

CENTRALCITY

2035

Volume 5B

IMPLEMENTATION: THE GREEN LOOP

RESOLUTION NO. 37361
Effective July 9, 2018

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HOW TO TESTIFY

You may submit testimony to the Portland City Council on the Recommended Draft CC2035 Plan in any of the following ways:

By Email

Send an email to cc2035@portlandoregon.gov
Subject: CC2035 Testimony

By U.S. Mail

Portland City Council
c/o Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, Oregon 97201
Attn: CC2035 Testimony

Through the Map App

To review and testify on property-specific zoning, height and FAR provisions of the Recommended Draft CC2035 Plan:

www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035

To review and testify on the TSP Project List from Volume 2B: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSP

To review and testify on the TSP Street Classifications from Volume 2B:

www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035TSPClass

In person at the public hearing

September 7, 2017 at 2 p.m.
City Council Chambers
1221 SW 4th Avenue, Portland

(additional hearing dates may be scheduled)

Confirm hearing dates and times

Council may hear testimony on different elements of the CC2035 Plan on different dates and times. Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997.

To testify, please provide your full name and address. Testimony to City Council is considered public record. Testifiers' names, addresses and any other information included in the testimony will be posted on the website.

Review testimony as it comes in

www.portlandmaps.com/bps/testimony

For more information

- Visit project website: www.portlandoregon.gov/bps/cc2035
- Email the project team: cc2035@portlandoregon.gov
- Call the CC2035 helpline: 503-823-4286

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503-823-7700

ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.



Bureau of Planning and Sustainability
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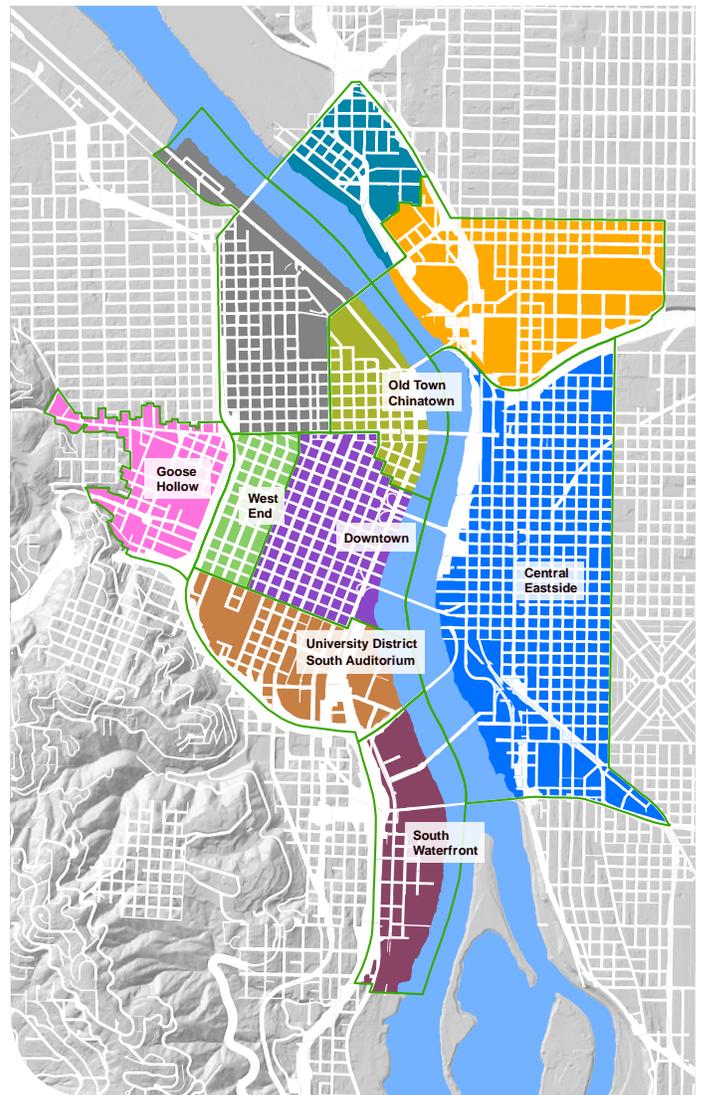
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Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories, and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, the Portland Development Commission and Metro.





Girls sledding in the Park Blocks, 1890

THE 'GREEN LOOP'

