



South Waterfront Code & Design Guideline Update Project

Portland City Council Hearing
Second Reading
January 27, 2010



Project Components

Greenway Development Plan Amendments

Amend Zoning Code Provisions and Design Guidelines to better address Greenway Development Plan option in the Zoning Code

Design Guideline Amendments

Amend Design Guideline package to better address greenway review process

General Zoning Code Updates

- Repeal “required” residential use area
- Allow hotels in South Waterfront
- Address proposed street plan amendments
- Required Ground Floor Retail

Testimony at First Hearing

Portland Audubon & Urban Greenspaces Institute shared following concerns:

Tone of Guideline Document

Proposed amendments to *South Waterfront Design Guidelines* do not adequately elevate the importance of habitat enhancement activities envisioned by Greenway Development Plan (GDP).

Images and Text

Some Images and text in *South Waterfront Design Guidelines* could be improved to better convey how habitat and other objectives of GDP can be achieved.

Coordination of Greenway Activities

There is no one single bureau of agency within the City of Portland charged with leading and coordinating greenway enhancement activities in South Waterfront.

Testimony at First Hearing

Proposed response to concerns:

Add Additional Text & Images to Document

Place new images and text within *South Waterfront Design Guidelines* to better address importance of habitat enhancement activities.

Replace or Edit Existing Images & Text

Replace or edit the existing Images and text in *South Waterfront Design Guidelines* to better convey how habitat and other objectives of GDP should be achieved.

Council Resolution Directing New Coordination Effort

Appoint Office of Healthy Working Rivers as City of Portland's lead agency in leading and coordinating greenway enhancement activities in South Waterfront.

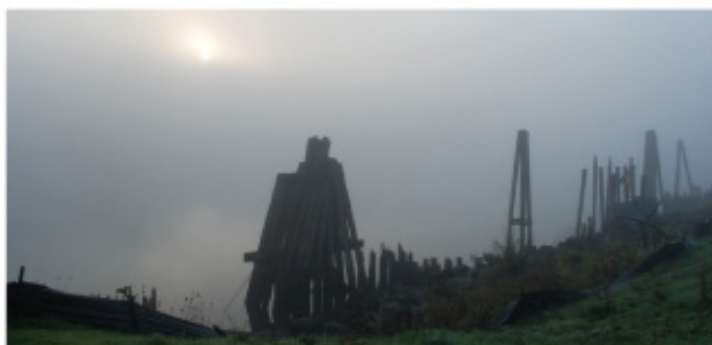
Sample Amendments

Existing Page: Replace Images

CONSIDER SOUTH WATERFRONT'S HISTORY AND SPECIAL QUALITIES **A5-1**

Guideline A5-1 may be accomplished by:

1. Reusing or recycling elements of South Waterfront's past in new designs.



These industrial remnants, along South Waterfront's riverbank, could be reused as part of a new riverbank design. They could serve as a structure for new in-water habitat environments or potentially as part of a new riverfront access opportunity.

Guideline A5-1 may be accomplished by:

2. Combining works of art, stormwater management systems, and water features.



This image shows an approach that combines stormwater management and works of art. Their successful integration draws attention to both. The sculpture's placement adds to the visual relief offered by the water feature and provides different views from different locations around this office complex in Germany.

Replacement Images

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New York City's High Line reincorporates rail tracks within paving patterns and planting areas. These industrial remnants reinforce the character and history of its former use, while also giving the High Line a clear identity.

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2-1 ADDRESS STREETS AND ACCESSWAYS

Guideline 2-1 may be accomplished by:

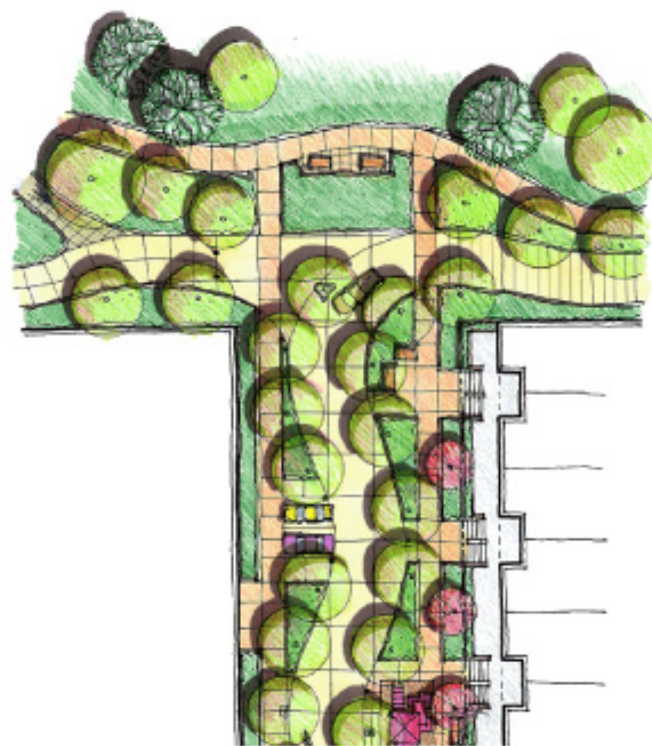
1. Incorporating on-street parking and wide sidewalks where public streets abut the greenway.



