2006 CNU Transportation Summit | Boulder Colorado

Hope VI New Columbia
Portland, Oregon

Transportation reform at the scale of the block, the street and the building

Marcy McInelly, AIA, Urbsworks, Inc Urban Design


N
2.02 mi
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Introduction to the project
The design process
Street design issues
2.02 mi
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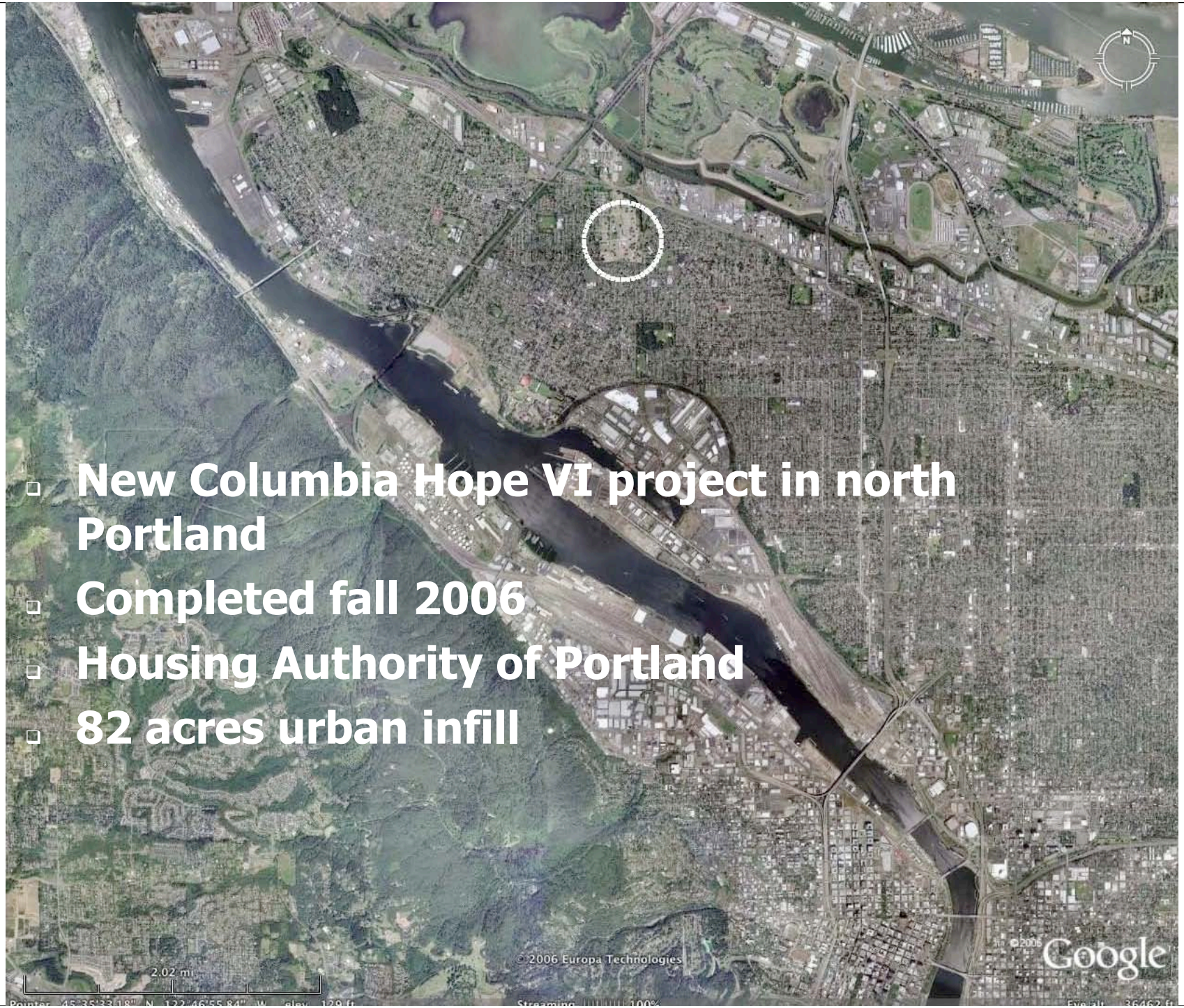
New Columbia Hope VI project in north Portland
Completed fall 2006
Housing Authority of Portland
82 acres urban infill
2.02 mi
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N
2724 ft
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Mixed-use, mixed income community
850 new units
2724 ft
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Before | After

