

Transitional Housing Futures: Urban Design Proposals for Delta Park Center

VOLUME 1

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ARCH 584: URBAN DESIGN STUDIO | COLLEGE OF DESIGN



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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and

2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a yearlong partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service-learning courses to

provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

Course Participants

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Course Description

ARCH 584: URBAN DESIGN STUDIO

Sustainable Urban Design Studio (ARCH 584) 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.

Studio was taught by Prof. Nico Larco, Mark Raggett, and Lara Lillard.

Executive Summary

Students in a graduate urban design studio based at the University of Oregon's Portland campus were asked to reimagine the Delta Park Center in Portland, Oregon, with a primary emphasis on developing transitional housing solutions. The project aimed to address the area's lack of identity and inadequate transportation infrastructure while creating a vibrant and sustainable urban space. The class investigated historical and cultural contexts, conducted thorough site analyses, and developed proposals to enhance residential density, reanimate public spaces, and integrate sustainable practices.

Key findings from the student projects include the need for increased residential density to address Portland's housing crisis and the reactivation of public spaces to foster community engagement. Central to these proposals was the integration of transitional housing to support vulnerable populations and provide a pathway to stable living conditions. The proposals emphasized the importance of sustainable urban design, leveraging transit connectivity, and green infrastructure to create a more livable and environmentally friendly district.

The course underscored the value of collaborative planning, involving stakeholders and community members to ensure that the projects meet local needs and promote social equity. The recommendations from the studio's research highlight the potential for the Delta Park Center to transform into a dynamic and inclusive urban neighborhood, benefiting both current residents and future generations, with a particular focus on providing safe and supportive transitional housing.

Introduction

This urban design studio focused on developing transitional housing solutions for vulnerable populations. Throughout the course, students engaged with various collaborators and experts, gaining insights into urban planning and sustainable development. Students toured the the Blackburn Center, a transitional housing facility operated by Central City Concern, which provided valuable real-world context for the students' design proposals. The site chosen for the studio project was the Delta Park Center, formerly known as Hayden Meadows Square. This area presented unique challenges and opportunities for urban redevelopment, allowing students to explore innovative solutions to contemporary urban issues, with a special emphasis on creating supportive and sustainable transitional housing.

Culture & Place

Culture & Place

Before working in groups on specific urban design proposals, students conducted an extensive investigation and analysis into the Delta Park Center site. By understanding the historical, cultural, demographic, and environmental context, students developed informed and sensitive design proposals.

SINCE TIME IMMEMORIAL

The area has been occupied by Native Americans for thousands of years, with documented villages along the Columbia and Willamette Rivers.

FIG. 1

Study Area Key Map
Credit: Nick Hodge

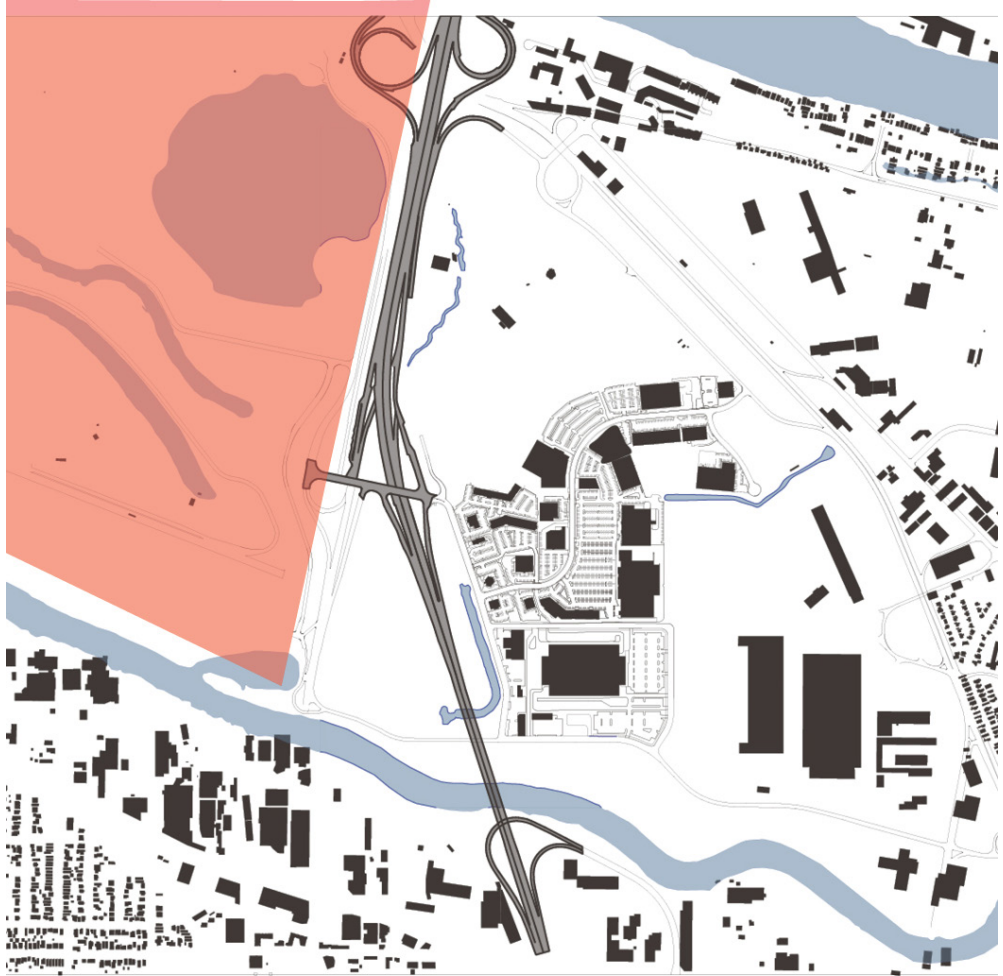


VANPORT

To the west of the study area, the town of Vanport existed from 1942 to 1948. It was a significant wartime housing

development that was home to the largest Black population in the Portland metro area before being destroyed by a flood.

FIG. 3
Study Area Key Map
Credit: Nick Hodge



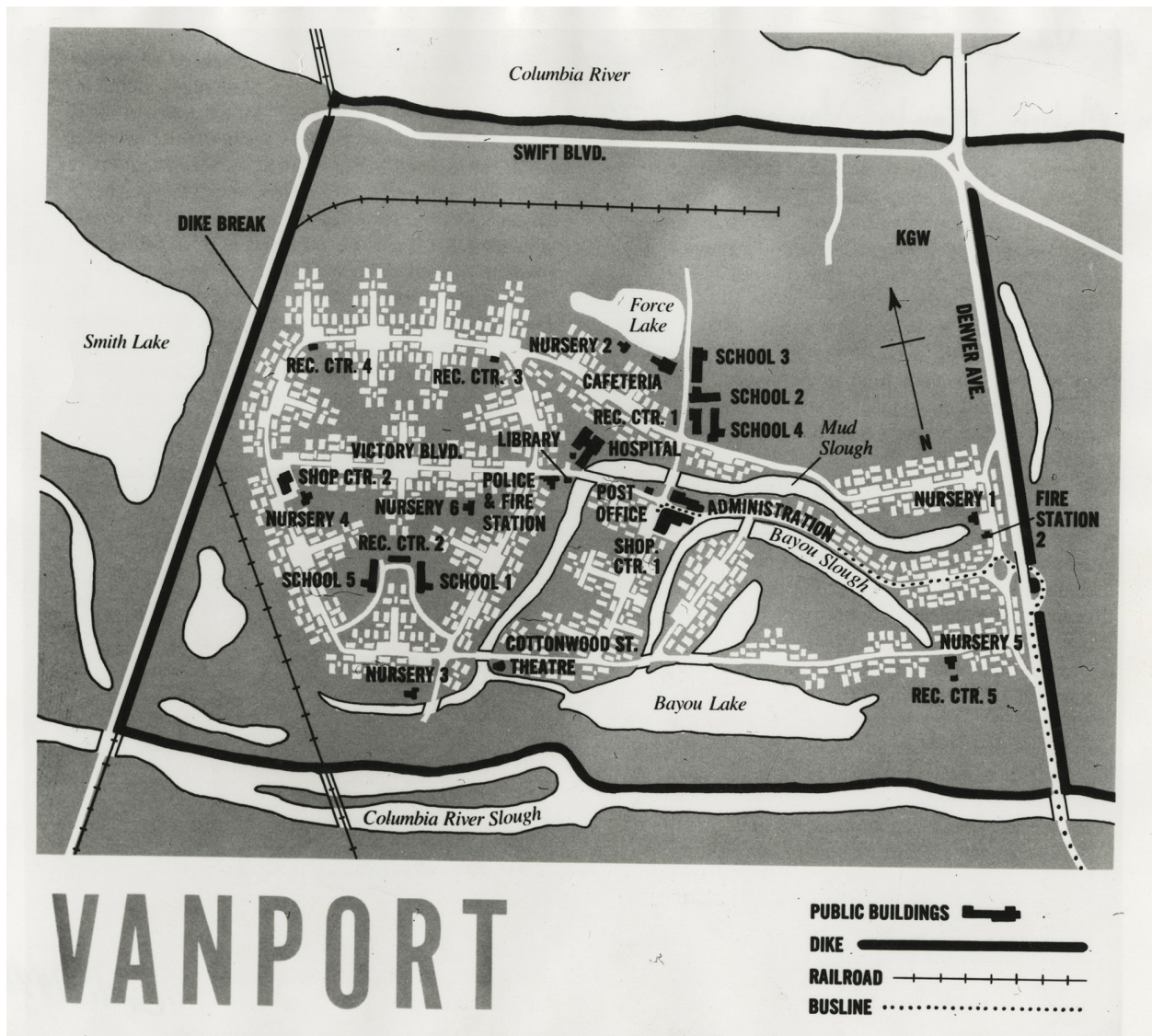


FIG. 4

Map of Vanport

Source: Oregon Historical Society



FIG. 5

Leaving Vanport after the flood

Source: Oregon Historical Society



FIG. 6

An aerial view of the Vanport Flood

Source: Oregon Historical Society

PORTLAND SPEEDWAY

The Portland Speedway was a half-mile auto racing track located east of the defined project site along NE Martin

Luther King Jr Blvd. Races began on the site in 1924 and continued until the final race in 2001. Today, it is the site of a trucking warehouse.

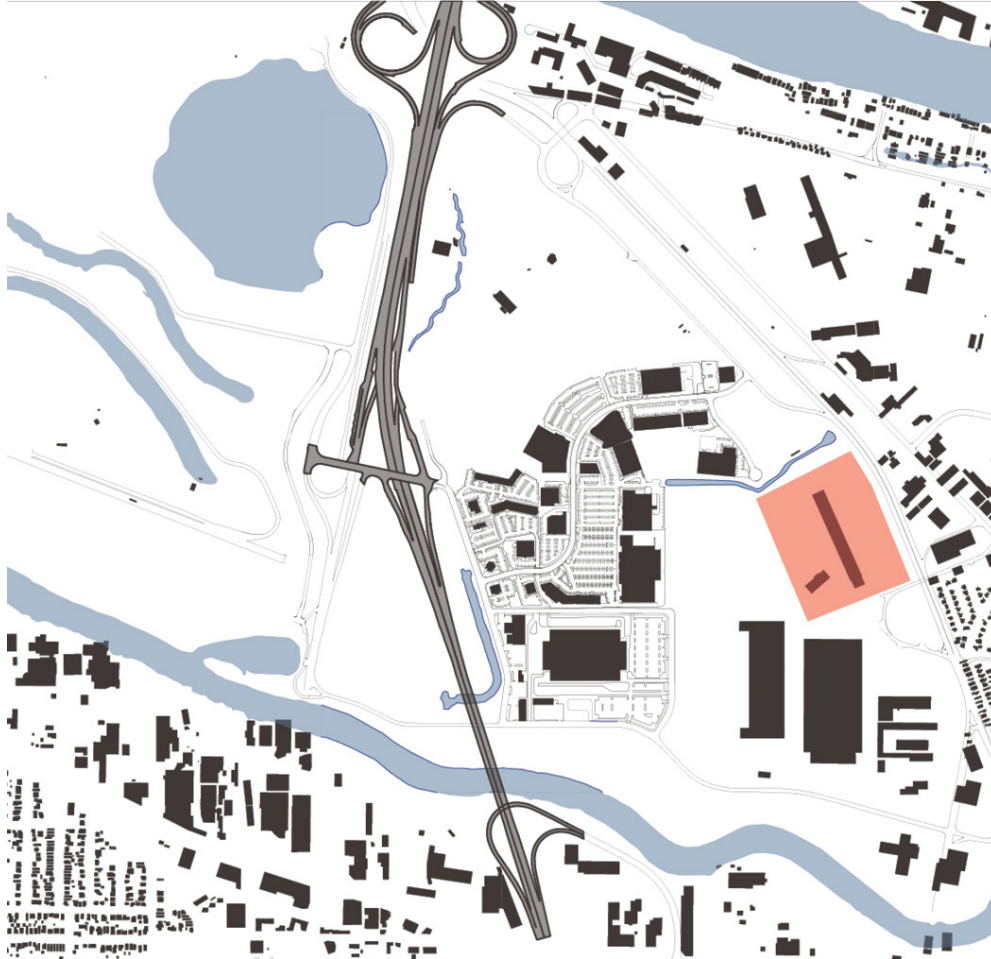


FIG. 7
Study Area Key Map
Credit: Nick Hodge



FIG. 8

The Portland Speedway

Source: Oregon Historical Society

PORTLAND INTERNATIONAL RACEWAY

Originally known as West Delta Park, Portland International Raceway saw street racing on the old streets of Vanport in

1961. The track was paved in the 1970s and remains in operation today. The raceway seats approximately 86,000 people and attracts up to 350,000 visitors annually.

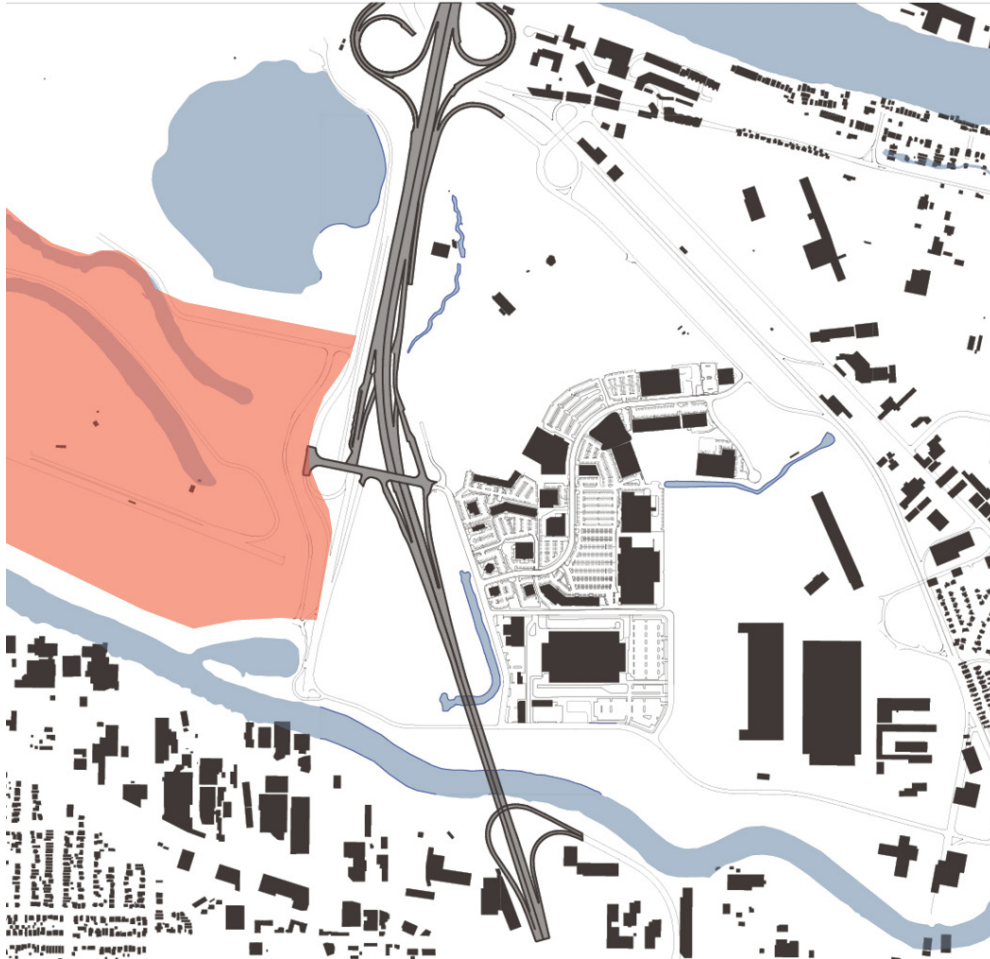


FIG. 9
Study Area Key Map
Credit: Nick Hodge

FIG. 10



EXPO CENTER

The Expo Center site hosted various events throughout its history, including: the Pacific International Livestock Association; Japanese Incarceration

Centers during the Second World War; and the Oregon Centennial Exposition and International Trade Fair, among others.

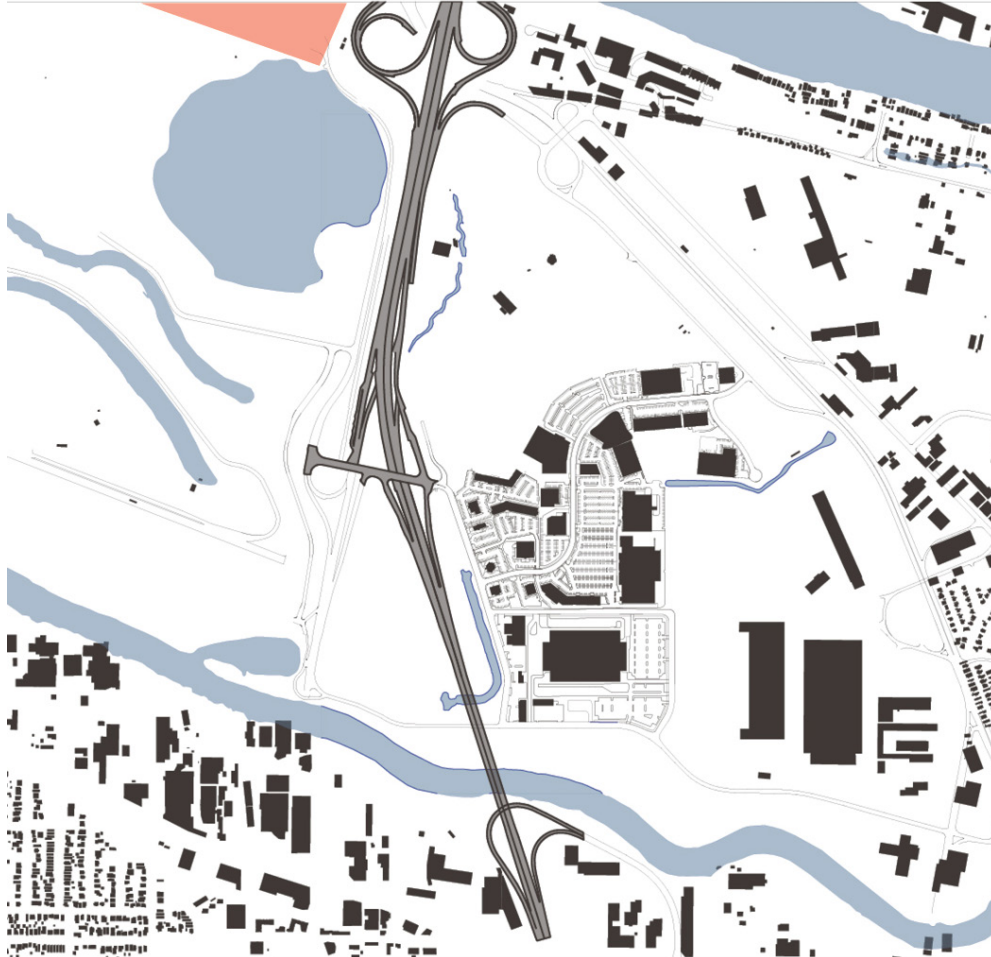


FIG. 11
Study Area Key Map

FIG. 12



FIG. 13

An aerial view of the Oregon Centennial Exposition and International Trade Fair

Citation: Centennial Exposition and International Trade Fair. Photograph. Portland Expo Center. Accessed April 18, 2024. <https://www.expocenter.org/about-expo/the-expo-story>.



PORTLAND MEADOWS

Portland Meadows was a horse racing track that opened in 1946. The Vanport Flood temporarily closed the track in 1948. Races resumed and continued until 2019. A casino-style poker club opened

near the grandstand in 2016 but ceased operations in 2019. The main building was demolished in 2020, and Amazon began using the site for warehouse facilities in 2021.

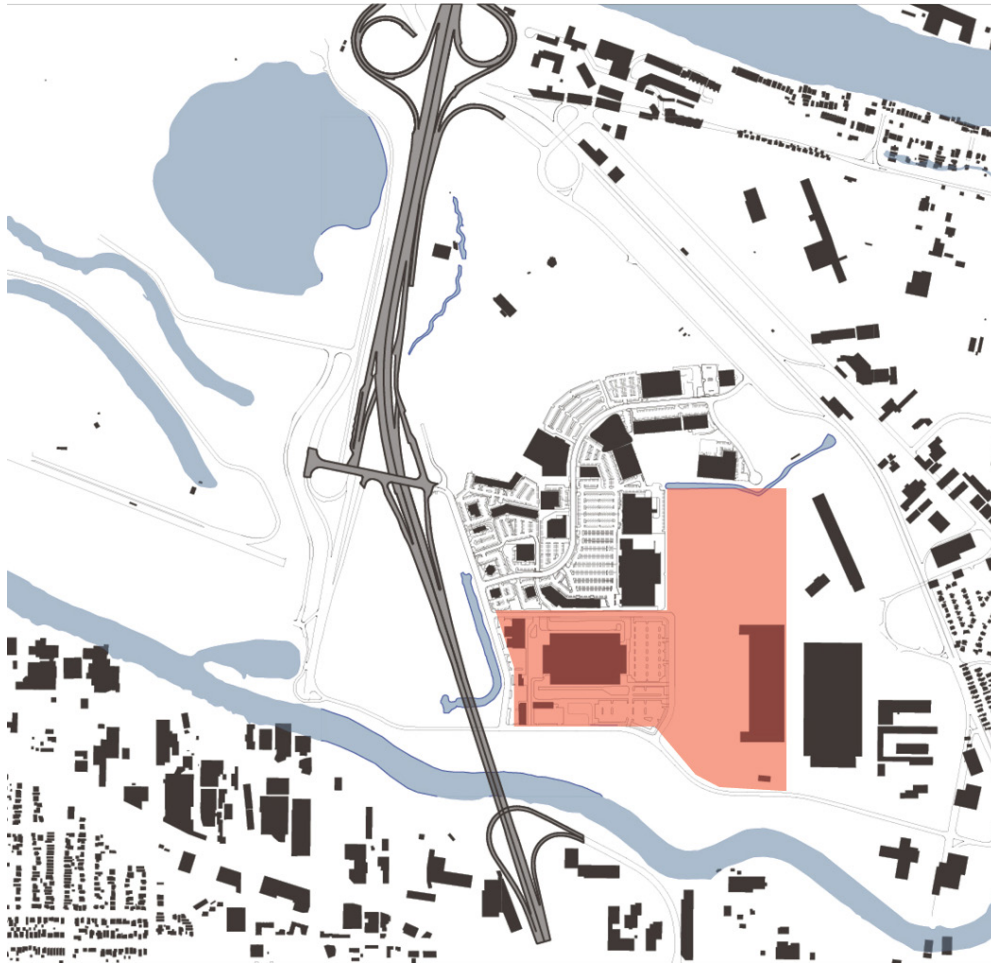


FIG. 14
Study Area Key Map
Credit: Nick Hodge



FIG. 15

Source: Oregon Historical Society

DELTA PARK CENTER

Developed in the 1980s, Delta Park Center is a retail center home to large retailers like Lowe's and Dick's Sporting Goods,

as well as community services like a DMV office and a Bottle Drop location. It primarily serves customers from North Portland and Vancouver regions.

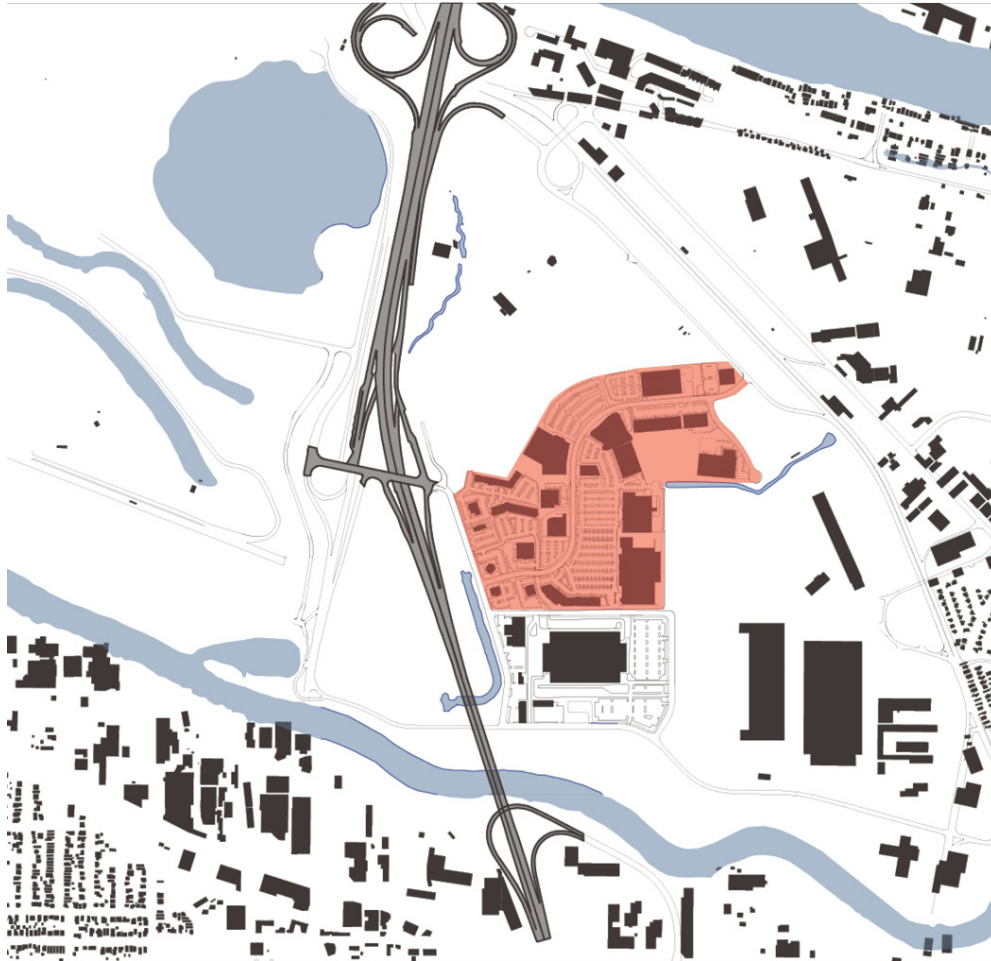


FIG. 16
Study Area Key Map
Credit: Nick Hodge



FIG. 17

An aerial view of Delta Park Center and its surroundings

Source: Google Maps

Demographics

Demographics

The project study area neighborhood is classified as East Columbia. Currently this is a limited residential population, with the 2020 census showing a population of 2,205. Surrounding neighborhoods (Hayden Island, Kenton, Piedmont, Bridgeton) have a population of approximately 14,200.

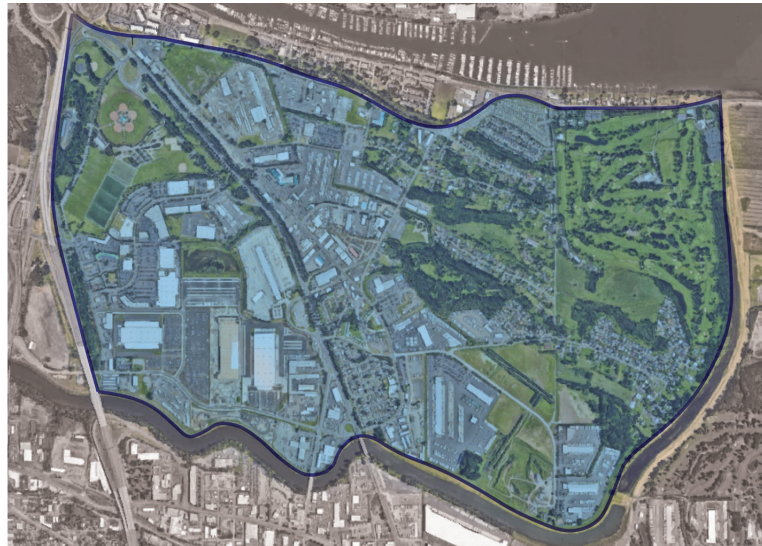
Presence of houseless camps and parked RVs have been reported in the area according to the City of Portland's Impact Reduction Program Dashboard.

Nearby amenities such as Portland International Raceway, Delta Park East Owen's Sports Complex, and cultural events like the annual Delta Park Pow Wow pull visitors from across the region.

EAST COLUMBIA NEIGHBORHOOD

DEMOGRAPHIC INFORMATION

Total Population: 2,205



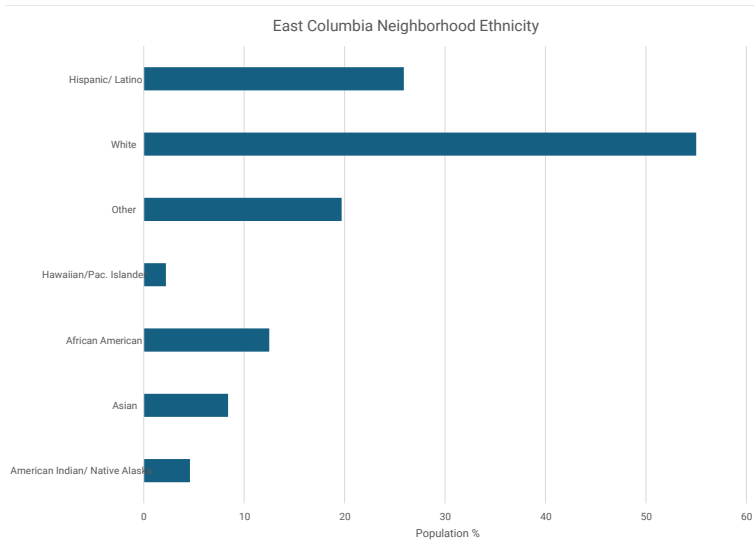
CULTURE/IDENTITY // DEMOGRAPHICS

Ethnic breakdown of Hayden Island Neighborhood as of 2020 census

Highest Ethnicity: White/European

Lowest Ethnicity: Hawaiian/Pacific Islander

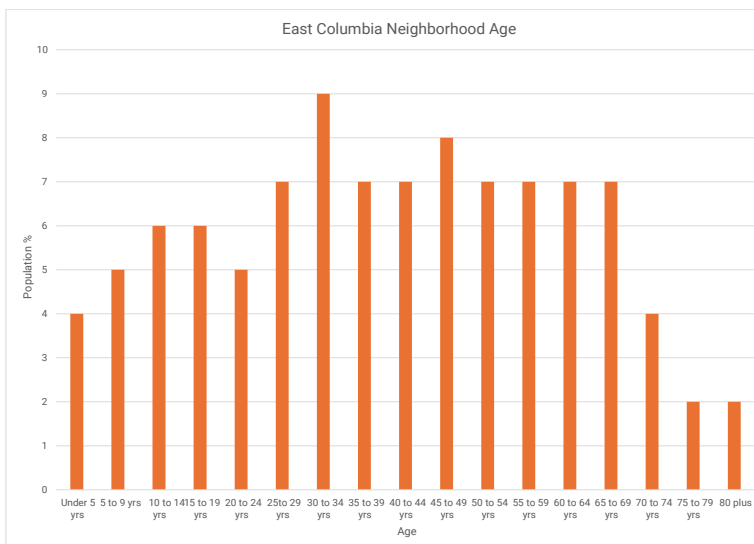
The ethnic breakdown of the neighborhood is in line with surrounding communities.



