

*Midtown Blocks Planning Study
Report of the Advisory Council of Experts*

May 2001

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To the Mayor, City Council and the Citizens of Portland;

As a record of the week of learning and analysis we spent in Portland, we offer this report. The ACE came to understand a great deal about Portland in that short time and are impressed, as much of the country is, with the quality of the urban environment that has been created. It is a good city – but you can make it a *great* city.

We were tremendously impressed with the intelligent thought and instructive input of the citizens of Portland. Each of our input sessions – from stakeholder groups to the Public Forums – witnessed thoughtfully prepared and presented positions and insights. It underscored the fact that planning in Portland is citizen-based, resulting in a city of many designers. Augmenting the public discussion, the City staff were enormously helpful in orienting us to the issues and clarifying City policy. It was within this context that we engaged this “public discussion”. Our role was to bring our experiences to the table, put a “new set of eyes” on the situation, and present our findings to the City without political intervention.

Our findings reflect our analysis of the issues brought before us. The configuration, use and activities encompassed within the Midtown Blocks are critical to the ongoing evolution of the Downtown. We trust, in offering our conclusions, that our work will contribute to a foundation for future actions in the public and private sectors, building Portland to a higher level of expectation – for Portland, for Oregon and for the nation.

Donald J. Stastny FAIA FAICP
Team Leader and Process Facilitator

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Summary of the Team Leader

*D*uring the first week of February 2001, the City of Portland was the stage of an extraordinary event – a renewed civic discussion about the future of the Downtown. The discussion was prompted by Gil Kelley, the Planning Director, bringing together a group of talented professionals, an Advisory Council of Experts (ACE), to study, evaluate and resolve issues regarding the Midtown Blocks.

Assembling the ACE provided the City and its citizens with an opportunity to set aside political and personal agendas, to frame the issues encompassed within the Midtown Blocks discussion in a comprehensive way, and to allow those issues to be analyzed by the ACE: “a new set of eyes”. But it was not the ACE alone. Supported by the assistance and cooperation of City staff from a number of bureaus, the week was a civic celebration of citizen-based planning – the soul of what has made Portland what it is. The ACE event was a renewed and orderly discussion of the future of the Downtown, resulting in findings and recommendations for the City Council and City staff to explore and bring cohesion to the next evolution of the Downtown.

It should be clarified what this report is and what it is not. It provides a synopsis of the ACE activities and its recommendations. It is not at this time a document that has undergone public review. In its current form, it provides a contextual framework and a specific set of recommended actions focused in and around the Midtown Blocks. The ACE recommendations can provide a new platform for public discussion and action by the City.

As part of my duties as Team Leader and Process Facilitator, I was charged with organizing the conversation between the ACE, City officials, and our citizens. The conversations resulted in a number of overarching ideas that, in summary, give guidance to the City of Portland as to how to proceed forward from this event.

Idea 1: Build Upon the Current Success of Downtown

Portland’s retail core requires constant maintenance. Traditional Downtown retailers (e.g. Meier and Frank, Nordstrom) need facilities that are more efficient and can be adapted to changing retail concepts. Regional retailers should be focused primarily around Pioneer Place. The Midtown Blocks currently house local specialty shops and entertainment, the blocks west of the Midtown Blocks can be the home of new “community” or “life-style” retail, and the West End can provide neighborhood retail and services. Making and maintaining the retail core as the prime retail location in the region is not a passive activity. The City needs to re-establish its goal as the regional retail center, adopt a strategic retail plan and implement that plan.

Idea 2: A New “Ground Zero” in the West End

Our investment in infrastructure for public transportation has resulted in a new “100% corner” in our city. The intersection of the local streetcar with light rail, connecting our central west side neighborhoods with the region, provides a unique opportunity for the West End – an area already “plumbed” with infrastructure to initiate and support focused redevelopment. This unique condition could, in fact, provide “ground zero” for a new neighborhood of housing, work spaces, retail, civic/cultural uses, parks and open space that solidifies the West End as a very urban neighborhood, contributing to the cultural and economic viability of Downtown.

Idea 3: Link Activity Nodes with Intense New Development

The ideas expressed by the ACE to address the health of the retail core and to support housing, office and civic/cultural uses enhance the concept of an activity zone that links disparate sectors of the Downtown together – respecting the vision of the Downtown Plan. Imagine the government center, linked to the regional retail core, linked to a new community retail area with high density market-rate housing and cultural uses west of the Midtown Blocks, moving north along the streetcar lines to the Brewery Blocks development, and then to the Pearl District. This “fertile crescent” links together public and private investment in the Downtown and forms an armature which can spawn future supporting initiatives.

Idea 4: Corrective Surgery May Be Required

Cities evolve and Portland should not be afraid of correcting past actions if they do not serve the long range goals of its citizens. Decisions that were appropriate twenty or thirty years ago may not be appropriate given the way the City is evolving. The current location of some retail anchors and City parking structures may not be supportive of future development initiatives. As Bob Gibbs said, “...the areas we are looking at used to be wood houses 100 years ago – and fifty years from now will have a completely different form than they do today...”. Cities change, cities evolve, and some cities excel. If we, as a city, become too protective of our current status and do not modify the structure of the City when it is required, the City may stagnate and decay. This does not mean that we destroy our historic heritage, but it does mean that we should not save something that is just “old”.

Idea 5: The Role of the Midtown Blocks Will Change Over Time

The citizen-based initiative by the Park Blocks Foundation of assembling the Midtown Blocks to allow coordinated and appropriate redevelopment should be supported by the City. At this juncture, the Midtown Blocks are critical to forming the link between the Downtown retail core and projected West End development. They are currently the repository of housing, offices, and local and specialty retail. As the West End becomes stronger in attracting major redevelopment, the Midtown Blocks may become more of an anomaly in the regimented grid of the City and the dream of some citizens to create a continuous open space through the Downtown can be accomplished without critically wounding the delicate balance of retail that currently exists in the Downtown.

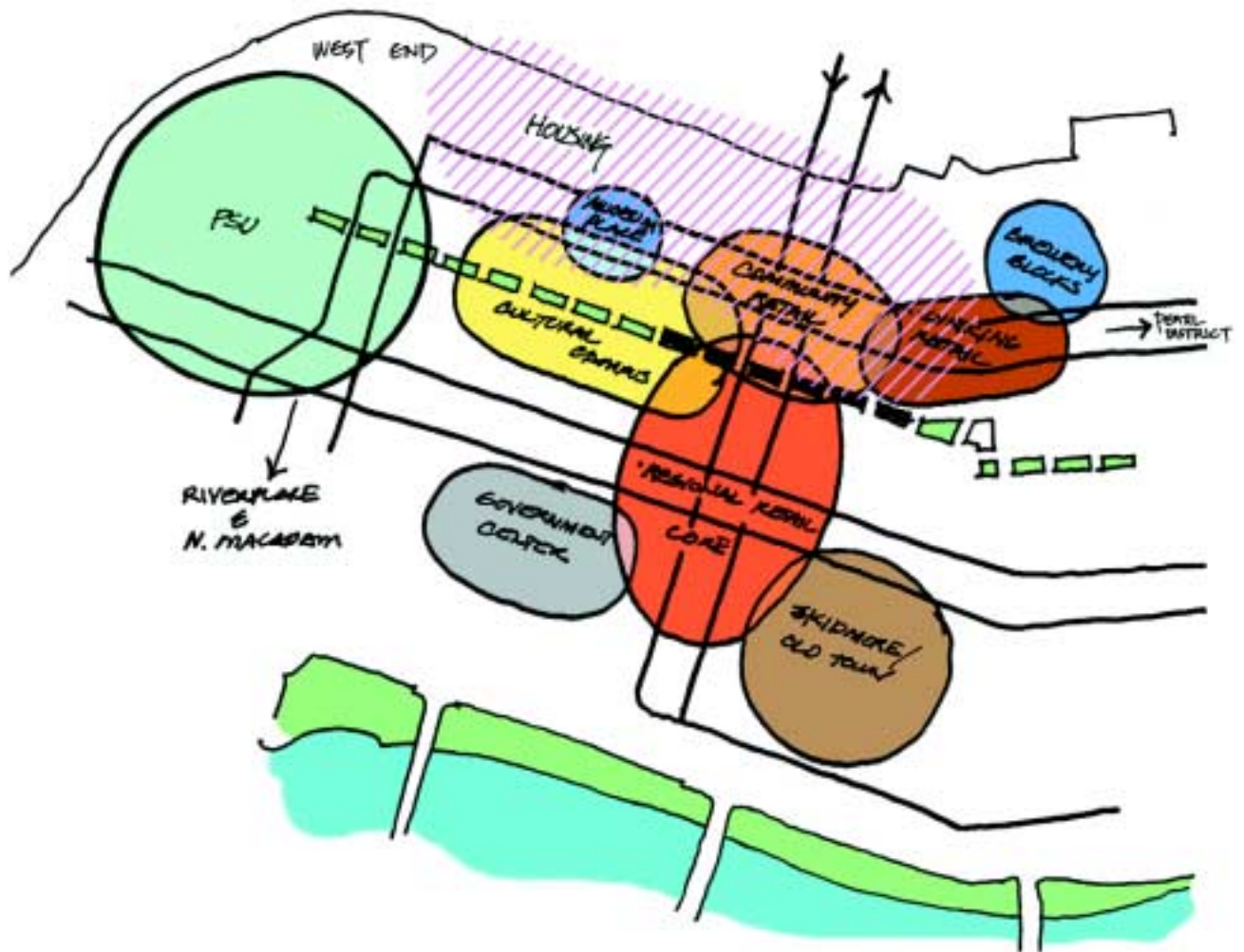
Idea 6: A Strategy to Begin

The City needs to adopt a strategy to guide the development of the Midtown Blocks and the adjacent evolving West End neighborhood. The ACE suggests a four-step strategy to accomplish the goals of the City, citizens and property owners. This strategy needs to be embraced, then enhanced with specifics by the City, including identifying the public and private instruments needed to accomplish the strategy, a time line, and expected funding sources.

The legacy of the ACE – and the week of intensive discussion by our citizens – should not be limited to consideration of the ACE recommendations, but should inspire a new effort by the City Council to form critical public/private partnerships between it, the Park Blocks Foundation, the businesses and property owners, and City bureaus and agencies. We, as leaders and citizens, all need to dedicate ourselves to making Portland a *great* city – not be satisfied with its current state of a *good* city. We, the elected officials and citizens, have to set aside individual political agendas and once again provide the public and private leadership that will allow the Downtown, and the City, to evolve to the next stage of its development.

Donald J. Stastny FAIA FAICP
Team Leader and Process Facilitator
StastnyBrun Architects, Inc.

Downtown: The Next Evolution



My goal is that, fifty years from now, Portlanders will no longer define their dreams by referring to European examples, but that people in Barcelona and London and Paris will say, "You know that place in Portland?"

Donald J. Stastny FAIA FAICP

Convening the Advisory Council of Experts

*I*n the last few years an unparalleled opportunity has emerged, setting the stage for the next evolution of Downtown Portland. Three key events occurred:

First, the parking lot on Block 5 was proposed to become a multi-story parking garage. Because of strong opposition from citizens, and the benevolence of an adjacent property owner and our civic leaders, Block 5 was purchased and donated to the City as a location for a new urban space. The Block 5 discussion also prompted questions about the future of adjacent blocks, resulting in a streetscape program of lighting and landscape improvements.

Second, the action on Block 5 inspired the formation of the Park Blocks Foundation, a citizen-based nonprofit organization. The purpose of the Foundation was to seek acquisition of the Midtown Blocks, enabling the City to connect the North and South Park Blocks in a meaningful way. Proposed design concepts showing removal of buildings and relocation of businesses within the Midtown Blocks sparked community debate about the nature of the connection between the North and South Park Blocks.