462 units | 850 units

4 roads in, 4 roads out | every existing street connected through (17)

apartments | single & attached dwellings, duplexes & apartments

for rent (HAP) | for rent & market rate for-sale

undifferentiated open space & parking | 7 acres of parks

Before | After

impervious streets & parking lots | 98% of stormwater retained on-site & 80% less underground stormwater piping—largely through green streets design

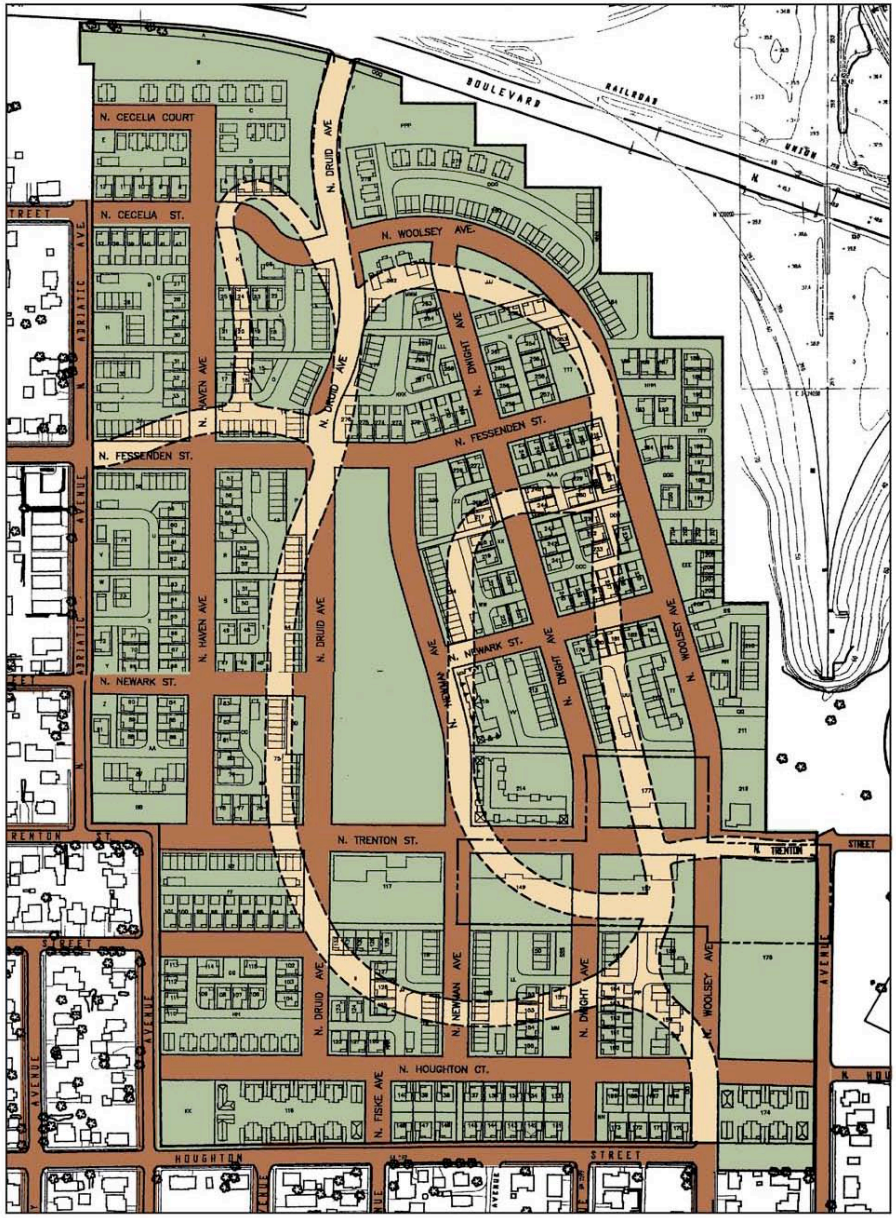
Before | After

economic & social monoculture | integrated, diverse cultures, income levels & age groups

exclusively residential | besides homes, places to socialize, shop, work and learn

fenced off and segregated | integrated into North Portland urban neighborhood fabric

Before



