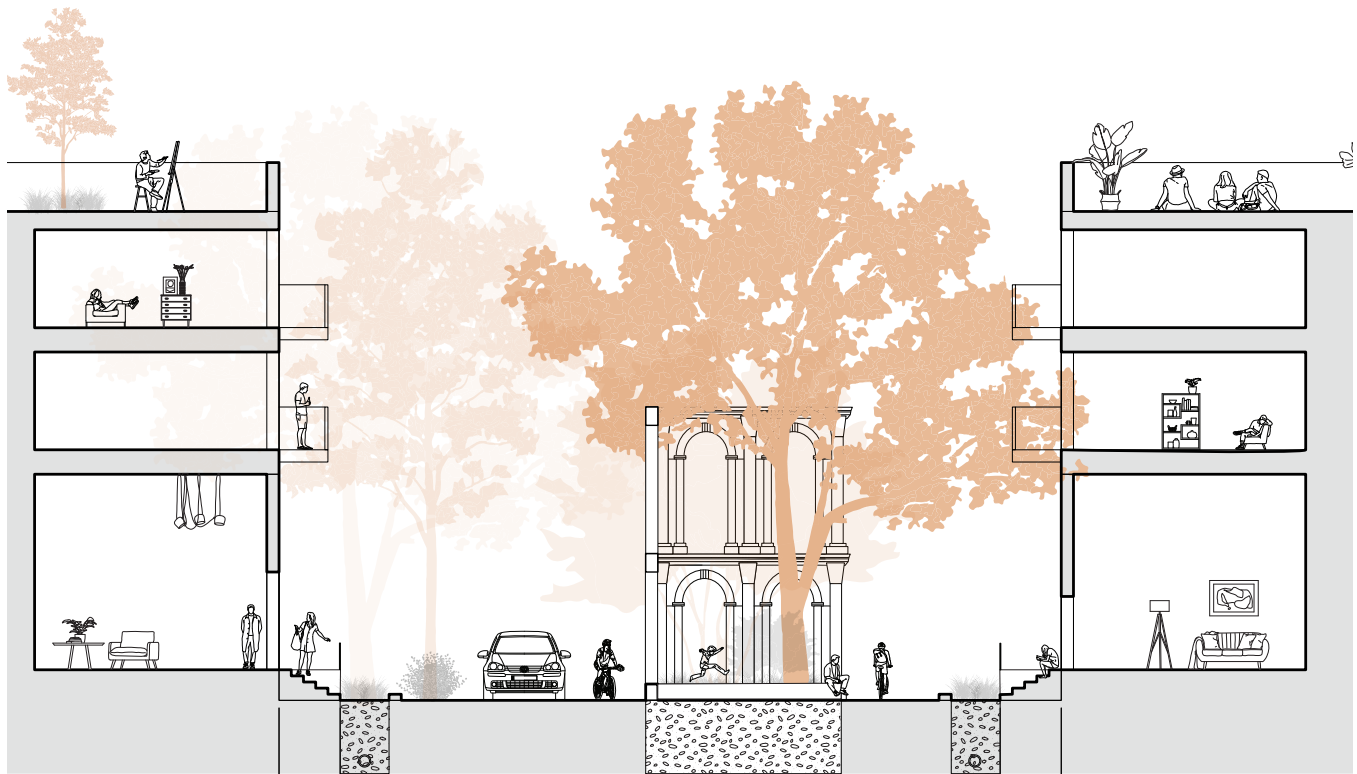




Visions for a New Old Town

Part 2: Full Site Analysis

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Report Author • College of Design

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Instructor • City of Portland

Mark Raggett

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Spring 2025

ARCH 584

Urban Design
Studio



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Acknowledgements

The authors wish to acknowledge the knowledge, experience, and information shared by our guest speakers, Sarah King, Brian Moore, and Sarah Harpole from Prosper Portland, Fiona Lyon and Guy Benn from TriMet, Scott Kerman from Blanchet House, Elizabeth Nye from Lan Su Chinese Garden, Ryan Hashagen from the Steel Bridge Skate Coalition, Troy Doss from the City of Portland, Matthew Claudel from Made in Old Town, and Miguel Camacho-Sema, Dylan Morgan, and Ru Wu from PLACE Landscape Architecture + Planning.

We also wish to thank Gehl San Francisco and all our reviewers for sharing their time, feedback, and expertise throughout the course.

Course Description

ARCH 584: URBAN DESIGN STUDIO

Sustainable Urban Design Studio introduces students to the field of Urban Design, which focuses on an expanded number of scales, with different timeframes and different levels of control. The studio investigates

contemporary trends and thinking about Sustainable Urbanism and evaluates those trends in light of their applicability to current design and development projects focusing on neighborhood design, street design, and the design of key public spaces.

Course Participants

Instructors

Nico Larco,
College of Design

Lora Lillard,
City of Portland

Mark Raggett,
GBD Architects

Architecture Graduate Students

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Amy Dicker
Zoe Hammond

Colin Hope
Sofia Irvin

Tanzina Islam
Twee Nguyen

Jordan Phillips
Davis Whalen

Introduction

As a first step towards understanding elements of urban design and the context of the site, students in this Urban Design Studio engaged in a process of research and analysis of the existing site conditions of the Glisan Corridor and Old Town Portland. Students worked individually and in pairs to gather detailed information about specific aspects of the site which included: culture and history, environmental conditions, geographic data,

information about transportation systems, relevant urban design precedents, city land use rules, and other salient information. This contextual information was vital to students' understanding of the physical and social contexts of Old Town, helping them to create responsive and sustainable urban design proposals. The information gathered during this initial research process is presented here in its entirety.

Culture and Place

Figure 1

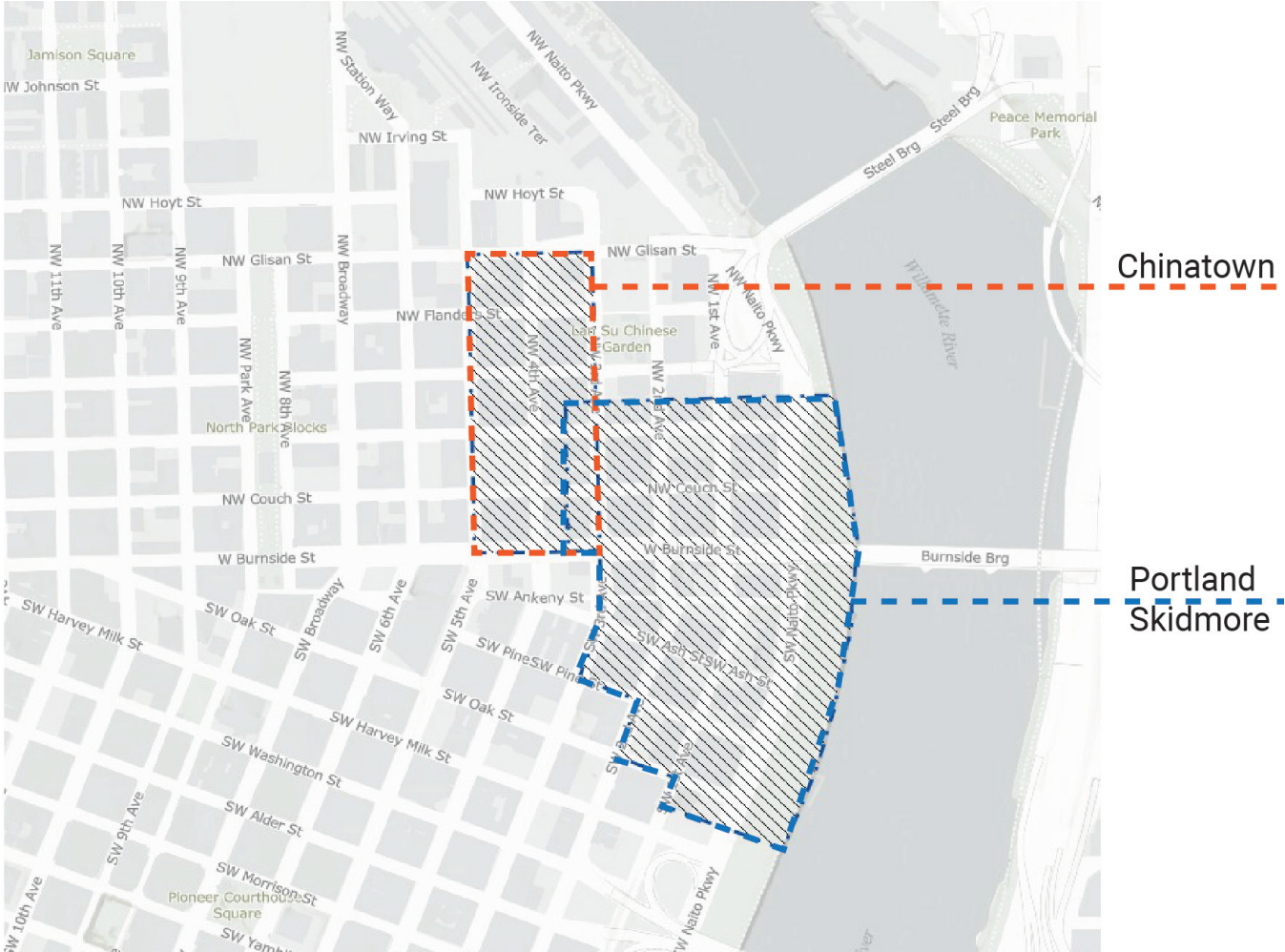


Figure 2



"The North End"

As Portland's original downtown, the area was initially known as "The North End." It served as the city's commercial and cultural hub during its early development.

MID 1800S



"White Chapel" and "Burnside"

The neighborhood later adopted names like "White Chapel" and "Burnside," referencing prominent local landmarks and streets that defined the area.

LATE 1800S



"Skid Row"

The term "Skid Road" emerged due to the practice of skidding logs down the streets to the river, and it became associated with the area's working-class and transient populations. Over time, "Skid Road" became synonymous with urban poverty.

EARLY 1900S



Figure 3



"Old Town"

As the city expanded, the neighborhood began to be referred to as "Old Town," acknowledging its status as Portland's oldest district. This name marked a shift towards preserving the area's historical significance.



"Historic Recognition"

The Skidmore/Old Town Historic District was established and listed on the National Register of Historic Places, recognizing the area's rich architectural and cultural heritage.



"Old Town Chinatown"

Efforts to revitalize the neighborhood led to the official designation of "Old Town Chinatown," honoring the Chinese-American community's historical presence and contributions to the area.



"New Chinatown/Japantown Historic District"

A portion of the neighborhood was designated as the Portland New Chinatown/Japantown Historic District, acknowledging the significant roles both Chinese and Japanese communities played in the area's history.



MID 1900S



1975



1980S



1989



Figure 4

OLD TOWN ETHNICITY

BACKGROUND - MULTIETHNIC HISTORY

JAPANESE



Old Chinatown, Southwest Second Avenue 1900

Mikomachi, or **Japantown**, which grew up in the 1890s around Japanese immigrants who came for rail road, farm and forest jobs. They see Chinatown, which at the turn of the 20th century was one of the largest Chinatowns in the United States.

CHINESE



The neighborhood, which is now known as Old Town Chinatown, was initially the first Chinatown in Portland, established in 1851. It grew to become the second-largest Chinatown on the West Coast, with Chinese residents forming 12% of the city's population. However, the neighborhood also faced challenges, including displacement due to the Great Flood of 1894 and subsequent gentrification.

AFRICAN AMERICAN



20th-century hub of the Black community, the Golden West Hotel at Northwest Broadway and Everett streets

By 1890, the majority of Oregon's black population resided in Multnomah County, and Portland became the center of a thriving black middle-class community. Fifty years later, the recruitment of defense workers increased the population of African Americans nearly tenfold.

GREEK



Mary Molelis family immigrated from their Limnes village in Greece to USA and settled in Portland in the early 1900's.

Greeks were among the early immigrants to Portland. They established various businesses in Old Town, introducing unique products and services to the community.

Figure 5

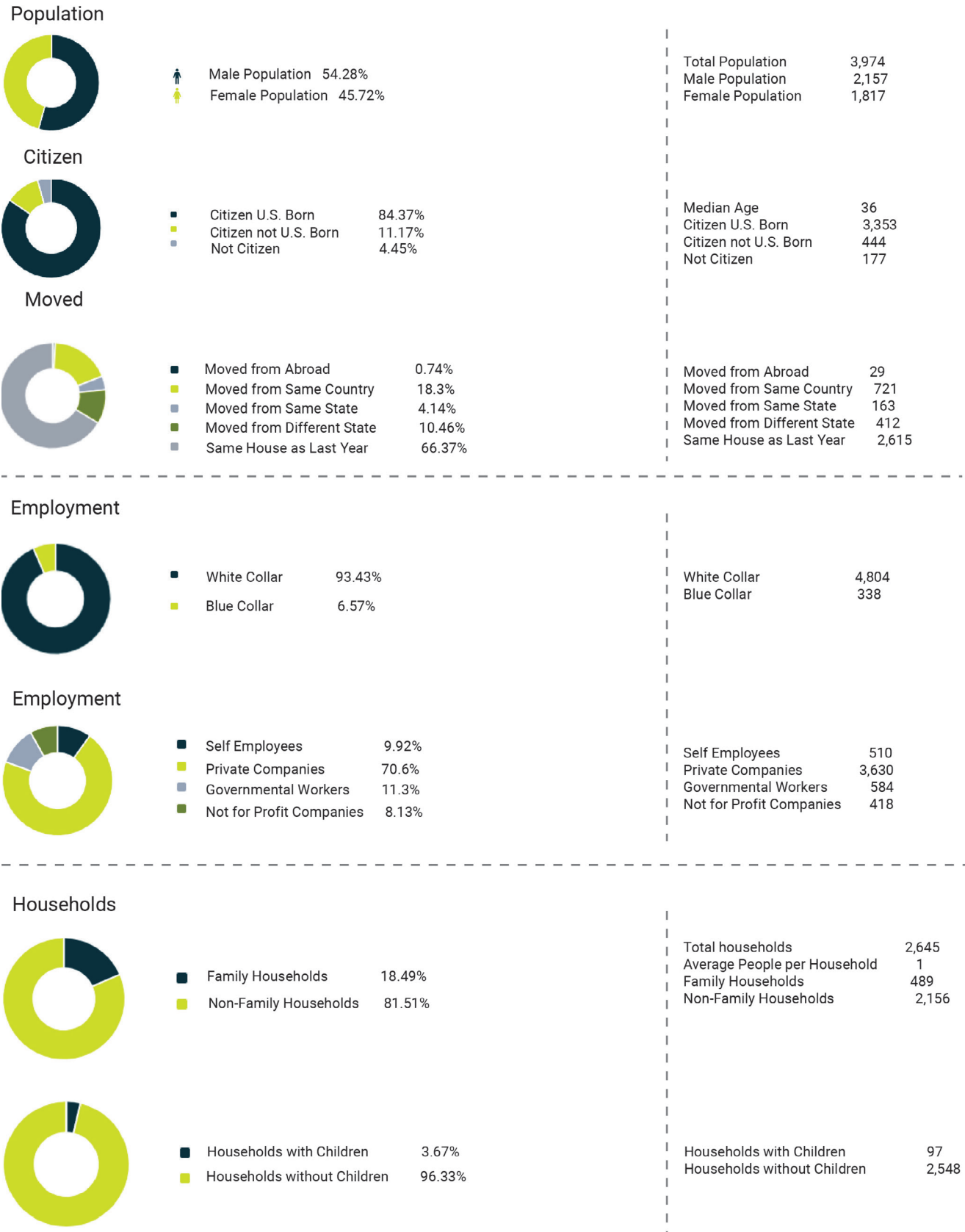
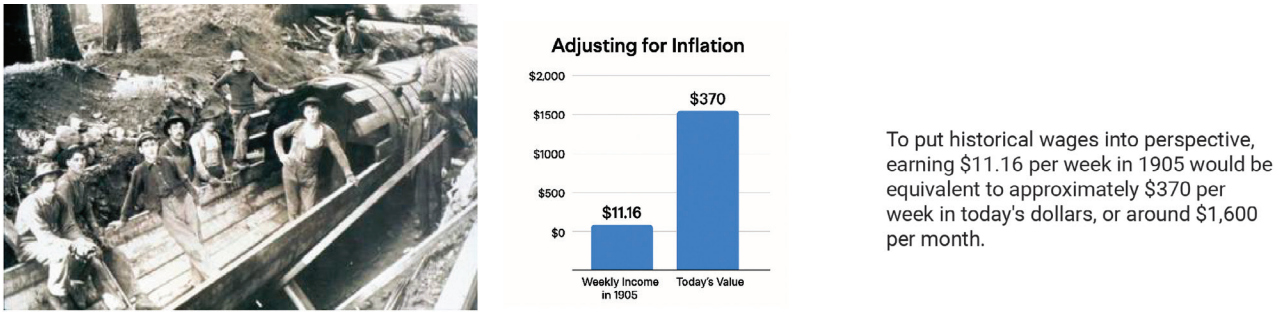


Figure 6



CHARACTERISTICS PROFILE

EDUACATION

Percent of population age 25+ with:	
No completed High School or GED	15%
Bachelor's degree or higher	26%
Share of childkren 5-17 attending a public school	>99%

HEALTH

Food insecurity	19.8%
Disability	25.4%
Social vulnerability index	0.68
Life expentancy (years)	NA

INCOME

Share or persons living in households with income below poverty line	24.8%
Median household income	\$25k
Share of households at or above \$75k (approx. median city income)	17.3%

LIVING COST COMAPRISON WITH NEIGHBORING DISTRICT



OLD TOWN



PEARL DISTRICT

- Average Rent: \$1,387 per month.

Studio Apartments: Average rent around \$1,050/month.

1-Bedroom Apartments: Average rent around \$1,320/month.

2-Bedroom Apartments: Average rent around \$1,605/month.

3-Bedroom Apartments: Average rent around \$2,387/month.

Homeownership: Approximately 20% of residents own their homes, while 80% rent.
- Average Rent: Approximately \$2,107 per month, reflecting its status as a more upscale neighborhood.
 - 1-Bedroom Apartments: Average rent around \$2,004/month.
 - 2-Bedroom Apartments: Average rent around \$3,035/month.
 - Rental Market: Mix of high-end apartments and condos.

Figure 7

OLD TOWN
IMPACT OF GLOBAL PANDEMIC



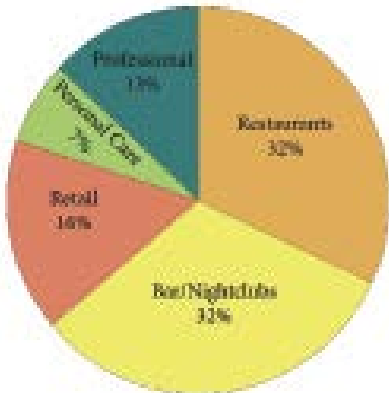
A man on the sidewalk of flanders street and pacific highway 99 in portland on Aug. 9, 2023.



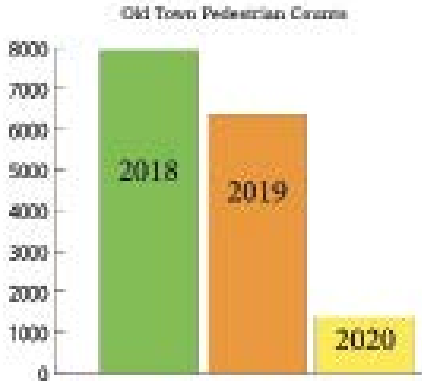
Boarded Buildings



Tents on streets increased



BUSINESSES CLOSED

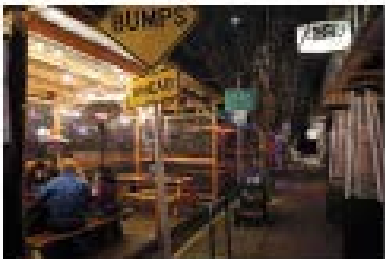


TRAFFIC COUNT

CITY POST COVID



Voodoo Doughnut



Dots Cafe in Southeast Portland
Kristian Foden-Vencil / OPB



Seating outside Rue Cler in Southeast Portland
Kristian Foden-Vencil / OPB

Figure 8

OLD TOWN

LANDMARKS & BUSINESSES

TOP LANDMARKS



1896 - UNION STATION



2000 - LAN SU GARDEN



1940 - WHITE STAG BUILDING



1973 - SATURDAY MARKET

BUSINESSES - HIGHLIGHTS

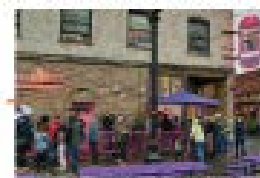
Chinatown has slew of chinese restaurants, pubs and bars. Besides them these are few that are old businesses and are still thriving, except voodoo which is new and a very hyped place.



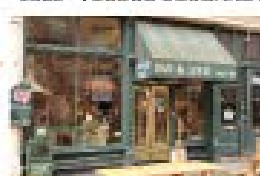
1982 - ROSELAND THEATER



1922 - REPUBLIC CAFE & MING LOUNGE



2003 - VOODOO BOUQUET



1907 - DAN & LOUIS OYSTER BAR

Figure 9



Figure 10

OLD TOWN SPACE ACTIVATION



Aerial view of Flanders Festival Street Plaza Concept.
(Source: Old Town Community Association)



Plaza Concept for the Flanders Festival Street Looking West



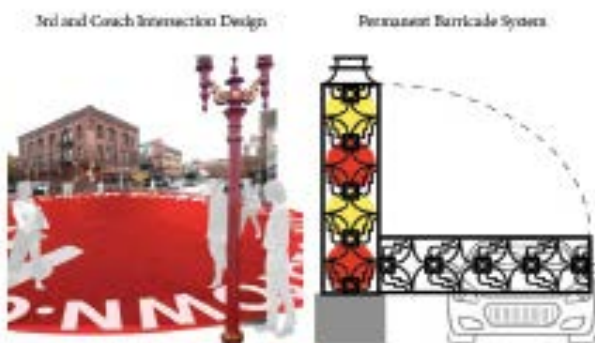
3rd Avenue Improvements



Plaza Concept for NW 3rd and Ankeny Alley Looking North



Plaza Concept for NW 3rd and Ankeny Alley Looking South



Entertainment District Design Concepts

Environment

Figure 11

ENVIRONMENTAL INFO

Topography

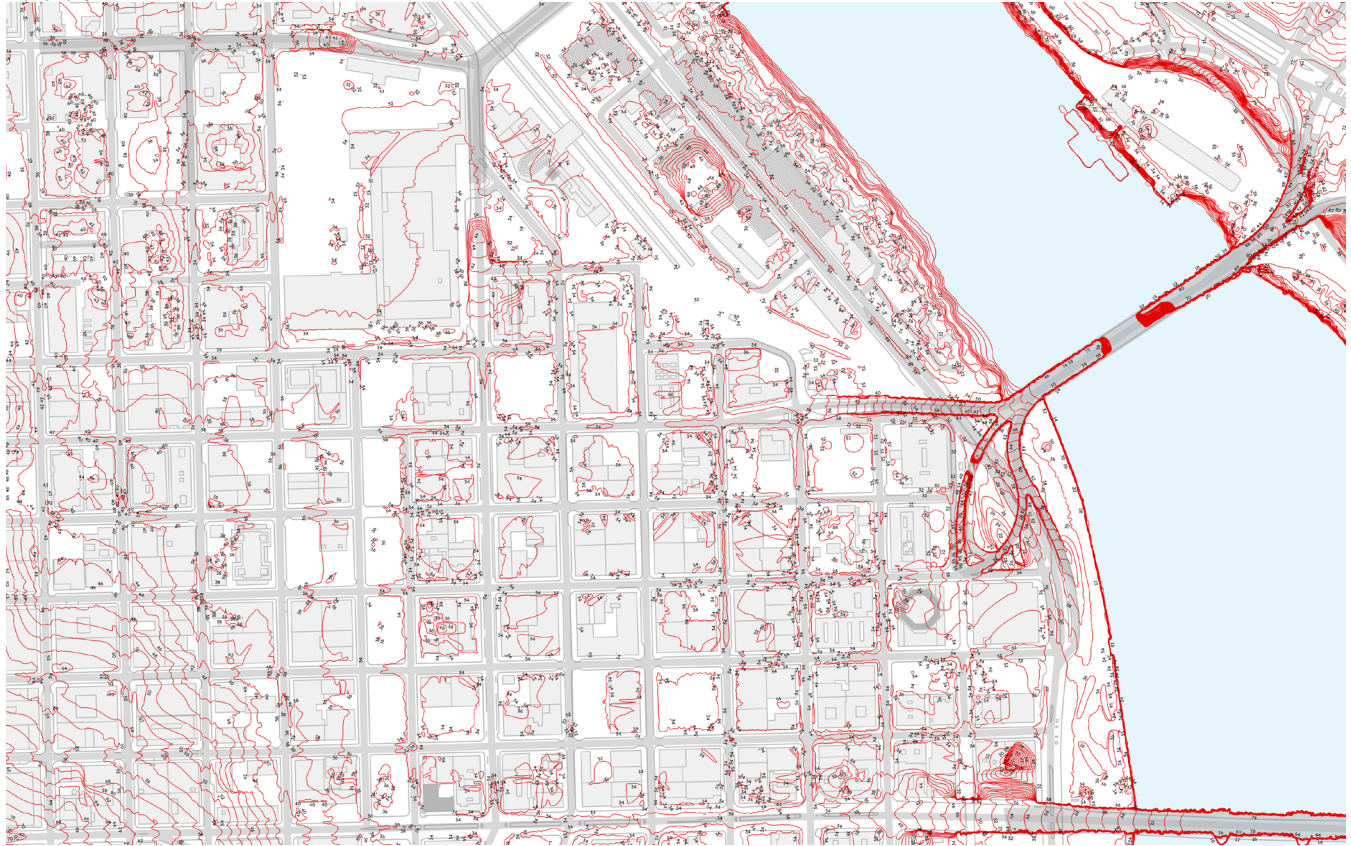
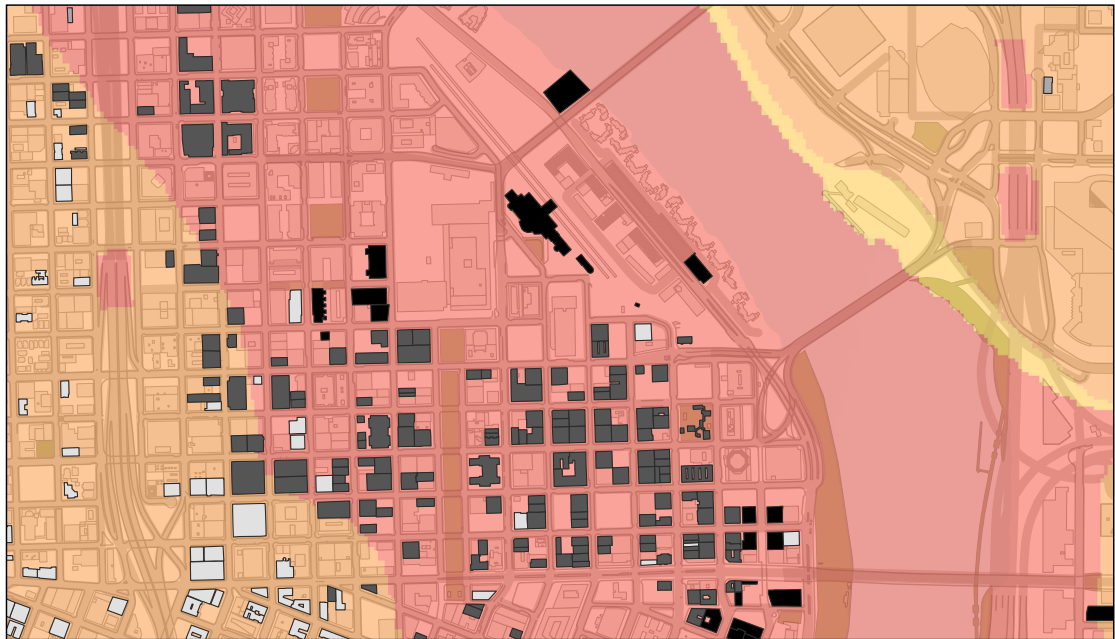


Figure 12

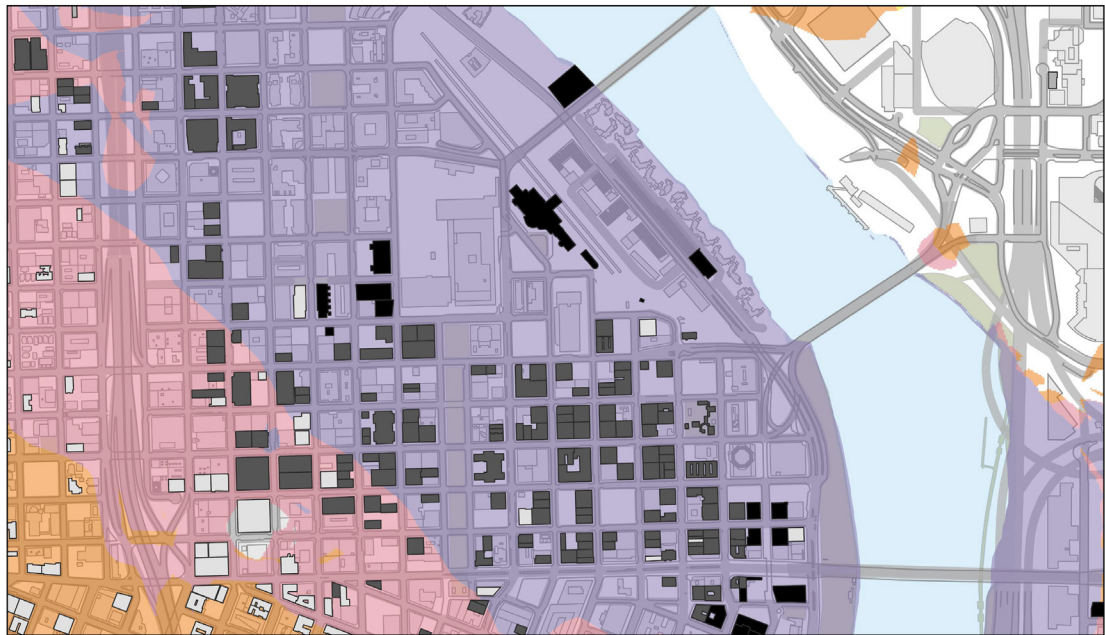


Earthquake Expected Shaking

- Light
- Moderate
- Strong
- Very Strong
- Severe
- Violent

Data reference historical seismic activity along the Cascadia Subduction Zone.