Third, the West End began a citizen-based visioning effort to set the stage for the ongoing redevelopment of the area west and south of the Midtown Blocks. The efforts of the West End business and residential interests, with the collaboration of the Bureau of Planning, resulted in a proposed West End Plan initiative for consideration by the Planning Commission and City Council. The plan calls for the continued evolution of a very urban neighborhood, mixing high density housing with cultural and civic uses, and enhancing opportunities for community serving retail and office.

These three events created a great deal of public discussion, at times crystallized in strongly opposing views. In the context of this public debate, City Council directed the Bureau of Planning to seek a methodology to evaluate various proposals, focusing public debate away from specific designs to community goals for the Midtown Blocks and the character of open space in the Blocks.

An Inter-Bureau Team lead by the Planning Director representing the Bureau of Planning, the Portland Development Commission, the Bureau of Parks and Recreation and Portland Department of Transportation worked with Donald J. Stastny FAIA FAICP of StastnyBrun

Architects, Inc. to assemble the Advisory Council of Experts. The ACE consisted of nationally recognized architects, landscape architects, urban planners and developers with expertise in retail, commercial office, housing, urban open space, development strategies and economics, historic preservation, and sustainable development. Upon appointment to the ACE, each member received extensive research material on plans, initiatives and conditions in and around the Midtown Blocks prior to arriving in Portland for an intensive week of exploring issues and options for the Midtown Blocks.

To organize input to the ACE, citizens groups and stakeholders were asked to prepare in writing their positions on three core questions:

1. **ROLE:** What is the role of the Midtown Blocks as an integral, but unique, area of the Downtown?
2. **USE:** What should be the criteria for uses in the Midtown Blocks and surrounding area to complement and connect the retail core, the South Park Blocks, the West End and the Pearl District?
3. **LINKAGE:** What are the physical attributes of the desired connectivity between the Midtown Blocks and the North and South Park Blocks?

These position papers, along with background material provided them before their week in Portland, gave the ACE members a fundamental grounding in the issues and political climate they would encounter as they carried out their charge.

The charge to the ACE was sixfold: 1) review and assimilate the information provided in the research materials; 2) analyze and study the context of the Midtown Blocks; 3) gather input from stakeholders and concerned citizens, and 4) answer (as the ACE's own position paper) the same three core questions regarding Role, Use and Linkage posed to citizen groups and stakeholders. This position paper of the ACE provided them with the tools to offer 5) an evaluation of current proposals for the Midtown Blocks against the ACE's Role, Use and Linkage criteria; and 6) recommendations to the Mayor and City Council, the Planning Director and the Inter-Bureau Team, regarding a development concept and strategy for the Midtown Blocks.

ACE Analysis: The Area of Consideration

The initial “study area” for consideration was identified in this map. As the ACE began its evaluation of the context , consideration extended beyond the study area to the Central City. Development initiatives throughout the Central City could effect the disposition of the Midtown Blocks as a contributing area of the Downtown.

MIDTOWN BLOCKS AND VICINITY
with Major Downtown Retail and New Development
Focus of ACE Study ■ ■ ■ ■ ■

MAJOR RETAILERS ■
NEW DEVELOPMENT ■
SHOPPER PARKING ■



ACE Analysis: The Condition of the Downtown

In addition to the two days of citizen input, stakeholder interviews and written communications, the ACE walked and toured the immediate area of the five Midtown Blocks under study, and also the surrounding Downtown core, West End, Old Town, Pearl District, River District, Northwest 23rd Avenue, and close-in northeast and southeast Portland along the Willamette River (Eastbank) in the effort to fully understand the context of the Midtown Blocks and what they mean to the larger picture.



As a basis for its specific discussion and evaluation of the Midtown Blocks, the ACE established a set of Principles synthesizing City plans and policies, the intelligent and thoughtful public inputs of the Position Papers, briefings and Public Forum testimony, and the experience of the individual members of the ACE. These Principles consider not only the state of the City in the next period of evolution, but what the City could be 100, 200 or more years from now.



PRINCIPLE: CREATE LONG RANGE BENEFITS IN THE VALUE OF DOWNTOWN

- The Northwest is a young region of the United States and Portland is very early in its life cycle. The City is poised to receive a tremendous amount of growth from the rest of the country and a large amount of the Pacific Rim, especially as baby-boomers/empty-nesters sell their large suburban homes in exchange for smaller dwellings Downtown, and as a new economy flourishes in the region. Because of the established Urban Growth Boundary, that growth will be very compact and much of it will be ideally located in the city center. As a consequence of that concentrated growth, the City will have to learn not only to tolerate, but embrace change.

The ACE commends the City on its plans, codes and design standards and recommends their continued implementation. The ACE also recommends that Downtown building be in a more urban model (meaning taller and denser) and less of a suburban model. When the market cannot support building at a dense urban scale, the ACE suggests planning for the long-term by assisting developers to invest the extra resources (oversized structure or underground parking, for instance) that would allow buildings to be added onto when the market is ready. Such an investment would also prevent buildings from needing to be demolished in order to make way for growth.

PRINCIPLE: REESTABLISH THE DOWNTOWN AS THE REGION'S PRIME RETAIL LOCATION

- While the Downtown Plan and the Central City Plan recognize the importance of the retail core, it is not explicitly stated in City policy that the retail core should be the pre-eminent location for retail in the region. The City needs to make a policy determination and then follow through with initiatives to support that determination.

The current "regional" marketplace in and around Pioneer Place needs to be strengthened with targeted efforts to support traditional retailers (e.g. Meier and Frank, Nordstrom) in facility upgrades, as well as attracting new "regional" department stores (e.g. Bloomingdales). Local specialty shops and entertainment exist in and around the Midtown Blocks and can be the linkage to a new "community retail" (e.g. Pottery Barn, Old Navy, etc.) focus west of the Midtown Blocks as part of high density mixed-use redevelopment.

PRINCIPLE: SUPPORT AND ENHANCE THE EXISTING DIVERSITY OF RETAIL

- The Midtown Blocks are surrounded by a very commercial district that also contains a great deal of office space. While the City has some very large national and regional retailers, as well as highly specialized local retail, Portland

is statistically under-served by retail – according to one standard, the national average for retail is 20.5 square feet per person, while the Portland average is about 11.5 square feet per person. Because Portland is a growth market and enjoys an increasing amount of tourism, many national and international retailers have a giant push pin on their map of new store locations with the Portland Metropolitan Area underneath it. The Downtown needs to capture the appropriate retail expansion required to augment and enhance the existing diversity of retail.

- Portland also has some of the best specialty, one-of-a-kind retailers of any city in the country. These independent retailers need to be supported along with the national and regional chains because each needs the other. Without regional anchors like Meier and Frank, Nordstrom and Saks, Portland’s specialty stores probably wouldn’t be as strong as they are.

PRINCIPLE: CONNECT SURROUNDING NEIGHBORHOODS & DEVELOPMENTS TO THE RETAIL CORE

- The scale of investment along the street car lines in the Pearl District and the development of the Brewery Blocks is shifting the center of the City away from the Downtown core. Clearly, consideration of north/south connections are equally as critical to the evolution of the Midtown Blocks as east/west connections. The ACE feels that respecting the historic connection of the North and South Park Blocks is appropriate, that a north/south connection should be recognized through the Midtown Blocks, and that future development of open space, buildings, sidewalks, etc. in this area needs to contribute to that sense of connectivity. Those connections are already somewhat in place because of the existing street and public transit networks, but they need to be further reinforced and enhanced, especially as they link the surrounding neighborhoods to the Downtown area.

PRINCIPLE: SPARK A VARIETY OF SUBSTANTIAL MIXED-USE DEVELOPMENT WITH A STRONG RESIDENTIAL COMPONENT

- To support Downtown development, mid- to high-end housing should be located in the immediate vicinity of the retail core. Residents in these types of housing have the spending power to support retail and other developments that will make a stronger city center. This housing would create a better balance to the mix of housing opportunities available in the Downtown. Additionally, housing that is adjacent to public open space provides “eyes” on the space, ensuring safe and secure use by citizens.
- The three blocks immediately west of the Midtown Blocks should be targeted for prototypical high density mixed-use development: the 10th and Yamhill Garage/Block 218 (which the ACE feels in many ways is representative of an outdated way to solve parking problems), the Galleria/Block 217 (which is struggling), and the surface parking lot to the north/Block 216 (which could be put to better use). Those three blocks represent more usable square footage and more potential than the Midtown Blocks. As the West End becomes increasingly residential, and as residential uses continue to move closer to the Downtown core, these three blocks adjacent to the Midtown Blocks become more and more crucial to the success of the area and form a critical linkage to the evolving West End neighborhood.
- Existing zoning supports and encourages high density mixed-use development. The massing and uses proposed by the Planning Commission for the West End support the kind of density and uses recommended in

*What a splendid potential
Portland’s Central City is
considering, not only building on its
environmental past of a rich natural
site enhanced by parks, open spaces,
and clustered cultural institutions but
also its more recent improvements of
Pioneer Square, a light rail
transportation system, realigned
interstate freeway, riverside renewal,
and, just ahead, the inauguration of
its new north/south streetcar loop.
The City’s history past and present,
has prepared it for great things. Now
comes further opportunities, as this
ACE report reveals, to bring the West
End as a full partner into this
equation of downtown excellence. The
promise lies here for Portland to grab
it if she will, becoming the Great City
of America that she deserves to be.*

Norman J. Johnston FAIA

this report, which are far greater than what currently exists in this area. Every building existing in the area today, not just a handful of historic structures, should be considered as a candidate for adaptive reuse. The purpose of these proposed uses and of the redevelopment of these blocks is to create as vibrant and strong a neighborhood as close to Downtown as possible, and to reinforce and enhance the center of Portland and its region, culturally and economically.

- Recognizing the intersection of the new street car lines with existing light rail lines, the ACE feels these new “crossroads” are going to change things in ways that people haven’t as yet focused on. One result is that the West End will need to extend the fabric of dense residential as close to the center of the City as possible. The West End is exactly the right walkable distance, a five minute walk from



*A New West End Neighborhood
Connected to the Regional Retail Core*

the edge to the center, to function as a residential neighborhood. Whatever happens in the Midtown Blocks, the ACE proposes that there be a park built in the center of that neighborhood for the recreation and use of its current and future residents. In general, the ACE identified the area’s one weakness as a lack of variety in residential. There is a good variety of civic uses, office, hotels and retail, but the Downtown needs more diversity of residential, especially in market and high-end housing.

PRINCIPLE: MINIMIZE RELIANCE ON, AND IMPACT OF, THE AUTOMOBILE

- Structures such as the 10th and Yamhill Garage were appropriate solutions to the problem of parking during the adolescence of the City, but during the next generation of the City’s development, underground parking will be a better mode of land use. While surface lots have provided additional parking and have served as a form of land banking, the ACE feels a number of lots in the area can be put to better use and offer excellent development opportunities. Additionally, appropriate and convenient on-street parking should be maintained. Not everyone will be willing to use a parking garage and some specialty retailers will need to have some on-street metered parking. The City will need to be more innovative in its solutions to parking issues, including consideration of incentives and new technologies.



PRINCIPLE: EXPAND OPEN SPACE FOR LONG RANGE CITY GROWTH

- A number of stakeholders expressed concern that there is already too much open space in the Downtown and that the existing open space is difficult to maintain and police. However, the ACE feels it is possible to plan parks which are pleasant, and that there are a number of specific criteria, such as the placement of residential buildings along the park face, that the City can follow to make open space more “defensible” and more of a community resource. O’Bryant Square, for example, troubled as it has been, should continue to be an open civic space as originally intended. A redesign to create a more inviting and flexible approach coupled with changing land uses surrounding the park will help it to be a better version of itself and improve its social life. Open space creates value and contributes to the success of both residential and retail development. Retailers like to build flagship stores in picture perfect locations (e.g. Banana Republic’s location relative to Pioneer Courthouse Square). Whether or not Portland currently has too much open space, that will not be the case in the future as the City continues to grow and densify, and as the new West End neighborhood evolves. The ACE encourages the City to examine its long-term open space requirements, especially as property will become increasingly expensive to purchase in the future.