A 21ST CENTURY PUBLIC WORKS PROJECT FOR PORTLAND



CENTRAL CITY 2035

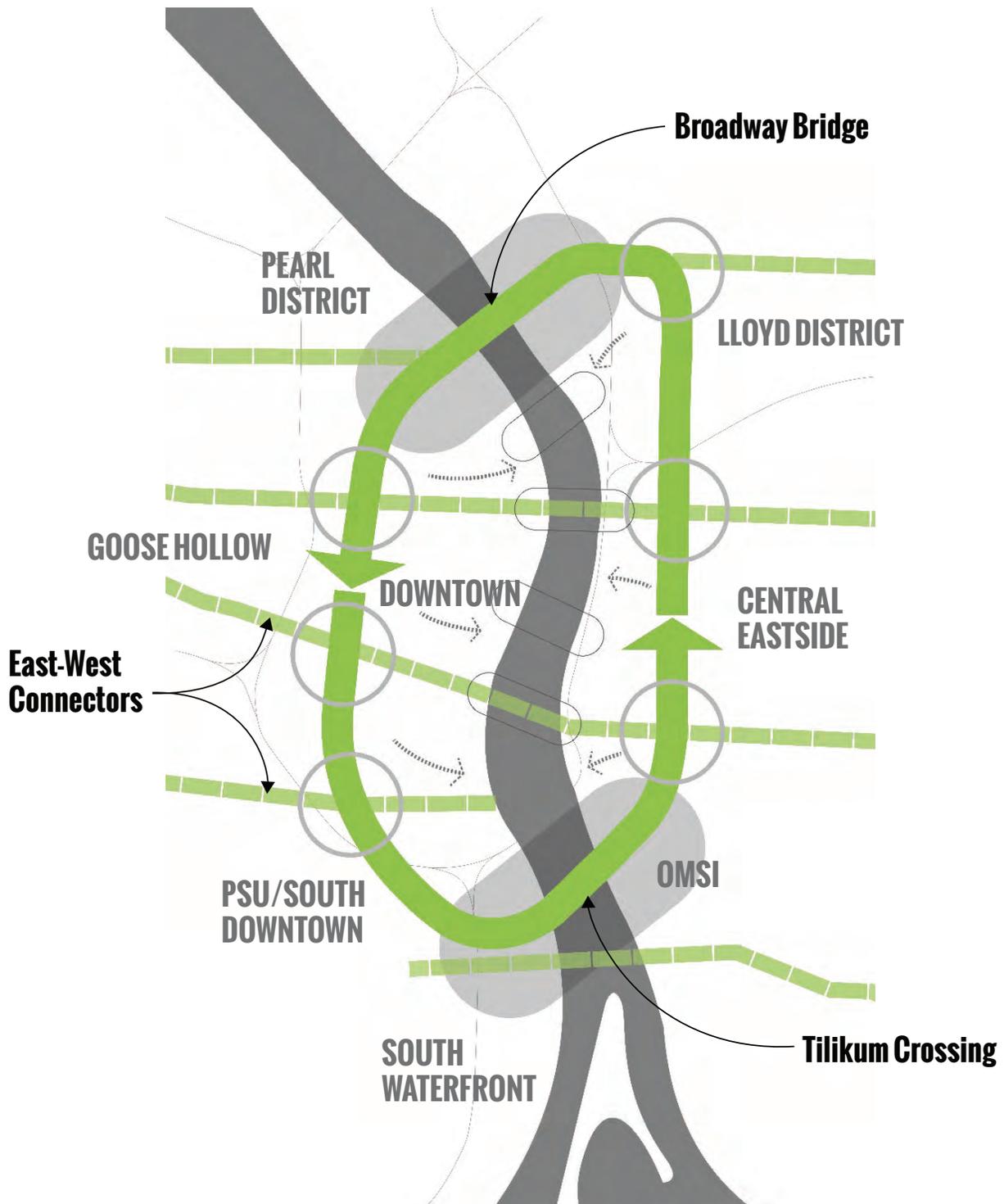


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URBAN DESIGN STUDIO



THE GREEN LOOP CONCEPT IS A
SIX MILE LINEAR PARK THAT
INVITES RESIDENTS, EMPLOYEES,
AND VISITORS TO EXPERIENCE
PORTLAND'S CENTRAL CITY IN
AN ENTIRELY NEW WAY.

The Green Loop concept emerged as part of the Central City 2035 Plan, a partnership between the Bureau of Planning and Sustainability, Portland Parks and Recreation, Portland Bureau of Transportation and the Bureau of Environmental Services.

THE CONCEPT IS...



Envisioned as an easy and smooth pathway through the Central City’s parks and open spaces, the “Green Loop” is a six mile linear park that invites residents, employees and visitors to experience Portland’s urban core in an entirely new way.

The path invites people to take a break from work, walk, run or ride among trees and in beautiful parks, enjoy restaurants and shops, or just breathe fresh air and get some exercise. On both sides of the river, people can see, touch and learn about cutting-edge technologies and fabrications, new street design, high performance buildings and experience civic works of art. For many, the Loop will become part of their regular commute from home to work in the Central City.

A signature 21st century place, completely unique to Portland and open to all, this “Central Path” embodies community aspirations to be a greener, healthier and more sustainable city. It reflects the best of Portland: people being active, living, working and visiting in the Central City, enjoying parks, trees and gardens, spending time at food carts, coffee bars, and riding bikes.

It will be our “Urban Promenade,” promoting walking, jogging, biking and connecting people to light rail and streetcar as ways to get to hard-to-reach places. It will be an amenity that draws people from around the region to a different kind of recreational destination, an urban trek through the city — safe, green, active, vibrant and fun for all ages and abilities.

This “Way Around” takes advantage of existing public rights-of-way and proposes to bring new life and energy to connecting the Park Blocks, Tillikum Crossing, the Central Eastside and the Lloyd District to the Central Business District. A relatively low cost opportunity; it increases efficiency and expands access to many of the Central City’s most distinctive places.

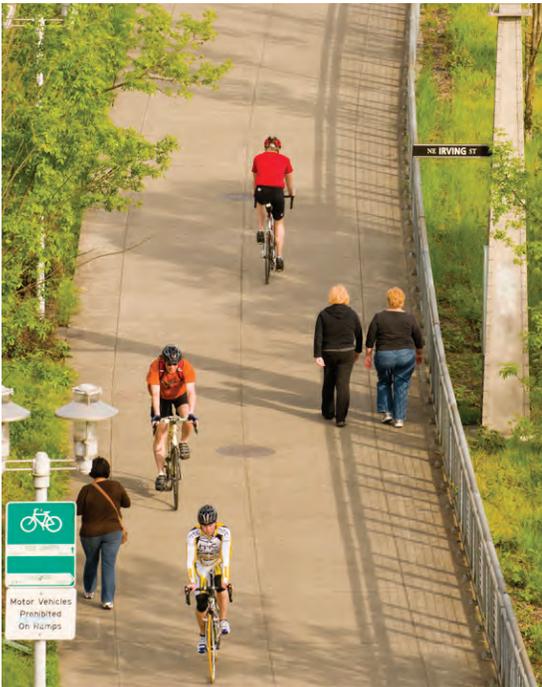
It is the next big idea in a list of innovative and collaborative successes; places that include Tom McCall Waterfront Park, Pioneer Courthouse Square and the Portland Transit Mall. Someday soon, it could well stand as the latest in a long history of wonderful examples of this community’s ability to work together to bring big ideas to fruition.