There are two recored active faults located southwest of our site in Downtown Portland and Goose Hollow. Several epicenters have also be recorded south of our site.



Liquefaction Hazard

- Very High
- High
- Moderate
- Low

Unreinforced Masonry Buildings

- Low Risk
- High Risk

Liquefaction occurs when soil is cohesionless soils with poor drainage lose strength and stiffness during an earthquake. The resulting behavior is similar to a viscous liquid.

Since our site is located in a very high liquefaction zone improving soil drainage and soil compaction may reduce the effects of

Figure 13

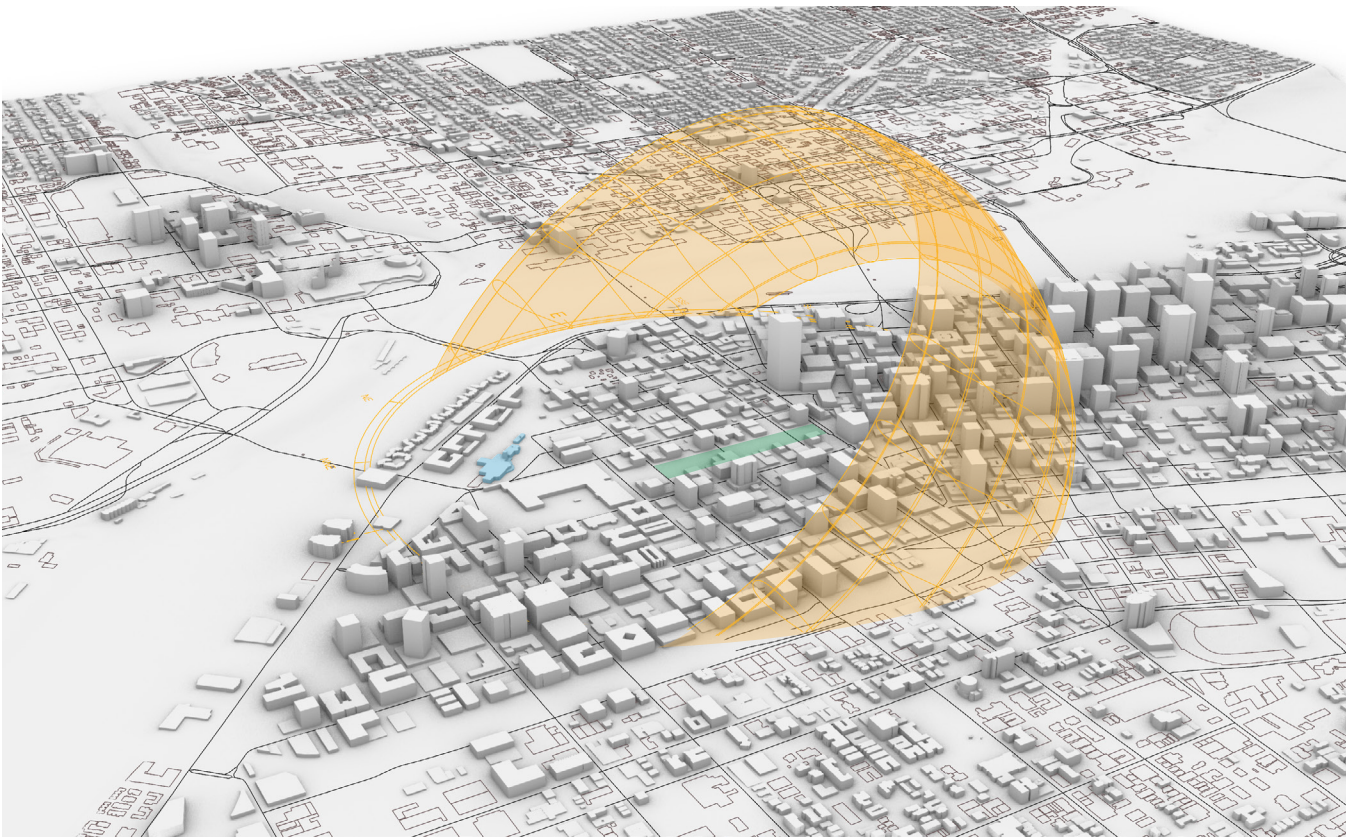


Figure 14

ENVIRONMENTAL INFO
Sun Paths and Sky Coverage

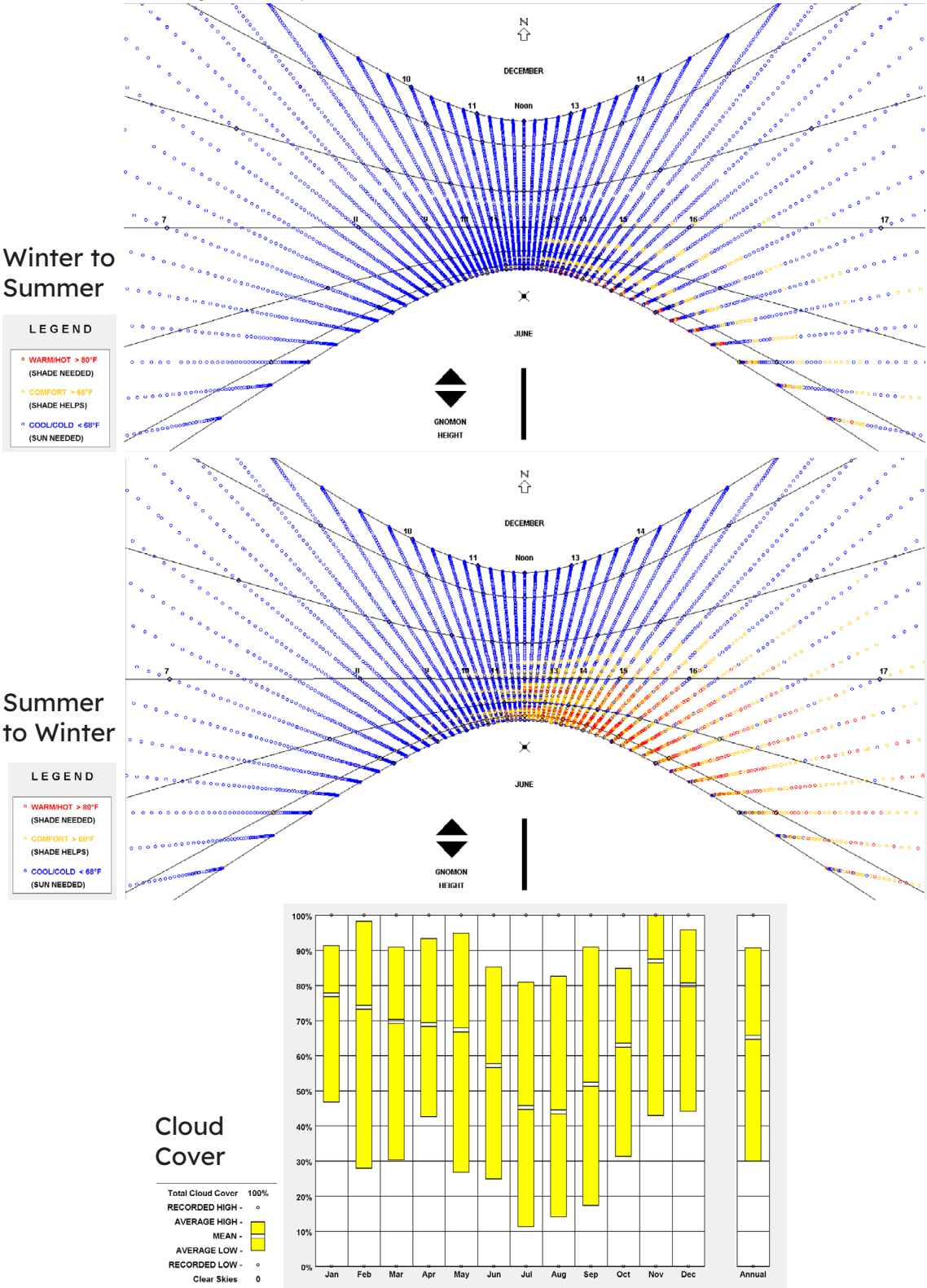
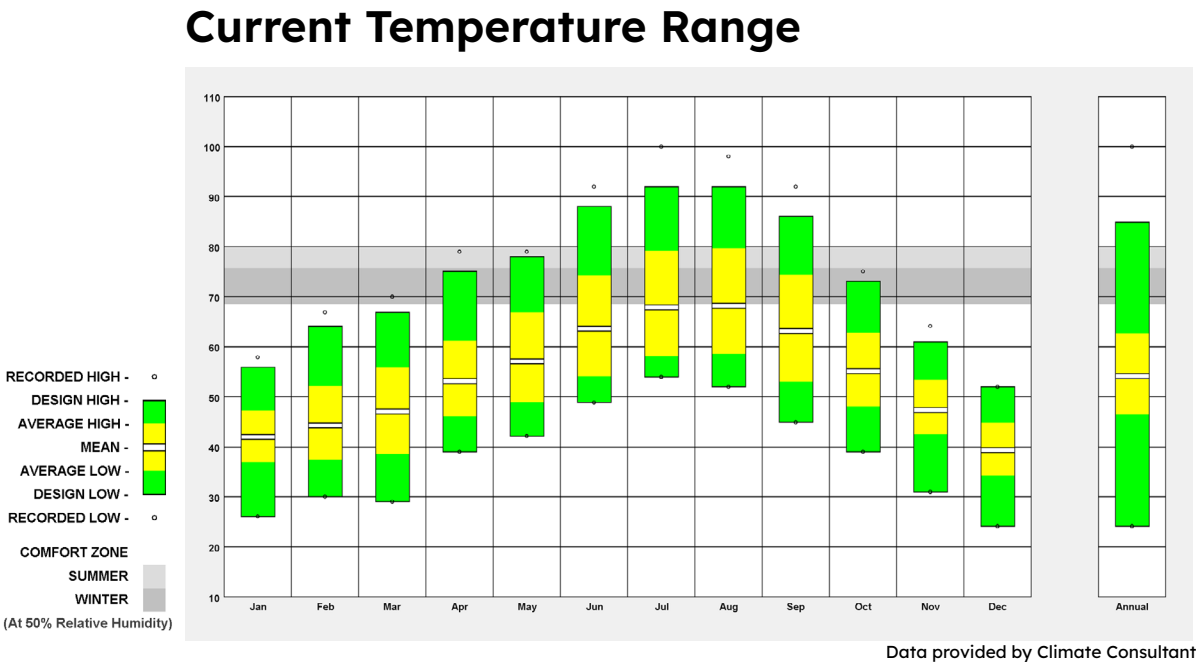


Figure 15



Portland is classified as having a moderate climate with wet winters and warm summers, but it is projected to get hotter in the future.

Projected Number of Hot Days Per Year

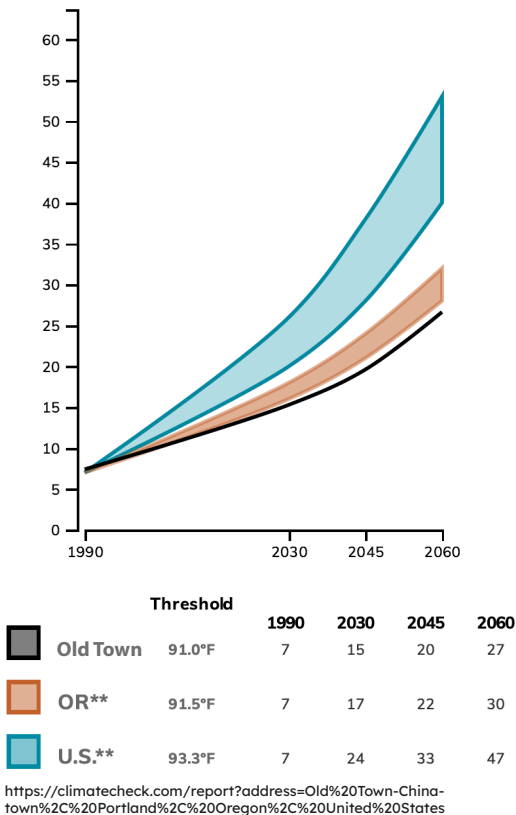
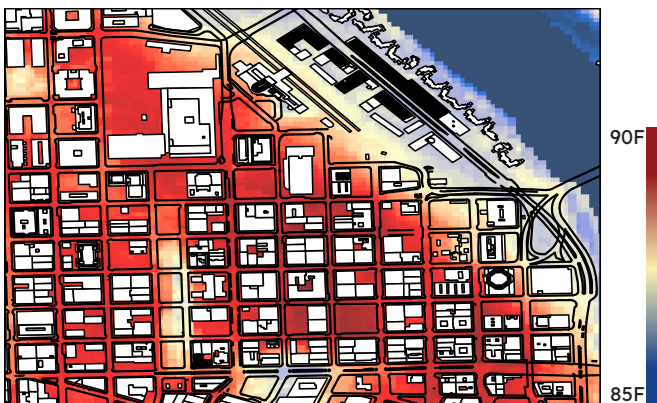
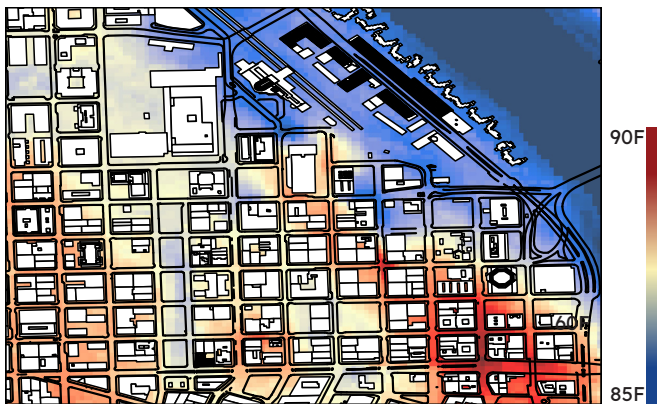
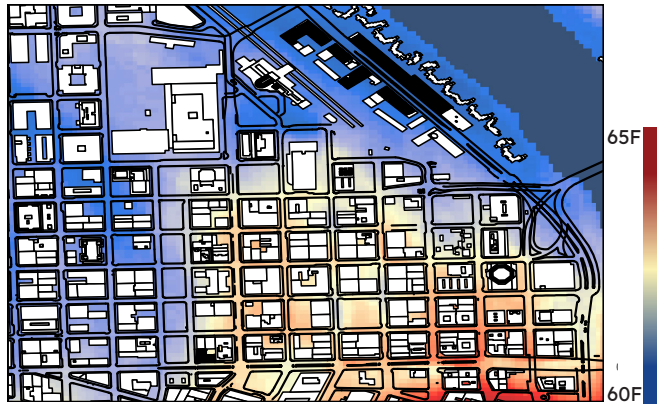


Figure 16

ENVIRONMENTAL INFO

Urban Heat Island



<https://www.heat.gov/datasets/esri:u-s-urban-heat-island-mapping-campaign/explore?location=45.525178%2C-122.680538%2C13.61&style=pm>

Old Town is located within an Urban Heat Island (UHI) due to the mass concrete and low tree canopy. Based on the UHI indexes provided by NIHHIS, the southeast corner of our site is the warmest area throughout the day.

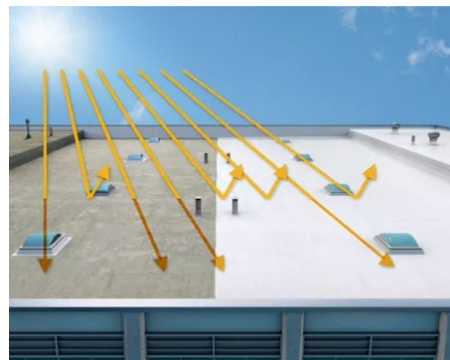
Compared to the rest of Portland, Old Town is about 0.25F cooler.

Methods to Reducing Heat Risk:

Design methods can help to protect Portland's most vulnerable populations from the increased temperatures. Offering areas of shade through tree canopy and the built environment is a simple way to increase comfort during hot days. Installing greenroofs and other reflective surfaces can help decrease the amount of heat that is absorbed during the day and released at night.



Tree canopy offers opportunities for rest in the shade.

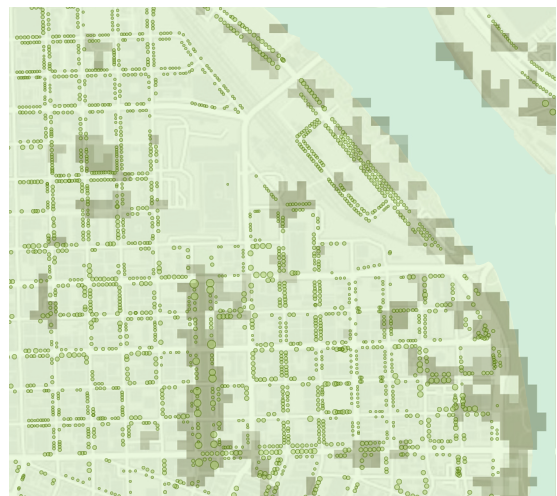


Lighter surfaces have more light reflectivity and less heat absorption.

Figure 17

ENVIRONMENTAL INFO

Tree Canopy



Tree Diameter at Breast Height (in.)

- 1
- 5
- 10
- 50
- 100

The darker the area, the greater the tree canopy coverage.

Northwest Portland contains the least amount of tree canopy coverage (1.3%) which can contribute to increased heat and decreased air quality.

Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA



Trees can help lower temperature by offering shade and absorbing less heat.



Trees can improve water and air quality by filtering stormwater and air.



Trees are home to the variety of urban fauna.



Trees can reduce stress and offer peace.

Figure 18

ENVIRONMENTAL INFO

Tree Inventory



Tree Inventory

Native

- Unknown
- No
- Yes

Top 3 Species in Parks:

1. Japanese Flowering Cherry
2. Norway Maple
3. American Elm



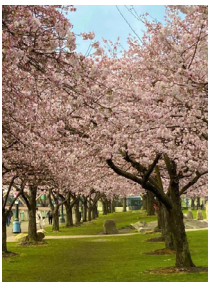
Norway Maple



Red Silver Maple Hybrid



Flowering Pear



Japanese Flowering Cherry



American Elm

Top 3 Species in Streets:

1. Norway Maple
2. Red Silver Maple Hybrid
3. Flowering Pear

Most trees planted in Old Town are not native to the area. Furthermore, more planted trees have a small trunk diameter; with most of the largest trees located in the North Park Blocks.

The most common trees planted throughout the site are not native.
For a list of native flora visit: <https://www.portland.gov/bps/documents/portland-plant-list/download>

Figure 19



Tree Inventory

Most trees on our site are in fair to good condition.

Condition

- Excellent
- Good
- Fair
- Poor
- Dead

There are design opportunities to improve street tree condition in Old Town. Suggestions include: increased size of tree wells, root barriers, tree guards, public trash receptacles and restrooms, and conscious pathing for avoid desire paths through planters.



Root barriers guide the tree's root growth to protect them from breaking through the sidewalk.



Guards protect the tree's trunk from potential collision and vandalism.



Public facilities like trash cans and restrooms can keep litter and excrement from trees.

Figure 20

ENVIRONMENTAL INFO

Flora and Fauna

Our urban ecosystem is a host to many plants and animals. Flora in the area provide a rich array of benefits from beautification to improved air quality and rainwater management. Below are some native species to Portland:



Oregon Grape



Common Camas



Common Yarrow

Full List: <https://www.oregonmetro.gov/sites/default/files/2018/01/24/native-plants-willamette-valley-yards-booklet.pdf>

The trees and plants in Portland are also home to many wildlife such as birds nesting in the trees and pollinators in the parks. The Willamette River is also host to important fish species and support our local bird population.



Song Sparrow



Mallard



Western Honey Bee



Western Grey Squirrel



Chinook Salmon



Steelhead Trout

Full Bird List: <https://ebird.org/hotspot/L285943/bird-list>

Fish List: <https://extension.oregonstate.edu/sites/extd8/files/documents/em9091.pdf>

Recorded Spottings: <https://www.inaturalist.org/observations?nelat=45.53574557319645&nelng=-122.66908925501625&subview=map&swlat=45.522457191799646&swlng=-122.68857282130043&view=species>

Portland's Endangered Species: <https://www.portland.gov/bes/documents/special-status-and-risk-species-list-2022-preliminary-update-report/download>

Figure 21

ENVIRONMENTAL INFO
Wind Paths



Figure 22

ENVIRONMENTAL INFO

Flood Hazard



Flood Hazard Area

- 0.2% Annual Chance Flood Hazard
- Area Of Minimal Flood Hazard
- Floodway

41% of Old Town is subject to fluvial (riverine) flooding or pluvial (surface) flooding due to its location along the Willamette as well as high percentage of impervious surfaces. 83% of ground surface in Old Town is impervious which increases the risk for flooding.

Data is provided by FEMA based on 100-year and 500-year floodplains.

Portland's Stormwater Management:

In addition to engineered solutions (pipes and drains), Portland seeks to manage its stormwater runoff through natural means.

Pervious surfaces can help recharge groundwater and reduce water build up on the streets.

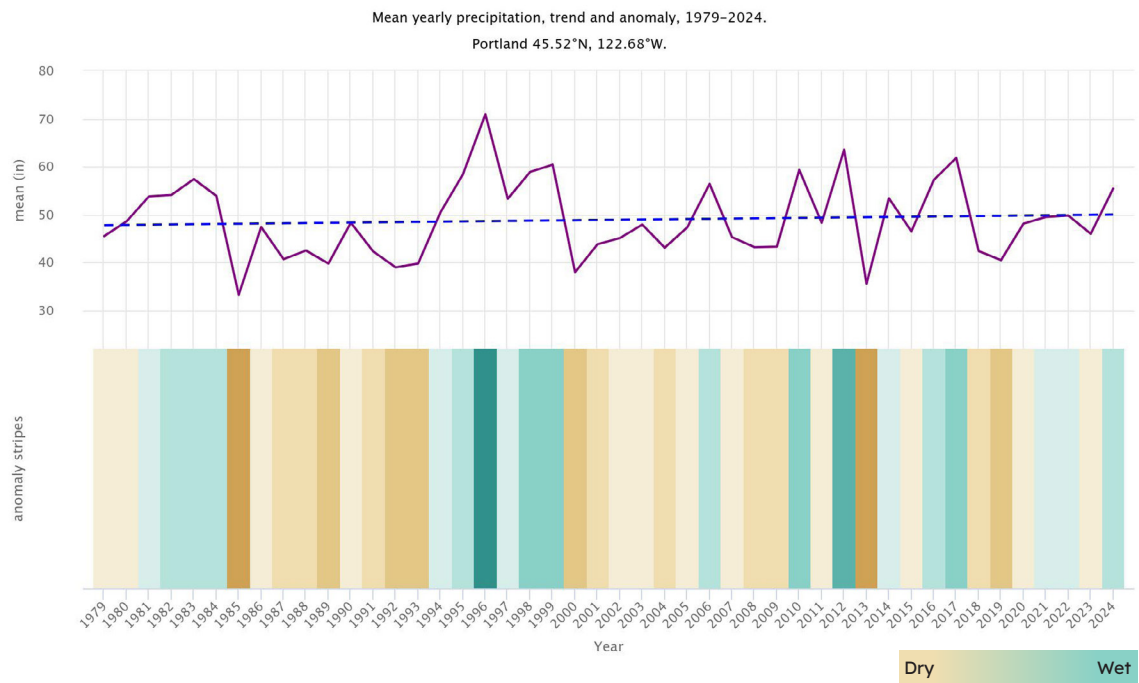
Green Streets, or bioswales, are a microecosystem that captures and filters stormwater to either enter the Willamette or recharge groundwater.

Bioswales are often planted with a mix of native and non-native plants that grow to 2-3 feet in height.



Figure 23

ENVIRONMENTAL INFO
Precipitation



Source: https://www.meteoblue.com/en/climate-change/portland_united-states_5746545

Portland is subject to periods of intense rains. Based on recorded data and projects, the area is not projected to have dramatic increase or decrease in precipitation.

Despite no significant change, stormwater management and respite from wet weather remain a top priority in the city of Portland.

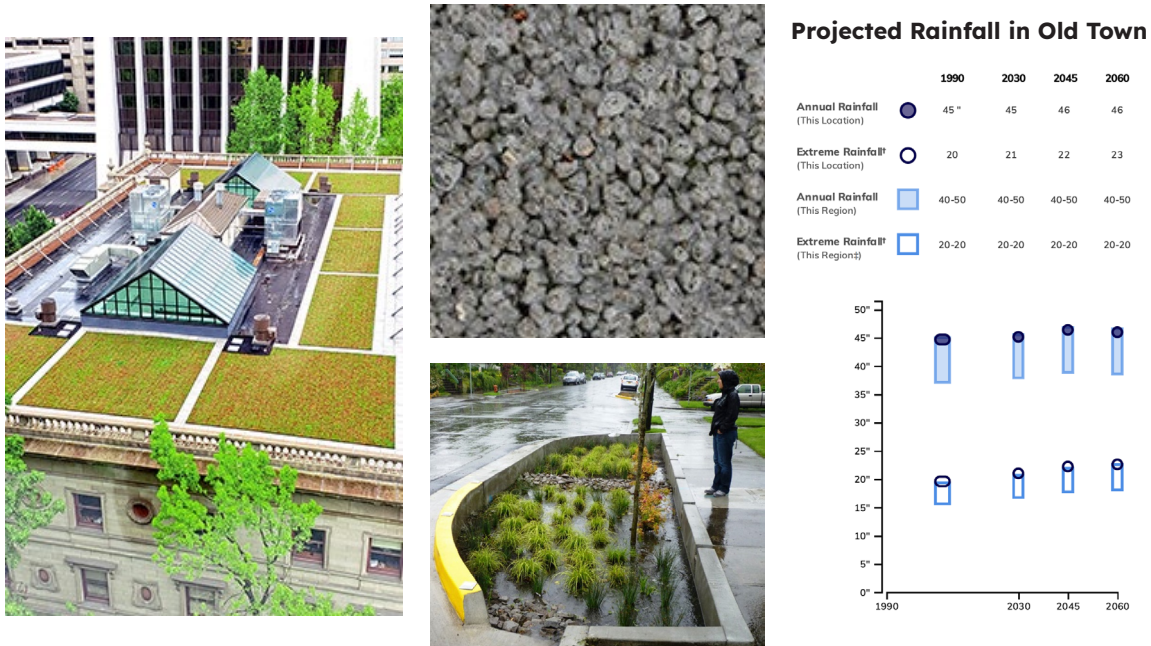


Figure 24

PHYSICAL SITE
Area Context



Figure 25

PHYSICAL SITE
Area Relationships Diagram

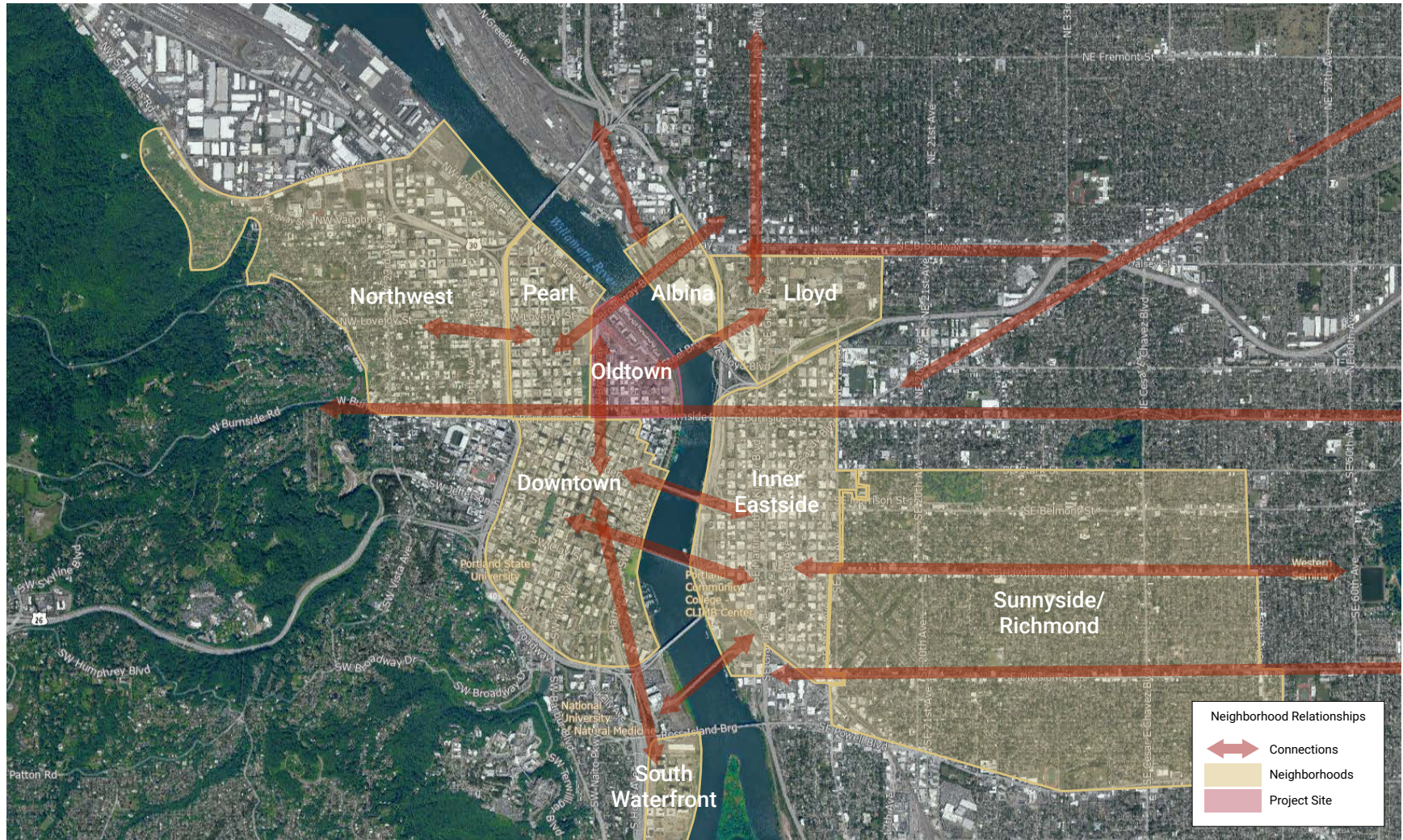




Figure 26

PHYSICAL SITE
Figure Ground

Figure 27

PHYSICAL SITE

Existing Uses



Figure 28

PHYSICAL SITE
Social Service Providers in Old Town
Portland



Figure 29

PHYSICAL SITE
Old Town Buildings by Number of Stories

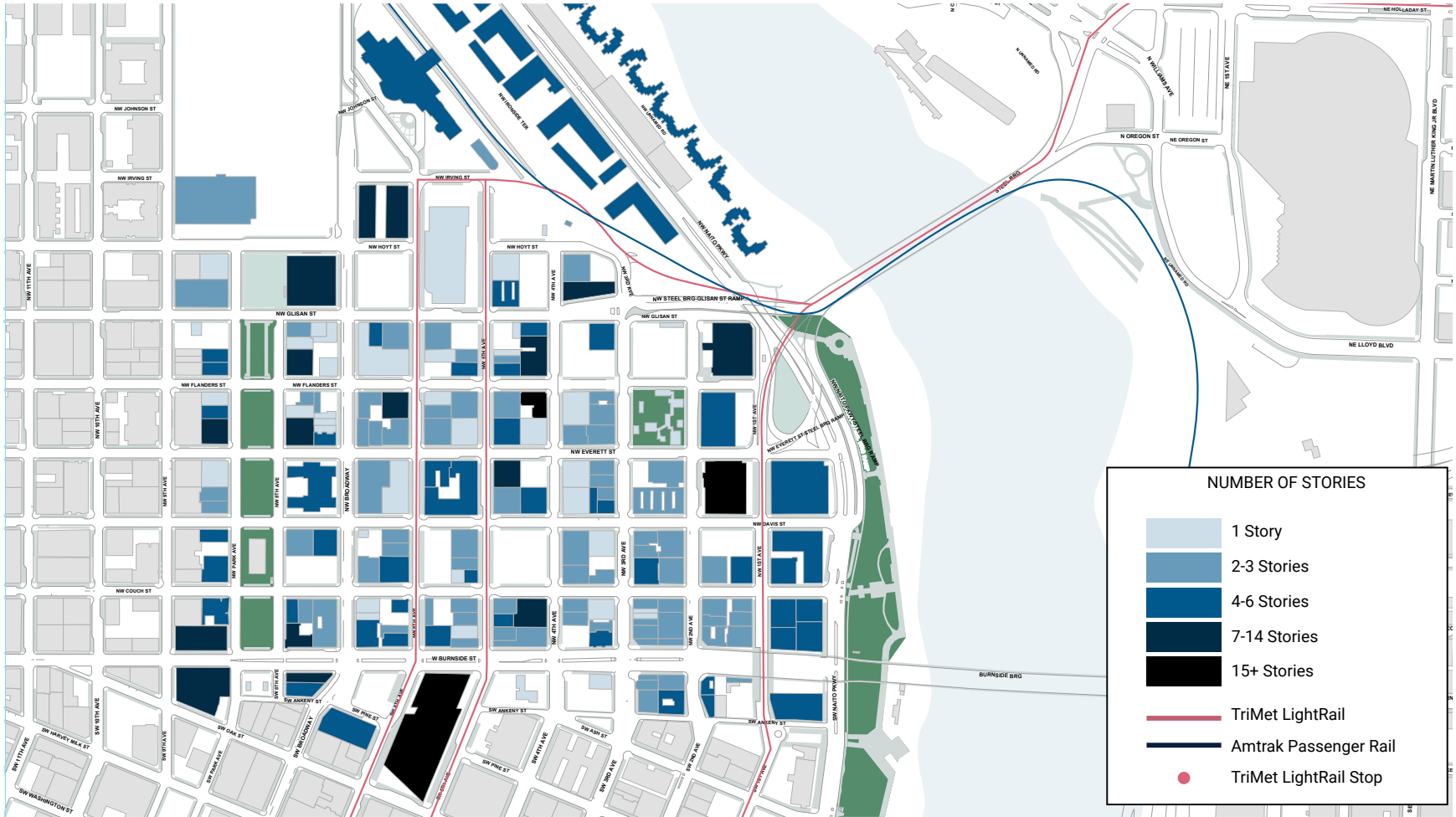


Figure 30

PHYSICAL SITE
Parking Lots and On-Street Parking in Old
Town Portland

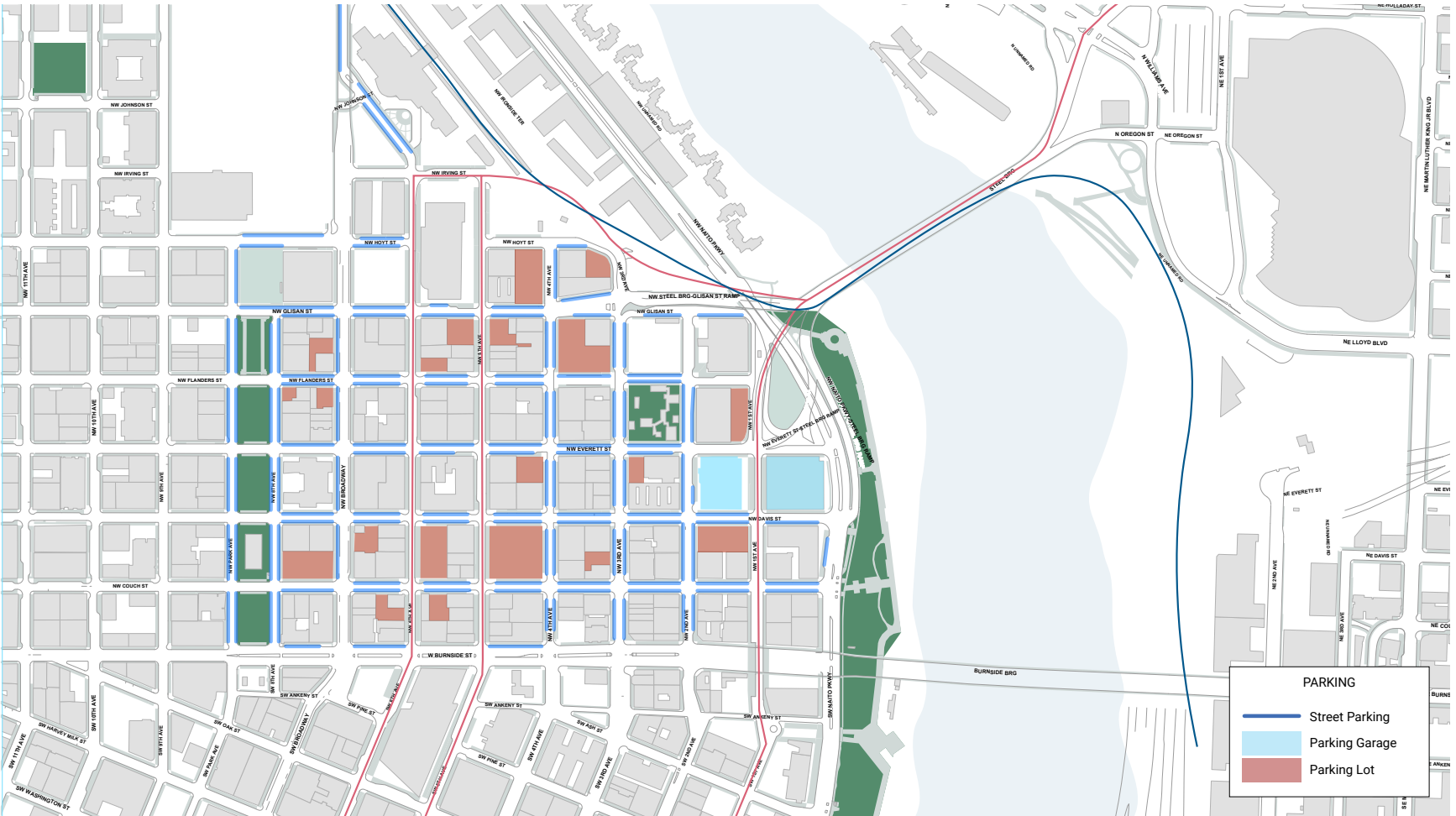
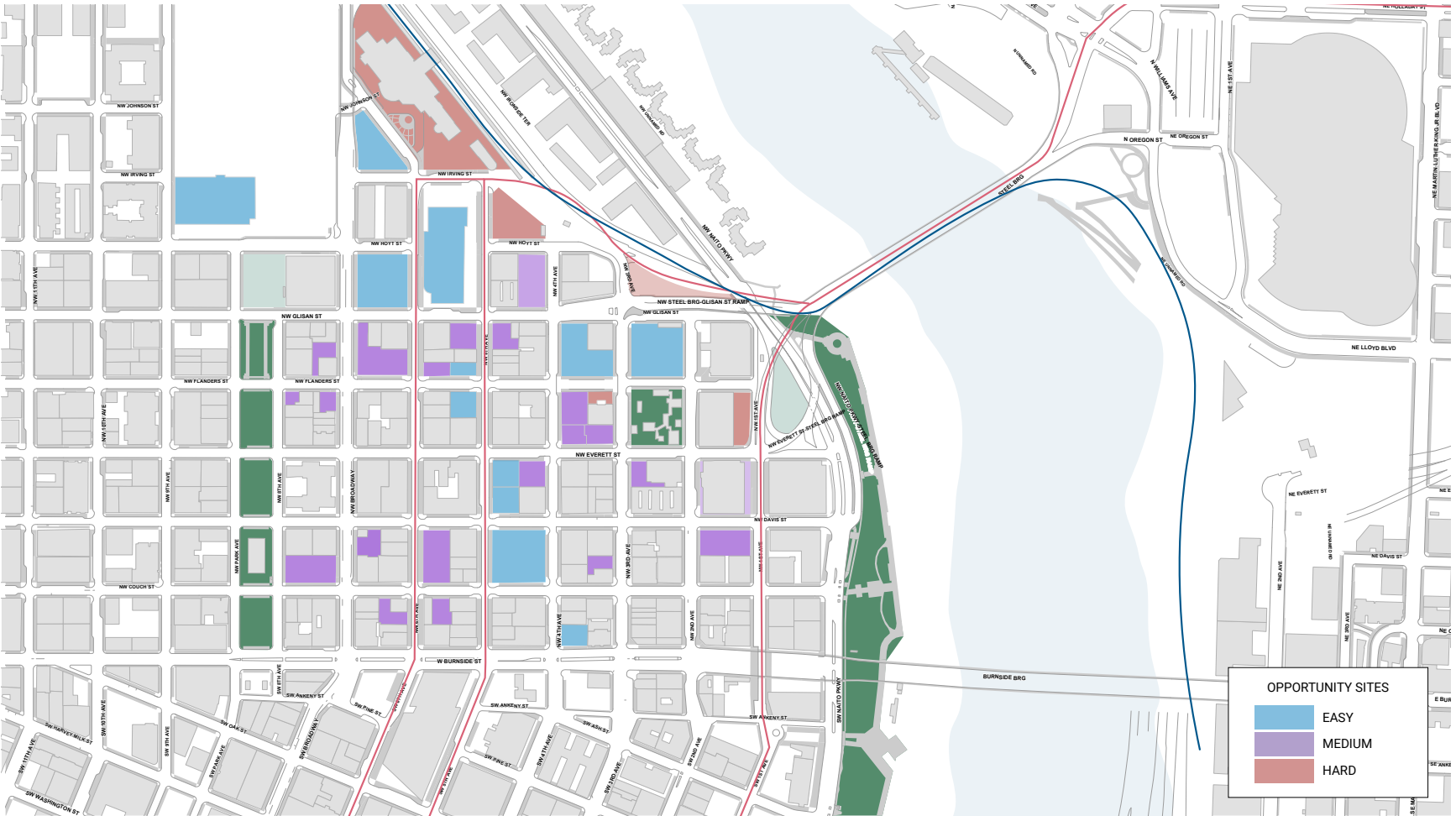


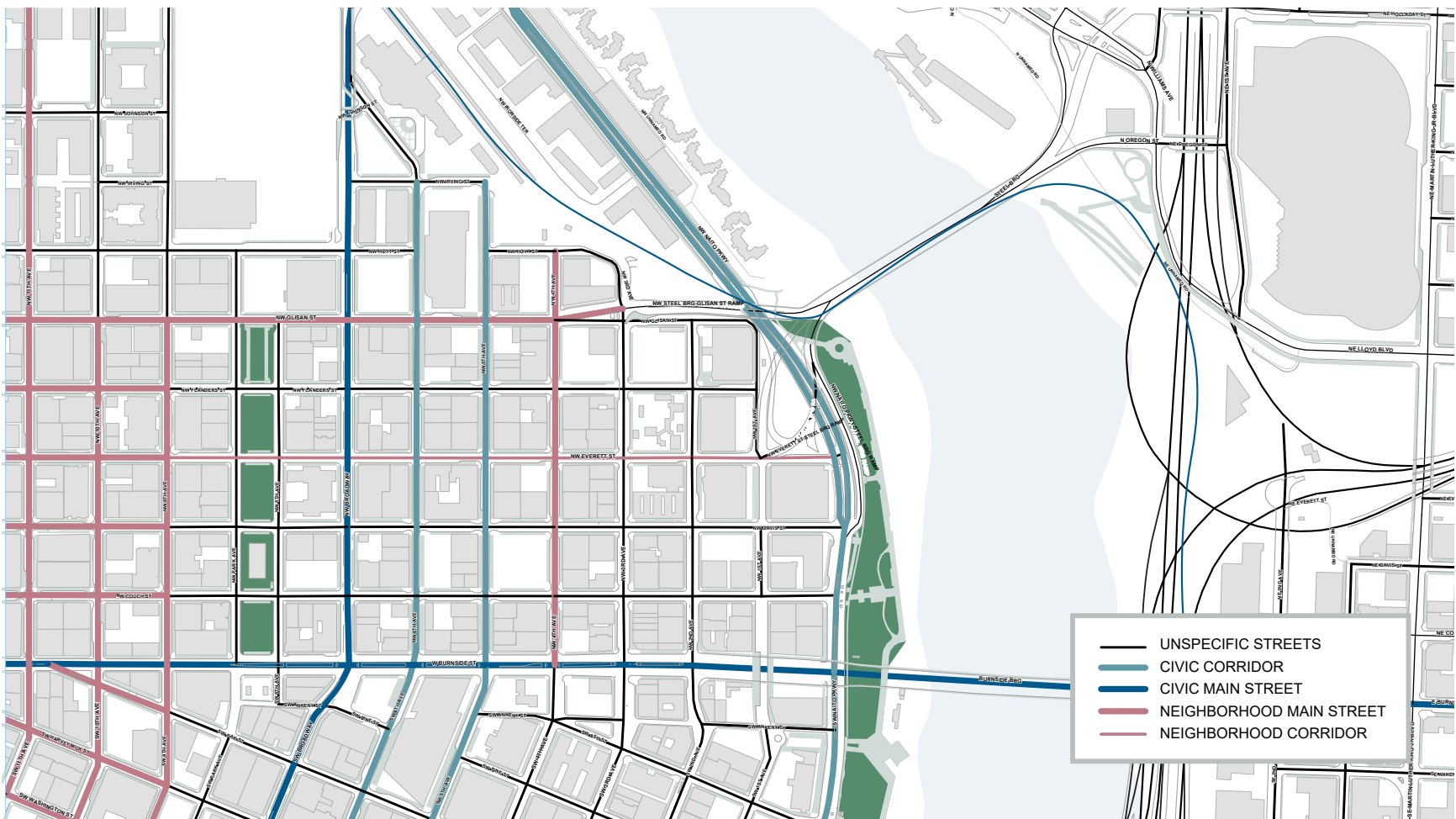
Figure 31

PHYSICAL SITE
Opportunity Sites



PHYSICAL SITE

Street Hierarchy



PHYSICAL SITE Barriers



PHYSICAL SITE

View Potential

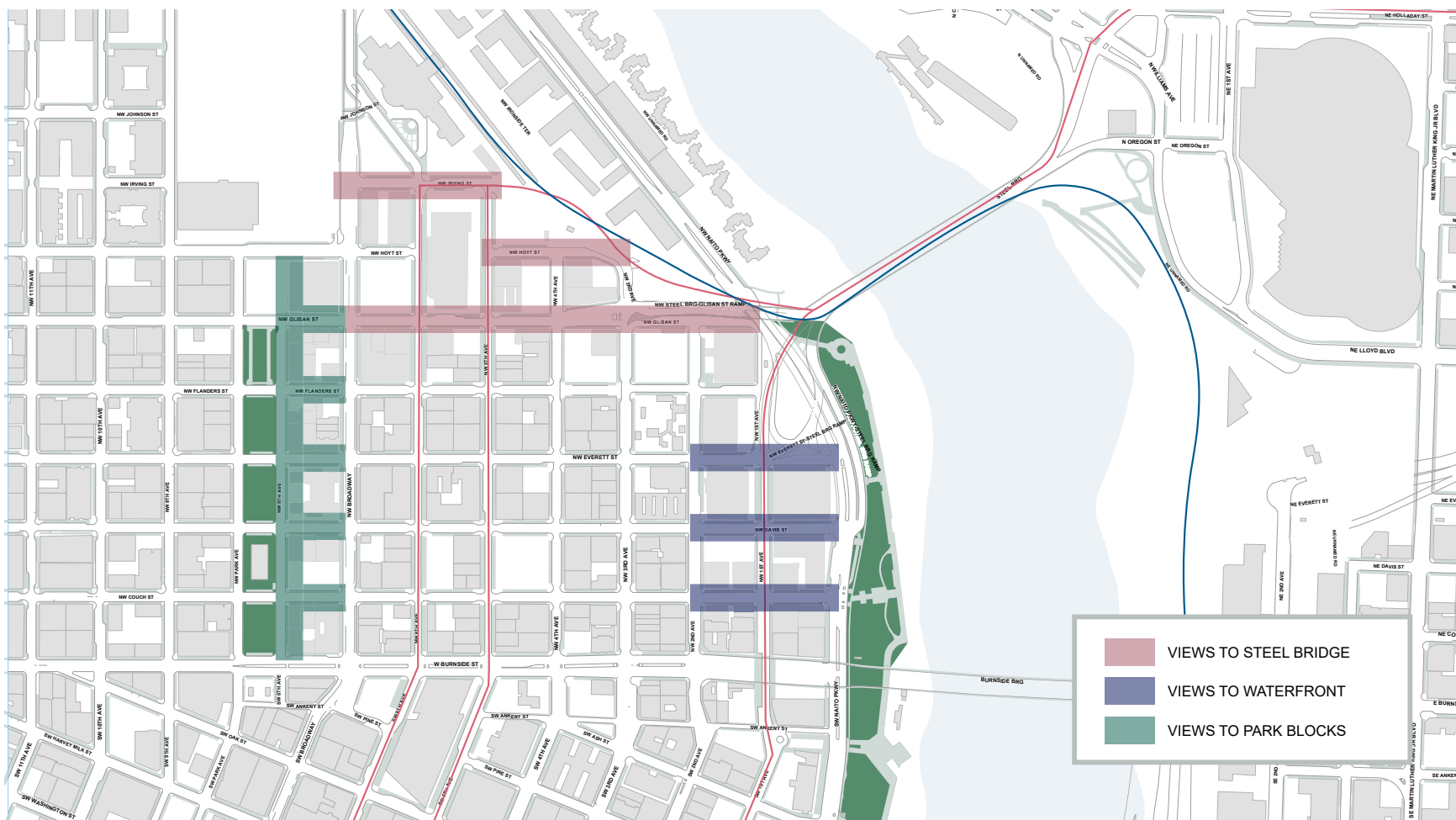


Figure 35

PHYSICAL SITE
Critical Sites

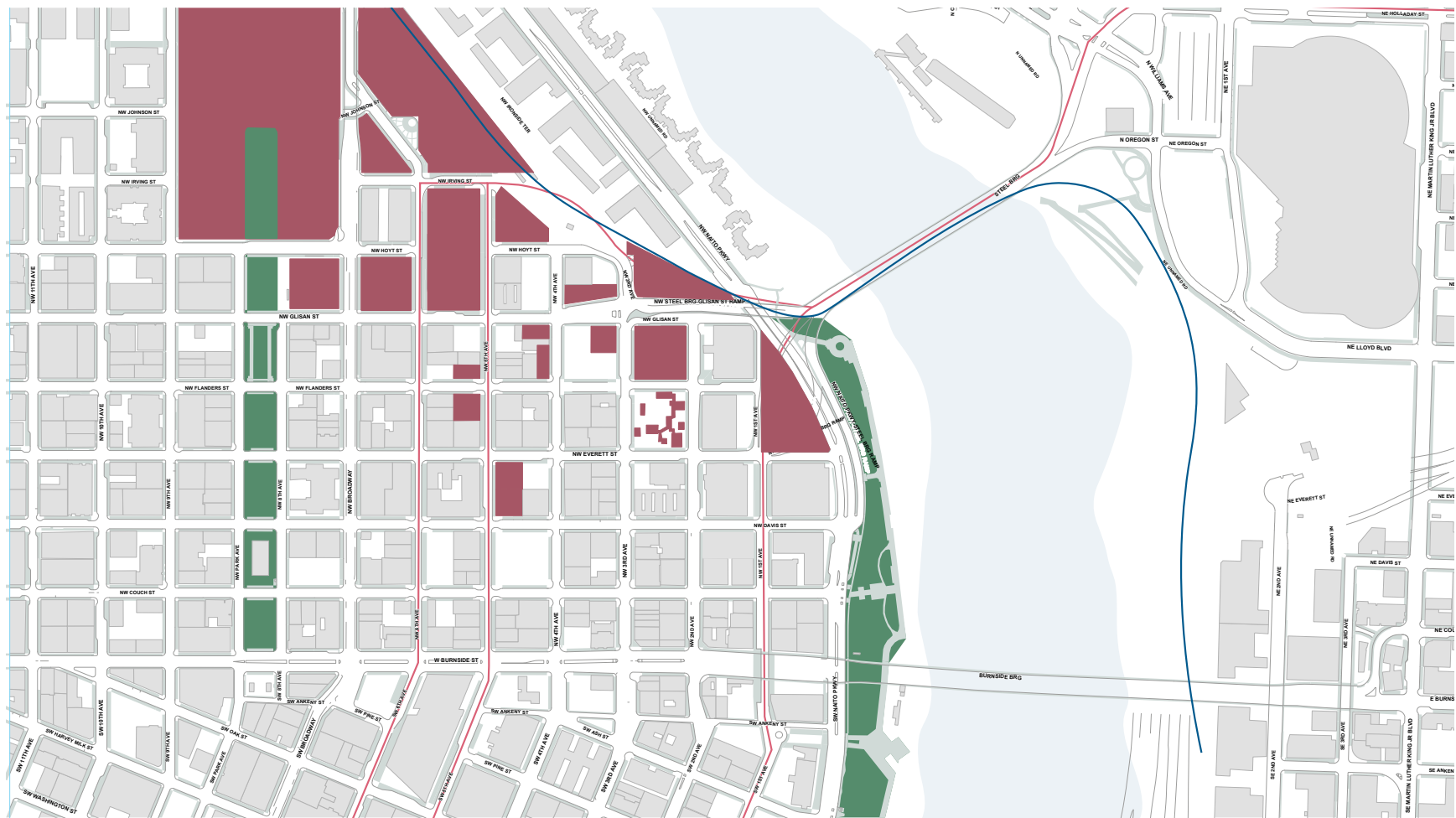


Figure 36

PHYSICAL SITE
20 Minute Walk Map

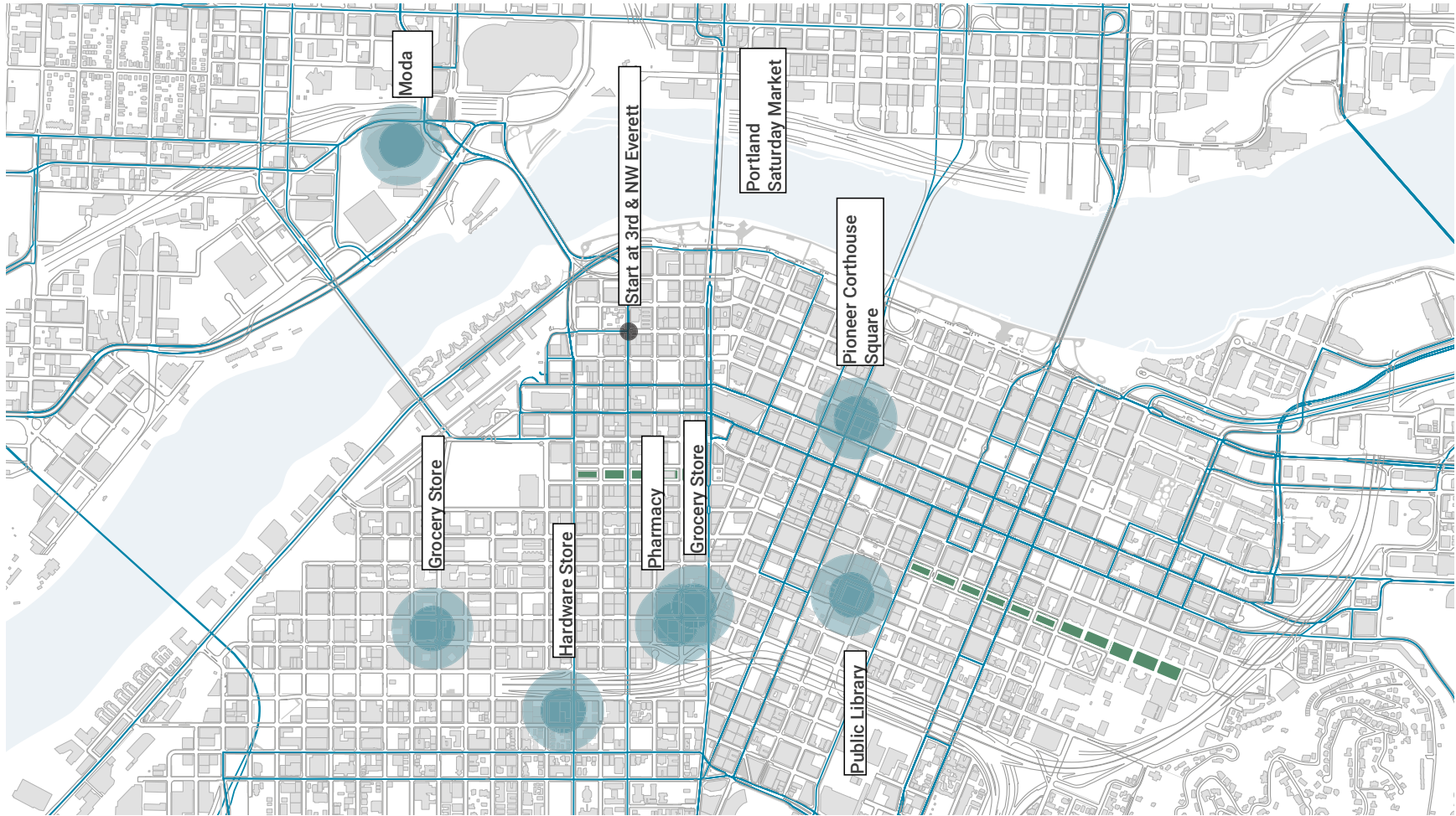


Figure 37

PHYSICAL SITE
20 Minute Bike Map

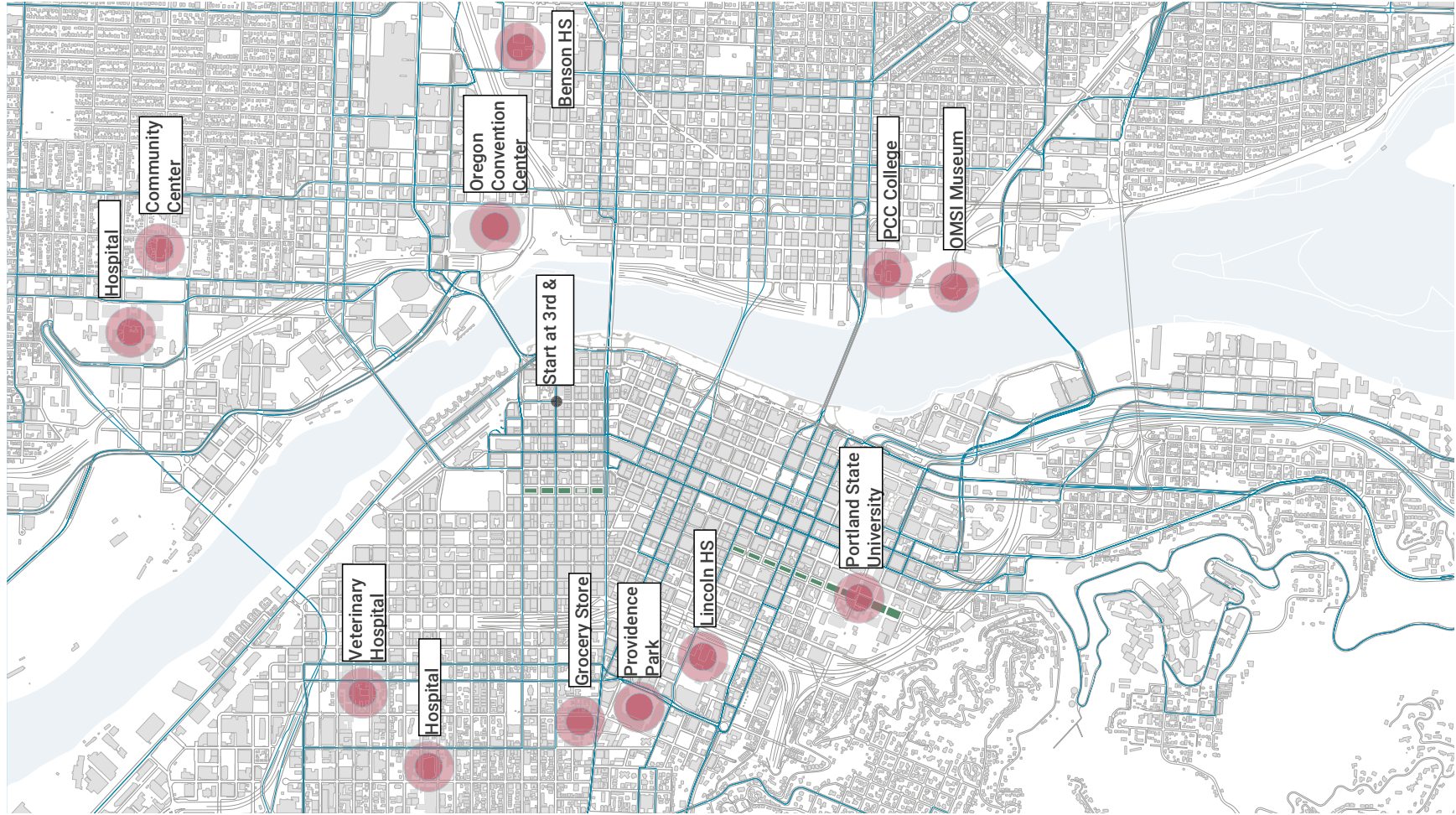
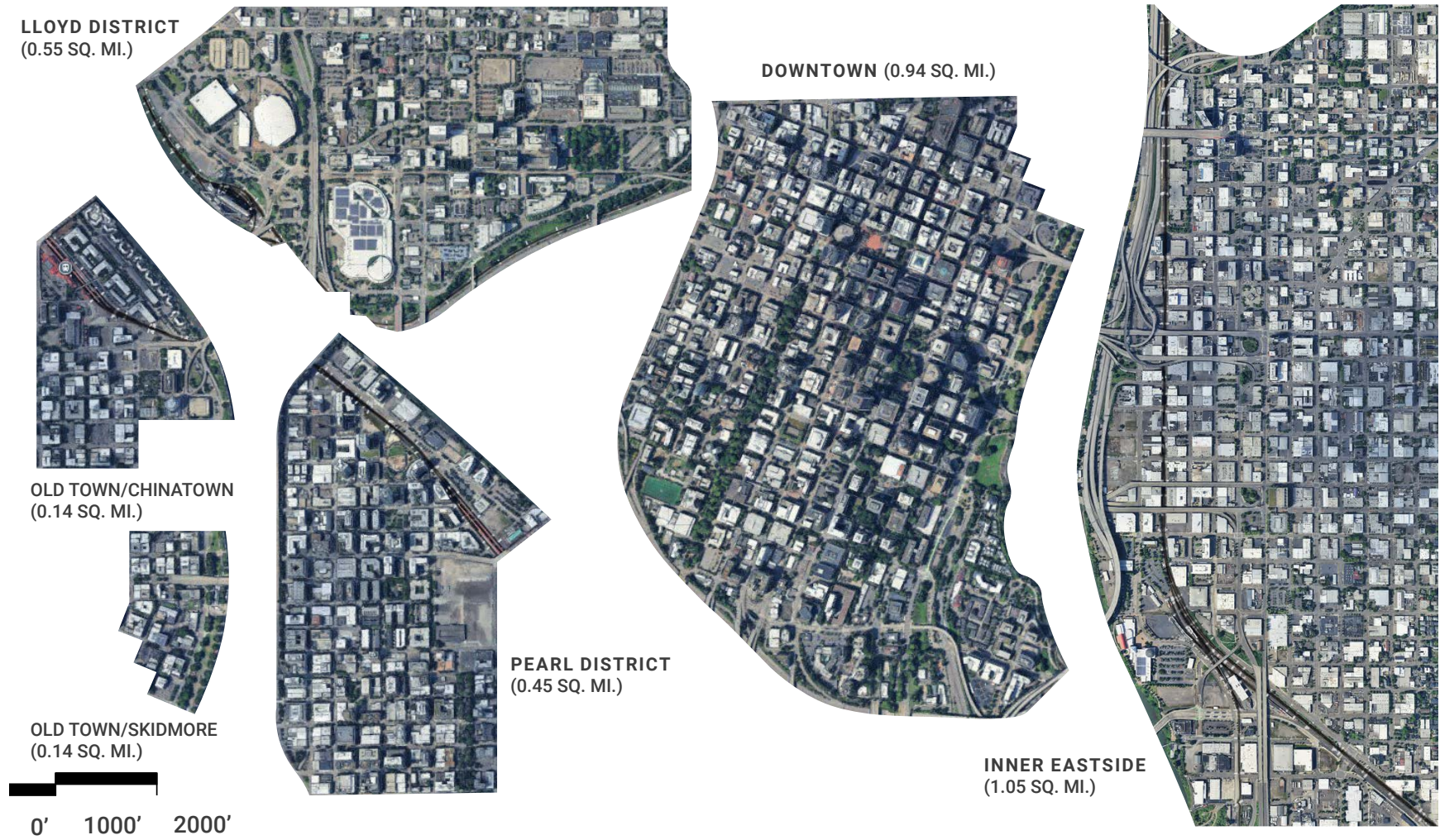


