WEST QUADRANT CHARRETTE MAPS:
Old Town / Chinatown
Uses Alt 3

Old Town / Chinatown
Common Themes:
Uses / Connections
Old Town/Chinatown Open Spaces · Alt 1
POLICY AREAS
THEMES:
1. Connect residential areas with green loop
2. Build housing near transit
3. Small-scale grocery stores (7-10k sf)
4. Increase affordability of multi-family units → DIT interodal design
5. New financial models for community centers mixed with schools
6. Incentives for employers, income, and family size (e.g., zoning, etc.)
7. Riverfront communities
8. More workforce housing

LEGEND
- Mixed Use: High Density
- High density housing (at variety of scales)
- Add more housing
- Families with children
- Student housing

HOUSING & NEIGHBORHOODS
POLICY AREAS

1. REDESIGN, RENOVATE WATERFRONT PARK
   - Episodic, heterogeneous

2. DISPERSE RAISE FESTIVAL PROGRAM
   - Framing Riverfront Locations
   - Connect via Festival Water Taxi!

3. DIVERSITY ACCESS TO WATERFRONT
   - Harbor Restoration

4. NAZO REDESIGN
   - Reduce Vehicle Lanes
   - Reduce Speed
   - Improve Pedestrian Circulation
   - Add Cycle Tracks

5. RETAIL CORE: ESTABLISH PEDESTRIAN FRIENDLY ZONE
   - Reduce Vehicle Encroachment
   - Improve Pedestrian
   - Festival Short (Closure)

6. EXTEND RETAIL CORE TO RIVER AND VIEW WATER
   - Remove Section of NAZO (or Tunnel)
   - Built Attractor in Park
   - Civic? Public Market?
   - Provide Plaza Space, Pontoons
   - "Front Porch"

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- IMPROVED URBAN WATERFRONT -

General City Plan District
Mid Quadrant
Historic Landmarks
Converting Existing
in a Historic District
Historic Districts
Metro Universal Issues
Metro "Underutilized" Issues
Metro "Underutilized" Zones
Building footprints
Parks
Street Plan (South Waterfront)
Top of Bank (South Waterfront)
MAX Stop
Streetcar Stop
MAX Bus
Streetcar
HEALTH & ENVIRONMENT
BIG IDEAS
Cultural District Blocks

Establish a Cultural District identity for the blocks including the City’s big cultural attractors: the Portland Art Museum, the Arlene Schnitzer Hall, the Portland Center for Performing Arts and the Oregon Historical Society. The idea is to strengthen the image of the Cultural District by transforming the streets between the blocks into plazas and festival streets. The uniform human-scaled streetscape will create a more inviting and memorable place and complement the park blocks. Improved connections to Director’s Park and Pioneer Square are also encouraged. The illustration depicts the area between SW 10th Ave to the west, SW Salmon St to the north, SW Broadway to the east and SW Jefferson to the south.
Jefferson Main Street

The concept brings together ideas generated during discussions with the Goose Hollow and the West End neighborhoods, and seeks to foster a main street character along SW Jefferson St by strengthening neighborhood retail, encouraging mixed-use and improving streetscape. The illustration depicts two possible nodes along the street, one in the heart of each neighborhood. The idea of capping I-405 to establish more continuity as well as creating some needed open space for the neighborhoods was also discussed.
Pedestrian Downtown Core

As downtown Portland grows and more and more people live, work and play within the city, there is an opportunity to pedestrianize some key streets within the downtown core. The transition from today’s car-accessible streets to a pedestrian priority central area could happen incrementally, starting with streets that already experience low levels of car traffic, such as SW Yamhill St, and eventually expand to the entire retail core. A connection to the Willamette River waterfront through a wide pedestrian priority crossing on Naito Parkway was also explored.
**Times Square**

The sketch explores how the section of W Burnside St between the Burnside Bridge and SW Broadway could be transformed. The big idea is to create a new series of signature public open spaces culminating in a “Times Square”-style plaza at the intersection of Broadway and W Burnside St. Some street closure/narrowing and traffic re-routing would be required. However, the idea capitalizes on taking advantage of currently vacant or under-utilized parcels. A “Fountains Walk” pedestrian path on Ankeny Alley would connect the new square to the water through a series of existing and new fountains, linking some portions of Ankeny Alley that are already pedestrianized.

**Public Market at Morrison Bridge**

This illustration further explores ideas about locating a public market and new development at the Morrison bridge head. Closing or burying this segment of Naito Parkway removes the need for the circular on/off ramp connections and greatly reduces the number of development constraints and obstacles for pedestrians on this site. The waterfront park can be pulled into the city allowing pedestrians direct access to the waterfront. A series of public market booths can be built along with open space and connections to the waterfront park. Underutilized land can be developed around the market creating opportunities for people to live or work closer to the waterfront.
Connecting to the River

The illustration explores how the seawall could be modified through a series of steps that would improve access to the river. The steps could be at the 100-year flood level for flood protection, transitioning to the ordinary high water level, to low water elevations that would allow the public to touch the river in the months when the water is at its lowest level. The approach will also create a more direct and visual connection to the water for people coming from downtown's east-west streets.

Waterfront Neighborhood

The sketch depicts how a currently under-developed neighborhood by the waterfront could redevelop over time and become more dense, vibrant and more connected to the water. Most of the density would likely be concentrated to the north of NW Everett St. This development pattern will be consistent with ideas generated during the Old Town/Chinatown Planning Events consultations recently carried out as part of the CC 2035 effort. The neighborhood will connect to the Tom McCall waterfront and the Japanese American Historical Plaza via improved sidewalks with pedestrian-priority east-west crosswalks. Some of the ramps to the Steel Bridge could be modified to lessen the separation between the neighborhood and the water as well as allowing more development flexibility at the bridge head.