DATE: 11/01/19

TO: Portland Historic Landmarks Commission

FROM: Lora Lillard, Bureau of Planning and Sustainability

CC: Carol Mayer-Reed and Shannon Simms, Mayer/Reed

SUBJECT: Green Loop Update

On November 18, the Bureau of Planning and Sustainability will brief the Design Commission on a Green Loop study conducted by Mayer/Reed that explored schematic design alternatives for specific geographies of the Green Loop.

Background:

The adoption of the Central City 2035 Plan in May 2018 included a specific resolution to authorize city agencies to engage in activities aimed at implementation of the Green Loop and to integrate the loop facilities into major capital improvement projects along the loop alignment – including planning, design and construction.

Following the plan’s adoption, the Bureau of Planning and Sustainability contracted with Mayer/Reed to explore and develop design concepts in four specific geographies of the Green Loop. Their work does not reflect a proposal; it was used to help engage stakeholders on tradeoffs and opportunities and to aid decision-making on City-led projects, such as the Sullivan’s Gulch Crossing Bridge and the Central City in Motion project.

Mayer/Reed’s scope of work included:

* Existing Conditions Analysis
* Open Space Opportunities Analysis
* Adjacent Redevelopment Opportunities Analysis
* Schematic Design Alternatives

The briefing on November 18 will include an overview of the Green Loop, a status update of its implementation, and then dive into two geographies from Mayer/Reed’s report that highlight their exploration and schematic design analysis. We hope these can illustrate the evolution in design thinking that can provide information as the concept is brought closer to the ground.

Questions that we might explore during the discussion include:

* How can the Green Loop enhance and highlight historic landmarks and districts?
* What principles should the Green Loop consider with development in the East Portland/Grand Ave Historic District?
* Are there precedents from other cities that consider the relationship of historic places and newer walking/biking infrastructure?
* If a setback requirement is not the right tool in historic districts for placemaking, are there other tools to promote active pedestrian spaces?

We look forward to the discussion!

Attachment: Excerpt from Mayer/Reed Final Report, January 2019