Expanding the Network

The Green Loop will add a new facility to the Central City's existing and expanding bicycle network of trails and bike lanes. The loop concept connects to major east-west pathways at regular intervals to the river and the outer neighborhoods.

BUILDING ON SUCCESS



The Vera Katz Eastbank Esplanade

Portland is a national leader in developing a culture of walking and bicycling.

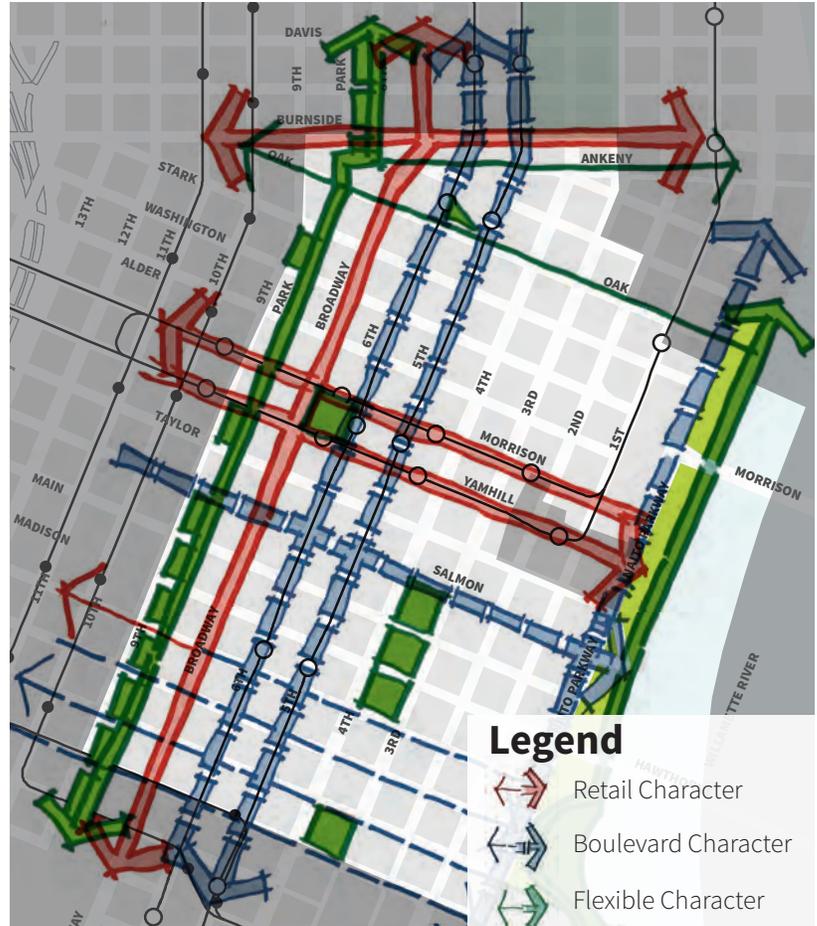
Today, Portland boasts one of the nation's highest percentage of bicycle commuters with a 7.2% work commute rate in 2015, but other American cities are catching up fast. While the Central City includes numerous streets with striped bicycle lanes, it has relatively few physically separated paths and trails, mostly found along the riverfront, blocks away from the concentration of retail, businesses, and attractions. This limits Central City ridership from a large swath of less confident cyclists who are looking for a more park-like, low stress experience. While 40% of the Central City land area is made up of streets, most look and function the same and face similar challenges to accommodate all modes of transportation. The uniformity of the streets also presents wayfinding concerns for 'interested but concerned' bicyclists as well as walkers and joggers who are less confident navigating in the Central City.

Intentional Street Design

The Green Loop is part of the street hierarchy and character development concept which advocates for more diverse streets in the Central City. More intentional street design can create new urban experiences and help prioritize different functions for different streets.

Existing Separated Paths

The proposed Green Loop alignments, which will enhance and add new linear parks, will add a new system to the concentration of walkers, joggers, and bikers currently most comfortable along the riverfront, through the heart of downtown and the east side of the Central City.



Downtown District Map, Central City 2035 Plan

HEALTHY CONNECTED CITY

City Greenways Network

The Green Loop serves as the hub of the network, linking the city's communities safely and directly to regional attractions and destinations. The system will provide safe and attractive pedestrian, jogging and bicycle connections between natural areas, parks, neighborhoods, schools, and commercial districts. Distinctive street design, landscaping, tree plantings, and sequences of parks along the greenways extend the experience of open spaces and nature into the streets of neighborhoods.



