

Framework

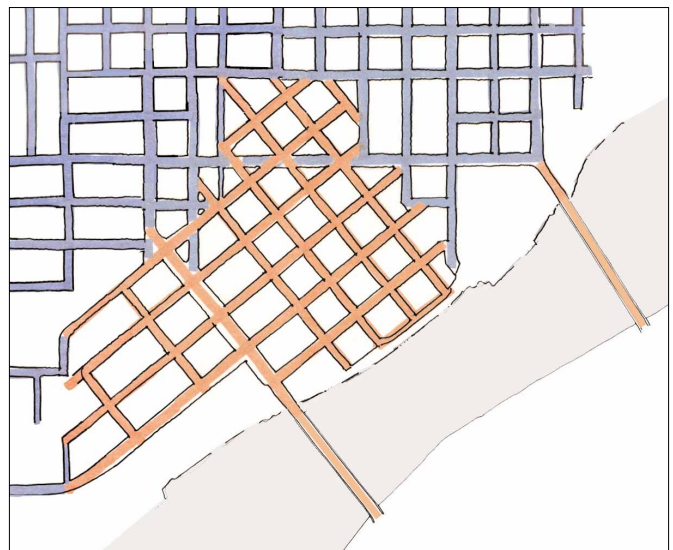


I Frameworks

THE URBAN DESIGN ANALYSIS and the urban design principles were the basis for arriving at a development framework for the Rose Quarter. The biggest challenges were clearly in reconciling the *Box* and the fragmented remains of the two historic street grids (illustrated below) which converge at the Rose Garden arena with their surrounding blocks. The *Box* is a rectangle formed by four one-way streets: Broadway, Weidler, Vancouver, and Williams Avenues. Because of its position in the Rose Quarter, and with respect to major local and regional traffic flows, the *Box* impedes efficient traffic flow. A great deal of time was spent exploring potential sites for both development blocks and green spaces within the revitalized Rose Quarter. The analysis drawings pictured on this page and the next were conceived as tools to aid the design team in understanding the various elements of both the historic Pre-1947 street grid as well as the fragmented street network which exists today.

You will notice that the historic street network was actually the product of two grids with different orientations, one grid playing directly off of the river (shown in red), the other relating to the Portland city grid (shown in blue). As the historic grid has consistently been eroded with each large development effort of the past fifty years, its fragmented remains have been loosely stitched together by a series of interventions (shown in

Pre-1947 Rose Quarter Street Framework

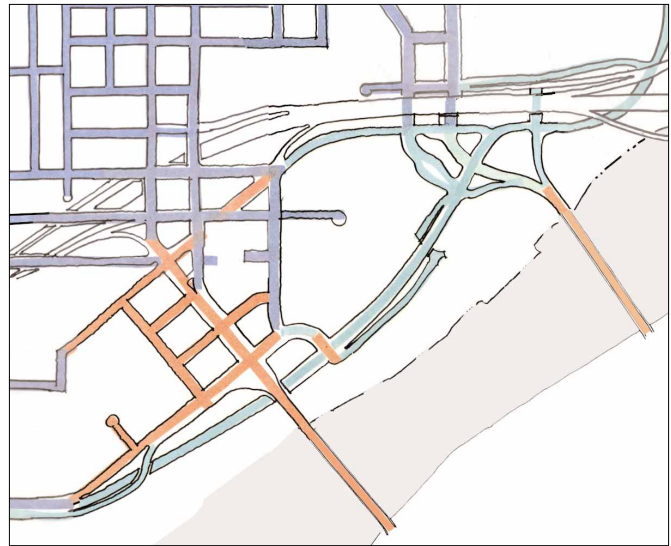


green in the drawings on page 24). It was the design team's challenge to reconnect the Rose Quarter to its strengths, namely the riverfront, downtown, and the neighborhoods beyond its presently isolated and disconnected surroundings.

The first step in the Urban Design Plan was to devise an ideal framework (shown on the lower right) which would best exemplify the urban design principles. The major elements include a reconfigured Transit Center which fosters improved transit and pedestrian flow as well as a proposal for the remediation of the dangerous traffic elements which currently exist within the adjacent portion of I-5 known as the *Box*.

Each of the alternatives presented in the master plan is based upon this framework of streets and open spaces, their components interchangeable within the greater context of a reconciled street grid, fingers of green spaces, a pedestrian- and transit-friendly environment, and a series of public riverfront amenities.

In addition, a series of flexible mixed-use development blocks and various fingers of green park space extend to the river and its riverfront park system which will thereby animate and connect addresses for development with both the Willamette River and the skyline of downtown Portland beyond.



Key

- Historic Portland street grid
- Historic street grid aligned with river
- Post-1947 street connections
- Pedestrian-only connections

Top

Street Framework today

Bottom

Proposed Street Framework