These two images show on-street parking and wide sidewalks adjacent to a street along the waterfront trail. The parking acts as a buffer between the street and trail and also encourages public use and connections through the generous sidewalk.

Guideline 2-1 may be accomplished by:

2. Creating east-west "Universal Streets" or fingers of green, extending into the greenway, and providing north-south "Universal Accessways" along the western boundary of development to allow low-volume, limited access and encourage mixed-uses.

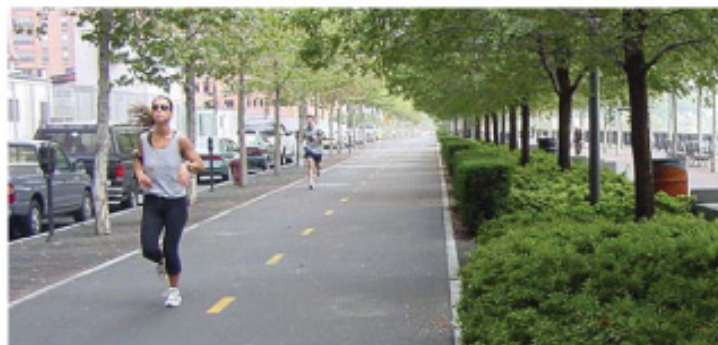


This illustration of a Universal Street shows limited access to the greenway which could provide visitor parking, play areas, and semi-private courtyard or planting areas.

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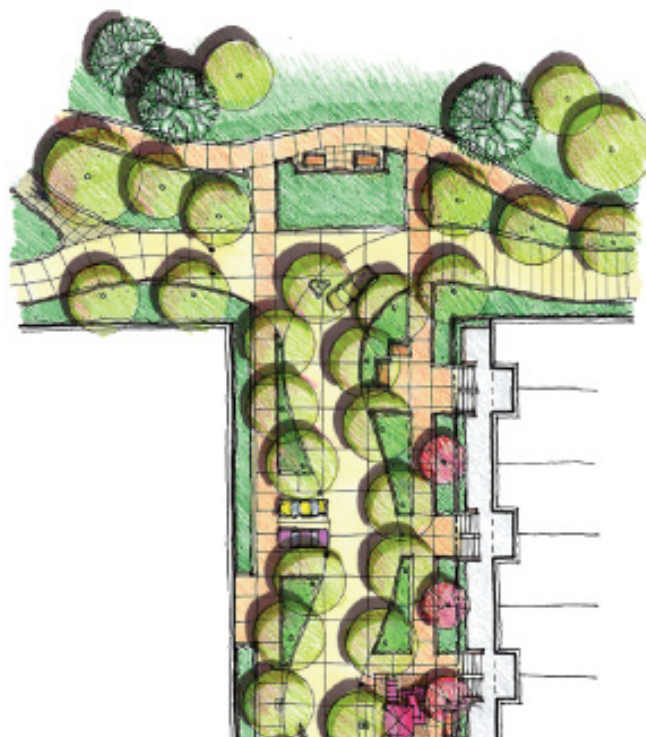
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Existing Page: Replace Images

ADDRESS STREETS AND ACCESSWAYS 2-1

Guideline 2-1 may be accomplished by:

3. Integrating views, connections to gathering places, and pedestrian and bicycle entries into the greenway from each street terminus.



This platform just south of South Waterfront Park and Riverplace in downtown Portland is a good example of how providing regular overlooks cantilevered or jutting into the habitat can protect the river from excess human access. The diagonal path below the overlook provides an ADA-accessible route from the Greenway trail to the river's edge.