PRINCIPLE: PROTECT BUILDINGS OF HISTORIC SIGNIFICANCE IN PORTLAND

- While a City’s memory is essential to preserve, age alone is not the determining factor for preserving buildings or areas within a City. Dynamic cities embrace their past, present *and* future. Portland must find an intelligent balance between the old and new, acknowledging that the criteria for what to preserve or not preserve may change over time, from generation to generation.

The ACE advises that the City and community determine, in a focused manner, what specific historic buildings are important for Portland to safeguard today. Then it can be free to work in creative ways to conserve, restore, renovate or adapt those buildings or areas, while allowing new growth and transformation to occur. The ACE suggests the Midtown Blocks serve as a test case for the application of this approach in other areas of Portland.

PRINCIPLE: CREATE INSTRUMENTS FOR IMPLEMENTATION

- Instruments need to be developed through which the City can unify what it wants to achieve (e.g. the sale in San Francisco of air rights of designated historic landmarks to development in other areas of the city). There are many models being used around the country which can be adapted imaginatively to Portland and the Midtown Blocks. Successful cities build upon the assets they already possess, even when the status quo may seem sufficient. The City needs to think through how to leverage its investments to create greater revenue for itself. This recommendation will not be realized without the active participation of the City government in public/private partnerships. These can take several forms, to be decided once a scheme is selected. Property control, as pursued by the Park Blocks Foundation, is essential to transforming this area. Outright ownership is not necessarily required, as owner cooperation agreements between property owners and either a nonprofit or the City can achieve much the same ends.

The Midtown Blocks offer a chance for this generation to create a great public gathering place, one that reflects the sophisticated city that Portland has become. The concept proposed is to convert four blocks between Taylor and Washington Streets into an elegant mix of public space, cafés, shops and other attractions with housing above in buildings worthy of preservation. The City needs to commit to the idea and to begin a process in which public and private resources combine to give a new life to these downtown blocks. The key to success is site control. It is the best, if not only, way of ensuring the integration of public space with public serving uses throughout the four blocks. The project conceived in this manner is most surely the modern day approach to the long-standing idea of connecting the North and South Park Blocks.

Dean L. Macris

ACE Analysis: A Position on the Core Questions

The charge to the Advisory Council of Experts was to study, analyze and explore the potential of the Midtown Blocks as a critical area of downtown Portland. Three overarching questions were asked of interested stakeholders and citizens as a way of structuring input to the ACE. Incorporated in these questions, and the resulting answers, were the paramount concerns within the City – both to elected officials and citizens.

By answering the same questions, the ACE created a basis for its consideration of existing design and development ideas, as well as generation of its own analysis, identification of opportunities, and delineation of design recommendations. The questions and the ACE responses are as follows:

- WHAT IS THE ROLE OF THE MIDTOWN BLOCKS AS AN INTEGRAL, BUT UNIQUE, AREA OF THE DOWNTOWN?

The role of the Midtown Blocks will change over time. As an anomaly in the pervasive 200' x 200' grid of the City, it is currently the repository of restaurants, local and specialty retail enterprises, family-owned businesses, housing, private institutions and open space. As a unique sector of the City in form and activity, it provides a critical juncture between the Downtown and the West End. As the Downtown and the West End continue to develop, the role of the Midtown Blocks will evolve. Higher densities around the Midtown Blocks may create a higher demand for open space and there may be a time in the future when the vision of extending a linear open space through the City is appropriate. Design and development of the Midtown Blocks – especially public rights-of-way and civic spaces – should recognize this potential and ensure the historic vision is realizable in the future if the citizens and the structure of the City are supportive of the vision.

- WHAT SHOULD BE THE CRITERIA FOR USES IN THE MIDTOWN BLOCKS AND SURROUNDING AREA TO COMPLEMENT AND CONNECT THE RETAIL CORE, THE SOUTH PARK BLOCKS, THE WEST END AND THE PEARL DISTRICT?

The uses that are in and surround the Midtown Blocks should be a rich and vibrant assemblage of regional and local community and specialty retail, and a variety of housing types with emphasis on middle- and high-end residential opportunities to support retail, restaurants, civic uses and open space. The area should provide the opportunity for high density mixed-use clustered around the transportation infrastructure investment of the City and the region. Development initiatives should not be limited to new development, but should consider renovation and retention of historic structures. Development initiatives should also consider demolition and relocation/rebuilding of structures that are inappropriate or impediments to the larger vision of connecting the regional retail core to the West End.

- WHAT ARE THE PHYSICAL ATTRIBUTES OF THE DESIRED CONNECTIVITY BETWEEN THE MIDTOWN BLOCKS AND THE NORTH AND SOUTH PARK BLOCKS?

The nature of the connection between the South and North Park Blocks is one different from their green, park-like character: the connection should be of an intense urban nature, comprised of streets, sidewalks, open spaces, structures and buildings that provide a stage for a vibrant fabric of continuous civic use. The connection should have a common language and demonstrate a public and private commitment to building an evolving and quality urban environment. Open space should be bracketed and defined by active retail and entertainment venues and, wherever possible, have upper floor residential uses or other active uses to provide 24-hour “eyes” on the space.

ACE Analysis: Evaluation of the Design Concepts

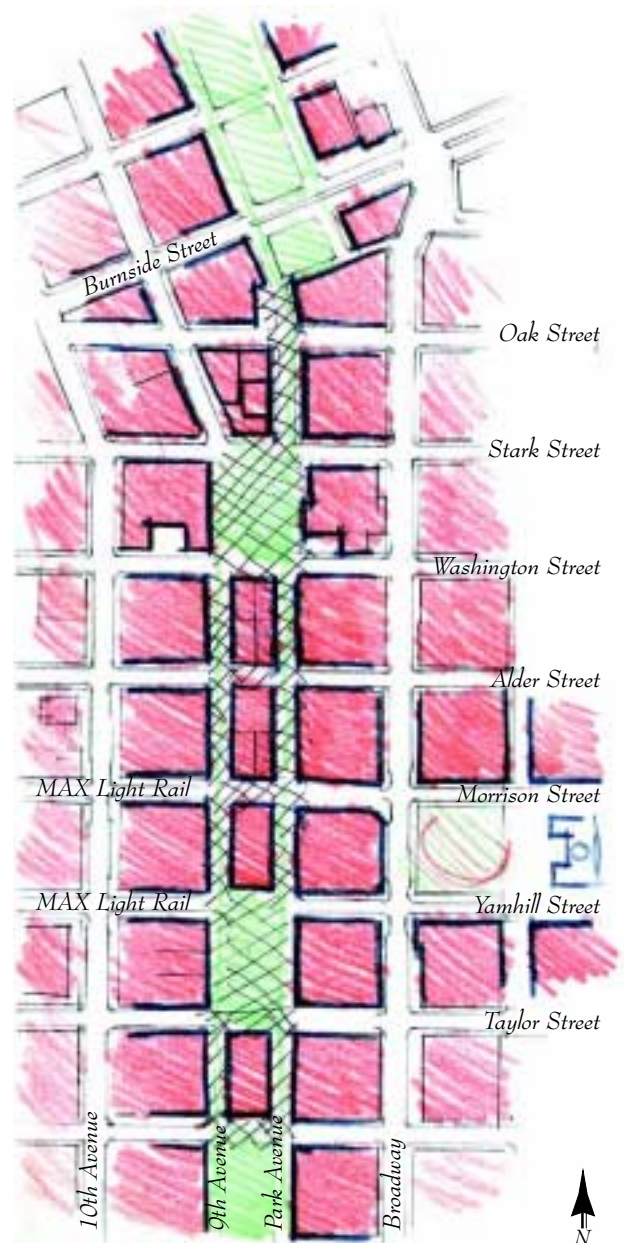
As part of the ACE's charge from the City, they were asked to evaluate design and development options for the Midtown Blocks. The ACE analysis resulted in consideration of multiple options, some currently proposed, others that were suggested by the citizens in written input and public testimony, and some that were identified by the ACE to address specific development scenarios. [Note: Character sketches in this section may be applicable to more than one Option.]

Option 1: Existing Situation

Build upon the existing opportunities with a unified design of Block 5, O'Bryant Square, and Park and 9th Avenues of a civic and urban character.

PROS: Ability to create a continuous urban linkage consisting of civic open space and new streetscape; can be immediately implemented without acquiring private property.

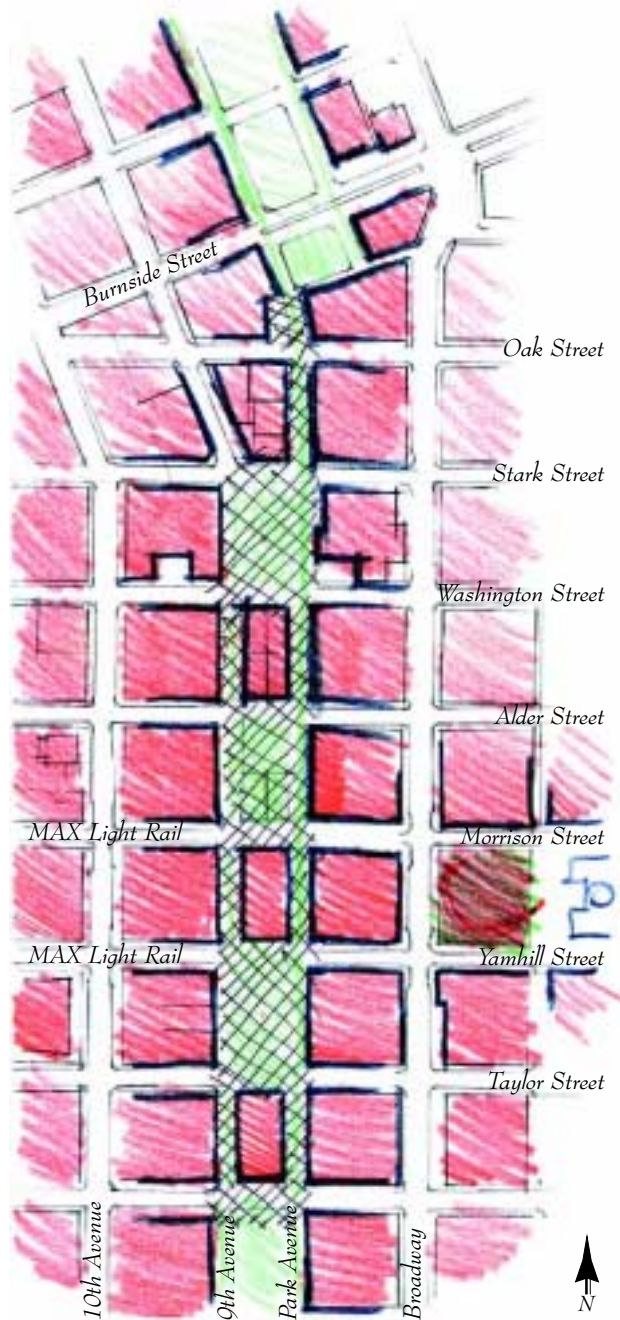
CONS: While sufficient for the near future, may not provide adequate open space to enhance development west of the Midtown Blocks.



Option 2: Open Space Every Other Block

PROS: North/south linkages are very clear, with less disruption of the continuous urban fabric of the area; creates pedestrian-friendly environment, unique to Portland, that is conducive to shopping and dining.

CONS: Buildings are isolated and open spaces created are not large enough – a nice idea, but not a *grand idea*...

