

## U. of Oregon: Landscape Architecture 4/594: Landscape Planning & Design Studio Fall 2014: Professors Robert Ribe and Mark Eischeid



This class has a prerequisite of three LA 4/589 studios or equivalent. Meets MWF 1:00-5:00

There are currently 3 potential projects for the class, from which 1 or 2 will likely happen:

- Sustainable land use and urban design assessment for the whole city of Gresham, Oregon
- Urban design studies along the Southwest Corridor Study area of Portland Metro, following Barbur Boulevard and Highway 99 from the south end of Terwilliger Parkway to Sherwood.
- (most likely) Location and design of new commuter train stations, station areas, urban districts and new villages all along the Oregon Electric (ER) right-of-way (ROW) between Tualatin, Oregon and McMinnville, Oregon and potentially on to Salem.

A good way to reduce long-term carbon emissions is to get people out of cars and onto trains. This also can promote lively walk-able cities, more density and less sprawl. The Portland region is among the most aggressive in America in building a public transit system that integrates light rail, commuter rail, trolleys, buses, and express heavy bus service where topography or other constraints prevent rail-based service.

At the same time, the Cascade Express regional train service in the Willamette Valley continues to be stalled and mediocre. It is limited to very few runs that are not actually slow, uncomfortable buses on highways, because Union Pacific will not grant right of passage to more trains on their single track line between Eugene and Portland. One solution being pursued is for the state to gain ownership of the Oregon Electric right-of-way on which frequent, fast passenger trains could operate between those cities. The most likely first step would be a commuter rail and/or light rail service between Portland and/or Beaverton to McMinnville.

If this is indeed the project for the class, we will identify station sites along the ER ROW in all the towns and cities between Tualatin and McMinnville. We will also identify sites along the tracks where new villages with new stations could be established. In every case, a station site plan will be designed along with a larger station area plan as an urban design to include parking, parks, plazas, new development or redevelopment, feeder transit facilities, new streets and other important features. These station area plans will need to meet a variety of goals, including fitting with the surrounding city or landscape, or designing that landscape anew, and conserving environmental functions. These designs must be informed by study of extant urban forms.

If this is indeed the project for the class, the class will be divided into teams that do topical analyses all along the ROW and of precedents. The class will also be divided into another set of teams that will each be assigned a town or stretch of tracks between towns to analyze and then design stations and station area plans.

The latter set of teams (of 3 students each) may form up over the summer. Each team should include both undergraduate and graduate students and include at least one member that has strong GIS skills.