Citywide Trail
Springwater Corridor



Raised Cycle Track and Sidewalk
NE Cully Avenue



Enhanced Greenway Corridors
NE Klickitat Street



ADVANCING EQUITY

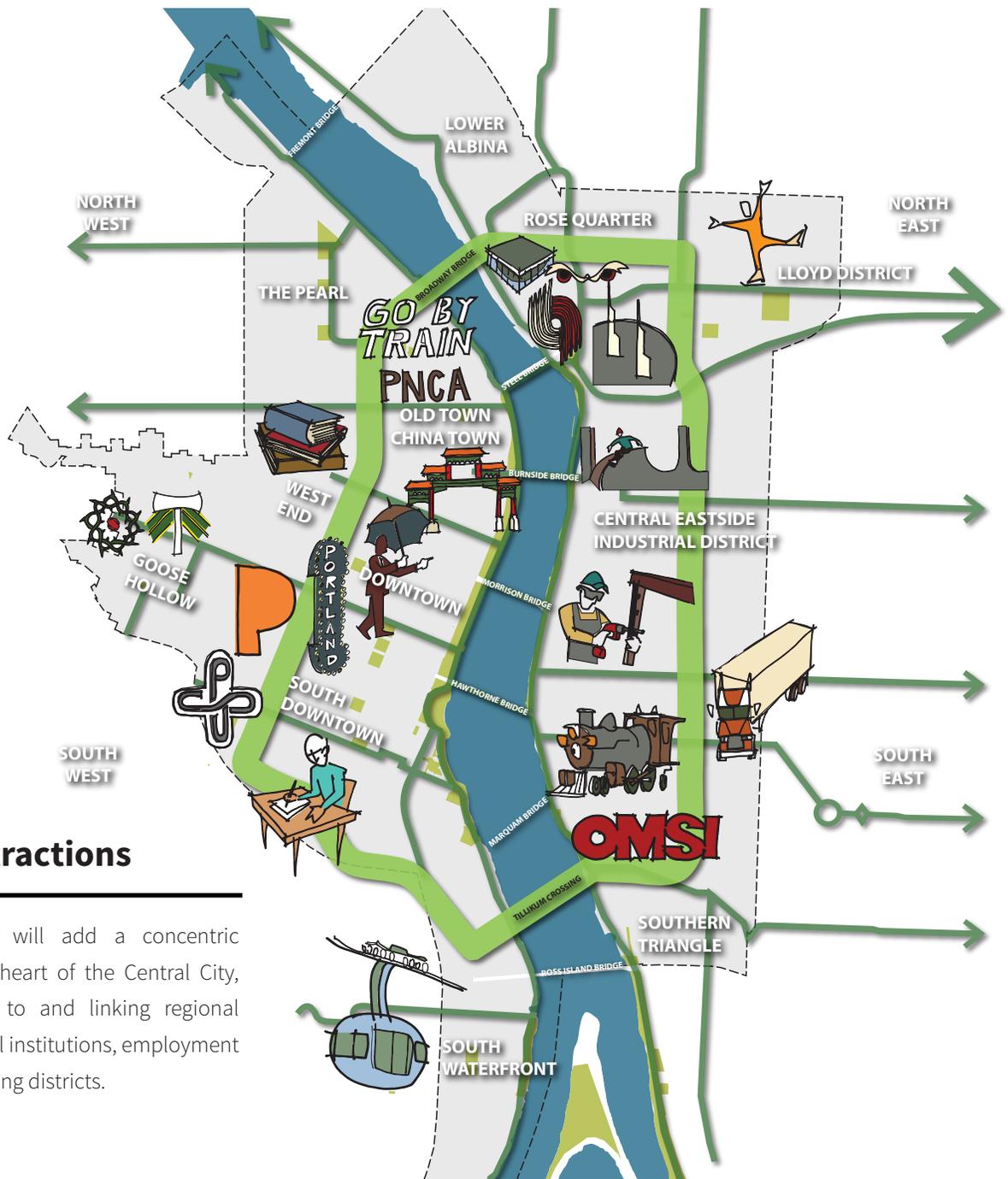
The Green Loop will increase accessibility and activity for all Portlanders.

While Portland is projected to grow substantially over the next few decades, it is safe to say that many of Portland's major public institutions, cultural attractions and regional destinations will remain in the Central City. The Green Loop will be free to use and will help Portlanders reduce transportation costs while helping to promote a healthy lifestyle. The ways that Portlanders will use the Green Loop will be as different as the people themselves.



How the Loop will Advance Equity

- Increases affordable, healthy access to Central City destinations/ attractions.
- Builds a system of facilities targeting 8-80 year old riders and accomodates all abilities.
- Provides pathways attractive to non-typical walk/bike commuters.



Linking Attractions

The Green Loop will add a concentric loop through the heart of the Central City, improving access to and linking regional attractions, cultural institutions, employment centers and shopping districts.

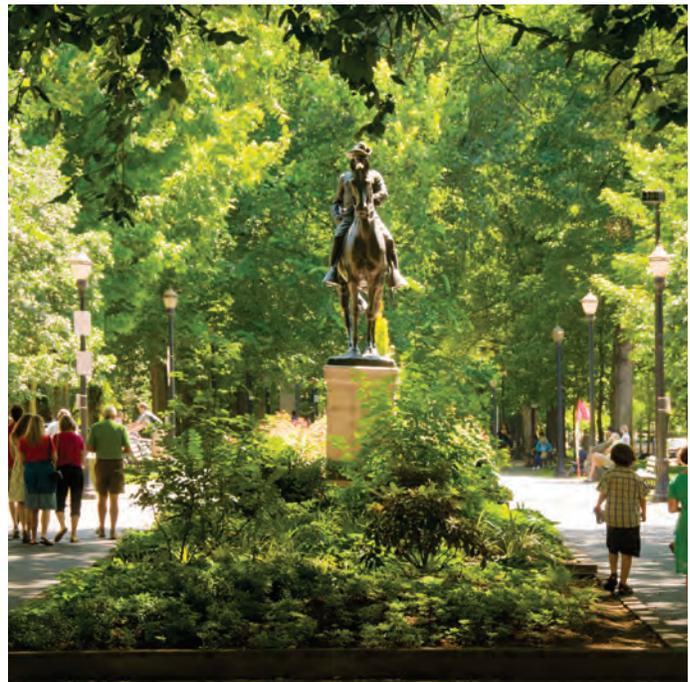
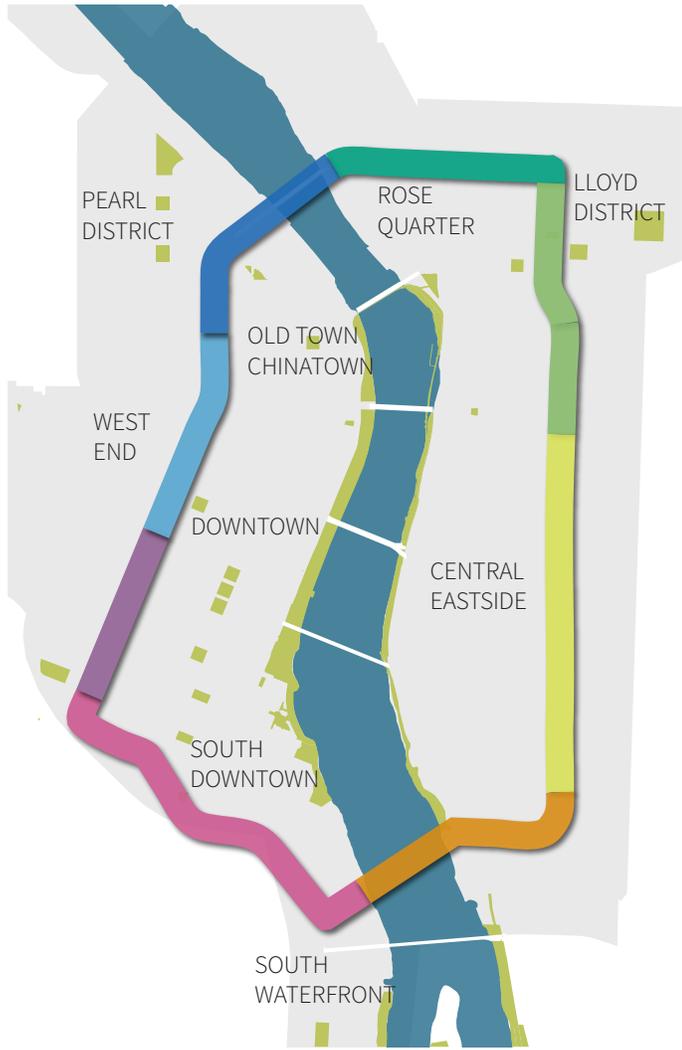
- Supports and advances community sourced design.
- Linked to transit hubs for easy connections.
- Hub of future City Greenways system, reaching all neighborhoods of Portland.