Age breakdown of neighborhood population as of 2020 census

Median age 30-34 years

The while the age distribution in the neighborhood is slightly younger than some of the surrounding neighborhoods, it has a much "flatter" curve.



NICK HODGES // MISHA POPENUK
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/LILLARD/RAGGETT

FIG. 18

Environmental

Environmental

1. WATER & WIND OPPORTUNITIES

- In the summer, embracing the predominant winds from the NW offers opportunities for ventilation and evaporative cooling.
- In the winter, cooler temperatures combined with the predominantly SE winds can make outdoor spaces more uncomfortable.

2. STORMWATER

- There are a variety of stormwater strategies that should be considered for development on this site. They include: bioswales adjacent to streets and parking, robust urban plantings to reduce runoff, and permeable paving where appropriate, and green roofs to treat and reduce the amount of stormwater that reaches the ground.

3. RAINWATER CAPTURE

- Portland experiences hot and dry summers that require drought tolerant plantings. Stored rainwater can be used

for irrigation during these dry months. Additionally, urban water features prove to be popular in the summer.

- The frequent drizzle during the winter provides an opportunity for capturing rainwater to reuse. Covered structures can allow for year-round outdoor use.

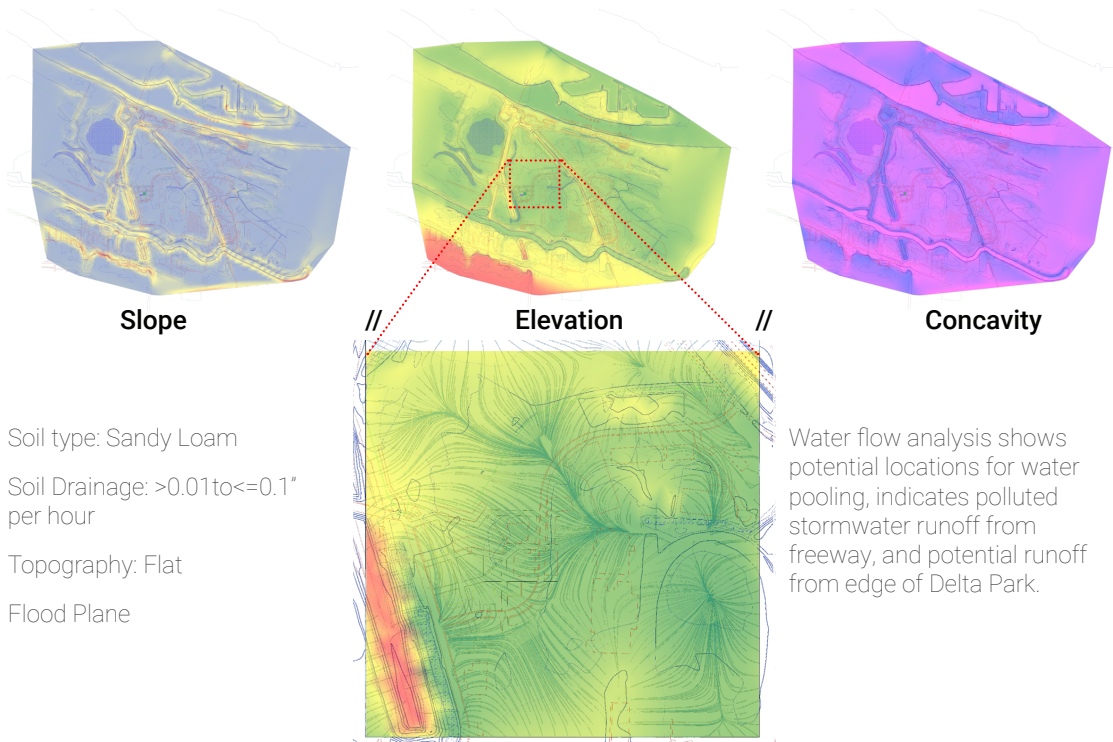
4. HEALTH & EQUITY

- A variety of strategies could be explored to ensure the health and equity of residents of a new development on site. They include equitable neighborhood amenities throughout a mix of housing types and enhanced transit access, including pedestrian and bike paths.

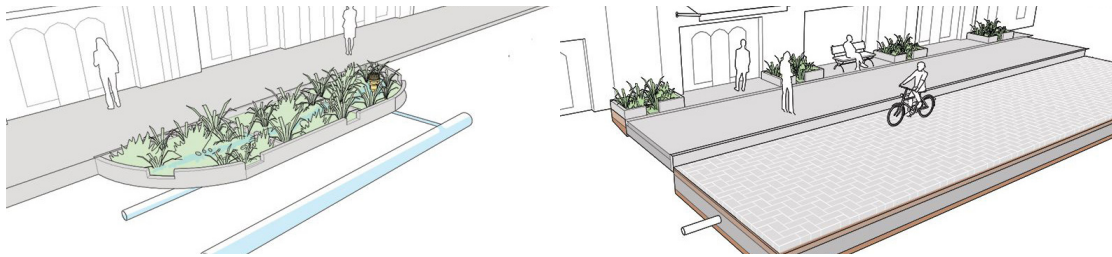
5. ECOLOGY

- The study area is located along the Lower Columbia River near the confluence with the Willamette River. There are many undeveloped areas of land that support a wide variety of animal life.

ENVIRONMENTAL // SUD // STORMWATER



ENVIRONMENTAL // STORMWATER



Illustrations of bioswale (left) and permeable paving (right) strategies see NACTO Stormwater Management: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/stormwater-management/>

STRATEGIES:

- Bioswales adjacent to streets and parking structures (downhill and uphill are both effective)
- Robust urban plantings reduce runoff
- Permeable paving where appropriate (soil drainage poor)
- Filter and treat pollutants out of stormwater
- Consider visible water treatment for the neighborhood

FIG. 19

KIM NICHOLS// NICOLE STOUT
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/LILLARD/RAGGETT

ENVIRONMENTAL // SUD // HEALTH AND EQUITY

STRATEGIES:

- Equitable Neighborhood Amenities
- Access to Transit
- Pedestrian and Bike Paths
- Compact Development
- Mix of Housing Types
- Design WITH your population
- Design for Pets
- Accessible Public Spaces
- Attractive Open Space
- Access to Nature
- Design for safety
- Limited Pollution
- Consider cultural needs
- ART

ENVIRONMENTAL // HEALTH AND EQUITY



Cultural Art - Chinatown PDX



Keep pollution away from vulnerable populations!



Attractive, shaded, pedestrian paths.



Include design for pets.

KIM NICHOLS// NICOLE STOUT

ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/LILLARD/RAGGETT

FIG. 20

Physical Site

Physical Site

In context of greater Portland metro area, the study area is located in North Portland, near the confluence of the

Columbia and Willamette rivers. It is located along I-5 and the MAX Yellow Line.

PHYSICAL SITE

THE SITE IN CONTEXT OF THE GREATER PORTLAND METRO AREA

This site is consider a node of the strip area between Portland and Vancouver

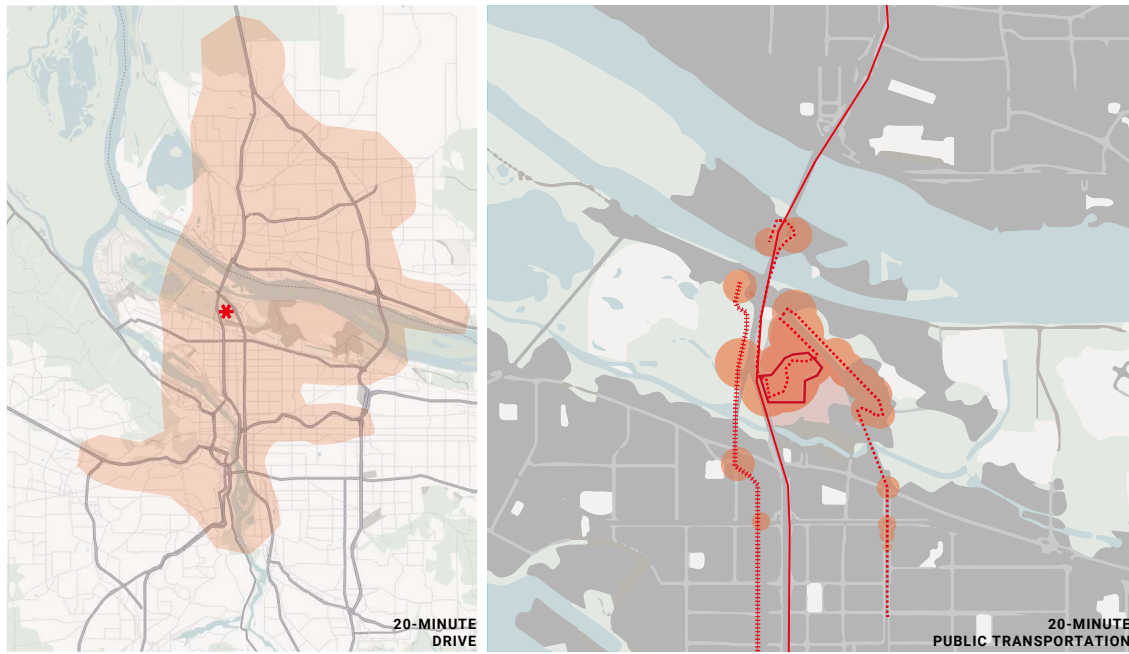


FIG. 21

PHYSICAL SITE

TRAVEL TIME ANALYSIS

Analysis of 20-minute travel time with public transportation and driving.



PHYSICAL SITE
AMENITIES

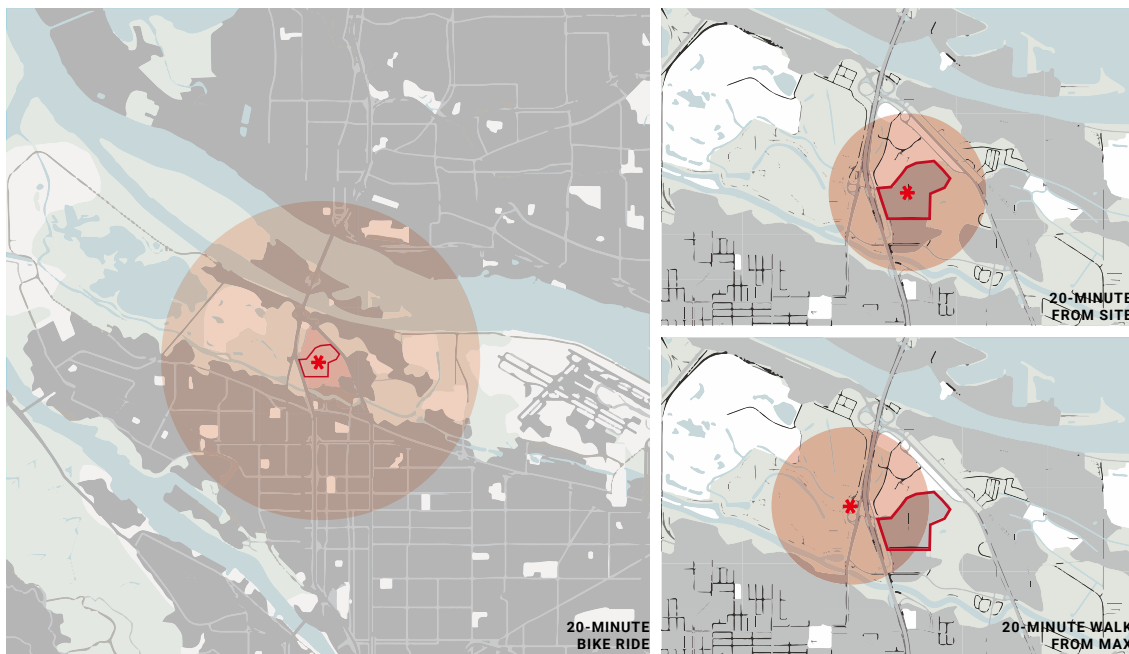
YENCHIEH PU
ARCH 885 // URBAN DESIGN STUDIO // S24 // LARCO/ILLIARD/RAGGETT

FIG. 22

PHYSICAL SITE

TRAVEL TIME ANALYSIS

Analysis of 20-minute travel time with bike and on foot.



PHYSICAL SITE
TRAVEL TIME

YENCHIEH PU
ARCH 885 // URBAN DESIGN STUDIO // S24 // LARCO/ILLIARD/RAGGETT

FIG. 23

TRAVEL TIME ANALYSIS

In Figure 22, one can see a travel time analysis, which compares the distance one can travel in 20 minutes driving in a private vehicle vs on public transit. While the site has decent transit coverage and frequency, the uncomfortable walk to the MAX station takes quite a bit of time, which reduces the distance one can travel in twenty minutes.

Additionally, in Figure 23 the same analysis is done with biking and walking, both from the center of the site and from the MAX station.

CURRENT SITE DESTINATIONS & EXISTING USES

Figure 24 shows the current uses on site.

PHYSICAL SITE

DESTINATIONS

Most of the destination are outdoor related or wholesale business that needs more space.



PHYSICAL SITE
DESTINATIONS

YENCHIH FU
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/ILLARD/RAGGETT

FIG. 24

PARKING

Surface car parking accounts for much of the land use on site. The total parking

area is roughly 61,000 square feet, with only 1,000 square feet dedicated to bicycle parking.

PHYSICAL SITE //
PARKING AREAS AND TYPES

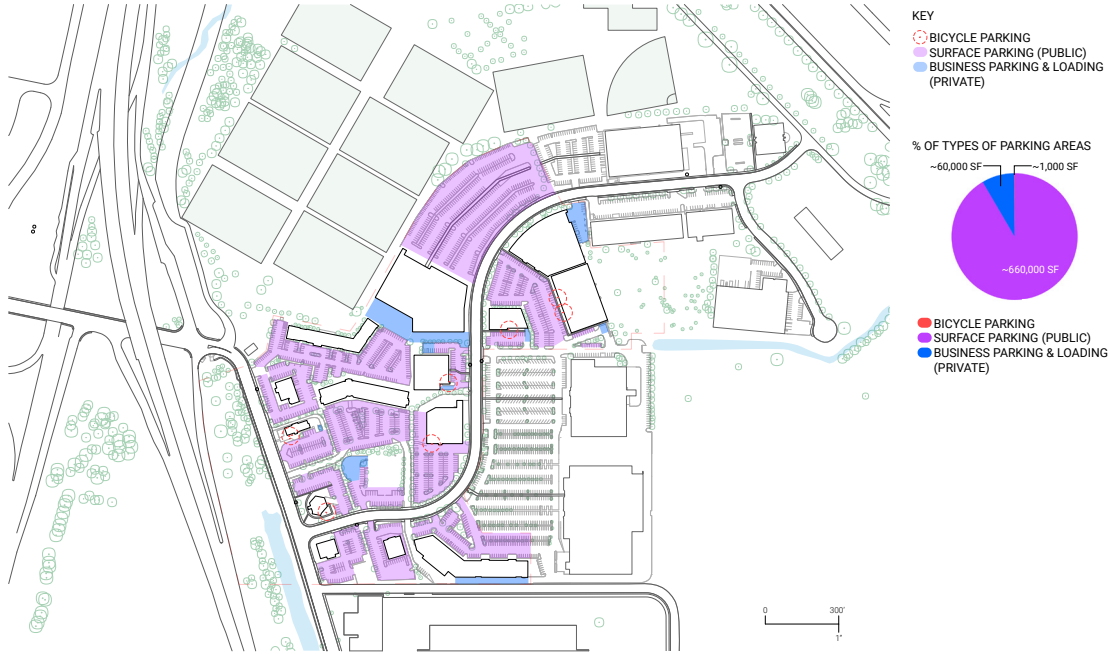


FIG. 25

PHYSICAL SITE //
PARKING AREAS AND TYPES

RAEGAN MCKENNA // YEN-CHIEH PU
ARCH 585 // URBAN DESIGN STUDIO // S24 // LAROO/LULLARD/RAGGETT

PUBLIC TRANSIT

The MAX Yellow Line's Delta Park/Vanport Transit Center is located on the west side

of I-5. Bus Line 6 has multiple stops along North Hayden Meadows Drive through the center of the study area.

PHYSICAL SITE // PUBLIC TRANSIT

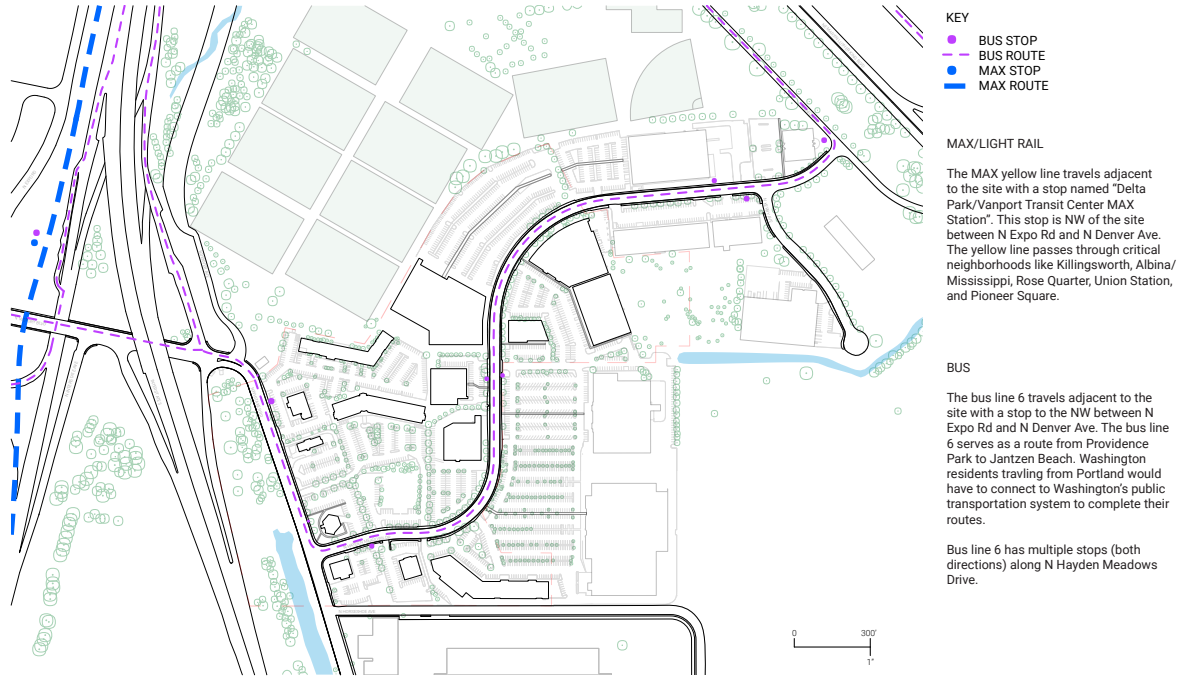


FIG. 26

PHYSICAL SITE // PUBLIC TRANSIT

RAEGAN MCKENNA // YEN-CHIEH PU
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/ILLIARD/RAGGETT

Sidewalks vary in availability and quality across different streets, with some of

the streets within the study area lacking pedestrian access.

PHYSICAL SITE //
STREETS, SIDEWALKS, AND INFRASTRUCTURE

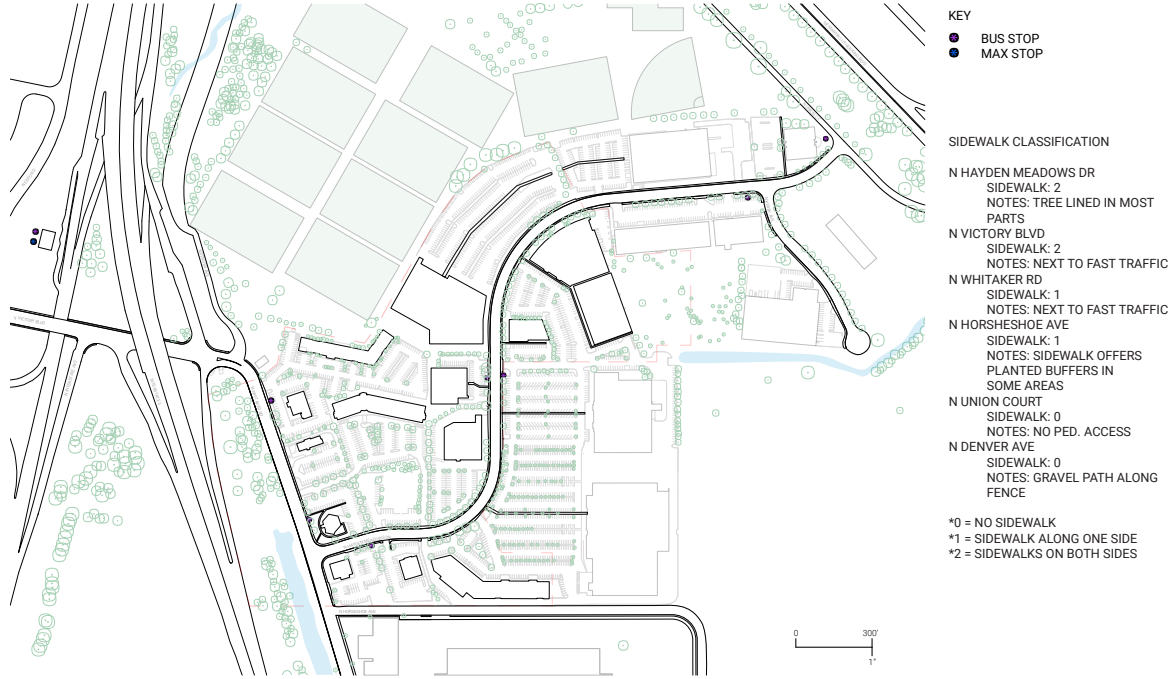


FIG. 27

PHYSICAL SITE //
STREETS, SIDEWALKS, INFRASTR.

PAEGAN MCKENNA // YENCHIEH FU
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARGO/LILLARD/RAGGETT

BARRIERS AND CHALLENGES

There are a variety of potential barriers and challenges within the existing study

area, which includes missing crosswalks, blind facades, and a lack of after-hours activity.

PHYSICAL SITE // BARRIERS AND CHALLENGES

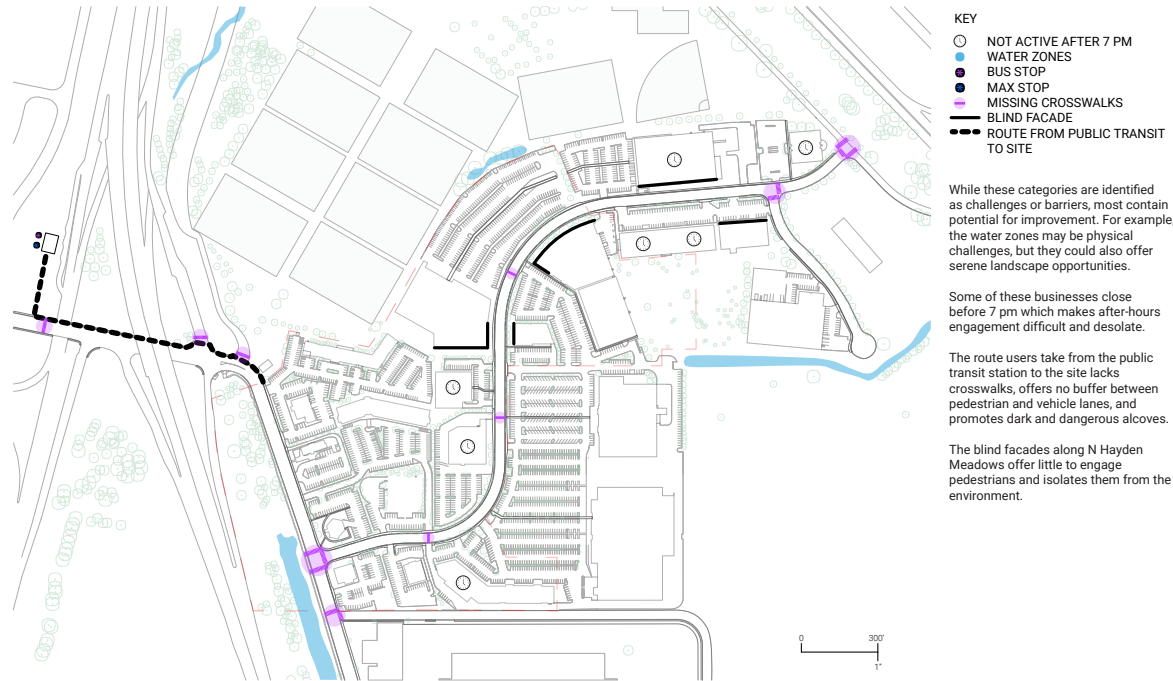


FIG. 28

PHYSICAL SITE // BARRIERS AND CHALLENGES

RAEGAN MCKENNA // YEN-CHIEH FU
ARCH 565 // URBAN DESIGN STUDIO // S24 // LARCO/LLIARD/RAGGETT

Precedents

Precedents

TRANSITIONAL HOUSING

Clinton Triangle, Portland, OR

Clinton Triangle, recently opened in 2023, is a low-barrier transitional housing shelter for adults located in Portland, Oregon. It is located on 3.13 acres and currently contains 100 sleeping pods with another 60 planned in the future.

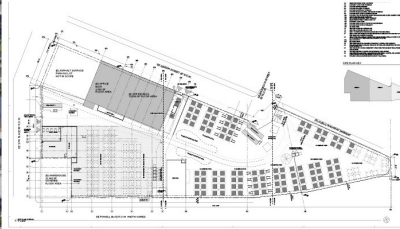
Students looked to examples like this for guidance on sleeping pod layouts and rules of thumb, such as the need for six feet between structures equipped with electrical connections and 10 feet between sleeping pods and buildings.

The sleeping pods are 64 square feet each.



THE CLINTON TRIANGLE

Location: Portland, OR
 Area: 3.13 acres; 51 units per acre
 Planner: Sosyal Architecture and Community Dev. LLC
 Year: 2023
 Units: 100 sleeping pods, +60 future



PRECEDENTS // TEMP. ALTERNATIVE SHELTER SITE

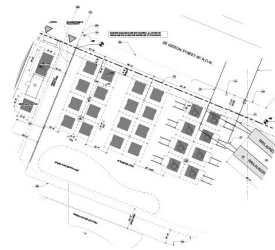
Clinton Triangle is a low-barrier shelter for adults (age 18+). Pets are allowed. Couples can share a tiny home. Guests can stay for an indefinite period, though the intention is for individuals to use the site temporarily before transitioning to other housing or care.



Prefabricated sleeping pods, 64 SF each



16 of the sleeping pods designated as accessible (ramp)



6 ft between structures equipped with electrical connections
 10 ft required between buildings and sleeping pods

ANDRÉS LEÓN // FATIMA ABENOVA // ZOE LUKE
 ARCH B&S // URBAN DESIGN STUDIO // S24 // LARCO/ILLIARD/RAGGETT

FIG. 29

Dignity Village, Portland, OR

Dignity Village is a self-governed 1.2 acre transitional housing shelter containing 45 sleeping pods.



MICROBUSINESS

DIGNITY VILLAGE, PORTLAND

- 37 pods per Acre
- Tiny Houses Dimensions: 10 x 10 to 15 x 20 Aprox.



SITE COMPARISON

CONSTRUCTION PROCESS

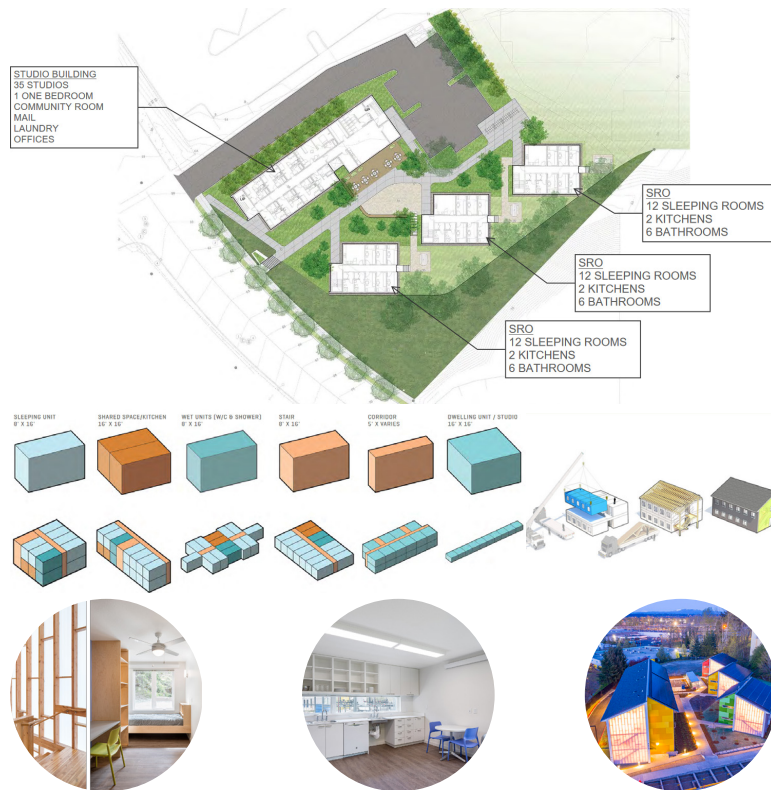


FIG. 30

Argyle Gardens, Portland, OR

Argyle Gardens is another housing example that students looked to for inspiration and better understanding about different existing housing typologies. This example is based on a modular system configurable for various

housing needs. It features 35 studio units, large community rooms, laundry facilities, and support service offices. There are also three cohousing buildings with six units per floor with shared bathroom and kitchen facilities.



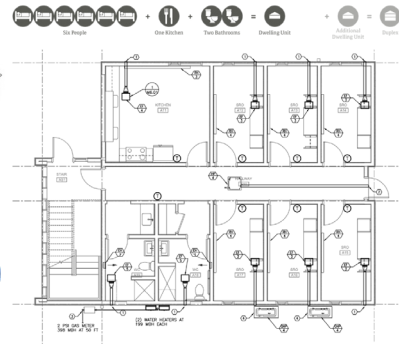
Holst Architecture

ARGYLE GARDENS, PORTLAND

24,000 sf, 72 units

Designed as a kit of parts, Argyle Gardens is the first buildout of LISAH (Low Income Single Adult Housing), a dignified co-living model designed to accommodate an optimum number of people to share community space and support. The modular system can be configured as formerly homeless, workforce, or student housing, or to house intergenerational families together.

Argyle Gardens opened to residents in April 2020. Located in the Kenton neighborhood of Portland, the four buildings sit on a transitional site between a neighborhood and an industrial zone close to the MAX light rail line, bus lines, a park, and commercial shopping areas. The largest building contains 35 studio units, each 220 square feet. A large community room, laundry facilities, and support service offices, serve as a central hub and communal gathering space for all residents. Each of three cohousing buildings feature two six-bedroom units with two shared bathrooms and a large kitchen.



PRECEDENTS // HOUSING EXAMPLES

ANDRES LEON // FATMA ARENOVA // ZOE LUKE
ARCH SB5 // URBAN DESIGN STUDIO // S24 // LARCO LILLARD/RAGGETT

FIG. 31

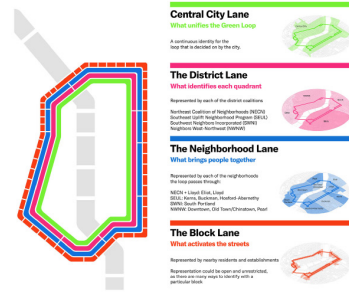
OPEN SPACES

Green Loop, Portland, OR

The green loop is a proposed six-mile linear park connecting Portland's east and west sides in the Central City. It aims to link people, places, and public life through a vibrant bicycle and pedestrian network.

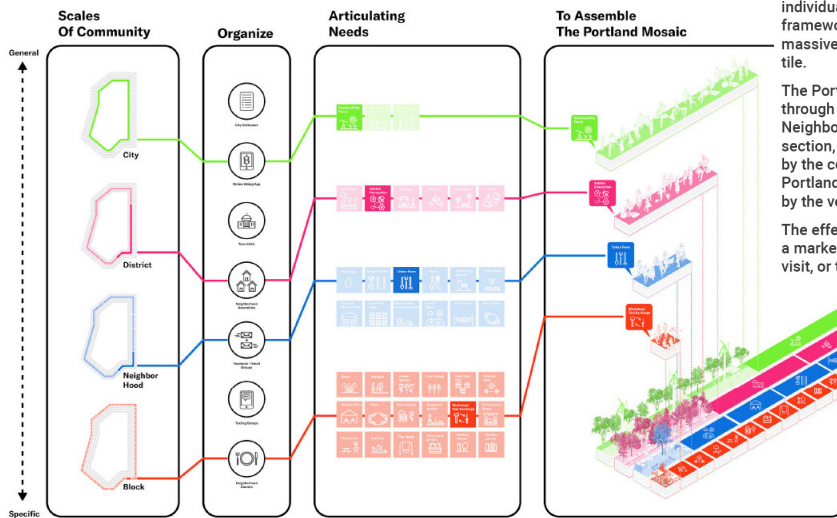
University of Oregon Students Proposal, W. Smith website
GREEN LOOP: THE PORTLAND MOSAIC, PORTLAND

Proposed by Portland's Bureau of Planning and Sustainability, The Green Loop is a six-mile linear park, linking Portland's east and west sides with a robust bicycle and pedestrian network. More than just a path, it's a means of connection—to people, place, and public life.



PRECEDENTS // OPEN SPACE DESIGNS

FIG. 32



Concept for the Green Loop: The Portland Mosaic, is an urban process whereby Portlanders define the character and identity of the project in a way that reflects their individual needs and aspirations for the future. It is a framework to be filled through collaborative efforts—a massive mosaic for which every Portland resident has a tile.

The Portland Mosaic represents four scales of community through which people experience Portland: the Block, the Neighborhood, the District, and the City as a whole. Each section, or lane, has its own unique identity, as decided by the corresponding community. The key feature of the Portland Mosaic is that the content of each lane is chosen by the very people that lane represents.

The effect we imagine is one in which the Green Loop has a markedly different purpose and feel wherever you live, visit, or travel—evolving and adapting with each new block.

ANDRES LEON // FATIMA ABEHOVA // ZOE LUKE
 ARCH 855 // URBAN DESIGN STUDIO // SZ4 // LARCO/ILLIARD/RAGGETT

<p>City + Culture</p>	<p>District + Artscape</p>	<p>Neighbourhood + Art Gallery Cart Alley</p>	<p>Block + Arcade Beer Garden Bioswale</p>
<p>City + Ecology</p>	<p>District + Exercise</p>	<p>Covered Market Education Exhibits</p>	<p>Block + Community Garden Flower Garden Grass</p>
<p>City + Sustainability</p>	<p>District + Food</p>	<p>Gathering Space Green Space</p>	<p>Block + Marketplace Outdoor Gym Outdoor Library</p>
	<p>Habitat Connection</p>	<p>Neighbourhood + Hydrology Music</p>	<p>Outdoor Workshop Performance Space Pet Park</p>
	<p>District + Lightscape</p>	<p>Neighbourhood + Recreation Technology</p>	<p>Block + Picnic Park Play Space Plaza</p>
	<p>District + Water Care</p>	<p>Urban Farming Urban Habitat</p>	<p>Block + Pop-up Carts Sculpture Garden Tree Cover</p>

Trauma-Informed Design Principles

Trauma-Informed Design Principles

Trauma-Informed Design principles ensured that proposed spaces would feel safe to their end users. There are four main principles that students referenced throughout the course.

SAFETY & TRUST

Spaces should prioritize physical, psychological, and community safety, with an emphasis on privacy, acoustics, and equitable and inclusive spaces. From a design perspective, this translates into acoustical privacy, unobstructed sightlines, property security, and visual safety and privacy. Spatial openness, clear circulation paths, and visually simple and clear design can also aid in creating these types of spaces.

CHOICE & EMPOWERMENT

It is important to provide a sense of agency and representation, especially in transitional and affordable housing communities. Environments should offer design features that allow the individual to make their own choices and feel represented.

COMMUNITY & COLLABORATION

Physical spaces should support rest and connection while celebrating community history and strengths.

BEAUTY & JOY

Lastly, spaces should promote recovery healing by evoking feelings of hope, resiliency, and imagination.

Typologies & Dimensions

Typologies & Dimensions

HOUSING

Students studied a variety of housing typologies before getting started with team proposals. They include:

- Tiny Homes
- Pods/Prefabs
- Single Room Occupancy (SRO)
- Duplex
- Multifamily
- Townhouse
- Cottage Court
- Courtyard Building

TINY HOMES

TYPICAL UNIT SIZE: 400 sq. ft. or less

TYPICAL LOT SIZE: typically 30-40 tiny homes can fit on an acre

TYPICAL BUILDING DIMENSIONS: 8-14 ft x 20-30 ft

- Maximize space while still providing the necessary amenities for comfortable living
- Flexibility in design compared to pods/prefab

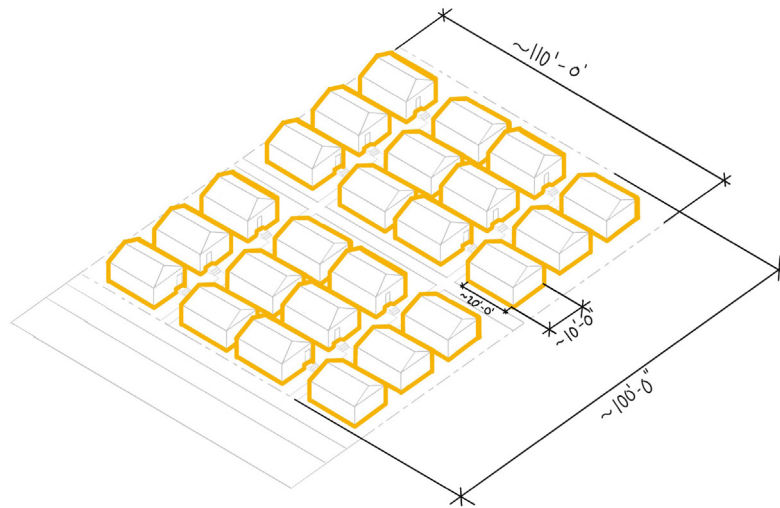


FIG. 33

TYPOLOGIES / DIMENSIONS
HOUSING



MARIELLA HIRSCHOFF // CAITLYN TINO
ARCH 585 // URBAN DESIGN STUDIO // S24 // LARCO/LILLARD/RAGGETT

Student Projects

**Group 1: Andres Leon,
Fatima Abenova, Dane
Cobb, Nicole Stout**

Student Projects

GROUP 1: ANDRES LEON, FATIMA ABENOVA, DANE COBB, NICOLE STOUT



FIG. 34

For the first student project, the primary issues identified in the Delta Center revolve around a lack of identity and inadequate transportation infrastructure. The center's blind facades and inactivated spaces contribute to its lack of identifiable and programmable areas. The transportation system is inadequate, with

few bus stops, ineffective connections to the MAX, and little protection along sparse bike lanes. The sidewalks are often hostile and, in some cases, unwalkable. Additionally, big box stores with large parking lots dominate the amenities, creating a further disconnect in the space.

FIG. 35

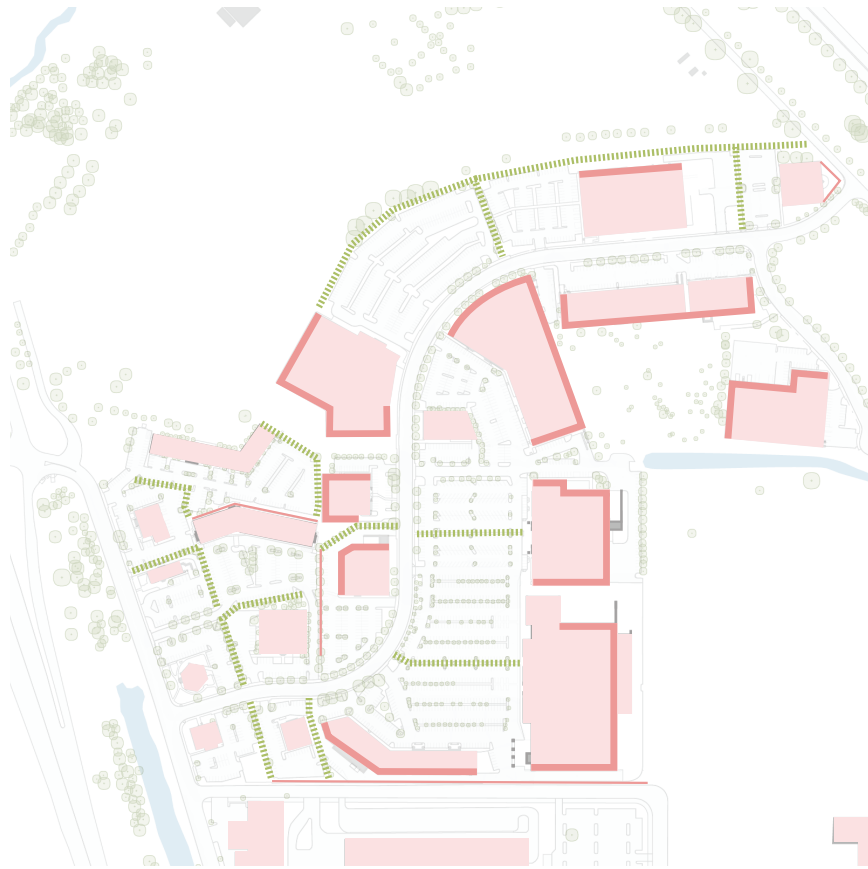


FIG. 36



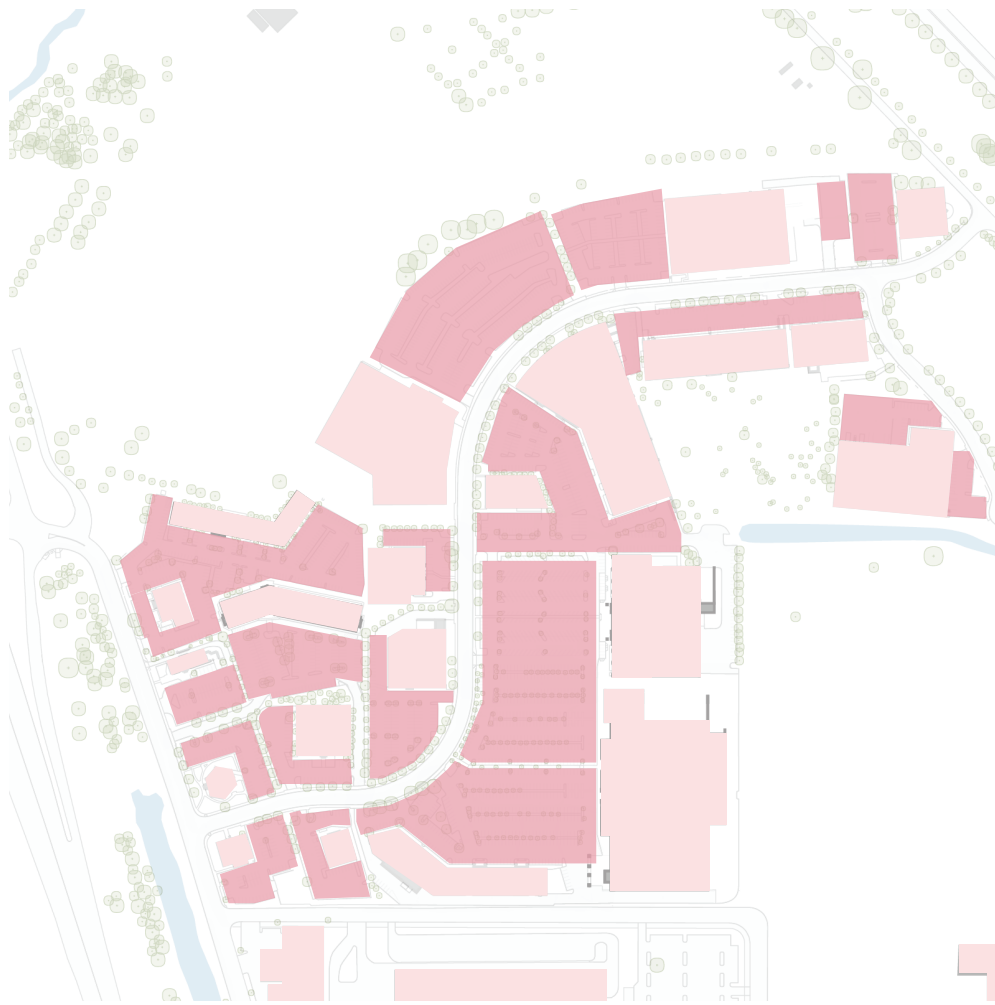


FIG. 37

To address these challenges, the group proposed several solutions aimed at creating a sense of place, facilitating movement, and fostering community gathering. The group emphasized the importance of addressing points of entry and creating identifiable moments throughout the Delta Center. By enhancing these elements, the space can develop a stronger identity and become more welcoming. Improving transportation infrastructure is key. The group proposed

more frequent bus stops, a safe bikeable and walkable greenway, and designated Pick-Up Drop-Off (PUDO) zones. They also suggested shared transit hubs for bikes and scooters to enhance connectivity. The plan includes creating shared publicly programmed zones across the site in high-access areas and central gathering points. Plazas at the end of bike and pedestrian routes, as well as parks responsive to corridor demands, are integral to this vision.

FIG. 38



FIG. 39





FIG. 40

The proposed urban parti focuses on establishing a safe and identifiable greenway route and identifying destinations between site edges and boundaries. Three greenspaces border the site: Delta Park, the I-5 buffer greenspace, and wetlands outside the scope. The

plan involves creating connective corridors across the site, all linking to the undeveloped wetland for future use. These corridors will be activated by street edges and public space, divided into commercial, civic, and residential areas.

FIG. 41

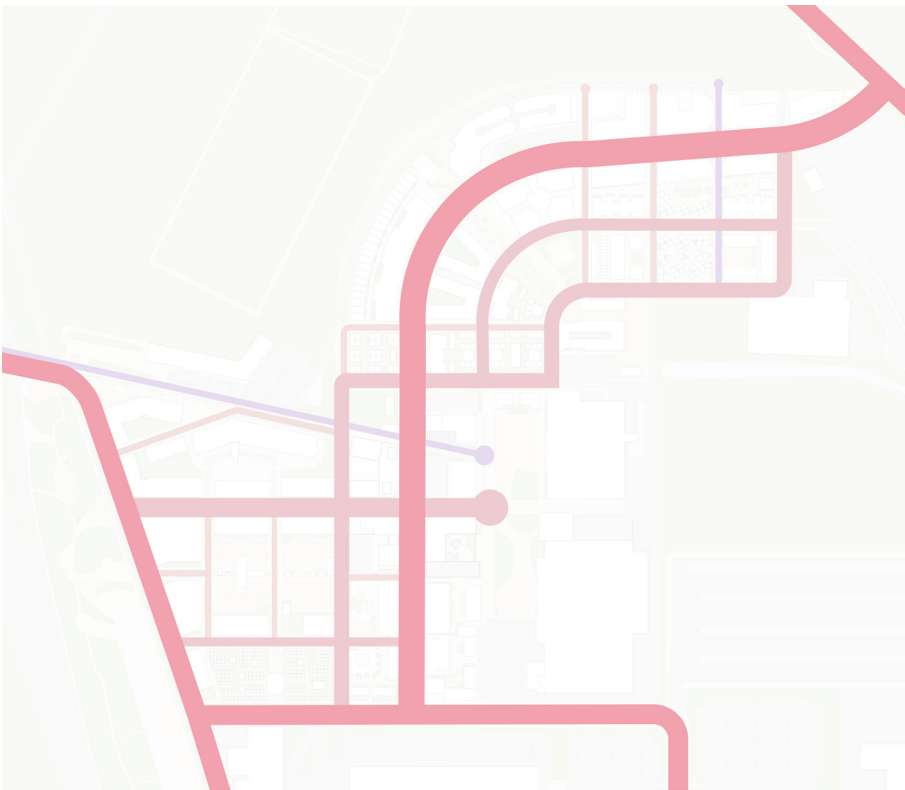


FIG. 42





SUSTAINABLE URBAN DESIGN FRAMEWORK

TOPIC AREAS IN URBAN DESIGN Organized by Scale	REGION & CITY	DISTRICT & NEIGHBORHOOD	BLOCK & STREET	PROJECT & PARCEL
1 Energy Use & Greenhouse Gas <i>(Transportation & Land Use)</i>	1.10 Compact Development <i>(For Density & Proximity)</i>	1.20 Robust Pedestrian Networks 1.201 Small & Defined Blocks 1.202 Street Network Connectivity	1.30 Multimodal Street Design 1.301 Pedestrian-Friendly Streets 1.302 Bicycle-Friendly Streets 1.303 Transit-Friendly Streets 1.304 Limiting Motor Vehicle Impact	1.40 Active Street Edges 1.41 High Internal Connectivity
	1.11 Robust Transit Networks	1.21 High-Density Zoning & Platting	1.31 Dense & Street-Activating Bldgs	1.31 Dense & Street-Activating Buildings
	1.12 Robust Bicycle Networks	1.22 District-Scale Parking Mgt & Design	1.32 Site-Scale Parking Design	1.32 Site-Scale Parking Design
	1.13 Balanced Vehicular Networks	1.23 High District Land Use Mix		
1.14 Regional Land Use Mix				
2 Water	2.10 Compact Development <i>(For Limited Impact on Natural Systems)</i>	2.20 Robust Stormwater Networks 2.21 Daylight & Restore Waterways	2.30 High Surface Permeability 2.31 Robust Urban Forest 2.32 Green Stormwater Infrastructure	2.40 Rainwater Capture & Reuse 2.30 High Surface Permeability 2.31 Robust Urban Forest 2.32 Green Stormwater Infrastructure
	2.11 Avoid Flood Prone Areas			
3 Ecology & Habitat	3.10 Compact Development <i>(For Limited Impact on Natural Systems)</i>	3.20 Ecological Corridors & Patches 3.21 Daylight & Restore Waterways	3.30 High Surface Permeability 3.31 Robust Urban Forest 3.32 Microhabitat Creation 3.321 High Vertical Complexity 3.322 Native Vegetation	3.30 High Surface Permeability 3.31 Robust Urban Forest 3.32 Microhabitat Creation 3.321 High Vertical Complexity 3.322 Native Vegetation
	3.11 Avoid Ecologically Sensitive Areas	3.11 Avoid Ecologically Sensitive Areas	3.33 Wildlife Crossings	3.33 Wildlife Crossings
	3.12 Robust Ecological Networks		3.34 Robust Ecological Area Buffers 3.35 Limited Light Pollution	3.34 Robust Ecological Area Buffers 3.35 Limited Light Pollution
4 Energy Use & Production <i>(Non-Transportation)</i>	4.10 Compact Development <i>(For Limited Embodied Energy in Infrastructure)</i>	4.20 Street & Block Orientation 4.21 High-Density Zoning & Platting	4.30 Dense & Energy-Efficient Building Types 4.31 Urban Microclimates 4.311 Cool & Green Surfaces 4.312 Robust Urban Forest 4.313 Street Ht-to-Width Ratio	4.40 Infill Development 4.30 Dense & Energy-Efficient Building Types
5 Equity & Health	+ See Energy Use & Greenhouse Gas (1.10 - 1.41): To Maximize Access, Affordability, Activity, Safety, and Social Mobility			
	5.10 Compact Development <i>(For Proximity, Access & Reduced Infrastructure Cost)</i>	5.20 Balanced Block Size 5.21 High-Density Zoning & Platting	5.30 Active & Attractive Open Space 5.31 Robust Urban Forest	5.40 Infill Development 5.23 Mix of Housing Unit Types
	5.11 Equitable Distribution of Uses & Services	5.22 Limited Location of Point Source Pollution 5.23 Mix of Housing Unit Types 5.11 Equitable Distribution of Uses & Services	5.32 Affordable Housing Typologies 5.33 Site Design For Community Safety & Inclusion 5.23 Mix of Housing Unit Types	5.32 Affordable Housing Typologies 5.33 Site Design For Community Safety & Inclusion

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FIG. 43

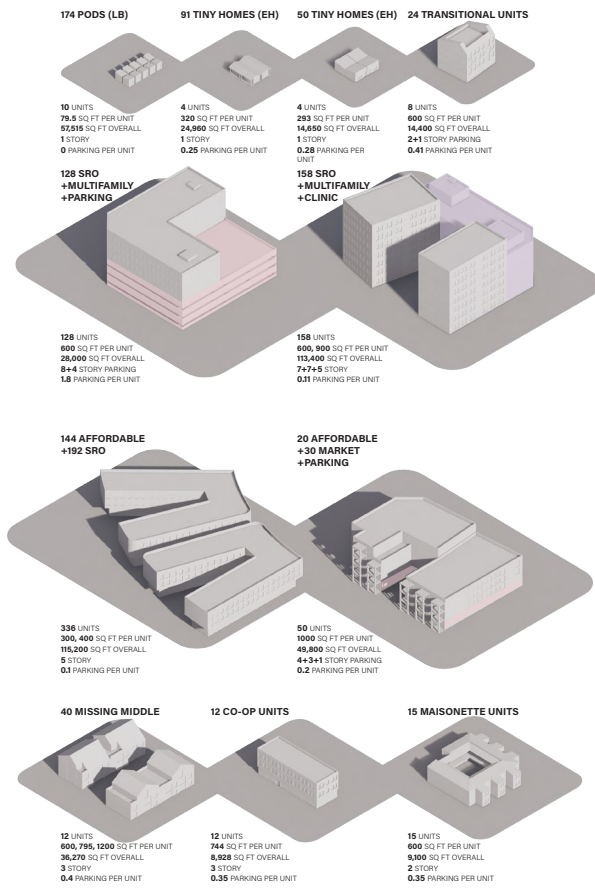


FIG. 44

ADDED GREEN SPACE

+ 535,239 SQ FT

ADDED OPEN PUBLIC SPACE

+ 187,363 SQ FT

NEW PROTECTED BIKE LANE

+ 14,593 FT

OLD BIKEABLE PATH

10,936 FT

PARKING



REMOVED BUILT

BUILDINGS



DEMOLISHED BUILT

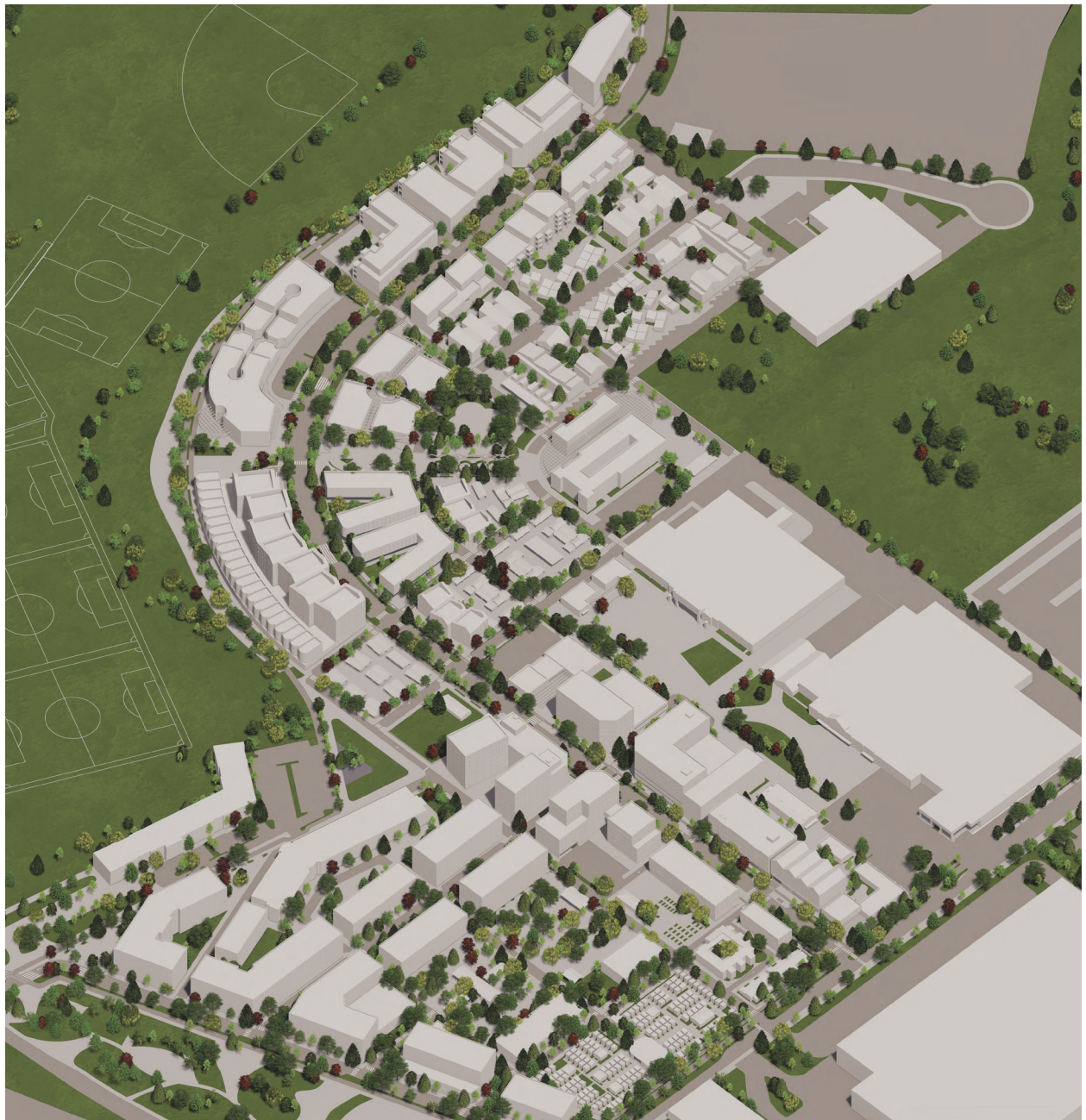


FIG. 45



FIG. 46



FIG. 47

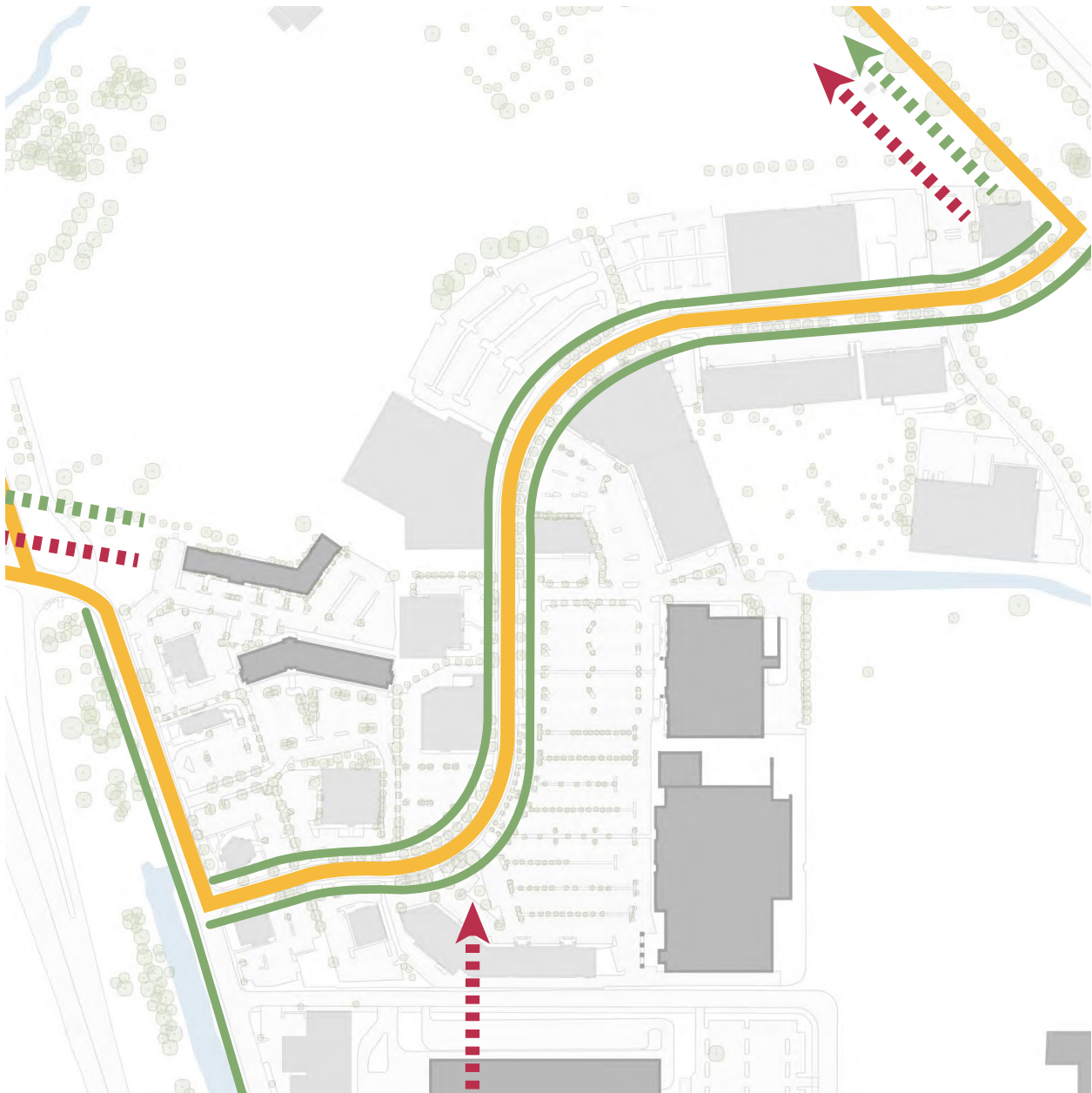


FIG. 48



FIG. 49

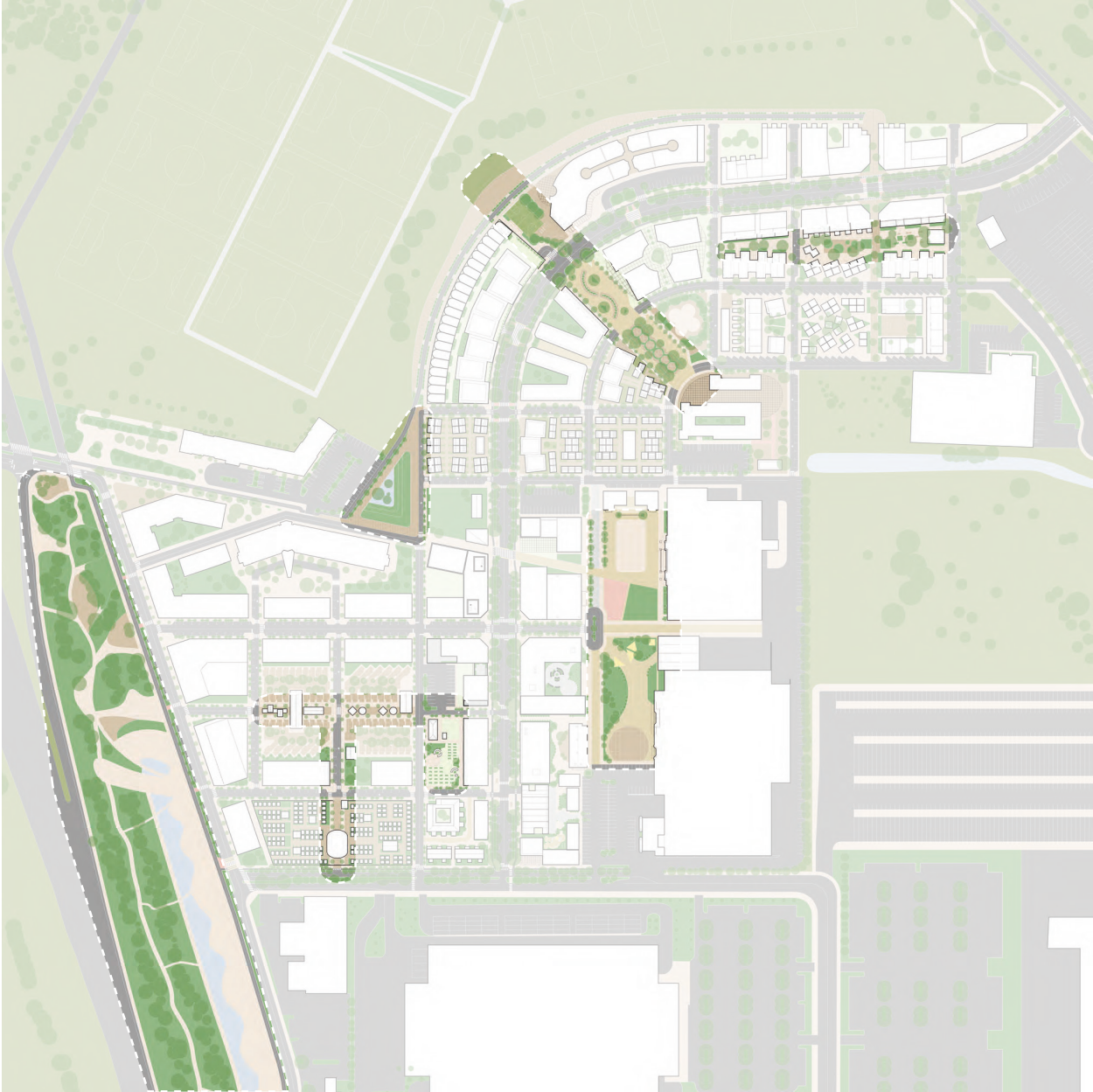


FIG. 50



FIG. 51

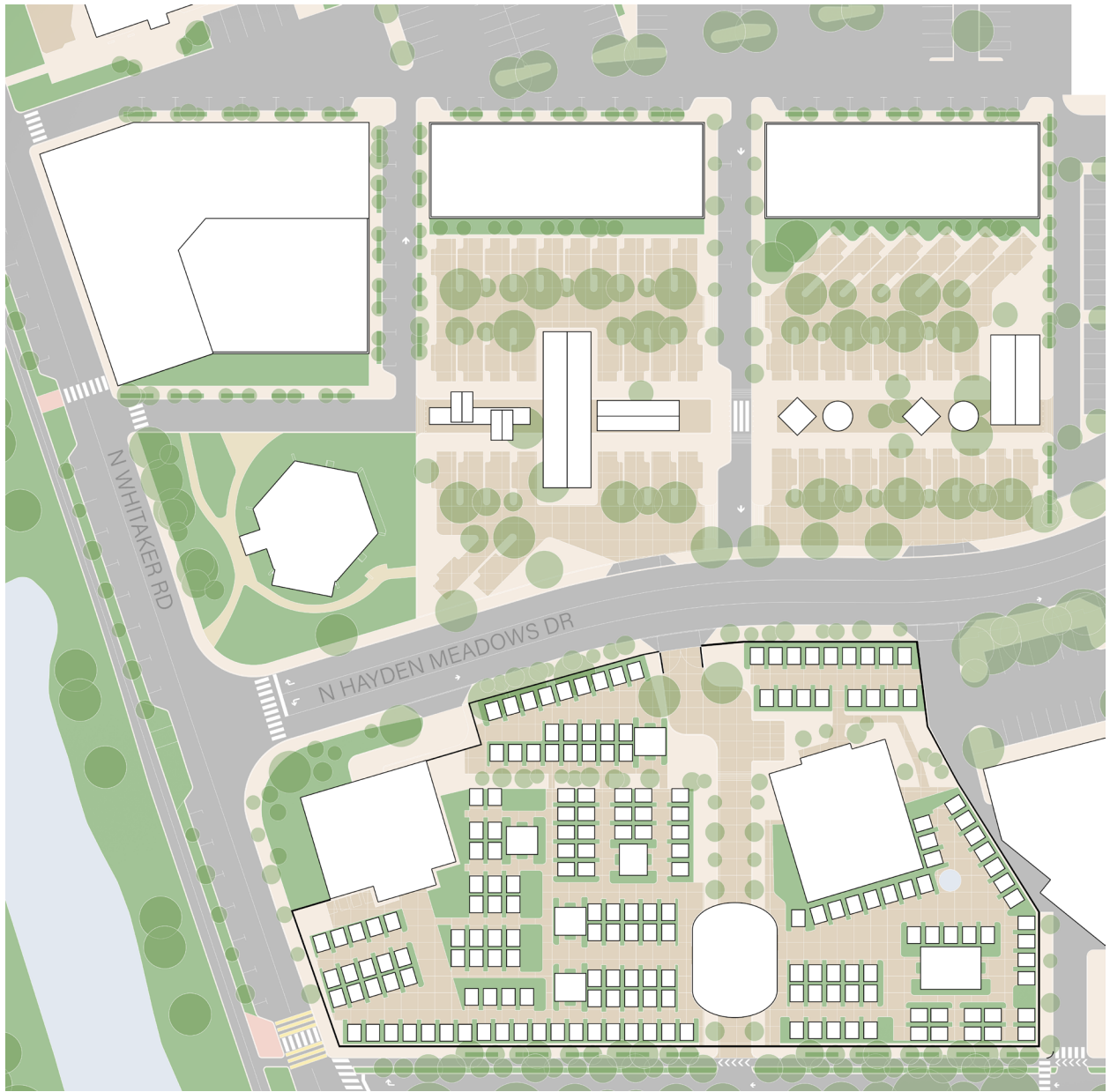


FIG. 52

**FIG. 53**

It is recommended the project be implemented in three phases. The initial phase focuses on minimal infrastructure intervention to implement housing and supporting programming. This includes replacing some of the currently vacant commercial development with housing.

The second phase involves bolstering living spaces and introducing sustainable infrastructure. The final phase envisions the addition of more population-intensive programs such as schools, libraries, and market-rate and luxury homes.

FIG. 54



FIG. 55





FIG. 56



FIG. 57

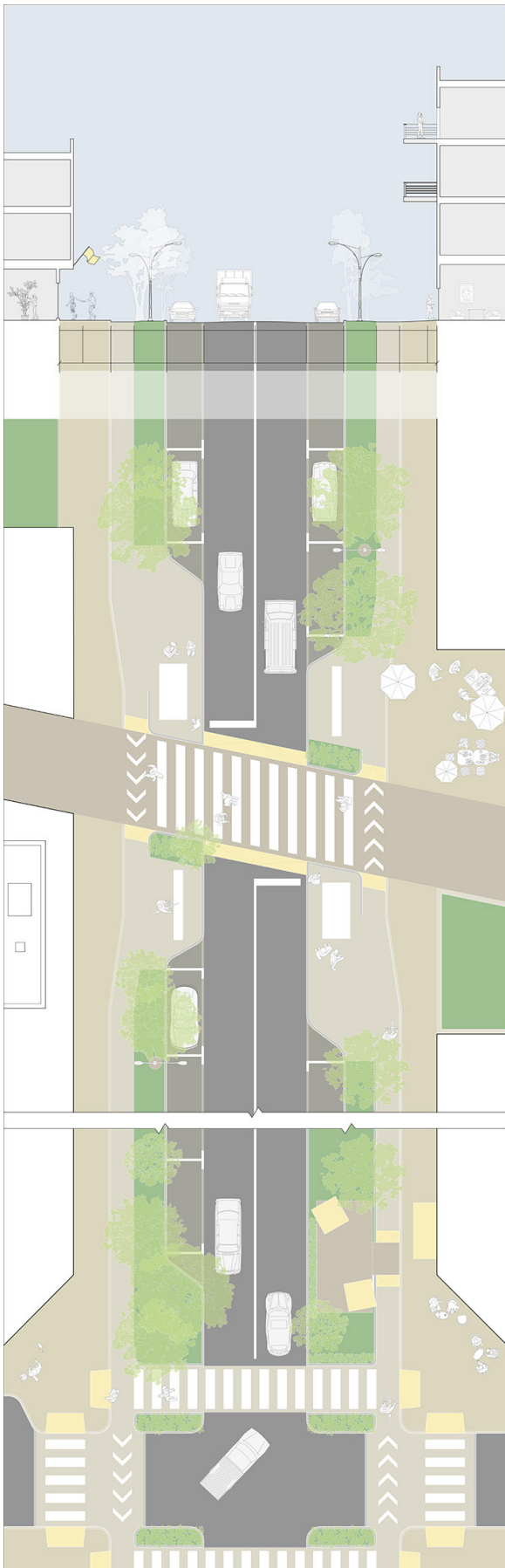


FIG. 58

The design of the streets plays a crucial role in the project. The Greenway Corridor, the main roadway, is a central identifying move for the site. It features a two-lane roadway with parking and a protected bikeway, centralizing the movement of people safely and efficiently.

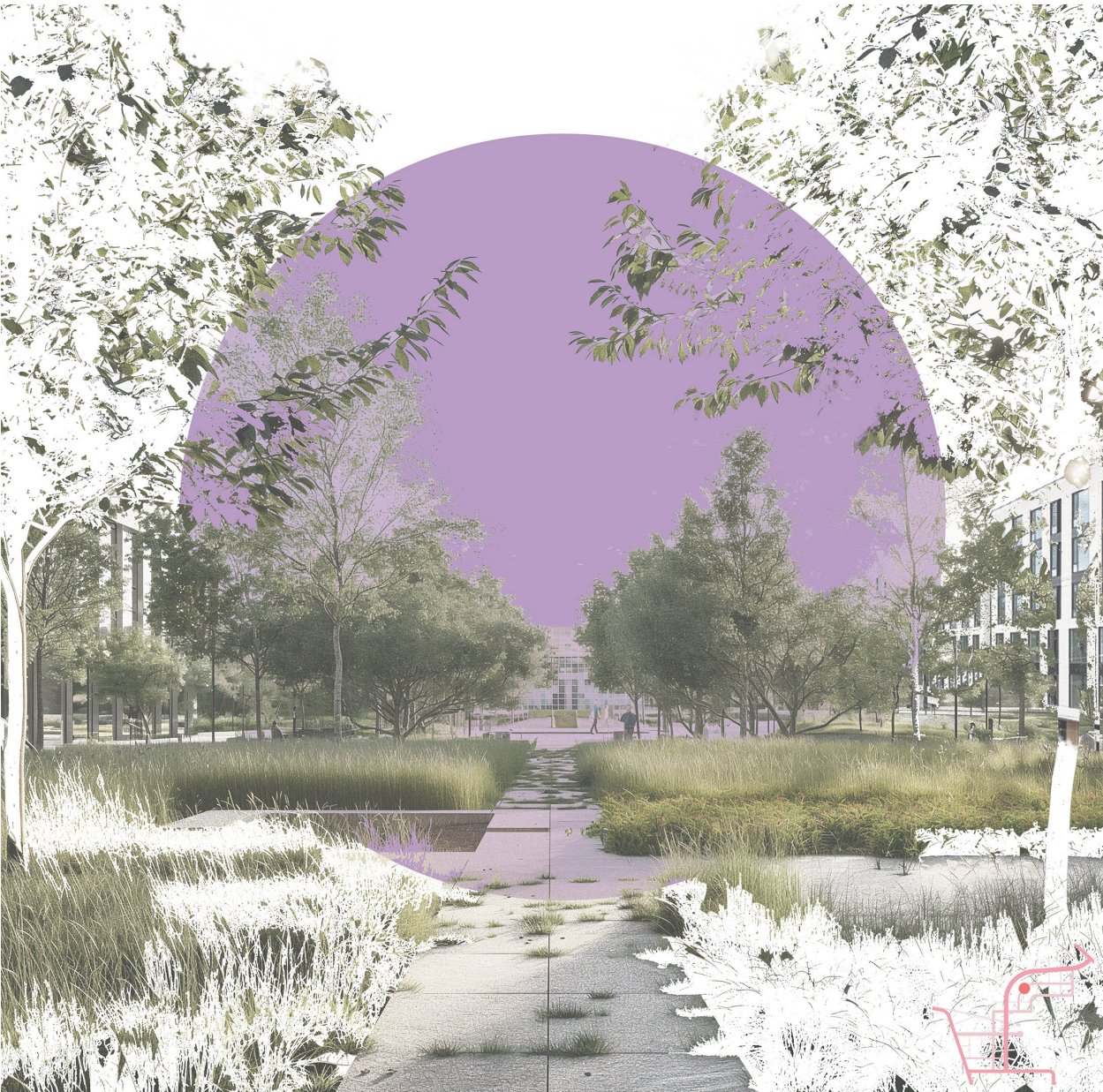


FIG. 59

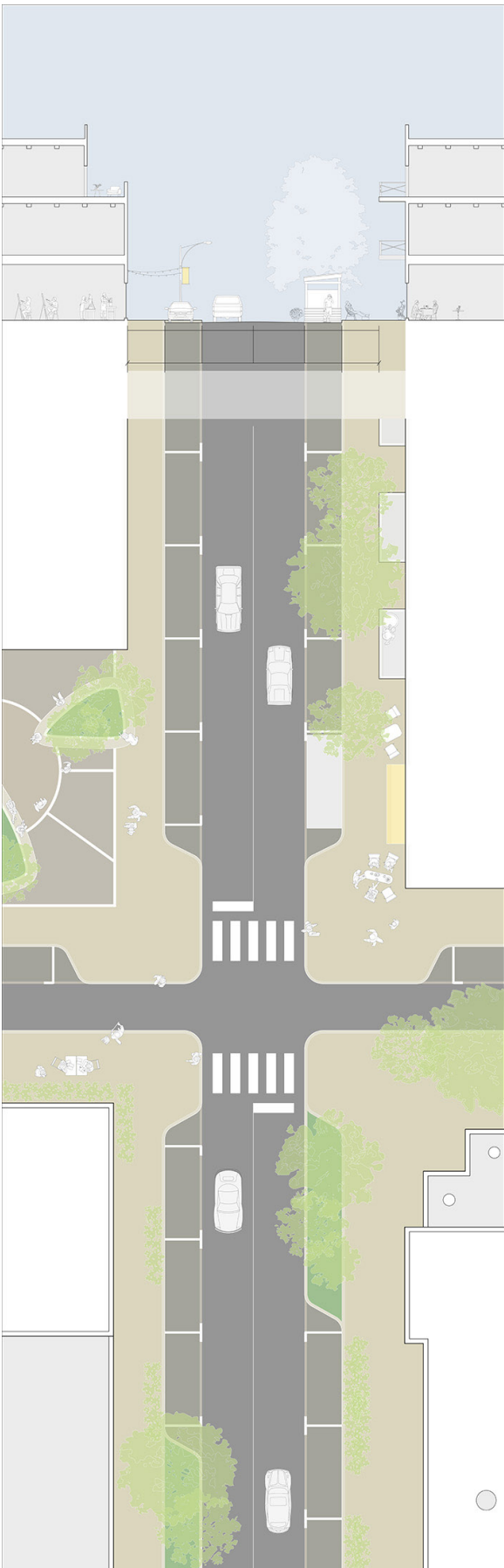


FIG. 60

The Commercial Corridor, the secondary roadway, includes double-side parking, greenspaces, and “streetery” zones with widened sidewalks for multi-functional use.

**FIG. 61**

Two parking structures are proposed to capture the influx of people and replace lost parking due to development. These structures will maintain existing infrastructure for Lowe's and Dick's Sporting Goods. A plaza at the end of the MAX pedestrian way is initially proposed as a collaborative space with big box stores, with future plans to transform it into a programmable gathering space.

The civic corridor hosts transitional programming between residential and commercial spaces, including facilities like a post office, DMV, and bodega, with future additions such as a school and public library. Passage from Delta Park into these spaces is protected and activated with amenities, connecting areas like basketball courts to townhomes and schools.

Lastly, the residential node features one-way roads with street parking and pedestrian-only paths connecting wetlands to Delta Park.

FIG. 62

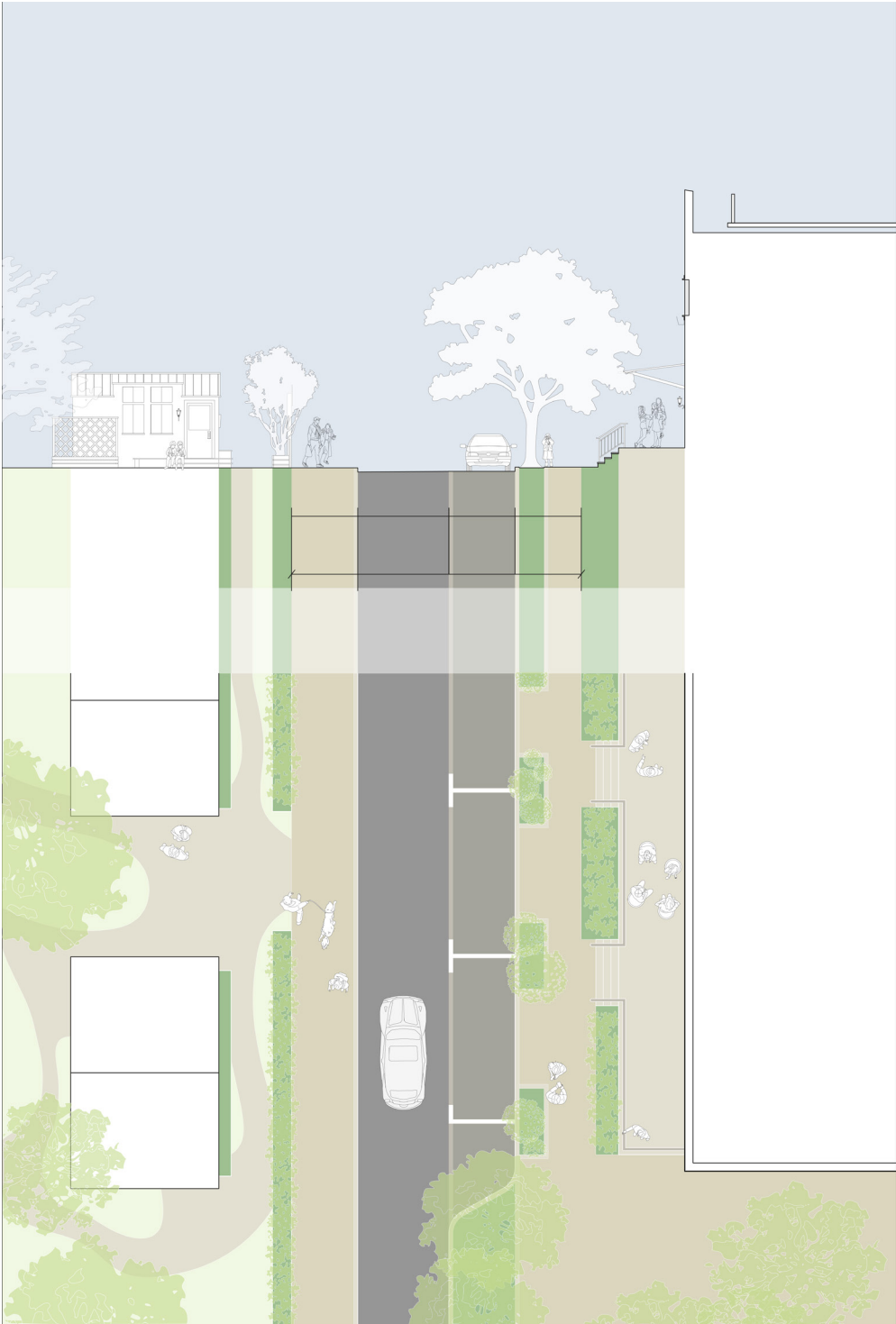




FIG. 63

FIG. 64

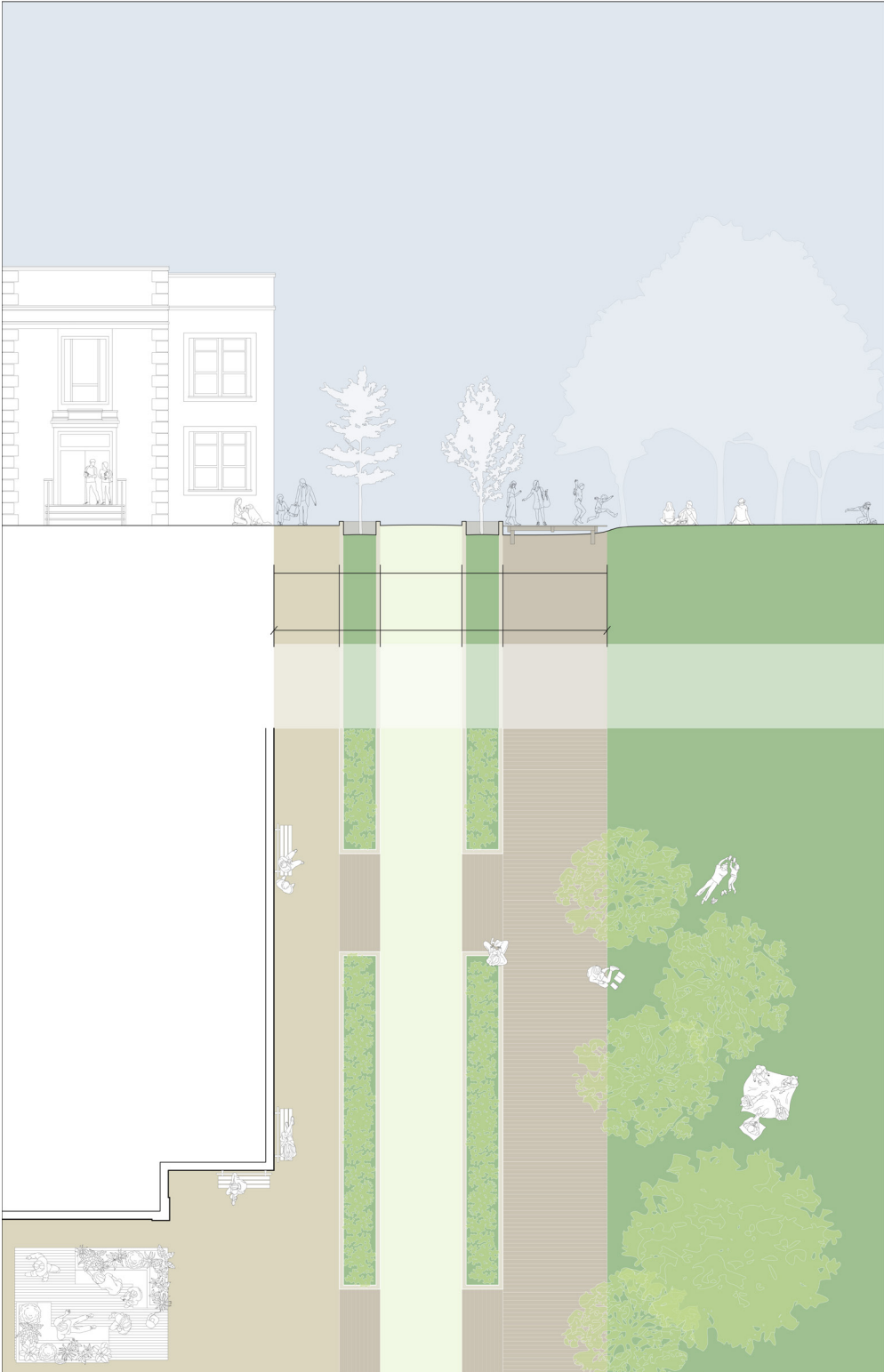




FIG. 65

It includes pocket parks and walkable paths behind residential development.



FIG. 66



FIG. 67

**Group 2: Mariella
Hirschhoff, Emma Gabriel,
Nick Hodge**

GROUP 2: MARIELLA HIRSCHOFF, EMMA GABRIEL, NICK HODGE



FIG. 68

The project aims to capitalize on and expand the site’s resources; enhance visual clarity and identity; establish a

network of diverse nodes; and provide a range of permeability to support the transitional housing journey.

1. CAPITALIZE AND EXPAND ON SITE RESOURCES

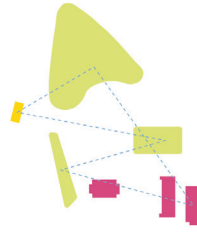
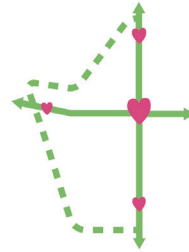
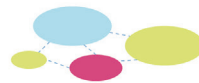


FIG. 69

2. VISUAL CLARITY AND IDENTITY



3. NETWORK OF DIVERSE NODES AND NEIGHBORHOODS



4. RANGE OF PERMEABILITY



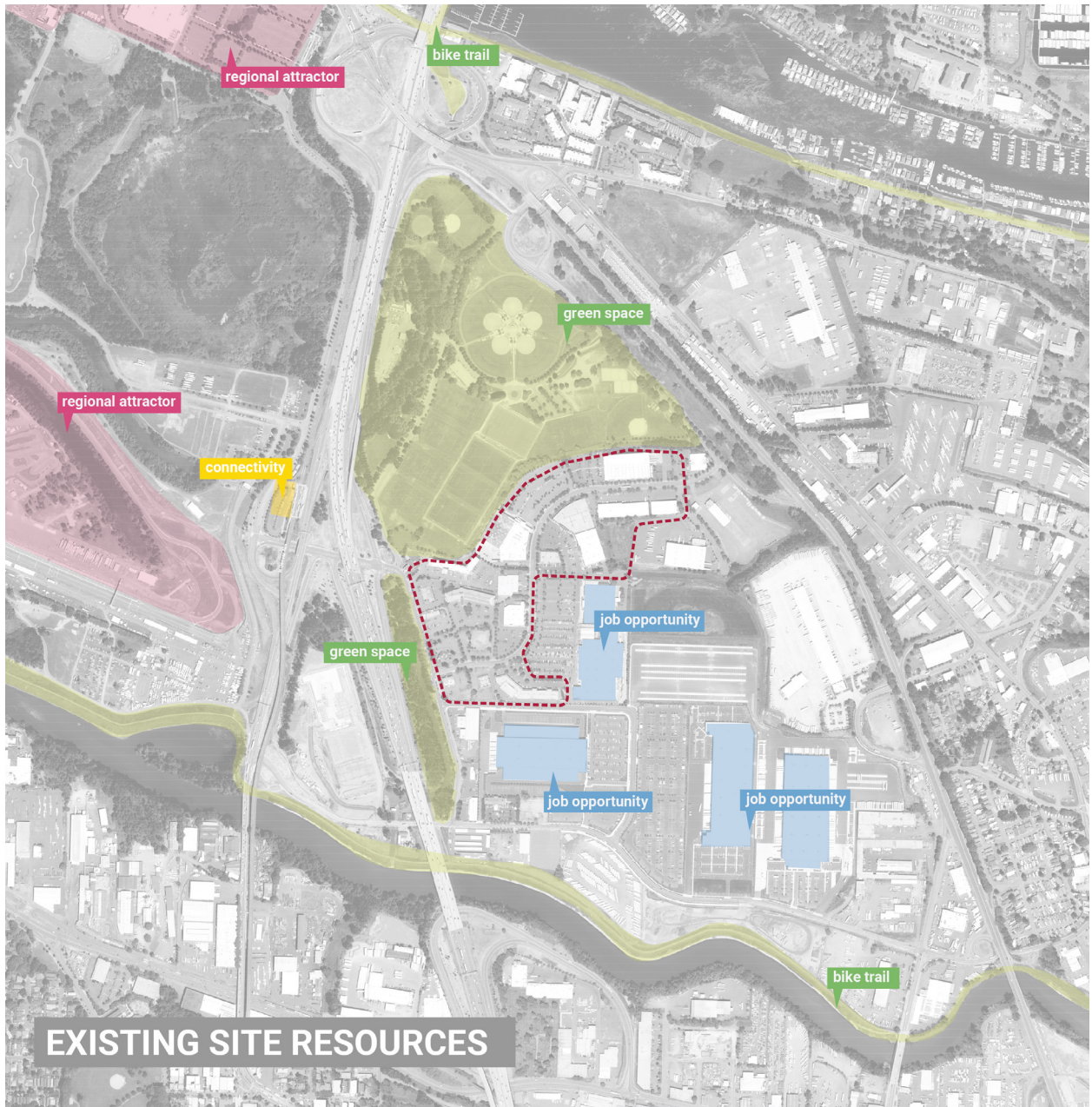
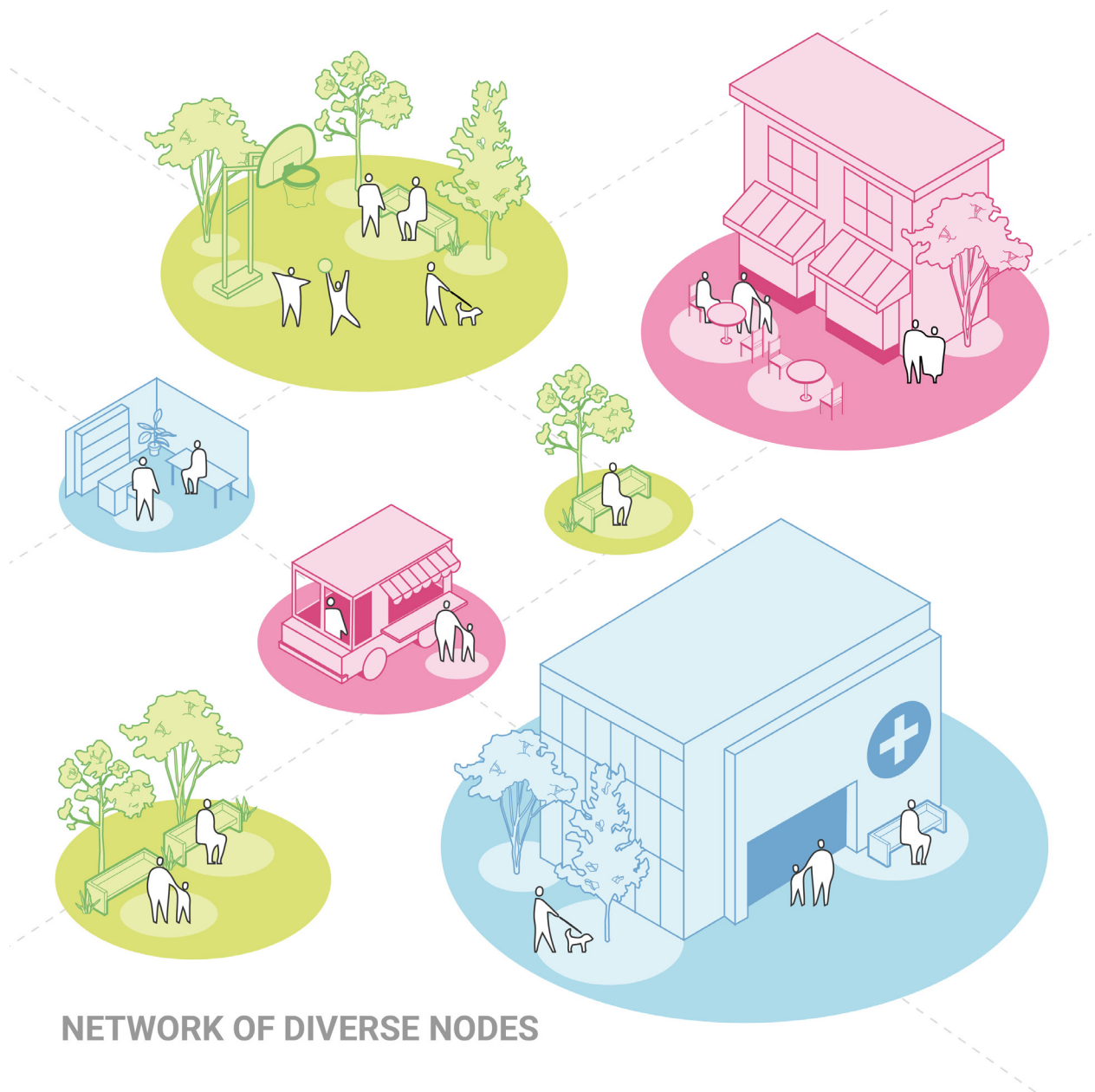
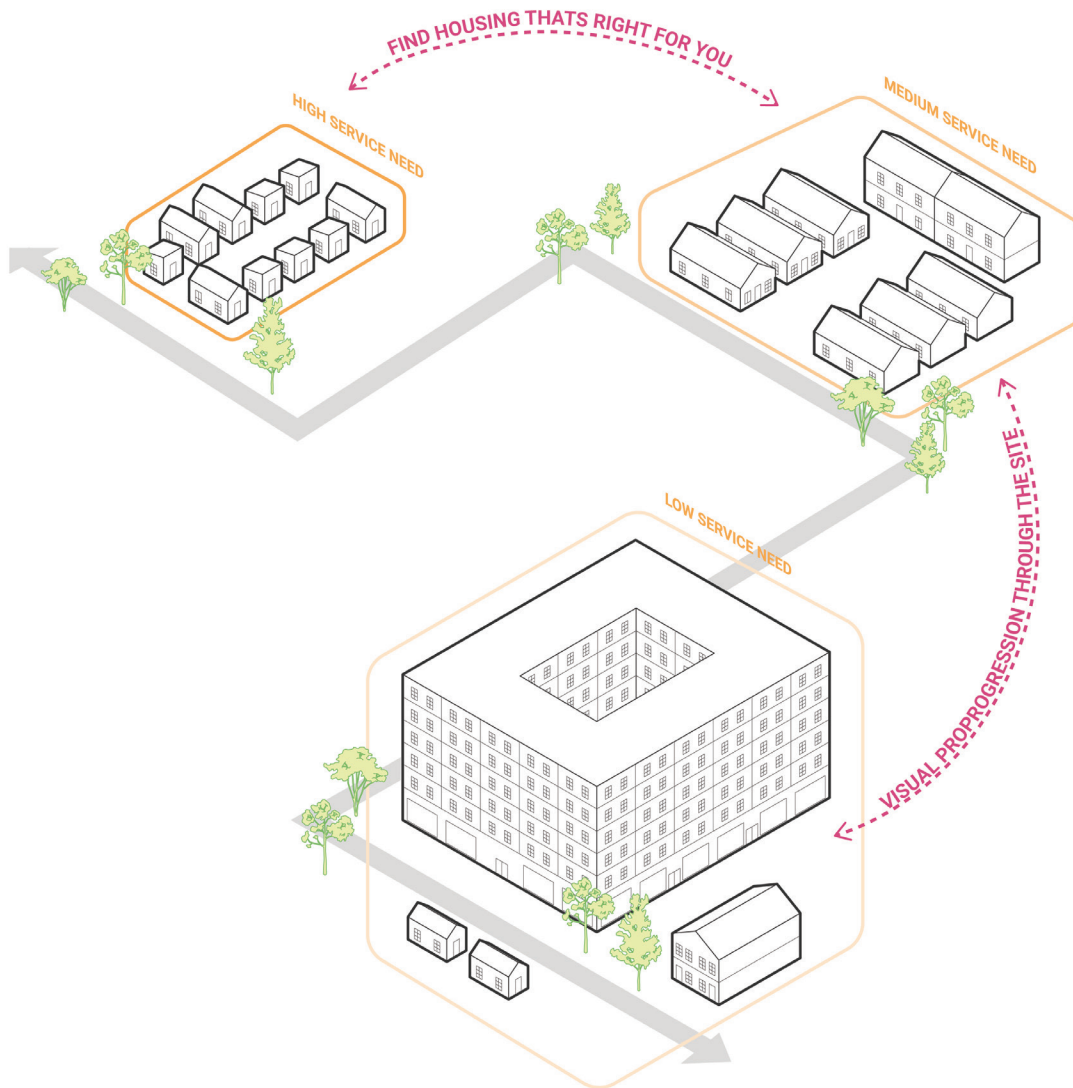


FIG. 70



NETWORK OF DIVERSE NODES

FIG. 71



VISUAL PATH TO INDEPENDENCE

FIG. 72

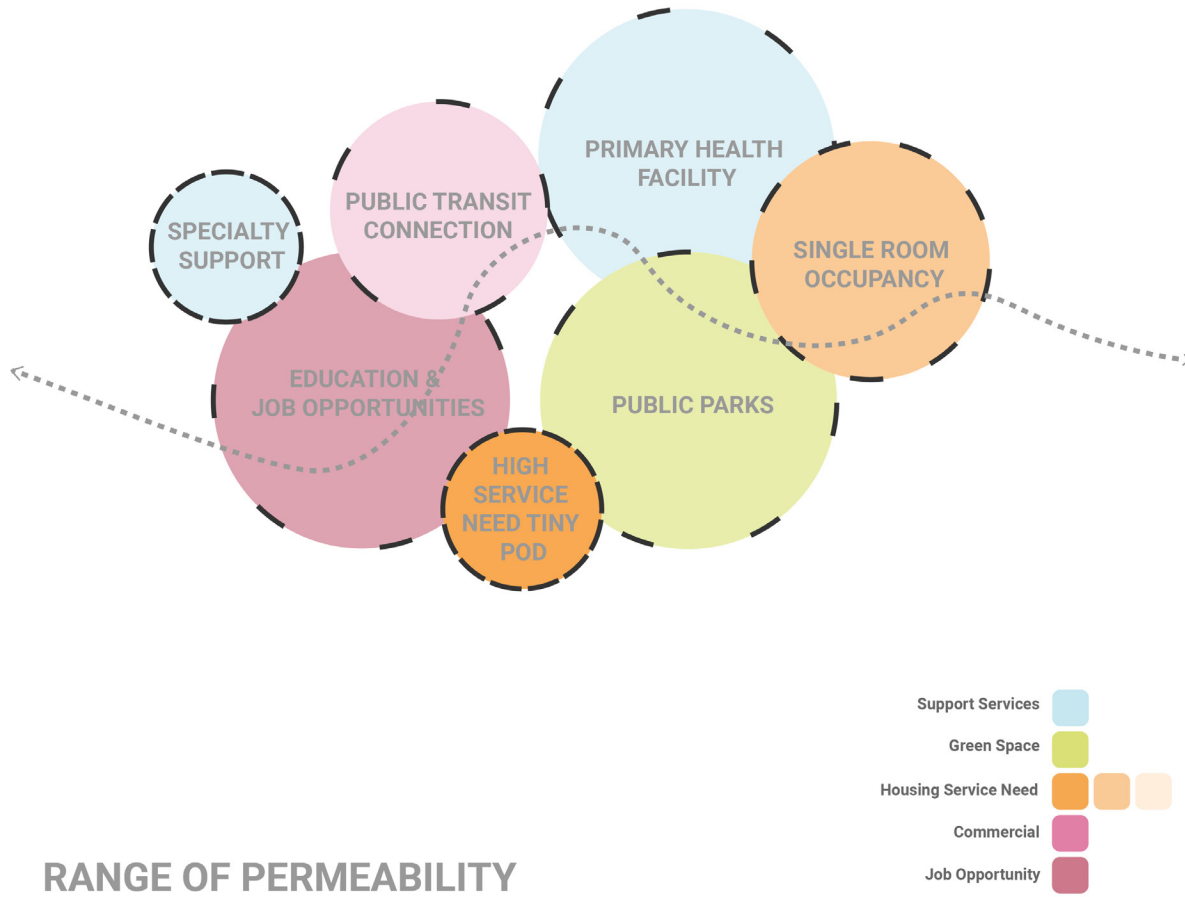


FIG. 73

The focus is on leveraging existing site assets like Delta Park, Amazon, and the regional attractions such as the Portland Raceway and the Expo Center. The group aims to harness the high activity levels at Delta Park and the job opportunities provided by Amazon. The existing green infrastructure close to the site, including the highway buffer, Columbia River, and slough bike trails, are seen as critical elements to integrate into the project. Regional attractors like the Portland Raceway and the Expo Center further amplify the site's potential.

Inspired by the Blackburn Center, the design ensures that residents can spatially see their progress throughout their journey. Recognizing that everyone's path to independence is unique, the built environment is designed to visually

represent this progress, helping residents find the housing that best suits their individual needs. The site is organized with a network of diverse nodes, creating varied public spaces, parks, support facilities, and commercial buildings. This diversity is crucial for accommodating people at different stages of their transitional housing journey. Different populations require varying levels of permeability, ensuring that everyone has access to the nodes and connections between them.

The site is divided into three areas based on service needs: high, medium, and low. Central City Concern emphasized that people are typically more successful when surrounded by others at similar stages in their transitional journey.

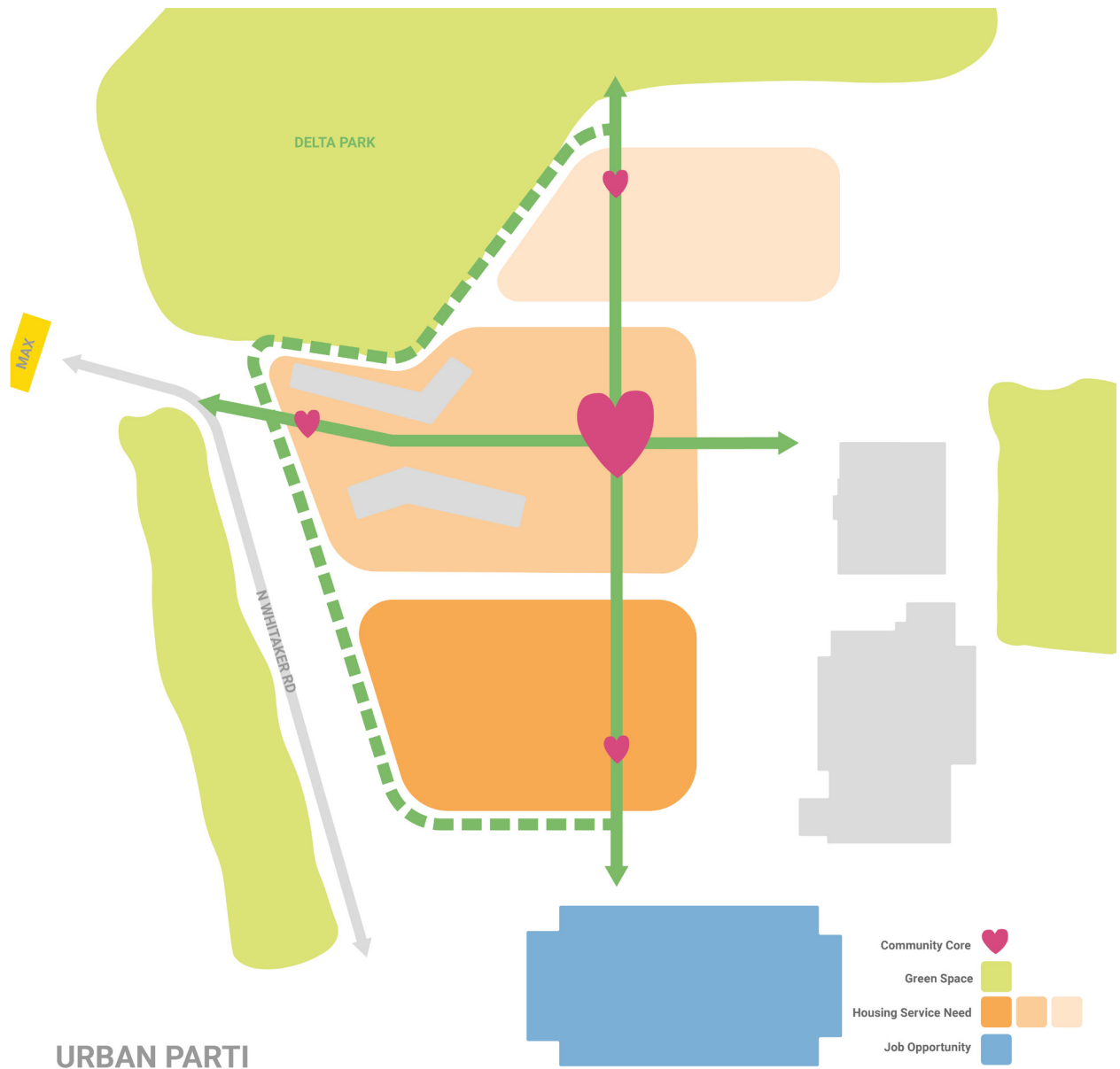


FIG. 74

Two primary axes are established: one from Delta Park to Amazon and another from the center of the site to the MAX station, connecting the broader community and channeling the main energy into the site. Each service area is

designed with its own community heart, specific to the needs of that community. A central heart for the entire community exists at the intersection of the two primary connections.



FIG. 75

Gateway

The main entry point sets the visual tone for the site, featuring large gathering spaces, indoor and outdoor community areas, restrooms, and transit facilities.



FIG. 76

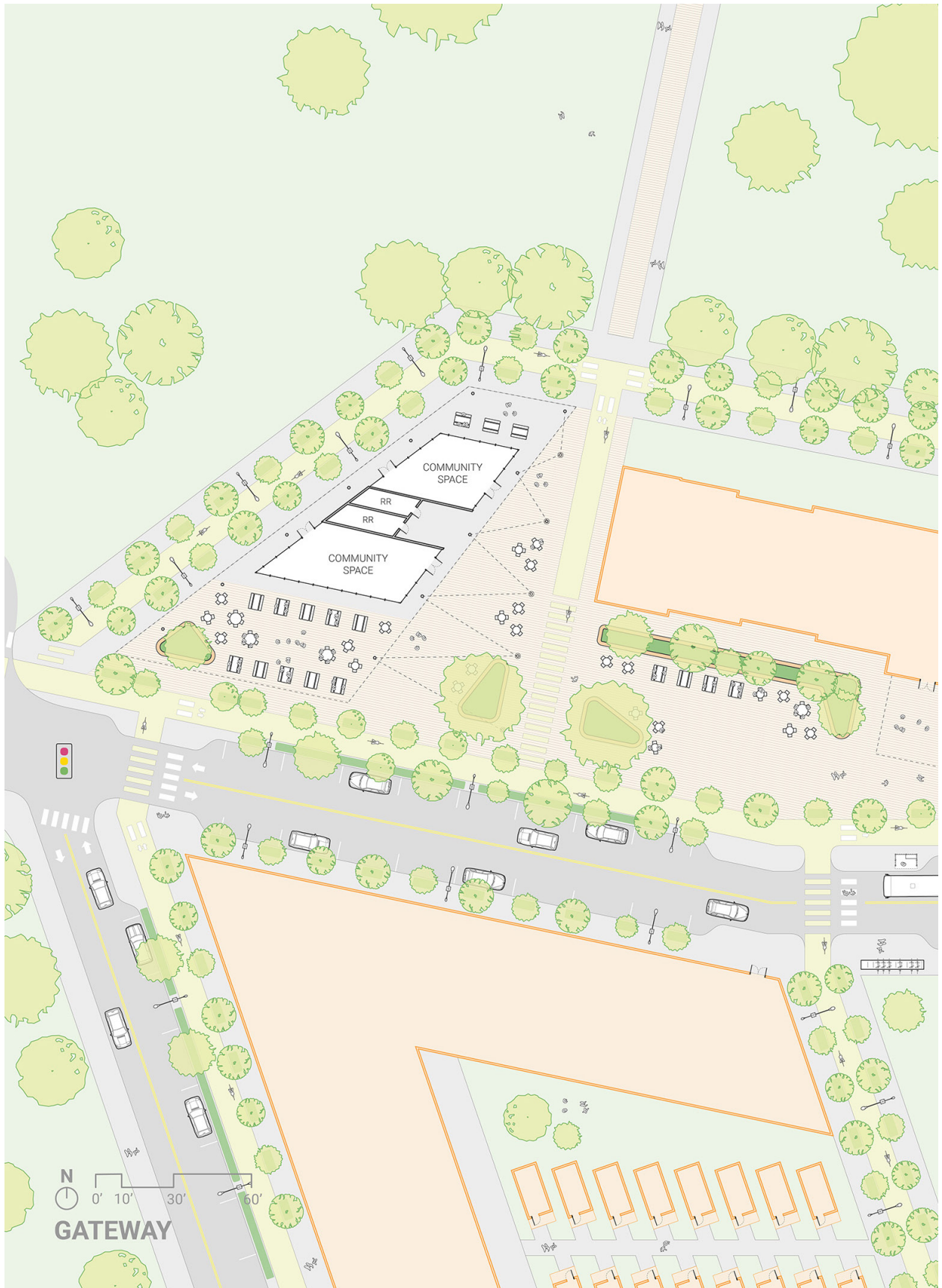


FIG. 77

Meadow Commons

The main retail corridor, anchored by the primary health facility and grocery store, serves as the heart of the community.



FIG. 78



FIG. 79

The Garden

Located in the high-need area, providing a community garden and support spaces like educational and job training facilities.



FIG. 80

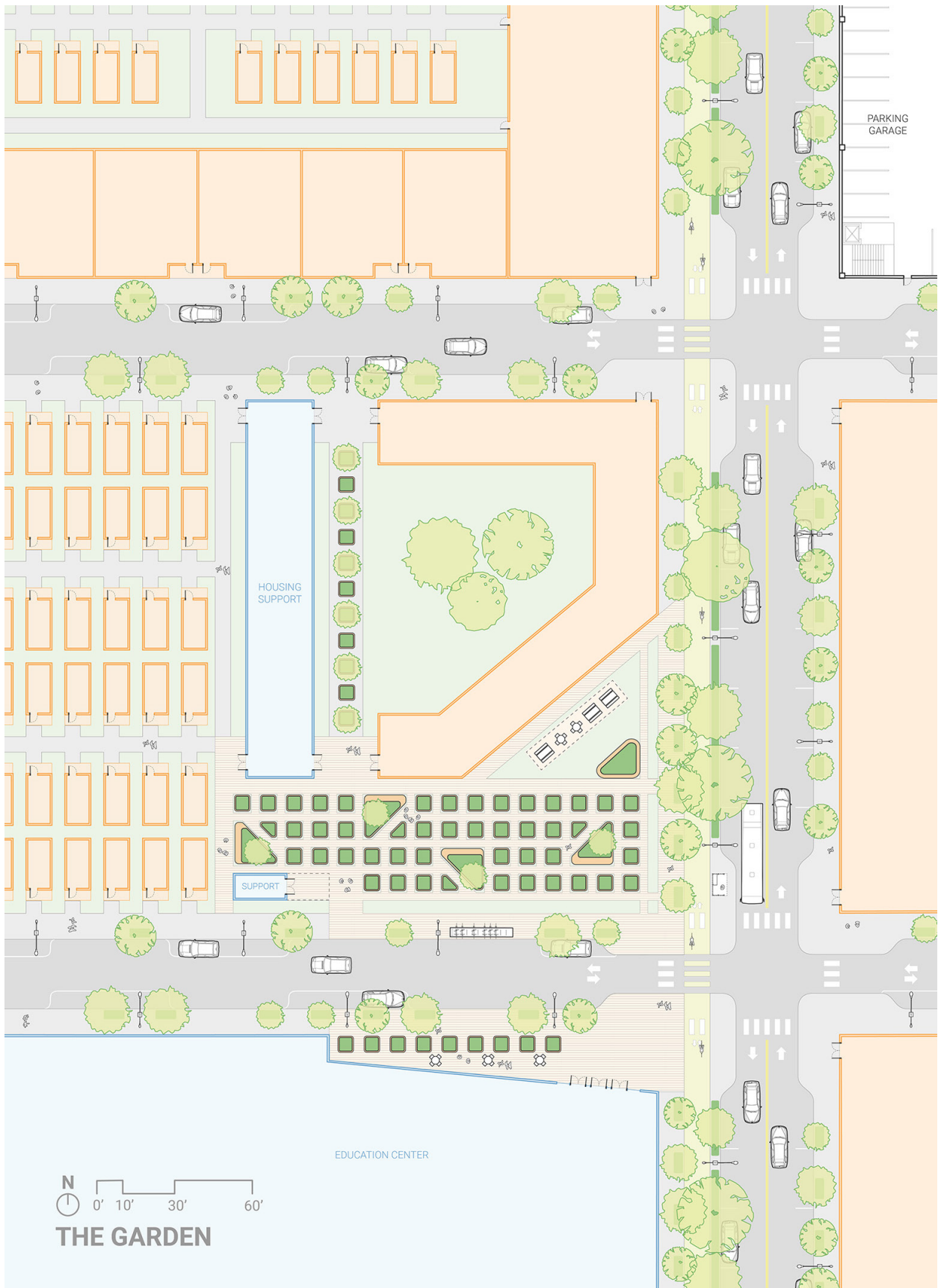


FIG. 81

Delta Crossing

In the low-need area, connecting to Delta Park and featuring a dining corridor.



FIG. 82



FIG. 83

A green loop connects all the community hearts and important arterials, providing a cohesive connection across the three service level communities.

Housing options are diverse and not one-size-fits-all. The typologies include a range of structures from tiny homes to more

permanent multi-family units. The design ensures high-quality neighborhoods without reflecting the service need level in the built environment. The block studies explore adjacencies of these typologies to maintain a cohesive character throughout the site.

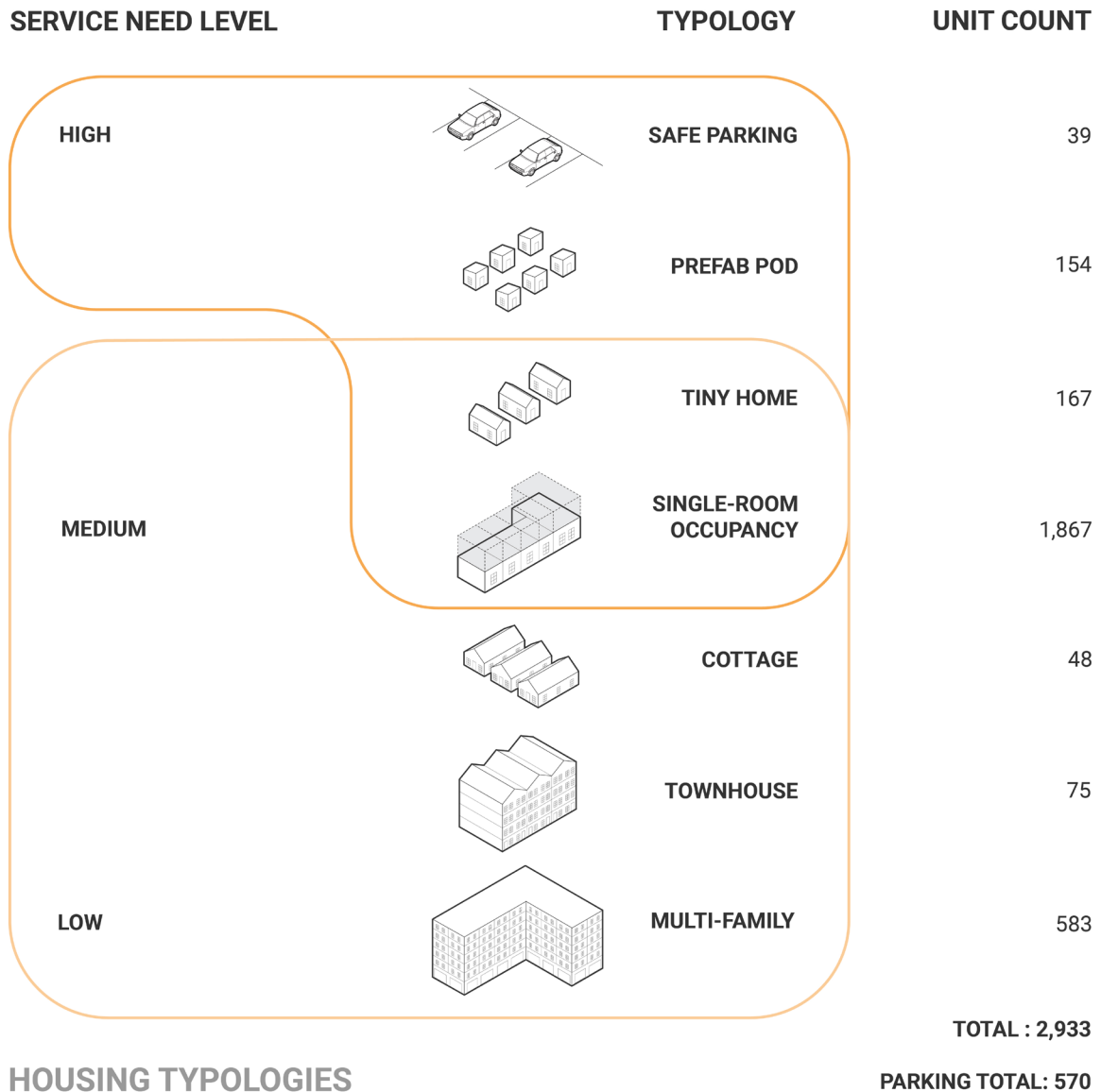
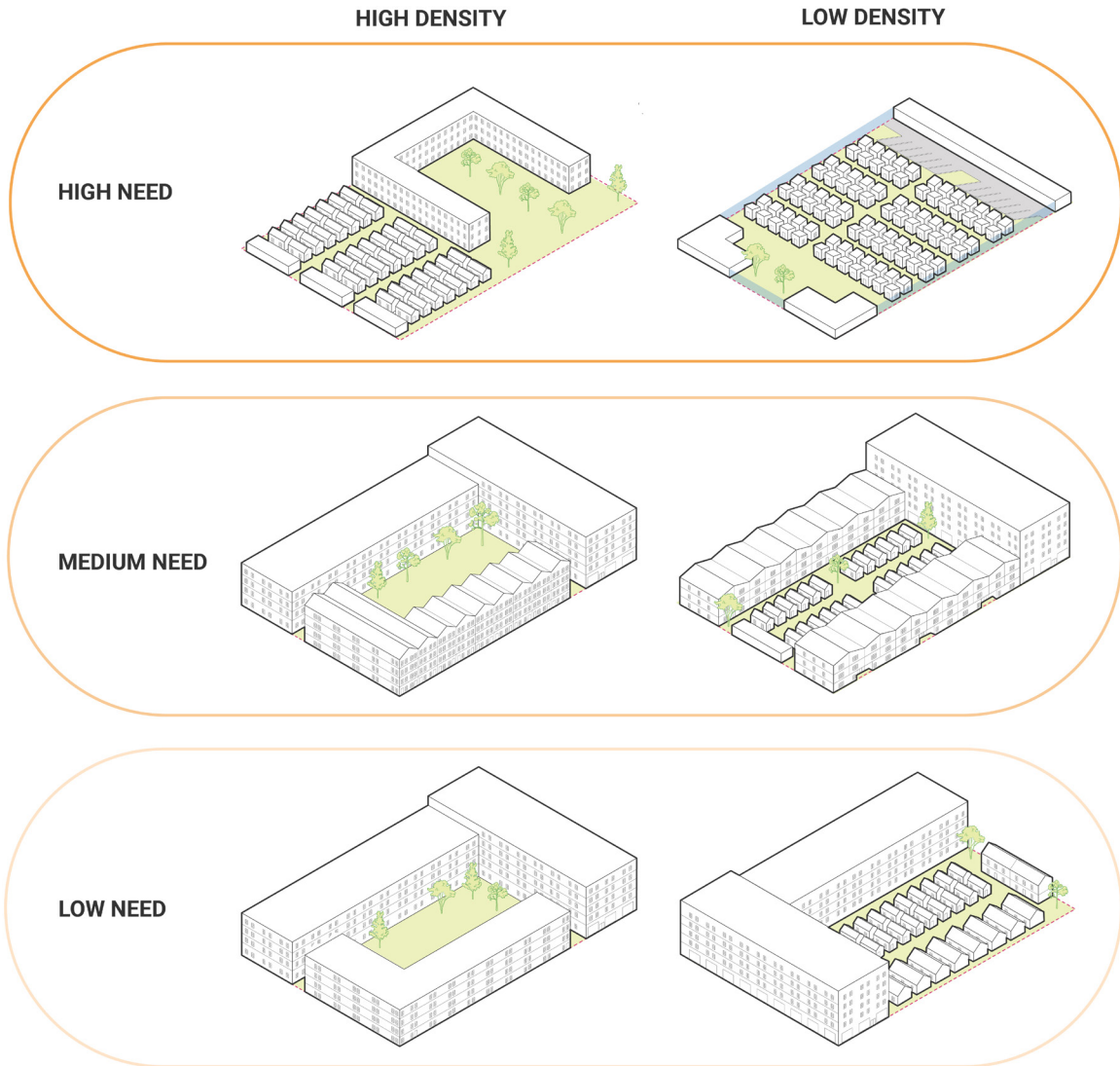


FIG. 84



BLOCK STUDIES

FIG. 85

The development is phased to ensure a gradual and sustainable build-out. The first phase focuses on high-need blocks and hotel to Single Room Occupancy (SRO) conversions. Initial investments will establish the primary arterials and

adjacent built spaces. Future phases include more housing and commercial developments, with provisions for expanding if large retailers like Lowe's or Dick's Sporting Goods leave the area.

