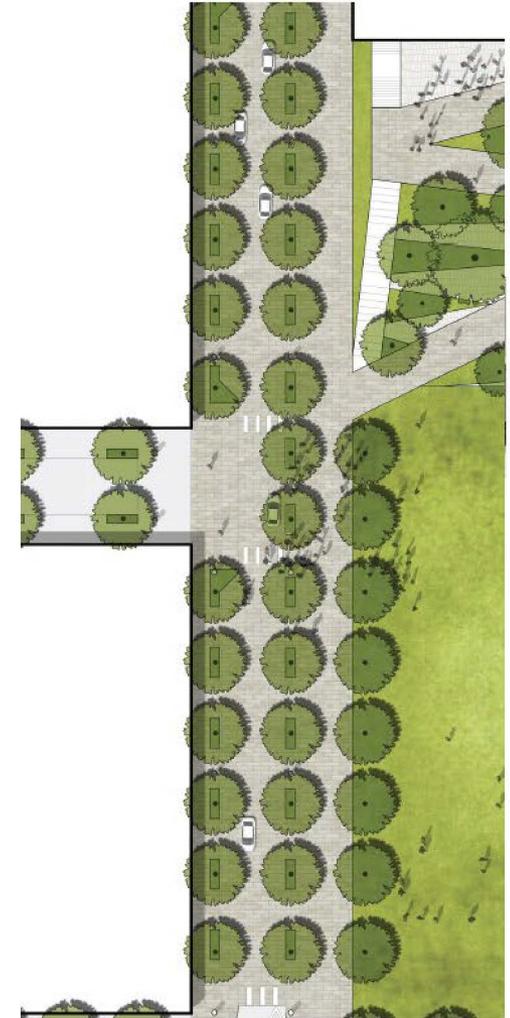
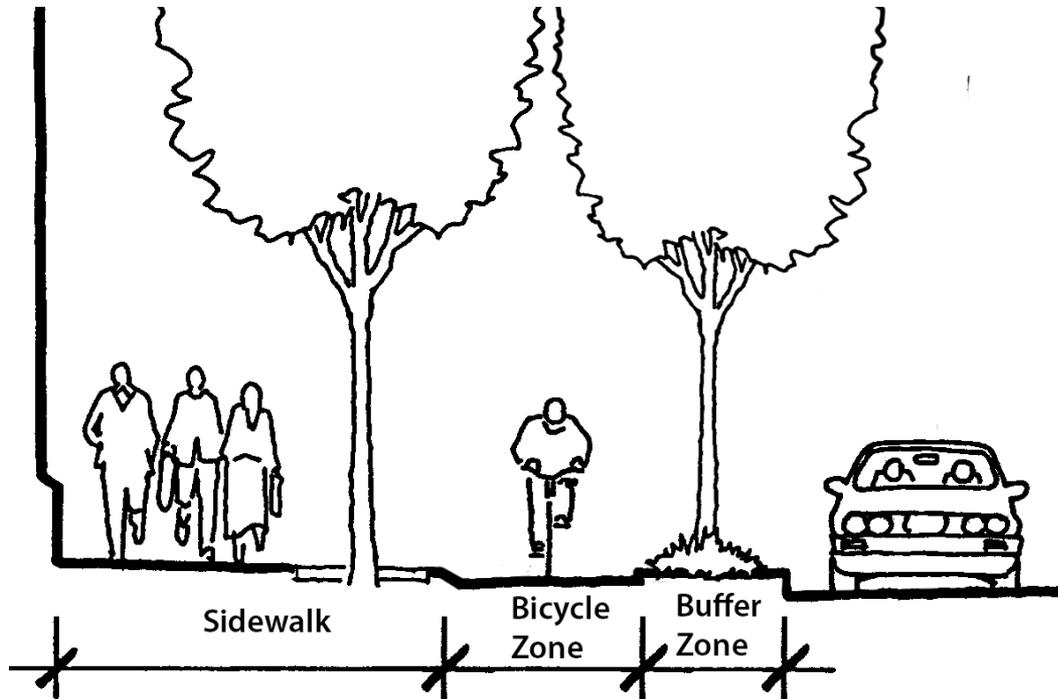
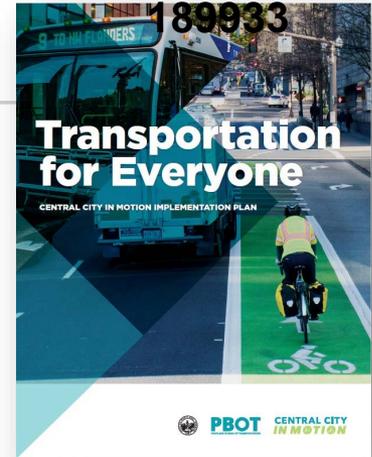