THE GREEN LOOP IS ABOUT...

PLACEMAKING

The Green Loop will move through the Central City districts.

The distinct identities and conditions of each district will help inform the design and placemaking strategies for the loop's different segments, creating a variety of experiences. Pathway design, furnishings and plantings will respond to local context, helping to contribute and strengthen the distinct identities of Central City's districts from the downtown retail core to the industrial eastside to the Rose Quarter.





KEY OBJECTIVES



Improve Health

Promoting daily physical exercise by walking, biking or jogging into and around the Central City.

The loop concept elevates the public health of Portlanders by creating an active transportation corridor and a recreational walking and jogging route through the Central City, expanding opportunities for healthy activities to a large population of employees, visitors, and residents.

Connect and Create Parks

Developing strong connections between existing parks and creating new ones.

The Central City features a wide variety of different open spaces, ranging from historic parks to newer designs that blend the boundary between park and street space. The Green Loop is a connected park system, providing a continuous link to open spaces and within areas of the Central City that lack public open spaces, it could catalyze the creation of future open spaces and gathering areas.

Support Businesses

Bringing people closer to local businesses, employment districts, institutions and attractions.

The Green Loop works within existing infrastructure to expand transportation options for workers commuting to jobs on both sides of the Willamette River. The loop and its connections will create higher visibility for local business, stores, and shops. New examples of Portland's street furniture (benches, streetlights, water fountains, tree grates, etc.) designed and manufactured in Portland, showcase local creativity, design talent and skilled craftsmanship.



Increase Pathways

Adding safer, more intuitive park-like pedestrian pathways through the Central City.

The small blocks and numerous streets of the Central City contribute to its reputation as a highly pedestrian-friendly environment. The Green Loop will be a safe, accessible path separated from vehicular traffic that connects many places that are not currently navigable, accessible, or intuitive.

Encourage Biking

Increasing the amount of “Interested but Concerned” cyclists riding into the Central City.

The loop concept proposes a system of clear, physically separated routes that will provide potential new riders with greater comfort and access to more places. It will include strategies to reduce conflicts between cyclists and pedestrians and cars, offering greater safety. It builds on the bicycle infrastructure in place across the Central City and connects bridges.

Grow and Build Green

Providing a local response to global climate change for future generations.

Connections and public spaces along the Green Loop will feature more large canopy trees and state of the art surface stormwater management facilities. The improved landscape will increase habitat opportunities for native species of trees, birds, and pollinators, and it will encourage more active transportation, reducing auto dependence and Portland’s overall carbon emissions. Building and site development along the Loop will be encouraged to contribute to a ‘living laboratory’ that focuses on innovative ways to improve energy performance.

DESIGN PRINCIPLES

1 Building Orientation

New development will be encouraged to orient its storefronts or building lobbies toward the Green Loop. New ground floor activity will provide greater visibility to the loop and create a safe and more vibrant environment.

2 Multi-Use Path

Paths that can accommodate a variety of different active uses including walking, jogging, and biking will be a defining feature of the Green Loop. Depending on the context these uses can be clustered together or separated by greenery or other features.

3 Physical Separation

The Green Loop concept includes physically separated paths to minimize conflicts between cyclists, pedestrians, and vehicles. These separated corridors will create safer, more intuitive pathways through the Central City for walkers, bikers and joggers.

