



City of Portland Design Commission

Design Advice Request

DISCUSSION MEMO

Date: May 14, 2019
To: Portland Design Commission
From: Hannah Bryant, Design / Historic Review Team
 503.823.5353 | Hannah.Bryant@portlandoregon.gov
Re: EA 19-151675 DA – Sullivan’s Gulch Bike/Pedestrian Bridge
 Design Advice Request Memo – May 23, 2019

Attached is a drawing set for the Design Advice Request meeting scheduled on May 23, 2019. Please contact me with any questions or concerns.

I. PROGRAM OVERVIEW

Design Advice Request for a proposed new bicycle/pedestrian bridge crossing I-84 at NE 7th Avenue. The impervious area will discharge to storm water planters on the south landing. The bridge will span from the Kerns Neighborhood to the Lloyd Neighborhood. A briefing on this proposal was held with the Design Commission on June 7, 2018.

II. DEVELOPMENT TEAM BIO

Architect	ZGF
Owner’s Representative	Dan Layden PBOT
Project Valuation	\$9.5 million

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA: Central City Fundamental Design Guidelines | Lloyd District Design Guidelines | Central Eastside Design Guidelines

IV. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on May 23, 2019:

- Unique Gateway – Renderings highlight the views of the side of the bridge, as seen from I-84. The bridge sections do not yet demonstrate a unique and special view for pedestrians crossing the bridge. Bridge design could include special experiences and for users and serve as a gateway into unique neighborhoods.
- Movement Diagrams – Entry, exit, and user paths around and across bridge need diagramming to ensure safe, clear spatial divisions that are not solely reliant on signage.
- Human Scale – While the bridge needs to accommodate emergency vehicles, the design should reflect the human scale and not vehicle dimensions. Paths, lookout points, unique railings, landscaping can all enhance the pedestrian experience.

CONTEXT

1. **Policy.** The following summarizes key policy context as it applies to the subject site.
 - a. **2035 Comprehensive Plan** – The bridge is intended to facilitate bicycle/pedestrian connection between the Lloyd District and the Central Eastside. NE Grand and NE 12th are the closest existing bridges across I-84. Both are inhospitable to bicyclists and pedestrians. This new bridge will not support vehicle traffic but is designed to support emergency vehicles. It is intended to facilitate the 2035 Comprehensive Plan's Guiding Principles: economic prosperity, human health, environmental health, equity and resilience.
 - b. **Green Loop and Scenic Viewpoints** – The bridge intersects a mapped scenic view corridor and is the confirmed location for the Green Loop. The design does not yet demonstrate a response to these unique circumstances.
 - c. **Streets** – The Lloyd District is a bicycle district and pedestrian district. This bridge is already designated a Major City Bikeway. NE Lloyd Blvd west of this bridge is also a Major City Bikeway and Off-Street Path.
2. **Natural.** Sullivan's Gulch was formed by the Missoula Floods, between 13,000 and 15,000 years ago. When the area was first settled, it was a fir forest with a stream running through it. It was infilled to support the railroad construction in 1881, and further modified to support the construction of the Banfield Highway (I-84) in the 1950s.
3. **Built.** Both the Lloyd District Guidelines and the East Portland Guidelines have unique guidelines that may apply to this gateway bridge linking the two neighborhoods. Other bridges in the area are dated, utilitarian and auto-oriented with narrow, inhospitable sidewalks and challenging bike access.

PUBLIC REALM

1. **Circulation System.** Wayfinding and movement diagrams are critical to demonstrate how this bridge works within the larger district- and city-wide bicycle and pedestrian networks.

QUALITY & PERMANENCE

1. **Exterior materials.** Lloyd District Guidelines direct projects toward sculptural, light-colored, masonry materials, with art, water features and landscaping as integral elements of the design.