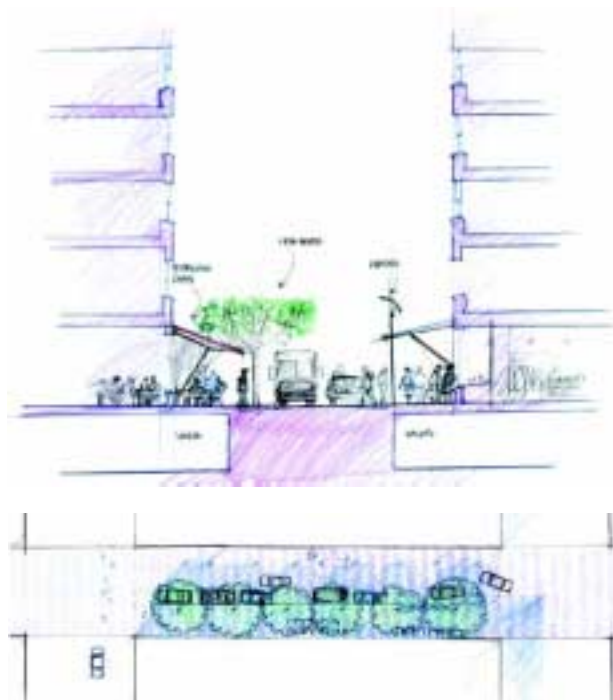


Understanding Streets as Part of the Link – Examples of Possible Streetscaping:

1. With wall-to-wall paving, trees, street lights, wide sidewalks and a single lane for moving cars.



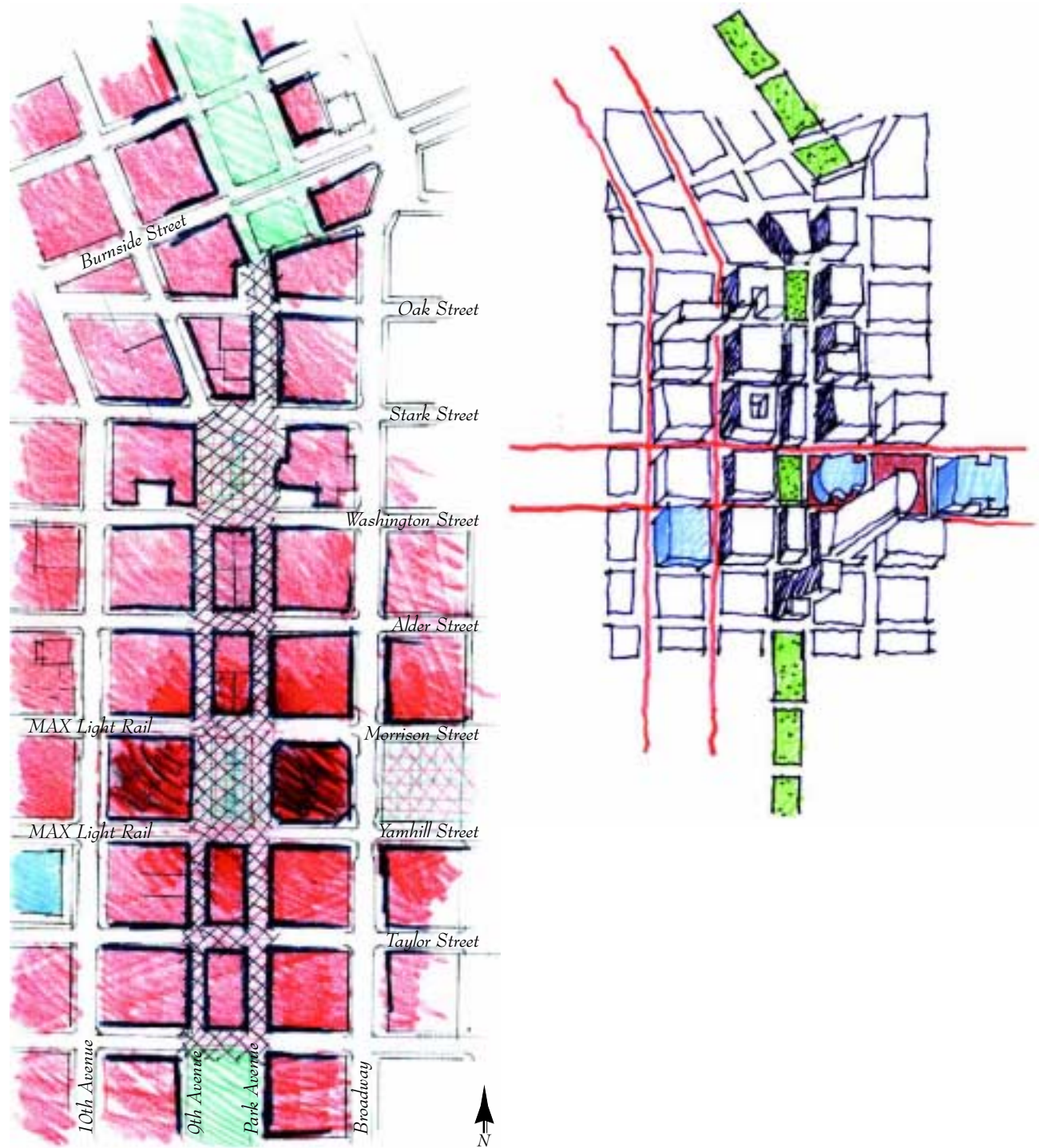
2. With more architectural trees and lighting, wide sidewalks, a single lane for moving cars and one for on-street parking.



Option 3: What if Park Block 5 is in the Wrong Place? Block 4 as Open Space

PROS: As with “every other block” scheme, creates nice rhythm in the urban fabric; very little interruption either east/west or north/south; creates open space on key east/west axis with Pioneer Courthouse Square.

CONS: Would require exchange/redistribution of property ownership.



Option 4: Continuation of the Open Space of the South and North Park Blocks (either as traditional, soft green space or hard urban space)

PROS: Fulfills original intent of City planners that the Blocks be open park space and provides north/south connectivity. Provides important recreational open space for the growing residential population of the West End.

CONS: The ability of the City to support and use that much open space in the near term is questionable. Fails to acknowledge the potential of urban design versatility by leaving some blocks in place to enhance the urban experience.



Continuous park space connecting North and South Park Blocks

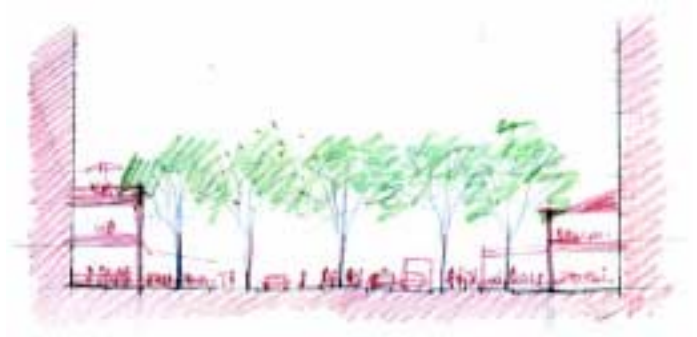
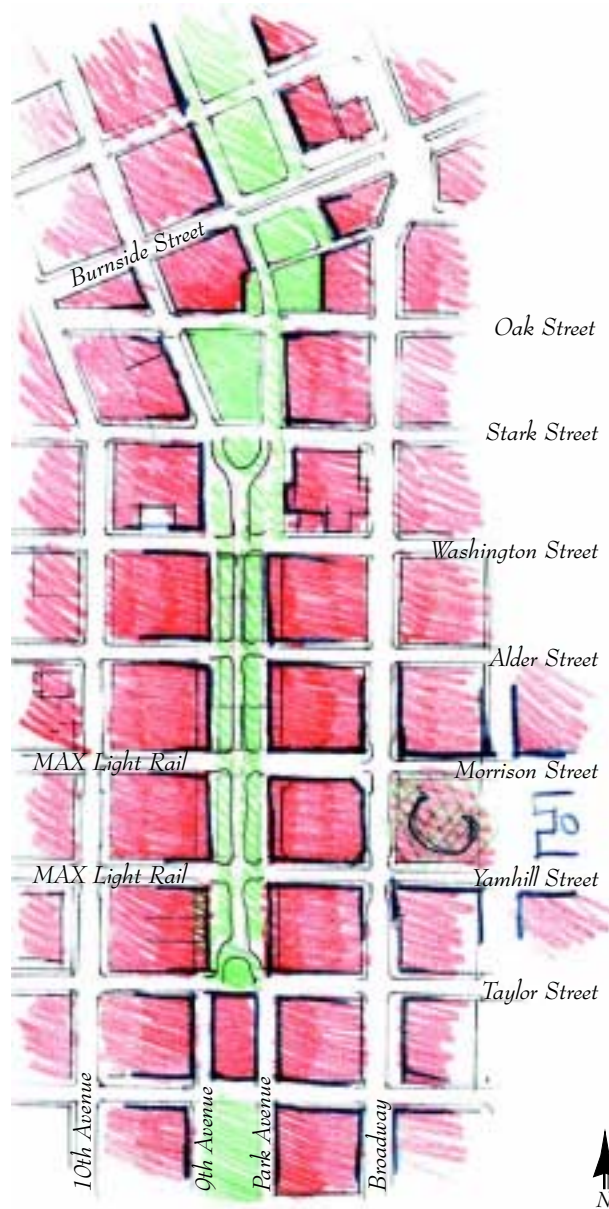


Continuous hard urban space with buildings transitioning from Park Blocks to urban space

Option 5: Park Blocks Foundation Proposal

PROS: Fulfills original intent of City planners that the Blocks be open park space and provides north/south connectivity.

CONS: Unlike the plan proposed in the City's early history which linked Downtown to the river, this boulevard leads from nowhere to nowhere. The current ability of the City to support and use that much open space and retail is questionable at this stage of its development. It reinforces the separation of east from west, rather than facilitating their mutual need for each other.



Adding retail space as extensions of existing and new buildings

Option 6: Blocks 4 & 5 as Open Space with Block 218 (10th and Yamhill Garage) as a Civic/Cultural Use