4 Connected Canopy

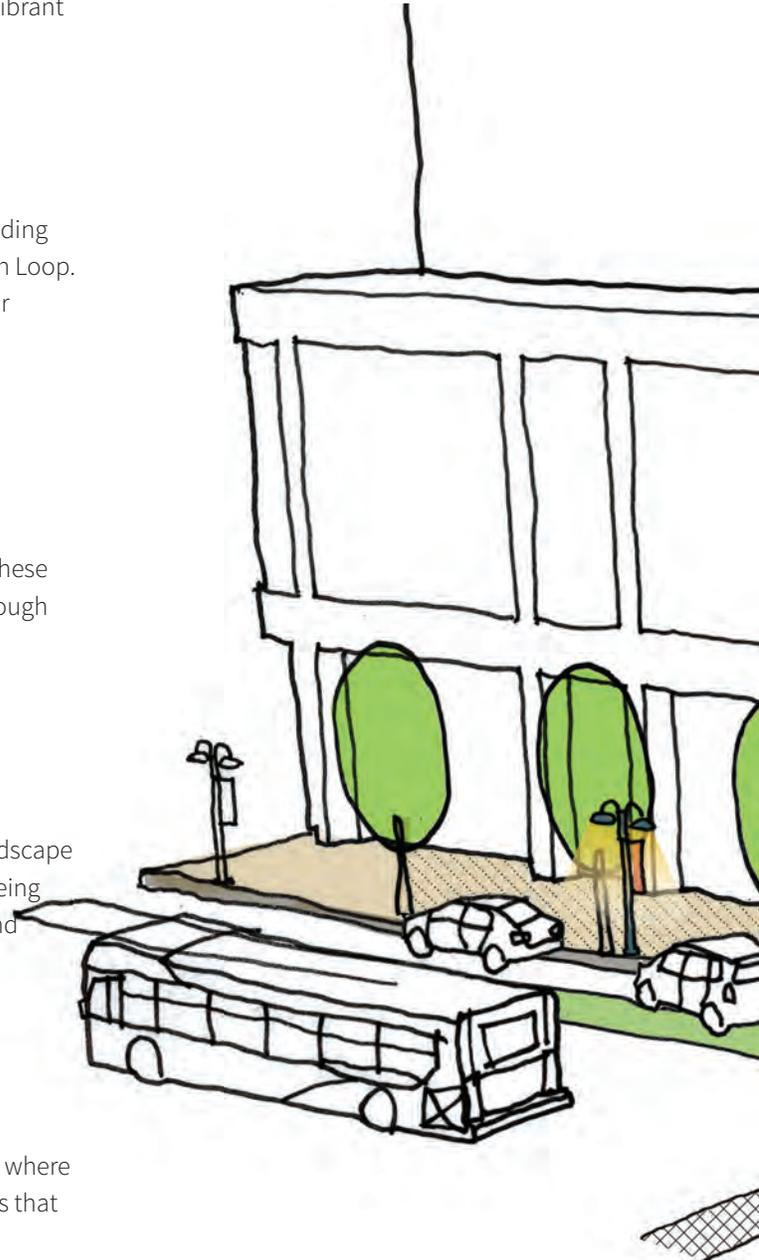
A key wayfinding element of the Green Loop will be a distinctive approach to trees and other green features. The character of landscape plantings will vary along different segments of the Green Loop, being responsive to adjacent needs while helping to clarify the route and improve environmental performance.

5 Branding/Identity

The paths and adjacent properties will feature wayfinding and environmental design tools to help residents and visitors identify where they are while reflecting the local character of the various districts that the loop moves through.

6 Unique Street Furnishings

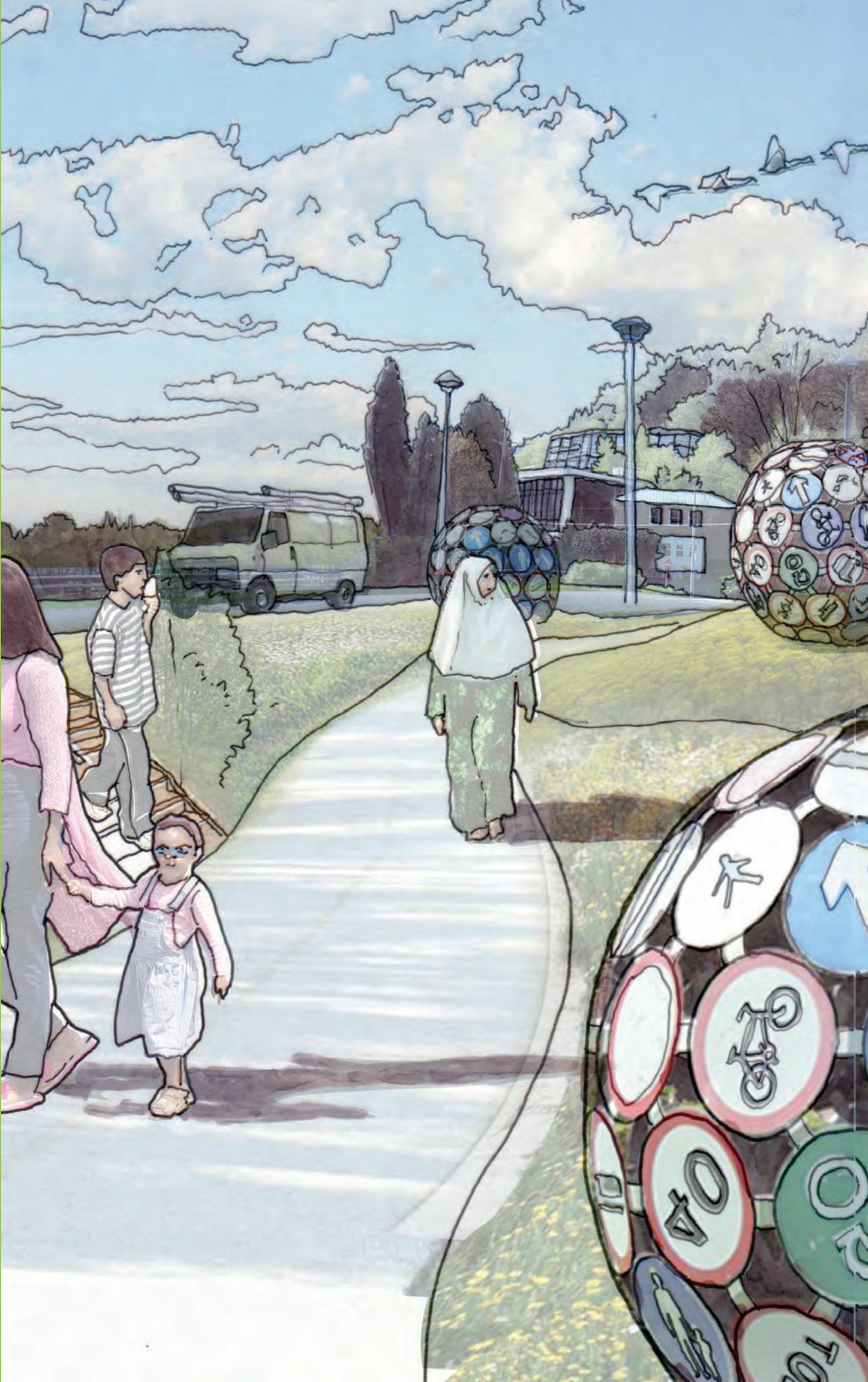
Street furnishings along the Green Loop will help distinguish the path, emphasizing its linear park environment and supporting activity nodes. The specific amenities and their locations will vary with right-of-way width and the adjacent ground floor uses.



