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Weaving Together A Knowledge Community

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Weaving Together A Knowledge Community

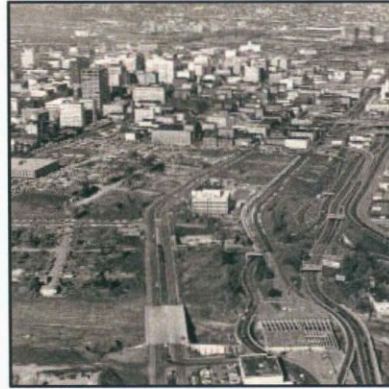


The Challenges

Disconnected Development Areas



Destroyed Historic Context



Major Infrastructure Investment



The Goal

Create a framework plan for an economic, cultural, and environmentally sustainable community

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Introduction

This document is the result of the 2012 Urban Design Workshop at Portland State University (PSU). It addresses the specified locations and design of the urban spaces adjacent to the TriMet Portland-Milwaukie light rail corridor between PSU and the Willamette Crossing Bridge. The study area is divided into four subareas within the overall corridor. The first site, Subarea 1, is located along the proposed Lincoln Street Station. The second site, Subarea 2, is located along Naito Parkway. The third site, Subarea 3, is centered on the intersection of Moody Avenue and River Drive. The fourth site, Subarea 4, is located in the South Waterfront area, south of the Marquam Bridge. While the developments are at many different locations, a common theme will be used in this design proposal to encourage a seamless, cohesive environment that connects the community as it continues to develop. Goals include defining mixed-use environments that extend beyond the traditional retail, office and residential land uses. The aim is to connect subareas to existing and improved common spaces, communities and neighborhoods; and to create an environment that encourages further development while nurturing the need for life-long learning.

Executive Summary

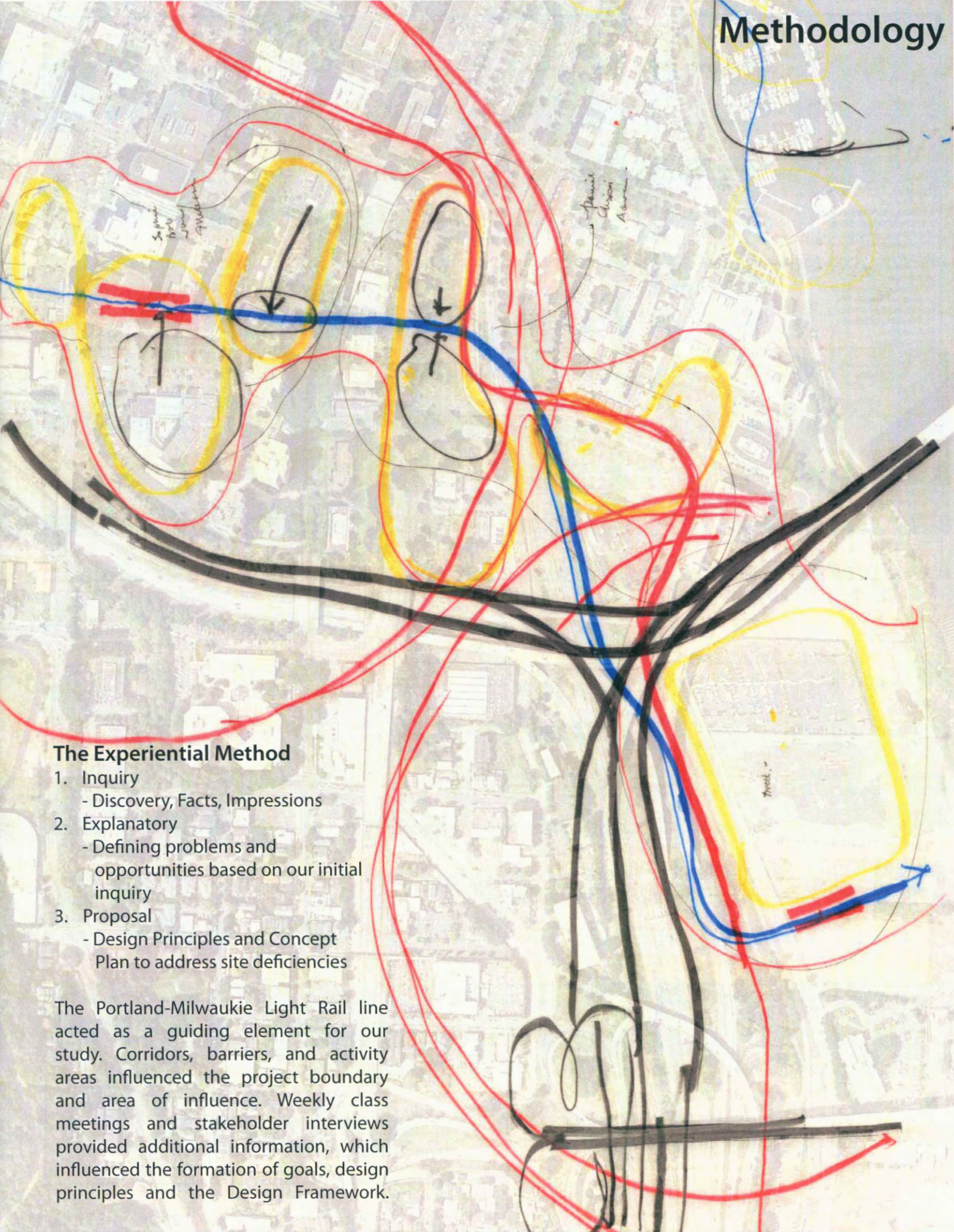
The purpose of this document is to propose a framework for future development that result in a connected and integrated collection of neighborhoods that form the larger University District. Design Principles guide the proposed Concept Plan. Improving multi-modal transit corridors will result in a more seamless transition between neighborhoods. Key objectives of the study include:

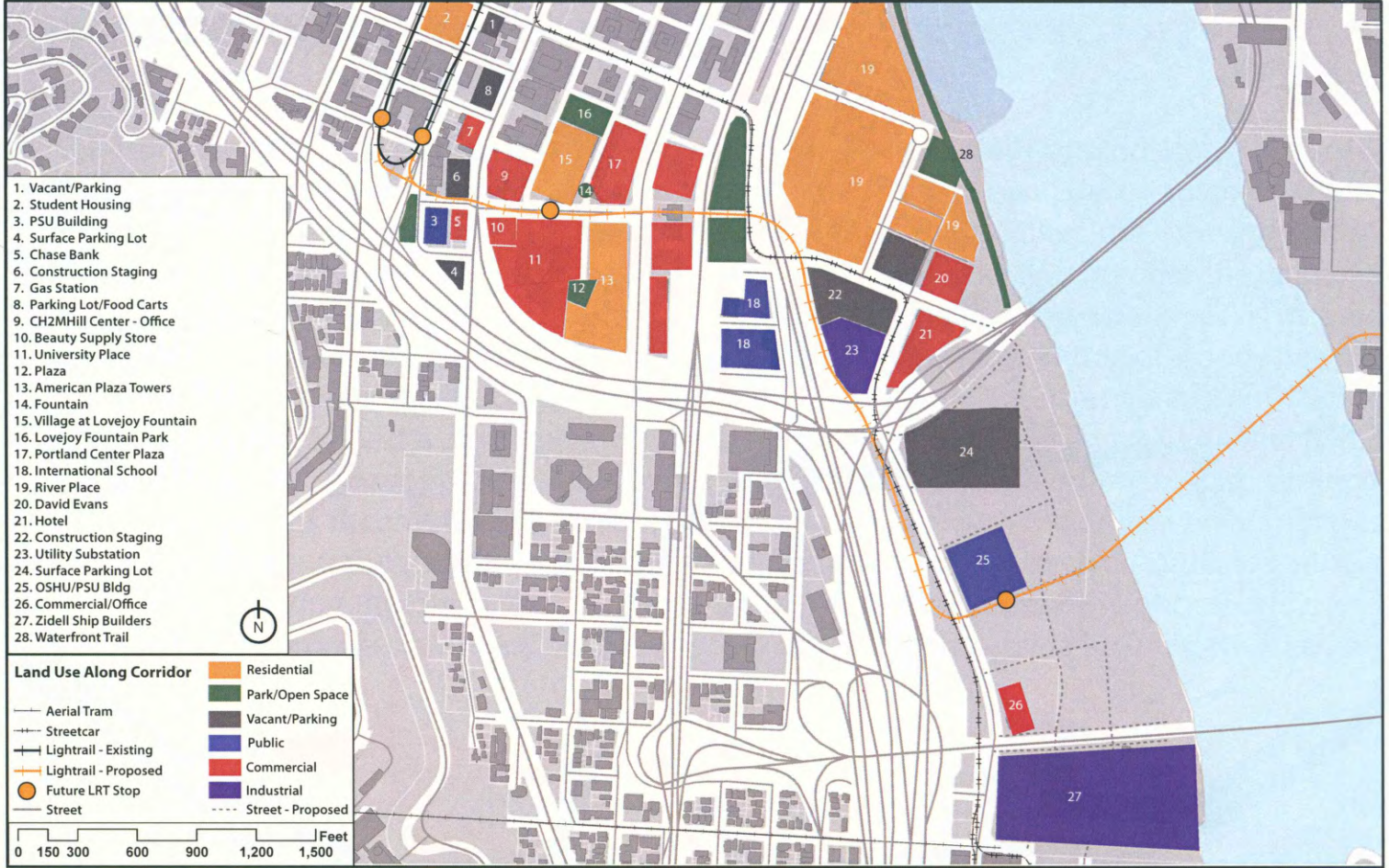
- Completing the fabric: Connect adjacent neighborhoods through meaningful design
- Erasing edges: Overcome barriers created by large-scale infrastructure
- Connections, continuity and accessibility: Create a connected community for all users
- Extending the urban core: Redesign areas for a more urban, vital experience
- Global knowledge exchange: Use the universities as a catalyst for innovation

The Experiential Method

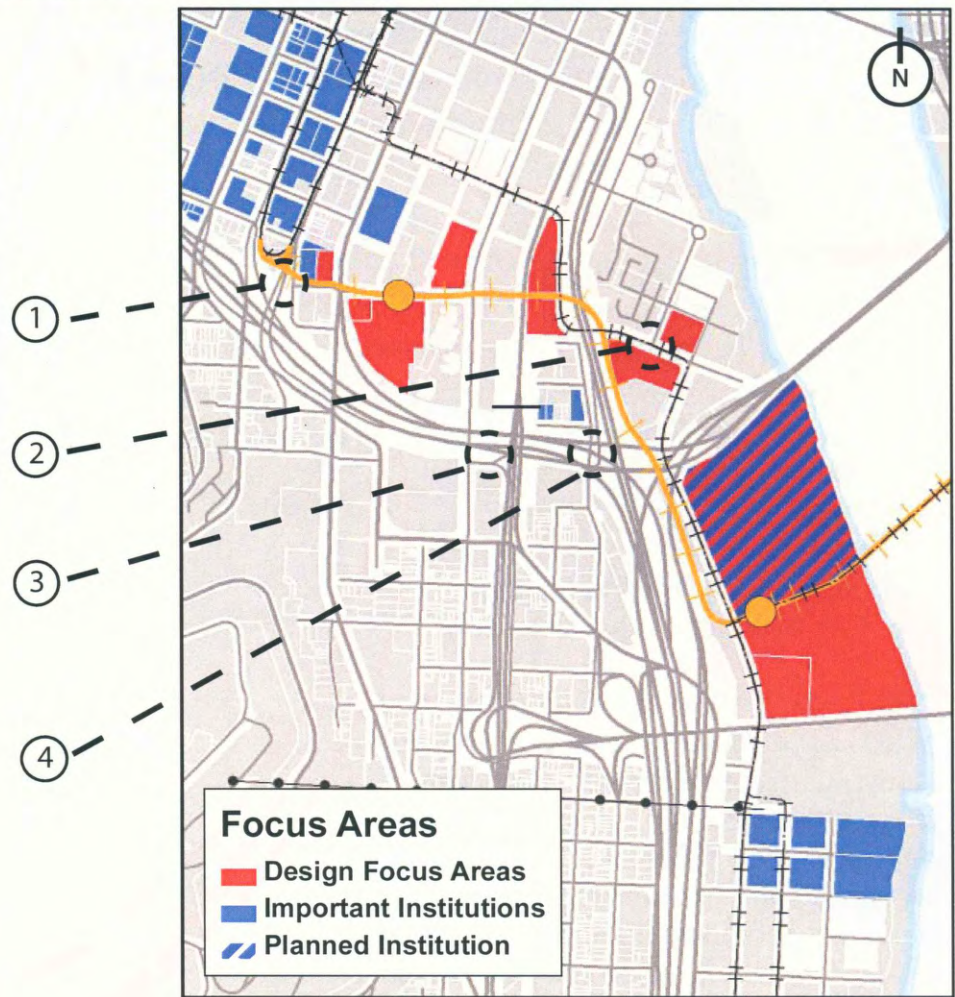
1. Inquiry
 - Discovery, Facts, Impressions
2. Explanatory
 - Defining problems and opportunities based on our initial inquiry
3. Proposal
 - Design Principles and Concept Plan to address site deficiencies

The Portland-Milwaukie Light Rail line acted as a guiding element for our study. Corridors, barriers, and activity areas influenced the project boundary and area of influence. Weekly class meetings and stakeholder interviews provided additional information, which influenced the formation of goals, design principles and the Design Framework.





The following focus areas lack neighborhood connectivity. These areas are disjointed developments created out of choices of mobility over accessibility. The scale of existing automobile infrastructure is intimidating and appears unsafe. These four locations however, present opportunities for investment in pedestrian bicycle and transit infrastructure.





Site 1 - SW Lincoln Street & SW 4th Avenue

SW Lincoln from 4th Avenue to 1st Avenue is wide and pedestrian unfriendly. This corridor suffers from disconnected urban development eras. The Halprin Sequence, University Place, and River Place each represent different urban forms and lack connections.



Site 2 - SW River Drive at Moody Avenue

The intersection at Moody Avenue and River Drive has a streetcar stop bounded by two vacant lots. The area is dominated by automobile use, lacks a human scale, and is used as a travel corridor rather than a destination.



Site 3 - Naito Parkway

Naito Parkway is a regional arterial creating a barrier between east-west connectivity and development. The bridge over I-405 creates intimidating edge conditions and there is no coherent connectivity to the pedestrian realm.



Site 4 - SW Sheridan & SW Water Streets

The intersection of SW Sheridan & Water Streets lacks complete sidewalks and bike lanes, and is not a comfortable place to traverse. It provides access from the South Waterfront to the International School and the PSU campus, via Naito Parkway.

