CITY OF PORTLAND

OFFICE OF MANAGEMENT AND FINANCE

Sam Adams, Mayor
Kenneth L. Rust, Chief Administrative Officer
Jeffrey B. Baer, Director, Bureau of Internal Business Services

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Portland, Oregon 97204-1912
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183553

January 27, 2010

MEMORANDUM

TO: Karla Moore-Love

FROM: David Logsdon DL

RE: Required filing for February 10, 2010 Hearing

A Time Certain has been scheduled for February 10, 2010 for a hearing on revisions to the Good Neighbor Agreement (GNA) and Comprehensive Transportation Management Plan (CTMP) related to the conversion of PGE Park into a Major League Soccer stadium.

City Code Chapter 33.510.115 D defines the requirements for the development and approval of a CTMP which the stadium operator and team owner, Peregrine Sports LLC, has complied with. Attached is documentation that is required to be filed with the Auditor's Office prior to the hearing.

The existing Good Neighbor Agreement defines a process for updating this agreement, and based on advice from the City Attorney's Office, the GNA amendment process has been adhered to in preparing the revisions to the GNA.

Please let me know if you have any questions on the attached materials or the upcoming hearing on these documents.

K:\Spectator Dave\PGE Park\Oversight Committee GNA\Revised GNA MLS\Auditor Document Memo.doc

183553

January 11, 2010

Neighbors and Interested Parties,

We at PGE Park, along with Peregrine LLC, (Owners of the Portland Timbers MLS) have and will continue to maintain the quality of life in our neighborhood according to the Neighborhood Agreements between us, your neighborhood associations, and the City of Portland.

As part of the efforts to bring Major League Soccer to Portland, have been working with the City to update our Good Neighborhood Agreement that affects PGE Park. While the agreement has not changed drastically, we have made some changes based on our meetings with and suggestions from both the Goose Hollow Foothills League and the Northwest District Association boards. We also have updated the Comprehensive Traffic Management Plan (CTMP) for the PGE Park area.

We inform you by this notice of a City Council hearing to consider the changes to the existing Good Neighbor Agreement, including specific information about our Community Outreach Plan and the Construction Mitigation Plan to be effective during the anticipated Stadium renovation; and the updated CTMP.

The City Council will hold a hearing on the Good Neighbor Agreement changes and the CTMP at 9:30 on February 10, 2010 in the City Council Chambers at City Hall, 1200 S.W. Fourth Avenue, Portland, OR.

The purpose of the City Council hearing on the Good Neighbor Agreement is for Council to ensure that we have taken the procedural steps required by Paragraph 33.510.115.C.3. of the Zoning Code, and have included the elements in the Good Neighbor Agreement required by Paragraph 33.510.115.D.4. of the Zoning Code.

The purpose of the City Council hearing on the CTMP is for Council to ensure that we have taken the procedural steps required by Paragraph 33.510.115.D.3. of the Zoning Code, and have included the elements in the Good Neighbor Agreement required by Paragraph 33.510.115.D.4. of the Zoning Code.

The Council may approve, approve with modifications, or reject the changes to the Good Neighbor Agreement or the CTMP.

P: 503.553.5400 W: www.pgepark.com F: 503.553.5405
1844 sw Morrison Portland, OR 97205

This Council decision on the Good Neighbor Agreement is being made pursuant to the Zoning Code Paragraph 33.510.115.C.d. This Council decision on the CTMP is being made pursuant to the Zoning Code Paragraph 33.510.115.D.d. These procedures include your opportunity to participate in the recommendation of your neighborhood association, to comment in writing and to attend and testify at the City Council hearing.

You are invited to comment, in writing, on these proposals and may do so by sending written comments to Ken Puckett at 1844 S.W. Morrison Street, Portland Oregon 97205, by January 25, 2010 at 5:00 p.m. Issues which may provide the basis for an appeal to the Land Use Board of Appeals must be raised before the comment period expires and that such issues must be raised with sufficient specificity to afford the City Council an opportunity to respond to the issues.

All of the information we will submit to the City for these proposals by January 27, 2010 to b available for review from the City Auditor, and copies can be obtained for a fee equal to the City's cost for providing the copies.

The revised Good Neighbor Agreement, Community Outreach Plan and the Construction Mitigation Plan, and the CTMP will be available at the Northwest District Association meeting at Chapman Elementary School, on January 25th, 2010 at 6:00 p.m. and at the Goose Hollow Foothills League meeting at Multnomah Athletic Club, on January 21st, 2010 at 7:00 p.m.

To view these documents online we will provide a link as soon as possible under Stadium Info at www.pgepark.com

In addition, you may have copies mailed to you by contacting Ken Puckett, Sr. VP of Operations at PGE Park at 503-553-5457, or you may pick up copies at our offices at 1844 S.W. Morrison Street, Portland Oregon.

It is our intent to provide family entertainment on a world class level while keeping the impact on residents and businesses at a minimum. Please address any questions or concerns to Ken Puckett, Sr. VP of Operations at PGE Park. He can be reached at 503-553-5457.

Sincerely,

Merritt Paulson
President and General Manger
Portland Timbers

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The Oregonian Payment Receipt for Ad #0002914774

Customer Information
Account # 2000212801
PGE Park
1844 SW Morrison
Portland OR 97205 USA

Phone 503-553-5523
Fax
E-mail jburchim@pgepark.com

Payor Information
Account # 2000212801
PGE Park
1844 SW Morrison
Portland OR 97205 USA

Phone 503-553-5523
PO Number

Sales Rep.
tonim

Ordered By
John Burchim

Ad Content Proof
PUBLIC NOTICE
PGE Park, 1844 SW Morrison St, and Peregrine, LLC. There is to be a City Council Hearing to consider changes to existing Good Neighbor Agreement, Community Outreach Plan, Construction Mitigation Plan to be effective during renovation; and the updated CTMP. At 9:30am Feb. 10, 2010 in the City Council Chambers at City Hall, 1200 SW Fourth Ave, Portland, OR, to ensure that procedural steps have been followed & to approve, approve with modifications, or reject in accordance with local policy. Public input is welcome. Documents available for viewing at www.pgepark.com stadium info.

Total Amount	$1,153.46	**Promo Type**	C-Legal Ad 2x	**Ad Size**	1.0 X 20 Li
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Product:Edition:Zone	**Placement**	**Position**	**# Inserts**
Oregonian:All:Full Run	C-Notices - Classified	008-Public Notices	14

Run Dates 1/18/2010, 1/19/2010, 1/20/2010, 1/21/2010, 1/22/2010, 1/23/2010, 1/24/2010, 1/25/2010, 1/26/2010, 1/27/2010, 1/28/2010, 1/29/2010, 1/30/2010, 1/31/2010
Sort Text PUBLICNOTICEPGEPARK1844SWMORRISONSTANDPEREGRINELLCTHEREISTOBEACITYCOUNCILHEARINGTOCONSIDERCHANGESTOEXISTINGGOODNEIGHBO
Run Schedule Invoice Text Public Notice PGE Park, 1844 SW Morrison St, and Peregrine, LLC.

Product:Edition:Zone	**Placement**	**Position**	**# Inserts**
Online:All:Full Run	C-Notices - Classified	008-Public Notices	20

Run Dates 1/18/2010, 1/19/2010, 1/20/2010, 1/21/2010, 1/22/2010, 1/23/2010, 1/24/2010, 1/25/2010, 1/26/2010, 1/27/2010, 1/28/2010, 1/29/2010, 1/30/2010, 1/31/2010, 2/1/2010, 2/2/2
Sort Text PUBLICNOTICEPGEPARK1844SWMORRISONSTANDPEREGRINELLCTHEREISTOBEACITYCOUNCILHEARINGTOCONSIDERCHANGESTOEXISTINGGOODNEIGHBO
Run Schedule Invoice Text Public Notice PGE Park, 1844 SW Morrison St, and Peregrine, LLC.

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NAME
1634 SW ALDER LLC
19TH AVENUE PROPERTIES LLC % STANTON,CHARLOTTE K
2021 MORRISON LLC
AGNI GROUP LLC
AINA VICTOR
AJANOVIC JASMIN
AKAR ARMAGAN
ALLISON MOLLY J & WENTWORTH,DOUGLAS H
ALTMAN DAVID W & ALTMAN,KATHLEEN H
ANDAM ERROL
ANDERS COURTNEY & AUGUST,NATHANIEL
ANDERSON ERIC S
ANDERSON JANELL R
ANDERSON JUDITH B
ARGUEA DIEGO F
ARORA HARSH & NUTAN
ASHFORD ROBIN M
ASSOCIATION OF UNIT OWNERS OF CIVIC CONDOMINIUM
ASSOCIATION OF UNIT OWNERS OF CIVIC CONDOMINIUM
ASSOCIATION OF UNIT OWNERS OF FOUR SEASONS CONDOMINIUMS
ASSOCIATION OF UNIT OWNERS OF LEGENDS CONDOMINIUMS
ASSOCIATION OF UNIT OWNERS OF SEVENTEENTH & TAYLOR CONDOMINI
BACHTELL NATHAN % GENZYME CENTER RM 600
BACKLUND HELEN M TR
BAIRD LESLIE G
BALL MARY JO
BALSIGER STEVEN J & KIMBERLY C
BARBERA DAVID TR
BARBEY ANNE M
BARKER BARBARA
BARNARD MOTORS INC % BULLIVANT HOUSER BAILEY PENDERGRASS & HOFFMAN
BARROW NICHOLAS A
BARROW ROBERT J & LINDA J
BARTON ERIN K
BAYONA GERARDO F & FAITH L
BECKER JOHN S & BECKER,TODD A & RODWAY,DIANNE J

BECKWITT KALE & FOLEY,KERRYANN M
BEHKAMI NIMA
BENHAM MARK T
BENSON DONNA V TR
BENZAR ALEX & BEMZAR,LYDIA
BERG DEREK D
BERG JACOB A O
BERGHIANO REBECCA
BERNER CRAYTON
BERNSTINE DANIEL O
BERRY KARL TR & SMITH,MARE TR
BESIC AMIR & SANELA
BIERWIRTH MARY S
BILL'S GOLD COIN INC
BLACKHURST STEVEN K & ELAINE C
BLEKIC AMELA
BOEHLIKE AMELIA H
BOGNER ALAN
BOYER RON
BRAND THOMAS A TR (SURVIVORS TRUST)
BROAD GARY
BROWN JUNE J
BROWN NICOLE S
BRYANT DAMANI
BUBENIK DIANE M
BUCKINGHAM STACI A & BURGESS,SCOTT A
BUCKMEYER BRYAN S
BUELL HAROLD L & ANNIE T
BUONPANE MICHAEL L
BURTON GRANT R
BUTLER ERIK P
BUTLER ROBERT M-1/2 & BUTLER,SHERROL L-1/2
CADIZ SIMON B
CAGLE LESLIE A
CAMBRIDGE-TRINITY LLC % ANDERSON,CAROL J
CANTLIN MAUREEN L TR
CARDWELL SHAWN

CARROLL AMBER D
CARROLL JOHN F
CARSON SARA E
CASE EDNA E TR %JEAN BOOTY
CERVANTES 24 ASSOCIATES L P
CHAN JORDAN C
CHAN JORDAN C & MENDEZ,MILAGROS
CHAPMAN APARTMENTS LLC % DERNBACH,DAVE
CHAPMAN MICHAEL M
CHEN ANDY F TR & LIN,MICHELLE G TR
CHEW ANDREW & POO,TZEHUI
CHIN JONATHAN C
CHOI KYUNG SOO
CIVIC HOUSING LLC
CIVIC REDEVELOPMENT LIMITED PARTNERSHIP
CIVIC RETAIL LLC
CLAIR HARRY C & IONE S
CLARK PATRICIA
CLARKE COLLEEN
CLAUSEN KEVIN W
CLINGAN COURTNEY
CONTINENTAL IMPORTS INC
COOK RICHARD H TR
COOLEY CRAIG L & JUNE E
COPELAND MARY A
CRABTREE JOSEPH H & VIRGINIA R
CRAMER JEB J
CWIK LAWRENCE J
D'ROVENCOURT SERGE TR & D'ROVENCOURT,MAGALY TR
DAMON RYAN P
DAVIS BENJAMIN
DAVIS ROBERT A
DAYBORN MICA C & DAYBORN,JODI L A
DELKRO INC % DELANEY,DAVID
DELLONA FERINAND D & MARIA NINA L
DEMELE RONALD & GREAVES,MARIKO
DENNEY BRAD

DENNIS JOAN H
DENNIS JOHN D & NANCY S
DHARMA LLC
DIAMOND MICHELLE M-1/3 & DIAMOND,NICHOLAS G-1/3 & DIAMOND,JASON P-1/3
DIEDRICH DAMIAN C
DIERBERG SHARON A TR
DIGMAN LORA E TR
DILLON SACIA B
DON GEORGE & DON,CECILIA
DOUGHERTY COLLEEN E TR
DROST JASON T
DUHNKRACK NANCY
DURHAM PROPERTIES LLC % FAGAN,MICHAEL T
EAST BURNSIDE BUILDING LLC ATTN HAMALIAN,ALEX
EISELE MICHAEL W TR & EISELE,LINDA M TR
EISENSTEIN BEN E TR & EISENSTEIN,JEAN L TR
ELBEL TIMOTHY J & KIMBERLEE A
ENDRESEN JODY
ENGELKE DEREK A
ESSIN DANIEL
EWER GREGORY P
EYERLY LYNN R
EYERLY PAUL & EYERLY,SUE
FABRICANT LOIC J
FARLEY FREDERICK M
FAUX LINDSEY M
FEDERAL HOME LOAN MORTGAGE CORPORATION % PROVIDENT FUNDING ASSOCIATES
FEENEY JAMES M & EDWINA R
FERGUSON ALEXIS C
FINNIGAN MICHAEL
FIRST METHODIST CHURCH OF PORTLAND OREGON>
FISCHER KATHERINE L TR
FLICK PETER Q & MENDEZ,GIL
FLOWERS WILLIAM W
FLYNN SALLY S
FODOR IOAN R
FOGARTY BRUCE E & NANCY B

FOTOUHI MOHAMMAD
FRANCIS CAITLIN
FRANCIS KEN & BARBARA & FRANCIS,COURTNEY & FRANCIS,CRAIG
FRED MEYER STORES INC % NICKEL & CO LLC
FRICKE ROGER W TR (JANICE G MC
FUJIWARA MIHO & GALON,PETER G
GALLISON CLAUDIA J & WINCHESTER,DAVID K
GAMEZ RICARDO A & LETITIA A
GANG TODD
GARCIA ROBERTO T
GARDNER JOSHUA C V
GAST WARREN G
GAUSTAD PAUL M
GAYTAN MARTIN
GERSON CARLY T
GERSON MICHAEL A
GHITA ANAMARIA
GILBERT KERRY S & GILBERT,TED K % GILBERT BROS
GILBERTSON THOMAS A
GILBOURNE LISA H
GILCO INVEST
GILCO INVESTMENTS
GILCO INVESTMENTS % GILBERT BROS
GILDENMEISTER JASON D
GIVI MOJDEH
GLICKENHAUS SCOTT
GOHLMAN CONSTANCE L TR
GOLDSCHMIDT NEIL E & DIANA E
GOOD SHEPHERD LUTHERAN HOME OF THE WEST
GOODRICH PETER A
GOODWIN VIRGINIA M
GOOSE HOLLOW CONDOS LLC-50% & C J HOUSING LLC-50% %THE SHANNON APARTMENTS
GORSUCH GEORGE E & JUNE M
GOTCHER LYNN TR & GOTCHER,RONALD E TR
GRAALUM MARK
GRATZ JOAN C
GRAVES FLOYD W & GRAVES,ANN E & BEKAKIS,SELENA N

GRAY JOHN D TR
GRAY JOHN D TR (SIXTH AMENDED AND RESTATED TRUST AGREEMENT DTD 01/23/79)
GRAYSON BERNADETTE
GRAYSON JENNY
GREGORY CECILIA-56% & STOUDT,NATASHA L-20% & LEARY,VICTORIA A-24%
GRIGGS BRENT E & GRIGGS,MARY S
GROH TAYLOR S
GRONSAND JAMES K
GUSTAFSON CHRISTOPHER O & GRAY,HEATHER
HAL JEFFREY T
HALE ROCHELLE L
HALL DANIEL W & KAY P & HALL,IRENE C
HANCOCK ANNE D-1/2 & DAYTON,FRED A III-1/2
HANEBERG GLENN L
HANKS JEFFREY S
HARDTLA SANDRA
HARRISON KIMBERLY & CONN,MIKE
HARSCH INVESTMENT PROPERTIES LLC ATTN TAX DEPARTMENT
HAWKINS JOHN W TR
HELZER WILLIAM R & HELZER,DONNA
HENERY DEVIN J
HERZOG THOMAS A & BEHREND,CYNTHIA L
HESKETT SARA C & HESKETT,MARY L
HESS JAROD
HF HARBOR FAMILY LIMITED PARTNERSHIP
HO PEI-HSIN & CHIH-YING
HOFFMAN JEAN I
HOFFMAN JEAN I
HOFFMAN KRONAN B
HOFFMAN LYNNE M
HOFFMAN PETER B
HOHF STEVEN H & SANDRA H
HORNBERGER MELISSA E
HULME AMIT
HUNTWORK LAURIE M
HURST RAYMOND & GLENNA
HUSZAGH PETER R

HUYNH KEVIN Q TR
ILG ROLAND W
INMAN ROBERT B
INOUYE LANCE & FIRES,TIFFANY
INOUYE LANCE & SASAKI,NATHAN
JANULIS JOHN M & JANULIS,DIANE M
JAQUES JERRY J & JAQUES,DEBORAH W
JEFFERSON DEVELOPMENT INC % SLOAN,WILLIAM T UNION TRAIN STATION
JEFFREY KERMIT C TR
JENSON DARREL J & KATHLEEN L
JOHANNESEN ROBERT G & JOHANNESEN,ANN L
JOHNSON HUBERT L III & DANA B
JOHNSON SALENA M
JONAS ROBERT E & SUSAN F % CASTANEDA,NANCY
JONES DOUGLAS W JR-1/2 & JONES,DOUGLAS W JR TR (FBO RETCHLESS,TRACY)-1/2
JONES MYSTIKA R
KARNBACH-HUSSON SUSAN
KENT KEITH W
KEY BANK NA % FIRST AMERICAN COM R E SERV ATTN KEYCORP MGMT CO
KIM YOUNGSHIN
KIM ZION S
KINGS AD LLC
KIRIAKEDIS THOMAS G JR ET AL
KLURE JUSTIN & APRIL
KLUVER MARTHA L
KNIESS SCOTT
KO STEPHEN
KOBIN KRISTOPHER
KOBLEGARDE B RUPERT
KOBLEGARDE B RUPERT & KOBLEGARDE,BOBBY JO
KOHATSU SHANE S
KRAUSSE JOEL B TR & KRAUSSE,MARY F TR & LITTLE,SUSAN K TR
KRUEGER ALBERT P & KATHERINE G
KUCHENMEISTER NOAH & KUCHENMEISTER,JOSHUA
KUNZ KATHERINE
KUZMA DON A & BURR,DALE L
KVETON KENNETH R

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LANCE JENNIFER
LANDHUIS ROBERT L & LANDHUIS,BARBARA A TR
LANDRY ROSE & MCNAMER,ANTHONY
LAWTON MARK S
LAZERE RICHARD
LEE DENNIS W
LEE HEYOUNG & ILPYO S
LEE KYUNG S & LEE,SAMUEL
LEE WON CHI
LEE YOUNG K
LEEMON THOMAS A TR
LESH DAVID N
LEWIS CRAIG F TR
LEWIS MATTHEW C
LEWIS PAULA L TR
LIEBLICK JAMES & LIEBLICK,NATALIE
LIGHTOWLER RICHARD
LINCOLN PLACE % HARSCH INV-TAX DEPT
LITTLE FRANCIS L & SHARON R
LORANGER GERARD
LUEY BEN & LAMB,ALISON K
LUNA ERIC M TR & VAN DONGE,TODD N TR
MAC GREGOR MARY A TR
MACKLES MORGAN A
MADISON APARTMENTS LLC % BREEDLOVE,JAMES L TR
MADISON MANOR INC
MAGDZIARZ WAYNE & MAGDZIARZ,GARY
MAKOWSKI JEFF T & FAUST,JESSICA L
MALJAI KEYONOSH AZIZ
MALMQUIST JEFF
MANCHESTER BRAD M
MANNING LYNN S
MANNING TARA M
MARKS AMY T-1/2 & TASSOCK,AMY-1/2
MARKS AMY TR-71.43% & TASSOCK,NANCY L TR-28.57%
MARKS JOSEPH
MARTIN EARNEST B JR

MARTIN JAN M
MASON MALYNDA
MASON RICHARD E
MATTER HEIDI L
MAZZOTTA TERRY T & MAZZOTTA,LAURIE R & MAZZOTTA,KELSEY J
MC CLINTOCK VICKI
MC DONALD'S CORP % MC DONALDS CORPORATION (036-0001)
MCCLAUGHRY TYLER
MCCORMICK SPENCER P
MCMULLEN JOHN A & MCMULLEN,CONNIE L
MELIN LESLIE
MEYER ALEXANDER E
MICHEL BRETT
MICORESCU BENJAMIN B
MICORESCU JOANA M
MILLER CHARLES A & HERBRUGER,ROBERT
MILLER MARK P & MILLER,SALLY H
MILLER RICHARD D
MILLER ROBERT J & LYNN K
MILLER THOMAS A & AKIN,REBECCA E
MILNE THOMAS L & MILNE,KATHLEEN C
MITTLEMAN PROPERTIES
MOENICH JOSEPH T & CHAPPEL,GARY
MONAGHAN CHRISTINA L & MONAGHAN,VIRGIL E
MONTERO CHIEN & MONTERO,MIGUEL A & MONTERO,RAFAEL M
MOORE PATRICK J
MOREY PETER
MORGAN JOHN P & MORGAN,CHRISTINE E
MUANGMAITHONG KOMSON & NALINTIP & MUANGMAITHONG,KOLLYN
MULDER ROBERT B
MULTNOMAH AMATEUR ATHLETIC CLU
MULTNOMAH ATHLETIC CLUB
MULTNOMAH ATHLETIC CLUB INC
MURPHY EDWARD & JANET
MURRAY WILLIAM H & KATHLEEN A
NACHMANN DIETER
NALLEY ROBERT M TR

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NELSON MARILYN L
NESTLER RICHARD C & NESTLER,JANICE R & NESTLER,LAURA S
NEWBURGH TATE
NGUYEN NICKI H & TRAN,HOUNG THIEN
NICOLI KRISTA A
NIETO TORY TR & NIETO,TONY TR
NOEL MICHAEL G
NORMAN CLARICE L TR
NSK LLC
NYANGORO DUNCAN O
O'BRIEN CATHERINE A & WILKERSON,SONYA M
O'NEIL SHANNON
O'SULLIVAN MATTHEW C
OKAMOTO KEIKO
OLSON RONALD S TR & OLSON,ROXANNE W TR-18% & OLSON,REBECCA L-82%
OREGONIAN PUBLISHING CO
ORTH SHIRLEY
OSWEGO INVESTORS LLC
PAHL JAMES A
PAPAGAN KENNETH
PAPPAS ANTHONY G TR
PAPPAS ATHENA P
PARK JIN
PARKS ROBERT L
PARSONS MICHAEL
PAUL DEBORAH S TR
PAULO THOMAS
PAYNE ALLYSA
PAYNE JOSEPH
PAYNE JOSHUA E & LYONS,RANDY R
PBH INC % KEYBANK REAL ESTATE
PETERS DANIEL & LESSOFF,DAVID
PETERSEN BRANDON N
PETERSEN JOHN M & PETERSEN,SUZY J & PETERSEN,ANDREA S
PETZOLD KATHLEEN M
PHELPS JEANETTE L TR (EUGENE V & AMY J PHELPS TRUST
PHO PROPERTIES LLC-1/2 & RRO PROPERTIES LLC-1/2 % US BANK REAL ESTATE TAX DESK

183553

PIEROTTI DOUGLAS
PIKE LEE
PILMANIS ADRIENNE
PINNEY CAROLE T & PINNEY,LEAH J
PITTMAN PAMELA
PLAINFIELD RICHARD & REKHA
POLETTE DANIAL J
POLIZOS ANESTIS K
POLLOCK WALTER E & H LOUISE
POPOVICI RALUCA ANAMARIA
PORTLAND CITY OF % PROPERTY MANAGER
PORTLAND TOWERS APARTMENTS LLC % HARSCH INVESTMENT PROPERTIES ATTN LEGAL DEPARTMENT
POWELL MARTHA A & POWELL,JERALD M
QUINN JANET S
R E H A M 7 LLC-50% & DECEHC III INVESTMENTS LLC-50%
RAMAKRISHNAN SATHEESH K S
REED HOUSE CONDOMINIUM ASSOCIATION
REED TRAVIS
REID ROD & SUSAN
REILLY ROSE M
REILLY STEPHEN R
REINOSO BAUTISTA & REINOSO,MARISA H
RENTZEL CHRIS E
RICE RICHARD R
RICHARDSON ANDREW J & MCKEAGUE-RICHARDSON,GAIL
RICHARDSON DOUGLAS
RIEDMILLER PAUL
RIEKE FORREST
RITCHIE PAMELA G
RIVERS TED A
ROBACK THOMAS P
ROBINSON MICHAEL
RODEBACK DAVID
ROGERS JOHN W & CAROL S
ROGERS LARRY V & SUSAN V
ROTERT JOEL W & LIPSKE,JOANNA L
ROY CHRISTOPHER E

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ROYAL MANOR CONDOMINIUM ASSOCIATION
RUNNING AARON J
RUNNING TYLER Y
RYAN ROSEMARY B TR
SAHLI SHARIF & EVELYN
SAIDI SAID & SAIDI,MAHNAZ
SALAZAR ALEJANDRO
SALAZAR ANTONIO R & SALAZAR,ALBERTO & MOLLY
SAMMONS LUWAYNE E
SANDE NORMAN E & SANDE,MARJORIE O & SANDE,ANITA
SASAKI NATHAN
SASSER GREG E & OSBORN,PHOEBE E
SCHOOL DISTRICT NO 1 ATTN FINANCE DEPT
SCHRANER PETER J & ROXANNE D
SCHWEITZER NICK
SEWELL GERALD R
SHEU PHILIP F & TSENG,IVY Y
SHULL JENNIFER L
SIDOFF MICHAEL L & BONNIE E
SILER BUZZ & SILER,SANDI
SINGER BURNSIDE LLC
SJOGREN CHRISTINE & NAITO,LISA
SKOURTES EUGENE C TR
SMALLWOOD JEFFREY N
SMIGEL TIMOTHY D
SMITH CURTIS R & GORTA,JAYSON
SNYDER DANIEL J & SNYDER,JUDY D
SPATHAS ELAINE TR
SPENCER RICKY P & MOORE,NATHAN T
STADIUM STATION APARTMENTS LIMITED PARTNERSHIP % AF WILLIAMS
STANLEY KATHLEEN A
STANTON FAMILY INVESTMENTS LLC
STAUB CHRISTOPHER
STENBERG EDDY
STEVENS JAMES L
STOINOFF HARRY P TR-1/2 & STOINOFF,LAVELLE M TR-1/2
STOWASSER TODD R

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STROMME WILLIAM E TR
STUDINER DANIEL W
SWANER KARAN E & SWANER,SARA B
SWEENEY GLEN R & MELINDA J
SWIRE GLORIA J TR
SWITZER BROCK C
SYMES WILLIAM J JR & LAURALEE
TABOR HARRY J
TAKAZAWA KOHEI
TARZABAN BARA M
TAVANGARI FARAJ & YASUKO
TAVANGARY FEREYDOUN & FARANGIS
TAYLOR NORTH LLC % PETRUSICH,DANIEL J
TAYLOR STEPHEN P & TAYLOR,NANCY C
TERRALL DANIEL H
THANASOUK MALAY CARI
THE MULTNOMAH ATHLETIC CLUB ATTN TIDRICK,STEVE
THE ROYAL MANOR CONDOMINIUM AS
THELIN MICHAEL E & CARR,KATHRYN W
THOMAS EMILY L
THOMAS LARRY
THOMPSON DENNIS C
TIBBETS LAWRENCE F & GARRICK,CHRISTINE A
TIMPERIO SALVATORE J & FONTANA,ANDREA L
TOBIN MARC A
TOPACIO BAYANI
TOPITZES JAMES N & MALIK,SUMI K
TOTH KALMAN
TOWN CLUB
TRADE LILIAN T
TRAN BRUCE A
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OR
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT>
TRINITY PLAZA LLC
TROTMAN ROBERT F
TULACZ PAUL W

TURLA LIDIA
U S TRUST COMPANY TR (MITCHELL G DRAKE TRUST) WA1-501-15-08
UNION BANK OF CALIFORNIA TR (LAWRENCE L RENNETT MARITAL QTIP TRUST)
VALOIS CORINE
VANDERPALM PAULINE L
VARGA JACQUELINE
VIRSHUP SUMMER R
WAHAB ZAHER
WALSH ROBERT S & MARCIA S
WALTER WALTER A TR & WALTER,BERNICE E TR
WAMACKS CLIFFORD C TR & WAMACKS,NAOMI W TR
WARD ABNER M
WATANABE LANCE
WATER RECLAMATION SERV INC
WATSON JAMIE N
WATUMULL 1717 MADISON LLC
WATUMULL GOOSE HOLLOW LLC % WATUMULL,J D
WCISLAK KRYSTYNA
WEAVER DELBERT A & JEANNE C
WEBER ROBERT J TR-1/2 & WEBER,MARILYNN L TR-1/2
WEBSTER CAROL A & WEBSTER,JAY V
WEISSHAAR BARRETT A
WELLS ANDREA D & LEECH,CHRISTOPHER
WERNER TROY M & VICTORIA R
WEST MARK C & WEST,SUZANNE L
WHOOP! WHOOP! LLC % CLARK,JOHN E
WHOOP! WHOOP!! LLC
WIBORG JAMES C & 2699 EAGLE WATCH LOOP
WICKLUND JASON T
WILEY JAMES B
WILLIS ALAN R
WINNER BRIAN
WINSTON PARTNERS LLC % DE LORENZO,JOHN
WINTERS WILLIAM F
WOLF DENISE L
WOLTERS ROBERT A
WONG RUDY A & WONG,CASSANDRA E

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WRIGHT BRADLEY A
WRIGHT WILLIAM G
YAGLE RICHARD J & DELK,WAYNE A
YANIV MEIR
YEMELYANOV VLADIMIR N & YEMELYANOVA,NATALYA A
YOSHIDA ERIKA
YUZON DAMON
ZAGAROLA MYRIAM R
ZARDINEJAD ELEANOR & ZARDINEJAD,GHAZANFAR
ZELLER MARIE D
ZELLER NORMAN K TR
ZHOU YINTIAN
ZHOU YINTIAN
ZION EVANGELICAL LUTHERAN CONG
GOOSE HOLLOW
GOOSE HOLLOW BA
NEIGHBORS WEST/NW
KAY WOLFE
NORTHWEST DISTRICT ASSOC
NEIGHBORS WEST/NW
SOUTHWEST HILLS RESIDENTIAL LEAGUE
SOUTHWEST NEIGHBORS
LAND USE TRANSPORTATION

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ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE	
106 SE 11TH AVE	PORTLAND OR 97214	
1132 SW 19TH AVE UNIT 911	PORTLAND OR 97205-1744	
5331 SW MACADAM AVE #258-110	PORTLAND OR 97239	
PO BOX 1667	LENOX MA 01240-1667	
4645 163RD PL SE	BELLEVUE WA 98006	
1926 W BURNSIDE ST #302	PORTLAND OR 97209	
1132 SW 19TH AVE #209	PORTLAND OR 97205	
1926 W BURNSIDE ST #1214	PORTLAND OR 97209	
909 SE EDWARDS DR	DUNDEE OR 97115-9636	
1926 W BURNSIDE ST #611	PORTLAND OR 97209	
1926 W BURNSIDE ST #502	PORTLAND OR 97209	
1926 W BURNSIDE ST #1304	PORTLAND OR 97209	
P O BOX 1698	PORTLAND OR 97207	
1132 SW 19TH AVE #211	PORTLAND OR 97205	
1926 W BURNSIDE ST #617	PORTLAND OR 97209	
9770 SW 169TH PL	BEAVERTON OR 97007	
1132 SW 19TH AVE #312	PORTLAND OR 97205	
1120 NW COUCH ST #600	PORTLAND OR 97209	
1926 W BURNSIDE ST #100	PORTLAND OR 97209	
522 NW 23RD AVE	PORTLAND OR 97210	Returned
1132 SW 19TH AVE UN101	PORTLAND OR 97205	
7935 SW BROADMOOR TER	PORTLAND OR 97225	
675 W KENDALL ST	CAMBRIDGE MA 02142	
8 BAYVIEW AVE	BELVEDERE CA 94920	
2021 SW MAIN ST #39	PORTLAND OR 97205	
9512 CITY HILL CT	LAS VEGAS NV 89134-1711	
17380 SW THISTLEBROOK CT	PORTLAND OR 97224	
1567 OCEAN FRONT ST	SAN DIEGO CA 92107	
1132 SW 19TH AVE #703	PORTLAND OR 97205-1739	
1915 DEER CIR	TILLAMOOK OR 97141-9812	
888 SW 5TH AVE #300	PORTLAND OR 97204-2089	
12540 EDGEWATER DR #1202	LAKE WOOD OH 44107	
1926 W BURNSIDE ST #303	PORTLAND OR 97209	
1926 W BURNSIDE ST #716	PORTLAND OR 97209	
10509 TREMONT LN	BELLFLOWER CA 90706	
1142 SW MITCHELL LN	PORTLAND OR 97239	

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1132 SW 19TH AVE #704	PORTLAND OR 97205-1744
1926 W BURNSIDE ST #806	PORTLAND OR 97209
1926 W BURNSIDE ST #1002	PORTLAND OR 97209
1132 SW 19TH AVE #711	PORTLAND OR 97205-1744
2020 SW MAIN ST #305	PORTLAND OR 97205
1926 W BURNSIDE ST #1202	PORTLAND OR 97209
1926 W BURNSIDE ST #517	PORTLAND OR 97209
1926 W BURNSIDE ST #605	PORTLAND OR 97209
744 NW 12TH AVE	PORTLAND OR 97209
350 S RIVER RD #D1	NEW HOPE PA 18938
88609 WICKIZER LN	BANDON OR 97411
16204 NE FARGO CT	PORTLAND OR 97230
1926 W BURNSIDE ST #417	PORTLAND OR 97209
5210 SE 26TH AVE	PORTLAND OR 97202-4627
2610 SW BRAE MAR CT	PORTLAND OR 97201
2021 SW MAIN ST #38	PORTLAND OR 97205
3011 NW LACAMAS DR	CAMAS WA 98607-9145
2021 SW MAIN ST #29	PORTLAND OR 97205
6129 SW SHERIDAN ST	PORTLAND OR 97225-8104
12634 S 34TH ST	PHOENIX AZ 85044
100 MARINA BLVD	SAN RAFAEL CA 94901
PO BOX 129	PORTLAND OR 97207
6292 BRIDGEVIEW DR	WEST LINN OR 97068-3037
2021 SW MAIN ST #54	PORTLAND OR 97205
1926 W BURNSIDE ST #1402	PORTLAND OR 97209
1926 W BURNSIDE ST #412	PORTLAND OR 97209
1926 W BURNSIDE ST #214	PORTLAND OR 97209
1007 NW 16TH AVE	PORTLAND OR 97209
2201 GLEN HAVEN DR	LOVELAND CO 80538
1926 W BURNSIDE ST #808	PORTLAND OR 97209
162 MARRETT RD	LEXINGTON MA 02421
226 SW PARKSIDE DR	PORTLAND OR 97205-5851
7044 N CAMPBELL AVE	PORTLAND OR 97217-5612
1132 SW 19TH AVE #512	PORTLAND OR 97205
P O BOX 719	GRESHAM OR 97030
2675 SW GRENWOLDE PL	PORTLAND OR 97201
900 E 41ST ST #1	KANSAS CITY MO 64110-1149

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1926 W BURNSIDE ST #601	PORTLAND OR 97209
1926 W BURNSIDE ST #805	PORTLAND OR 97209
1926 W BURNSIDE ST #404	PORTLAND OR 97209
1132 SW 19TH AVE #103	PORTLAND OR 97205
1605 SW NAITO PARKWAY	PORTLAND OR 97201
1926 W BURNSIDE ST #619	PORTLAND OR 97209
16270 SW GAGE LN	BEAVERTON OR 97006-5164
4025 SE HAWTHORNE #207	PORTLAND OR 97214
2810 W FOX CHASE CIR	DOYLESTOWN PA 18902-1883
1132 SW 19TH AVE #707	PORTLAND OR 97205
16055 SW WALKER RD #250	BEAVERTON OR 97006
2021 SW MAIN ST #59	PORTLAND OR 97205
12712 NW WAKER DR	PORTLAND OR 97229
1120 NW COUCH ST #600	PORTLAND OR 97209
135 SW ASH ST	PORTLAND OR 97204
1120 NW COUCH ST #600	PORTLAND OR 97209
2021 SW MAIN ST #62	PORTLAND OR 97205
3520 SW MT ADAMS AVE	PORTLAND OR 97239
1926 W BURNSIDE ST #1319	PORTLAND OR 97209
1926 W BURNSIDE ST #202	PORTLAND OR 97209
1926 W BURNSIDE ST #312	PORTLAND OR 97209-2068
1414 SW 3RD #2401	PORTLAND OR 97201-6624
PO BOX 184	ESCONDIDO CA 92033
4147 CASEY CT	LAKE OSWEGO OR 97034-7245
2021 SW MAIN ST #28	PORTLAND OR 97205
800 NW MICHELBOOK LN	MCMINNVILLE OR 97128
1926 W BURNSIDE ST #1508	PORTLAND OR 97209
P O BOX 5912	PORTLAND OR 97228-5912
821 NW 11TH AVE #323	PORTLAND OR 97209-3230
2847 FILLMORE ST #3	SAN FRANCISCO CA 94123
1926 W BURNSIDE ST #313	PORTLAND OR 97209
PO BOX 5761	PORTLAND OR 97228
1926 W BURNSIDE #416	PORTLAND OR 97209
1436 SW HARRISON ST	PORTLAND OR 97201
4355 RENAISSANCE DR #105	SAN JOSE CA 95134
495 CHESTNUT ST APT 4	ASHLAND OR 97520-1559
1926 W BURNSIDE ST #501	PORTLAND OR 97209

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2021 SW MAIN ST #57	PORTLAND OR 97205
2760 NW SKYLINE DR	CORVALLIS OR 97330
345 NW 84TH PL	PORTLAND OR 97229
PO BOX 28223	PORTLAND OR 97228
PO BOX 5554	PORTLAND OR 97228
1982 KEHRS MILL RD	CHESTERFIELD MO 63017
1132 SW 19TH AVE #912	PORTLAND OR 97205
1926 W BURNSIDE ST #607	PORTLAND OR 97209
1046 SW KING AVE	PORTLAND OR 97205
2465 NW SACAGAWEA LN	BEND OR 97701
1926 W BURNSIDE ST #712	PORTLAND OR 97209
2038 SW MAIN ST	PORTLAND OR 97205
2665 NW CORNELL RD	PORTLAND OR 97210-2801
714 SW 20TH PL	PORTLAND OR 97205
6210 N 52ND PL	PARADISE VALLEY AZ 85253
766 NW WESTOVER SQ	PORTLAND OR 97210-3139
2724 NE 48TH AVE	PORTLAND OR 97213
1926 W BURNSIDE ST #1416	PORTLAND OR 97209-2082
1926 W BURNSIDE ST #706	PORTLAND OR 97209-2073
1926 W BURNSIDE ST #407	PORTLAND OR 97209
3550A SE 68TH AVE	PORTLAND OR 97206-2644
2038 CRESTLINE ST	WOODBURN OR 97071-3672
2038 CRESTLINE ST	WOODBURN OR 97071
1926 W BURNSIDE ST #1212	PORTLAND OR 97209
1926 W BURNSIDE ST #1213	PORTLAND OR 97209
1926 W BURNSIDE ST #514	PORTLAND OR 97209
1235 N DUTTON AVE #E	SANTA ROSA CA 95401-4666
1620 OAK ST	LAKE OSWEGO OR 97034
1221 SW 10TH AVE #509	PORTLAND OR 97205
2020 SW MAIN ST #803	PORTLAND OR 97205
1838 SW JEFFERSON ST	PORTLAND OR 97201-2463
4630 SW 29TH PL	PORTLAND OR 97239-1212
2412 HARRISON ST #213	SAN FRANCISCO CA 94110
1132 SW 19TH AVE #905	PORTLAND OR 97205
1132 SW 19TH AVE #812	PORTLAND OR 97205
1926 W BURNSIDE ST #603	PORTLAND OR 97209
1926 W BURNSIDE ST #1514	PORTLAND OR 97209

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16055 SW WALKER RD #105	BEAVERTON OR 97006	
1926 W BURNSIDE ST #911	PORTLAND OR 97209	
1834 SW VISTA AVE	PORTLAND OR 97201	
PO BOX 35547	TULSA OK 74153-0547	
15029 NW OAKMONT LOOP	BEAVERTON OR 97006	
1132 SW 19TH AVE #507	PORTLAND OR 97205	
510 NW 86TH CT	PORTLAND OR 97229	
1129 SW 20TH AVE	PORTLAND OR 97205-1503	
10704 SE CLINTON ST	PORTLAND OR 97266-1232	
1926 W BURNSIDE ST #905	PORTLAND OR 97209	
2021 SW MAIN ST #44	PORTLAND OR 97205	
PO BOX 868	FAIRFAX CA 94978-0868	
55 SAYBROOK PL	BUFFALO NY 14209-1106	
2020 SW MAIN ST #302	PORTLAND OR 97205	
1926 W BURNSIDE ST #917	PORTLAND OR 97209-2076	
47 SANDERS RANCH RD	MORAGA CA 94556	
11325 SW 90TH AVE	TIGARD OR 97223	
5875 SW LAKEVIEW BLVD	LAKE OSWEGO OR 97035	Returned
1926 W BURNSIDE ST #1605	PORTLAND OR 97209	
1926 W BURNSIDE ST #1110	PORTLAND OR 97209	Returned
5875 SW LAKEVIEW BLVD	LAKE OSWEGO OR 97035	Returned
1205 SW 18TH	PORTLAND OR 97205	
1205 SW 18TH	PORTLAND OR 97205	
1926 W BURNSIDE ST #912	PORTLAND OR 97209	
1926 W BURNSIDE ST #910	PORTLAND OR 97209	
104 E PACIFIC ST	SAND POINT ID 83864	
PO BOX 450	LINCOLN CITY OR 97367	
1150 SW KING AVE	PORTLAND OR 97205	
26489 RANCHO PKWY S	LAKE FOREST CA 92630	
1926 W BURNSIDE ST #509	PORTLAND OR 97209	
1132 SW 19TH AVE UN 304	PORTLAND OR 97205	
911 SW 21ST AVE #202	PORTLAND OR 97205	
P O BOX 779	MANZANITA OR 97130	
4155 SW DOWNS VIEW CT	PORTLAND OR 97221	
3001 N WILLAMETTE BLVD	PORTLAND OR 97217	
14960 NW MILL RD	PORTLAND OR 97231	
1926 W BURNSIDE UN 812	PORTLAND OR 97209	

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1132 SW 19TH AVE #503	PORTLAND OR 97205
1132 SW 19TH AVE #503	PORTLAND OR 97205-1743
6807 WOOSTER PIKE #2	CINCINNATI OH 45227-4342
4145 SE WOODWARD ST	PORTLAND OR 97202-1670
1200 SW 20TH AVE	PORTLAND OR 97205
13592 ROYAL GLEN DR	ST LOUIS MO 63131
2020 SW MAIN ST #402	PORTLAND OR 97205
2020 SW MAIN ST #701	PORTLAND OR 97205
1926 W BURNSIDE ST #1302	PORTLAND OR 97209
1926 W BURNSIDE ST #1604	PORTLAND OR 97209
1926 W BURNSIDE ST #1104	PORTLAND OR 97209
4715 SW HEWETT BLVD	PORTLAND OR 97221-2201
P O BOX 28635	BELLINGHAM WA 98228-0635
1926 W BURNSIDE ST #1301	PORTLAND OR 97209
2373 NW 185TH #158	HILLSBORO OR 97124
1104 SW ARDMORE AVE	PORTLAND OR 97205
1926 W BURNSIDE ST #1510	PORTLAND OR 97209
P O BOX 2708	PORTLAND OR 97208-2708
2021 SW MAIN ST #24	PORTLAND OR 97205-1542
2021 SW MAIN ST #37	PORTLAND OR 97205-1543
1926 W BURNSIDE ST #212	PORTLAND OR 97209
1926 W BURNSIDE ST #1602	PORTLAND OR 97209
2021 SW MAIN ST #12	PORTLAND OR 97205
20905 PIONEER WAY	EDMONDS WA 98026
127 SHANNON DR	FARMINGTON UT 84025
14047 NW MEADOWRIDGE DR	PORTLAND OR 97229
1132 SW 19TH AVE #511	PORTLAND OR 97205
1132 SW 19TH AVE #511	PORTLAND OR 97205-1743
735 SW 20TH PL #200	PORTLAND OR 97205
1132 SW 19TH AVE #604	PORTLAND OR 97205
735 SW 20TH PL #200	PORTLAND OR 97205
2033 SW MADISON ST	PORTLAND OR 97205-1529
1926 W BURNSIDE ST #713	PORTLAND OR 97209
1926 W BURNSIDE ST #1206	PORTLAND OR 97209
6600 SW DOVER ST	PORTLAND OR 97225-1006
24811 GREENTREE LN	LAKE FOREST CA 92630
1926 W BURNSIDE ST #1606	PORTLAND OR 97209

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1926 W BURNSIDE ST #1607	PORTLAND OR 97209	
2020 SW MAIN ST #102	PORTLAND OR 97205	
2021 SW MAIN ST #22	PORTLAND OR 97205	
1926 W BURNSIDE ST #1601	PORTLAND OR 97209	
1926 W BURNSIDE ST #1601	PORTLAND OR 97209	
1926 W BURNSIDE ST #1115	PORTLAND OR 97209	Returned
1003 MONTELLO AVE	HOOD RIVER OR 97031	
19363 WILLAMETTE DR #233	WEST LINN OR 97068	
1303 17TH ST	OREGON CITY OR 97045	
2844 EDGEWATER DR	EUGENE OR 97401	
1132 SW 19TH AVE #204	PORTLAND OR 97205	
799 SW 48TH DR	PORTLAND OR 97221	
1132 SW 19TH AVE #203	PORTLAND OR 97205	
5710 NW 205TH TERR	PORTLAND OR 97229	
6955 SW CANYON DR	PORTLAND OR 97225-3211	
2020 SW MAIN ST #301	PORTLAND OR 97205	
1926 W BURNSIDE ST #1005	PORTLAND OR 97209	
1926 W BURNSIDE ST #612	PORTLAND OR 97209	Returned
P O BOX 167928	IRVING TX 75016-7928	
12712 NW WAKER DR	PORTLAND OR 97229	
1926 W BURNSIDE ST UN1509	PORTLAND OR 97209	
725 NW WESTOVER TER	PORTLAND OR 97210-3135	
11735 SW 28TH PL	PORTLAND OR 97219-8934	
2020 SW MAIN ST #703	PORTLAND OR 97205-1530	
1926 W BURNSIDE ST #804	PORTLAND OR 97209	
1926 W BURNSIDE ST #807	PORTLAND OR 97209-2074	
2020 SW MAIN ST #603	PORTLAND OR 97205	
1926 W BURNSIDE ST #707	PORTLAND OR 97209-2073	
1151 SW KING AVE	PORTLAND OR 97205-1117	
1151 SW KING AVE	PORTLAND OR 97205-1117	
245 SW MEADE ST #C3	PORTLAND OR 97201	
1132 SW 19TH AVE #201	PORTLAND OR 97205-1742	
1926 W BURNSIDE ST #909	PORTLAND OR 97209	
7140 SW MURRAY BLVD	BEAVERTON OR 97008	
1926 W BURNSIDE ST #815	PORTLAND OR 97209-2075	
6507 NE 10TH AVE	VANCOUVER WA 98665-0236	
1926 W BURNSIDE ST #307	PORTLAND OR 97209	Returned

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2020 SW MAIN ST #806	PORTLAND OR 97205	
4106 NE 43RD ST	NEOTSU OR 97364	
1926 W BURNSIDE ST #512	PORTLAND OR 97209	Returned
6140 SE 32ND AVE	PORTLAND OR 97202	
2021 SW MAIN ST #42	PORTLAND OR 97205-1544	
1132 SW 19TH AVE #101	PORTLAND OR 97205	
10506 SW FOREST RIDGE PL	BEAVERTON OR 97007-8224	
16195 NW PAISLEY DR	BEAVERTON OR 97006	
1926 W BURNSIDE ST #1305	PORTLAND OR 97209	
7165 SW 164TH TER	BEAVERTON OR 97007	
2021 SW MAIN ST #51	PORTLAND OR 97205	
1916 SW MADISON ST	PORTLAND OR 97205-1718	
2020 SW MAIN ST #808	PORTLAND OR 97205-1535	
1926 W BURNSIDE ST #315	PORTLAND OR 97209	
1132 SW 19TH AVE #311	PORTLAND OR 97205	
1926 W BURNSIDE ST #401	PORTLAND OR 97209	
1720 WILLAMETTE FALLS DR	WEST LINN OR 97068	
PO BOX 2708	PORTLAND OR 97208-2708	
1132 SW 19TH AVE #207	PORTLAND OR 97205	
2021 SW MAIN ST #33	PORTLAND OR 97205	
1926 W BURNSIDE ST #1308	PORTLAND OR 97209-2080	
1333 FAIRLAWN WAY	PASADENA CA 91105-1002	
1132 SW 19TH AVE #408	PORTLAND OR 97205	
1626 LOMBARD ST #3	SAN FRANCISCO CA 94123	
2042 SW MADISON ST	PORTLAND OR 97205	
1906 SW MADISON ST	PORTLAND OR 97205-1718	
25 E SUPERIOR	CHICAGO IL 60611	
1926 W BURNSIDE ST #811	PORTLAND OR 97209	
1926 W BURNSIDE ST #1006	PORTLAND OR 97209	
2020 SW MAIN ST #408	PORTLAND OR 97205	
1926 W BURNSIDE ST #814	PORTLAND OR 97209-2075	
1926 W BURNSIDE ST #504	PORTLAND OR 97209	
1926 W BURNSIDE ST #1204	PORTLAND OR 97209	
100 SW BIRDSHILL RD	PORTLAND OR 97219	
100 SW BIRDSHILL RD	PORTLAND OR 97219-8502	
1926 W BURNSIDE ST #409	PORTLAND OR 97209	
16121 3RD AVE CT E	TACOMA WA 98445	

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4136 NE 25TH AVE	PORTLAND OR 97211-6424	
18379 SW FLORENDO LN	BEAVERTON OR 97007	
PO BOX 16109	SAN LOIS OBISPO CA 93406	
2615 PERKINS LN W	SEATTLE WA 98199-3007	
3601 SW RIVER PKWY STE 1908	PORTLAND OR 97239-4562	
605 N BAY SHORE	COOS BAY OR 97420	
PO BOX 182571	COLUMBUS OH 43218-2571	
1420 NW LOVEJOY ST APT 310	PORTLAND OR 97209	
1926 W BURNSIDE ST #1600	PORTLAND OR 97209	Returned
1132 SW 19TH AVE #607	PORTLAND OR 97205	
1926 W BURNSIDE ST #205	PORTLAND OR 97209-2067	
2021 SW MAIN ST #43	PORTLAND OR 97205	
1926 W BURNSIDE ST #1003	PORTLAND OR 97209	
1926 W BURNSIDE ST #415	PORTLAND OR 97209	
1926 W BURNSIDE ST #614	PORTLAND OR 97209	
1832 SW MAIN ST	PORTLAND OR 97205-1720	
3630 SW SHATTUCK RD	PORTLAND OR 97221	
1926 W BURNSIDE ST #915	PORTLAND OR 97209-2076	
1130 SW KING AVE	PORTLAND OR 97205-1116	
1926 W BURNSIDE ST #1019	PORTLAND OR 97209	
1132 SW 19TH AVE #708	PORTLAND OR 97205	
111 SW COLUMBIA ST STE 1040	PORTLAND OR 97201-5842	Returned
1310 NW NAITO PKWY #708	PORTLAND OR 97209-3161	
PO BOX 36168	TUCSON AZ 85740-6168	
13653 SE CALLAHAN RD	HAPPY VALLEY OR 97086	
32 MUSTANG TRAIL	KEARNEY NE 68845	
1926 W BURNSIDE ST #919	PORTLAND OR 97209	Returned
1926 W BURNSIDE ST #1501	PORTLAND OR 97209	
1670 SUNNYVALE AVE	WALNUT CREEK CA 94597	
1926 W BURNSIDE ST #215	PORTLAND OR 97209	
PO BOX 390	PORTLAND OR 97207-0390	
P O BOX 390	PORTLAND OR 97207-0390	
PO BOX 390	PORTLAND OR 97207-0390	
0836 SW CURRY ST #302	PORTLAND OR 97239	
PO BOX 1271	COOS BAY OR 97420-0324	
PO BOX 1695	WHITE SALMON WA 98672	
12 SMITHDALE ESTATE DR	HOUSTON TX 77024	

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1132 SW 19TH AVE #403	PORTLAND OR 97205
5600 145TH AVE SE	BELLEVUE WA 98006-4381
1125 NW 9TH AVE #423	PORTLAND OR 97209
1435 NW SALTZMAN RD	PORTLAND OR 97229-4656
4175 SOUTHSHORE BLVD	LAKE OSWEGO OR 97035
34 SOUTH FOOTHILL RD	MEDFORD OR 97504
2021 SW MAIN ST #35	PORTLAND OR 97205
2420 NW MARSHALL ST #305	PORTLAND OR 97210-2975
5804 SW GILLCREST CT	PORTLAND OR 97221-1029
9204 SW CREE CIR	TUALATIN OR 97062
939 SW FELLOWS CT	MCMINNVILLE OR 97128
1926 W BURNSIDE ST #413	PORTLAND OR 97209
4053 RANDALL FARM RD	ATLANTA GA 30339
2020 SW MAIN ST #702	PORTLAND OR 97205
1926 W BURNSIDE ST #1506	PORTLAND OR 97209
1320 SW BROADWAY	PORTLAND OR 97201-3469
2021 SW MAIN ST #61	PORTLAND OR 97205-1532
PO BOX 130	LAKE OSWEGO OR 97034-0130
1926 W BURNSIDE ST #310	PORTLAND OR 97209
10366 1/2 ASHTON AVE	LOS ANGELES CA 90024-5365
1926 W BURNSIDE ST #1219	PORTLAND OR 97209
1926 W BURNSIDE ST #1504	PORTLAND OR 97209
13555 NW LAIDLAW RD	PORTLAND OR 97229
2021 SW MAIN ST APT 32	PORTLAND OR 97205-1543
7575 CAROLINA LN	VANCOUVER WA 98664-2152
P O BOX 3148	SANTA CRUZ CA 95063
13949 BEAVERCREEK RD #113	OREGON CITY OR 97045
1926 W BURNSIDE ST #1313	PORTLAND OR 97209
1926 W BURNSIDE ST #616	PORTLAND OR 97209-2072
1926 W BURNSIDE ST #1216	PORTLAND OR 97209
735 SW 20TH PL #200	PORTLAND OR 97205-1635
6124 N GREELEY AVE	PORTLAND OR 97217
1926 W BURNSIDE ST #211	PORTLAND OR 97209
1926 W BURNSIDE ST #1419	PORTLAND OR 97209
220 A AVE #200	LAKE OSWEGO OR 97034
318 18TH ST	LA GRANDE OR 97850-3448
PO BOX 64142	ST PAUL MN 55164-0142

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1926 W BURNSIDE ST #615	PORTLAND OR 97209
1926 W BURNSIDE ST #906	PORTLAND OR 97209
4716 SPUR DR	CHEYENNE WY 82001-6493
1132 SW 19TH AVE #705	PORTLAND OR 97205
13703 PHILADELPHIA ST	WHITTIER CA 90601
280 SW MOONRIDGE PL	PORTLAND OR 97225
2021 SW MAIN ST #65	PORTLAND OR 97205
1926 W BURNSIDE ST #1111	PORTLAND OR 97209
1132 SW 19TH AVE #608	PORTLAND OR 97205
14014 SE OATFIELD RD	MILWAUKIE OR 97267
1120 SW 5TH AVE #1204	PORTLAND OR 97204
1121 SW SALMON ST 5TH FLR	PORTLAND OR 97205
19245 SW MADISON ST	PORTLAND OR 97205
26663 SW 45TH DR	WILSONVILLE OR 97070
PO BOX 14955	PORTLAND OR 97293-0955
1926 W BURNSIDE ST #1203	PORTLAND OR 97209
2036 SW MAIN ST	PORTLAND OR 97205-1531
2021 SW MAIN ST #26	PORTLAND OR 97205-1543
171 GRANITE ST	ASHLAND OR 97520
910 SW 18TH AVE	PORTLAND OR 97205-1727
1926 W BURNSIDE ST #1112	PORTLAND OR 97209
2021 SW MAIN ST #16	PORTLAND OR 97205-1542
1926 W BURNSIDE ST #1415	PORTLAND OR 97209
1840 SW MAIN ST	PORTLAND OR 97205-1720
9250 FRIAR CT	INDIANAPOLIS IN 46240
2020 SW MAIN ST #801	PORTLAND OR 97205-1530
14345 SE BRIDGETON ST	CLACKAMAS OR 97015
1926 W BURNSIDE ST #813	PORTLAND OR 97209
1603 ELGIN AVE	BEND OR 97701
5035 SW 39TH DR	PORTLAND OR 97221-3806
1926 W BURNSIDE ST #810	PORTLAND OR 97209
6542 OCEAN CREST DR #C304	RANCHO PALOS VERDES CA 90275
1926 W BURNSIDE ST #1208	PORTLAND OR 97209
14928 NW MILL RD	PORTLAND OR 97231
1834A 27TH AVE NW	OLYMPIA WA 98502
1926 W BURNSIDE ST #705	PORTLAND OR 97209
1926 W BURNSIDE ST #1016	PORTLAND OR 97209

183553

2021 SW MAIN ST UNIT 18	PORTLAND OR 97205-1544
1926 W BURNSIDE ST #1004	PORTLAND OR 97209
1926 W BURNSIDE ST #1413	PORTLAND OR 97209
1132 SW 19TH AVE #407	PORTLAND OR 97205-1743
0841 SW GAINES ST #1900	PORTLAND OR 97239-3104
3310 TEMPEST DR	LAKE OSWEGO OR 97035-1943
1926 W BURNSIDE ST #701	PORTLAND OR 97209
2843 SW LABBE AVE	PORTLAND OR 97221-3240
1132 SW 19TH AVE #401	PORTLAND OR 97205
1132 SW 19TH AVE #706	PORTLAND OR 97205
1926 W BURNSIDE ST #1603	PORTLAND OR 97209
1926 W BURNSIDE ST #208	PORTLAND OR 97209
P O BOX 3107	PORTLAND OR 97208-3107
7190 SE KING RD	PORTLAND OR 97222-1928
1926 W BURNSIDE ST #709	PORTLAND OR 97209
1926 W BURNSIDE ST #803	PORTLAND OR 97209
18518 MONTPERE WAY	SARATOGA CA 95070-5258
1926 W BURNSIDE ST #203	PORTLAND OR 97209
24011 SW 65TH AVE	TUALATIN OR 97062
2801 LAKEVIEW DR	LAKE OSWEGO OR 97035
416 NW HERMOSA BLVD	PORTLAND OR 97210
2800 ELLIOTT AVE #922	SEATTLE WA 98121
6950 NE CAMPUS WAY	HILLSBORO OR 97124-5611
2720 3RD AVE #316	SEATTLE WA 98121
1926 W BURNSIDE ST #1312	PORTLAND OR 97209
1926 W BURNSIDE ST #1311	PORTLAND OR 97209
21320 PARKVIEW TER	WEST LINN OR 97068-2900
1132 SW 19TH AVE #107	PORTLAND OR 97205-1742
1926 W BURNSIDE ST #1404	PORTLAND OR 97209-2081
1000 BROADWAY #300	OAKLAND CA 94607-4033
1132 SW 19TH AVE #709	PORTLAND OR 97205-1744
3477 NE PEERLESS PL	PORTLAND OR 97232-2555
1305 NORWOOD RD	AUSTIN TX 78722
11437 105TH CT NE	KIRKLAND WA 98033-4358
834 SW ST CLAIR AVE	PORTLAND OR 97205
2021 SW MAIN ST #66	PORTLAND OR 97205
1926 W BURNSIDE ST #206	PORTLAND OR 97209-2067

183553

1132 SW 19TH AVE #411	PORTLAND OR 97205
1926 W BURNSIDE ST #609	PORTLAND OR 97209
2420 NIAMEY PL	DULLES VA 20189-2420
1132 SW 19TH AVE #307	PORTLAND OR 97205
1132 SW 19TH AVE #603	PORTLAND OR 97205
1926 W BURNSIDE ST #1511	PORTLAND OR 97209
3576 SW MT ADAMS DR	PORTLAND OR 97239
2021 SW MAIN ST #14	PORTLAND OR 97205-1542
1926 W BURNSIDE ST #1405	PORTLAND OR 97209
1926 W BURNSIDE ST #419	PORTLAND OR 97209
13725 SW 329TH TER	HILLSBORO OR 97123
18707 SW RIGART RD	ALOHA OR 97007
7935 SW BROADMOOR TER	PORTLAND OR 97225
46 SANDERS RANCH RD	MORAGA CA 94556
1926 W BURNSIDE ST #1102	PORTLAND OR 97209-2077
13636 SE CALLAHAN RD	HAPPY VALLEY OR 97086
1849 SW SALMON ST	PORTLAND OR 97207
2021 SW MAIN ST #11	PORTLAND OR 97205-1542
1926 W BURNSIDE ST #414	PORTLAND OR 97209
2021 SW MAIN ST #58	PORTLAND OR 97205
261 SW KINGSTON AVE	PORTLAND OR 97205
9295 SW ELECTRIC ST	TIGARD OR 97223-6108
13188 KING SALMON CT	OREGON CITY OR 97045
1926 W BURNSIDE ST #902	PORTLAND OR 97209
1926 W BURNSIDE ST #406	PORTLAND OR 97209-2069
USAG-J UNIT 45013 BOX 2245	APO AP 96338
2021 SW MAIN ST #21	PORTLAND OR 97205
1132 SW 19TH AVE #305	PORTLAND OR 97205
2115 SW SALMON ST	PORTLAND OR 97205-1559
1260 NW NAITO PARKWAY #710	PORTLAND OR 97209
10542 SE MARKET ST	PORTLAND OR 97216
4012 SE 17TH AVE	PORTLAND OR 97202-3940
4314 SE 17TH AVE	PORTLAND OR 97202
710 NE HOLLADAY ST	PORTLAND OR 97232
23825 SE BORGES RD	GRESHAM OR 97080
1060 SW KING AVE	PORTLAND OR 97205-1114
1755 SW MADISON ST	PORTLAND OR 97205-1716

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5321 SE HILL RD	MILWAUKIE OR 97267
PO BOX 34029	SEATTLE WA 98124
P O BOX 3121	PORTLAND OR 97208-3121
638 PRIM ST	ASHLAND OR 97520
728 PROSPECT AVE	HOOD RIVER OR 97031
1132 SW 19TH AVE #901	PORTLAND OR 97205
8255 ABBOTT AVE #501	MIAMI BEACH FL 33141-5232
2021 SW MAIN ST #49	PORTLAND OR 97205
5064 SW HILLTOP LN	PORTLAND OR 97221-2304
19504 E ASCHOFF RD	RHODODENDRON OR 97049-9707
1900 SW RIVER DR #304	PORTLAND OR 97201
3921 E 1ST ST #9	LONG BEACH CA 90803-2853
701 T C JESTER BLVD #2308	HOUSTON TX 77008-6385
910 SW 18TH AVE	PORTLAND OR 97205-1727
2020 SW MAIN ST #807	PORTLAND OR 97205
307 LEWERS ST 6TH FLR	HONOLULU HI 96815
307 LEWERS ST 6TH FL	HONOLULU HI 96815
548 RIDGEMOOR DR	WILLOWSBROOK IL 60527
PO BOX 1447	CANNON BEACH OR 97110
1132 SW 19TH AVE #805	PORTLAND OR 97205
3939 CORTEZ LOOP SW	OLYMPIA WA 98512
1926 W BURNSIDE ST #816	PORTLAND OR 97209
1926 W BURNSIDE ST #602	PORTLAND OR 97209
PO BOX 19697	PORTLAND OR 97280
1132 SW 19TH AVE #301	PORTLAND OR 97205
2522 NW NORTHRUP ST	PORTLAND OR 97210-2841
1225 SW 19TH AVE	PORTLAND OR 97205-1714
	RICHLAND WA 99354
7320 179TH ST SW	EDMONDS WA 98026-5534
2021 SW MAIN ST #23	PORTLAND OR 97205
1132 SW 19TH AVE #801	PORTLAND OR 97205
2021 SW MAIN ST #45	PORTLAND OR 97205
1300 SW 5TH AVE #2300	PORTLAND OR 97201
1926 W BURNSIDE ST #1210	PORTLAND OR 97209
1132 SW 19TH AVE #405	PORTLAND OR 97205
1926 W BURNSIDE ST #711	PORTLAND OR 97209
1926 W BURNSIDE ST #1401	PORTLAND OR 97209

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15195 NW CHANNA DR	PORTLAND OR 97229-7861	
658 N 15TH ST FL 1	PHILADELPHIA PA 19130-2927	
2021 SW MAIN ST #17	PORTLAND OR 97205-1542	
6950 SW HAMPTON ST #300	TIGARD OR 97223	Returned
1926 W BURNSIDE ST #210	PORTLAND OR 97209	
1926 W BURNSIDE ST #505	PORTLAND OR 97209	
1926 W BURNSIDE ST #802	PORTLAND OR 97209	
2853 SW CHAMPLAIN DR	PORTLAND OR 97205-5833	
1926 W BURNSIDE ST #1505	PORTLAND OR 97209	
1132 SW 19TH AVE #505	PORTLAND OR 97205-1743	
1132 SW 19TH AVE #504	PORTLAND OR 97205-1739	
2021 SW MAIN ST #55	PORTLAND OR 97205	Returned
607 NW 22ND AVE	PORTLAND OR 97210	
1015 SW 18TH AVE	PORTLAND OR 97205-1708	
JERRY POWELL	1926 SW MADISON	
ANGELA CRAWFORD	2153 SW MAIN #102	
MARK SIEBER	2257 NW RALEIGH ST	
HOMESTREET BANK	22 NW 23RD AVE	
JOHN BRADLEY	2350 NW JOHNSON	
MARK SIEBER	2257 NW RALEIGH ST	
LAND USE	PO BOX 1033	
LEONARD GARD	7688 SW CAPITOL HWY	
PHIL HEALY	155 N 1ST AVE #350-13	

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MEMORANDUM

Date: January 2, 2010 Project #: 10495

To: Charlie Thornton
ICON Venue Group

From: Mike Coleman, P.E. and Julia Kuhn, P.E.

Project: PGE Park Remodel

Subject: Comprehensive Transportation Management Plan Report

INTRODUCTION

This report recommends revisions to PGE Park's current Comprehensive Transportation Management Plan (CTMP) that was adopted by City Council in 2000 when the stadium was last renovated to accommodate the return of AAA baseball to Portland. The CTMP is being revised to support the stadium's next transformation from an all-purpose sports facility to a soccer and football venue that will no longer host baseball. Beginning in the Spring of 2011, the Portland Beavers AAA baseball club will leave the stadium and the Portland Timbers Soccer Club will move up from the Class A Soccer League to Major League Soccer (MLS).

BACKGROUND

History

The CTMP is a key component of the existing Good Neighbor Agreement (GNA) that was approved by City Council in 2000. The GNA describes itself as a public-private agreement between the City and the Stadium operator, "subject to review and comment by the Goose Hollow Foothills League (GHFL) and the Northwest District Association (NWDA). It is intended to assure that the input of the neighborhood representatives and nearby property owners will be obtained and will continue to be a vital component in all stages of the planning, redevelopment, construction and operation of the Stadium." The GNA lists the CTMP as one of several strategies intended to mitigate neighborhood impacts from stadium events.

Current CTMP

In keeping with the GNA, the Agreement in general and the CTMP in particular must be updated to best serve the stadium's next incarnation and the community's ongoing evolution. There are 15 mitigation measures in the current CTMP. Some have proven to be more effective than others. Some have actually become obsolete due to advances in technology and communications since

2000. Others need to be revisited because of changing conditions in the community, like the addition of the Civic condominium building on SW Morrison Street; the continued popularity of Goose Hollow and the Northwest District as great places to live, work and play; the introduction of metered parking on Sundays (a common MLS game day); and the growing popularity and convenience of traveling by bike and transit. Also the teams and players of the MLS are expected to draw soccer fans from much greater distances than the current Class A team does.

Future of PGE Park

Beginning in 2011, activities at PGE Park will change. **Baseball** will no longer be played at the stadium. The 71 Portland Beaver baseball games that traditionally occur from early April through early September will no longer take place. Also college baseball events like 2009's Rose City Invitational, Oregon State-Missouri State series, and Oregon-Oregon State Civil War Series will no longer take place. Portland Beaver baseball attendance averaged approximately 5,000 fans per game in 2009.

The number of **soccer** events hosted by the stadium is expected to stay about the same when the club moves from Class A to MLS (approximately 20 regular season matches), but attendance is expected to increase significantly. During the 2009 season Class A league games drew an **average attendance** of 8,000 fans per game. As a member of MLS, an average of 14,000 fans is expected at the Timbers' regular season home games.

Also matches will move from predominantly weekdays to predominantly weekends. Nearly all Class A games start at 7:00. Eight of the 14 MLS weekend games are likely to start at 1:00 pm on a weekend day. The Timbers expect their MLS **home game schedule** to be similar to the Seattle Sounders of the MLS league. Judging from their 2009 home game schedule, approximately 14 the Timbers' MLS games could be on weekends (10 on Saturdays and 4 on Sundays). The remaining 6 games could occur on mid-week evenings. Approximately half of the weekend matches begin in the early afternoon. All other matches begin at approximately 7:00 in the evening. The regular season begins in March and ends in October. Table 1 summarizes the differences between the Timbers' Class A home matches and the likely MLS home matches.

Other PGE Park events will continue to include approximately six **Portland State Vikings football** games per season, weekly Friday night **high school football** regular season double-headers and one weekend of post season high school football playoff double-headers.

Table 1
Comparison of Current Class A and MLS Home Schedules

2009 Teams	League	Average Attendance	Regular Season	Total Regular Season Home Matches	Number of Regular Season Games per Day of Week (Typical)						
					Mon	Tue	Wed	Thu	Fri	Sat	Sun
Timbers	Class A	8,000	March - September	21	-	-	1	7	5	5	3[1]
Seattle Sounders	MLS	14,000	March - October	21	-	2	2	3	-	11[2]	3[3]

[1] All Sunday Timbers Class A matches started at 5:00.
[2] Five Saturday Sounder MLS matches started at noon or 1:00.
[3] All Sunday Sounder MLS matches started at noon or 1:00

Background Summary

In light of the changes that have occurred since the CTMP was adopted ten years ago and the changes anticipated at PGE Park beginning in Spring 2011, twelve mitigation measures have been identified and recommended for a revised CTMP that would effectively support a popular MLS team, enhance the experience of those who attend matches, and mitigate event-related impacts to the immediate neighborhoods.

METHODOLOGY

Recommended revisions to the CTMP were identified through a **two-part process.** One part consisted of observing and analyzing the transportation characteristics of two recent PGE Park events similar to future MLS and high school football events. Observing these events supplied important information about the current CTMP's performance and provided clues to improving it for future events. The second part of the process consisted of developing effective transportation strategies for a revised CTMP.

Event Analysis

To anticipate and prepare for the potential transportation-related impacts of PGE Park's new program of events, two representative events were observed and analyzed during the Fall of 2009. The Sunday October 4th Timbers playoff match drew the same number of fans expected for future MLS matches, approximately 14,400. The stadium also hosted the State High School semi-final football playoffs. The two 6A games were held on Friday evening December 4th. The two 5A games were played on Saturday afternoon December 5th.

During the Timbers match, information was gathered to determine how fans arrived and departed the match. Individual fans were interviewed at random to determine what percentage of attendees traveled by car, light rail, bus, bike or by walking. Conditions experienced before,

during and after the match were monitored to gain a general understanding of vehicular and bike parking and overall travel characteristics.

CTMP Revision

Several sources of information were used to develop a revised CTMP that will effectively serve the stadium's future. Specifically,

- Information about the performance of the current CTMP was gathered from those who participate in its implementation.
- A general assessment of the existing transportation infrastructure and its capabilities and limitations was conducted.
- New and creative opportunities were explored primarily in the realms of emerging technologies and public-private partnering.
- Patrons' current tendencies toward transportation choices were analyzed based on the characteristics of the Fall 2009 events.

Most of this work was accomplished through interviewing and collaborating with those who have participated in the current CTMP. The remainder of the work was accomplished by interviewing local agency staff specializing in relevant subjects and researching the practices of other outdoor sports venues.

Both the event analysis and the CTMP revision processes are addressed in detail in this report.

EVENT ANALYSIS

The analysis of the Fall 2009 events provides an understanding of how events at PGE Park generally impact the surrounding area. The final Portland Timbers match of the 2009 season was chosen for the study as it closely approximated conditions expected at future MLS events. The match occurred on Sunday, October 4th between 4:00 and 6:00 p.m. and was attended by approximately 14,400 people. Being a critical post-season playoff soccer match, the attendance was especially high and likely reflective of attendance expected at future MLS matches. It was also held on a day and at a time when many future MLS matches are expected to take place.

Both an intercept survey and an on-street parking supply and demand study were conducted before, during, and after the match. The intercept survey provided an understanding of the travel experiences, choices, and perceptions of attendees, while the parking study provided an understanding of both vehicular and bike parking demand and the extent of spill-over into the surrounding neighborhoods. Additional information obtained during the match includes, field observations of Transit Ridership and Pedestrian Circulation around PGE Park.

KEY QUESTIONS

This study attempted to answer a number of key questions that could enhance patrons' experiences while also mitigating transportation-related impacts on the neighborhood. These include:

- How popular is each transportation mode for traveling to a major soccer match at PGE Park?
- What factors influence travel mode choice?
- How is on-street parking utilized by those who attend a major soccer match at PGE Park?
- What are the impacts associated with each transportation mode?
- What is the supply and demand for bicycle parking?

Further detail on each of these key questions is summarized below.

INTERCEPT SURVEY

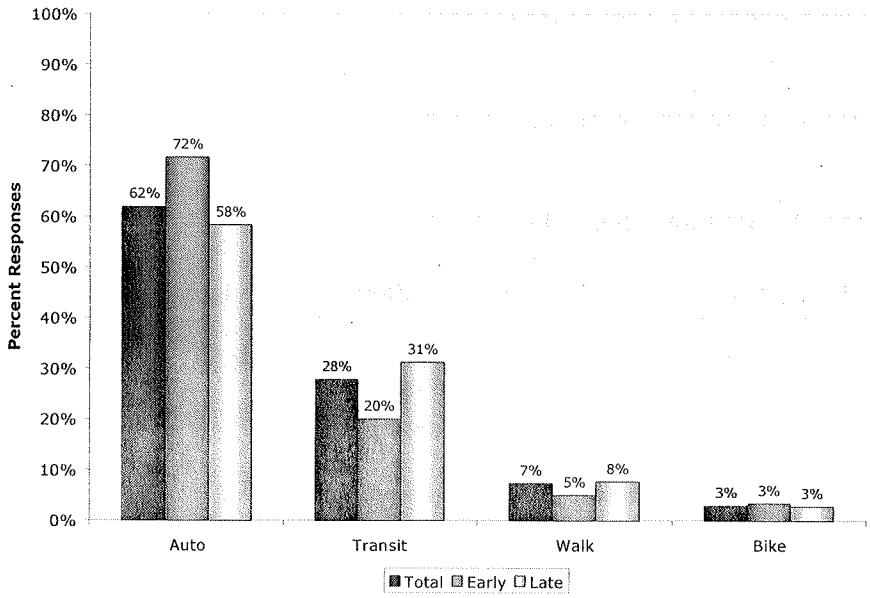
As indicated previously, the intercept survey provided an understanding of the travel experiences, choices, and perceptions of PGE Park patrons. The results showed that regardless of their mode choice, respondents tended to value convenience, travel time and cost when selecting how they traveled to the soccer match. Knowing these values helped identify measures that would both protect the surrounding neighborhoods and enhance Park patrons' game day experiences.

Information from the survey can generally be broken down into two categories: Travel Mode and the Factors Influencing Travel Mode, and Parking Preferences and Perceptions. *Detailed survey responses are provided in Appendix "A" along with an example of the survey instrument.*

Travel Mode

The results of the intercept survey confirmed the field observations that auto and transit use represent the largest percentage of the overall mode split for the event, accounting for approximately 90 percent of the total responses. Exhibit 1 illustrates the popularity of each transportation mode. Of the survey respondents, sixty-two (62) percent traveled by auto, 28 percent traveled by transit, seven (7) percent walked, and three (3) percent rode bikes.

Exhibit 1
Travel Mode Choice



As shown in Exhibit 1, there is little variation in the mode split between those patrons that arrived early, stayed late or were there only for the game itself. The survey did show a slightly higher inclination for patrons who drove to arrive earlier; this was likely reflective of the desire to find convenient on-street parking.

Factors Influencing Travel Mode Choice

Respondents were asked to identify the top three factors influencing their travel mode choice. Table 2 summarizes the results.

Table 2
Top Three Factors Influencing Travel Mode Choice

Mode Choice of Respondent	Top Response		Second Response		Third Response	
Overall	Convenience	29%	Travel Time	28%	Availability and Cost of Parking	10%
Responses by Travel Mode						
Auto	Travel Time	38%	Convenience	28%	Lack of Access to Transit	7%
Transit	Convenience	33%	Availability and Cost of Parking	18%	Cost	14%
Bike	Convenience	22%	Availability and Cost of Parking	22%	Cost	11%
Walk	Travel Time	57%	Convenience	19%	Health Considerations	10%

As shown in Table 2, Convenience, Travel Time, and Cost were the predominant influences on respondents' travel mode choices. These influences were a fundamental consideration when developing transportation mitigation measures that both minimize impacts to the immediate neighborhood and enhance the experience of attending a PGE Park event.

Comparison to 2000 Intercept Survey Results

The results from the intercept survey are generally consistent with the results from the Women's World Cup soccer match study conducted in 2000 by David Evans and Associates, Inc. (DEA). The event drew just over 20,000 spectators. According to the Women's World Cup survey, 55 to 60 percent of patrons arrived by auto and 25 to 35 percent arrived by transit. However, less than one percent of patrons were estimated to arrive by bicycle and 7 percent by walking.

Arrival and Departure Times

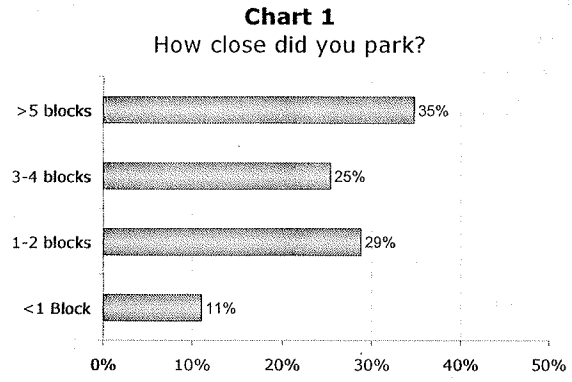
Providing incentives for event patrons to arrive early and stay late can help reduce the impacts associated with large numbers of last-minute arrivals. Those impacts include traffic congestion, competition for on-street vehicle and bike parking opportunities, vehicles queuing to access parking lots and garages, cramped light rail cars, crowded sidewalks and crosswalks, and delay at the stadium entry gates.

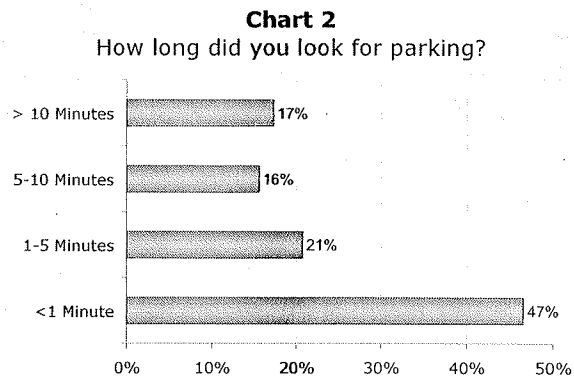
Many of the survey respondents arrived early or planned to stay late in order to eat, drink and socialize. Promoting these reasons and identifying additional incentives for arriving early and staying could reduce transportation-related impacts.

Others arrived early to improve chances of finding a desirable parking space or to purchase day-of-game tickets. Potential strategies can be employed by PGE Park to help direct patrons to specific parking areas to reduce the uncertainty of finding convenient locations to park for the event. On-line ticket purchasing could help reduce the need to visit the stadium ticket office and eliminate the uncertainty of ticket availability. This could include encouraging patrons to park in downtown parking garages and riding the light rail from downtown to PGE Park. This strategy is used successfully for events at the Rose Garden Arena.

Parking Preferences and Perceptions

Respondents who arrived by automobile were asked where they parked and how much time they spent looking for parking. Of the respondents, 57 percent parked on the street, while the remaining 43 percent parked either in a parking garage or in an off-street parking lot. Of the people who parked on the street, 68 percent reported spending no more than five minutes looking for parking and 40 percent were able to find parking within two blocks from PGE Park. For reasons discussed in the following section, these results may not be indicative of the overall soccer match attendance. For example, there are not enough on-street parking stalls within two blocks of the stadium to achieve the survey results. Charts 1 and 2 summarize the results.





Dependability and Value of Intercept Survey Results

Although a total of 210 surveys were completed (representing approximately 1.5 percent of the 14,400 patrons), a review of the findings suggest that it may not be statistically significant and may be skewed toward the non-auto patrons.

Most of the surveys were conducted at the Park's two main entrances while patrons were waiting to go into the stadium. The remaining surveys were conducted throughout the food concession area while the match was taking place. Surveyors were not able to interview patrons who went directly into the stadium unless they happened to be interviewed in one of the concession areas. Therefore the results may over-represent those who arrived early and got the nearest parking spaces and under-represented those who arrived closer to game time and had to park farther away or those who came on MAX trains and arrived just before game time.

Several survey questions also asked respondents to quantify their parking experience by stating how far away they parked and how long they looked for parking. Both questions rely on a respondent's sense of distance and time, making their replies unreliable.

It should also be noted that game day conditions were very conducive to traveling by bicycle and walking. The weather was sunny and unseasonably warm. The game began at 4:00 and ended well before dusk, allowing time to leave the game with nearly one hour of day light remaining. It is reasonable to presume that walking and cycling may be less popular for events that begin or end after dark or are held in inclement weather.

Despite these issues, the survey can help to inform CTMP strategies that can effectively protect the surrounding neighborhoods and enhance the experience of attending PGE Park events. The survey interviews provide information about patrons' values, circumstances and perceptions; fundamentals that reveal the reasons behind their choices of travel and fundamentals that are likely to be shared by most people attending the match.

ON-STREET PARKING CONDITIONS

The Parking Supply and Demand Study identified the extent to which events at PGE Park affect on-street parking conditions in the surrounding neighborhoods. The two neighborhoods most likely to be affected by events at PGE Park are the Goose Hollow neighborhood located south of Burnside and west of I-405 and the Northwest District neighborhood located north of Burnside and west of I-405. *Figure 1 illustrates the location of the Goose Hollow and Northwest District neighborhoods in relation to PGE Park.* Also shown on Figure 1 are the areas studied within each neighborhood as well as the three Residential Parking Permit Program (RPPP) areas located in the two neighborhoods.

Data Collection Methodology

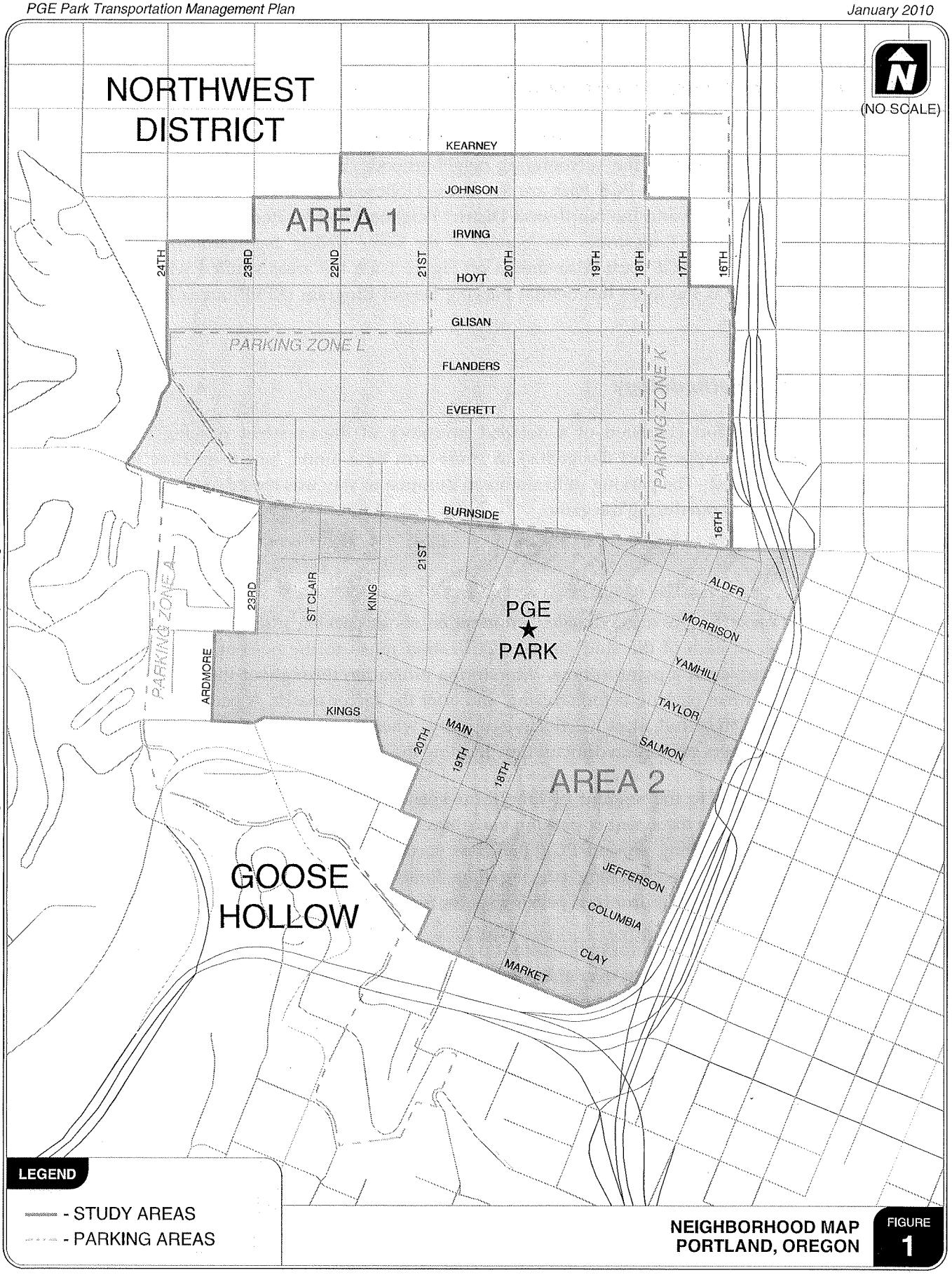
The data collection effort consisted of a detailed inventory of the on-street parking supply. Parking spaces were mapped and designated as short-term time limits, long-term time limits, loading, taxi, or disabled. The parking utilization and duration of stay was recorded on an hourly basis from 2:00 to 10:00 pm during the game.

Data Analysis

The data collection effort provided detailed information about parking utilization, duration of stay, and turnover in each of the study areas. **Utilization** refers to the percentage of parking spaces that are occupied at a point in time. Monitoring utilization throughout the day revealed the demand for on-street parking before, during, and after the soccer match. A parking system is generally considered to be full, or at its effective capacity, when it reaches 85-percent utilization. Beyond this level, drivers can have a difficult time locating the few available spaces.

Duration of stay refers to the amount of time a car spends in a parking space and provides general information about the extent of parking violations. With the exception of the RPPP areas, virtually all on-street parking around PGE Park has specific time limitations. Understanding people's willingness to risk exceeding parking time limits provides some understanding of people's willingness to use inappropriate parking spaces for PGE Park events.

Duration of stay also provides information about parking **turnover**, which indicates the number of vehicles that use a given space over the course of the study period. Turnover is especially important for short-duration spaces typically located near retailers. High utilization and high turnover is important for retail activities and drawing customers into the downtown. Monitoring parking turnover during the soccer match provided an indication of how well short-term parking activities continued to perform when PGE Park event parking was at a premium.



NEIGHBORHOOD MAP
PORTLAND, OREGON

FIGURE 1

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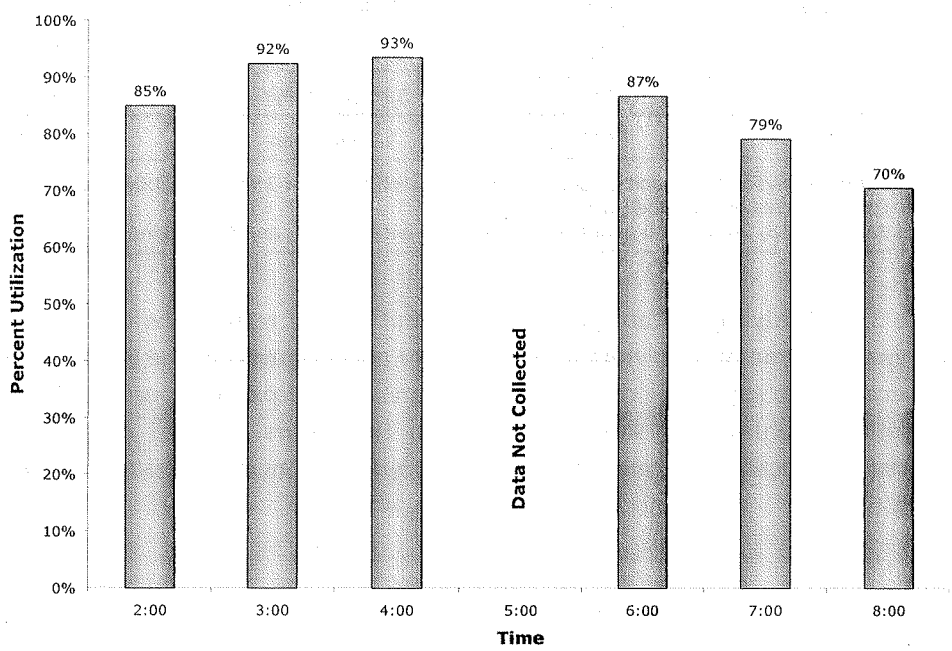
Northwest District (Area 1) On-Street Parking Conditions

Area 1 represents that area north of W Burnside Street and west of I-405 that is within a ½ mile walking distance from PGE Park. It encompasses all of RPPP Zone L, which restricts the duration of on-street parking for non-permit holders to 2-hours between 6:00 p.m. and 11:00 p.m. Monday through Friday, and 1:00 p.m. to 11:00 p.m. Saturday and Sunday. The Zone L RPPP is a seasonal program that operates from April to October, primarily to discourage on-street parking for PGE Park events. Area 1 also includes a portion of RPPP Parking Zone K. Zone K has the same daily parking restrictions as Zone L, but is in effect year round.

Area 1 Utilization

The hourly utilization profile for Area 1 is summarized in Exhibit 2.

Exhibit 2
Area 1 Utilization



As shown in Exhibit 2, the peak demand for on-street parking in Area 1 occurred between 4:00 p.m. and 5:00 p.m. with a peak hour utilization rate of approximately 93 percent. However, at 2:00 p.m., well before people began arriving for the Timbers match, Area 1's on-street parking capacity was already 85 percent occupied. The high demand for on-street parking in the Northwest District effectively limits the availability of on-street parking for events at PGE Park. This data suggests that there is a very limited amount of residual parking capacity available for event patrons and that any parking opportunities depend exclusively on the turnover of non-event parking.

For a closer examination of peak hour conditions, Figure 2 displays the on-street utilization during the 4:00 p.m. to 5:00 p.m. peak hour by block face. For the purpose of comparison, Figure 3 displays the on-street utilization during the 8:00 p.m. to 9:00 p.m. hour, well after the soccer match ended. As shown, the high demand for on-street parking was still broadly distributed throughout Area 1 two hours after the soccer match ended. This is additional evidence of the consistently high demand for parking for purposes other than PGE Park events. The area located east of NW 19th Street was the only area that experienced a significant decrease in on-street utilization as the survey period ended.

Area 1 Duration of Stay and Turnover

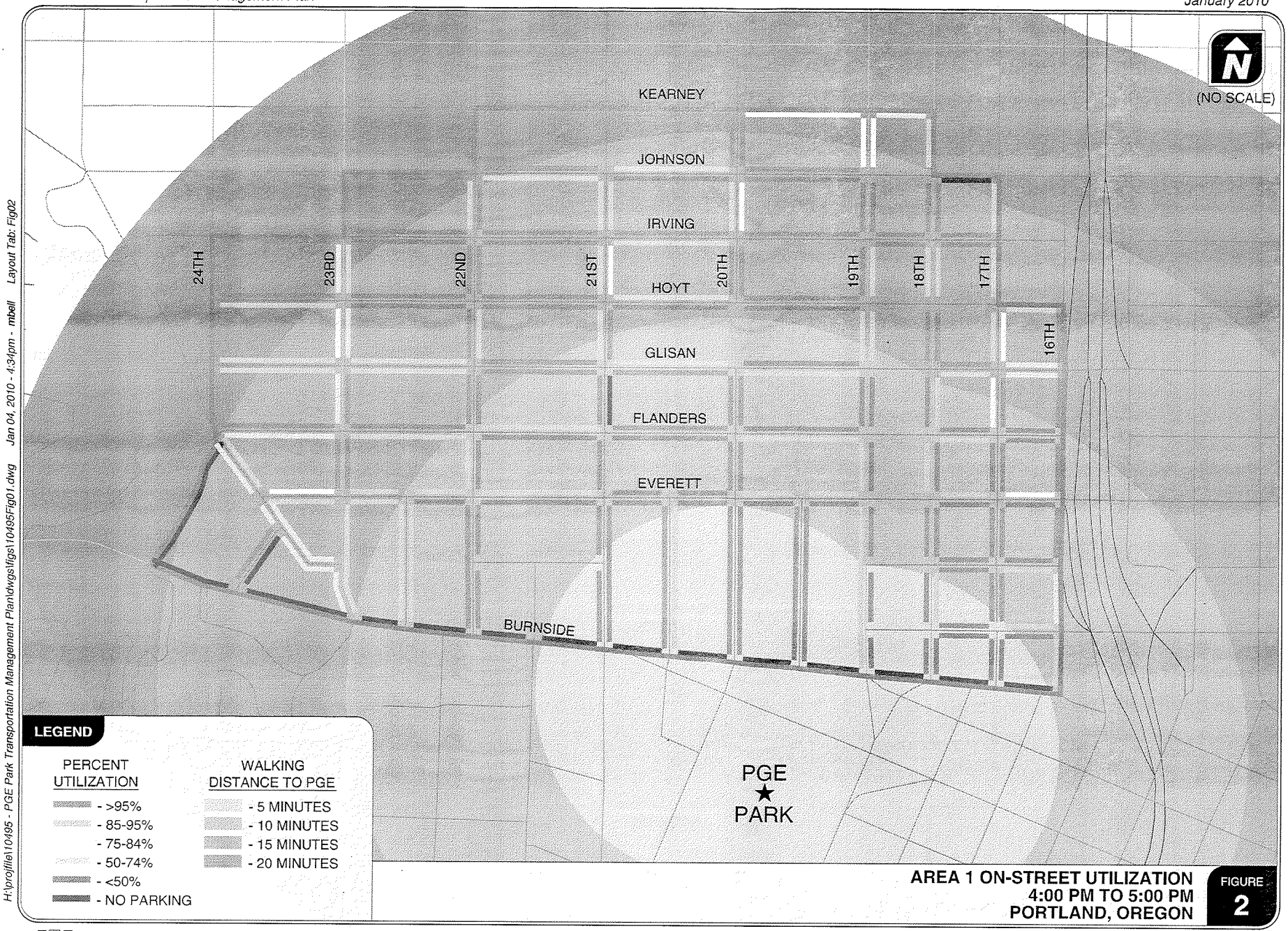
The average duration of stay and turnover rates observed in Area 1 are provided in Table 3.

Table 3
Area 1 On-Street Parking Duration of Stay/Turnover

Type of Space	Number of Spaces	Total Vehicles	Average Duration of Stay	Average Turnover*
1 Hour	220	660	2 Hour 1 Min	3.0
2 Hour	857	1359	2 Hour 4 Min	1.6
3 Hour	535	907	3 Hours 11 Min	1.7
RPPP	647	948	3 Hours 48 Min	1.5
Overall	2404	3815	3 Hour 2 Min	1.6

Note: Turnover and duration analyses are based on survey data collected between 2:00 and 10:00 p.m.
*Average Turnover = Total Vehicles per Number of Spaces
**Overall spaces include 5, 10, 15, 20, and 30 minutes spaces along with Loading and No Parking spaces.

As shown in Table 3, the only significant violations of time of stay restrictions occurred in the one-hour parking spaces. Time of stay violations may have also occurred in the RPPP zones but were undetected because the surveyors did not note the presence of parking permits. The RPPP precludes non-permitted vehicles for staying more than two hours. *Detailed duration of stay information is provided in Appendix "B", including detailed duration of stay characteristics for each hour of the study period.*



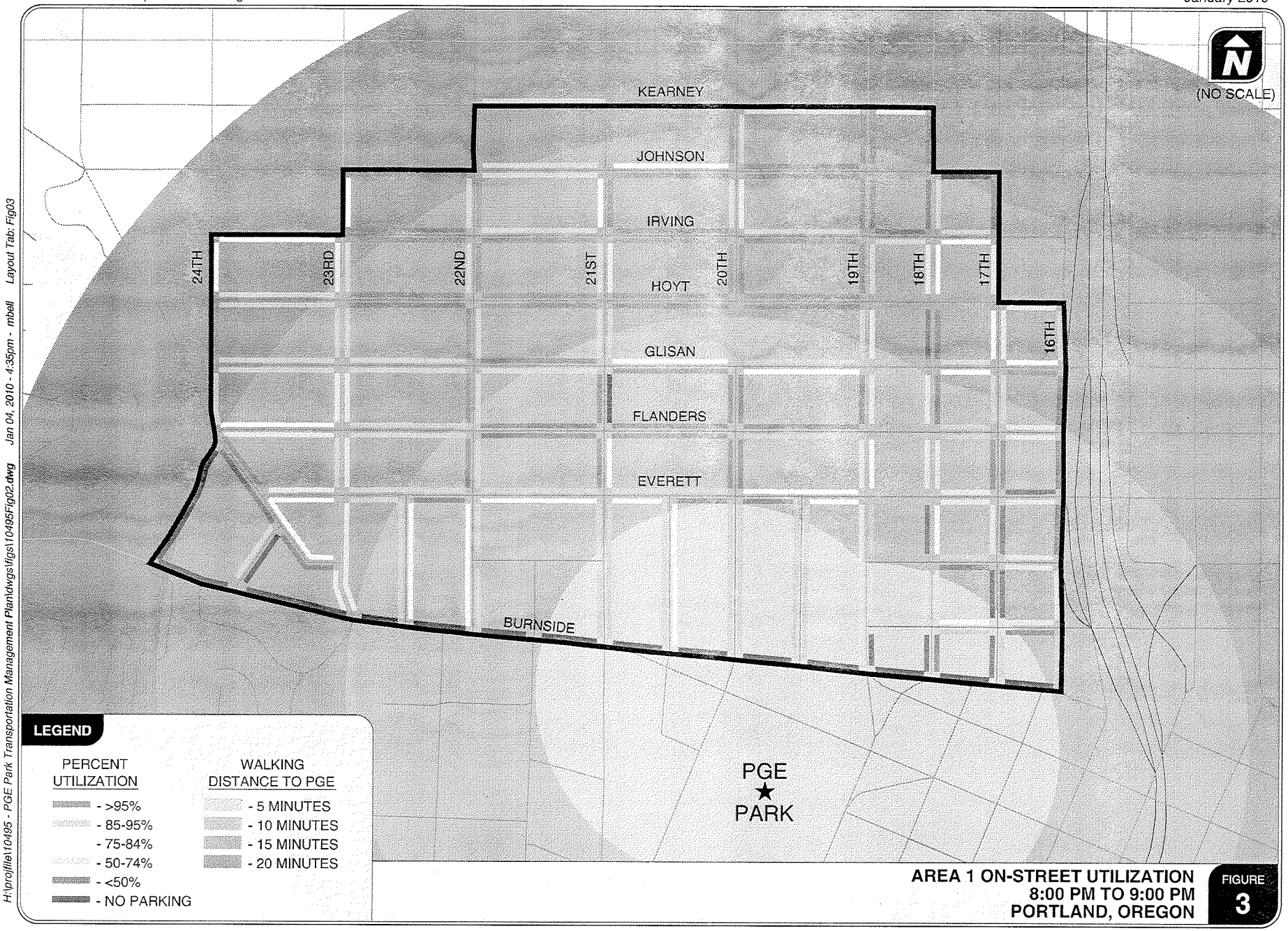
AREA 1 ON-STREET UTILIZATION
4:00 PM TO 5:00 PM
PORTLAND, OREGON

FIGURE **2**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\profile\10495 - PGE Park Transportation Management Plan\dwgs\figs\10495Fig01.dwg Jan 04, 2010 - 4:34pm - mbell Layout Tab: Fig02

18353



AREA 1 ON-STREET UTILIZATION
8:00 PM TO 9:00 PM
PORTLAND, OREGON

FIGURE **3**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\10495 - PGE Park Transportation Management Plan\dwgs\figs\10495Fig02.dwg Jan 04, 2010 - 4:35pm - mbell Layout Tab: Fig03

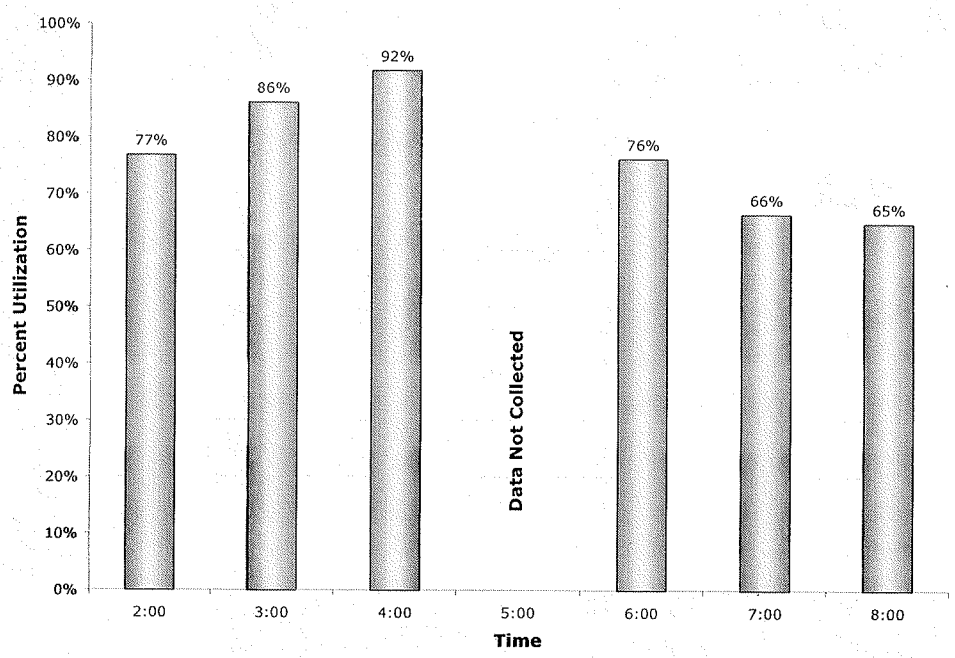
Goose Hollow (Area 2) On-Street Parking Conditions

Area 2 represents the area south of W. Burnside Street and west of I-405 that is within a ½ mile walking distance from PGE Park. Area 2 encompasses a large potion of RPPP Zone A, which restricts the duration of on-street parking for non-permit holders to 2-hours between 7:00 p.m. and 11:00 p.m. Monday through Friday, and 1:00 p.m. to 11:00 p.m. Saturday and Sunday year round. The Zone A parking permit program was put in place primarily to discourage on-street parking for events at PGE Park.

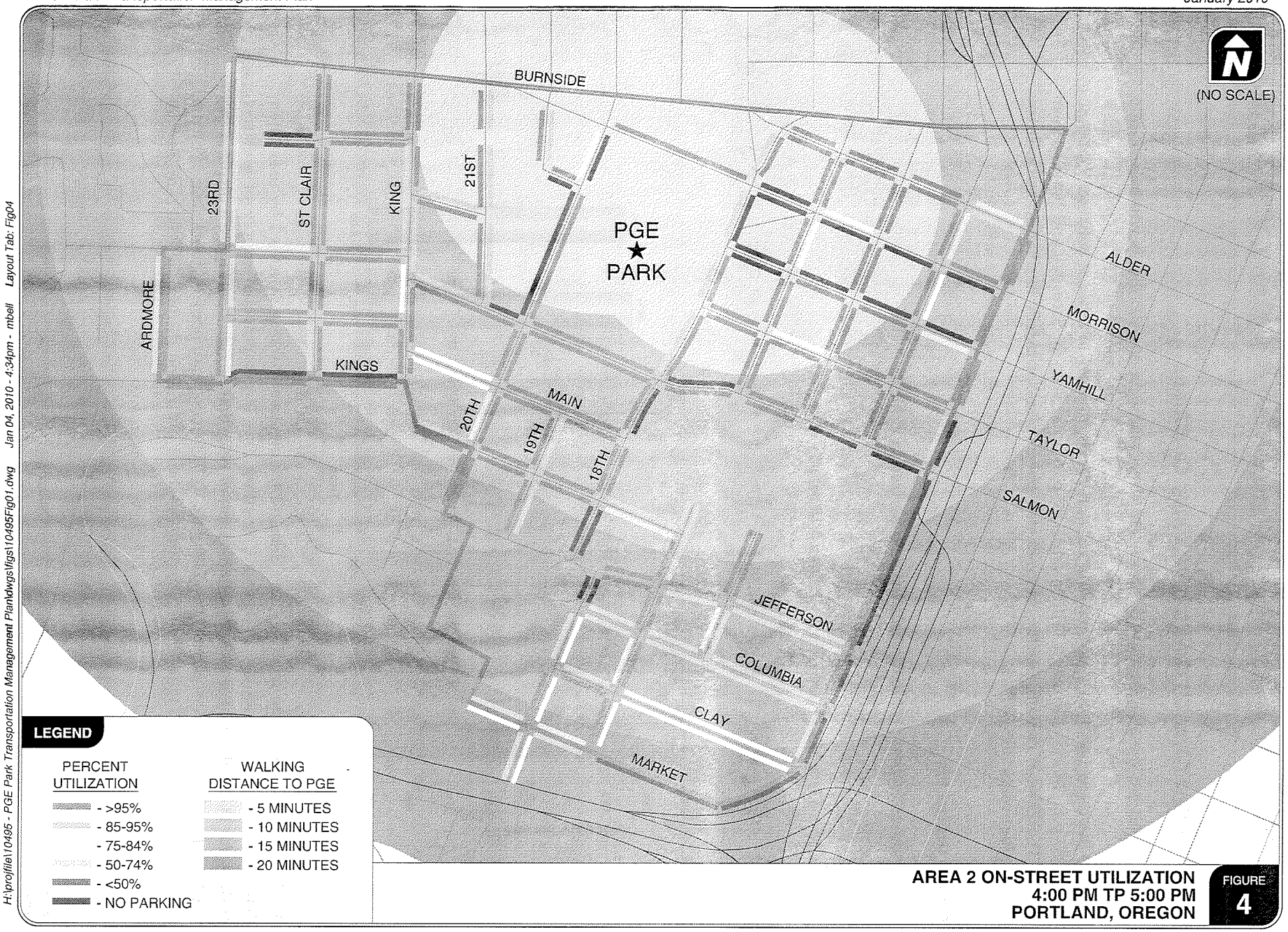
Area 2 Utilization

The hourly utilization profile for Area 2 is summarized in Exhibit 3.

Exhibit 3
Area 2 Utilization



As shown in Exhibit 3, the relatively low demand for on-street parking in Area 2 by uses other than those associated with the PGE event, resulted in a larger potential supply of on-street parking for PGE patrons. For a closer examination of peak hour conditions, Figure 4 displays the on-street parking utilization during the 4:00 p.m. to 5:00 p.m. peak hour by block face. For the purpose of comparison, Figure 5 displays the on-street utilization during the 8:00 p.m. to 9:00 p.m. off-peak hour.



AREA 2 ON-STREET UTILIZATION
4:00 PM TP 5:00 PM
PORTLAND, OREGON

FIGURE **4**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

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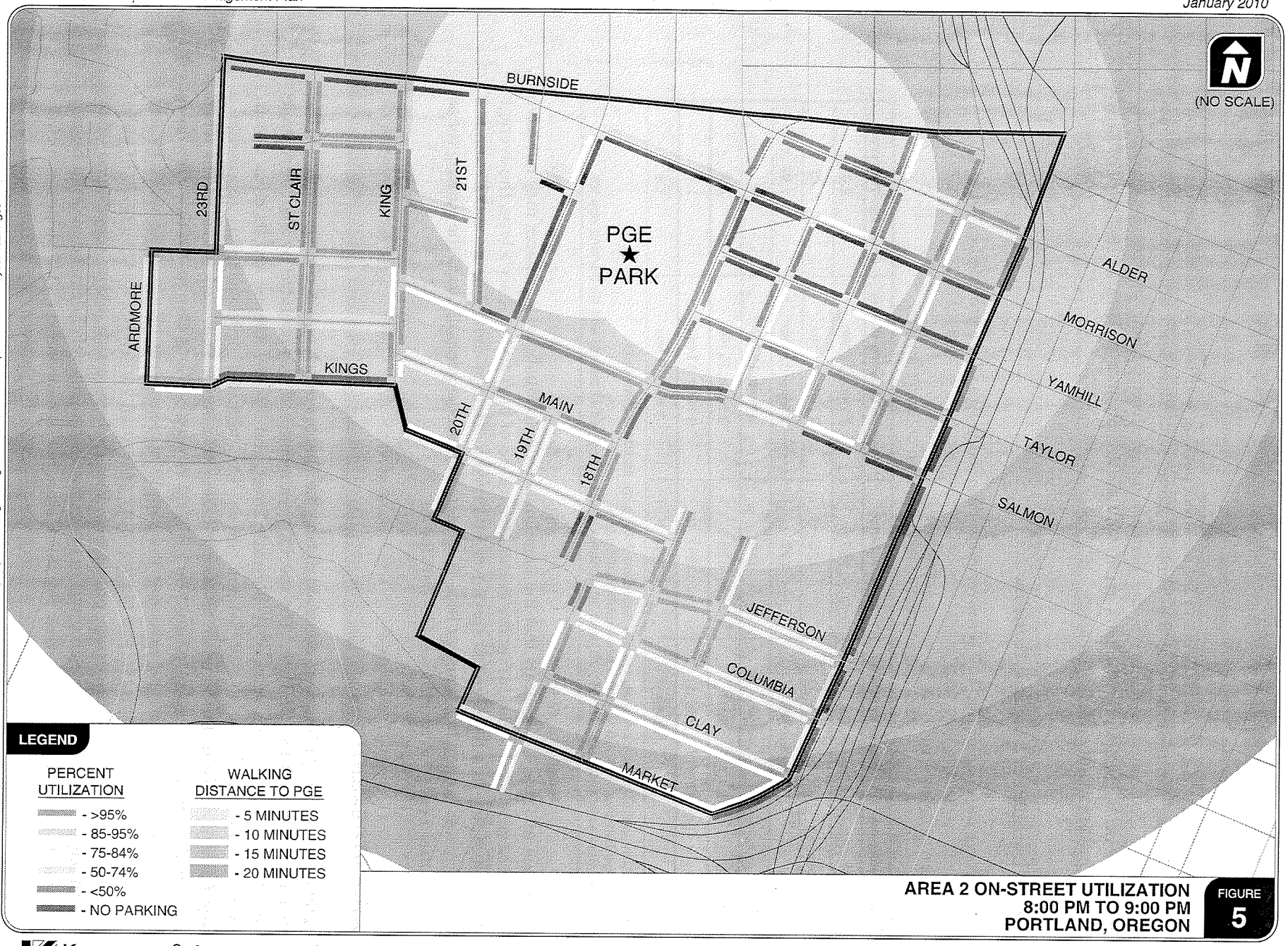
18355



AREA 2 ON-STREET UTILIZATION
8:00 PM TO 9:00 PM
PORTLAND, OREGON

FIGURE **5**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\proj\file\10495 - PGE Park Transportation Management Plan\dwgs\figs\10495Fig02.dwg Jan 04, 2010 - 4:35pm - mbell Layout Tab: Fig05

183553

As show on Figure 4, the high demand for on-street parking was broadly distributed throughout Area 2 during the peak hour of the Timbers game, with significant utilization rates shown throughout. As shown on Figure 5, the demand for on-street parking in Area 2 significantly deceased two hours after the Timbers game, with the exception of the area located west of King Road, a predominantly residential area

Area 2 Duration of Stay and Turnover

The average duration of stay and turnover rates observed in Area 2 are provided in Table 4.

Table 4
Area 2 On-Street Parking Duration of Stay/Turnover

Type of Space	Number of Spaces	Total Vehicles	Average Duration of Stay	Average Turnover*
1 Hour	75	150	2 Hour 27 Min	2.0
90 Minute	56	126	2 Hour 23 Min	2.25
2 Hour	95	177	2 Hour 32 Min	1.9
3 Hour	68	144	2 Hour 15 Min	2.1
5 Hour	294	626	2 Hour 26 Min	2.2
NPO	935	1297	3 Hour 43 min	1.4
Overall	1683	2694	3 Hour 5 Min	1.6

Note: Turnover and duration analyses are based on 2:00 p.m. to 10:00 p.m. data.
*Average Turnover = Total Vehicles per Number of Spaces
**Overall spaces include 5, 10, 15, 20, and 30 minutes spaces along with Loading and No Parking spaces.

As shown in Table 4, it appears that the time limits on individual parking spaces may not have influenced driver behavior during the event. Regardless of the parking space's type, the average duration of stay in a time-limited space was observed to average about 2 hours and 25 minutes even in spaces limited to 2 hours or less. It appears that people generally used the parking for as long as they needed to regardless of its time limit.

BIKE RIDERSHIP

A total of 236 locked bikes were observed during the Timbers match within close proximity to the two main entrances to PGE Park. The specific area monitored was bounded by SW 20th Avenue and its cross streets, both sides of W Burnside Street, and SW 18th Avenue and its cross streets, from W Burnside Street to SW Salmon Street. As indicated previously this represents a significant increase in the number of people biking to a major PGE Park soccer event when compared to the previous study based on the 2000 Women's World Cup match that drew over 20,000 fans. Because demand exceeded the supply of permanent bike parking racks located around PGE Park, bikes were locked to temporary pedestrian barricades, street signs, light poles, trees, and benches. As discussed previously, the Timbers match likely represented ideal conditions for bike and pedestrian travel to the game. This high level of demand may not be easy to replicate for all future MLS games. For this reason, the recommended CTMP strategies include

provisions for additional permanent bike parking as well as temporary bike parking to facilitate games with higher than typical bicycle demand.

Additional bike ridership data was collected around PGE Park on Friday, December 4th and Saturday, December 5th during the Oregon State High School Football Playoffs. Each day presented a double-header with games beginning at 5:00 and 8:00 p.m. on Friday and at 12:00 and 3:00 p.m. on Saturday. Bike ridership data was collected during, before, and after each game in order to identify potential differences in bike ridership between high school football events and major soccer events at PGE Park. The results of the data collection effort indicate that even the largest of high school football events draws virtually no bike-riding patrons.

TRANSIT RIDERSHIP

Ridership data obtained from TriMet closely matches the intercept survey results. As expected, MAX was a popular way to get to the Timbers match. Ridership data collected at PGE Park's two Max stations on the day of the Timbers match (October 4th) was compared to ridership during the previous Sunday (September 27th). On October 4th arrivals during the 2:00 and 3:00 hours and departures during the 6:00 hours were much higher than the same hours on September 27th. There was little difference in activity during the other hours of the two days. *Appendix "C" provides detailed comparisons of both day's arrivals and departures at the MAX stations as well as several of the bus stop locations in the area.*

FINDINGS

The information gathered during the Portland Timbers' October 4th playoff match and the State 6A football playoff games held on December 4th and 5th leads to a number of findings relevant to identifying transportation impact mitigation measures for PGE Park's Comprehensive Transportation Management Plan.

On-street parking is in high demand at all times, especially in the Northwest District and the residential hills of Goose Hollow. This everyday condition limits the availability of on-street parking for PGE Park events. During events, remaining available on-street parking gets used by event goers, which in turn limits the availability of parking for those who rely on it on a daily basis.

Effective mitigations would:

- Provide convenient and plentiful event parking in surface lots and parking garages at a cost and convenience on par with the cost of on-street parking,
- Preserve sufficient on-street parking for everyday uses, even during PGE Park events, and
- Provide convenient and affordable alternatives to driving and parking at PGE Park events.

As one expects, and as confirmed by the surveys, those who drive to PGE Park events look for the nearest available and least expensive parking. On-street parking is inexpensive relative to parking lot and parking garage fees. In fact it is free after 7:00 p.m. But available on-street parking moves farther from the stadium as the start of the event approaches, and drivers circulate farther from the stadium to find the most available on-street parking opportunity at that moment. For large events like the Timbers playoff match, this search can take so much time and effort that convenience ultimately becomes more important than cost and drivers finally choose off-street parking over on-street parking.

Effective mitigations would:

- Make parking lots and parking garages more convenient and inexpensive, and
- Assure drivers that they can drive directly to a parking space without having to drive around hunting for it.

Traveling to PGE Park by bike has grown in popularity. Like drivers, cyclists value convenient parking located as close to the stadium as possible. Unlike drivers searching for parking opportunities, many cyclists make parking opportunities by locking their bikes to anything they consider secure. At the Timbers playoff match most of the bikes surveyed were parked within 200 feet of the stadium even though there were not enough bike racks.

Effective mitigations would:

- Promote cycling as an alternative to driving to help reduce the need for car parking, and
- Provide enough bike parking concentrated as close to the stadium gates as possible to assure cyclists that convenient parking will be available and there will be no need to search for or invent parking.

Arriving at and leaving a stadium event by transit, especially by MAX, is very convenient for many event patrons given the location of the two stations on SW Morrison Street. Ridership is very high for events but could grow more popular if the beginning and end of their travel were equally convenient and if the cost of traveling by transit were even more competitive compared to driving.

Useful mitigations would

- Encourage the use of park and ride lots to access transit,
- Discount the cost of transit passes so groups could travel by transit at a cost that is on par with or is less than carpooling to an event, and
- Supply enough transit service so patrons can leave an event without delay due to overcapacity light rail trains and buses.

Event patrons who come from out-of-town or rarely come to PGE Park typically need assistance and/or information in order to have the most pleasant experience possible. Making a long trip to an unfamiliar community can be stressful to the patron and can possibly be unsettling to the community if patrons are lost or confused about reaching the stadium.

Useful mitigations would

- Provide clear and thorough information about traveling to the stadium, and
- Offer alternatives to driving to the stadium.

RECOMMENDED CTMP REVISIONS

The findings from observing the Timbers playoff match and high school football playoff games were combined with the results from interviews with key event management staff and City representatives to identify twelve mitigations for the updated CTMP. Information about the event management and City representative interviews is provided in *Appendix "D."*

Together the mitigation measures help to accomplish three objectives:

- Discourage drivers from parking in residential areas near the stadium,
- Make it as convenient as possible to travel to PGE Park events without a motor vehicle and,
- Make it possible for those who drive to go directly to a parking space rather than circulate on the streets looking for on-street parking.

The recommended CTMP mitigation measures are listed below and discussed in detail in the single-page descriptions in Appendix "E".

- Measure 1. Extend the Free Rail Zone to Goose Hollow to facilitate the use of downtown parking garages and link PGE Park to the City's central business districts.
- Measure 2. Add additional MAX trains after events to facilitate a higher number of post game trips from the stadium.
- Measure 3. Provide free day-of-game TriMet passes to all season ticket holders to encourage transit use.
- Measure 4. Increase the supply of permanent bike parking in the public rights-of-way nearest the PGE Park entry gates to promote cycling to stadium events.
- Measure 5. Offer day-of-game secured bike parking for those who wish to leave accessories with their bikes.

- Measure 6. Retain existing Residential Parking Permit Program (RPPP) Areas to discourage event parking in residential neighborhoods.

- Measure 7. Reduce visitor parking time limits in Residential Parking Permit Program (RPPP) areas to 90 minutes to assure that soccer fans will not parking in residential neighborhoods.

- Measure 8. Conduct on-street parking enforcement to assure compliance with RPPP restrictions and metered parking requirements.

- Measure 9. Offer prepaid event parking at predetermined parking lots and structures to eliminate the need to search for parking.

- Measure 10. Accommodate the use of special group buses by providing convenient bus loading zones and bus parking areas.

- Measure 11. Provide thorough web-based day-of-game information on PGE Park's, Timbers' and Vikings' websites.

- Measure 12. Consider temporarily closing SW Morrison Street's eastbound traffic access during Timbers matches to facilitate pedestrian circulation, group bus loading/unloading and other event-related activities.

CONCLUSION

With the departure of the Portland Beavers AAA Baseball after the 2010 season the total number of events at PGE Park will decrease. With the conversion of Timbers Soccer from Class A to MLS the number of soccer events is not expected to change, but the average attendance is expected to increase significantly, from approximately 8,000 to 14,000. The most significant transportation-related impacts of large PGE Park events relate to the use of on-street parking that is consistently in short supply due to the needs of the surrounding neighborhoods. The recommended CTMP acknowledges and capitalizes on available public infrastructure and services, up-to-date communications technologies, established working relationships, and community values regarding multimodal transportation (particularly the growing popularity of cycling) to mitigate transportation impacts and enhance the experience of attending an event at PGE Park.

Appendix A

Survey Instrument and Detailed Survey Responses

SURVEY INSTRUMENT

Questionnaire

Date: October 4th, 2009 ~ Location: PGE Park

1. Did you come to PGE Park early for other purposes?

   a. Yes b. No

   If so, why?

   a._____

   b._____

2. Will you stay after the game for other purposes?

   a. Yes b. No

   If so, why?

   a._____

   b._____

3. What was your primary travel mode for this trip?

   a. Auto b. Transit

   c. Bike d. Walk

4. Did you use more than one mode to reach PGE Park?

   a. Yes b. No

5. If so, which ones?

   a._____

   b._____

6. What were the top three factors influencing your travel mode?

   a._____

   b._____

   c._____

For Walk, Bike, Transit modes, **Thank you for your time**. The remaining questions are for Private Vehicle respondents only.

7. If you drove, where did you park?
   a. On the street b. In a garage
   c. In a surface lot d. Other:_____

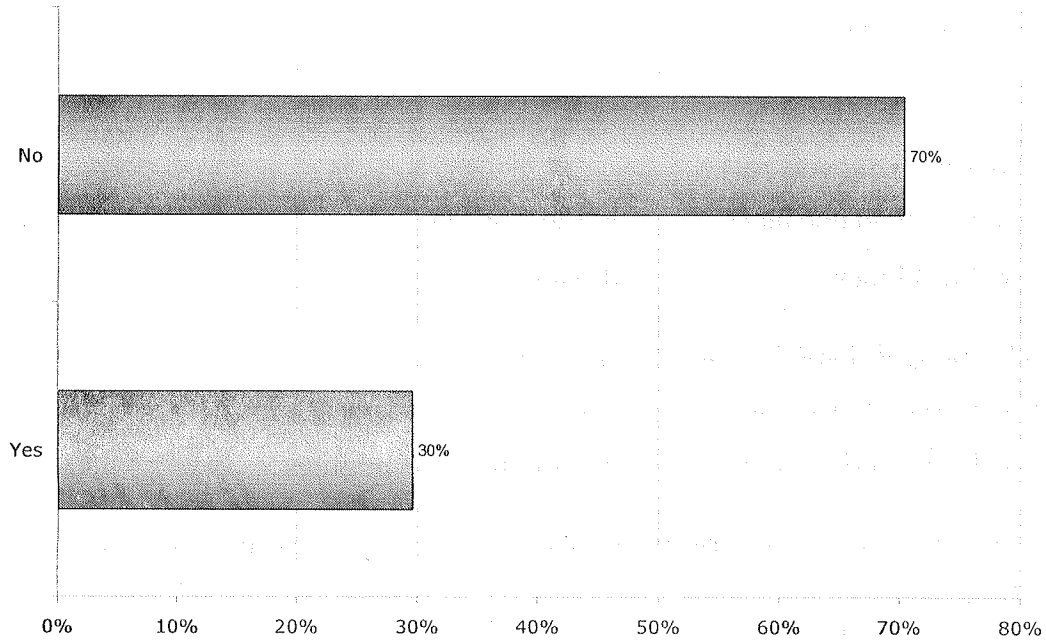
8. How close did you park?
   a. Less than one block b. 1 to 2 blocks
   c. 3 to 4 blocks d. More than 4 blocks

9. How long did you look for a parking space?
   a. Less than one minute b. One to five minutes
   c. Five to ten minutes d. More than ten minutes

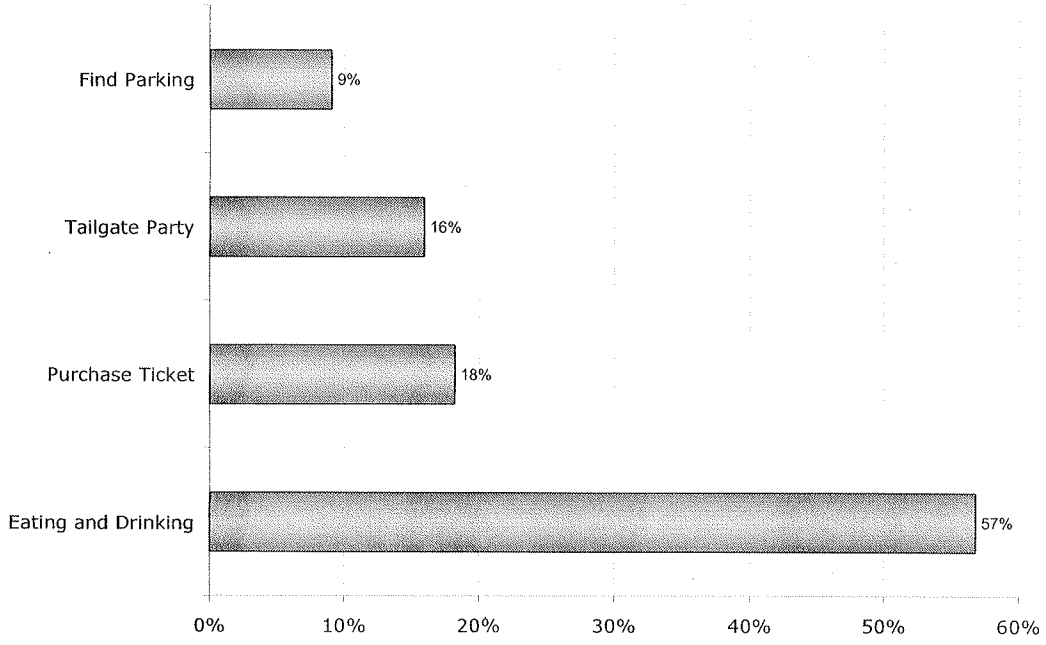
10. Under what circumstances would you choose not to drive and park for future events at PGE?

DETAILED SURVEY RESPONSES

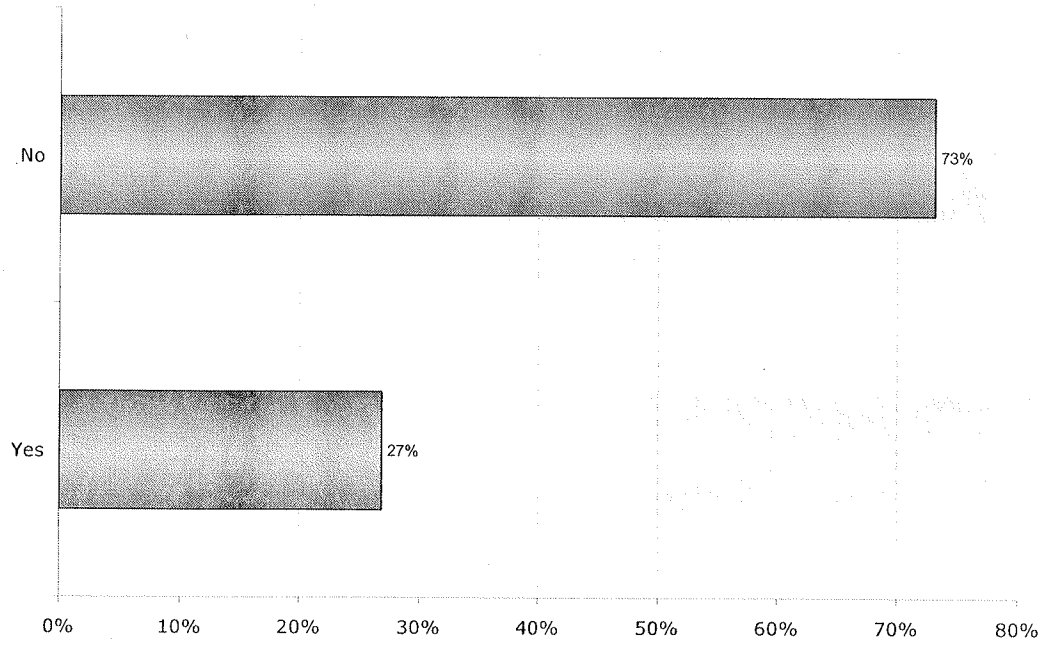
Question1: Did you come to PGE Park early for other purposes?



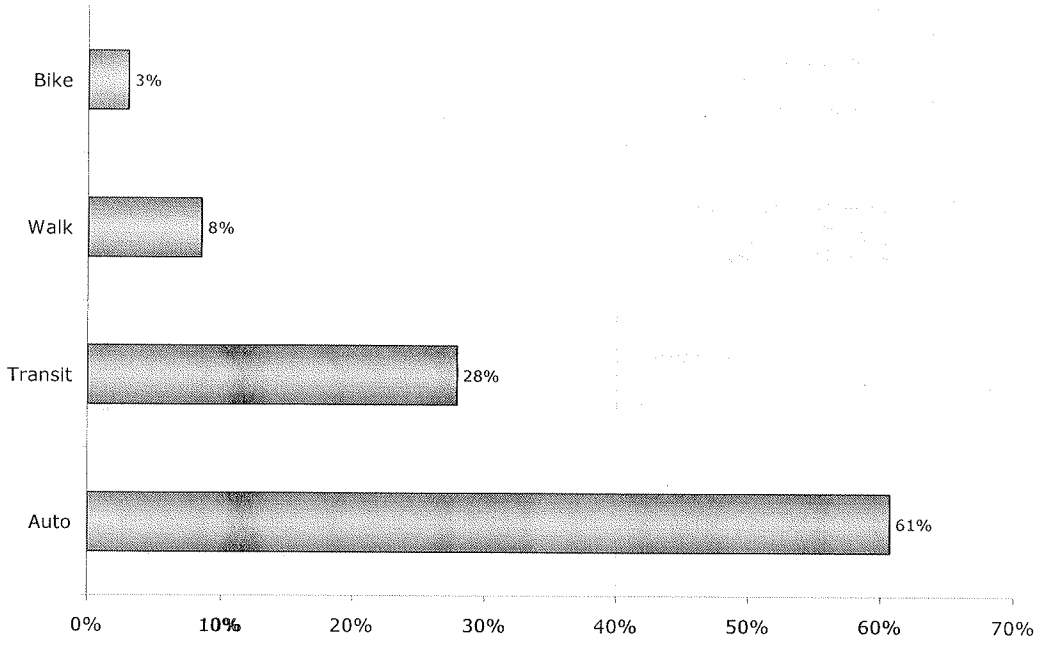
Question 1A



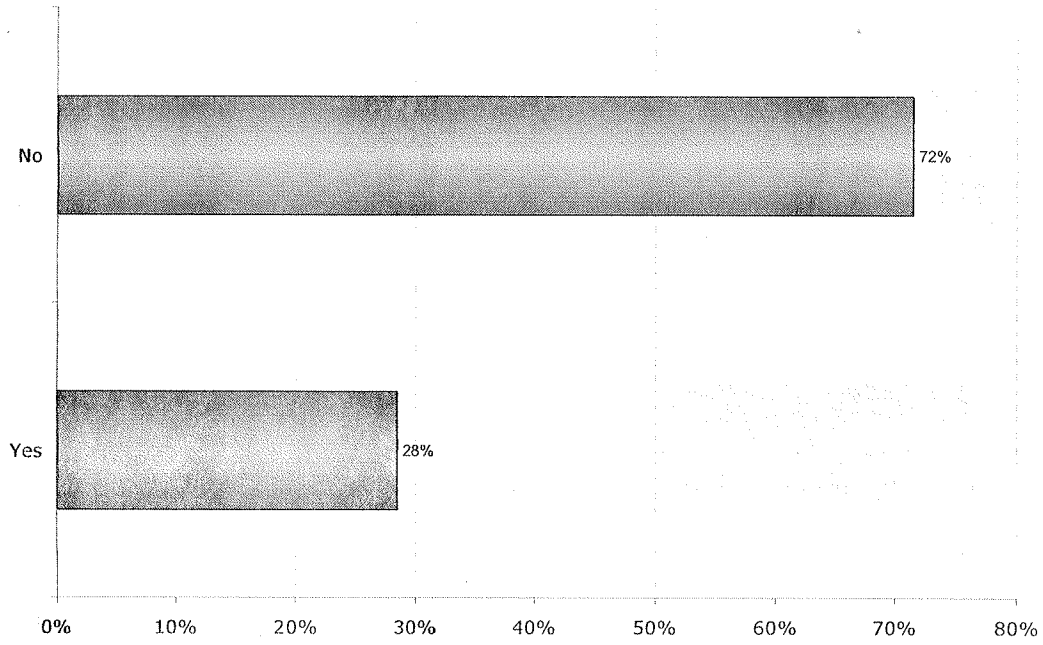
Question 2: Will you stay after the game for other purposes?



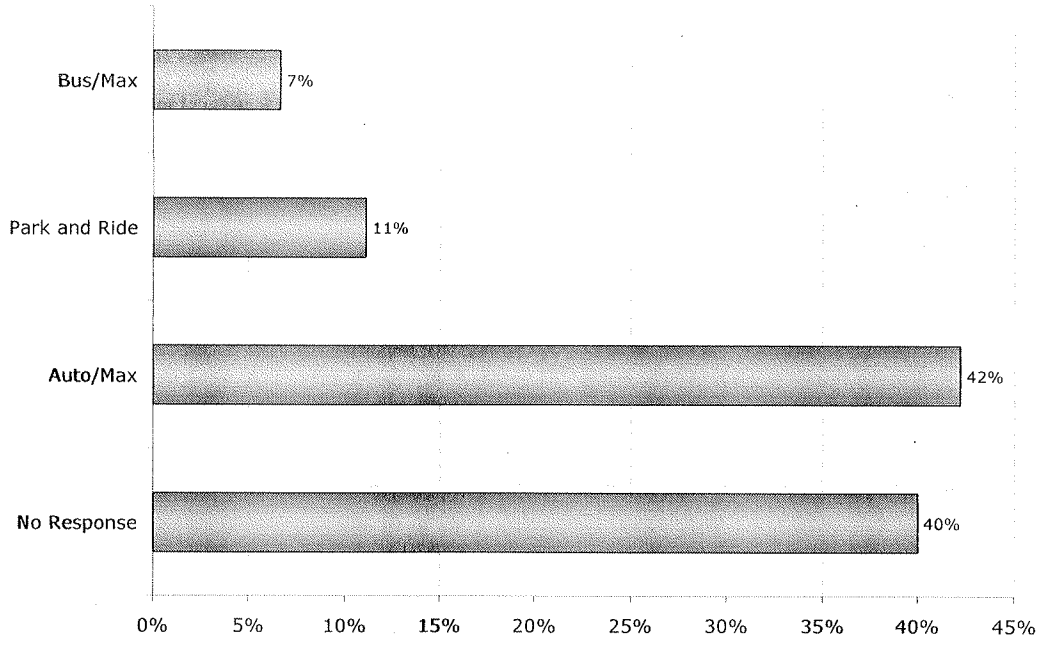
Question 3: What was your primary travel mode for this trip?



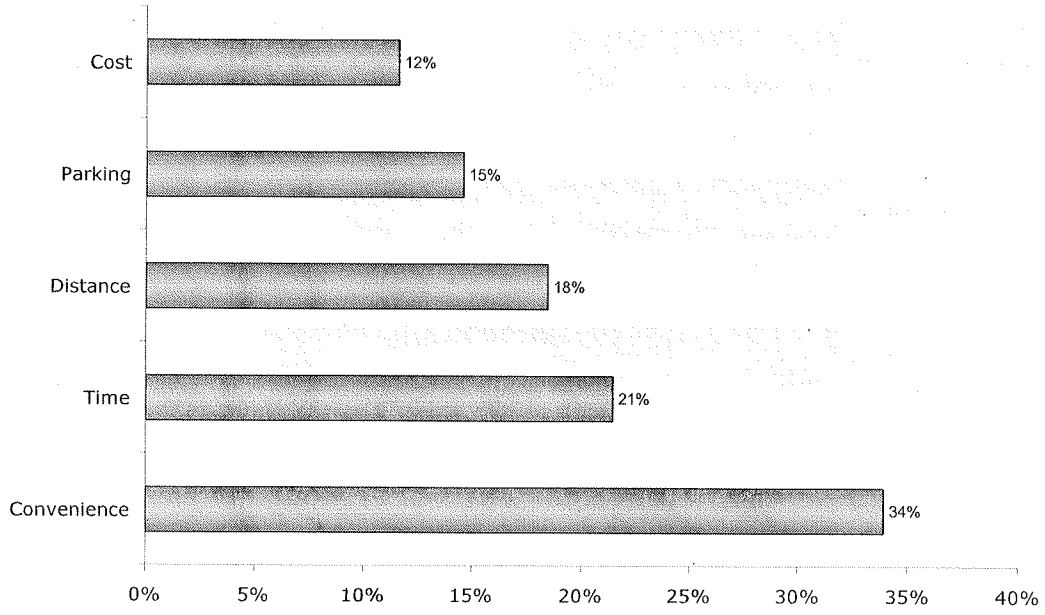
Question4: Did you use more than one mode to reach PGE Park?



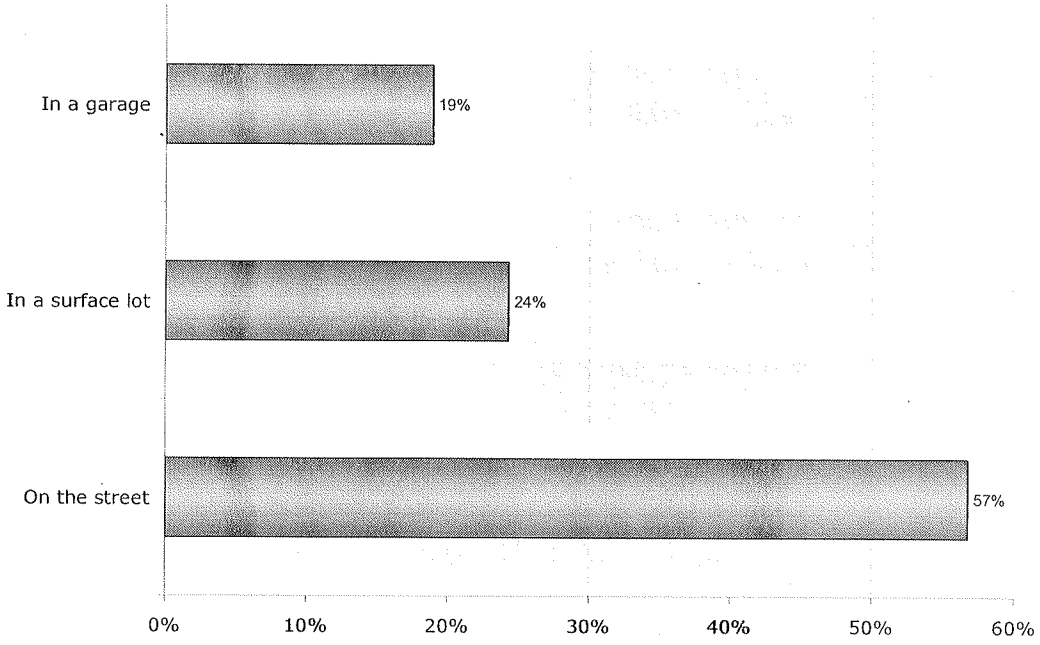
Question 5a



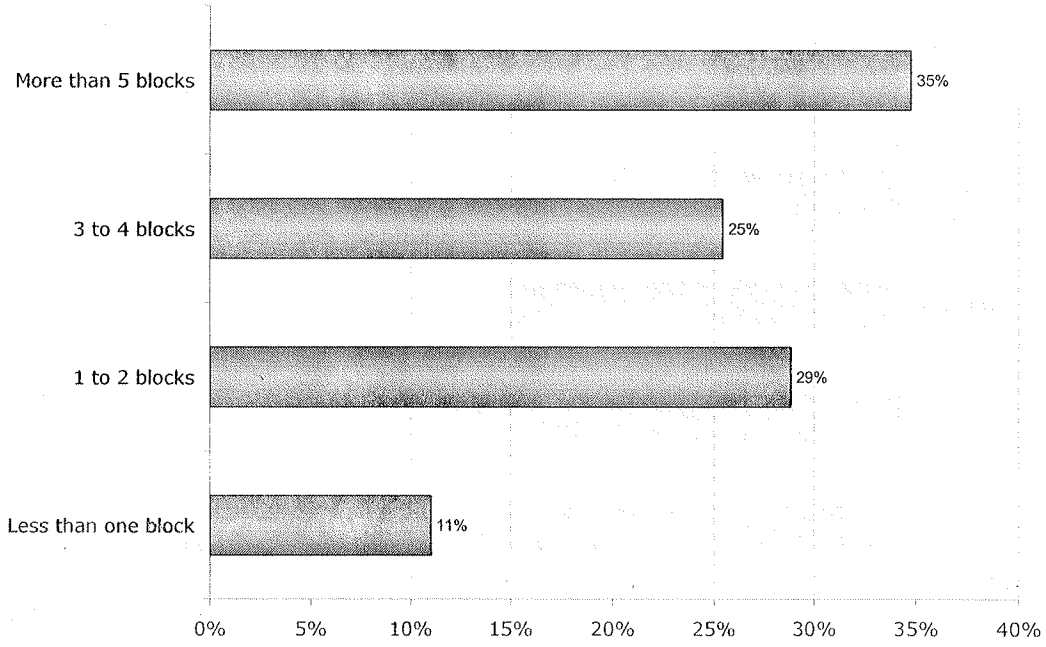
Question 6: What were the top three factors influencing your travel mode?



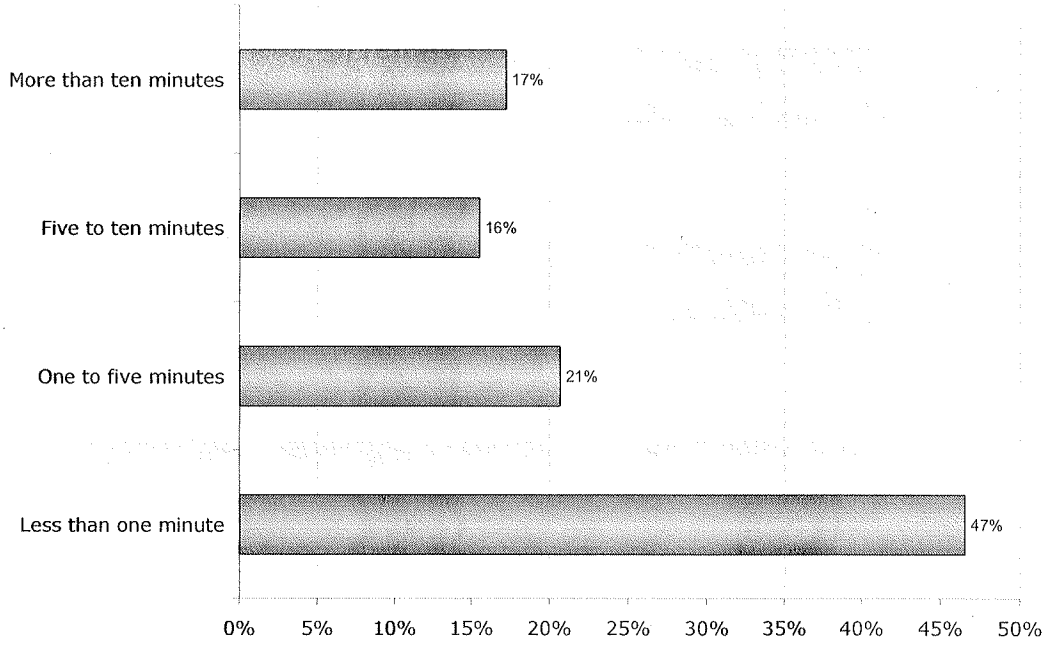
Question 7: If you drive, where did you park?



Question 8: How close did you park?



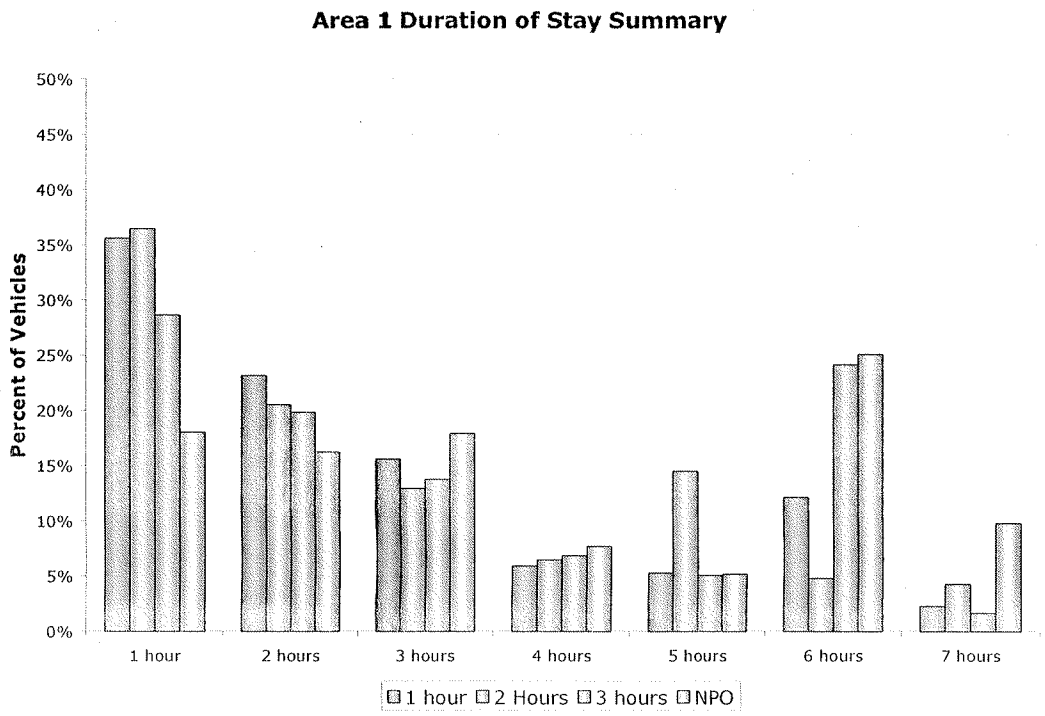
Question 9: How long did you look for a parking space?

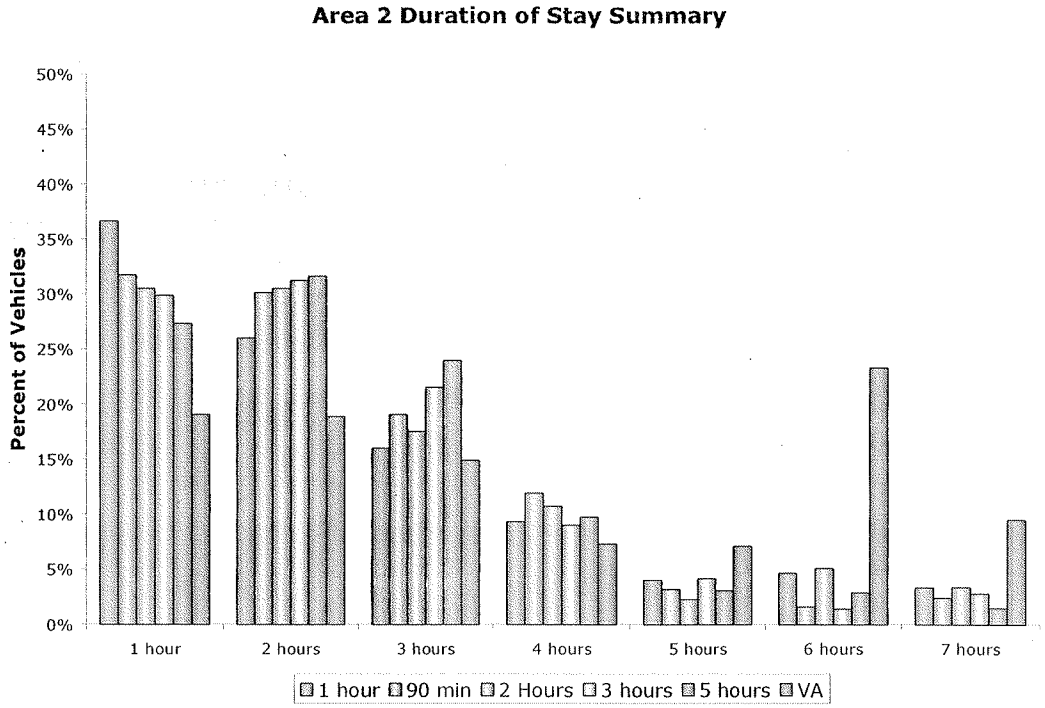


Appendix B

Detailed Duration of Stay Information

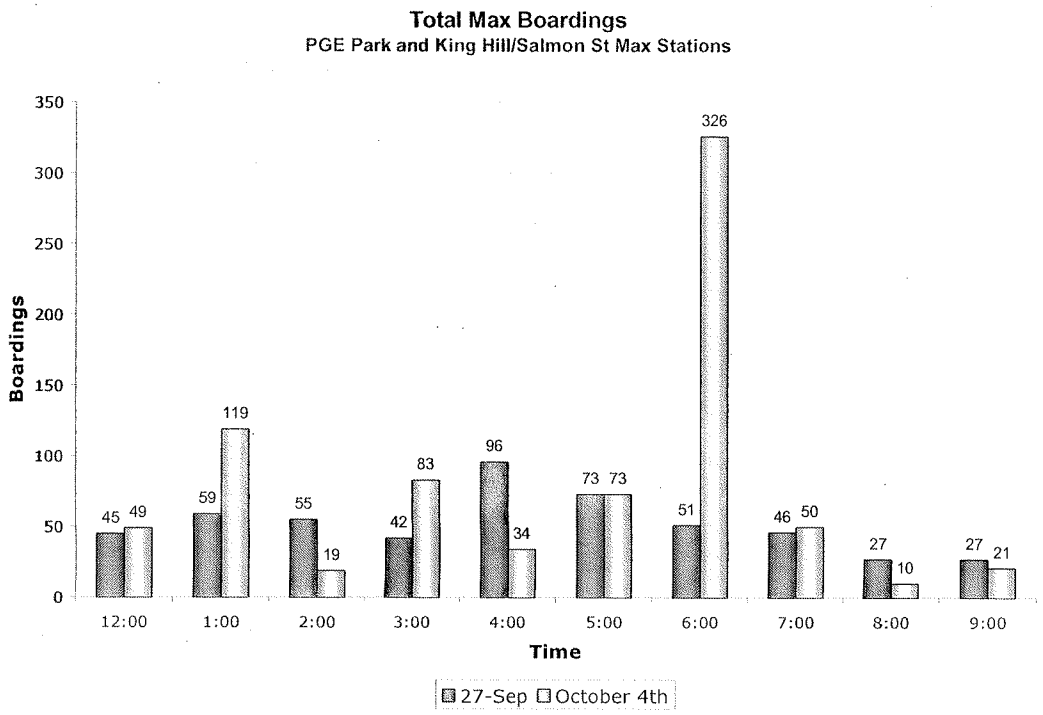
DETAILED DURATION OF STAY INFORMATION

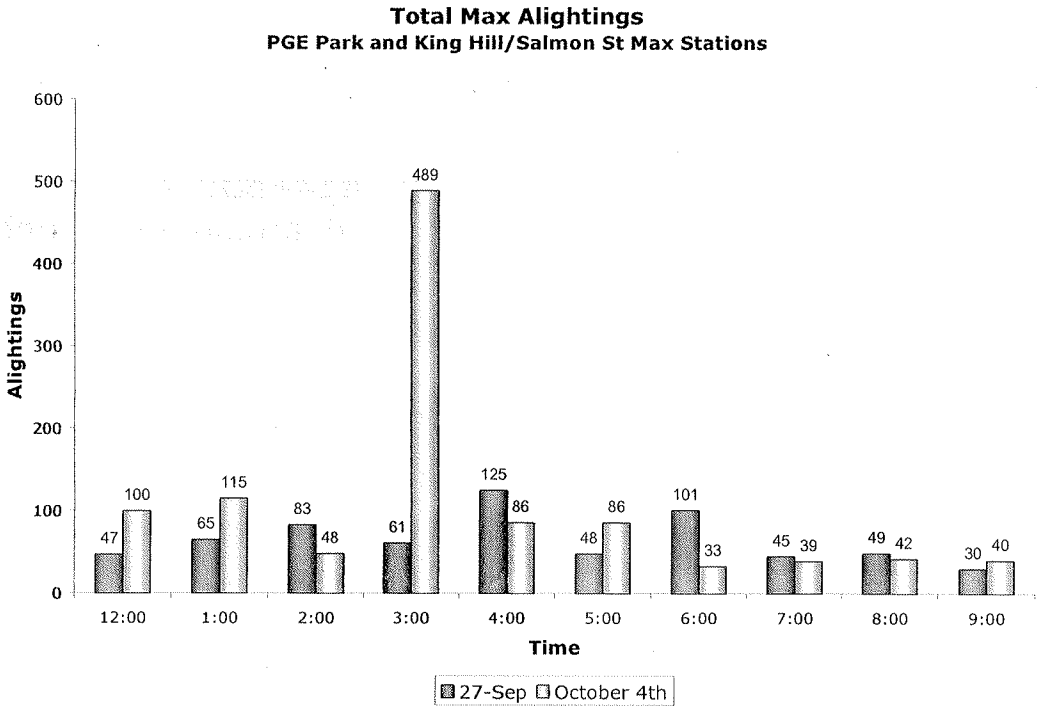




Appendix C
Boarding and Alightings
Near PGE Park

MAX BOARDINGS AND ALIGHTINGS NEAR PGE PARK





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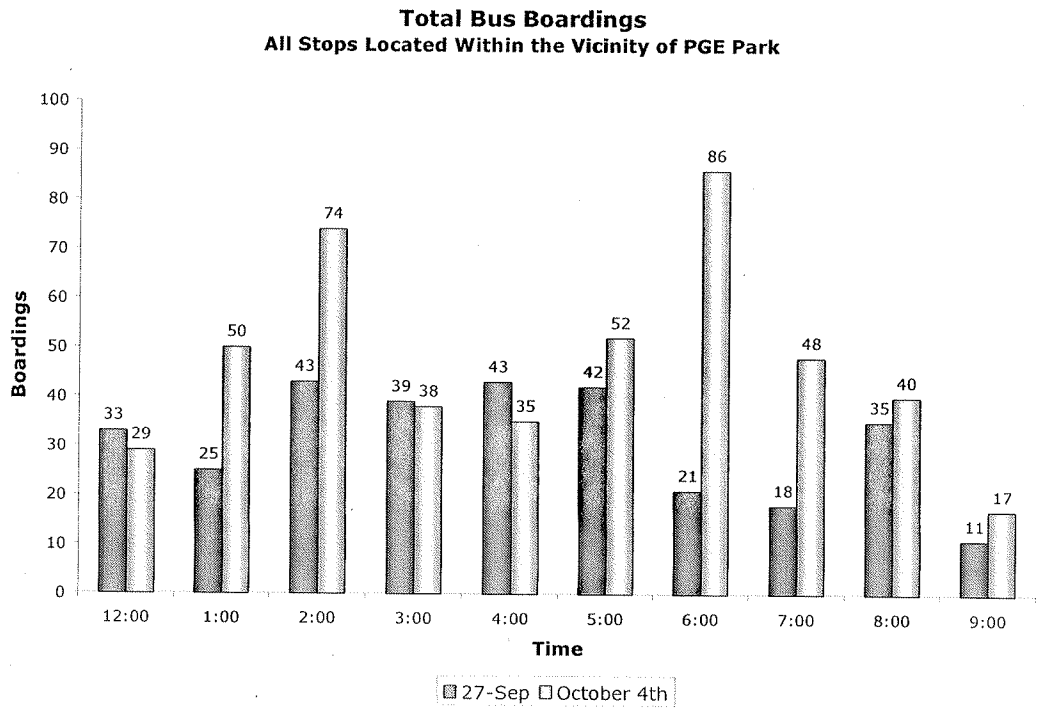
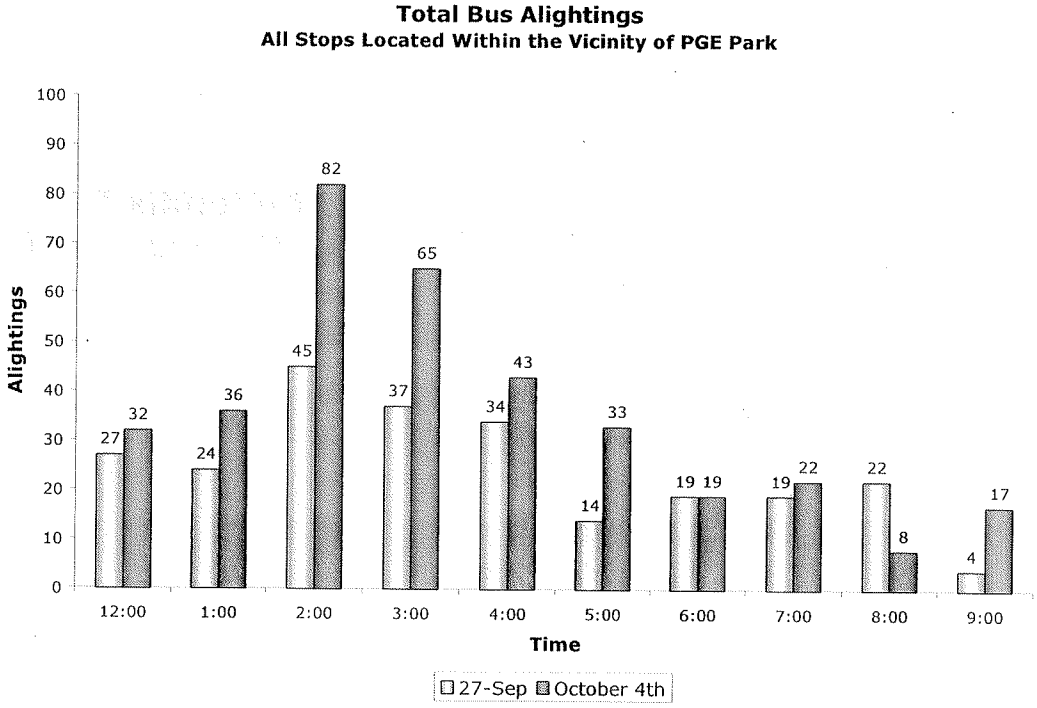
BUS BOARDINGS AND ALIGHTINGS NEAR PGE PARK





Appendix D
Meetings and Interviews

MEETINGS AND INTERVIEWS

The following describes the contacts and meetings that helped identify revisions to the CTMP that would effectively mitigate transportation-related impacts to the neighborhoods around PGE Park.

City staff members responsible for managing the stadium's design review, land use approval process and construction permitting were consulted to confirm their transportation-related expectations and procedural protocols. The following staff members assisted:

- Kara Faravanti, Portland Bureau of Development Services
- Karl Lisle, Portland Bureau of Planning and Sustainability
- Kurt Krueger, Portland Bureau of Transportation

The current CTMP was reviewed with **project management representatives** from PGE Park, the City of Portland, Peregrine Sports/ICON Venue Group and ABA Architects to get an initial assessment of each mitigation measure's performance since the CTMP was adopted in 2000.

Individual specialists most familiar with various transportation-related issues were consulted directly and their advice and observations were incorporated into a set of draft mitigation recommendations. The following individuals were consulted:

- Ken Puckett, Vice President of Operations for PGE Park
- David Logsdon, City of Portland
- Doug Thompson, Portland Bureau of Transportation, Special Events Coordinator
- Sarah Figliozzi, Portland Bicycle Parking Specialist
- Jeff Smith, Portland Bicycle Operations Specialist
- Ramon Corona, Portland Parking Management Supervisor
- David Crout, TriMet boarding/alighting data technician

The draft CTMP recommendations were reviewed with the **project management team** to assess their viability, thoroughness and effectiveness and to refine the specifics of each mitigation measure when necessary. A second draft of the CTMP was then prepared.

The draft CTMP recommendations were presented to the **GNA working group** hosted by David Logsdon and consisting of representatives of PGE Park, GHFL and NWDA. The working group met weekly to revise the current GNA as needed. The recommended CTMP met with their approval

Appendix E

CTMP Single page Descriptions

MEASURE 1: EXTEND "FREE RAIL ZONE" TO GOOSE HOLLOW

Description:

The westerly boundary of the MAX Free Rail Zone is currently SW 10th Avenue. This measure would extend the westerly boundary so it includes the MAX stations at SW 18th/Morrison and SW 18th/Salmon in Goose Hollow. These two stations are only one minute apart.

Objective:

Encourage PGE Park patrons to use parking garages in the downtown core, particularly the Smart Park structure at SW 10th and Alder. Encourage those who drive to Park events to drive directly to parking garages instead of circulating on the streets looking for an on-street parking space.

Discussion:

Providing free and convenient light rail transportation between downtown garages and the Park would compliment Mitigation Measure 9 (Prepaid event parking at various private lots) .

Cost/Revenue

Operating costs would not change.

A relatively small amount of revenue would be lost. Only those who currently buy a ticket to specifically travel between today's Free Rail Zone and the Goose Hollow stations would no longer need to pay.

Implementer: TriMet

Implementation Details:

Move fare inspectors to reflect the new Free Rail Zone boundary.

Challenges/Opportunities:

The Goose Hollow Foothills League endorses this measure.

Implementing this measure may be beyond the control and influence of those who operate PGE Park.

MEASURE 2: ADD ADDITIONAL MAX TRAINS AFTER EVENTS

Description:

Retain this existing CTMP mitigation measure. The measure states: "At attendance of 5000+ some form of additional trains is recommended by the CTMP. [PGE Park] needs to communicate expected attendance with TriMet two days in advance of events."

Objective:

Encourage MAX ridership by providing convenient MAX service after events.

Discussion:

This measure is part of the current CTMP and should be continued. PGE Park and TriMet have established an ongoing working relationship that has made Measure routine.

Providing good MAX service after events, when everyone wants to leave at the same time, is important for encourage MAX ridership.

Cost/Revenue

Refer to existing financial arrangements. Hopefully ridership will more than pay for the additional service.

Implementer: TriMet in cooperation with PGE Park

Implementation Details:

Current CTMP implementation details will continue to apply.

Challenges/Opportunities:

Major League Soccer event attendance is anticipated to be relatively predictable. This could simplify the communications protocol between PGE Park and TriMet. An alternative protocol would be to simply agree that two extra Blue Line MAX trains will be provided in each direction during the first 30 minutes after a Timbers match.

MEASURE 3: SEASON TICKET HOLDERS GET FREE TRIMET PASSES

Description:

Retain this existing CTMP mitigation measure. Continue providing free all-day all-zone TriMet passes to Timbers season ticket holders for the day of the match.

Objective:

Encourage transit ridership.

Discussion:

This is a current mitigation measure and has been an ongoing practice involving coordination between PGE Park and TriMet. Its effectiveness is difficult to measure but anecdotal information indicates that this measure is popular with season ticket holders.

There are currently approximately 500 Beaver season ticket holders and 2500 Timbers season ticket holders. Season ticket sales are expected to be much greater than this when MLS arrives. An anticipated 12,000 ticket holders will be eligible for free day-of-game transit passes through full or partial season ticket sales. If the TriMet pass program continues, transit ridership could increase significantly.

Cost/Revenue:

All-day all-zone transit passes currently cost $4.75.

Implementer: PGE Park

Implementation Details:

This would be a continuation of current PGE Park-TriMet cooperation.

Challenges/Opportunities:

It is anticipated that most Timbers tickets will be season tickets. As a result this measure will encourage transit use.

The possibility of expanding this program to include the options of discounted parking passes or free secured bike parking should be explored.

MEASURE 4: PERMANENT BIKE PARKING

Description: Provide permanent bike "staples" for as many bikes as possible within 300 feet of the Park's entry gates. Provide additional temporary bike parking capacity for weekend daytime soccer matches.

Objective: Encourage bike ridership as a convenient transportation alternative.

Discussion:

Many Major League Soccer fans will be traveling distances that make cycling an impractical alternative.

Permanent bike parking for 300 bikes would accommodate 1.5% of a capacity crowd (20,000 people). 1.5% may seem like a small percentage but it is a large percentage of the Park patrons who live within cycling distance of the Park. According to Portland Bureau of Transportation staff, most cycling trips to/from the Park will tend to be no longer than 3.5 miles. A relatively small percentage of total attendance will be traveling less than 3.5 miles.

Providing bike parking very close to the Park and in numbers that help assure that a cyclist will find an available rack will enhance convenience for cyclists.

Weekend matches that begin and end in daylight can be expected to draw the most cyclists. Providing temporary bike parking spaces would help serve this peak demand condition.

Cost/Revenue:

Permanent bike parking "staples" cost approximately $250 to install. Dero brand stackable portable bike racks are one option for serving peak bike parking demands. Their cost is yet to be determined.

Implementer: PGE Park

Implementation Details:

Develop a map showing existing and potential bike parking locations. Work with City Transportation staff to identify permanent bike parking opportunities.

Challenges/Opportunities:

Bike parking should be located near the Park gates but not where it interferes with pedestrian circulation, ticket window and gate access, or emergency access considerations. Preferably adequate bike parking should be in a single location so cyclists know they can go directly to parking and not need to circulate looking for parking opportunities.

MEASURE 5: SECURED BIKE PARKING FOR EVENTS

Description:

For a fee, provide secured bike storage to supplement permanent bike rack parking.

Objective:

Encourage bike ridership as a convenient transportation alternative.

Discussion:

Secured bike parking would serve cyclists who prefer the extra reassurance that their bike is being monitored. This would be especially important to those who have panniers and other accessories that they would prefer not to take into the Park.

Because there is no space in PGE Park, a temporary secure area would need to be established and staffed outside the Park.

Materials associated with the operation (fencing, temporary racks, and perhaps street closure signs and barricades) would need to be purchased, assembled for the event, disassembled after the event and stored. Another alternative would be to rent the materials. A third alternative would be to contract with a private bike storage vendor.

Cost/Revenue:

Charging a fee for this service would defray costs.

Implementer: PGE Park

Implementation Details:

This measure will require a staff to assemble, operate and disassemble the secured area. Implementation will involve setting up the secured bike storage location approximately 90 minutes before the match, collecting fees and guarding the bikes until approximately 30 minutes after the match.

Challenges/Opportunities:

Finding a location to store a large number of bicycles near the Park entry gates could be a challenge.

This measure will require ongoing staffing and management.

MEASURE 6: RETAIN EXISTING RESIDENTIAL PARKING PERMIT PROGRAM (RPPP) AREAS

Description:

Keep the existing RPPP areas intact.

Objective:

Prevent Major League Soccer patrons from parking in RPPP areas.

Discussion:

The RPPP areas are part of the current CTMP. They are popular with the community and should be retained.

Cost/Revenue:

Ongoing costs associated with administering the RPPPs are covered by parking permit fees.

Implementer: City

Implementation Details: Continue the current programs

Challenges/Opportunities: None

MEASURE 7: REDUCE VISITOR PARKING TIME LIMIT IN RESIDENTIAL PARKING PERMIT PROGRAM (RPPP) AREAS

Description:

To prevent soccer patrons from parking in RPPP areas, reduce RPPP visitor parking time limits from two hours to ninety minutes.

Objective:

Prevent Major League Soccer patrons from parking in RPPP areas.

Discussion:

Because soccer matches are typically two hours long, the current visitor time limits may not effectively discourage soccer patrons from parking in the neighborhoods.

Baseball games were more than three hours long, so the two-hour time limit prevented baseball patrons parking in the RPPP areas.

Reducing the time limits may negatively impact neighborhood residents on non-game days.

Cost/Revenue:

There would be an expense associated with modifying the signs

Implementer: City

Implementation Details: To be determined

Challenges/Opportunities:

Obtain feedback from Goose Hollow and NWDA regarding visitor time limits. Modify visitor time limits to 90 minutes if feedback supports this change.

MEASURE 8: CONDUCT ONSTREET PARKING ENFORCEMENT

Description:

Provide enforcement of on-street time limits before and during games.

Objective:

Discourage event patrons from parking illegally in Residential Parking Permit Program (RPPP) areas and in short-term metered stalls.

Discussion:

Parking enforcement presence before events will provide a visible deterrent against illegal parking without utilizing a large number of parking deputy hours. Deploying deputies to the vicinity of PGE Park when patrons are arriving will encourage them to choose legal parking alternatives.

Enforcement will help protect RPPP areas as well as encourage the appropriate use of metered parking stalls in the vicinity of the Park

Cost/Revenue:

Additional revenue potential through tickets issued.

Implementer: Portland Bureau of Transportation Parking Enforcement Section

Implementation Details: To be determined.

Challenges/Opportunities:

It has been reported that event day parking enforcement has historically been rare.

MEASURE 9: PREPAID EVENT PARKING AT VARIOUS PRIVATE LOTS

Description:

Offer prepaid parking at various lots at a discount.

Objective:

Encourage those who drive to go directly to prearranged parking locations instead of circulating throughout the neighborhood looking for parking.

Discussion:

Event parking passes sold over the internet could be discounted in order to encourage patrons to buy passes in advance and as a result drive directly to their parking location, avoiding having to circulate looking for parking.

Cost/Revenue:

Revenue could be shared between parking providers and PGE.

Implementer: Initiated by PGE Park.

Implementation Details:

Details will need to be negotiated among the parties.

Challenges/Opportunities:

Web-based sales would need to be set up.

MEASURE 10: SPECIAL GROUP BUSES

Description:

Encourage large groups to travel to the Park by bus.

Objective:

Minimize automobile parking demand.

Discussion:

Special group buses offer convenience and opportunity for groups to spend even more time together.

Travel by bus may be an especially desirable alternative for groups that come to the Park from longer distances. For example a group from Salem may find it less expensive to travel to a soccer match by bus.

Providing bus transportation may also be an effective means of drawing customers to local restaurants/tavern before and after games.

Cost/Revenue

This measure could pay for itself through bus fares and/or subsidies from the bus' sponsor.

Implementer: Private bus services

Implementation Details:

Bus parking is available on SW Salmon Street in front of Lincoln High School.

Challenges/Opportunities:

Bus transportation may not be as attractive for local groups where traveling by car may cost less than traveling by bus. For example if a family of 4 can travel by car and park for less than the cost of 4 bus seats, then group buses may not be as attractive.. If group buses can be subsidized to make it affordable, perhaps it will draw patrons who would not have come to the game otherwise. Revenue that is lost through transportation subsidies might be redeemed through purchases at the match.

MEASURE 11: WEB-BASED DAY-OF-GAME INFORMATION

Description:

Create a tab on the PGE Park and Timbers websites providing mode-specific information about traveling to events.

Objective:

Promote alternatives to car travel.

Discussion:

Identifying each mode's terminus in relationship to the Park's entry gates will emphasize the superior location of MAX stations and bike parking compared to vehicle parking.

Emphasizing the location of parking garages will also encourage patrons to go directly to a garage instead of circulating to find onstreet parking.

Identifying the Residential Parking Permit Program (RPPP) neighborhoods will let patrons know ahead of time that they should not even explore parking in the neighborhoods.

Cost/Revenue

Minimal cost

Implementer:

PGE Park and Timbers

Implementation Details:

Locate the website tab in a prominent position where people will find it easily. Include a map identifying RPPP neighborhoods, bike parking, MAX stations, bus stops, parking lots and garages, Park entry gates and ticket windows.

Challenges/Opportunities:

Challenges are minimal.

MEASURE 12: TEMPORARILY CLOSING SW MORRISON STREET

Description:

Close eastbound SW Morrison Street between SW 18th Avenue and SW 20th Avenue and between W Burnside Street and SW 20th Avenue during soccer matches.

Objective:

Encourage pedestrian circulation and accommodate a variety of potential activities.

Discussion:

Mitigation 14 in the current CTMP states, "The CTMP allows for closing streets adjacent to the Park. For projected attendance over 14,000 streets can be closed without approval of adjacent neighbors and by going through the street closure procedure."

Anticipating that Major League Soccer games will consistently draw at least 14,000 fans per game., Mitigation 14 could be executed at all matches.

Providing westbound traffic flow between SW 18th and SW 20th Avenues retains access to onstreet parking and the Civic's parking garage.

Possible transportation uses of SW Morrison Street could include temporary bike parking and temporary bus loading/unloading.

Cost/Revenue:

Cost would be limited to the cost of appropriate traffic control signing and possibly temporary fencing.

Implementer: PGE Park

Implementation Details:

The City would need to issue a street use permit allowing PGE Park to close the street.

Challenges/Opportunities:

Storing street closure materials will require space. Implementing street closures will require staffing.