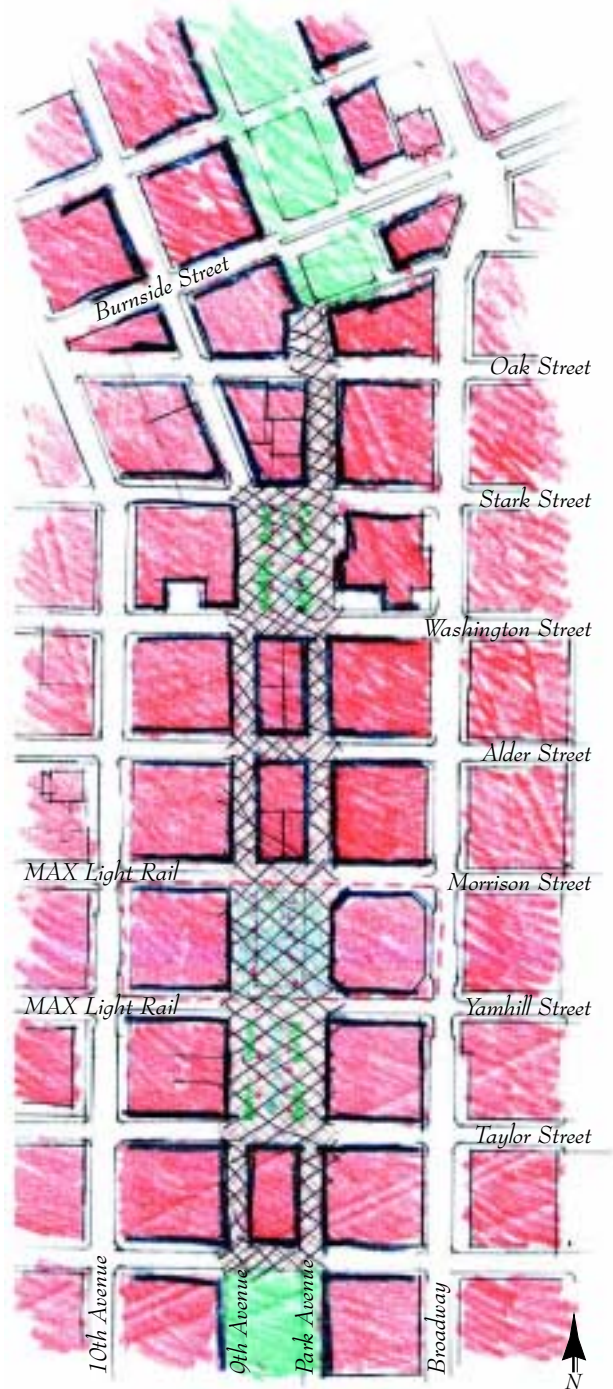
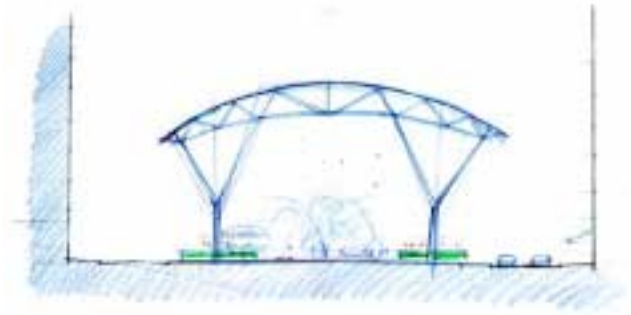
PROS:

- Contributes to the potential for development at the “crossroads” of the new street car lines and the existing light rail lines.
- Creates east/west linkage (Pioneer Courthouse Square to the cultural use) as well as north/south linkage of spaces and buildings.
- Preserves some historic structures while allowing for hierarchy of public spaces.
- Potential for a covered “piazza” on Block 4 is an inventive way to allow for year-round use of the space.

CONS:

- Requires coordinated planning and development of Block 4 with neighboring properties.

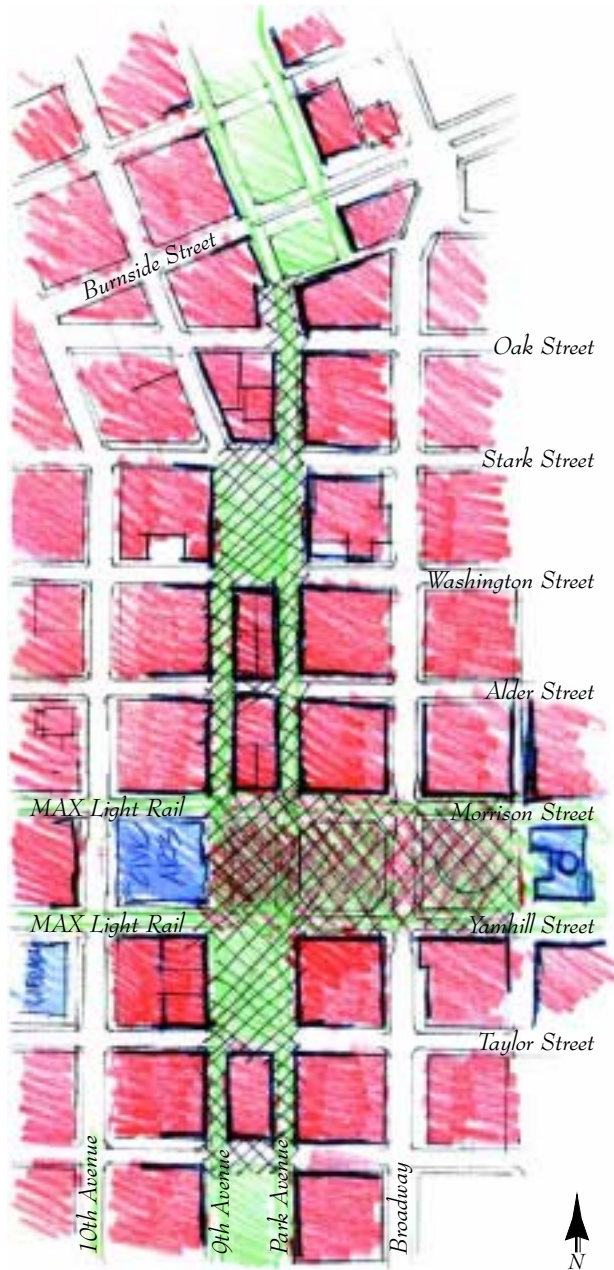
A New Invention: A Covered Piazza on Block 4



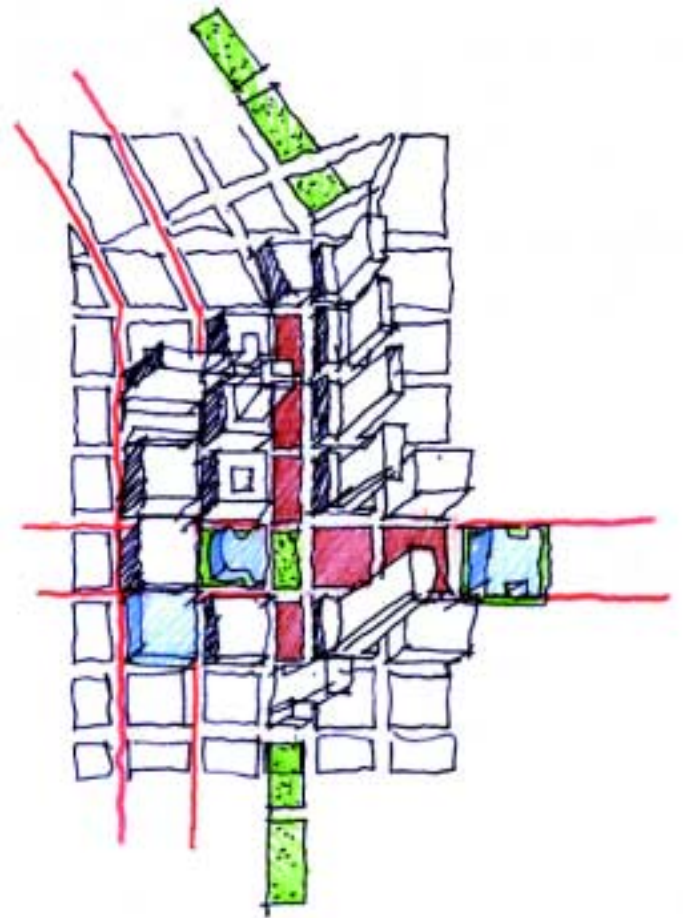
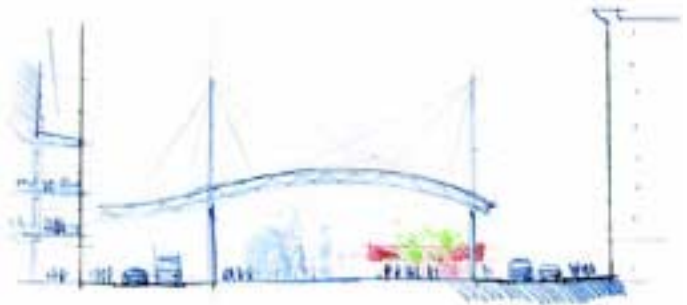
Option 7: Blocks 4 & 5 as Open Space with Block 218 (10th and Yamhill Garage) as a Civic/Cultural Use and Block 211 (Nordstrom) as Open Space

PROS: In addition to Option 6, this option would gain another block of open space, as well as potential for more underground parking.

CONS: As with Options 4 and 5, this removes too much urban fabric and density, and is probably more open space than the City can support or effectively use; requires relocation of the current Nordstrom store.



A cover on Block 4 that might function as an open-air lobby/foyer for a civic or cultural use.



ACE Recommendations: A Four-Step Strategy

The ACE sees the Midtown Blocks as an opportunity for honoring Portland's history by their ultimate future, whose design shall emphasize their visual contrast with that which exists in the North and South Park Blocks.

Rather than respecting the treatment of the North and South Park Blocks with their soft and naturalistic landscaping, the ACE recommends the design treatment of the Midtown Blocks be one that emphasizes urbanity and their potential for connectiveness between the eastern and western portions of Portland's Central City that stretches from the Willamette River to I-405. Such choices as distinctively-patterned hard paving, trees whose size and grouping are carefully controlled, choice of street furnishings and accessories, and activities shall support the role of the Midtown Blocks as spatial unifiers, rather than as dividers.

The ACE recognizes the value represented by buildings and uses that exist in Blocks 2, 3, and 6 and therefore recommends that they be retained to continue their contribution to the economic vitality of this segment of centrality. But in the future, as opportunities develop for these blocks or portions thereof to be included in further redevelopment as urban open space, they should be encouraged to do so.

The ACE recommendation for the near-term development of the Midtown Blocks and adjacent areas 1) provides a north/south linkage of intensely urban activity connecting the North and South Park Blocks by defining civic spaces and streets of special character; 2) promotes infill development to provide immediate additional mid- to high-income housing in mixed-use complexes; 3) supports the east/west linkage of the regional retail core to a new West End neighborhood; and 4) suggests development that will have a positive impact on the evolving West End neighborhood.

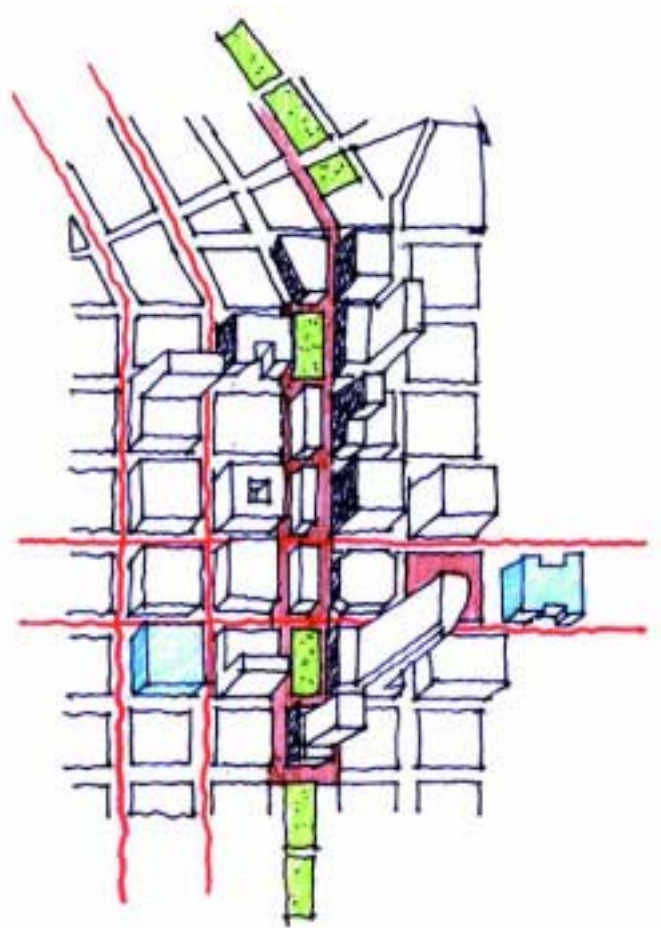
The four-step strategy has been crafted to demonstrate a development approach in which each step builds upon the one before, providing a solid core of development that responds to the Principles gathered from the City's policies and the citizen's vision.

The premonition and the memory of the parks as they pass through the Downtown is perhaps more important than the parks themselves. The opportunity to reinforce and engage this incredible gesture passed down through Portland's forefathers, into the current complexities of the Downtown fabric is rare in an American city. Portland is positioned at this juncture in real time, to convene a series of fundamentally successful urban and infrastructural moves to celebrate Downtown beyond its commercial and retail basics. Portland's leadership seems to be in place to take advantage of this momentum and to confirm the definition of the park blocks for the future. The parks lead to the center.

Allison G. Williams FAIA

Step 1: Create the “Urban Room”

Development along the full length of the Midtown Blocks, from the South to the North Park Blocks, of the public rights-of-way as urban streets unified by such elements as paving and street furnishings. SW Park Avenue should also be redeveloped in the same thematic approach from SW Stark Street across Burnside. Park Block 5 and O’Byrant Square should be redeveloped as civic open space within the same unified design scheme to create an “urban room” six blocks long and 200’ wide – offering a variety of civic open space and vibrant uses in existing buildings. This scheme should be part of a larger, long-term plan that defines the Midtown Blocks as a unique place in Portland.

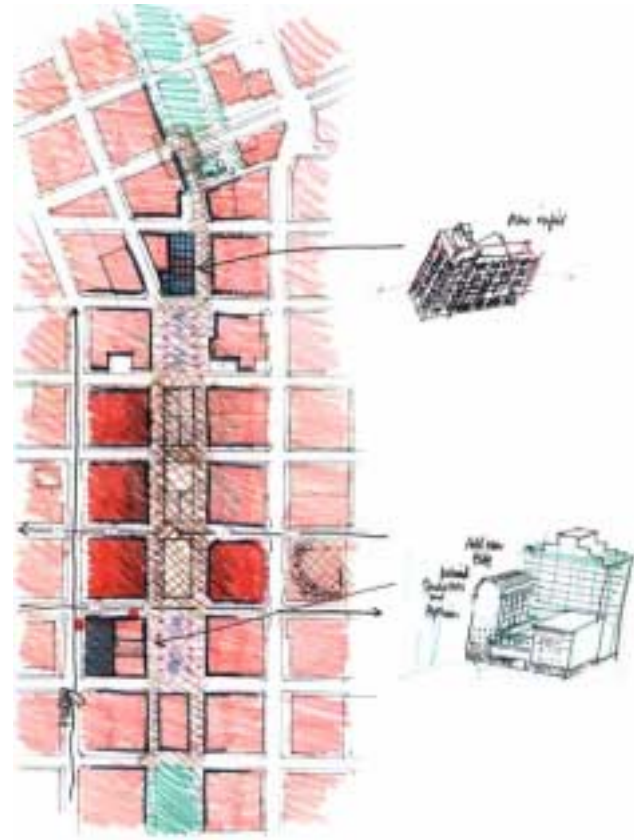
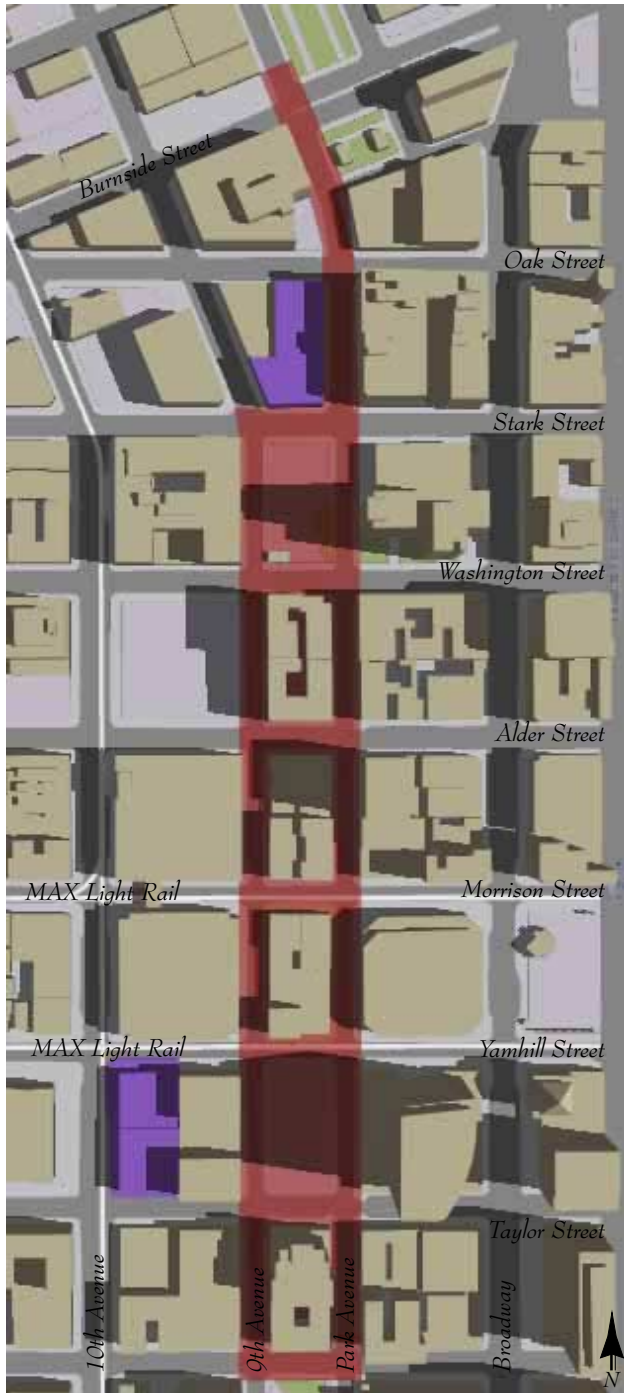


Portland has an extensive and growing park system of high quality and vision. The much debated proposal of open space within the Midtown Blocks should be carefully focused upon specific urban goals. Those new spaces would be best if they were truly urban squares and not confused with passive green spaces or mere office dominated plazas. It seem obvious that the North and South Park Blocks and the streets between them should be designed tout ensemble – as a whole, thereby framing and uniting the district in both directions. This then can receive a series of initiatives – i.e. can be the armature for civic, commercial, cultural, and residential projects and experiments.

Laurie D. Olin FASLA

Step 2: Initiate Strategic Infill

Incremental opportunities for immediately increasing the supply of market-rate housing should be explored. A potential site for a major mixed-used project including retail, office, housing and adaptive reuse of historic structures exists on the block containing the Studio Arts Building, the Guild Theater, and the Pythian Building with a major half-block structure on the west side of the block. A second site exists on the block directly north of O’Bryant Square and could enable “eyes on the Square” by locating a mixed-use, predominantly residential building in this location.

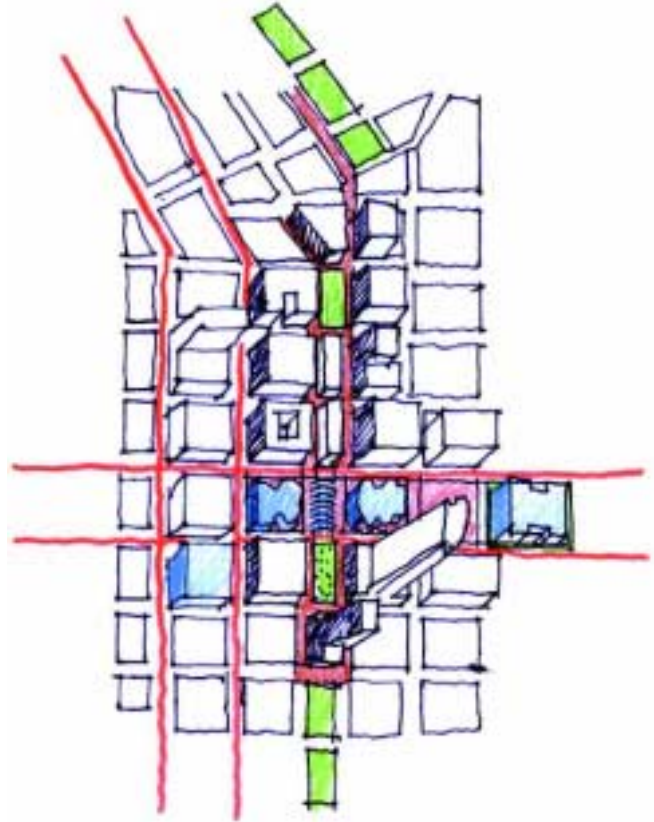
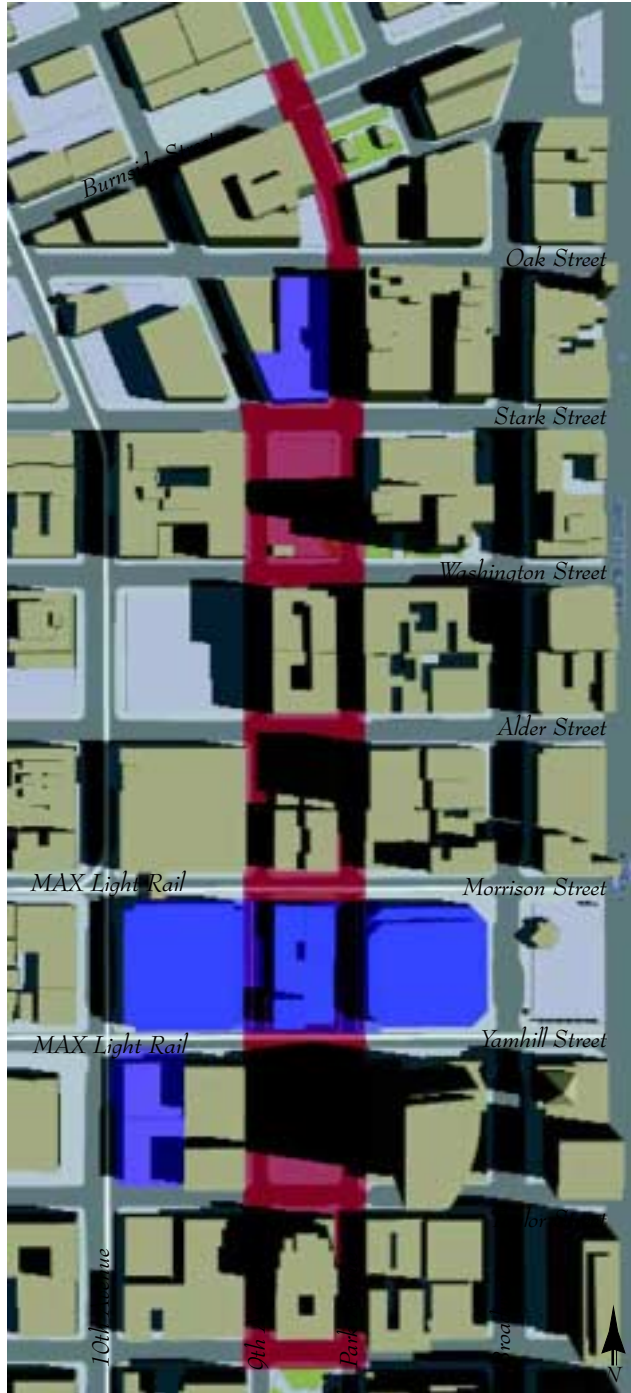


This planning process represents a once-in-a-generation opportunity to expand the Midtown Blocks network. The implementation of the ACE recommendations would allow the core city to better accommodate mid to high rise residential buildings that would be appealing to a wider range of the residential market, including middle and high income families. Creating civic open space in the blocks will expand Portland’s potential as the region’s primary mixed-use core for the next several generations.

Robert J. Gibbs ASLA

Step 3: Reinforce the East/West Connection

Redevelopment of the Nordstrom Block (Block 211), the Zell Block (Block 4), and the 10th and Yamhill Garage (Block 218) into an integrated development that provides underground parking, covered (not enclosed) open space on Block 4, a potential civic/cultural use and incorporation of local retailers and market-rate residential in a high density mixed-use development.

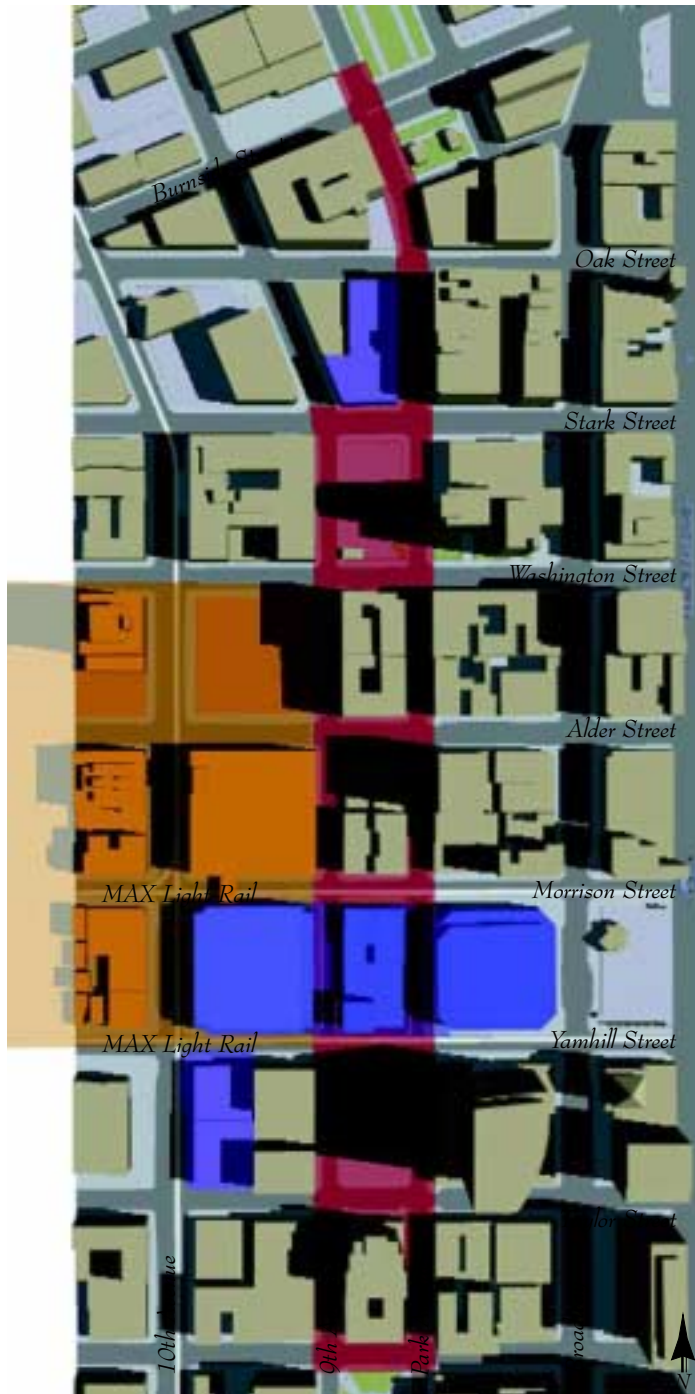


The Midtown Blocks are a crossroads and a center. There is opportunity here to create a memorable new place, connecting the quiet enclaves of the North and South Park Blocks with a new urban form which captures the vibrancy of the commercial downtown, both park and plaza, built upon and open, public, and tied to the adjacent neighborhoods. The energy generated by this new center will radiate out to revitalize surrounding areas. This is the opportunity to live Downtown; to see, from your living room window, both Mt. Hood and the lights and action of the Downtown commercial district below. There is an opportunity, given the importance of this place, to find the setting for a new civic landmark. This new crossroads could welcome a new civic auditorium, a new opera house, or a new performance center for the city, surrounded by new shops, residences, and parks.

Frances Halsband FAIA

Step 4: Anchor a New Neighborhood

The residential and commercial development of the six blocks at the confluence of public transportation offers the greatest benefit to the future of Downtown. By providing a high density of mixed use in new development and adaptive re-use of selected buildings, this area becomes the impetus for, and focus of, the new West End neighborhood.



Portland has an outstanding opportunity to use the Midtown Blocks to strengthen central Portland – to put Portland’s Downtown and adjacent cultural and residential areas “on the map” in a way that will strengthen the whole Portland region. Portland’s central area is and should be the heart of the region. A wide variety of people want to live in the heart of the city. Where the action is. Ideally where there are cultural facilities, shops and restaurants, parks and open spaces, and lots of other people like them. The Midtown Blocks are the key – thus developed, the blocks west will be a desirable residential address. And a great location for added retail. The package is strong. As the lone developer on the ACE, part of my role was to encourage a recommendation that would be compelling in the marketplace – that would attract investment and the strong interest of existing landowners and developers. I feel ACE has made such a recommendation. As an urban developer, and based on ACE’s recommendations, am I interested in investing in this area? Yes, definitely.

Donald Milliken

Appendix

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THE ADVISORY COUNCIL OF EXPERTS

DONALD J. STASTNY FAIA FAICP
Team Leader and Process Facilitator
Portland, OR

Donald J. Stastny, founder and CEO of Portland's StastnyBrun Architects, Inc. has been a practicing architect and urbanist for thirty years, rebuilding communities, physically and culturally. Utilizing design as a strategic planning tool, Mr. Stastny has coalesced and helped build and restructure communities — with processes, programs, buildings and strategic interventions.

Mr. Stastny has authored plans, written and adjudicated design guidelines, facilitated community design processes and interwoven development initiatives into the fabric of existing communities. His long history of work with the City of Portland includes the design of a citizen-initiated planning process that resulted in Portland's nationally acclaimed Central City Plan.

Mr. Stastny "designs" processes for others to create outstanding planning and design solutions. In 1980, he managed his first design competition for Portland's Pioneer Courthouse Square. Since that beginning, he has managed over 40 national and international design and design/build competitions. He has evolved the design process into an "art form" that has resulted in national models providing for collaboration between planners, architects, landscape architects and artists. The processes he has authored and managed have resulted in such projects as the Oklahoma City Memorial; United States Embassies in Berlin, Kenya and Tanzania; United States Courthouses in Springfield, Massachusetts and Eugene, Oregon; and public buildings, civic centers and arts facilities in Washington, California and Nevada.

Mr. Stastny received his Bachelor of Science degree in Business Administration from Oregon State University, and a Bachelor of Architecture from the University of Washington. He completed his formal education in the Urban Design Program at the University of Pennsylvania, where he earned Masters degrees in Architecture and City Planning. He continued post-graduate research in human settlements at the Center of Ekistics in Athens, Greece. He is a Fellow of the American Institute of Architects, American Institute of Certified Planners, and the Institute of Urban Design.

LAURIE D. OLIN FASLA
Philadelphia, PA

Mr. Olin is Principal of the Olin Partnership of Philadelphia and Practice Professor of Landscape Architecture at the Department of Landscape Architecture and Regional Planning, Graduate School of Fine Arts, University of Pennsylvania, with which he has been associated since 1974. He has also taught at the Graduate School of Design, Harvard University, and the College of Architecture and Urban Planning, University of Washington.

Mr. Olin received his Bachelor of Architecture from the University of Washington in 1961. He worked for the next decade in Seattle as a designer/planner/lecturer prior to an assignment with Derek Lovejoy in England. Upon moving to Philadelphia, he founded his own practice which is internationally known for its planning and design projects.

A recipient of numerous awards, his most recent honors include the Wyck-Strickland Award, the Award for Allied Professionals: American Institute of Architects, New York Chapter, the American Academy of Arts and Letters in Architecture, and the Bradford Williams Medal for Best Writing on Landscape Architecture. He is a Fellow of both the American Society of Landscape Architects and the American Academy of Arts and Sciences, as well as an Honorary Member of the American Institute of Architects and a Trustee of the American Academy in Rome.

Mr. Olin has participated in several design charrettes sponsored by the National Endowment for the Arts and the National Park Service, and served as juror for such projects and awards as the World War II Memorial in Washington, DC, the Presidential Design Awards, and design awards for both the ASLA and AIA.

Mr. Olin has lectured widely at colleges and universities, museums and conferences, and served as a panelist and speaker at a large variety of symposia addressing the topics of public open space and urban landscape design. His publications include "Transforming the Common/Place". Selections from Laurie Olin's Sketchbooks, and *Across the Open Field. Essays Drawn on the English Landscape*. His work has been exhibited at both museums and universities here and abroad.

FRANCES HALSBAND FAIA
New York, NY

Ms. Halsband is a partner of R.M. Kliment & Frances Halsband Architects which she co-founded with Robert Kliment in New York in 1972. She received her Bachelor of Arts in 1965 from Swarthmore College and Master of Architecture degree in 1968 from Columbia University.

She has taught at the universities of Ball State, California at Berkeley, Columbia, Harvard, North Carolina State, Maryland, Pennsylvania, Rice, and Virginia, and as a lecturer, critic and juror throughout the United States. From 1991 to 1994 she was Dean of the School of Architecture at Pratt Institute.

A Fellow of the American Institute of Architects, Ms. Halsband has been extensively engaged in professional and civic activities. She is currently a member of the U.S. General Services Administration National Register of Peer Professionals, the Architectural Advisory Board of the United States Office of Foreign Buildings Operations, and the Federal Reserve Bank Architectural Review Panel. She served as President of the Architectural League of New York, Commissioner of the New York Landmarks Preservation Commission, and President of the New York Chapter of the American Institute of Architects.

She has been a member of many panels and design awards juries sponsored by the American Institute of Architects, including Chair of the 1999 Committee on Design for the American Institute of Architects. She has also served as a panelist for National Endowment for the Arts events, such as the Mayor's Institutes in Charlottesville and San Francisco.

Ms. Halsband is a current Director of the Design History Foundation, and was the former publisher of the Foundation's journal *Places*.

R.M. Kliment & Frances Halsband Architects was the recipient of the 1997 AIA Architecture Firm Award. Its portfolio includes planning and building design for a variety of public, institutional, and commercial clients. The firm's historic preservation and adaptive reuse work includes the New York Mercantile Exchange Building, Case Western Reserve University's Adelbert Hall, and, currently, the Yale Divinity School, the U.S. Federal Courthouse and Post Office in New York City, and Columbia University's Hamilton Hall.

NORMAN J. JOHNSTON FAIA
Seattle, WA

Dr. Johnston is Professor Emeritus of Architecture, Landscape Architecture, and Urban Design and Planning at the University of Washington. He has also taught at the University of Oregon, and was a Fulbright Professor at the Istanbul Technical University and a visiting professor at the Tokyo Institute of Technology.

Dr. Johnston received his Bachelor of Architecture from the University of Oregon and Master of Urban Planning and Ph.D. from the University of Pennsylvania.

A Fellow of the American Institute of Architects, Dr. Johnston is also an AIA Seattle Medalist, Washington State Capitol Museum Medalist, and AIA Washington Council Medalist. He serves on the Washington State Board of Architects and on the Capitol Campus Design Advisory Board, Olympia. He was a founding member and past president of Allied Arts of Seattle and is a member of the Board of Trustees of Seattle's Museum of History and Industry.

In addition to a variety of lectures and periodical publications addressing the history of the built environment, he is the author of *Cities in the Round*, *Audacious State Capitol and Its Builders*, and *The Fountain and the Mountain: the Campus of the University of Washington, 1895-1995*.

ALLISON G. WILLIAMS FAIA
San Francisco, CA / Washington, DC

Ms. Williams is the firm-wide Director of Design for and Managing Principal of the San Francisco office of Ai, an Architecture, Interior and Engineering firm. She received her Bachelor of Arts and Master of Architecture from the University of California, Berkeley. Prior to founding the San Francisco Office of Ai, she was a Senior Associate Partner in Design for Skidmore, Owings & Merrill LLP in San Francisco.

A Fellow of the American Institute of Architects, Ms. Williams has been awarded a Loeb Fellowship at the Harvard Graduate School of Design (along with a support grant from the National Endowment for the Arts) and the Howard A. Friedman, FAIA Distinguished Visiting Professor of Architecture (1995). She has also been elected to the Lambda Alpha International Honorary Land Economics Society and appointed to the Government Services Administration Peer Review Board.

Ms. Williams has been invited to serve as a juror for many design awards sponsored by the American Institute of Architects, including the Summit 2000 International Design Awards, the 1998 National Honor Awards Program and 25-Year Design Awards Program, and the National AIA Design Awards. She has also juried the 2000 San Francisco Prize Ideas Competition, the Government Services Administration Design for Excellence Awards, the University of California at Mission Bay Campus Master Plan International Design Competition, and the San Francisco Redevelopment Agency's architect selection for the South Fillmore Jazz Preservation District Master Plan.

Ms. Williams' professional and community service has included Technical Assistance Commission Member for the Mayor's Commission to Review Mission Bay, San Francisco - Design Guidelines, Consulting Architect to the Yerba Buena Gardens Technical Assistance Board of the San Francisco Redevelopment Agency, and Board of Trustees member and Architecture and Planning Committee Co-Chair for The Exploratorium. She has served as a member of the Editorial Board of Architecture California, the AIA California Council Quarterly Magazine. She lectures frequently at colleges and universities around the country, and was a keynote speaker at the National Organization of Minority Architects - 2000 Conference (NOMA), and the San Francisco and Washington DC chapters of Commercial Real Estate Women (CREW).

ROBERT J. GIBBS ASLA
Detroit, MI

Mr. Gibbs of the Gibbs Planning Group is a specialist in retail development and new town planning. During the past 12 years, Mr. Gibbs has been very active in developing innovative and practical methodologies for applying the latest in modern retail planning and merchandising to the problems of large cities and small towns, as well as several traditional new towns.

Mr. Gibbs has successfully completed urban planning projects throughout the United States and Canada including: Providence, Rhode Island; Naples, Miami Beach, West Palm Beach, Florida; Garden City, Kansas; Bay City, Michigan; Ventura, Oxnard, Valencia, and Beverly Hills, California; Ontario, Canada; Portland, Oregon; and Baton Rouge, Louisiana. In addition, Mr. Gibbs has been a leader in the New Urbanism movement and has been very active in research and planning several traditional new town retail village centers with the well known town planner Andres Duany. Mr. Gibbs has been responsible for a wide range of planning, programming and market research and visual merchandising for: Northwest Landing, Seattle, Washington; City of Birmingham, Michigan; Shelby Township, Michigan; The South Beach Miami Planning Charrette; The Kentlands, Maryland; Ohio State University, Ohio; University of Pennsylvania, Pennsylvania; Johns Hopkins University, Maryland; Seaside, Florida; and Cornell, Canada.

Prior to 1989, Mr. Gibbs gained professional experience in retail planning while serving as Site Planning Coordinator for the Taubman Company, a leading regional shopping center developer. While at the Taubman Company, Mr. Gibbs participated in the planning and redevelopment of over 5 million square feet of regional urban malls located throughout the country including Colorado, Ohio, Michigan and California.

Mr. Gibbs earned a degree of Master of Landscape Architecture from the University of Michigan and a Bachelor of Arts in Social Studies from Oakland University. He is a member of Congress for New Urbanism and the American Society of Landscape Architects. Mr. Gibbs teaches an urban retail planning seminar at Harvard University Graduate School of Design and has lectured extensively throughout the nation.

DEAN L. MACRIS AICP
San Francisco, CA

Currently a planning consultant, Mr. Macris has held positions as Director of Planning, Director of Economic Development, and Director of the Mayor's Office of Community Development for the City and County of San Francisco; Associate Executive Director of the Association of Bay Area Governments; and Assistant Commissioner of the Department of Development and Planning for the City of Chicago.

He earned a Bachelor of Arts in Political Science from Westminster College and a Master of Science in City Planning from the University of Illinois. He is a member of the American Planning Association/American Institute of Certified Planners and the Lambda Alpha International Honorary Land Economics Society.

In the San Francisco area, Mr. Macris is currently participating in the rebuilding of the California Academy of Science in Golden Gate Park, a mixed-use pier conversion project along the northern waterfront, and securing a downtown campus for San Francisco State University. He has been consultant to the National Park Service on the conversion of the Presidio to national park status, the San Francisco Giants on the construction of a new ballpark, the Mayor's Office on the reuse of publicly owned buildings located in Oakland's Old Merritt College, and the U.S. Army Corps of Engineers on the reuse of Fort Ord.

During his tenure as the Director of Planning for the City and County of San Francisco, a position held by Mr. Macris for over 11 years, the Department of City Planning was recognized for its creative approach to planning problems and several projects received national attention, including the Downtown Plan for San Francisco, the Plan for Mission Bay, and the rezoning of the South of Market area, a large mixed use district adjacent to downtown. The plans received national and state awards from Progressive Architecture, the American Planning Association, the American Institute of Architects, and the American Society of Landscape Architects. Mr. Macris was also acknowledged by a National Public Service Award sponsored by the National Academy of Public Administration and American Society of Public Administration, and a National Planning Award for Distinguished Leadership from the American Planning Association.

DONALD MILLIKEN
Vancouver, BC

Mr. Milliken is the President of the Milliken Development Corporation, a real estate development company based in West Vancouver, British Columbia, Canada specializing in the creation of mixed-use urban shopping, office, and residential environments in the U.S. Pacific Northwest, with their current focus being the central Seattle and Portland markets.

A pioneer in creating mixed-use, grocery-anchored urban retail projects in Seattle, Mr. Milliken first developed the Marketplace at Queen Anne, followed by the Harvard Market on Capitol Hill. His firm is currently developing a second similar project combining housing and retail in Uptown Queen Anne and another in downtown Bellevue. A third project at Westlake and Denny north of downtown Seattle will combine office space with residential and commercial space.

Mr. Milliken brings an ability to originate exciting, practical development plans that, when combined with a conservative approach to financial management, result in socially and economically successful projects. In creating new developments that will become significant architectural landmarks and gathering points in their communities, he gives great consideration to the integration of those developments into the urban neighborhoods that surround them. Particular attention is paid to architectural details of heritage buildings in the vicinity and these frequently become key considerations in the aesthetics of overall design.

Prior to the incorporation of Milliken Development, Mr. Milliken was the Senior Vice President of Shopping Centers, Bell Canada Enterprises Development Corporation/Daon Development Corporation. He received his Bachelor of Arts from Queen's University, Kingston, Ontario.

AGENDA FOR THE ACE WEEK

SUNDAY, FEBRUARY 4

Welcome Dinner: Process and Issues Review

MONDAY, FEBRUARY 5

- Introductions
- Schedule and Deliverables Review

Briefing by City Bureaus: Issues for ACE to Address

- Bureau of Planning
- Bureau of Parks and Recreation
- Portland Development Commission
- Office of Transportation

Downtown Tour

- North Park Blocks
- Midtown Blocks
- Retail Core
- South Park Blocks

Meeting with City Council Members

Media Tour with Mayor Vera Katz and Commissioner Jim Francesconi

ACE Working Session

- Identification of Issues
- Determination of Working Methodologies
- Identification of Additional Information Sources

Input Session I

- Park Blocks Foundation
- South Park Block 5 Citizen Advisory Group
- Midtown Blocks Streetscape Steering Committee

Preparation for Public Forum

Public Forum

TUESDAY, FEBRUARY 6

- Schedule for the Day
- Protocols

Input Session II

- American Institute of Architects (AIA)
- American Society of Landscape Architects (ASLA)

Input Session III

- Association for Portland Progress (APP)
- Cultural District Council
- West End Advisory Committee

Meeting with Commissioner Charlie Hales

Input Session IV

- Downtown Community Association (DCA)
- Landmarks Commission

Input Session V

- Pioneer Courthouse Square
- Midtown Blocks Study Area Property Owners

WEDNESDAY, FEBRUARY 7

Question and Answer Session

- Bureau of Planning
- Bureau of Parks and Recreation
- Portland Development Commission
- Office of Transportation

ACE Working Session

- Research Question 1: Role

ACE Working Session

- Research Question 2: Use

ACE Working Session

- Research Question 3: Linkage

Overview of the Day

- Preliminary Positions

THURSDAY, FEBRUARY 8

ACE Working Sessions: Recommendations and Presentation

Public Forum

- Report from ACE on Findings and Preliminary Recommendations

FRIDAY, FEBRUARY 9

ACE Working Session

- Review of Public Forum
- Review of Public Recommendations

ACE Working Session: Finalize Draft Findings and Recommendations

Organize for City Hall Presentation

Open Presentation to Mayor Vera Katz, Commissioner Jim Francesconi, other interested Council members, and the Planning Director

INPUT SESSION ATTENDEES

Input Session I

South Park Block 5 Citizen Advisory Group

Bing Sheldon FAIA

Midtown Blocks Streetscape Steering Committee

Tad Savinar

Chris Kopca

Park Blocks Foundation

Ernie Bonner

Neil Goldschmidt

Doug Macy FASLA

Tom Moyer

Ernie Munch

George Passadore

Bob Thompson

Jim Westwood

Input Session II

American Institute of Architects

Robert Dortignacq AIA

Kent Duffy AIA

Garry Papers AIA

Saundra Stevens Hon. AIA

Paddy Tillett FAIA FAICP

Stuart Weir

American Society of Landscape Architects

Dana Garrettson ASLA

Richard Zita ASLA

Input Session III

Association for Portland Progress

Steffeni Gray

Rob Mawson

Don Santo

Victoria Taylor

Cultural District Council

Robert Sylvester

West End Steering Committee

Mark New

Input Session IV

Downtown Community Association

Mike Dale

Alix Nathan

Colleen Smith

Landmarks Commission

John Czarnicki

Robert Dortignacq

Jeff Joslin

Dan Volkmer

Input Session V

Pioneer Courthouse Square and

Midtown Blocks Study Area Property Owners

Candy Cavanagh

Tim Greve

Greg Goodman

Rowanne Haley

Mike Legg

Bob Magid

Tom Moran

David Morthland

Richard Singer

Claudine Walker

INTER-BUREAU TEAM

Convenor

Gil Kelley, Planning Director

Bureau of Planning

Mark Raggett

Amy Schwartz

Portland Development Commission

Abe Farkas

Amy Miller Dowell

Les Prentice

Bureau of Parks and Recreation

Zari Santner

Riley Whitcomb

Office of Transportation

Bill Hoffman

PUBLIC FORUMS

The ACE attended two Public Forums, providing them with an opportunity to meet with the citizens of Portland. The first Public Forum, held on a Monday evening, was attended by 201 (signed in) people, and was structured around the three core questions (Role, Use and Linkage). The input was positive, comprehensive, and thoughtful – contributing greatly to the ACE’s identification of Principles listed on pages 6-9 of this document.

The second Public Forum was held on Thursday evening of the same week. Attended by 174 (signed in) citizens, the Forum focused on the preliminary findings of the ACE to gain public review and input before making a presentation to City Council on the following Friday afternoon. The conversation between the ACE and the community enabled the ACE to test its ideas prior to formulating its recommendations reflected in the Four-Step Strategy listed on pages 18-22 of this document.

Throughout this process – from position papers to stakeholder input, from design professionals to property owners, from residents to users – the participation of the public was exemplary. The tone of the input was knowledgeable and positive, enabling the ACE to understand what the issues were and what citizens thought about those issues. The work of the Advisory Council of Experts reflects the respect the ACE members have for the citizens of Portland – and represents a shared vision of what the City can be...