After

New Columbia meets the neighborhood

New Columbia meets the neighborhood

The Design Process

City zoning and land division requirements

what we had to do | what we wanted to do

meet connectivity requirements | repair street grid

meet pedestrian access requirements (every 330') | design economical street to block ratio (blocks at 300' by 600')

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The Design Process

City zoning and land division requirements

what we had to do | what we wanted to do

meet frontage requirements | use small lots & alleys

meet current street standards | use skinny streets & public alleys

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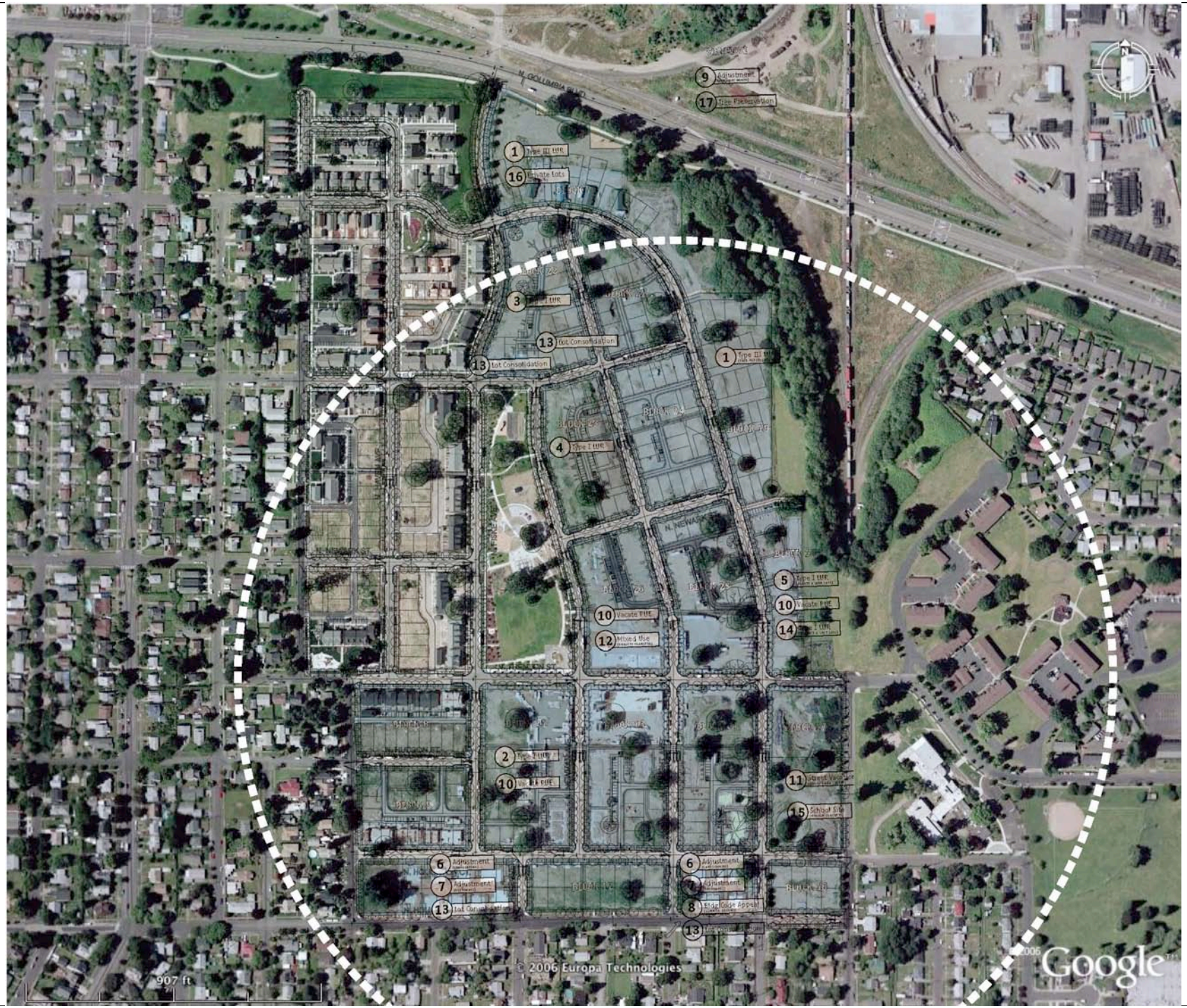
The Design Process

