December 7 - 9, 2005
South Waterfront Urban Design Charrette

South Waterfront Urban Design Group

EVOLUTION OF THE SOUTH WATERFRONT DISTRICT

1867
- Campsite for Native Americans, earliest Portland settlement

1936
- Lively maritime industrial uses: shipbuilding / dismantling
- Extending the riverbank east into the river

1969
- Willamette Waterfront: South of Downtown Portland
- Brochure prepared to stimulate interest in reclaiming properties along the Willamette River for public use
- Uses / features envisioned included heliport, commercial marine island, international trade center

1988
- Central City Plan
- Brought into Portland’s Central City as one of eight subdistricts
- Envisioned as a mixed-use neighborhood with significant residential
- Gave development potential that would allow 250 foot heights, 9-1 FARs
- Recognized housing area identified south of the Ross Island Bridge
- New street connections, greenway / other open space improvements identified

C. 1993
- North Macadam Riverfront
- Developed by property owners in the district
- Built on Central City Plan diagrams
- Envisioned a small commercial area, new light rail transit line, new waterfront attractions
- Approximately 1,250 residential units, a mixture of one-story rowhouses and three-story townhouses apartments, about 17 acres

1999
- North Macadam District Framework Plan
- Developed by the Portland Development Commission
- Built on the Central City Plan and the North Macadam District Street Plan, 1996
- Identified a new series of parks and open spaces, a new street network, and commercial and residential concentrations
- Developed to accommodate 8,500 - 10,000 jobs and 1,500 - 3,000 housing units

2002
- South Waterfront Plan
- Refined and updated the 1999 vision
- Addressed federal listing of two native species of fish
- Coordinated with the Marquam Hill Plan, Oregon Health & Science University (OHSU) expansion
- Envisioned taller, thinner building types for district

Present
- Three buildings under construction, two in permitting, more in planning/feasibility
- Streetcar extension to Gibbs
- Neighborhood Park has been acquired by city
- Greenway Development Plan accepted by City Council in 2004

Bureau of Planning
Urban Design Group