HOW DO YOU KNOW YOU'RE ON THE GREEN LOOP?



APPRENDIX



Cultural Trail - Indianapolis, IN



The Indianapolis Cultural Trail is an 8 mile bike and pedestrian path in downtown Indianapolis. The goal of the trail is to connect neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for the city's greenway system. The path has been a catalyzing agent of economic development within the city's downtown districts, providing an estimated \$864.5 million dollars in economic impact and approximately 11,000 new jobs.

Source: <http://www.indyculturaltrail.org/about>

Vester Volgade - Copenhagen, DK



Vester Voldgade has reduced vehicle traffic and increased the boulevard atmosphere with rows of trees, new open spaces, and wide promenades, making room for pedestrians and cyclists on the former high traffic road. Four lanes have been reduced to two, and a large strip of parking spaces has been removed to accommodate seating and other furnishings. Three new squares are connected physically and visually by Vester Volgade and its rows of trees and paving, which carry through to the squares themselves.

The 606 - Chicago, Ill



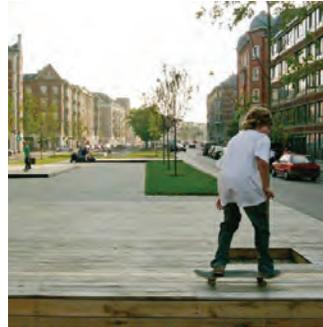
The 606 Trail is a 2.7 mile recreational trail that bisects four inner city Chicago neighborhoods. Similar to New York City's High Line, the infrastructure project converted a dormant elevated freight line into a unique urban park. However, unlike the High Line, which focuses more on passive open spaces, the 606 prominent feature is a multi-use path for walkers, joggers, and cyclists. The total cost of the project was \$75 million, which was predominately provided by federal government funds to reduce traffic congestion and improve air quality in cities in addition to private donors and the local city government.

Brooklyn Waterfront Greenway - Brooklyn, NY



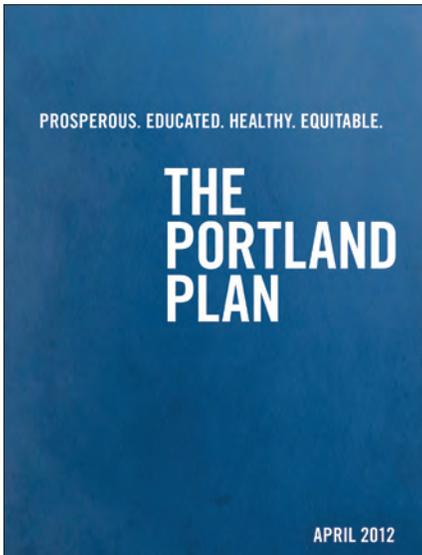
The proposed Brooklyn Greenway will add miles of new physically separated pathways in the predominately industrial naval yards. The collaborative effort between local government and the Regional Planning Association will help residents and tourists safely connect to existing and future parks along the Brooklyn pier.

PRECEDENTS



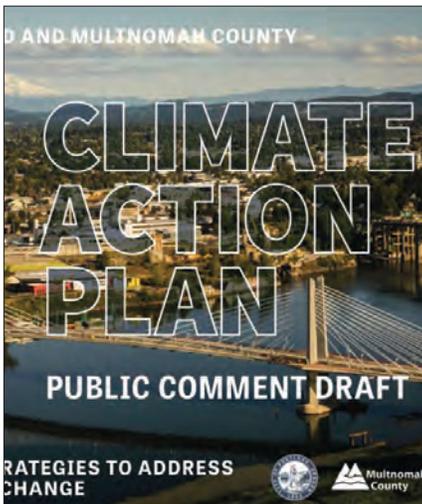


BACKGROUND & CONTEXT



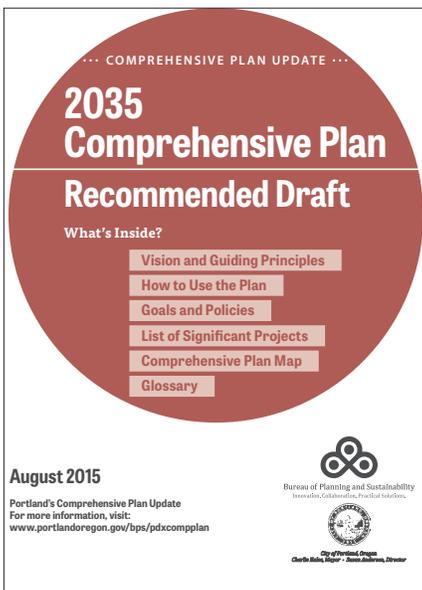
Portland Plan

The 2012 Portland Plan builds on extensive community involvement and envisions an equitable, healthy, educated and prosperous city that increases opportunities for all and includes a strategic plan of projects to help guide implementation. Its “Healthy Connected City” strategy describes a series of active neighborhoods, centers and signature natural areas, all connected by a comprehensive and diverse network of corridors and connections. The system of connections includes “greenways,” a distinctive set of park-like corridors that are designed to encourage active transportation – walking, rolling, jogging and biking. These facilities offer a clear and different choice from the more urban, busy and transit-rich development corridors. They are intended to link people to parks, open spaces and natural resource areas.