Figure 38

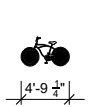
PHYSICAL SITE
Neighborhood Scale Comparisons



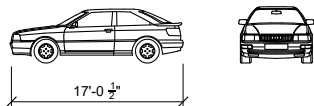
Transportation

Figure 39

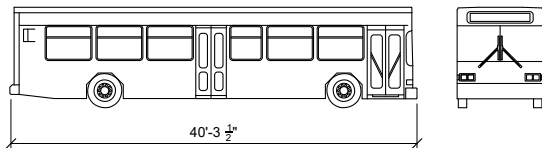
MULTI-MODAL DIMENSIONS



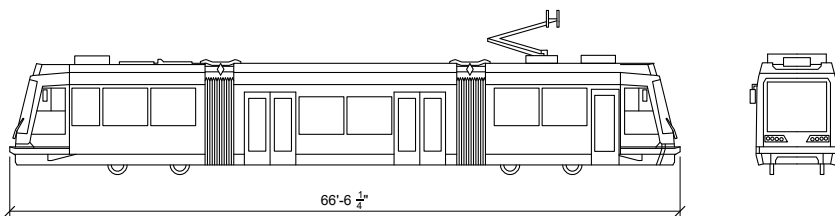
Bicycle + Pedestrian



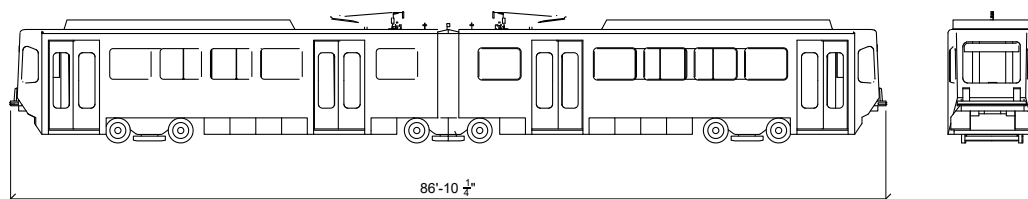
Compact Car: Audi-L



Standard Bus: Gillig Low Floor 40'



Portland Streetcar: United Streetcar "Model 100"



MAX Train: Bombardier (Type 1 of 6)

Figure 40

LANE DIMENSION RANGES

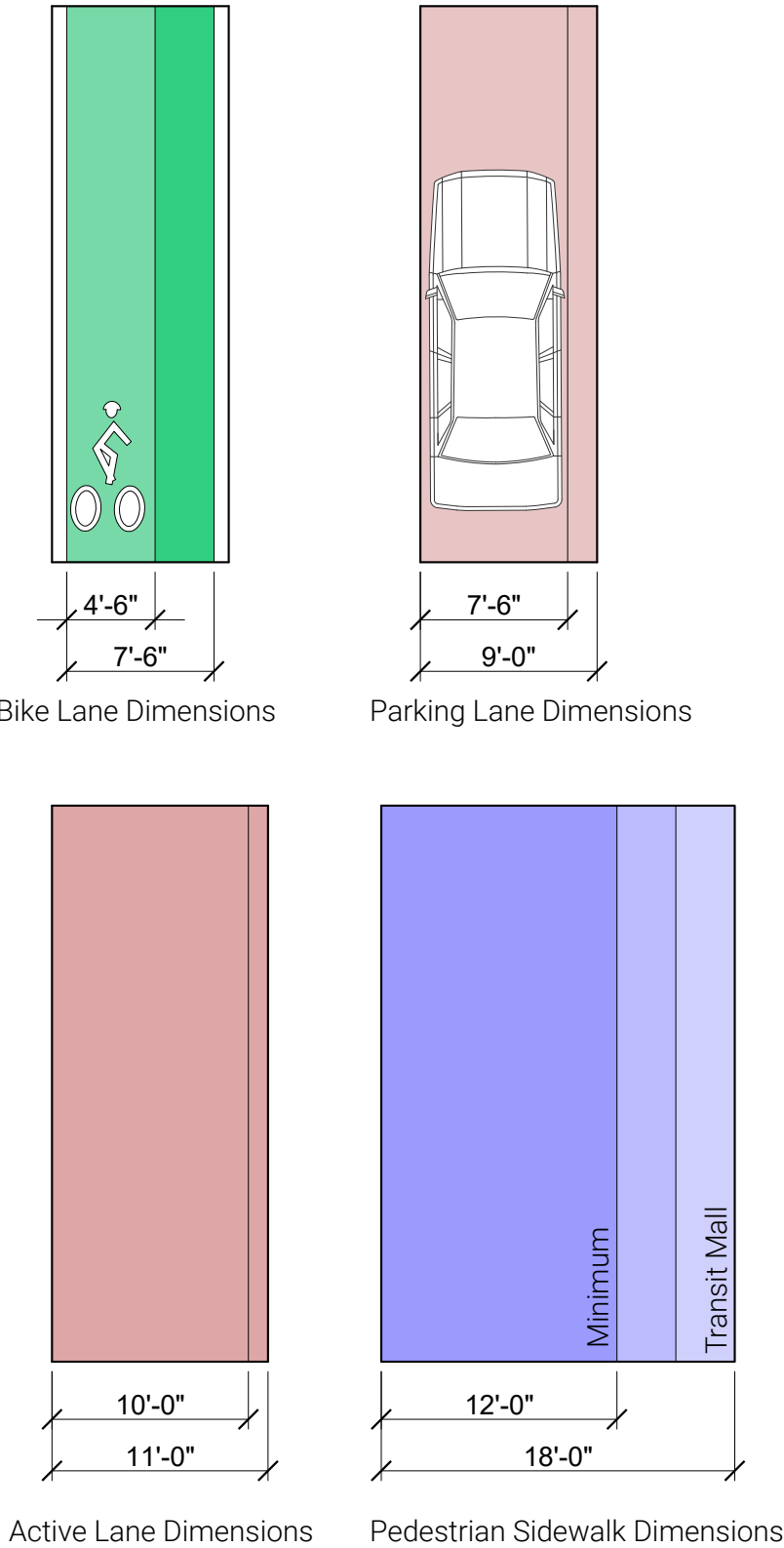


Figure 41

NW BROADWAY
MULTI-MODAL MAIN THOROUGHFARE

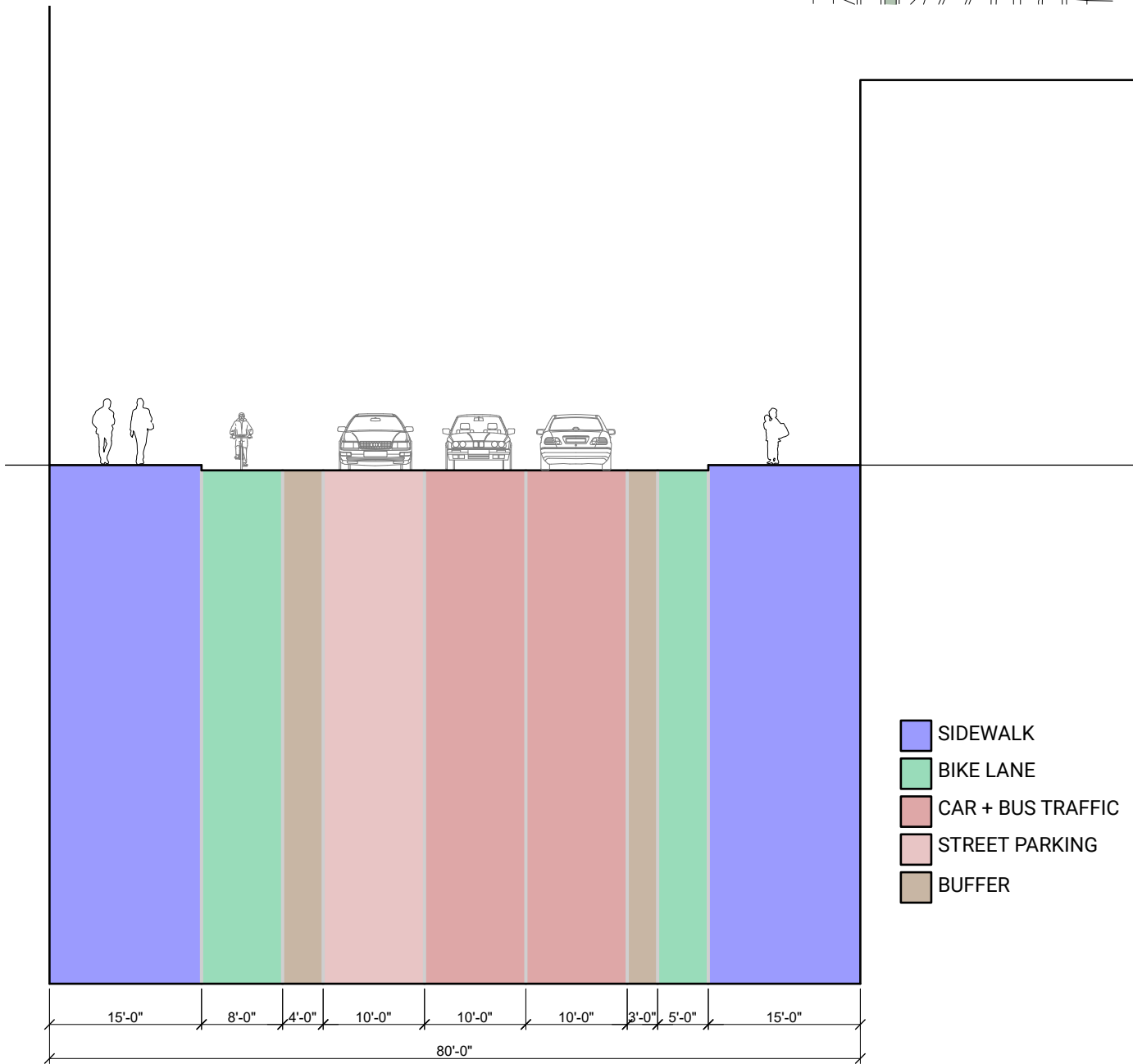


Figure 42

NW GLISAN
VEHICLE-ORIENTED STREET

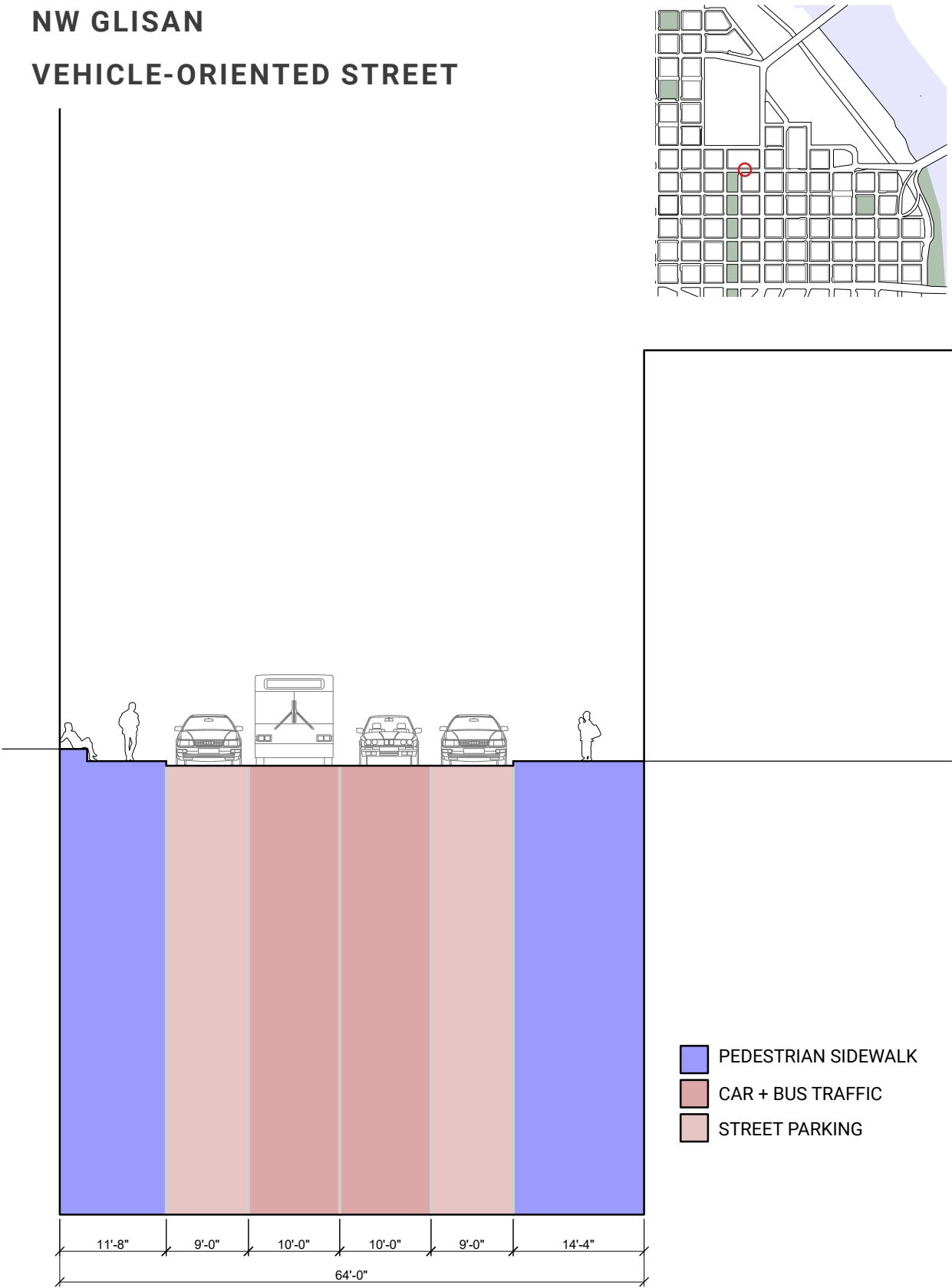


Figure 43

NW 5TH
TRANSIT MALL

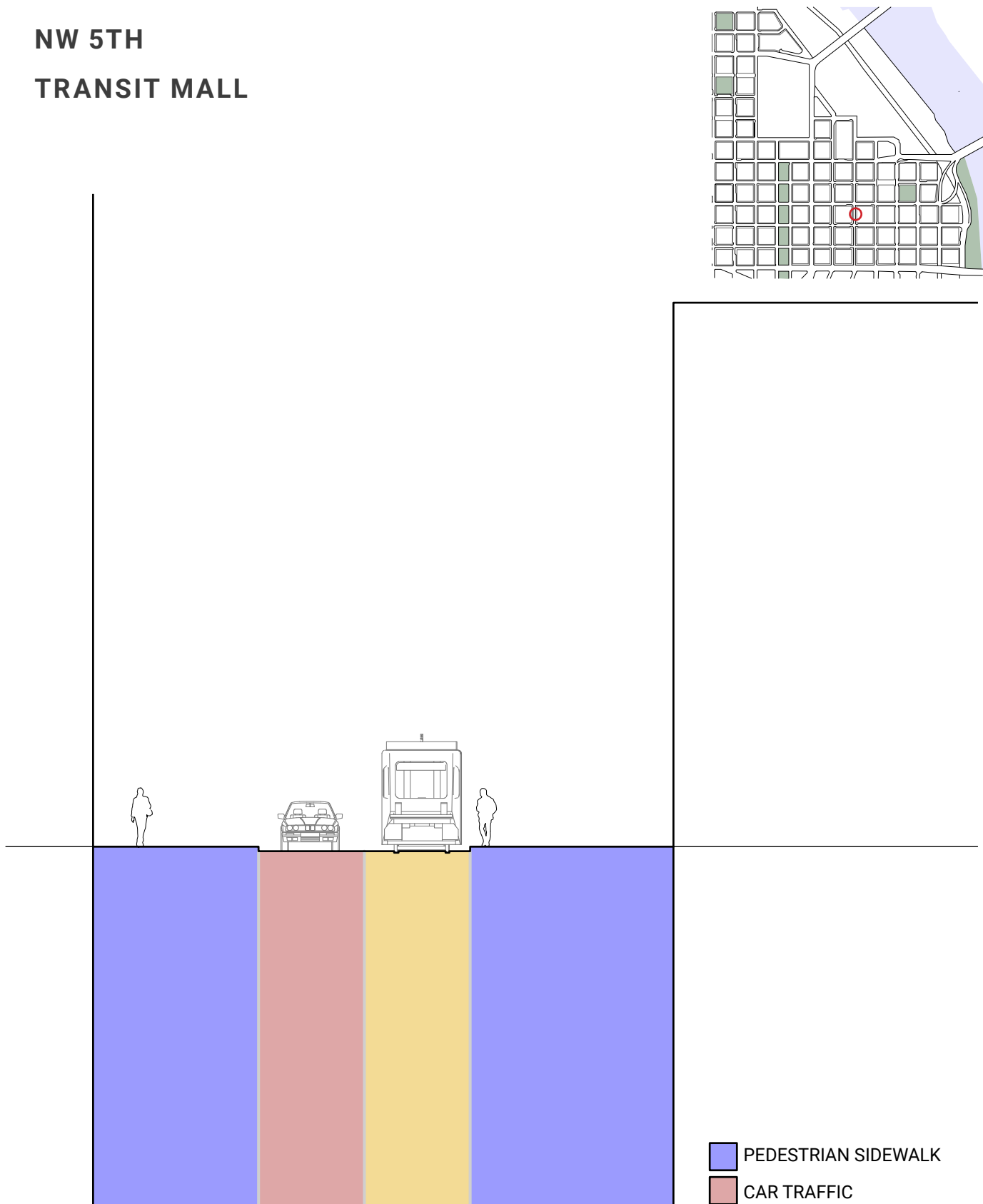


Figure 44

BIKE LANES + INFRASTRUCTURES

Portland is consistently regarded as one of the most bikeable cities in the United States.

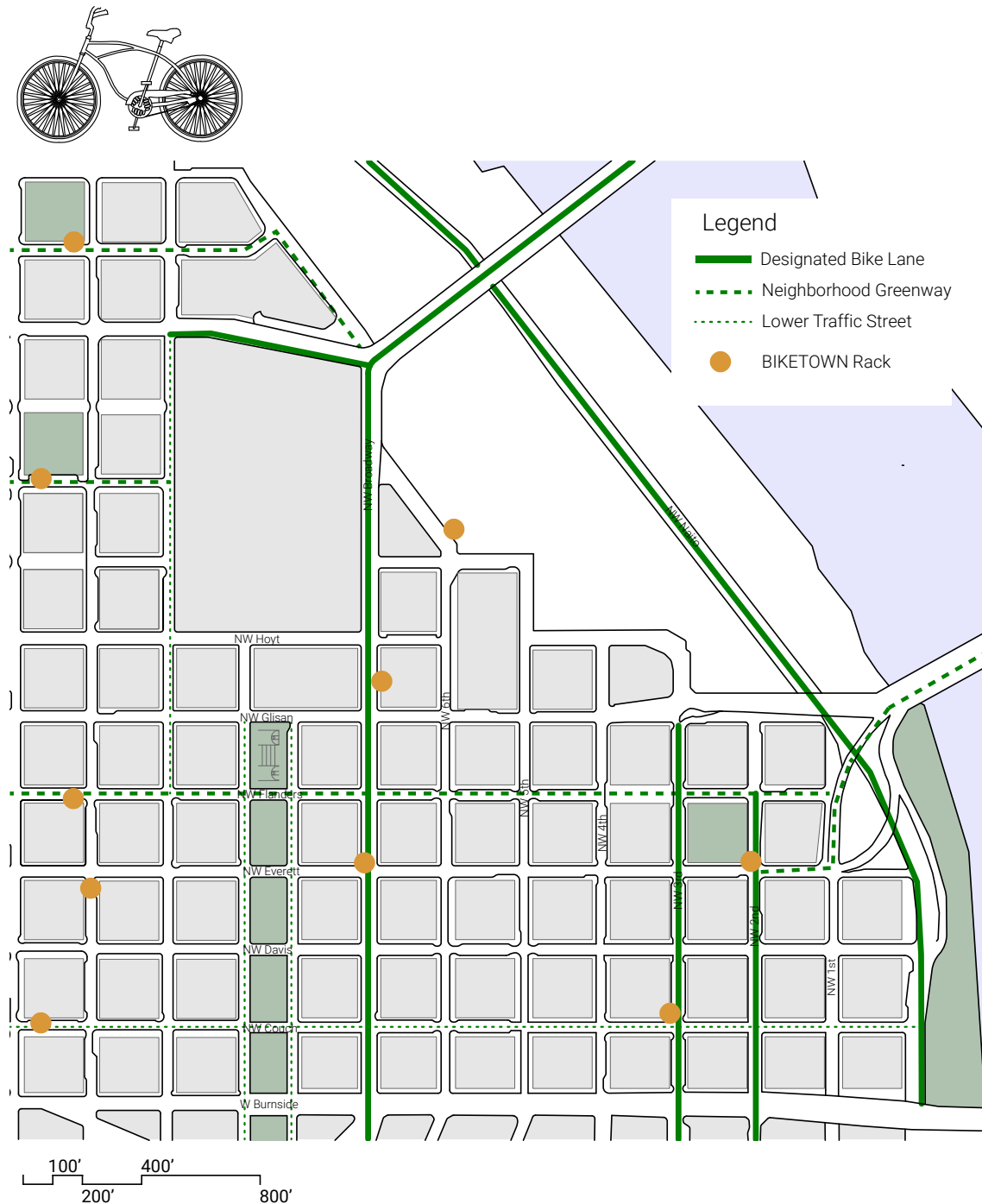


Figure 45

TRIMET MAX ROUTES

TriMet's MAX Light Rail connects the city of Portland to the rest of the TriMet service area.

Daily Riders: 205,200 (2024)
Annual Ridership:
66,780,000 (2024)

(Across all of TriMet)

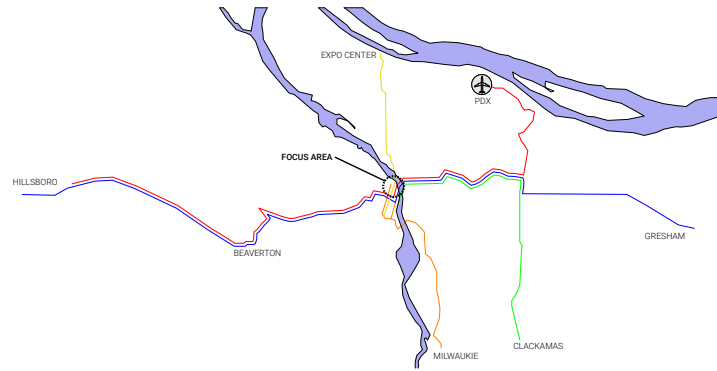


Figure 46

PORTLAND STREET CAR ROUTES

Portland's Streetcar serves as a link throughout the inner parts of the city.

Daily Ridership: 9,490 (Aug. 2023)
Annual Ridership: 2,600,000 (2023)

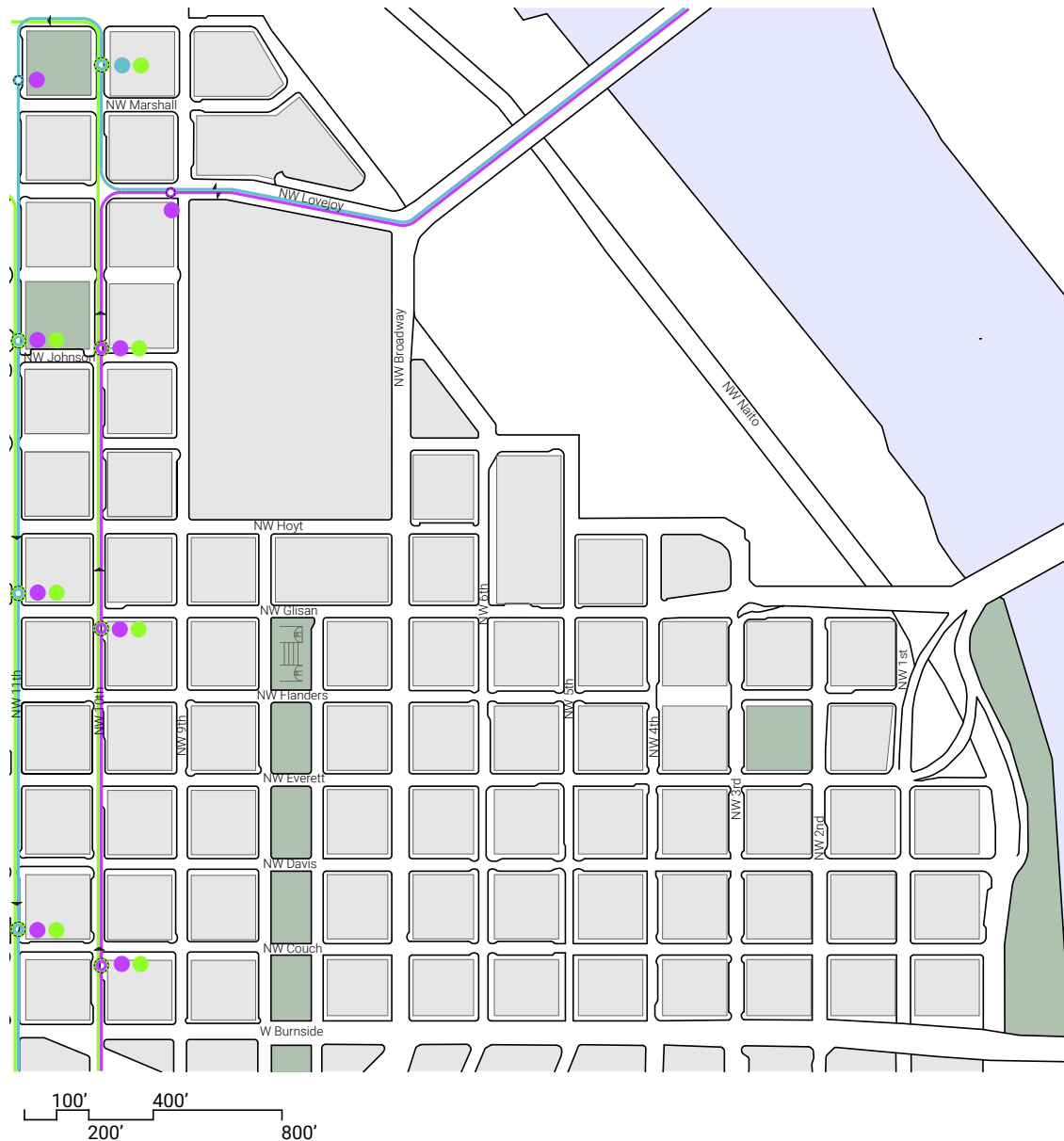
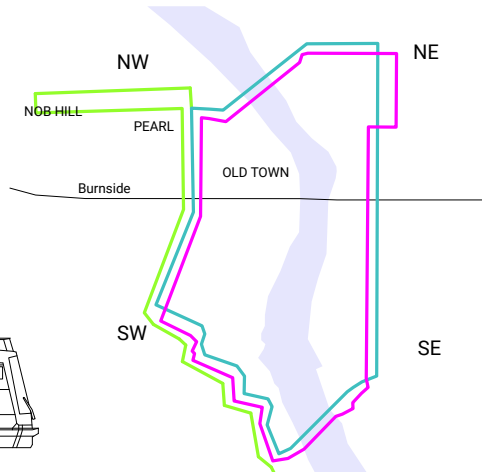
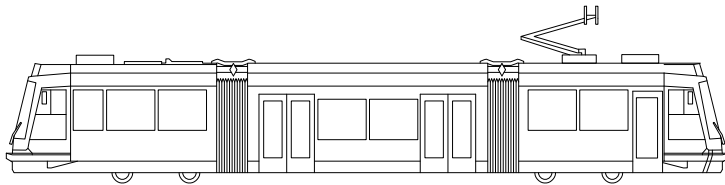
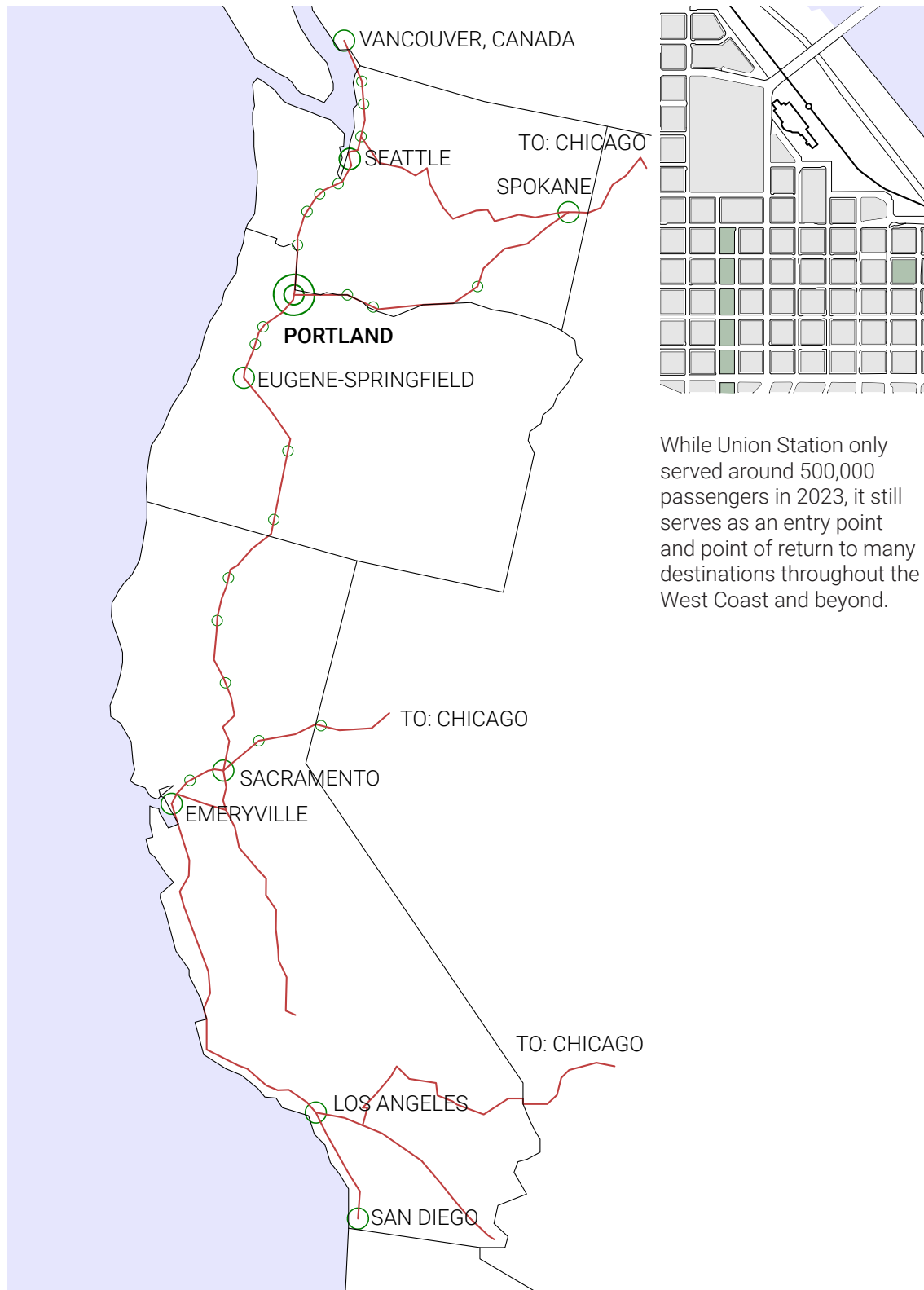


Figure 47

AMTRAK WEST COAST CONNECTIONS



While Union Station only served around 500,000 passengers in 2023, it still serves as an entry point and point of return to many destinations throughout the West Coast and beyond.

Figure 48

TRIMET BUS ROUTES

In places not served by MAX or Streetcar, the TriMet bus system serves those areas with a fleet of 688 buses on 85 lines. Many of those bus lines transit through Old Town.

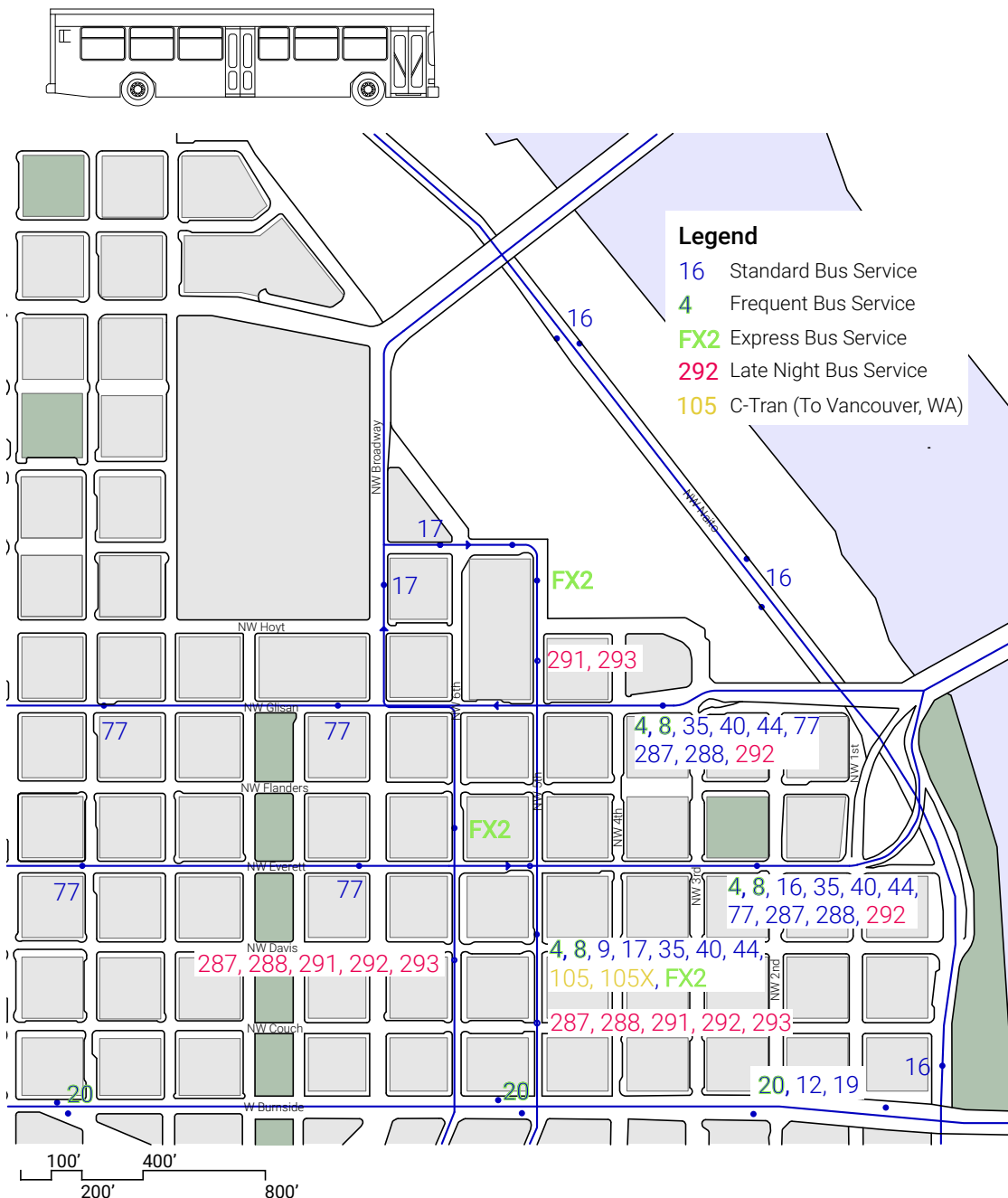


Figure 49

AVERAGE DAILY TRIPS (ADT)

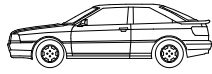


Figure 50

SPEED LIMITS

The standard speed limit throughout Portland is 20 MPH. This speed increases on larger, arterial roads.

While the speed limit on designated Neighborhood Greenways is still 20 MPH, there is a push to bring speeds on these streets down to 15 MPH. For now, this is a suggestion to drivers.

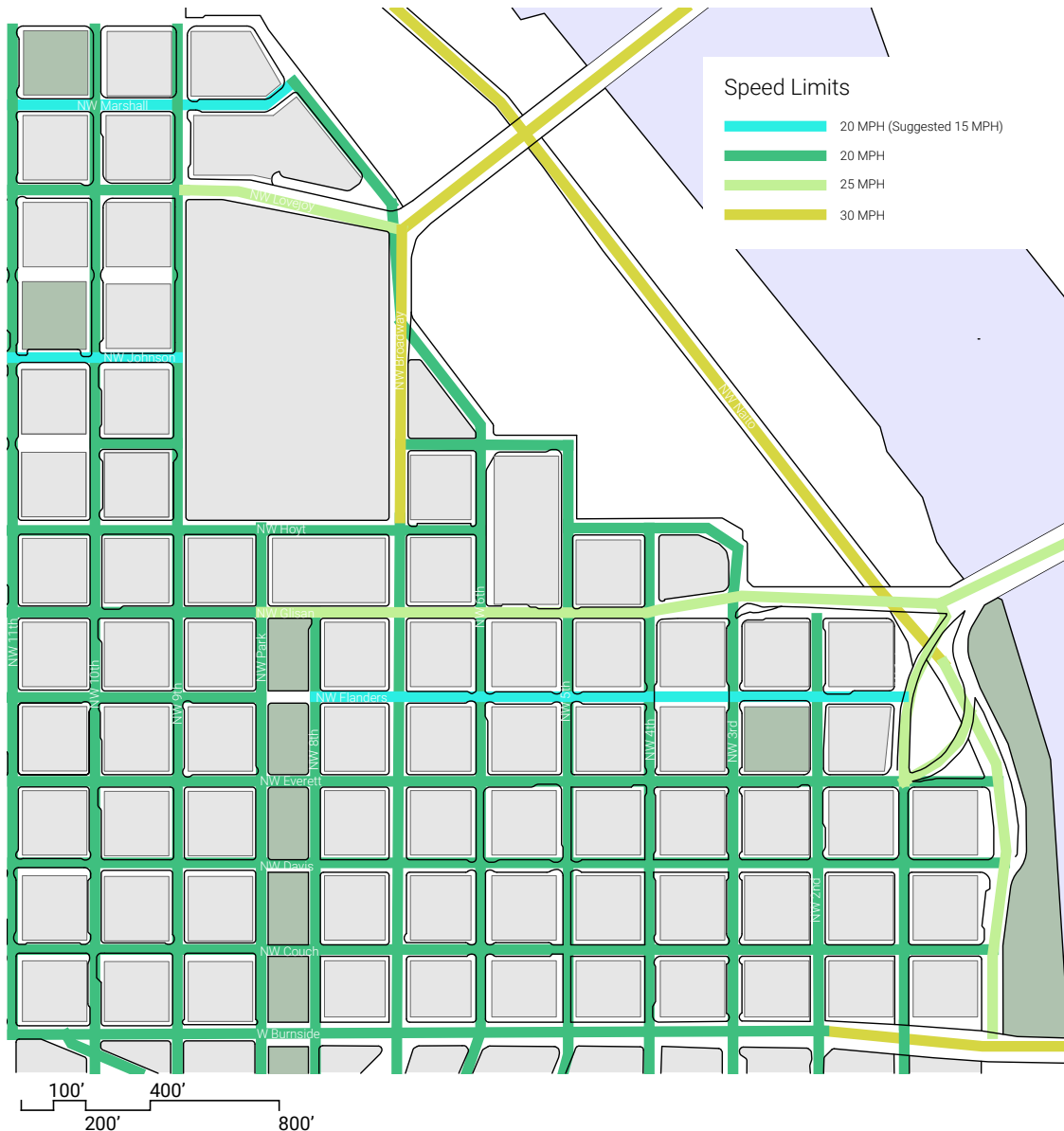
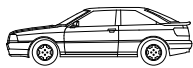
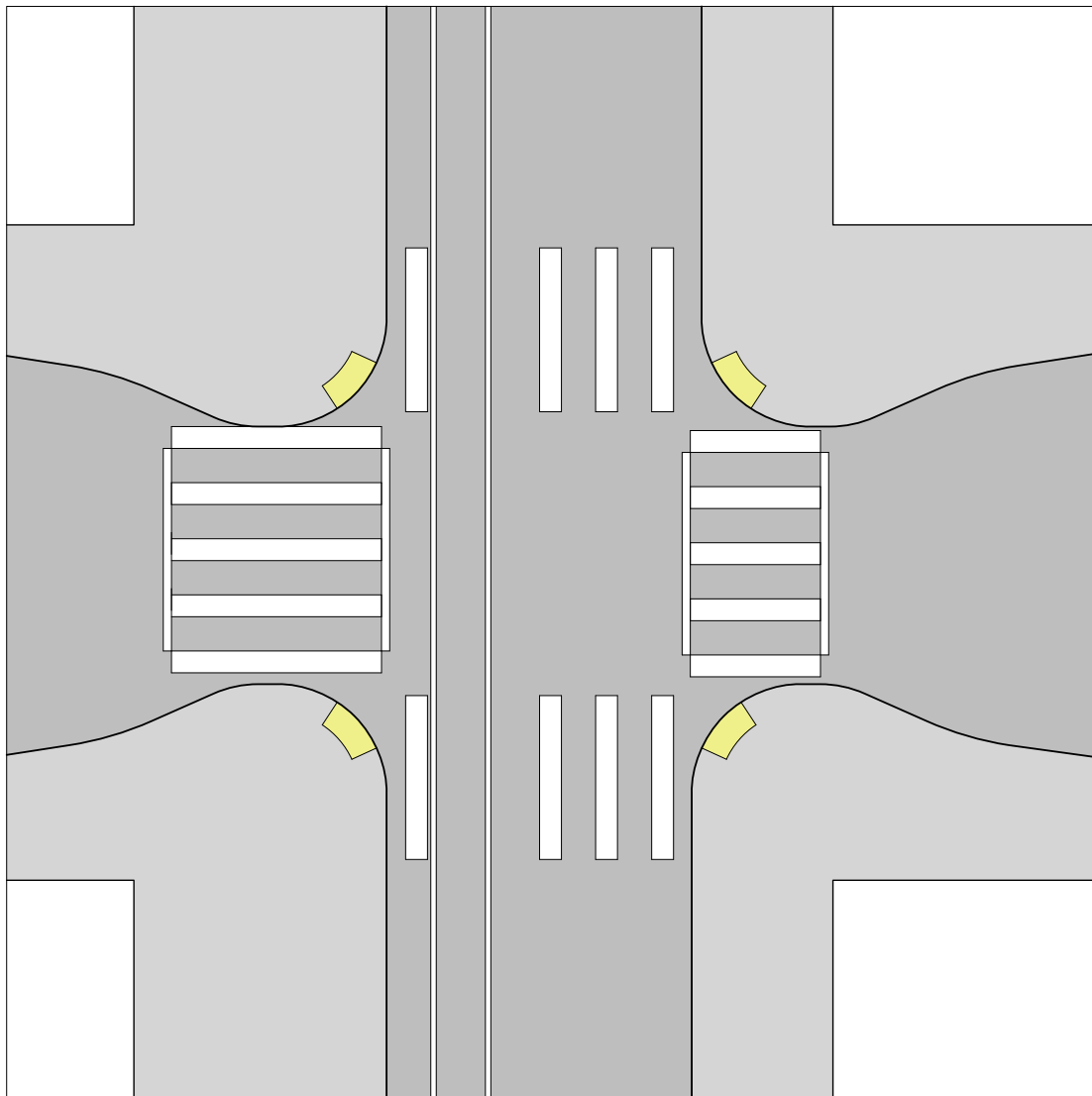


Figure 51

BULB OUTS @ NW 5TH & NW DAVIS

Bulb outs help regulate traffic and make cities more walkable.

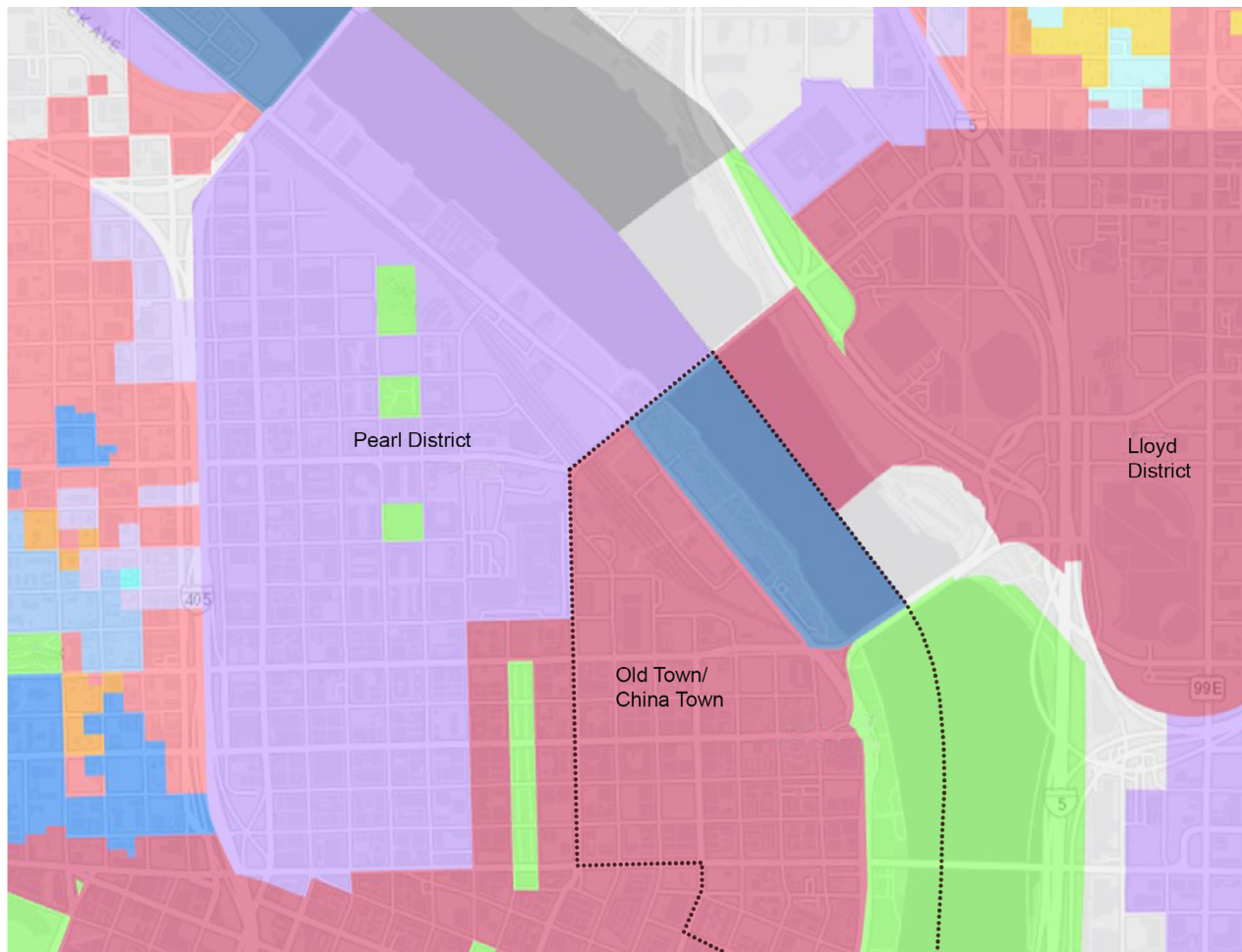
The crosswalks shown have a minimum width of 12' and a maximum width of 20'.



Zoning

Figure 52

Zoning District



CX Zone
High Density Commercial Zone

Allowable uses include:



Open Space (OS)
Preserve and enhance public and private open, natural and improved park and recreational areas.

Allowable uses include:



EX Zone
Central Employment Zone
High Density Commercial, Institutional, Light industrial and Residential

Allowable uses include:



Commercial Mixed Use (CM3)
Large-scale, commercial mixed use zone

Allowable uses include:



Central Residential (RX)
High Density Multi-dwelling Zone
Medium and High rise Apartments, Condominiums

Allowable uses include:



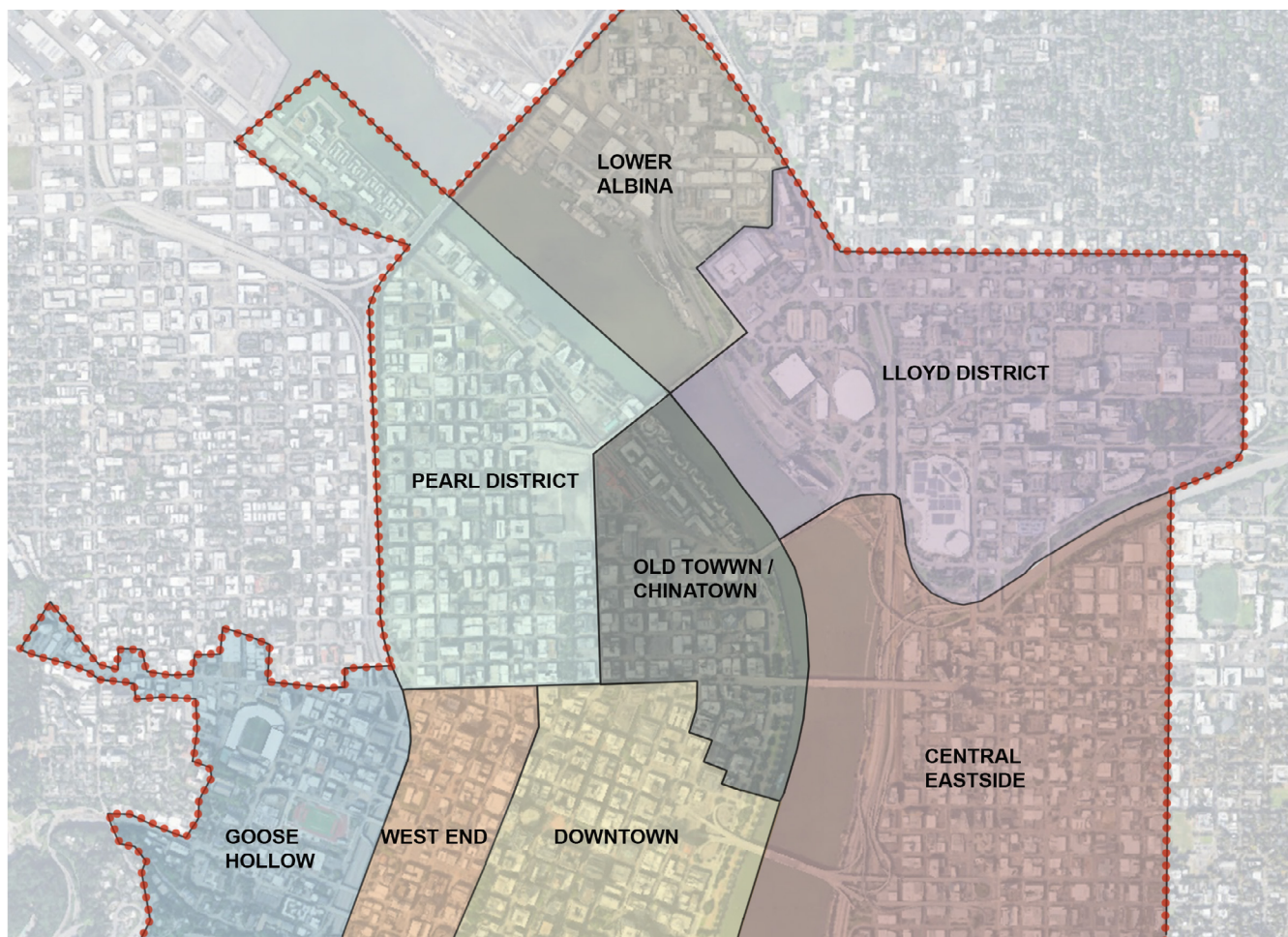
Commercial Mixed Use (CM2)
medium-scale, commercial mixed use zone

Allowable uses include:



Figure 53

Plan District



Sub-District

Downtown
 Pearl District
 Lloyd District
 Central Eastside
 Old Town
 Goose Hollow
 University / South Downtown
 West End
 Lower Albina

..... Central City Plan District Boundary
 — Subdistrict Boundary

Central City Plan District

A Plan District is a special overlay within Portland's zoning code that applies additional rules and design guidelines to support development in the urban core.

Purpose: Encourages high-density, mixed-use, walkable neighborhoods with active streets and sustainable design.

Figure 54

Floor Area Ratio (FAR)

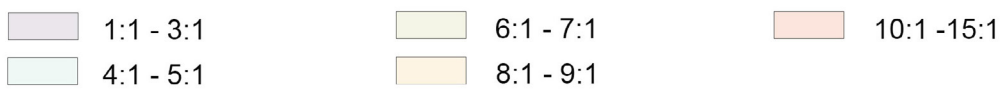
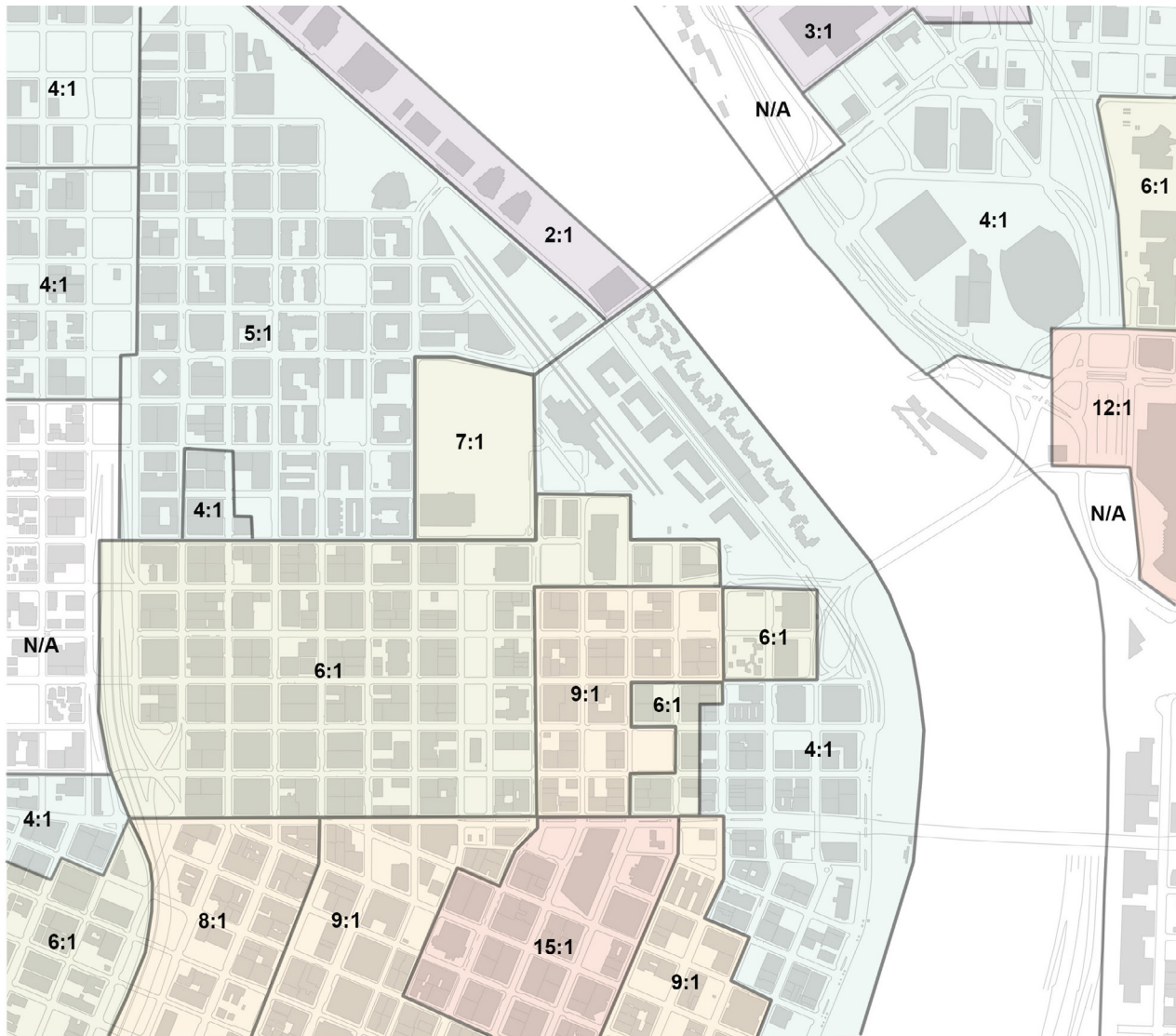
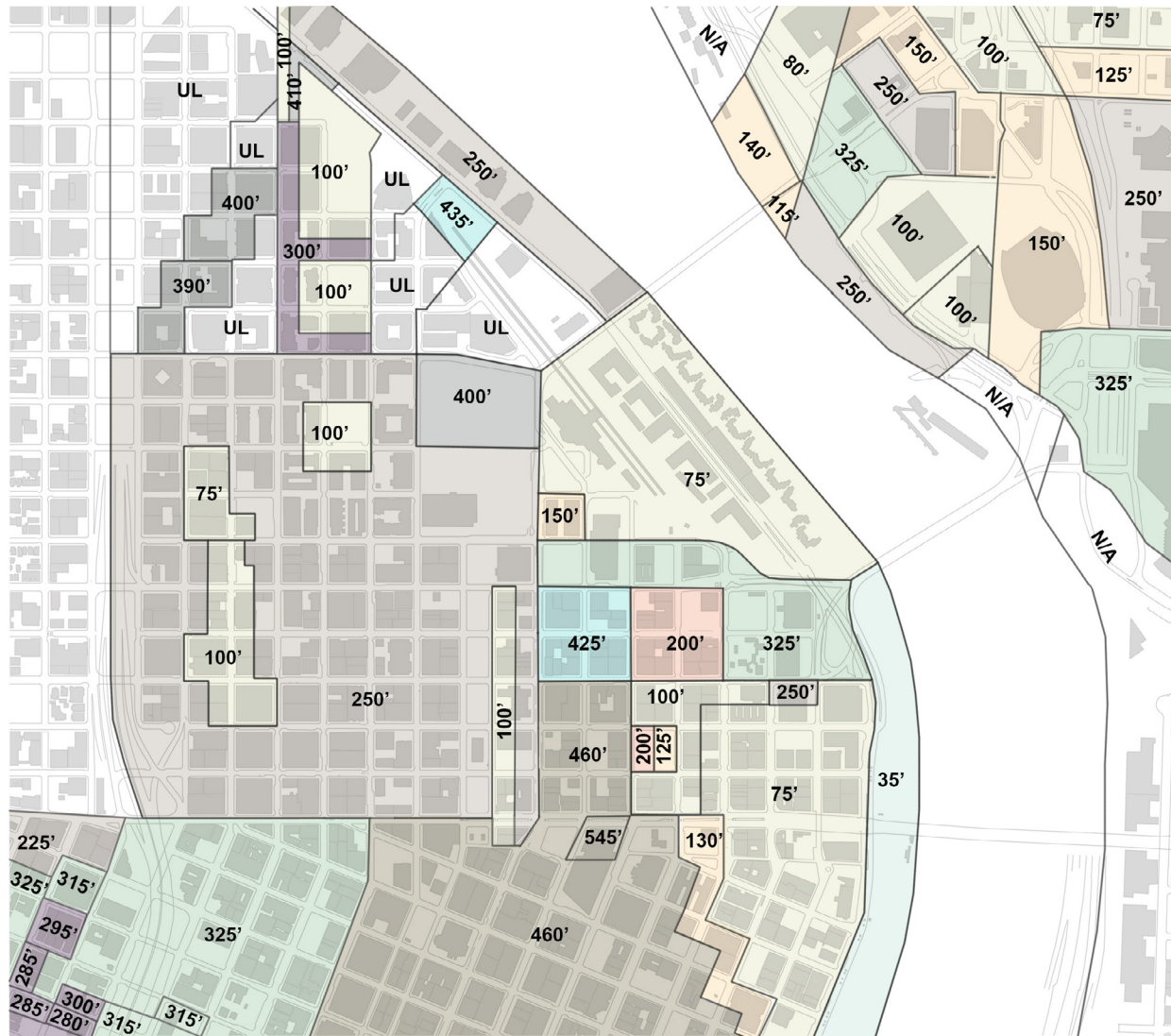


Figure 55

Maximum Building Height



UL : The term "UL" or "unlimited" indicates that the height of a building is not restricted by the zoning code in that specific area.

Figure 56

Maximum Building Height



EX : Central Employment

CX :Central Commercial

*Maximum Building height Axon from Urbanform.US

OS : Open Space

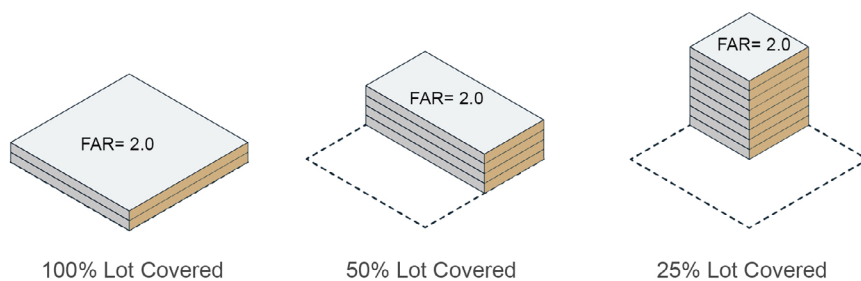
CM2 : Commercial Mixed Use 2

RX : Central Residential

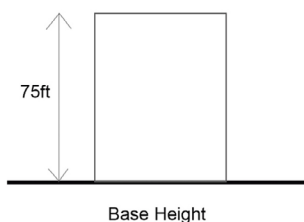
R10 : Single Family Residential Area

Figure 57

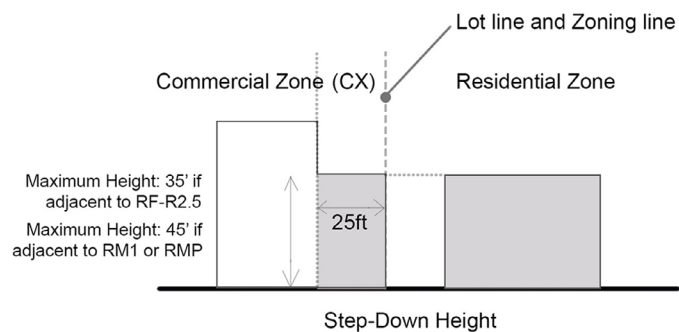
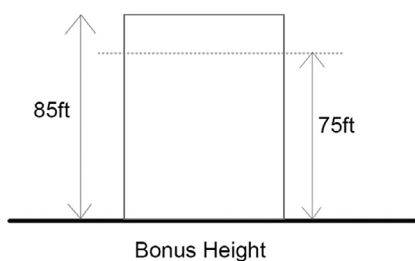
Floor Area Ratio (FAR)



Base Height
75 ft For Buildings in CX Zone



Bonus Height
Additional height is allowed through bonus provisions.



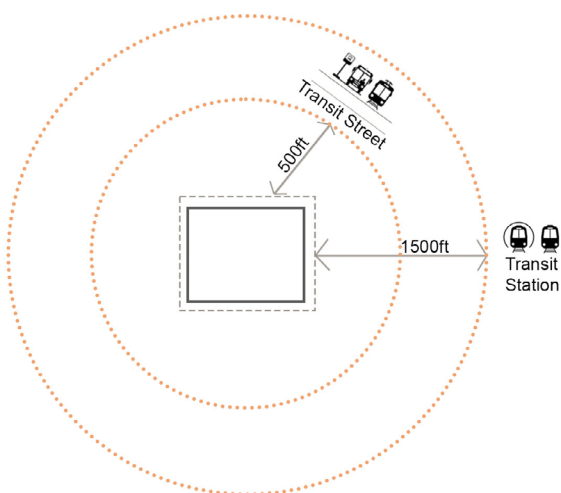
Bonus Height: Additional building height allowed above the base limit in exchange for providing public benefits such as affordable housing, public open space, or green building features, as outlined in the zoning code.

Stepped-down height: refers to the gradual reduction of building height near lower-density zones to ensure a compatible and context-sensitive transition.

Transfer of FAR allows unused floor area to be transferred to another site, enabling increased development. FAR can also be increased through transfers from adjacent historic sites.

Figure 58

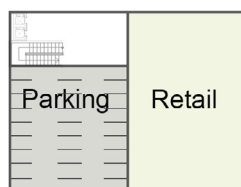
Parking Requirements



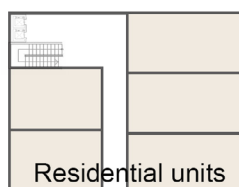
Sites within 1,500 feet of a transit station or 500 feet of a transit street

No minimum off-street parking is required

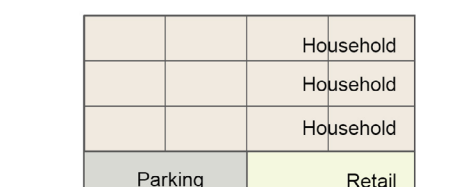
Away from Transit



Ground Floor



Top Floors

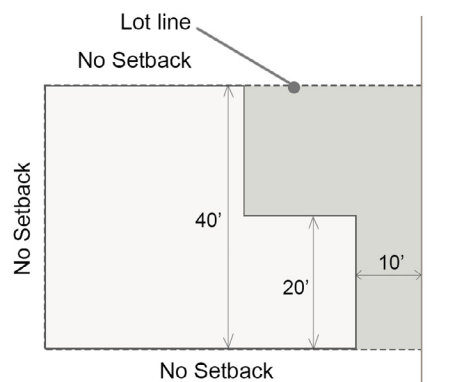


Mixed Use: Residential & Retail		Example
Use	Parking Ratio	Parking for 40 unit residential + 9000sqft retail
Residential	0.2 per unit for 31-40 units	8 parking
Retail	1 per 196 sq ft	46 parking
Total Parking		54 parking

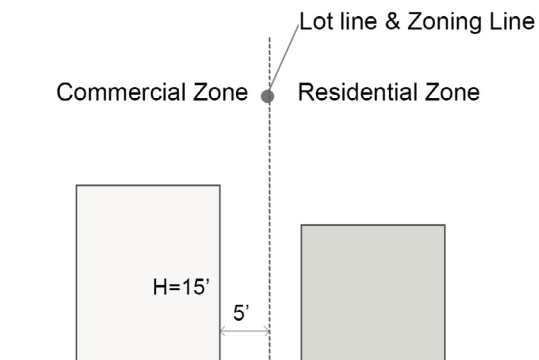
Required Parking Ratio							
Use	Office	Commercial Outdoor Rec	Major Entertainment Event	Restaurants & Bars	Gym/Arcades/Health Clubs	Household	Retail/Sales
Parking Ratio	1 per 294 sq.ft	30 per acre	1 per 5 seat	1 per 63 sq.ft	1 per 185 sq.ft	0 for 1-30 units 0.2 per unit for 31-40 units 0.25 per unit for 41-50 units 0.33 per unit for 50+ units	1 per 196 sq.ft

Figure 59

Setback Requirements



50% of the street-facing building façade is located within 10 feet of the front lot line.



Minimum Setback from Residential Zone

Building Height (H)

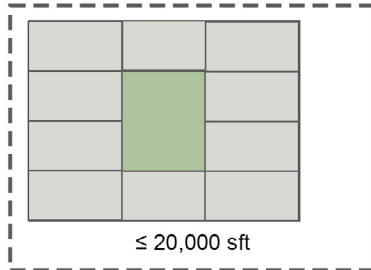
≤ 15 ft : 5 feet

> 15 ft : 1 foot of setback for every 2 feet of height,
up to a maximum of 25 feet

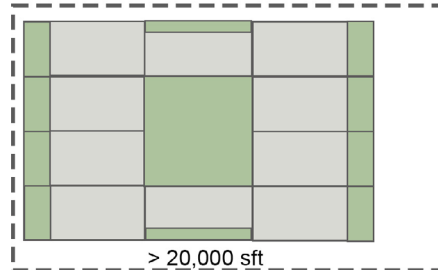
Figure 60

Open Space Requirements

Residential



Sites up to 20,000 sq ft:
36 sq ft of outdoor area per dwelling unit

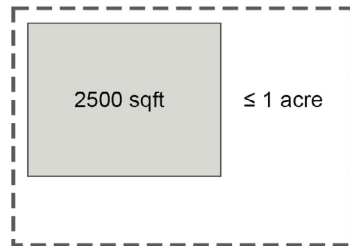


Sites larger than 20,000 sq ft:
48 sq ft of outdoor area per dwelling unit

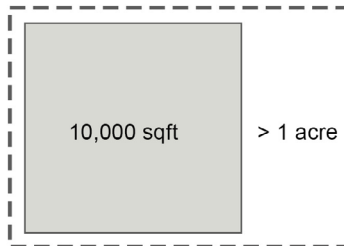
Outdoor areas can be:

Private balconies/patios
Shared courtyards
Rooftop gardens

Sales and Services



Uses Allowed:
Major event entertainment,
commercial outdoor recreation,
and up to 15,000 sq ft of office



May contain :
Urban furnitures
Coffee shops, or restaurants
Small retail shops

*For Sales and Services

This does not apply to all CX zone sites,
It does apply when the site is within the Central City Plan District and subject to specific design or incentive requirements (e.g., FAR bonus, transfer of FAR, etc.).

Figure 61

General Information

Parameters	Central Commercial (CX) Zone Requirement
Building Coverage	Max Building Coverage = 100%
Ground Floor Uses	Active uses include lobbies, retail, commercial, and office uses. They do not include storage, vehicle parking, garbage, recycling, mechanical, or utility uses. Dwelling units are prohibited on the ground floor. Minimum height 12' (finished floor to bottom of ceiling) Minimum depth 25' Windows must cover at least 40 percent of the ground floor wall area of street-facing facades 20 feet or closer to a street lot line or a publicly-accessible plaza.
Open Space	Bike and pedestrian access may not be more than 25% of the space • Must meet small or large tree coverage requirements • Parks and plazas must be sited so that a maximum of 50% of the park is in shade
Height	Limit shadows on public open spaces Ensure building height compatibility within historic districts Exceptions: • Chimneys, vents, flagpoles, satellites, and other items attached to a building may extend 10' above base height. • Parapets and rooftop railings may extend 4' above base height. • Elevator equipment may extend 16' above base height. • Other mechanical equipment may extend 10' above base height limit with 15' setback from exterior wall.
Uses	Allowed Uses: Household living, group living, retail sales and services, office, commercial, outdoor recreation, major event entertainment, parks, open areas, schools, colleges, medical centers, religious institutions, and daycares. Conditional Uses: Commercial parking, manufacturing and production, industrial service, basic utilities, community service, aviation, and surface passenger terminals, agriculture, detention facilities, radio frequency transmission facilities, and rail lines/utility corridors

Precedents

Figure 62

PEDESTRIAN STREETS, ADAPTIVE REUSE

PORTLAND THIRTEENTH AVENUE HISTORIC DISTRICT

This historic district is defined by masonry warehouse loft buildings. The pedestrian street is characterized by covered loading docks, which have been adapted as raised patios and sidewalks by retail and restaurant businesses. Planters and signs restrict vehicle travel, creating small urban plazas between buildings.

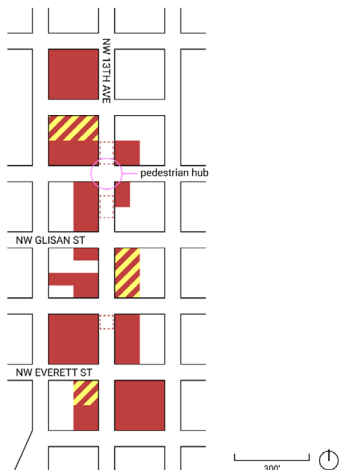
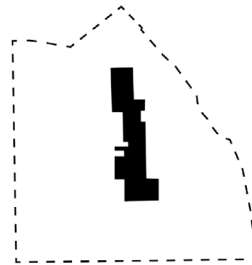


Figure 63

**PEDESTRIAN STREETS, ADAPTIVE REUSE
PORTLAND THIRTEENTH AVENUE
HISTORIC DISTRICT**

- Loading docks adapted as urban porches
- Pedestrian plazas support circulation and special events within the district
- Adaptive reuse retains historic facades

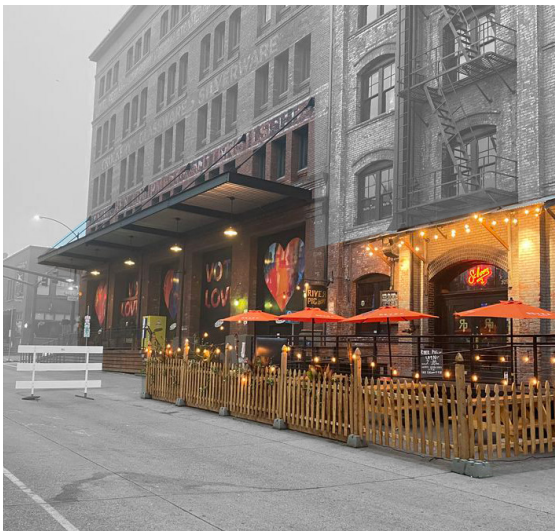


Figure 64

ADAPTIVE REUSE

CENTRAL EASTSIDE INDUSTRIAL DISTRICT

The Central Eastside contains historic industrial and manufacturing buildings that have been adapted into a variety of uses, including offices, distribution, retail, and restaurants. Original features, like loading doors and docks, are preserved while interiors are retrofit for mixed-use commercial tenants. Vibrant street art draws from the areas past.

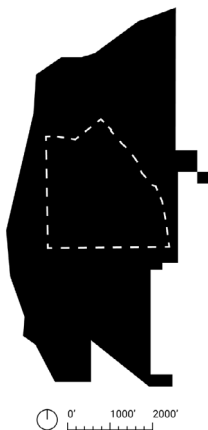
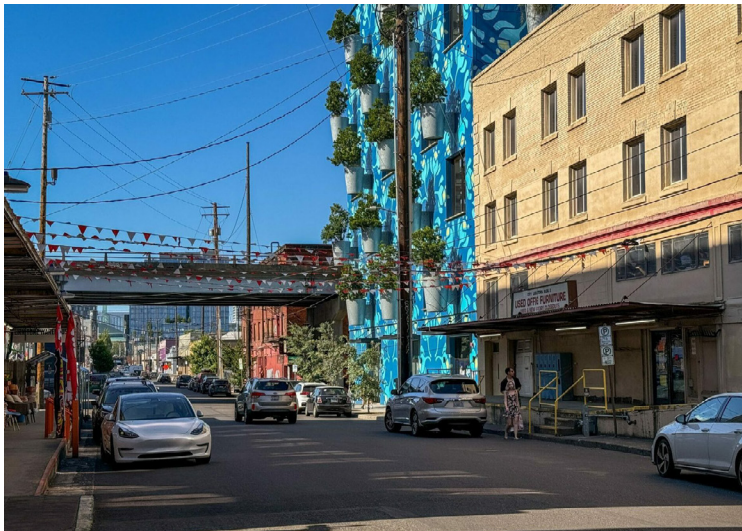


Figure 65

ADAPTIVE REUSE

CENTRAL EASTSIDE INDUSTRIAL DISTRICT

- Adaptive reuse retains historic facades
- Industrial buildings host mixed uses, including office, creative, retail, and restaurant space
- Street art communicates history

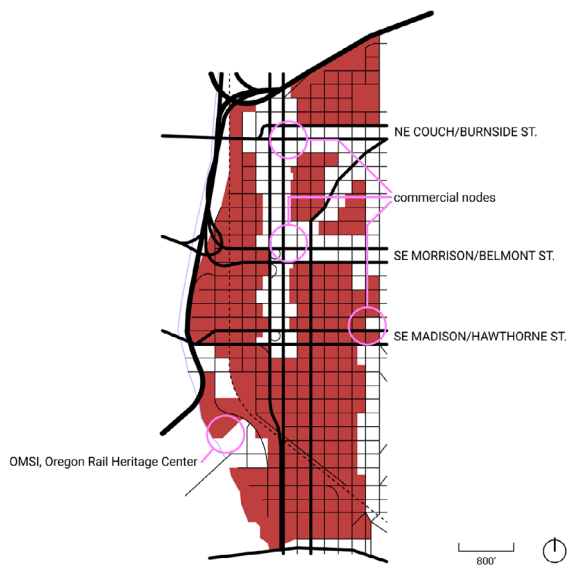
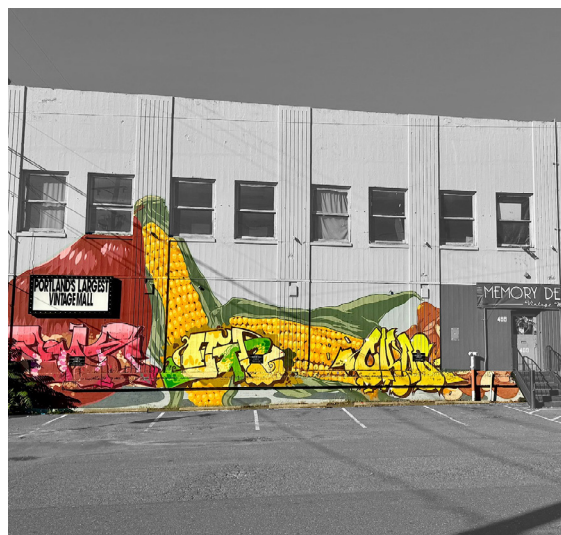


Figure 66

RESTORATIVE REDEVELOPMENT

LOWER ALBINA

Historically a core of Portland's Black community, discriminatory renewal policies saw the Lower Albina neighborhood leveled to accommodate I-5, PPS Headquarters, Veterans Memorial Colosseum, and the Moda Center. Restoration moves include affordable housing, waterfront access, green spaces, and a highway cap to reconnect the neighborhood.

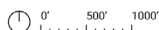
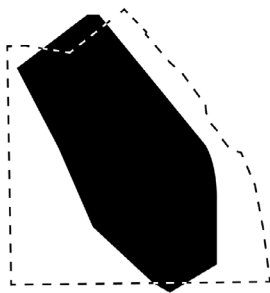


Figure 67

RESTORATIVE REDEVELOPMENT LOWER ALBINA

- Reconnect Albina with a highway cap and waterfront access
- Prioritize dense housing development and homeownership
- Prioritized mixed-use blocks and sustainable development

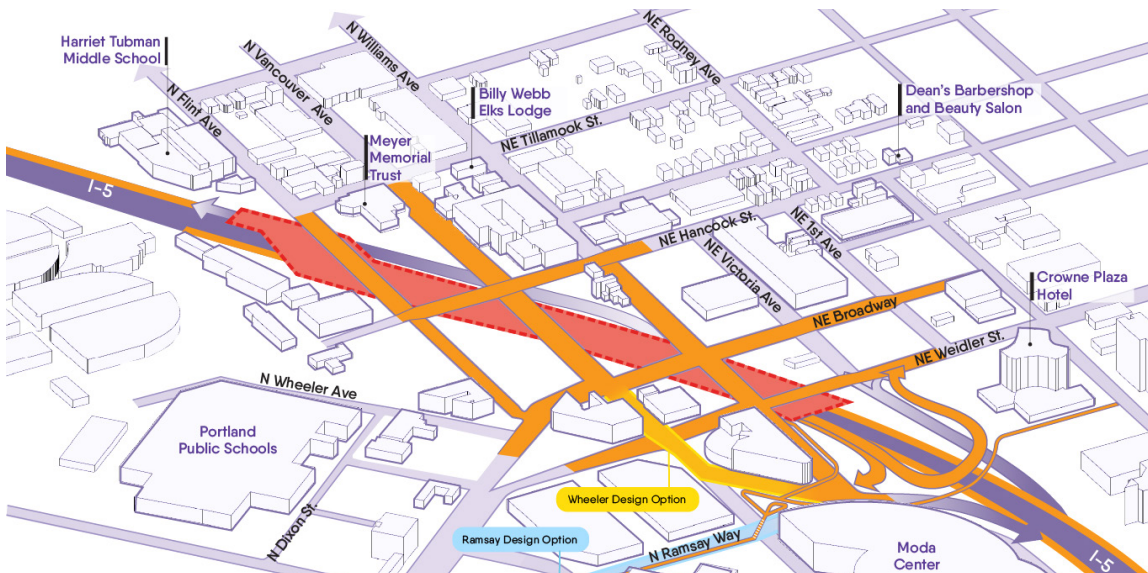
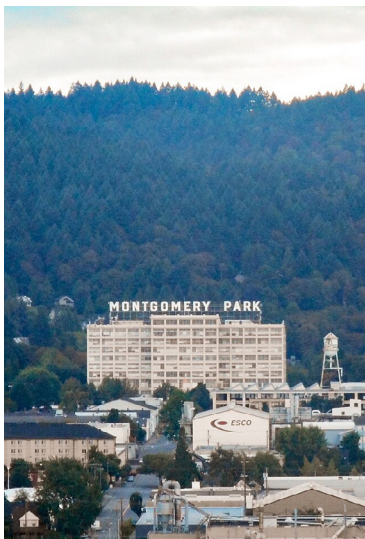
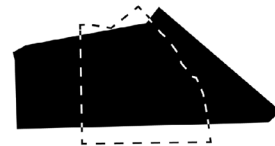


Figure 68

EDGE CONDITION

NORTHWEST INDUSTRIAL DISTRICT

This area of Portland sits within the Northwest and Northwest Industrial Neighborhoods between mixed-density residential and warehouses. Plans for the area emphasize mixed-use, light industrial, and creative development to buffer established Guild's Lake Industrial Sanctuary to the North. The plan taps into the existing NW 23rd Ave. commercial corridor and historic Montgomery Park building.



DISTRICT PROGRAM

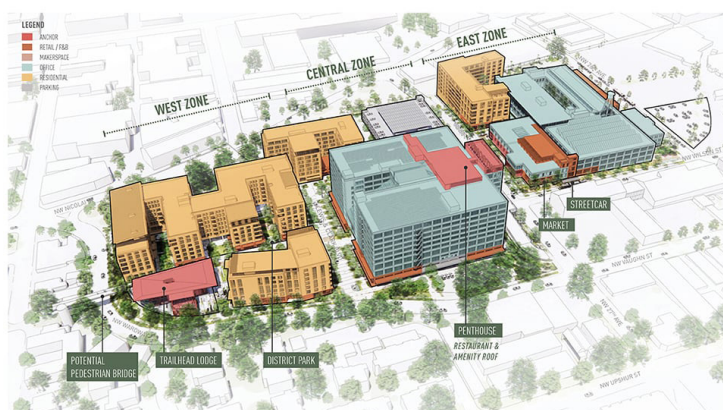


Figure 69

EDGE CONDITION

NORTHWEST INDUSTRIAL DISTRICT

- **Recontextualize historic Montgomery Park building in a rich mixed-use district**
- **Connect to existing commercial corridors**
- **Buffer transitions from mixed-use to industrial with office, creative, and light industrial**

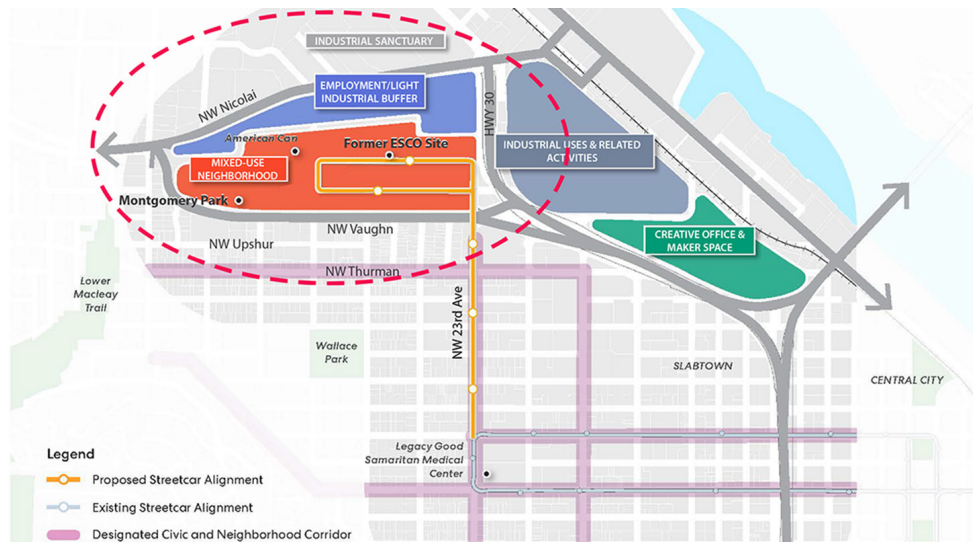


Figure 70

ENTERTAINMENT, ADAPTIVE REUSE

BRICKTOWN

A redevelopment of a former warehouse district, Bricktown focuses on entertainment. A pedestrian path around the Bricktown Canal and the central ballpark serve as key nodes. The sight is accessible by light rail, but is dominated by surface parking.

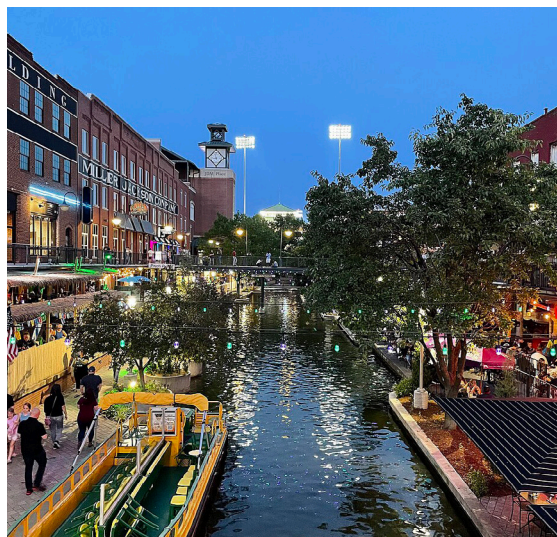
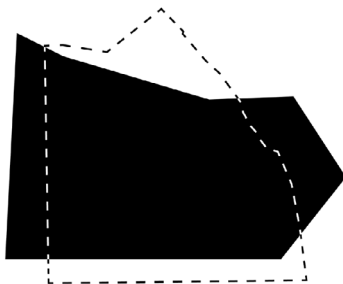
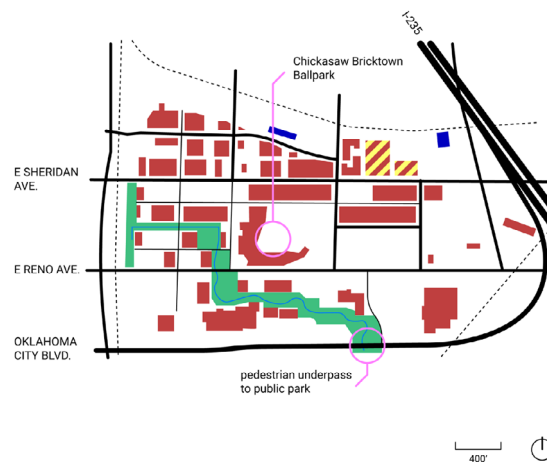


Figure 71

ENTERTAINMENT, ADAPTIVE REUSE BRICKTOWN

- Center entertainment activity around key nodes, day and night
- Separate pedestrian and vehicle activity
- Utilize waterfront edges as pedestrian corridors

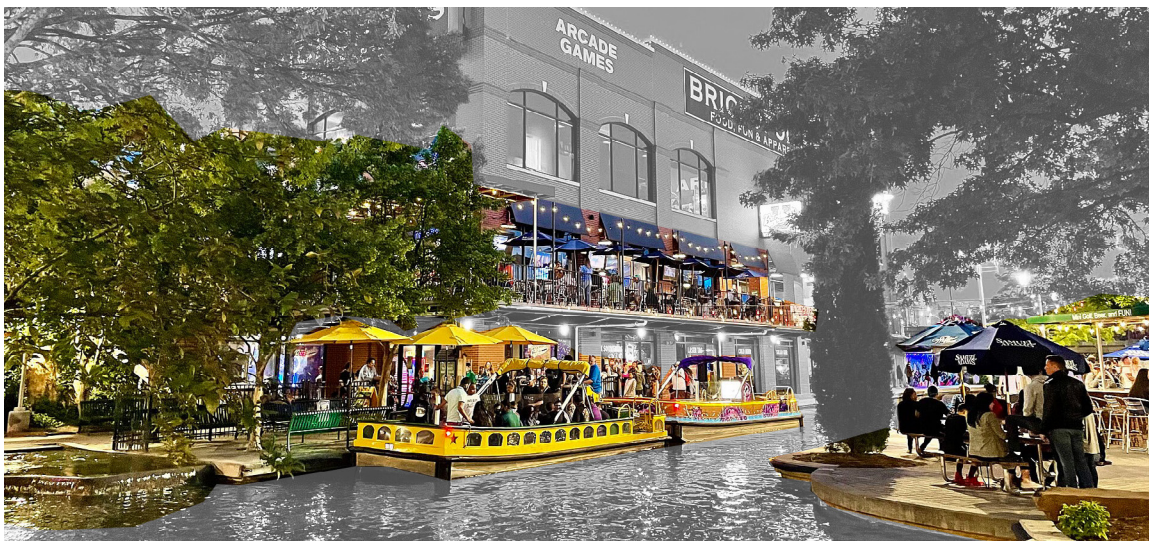


Figure 72

PEDESTRIAN STREETS, CIVIC LANDMARK

LOWER DOWNTOWN & RIVER NORTH

The LoDo and RiNo districts of Denver support vibrant mixed-use entertainment and nightlife. LoDo is centered around the renovated Union Station, which hosts retail and regional heavy rail. RiNo focuses on pedestrian-oriented retail complimented by street art.



Figure 73

**PEDESTRIAN STREETS, CIVIC LANDMARK
LOWER DOWNTOWN & RIVER NORTH**

- Robust public plazas enhance transit hub
- Multimodal support and pedestrian-scale lighting improve streets
- Public art celebrates creative identity

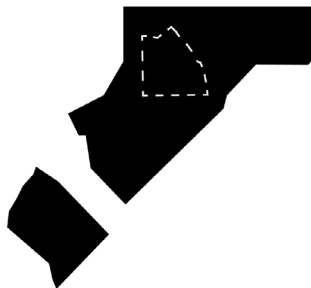


Figure 74

RESTAURANT ROW, HIGH RISE

YALETOWN

Another example of a freight district turned mixed use commercial node, Yaletown combines a historic building stock with high-density housing. The site hosts high-rise apartment towers, mews housing, and apartments. Historic warehouses have been adapted to raised pedestrian patios along a retail corridor.

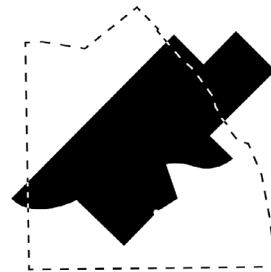
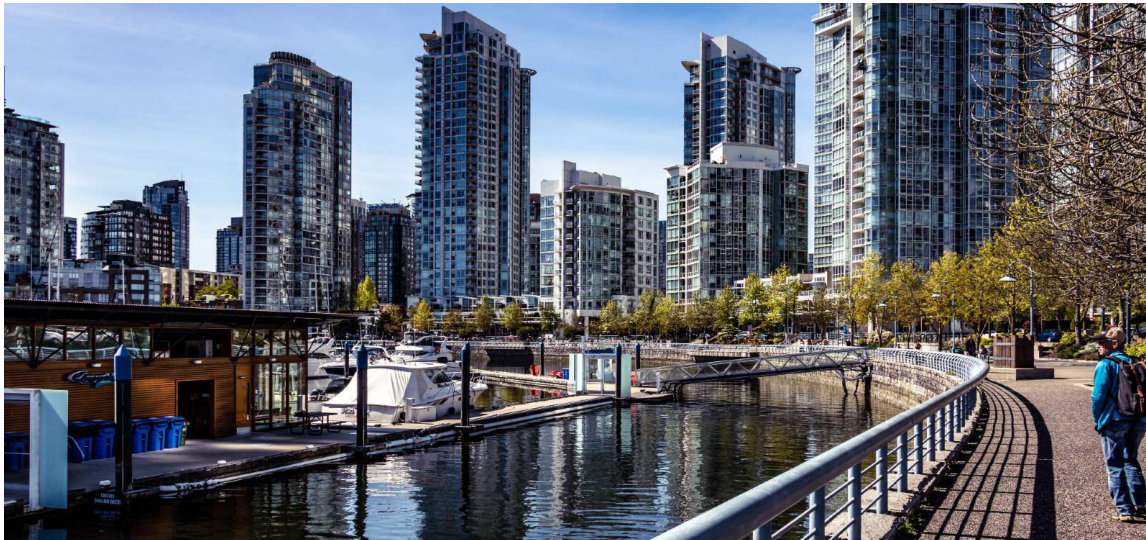


Figure 75

**RESTAURANT ROW, HIGH RISE
YALETOWN**

- Mixed housing typologies alternating mews and high-rise
- Covered pedestrian patios with commercial opportunities
- Accessible adaptive reuse of warehouse typologies on street



Figure 76

WATERFRONT, URBAN RECREATION

RED HOOK

The Red Hook neighborhood of Brooklyn is a former shipping port home to a large public housing development, robust recreation center, nightlife, and multiple schools. The waterfront has been traditionally distribution-oriented, but with fewer shipments coming in, efforts have pivoted towards redevelopment.

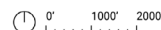
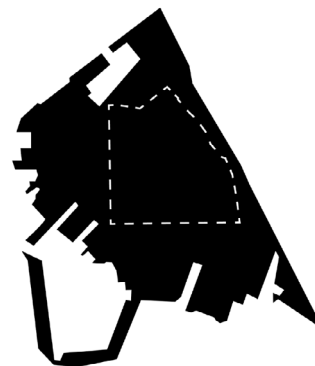


Figure 77

WATERFRONT, URBAN RECREATION RED HOOK

- Urban recreation opportunities
- Adapting marine terminal into new retail and industrial opportunities
- Community-led infrastructure initiatives

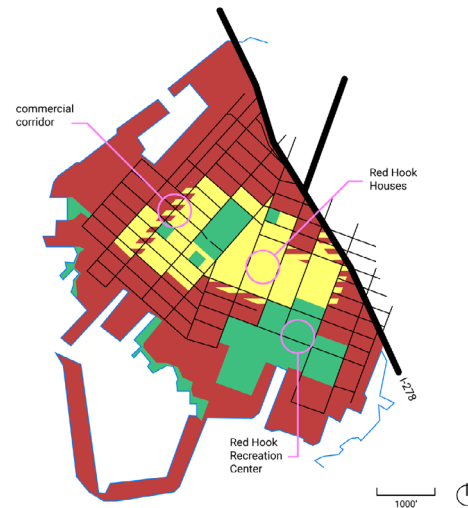
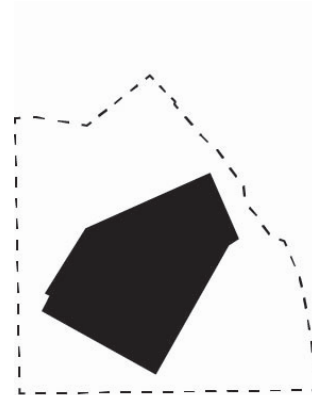


Figure 78

adaptive reuse, indoor market

UNION MARKET, WASHINGTON DC

civic space/identity: 'one of Washington, DC's fastest growing neighborhoods, Union Market District is a unique fusion of heritage and innovation. The historic Market is the 20,000-square-foot home to dozens of merchants and purveyors of food and drink alongside a dynamic, 45-acre streetscape of independent shops and services, nationally recognized brands and highly rated restaurants'



retail approach: indoor food mall, outside dining expansions, parking lot markets, larger surrounding district, rotating events

housing examples: surrounding district of 11 luxury apartments to rent



Figure 79

adaptive reuse, indoor market

UNION MARKET, WASHINGTON DC

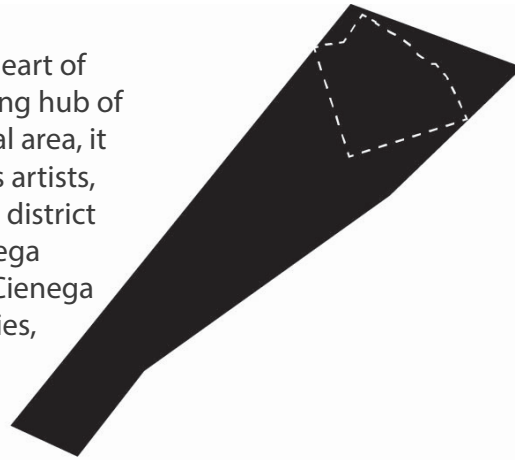


Figure 80

industrial district, arts, night life

ARTS DISTRICT, CULVER CITY

civic space/identity: 'nestled within the vibrant heart of Culver City, the Culver City Arts District is a bustling hub of creativity and innovation. Once a sleepy industrial area, it has transformed into a lively enclave that attracts artists, designers, and aficionados of all things artsy. The district stretches roughly from Helms Avenue to La Cienega Boulevard, along Washington Boulevard and La Cienega Boulevard, offering a picturesque blend of galleries, studios, and hipster hangouts'



retail approach: festivals, farmers market, elongated strip of activation

plaza designs: curbless open streets between shops, street takeovers during markets

housing examples: mix of existing & newer apartments

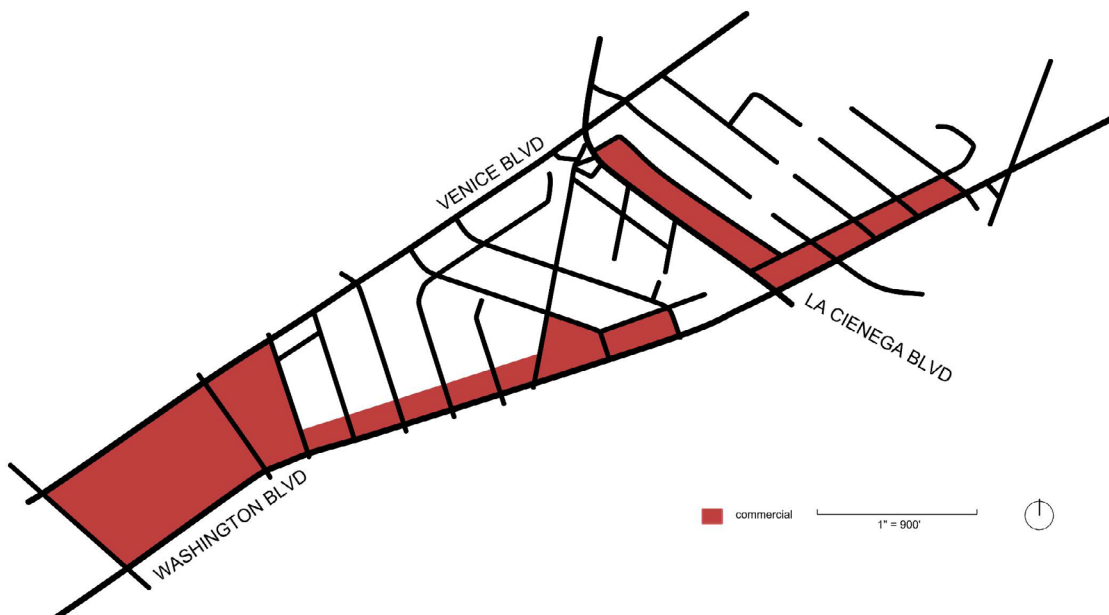


Figure 81

industrial district, arts, night life

ARTS DISTRICT, CULVER CITY



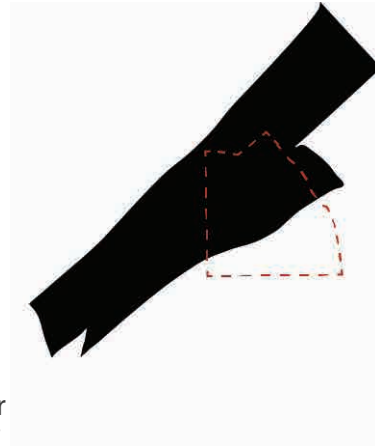
Figure 82

historic district, adaptive reuse, waterfront, railroad, industrial

STRIP DISTRICT, PITTSBURGH

civic space/identity: listed in the national registry as a historic district, this area has history as a home for laborers & industry with the railroad bounds and produce roots. The historic terminal and docks were renovated to house new stalls & outdoor dining. Pedestrian passageways were created to connect to the neighborhood & riverfront. It is also a redeveloped brownfield.

'foodie heaven and as authentic as it is fun. Locals love it for its low, low prices and tremendous selections. The one-half square mile shopping district is chock full of ethnic grocers, produce stands, meat and fish markets and sidewalk vendors. Bordering Downtown, this neighborhood is pure Pittsburgh'



plaza designs: raised walkways & dining, buffers between sidewalks & cars, street furniture, murals, more improvements planned

retail approach: strip of shops with perpendicular paths

housing examples: mix of existing & newer apartments

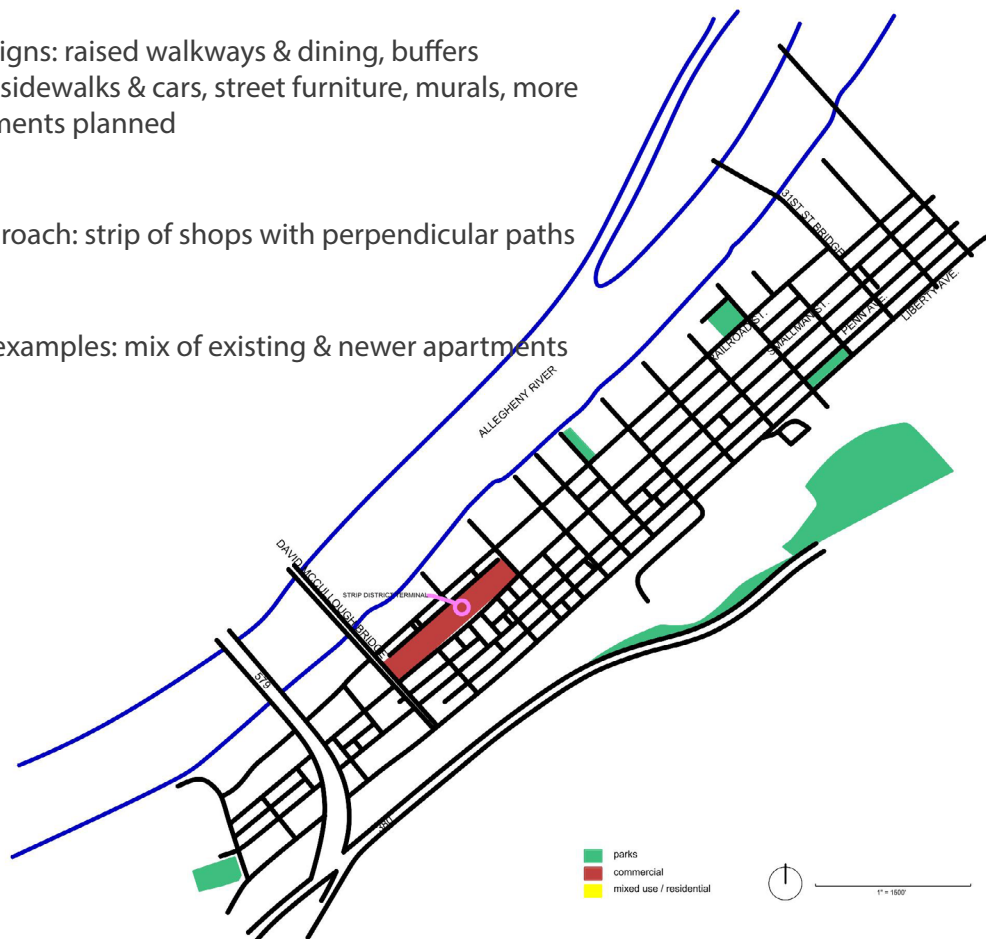


Figure 83

historic district, adaptive reuse, waterfront, railroad, industrial

STRIP DISTRICT, PITTSBURGH

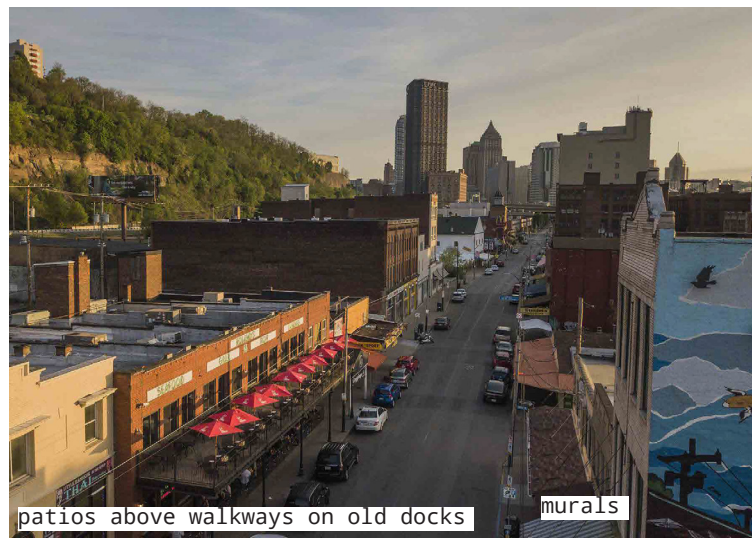


Figure 84

industrial district, adaptive reuse, rail, city-initiated vacancy efforts, museums, business district

MILWAUKEE JUNCTION, DETROIT

civic space/identity: 'In the early 1900s, the Milwaukee Junction district was the center of automobile manufacturing in Detroit. More than 20 auto-related businesses were clustered around the junction of the Milwaukee and Grand Trunk railroad lines from which the neighborhood took its name. Today, the automobile industry has mostly left Milwaukee Junction although many of the early 20th century buildings remain, either vacant or repurposed for other uses. It is the home of the original hand-made automobile, The Model-T Ford. Although most industrial uses have left the area, it has metamorphosed to now include new lofts, restaurants, design firms, art galleries, and offices.'

birthplace of techno music

retail approach: corridor along transit line

housing examples: new renovated housing & new residential area zoning

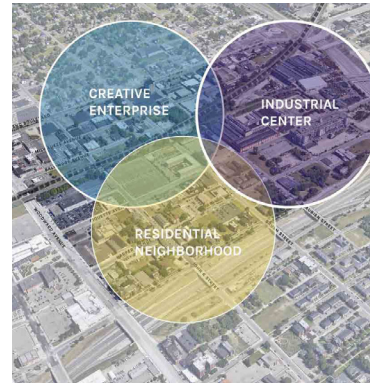
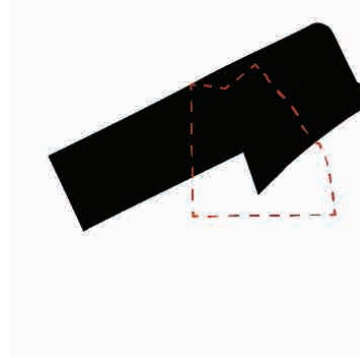


Figure 85

industrial district, adaptive reuse, rail, city-initiated vacancy efforts, museums, business district

MILWAUKEE JUNCTION, DETROIT

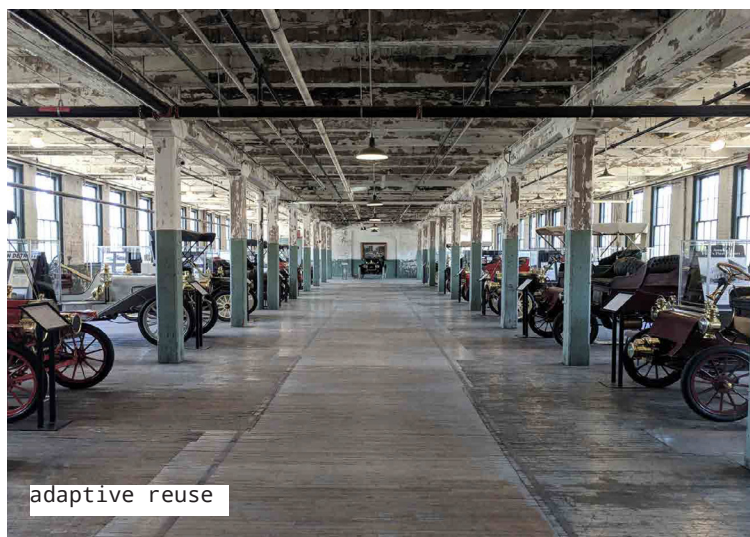
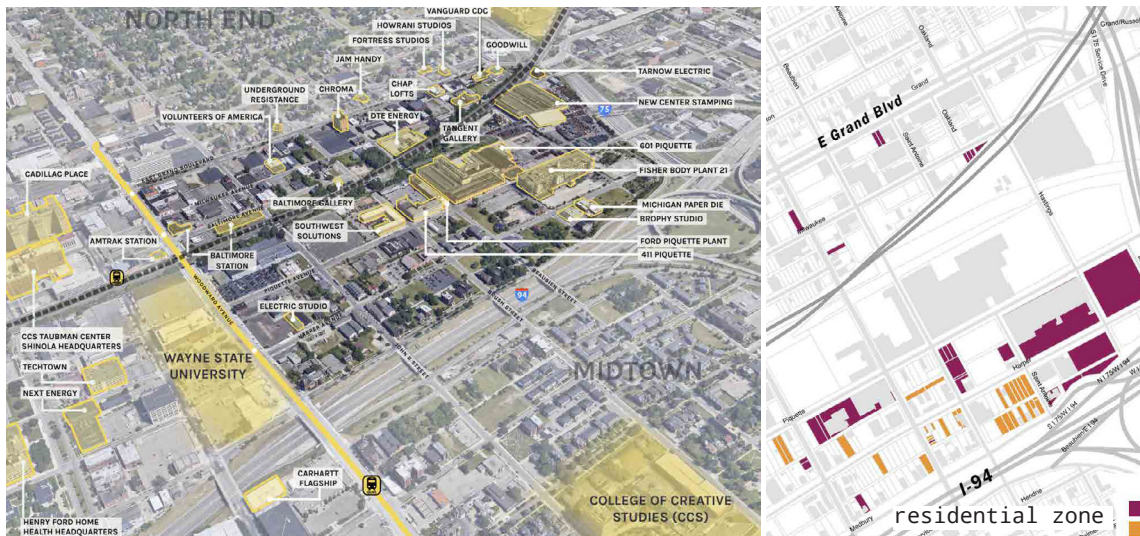


Figure 86

street art galleries, gentrification, parks, night-life, museums, transit corridors, historic corridor, commercial buffer zones on edges

BUSHWICK, BROOKLYN

civic space/identity: 'Bushwick is a vibrant and diverse neighborhood located in the northern part of Brooklyn. It is known for its stunning street art, trendy bars and restaurants, and thriving arts community. Bushwick's industrial past is evident in the converted warehouses that now house artist studios and galleries. The neighborhood has a strong Latinx community, which is reflected in its food, music, and vibrant street culture. In recent years, Bushwick has undergone significant gentrification, leading to rising rents and displacement of some longtime residents.'

name derived from dutch settlers in the 17th century

spike lee's films were shot here

housing examples: historic brownstones



Figure 87

street art galleries, gentrification, parks, night-life,
museums, transit corridors, historic corridor, commercial
buffer zones on edges

BUSHWICK, BROOKLYN

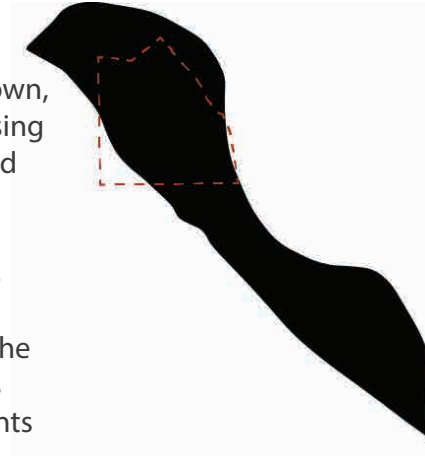


Figure 88

water front, low density, bike paths, artist hub

'FROGTOWN' ELYSIAN VALLEY, LOS ANGELES

civic space/identity: 'Also known by its nickname Frogtown, Elysian Valley's landscape is largely defined by the coursing Los Angeles River on its northern boundary and received its quirky moniker from the amphibians who live in the brush along the river's banks. With a population under 10,000 residents, this neighborhood—where neighbors wave, waiters know your order, and bartenders know your name—has a vintage vibe and a timeless aura. In the early 2000s, as another wave of commercial newcomers threatened to spill into the district, Elysian Valley residents organized to resist the construction of high-rises and incoming urban density to maintain the neighborhood's authentic charm. Homes in Elysian Valley range from refinished million-dollar bungalows to chic renovated apartments, which accommodates a multitude of lifestyles.'



housing examples: low density single family homes



Precedents

Figure 89

water front, low density, bike paths, artist hub

'FROGTOWN' ELYSIAN VALLEY, LOS ANGELES

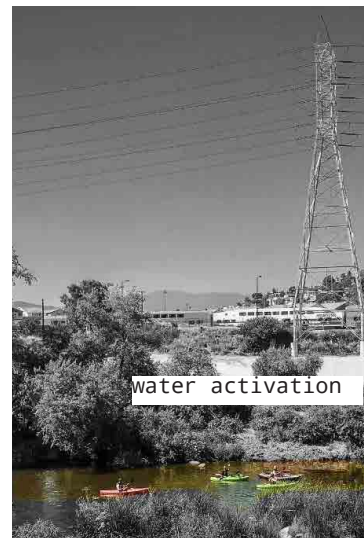


Figure 90

waterfront, rail, cultural district, museums

PILSEN, CHICAGO

civic space/identity: 'The first thing you'll notice about Pilsen is the colorful street art. The buildings are covered in massive paintings and mosaics that pay homage to the neighborhood's Hispanic roots.'

housing examples: newer lofts & studios mixed with existing housing

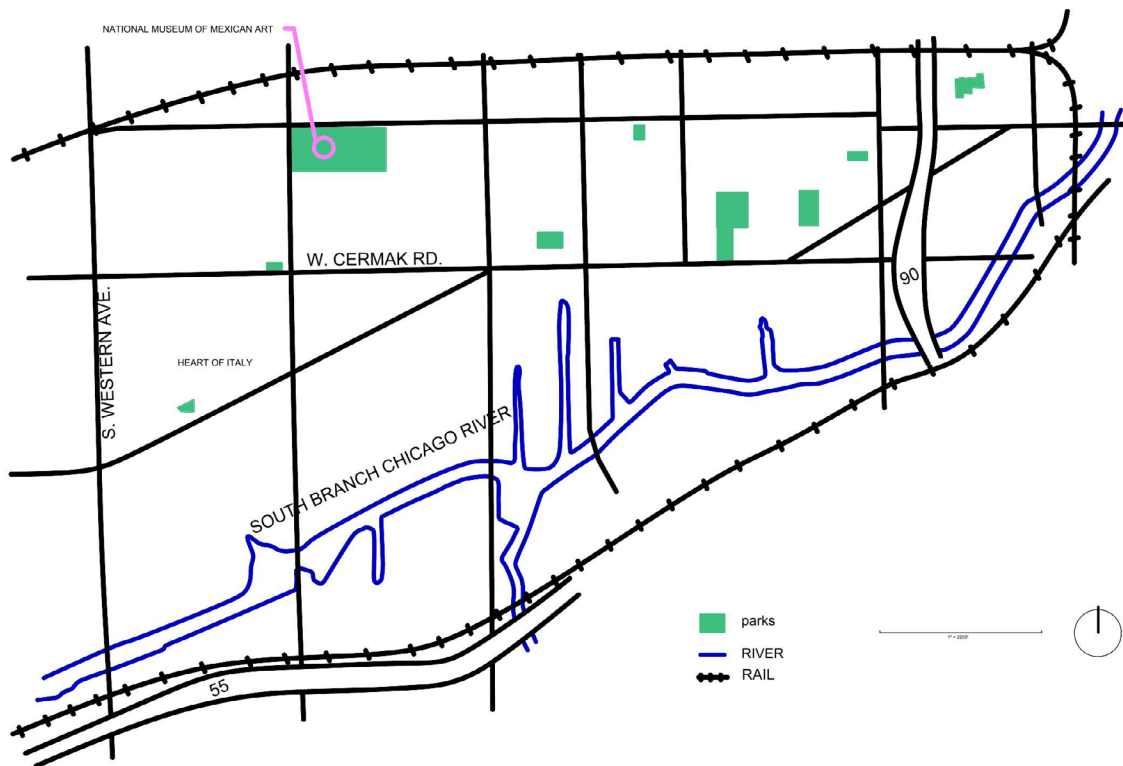
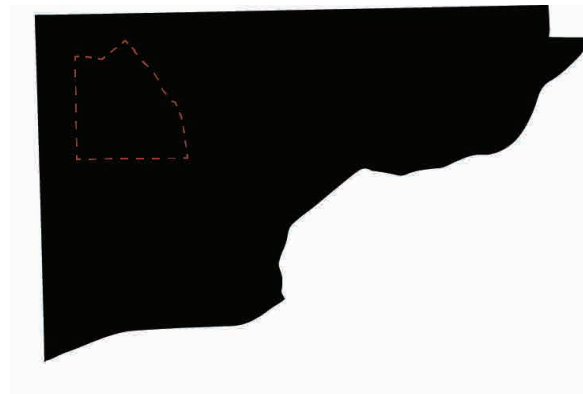


Figure 91

waterfront, rail, cultural district, museums

PILSEN, CHICAGO

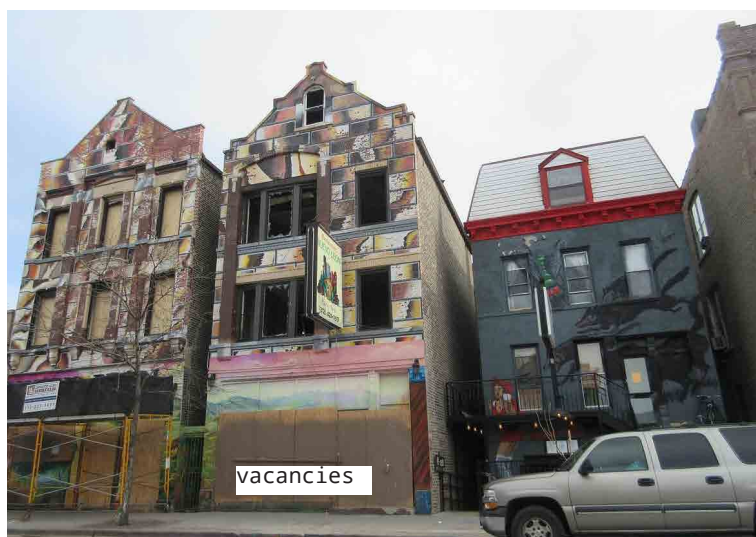
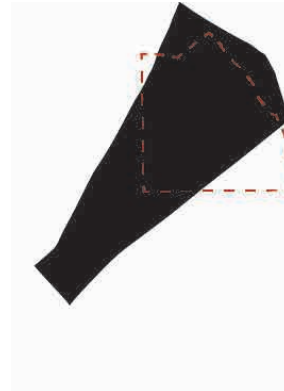


Figure 92

waterfront, rail, bike path, museum

GRIFFINTOWN, MONTREAL

civic space/identity: 'Griffintown spread westward from the then-downtown in a serious way in the 1820s and was populated mainly by Irish labourers. It was founded by an enterprising woman named Mary Griffin, a businessman's wife who obtained the land lease and got it subdivided into streets starting in 1804. By the early 20th century, the Irish inhabitants were joined by Jewish, Italian, Ukrainian and French-Canadian communities, a happy mélange that has diversified further since — especially since the area's boom of young professionals starting in the early 2000s. The two-story workman's houses are now few and far between, having made way to condo towers with canal views and industrial buildings retrofitted to hold everything from art galleries to fancy restaurants.'



housing examples: luxury apartments

& condo conversions

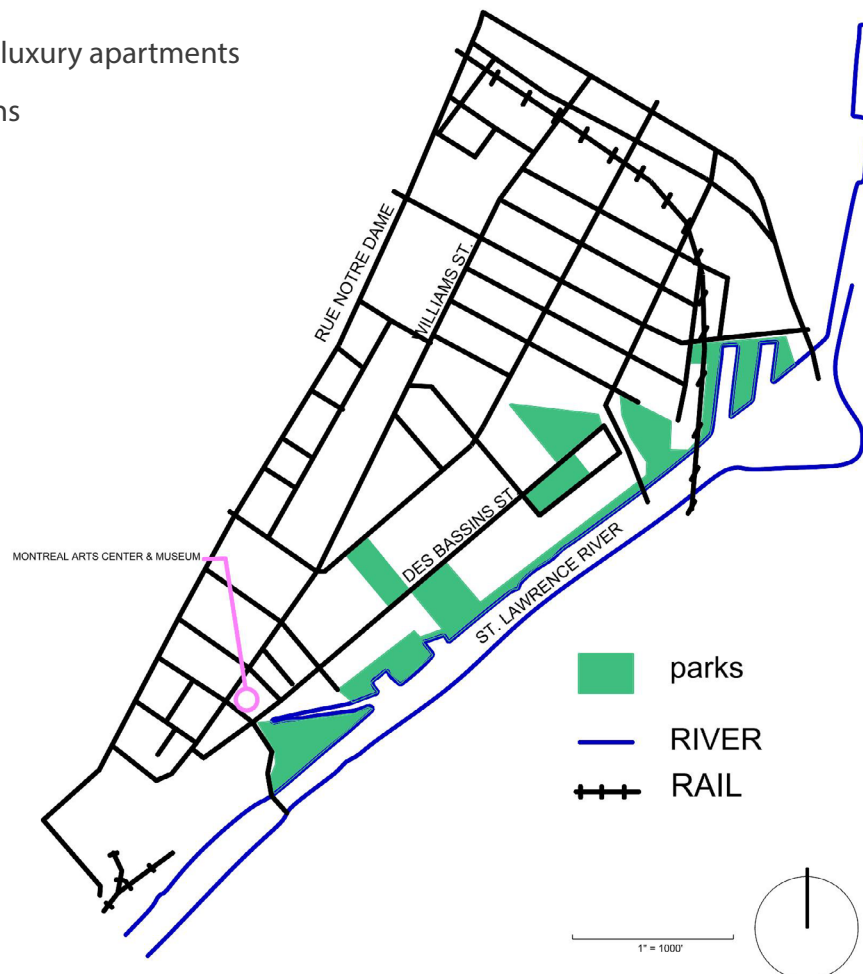


Figure 93

waterfront, rail, bike path, museum
GRIFFINTOWN, MONTREAL



Typologies

Figure 94

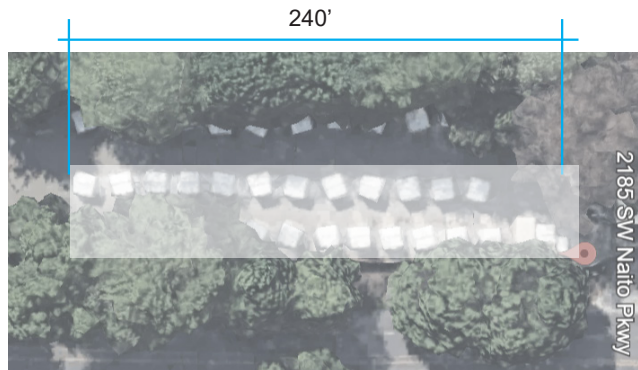
RESIDENTIAL

SHELTERS

Right 2 Dream Too, located at 999 N Thunderbird Way, houses approximately 135 residents. The site features a combination of tiny homes and open floor space. Access to the tiny homes is reserved for members only.



Queer Affinity Village, located at 2185 SW Naito Parkway, is designed to accommodate up to 60 residents. The site includes shared restrooms, showers, laundry facilities, and a communal kitchenette.



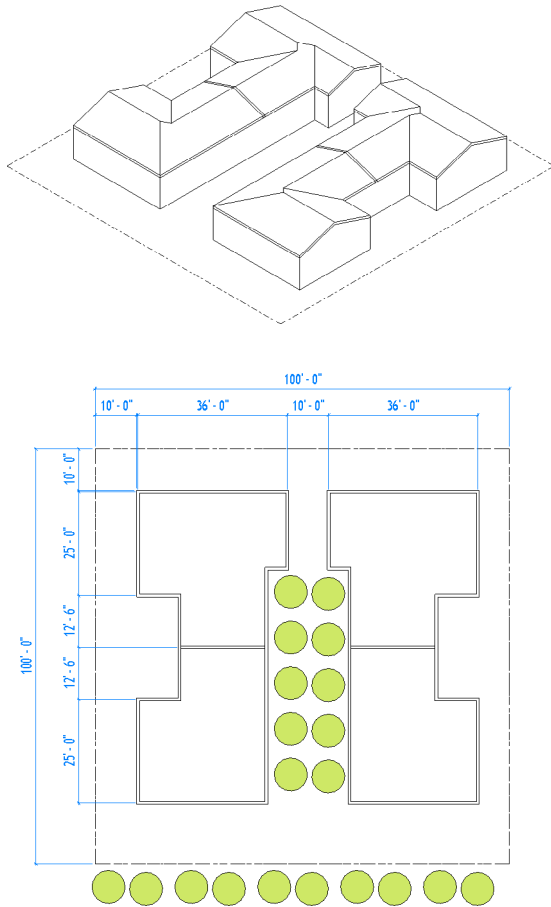
The River District Navigation Center, located at 1111 NW Naito Parkway, provides shelter for up to 100 adults. It features a sleeping area with bunk beds, as well as laundry facilities, showers, and restrooms. The center also includes meeting rooms designated for case management and service provider appointments.



Figure 95

RESIDENTIAL

COTTAGES



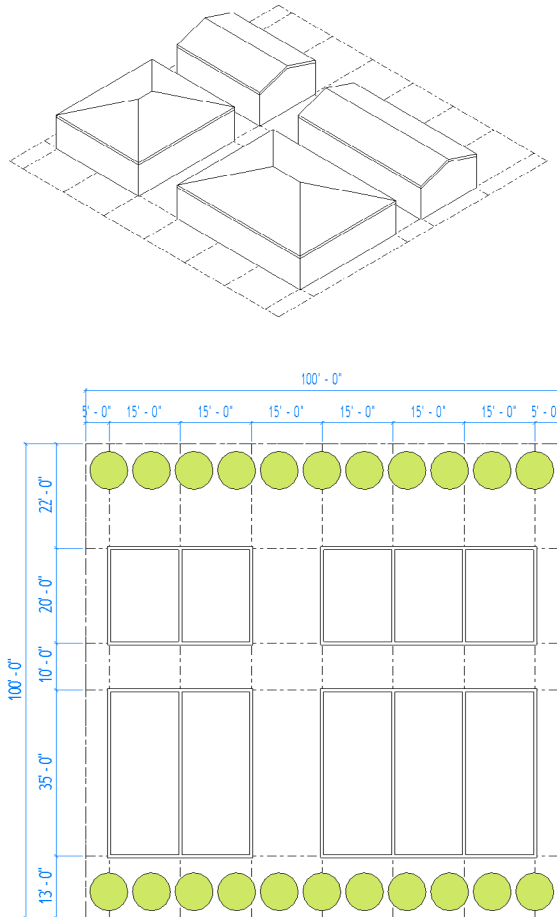
The four units are designed to fit within a 10,000 square foot site, with each unit ranging from 1,500 to 1,950 square feet. They are arranged around a shared green space and may be either attached or detached. The development supports fee simple ownership, with the common green held as a shared tract. The massing of the front units is consistent with the neighborhood's pattern of homes on 50-foot-wide lots.



Figure 96

RESIDENTIAL

ROW HOUSES



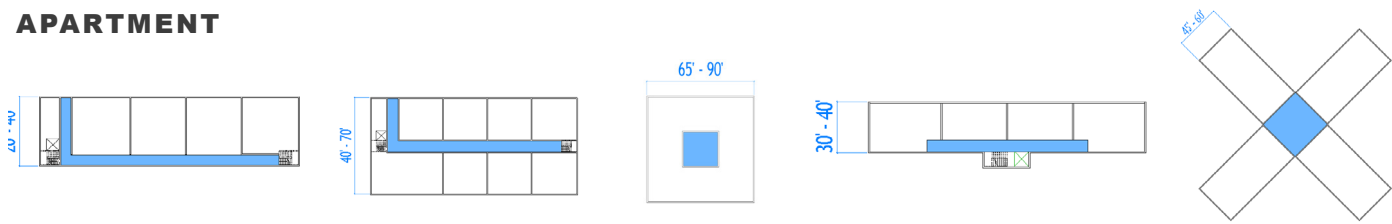
On a 10,000 square foot (100' x 100') site in an R2 zone, five rowhouse units are proposed, each ranging from 1,050 to 1,300 square feet. The massing is designed to blend with the surrounding single-family neighborhood context. Parking is provided in detached garages located at the rear of each unit, accessed via an alley easement. Between each unit and its corresponding garage is a small private garden. Additional square footage can be achieved by incorporating a full third story or by building living space above the garages.



Figure 97

RESIDENTIAL

APARTMENT



Corridor Location	Corridor Type	Building Form	Unit Aspect
Side corridor or balcony	Single-loaded corridor on one side of a row of apartments	Narrow slab block	Intermediate double aspect
Central corridor	Double-loaded corridor in the middle of two rows of apartments	Wide slab block	Intermediate single aspect
Central lobby	Apartments off of central lobby at each floor	Tower block	Corner units
Alternate floor corridors	Single-loaded corridor on one side of a row of two-story apartments or maisonettes	Narrow slab block	Double aspect
Scissor corridor	Double-loaded corridor in the middle of two rows of two double-story units	Narrow slab block	Double aspect

Figure 98

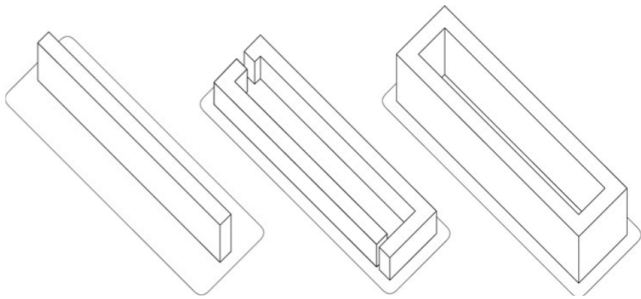
RESIDENTIAL

APARTMENT

Unit Type	Size Range (sq ft)
Efficiency Unit (Compact Studio)	300–350 sq ft
Studio	500–600 sq ft
1 Bedroom	680–780 sq ft
2 Bedroom	1,000–1,300 sq ft
3 Bedroom	1,300–1,400 sq ft
4 Bedroom	1,400–1,600 sq ft

Use	Notes
Mixed-use	Often includes retail or office on lower floors
Ground floor retail	Taller floor-to-ceiling height: 11–15 feet
Office space	Floor-to-ceiling height average: 10 feet
Double-height lobby	Floor-to-ceiling height: 18–22 feet

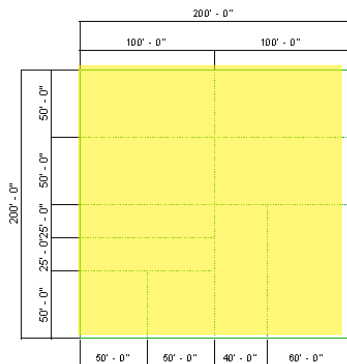
	Height Range
Typical residential unit	8–9 feet
Ground Floor	13–20 feet



Linear Block Edge Block Perimeter Block

Figure 99

RESIDENTIAL
MIXED-USE RESIDENTIAL



10TH AT HOYT
Address: 925 NW Hoyt Street
Total Land Area: 1 acres (40,000 sq ft)
Building Area: 240000 sq ft

Year Built	2004
FAR	6
Typology	Mid-rise mixed-use residential with ground-floor retail
Structure	6-story concrete and steel frame with masonry façade
Current Use	Office spaces with ground-floor retail
Zoning	Central Employment (EX)

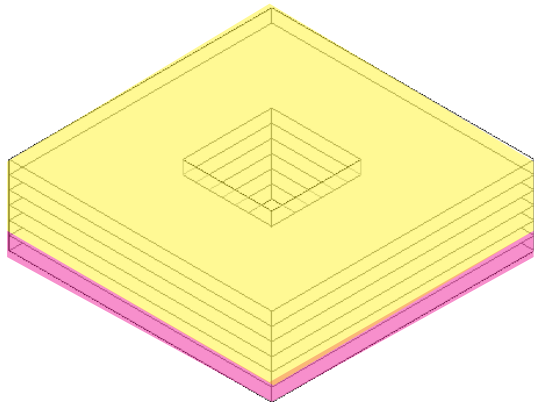
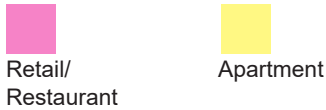
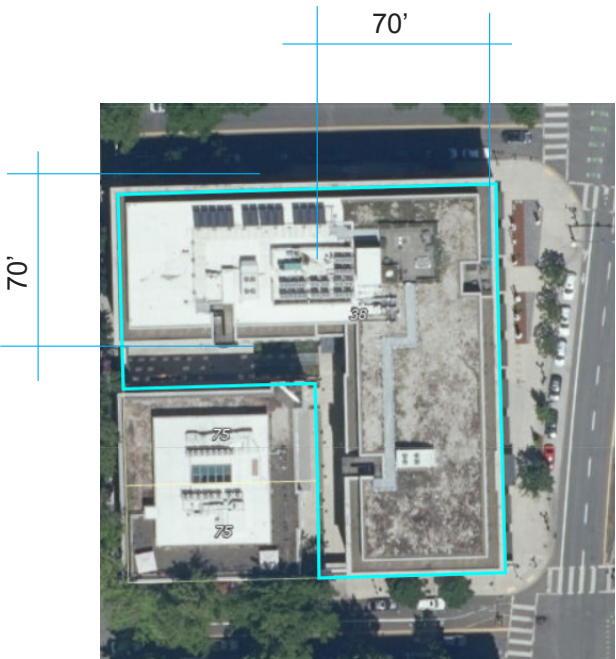
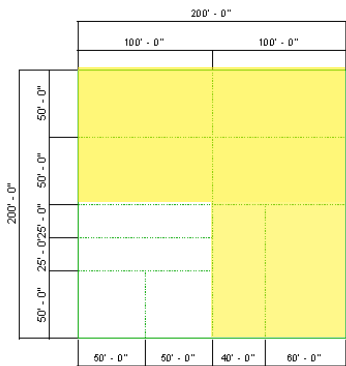


Figure 100

RESIDENTIAL

MIXED-USE RESIDENTIAL



38 DAVIS APARTMENTS

Address: 38 NW Davis St
Total Land Area: 0.67 acres (29,096 sq ft)
Building Area: 141,138 sq ft

Year Built	2016
FAR	5
Typology	Mixed-use (residential, office, educational)
Structure	6-story mass timber building over concrete podium
Current Use	Residential Units: 65 apartments (studios, one- and two-bedroom units) Commercial Use: Office space and University of Oregon Executive MBA program classrooms
Affordability:	Over half of the units affordable at 80–100% Area Median Income (AMI)
Zoning	Central Commercial (CX)



Retail/ Lobby



Office



Apartment

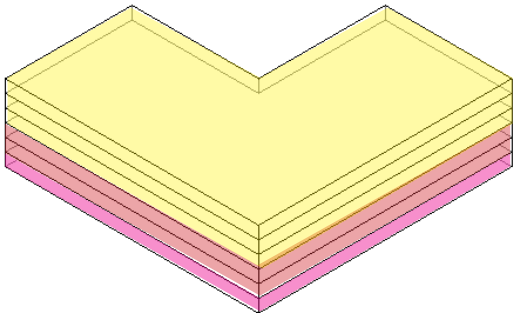
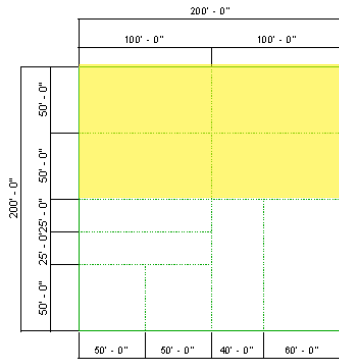


Figure 101

MIXED-USE COMMERCIAL HOTEL

**MERCHANT HOTEL**

Address: 222-228 NW Davis St,

Year Built	1880
FAR	1.4
Typology	Former hotel, now mixed-use commercial
Structure	3-story Italianate cast iron building
Current Use	Level 2-4: Creative Office Spaces Ground Floor: Old Town Pizza / The Faux Museum / Retail Spaces
Historic Status:	Listed on the National Register of Historic Places; contributing property in the Skidmore/Old Town Historic District
Zoning	Central Commercial (CX)



The Faux Museum

Retail/
Restaurant

Office

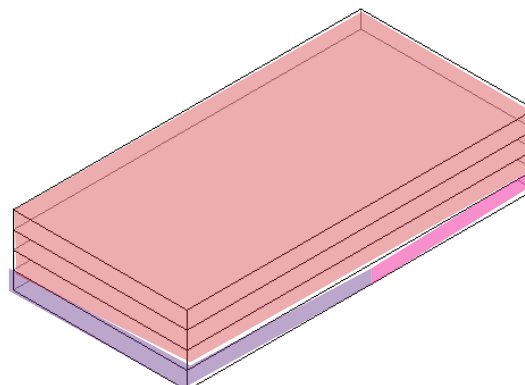
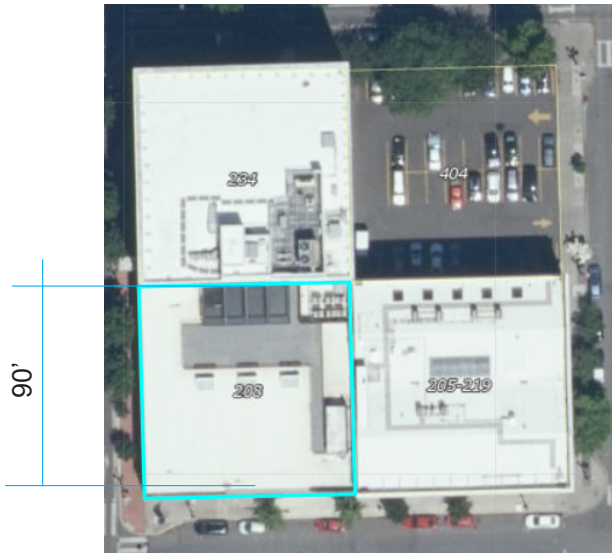
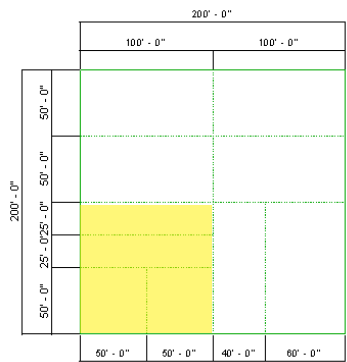


Figure 102

LIGHT INDUSTRIAL/WAREHOUSE /
ADAPTIVE REUSE/ COMMERCIAL



MASON EHRLMAN BUILDING AND ANNEX

Address: 222 NW 5th Ave
Total Land Area: 0.23 acres (10,000 sq ft)
Building Area: 20,000 sq ft

Year Built	Main building: 1908 Annex: 1940
FAR	2
Typology	Historic commercial office
Structure	7-story main building and 2-story annex
Current Use	Creative office spaces and ground-floor retail
Historic Status	Contributing property in the Old Town Historic District
Zoning	Central Commercial (CX)

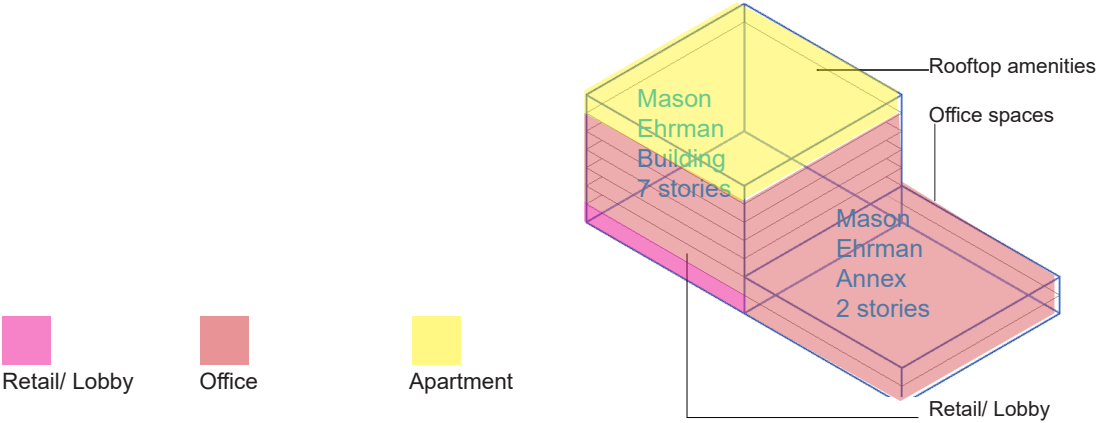
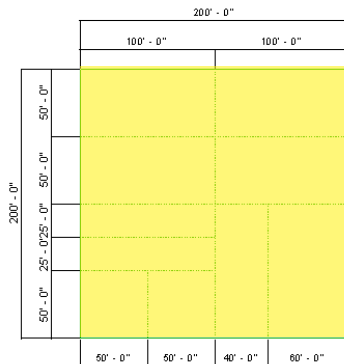


Figure 103

SOCIAL SERVICE



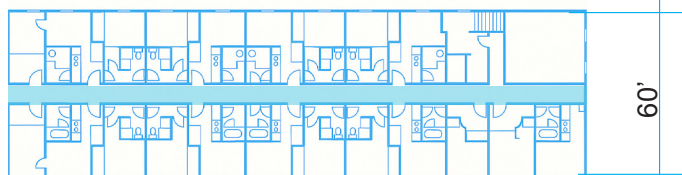
BUD CLARK COMMONS

Address: 655 NW Hoyt St.

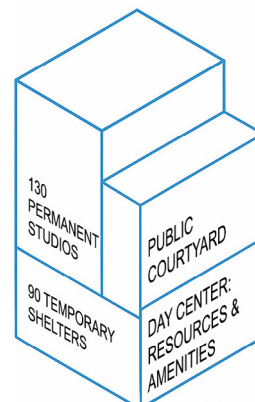
Land Area: 0.67 acres (29,096 sq ft)

Building Area: 106,000sqft

Year Built	2011
FAR	3.64
Typology	Multi-service homeless resource center with permanent housing
Structure	8-story mid-rise, concrete and steel construction
Uses	130 units of permanent supportive housing (upper floors) 90-bed men's shelter "Doreen's Place" (lower floors) Ground-floor day center and support services
Population Served	Homeless adults (including veterans) needing housing, shelter, and support
Zoning	Central Commercial (CXd)

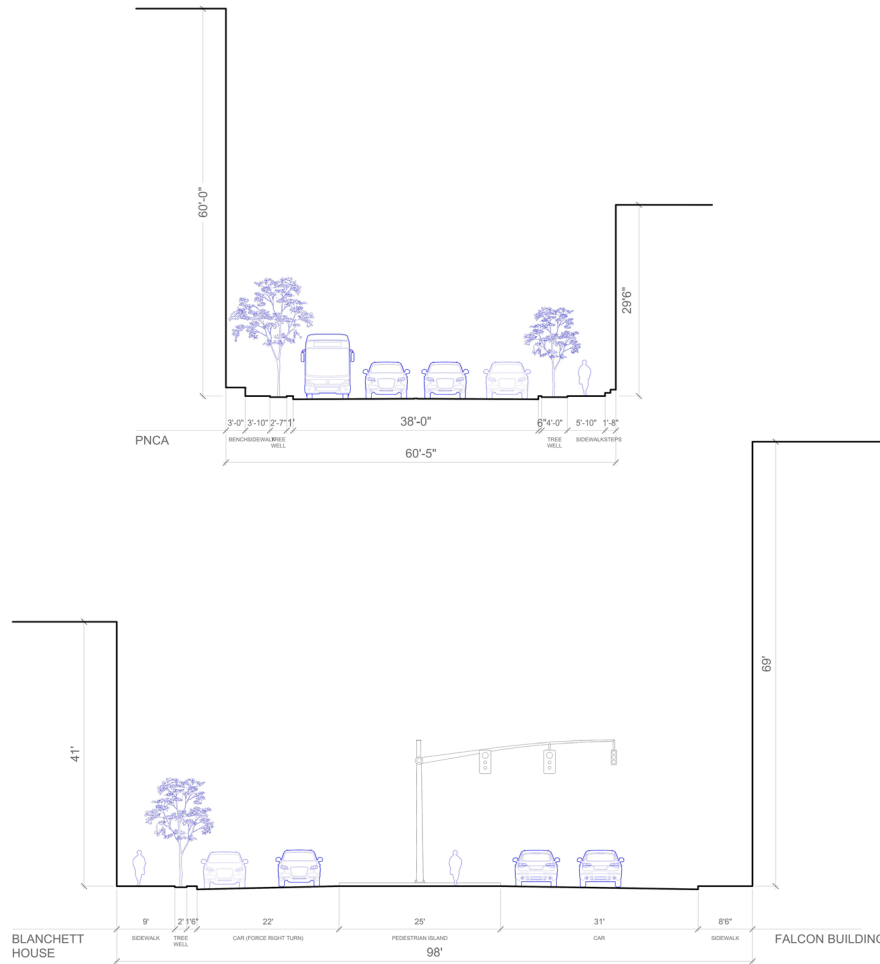


Double loaded corridor
~540sqf/ unit



Street Sections

Figure 104

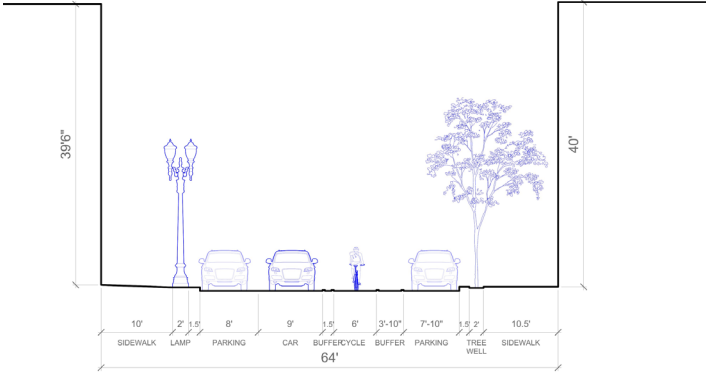


Glisan btwn 7th & 8th - facing Steel Bridge
Scale 1"-15'

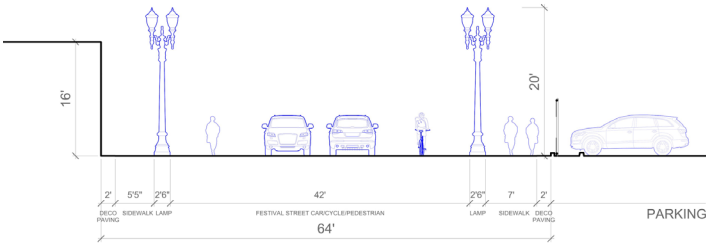


Glisan & 3rd intersection facing park blocks
Scale 1"-15'

Figure 105

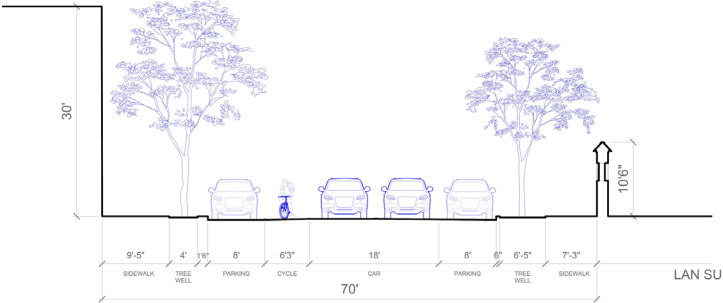


Flanders btwn 5th & 4th facing Naito
Scale 1"-15'



Flanders btwn 4th & 3rd facing park blocks
Scale 1"-15'

Figure 106



3rd btwn Flanders & Everett facing Glisan
Scale 1"-15'



5th btwn Flanders & Everett facing Burnside
Scale 1"-15'



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