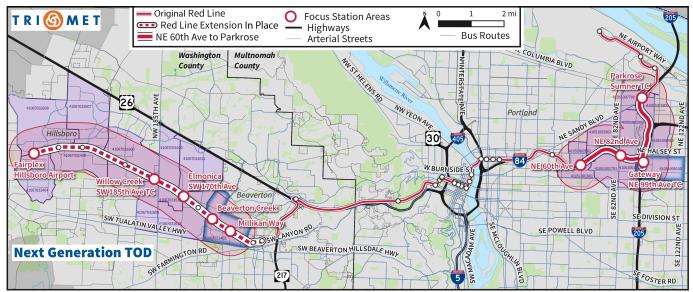
STATION AREA DESIGN ALONG PORTLAND TRIMET'S LIGHT RAIL RED LINE Gaining High-density, Mixed-use Next Generation Transit Oriented Development UO Landscape Architecture 4/589, SCYP, Fall 2020 Design Studio, Professor Rob Ribe



The Portland region's Red Line is now its longest light rail train route, after its extensions out to link between both the region's major airports. This line was expected to generate high-density, mixed-use development at many of its stations, as has happened in many other cities around the world. The region's plans and planners hoped that this would happen out at the ends of the line, consistent with the Region 2040 Plan that emphasizes densified nodes and corridors to allow urban growth without lots of sprawl and traffic jams.

Only one Red Line station, at Orenco, has high-density, mixed use development in a well-planned station area. The region's public transit agency TRIMET is taking the lead in assisting city, county and regional planners in partnership with landowners and developers to stimulate and plan the development of more of these.

This design studio class will take the lead in proposing concepts and designs for station areas at between two and six existing stations, depending on how many we have enough data for in hand when the term begins. The station area plans and urban designs we create will seek to provide safe and wonderful places for people to stay and live, shop and play within easy walking or micro-vehicle distance of the station for trips out.

The studio will emphasize providing an integrated diversity of housing for diverse people, including low-income and transitional housing. We will seek to structure our places around a network of different movement corridors and a variety of civic and green public spaces for people to enjoy many different ways.

We will seek to include neighborhoods where people can live well without owning cars. We will favor ride sharing, micro-vehicle and pedestrian modes of getting around. We will create equity of access and opportunity for all people to share station area resources, services and amenities. At the same time, we will pursue designs that may make the whole station area financially viable for development with public partners.

The class will be divided into teams of 1-3 students. Each team will adopt a station area and collectively perform landscape analyses and conceptual diagrams for urban systems and uses. They will propose a concept plan by midterm review. Individual students will then adopt key portions of their concept plan at two different scales and resolve more detailed designs. The class will not attempt to be architects (unless we have some architecture students join us). We will only design the massing of and use distributions within buildings.

Station areas will likely be diverse: a poor area that needs improvements without gentrification; a greenfield site; an area of corporate and/or park-and-ride parking lots to be redeveloped; a shopping center and closed school to be replaced; or current station area land use patterns that combine elements from the above.