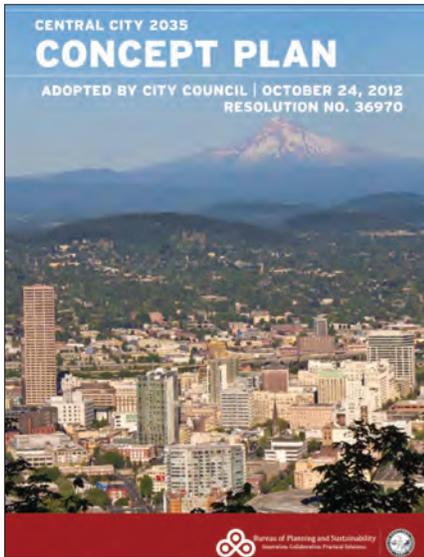
Climate Action Plan

The origins of the “green loop” concept can be traced back to larger planning initiatives that address much larger regional and societal trends and set aggressive growth and sustainability targets for the City of Portland. The 2015 Climate Action Plan set ambitious new goals for carbon and greenhouse gas reduction citywide. As transportation contributes to almost a third of the city’s total generated carbon, part of the plan focuses on improvements existing movement systems and the creation of new facilities that will discourage single-occupancy auto trips. The “green loop” will create a connected system of public open spaces and connections that promote more walking, biking and transit trips, contributing to a smaller citywide carbon footprint.



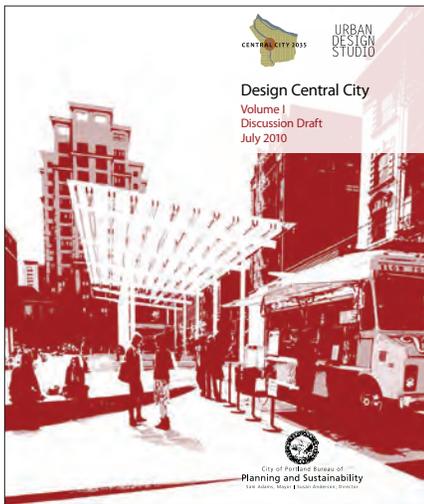
Comprehensive Plan Update

The 2035 Comprehensive Plan Update is a 20 year plan that sets the framework for the physical development of the city and will help implement the Portland Plan. Enhance Portland’s public realm, integrate nature into the city, and link people, places, and wildlife through active transportation facilities, green infrastructure investments, urban tree canopy, and habitat connections.



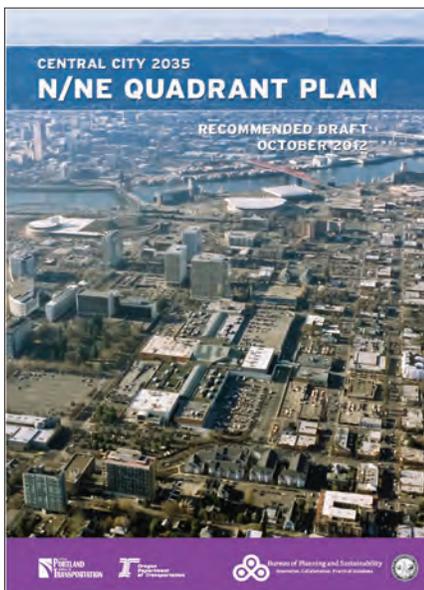
Central City 2035: Concept Plan

The specific “green loop” concept was the result of work by the urban design subcommittee of the CC2035 Concept planning process during the Spring and Summer of 2012. The urban design subcommittee included members of the steering committee, representatives from city agencies and invited design professionals. The subcommittee worked through multiple urban design alternatives, exploring and evaluating different directions, before helping to develop the proposed urban design concept diagram and framework map for the CC2035 Concept Plan.



Central City 2035: Design Central City

The background document for the Central City 2035 Concept Plan (CC2035) process, Design Central City Volume 1, identified three primary urban design issue areas in the Central City: the river, the east side and the public realm. The “public realm” section outlined issues facing the existing system of streets and parks, including active recreation space deficiencies, habitat opportunity areas, street homogeneity and unclear connectivity. These issues were tested and refined through a series of urban design workshops and stakeholder interviews, ultimately being finalized by the CC2035 advisory group in 2011.



Central City 2035: Quadrant Plans

The North/Northeast Quadrant Plan, adopted with CC2035 in the Fall of 2012, proposed a set of new street design typologies. The intent behind the proposal was to be more intentional about the relationship of land uses and the way buildings relate to the street. Called the “Street & Development Character Concept” it proposed three types of street environments: Retail/Commercial, Boulevard and Flexible. The “green loop” would be classified as signature part of the “flexible” design type, more oriented to walking and biking, inclusive of (or linking) open space opportunities, and a strong green character.

View of potential SE 6th Ave in the Central Eastside





GREEN LOOP

→
TO GRAND HISTORIC DISTRICT

↑
TO OMSI



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DESIGN
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Our mission is to advance the design quality of places citywide.

WHAT'S IN THE CENTRAL CITY 2035 PLAN?

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement