

SOUTH WATERFRONT DISTRICT STREET PLAN, CRITERIA AND STANDARDS

Background

In 1996, the Portland City Council accepted the City Engineer's Report titled North Macadam District Street Plan, which identified and classified a street system for the North Macadam District. On January 20, 2003, City Council adopted amendments to the Central City Plan and updated the District's special design guidelines and the zoning code. At the same time, City Council changed the North Macadam District name to South Waterfront District (the District). By authority of the City Engineer under Title 17 City Code, the South Waterfront Street Plan, Criteria and Standards was amended in 2007 providing updated design criteria and standard details for the District's public rights-of-way. The 2009 document update amends the North District (the area south of Sheridan St and north of Gibbs St) rights-of-way alignment and standards to accommodate future light rail and property development, as well as expanded streetcar service and bicycle and pedestrian infrastructure.

The South Waterfront District of the Central City of Portland lies along the Willamette River and south of downtown. The district boundaries are the River, Interstate 5, the Marquam Bridge and SW Hamilton Court. Adopted City policy envisions this as a mixed-use neighborhood with significant residential development along the River and commercial development focused along transit corridors. With just over one mile of River frontage the District contains approximately 140 acres. Some land is developed or being developed and some land is vacant land or has redevelopment potential.

The primary development constraint in the District is transportation access to and from regional highway and transit systems. The South Waterfront Plan of January 20, 2003 includes a vision, policies and an Urban Design Plan that promotes high density housing and commercial development with a full range of businesses that contribute to the region's job growth. The vision also includes frequent public connections to the river, limiting the size and amount of surface parking lots, and integrating development and services.

Commentary

SOUTH WATERFRONT DISTRICT STREET PLAN MAP

A new design standard for maps in the TSP is being developed. All maps will be redesigned for continuity throughout the TSP, including the Master Street Plan maps.

As of September 2015 PDC and PBOT are working together on refinements to the South Waterfront street plan, specifically around the location and design of portions of SW Bond Avenue that has not been developed yet.

Since the adoption of the plan a number of infrastructure improvements such as parks and roads have been implemented that could alter the map. During this stage of the update the map as adopted in 2009 will stay in the document as is. Future updates will reflect current/updated street grid and infrastructure improvements.

PSC Recommended Amendment



Commentary

South Waterfront District Street Plan (cont.)

PSC Recommended Amendment

In 1998 the North Macadam District Street Design Standards and Criteria Plan: Transportation Report considered and analyzed South Waterfront's limited access and adjacency to I-5 and Ross Island Bridge ramps. The analysis included the three district portal intersections: River Parkway and Harbor Drive (north), Curry and Macadam (center) and Bancroft and Macadam (south). The analysis was based on the District's 20-year goals for accommodating 10,000 jobs and 3,000 housing units and a 30 percent mode split. The housing goal has since been increased to 5,000 units.

Conclusions were:

- Bancroft and Macadam portal improvements would accommodate traffic growth and transit access at acceptable levels of service. South Waterfront (North Macadam District) became part of the Central City in 1988.
- Moving the central portal from Gibbs to Curry and improving the Curry and Macadam intersection would better accommodate traffic operation, growth and access from I-5 to the District.
- As the District's growth nears 10,000 jobs and 5,000 housing units, portal access will degrade and as a result function at a marginally acceptable level.
- River Parkway and Harbor Drive would operate at acceptable levels although backups on I-5 and Naito Parkway could interfere with operations on a more frequent basis in the future.

The 1998 transportation analysis demonstrated that while the District will experience increased congestion over time, the portal capacity with the identified portal improvements and increased transit service should continue to provide acceptable levels of service to the District and the regional transportation system.

Since the 1998 report, plans for portal improvements have been altered. Through the South Portal Study, conducted in 2006, the recommended south portal shifted south to Hamilton St and Macadam. In addition, the planned central portal improvements at Curry have been scaled back and north portal improvements at River Parkway and Harbor Drive have been added. In fact, in 2009 the Portland Bureau of Transportation updated the technical analysis through the North Macadam Transportation Development Strategy (resolution no. 36696 adopted April 8, 2009). The report identified multi-modal project priorities and a funding strategy to guide project implementation necessary to support continued development of the urban renewal area, including portal improvements.

Commentary

South Waterfront District Street Plan (cont.)