City zoning and land division requirements

what we had to do | what we wanted to do

meet minimum density for R-2 (17 du/acre) | compatibility with surrounding R-5 neighborhood (8 du/acre) & blur distinction between HAP rental housing and market-rate for-sale housing


9 Adjustment
17 Tree Preservation
1 Type III Use
16 Create Lots
3 Type I Use
13 Lot Consolidation
13 Lot Consolidation
1 Type III Use
4 Type I Use
5 Type I Use
10 Vacate Use
12 Mixed Use
10 Vacate Use
14 Type I Use
2 Type I Use
10 Vacate Use
11 Street Vacation
15 School Site
6 Adjustment
7 Adjustment
13 Lot Consolidation
6 Adjustment
7 Adjustment
8 Wide Lose Appeal
13 Lot Consolidation
907 ft
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5908

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4614

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The Design Process

City zoning and land division requirements

what we had to do | what we wanted to do

meet requirements for commercial zoned area | allocate to create "main street" neighborhood center

locate retail, social service/education & new school facilities on main street

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The Design Process

provide a new K-6 school on-site to replace aging neighborhood school and serve new population

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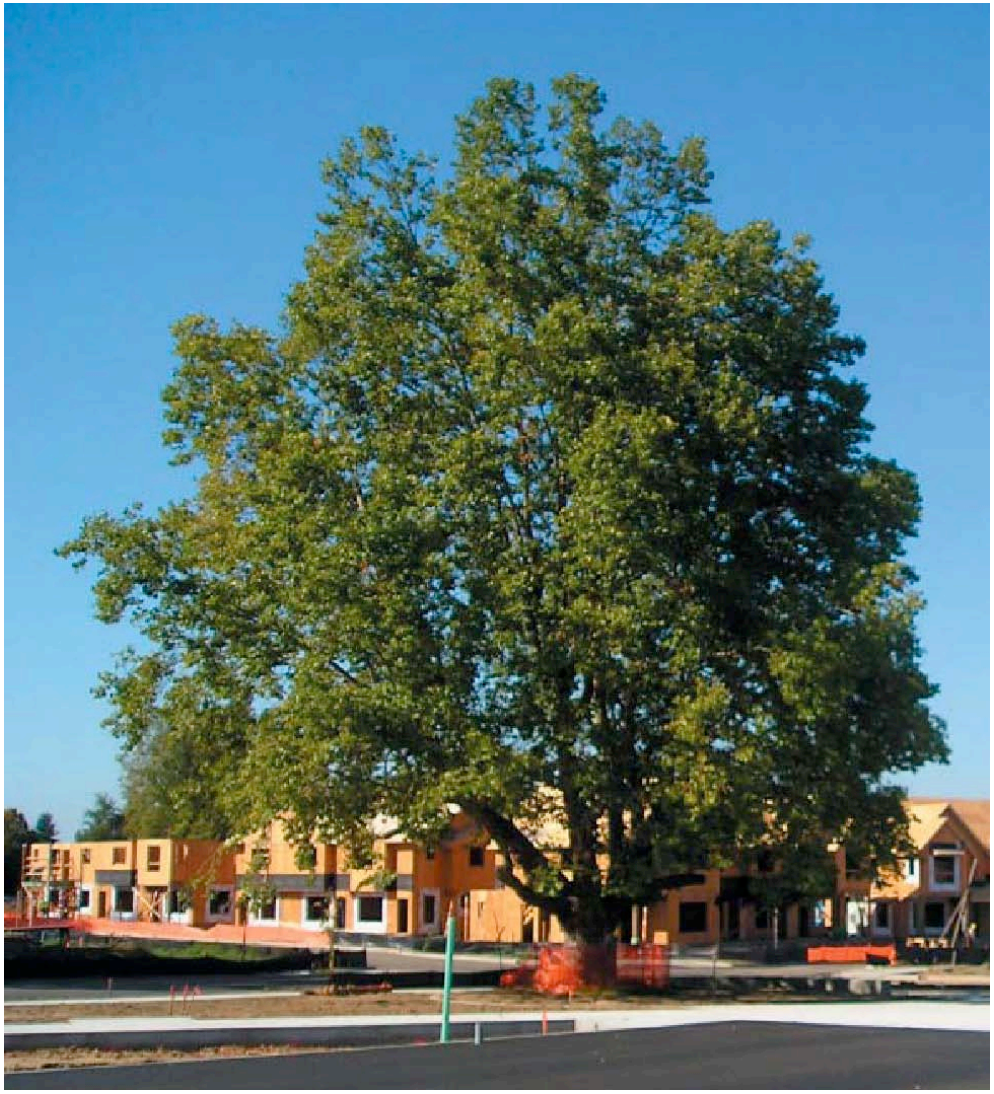
The Design Process

City zoning and land division requirements

meet tree preservation requirement of 35% of caliper inches—exceeded at more than 50%

many trees preserved are greater than 48” diameter



The Design Process

City zoning and land division requirements

what we had to do | what we wanted to do

deal with stormwater on-site | rebuild storm sewer system economically

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Street Design Issues

Streets

Skinny streets not allowed in R-2 (multi-dwelling zone)

Residential parking accommodated entirely on alleys; streets serve as visitor parking only

Density transition created areas effectively single dwelling

Required street dimensions: 8’ | 10’ | 10’ | 8’ = 36’

