

DELTA PARK AS A SITE FOR THE EXPOSITION-RECREATION CENTER
REPORT BY HOLLIS JOHNSTON, ARCHITECT
July 1, 1955

Your letter of April 27th instructs us to make necessary drawings and investigations to test the suitability of the Delta Park Site for the Exposition-Recreation Center and to diagram the arrangements of buildings as shown on the Kratt drawings demonstrating how they may reasonably be placed on the site. In addition, the letter authorizes us to diagram other schemes for means of comparison by the Commission.

Scheme "A" has been approved by the Commission as a basis for estimates. Prints of Scheme "A" are attached hereto. The estimates contained herein are based on this scheme.

The buildings considered in all schemes are: a Coliseum similar to that at Montgomery, Alabama; an Exhibition Building 125 feet by 800 (100,000 square feet); and a combination Exhibition-Livestock Barn Building 375 feet by 800 (300,000 square feet).

In each of the three schemes, the traffic and parking arrangements are similar. The incoming traffic is shown routed so as to be able to choose any one of six separate gateways, each of which may have one or more lanes, with the presumption that lanes be controlled by ticket sellers. In this manner, the driver of a car may purchase a combination parking ticket and individual admittance ticket or tickets for himself and any additional occupants at the point of entry to the property. After such a ticket-purchasing procedure, and after being admitted to the parking lot, the customers may enter the Exhibition Buildings freely without purchasing additional tickets for entrance to buildings, with the possible exception that if, at a given time, when more than one event is in progress, the customer may purchase additional tickets to the Coliseum or other of the buildings. The above method of handling tickets is one possibility, but other methods of ticket-purchasing are also feasible.

The diagrams indicate that this site is particularly favored as to means of entering and departure, there being 8 lanes of egress presently available, with the possibility of additional ones to the extent of providing a total of thirteen traffic lanes which can be developed reasonably in the immediate future and the projection of two more additional lanes when the new bridge across the Columbia is built. The number of egress lanes for departing vehicles is the important concern, means of mass departure being much more critical than entry. With 13 lanes, counting a capacity of 2000 cars per lane per hour, the parking lot could clear itself of 3,000 cars in about 7 minutes and of 7500 cars in a little over 17 minutes. This performance, however, would depend on the roads which surround the property being not more than normally loaded with other traffic and the cars from the parking lot being able to divide themselves among the 13 lanes of egress.

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With the completion of the proposed additional Columbia River Bridge and the widening of Denver Avenue, the traffic lanes will be increased to 15 and the time of evacuating the parking lot would be reduced accordingly.

These studies assume the general grade of the property as 12 feet (USED) on each of the schemes presented. The buildings are placed in the middle of the site so as to make the surrounding parking space as nearly equi-distant as possible from the building entrances. With this placement, the ground surrounding the building is intended to be built up and tapered from 12 feet to 30 by dredged filling material, bringing the grade at the buildings to approximately 30 feet. This grade, however, is obviously subject to further consideration and adjustment.

Such a device is practical in plan in that the entrance to the Coliseum and Exhibition buildings is at a level half-way up to the tier of seats and is at a convenient level for a main concourse. While the entrance concourse and exhibition building level is at 30 feet, the Livestock Building and the floor of the Coliseum may be at a lower elevation and at approximately the same level. In this way, movement of stock between the barns and the arena is at the same grade, and the movement of spectators at the concourse level (being some 16 feet higher) does not conflict. Easy ramps can be built from the concourse level to the Arena and Cattle Barn level, permitting spectators to view the exhibits and livestock without leaving the buildings.

It will be seen that a railroad spur is shown on the drawings leading from the present tracks behind the PI buildings, under Denver Avenue, and up to the building on the Delta Park Site. We are assured that there is sufficient clearance to get under Denver Avenue, although the various maps studied are in a state of confusion as to datum. We are accepting a basic grade of 12 feet at the floor of the Delta Park basin, a grade of 36 feet for Denver and Union Avenues, and 35 feet for the top of the levees.

Water is available on the property from a deep well which is now producing 500 GPM of potable water with no drawdown. This well is evidently capable of producing much more than the present pumping capacity, as at times it is said to be artesian. A plentiful supply of water for all purposes is assured. Apparently the water piping installed on this property during the war housing era is still in the ground. While no plans for the re-use of this piping are made at this time, it will doubtless be of value in developing this scheme.

Sewer connections are available in the city intercepting sewer in Columbia Boulevard by pumping to a manhole near Denver Avenue. The drainage system installed with the war housing is understood to be intact and can be put to use.

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It will be necessary to pump the drainage water over the levee into the Columbia Slough. A pump for this purpose, pumping from the present open drainage ditch, is now installed and operating. It is intended that the drainage from the newly developed area be emptied into this ditch and that the ditch be cleaned out and improved.

The drawings show an encroachment upon the Fazzio property to the south. These schemes provide for the purchase of that property and filling a part of it for the use of the E-R development. The balance will be claimed by the City Park Bureau.

Power supply is no problem whatsoever.

The estimates of cost contained herein are based on information from the City Planning Commission reports, the Stanford Research Institute Report, and miscellaneous sources. No amounts have been added for acquisition of property already owned by the City.

The items making up the enclosed estimate of cost are further explained below. It must be further explained that these estimates are necessarily broadly drawn and that the degree of elaboration of design in all these items will finally fix the costs.

It will be noted that items are included for the purchase of the Fazzio property to the south and the Government property to the west, but none for property already owned by the City.

I. PROPERTY.

Item 1. The 99 acres of Delta Park are already the property of the City and the value is not charged against the project.

Item 2. The Fazzio property lying immediately south of Delta Park is considered a desirable addition so as to control its development and to provide space for the City Park Department for public recreation. It is assumed that this is a liberal price for this property as it is now on option to another party at \$600 per acre.

Item 3. West Vanport is the property of the United States Government and is available to the City of Portland for price named.

II. PROPERTY IMPROVEMENTS.

Item 1-a. The cost of filling is based on dredging the material from the Channel of the Columbia River immediately over the levee from the property. The unit price of material deposited within 1/2-mile of the dredge is 25¢, while that in the next 1/2-mile is 35¢. Since this site divides itself half in each of these limits, the unit price of 30¢ is used as an average. This price is based on the Port of Portland doing the dredging at cost for the City of Portland.

FI. PROPERTY IMPROVEMENTS (Continued)

Item 2a. The on-site roads are figured to have a layer of foundation gravel beyond the thickness of the foundation for the parking areas. This is the Architect's estimate.

Item 2b. This amount is an allowance for the construction of a road to the present PI property so as to make use of their present 12-1/2 acres parking lot for parking trucks and trailers of exhibitors and as a connection to North Portland Road.

Item 2c. This estimate covers the cost of paving the areas close to the building to be regarded as primary parking areas. The areas total 20 acres exclusive of roads, the capacity being 3000 cars. This unit figure was developed by the Architect.

Item 2d. This estimate is for the secondary parking areas constructed of oil-bound macadam. The areas total some 30 acres exclusive of roads and the parking capacity is 4500 cars. This figure also was developed by the Architect.

Item 3a. Estimate is borrowed from the City Planning Commission Report.

Item 3b. The drainage system has been estimated by the Architect based on using certain 42" and 36" concrete conduit already in the ground and the construction of certain links now missing, and the connection to the open ditch which meanders at the south edge of the property. It is proposed to redirect this ditch and to pump it into Columbia Slough by means of the existing drainage-water pump.

Item 3c. This estimate is lifted from the City Planning Commission report.

Item 3d. This is an estimate by the Architect.

Item 4a. This item is taken from the estimate of the City Planning Commission report of 1954.

Item 4b. The estimate of \$50,000 per underpass is borrowed from the City Planning Commission report.

Item 4c. The estimate for this item is taken from the City Planning Commission report.

Item 5a. The yard lighting is calculated on a 208-foot spacing of poles. The estimate was developed by the Architect.

II. PROPERTY IMPROVEMENTS (Continued)

Item 5b. The fencing is designed to surround the property and gates are contemplated for controlled entrances to the parking areas. The figure was developed by the Architect.

Item 5c. The 42 acres now belonging to the PI is offered to the Commission subject to conditions. The value of the real estate is not charged to Property. However, the cost of fencing is a capital expense. This estimate was developed by the Architect.

Item 6a. The estimate for extending the railroad from the end of the present rails at the present PI building to the new buildings through one of the underpasses is borrowed from the City of Portland Planning Commission report.

Item 7. This figure is only a rough estimate and is expected to take care of additional improvements for the Park Bureau in lieu of use of Delta Park, as well as for landscaping.

Item 8. This estimate comes from the City Planning Commission and is explained in their report.

Item 9. This estimate was supplied to Mr. Polhemus by General T. M. Robins and by the Raymond Concrete Pile Co.

Item 10. This item is an allowed percentage of the foregoing estimates of the cost of property improvement.

III. BUILDINGS.

Item 1. Coliseum. 8500 permanent seats similar to Montgomery, Alabama. The estimate for this building is taken from the Stanford Research Report.

Item 2. It is intended that this building shall have concrete walls, steel columns, and wide span trusses with a high ceiling. It will be heated for year-round use. The unit estimate figure was calculated by the Architect.

Item 3. This building is estimated on the basis of a steel frame with light-weight siding and with no heating. The unit estimate figure was developed by the Architect.

Item 4. The equipment is in no sense settled at this time and of course cannot be estimated accurately. The figure used is an allowance based on observations made by the Commission when visiting other arenas.

COST ESTIMATE
EXPOSITION-RECREATION PROJECT
DELTA PARK SITE

DATE:
7/1/55

<u>I. PROPERTY</u>		<u>Source Estimate</u>	
1.	City Owned - 99 Acres		
2.	Purchase from Fazzio - 100 Acres		\$60,000.
3.	Purchase from U. S. - 650 Acres		<u>100,000.</u> \$160,000.
<u>II. PROPERTY IMPROVEMENTS</u>			
1.	<u>Filling & Grading</u>		
	a. Dredge fill		
	1,000,000 CY @ 30¢	HJ	\$300,000.
2.	<u>Auto Parking & Roads</u>		
	a. On-site Roads	HJ	40,000.
	b. Road to PI Property	HJ	42,000.
	c. Auto Parking (bituminous)		
	96,800 SY @ \$1.05 SY	HJ	101,640.
	d. Auto Parking (oil-bound macadam)		
	145,200 SY @ 50¢ SY	HJ	72,600.
3.	<u>Utilities</u>		
	a. Sanitary Sewer to City System		
	at Columbia Blvd.		
	5,200' @ \$5.20 LF	CPC	27,000.
	b. Storm Sewers & Drains	HJ	50,000.
	c. Pumping Sta. for San. Sewage	CPC	7,000.
	d. Water System & Fire Hydrants	HJ	8,000.
4.	<u>Site Development</u>		
	a. Flood Gates at Denver Avenue		
	Underpasses (2)	CPC	5,000.
	b. Additional Underpasses (2)	CPC	100,000.
	c. Modify existing Denver Avenue		
	Underpass	CPC	20,000.
5.	<u>Lighting & Fencing</u>		
	a. Yard Lighting	HJ	63,000.
	b. Cyclone Fencing, Gates, etc.		
	7,850 LF @ \$5.00	HJ	39,250.
	c. Cyclone Fencing-PI Property		
	2,400 LF @ \$5.00	HJ	12,000.
6.	<u>Railroad</u>		
	a. Extending from PI Building		
	to New Buildings		
	5,000 LF @ \$10.00	CPC	50,000.
7.	<u>Landscaping & Miscellaneous</u>	HJ	150,000.
8.	<u>Levees</u>		
	a. Strengthening & Raising Levees		
	in Peninsula District #2		
	99 acres @ \$135.00/A.	CPC	13,400.
9.	<u>Foundation Piling</u>	JHP	250,000.
10.	<u>Contingencies</u>		
	15% x \$1,350,890.		<u>202,634.</u> <u>\$1,553,524.</u>
(forward)			\$1,713,524.

7/1/55

(forward)

\$1,713,524.

III. BUILDINGS.

- | | | |
|--|-----------------|--------------------|
| 1. Coliseum, (8,000 Seating)
similar to Montgomery, Ala. | \$3,500,000. | |
| 2. Exhibit Building
100,000 SF Floor Space @ \$7.50 | 750,000. | |
| 3. Livestock Building
300,000 SF Floor Space @ \$3.00 | 900,000. | |
| 4. Movable Equipment for Coliseum,
Exhibit Building & Livestock
Building | <u>500,000.</u> | <u>\$5,650,000</u> |

TOTAL----- \$7,363,524.

DELTA PARK SITE

I. Estimated Property Improvements.

(1)	Dredge Fill, 1,000,000 cu.yd @ 30¢	\$ 300,000	(H.J.)
(2)	Flood Gates at two Denver Avenue Underpasses	5,000	(P.C.)
(3)	Two new underpasses	100,000	(P.C.)
(4)	Modify Existing Denver Avenue Underpass (Old West Vanport Entrance)	20,000	(P.C.)
(5)	Sanitary Sewer to City System on Columbia Blvd. 5200' @ \$5.20/ft	27,000	(P.C.)
(6)	Storm Sewers and Drains	20,000	(H.J.)
(7)	Pumping Station for Sanitary Sewage	7,000	(P.C.)
(8)	Water System	8,000	(J.H.P.)
(9)	Additional on Site Roads 86,666 sq.yds. @ \$1.20	104,000	(H.J.)
(10)	Roads & Parking P.I. on property	100,000	(J.H.P.)
(11)	Paving Parking Areas	367,000	(H.J.)
(12)	Extending Railroad - 5000' @ \$10	50,000	(P.C.)
(13)	Additional Piling Foundations	250,000	(H.J.)
(14)	Access Roads	100,000	(H.J.)
(15)	Cyclone Fencing, gates etc.	80,000	(J.H.P.)
(16)	Yard lighting - 70 acres 9 lights/acre @ 350 per pole	220,500	(H.J.)
(17)	Strengthening & Raising Levees in Penn. Dist. No. 2 @ \$135/A.	13,400	(P.C.)
(18)	Contingencies 15% ±	265,785	
		<u>\$ 2,037,685</u>	

II. Buildings

(a)	8,000 Permanent seat arena	\$ 3,500,000
(b)	100,000 sq. ft. Exhibit Space @ \$7.50/sq. ft.	750,000
(c)	300,000 Sq.ft. Cattle Barns @ \$4.00/ sq. ft.	1,250,000
(d)	Equipment for Arena, Exhibit Space and Cattle Barns (Removable Stalls)	500,000
(e)	Landscaping, contingencies & Misc.	250,000
		<u>\$ 6,250,000</u>

III. Property

		Total Cost for Delta Park Development	
(a)	City Owned 99 acres		
(b)	From P.I. 42 "		
(c)	Fazzio and others +100 "	\$100,000	
(d)	West Vanport G.S.A. 650 "	100,000	
		<u>\$ 8,487,685</u>	

TOTAL COST FOR VANPORT DEVELOPMENT

LEGEND OF SYMBOLS

I: PROPERTY

1. CITY OWNED-99 ACRES
2. PURCHASE FROM FAZZIO-100 ACRES
3. PURCHASE FROM U.S. - 650 ACRES

II: PROPERTY IMPROVEMENTS

1. FILLING & GRADING
 - a. DREDGE FILL-1,000,000 CY @ 30¢
2. AUTO PARKING AND ROADS
 - a. ON SITE ROADS
 - b. ROAD TO R.I. PROPERTY
 - c. AUTO PARKING-BITUMINOUS
 - d. AUTO PARKING-OIL BOUND MACADAM

3. UTILITIES
 - a. SANITARY SEWER TO CITY SYSTEM AT COLUMBIA BOULEVARD.
 - b. STORM SEWERS AND DRAINS.
 - c. PUMPING STATION FOR SANITARY SEWAGE.
 - d. WATER SYSTEM & FIRE HYDRANTS

4. SITE DEVELOPMENT
 - a. FLOOD GATES AT DELVER AVENUE UNDERPASSES (2)
 - b. ADDITIONAL UNDERPASSES (2)
 - c. MODIFY EXISTING DELVER AVENUE UNDERPASS.

5. LIGHTING & FENCING
 - a. YARD LIGHTING
 - b. CYCLONE FENCING, GATES, etc.
 - c. CYCLONE FENCING- R.I. PROP.

6. RAILROAD
 - a. EXTENSION FROM R.I. BLDG. TO NEW BUILDINGS.

7. LANDSCAPING & MISCELLANEOUS.

8. LEVEES
 - a. STRENGTHENING & RAISING LEVEES IN PENINSULA DIST. #2

9. FOUNDATION PILING.

10. CONTINGENCIES.

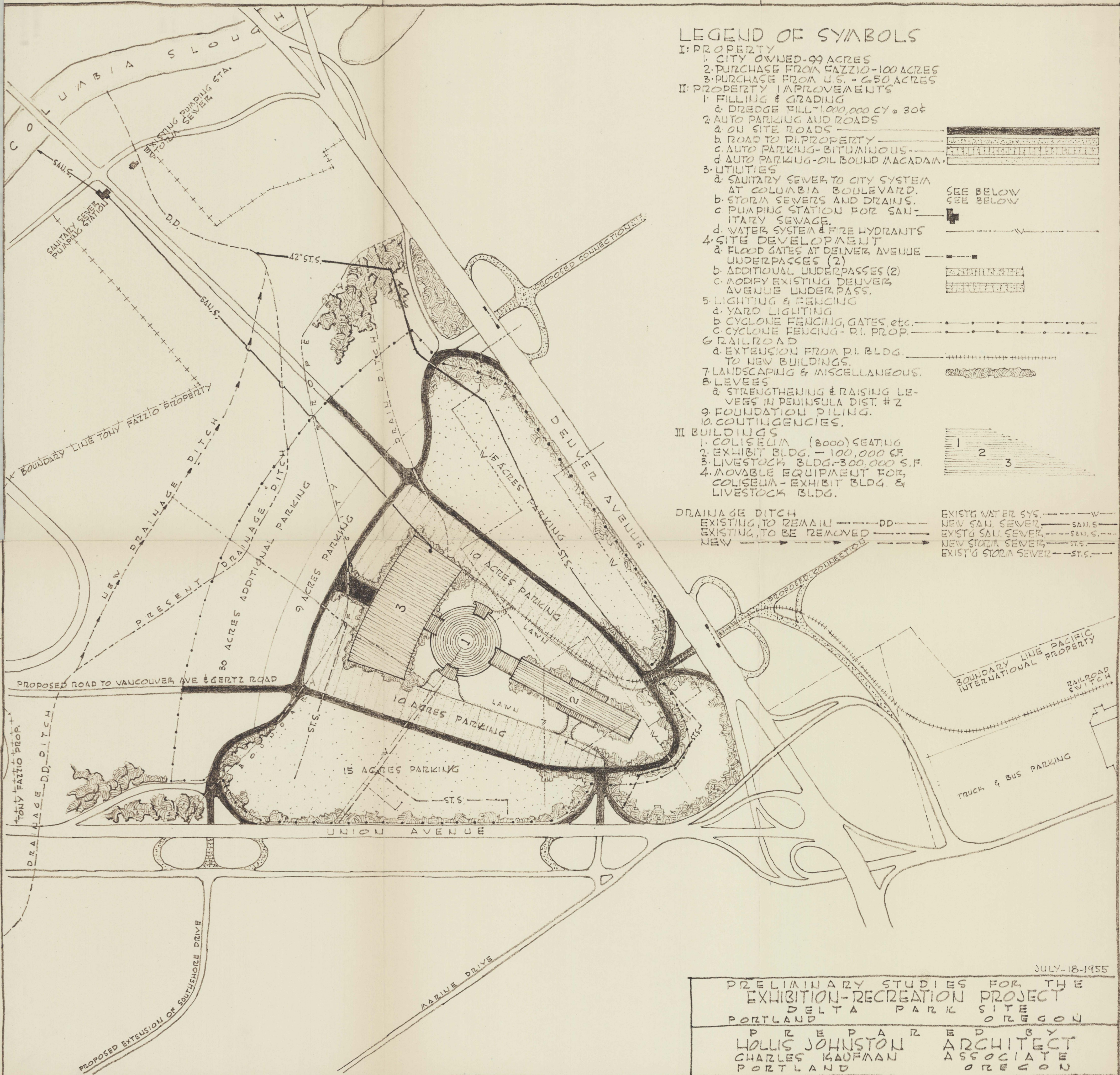
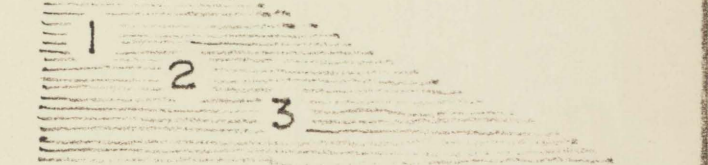
III BUILDINGS

1. COLISEUM (8000) SEATING
2. EXHIBIT BLDG. - 100,000 SF.
3. LIVESTOCK BLDG.-300,000 S.F.
4. MOVABLE EQUIPMENT FOR COLISEUM- EXHIBIT BLDG. & LIVESTOCK BLDG.

DRAINAGE DITCH

- EXISTING, TO REMAIN
- EXISTING, TO BE REMOVED
- NEW

- EXISTING WATER SYS.
- NEW SAN. SEWER
- EXISTING SAN. SEWER
- NEW STORM SEWER
- EXISTING STORM SEWER



PRELIMINARY STUDIES FOR THE
EXHIBITION-RECREATION PROJECT
DELTA PARK SITE
PORTLAND OREGON

PREPARED BY
HOLLIS JOHNSTON ARCHITECT
CHARLES KAUFMAN ASSOCIATE
PORTLAND OREGON