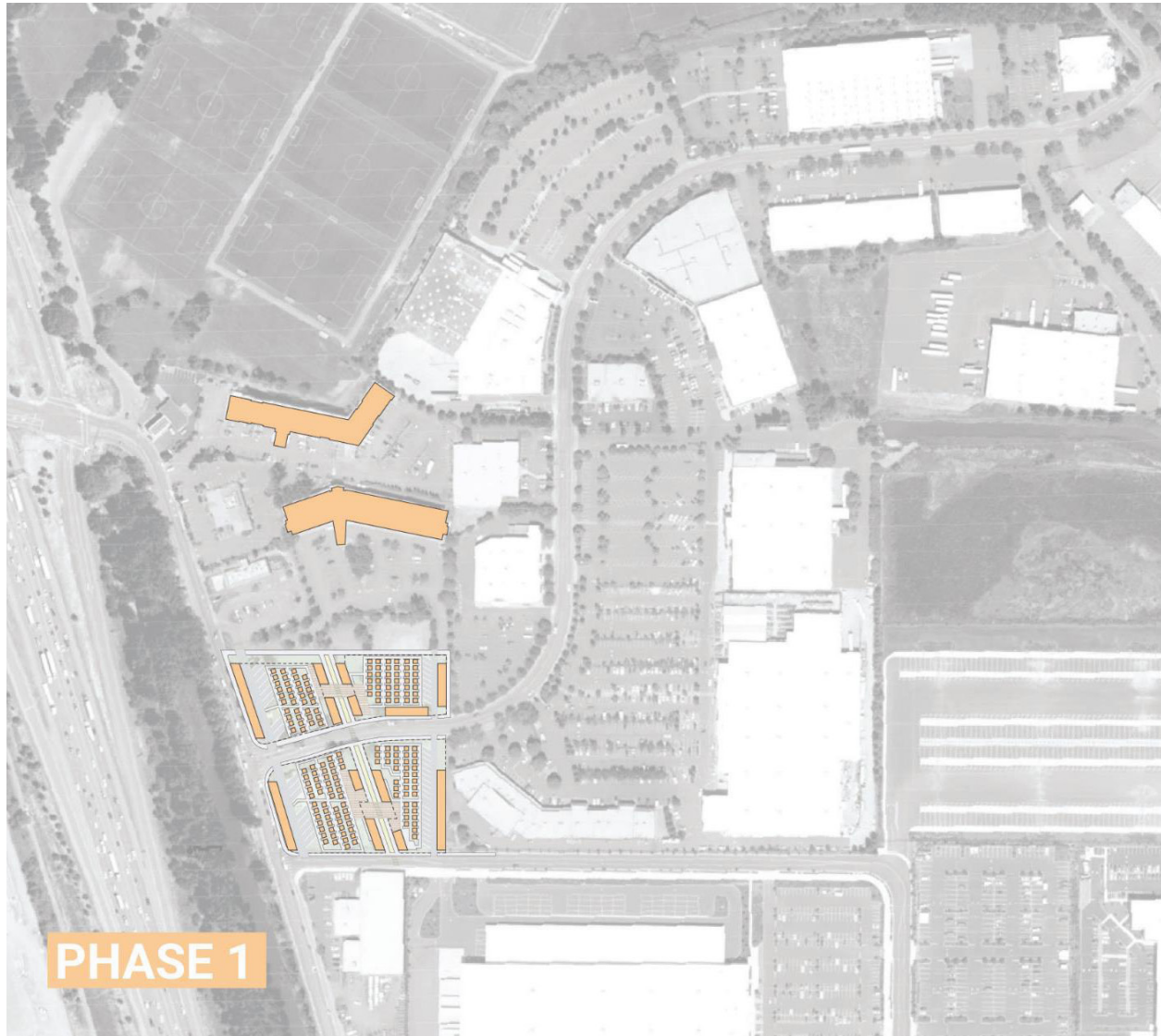


FIG. 86

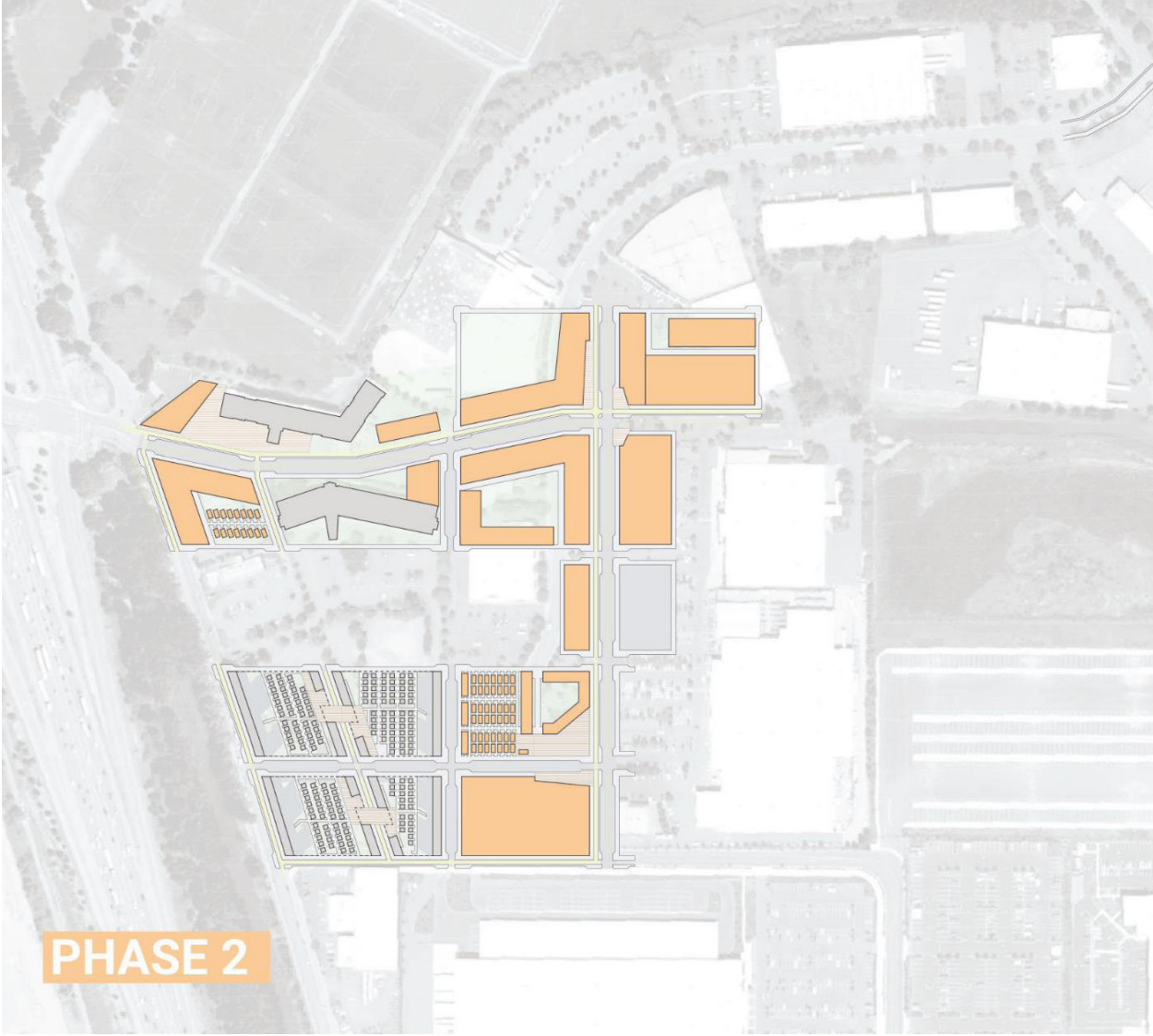


FIG. 87

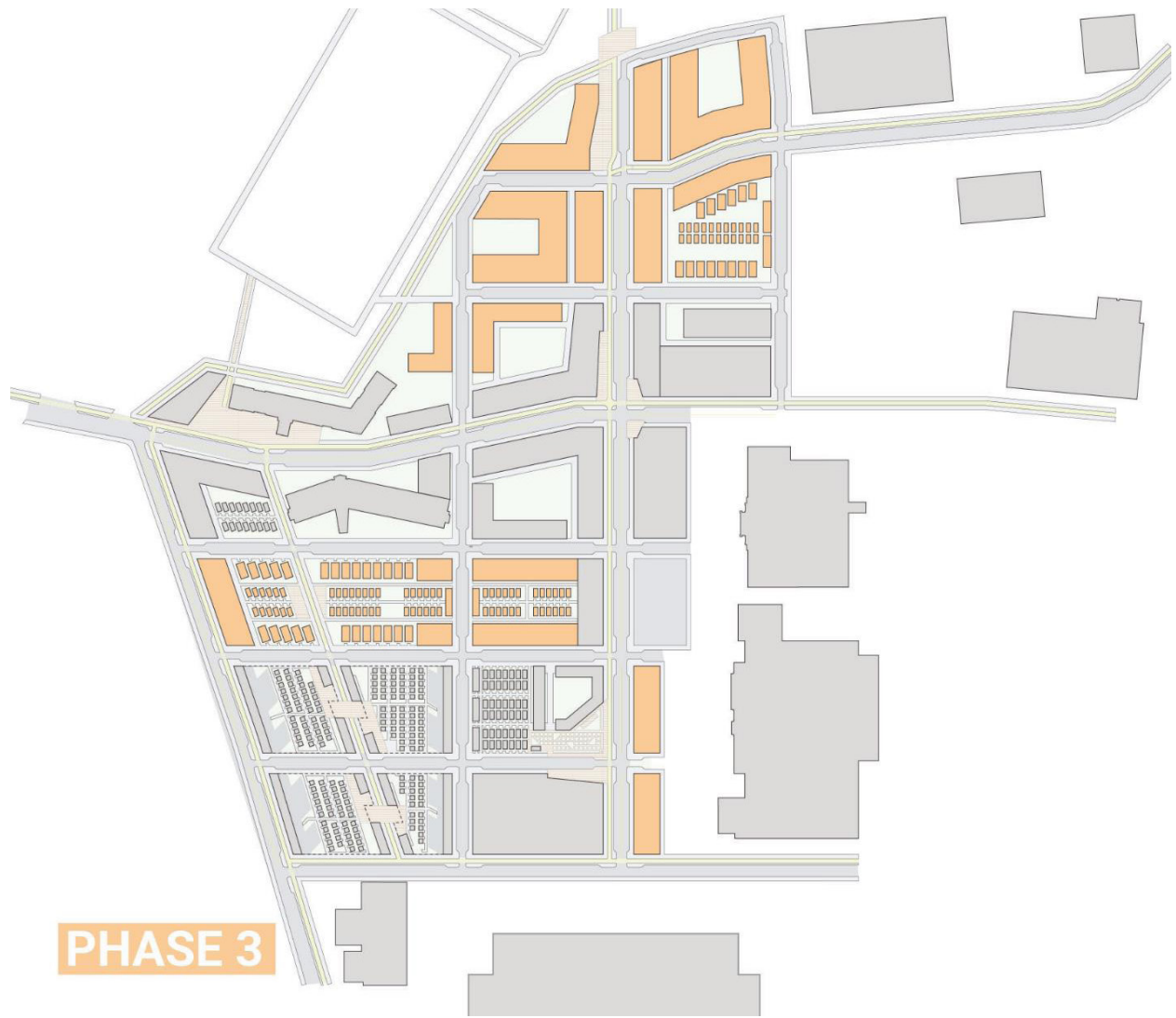


FIG. 88

Transitional housing is built at the southwest corner of the site, around existing infrastructure, and is designed with trauma-informed principles. The location offers easy access to the Columbia Slough Trail, allowing residents to leave or take a break as needed. The layout ensures clear sight lines and safe parking, aiding the transition to more permanent housing. Support spaces, including small clinical spaces, storage, kitchens, communal areas, and bathrooms, are positioned at the edges of the block. This design breaks up fences and blends the blocks into the larger

site, creating a cohesive neighborhood rather than a disjointed space. The service spaces are low-barrier access points, crucial for reaching people who might not yet be ready to visit larger health facilities. Pods are arranged in groups of no more than 16, following Central City Concern recommendations to foster community formation. The orthogonal organization ensures clear sight lines, aligning with trauma-informed design principles. Safe parking is integrated into the communities, assisting the transition back to living indoors.



FIG. 89

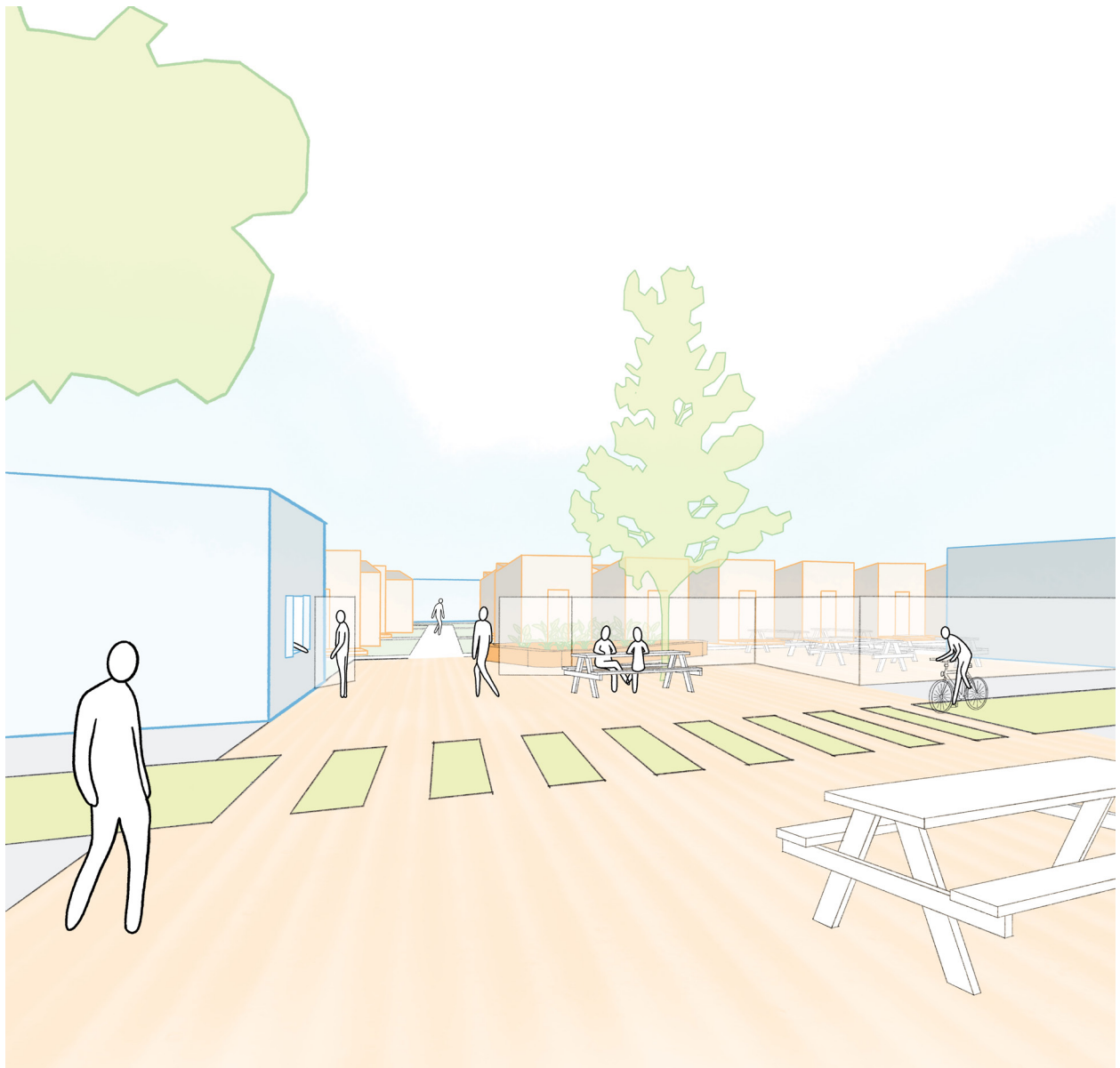


FIG. 90

The site is well-connected with outside pathways: to the west, the MAX and I-5; to the south, the Columbia Slough Trail; and to the north, the Columbia River 40-mile bike loop section to Vancouver.



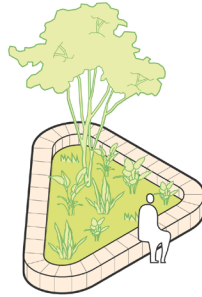
FIG. 91

Regarding sustainable urbanism, the project includes strategies such as street and block orientation to maximize natural light, multimodal street design, high

surface permeability, infill development, and ecological corridors to enhance the green loop.

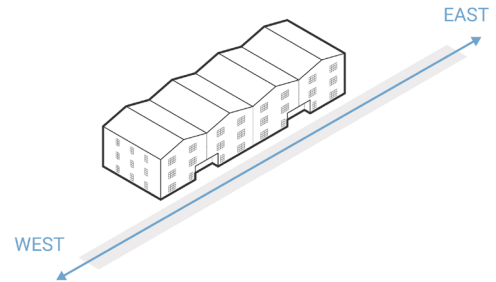
STORMWATER INFRASTRUCTURE

BIOSWALES



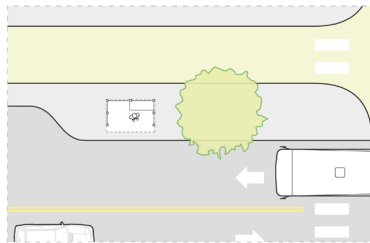
STREET & BLOCK ORIENTATION

EAST - WEST ORIENTATION



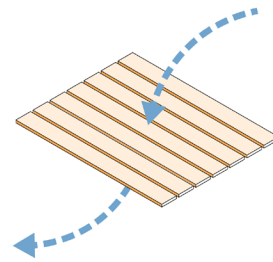
MULTIMODAL STREET DESIGN

PEDESTRIAN, BIKE, TRANSIT & CAR



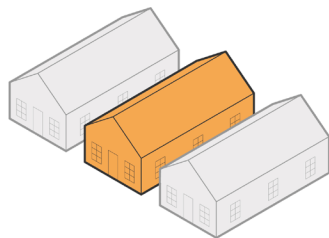
HIGH SURFACE PERMEABILITY

HEART PAVING MATERIAL



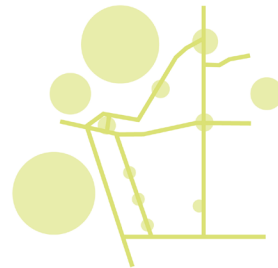
INFILL DEVELOPMENT

HIGH DENSITY



ECOLOGICAL CORRIDORS & PATCHES

GREEN LOOP & NODES

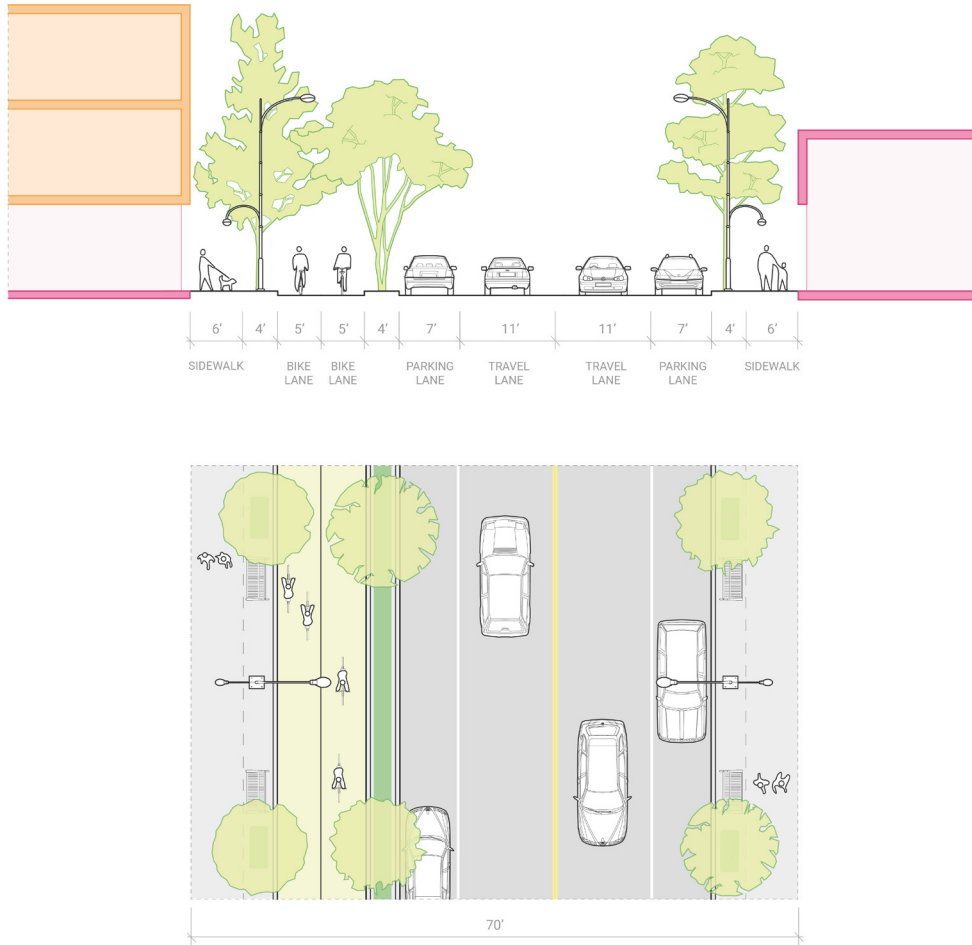


SUSTAINABILITY STRATEGIES

FIG. 92

The proposal includes four main street types: Main Street, Existing Streets, Yield Streets, and Green Alleys. The Main Street is designed with wide lanes for existing bus access and a two-way bike path. Existing Streets demonstrates proposed upgrades to surrounding streets to tie into

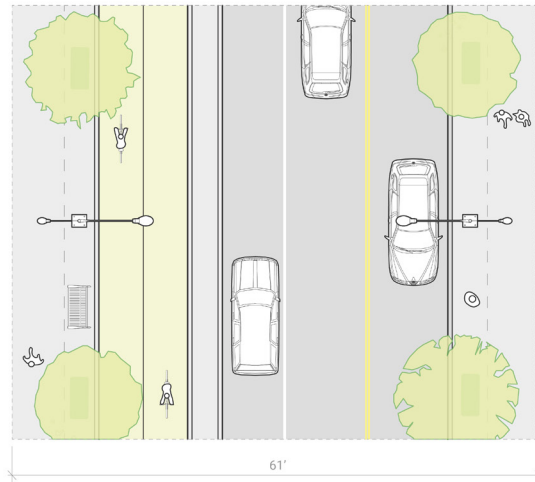
the proposal. The Yield Streets include staggered parking on both sides, requiring drivers to pull over to let others pass, similar to much of the narrow residential streets in Portland. Lastly, the Green Alley features a two-way bike path and sidewalks, forming part of the green loop.



MAIN STREET SECTION A

1/8" = 1'-0"

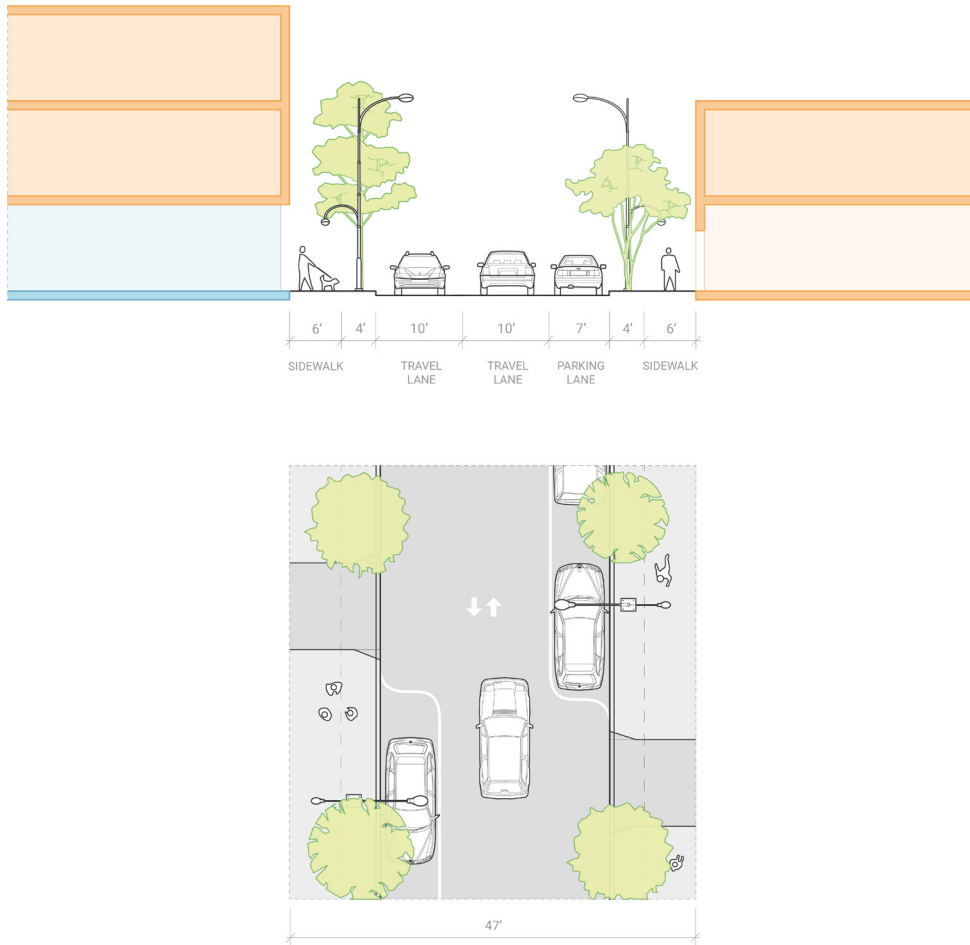
FIG. 93



EXISTING STREET
SECTION B

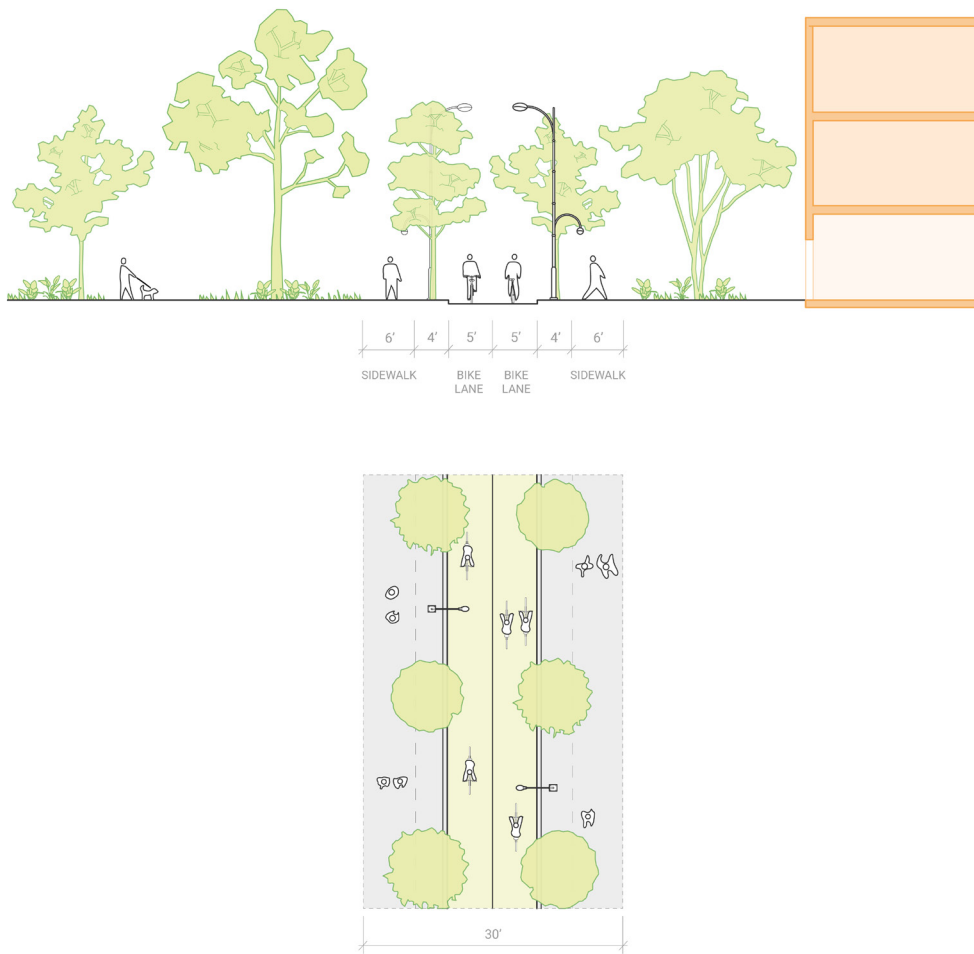
1/8" = 1'-0"

FIG. 94



**YIELD STREET
SECTION C**

FIG. 95



**GREEN ALLEY
SECTION D**

1/8" = 1'-0"

FIG. 96

**Group 3: Justin Smith,
Michael Salerno, Zoe Luke**

GROUP 3: JUSTIN SMITH, MICHAEL SALERNO, ZOE LUKE**FIG. 97**

The main goal of this project is to build off the momentum of Delta Park, leveraging the high number of visitors to activate a new commercial district. The team sought to understand the social and urban context of the site, noting its proximity to key attractions such as the Portland International Raceway, Hayden Island, Amazon, and most significantly, Delta Park. With over 300,000 annual visitors,

Delta Park is a major attraction, drawing families and young adults who frequently use its soccer fields for weekend tournaments. However, the existing site offers little in terms of programs or services for park users, presenting an opportunity to support new development by providing a vibrant commercial and community-oriented district adjacent to Delta Park.

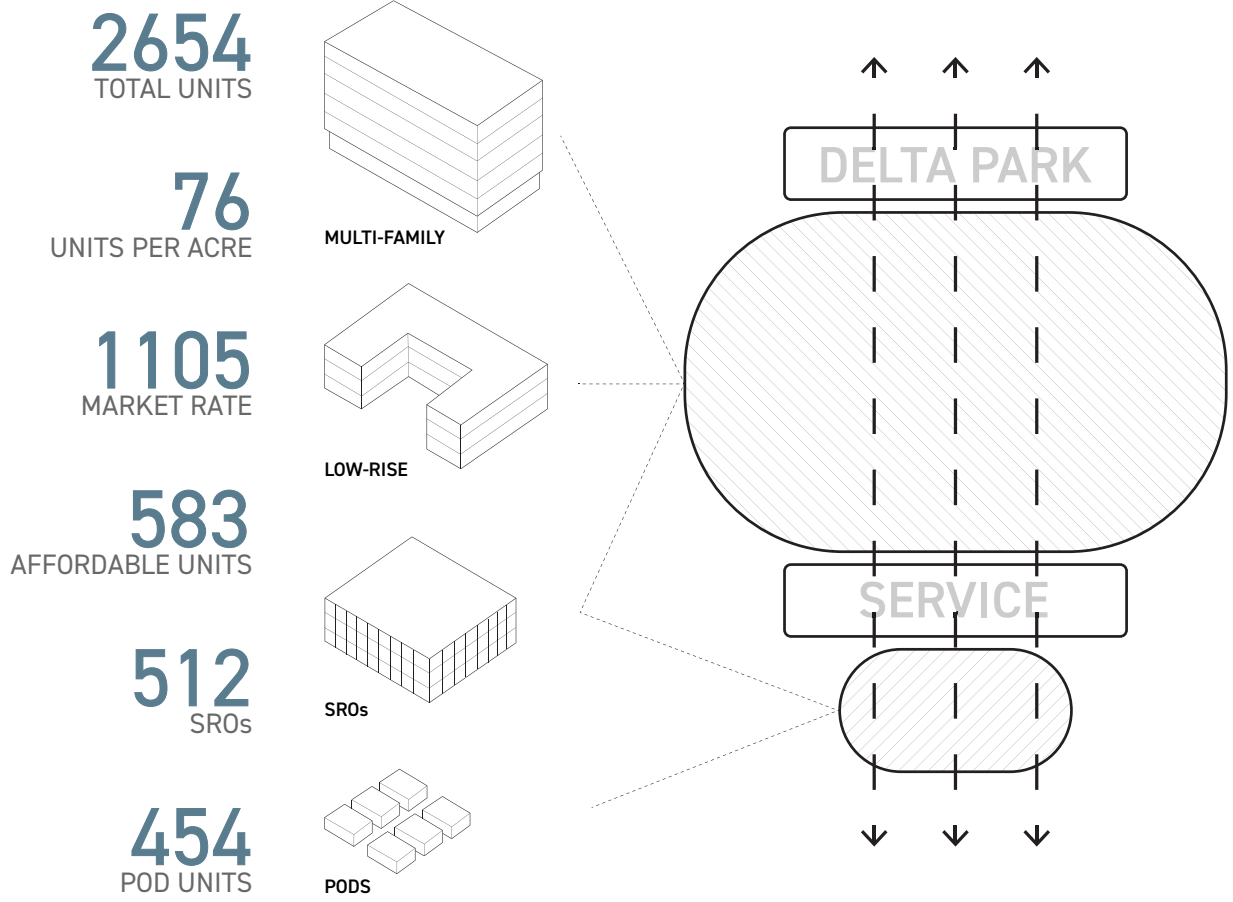


FIG. 98

A central aspect of the project is to support the overall population and create a transparent buffer between those seeking privacy and the commercial area. The project includes a variety of community services and supportive services at varying scales to accommodate community members at all stages, Delta Park visitors, and the broader population. Essential services include a K-8 school, day care, educational facilities, and civic spaces. After consulting with Central City Concern, the team carefully considered support services, including mental health services, health clinics, addiction support, and career services.

Pod communities have dedicated support services that are directly accessible from their neighborhoods, ensuring that residents have the resources they need. The project aims to provide multiple scales of gathering spaces to accommodate all populations within the neighborhood.

The concept of communal gathering and mixing is central to the design, with different scales of spaces catering to various needs.

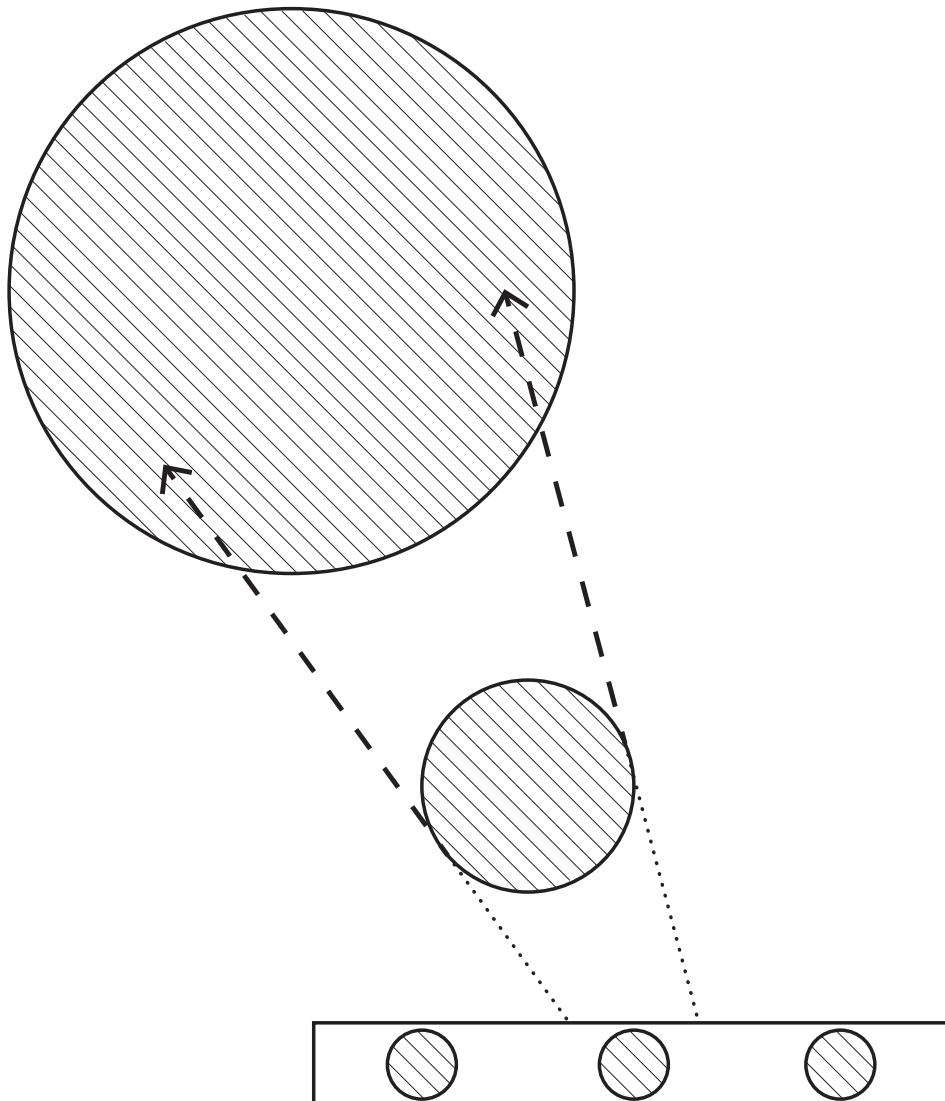


FIG. 99

At the smallest scale, each pod village, broken down into smaller neighborhoods of eight, has its own dedicated outdoor space. Front porches face inward towards their smaller neighborhoods, encouraging residents to get to know their neighbors.