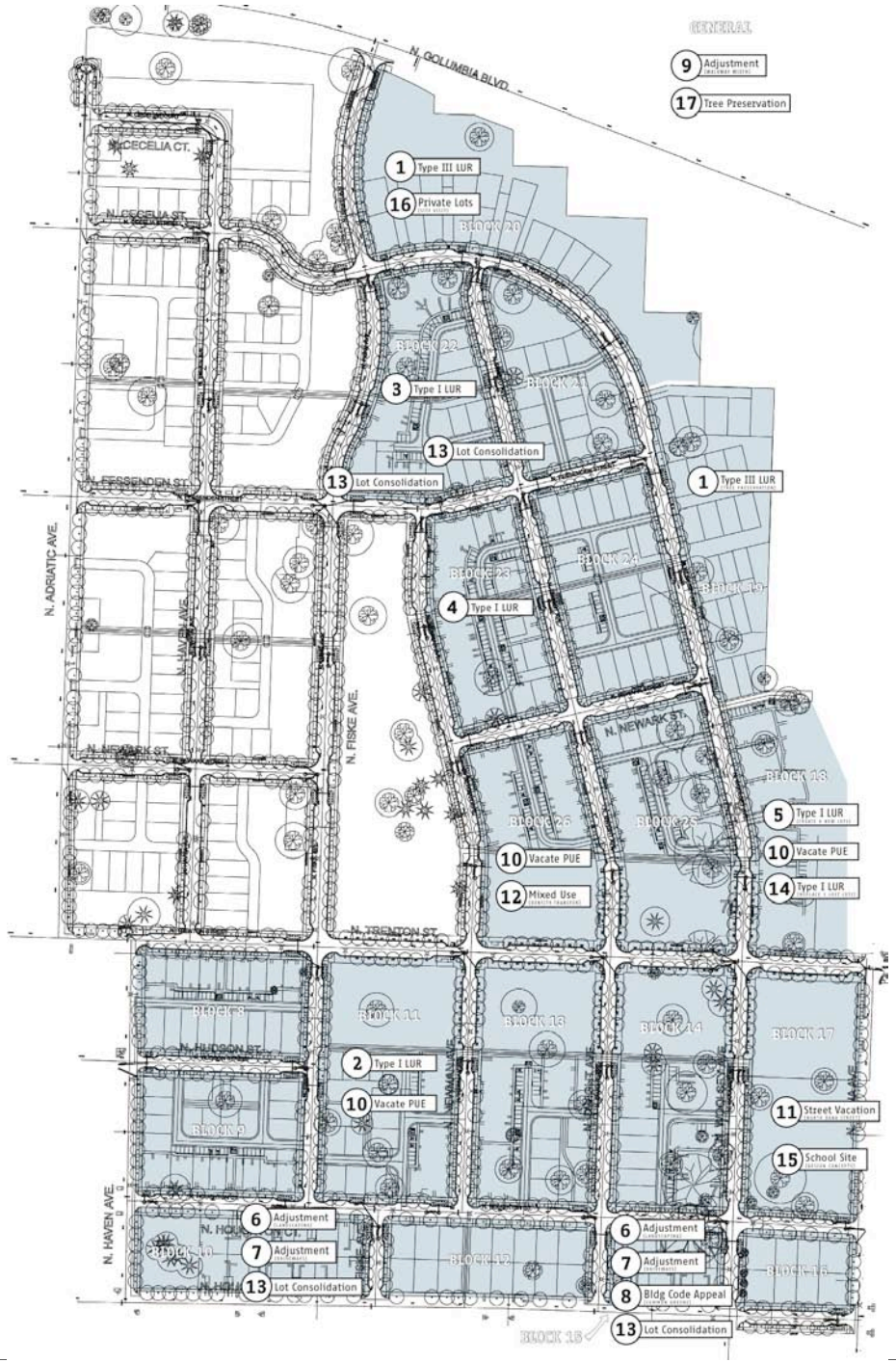
8 additional feet required for every street

Street Design Issues

Streets

Historic note:

Portland's skinny street standard (queuing street):
8' | 10' | 8' = 26'


GENERAL
9 Adjustment
17 Tree Preservation
N. COLUMBIA BLVD.
N. CECELIA CT.
N. CECELIA ST.
1 Type III LUR
16 Private Lots
BLOCK 20
BLOCK 22
BLOCK 21
3 Type I LUR
13 Lot Consolidation
13 Lot Consolidation
1 Type III LUR
N. ADRIATIC AVE.
N. HAVEN AVE.
N. FISKE AVE.
BLOCK 23
BLOCK 24
BLOCK 19
4 Type I LUR
N. NEWARK ST.
N. NEWARK ST.
BLOCK 18
BLOCK 26
BLOCK 25
5 Type I LUR
10 Vacate PUE
10 Vacate PUE
12 Mixed Use
14 Type I LUR
N. TRENTON ST.
BLOCK 11
BLOCK 13
BLOCK 14
BLOCK 17
N. HUDSON ST.
2 Type I LUR
10 Vacate PUE
11 Street Vacation
15 School Site
N. HAVEN AVE.
6 Adjustment
7 Adjustment
13 Lot Consolidation
6 Adjustment
7 Adjustment
8 Bldg Code Appeal
13 Lot Consolidation
BLOCK 16