Design Principles

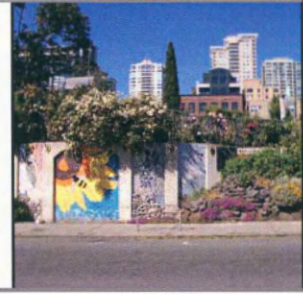
1. Create development and neighborhoods that are at a human scale

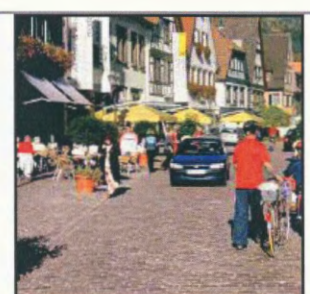
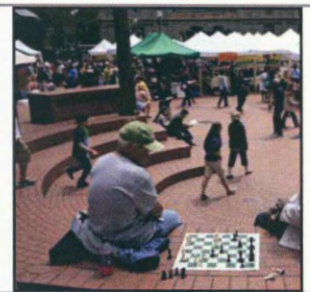
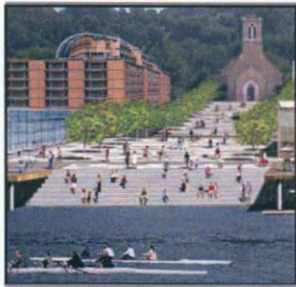
2. Integrate wayfinding through design

3. Recognize historic and ecological context of the area

4. Develop a multi-use public realm

5. Design streets that are *green and complete*





6. Make connections to the river

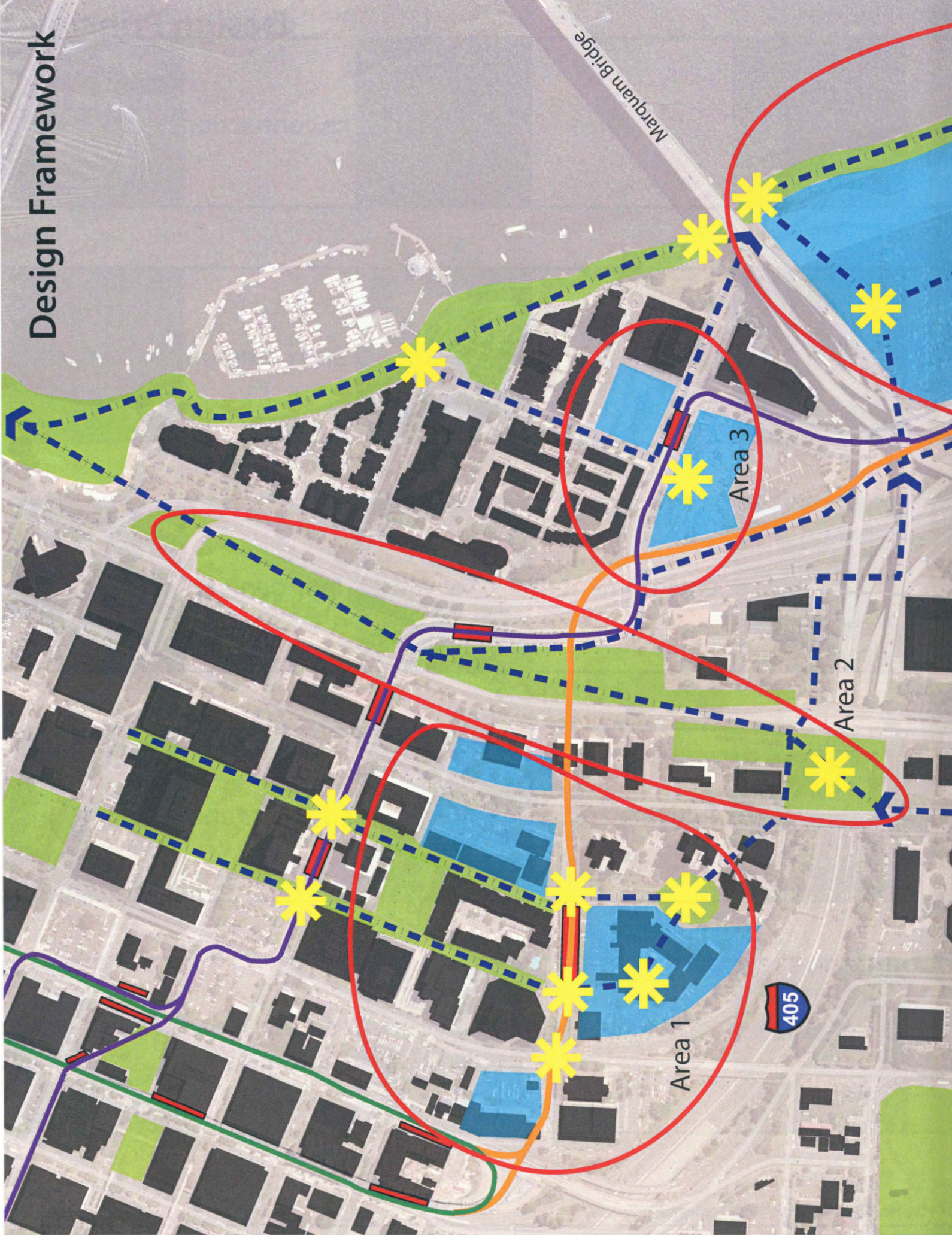
7. Integrate cultural and community amenities

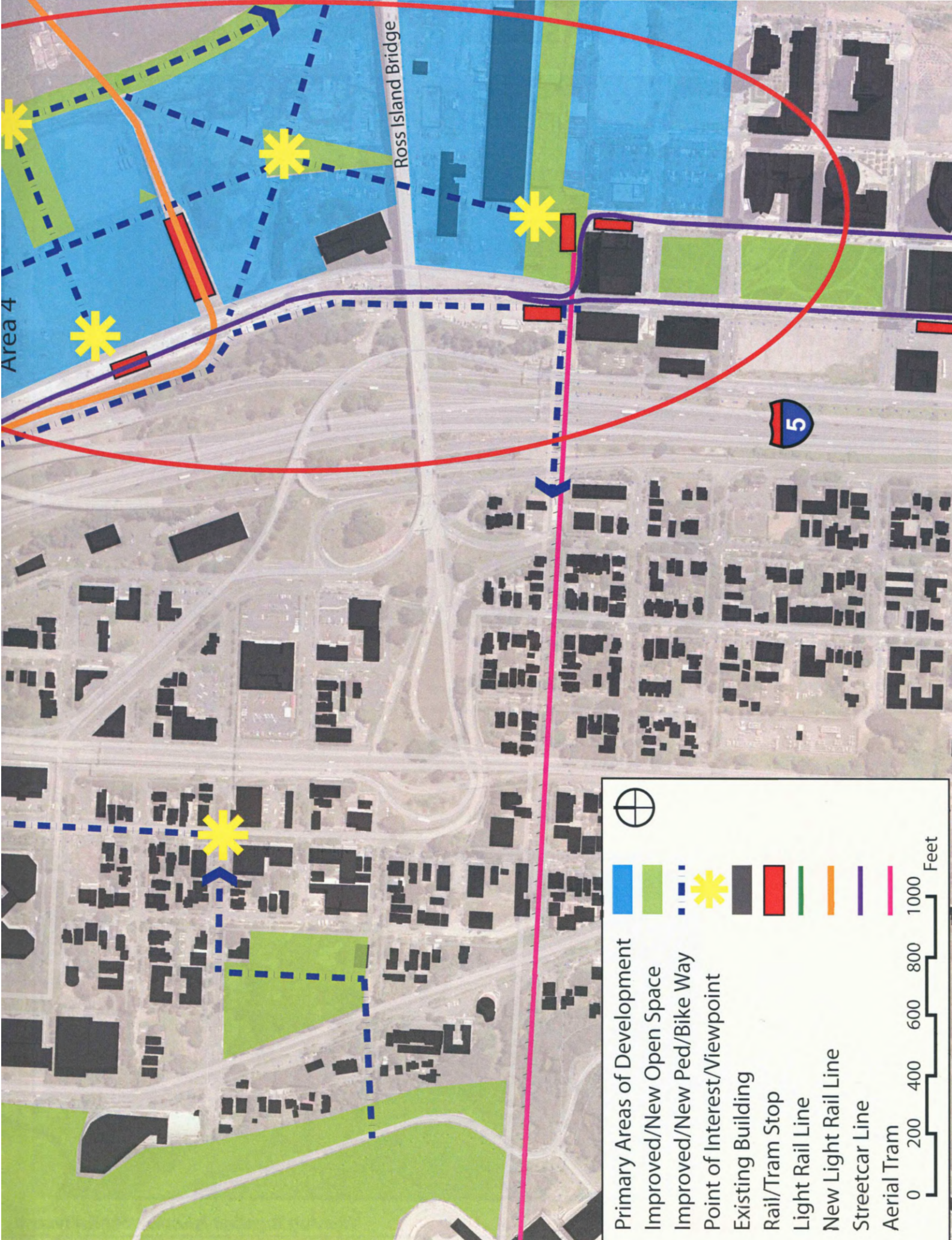
8. Promote environment that is safe and brings generations together

9. Activate areas through increased access and connectivity

10. Make areas equally accessible to pedestrians, cyclists, transit and automobiles

Design Framework

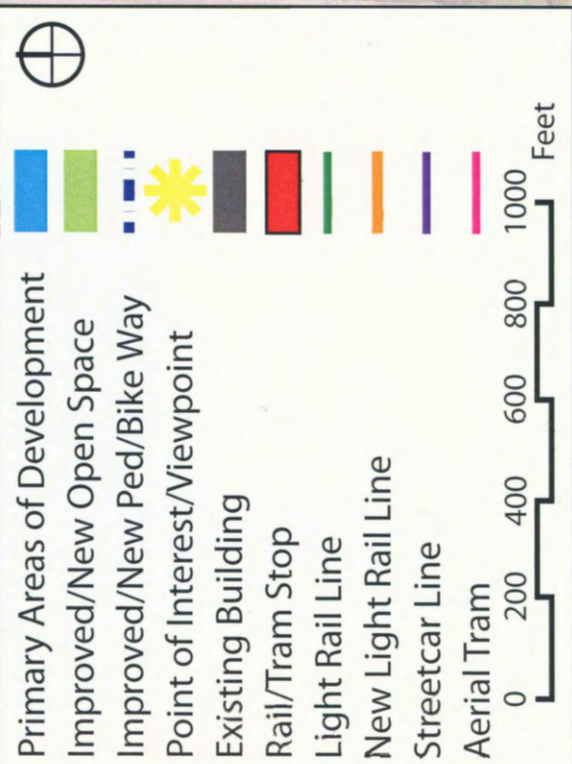




Area 4

Ross Island Bridge

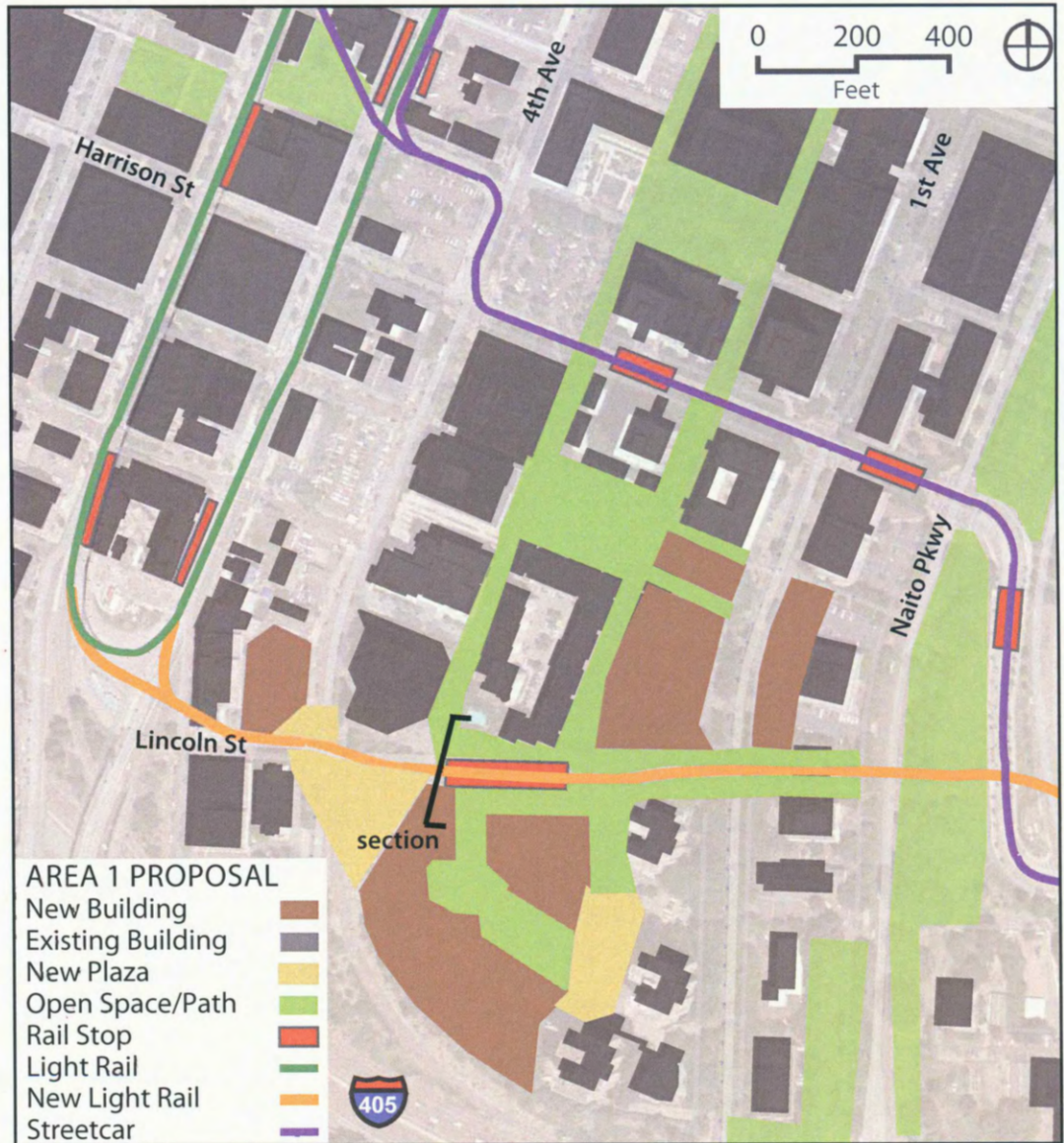
5



Lincoln Street Station Subarea 1

South Portland was scraped away to be replaced by 1960s and 1970s development. The Halprin Sequence and Lovejoy Fountain are a legacy that needs reactivation and connection to the new MAX station. This allows this walkway to continue across Lincoln into a redeveloped University Place. This property is a large enough area for mixed-use development. There already exists a nice sculpture in a small plaza at the eastern boundary which abuts the American Plaza complex.

The Lincoln Street Station should be built so the street level is the same as the sidewalk, creating a mini-plaza to further enhance the connection between PSU extending south toward the waterfront and the OHSU campus.



Representation of curbless plaza across Lincoln Street Station

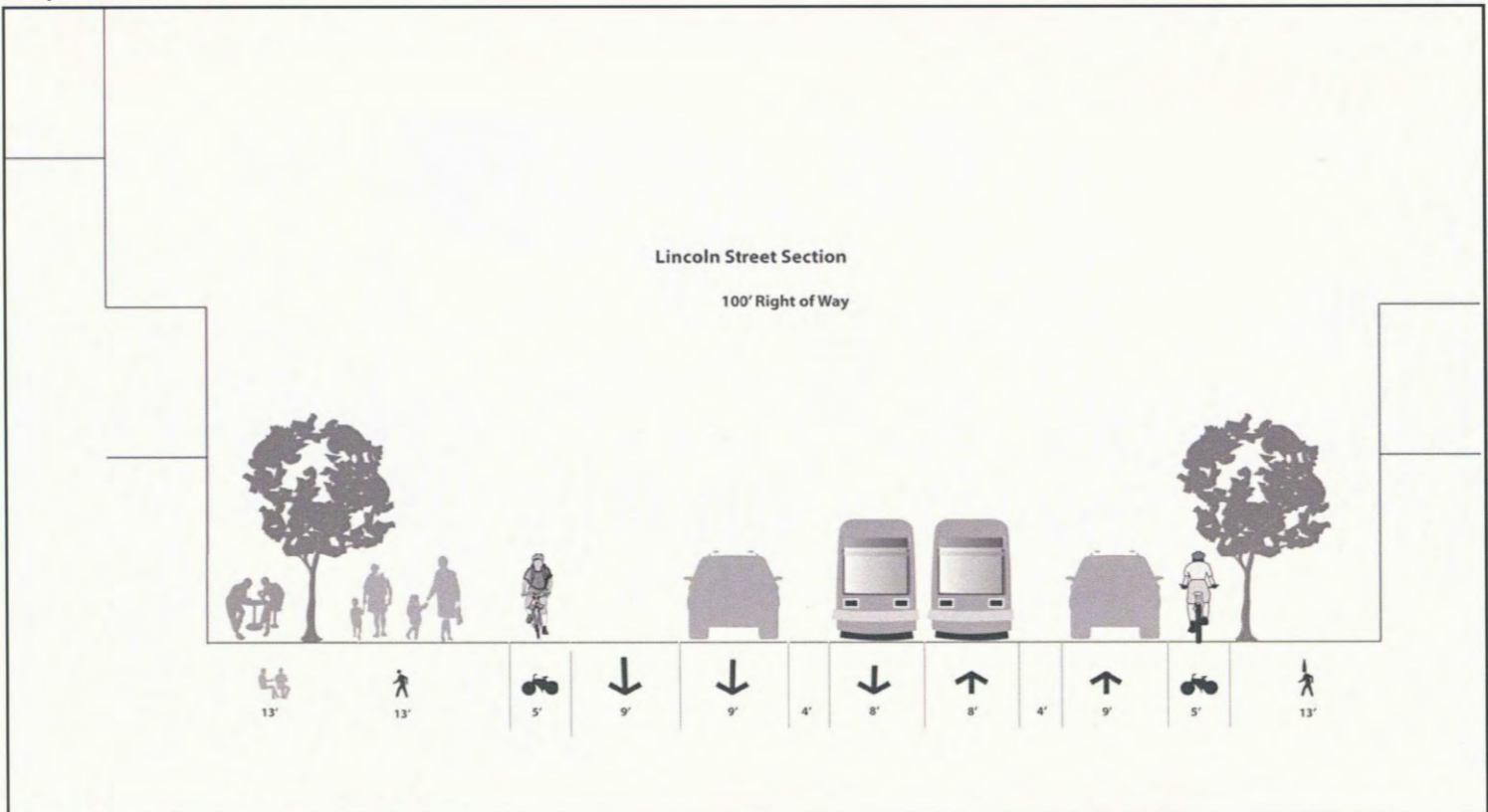


Human-scaled, comfortable streetscape



Halprin Blocks

Proposed Street Section



First Avenue Subarea 1



Pedestrian-Focused Redesign

Portland Center Plaza is built as a suburban strip center, failing to address SW 1st Avenue as well as failing to engage the Halprin Sequence. First Avenue should be reconfigured with buildings that front the sidewalk, or have sidewalk level plaza entrances. Incorporating street level retail that engages the 1st Avenue/Lincoln Street intersection should improve the pedestrian experience and retail viability. The tree canopy

on 1st Avenue north of this site should be extended southward to Lincoln Street. Green street amenities should be incorporated into the design and bike lanes established. In the future, SW 1st Avenue should be lined with mixed-use development of residential, retail and office uses. This will naturally slow vehicles and make it a desirable place for pedestrians and cyclists.

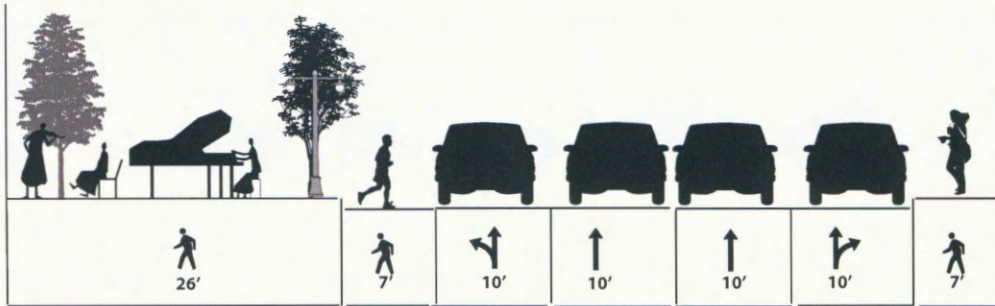


Lincoln Street Plaza

The corner of SW 4th Avenue and Lincoln Street is a significant gateway entering the PSU district, as well as downtown Portland. There is an opportunity to redevelop the northwest corner as a new PSU art facility with ground floor retail, café and gallery space. By creating such a space, students will have the opportunity to display and sell their work to the public. This building should open to a small plaza with monumental artwork signifying this gateway.



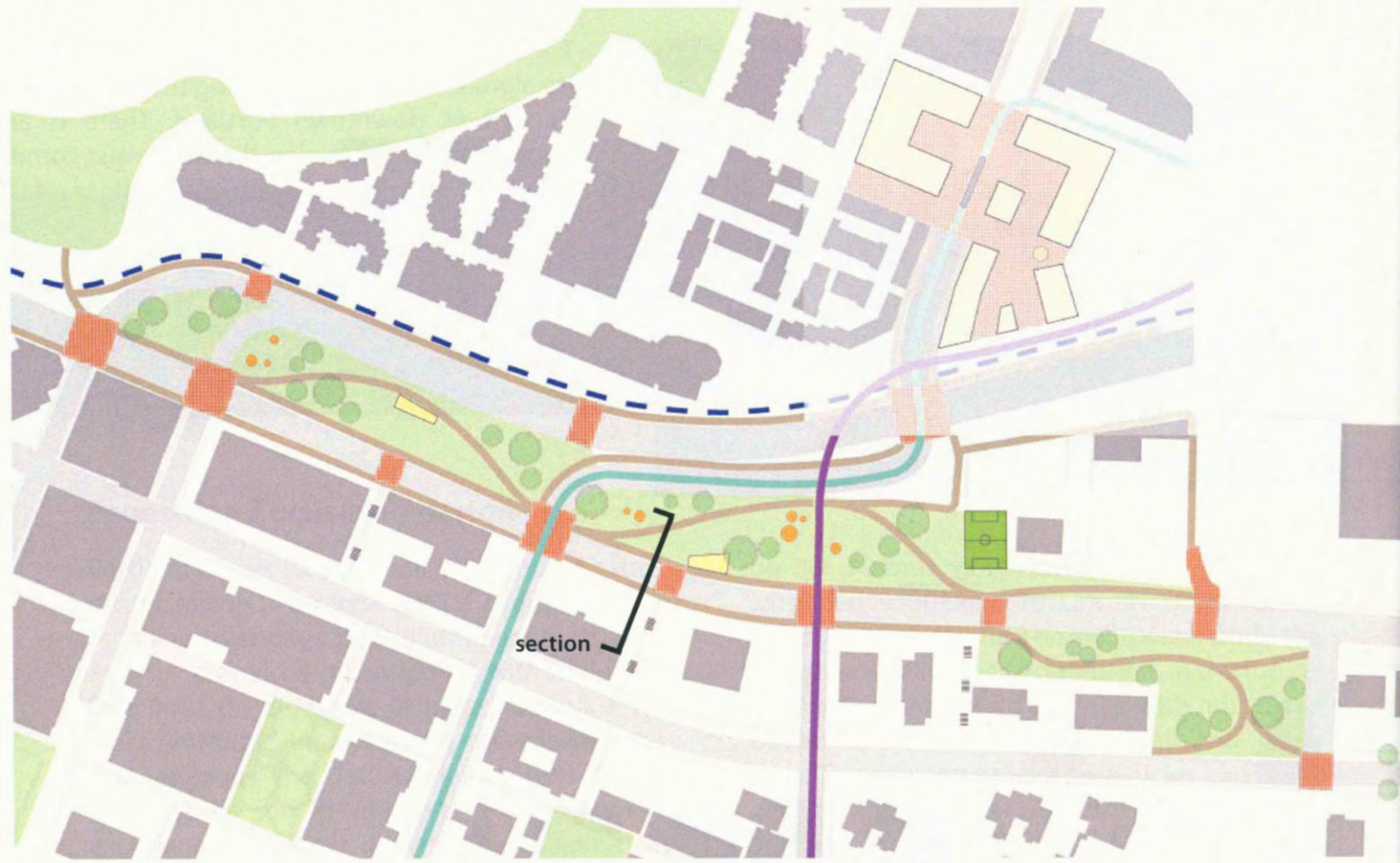
Fourth Avenue
80'



Visual representation of potential Lincoln Street Plaza



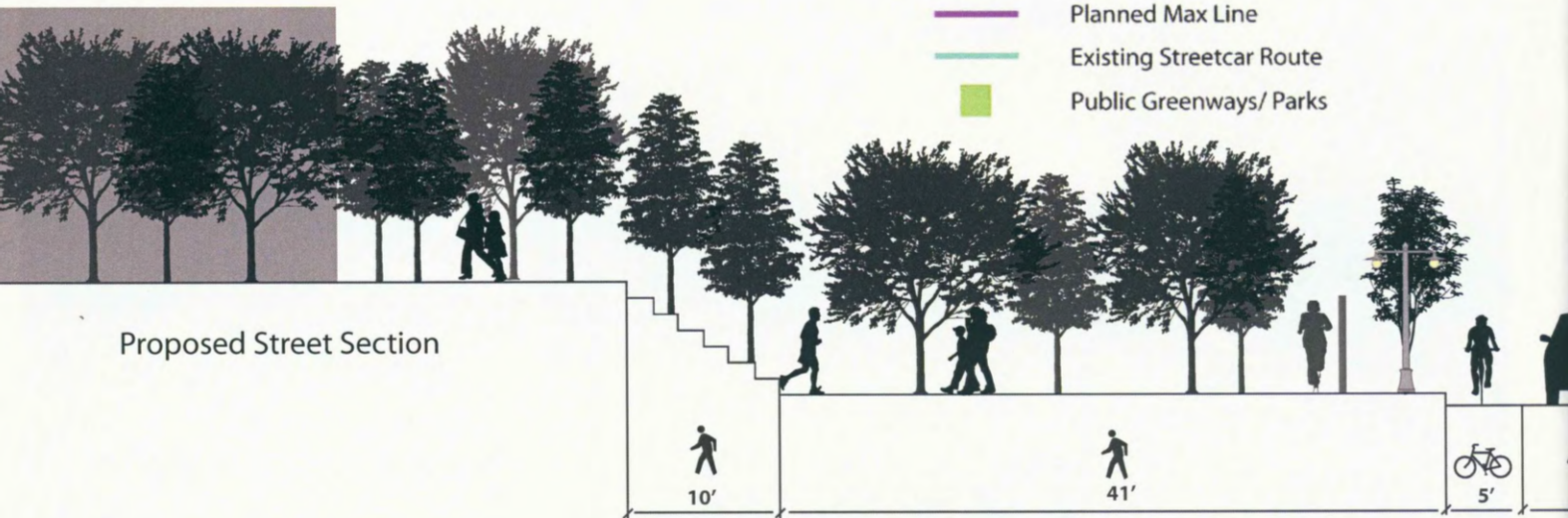
Naito Greenway Subarea 2



Naito Greenway



- New buildings
- Crosswalks/ Plazas
- Sculptures
- Improved Bikeways
- Improved Pedestrian ways
- Trees
- Planned Max Line
- Existing Streetcar Route
- Public Greenways/ Parks





Creating a Connected Greenway

Continuing to build upon the foundation of Portland's Waterfront Park, the Naito Greenway will connect the Bowl of Tom McCall Park to Lair Hill. The proposed public space would be a series of linear parks tied together by appropriately spaced pedestrian-scaled crosswalks, creating a safe and permeable environment. The park system would contain small-scale commercial spaces that generate economic activity and interest at the site. At the south end of the Greenway, the I-405 cap has the potential to act as a vital link between Portland's historic neighborhoods by providing both a destination and gathering space along a continuous corridor.

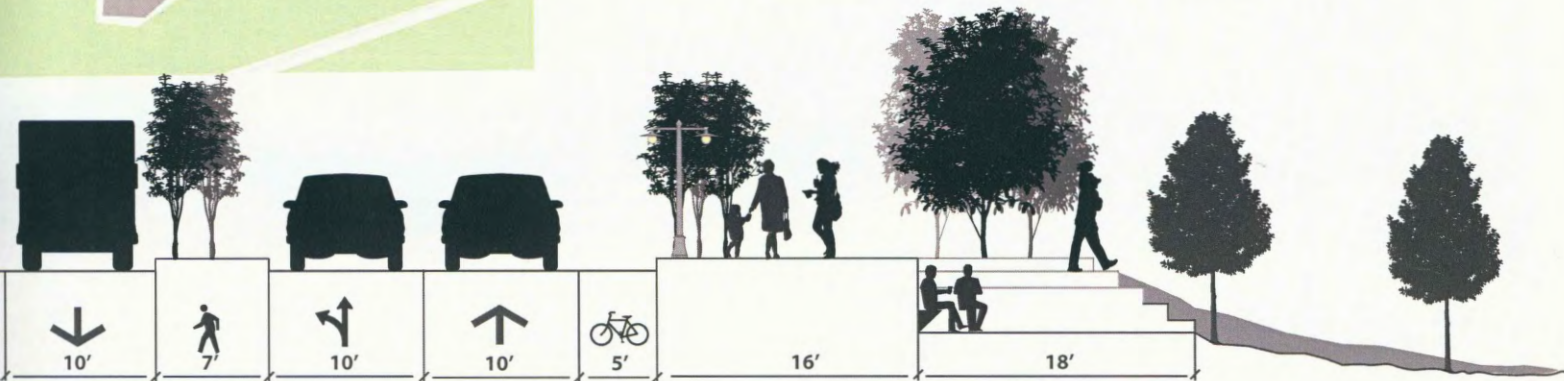
From Regional Arterial to Neighborhood Boulevard

Naito Parkway provides an opportunity to improve accessibility by re-establishing historic neighborhood connections. Naito Parkway is part of a regional arterial, and is a barrier to east-west connectivity. In transforming the streetscape to a

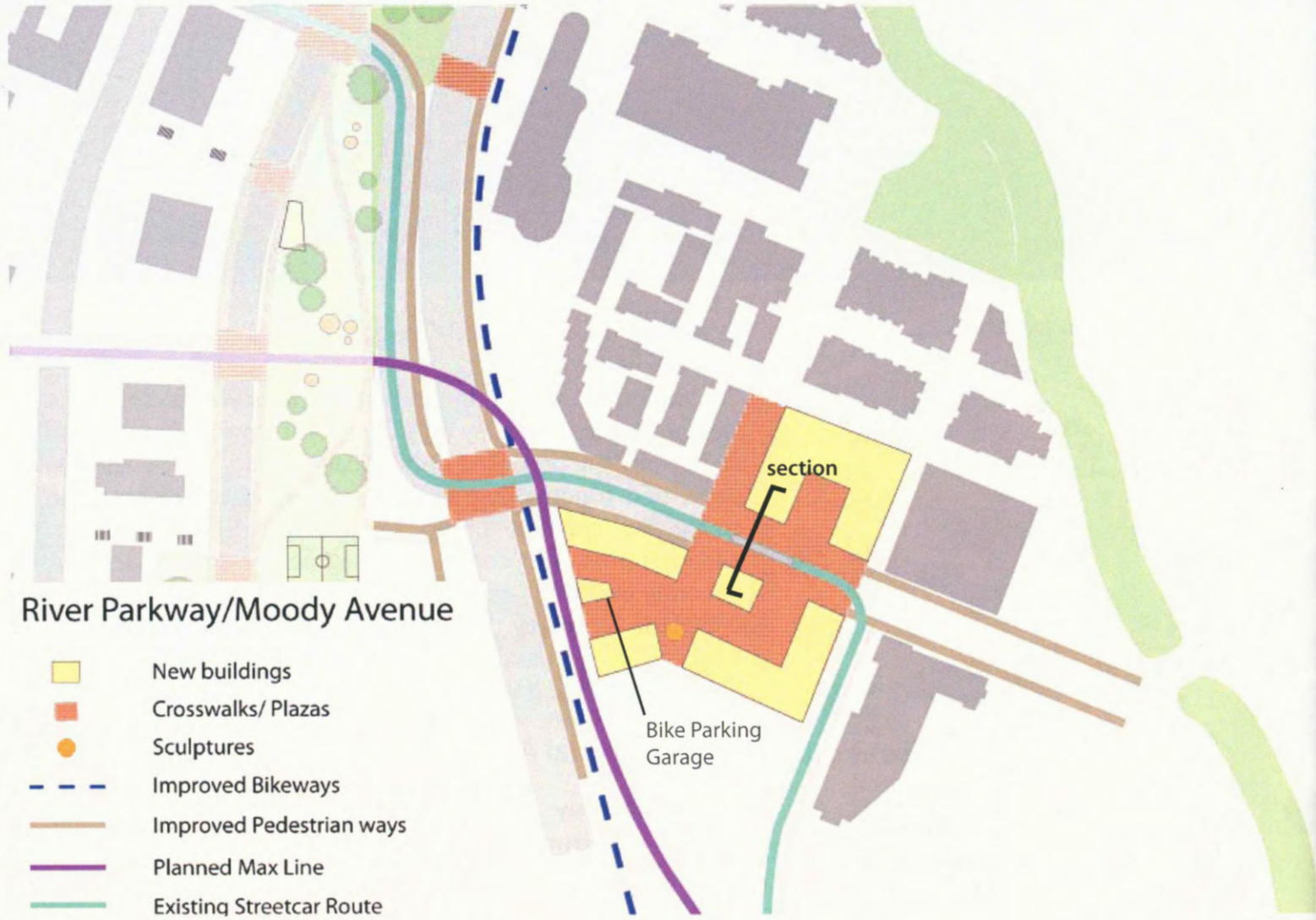
neighborhood boulevard, east-west permeability and safety would increase.

Proposed improvements:

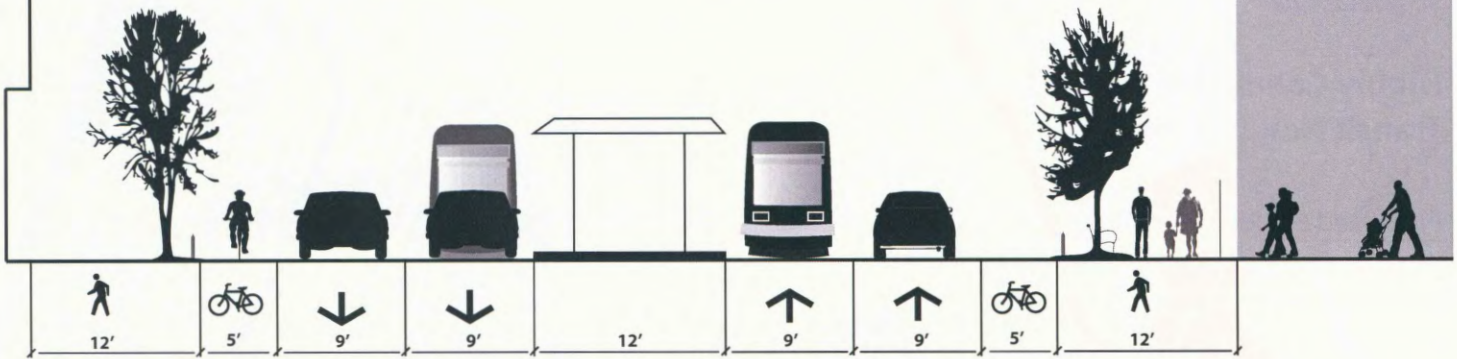
- Continuous Sidewalks
- Frequent Crosswalks
- Street trees
- Bike Lanes
- Lighting



Moody Avenue at River Place Subarea 3



Proposed Street Section at Moody Avenue



Linking and Strengthening Communities

There is an opportunity at River Place to become a desirable public realm, and meaningfully link together Subareas 2 and 4. The area's identity will be defined by a network of pedestrian plazas and formative buildings. The pedestrian plaza at the intersection of Moody Avenue and River Drive will provide a cornerstone for commercial and residential interactions. The plaza would be a continuous plane connecting three blocks together to create an identity for the surrounding neighborhood. Within the site, a new plaza would be anchored visually to the round-about at the north end of River Drive. A well-designed street space serving residents and visitors alike will enliven the area and create a strong sense of place. A variety of residential options would reflect and expand upon existing typologies. An institutional entity along the southern portion

of the site would tie together the various educational institutions on the Orange Line corridor. A new proposed multi-use path along the Orange Line flyover would tie South Macadam neighborhoods to the site, creating development opportunities that cater to cyclists and pedestrians. The design of the site focuses on setting the buildings along the perimeter. This will create interior courtyards that will serve the commercial and residential portions of the program.

Proposed Improvements:

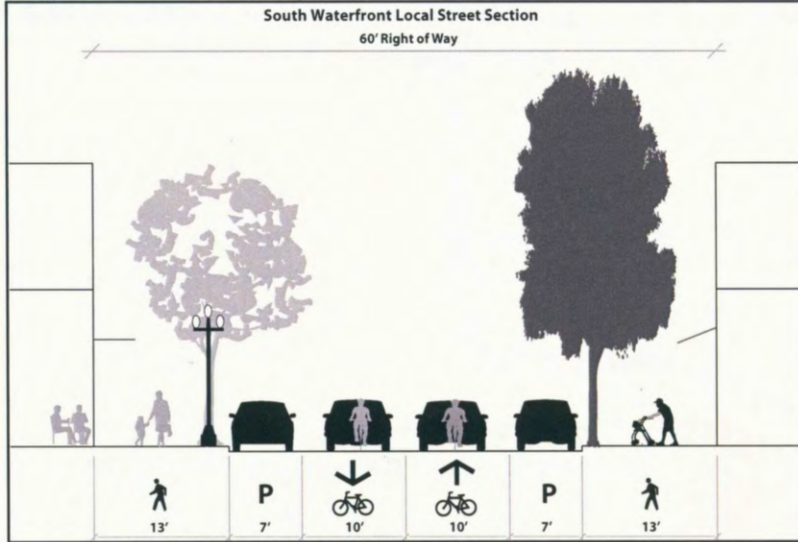
- Mixed-use Residential
- Institutional Space and Use
- Anchoring Commercial Tenant
- Bike Parking Garage
- Unifying Materials



Willamette Crossing at South Waterfront Subarea 4

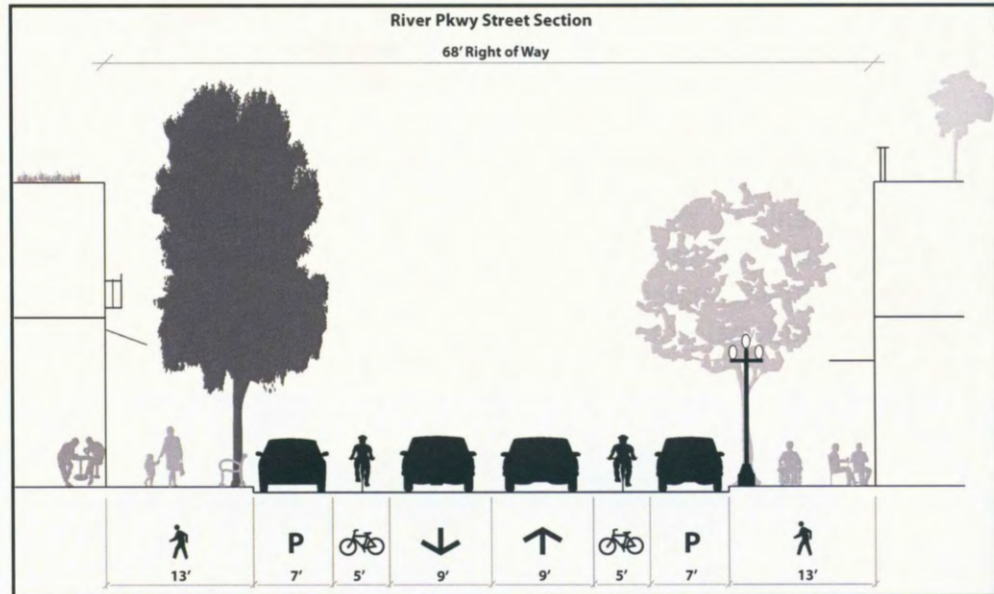
Highly Connective Multi-modal Transit Neighborhood

Proposed Street Sections



Transportation Plan

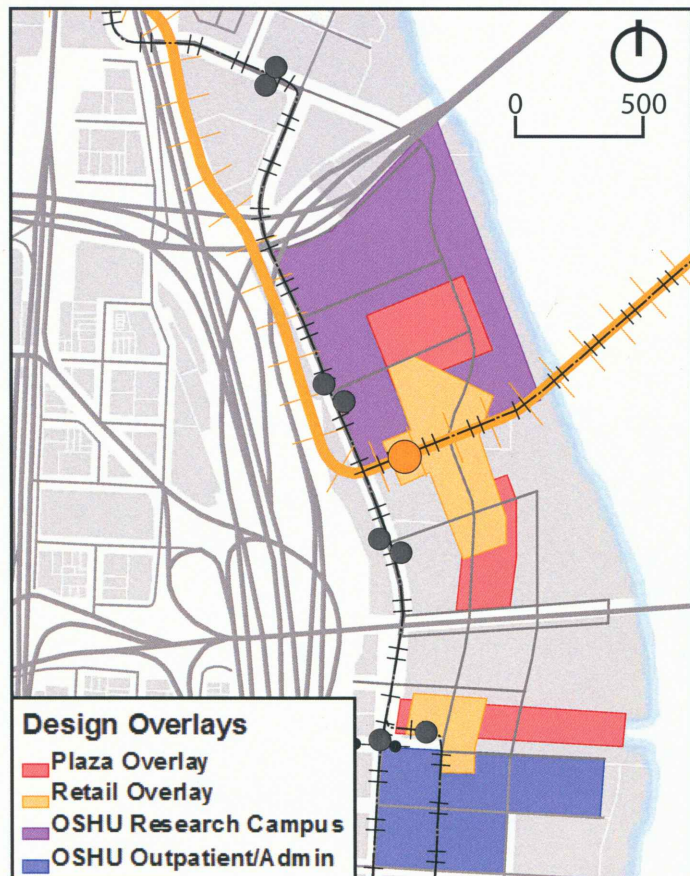
The transportation plan for the neighborhood includes facilities to accommodate all modes of transport. The pedestrian and cycle network is highly connective, providing multiple, convenient routes within the neighborhood, and to the larger community. Public transit is handled in both dedicated lanes and mixed traffic lanes, while personal vehicles share the roadways with bicycle traffic. Streets are safe due to narrow travel lanes, street trees and street furnishings.



Redefining Mixed-use

The presence of Oregon Health Science University (OHSU), Portland State University (PSU), the International School, and the research and medical facilities associated with the universities, provides a unique opportunity to expand beyond what is normally considered a mixed-use neighborhood. This is an opportunity to expand mixed-use to integrate life-long learning, residential facilities for multiple generations of people, and complementary science and technology industries in the South Waterfront, while also making connections to the PSU main campus.

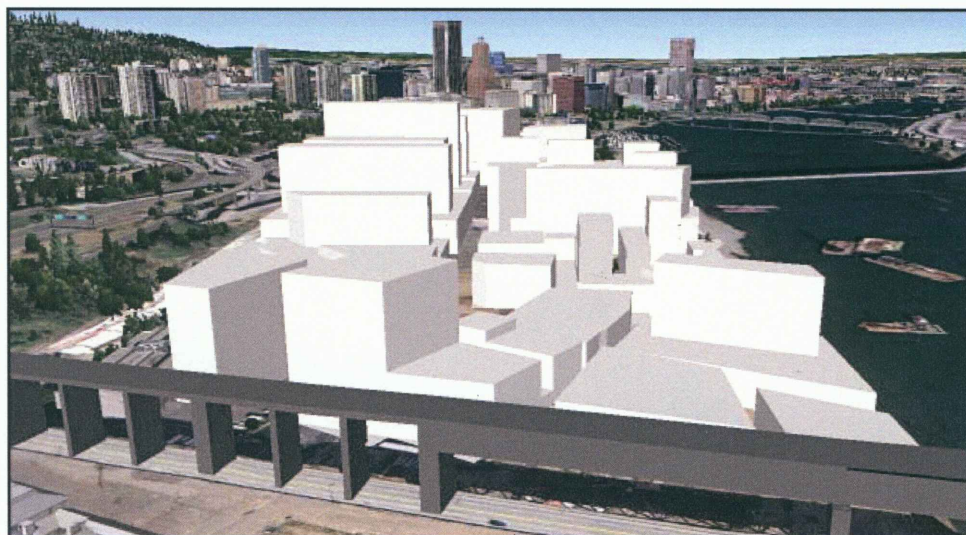
There are two major landowners at the site, OHSU and Zidell Shipbuilders. OHSU has started a series of building projects, refocusing its campus expansion in the South Waterfront. The first structure is the University's Collaborative Life Science Building, at northeast corner of the Moody Street/Porter Street Station intersection. Zidell owns property south of the station, extending south of the base of the Tram. Continuing the precedents set by the residential components of the South Waterfront, the Zidell property is seen as a vital community and transportation link between the OHSU campus/Porter Street Station area with OHSU's facilities near the Tram base.



Land Use Overlay Plan

Public Spaces

Public spaces, including the streetscape, and building height and mass is proposed to provide a sense of wayfinding through design. Terminating visual landmarks, connections to the river, and viewsheds will create visual interest in the built environment and provide a connection to nature.



Potential Building height and massing



Visualization of improvements to SW Sheridan/Water streets intersection

Recommendations

In order for an effective implementation of this plan we suggest that continued work be done for a more cohesive and functional community. Suggestions include:

- Conduct a public design workshop/studio that investigates building/public space design as a means of improving livability and creating a vital public realm at key intersections.
- Conduct a design studio/workshop that investigates building scaling relative to the rail corridor on Lincoln from 4th Avenue to Naito Parkway. Create design guidelines that considers how public and private spaces interact.
- Study the feasibility of capping I-405 between Naito Parkway and 1st Avenue.
- Conduct a study of bicycle and pedestrian improvements from SW Sheridan Street/Moody Avenue to SW Sheridan/Water Streets and SW Naito Parkway.
- Conduct a design studio/workshop that investigates the interaction between the OHSU Masterplan and the Zidell properties in the South Waterfront.

Acknowledgements

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