PSC Recommended Amendment

The 2007 update of the South Waterfront District Street Plan, Criteria and Standards primarily responded to development in the Central District and completion of infrastructure projects, including the Portland Streetcar extension to Lowell St and the Portland Aerial Tram to Oregon Health Sciences University. Transportation studies, such as the 2004 South Waterfront District Transportation Improvements Evaluation and 2006 South Portal Study had also been completed. Major updates included changes to the street lighting design standards, certain street furniture standards, and the modification of the street plan based on the recommendations of the South Portal Study and the new Greenstreet Policy (resolution no. 36500 adopted in April of 2007). Other changes included modest refinements to various street dimensional standards developed through preliminary engineering and construction of these streets and to refinements of various performance criteria. Overview South Waterfront

2009 Update

Since the 2007 update, the City of Portland has endorsed the locally Preferred Alternative (LPA) for the Portland to Milwaukie Light Rail alignment. This alignment extended light rail south into the North District and include bus service and streetcar utilizing the same alignment. In addition, the OHSU Schnitzer Campus master plan and the North Macadam Transportation Development Strategy report, with a prioritized list of multi-modal projects and a funding strategy, have been completed. These activities generated the need to refine and update various elements of the Street Plan. Major updates include changes to the street alignments and designations in the Concept Street Plan Map, updates of some street widths in the Right-of-WayWidth Map changes to street descriptions in the Street Classification and Function Table, and adjustments to the Standard Street Sections.

Specific changes made to the Concept Street Plan map are as follows:

- Bond Ave extends north through the District.
- Bond Ave is one-way northbound through the District.
- Moody Ave is one-way southbound for vehicular traffic through the District; and one-way southbound for streetcar south of Woods St.
- Moody Ave remains two-way streetcar north of Woods St.
- Moody Ave includes a two-way bike path along the west-side to minimize bike/streetcar interactions.
- The grades of Moody Ave and Porter St are raised to a level consistent with the Willamette River Crossing Partnership findings necessary for light rail.
- Porter St carries light rail, streetcar and bus in two directions only; private vehicles are not accommodated on this street.
- River Pkwy (south of the Marquam Bridge) terminates at Woods St.
- Alignments are adjusted for local east-west streets north of Gibbs St.
- “Special Design Area” beneath the Ross Island Bridge has been relocated to reflect the location of the potential active-use park. Grover St is aligned on either side of the Ross Island Bridge.

Commentary

South Waterfront District Street Plan (cont.)

North Macadam Street Plan deleted and replaced by South Waterfront District Street Plan

PSC Recommended Amendment

~~The North Macadam Street Plan was developed by the Portland Office of Transportation (PDOT) and accepted by City Council as part of the City Engineer's report on November 12, 1996 (see North Macadam District Planning, Chapter 12). Planning efforts continued to refine regulations and guidelines developed for North Macadam. On November 13, 2002, City Council passed Resolution 36111 and Ordinance 177082 adopted the South Waterfront (previously North Macadam) Plan, Zoning Code, and Design Guidelines.~~

~~As part of Council's adopting actions, the Office of Transportation was directed to~~

~~work with Environmental Service, Planning, Portland Development Commission and other relevant agencies to update the Street Plan for North Macadam, including updates to the Transportation Element of the Comprehensive Plan, the street plan maps, street standards and street plan principles, to be consistent with the policies and Transportation Concept of the North Macadam Plan, and return to City Council for review and acceptance no later than January 20, 2003.~~

~~On February 26, 2003, PDOT issued an "Interim South Waterfront Street Plan" to address the immediate need of an updated street plan with the acknowledgement that additional work was needed to address street standard details, allow for community review, and solicit advice from the Design Commission.~~

~~In response to the Portland-Milwaukee Light Rail Project, the re-alignment of Water Avenue, the Clinton the the River Project and the North Macadam Transportation Development Strategy, a revised South Waterfront District Street Plan was adopted in November 2009 by Resolution 36753. The new plan and revisions to projects were adopted by Ordinance 185208 in 2011.~~

Commentary

South Waterfront District Street Plan (cont.)

North Macadam Street Plan deleted and replaced by South Waterfront District Street Plan

Street Plan, Criteria and Standards

The South Waterfront District Street Plan, Criteria and Standards document was accepted by City Council on October 29, 2003. The document includes a Right of Way plan that focuses on the Willamette River, land use and open space network. It creates a balanced multimodal transportation system with east/west streets providing pedestrian circulation and service access while north/south streets provide transit, pedestrian, bike and vehicular mobility within the district. East/west streets are comprised of local and enhanced pedestrian streets that are regularly spaced and provide convenient access from north/south streets to businesses and residences.

Frequently spaced Enhanced Pedestrian Streets provide additional sidewalk widths and pedestrian scale street lighting. East/west streets also extend to the river through green accessways to provide connectivity throughout the district.

The document also includes street plan principles, such as block sizes of no less than 200 feet and no greater than 500 feet, to promote a walkable and accessible pedestrian environment. The block system will also provide an opportunity to appropriately distribute traffic throughout the District consistent with new street classifications.

Street Classifications

The South Waterfront District Street Plan, Criteria and Standards document includes new street classifications for many of the existing and new streets in the District. All streets are classified based on the seven different street classifications in the Transportation Element of the Comprehensive Plan. Enhanced Pedestrian Streets and Green Accessways describe the look of certain streets rather than their function. The streets also have a classification within the Pedestrian classification system of the Transportation Element of the Comprehensive Plan.

Commentary

Replace old Map 11.11-1 with new Concept Street Plan map on page 19.

PSC Recommended Amendment

(REMOVE OLD MAP BELOW)