Each pod village also includes a variety of secure outdoor gathering spaces, such as communal areas, small group conversation spots, dedicated dog parks, and smoking areas.

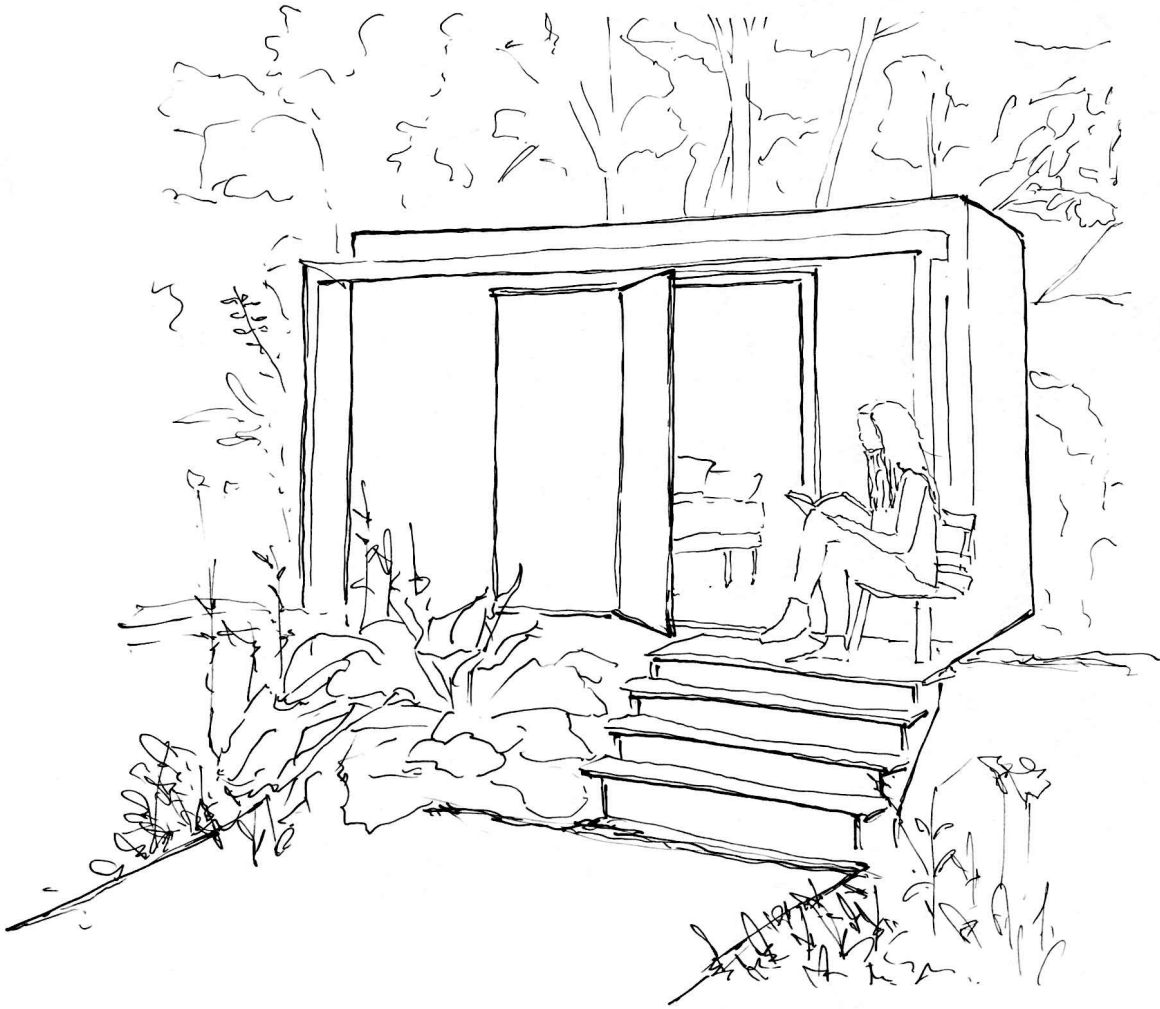


FIG. 100



FIG. 101

At the medium scale outside of the pod villages, each block features a private outdoor courtyard intended for all residents of the block. These spaces accommodate various uses and facilitate

inter-community mixing, providing residents with shared outdoor areas they can take ownership of, away from the general public.



FIG. 102

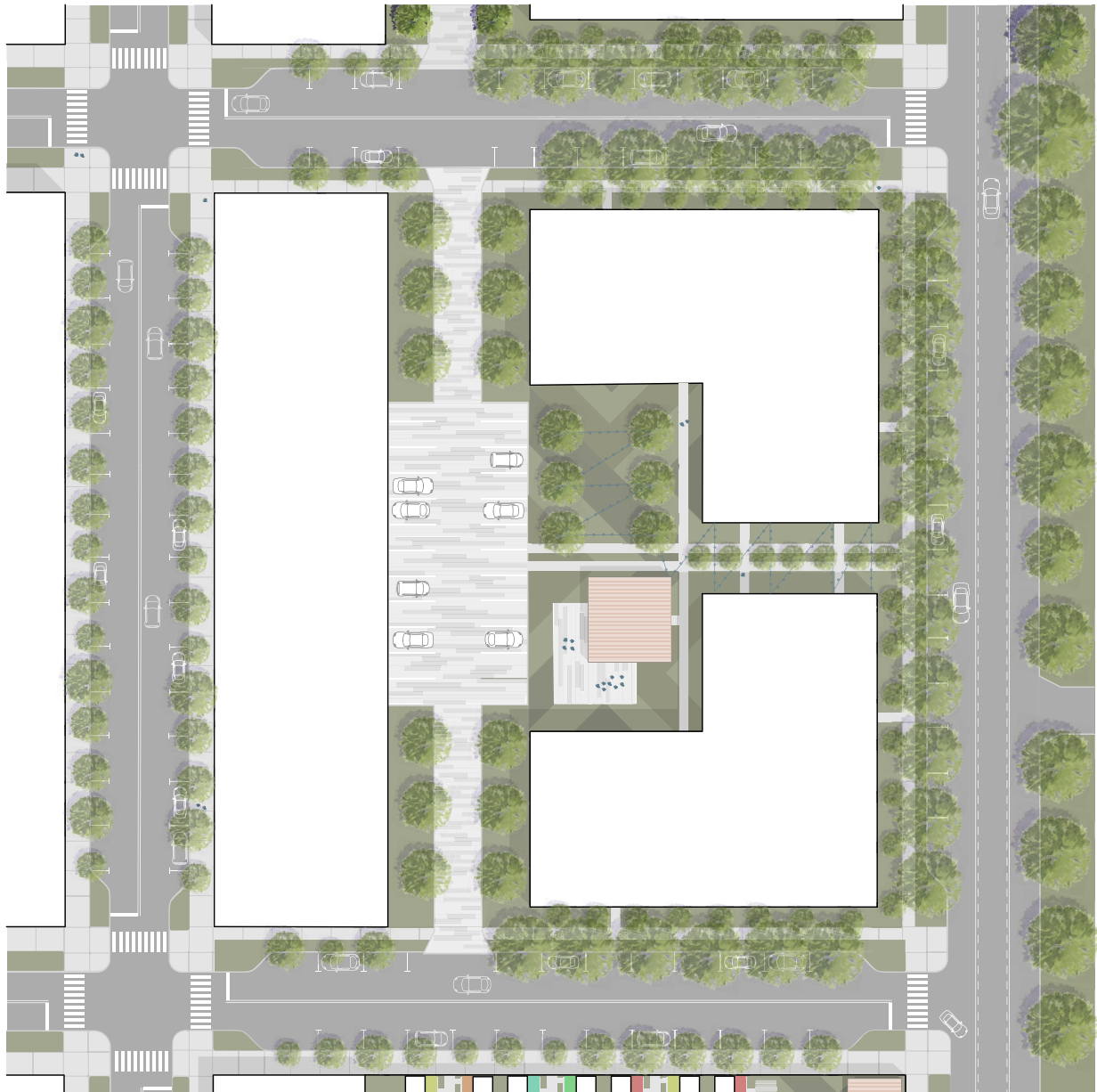


FIG. 103

At the largest scale, the community plaza along Delta Park serves as a gathering space for both community members and the public. The plaza includes a playground, outdoor amphitheater, food carts, restaurants, and commercial spaces, activating Delta Park and serving as a third space for community members and the public alike. The project aims to create a comfortable environment that supports growth and increases

opportunities for those in transitional housing. By organizing different typologies based on their proximity to Delta Park and providing services adjacent to the populations who will utilize them most, the design ensures that residents have access to the resources they need. The project includes a variety of public and private outdoor gathering spaces to foster a sense of community and support the overall well-being of residents.



FIG. 104

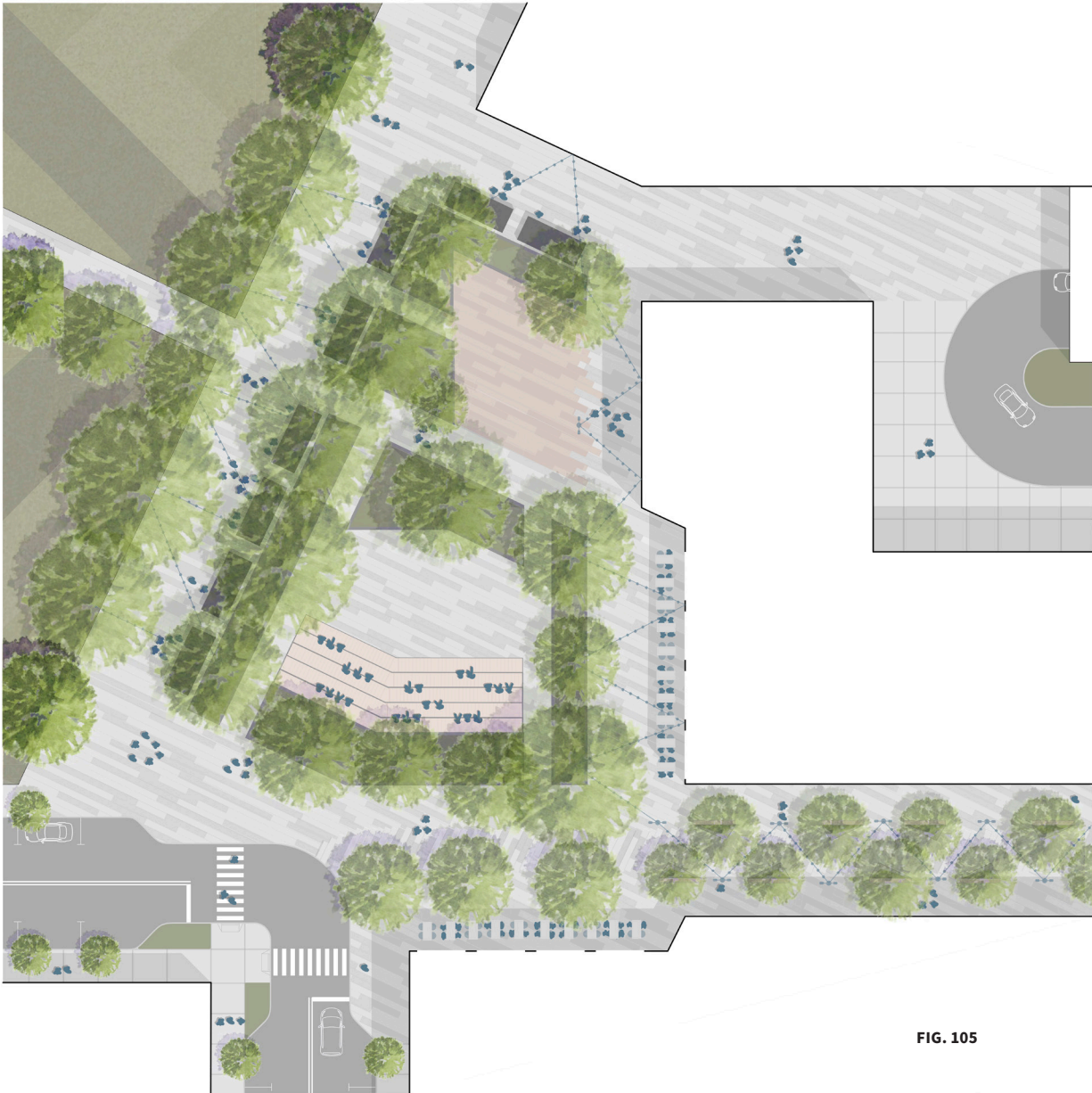
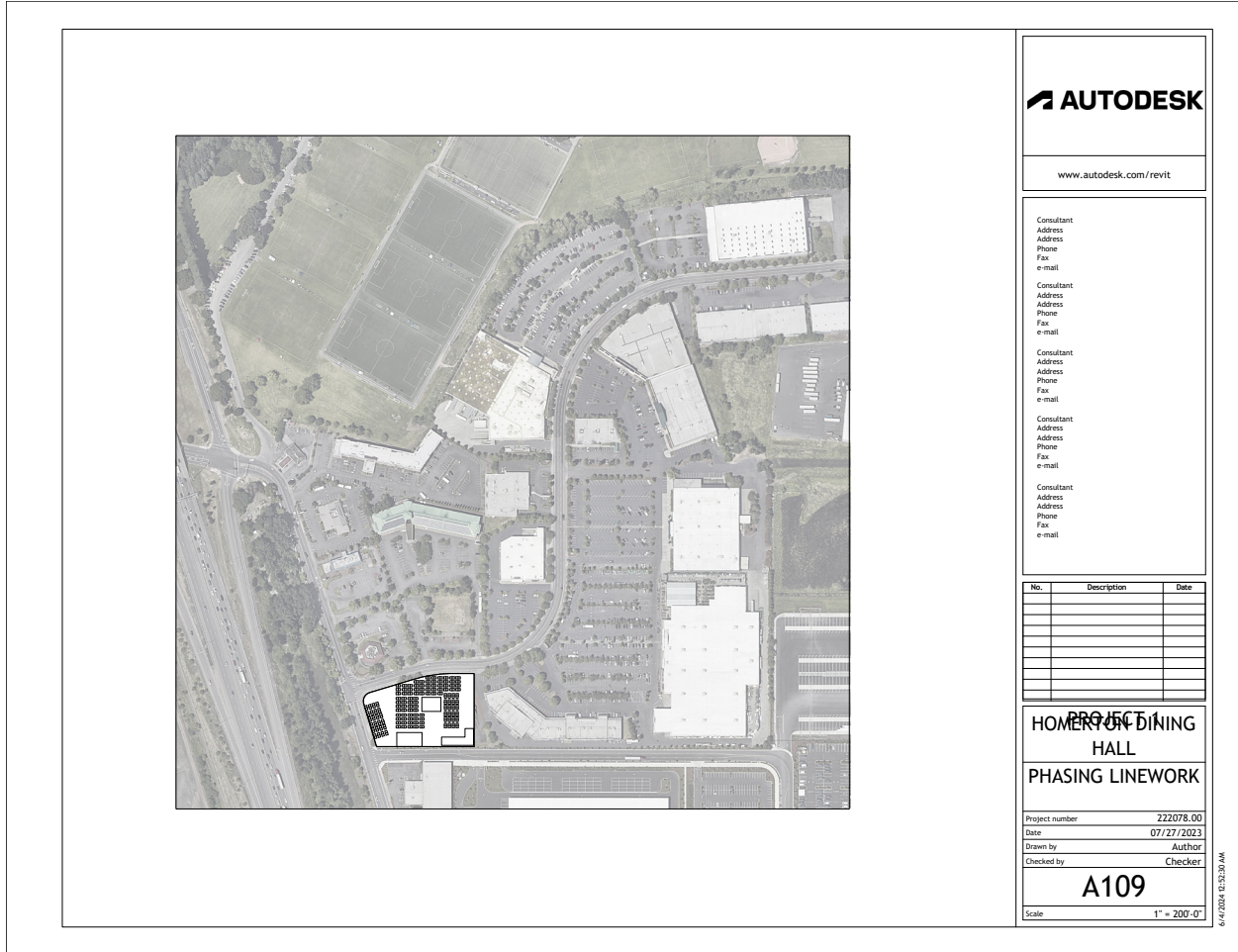


FIG. 105

This proposal is planned in three phases:

Phase 1:

This phase provides approximately 150 pods with service and support buildings. The location is selected based on the overall development plan and adjacency to employment opportunities.



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No.	Description	Date

**PROJECT
HOMERON DINING
HALL
PHASING LINEWORK**

Project number 222078.00
Date 07/27/2023
Drawn by Author
Checked by Checker
A109
Scale 1" = 200'-0"

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FIG. 106

Phase 2:

The project builds new housing and commercial blocks along the border of Delta Park, including the largest gathering node to engage with the Delta Park population.

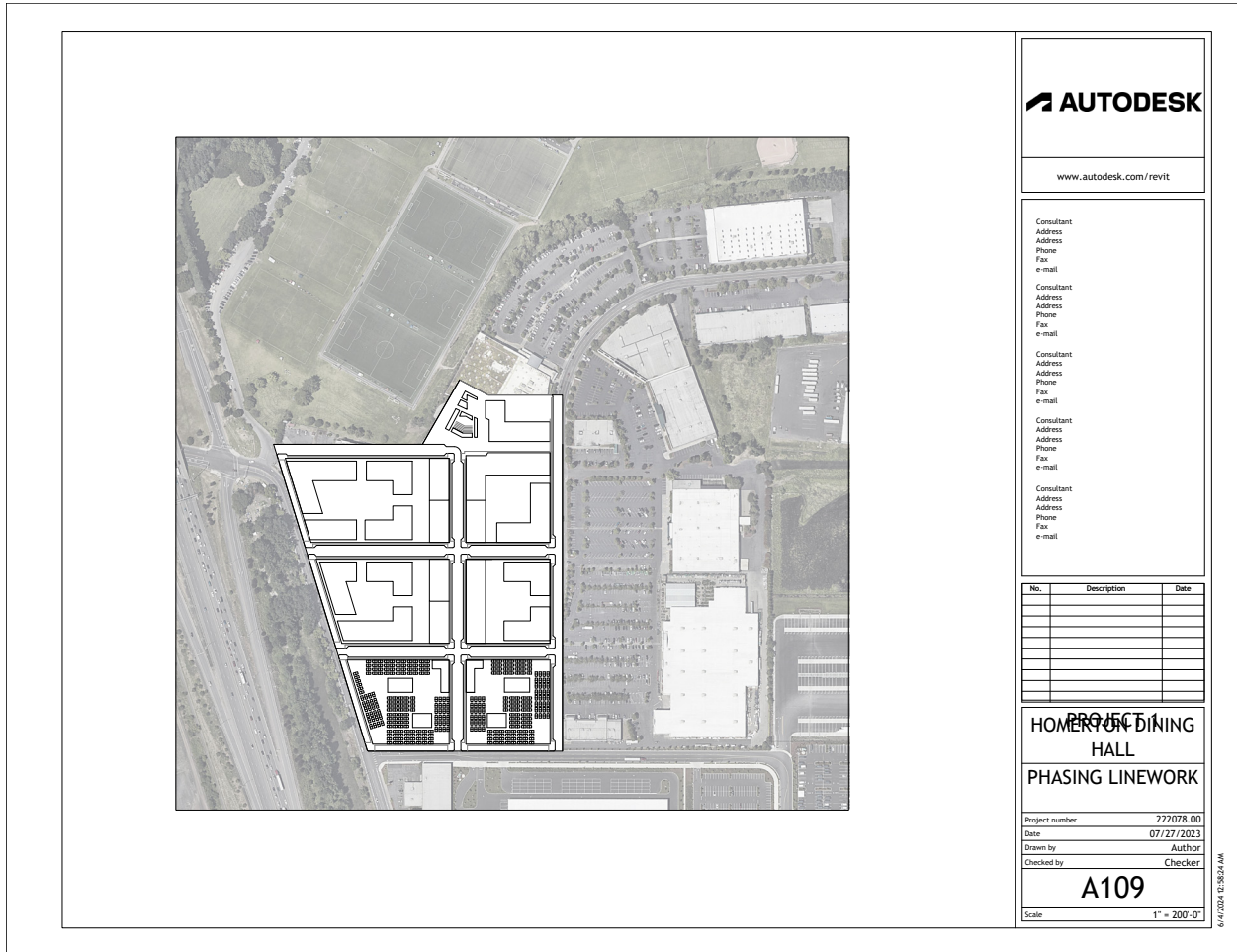
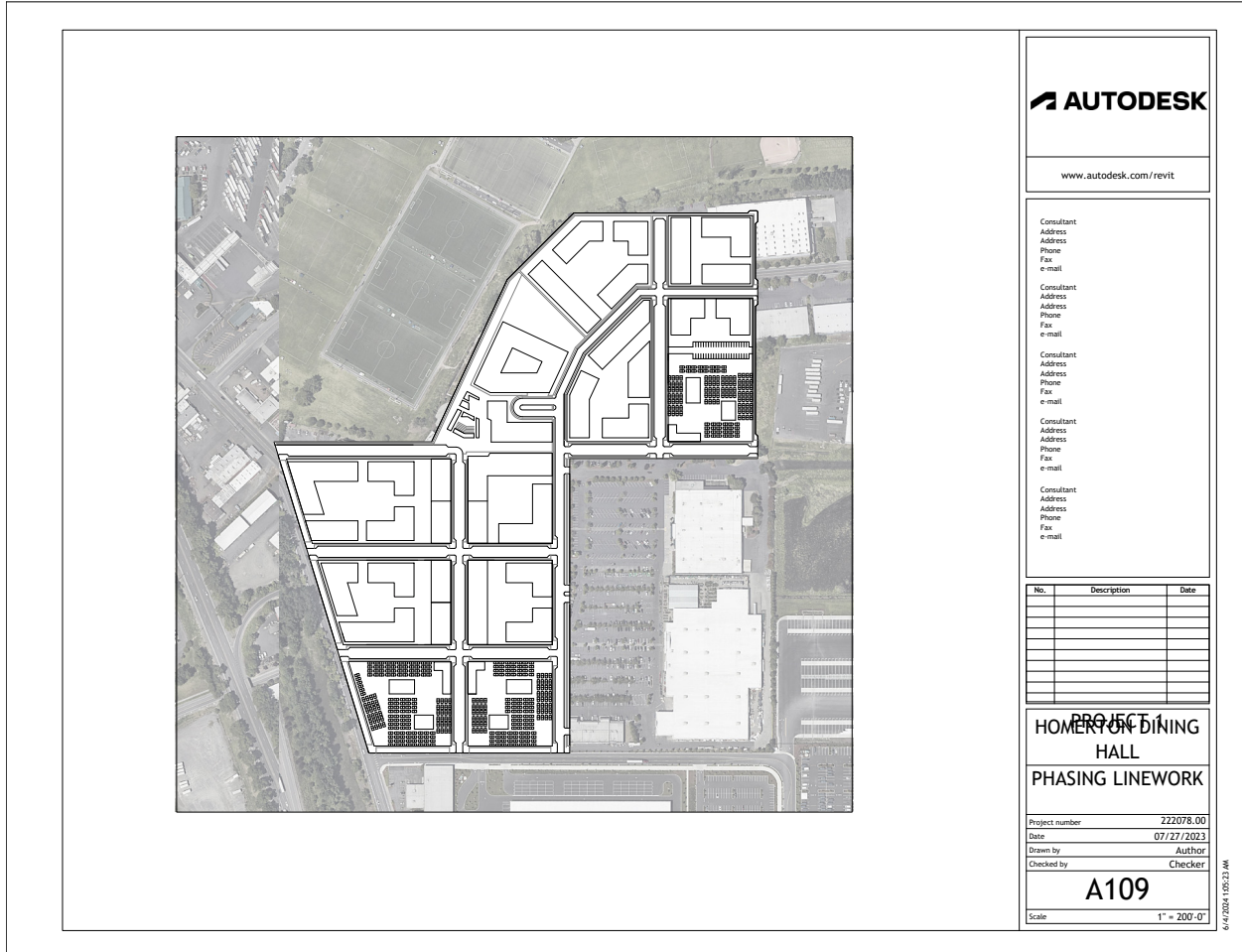


FIG. 107

Phase 3:

The site is rounded out with more housing of all typologies, including additional pods and SROs, following the establishment of Phase 2.



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No.	Description	Date

PROJECT 1
HOMERUN DINING HALL
PHASING LINEWORK

Project number: 222078.00
Date: 07/27/2023
Drawn by: Author
Checked by: Checker

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FIG. 108

Sustainability is a core component of the project. Strategies include reducing large amounts of existing parking and replacing it with plantings and permeable pavers, which improve passive cooling and stormwater management. The design also emphasizes street and block orientation to maximize natural light, multimodal street design, high surface permeability, and the creation of ecological corridors to enhance the green loop.

The street design integrates various elements to support the overall project goals:

Main Commercial Street

Running north-south from the main gathering node, this typical zero lot line street features two-way traffic and provides the primary commercial axis for the site.

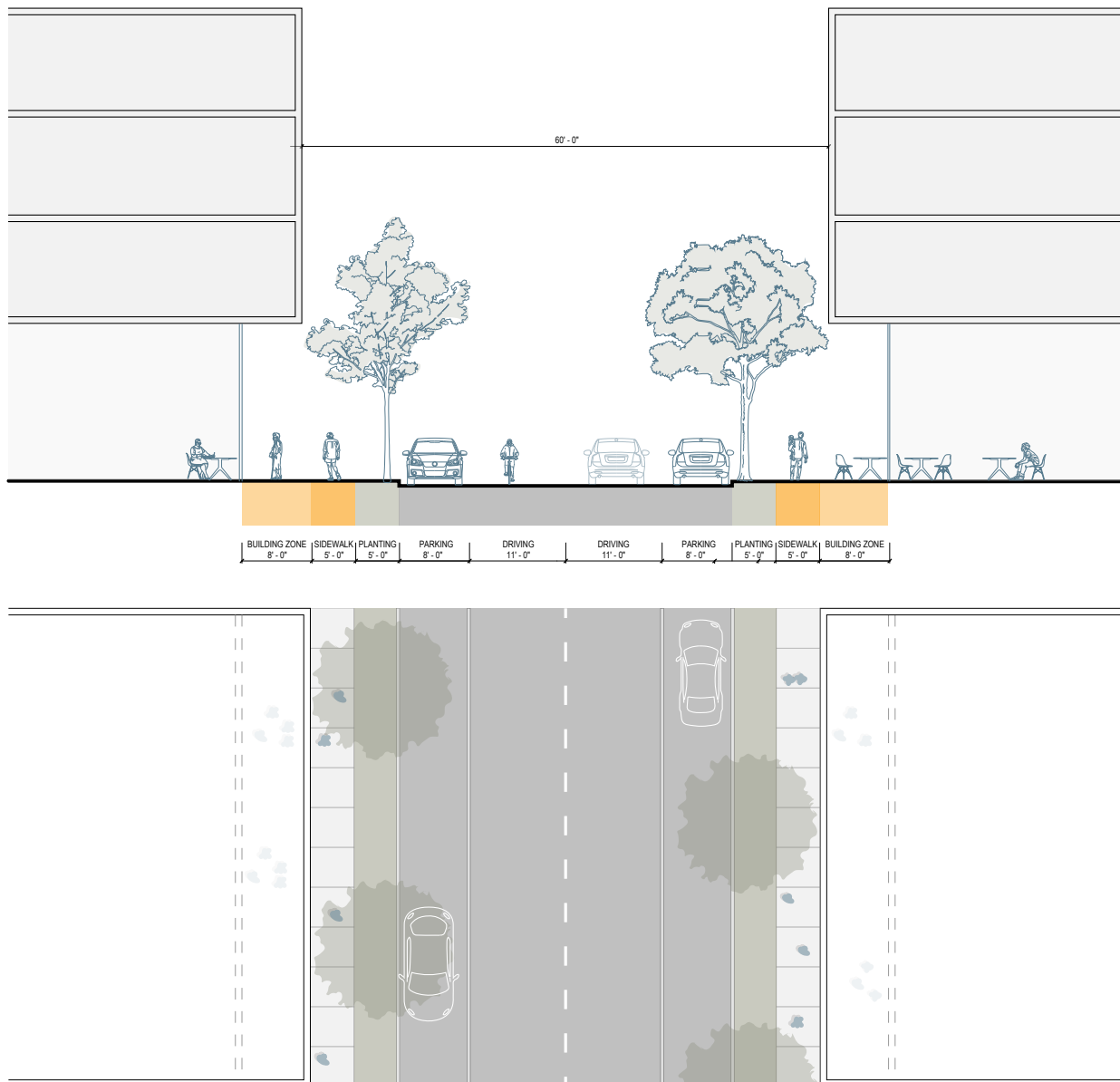


FIG. 109

Large Vehicular Street

Located on the west side of the site against the highway, this street includes a larger planting strip to separate housing blocks from the street, creating a greener environment.



FIG. 110

Cross Streets

These streets feature larger planting areas and a 10' setback at the property line, resulting in trees and plantings on both sides of the sidewalk.

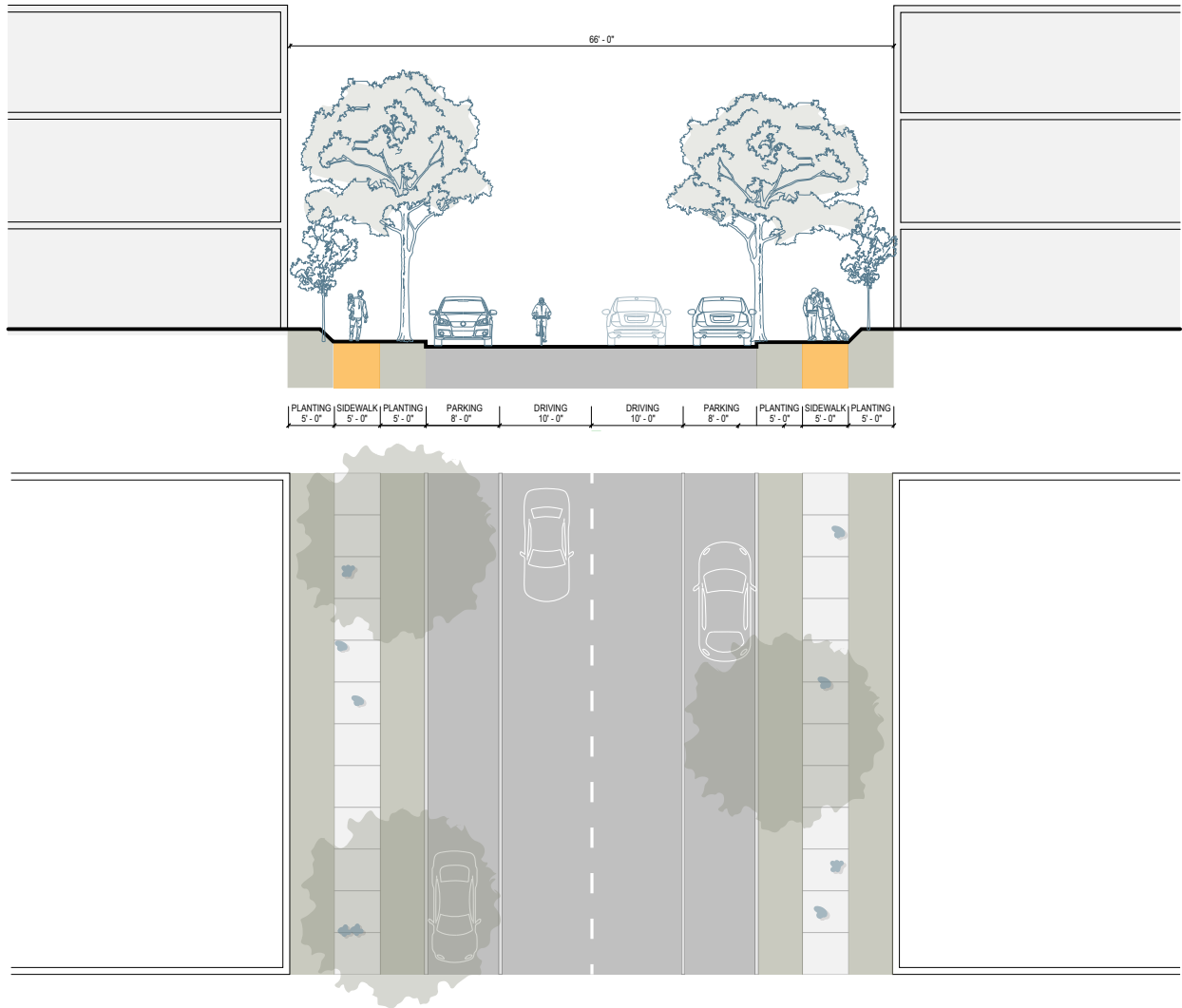


FIG. 111

**Group 4: Kimberly Nichols,
Rae McKenna, Caitlyn Tino**

GROUP 4: KIMBERLY NICHOLS, RAE MCKENNA, CAITLYN TINO

The primary goals for Group 4's project are centered around equity, accessibility, community, and sustainability. These goals are achieved through several key

strategies, such as enhancing walkability, mitigating high-speed traffic, and creating a highly connected and navigable street grid.