Figure 4.31

Performance Criteria: Bicycle Facilities



Advances Central City in Motion (Resolution 35395)

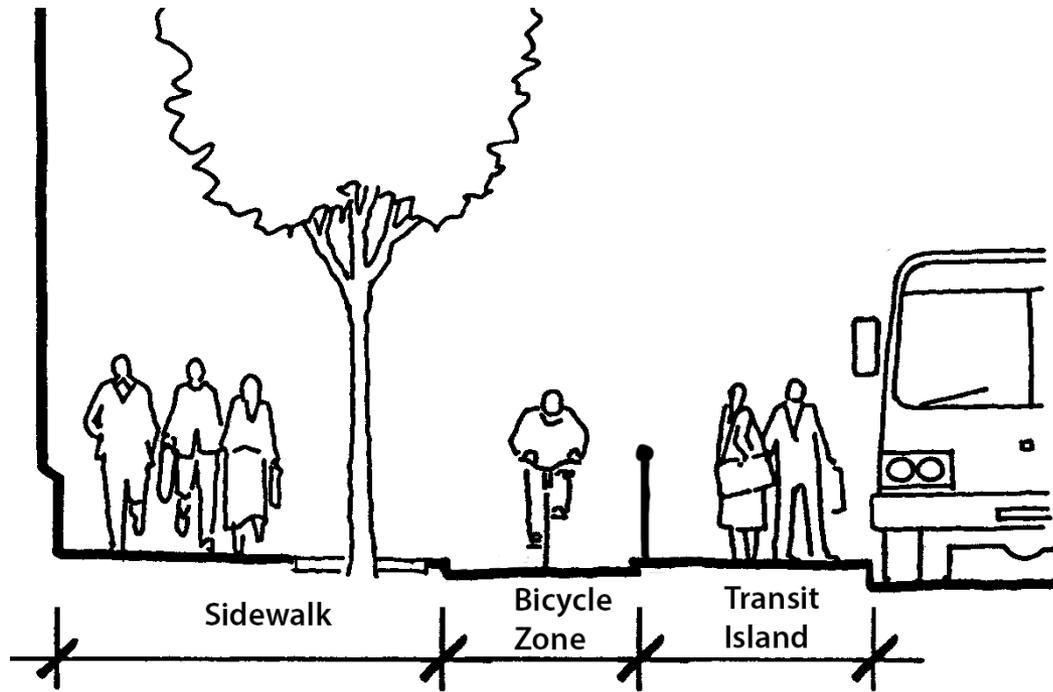
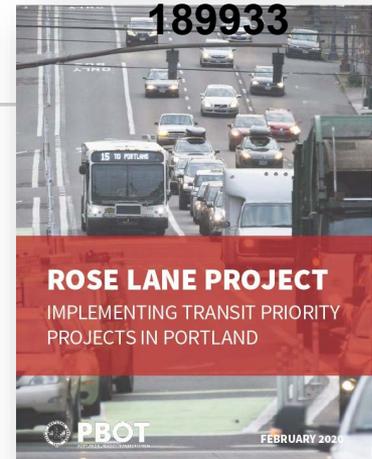
New Additions

- Neighborhood Greenways
- Protected Bike Lanes
- Bicycle Corral

Removal

- ODOT Shared Roadway
- Wide Outside Lane

Performance Criteria: Transit Facilities



Advances the Rose Lane Project (Resolution 37481)

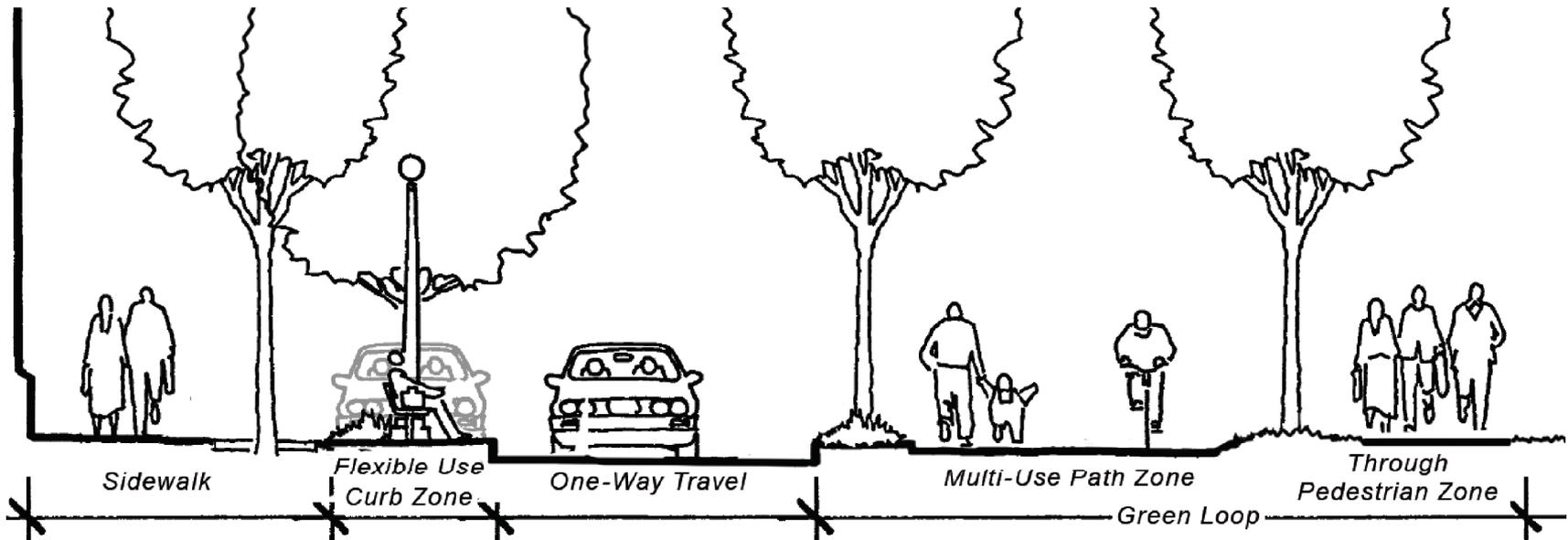
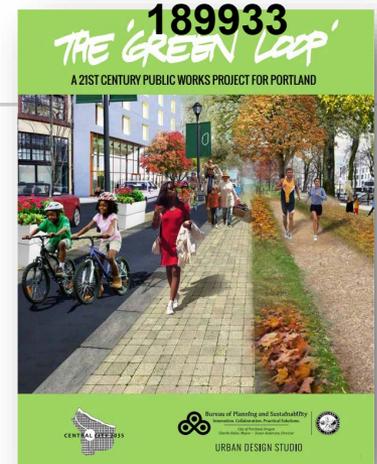
New Additions:

- Transit Only Lane
- Business Access and Transit Lane
- Transit Stops with Bikeways

Performance Criteria: Green Loop

Advances the Green Loop Concept Report (Resolution 37361)

- Alignment
- Basic Dimensions
- Design Principles



Thank you!

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