New Columbia's single skinny street: 8' | 10' | 10' = 28'

Street Design Issues

Alleys

No standard for alleys; city relied on local street standards

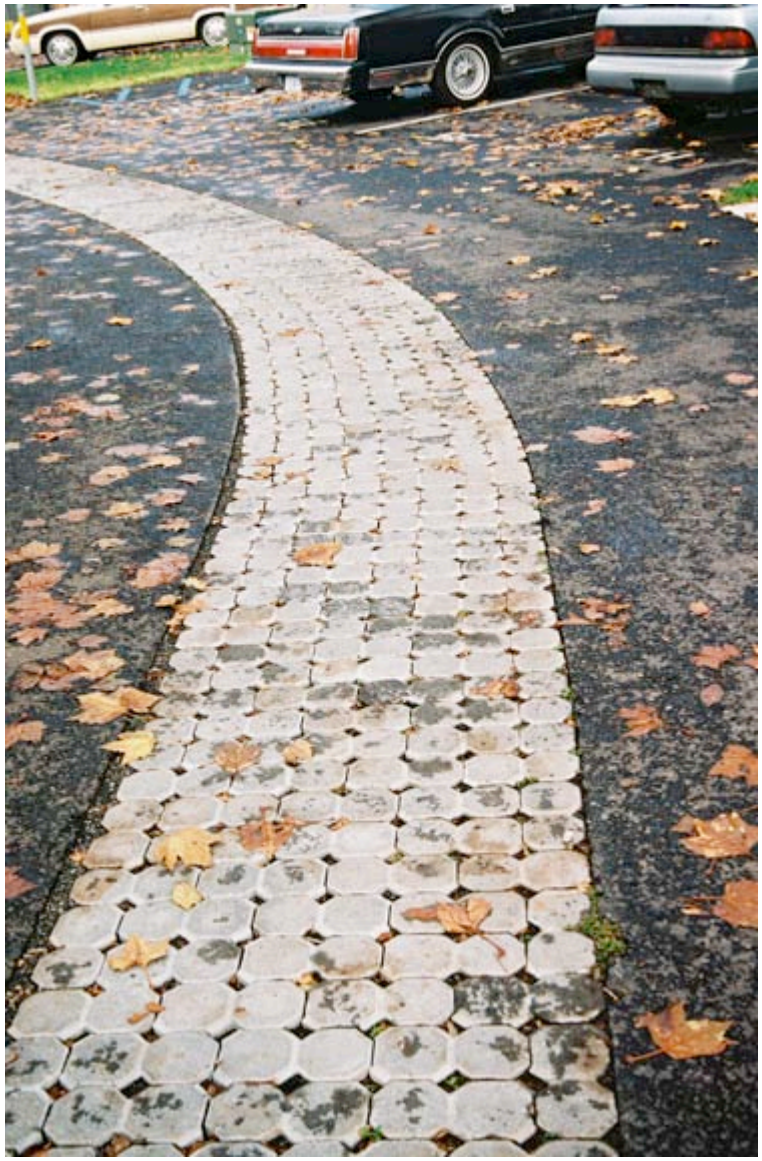
Requested 12-14’; granted 18’-20’

Required to treat required pedestrian crossing similar to a local street intersection

Granted appeals to allow mountable curbs at side to minimize perceived width

Granted appeal to use pervious paving to compensate for cost and stormwater impacts of extra required paving

Required alley width: 1′ | 1′ | 16′ | 1′ | 1′ = 20′



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