Guideline 2-1 may be accomplished by:

4. Providing signage at entry points into the greenway.



This image illustrates clear signage to the trail from an entry point, indicating where each of the pedestrian and bicycle modes belong.

ADDRESS STREETS AND ACCESSWAYS 2-1

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The platform south of South Waterfront Park (top) is a good example of how providing regular overlooks cantilevered into the habitat can protect the river from excess human access. The diagonal path below the overlook provides an ADA-accessible route from the Greenway trail to the river's edge. Benches and signage (bottom) provided at the ends of streets can lead people to gather in appropriate places to view the water and its inhabitants.

SOUTH WATERFRONT GREENWAY DESIGN GUIDELINES | DRAFT 2009

Guideline 2-1 may be accomplished by:

4. Providing signage at entry points into the greenway.



This entry point into the Brooklyn Heights Promenade visually links the neighborhood into the space with a prominent flag pole and signage that clearly indicates a point of access. The tree-lined pathway also reaches into the neighborhood, extending the trail and greenway back into the city.

DESIGN DIVERSE PLANT COMMUNITIES 6

In the ten to twenty years following planting, trees should have developed enough height and canopy to provide potential perch, roost and/or nesting sites for riverbank riparian species. As trees and shrubs develop and produce greater seed and berry sources, they will attract birds that use these foods and also provide habitat for an increasing number and abundance of insects and insect-eating wildlife. Careful selection of native plant species will improve the abundance and diversity of native wildlife. Patches of native trees, shrubs and herbs in the greenway will provide value to a variety of native wildlife species.

Guideline

Select appropriate species of native and native-like plants based on the soil, light, moisture conditions, context and adjacent uses of the site.

Create and enhance habitat through renaturalization, encouraging a structurally diverse and ecologically valuable greenway.

Guideline 6 may be accomplished by:

1. Enhancing shallow water habitat to benefit salmonids and other aquatic species by providing shade, woody debris and low riverbank vegetation. Beaches should be preserved and enhanced by regrading the lower riverbank to create shallower slopes where feasible.



This image illustrates the potential shallow water habitat created by providing and maintaining shady areas, shallow slopes, and woody debris along the riverbank.



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7-1 DEFINE AND STRENGTHEN THE REACHES



The GDP consists of three primary geographic areas: the North, Central, and South reaches. Each reach is proposed to have its own unique character and each is intended to focus on different functions or aspects of the plan.

North Reach.

Extending from the Marquam Bridge to SW Porter Street, this reach presents some of the greatest opportunities to restore upland, riparian, and in-water habitat in South Waterfront, and these activities are proposed to be a major focus of the greenway improvements in this reach. The GDP also proposes bicycle and pedestrian trails through this reach with a few places for people to stop and enjoy the greenway. An overlook and small play/plaza feature were also conceived by the GDP near Porter Street; however, as these features were in an area now within the proposed alignment of the Willamette Crossing light rail bridge, these features could also be pursued south of Porter within the Central Reach.



Central Reach.

This reach extends from SW Porter to SW Lane Street and is envisioned as the reach with the greatest emphasis on human interaction with the greenway and river. A large riverfront plaza was conceived for the end of SW Gibbs Street, a street that is envisioned to draw many people from the tram and Gibbs Street Pedestrian Bridge. This reach was also proposed to include active and passive recreation features, potentially including an urban beach, water play area, dock facility, lawn area, and a continuation of the split bicycle and pedestrian trail system that extends the length of the greenway. This reach is also envisioned to include the enhancement of habitat along the lower bank of the slope throughout the reach with a mix of in-water, riparian and upland habitat enhancement activities from SW Porter to a cove located south of the Ross Island Bridge.



South Reach.

This reach presents similar opportunities to restore various habitat conditions as are present in the North Reach. Extending from SW Lane Street to the River Forum Building at the southern end of the district, this reach is envisioned to include a mix of highly enhanced habitat areas while also providing opportunities for human interaction with the river's edge through an overlook or perhaps light watercraft boat ramp. As with the other reaches, the bicycle and pedestrian trail network circulates through this reach and is supported with occasional places for people to sit and enjoy the greenway and river.



Requested Action:

Adopt:

- Proposed amendments to ***South Waterfront Design Guidelines & South Waterfront Greenway Design Guidelines***
- Proposed package of amendments to the ***Portland Zoning Code***
- Ordinance and Finding associated with ***South Waterfront Code & Design Guideline Update Project***

Extras

Greenway Development Plan



South Waterfront Design Guidelines

Section I: Introduction

within g overlay:

