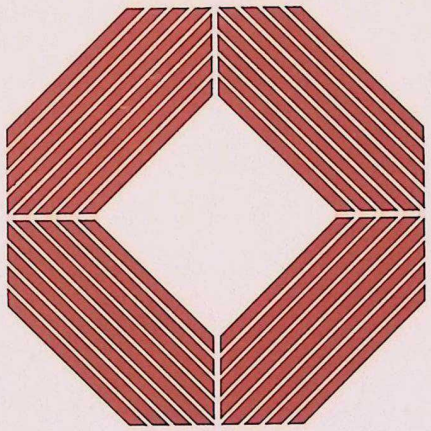
URB 10-4

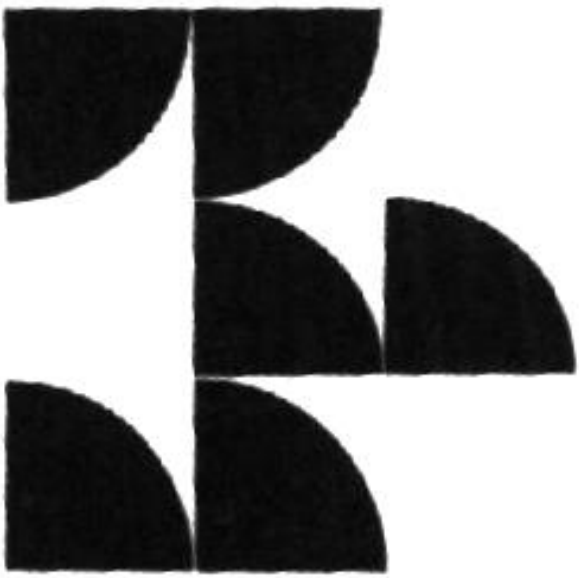
Maps

DRM



PACIFIC
SQUARE

WALKER
MACY
MITCHELTREE
LANDSCAPE
ARCHITECTS &
PLANNERS



123 NW 2ND AVE.
PORTLAND, OR 97209
PH: (503) 228-3122

Folder

DAOM Bldg

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

URB 10-4

FROM DRM DATE 1/30/20

____STAFF
____BAUER
____BERGSTROM
____BOLLING
____BURDETTE
____CARTER
____CHOATE
____DAVIS
____DORN
____EVANS
____FRANKLIN
____HASSETT
____JAMES
____JAPPORT
____KNUDSON
____KOENIG
____MAGIN
____MARTINI ✓
____MASCO
____MASON
____MUIR
____NEELY
____NISHIKAWA
____NOZAKI
____PARKS
____PHELAN
____SPEER
____STARK
____WELD
____WETMORE
____WILSON

____TRAFFIC SAFETY
____PARKING PATROL DIVISION

____CIRCULATE
____INITIAL
____FILE
____FOR YOUR INFORMATION
____FOR YOUR APPROVAL
____ORDER
____PREPARE ANSWER (DRAFT)
____RETURN TO _____
____SEE ME
____INVESTIGATE AND REPORT
____PLEASE PROCESS
____PLEASE ATTEND
____REVIEW AND COMMENT

This concept of Daom counter-clockwise vehicular flow (1st Ave. portion) does not account for L.R. ("black" plan). It merely gives a general idea of flow pattern at 1st/Front/Gilman.

Inclusion of L.R. will require Daom's N.B. roadway to be west of ext'g. W. cb. of 1st ("orange" plan). Not shown is L.R. alignment at 1st & Flanders.

DRM

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM _____ DATE _____

_____ STAFF
_____ BAUER
_____ BERGSTROM
_____ BOLLING
_____ BURDETTE
_____ BUTTENHAM
_____ CHADIMA
_____ CHOATE
_____ DAVIS
_____ DORN
_____ EVANS
_____ FRANKLIN
_____ HASSETT
_____ JAMES
_____ JAPPORT
_____ KNUDSON
_____ KOENIG
_____ LOOMIS
_____ MAGIN
_____ MARTINI
_____ MASCO
_____ MASON
_____ MUIR
_____ NEELY
_____ NISHIKAWA
_____ NOZAKI
_____ PARKS
_____ PHELAN
_____ SCHOMANN
_____ SPEER
_____ STARK
_____ WEBER
_____ WETMORE
_____ WILSON, JIM
_____ WILSON, MAURY

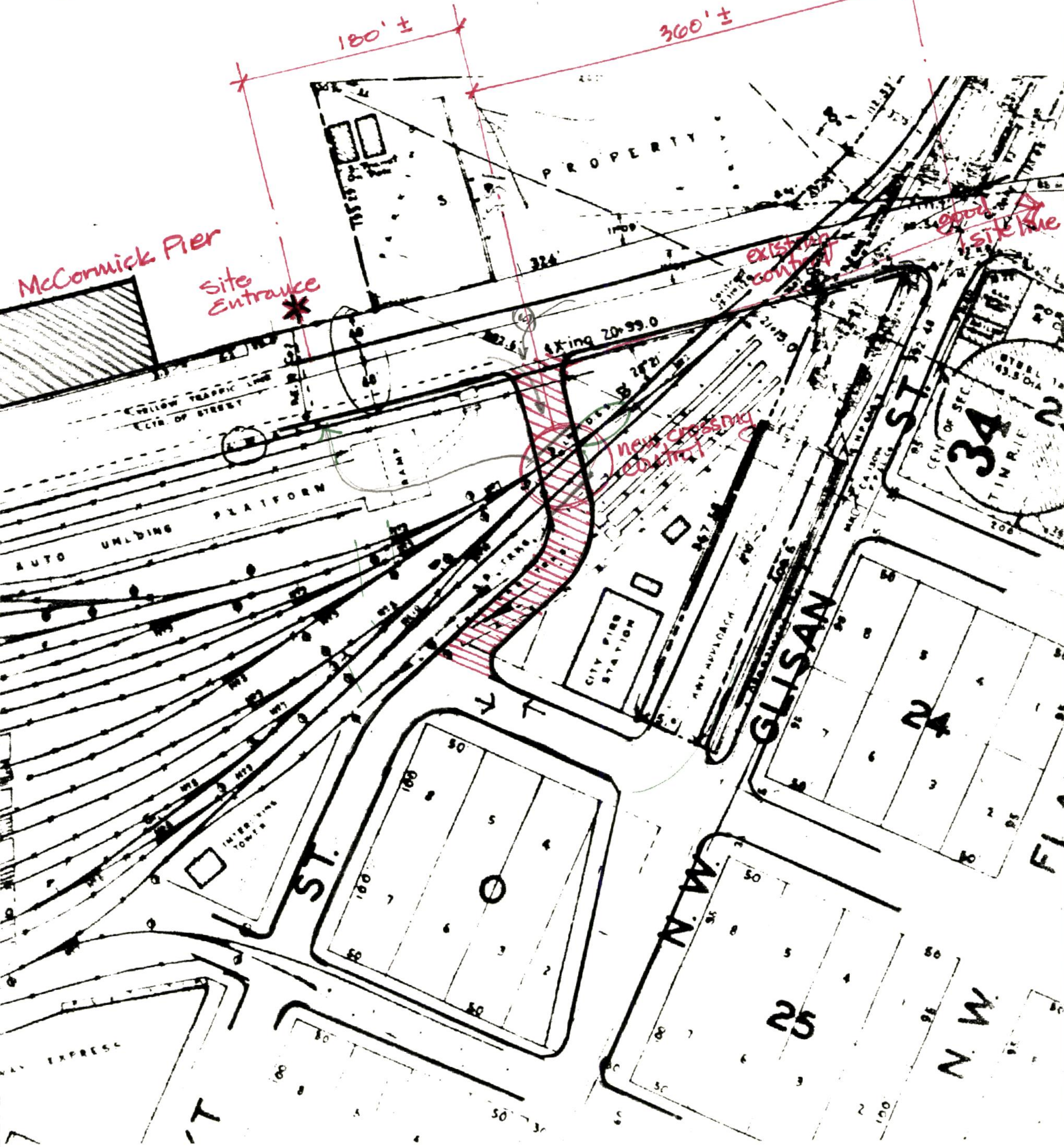
_____ PARKING PATROL DIVISION

_____ CIRCULATE
_____ INITIAL
_____ FILE
_____ FOR YOUR INFORMATION
_____ FOR YOUR APPROVAL
_____ ORDER
_____ PREPARE ANSWER (DRAFT)
_____ RETURN TO _____
_____ SEE ME
_____ INVESTIGATE AND REPORT
_____ PLEASE PROCESS
_____ PLEASE ATTEND
_____ REVIEW AND COMMENT
_____ PLEASE DISCUSS WITH ME

PACIFIC
SQUARE

(B)

CURB 10-4


180' ±
360' ±
PROPERTY
McCormick Pier
site Entrance
existing control
good site line
new crossing control
YELLOW TRAFFIC LINE
CTR. OF STREET
RAMP
AUTO UNLOADING PLATFORM
CITY FIRE STATION
GLISAN
ST
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34
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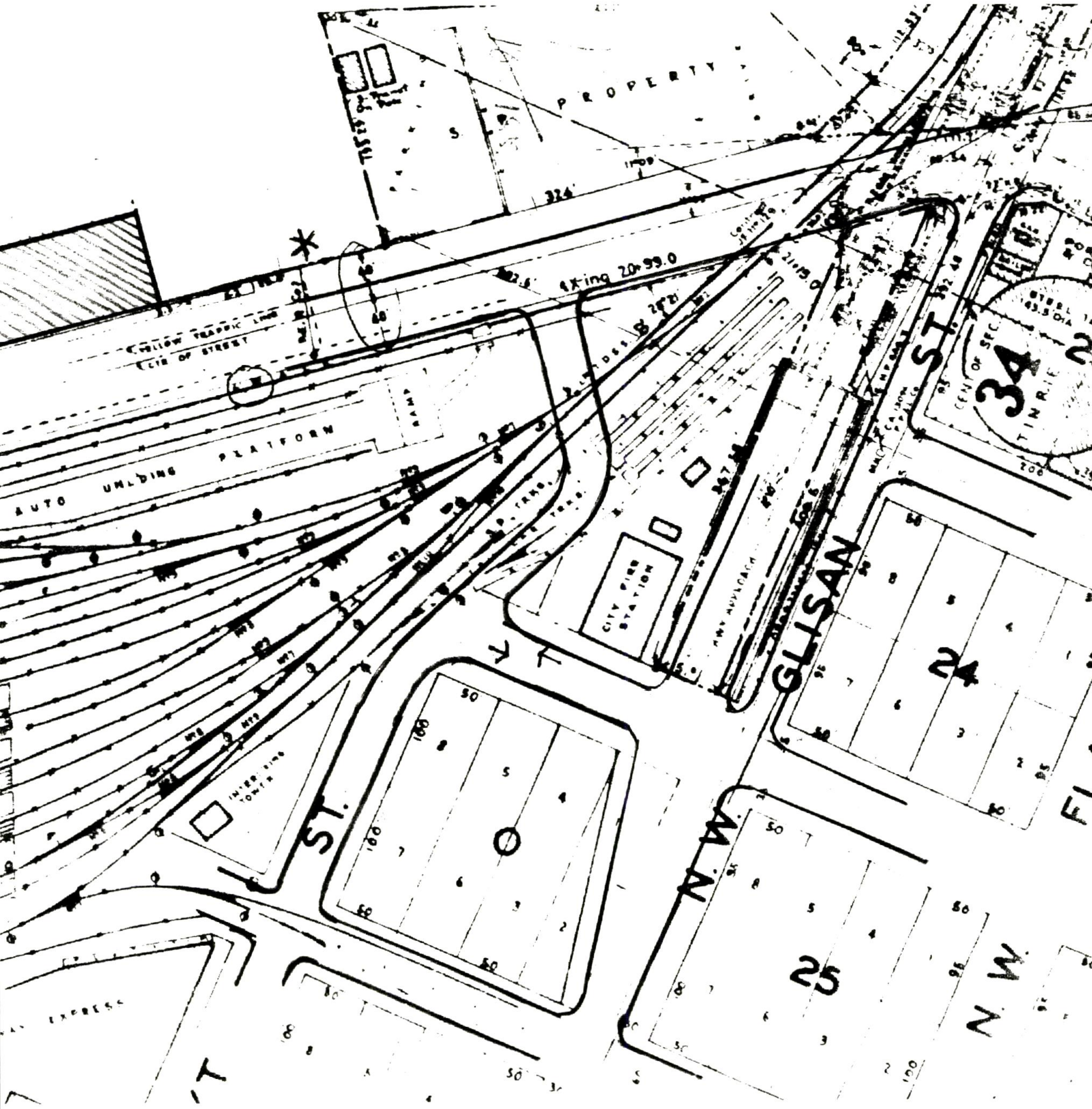
EXPRESS

(B)


PROPERTY
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YELLOW TRAFFIC LINE
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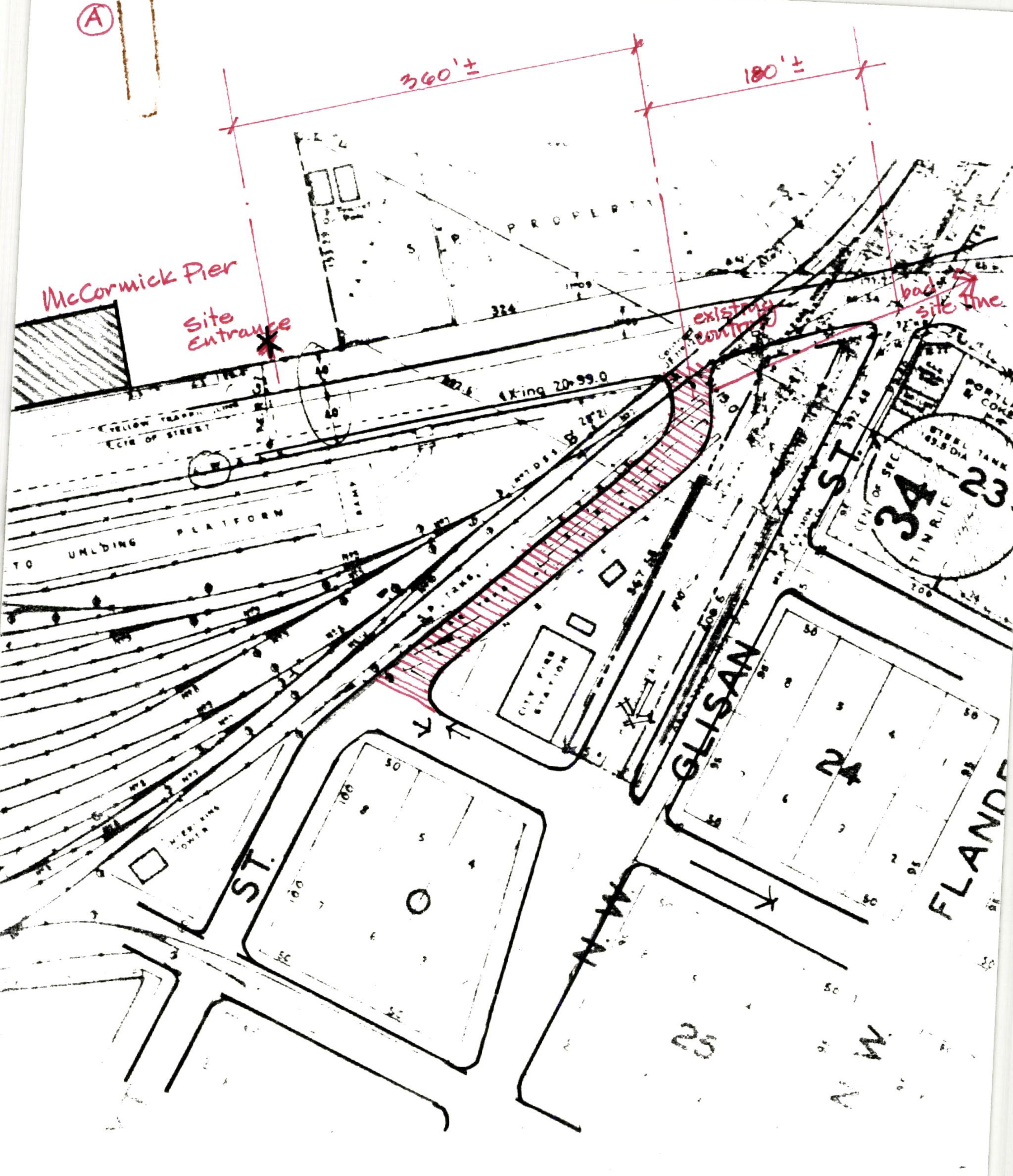
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360'±
180'±
McCormick Pier
Site Entrance
existing control
bad site line
S. P. PROPERTY
UNLOADING PLATFORM
RAMP
YELLOW TRAFFIC LINE
CITY FIRE STATION
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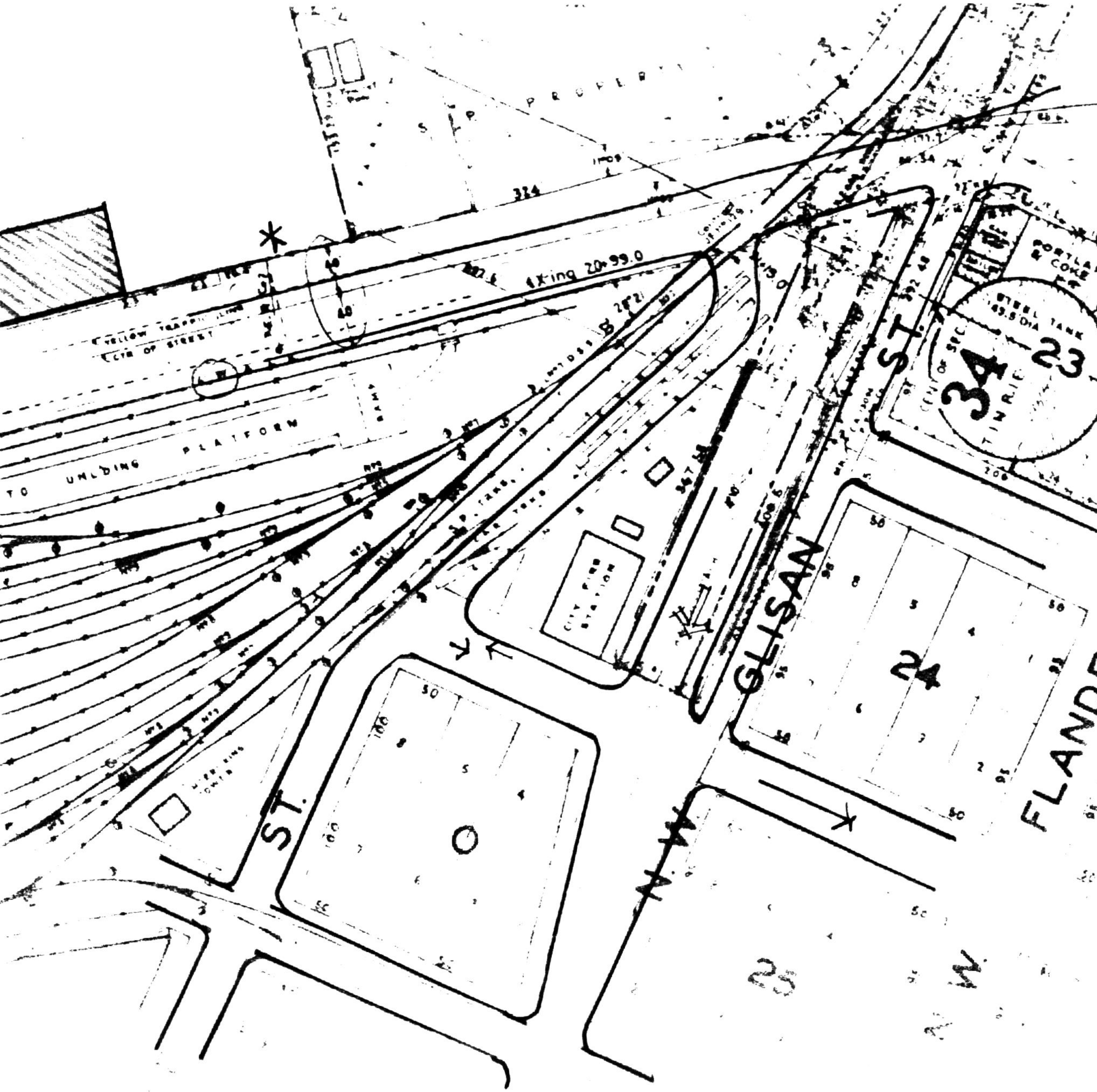
STEEL TANK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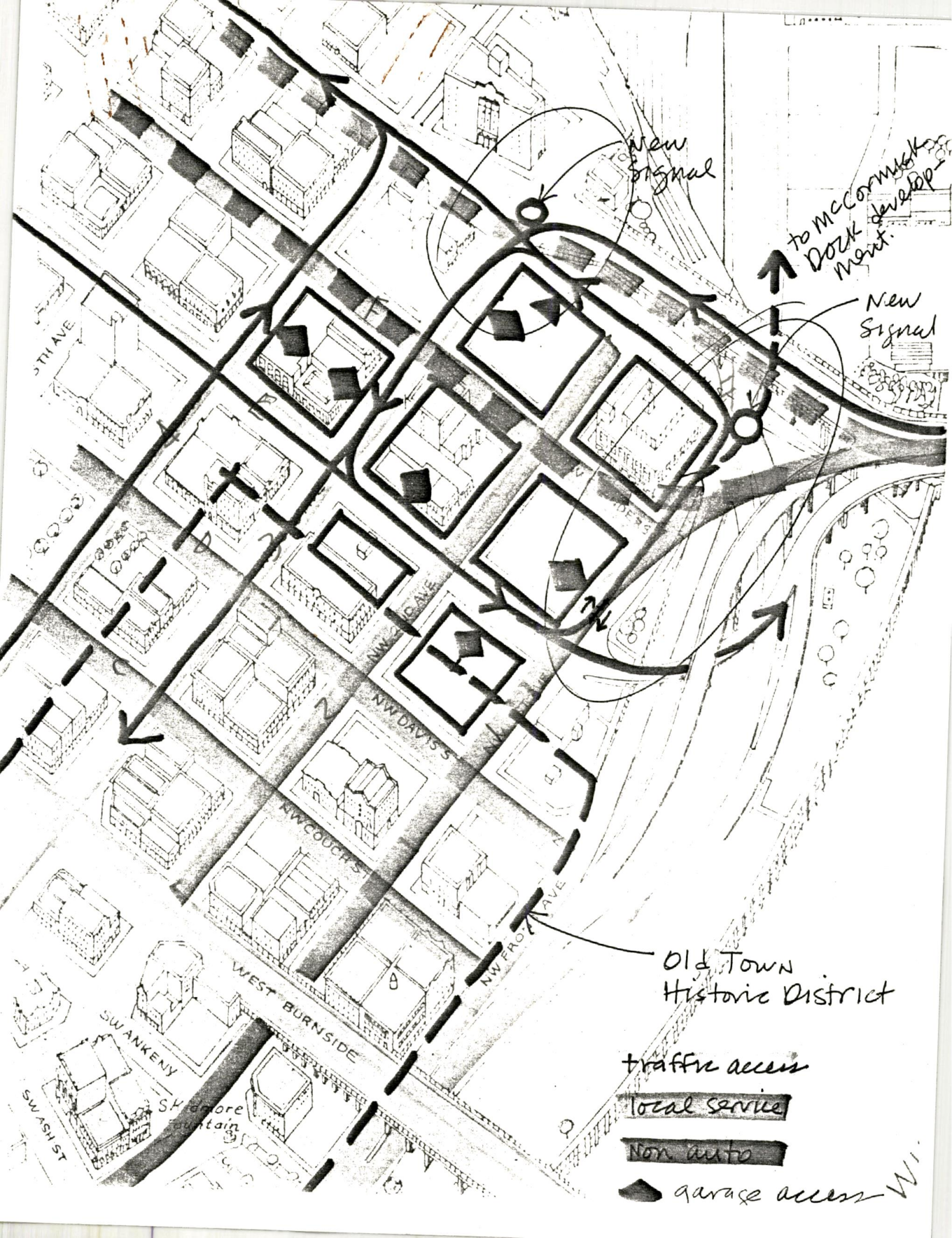
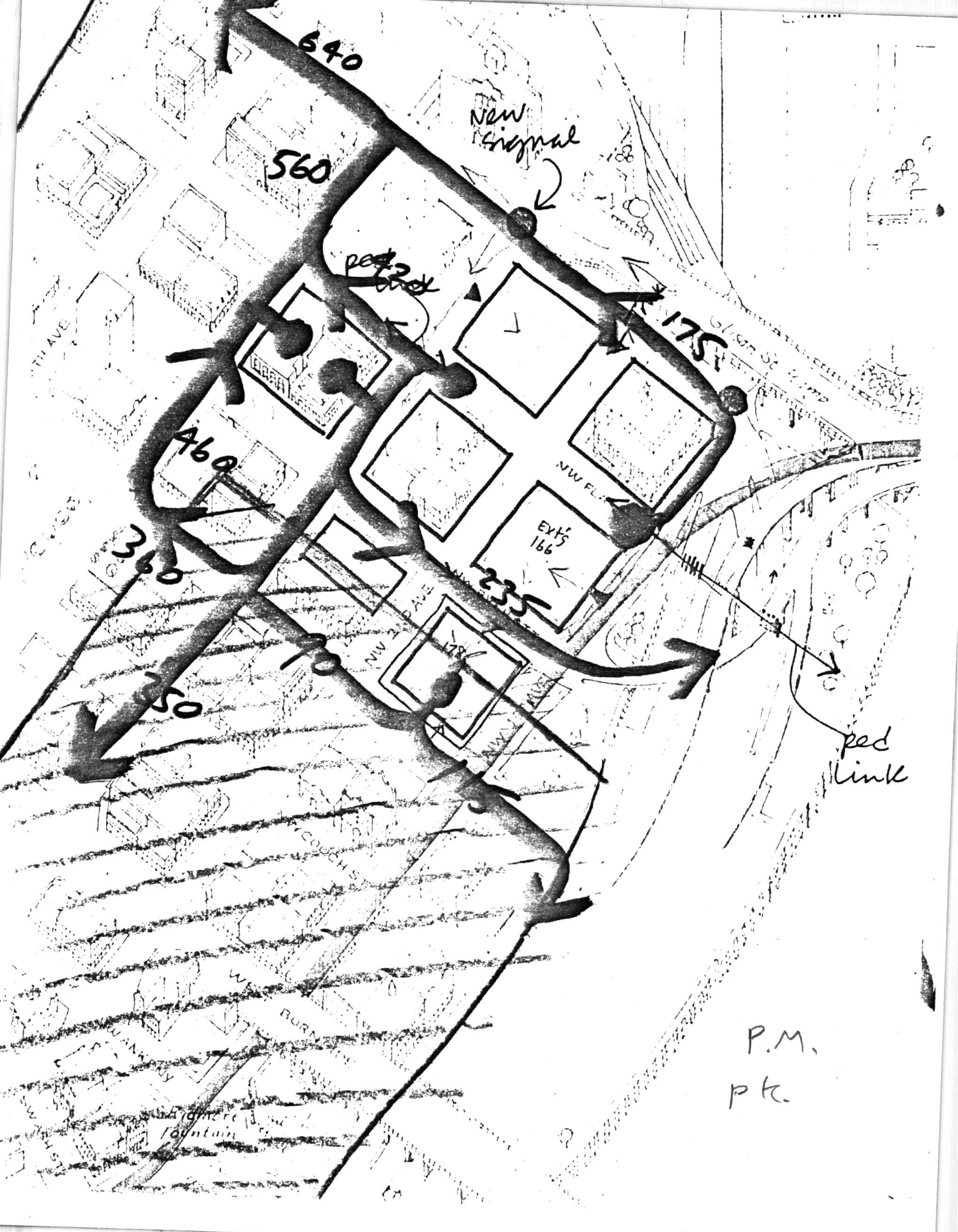
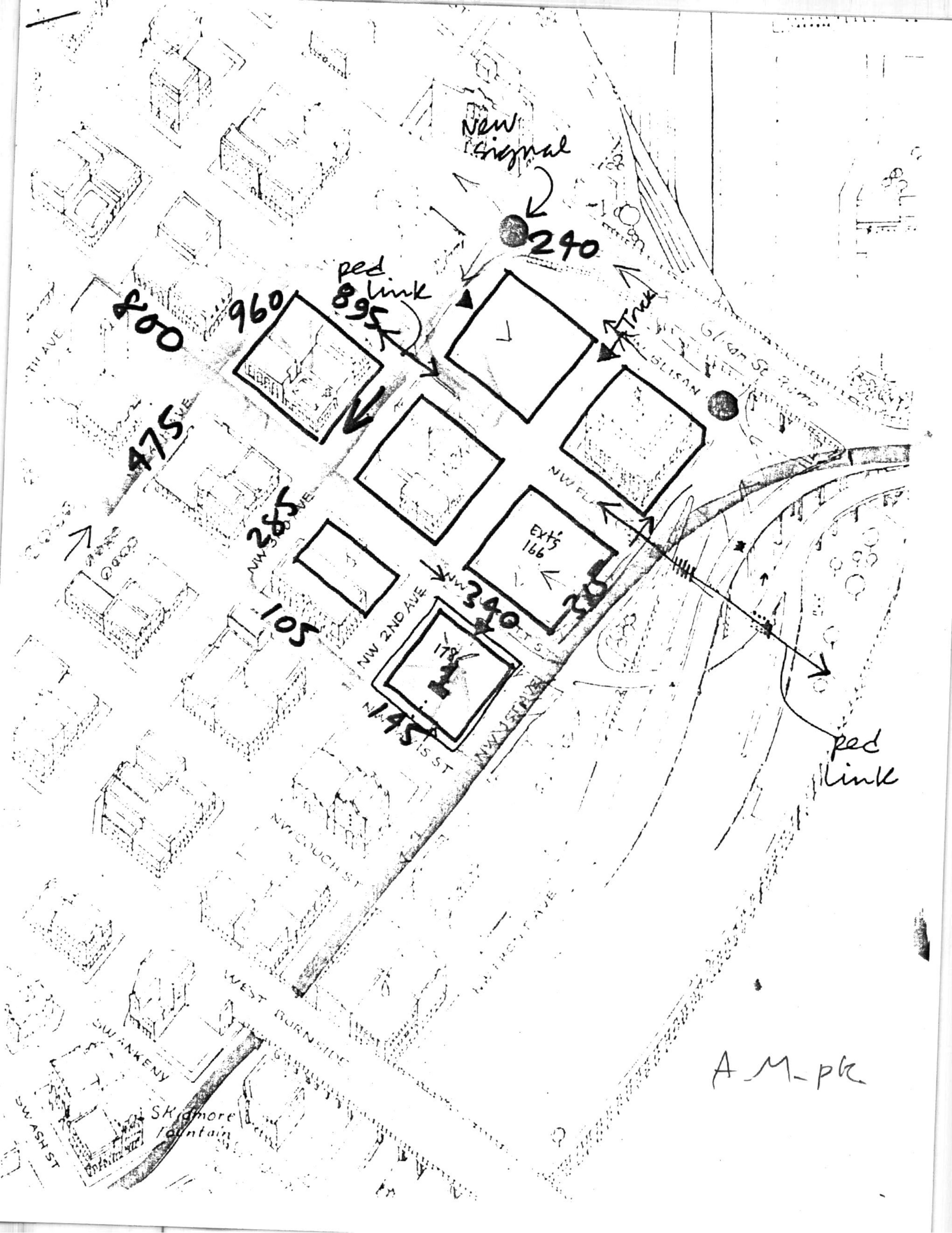

New Signal
to McCormick Dock Develop-ment.
New Signal
5TH AVE
NW DAVIS ST
NW COUCH ST
NW FRONT AVE
WEST BURNSIDE
SW ANKENY
SW ASH ST
Skidmore Fountain
Old Town Historic District
traffic access
local service
Non auto
garage access


640
560
New signal
175
460
360
750
710
235
Ext's 166
ped link
P.M. pk.



New signal
240
ped link
895
960
800
475
285
105
340
145
Ext's 166
178
Truck
NW 2ND AVE
NW COUCH ST
WEST BURNSIDE
Skidmore fountain
ped link
A M pk

Parking
Daon Master Plan

<u>Spaces</u>

1023 office 1/1000 □'

105

391 521 Hotel Rms

181 service ctr

1700

391 – Hotel

1309

581 existing

---

728 spaces over todays

ACCIDENT ANALYSIS

Location……………………………………………………………………………………………………

Date………………………………Intersection Type……………………………………Control……………

Month	1st veh. From	1st veh. To	2nd veh. From	2nd veh. To	collision Type	collision Code	collision description	violation Vehicle	violation Code	violation description	Speed	Time of Day	Extent

URB 10-4

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
PLANNING
424 S.W. MAIN ST.
PORTLAND, OR 97204

FRANK FROST
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

DRM

January 21, 1980

MEMORANDUM

TO: OPD Administrator, Cowles Mallory, 131
Traffic Engineer, Don Bergstrom, 106/Traffic
Parks Bureau, Sewell & Bridges, 106/Parks
PDC, Robert Holmes, 153
City Engineers - Sewer, Sunnarborg & Boyer, 130
City Engineers - Streets, Richard Johnson, 130
Water Bureau, Norseth & Vrooman, 116
Fire Bureau, Lt. Edwards, 139
Police Bureau, Joan Henick, 126/425
Tri-Met, Steven Fisher, 4012 SE 17th Avenue (97202)
Building Bureau, Jim Griffiths, 131/111
City Engineers - Bicycle, 130
Downtown Housing Advisory Committee, Mary Burki, 2433 NW Northrup (97210)
Downtown Community Association, Jessica Richman, 1111 SW Tenth, Room 425 (97204)
City Housing Development, Inc., 146/610
Burnside Consortium, 107 NW Fifth, Suite 212 (97209)

FROM: Frank N. Frost, Acting Planning Director FNF

RE: DAON Master Plan and first stage development

This is to inform you that the Design Committee will review the attached Pacific Square document at a public meeting scheduled for February 14, 1980, at 4:00 p.m., in Room 200, City Hall Annex, 424 SW Main Street, Portland, Oregon.

The Committee's recommendations on the Conditional Use and variance requests will be transmitted to the Hearings Officer who will conduct a public hearing early in March.

Both the Design Committee and the Hearings Officer would appreciate any comments you may wish to provide on this proposal. Such advice should be transmitted to this office prior to February 10, 1980. You are also invited to attend and participate in the public hearings.

RECEIVED
JAN 22 1980
BUREAU OF
TRAFFIC ENGINEERING

If you require additional information, please contact Rodney O'Hiser, Downtown Planner, Bureau of Planning, 424 SW Main Street, Portland, OR 97204. Phone Number is 248-4292.

FNF/RO/1b

PORTLAND CITY PLANNING COMMISSION

APPLICATION FOR A REVIEW BY THE DESIGN COMMITTEE
(to be filled out in duplicate)

I hereby submit plans for approval to construct, ~~remodel, repair or alter~~ the following described structure (describe fully; use reverse side if necessary):

See Part One: Pacific Square Master Plan and Part Two: First Phase - One Pacific Square sections of the preceding report.

On property described as: LOT(s) 1 through 8

BLOCK 14 ADDITION Couch's

which is located at boundary streets of N.W. 1st, 2nd, Everett and Davis

near (cross street) N.W. 2nd & Everett in Zone C1Z

I agree to furnish three copies of drawings showing exact dimensions, arrangements and character of the above proposed development and any other drawings, perspective sketches, topographic surveys, photographs or other materials essential to the understanding of the structure and its relationship to surrounding properties as may be requested by the Design Committee.

DEEDHOLDER(s)
(signatures must appear)

Joseph R. Smith

Joseph R. Smith, Vice President
Northwest Natural Gas Company
Address and Phone Number
123 N.W. Flanders, Portland, Ore. 97209, 226-4211

CONTRACT PURCHASER(s) (if any)
(signatures must appear)

N/A
Husband and Wife

N/A
Address and Phone Number

OPTIONAL PURCHASER OR RENTER
(if any) (signatures must appear)

Michael Lane
Husband and Wife
Daon Corporation
1 S. W. Mt. Jefferson Terrace
Address and Phone Number
Lake Oswego, Ore. 97034, 636-5652

P.C. File No.: _____

1/4 Section SW ¼ Sec. 34, T. IN., R.1E

PORTLAND HISTORICAL LANDMARKS COMMISSION

APPLICATION FOR A REVIEW
(to be filled out in duplicate)

I hereby submit plans, specifications, and sketches for approval to construct, remodel, repair, alter, or demolish the following described structure (describe fully; use reverse side if necessary):

See Part Two: First Phase - One Pacific Square section of preceding report.

On property described as: LOT(s) 1 through 8

BLOCK 14 ADDITION Couch's

which is located at boundary streets of N.W. 1st, 2nd, Everett and Davis

near (cross street) N.W. 2nd & Everett in Zone C1Z

I agree to furnish three copies of drawings showing exact dimensions, arrangements and character of the above proposed development and any other drawings, perspective sketches, topographic surveys, photographs or other materials essential to the understanding of the structure and its relationship to surrounding properties as may be requested by the Portland Historical Landmarks Commission.

DEEDHOLDER(s)
(signatures must appear)

Joseph R. Smith

Joseph R. Smith, Vice President
Northwest Natural Gas Company
123 N. W. Flanders, Portland, Ore. 97209
Address and Phone Number 226-4211

CONTRACT PURCHASER(s) (if any)
(signatures must appear)

N/A
Husband and Wife

N/A
Address and Phone Number

OPTIONAL PURCHASER OR RENTER
(if any) (signatures must appear)

Michael Lane

Husband and Wife Michael Lane
Daon Corporation
1 S. W. Mt. Jefferson Terrace
Address and Phone Number
Lake Oswego, Ore. 97034, 636-5652

P.H.L.C. File No: _____

¼ Section SW ¼ Sec. 34, T.IN., R.1E

7

PORTLAND BUREAU OF PLANNING

REQUEST FOR ZONING CODE VARIANCE
(to be filled out in duplicate)

I hereby request a variance from the provisions of the Zoning Code on property described as:

LOT (s) 1 through 8

BLOCK 14 ADDITION Couch's ZONED C1Z

LOCATED AT Boundary streets of N.W. 1st, 2nd, Everett & Davis NEAR (cross street) N.W. 2nd & Everett

ATTENTION
I agree to furnish three copies of a site plan drawing showing exact dimensions and arrangement of the proposed development and any other drawings, topographic surveys, photographs or other material essential to the understanding of the proposed use and its relationship to the surrounding properties as may be required by the Variance Committee. Justification for this request is required. Please see reverse side of this form. A plan examination check sheet, processed by the Bureau of Buildings, and a $20.00 filing fee shall accompany this request.

DEEDHOLDER (s)
Signatures must appear

Joseph R. Smith

By Joseph R. Smith, Vice President
Northwest Natural Gas Co.

Print both names here

Signature (Husband)

Signature (Wife)

123 N. W. Flanders 97209 226-4211
Address & Phone

CONTRACT PURCHASER (s)
Signatures must appear as on contract

Print both names here

Signature (Husband)

Signature (Wife)

Address & Phone

OPTIONAL PURCHASER (s) OR LESSEE
Signatures must appear as on option or lease

Michael Lane

By Michael Lane
Daon Corporation

Print both names here

Signature (Husband)

Signature (Wife)

1 S. W. Mt. Jefferson Terrace
Lake Oswego Ore. 97034 636-5652
Address & Phone

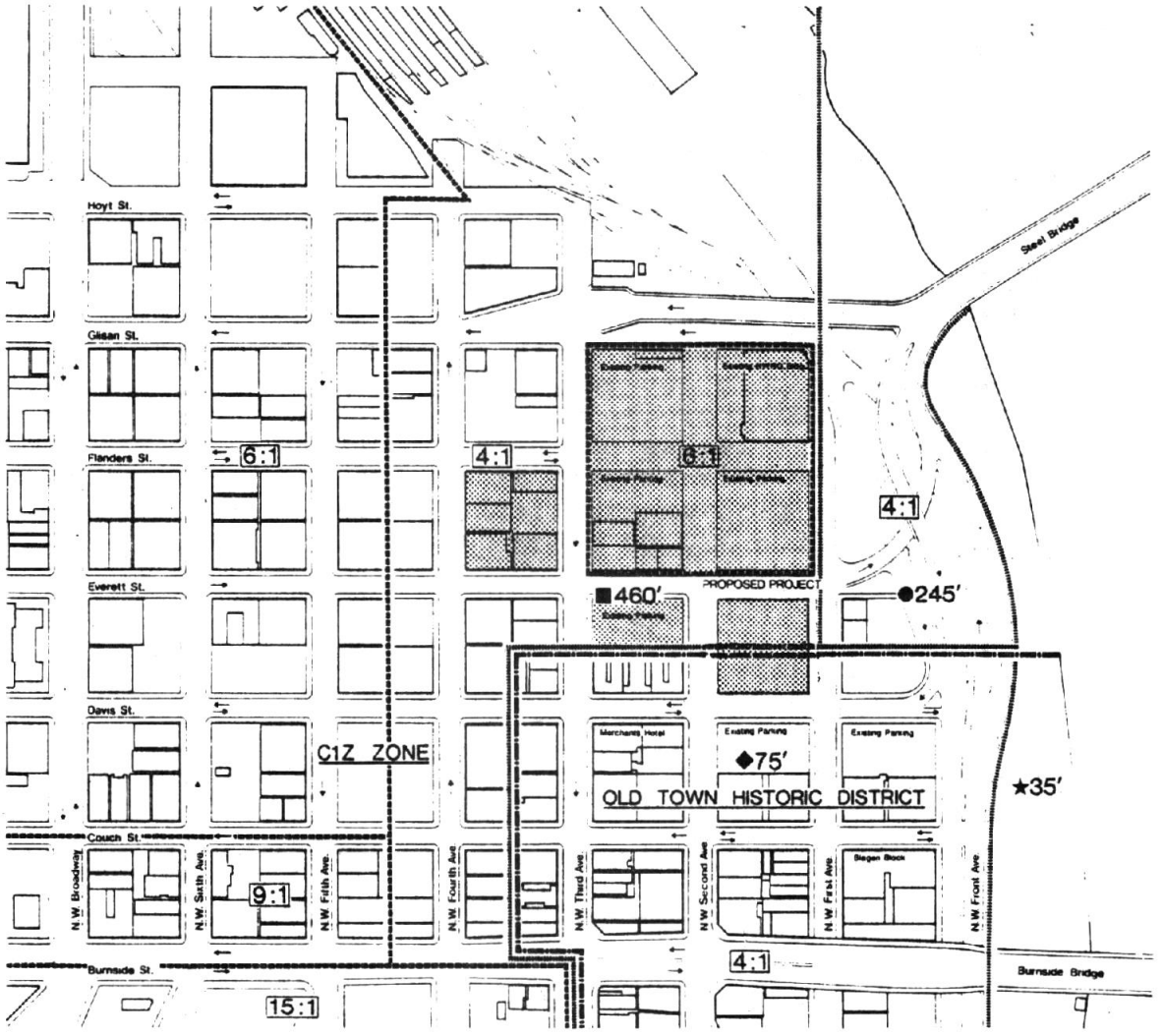
PERSON MAKING APPLICATION

Quarter Section S.N. ¼ Sec.34 T.IN, R.1E

PC File No.

Phone

Address



SCALE 1" = 0 8 16 32

ZONING & APPLICABLE RESTRICTIONS

NORTH

LEGEND

Zoning

- Zone Boundary
- C1Z — Zone or District

Height Restriction

- Height Zone Boundary
- ●245' — View Corridor Ht. Limit
- ◆75' — Historic District Ht. Limit
- ★35' — Waterfront Ht. Limit
- ■460' — Other Area Ht. Limit

Density Restriction

- F.A.R. Zone Boundary
- 6:1 — F.A.R. Area Ratio Density Limit

	PACIFIC SQUARE DAON CORPORATION Portland, Oregon	Campbell Yost Grube Professional Corporation Architecture & Planning 2040 Southwest Jefferson • Portland Oregon 97201 • 503-221-0800

DENSITY ZONING VARIANCE

Ordinance 147239 specifies a maximum Floor Area Ratio (F.A.R.) of 6:1 on four blocks within the site (blocks 15, 16, 23 and 24) and a 4:1 F.A.R. on the additional 2½ blocks of the site (blocks 14, 26 and ½ of block 17).

The total Master Plan development incorporates 1,813,186 sq.ft. (as calculated under the provisions of Ordinance 147237) which equals a 5.988:1 F.A.R. average for the entire site (including street closure area - see area tabulation and F.A.R. calculation following in supporting Documents Section).

A density variance to increase the 4:1 portions of the site to 6:1 and permit density averaging or transfer within the site is therefore required and requested.

The Master Plan MXD program concept relies heavily on a critical mass of program areas for viability in both economic and functional (activity generating) terms. The proposed Master Plan and First Phase Project would face practical difficulties making them unfeasible following a literal interpretation of the zoning code F.A.R. restriction and the increase in F.A.R. will result in comparatively minimal detriment to the surrounding neighborhood for the following reasons:

The required F.A.R. increase will in effect expand the existing four-block 6:1 zone to include the total Master Plan site of 6½ blocks. Such an expansion is in conformance with the rational for originally establishing the 6:1 zone, and the intent of the Portland Downtown Plan which specifies as an objective the development of medium-density office concentrations adjacent to selected access points into downtown.

The project is designed to relate to the lower densities of the surrounding areas and particularly Old Town to the south by the stepping down in height of towers and the scale of base structures, as well as the First Phase tower setback away from the Davis Street frontage.

The traffic generated by the project density can be accommodated on the existing arterial streets producing a minimum impact

within adjacent neighborhoods.

The provisions of grade level public amenities within the project (public square and open space) are in part made economically feasible by the density of the project, and these amenities are a benefit rather than detriment for the surrounding neighborhood.

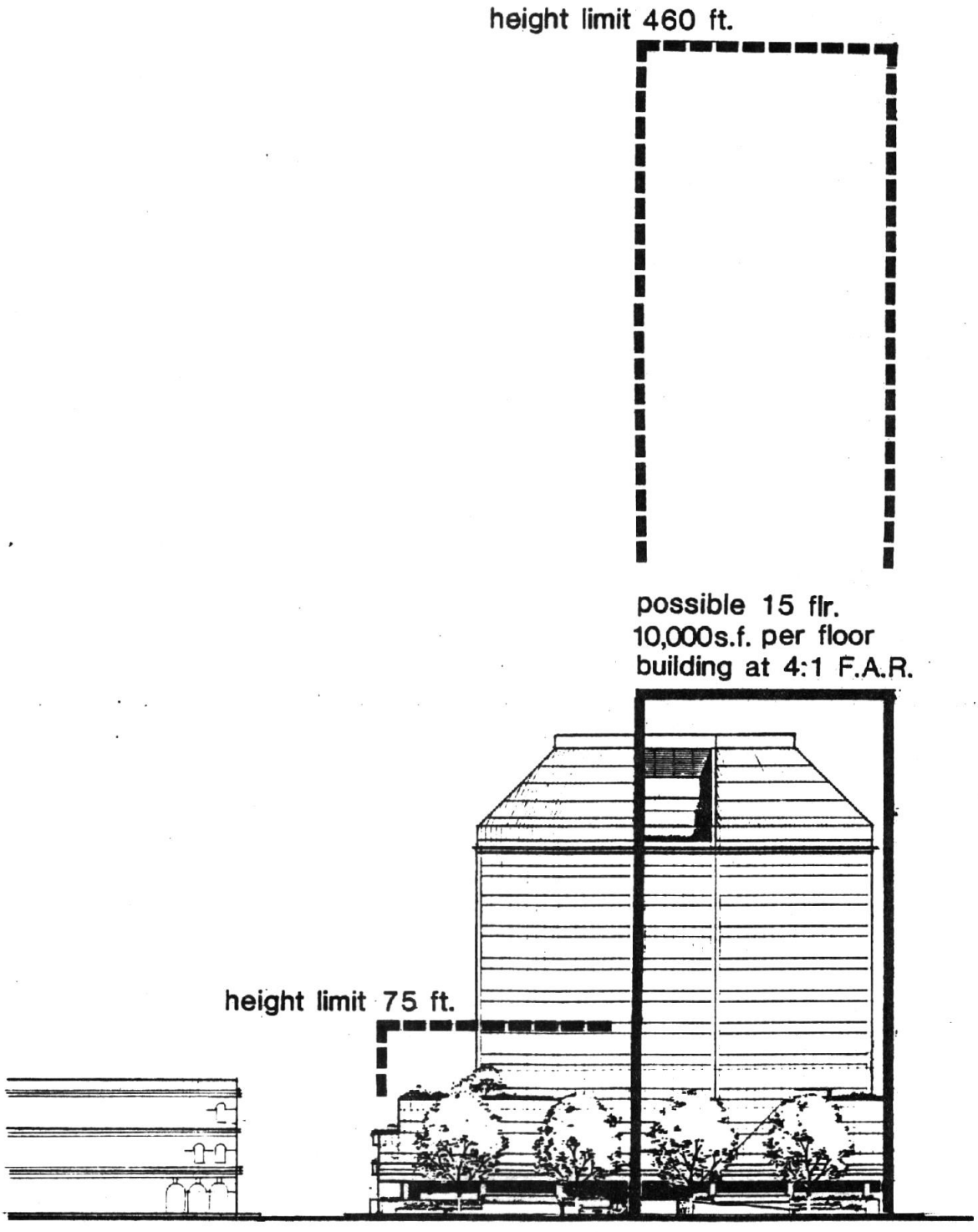
MAXIMUM BUILDING HEIGHT ZONING VARIANCE

Ordinance 147239 specifies a 75' height limit on the south half of Block 14 (site of the First Phase: One Pacific Square Building) and a 460' height limit on the north half of the block. The proposed One Pacific Square office tower (measuring 188' from grade to roof) is partially located within the south half of the site and a variance from the 75' limit is requested on the grounds that the limitation is an exceptional condition making the First Phase Project unfeasible.

This ½ block height limit across the project site fronting Davis Street is an atypical Historic District boundary condition. Both the project site and the half-block frontage it faces across Davis Street are vacant.

Typically, ½ block zones, with a 75' height limitation, have been included into the Historic Districts when they include historic buildings. In addition, a number of boundary conditions have included ½ block parcels to preserve a street-scale relationship across from historic buildings. This second guideline , however, has not been consistently adhered to, as illustrated by the Taylor Street boundary of the Yamhill Historic District, in which historic buildings face the Willamette Center complex.

One Pacific Square is designed to relate to the scale of Old Town and a height variance will not be detrimental to the Historic District. One Pacific Square achieves an appropriate scale relationship to the historic Merchants Hotel across the Second and Davis intersection and relates to the adjoining area through the step-down in scale from tower to base. The pedestrian view from the Merchants Hotel block or the intersection of Second and Davis will feature the predominant three-story base rather than the setback tower. In addition, the base, 43' high, achieves a closer scale relationship to the adjacent Old Town Historic District than would an allowable project with a 75' high street frontage (see drawing on following page).



HEIGHT AND DENSITY LIMIT COMPARISON
TO PROPOSED PROJECT

ONE PACIFIC SQUARE
DAON CORPORATION Portland, Oregon
Campbell Yost Grube

9

THE CITY OF PORTLAND OREGON

BUREAU OF PLANNING 424 SW MAIN PORTLAND, OREGON 97204 503/248-4250

APPLICATION FOR CONDITIONAL USE PERMIT

(fill out both sides and submit in duplicate)

I hereby apply for the following Conditional Use: (describe briefly) See following pages for inclusion of parking and parking access locations for both the Pacific Square Master Plan and First Phase Project.

on property described as Lot(s) ~~or~~ 1 through 8 Block(s) ~~or~~ 14
Tax Lot(s) ..... Section(s) .....

Addition ~~or~~ Couch's in Zone C1Z
~~Township/Range~~ .....

Which is located at Everett and Davis ..... Near (cross street) N.W. 2nd & Everett
Boundary streets of N.W. 1st, 2nd,

With this application I am furnishing a FULL WRITTEN DESCRIPTION of my proposal, THREE COPIES OF A SITE PLAN drawing showing exact dimensions and arrangement of the proposed development and any other drawings, topographic surveys, photographs or other material essential to the understanding of the proposed use and its relationship to surrounding properties, together with THE APPROPRIATE FILING FEE.

PERSON MAKING APPLICATION (name, address, zipcode and Portland daytime phone number)

William Roger Yost (phone 221-0150)
Campbell-Yost-Grube P.C., Architecture-Plng
2040 S.W. Jefferson
Portland, Oregon 97201

DEEDHOLDER (ALL persons listed on deed MUST SIGN THIS APPLICATION)

Signature(s) Joseph R. Smith ....

Print name(s) Joseph R. Smith, Vice President
Northwest Natural Gas Company ....

Address, zipcode 123 N.W. Flanders 97209 ....

Daytime phone 226-4211 ....

CONTRACT PURCHASER (ALL persons listed on contract MUST SIGN THIS APPLICATION)

Signature(s) ....

Print name(s) ....

Address, zipcode ....

Daytime phone ....

OPTIONAL PURCHASER OR RENTER (if any)

Signature Michael Lane .....

Print name, address, zip and daytime phone number Daon Corporation, 1 S.W. Mt. Jefferson, Lake Oswego 97034, 636-5652

For Planning Bureau use: File Number

Quarter Section

SW ¼ Sec. 34, T.1N., R.1E

PARKING AND PARKING ACCESS CONDITIONAL USE

Conditional use approval is required for the inclusion of parking on the First Phase block, the location of the First Phase entry/exit on Davis Street and the Master Plan entry/exit on First Ave. The additional Master Plan parking entry/exit locations at Third for the superblock and Fourth and Third for the west block parking structure do not require conditional use approval.

1. MASTER PLAN PARKING ACCESS FROM FIRST AVE.:

With 833 parking spaces on the superblock, at least two entry and three exit lanes are needed. It would not be desirable to locate all of these lanes at one point on the street system, so two access points have been incorporated, one on Third Avenue at Flanders Street and one on First Ave. in the middle of the superblock.

The main access point to the superblock parking garage will be the Third Ave. entrance/exit. This garage entry point will be combined with the carriage entrance to the hotel, which is illustrated in the drawings. Location of the entrance/exit opposite on First Ave. will provide the best circulation pattern because it allows vehicles approaching the site from the west to use the one-block section of Flanders between Third and Fourth to both arrive and depart the site, with the First Ave. entry/exit used primarily by those vehicles approaching the site from the west on Everett which do not use the main entrance and by vehicles departing the site bound for the Steel Bridge.

Conditional use approval of First Ave. parking access would, therefore, permit efficient parking garage design and traffic patterns, as well as remove access to a secondary pedestrian frontage.

2. FIRST PHASE PARKING ACCESS FROM DAVIS STREET:

The design provides for parking access from Davis Street for the following reasons:

- Parking access is prohibited from First Street - designated as a pedestrian-transit street. Second Street will become the

major pedestrian access route to the site and is the appropriate location for a pedestrian plaza which would be disrupted by parking access.

- Everett Street is now the highest traffic volume street of the four boundary streets and the most direct access for truck loading, which cannot physically be incorporated at the same frontage with parking access.
- The actual impact on traffic volumes by parking access to the 118 car garage is minimal (see First Phase Parking memorandum in following section).
- The benefit to the immediate neighborhood of parking access onto Davis Street would, therefore, be the minimization of truck and service traffic on non-arterial streets and the avoidance of vehicular traffic-pedestrian conflicts on First and Second Streets - the major pedestrian routes.

3. FIRST PHASE PARKING:

The design provides for 118 parking stalls located on two below-grade parking levels. This amount of parking relates to existing supply, project demand, and relevant guidelines as follows:

- The site, presently a surface parking lot, has 176 off-street parking spaces and 23 on-street spaces. The amount of proposed parking would represent a loss of 58 off-street spaces.
- The projected parking demand for the project is 386 spaces (see Traffic Report in supporting Documents Section).
- Allowable parking defined by standards of the Downtown Parking and Circulation Policy would be 225 spaces (based on one space per 1,000 sq.ft. of office or retail space for the project area of 225,410 sq.ft.).
- The 118 parking spaces provided in the project are the minimum necessary to fulfill the First Phase requirements of the Northwest Natural Gas Company and the inclusion of parking will benefit the immediate neighborhood by reducing the project demand for parking

in the vicinity. The excess demand (268 spaces) is not expected to impact the adjacent area's supply of on-street parking with short term Northwest Natural Gas Company parking available on the ½ block to the west and on three of the four blocks which comprise the superblock to the north. The long-term Master Plan development will add to the parking supply while project demand will decrease with the advent of light-rail transit on First Street.

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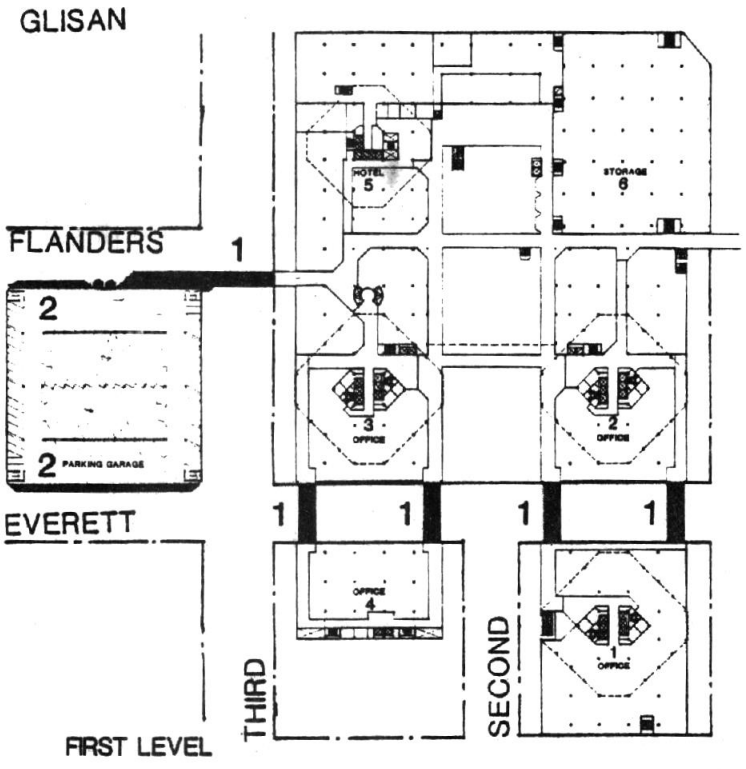
PARKING ALLOCATION REQUEST

The total parking requested for the Master Plan development is 1,700 spaces located in the First Phase Project below grade (118 spaces), the superblock below grade (833 spaces) and the west parking structure (749 spaces). Note that these parking totals represent an increase of 181 spaces over the figures in the consultant traffic report (see page 19 of Traffic Report for derivation of parking request based on Portland Downtown Parking and Circulation Policy).

The additional 181 spaces, all to be located within the superblock parking garage, are requested to satisfy finalized requirements of the Northwest Natural Gas Co. (NWNG) for storage of company vehicles. NWNG currently stores 162 company vehicles at their northwest location (98 autos, 11 pick-up trucks, and 53 service trucks). The consolidation of their administrative facilities in the One Pacific Square building will add 41 autos and 4 pool vans to this total. This creates a demand for 207 utility company storage spaces within the project beyond the standard allocation of one space/1,000 s.f. of office or retail area. As NWNG storage parking, the 181 spaces would be exempt from the Downtown Parking and Circulation Policy limit following the 1973 precedent in which NWNG was allocated exempt storage parking for company vehicles exceeding a basic allocation based on office area alone. An additional precedent for exemption of storage parking is the Portland Taxi Company lot located adjacent the First Phase block.

The 391 hotel parking spaces within the 1,700 parking space request are also exempt from the Downtown Parking and Circulation Policy limit, bringing the total parking request, subject to the limit, to 1,128 spaces.



ABOVE GRADE PUBLIC R.O.W UTILIZATION

1. PEDESTRIAN BRIDGE
   17.5 FT MAX. WIDTH, 17.5 FT CLEARANCE
2. PARKING STRUCTURE
   SIDEWALK OVERHANG 8 FT. MAX.

	PACIFIC SQUARE DAON CORPORATION Portland, Oregon	Campbell Yost Grube Professional Corporation Architecture & Planning 2040 Southwest Jefferson • Portland Oregon 97201 • 503-221-0800

PACIFIC SQUARE
AREA CALCULATION SUMMARY

Building	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Net Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
One Pacific Square	291,855	232,395	192,025	12,405		42,740*	11,445	9,690	*118 cars
Two Pacific Square	435,875	350,775	286,790	25,200		77,000*	6,050	14,175	*207 cars
Three Pacific Square	562,500	478,875	380,665	25,200		77,025*	19,400	12,075	*210 cars
Four Pacific Square	51,700	51,700	27,635	10,250			2,500		
Five Pacific Square	459,875	367,875			320,390**	83,425*	4,450	14,000	*237 cars **Incls 521 Rms
Six Pacific Square	112,441	99,891	84,150		5,616		17,345		
Parking Structure/ Athletic Club	322,425	231,675		11,875	61,120	233,550*			*749 cars
TOTALS	2,236,671	1,813,186	971,265	84,930	387,126	513,740*	61,190	49,940	*1,521 cars

NOTES: See Page 2 of 8

FLOOR AREA RATIO CALCULATION:

SITE AREA:	Block 14	38,000 SF
	Block 15	38,000 SF
	Block 16	38,010 SF
	Block 17(1)	19,005 SF
	Block 23	37,928 SF
	Block 24	38,010 SF
	Block 26	39,000 SF
	Street Closure(2)	55,003 SF
	TOTAL	302,956 SF

FLOOR AREA RATIO: $\frac{1,813,186}{302,956} = 5,988:1$

NOTES: (1) One-half block.
(2) Flanders from 1st to 3rd and Second from Everett to Glisan.

ONE PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Net Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Parking B-2	37,020	N/A				30,440*	4,690		*92 cars
Parking B-1	15,630	N/A				12,300*	700		*26 cars
Plaza	19,260	19,260		12,405					
First	28,480	28,480	24,615						
Second	25,995	25,995	23,400					970	
Third	16,075	16,075	14,670					5,805	
Fourth Thru Tenth	113,925	113,925	104,125						
Eleventh	14,655	14,655	12,980					1,620	
Twelfth	14,005	14,005	12,235					1,295	
Mechanical	6,810(5)	N/A					6,055(5)		
TOTALS	291,855	232,395	192,025	12,405		42,740*	11,445	9,690	*118 cars

NOTES:
(1) Enclosed gross area: Enclosed area from exterior face of exterior wall.
(2) F.A.R. gross area: Enclosed gross area calculated per Portland City Ordinance.
(3) Usable area: Area within inside face of exterior walls excluding stairs, shafts, elevators and handicapped refuge.
(4) Roof terrace areas not included in gross area.
(5) Cooling tower area @ 50% of actual area. Net excludes stair, exterior walls and elevator machine rooms.

TWO PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Parking, Lower Level	28,900	N/A				25,300*			*85 cars
Parking, Upper Level	53,100	N/A				51,700*			*122 cars
Plaza	26,150	27,650		25,200					
First	31,700	33,900	23,030						
Second	32,925	32,925	30,500						
Third	16,075	16,075	14,670					11,250	
Fourth thru Sixteenth	211,575	211,575	193,375						
Seventeenth	14,650	14,650	12,980					1,625	
Eighteenth	14,000	14,000	12,235					1,300	
Mechanical	6,800	N/A					6,050		
TOTALS	435,875	350,775	286,790	25,200		77,000*	6,050	14,175	*207 cars

NOTES: See Page 2 of 8

THREE PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area (1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Net Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Parking-Lower Level	29,650	N/A				27,950*			*89 cars
Parking-Upper Level	50,650	N/A				49,075*			*121 cars
Plaza	27,700	28,600		25,200					
First	30,300	32,875	22,265						
Second	31,125	31,125	28,060						
Third	16,575	16,575	14,670					9,150	
Fourth thru Thirteenth	167,800	167,800	148,750						
Mechanical(Fourteenth)	17,150	17,150					13,350		
Fifteenth thru Twenty-Third	154,350	154,350	141,435						
Twenty-Fourth	15,525	15,525	14,090					1,625	
Twenty-Fifth	14,875	14,875	11,395					1,300	
Mechanical	6,800	N/A					6,050		
TOTALS	562,500	478,875	380,665	25,200		77,025	19,400	12,075	*210 cars

NOTES: See Page 2 of 8

FOUR PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Net Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Plaza	13,000	13,000		10,250					
First	15,000	15,000	9,690						
Second	12,000	12,000	10,325						
Third	9,200	9,200	7,620						
Roof							2.500		
TOTALS	51,700	51,700	27,635	10,250			2,500		

NOTES: See Page 2 of 8

FIVE PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Net Rentable Office(3)	Net Rentable Retail(3)	Other Net Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Parking-Lower Level	28,250	N/A				26,725*			*82 cars
Parking-Upper Level	58,750	N/A				56,700*			*155 cars
Plaza	23,450	23,450			14,970				
First	36,875	36,875			30,585				
Second	32,600	32,600			27,040			3,875	
Third	13,525	13,525			11,230			2,500	*17 Rms Incldd
Fourth thru Twentieth Floor	241,825	241,825			222,285			4,700	*504 Rms Incld
Twenty-Fifth	10,125	10,125			7,500			1,625	
Twenty-Sixth	9,475	9,475			6,780			1,300	
Mechanical	5,000	N/A					4,450		
TOTALS	459,875	367,875			320,390	83,425*	4,450	14,000	*237 cars **521 rooms

NOTES: See Page 2 of 8

SIX PACIFIC SQUARE
AREA CALCULATION

BUILDING FLOOR	Enclosed Gross Area(1)	F.A.R. Gross Area(2)	Usable Office(3)	Usable Retail(3)	Other Usable Rental(3)	Parking	Mechanical Electrical	Roof Terrace(4)	Remarks
Parking-Upper Level	11,550	N/A					10,900		
Plaza	29,922	29,922	28,050		1,872*				*Storage
First	32,262	32,262	28,050		1,872*				*Storage
Second	32,262	32,262	28,050		1,872*				*Storage
Roof	5,445	5,445					5,445		
TOTALS	112,441	99,891					16,345		

PARKING STRUCTURE/ATHLETIC CLUB
AREA CALCULATION

BUILDING FLOOR	Gross Area	F.A.R. Gross Area	Rental Office	Rental Retail	Other Rental	Parking	Mechanical Electrical	Terrace	Remarks
Lower Level	39,750	N/A			17,400	22,350*			*68 cars
Plaza	30,975	30,975		11,875		18,900*			*56 cars
First thru Fourth	168,700	168,700				158,600*			*520 cars
Fifth	35,000	N/A				33,700*			*105 cars
Sixth	16,000	16,000			13,920				
Seventh	16,000	16,000			14,900				
Eighth	16,000	N/A			14,900				
TOTALS	322,425	231,675		11,875	61,120	233,550*			*749 cars

Table 11

CALCULATION OF STATE
PERSONAL INCOME TAX
(1979 Dollars)

$96,244,800	Total wages
5.1%	Effective tax rate 1/
$4,908,485	
($4,908,000)	

1/ Oregon State Revenue Office.

Source: Leland & Hobson.

Table 10

CALCULATION OF TRI-MET PAYROLL TAX
PACIFIC SQUARE
(1979 Dollars)

$96,244,800	Projected total payroll
x .006	Tri-Met payroll tax rate 1/
$577,469	Projected Tri-Met payroll tax revenues
($577,000)	

1/ City of Portland.

Source: Leland & Hobson.

Table 9

CALCULATION OF CITY HOTEL TAX
PACIFIC SQUARE
(1979 Dollars)

550	rooms
x 365	days
200,750	room days
x .80	efficiency
160,600	adjusted room days
x $55	room rate per day
$8,833,000	projected room revenues ($16,060 per room)
x .06	city hotel tax rate 1/
$529,980	projected city hotel tax revenues
($530,000)	

1/ City of Portland.

Source: Leland & Hobson.

Table 8

PROJECTED ANNUAL RETAIL SALES
AND HOTEL REVENUES FOR PACIFIC SQUARE
(1979 Dollars)

Project Element	Size (Square Feet)	Projected Gross Revenues	Projected Total Annual Revenues (Millions of Dollars)	Estimated Economic Activity Generated (Millions of Dollars 3/
Retail	90,220 1/ (59,000)	$100-$150 per square foot per year 2/	$ 6 - $ 9	$13 - $20
Hotel	320,390 (550 rooms)	$16,070 per room per year	$9	$24
Total			$15 - $18	$37 - $44

1/ Of the 90,220 net rentable square feet of retail; 65 percent or 59,000 square feet is projected as actual retail commercial and 31,220 square feet as service commercial (i.e., banks, savings and loans, brokerages, etc.).
2/ The Urban Land Institute, Dollars and Cents of Shopping Centers, 1978.
3/ Economic multipliers derived from selected industry categories that reflect economic activity associated with the Pacific Square development.

Source: Donald A. Watson and Allen L. Roberts, Oregon Economic and Trade Structure, Bureau of Business and Economic Research, University of Oregon, Eguene, Oregon, 1969; Daon Pacific Corporation; Campbell Yost Grube; and Leland & Hobson.

Table 7

SELECTED AVERAGE ANNUAL EXPENDITURES BY
FULL-TIME PACIFIC SQUARE EMPLOYEES

	Total Average Annual Selected Expenditures Per Employee	Average Annual Expenditures Per Employee Downtown		
		At Pacific Square	At Old Town & CBD 1/	Total
Convenience Goods				
Food Away from Home	$ 951	$ 178	$ 535	$ 713
Drugs	157	30	88	118
General Merchandise/ Variety	1,444	271	812	1,083
Shopper Goods				
Clothing & Apparel	759	142	427	569
Personal Services	130	25	73	98
Total Expenditures Per Employee	$3,441	$ 646	$1,935	$2,581
x 5,361 employees	x 5,361	x 5,361	x 5,361	x 5,361
Total Expenditures	$18,447,201	$ 3,463,206	$10,373,535	$13,836,741

1/ CBD means Central Business District.

Source: Urban Decision Systems, Inc.; and Leland & Hobson.

Table 6

PROJECTED FULL-TIME ANNUAL EMPLOYMENT AND WAGES
PACIFIC SQUARE
(1979 Dollars)

Pacific Square Building	Office Employees 1/	Retail Employees 2/	Hotel Employees 3/	Parking Attendants 4/	Athletic Club	Total Employment Impact
One	960	46	--	--	--	1,006
Two	1,434	93	--	--	--	1,527
Three	1,903	93	--	--	--	1,996
Four	138	38	--	--	--	176
Five	--	--	550	--	--	550
Six	--	20	--	--	--	20
Parking/Athletic Club	--	44	--	30	12	86
Total Employees	4,435	334	550	30	12	5,361
Times Annual Average Wage	$ 16,000	$ 11,000	$ 9,500	$ 7,500	$ 10,000	
Equals Total Annual Wages	$70,960,000	$3,674,000	$5,225,000	$225,000	$120,000	$80,204,000
Times 20% (Taxes and Benefits)	$14,192,000	$ 734,800	$1,045,000	$ 45,000	$ 24,000	$16,040,800
Equals Total Payroll	$85,152,000	$4,408,800	$6,270,000	$270,000	$144,000	$96,244,800

1/ Office computed at one employee per 200 square feet net rentable space.
2/ Retail computed at one employee per 270 square feet net rentable space.
3/ Hotel computed at one employee per room.
4/ Parking calculated at one employee per 50 cars.
5/ Includes management, staff and instructors.

Source: Edward A. Ide, Estimating Land and Floor Area Implicit in Employment Projections, U.S. Department of Transportation, July 1970; Campbell Yost Grube; and Leland & Hobson.

Table 5

PROJECTED ECONOMIC IMPACT OF CONSTRUCTION EMPLOYMENT
PACIFIC SQUARE

Project Component	Net Rentable (Square Feet)	Estimated Development Cost (Millions of 1979 Dollars) 1/	Construction Jobs (Person Years) 1/	Direct Payroll (1979 Dollars) 2/	Estimated Total Economic Activity Generated (1979 Dollars) 3/
Office/World Trade Center	887,115	$ 69.0	1,552	$31,040,000	$77,900,000
Retail	90,220	7.5	169	$ 3,380,000	$ 8,500,000
Hotel	320,390 (550 rooms)	24.0	540	$10,800,000	$27,000,000
Athletic Club/ Parking	651,266	49.5	1,114	$22,280,000	$55,900,000
Total	1,948,991	$150.0	3,375	$67,500,000	$169,300,000

1/ Based on proportion of net rentable square feet of project components.
2/ $20,000 average annual construction salary includes a 1.2 times payroll taxes and benefits factor
3/ Economic multiplier derived from selected industry categories that reflect economic activity associated with the Pacific Square development.

Source: Donald A. Watson and Allen L. Roberts, Oregon Economic and Trade Structure, Bureau of Business and Economic Research, University of Oregon, Eugene, Oregon, 1969; Daon Pacific Corporation; Campbell Yost Grube; and Leland & Hobson.

Table 4

PROJECTED DEVELOPMENT COSTS AND
CONSTRUCTION EMPLOYMENT -
TYPICAL YEAR DURING DEVELOPMENT PERIOD
PACIFIC SQUARE
(1979 Dollars)

	Total Project	Typical Year
Development Costs:		
Estimated Project Development Cost	$150.0 million	$25.00 million
Construction Costs (75%)	$112.5 million	$18.75 million
Direct and Indirect Labor	$67.5 million	$11.25 million
Materials	$45.0 million	$7.50 million
Soft Costs (Fees, Permits)	$37.5 million	$6.25 million
Construction Employment 1/:	3,375 person years	563 persons

1/ $20,000 average annual construction salary.

Source: Daon Pacific Corporation; and Leland & Hobson.

Table 3

SUMMARY OF MAJOR BUILDING ELEMENTS
PACIFIC SQUARE

Pacific Square Building	Primary Use/ Occupant	Areas in Square feet						
		Gross Building	Rentable Office	Rentable Retail	Rentable	Other Rentable	Parking Short Term	Parking Long Term
One Pacific Square	Northwest Natural Gas Company Headquarters/ Office and Retail At Grade	291,855	192,025	12,405	--	--	--	42,470
Two Pacific Square	Columbia World Trade Center/Office/Retail	435,875	286,790	25,200	--	--	38,500	38,500
Three Pacific Square	Office/Retail	562,500	380,665	25,200	--	--	38,513	38,513
Four Pacific Square	Office/Retail	49,200	27,635	10,240	--	--	--	--
Five Pacific Square	Hotel	459,875	--	--	320,390	--	83,425	--
Six Pacific Square	Mechanical/Tenant Service/Exhibition/ Banquet	124,575	--	5,300	--	76,675	--	--
Parking Structure/ Athletic Club	Club/Parking/Retail At Grade	322,425	--	11,875	--	61,120	--	233,550
Total		2,246,305	887,115	90,220	320,390	137,795	160,438	353,033

Source: Campbell Yost Grube; and Leland & Hobson.

Table 2

PROJECTED ANNUAL TAX REVENUES
FROM THE COMPLETED PACIFIC SQUARE PROJECT
(1979 Dollars)

PROPERTY TAX ASSESSMENT:		
Estimated Assessed Valuation:		$150 million
Times Tax Rate ($24.32 per $1,000 of assessed valuation):		24.32
Equals Estimated Property Tax Revenues:		$3,648,000
PACIFIC SQUARE SITE TAXING DISTRICTS	TAX RATE	ESTIMATED REVENUES
° Port of Portland	$ 0.94	$ 141,000
° City of Portland	7.29	1,093,500
° Multnomah County Education Service District	1.15	172,500
° Portland School District #1	10.43	1,564,500
° Portland Community College	0.52	78,000
° Metropolitan Service District	0.12	18,000
° Multnomah County	3.87	580,500
Total	$24.32	$3,648,000
OTHER ANNUAL TAX ASSESSMENTS:		
° Portland Hotel Tax (6.0% of Room Revenues):		$ 530,000
° Tri Met Payroll Tax (0.006% of Total Gross Wages):		577,000
° City Business License Tax (2.2% of Net Income):		Not Computed
° State Corporate Income Tax (7.5% of Net Income):		Not Computed
° Multnomah County Business Tax (0.6% of Net Income):		Not Computed
° State Personal Income Tax:		4,908,000
Total:		$6,015,000
Total Projected Annual Property and Other Tax Assessments:		$9,663,000

Source: City of Portland, Multnomah County, State Revenue Office; Daon Pacific Corporation; and Leland & Hobson.

Table 1

SUMMARY OF PROJECTED ANNUAL PRIMARY EMPLOYMENT PAYROLL
AND INDUCED IMPACT FROM THE COMPLETED PACIFIC SQUARE PROJECT
(1979 DOLLARS)

Employment Sectors	Projected Annual Impact		
	Primary Impact 1/	Induced Impact 2/	Total Impact 3/
Office	$85,152,000	$196,496,755	$281,648,755
Retail	4,408,800	9,921,123	14,329,923
Hotel	6,270,000	16,945,929	23,215,929
Parking	270,000	615,411	885,411
Athletic Club	144,000	328,219	472,219
Total Employment Payroll Impact and Induced Impact	$96,244,800	$224,307,437	$320,552,237

1/ Primary impact is defined as projected direct full-time employment annual payroll at Pacific Square.

2/ Induced impact is defined as the "backup" transactions resulting from the provision of primary employment wages and salaries. The induced impact ripples back through the economy to produce a multiplier effect. The projected multiplier is 2.3, or for every direct or primary employment dollar spent, another $1.30 worth of goods and services is produced and consumed in the economy.

3/ Total impact is the sum of primary and induced impacts.

Source: Donald A. Watson and Allen L. Roberts, Oregon Economic and Trade Structure, Bureau of Business and Economic Research, University of Oregon, Eugene, Oregon, 1969; and Leland & Hobson.

district is the major retail element of Pacific Square and the business office components of Pacific Square represent significant new shopping patronage for the Old Town shopping district.

- Pacific Square, through its projected employment base, provides strong support for the City's goals for light rail transit patronage and for prospective tenants and purchasers of apartments and condominiums within the downtown and inner city neighborhoods. Employment at Pacific Square is in direct support of the City's goal for an increased and viable middle-income housing market for the downtown area.

- Presently underutilized land at the Northwest Natural Gas Company property will be placed in productive use, providing an anchor to the north end of the Portland downtown business district and generating property tax revenues at approximately 40 times the presently assessed base value.

- Development of the proposed 550-room hotel is in direct support of proposed Portland Convention Center and supportive of retail sales, restaurants, and cultural facilities throughout the downtown area.

- The total economic impact of annual tax revenues for the entire Pacific Square concept is estimated at $9,663,000.

- Annual property taxes at the completed Pacific Square are projected at $3,648,000, ($24.32 per $1,000 of assessed valuation) distributed as follows:

Port of Portland:	$ 141,000
City of Portland:	1,093,500
Multnomah County Education Service District:	172,500
Portland School District #1	1,564,500
Portland Community College:	78,000
Metropolitan Service District:	18,000
Multnomah County:	580,500
	$3,648,000

- Other annual taxes generated by Pacific Square are projected as follows:

Portland Hotel Tax:	$ 530,000
Tri-Met Payroll Tax:	$ 577,000
City Business License Tax:	Not Computed
State Corporation Income Tax:	Not Computed
Multnomah County Business Tax:	Not Computed
State Personal Income Tax:	$6,015,000

The preceding summary of major economic impacts is based on reasonable expectations of the economic implications of carrying out the recommended Pacific Square development program. The development program is the result of intensive and vigorous market research and analysis, site and locational research engineering, and planning and architecture by Daon Pacific Corporation and the consultant team.

It is important to note that only the major economic impacts of this exclusively privately financed development project are shown. In addition, there are a number of less quantifiable, but nonetheless significant, economic impacts and benefits that will accrue to the City of Portland, the State of Oregon, and the Pacific Northwest. Some of these benefits are summarized as follows:

- Programming of the project elements proposed for the total Pacific Square complex was carried out with a concerted effort to limit retail-commercial activities within Pacific Square, and to provide an anchor to the approximately 150,000 square feet of shops and service facilities presently existing in the Old Town shopping district. In effect, the existing Old Town shopping

- The total economic impact of the entire Pacific Square concept after completion of construction and occupancy, including both primary and induced impact, is estimated at $357,100,000 annually.

Employment payroll and induced impact:	$320,600,000
Property and State Income Taxes:	$ 9,700,000
Downtown shopping expenditures:	$ 13,800,000
Retail and hotel activity:	$ 16,500,000
	$357,100,000 1/

- Full-time employment of businesses at Pacific Square is projected at 5,361 persons.

	Projected Employment
Office/World Trade Center:	4,435
Retail:	334
Hotel:	550
Athletic club/parking:	42
	5,361

- Based on the major full-time employment categories projected for Pacific Square (office, retail, hotel) the effective job multiplier is 3.0 to 3.25. This means that an additional 2 to 2.25 jobs are supported from every job established at Pacific Square (i.e., 10,700 to 12,100 additional jobs in the economy).

- The payroll of full-time employment at Pacific Square (offices, shops, hotel, etc.) is projected at $96,245,000 annually.

- The induced impact of full-time employment at Pacific Square is estimated at an additional $224.3 million (2.3 multiplier); a projected total full-time employment impact of $320.6 million annually.

- Full-time employees in businesses at Pacific Square are projected to spend $13,837,000 annually for selected purchases including food away from home, clothing, drugs, general merchandise and personal services:

° Within Pacific Square (90,200 s.f.):	$3,463,000
° In existing Old Town retail facilities (145,800 s.f.):	$4,097,800
° In downtown Portland retail establishments:	$6,276,200

- The projected gross sales of retail establishments and the hotel at Pacific Square is $16,500,000 annually. The additional induced impact of that sales activity has not been calculated.

1/ Reflects deduction of $3,500,000 to be spent by Pacific Square employees in the project shops.

Development of Pacific Square can be expected to generate a number of significant direct (primary) and indirect (induced) economic impacts 1/ to the downtown, the City of Portland, and the Pacific Northwest. Following is a summary of the major projected Pacific Square economic impacts (all impacts are expressed in current, 1979 dollars):

- The full development cost of Pacific Square is projected at $150,000,000 for a gross building area of 2,246,300 square feet (including parking area).

- Total economic impact of the six year development period, including both primary and induced impact, is estimated at $783 million, calculated as follows:

  - Development cost: $150,000,000
  - Construction employment induced impact: $101,800,000
  - Phased Pacific Square employment payroll during the development period: $231,000,000
  - Employment payroll induced impact: $300,200,000

- The $783 million development period impact equates to an average annual impact of $130.5 million during the development period.

- Construction related employment at Pacific Square is projected at 3,375 person years (or 563 persons per year for the six year development period); a direct construction payroll of $67.5 million.

1/ Primary impact is defined as the direct purchase of goods and services in connection with the Pacific Square development. For example, construction materials and employees of Pacific Square businesses are considered as primary project impacts.

Induced impact is defined as the "backup" transactions incidental to the provision of direct goods and services. The induced impact ripples back through the economy to produce a multiplier effect. For example, if the effective multiplier is 2.7, then for every direct or primary dollar spent, another $1.70 worth of goods and services is produced and consumed in the economy.

Total impact is simply the sum of primary and induced impacts.

LELAND & HOBSON ECONOMICS CONSULTANTS

ECONOMIC IMPACT ANALYSIS
FOR PROPOSED PACIFIC SQUARE DEVELOPMENT
PORTLAND, OREGON

Prepared For Daon Corporation
Revised 29 December 1979

REAL ESTATE ANALYSIS MARKET & FEASIBILITY STUDIES
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TRANSPORTATION AND PARKING ANALYSIS
FOR PROPOSED PACIFIC SQUARE DEVELOPMENT
PORTLAND, OREGON

Prepared for
DAON Corporation

September 10, 1979

AMV Project 524

prc
A Planning Research Company

Alan M. Voorhees & Associates, Inc.
Transportation, Environmental and Urban Planning Consultants
2150 Shattuck Avenue • Berkeley, California 94704

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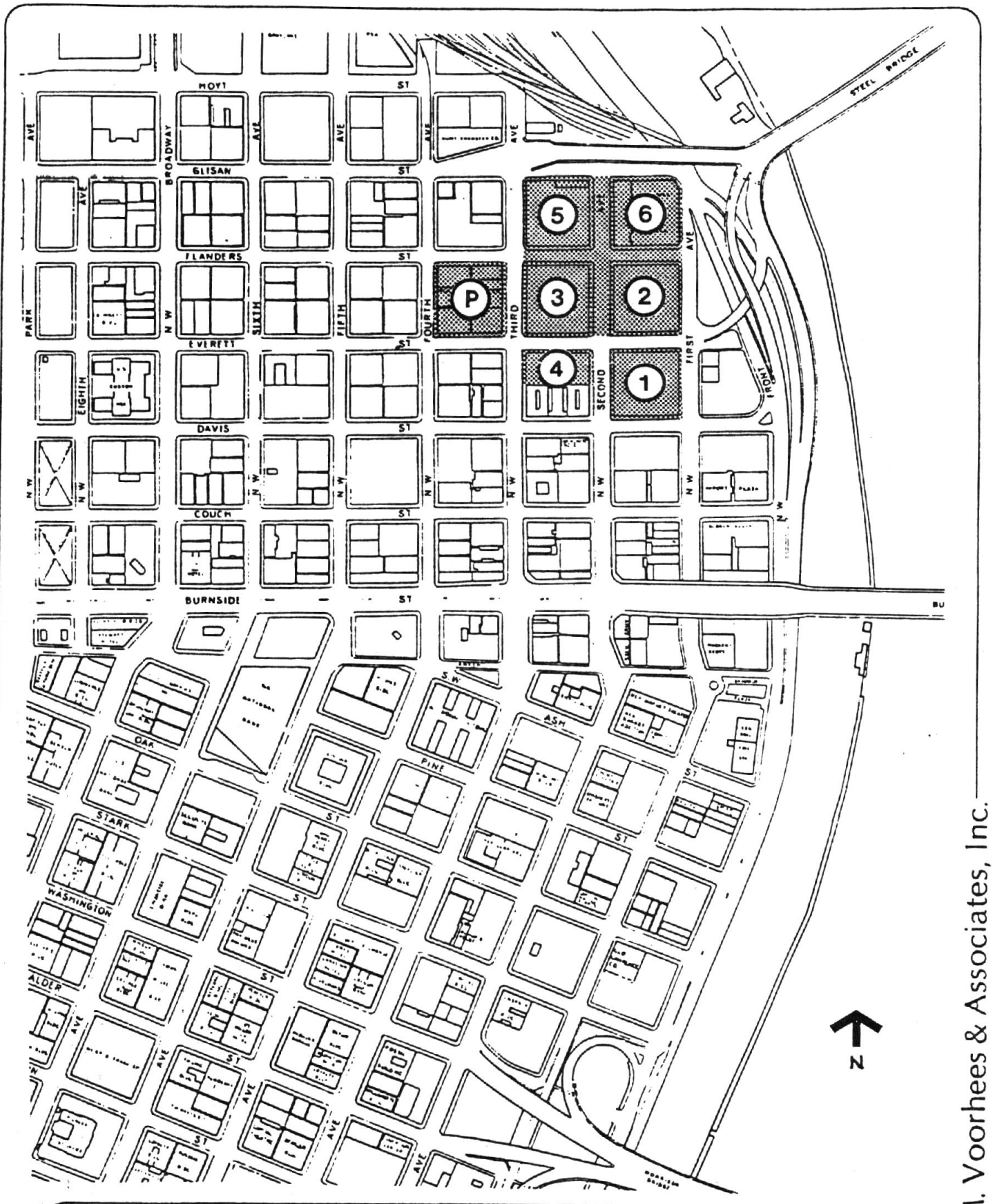
I. Project Description

Alan M. Voorhees & Associates (AMV) was retained to provide transportation planning input into the development of the master plan for Daon Corporation's Pacific Square development in downtown Portland. Pacific Square is proposed on 6.5 blocks just north of the Old Town section of Portland's Historic District. Issues which were addressed by AMV included traffic impacts of the project, ingress and egress requirements, location of parking and loading facilities, shared use of those facilities with Old Town, interface with the proposed light rail transit line on First Avenue, and pedestrian circulation.

Figure 1 illustrates the location of Pacific Square and the numbering system of the project components. Pacific Square will contain over 2 million gross sq. ft. of space devoted to office, retail, hotel, exhibit, and parking uses. The total gross floor area can be broken down as follows:

Total Gross Program Areas		
Office		1,022,700 sq. ft.
Retail		104,600 sq. ft.
Hotel		367,900 sq. ft.
Exhibit/Banquet		55,700 sq. ft.
Parking: Above Grade		222,600 sq. ft.
Below Grade		302,500 sq. ft.
Athletic Club		48,000 sq. ft.
Mechanical & Service:	Above Grade	103,500 sq. ft.
	Below Grade	12,600 sq. ft.
Total Program Area		2,246,300 sq. ft.

The four blocks bounded by Glisan and Everett Streets and First and Third Avenues are proposed as one "superblock," with the sections of Second Avenue and Flanders Street inside this area being vacated (closed to traffic). Proposed on the superblock are a 521-room hotel (Five Pacific Square), two office buildings (Two and Three Pacific Square), and



PACIFIC SQUARE: LOCATION & NUMBERING SYSTEM FIGURE 1

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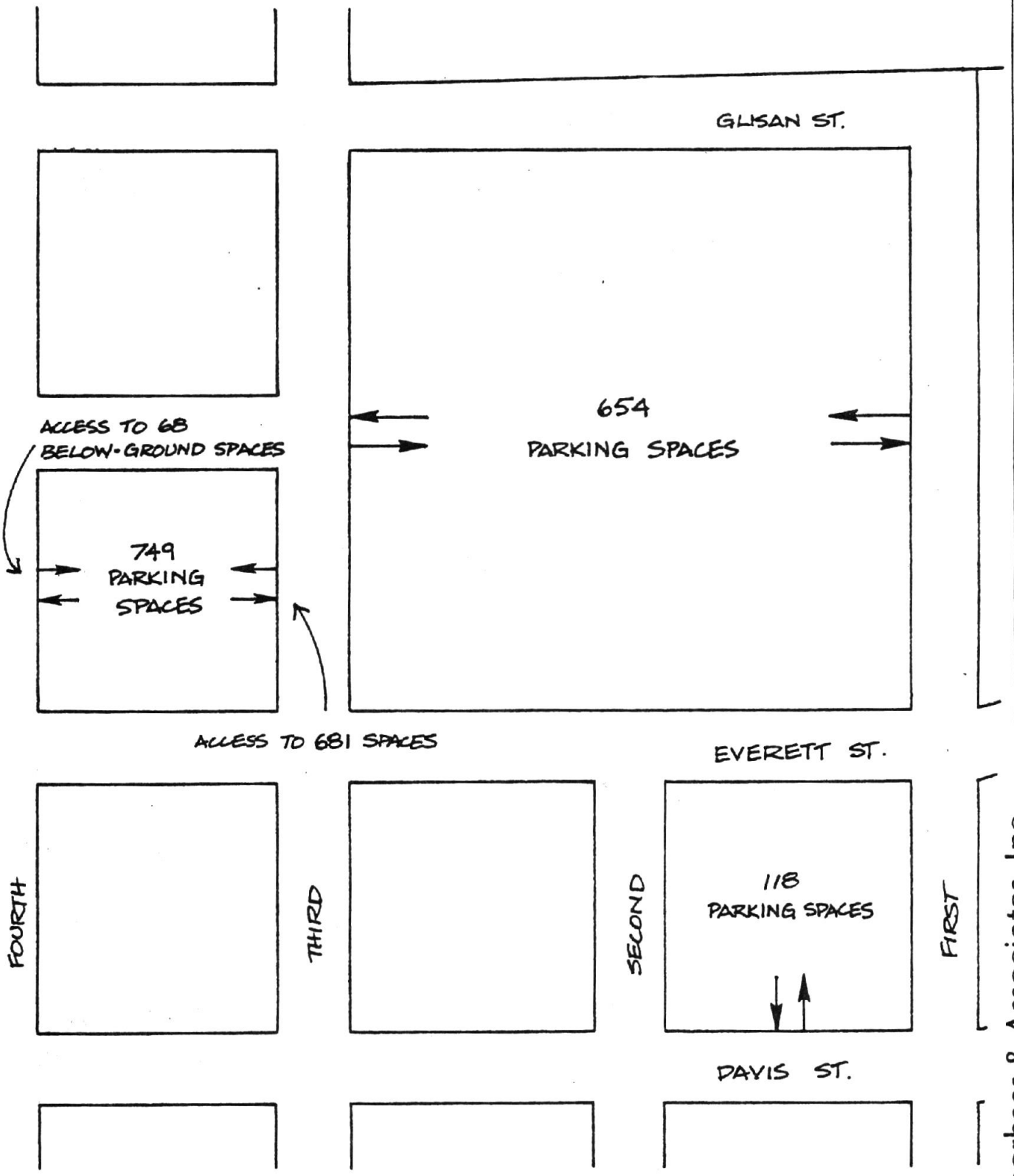
an exhibit/banquet facility in the existing Northwest Natural Gas Building (Six Pacific Square). Also proposed on the superblock are retail uses on the first level, parking for 654 vehicles below grade, and a large pedestrian plaza in the center of the block, with a second level pedestrian circulation system.

One Pacific Square and Four Pacific Square, located on 1.5 blocks south of the superblock, are proposed as office buildings with first floor retail space. Both buildings will each be connected to the superblock by two pedestrian bridges. One Pacific Square will be constructed as the first phase of the total Pacific Square development with the Four Pacific Square site being utilized as interim short-term public parking for 88 vehicles. One Pacific Square will contain below-grade parking for 118 vehicles. The final block of Pacific Square, west of the superblock, is proposed as a 749-space parking structure with first floor retail space, a pedestrian bridge across Third Avenue to the superblock, and athletic club facilities above the parking. Figure 2 illustrates the distribution of the parking supply at Pacific Square and the proposed parking access points.



DISTRIBUTION OF PROPOSED PARKING SUPPLY

FIGURE 2

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II. Traffic Impacts

Pacific Square is located in the northeast section of downtown Portland where traffic volumes are relatively low. The thousands of employees and visitors who will travel to Pacific Square daily will increase traffic volumes on the major access routes to the project.

Trip Generation

The number of vehicle trips expected to be generated by Pacific Square was estimated based on standard trip generation rates developed by the Institute of Transportation Engineers (ITE). Table 1 illustrates the trip generation rates used for each land use category. The ITE rates were adjusted to reflect the higher level of transit use exhibited in Portland than in the average American city, for which the ITE rates were developed.[1/]

A total of 14,800 vehicle trips will be generated by Pacific Square on an average weekday. About 57% of these trips (8400 per day) will be generated by the office uses in the project. The hotel will account for 25% of the trips (3650 per day) and the retail uses will generate the remaining 19% of the trips (2790 per day).

The trips generated by Pacific Square will be spread throughout the day, but they will be concentrated in the morning and afternoon peak hours. Table 2 demonstrates that about 1900 vehicle trips (1550 inbound, 350 outbound) will be generated in the morning peak, and 1650 trips (400 inbound, 1250 outbound) will be produced in the afternoon peak.

1/ In Portland's Central Business District, during peak hours, 28% of all trips are made by transit. (Planning With Transit, Tri-Met Planning and Development Department, 1979.)

TABLE 1

DAON PROJECT
ESTIMATED DAILY TRIP GENERATION

Land Use	Units[1/]	Vehicle Trip Generation Rate		Total Number of Vehicle Trips Generated	Percent
		Guidelines	Adjusted for Portland Downtown[5/]		
Hotel	521 rooms	10.5[2/]/room (0.7[3/]/room) (0.6[4/]/room)	7.0 room	3,650	25%
Office	1.023 million sq. ft.	12.3[2/]/1000 sq. ft. (2.2[3/]/1000 sq. ft.) (2.3[4/]/1000 sq. ft.)	8.2/1000 sq. ft.	8,390	57%
Retail	104,600 sq. ft.	40-80[2/]/1000 sq ft (5.2-9.1[3/] sq. ft.)	26.7/1000 sq. ft.	2,790	19%
Total				14,830	100%

1/ As of May 11, 1979.

2/ Daily Rate, Source: ITE Trip Generation Report.

3/ P.M. Peak Hour (Street) Rate, Source: ITE Trip Generation Report.

4/ P.M. Hour (Street) Rate, Source: ITE Handbook.

5/ Taken at 2/3 x Guideline Rate.

3/23/79
Revised 4/4/79
Revised 4/30/79
Revised 5/14/79
Revised 8/7/79
Revised 9/7/79

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TABLE 2

DAON PROJECT

PEAK HOUR VEHICLE TRIP GENERATION

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Office,						
ITE rate[1/]	1.86	0.35	2.21	0.27	1.36	1.63
Adjusted for Portland[2/]	1.24	0.23	1.47	0.18	0.91	1.09
# trips	1270	235	1505	184	931	1115
Retail,						
ITE rate Code 820 (daily rate 26.5)	0.35	0.15	0.50	1.10	1.48	2.58
# trips	37	16	53	115	155	270
Hotel,						
ITE rate	0.58	0.29	0.87	0.36	0.37	0.73
Adjusted for Portland	0.39	0.19	0.58	0.24	0.25	0.49
# trips	203	99	302	125	130	255
Total Trips	1510	350	1860	424	1216	1640
Rounded Total	1500	350	1850	400	1200	1600

1/ ITE Trip Generation Report.

2/ Taken at 2/3 x Guideline rate.

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4/30/79

Revised 5/14/79

Revised 8/7/79

Revised 9/7/79

These trip estimated include all vehicle trips to/from the site, not just those made by persons parking on the site. They include service vehicle trips and trips by persons dropping someone off or picking someone up at the project.

Trip Distribution

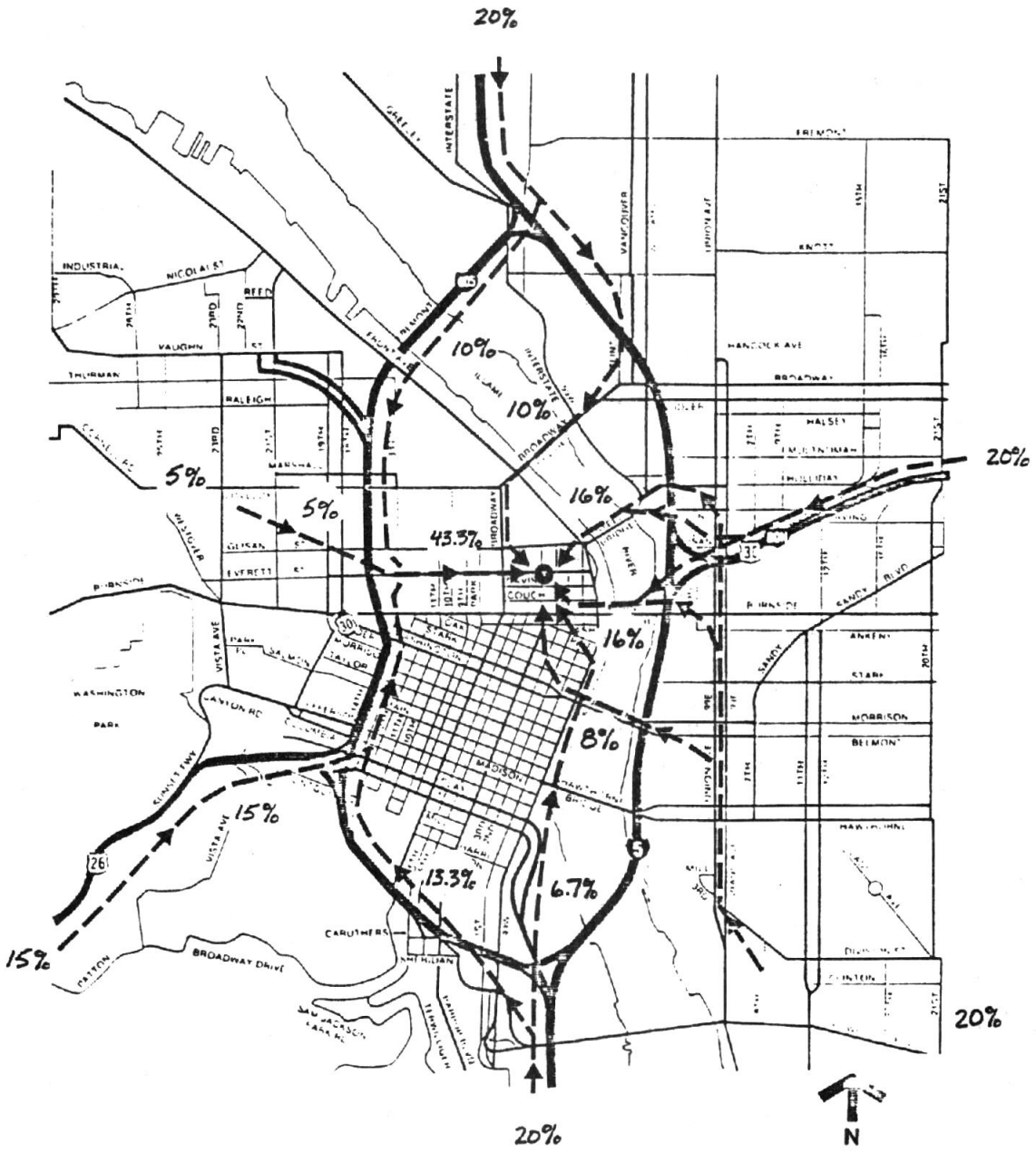
Assumptions regarding the distribution of project-generated traffic were made based on population growth projections for the four counties of the Portland-Vancouver SMSA.[1/] It is estimated that traffic bound to/from the project will be distributed as follows (also see Figure 3):

20%	North Portland and Clark County, Washington
20%	Northeast Portland (Banfield Corridor)
20%	Southeast Portland and Clackamas County
20%	Southwest Portland and areas to the south
15%	Southwest Portland and Washington County
5%	Northwest Portland

Traffic Volumes

Estimates of peak-hour traffic volumes in the vicinity of Pacific Square were made based on the trip generation and distribution assumptions outlined above. The primary streets impacted by inbound project traffic in the morning will be Everett, Fourth, and the Glisan Street-Steel Bridge off-ramp. The largest impact will be noticed on Everett, where traffic volumes are estimated to more than double, and on Flanders between Third and Fourth, where access to the major parking supply will be provided. In the afternoon, outbound traffic will be confined primarily to Glisan, Third, Everett (to the Steel Bridge on-ramp), and Front, with Glisan Street carrying the largest amount of project-generated traffic.

1/ Population projections made by CRAG (now MSD), contained in Immediate Improvements in Public Transportation, DeLeuw Cather & Co., June 29, 1973.



ASSUMED TRIP DISTRIBUTION

FIGURE 3

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Figures 4 and 5 illustrate the existing and project-generated peak-hour traffic volumes near Pacific Square. See also the Appendix for more detail. The locations of the proposed garage entrances will encourage most of the Pacific Square traffic to utilize traffic access streets:[1/] Glisan, Everett, Third and Fourth. Smaller volumes of traffic will utilize Davis and Second to access One Pacific Square.

Sufficient excess capacity appears to exist on the street sections surrounding the project to accommodate the project-generated traffic. Specific intersections, however, must be analyzed for operational problems.

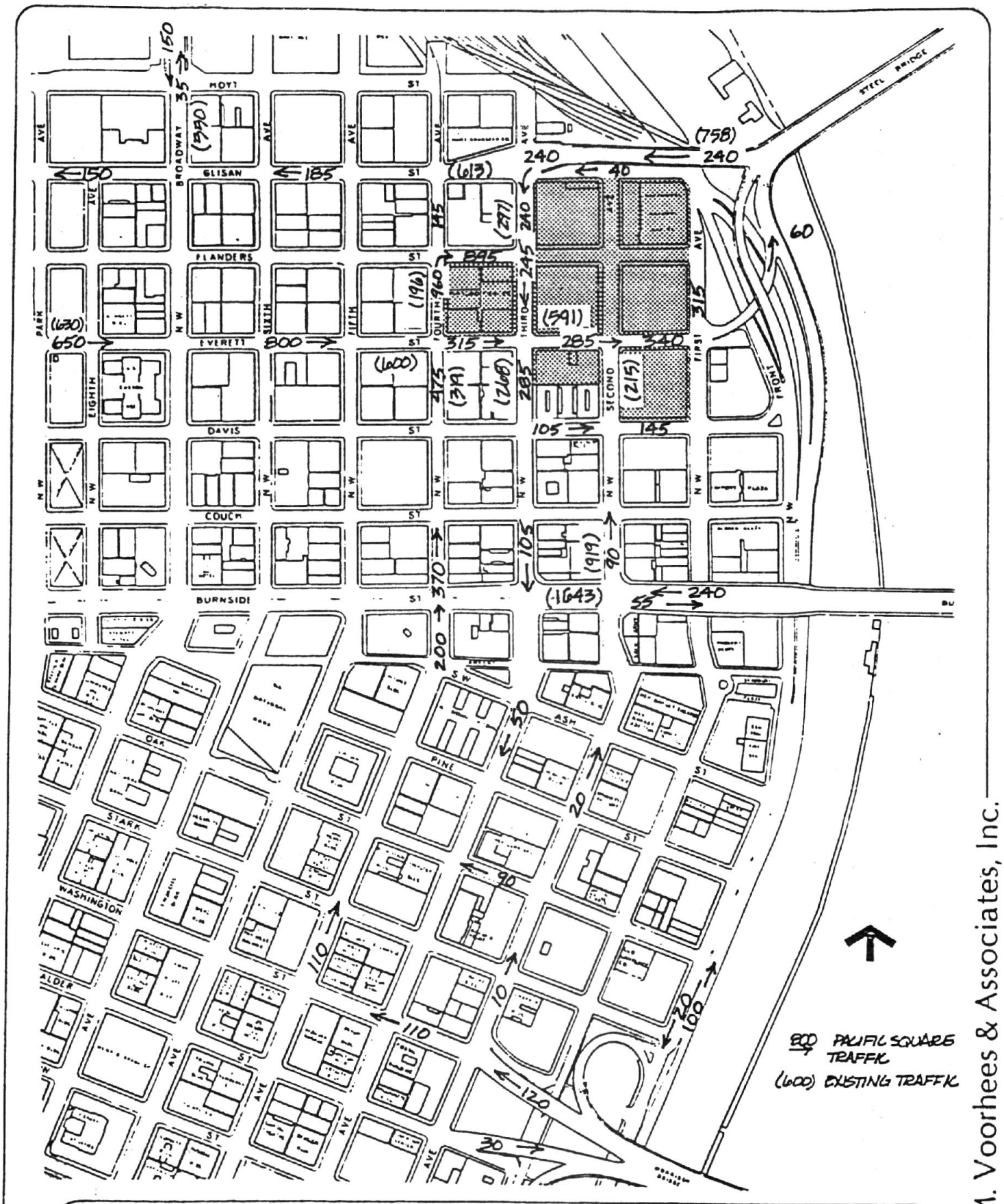
Intersection Analysis

Most of the heavily traveled intersections around Pacific Square are already signalized, with the one major exception being the Glisan/Third intersection. This intersection should be signalized to avoid conflicts between vehicles turning left onto Third Avenue from the Glisan Street/ Steel Bridge off-ramp and vehicles (primarily trucks and hotel traffic) proceeding westbound on Glisan from Pacific Square. With proper lane demarcation, the intersection will operate effectively with a three-phase signal.

The intersection of Flanders and Third may require signalization to facilitate movement into/out of the superblock parking garage. A signal warrant study should be undertaken at this intersection after project completion when the new traffic patterns in the area have stabilized.

Additional intersection improvements will be required at the Everett/First and Glisan/First/Front intersections. Modifications will probably be required to the existing signal controls at the former intersection. The type

1/ Traffic access streets are defined in the Downtown Parking and Circulation Policy, adopted by the City Council February 26, 1975, in part as follows: "Traffic access streets are intended to become the principal downtown routes for automobile traffic. Their primary function will be to provide direct and efficient access to parking, particularly to public-use, off-street parking."



A.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 4

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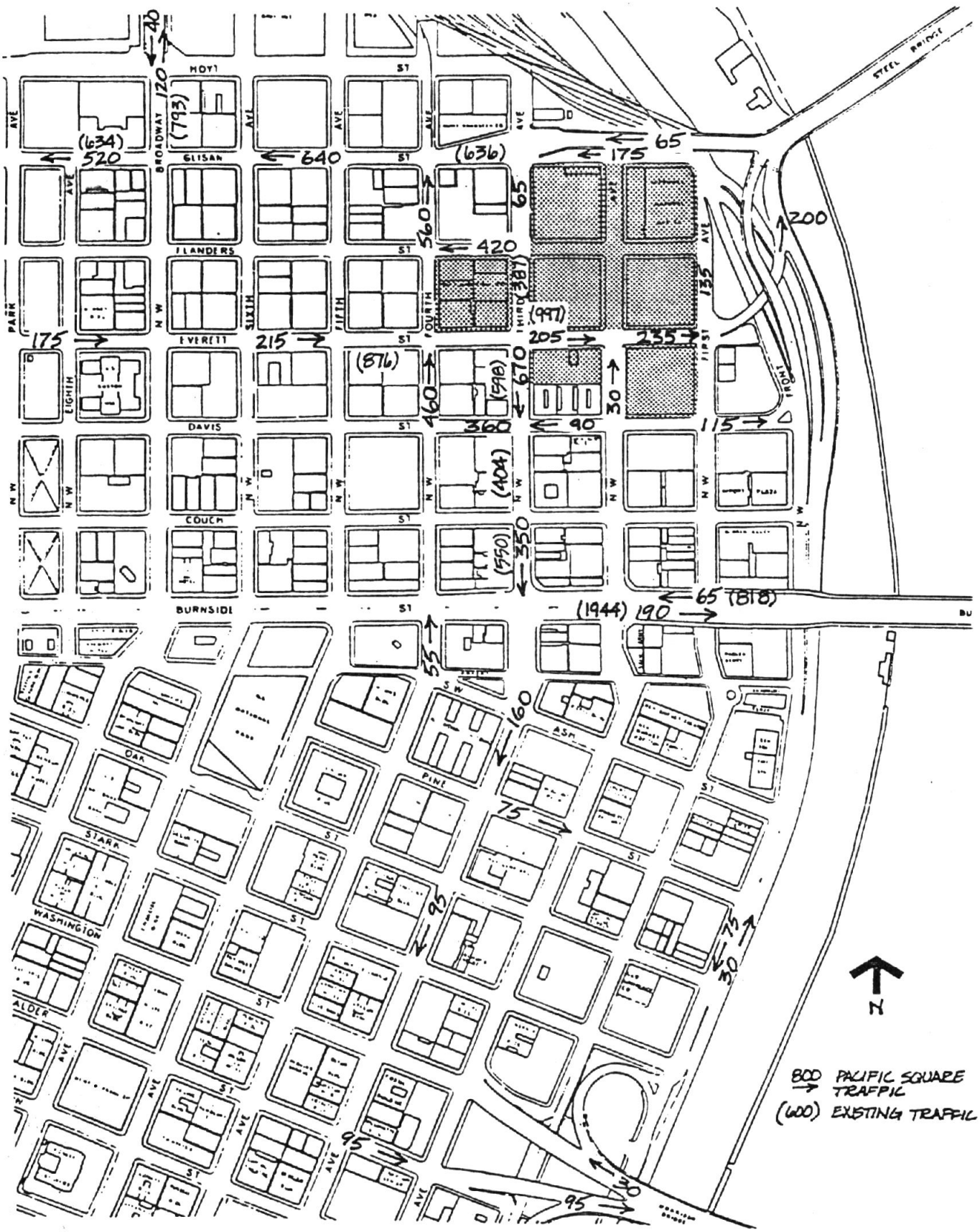

P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

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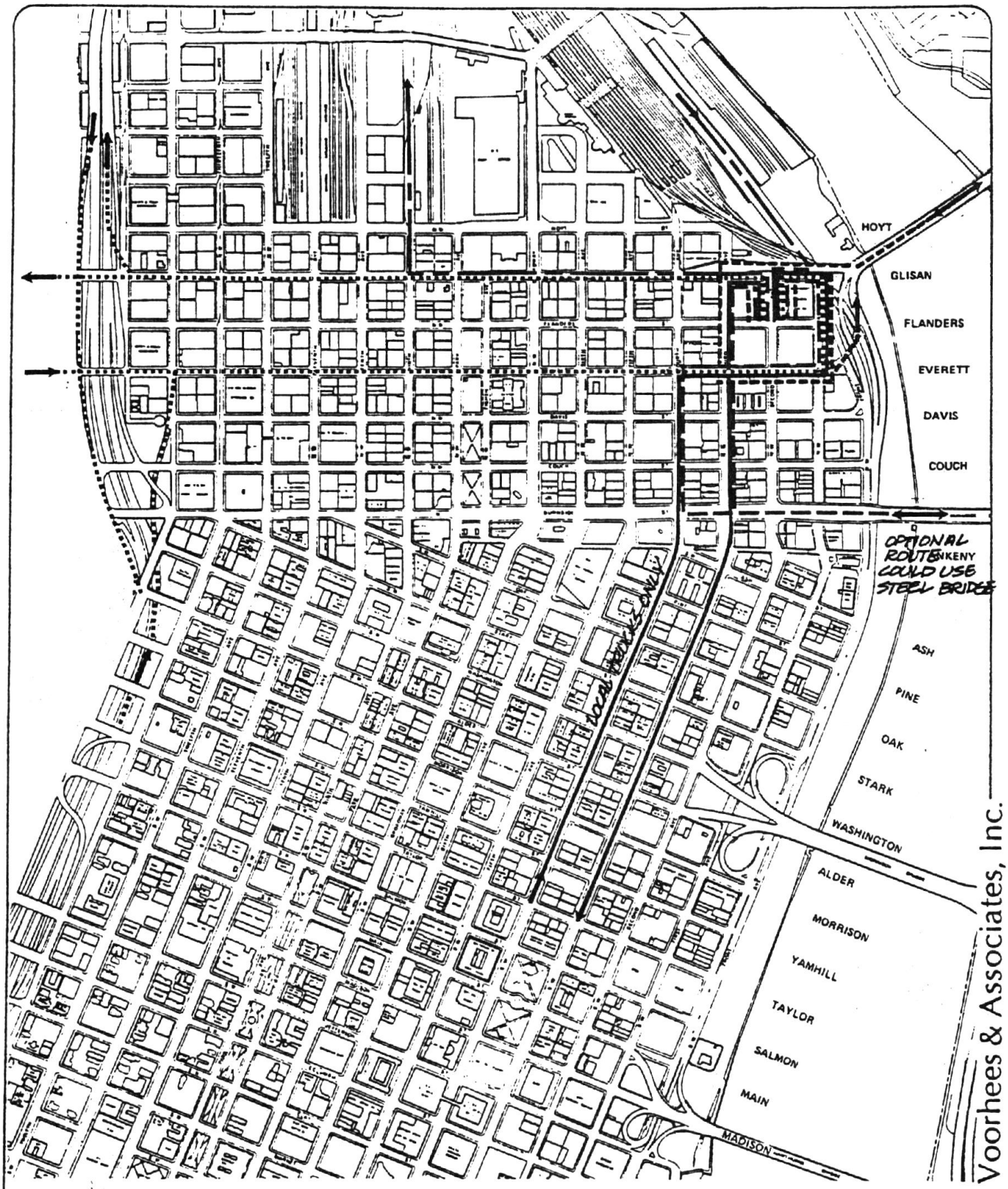
of required changes will depend upon the final design of the LRT system on First Avenue (see Chapter IV). The channelization along First Avenue, between Glisan and Everett, will have to be redesigned to accommodate both the light rail structure and two-way vehicular traffic bound to/from the Pacific Square parking garage and loading facilities. Issues related to truck access and parking access are discussed in subsequent sections.

Truck Access

The major service dock and truck loading facility for the project is proposed on Glisan Street, next to the Steel Bridge off-ramp. Truck access to Glisan Street can be provided by a contra-flow lane on First Avenue, between Everett and Glisan, or from southbound Front Avenue, as shown in the architect's drawings. An additional loading facility for One Pacific Square is proposed on Everett Street.

The roadway widths at the Front/Glisan/First intersection are restricted by the location of the Steel Bridge support columns and the Northwest Natural Gas Building. The contra-flow lane will require that the corner of the superblock be cut back to provide adequate space for the truck turning movements. A median should be provided between the contra-flow lane and Front Avenue. Left turns onto Glisan from northbound Front should be prohibited because of the poor sight distances and speed with which vehicles pass through this intersection. The left-turn prohibition will also discourage the use of Front Avenue as a route to the project. A new right-turn lane can be provided from southbound Front to Glisan between the bridge columns.

Figure 6 shows the truck routes that trucks traveling to/from the project should use. Almost all truck traffic could be confined to Glisan and Everett Streets. Only local delivery trucks, with other stops to make in downtown Portland, need to travel on Third and Fourth Avenues through the Historic District.



ASSUMED TRUCK ROUTES TO/FROM PROJECT

FIGURE 6

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Trucks approaching the project from the east could all be routed over the Steel Bridge, although an optional route across the Burnside Bridge has been shown on Figure 6 for discussion purposes. Trucks coming from the south (I-5 Freeway) and west (Sunset Highway) can avoid using downtown city streets by remaining on the Stadium Freeway until Everett Street. Trucks from northern industrial areas can approach the project on Front Avenue and return to Front via Glisan and Ninth.

Information regarding the number of daily truck movements into/out of the main loading facility on Glisan Street is limited. The truck movements will vary with hotel and exhibit space usage and the types of tenants that might be attracted to Pacific Square.

The major tenant who will occupy the One Pacific Square building will generate the following loading/unloading activities:

1. Semi-trailer trucks: four daytime deliveries/month
2. 1-1.5 ton van-type trucks: maximum of ten deliveries per day to unload paper supplies on 1500 lb. pallets which will be moved by forklift. Unloading time = 30 minutes.
3. Daily refuse collection at 5 a.m.
4. Occasional delivery vehicles (e.g. United Parcel).

The location of loading facilities to handle these deliveries would be better on Everett Street than on Davis. Since Everett is classified as a traffic access street, loading activities would be a permitted use on this block face. Davis Street is located in the "traffic-free" Old Town area, so truck traffic should not be encouraged on it. Delivery trucks can be instructed to approach the project via the Steel Bridge, using Glisan, Third, and Everett Streets, and to leave via the Steel Bridge. Such a truck circulation route would minimize the time spent on downtown city streets by One Pacific Square truck traffic.

Impacts on the Historic District

One of the objectives of the transportation planning efforts connected with the Pacific Square development has been the desire to minimize the project's traffic impacts on the Skidmore/Old Town Historic District.

The locations of the access points to the parking garages were chosen to minimize the number of vehicles driving through the Historic District on non-automobile oriented streets. The driveway locations were selected in accordance with the Downtown Parking and Circulation Policy to concentrate project-generated traffic on traffic-access streets (primarily Everett and Glisan Streets, and Third and Fourth Avenues). The major truck loading/unloading facilities have also been located to minimize the intrusion of trucks on the Historic District.

The major pedestrian routes to Pacific Square will be along First and Second Avenues. Street trees will be provided along the frontage of Pacific Square on these two streets, creating an appealing pedestrian link between Old Town and Pacific Square. First Street will eventually be almost free of vehicular traffic where the light rail transit system is implemented. First Avenue will be closed to autos south of Couch Street. The design of Pacific Square, with the entrance to the superblock pedestrian plaza at Second and Everett will reinforce the pedestrian orientation of Second Avenue.

The potential availability of project-provided parking for Old Town visitors is discussed in the next chapter, entitled Parking Issues.

III. Parking Issues

The Pacific Square Master Plan proposes 1521 off-street parking spaces in three garages. One Pacific Square will have 118 spaces on two underground levels. The superblock will also have one and one-half underground levels with 654 spaces. A 749-space parking structure will be built on the "P Block" to the west of the superblock.

A number of issues have been raised with regard to the parking supply at Pacific Square, including:

- How much parking should (or could) be provided?
- Where should the access points to the parking be located?
- How should the parking supply be divided between short-term and long-term users?
- How could public parking, available for shared use by surrounding areas (e.g. Old Town), be provided at Pacific Square?
- Should compact car and carpool spaces be provided?

Existing Parking Supply

Currently there are 581 off-street parking spaces on the six and one-half block project site. In addition, there are 95 curb spaces surrounding the blocks, as well as numerous truck loading zones.

It is estimated that most of the on-street parking (close to 90 spaces) will be removed to provide space for street tree planting, bus zones, additional roadway capacity (particularly near intersections), light rail transit on First Avenue, and/or loading zones. Some of the existing on-street spaces or loading zones may be retained and converted to short-term parking to serve the first floor retail businesses in Pacific Square.

Proposed Parking Supply

The Downtown Parking and Circulation Policy for the City of Portland establishes maximum parking space ratios to be applied to private-use parking structures at new developments downtown. Based on these rates,[1/] the maximum number of private-use spaces that could be provided at Pacific Square is 1519 spaces. In addition to private-use spaces, public-use spaces may also be provided in a private development if in accordance with the appropriate sections of the Policy. (See discussion is subsequent sections.)

Based on parking demand rates developed by the Institute of Transportation Engineers for downtown establishments, the expected parking demand at Pacific Square would be 2160 spaces. By comparison, a development the size of Pacific Square in downtown San Francisco would provide about 1200 spaces. These three levels of parking requirements are illustrated in Table 3.

It should be noted that Table 3 does not contain separate parking demand estimates for either the Banquet/Exhibit facilities, or the Athletic Club. Parking supplies at the rate of 0.75 spaces per hotel room should be sufficient to meet the parking requirements of the hotel and Banquet/ Exhibit facilities together. The Athletic Club will generate a demand for about 50 parking spaces, but it has been assumed in this analysis that the Athletic Club demand will overlap with the office and hotel demands and need not be satisfied separately. (See discussion of parking demand overalp at the end of this chapter.) Additional parking demand information is contained in the Appendix.

The Parking Lid

The Portland Circulation and Parking Policy not only establishes maximum

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1/ Except for a reduced hotel ratio of 0.75 spaces/room as opposed to 1.0 spaces/room allowed in the Policy.

TABLE 3

DAON PROJECT
ESTIMATED PARKING REQUIREMENTS

Land Use	Units	Parking Rates and Space Requirements According to:					
		ITE[1] Guidelines[3]		Portland Downtown Policy		San Francisco Experience[2]	
		Rate	# of Spaces	Rate	# of Spaces	Rate	# of Spaces
Hotel	521 rooms	0.7/room	365	0.75/room	391	0.25/room	130
Office	1.023 million sq. ft.	1.5/1000 sq. ft.	1,535	1.0/1000 sq. ft. GFA	1,023	0.67/1000 sq. ft. GFA	1068
Retail	104,600 sq. ft.	2.5/1000 sq. ft.	262	1.0/1000 sq. ft. GFA	105		
Total			2,162	-	1,519	-	1198

1/ Institute of Transportation Engineers, Transportation & Traffic Engineering Handbook. 3/23/79

2/ See Tables C and D for detail. Revised 4/4/79

3/ Downtown establishments. Revised 4/30/79

Revised 5/14/79

Revised 8/13/79

Revised 9/7/79

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parking space ratios, but also a limit (lid) on the total number of spaces which may exist in downtown Portland. The current established parking lid of 38,870 spaces is allocated to six parking sectors.[2/] Pacific Square is located in Parking Sector 2, bounded by Burnside, Fifth Avenue, Hoyt, Broadway, and Front Avenue, which has a current allocation of 2432 spaces.

If 1521 spaces are provided at Pacific Square, this will represent 63% of the parking supply allocated to Sector 2. It can be argued that Pacific Square represents the largest potential development in Sector 2 and should, therefore, be entitled to a substantial share of the total Sector 2 parking allocation. This would especially be true if the Pacific Square parking facilities are made available for shared use by surrounding areas such as Old Town.

Public Parking at Pacific Square

One Pacific Square will be constructed as the first phase of Pacific Square. The 118 parking spaces in One Pacific Square are not intended to be made available for public use during weekdays, but they should be available during evening hours and on weekends. This will help to alleviate the weekend parking shortage in Old Town when the Saturday Market is in operation.

In addition to the evening and weekend use of One Pacific Square parking facilities, 88 short-term parking spaces on the half-block site (Four Pacific Square) should be made available on an interim basis until Four Pacific Square is constructed.

The 749-space parking structure will be tenant parking only. Below grade parking for 68 vehicles will be provided to the major tenant of

---

2/ The parking lid is currently being re-evaluated as part of a downtown parking and circulation study and may be adjusted as a result of that study's findings.

One Pacific Square. The remaining 681 spaces above ground will be available to other Pacific Square tenants.

The 654 parking spaces to be provided under the superblock will serve both tenant and short-term parking. This parking will probably be classified as a public-use parking facility, as defined by the Downtown Parking and Circulation Policy, unlike the One Pacific Square and "P" Block garages, which would be considered private-use parking structures. The Parking Policy states, in part, that new public-use parking structures may be approved provided that:

> "the proposed structure has at least 300, convenient public-use parking spaces in addition to any private-use spaces the structure may contain...
>
> there is an agreement between the City and the owner of the proposed structure that within the public-use parking spaces, long-term parking shall be encouraged to locate at the top levels of the structure, the number of available for long-term or "all-day" parking may be reduced in the future, and the number available for short-term parking may be increased, in accordance with a program of parking changes to be prepared by the Bureau of Planning, based on a continuing assessment of public transit availability and current parking needs in downtown."

To comply with the Parking Policy the parking structure should, therefore, contain at least 300 public-use spaces. Tenant parking would be provided on the lower floor of the garage (farther below ground) with short-term visitor parking on the upper floor. Both tenant and short-term parkers would pay prevailing market rates for parking. The number of public-use spaces in the superblock parking garage may be increased in the future by converting long-term spaces to short-term spaces, especially when light rail or other transit service is improved in the Pacific Square area. The subsequent section estimates the distribution of short-term and long-term parking demands and how they will probably change with improved transit service.

Short-Term vs Long-Term Stalls

A brief analysis indicates the following proportions of short-term (less than 3-4 hours) and long-term (longer than 3-4 hours) parking needs:

	Short-Term Demand less than 3-4 hrs.	Long-Term Demand longer than 3-4 hrs.
1972 Downtown Portland Parking Study (survey)	46%	54%
Estimated for Daon Project Pre-Light Rail (pre 1985-90)	50%	50%
Estimated for Daon Project Post-Light Rail (post 1985-90)	61%	39%

These numbers represent an estimate of the potential demand and do not reflect any policy considerations. Current City policies do not specifically distinguish between short- and long-term parking, although the trend is toward a reduction of long-term parkers in downtown.

Further back up information and the underlying assumptions are contained in the Appendix.

Compact Car Spaces

Portland development regulations permit up to 35% compact car spaces in new parking developments. Several cities in California now allow 30% compact stalls, and there are some professionals who feel that a 35%-50% proportion might be appropriate for office building parking.

The dimensions of compact stall spaces that seem to have become generally accepted are 7.5' x 15 ' compared to 8.5 ' x 18.5' for standard size stalls. The 7.5' x 15' dimensions would accommodate, without difficulty, cars with a length less than 16', which includes most foreign made and recent domestic compact cars.

Surveys were made of several downtown Portland parking garages to determine the current mix of parked cars. The results were:

Parking Garage		Subcompact Cars (4)	Compact Cars (5)	Sub-Total	Total Cars Parked
Morrison Park West (1) (employee & shoppers parking)		53	40	93	143
	%	37%	26%	65%	100%
Meier & Frank (2) (primarily shoppers)		52	50	102	167
	%	31%	30%	61%	100%
Crown Plaza Garage (3) (primarily employees)		67	259	326	523
	%	13%	50%	63%	100%
Total of all three garages		172	349	521	833
	%	21%	42%	63%	100%

(1) Taken on Wednesday in May @ 11 a.m. when garage was about 30-35% full.
(2) Taken on Thursday @ 4 p.m. when garage was about 50% full (both levels).
(3) Taken on Friday @ 9 a.m. when garage was about 90% full.
(4) Subcompact cars such as VW Bug, Civic Honda, Ford Fiesta, VW Rabbit, Porsche.
(5) Compact cars such as Mustang, Mercedes, Ford Pinto, Nova.

In employee parking surveys a few years ago (taken in suburban areas), up to 55% of the parked cars were compact or smaller cars. The percentage is likely to increase even further in the future. In light of these numbers, a proportion of 35% (or even up to 40%) compact stalls appears to be appropriate for Pacific Square.

Parking for Carpools

One method of decreasing the traffic impacts of Pacific Square would be to encourage the use of 3-or-more-person-per-car carpools by employees working in the development. The provision of 10-20% of the office-related (long-term) parking spaces to the exclusive use of carpools would encourage carpool formation. The carpool spaces should be well signed, highly visible and conveniently located to garage access points.

Parking Access

Generally, parking garages should be designed so they can fill or completely discharge within a maximum of one hour. The capacity of a single entrance lane with automatic ticket dispenser and gate control is generally between 350 vehicles per hour (when tight turning movements are required) and 500 vehicles per hour. Maximum design capacity is typically 400 vehicles per hour per controlled entrance lane. The discharge capacity of gate-controlled exit lanes has been found to range between 150 and 225 vehicles per hour per lane.[1/]

Based on the above criteria, the parking areas under consideration will require the following numbers of entry/exit lanes:

1/ Parking Garage Planning and Operation, ENO Foundation for Transportation, Inc., Westport, Connecticut, 1978.

Location	# of spaces	Minimum Exit/Entry Lane Requirement
One Pacific Square	118	1 entry/1 exit lanes
Superblock	654	2 entry/3 exit lanes
Parking Structure	749	2 entry/4 exit lanes

For the blocks where more than one entry or exit lane is required, they do not necessarily have to be located at separate locations. One driveway can serve multiple entry and/or exit lanes.

In order to develop a preliminary recommendation on the location of driveways for each parking area, the following factors were taken into consideration: (1) the number of entry/exit lanes needed for each parking area, (2) the major approach and departure routes to/from each parking area, (3) traffic volumes on adjacent streets, (4) potential vehicular and pedestrian conflict points, and (5) the City of Portland Downtown Parking and Circulation Policy.

A brief summary explaining the rationale utilized in recommending the proposed driveway location(s) for each garage follows:

One Pacific Square

The Downtown Parking and Circulation Policy assigns to the streets around One Pacific Square the following classifications:

Everett Street: traffic access street (access to parking encouraged)

First Avenue: non-automobile oriented street (access to parking discouraged)

Davis Street: local service street (access to parking permitted)

Second Avenue: local service street

One Pacific Square is also proposed on a block which is contained in a special "traffic-free" district. Access to new parking within a special

"traffic-free" district may be permitted as conditional use provided that (a) such parking access would contribute substantially to the goals of the Downtown Plan and to the specific objectives and policies relating to the district within which such access is proposed, and (b) that such parking access would not lead to serious pedestrian-vehicle conflicts within the district.

Based on the street classifications outlined above, there are three possible locations for the parking access and loading facilities: (1) Everett Street, (2) Davis Street, and (3) Second Avenue. It is intended that Second Avenue become the major pedestrian route linking the project to Old Town and downtown. Limitations imposed by the building design also make it infeasible to provide access to the parking garage from Second Avenue.

This means that there are only two possible locations for the access points: either on Everett Street or Davis Street. Locating the parking garage access point on Davis Street has several advantages over an Everett Street location.

- Davis Street is a two-way street, whereas Everett is one-way eastbound. Circulation into and out of the garage will be easier for motorists on Davis Street because they will be able to exit in the same direction they approached the project. An exit on Everett Street could channel unaware motorists onto the Steel Bridge.

- It is hoped that some of the public-use spaces in the One Pacific Square garage will help to meet the parking demands of the growing retail area in Old Town in the evenings and on weekends. An entrance/exit on Davis Street will be more easily seen and utilized by persons bound for Old Town.

The volume of traffic which will be attracted to Davis Street by the proposed garage will not be large, because the garage will only contain 118 parking spaces. The Davis Street garage entrance will result in some increase in pedestrian-vehicle conflicts at the Second/Davis

intersection, but proper design of traffic control and pedestrian facilities at this intersection can mitigate any potential problems. The advantages of easier circulation and integration with Old Town make the Davis Street location preferable.

Superblock

The streets around the superblock have the following classifications:

Third Avenue: traffic access street (access to parking encouraged)

Everett Street: traffic access street

First Avenue: non-automobile oriented street (access to parking discouraged)

Glisan Street: undefined between First and Third Avenues; traffic access street elsewhere

Based on the street classifications above, parking access could be provided from Third Avenue or Everett Street (and possibly Glisan Street). The internal design of the parking garage does not facilitate entry or exit ramps to the north or south, but rather only to the east or west sides of the superblock (First or Third Avenues).

With 654 parking spaces on the superblock, at least two entry and three exit lanes are needed. It would not be desirable to locate all of these lanes at one point on the street system, so two access points have been recommended; one on Third Avenue at Flanders Street and one on First Avenue in the middle of the superblock.

The main access point to the superblock parking garage will be the Third Avenue entrance/exit. This garage entry point will be combined with the carriage entrance to the hotel, which is illustrated in detail on the architect's drawings. Location of the entrance/exit opposite Flanders will provide the best circulation pattern because it allows vehicles approaching the site from the west to use the one-block section of Flanders between Third and Fourth to both arrive and depart the site.

The secondary access point on First Avenue will have to be coordinated with the truck access lane to Glisan Street and the light rail tracks on First Avenue. A conceptual design for this entrance/exit is also illustrated on the architect's drawings. This access point will primarily be used by those vehicles approaching the site from the west on Everett which don't use the main entrance and by vehicles departing the site bound for the Steel Bridge. The existing signal at First/Everett will have to be redesigned to accommodate the light rail vehicles and the traffic exiting Pacific Square.

Parking Structure

The streets surrounding the parking structure have the following classifications:

Flanders Street: non-automobile oriented street (access to parking discouraged)

Third Avenue: traffic access street (access to parking encouraged)

Fourth Avenue: traffic access street

Everett Street: traffic access street

In order to accommodate two entry and four exit lanes, two access points should be provided. Access should not be provided on Flanders Street because of its non-auto oriented classification. Also, some traffic bound to/from the main entrance to the superblock will utilize Flanders, between Third and Fourth Avenues, so it would not be desirable to concentrate any more Pacific Square traffic on Flanders Street.

The two best locations for entry/exit lanes are on Third and Fourth Avenues, on opposite sides of the parking structure. Vehicles approaching and leaving the parking structure will be concentrated on traffic access streets. The circulation system will be logical for vehicles approaching from both the west on Everett or from the east on Glisan via the Steel Bridge.

Parking Demand Overlap

The nature of mixed land use developments, like Pacific Square, is such that there is often an overlap between the parking demands of the individual components of the project. In this case, it is likely that the hotel and office parking demands will overlap and could potentially be satisfied by repeated use of the same parking spaces.

Office parking demands are fairly steady throughout the eight-hour working day because most of the demand consists of employees parking their cars all day long. Hotel demand, on the other hand, is greater in the evenings and early mornings when guests are in their hotel rooms. It is felt that there will be limited potential for shared use of the retail parking spaces, because the retail demand will be fairly constant throughout the day.

It is estimated that the potential parking demand overlap at Pacific Square will be in the range of 10-15% of the spaces. That is, approximately 10-15% of the total parking demand may be satisfied by shared use of the same spaces.

IV. Light Rail Transit Issues

The Tri-County Metropolitan Transportation District (Tri-Met) has received funding approval for the first of potentially several light rail transit (LRT) lines connecting downtown Portland with surrounding suburbs. The first LRT line will connect downtown with the east side of the Willamette River, terminating in the City of Gresham. It will cross the river on the Steel Bridge and descend from the bridge to First Avenue, traveling at grade along First Avenue to Morrison and Yamhill Streets and traversing these two one-way streets to reach the Transit Mall. Future extensions of the LRT system will probably result in the addition of LRT tracks to Glisan Street, connecting the Steel Bridge with the Transit Mall.

The proximity of the First Avenue LRT line to Pacific Square and the potential for an LRT station adjacent to the project, provide the opportunity for some innovative urban planning which would tie the two projects together, thereby enhancing both. Pacific Square would benefit from the location of a transit station nearby. A larger percentage of employees and visitors could be expected to take transit to Pacific Square if the station is integrated into project plans. The transit line could also expect higher patronage (more revenue) if its station is conveniently tied into a large office/retail complex, such as Pacific Square.

The major issues related to LRT which are involved in planning for Pacific Square are:

1. Where will the First Avenue LRT station be located?
2. Will it be an elevated or at-grade station?
3. How can pedestrian access between the station and Pacific Square best be provided?

The first two issues are tied together in that if the station is elevated, the best location for it would be north of Everett Street, and if it is at-grade, the best location would be south of Everett, between

Everett and Davis Streets. A station at either location would be adjacent to Pacific Square; the elevated station would be adjacent to the superblock and the at-grade station would be next to One Pacific Square. The advantages and disadvantages of each alternative station location are outlined below:

Elevated Station

Advantages:

- The station would be adjacent to the Pacific Square superblock, the main pedestrian activity area and employee destination point.
- The second-level pedestrian circulation system would tie directly into the transit station, decreasing walking distances for most transit riders.
- The LRT tracks would bridge over Everett Street eliminating auto-LRT conflicts at this important intersection.
- The movement of southbound Front Avenue traffic onto First Avenue and then the Steel Bridge on-ramp could be continued with proper lane demarcation below the elevated structure.

Disadvantages:

- The increased length of elevated track would increase the cost of the LRT project.
- The LRT tracks would not reach grade until south of Davis Street. Davis would have to be closed to through traffic at First Avenue. Access to the Import Plaza would have to be redesigned.1/
- The block currently occupied by the Broadway Cab Company could possibly have decreased access.2/

1/ Access could be provided from First Avenue and from Davis, utilizing Front Avenue to get to Davis Street. Everett Street could be extended to the east to provide a direct connection to Front Avenue.

2/ Access could be provided from Davis Street, again utilizing Front to get to Davis and/or from the extension of Everett directly to Front.

At-Grade Station

Advantages:

- The at-grade alignment would be less costly because the LRT tracks would descend directly from the Steel Bridge to First Avenue, north of Everett.
- The at-grade alignment would be more aesthetically consistent with Old Town since an elevated structure would not extend into Old Town.

Disadvantages:

- The at-grade station would not be as well integrated into the Pacific Square development. Transit riders would have greater walking distances to reach the escalators/stairs serving the second level pedestrian circulation system.
- Southbound traffic movements from Front onto First Avenue would probably have to be eliminated or realigned to avoid conflicts with tracks descending from the Steel Bridge.
- The at-grade crossing at Everett Street will decrease the capacity of the First/Everett intersection, a major intersection through which significant volumes of existing traffic, as well as traffic departing Pacific Square, must pass.

Preferred Alternative

An elevated LRT station on First Avenue would provide better transit service to Pacific Square. The two major advantages of the elevated station which make it preferrable to an at-grade station are:

1. The station would be integrated into the second-level pedestrian circulation system of the superblock.
2. The capacity of the First Avenue/Everett Street intersection would be increased.

Pacific Square planning and development should be coordinated with Tri-Met to insure that the preferred elevated station design may become a reality.

LRT System Expansion

Tri-Met has recommended that Phase 2 of the LRT system include an LRT line to the west of downtown which would connect to the Gresham line via the Transit Mall and Glisan Street. The Steel Bridge tracks would be extended straight along the southern edge of Glisan Street to Fifth and Sixth Avenues.

The LRT tracks on Glisan would probably require the widening of Glisan on its south side for one or two blocks west of Fourth Avenue. It appears that the Third Avenue/Glisan Street intersection would be able to handle both LRT and vehicular traffic movements if signalized.

An LRT station would probably be provided on Glisan in the vicinity of Third Avenue. Again, the station could either be at-grade or elevated. An at-grade station could be provided if the tracks remain at street level as they descend from the Steel Bridge on the Glisan Street off-ramp. Alternatively, the LRT tracks could remain elevated along Glisan Street, with only vehicular traffic descending the off-ramp, coming to ground after making the turns at Fifth and Sixth Avenues. The choice between an elevated or at-grade station on Glisan will be influenced by the location of the proposed Convention Center. If the Center is located to the north of Glisan Street, an elevated station would probably better serve the large volumes of pedestrians crossing Glisan between Pacific Square, the LRT station, and the Convention Center.

V. Conclusions

The following is a summary of the findings and conclusions drawn from this traffic and transportation analysis:

- The existing street system will be able to handle the projected vehicle volumes of the proposed Pacific Square Project, provided that certain improvements are made.

- The intersection of Glisan/Third Avenue should be signalized to provide for safer circulation and increased vehicle capacity at this location, and to facilitate traffic leaving Pacific Square via Glisan Street (trucks and hotel drop-off and pick-up vehicles).

- Flanders Street between at least Fourth and Third Avenues should be retained as a two-way street to provide access to/from the project's major parking entrance on the superblock and the hotel entrance. Elimination of all on-street parking in this block should be considered.

- A contra-flow lane should be provided northbound on First Avenue between Everett and Glisan to allow truck access to the loading docks on Glisan (next to the Steel Bridge ramp) and to provide access to the parking garage entrance and exit on First Avenue. Truck movements from southbound Front Avenue onto Glisan should be improved by revised channelization at this location.

- In the vicinity of the project, three moving traffic lanes should be provided all day on Everett and Glisan for traffic circulation and capacity reasons.

- The planned light rail transit line on First Avenue should be elevated to allow for a grade-separated crossing over Everett and to provide for an elevated station next to the project. Such an integrated arrangement would benefit both the proposed Pacific Square Development and the transit system.

- In the proposed parking garages, preferred locations should be assigned to short-term parkers and car/van pool users to encourage ridesharing.

- Truck operators should be advised to use the preferred access routes to/from Pacific Square in order to minimize truck movements through downtown or the Historic District.

- The parking supply, particularly the mix of short-term vs. long-term and tenant vs. public-use parking spaces, should be re-evaluated following implementation of the light rail transit system to determine if additional public-use spaces can be provided.

APPENDIX

TABLE A

VARIOUS PARKING DEMAND RATIOS

Land Use	Guidelines			Existing Developments[3]	
	Portland[1] Policy "Maximum"	General "Minimum"[2] Standard	Downtown[2] Establishments	Embarcadero Center (San Francisco Downtown)	Avg. of Existing San Francisco Downtown Hotels
Hotel	1.0 per rentable unit (room)	1.0 per room + 0.5/employee	0.6 per 1000 sq. ft.[4]	N A	about 0.25 per room
Office	1.0 per 1000 sq. ft. GFA	3.3 per 1000 sq. ft. GFA	1.5 per 1000 sq. ft.	0.84 per 1000 sq. ft. rentable FA[5]	-
Retail	1.0 per 1000 sq. ft. GFA	4.0 per 1000 sq. ft. GFA	2.5 per 1000 sq. ft.		-

1/ "Downtown Parking and Circulation Policy," February 26, 1975. 3/23/79

2/ From Transportation and Traffic Engineering Handbook.

3/ From AMV Survey.

4/ Equivalent to about 0.7 per room (@ 1,150 sq. ft. /room)

5/ Equivalent to about 0.67 per 1000 sq. ft. GFA (@ NRA = 0.80 x GFA)

AMV

TABLE B

PARKING RATES OF EXISTING SAN FRANCISCO HOTELS

Hotel	Location	No. of Rooms	No. of Parking Spaces	Ratio Spaces/Room
Hyatt Regency	at fringe of financial district (CBD)	806	200	0.25
Hilton	at fringe of commercial district (CBD)	1140-1790	320	0.18-0.28
St. Francis	in heart of commercial district (Union Square)	1,200	280	0.23
Holiday Inn (Westbury Hotel)	in heart of commercial district (Union Square)	405	90	0.22
Sir Francis Drake	in heart of commercial district	415	90	0.22

3/23/79

Revised 4/4/79

TABLE C

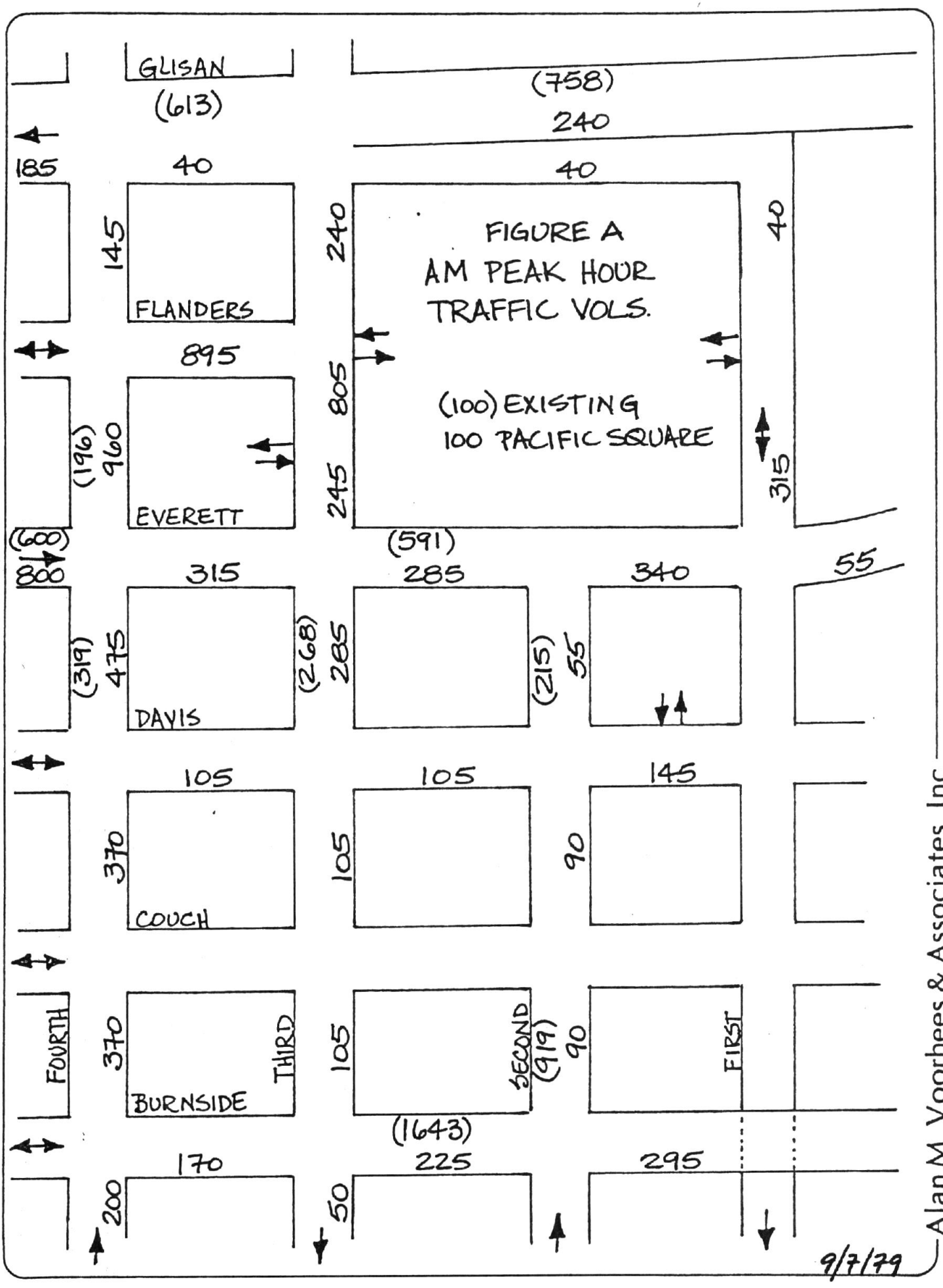
DAON PROJECT
ESTIMATES OF SHORT-TERM VS. LONG-TERM PARKING NEEDS

Component	Estimated Requirement				Total Spaces
	Short-Term		Long-Term		
	%	Spaces	%	Spaces	
A. Pre-Light Rail (pre 1985/90)					
Office	35%	358	65%	665	1023
Retail, Stores	85%	89	15%	16	105
Hotel	80%	313	20%	78	391
Total	50%	760	50%	759	1519
B. Post-Light Rail (post 1985/90)					
Office	48%	455	52%	499 1/	954
Retail, Stores	89%	94	11%	12 1/	106
Hotel	85%	330	15%	58 1/	388
Total	61%	879	39%	569 1/	1448 2/

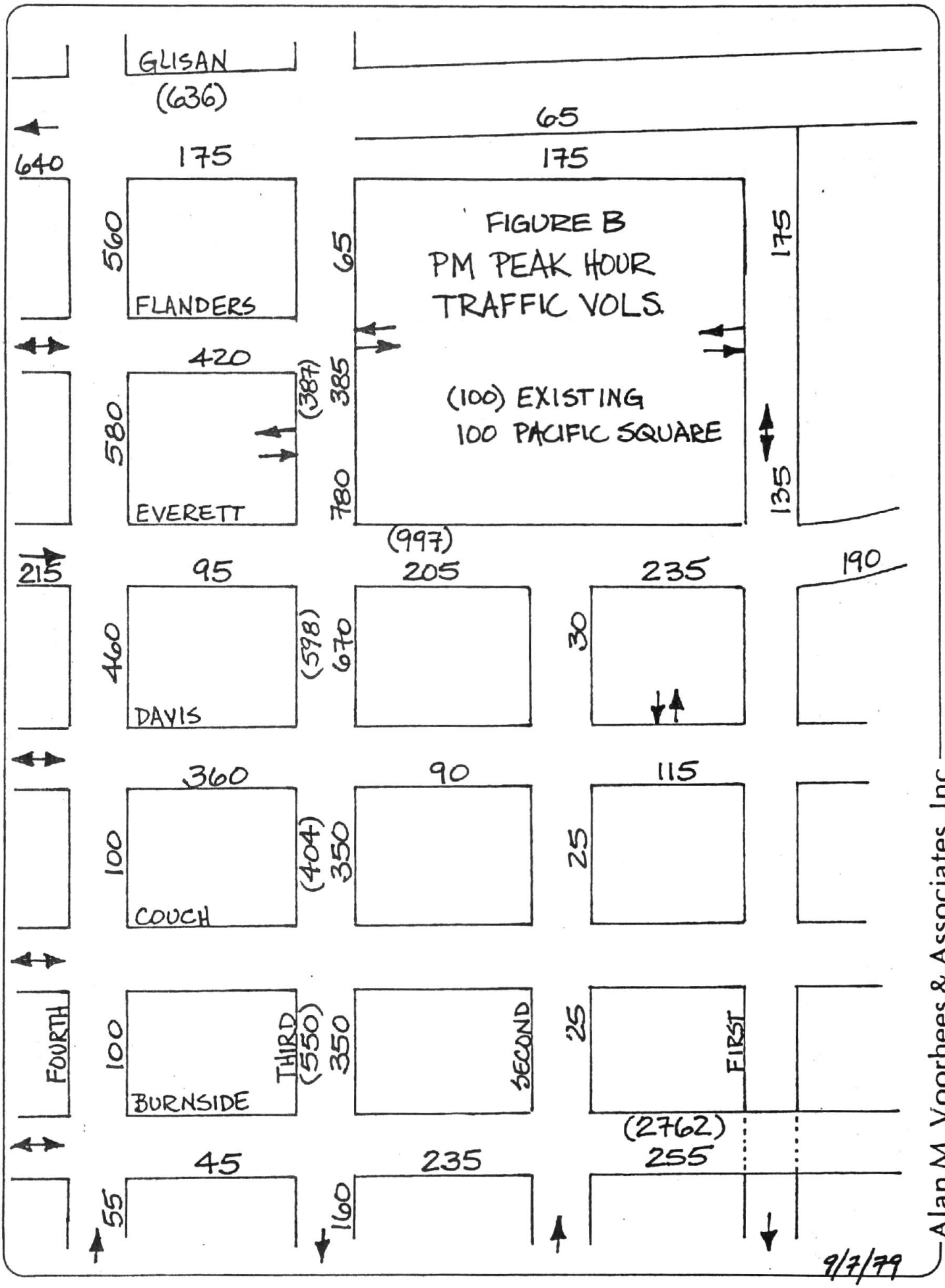
1/ Assumes 25% reduction of need for long-term spaces due to Light Rail introduction.

2/ Savings of 236 spaces (13%) over pre-light rail could possibly be re-assigned to short-term spaces.

AMV



Alan M. Voorhees & Associates, Inc.


GLISAN
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FLANDERS
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FIGURE B
PM PEAK HOUR
TRAFFIC VOLS.
420
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(387)
385
EVERETT
780
(997)
(100) EXISTING
100 PACIFIC SQUARE
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205
235
190
460
(598)
670
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DAVIS
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(404)
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COUCH
FOURTH
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THIRD
(550)
350
SECOND
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FIRST
BURNSIDE
(2762)
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255
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160
Alan M. Voorhees & Associates, Inc.
9/7/79

42

Alan M. Voorhees & Associates, Inc.
Transportation, Environmental and Urban Planning Consultants
2150 Shattuck Avenue, Berkeley, California 94704
Telephone (415) 843-9746

prc

July 9, 1979

TO: Jerry Martin
Campbell, Yost & Grube

FROM: Michael Meyer MHM

RE: One Pacific Square parking and traffic

This memo is in response to your questions regarding the existing parking supply at the One Pacific Square site, and the amount of traffic which will be generated by the project. Our understanding is that One Pacific Square will contain 184,155 sq. ft. of office space and 7,500 sq. ft. of retail space, with parking for 128 vehicles in the basement.

Existing Parking

Currently there are 176 off-street spaces on the project site and 23 metered curb spaces on the four block-faces surrounding it.

Trip Generation and Distribution

The attached table illustrates the number of vehicle trips that will be generated by One Pacific Square in the morning and afternoon peak hours, as well as an average 24-hour period. The trip generation rates are based on guidelines developed by the Institute of Transportation Engineers and were adjusted to reflect the higher level of transit ridership in Portland.

When these trips are distributed onto the downtown Portland street system, the peak-hour volumes shown on the two attached figures are obtained. The two streets which will carry the largest amount of project-generated traffic are Everett (in the morning) and Glisan (in the afternoon).

Because the parking supply (128 spaces) will be considerably less than the demand (about 386 spaces*), persons destined for One Pacific Square will park on the blocks surrounding the project site, wherever space is available. Not knowing exactly where all of the vehicles will park, it is difficult to accurately predict the traffic volumes on the streets in the immediate vicinity of the project. It can be expected that about

*The 386 space parking demand is based on the following assumptions:
1. 4 employees per 1000 sq. ft. = 736 employees
2. 30% use public transit = 515 arrive by car
3. vehicle occupancy rate of 1.2 persons/vehicle = 429 cars
4. 10% absentees rate = 386 cars on an average day

prc

100 vehicles will enter the on-site parking garage in the morning and leave in the afternoon. The increase in traffic on Davis Street will, therefore, be on the order of 100 vehicles in both the a.m. and p.m. peak hours, with smaller increases during the midday period when vehicles enter and exit the public parking spaces provided in the garage.

MPM:ed

Enclosures

ONE PACIFIC SQUARE VEHICLE TRIP GENERATION

	Average Daily Traffic		A.M. Peak Hour				P.M. Peak Hour			
			Inbound		Outbound		Inbound		Outbound	
	Rate*	# Trips	Rate*	# Trips	Rate*	# Trips	Rate*	# Trips	Rate*	# Trips
Office (184,000 SF)	8.2	1509	1.24	228	0.23	42	0.18	33	0.91	167
Retail (7,500 SF)	26.7	200	0.35	3	0.15	1	1.10	8	1.48	11
Total		1709		231		43		41		178

* Trips per 1000 sq. ft.

Bergstrom — Traffic Engineering

URB 10-4

DRM

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
PLANNING
424 S.W. MAIN ST.
PORTLAND, OR 97204

FRANK FROST
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

January 24, 1980

MEMORANDUM

TO: City Agencies

FROM: Linda Birth, Code Administration Secretary LB

RE: Attached material for DAON Master Plan and first stage of development

A few days ago you received a memorandum from Frank N. Frost, Acting Chief Planner, dated January 21, 1980, concerning the Design Review Committee meeting, to be held on February 4, 1980, at 4:00 p.m., in Room 200, City Hall Annex, 424 SW Main Street, Portland, Oregon, on the DAON Master Plan and the first stage of development. This memorandum indicated that there was attached material, which indeed was not attached due to an oversight. The material is now herewith attached. I apologize for any inconvenience this may have caused you.

lb

Pacific SQ DAON ~~ACT-T~~ ~~U622~~ U6 20-4

THE CITY OF PORTLAND OREGON

DEPARTMENT OF DEVELOPMENT AND CIVIC PROMOTION

PORTLAND DEVELOPMENT COMMISSION

Allison Logan Belcher
Jerry G. Jones
Gary W. Masner
Walter C. Mintkeski
Louis Scherzer

J. David Hunt
Executive Director

1500 S.W. First Avenue
Portland, Oregon 97201
(503) 248-4800

MEMORANDUM

DATE: January 2, 1980

TO: Richard Speer
Asst. City Traffic Engineer

FROM: Sam Galbreath
Manager, Multi-Family Housing

SUBJECT: Bureau of Traffic Engineering Work Plan and Budget 1980-81

I can identify only one multi-family housing project which will require the services of Bureau of Traffic Engineering during FY 80/81. This is the McCormick Pier Housing Development between the Broadway and Steel Bridges which you are well aware of. As you recall, this project will require the signalization of the intersection and railroad grade crossing at Glisan and Front Avenues and may require work with the project developer to provide signalization at at least one of the major access points to the project itself. Additional details in regards to these improvements are contained in my September 28, 1979, memo on public improvements which was copied to you.

The only other activity which would require your involvement would be participation in the second phase of the AX Zone Development Program being undertaken by the Bureau of Planning with consultants Zimmer Gunsul Franca and localized traffic impact analyses of any new housing projects may be identified over the course of the year such as the Park Avenue Condominiums and Tower on the Park.

jas

cc: PLC
RJH

RECEIVED
JAN 3 1980
BUREAU OF TRAFFIC ENGINEERING

Attach: 9/28 memo
11/23 BTE Rep.

Copy To: MJM, DEB

Dick Spear

URB 27

Portland Development Commission

MEMORANDUM

DATE September 28, 1979

TO: The McCormick Pier File

FROM: Sam Galbreath

SUBJECT: 9/25/79 Meeting on Public Improvements

Terry Bray, Public Works, Dick Spear, Traffic Engineer, Sam Galbreath and Pat LaCrosse, PDC, Bill Naito, Doug Macy and Roger Stange and Bing Sheldon of the Consultant Team met to discuss public improvements which may be required in support of the project. These were:

1. Additional access -

   Hoyt St. Railroad Crossing

   9th St. Railroad Crossing

2. Parking within the Front Avenue Right-of-Way.

The following conclusions were reached:

1. Access - 9th St. Railroad Crossing.

   a) This temporary closure should be re-opened and conditions of the grade crossing restored to the condition which existed prior to closing. In order to determine that this can happen the following will occur:

      1) Dick Spear will inquire of the City Attorney's office as to the City's right to cause the crossing to be re-opened without involvement of the PUC. It is anticipated that this could be allowed due to the temporary nature of the closure.

      2) Dick Spear will analyze traffic counts at the 9th St. crossing prior to closure and will estimate what changes in traffic volumes could be anticipated with its re-opening.

      3) Dick Spear will coordinate with the PUC on matters pertaining to re-opening only if the City Attorney determines that their involvement is required.

      4) City Traffic Engineer, in conjunction with Public Works, will estimate the cost of re-opening the crossing.

2. Access - Hoyt Street. 182,000 For RXR 75,000 Traffic signals 6 Trucks plus Empt,

An alternative to a new grade crossing at the extension of Hoyt Street may be the adjustment of traffic patterns on First Avenue between Everett and Front coupled with new traffic signals at Glisan and Front and adjustments to existing signals at Everett and First. To determine the feasibility of this the following will occur:

a) The City Traffic Engineer will prepare schematic intersection and traffic flow plans. A preliminary cost estimate for signal installation and adjustments will also be prepared. $140,000 For RXR 75,000 Traffic signals

b) The Traffic Engineer will prepare a very brief statement as to the benefit of these adjustments which will be derived beyond providing additional access to the McCormick Pier Project.

c) Sam Galbreath will check with the Daon Project Traffic and Parking Consultants to insure that these adjustments are consistent with their findings and recommendations.

3. Parking within the Front Avenue Right-of-Way.

It was concluded that a frontage road with parallel parking and a landscaped buffer was not feasible within the current right-of-way. As an alternative it was agreed that parking could be accommodated on the east side of Front Avenue given the following street cross section:

Two 12-foot outside traffic lanes.

Two 11-foot center traffic lanes.

An 11-foot two-way left-turn refuge with two one foot stripes.

An 8 to 10 foot parking lane with meters on the east side of the street.

5 to 6 foot sidewalk adjacent to the parking lane.

City Public Works timing for Front Avenue improvements is as follows:

Preliminary engineering to begin February, 1980.

Construction to begin spring, 1981 with completion fall 1981 if no sewer work is required. If sewers are required, completion could be as late as spring 1982.

It was agreed that these improvements would be an appropriate part of the Front Avenue Improvement Project and would not entail extraordinary expenses due to the McCormick Pier Project. However, the developer will be responsible for any landscaping within sidewalk areas or east of the east curb line. Work needs to be accomplished and coordinated as follows:

a) The project architects in conjunction with the City Engineer's office(Dave Hill and Ralph Tashima, phone 248-4330 are the Public Works' Engineers

responsible) to develop preliminary street cross sections.

b) City Engineer will provide basic engineering control for McCormick Pier improvements which will occur adjacent to this street.

c) The City Traffic Engineer will work with the developer to determine need for a traffic signal for access to the project. If required a cost estimate will be made.

After the completion of the above work, in approximately two weeks, the Development Commission staff will summarize all potential work plus cost estimates which will be reported to City Council in conjunction with the tax abatement hearings scheduled for October.

SCG:gc

cc: Attendants
Rod O'Hiser

URB 27

November 23, 1979

Bureau of Traffic Engineering, R.C. Speer

Portland Development Commission

Sam Galbreath

McCormick Pier Project

The following information has been developed in answer to the questions raised at the September 25, 1979 meeting.

ACCESS - 9TH RAILROAD CROSSING

This crossing was temporarily closed July, 1976 by ordinance #141686 with a revocable permit to the Portland Terminal Railroad Company.

Apparently the Public Utility Commission got wind of a possible move to re-open this crossing, because on Nov. 9, 1979 a letter was went to the mayor requesting agreement on this closure. Requirements for adequate protection were outlined if re-opening is required. (copies enclosed)

The estimate for traffic signals and railroad crossing gates at this crossing is $257,000.

Traffic counts prior to the closure in 1976 were 880 vehicles per day on N.W. 9th Ave. It is estimated that if this crossing was re-opened it would build up over several months to 1,000 vehicles per day.

ACCESS - HOYT STREET

The alternative to the initially proposed Hoyt Street access, by converting N.W. 1st Ave. to Two-way between N.W. Everett and Glisan, was investigated.

The major problem with this solution is the extremely long (320') clearance distance required if southbound N.W. Front Ave. traffic were stopped before crossing the tracks. Even if the P.U.C. were to allow a stop line further south at Glisan St. the clearance distance would be approximately 200' and would require a third phase in order to handle N.W. Glisan St. traffic right turning to 1st or Front Ave

Another alternative was also investigated. This alternative would bring traffic north on N.W. 2nd Ave. to Glisan and then enter N.W. Front via a new signal.

This plan also requires a long, (290'), clearance distance but would require only a 2 phase signal.

This alternative could be a workable solution of P.U.C. would allow the southbound traffic to stop across the tracks, with adequate signal equipment to assure all traffic cleared before a train movement.

This routing would also require that N W. 2nd Ave. remain open to Glisan St..

The required signalization and railroad gates at this intersection would cost approximately $215,000.

It is questionable whether railroad safety funds would be made available for this crossing since it is not a solution to an existing safety problem.

An estimate of usage of this connection to N.W. Front Ave. is difficult. Presently there are 1,600 more southbound Front Ave. vehicles than northbound largely because of the fact that the Steel Bridge has no westbound to northbound access to Front Ave. but does have a soyth-bound to eastbound connection. The connection at N.W. Glisan St. would not help this situation but would provide for trips from the immediate N.W. & S.W. area to reach N.W. Front Ave.easier since the last approach presently is at S.W. Pine St. Our best estimate for traffic on N.W. Glisan St. using this approach would be between 500 and 1,000 vehicles per day.

We hope this information will be helpfull and if you have further questions please call.

RCS:md

encls.

+RAS

December 17, 1979

Mr. Ed Immel
Rail Division
Public Utility Commissioner
Labor & Industry Bldg.
Salem, Oregon 97310

SUBJECT: Crossing No. 50 - 1.25-C BN.
N.W. Front N/Glisan.

Dear Mr. Immel:

As per your phone request this bureau is agreeable to allowing eastbound left turns from N.W. Glisan Street to N.W. Front Avenue under the Glisan ramp and south of the main line railroad crossing. This movement is not legally permissible at present.

We understand this movemant will be compatible with installation of railroad signals and gates, with additional provision for the stated movement. This assumes Glisan will remain open as a street or other access to Front be provided on the same site as Glisan.

The gates and railroad signal should be installed in such a way that signalization of ~~one~~ Glisan Street movement would be possible some time in the future it required.

Sincerely,

R.C. Speer
Asst. ~~Traffic~~ Traffic Engineer

RCS:DRM:jc

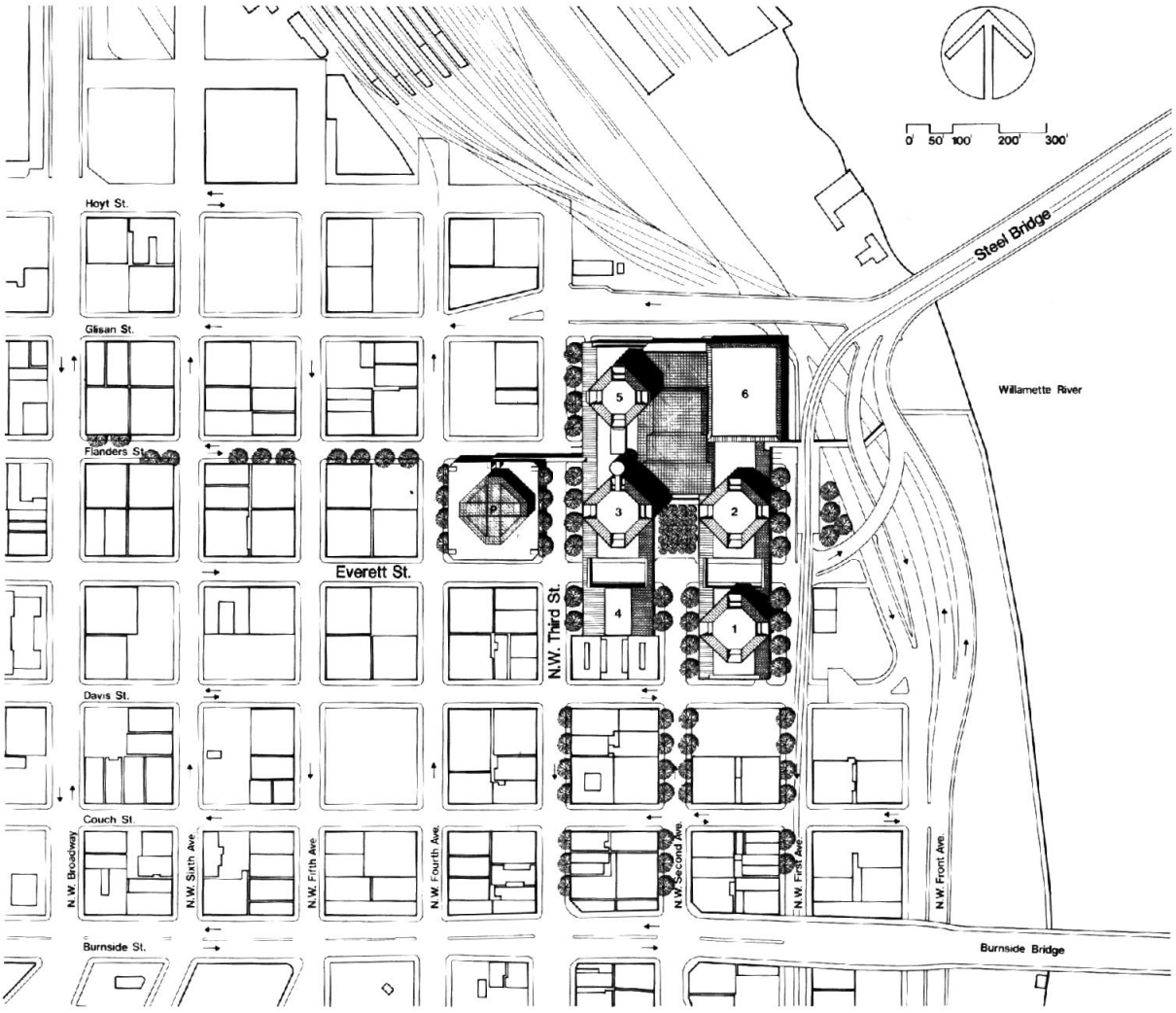
Pacific Square - mixed use development

view of covered square

Portland, Oregon

One Pacific Square

Portland, Oregon



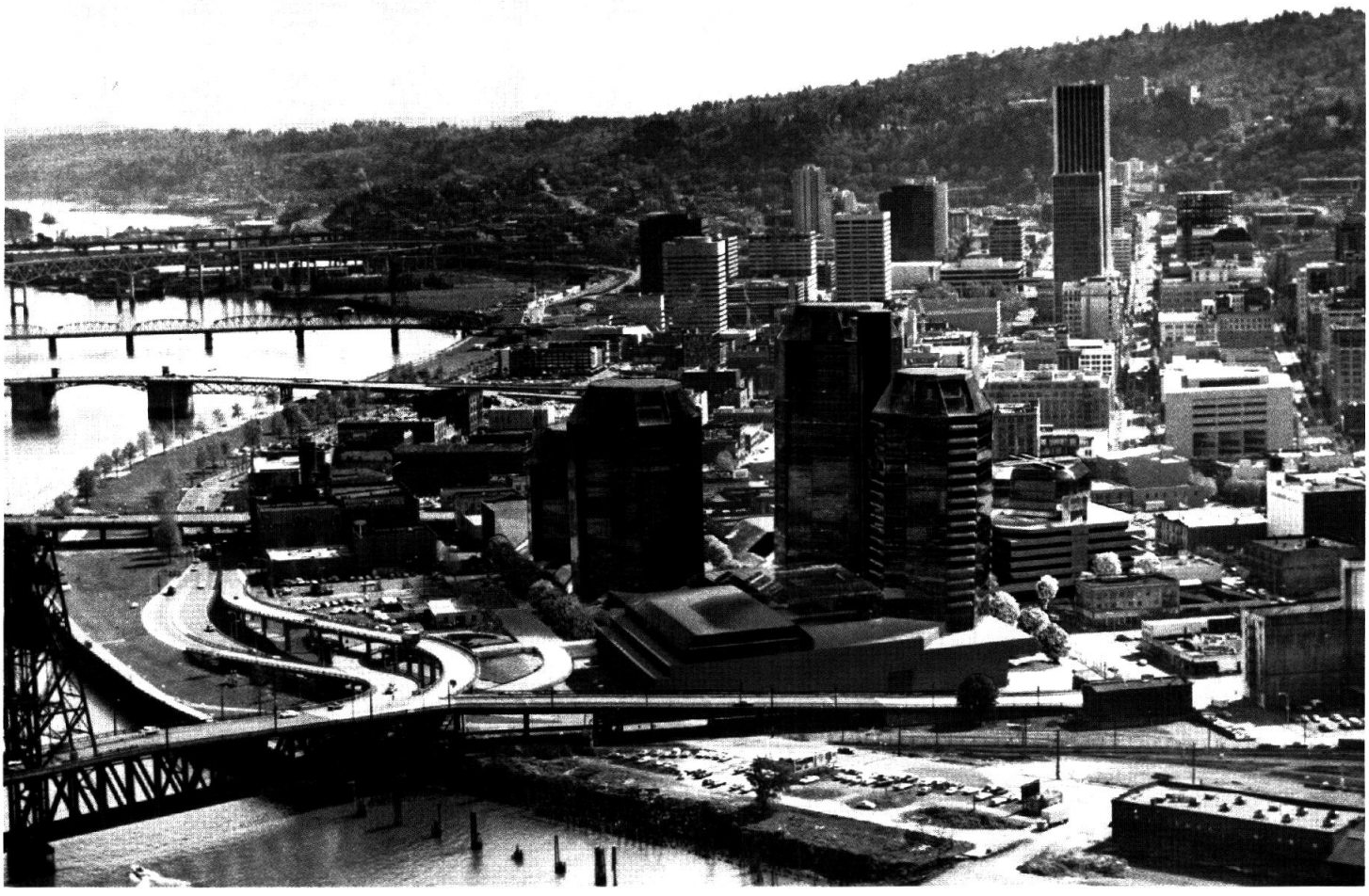
Pacific Square - mixed use development

site plan

Portland, Oregon

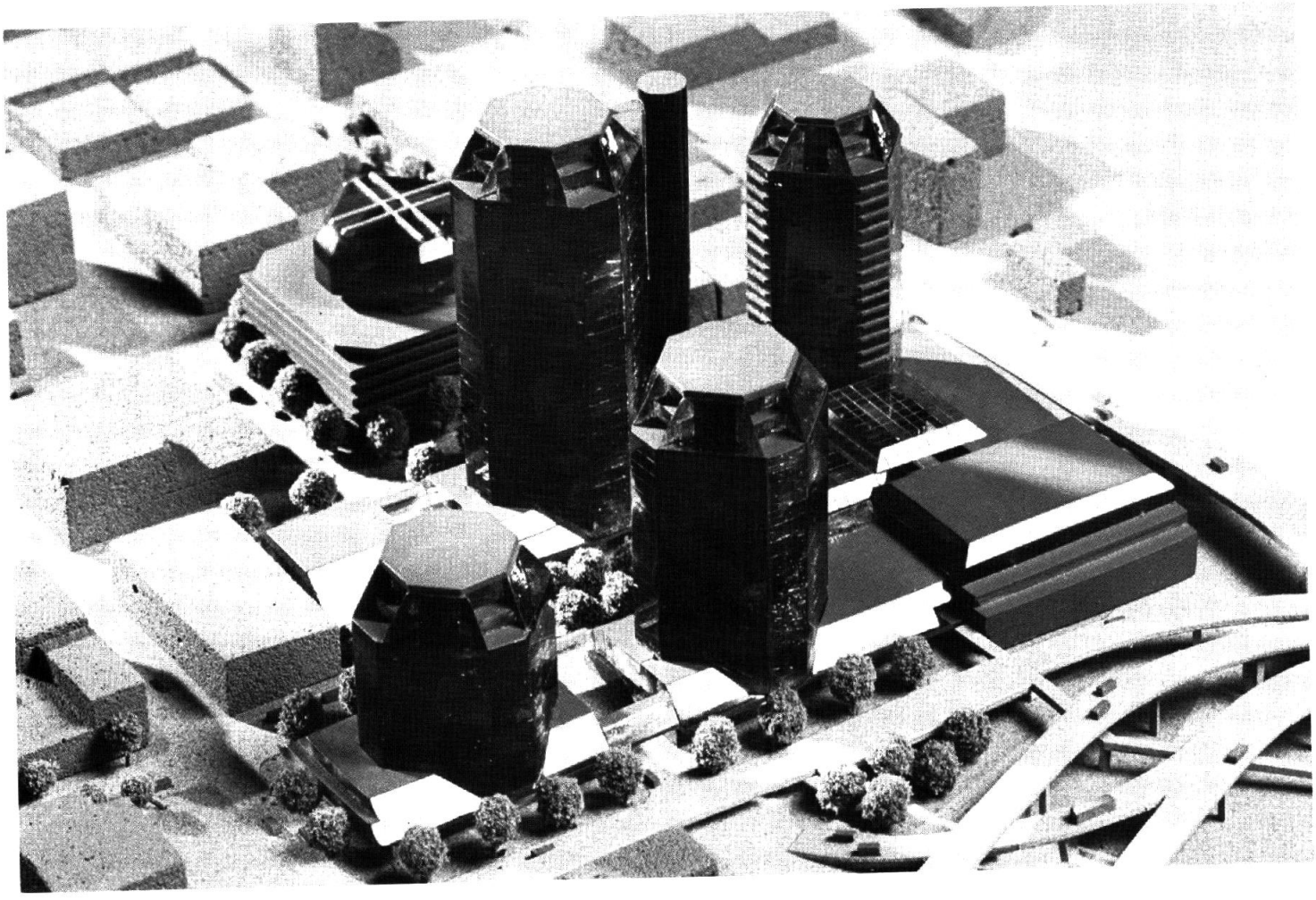
Pacific Square - mixed use development

Portland, Oregon



Pacific Square - mixed use development

Portland, Oregon



Pacific Square - mixed use development

Portland, Oregon

PACIFIC
SQUARE

Contact: Ron Schmidt (503) 228-8396 (office)
636-5758 (home)
Glenn Fischer (503) 228-8396 (office)
224-9166 (home)

FOR RELEASE: January, 1980

$150 MILLION COMMERCIAL PROJECT PROPOSED IN DOWNTOWN PORTLAND

Plans for an estimated $150 million mixed-use development, called Pacific Square, on a six and one-half block site in Northwest Portland were announced today by Daon Corporation's Oregon division.

Details of the proposed project were provided at a press conference hosted jointly by Daon Corporation's Oregon division and Northwest Natural Gas Company, which will gain an administrative headquarters building as part of the project.

Daon, the developer, has agreed to purchase five and one-half blocks from Northwest Natural Gas. The first phase of the proposed project will include construction of One Pacific Square, an office building providing 200,000 square feet net rentable area that will serve as headquarters for the utility. Daon earlier optioned an additional block.

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"We're pleased to be able to offer this proposal to the people of Portland. We're confident enough in the investment climate of downtown to make a long-term commitment via Pacific Square. This project will help Portland achieve its downtown goals and create a substantial number of new jobs and capital for the city," said Mike Lane, general manager of Daon's Oregon division.

"The Daon proposal gives Northwest Natural Gas an ideal opportunity to consolidate all of its headquarters and administrative activities in one building. This consolidation will permit the company to operate much more efficiently," said Ronald T. Miller, president of Northwest Natural Gas. The utility has operated with its executive and administrative functions in separate buildings for several years.

Final plans for One Pacific Square are subject to approval of the Oregon Public Utility Commissioner. Northwest Natural Gas will be co-owner of One Pacific Square with ownership roughly equivalent to the space it will occupy.

The proposed Pacific Square project includes retail, commercial office, hotel-convention facilities, athletic club, a possible World Trade Building and long and short term parking facilities. Also proposed is a covered, public square to be built on a superblock bounded by Glisan St., Everett St., First Avenue and Third Avenue.

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Architect for the project is Campbell-Yost-Grube, P.C., of Portland.

"Pacific Square is designed to create an urban focal point for the north end of downtown. It will provide a public space unique to the city which will complement Old Town's retail activity without architecturally overwhelming its unique scale," said Dick Campbell, project designer. "It has been designed to meet the objectives of the downtown plan," he continued.

Proposed gross floor area of the project encompasses more than 2.2 million square feet. Approximately 1.1 million square feet of this is planned as office space.

Arcades and buildings in the project will be set back from property lines to allow planting of trees that can grow up to 80 feet in height and other people-oriented amenities such as artwork and fountains, according to Campbell.

Major design theme for buildings is a 45 degree geometric plan to maximize view for building occupants and complement Pacific Square's relationship to the nearby Waterfront Park, Old Town historic area and urban skyline.

Octagonal towers of varying height will sit atop two-story high bases that are sloped at 45 degrees to allow large trees to branch out and open the sky to street level pedestrians.

The top of each tower is also sloped at 45 degrees. Primary construction material for the towers is bronze tone solar glass. The buildings will be among the most energy efficient in Portland, according to Campbell.

Pacific Square will be developed in phases, according to Daon's Lane. He emphasized that pace of development following construction of One Pacific Square will be dependent upon market conditions. Construction of One Pacific Square is expected to start in June 1980, with completion scheduled by November 1981.

Primary and secondary economic impacts of the completed Pacific Square project is estimated by Leland & Hobson, Economics Consultants to generate annual business payroll of $320.6 million; property and state income taxes of $9.7 million; and downtown shopping expenditures of $13.8 million by Pacific Square employees. In addition, Pacific Square retail and hotel economic activity is estimated at $16.5 million annually; for a total, average annual impact of $357.1 million (expressed in 1979 dollars).

Conservative estimates of the primary and secondary economic impact during construction is $783 million.

Direct construction related employment is projected to total 3,375 person years, or 563 persons per year for a six year development period; a direct construction labor payroll of $67.5 million.

Full-time employment of businesses in Pacific Square is expected to reach 5,360 persons and is expected to include many newly created jobs.

The project, if fully-developed, would be the largest private investment in the history of downtown Portland.

Daon Corporation's Oregon division is based in Mountain Park at Lake Oswego, a Portland suburb. In addition to its commercial activities, the firm is a major residential land developer with its most recent project being development of the Mountain, a 150 acre project at Mountain Park. Corporate headquarters for the firm's parent company is in Vancouver, B.C.

LELAND & HOBSON ECONOMICS CONSULTANTS

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December 29, 1979

ECONOMIC BENEFITS

Development of the proposed Pacific Square is expected to generate a number of direct (primary) and indirect (induced) economic benefits to the downtown, the City of Portland, and the Pacific Northwest. Full development cost of the totally privately financed Pacific Square project is estimated at $150 million with a gross building area of 2,246,300 square feet. Total economic impact of the six year development period, including primary and induced impact, is estimated at $783 million (expressed in constant 1979 dollars). This $783 million equates to an average annual impact of $130.5 million during the development period.

Primary and induced economic impacts of the completed Pacific Square project are estimated to generate annual business payroll and induced goods and services expenditures of $320.6 million; property and state income taxes of $9.7 million; and downtown shopping expenditures of $13.8 million

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by Pacific Square employees. In addition, Pacific Square retail and hotel economic activity is estimated at $16.5 million annually; for a total average annual impact of $357.1 million (expressed in 1979 dollars).

Job & Payroll Impact

--Direct construction related employment is projected at 3,375 person years, or an average of 563 persons per year for the six year development period; a total construction payroll of $67.5 million. Induced (indirect) economic impact as a result of that $67.5 million entering the economy produces an estimated additional (goods and services multiplier or ripple effect) $101.8 million; a total of $169.3 million.

--Total projected Pacific Square employment payroll after completion of construction and occupancy, is estimated at $96.2 million annually. Induced impact is estimated at an additional $224.3 million; a projected total full-time employment impact of $320.6 million annually.

--Full-time employment of businesses at Pacific Square is projected at 5,360 persons.

--The multiplier effect of the projected 5,360 jobs at Pacific Square is support of an additional 10,700 to 12,100 jobs.

--Employees in businesses at Pacific Square are projected to spend $13.8 million annually for selected purchases in the central area, including food, clothing, drugs, general merchandise, and personal services:

Within Pacific Square	$3,463,000
In Existing Old Town Retail Facilities	$4,097,800
In CBD Establishments	$6,276,200
TOTAL	$13,837,000

Tax Impact

--Total projected direct economic impact of annual tax revenues for the completed Pacific Square project is estimated at $9.66 million.

--Annual property taxes are projected at $3.65 million ($24.32 per $1,000 of assessed valuation) distributed as follows:

Port of Portland	$ 141,000
City of Portland	1,093,500
Multnomah County Education Service District	172,500
Portland School District #1	1,564,500
Portland Community College	78,000
Metropolitan Service District	18,000
Multnomah County	580,500

--Other annual taxes could include:

Portland Hotel Tax	$ 530,000
Tri-Met Payroll Tax	577,000
City Business License Tax	Not Computed
State Corporate Income Tax	Not Computed
Multnomah County Business Tax	Not Computed
State Personal Income Tax	4,908,000

(All figures are stated in 1979 dollars).

PACIFIC
SQUARE

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FOR RELEASE: Saturday, December 29, 1979

PROJECT DESCRIPTION

Pacific Square is a proposed mixed-use center that would encompass six and one-half blocks in Northwest Portland near the foot of the Steel Bridge. Daon Corporation's Oregon division has agreed to acquire five and one-half blocks of the property from Northwest Natural Gas Co. It earlier optioned one additional block. The first phase of the proposed project will include construction of a 14-story administrative headquarters building, called One Pacific Square, for Northwest Natural Gas.

The mix of uses planned for later phases include retail (shops, banks, restaurants, cinemas, etc.), commercial offices, hotel-convention facilities, athletic club, proposed World Trade Building and long and short term parking facilities.

Proposed gross floor area, based on current economic criteria and forecasted demand, would encompass more than 2.2 million square feet. Primary elements include:

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Office	1,110,000	sq. ft.
Retail	100,000	sq. ft.
Hotel - Exhibit & Banquet	370,000	sq. ft.
Athletic Club	75,000	sq. ft.
Parking	520,000	sq. ft. (1,720 spaces)
Mechanical Service	60,000	sq. ft.

TIMING

Construction of One Pacific Square is planned to start in June 1980 with completion scheduled by November 1981. Timing on construction of future phases will be dependent upon market variables, though it is anticipated the project will take a minimum of six years to complete under optimum conditions.

DESIGN CONCEPT & FEATURES

Through its mixed-use concept, Pacific Square is designed to bring new life into Northwest Portland and develop activities that ensure evening and weekend use. The focus is to create an inviting environment that complements the nearby historic district, waterfront park and planned housing complexes such as McCormick Pier. Primary design features include:

Public Square--A large multi-purpose space is planned on a superblock bounded by Glisan St., Everett St., First Avenue and Third Avenue. The major portion of the square is covered by ascending glass and steel with natural

ventilation to provide year round use. Arcades and accessways will facilitate the movement of pedestrians to the public square and around the project.

Street Arcades & Landscaping--The street level is designed to accommodate retail activities, a hotel and the public square. Street fronts will feature arcades with retail shops. Buildings are set back from property lines to allow for the planting of trees that can grow up to 80 feet in height. Drinking fountains, benches, art and other people-oriented amenities similar to the Portland Mall are planned throughout the project.

Base Structure and Towers--The major design theme for buildings is a 45 degree geometic plan and sloped walls at both the base and tops of towers. The design will maximize views for building occupants and complement Pacific Square's relationship to the waterfront, Old Town area and urban skyline. Octagonal-shaped towers, stepping up in height, will sit atop two-story high base structures. The bases feature sloped walls to allow room for large trees and to widen the sky view for pedestrians at street level.

The top of each tower is also sloped and will incorporate balconies to create a stronger aesthetic image than the typical flat roofs of most structures in the city. Primary construction material for the towers will be light bronze tone solar glass and aluminum. The street level terraces and arcades will be clad in brick.

Mass Transit--The project site is now served by bus routes on Glisan St., Everett St., Third St. and Second St. Pacific Square has also been designed to accommodate the light-rail transit system proposed for Portland.

Energy Conservation--The clustering of towers and octagonal plan will reduce the solar exposure of Pacific Square buildings. This reduction coupled with other energy saving features such as insulated solar glass and natural ventilation of the public square promise to make Pacific Square a highly energy efficient complex.

ONE PACIFIC SQUARE

This building serves as the first phase of the project and is designed to house the administrative headquarters of Northwest Natural Gas. Co. It will include 200,000 square feet of net rentable office-retail space of which 104,000 square feet will be utilized initially by Northwest Natural Gas with the remaining space to be leased.

The street level incorporates a terraced public plaza and arcades, office building lobby, retail space and office related facilities. Two office floors above the plaza level comprise a base for a 12-story office tower. The two floors above plaza level are set back from street frontages on First and Second Avenues to relate to the scale of the adjacent area and open the sky to the public space below. Also, large trees will be planted along First Ave. and Second Ave.

Both the tower and base, above the plaza level, will be glazed with a light bronze tone solar glass and utilize the 45 degree geometric plan as other proposed buildings in Pacific Square.

PRINCIPALS

Developer: Daon Corporation, Oregon Division

Architect: Campbell-Yost-Grube, P.C., Portland

Economics Consultant: Leland & Hobson, Portland

Traffic & Parking Consultant: Alan M. Voorhees & Associates, Inc., San Francisco.

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RELATIONSHIP TO THE DOWNTOWN PLAN

Pacific Square has been designed to reinforce the objectives of the Portland Downtown Plan as adopted by the City Council in December 1972. The project relates directly to Downtown Plan Goals and Guidelines within four broad categories.

Pacific Square's location and mixed-used concept serve to strengthen downtown's appeal as a business and shopping center in relation to competition from suburban centers -- as stated in the Plan Goals to:

> "Strengthen Downtown's role as an important center for administrative, financial, personal, and professional business service and governmental activities." and "Enhance Downtown's role as leading center for retail goods and consumer services. Provide an atmosphere conducive to investment."

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Create a Unique Sense of Place

The design concept will project a strong visual identity as an urban focal point for the north end of downtown. The project will also provide a public space unique to the city, complementing Old Town's retail activity without architecturally overwhelming it; all attributes which support the Plan Goals to:

> "Create in downtown Portland an urban setting with a definite sense of place and identity by developing strong boundaries, emphatic focal points, unique physical designs for identifiable areas, and by enhancing special views such as the Waterfront and historic architecturally significant buildings." and, "Reinforce areas with distinctive flavor and specialty functions such as the Skidmore Fountain, Old Town, and Oriental/ International areas."

Provide Open Space and Pedestrian Amenities

The public square follows the Downtown Plan portion that encourages development of ground level public open space. Additionally, the Plan focuses sharply on people-oriented streets.

a. "Create a system of pedestrian ways which:

(1) Connect the retail core with the waterfront, offices, residential areas, and parking facilities.

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(2) Create a pleasant shopping environment in the retail core, utilizing widened and covered walkways and/or walls, special lighting and landscaping. Special attention should be given to providing protection from Portland's rainy weather.

(3) Reduces stress by eliminating pedestrian/vehicle conflicts. Alteration of store loading schedules and/or locations may be necessary."

(b) "Encourages retail use of ground-level space, including shops and restaurants on the first floors of office buildings. Keep parking and other non-retail uses from breaking up the sidewalk retail frontage."

(c) "Provide facilities for shoppers: Street furniture; meeting rooms; places to sit, to rest, to wait, to observe; shoppers' lockers, day care facilities; bicycle storage; and public restrooms."

The design of Pacific Square addresses each of these concerns, as pedestrian ways are planned to connect the project to Old Town and the Waterfront Park. Benches are provided throughout the project for resting, waiting, and observation. Many are under covered roofs which provide protection from inclement weather. Drinking

fountains, and public restrooms are provided as well as "drop off" points for pedestrians being brought by auto or taxi.

Provide Short-Term Parking and Encourage Mass Transit Use

Specific goals within the Downtown Plan state:

(a) "Encourage a system of short-term parking to serve retail core facilities. Development of alternative circulation systems should be given high priority."

(b) "Encourage use of transit by office workers and development of peripheral all-day parking and shuttle service."

Short-term parking will be provided beneath the "superblock" with a minimum of 300 spaces designated for this purpose. All parking will be available for public use "after hours" and during the weekends. It is envisioned that close proximity to planned light rail alignments and existing bus stops will help reduce dependency upon the auto.

Pacific Square, through its projected employment base, provides significant market support for the City's goals for light rail transit patronage and for prospective tenants and purchasers of apartments and condominiums within the downtown and peripheral inner city neighborhoods. Employment at Pacific Square is in direct support of the City's goal for an increased and viable middle-income housing market for the downtown.

PACIFIC SQUARE

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RICHARD A. CAMPBELL, PROJECT DESIGNER

CAMPBELL-YOST-GRUBE, P.C.

Campbell is a principal and a founder of Portland-based Campbell-Yost-Grube, P.C. which was formed in 1964. He has designed numerous government, commercial, retail and residential projects over the past 20 years.

He has won a number of national, regional and local area architectural awards. His awards include the Park Blocks Mall Development at Portland State University, Child Development & Rehabilitation Center at the University of Oregon Medical School, and the Navy and US Marine Corps Training Center in Portland. Other projects include the master plan for Portland State University, State Employment Office Building in Salem and a district office complex for the Bureau of Land Management.

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Campbell is a member of the Urban Design Committee for the Portland chapter of the American Institution of Architects. He also serves on the Design Advisory Committee for the City of Portland's Pioneer Square project.

He earned a Bachelor of Architecture from the University of Oregon in 1956, a Master of Architecture from Yale University in 1961, and studied in Europe under an Ion Lewis Fellowship. He was with Skidmore, Owings & Merrill prior to helping found Campbell-Yost-Grube.

His academic activities include lecturing for the Yale University Graduate School, University of Oregon, Portland State University, Portland Art Museum and Portland's Lewis & Clark College.

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BACKGROUND INFORMATION ON

DAON CORPORATION & MICHAEL LANE

The Portland office of Daon Corporation was established in 1978 with the acquisition of undeveloped portions of Mountain Park in Lake Oswego and subsequently developed Sandpiper East, a subdivision in Gresham.

General manager of Daon Corporation's Oregon division is Michael Lane. He has been involved in commercial and residential development for most of his professional career. Prior to moving to Oregon he operated his own development and building companies in Houston, Texas and New Orleans, La. He was educated at the University of Texas.

As general manager, he directs Daon Corporation's activities in Oregon and Southwest Washington.

Daon Corporation, with headquarters in Newport Beach, California, is a subsidiary of the Daon Development Corporation headquarters in Vancouver, B.C. The Daon Development Corporation is one of the largest publicly-owned developers in Canada and ranked in the top ten North American development corporations in earnings last year.

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The Daon Development Corporation was founded in 1964 as Dawson Housing Developments Ltd. (with the name Daon adopted in 1973 to distinguish itself from a host of corporations using the name Dawson), and has progressed from the construction of Canadian Resource Towns into the three major areas of activity it has pursued to date -- serviced land, condominiums and commercial properties.

Through Daon Development Corporation's 16-year history, it has gained an enviable reputation under the leadership of John W. Pool, co-founder and Chief Executive Officer of the corporation. Known as an innovator, Daon built the first condominiums in Canada and has taken a lead in shopping center development, as well as establishing itself as a major presence in the United States through its subsidiary.

The U.S. based Daon Corporation was established in 1974 with the Newport Beach office. Since 1974, additional offices have been opened in Portland, San Francisco, Seattle, Dallas, and Tampa with the Daon Corporation portfolio including land and income property in the states of Washington, Oregon, California, New Mexico, Arizona, Texas and Florida.

NORTHWEST NATURAL GAS COMPANY NEWS RELEASE

STATEMENT OF NORTHWEST NATURAL GAS COMPANY

The site of Daon Corporation's proposed new complex known as Pacific Square includes the location of the original gas company in Portland, the Portland Gas Light Company. This Company, chartered in 1859, was Northwest Natural Gas Company's predecessor, and the utility has continued to use its property in this area since those long ago days.

Northwest Natural Gas Company has operated with its executive and administrative functions in separate buildings for many years, because sufficient space was not available in buildings at Second and Flanders to house everyone. The Daon proposal to build a large, multibuilding complex on this site has given Northwest Natural Gas Company an ideal opportunity to consolidate all of its headquarters and administrative activities in one new building. This consolidation will permit the Company to operate much more efficiently.

Although Northwest Natural will only be co-owner of the first of the proposed Daon buildings, the entire Daon project involves a number of large buildings. Northwest Natural's initial ownership will be roughly equivalent to the space it will occupy in the first building in the project, One Pacific Square.

The over-all costs of occupying One Pacific Square will be approximately the same as remaining in the old Second and Flanders Building and having to expand that existing building

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to accommodate growth. Final cost estimates for One Pacific Square are not available at this time and, hence, a final decision involving participation of Northwest Natural and its occupancy of the new building are contingent upon final approval of costs.

Oregon's Public Utility Commissioner has been, and will continue to be, kept advised of the progress of the proposed project. The final plans will be reviewed with the Public Utility Commissioner before Northwest Natural Gas Company makes a final decision whether or not to go ahead with the project.