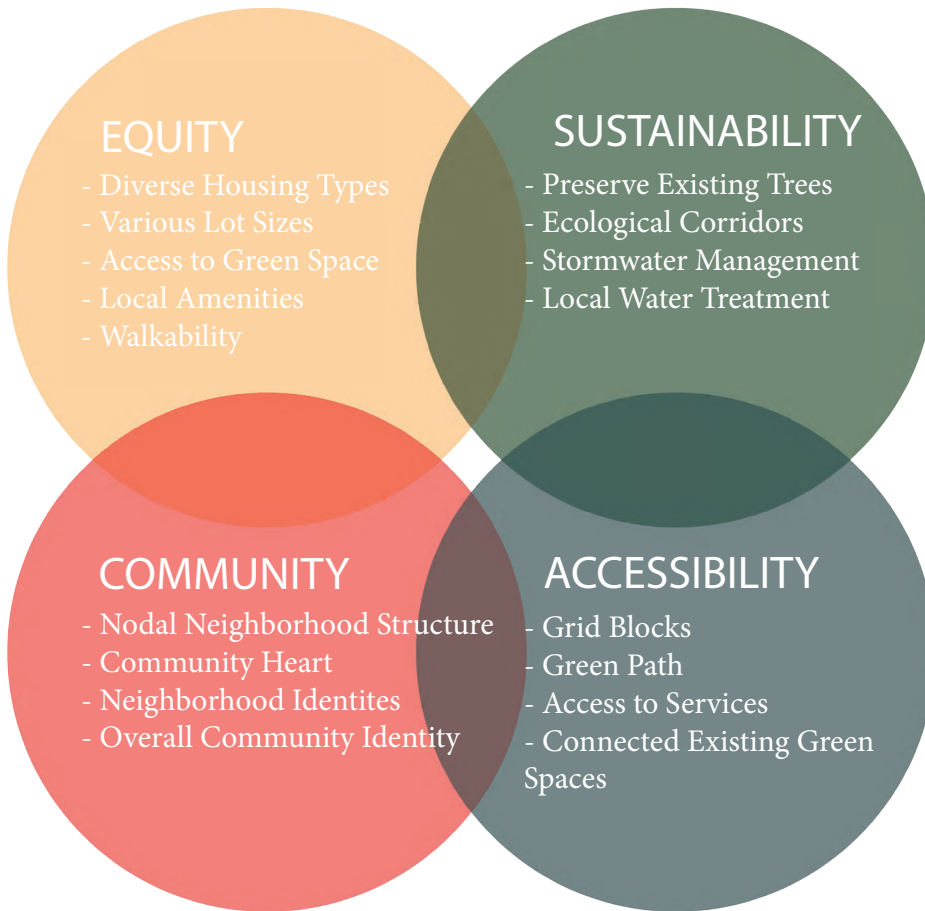


FIG. 112

The project also focuses on centrally located amenities and capitalizing on the connection to Delta Park.

FIG. 113



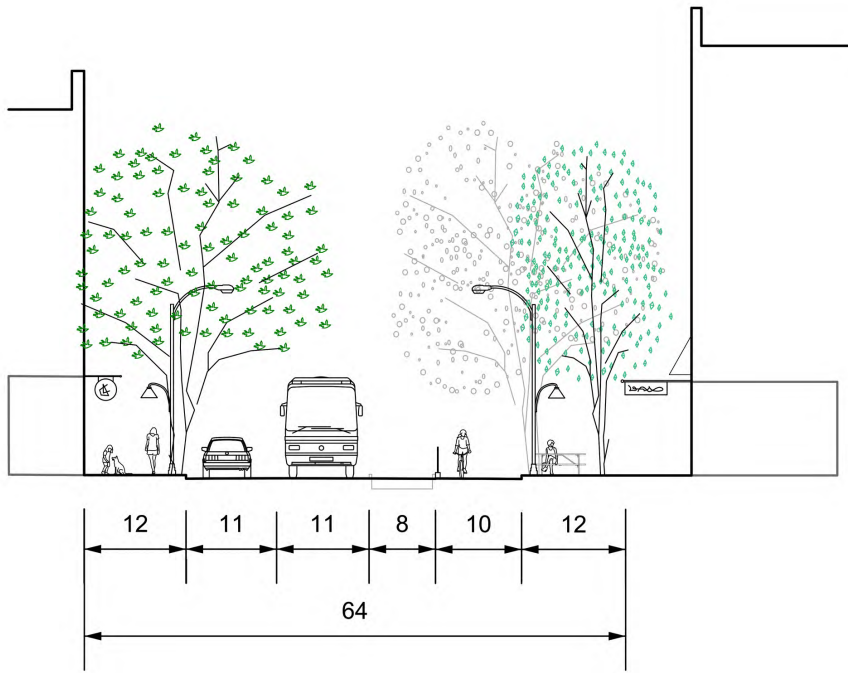
The project aims to provide economically varied housing options to cater to diverse community needs. The housing typologies include multi-family apartments, townhomes of varying sizes, and permanent tiny homes. These options range from 500 square feet per floor to 1,750 square feet per floor, offering a variety of housing costs and paths to

ownership for different demographics within the neighborhood. A significant aspect of the project is the integration of many street trees and the promotion of walkability, which overlaps with all the project goals. High-speed traffic mitigation is addressed to ensure a safe and pleasant pedestrian experience.

MAIN STREET

1/8"=1' SCALE

FIG. 114



MEDIUM STREET

1/8"=1' SCALE

FIG. 115

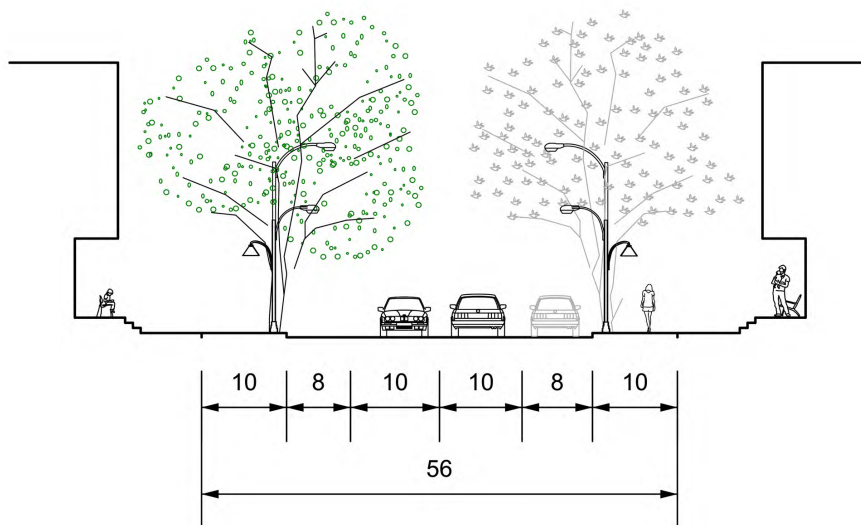


FIG. 116

SMALL STREET

1/8"=1' SCALE

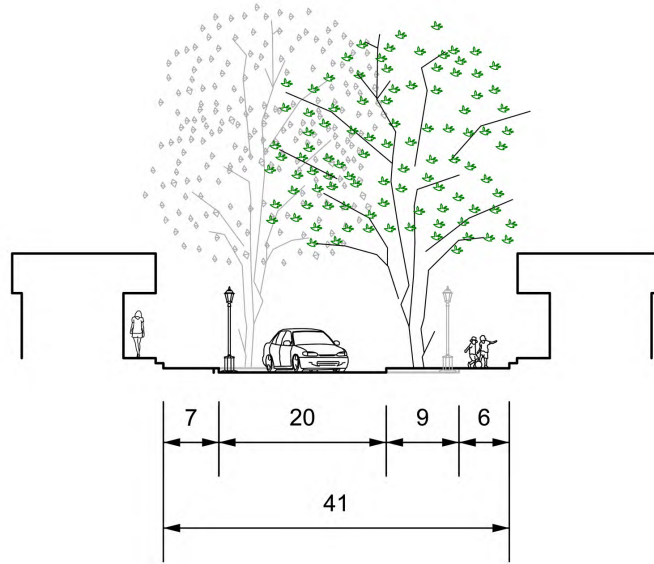
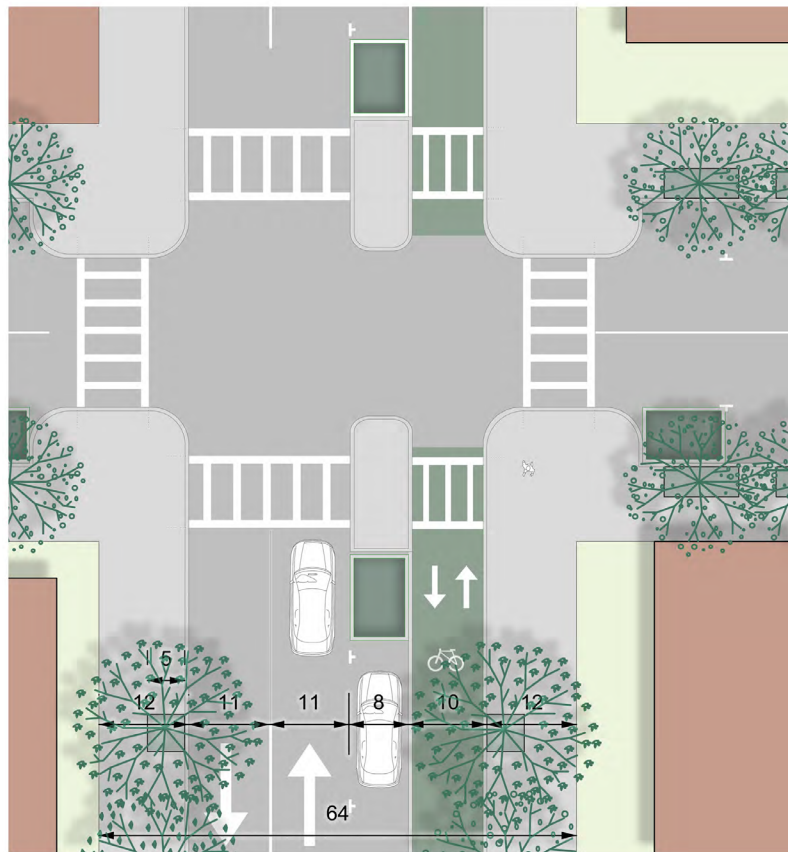


FIG. 117



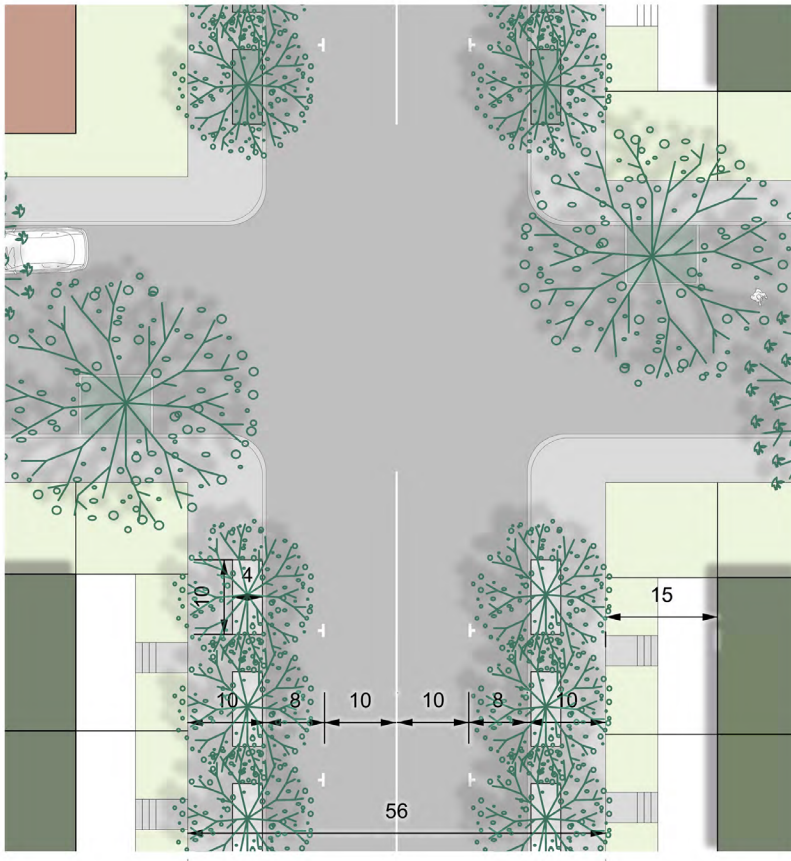


FIG. 118

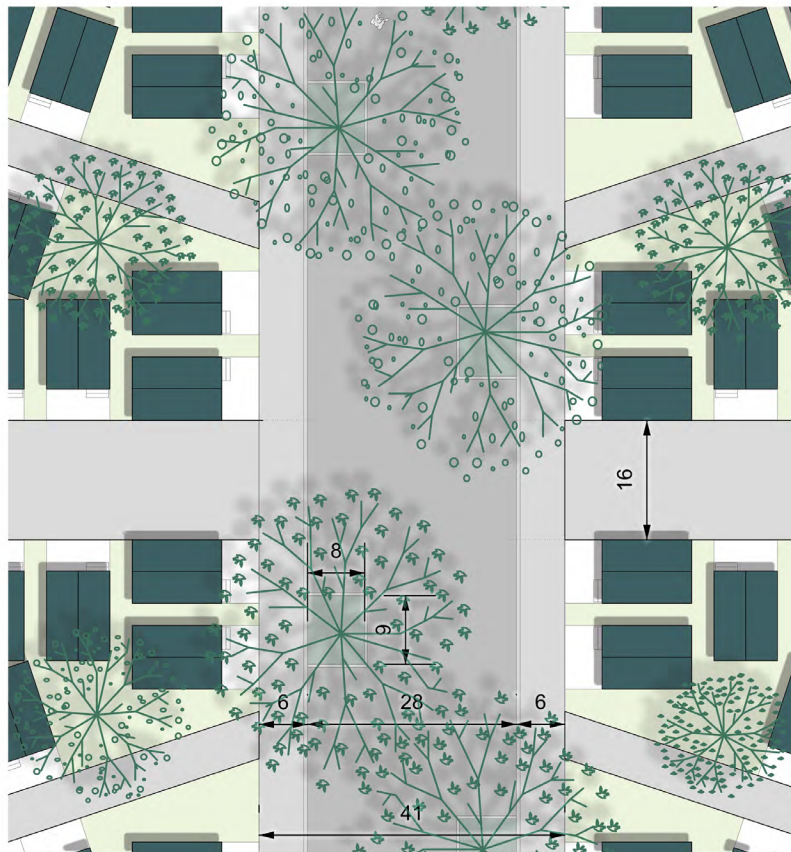


FIG. 119

The design includes a highly connected and easily navigable street grid to enhance accessibility and community connectivity.

FIG. 120



The project leverages its connection to Delta Park by providing amenities that serve both the neighborhood and park users. A parking garage is strategically located a short distance away from the

fields at Delta Park, lined with commercial and food options. This connection ends at the park, converging desire lines into a plaza with food options and activities for younger kids on the park edge.

CONNECTION TO DELTA PARK

1/30"=1' SCALE

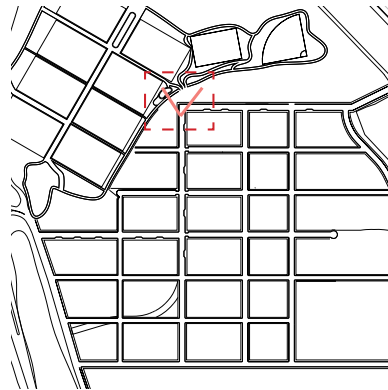
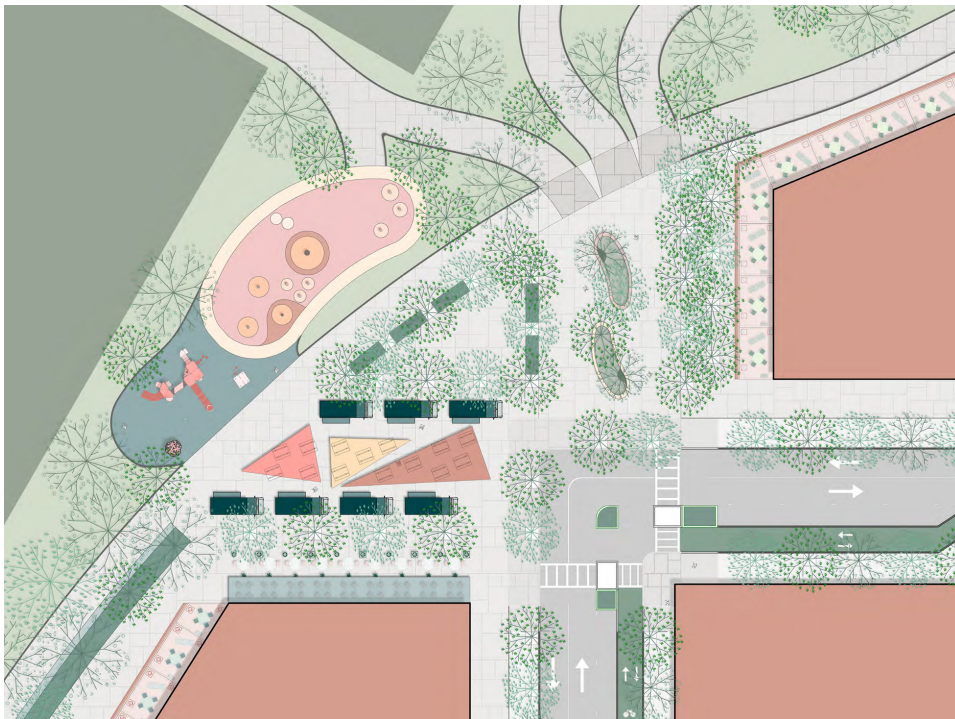


FIG. 121



The project includes three main housing typologies to ensure a range of economic options: Multi-family Apartments, Townhomes, and Permanent Tiny Homes. Multi-family Apartments provide higher-density housing options for individuals and families. Townhomes are available

in various sizes, including double and triple flats, offering a middle ground between apartments and single-family homes. Permanent Tiny Homes provide an affordable and compact living option, contributing to the diversity of the neighborhood.



FIG. 122

The two primary housing typologies are Single Resident Occupancy (SRO) and Family Resident Occupancy (FRO) units, and clustered pods. The SRO and FRO units are designed as two or three story buildings that integrate essential services on the ground floor. These units aim to offer a supportive environment with easy access to necessary resources. Each SRO unit contains a bed, workspace, and storage closet, providing a private,

comfortable living space for single residents. The FRO units are designed for families and include restrooms and showers within each unit. Communal kitchens and gathering areas are provided to foster a sense of community and encourage social interaction among residents. These spaces are designed to be welcoming and inclusive, promoting a supportive network within the housing complex.



FIG. 123

The second typology focuses on clustered pods, which are grouped together to create smaller, more intimate communities within the larger neighborhood. These pods are designed to provide a flexible, supportive living arrangement for residents at different stages of their transitional journey. Pods are grouped into clusters of no more than 50 units, with each cluster having its own communal restrooms, showers, laundry facilities, kitchen spaces, and outdoor areas. Each pod includes a bed, storage locker, small tabletop, and customizable entrance. Pods utilize the support services located in the nearby SRO/FRO buildings.

Addressing water treatment at a neighborhood scale is a key sustainability strategy. The project utilizes the old re-wilding speedway area, part of the former Portland Meadows, to create a constructed wetland and water treatment park. This area will feature nature paths for residents and address stormwater runoff through bioswales at the downslope edges of road intersections. Additionally, the design will create ample habitats for birds, insects, and other wildlife, incorporating different size tree wells to allow for larger native Oregon trees like the Oregon White Oak.

**Group 5: Misha Popenuk,
Dorian McCall, Yen-Chieh Pu**

GROUP 5: MISHA POPENUK, DORIAN MCCALL, YEN-CHIEH PU



FIG. 124



FIG. 125

The vision for Group 5’s project, titled “Empowering Sojourn,” is to create an environment that provides residents with the freedom to move forward from one moment to the next without feeling the pressure to decide all future steps

immediately. The project aims to establish lasting, identifiable communities that support residents’ journeys through varied residential typologies and thoughtfully designed public green spaces.

The primary goals of the Empowering Sojourn project are to create identifiable communities, empower individuals to access necessary services, and use trauma-informed design to provide positive social benefits. The project clusters varied residential typologies and resident populations around neighborhood public green spaces with unique, themed programming. This strategy helps build a strong sense of

community and identity. Services are strategically placed along pedestrian-friendly paths and community green spaces, making them easily accessible and encouraging engagement among residents. Clear sight lines along all paths, wide intersections to avoid blind corners, and a legible spatial plan with spaces for both engagement and retreat ensure a supportive and safe environment for all residents.

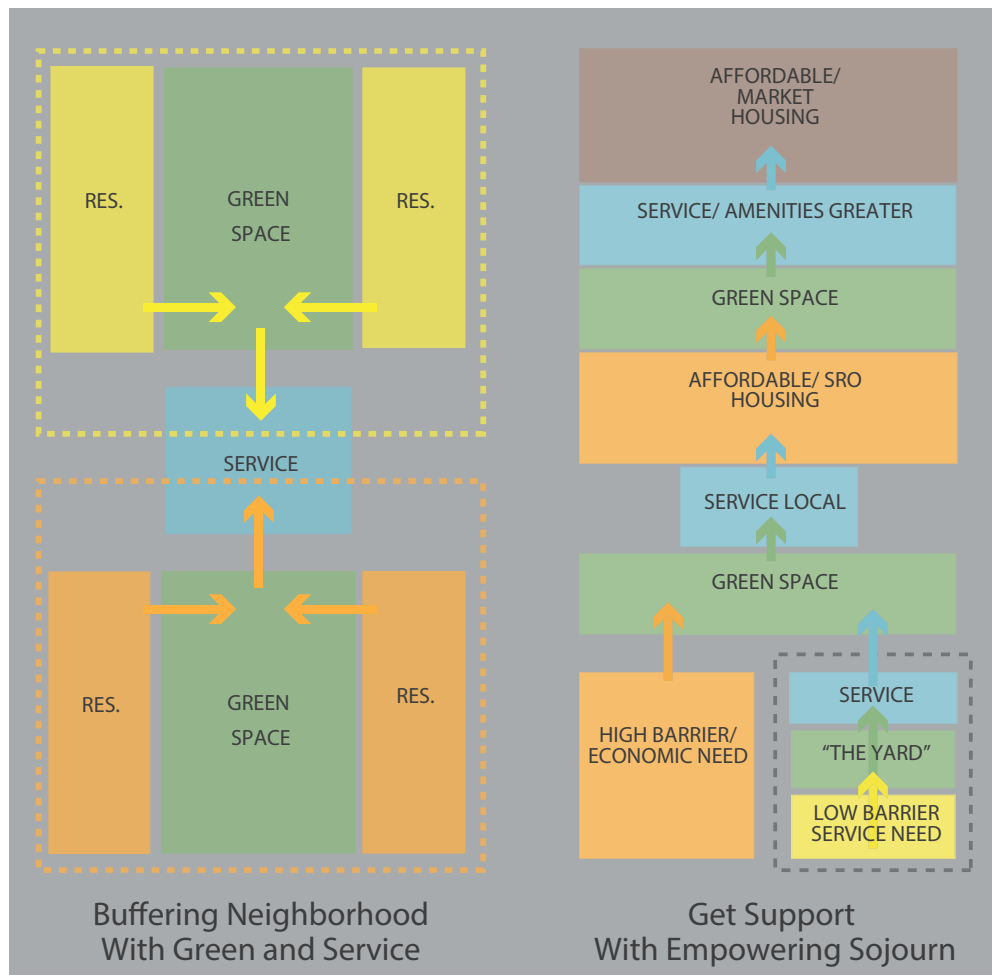


FIG. 126

The general layout of the project is based on the principle of scaling green spaces to density. Service locations are adjacent to green spaces, acting as bridges between neighborhoods. This layout allows for a

range of housing density and style options within all neighborhoods, ensuring that individuals can access different housing options as their needs change.

The Neighborhoods

FIG. 127



Breakwater – “The Lawns”

This area features low-barrier threshold services and a green center. Existing edge conditions transition from the overall site to industrial areas, creating privacy buffers around transitional housing units.

The design includes service buildings and adjacent green spaces to create permanent front faces for pods while maintaining visual connections to the site and the park.



FIG. 128

FIG. 129



Bayou – “The Billies”

Leveraging a large area facing Delta Park fields, this section includes a mix of affordable housing and market-rate units with internal green spaces. Stand-alone clusters of townhomes face the park, and the area houses goats similar to the “Lents goats” as a unique feature.

Delta Pearl – “The Pearl Beds”

This section focuses on high retail impact with multiple local small retail locations, pop-ups, and kiosks. Existing big box stores are repurposed to maintain pedestrian pull from the park through the neighborhood, promoting sustainability. High-level market-rate housing with first-floor retail and value-added amenities are key features.

**FIG. 130**



FIG. 131

Station Row - "The Line"

This economically-focused residential area is in close proximity to Amazon and includes a mix of tiny homes, temporary

tiny homes, and SROs. The mix of housing typologies creates visual variation and offers a wide range of housing options.



FIG. 132



FIG. 133



FIG. 134

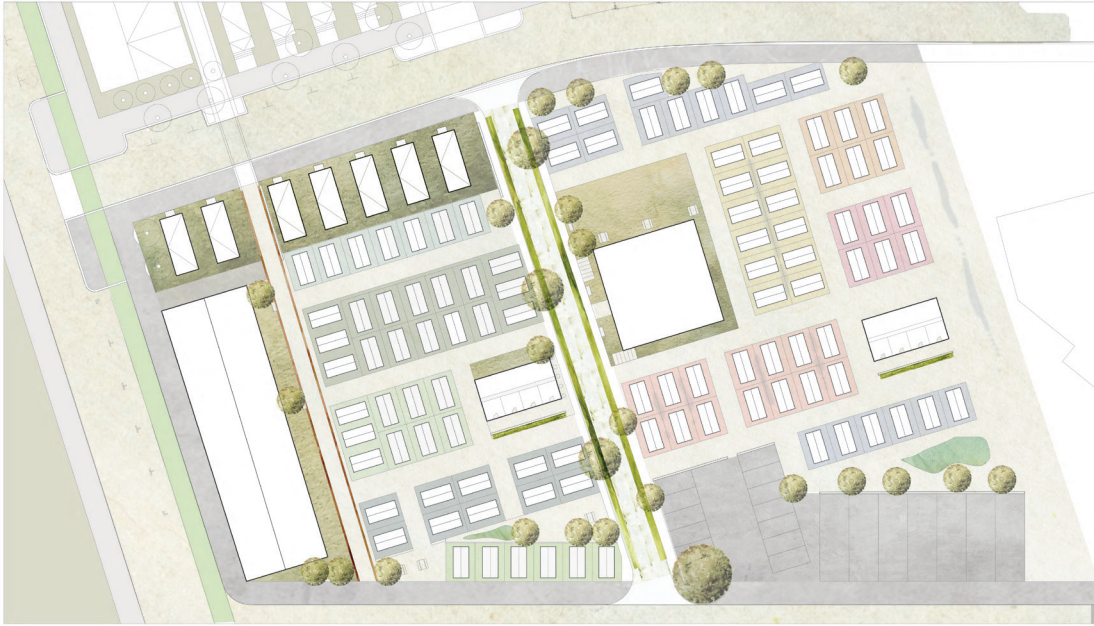


FIG. 135

The phasing plan is designed to accommodate gradual development without disrupting existing successful elements on the site. Phase 1 develops shelters for urgent needs on vacant lots, addressing immediate housing needs with minimal intervention. Phase 2 activates the connection with Delta Park by transforming the vacant Walmart building

into a market and retail space to support resting and dining needs while bringing people and activities to the site. Phase 3 provides residential units and amenities, such as community centers and career and medical services, distributing these services according to the needs of various housing units.



FIG. 136

Sustainability is a core element of the project, with strategies focusing on reusing existing buildings, integrating green spaces, and promoting ecological health. There are three main methods employed on the site: re-use of big-box stores, green spaces, and stormwater management, which includes:

- Repurposing existing buildings to reduce environmental impact and promote sustainability.
- Scaling green spaces to match the density of development, creating habitats for wildlife, and promoting biodiversity.
- Implementing stormwater management systems, such as bioswales, to handle runoff and enhance passive cooling.

Conclusion

Conclusion

The proposals developed in this studio course collectively address critical urban challenges through innovative design and community-focused solutions. The overarching themes highlight the necessity for diverse housing, revitalized public spaces, sustainability, and collaborative planning. These themes emphasize a holistic approach to urban development, ensuring that solutions are inclusive, sustainable, and responsive to community needs.

The studio's proposals underscore the urgent need for a multifaceted approach to urban development, particularly in addressing Portland's housing crisis and reimagining Delta Park Center. Each project reflects a commitment to promoting varied residential typologies and increasing housing density in underutilized areas. Public spaces are reimagined as vibrant, inclusive areas that foster community connections and provide essential amenities. Sustainability is a cornerstone of all proposals, with strategies ranging from stormwater management to green infrastructure and adaptive reuse of existing buildings. Finally, the emphasis on collaborative

planning ensures that these designs are rooted in community engagement and stakeholder feedback, making them both practical and visionary.

The course highlighted the importance of transitional housing in supporting vulnerable populations and creating pathways to stable living conditions. By integrating sustainable urban design principles and leveraging transit connectivity, the proposals aim to create a more livable and environmentally friendly district. The collaborative efforts with stakeholders and community members further ensured that the projects align with local needs.

Recommendations

Recommendations

1. PROMOTE DIVERSE RESIDENTIAL DEVELOPMENT

Transform underutilized commercial spaces into varied housing options to meet the diverse needs of the community. This includes integrating multi-family apartments, townhomes, and transitional housing to support different stages of residency and promote inclusivity.

2. REVITALIZE PUBLIC SPACES

Enhance the functionality and appeal of public spaces by creating community hearts, green loops, plazas, and themed programming areas. These spaces should be designed to encourage social interaction, support local businesses, and provide safe, accessible environments for all residents.

3. IMPLEMENT SUSTAINABLE PRACTICES

Adopt comprehensive sustainability strategies, including green streets, stormwater management systems, and ecological corridors. Emphasize the

importance of high surface permeability, passive cooling, and habitat creation to enhance the urban environment's resilience and livability.

4. FOSTER COLLABORATIVE PLANNING

Engage with community stakeholders, local organizations, and city officials throughout the planning and implementation processes. This collaborative approach ensures that the projects are responsive to the needs and aspirations of the community, fostering a sense of ownership and long-term success.

By integrating these recommendations, Portland can create a more resilient, equitable, and vibrant urban environment that meets the needs of its current and future residents. The studio's work serves as a blueprint for thoughtful, inclusive urban development that prioritizes people, sustainability, and community well-being.

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