

November 15, 1981

MEMORANDUM

TO: Claire Reese
FROM: Jack Mason
SUBJECT: W.O. 35682

This project is being done to accomplish two goals. The first is to prepare for the South Waterfront reconstruction. The EF-20 controller at Front at Market, Clay, Columbia and Jefferson will eventually be replaced by DCS 170's. The Front Ave. master needs to be a fixed time controller. The second goal is to simplify the off-line operation of Front Ave.

Ankeny and Ash Change from R5 to R6. Use existing TP chips and blow as shown.

Ankeny	42-1111	191-0111
Ash	53-1111	86-0111

Pine New CYC1/TP1 & SP1/SP2

Oak New CMC1/TP1 & SP1/SP2. Disconnect D2 from APA

Stark New SYS1/TP1 & SP1/SP2. Re-activate E & W pedestrian pushbuttons.

Morrison Br. New CYC1/TP1, CYC2/TP1, CYC3/TP1 & SP1/SP2. Connect cabinet as shown on CW-5-601.

Morrison New CMC1/TP1. Remove ~~resistor~~ switching relay.

Yamhill-Salmon New CYC1/TP1 & SP1/SP2

Jefferson-Clay New dial 1 settings, new cam breakout.

Market Rewire cabinet for single dial operation.

Harrison New dial 1 setting.

If you have any questions, please call. On the date that you implement these changes please notify me. We will have to change the computer tables to reflect these changes.

December 16, 1980

Larry Roberts
Portland Development Commission
1500 S.W. First Avenue
Portland, Oregon 97201

Re: South Downtown Waterfront Project

Dear Mr. Roberts:

This letter is to clarify this Bureau's position regarding the pedestrian cross-walks proposed crossing S.W. Front Ave. at S.W. Columbia Street, and S.W. Clay Streett

- 1) S.W. Columbia Street: The plans show 1 pedestrian cross-walks across S.W. Front Ave. on both sides of Columbia Street. After reviewing this location we agree to this proposal.
- 2) S.W. Clay Street: At this location a pedestrian cross-walk is shown crossing Front Ave. on the north side of Clay Street. We cannot approve of this pedestrian cross-walk for the following reasons:
 - a) There is an extremely heavy right turn movement from the westbound Clay St. ramp to northbound Front Ave. (approximately 54% of all Clay St. ramp traffic turns right.) Because of this heavy right turn volume, the pedestrian movement can not get on at the same time.

- B) Any pedestrian movement across Front Ave. on the north side of Clay St. would be required to cross Front Ave. a half at a time. While there is room to store the pedestrians, this bureau does not feel it is good practice to leave pedestrians halfway across, nor is it a pleasant experience for the pedestrians to be waiting in the middle of a street like Front Ave.
- C) CH₂Hill shows four lanes approaching Front Ave. on Clay St. for their capacity analysis. There are only 3 lanes approaching today. This is because the existing width is not adequate to allow a 4th lane with such a heavy turn volume. Even with a 4th lane on Clay St. the V/C ratio is 1.07 A.M. and 1.08 P.M. at "D" level, which means the intersection is operating at E-F level of service by allowing the pedestrian crossing on the north side.

We approve of a pedestrian cross-walk on the south side of Clay Street across Front Ave. as it exists today. This would allow pedestrians to still cross Front at Clay St., or they could walk 200 ft. to Columbia St. and cross directly into the park areas.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:MUB:mc

PORTLAND DEVELOPMENT COMMISSION

MEMORANDUM

File

URB 10-19.4

September 24, 1980

TO: South Downtown Waterfront File
FROM: Sandra M. Peterkort *SNP*
SUBJECT: September 24, 1980 - South Downtown Waterfront Transit Meeting

Present: ✓ Mike Bauer, City of Portland - Traffic Engineering
Robert J. Berg, Parsons Brinckerhoff (Tri-Met)
Carl H. Buttke, Consulting Transportation Engineer (PDC)
Larry Dully, PDC
John Griffiths, Tri-Met
Lee Hames, City of Portland - Bureau of Planning
Michael Kyte, Tri-Met
Brian Mostue, CH2M Hill (PDC)
Sandra Peterkort, PDC
Scott Reese, City of Portland - Park Bureau
Larry Roberts, PDC
Gale Taylor, PDC

Larry Dully of PDC opened the meeting and explained the developments planned to take place in the South Downtown Waterfront area. It was noted that PDC is reserving a corridor for the LRT through the project area, as well as purchasing property which later is planned for use as a LRT station. The purpose of the meeting was to discuss the possibility of bus service commitments from Tri-Met for the site, as well as to resolve the LRT alignment question at Front and Columbia.

Carl Buttke explained the implications of the revised parking policy for the site. Mode split has been set at 50 percent, which would involve 900 to 1000 people using transit at the peak period. This translates into 12 to 16 bus trips per hour to the site, and with a 20-minute turnaround time for a shuttle to the transit mall, ties up to 4 to 6 buses.

The discussion of this topic covered timing of the various private development parcels, alternate means of providing transit service to the site, and the possibility of closer transfer points which could reduce shuttle turnaround time.

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SEP 26 1980
BUREAU OF
TRAFFIC ENGINEERING

It was noted by Buttke and Dully that bus service and the provisions of the parking policy are tied together. If the parking policy is implemented with its 50 percent mode split assumption, and Tri-Met cannot supply the needed service, it is possible that the area will never develop. This would violate the City Council's adopted redevelopment plan. If Tri-Met cannot serve the site at the needed level, this should be determined before the parking policy is set, and possibly more parking could be provided. Planning Commission consideration is scheduled for September 30. Mike Kyte agreed to write a letter discussing a transit plan for the South Downtown Waterfront area, after meeting with Tri-Met's Consultant.

The next item of discussion was the LRT alignment at the corner of Front and Columbia and its relationship to the park design. Tri-Met and Traffic Engineering had found the turn alignment in the intersection undesirable from an auto and pedestrian safety standpoint. The turn and the park were then redesigned by CH2M to respond to these concerns.

Scott Reese commented that he was concerned about the appearance of the track in the park area; circulation of pedestrian traffic; screening the LRT area without obscuring it from view; and warnings for pedestrians. It was noted that the design of the park before installation of LRT was acceptable. A phased program was suggested. The first stage would be built as designed. When LRT was constructed, the South pedestrian crossing would be widened, a larger pedestrian refuge constructed on the southeast corner, and a second path east of the LRT line constructed between the entry plaza and the riverfront esplanade as it continues south of the bowl.

John Griffiths of Tri-Met and Mike Bauer of Traffic agreed to send written acceptances of the new alignment as soon as possible so that CH2M can go forward with final design.

After a comment by Robert Berg that he has been asked to examine a connection into Jefferson Street, PDC staff and consultants emphasized that such an alignment would be very debilitating to the design of the park and extremely disruptive to the public improvements design process.

Larry Dully stated that a commitment from the Tri-Met Board is necessary to fix the location of the corridor between S.W. Columbia and S.W. Harrison. This will be pursued by PDC.

SMP:eg

cc: Meeting Attendees

URB #4
10-19.4

September 24, 1980

Larry Dully
Portland Development Commission
1500 S. W. First Avenue
Portland, Oregon 97201

Re: South Downtown Waterfront Project

This Bureau has reviewed the revised potential light rail transit corridor as it enters the project site from S. W. Columbia Street.

The original proposal showed the LRT alignment making a sharp turn in to the project site directly in the intersection of S. W. Columbia St. and S. W. Front Ave. As has been previously stated, we felt the original design would cause confusion for northbound Front Ave. drivers, by requiring vehicles to stop approximately 50 ft. south of Columbia Street. This would also cause substantial loss of vehicle storage area on Front Ave.

The latest ~~proposal shows the LRT alignment~~ *essentially* crossing Front Ave. before turning sharply to the south through the project site. We approve this alignment and feel it addresses our previous concerns.

If and when LRT comes through the project site, the pedestrian storage area at the S. E. corner of Columbia should be enlarged to provide adequate safety area between the LRT vehicles and pedestrians. Also, a pedestrian walking area to the east of a future LRT alignment would reduce the necessity of pedestrians having to cross the light rail tracks when walking north and south through the development site.

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Bauer

DATE

9/28/80

STAFF

BAUER

X BERGSTROM

BOLLING

BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DX DAVIS *ED*

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

LOOMIS

X MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

OK REC SCHOMANN

SPEER

STARK

WEBER

WETMORE

JWS WILSON, JIM

WILSON, MAURY

CIRCULATE

X INITIAL

X FILE

FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO

SEE ME

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

PLEASE DISCUSS WITH ME

*The agreement looks OK
to me. MUB*

*Bob Davis — do you have
any problems with the billing
procedure as outlined on Page
8*

No Answer by 8/1

means we approve.

PARKING PATROL DIVISION

Recommend

approving by filling 2



DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Allison Logan Belcher
Gary W. Masner
Randolph L. Miller
Walter C. Mintkeski
Louis Scherzer

Robert J. Holmes
Executive Director

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

Handwritten signature in red ink: "Bauer MB"

July 23, 1980

LB10-19.4

MEMORANDUM

TO: M. J. Martini, Bureau of Traffic Engineering
Dave Vargas, Bureau of Street & Structural Engineering
R. G. Sunnarborg, Bureau of Sanitary Engineering
Mary Nolan, Street Lighting Division
John Phipps, Bureau of Maintenance
Scott Reese, Bureau of Parks and Public Recreation
Dick Vrooman, Bureau of Water Works

FROM: Lawrence L. Dully, Acting Director of Development *L. Dully*

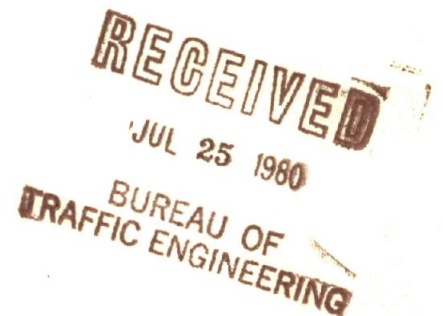
SUBJECT: South Downtown Waterfront Phase I Public Improvements
Revised Street and Park Agreements

Enclosed are the street and park construction and maintenance agreements which were revised after receiving comments on the first draft.

Please review the changes, which are highlighted in yellow. Any further comments should be sent to me by August 1, 1980. If I do not hear from you by that time, I will assume that you have no problems with the revised agreements, and we will go ahead with them.

LLD:1m

Enclosure



INT 4-6



MAYOR
CONNIE MCCREADY

OFFICE OF
PLANNING &
DEVELOPMENT

COWLES MALLORY
ADMINISTRATOR

1220 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
(503) 248-4545

August 22, 1980

MEMORANDUM

TO: OPD Management Team

FROM: Cowles Mallory, *[Signature]* Administrator

SUBJECT: Management Team Meetings

The next meeting of the OPD Management Team will be from 8:30 to 9:30 a.m. on Tuesday, September 2nd.

Unless there are conflicts, it is my intention to hold team meetings at that time on the first and third Tuesday of each month.

CM:jt

[Handwritten signature]

RECEIVED
AUG 25 1980
BUREAU OF
TRAFFIC ENGINEERING

UAB, 0-19.4

July 15, 1980

Larry Dully
Portland Development Commission
1500 S.W. First Avenue
Portland, Oregon 97201

Re: South Downtown Waterfront Project

Dear Mr. Dully:

There was a misunderstanding by this bureau as to the need for PDC to receive an estimated cost for work to be performed by Traffic Engineering on the above project. Following are the costs previously incurred by this bureau and the estimated cost for future work:

- A) Work Previously Performed - - - - - \$250
- 1) Preliminary meeting with CH2M ~~XXXX~~ regarding signal design.
 - 2) Review of preliminary street plans.
- B) Anticipated Future Work - - - - - \$1500
- 1) Participation with CH2M ~~XXXX~~ during signal design.
 - 2) review of preliminary signal design plans.
 - 3) review of final street plans and final signal plans.
 - 4) monitoring of traffic flow and signing during the construction phase (*due to manpower shortages this does not include signal inspection).

If you have any questions regarding the estimated cost, please contact Mike Bauer, Bureau of Traffic Engineering, 248-4431.

Sincerely,

M.J. Martini

MWB:ah

cc: Peter Tryon
Jim Wilson

traffic
JULY 9, 1980

DESIGN, ENGINEERING, CONSTRUCTION
AND FINANCE AGREEMENT

COOPERATIVE PROJECT FOR
PARK IMPROVEMENTS IN THE
SOUTH DOWNTOWN WATERFRONT

Park Agreement

THIS AGREEMENT is made and entered into by and between the PORTLAND DEVELOPMENT COMMISSION, an agency of the City of Portland, Oregon, hereinafter referred to as "Development Commission"; and the CITY OF PORTLAND, OREGON, hereinafter referred to as "City".

W I T N E S S E T H

RECITALS

1. The Portland Downtown Plan adopted by the City Council in December 1972, the Downtown Waterfront Urban Renewal Plan adopted by the City Council in April 1974, and the South Downtown Waterfront Redevelopment Program adopted by the City Council in April 1979, includes development of the area bounded by Front Avenue (Pacific Highway West), the Willamette River, the Hawthorne Bridge, and the Marquam Bridge.
2. By the authority granted in City Ordinance No. 119660, Development Commission and City may enter into agreements for professional and technical services and payment therefor.
3. Under said authority, City and Development Commission plan and propose to design and construct park improvements within the development area, hereinafter referred to as "project". The location of said project and the proposed improvements are approximately as shown on the drawing, Public Improvements: Phase I, attached as Exhibit "A".

4. It is proposed that the project will consist of all work necessary to design and construct park improvements in the area east of S.W. Front Avenue between the Hawthorne Bridge and the extension of S.W. Montgomery Street easterly from Harbor Drive and along the waterfront south of the extension of S.W. Montgomery Street to the Marquam Bridge. Preliminary plans, dated June 6, 1980, have been reviewed by Development Commission and City.
5. The Development Commission will prepare the preliminary plans, and the final plans, specifications and cost estimates, and direct the construction. The City will accept ultimate ownership and maintenance of project improvements. A listing of all parties involved is attached as Exhibit "B".
6. The Development Commission will provide the necessary property interest and easements. The Development Commission will pay all costs of the project at no expense to the City.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

DEVELOPMENT COMMISSION OBLIGATIONS

1. Development Commission shall, upon execution of this agreement, assign a Liaison Engineer to assure that development and implementation of the project is in conformance with City and Development Commission requirements and standards. The Liaison Engineer shall act as coordinator between Development Commission and various City Bureaus. The Liaison Engineer shall be responsible for resolution of conflicts between the parties, concerning design issues, inspections, and enforcement of approved specifications.
2. Development Commission shall, at its own expense, conduct the necessary field surveys, perform or contract for performance of all preliminary engineering not supplied by City required to prepare the final plans, specifications and estimates, obtain any license, permit or other document necessary for demolition, construction, or other project work items, advertise for bids, award all contracts, and furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the construction contract.
3. Development Commission shall relocate or cause to be relocated all streets, utilities, and such other facilities where such relocation is necessary to conform said streets, utilities, and such other facilities with the plans and ultimate requirements of this project. Development Commission Liaison Engineer shall work with City and State in adjustment and resolution of any street, utility, or other conflicts within the development area.

4. Development Commission shall obtain the necessary property interests and easements for construction of the project prior to award of construction contract.
5. Development Commission shall perform the work in accordance with the project work schedule attached as Exhibit "C". The schedule shall be updated periodically with concurrence of Development Commission and City.
6. Development Commission shall arrange conferences with project participants (Exhibit "B") during development, design, and construction to review the work in progress and assure conformance with City and Development Commission requirements and standards. Development Commission shall consult with City Bureaus as described in Exhibit "B" concerning preparation of plans, design changes during engineering and construction, inspections, and enforcement of approved specifications. If conflicts arise, they shall be given to Development Commission's Liaison Engineer for resolution with the affected parties.
7. Development Commission shall direct Development Commission and City reviews and approvals of the revised preliminary plans, and the final plans, specifications and cost estimate, and obtain the necessary Development Commission, and City Bureau approvals in accordance with the project work schedule (Exhibit "C") prior to Development Commission advertisement for contract bids.
8. Development Commission shall provide in their contract documents and specifications, and during construction, for cooperation and coordination of their contractor with others on the site.
9. Development Commission shall present all construction change order requests for design changes to the appropriate City Bureau for review and shall obtain written approval from the appropriate City Bureau within one week prior to giving contractor authorization to proceed.
10. Development Commission shall, upon completion of all construction, forward to City a written request for City final inspections to confirm that all work for improvements described as City's in the approved final plans and subsequently approved change orders is in conformance with City requirements and standards. Development Commission shall also request City acceptance of such improvements for ownership and maintenance.
11. Development Commission shall provide 100 percent (100%) funding for the project.
12. Development Commission shall make payments to City within twenty days of receipt by Development Commission of any City invoice for payment of actual costs incurred on behalf of the project.

13. Development Commission retains the right to terminate or reduce the scope of the project prior to advertisement of construction contract if estimated costs exceed the available funds. Development Commission agrees that should it cancel, terminate, or reduce the scope of the project prior to its completion, Development Commission will reimburse City Bureaus for any approved costs that have been incurred by City Bureaus on behalf of the project.
14. Development Commission shall adopt a resolution authorizing Development Commission officials to enter into this agreement and the same shall become a part hereof and attached hereto as Exhibit "D".

CITY OBLIGATIONS

1. City shall, upon initiation of each phase of the project, have each affected City Bureau assign staff responsible for that bureau's active participation and coordination in the project's development and implementation and for insuring conformance with City requirements and standards.
2. City shall perform necessary design and preliminary engineering as requested by Development Commission and in accordance with the project work schedule (Exhibit "C").
3. City shall, at the request of Development Commission, attend meetings, provide additional information, clarification on design issues, reviews of work in progress, and approvals, if appropriate, for adjustments of design details. City shall direct all requests for project information or adjustments to work in progress to the Development Commission's Liaison Engineer.
4. City shall provide sufficient staff resources for timely and thorough reviews of the revised preliminary plans and the final plans, specifications and cost estimates in accordance with the project work schedule (Exhibit "C"). Upon completion of reviews insuring conformance with City requirements and standards, each affected City Bureau shall provide the Development Commission with a written letter of approval of said plans.
5. City shall, at the request of Development Commission, promptly review all construction change order requests requiring design changes and provide written approvals to Development Commission, if changes are considered justified. City shall submit to Development Commission requests for design changes where City considers such changes are necessary for the project to conform to City requirements and standards.
6. City shall, upon written request from the Development Commission, promptly perform all necessary City final inspections to confirm that all work for improvements, described as City's in the

approved final plans and subsequently approved change orders, is in conformance with City requirements and standards. If at such final inspections all construction provided for and ordered under the contract is found completed and satisfactory to the City, then such inspections shall constitute the final inspection. If work is found unsatisfactory, City shall immediately notify Development Commission in writing of the specific problems noted and the specific corrections necessary to insure conformance with City requirements and standards.

7. City shall, upon completion of satisfactory final inspection, provide to the Development Commission written acceptance for ownership and maintenance all landscaped and planted areas, and irrigation systems, including those within the rights-of-way, and all other park improvements described as City's in the approved final plans and subsequently approved change orders. City ownership and maintenance of all planting material shall begin following the end of the contract maintenance period.
8. City has developed and transmitted to Development Commission a cost estimate for their services based on the preliminary plans. Bureau expenses shall not exceed these cost estimates without a supplemental agreement for additional services. Each quarter City shall review the estimated costs and actual costs incurred and shall report the status to Development Commission.
9. City shall compile accurate cost accounting records, submit quarterly invoices to the Development Commission, and, when the actual total cost of each phase of the project has been computed, furnish Development Commission with an itemized statement of said costs.
10. City shall adopt an ordinance authorizing City officials to enter into this agreement and same shall become a part hereof and attached hereto as Exhibit "E".

GENERAL PROVISIONS

1. City and Development Commission mutually agree that this agreement does not negate any existing agreement between Development Commission and City concerning maintenance or other responsibilities within the project area, and said agreements shall remain in full force and effect unless and until Development Commission and City agree to modifications or deletions as permitted by those agreements.
2. The provisions of this agreement and all rights and obligations of this agreement shall extend to and bind the approved successor or assignee of City, and approved successor or assignee of Development Commission.

3. Provisions of Federal and State law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. Development Commission and City officials have acted in this matter pursuant to Development Commission Resolution No. _____, (Exhibit "D") adopted by the Portland Development Commission on the _____ day of _____, 19____, and, City Ordinance No. _____, (Exhibit "E") adopted by the City Council on the _____ day of _____, 19____.

CITY OF PORTLAND,

APPROVED AS TO FORM:

By _____
Mayor

City Attorney

By _____
Commissioner of Public Affairs

PORTLAND DEVELOPMENT COMMISSION,

APPROVED AS TO FORM:

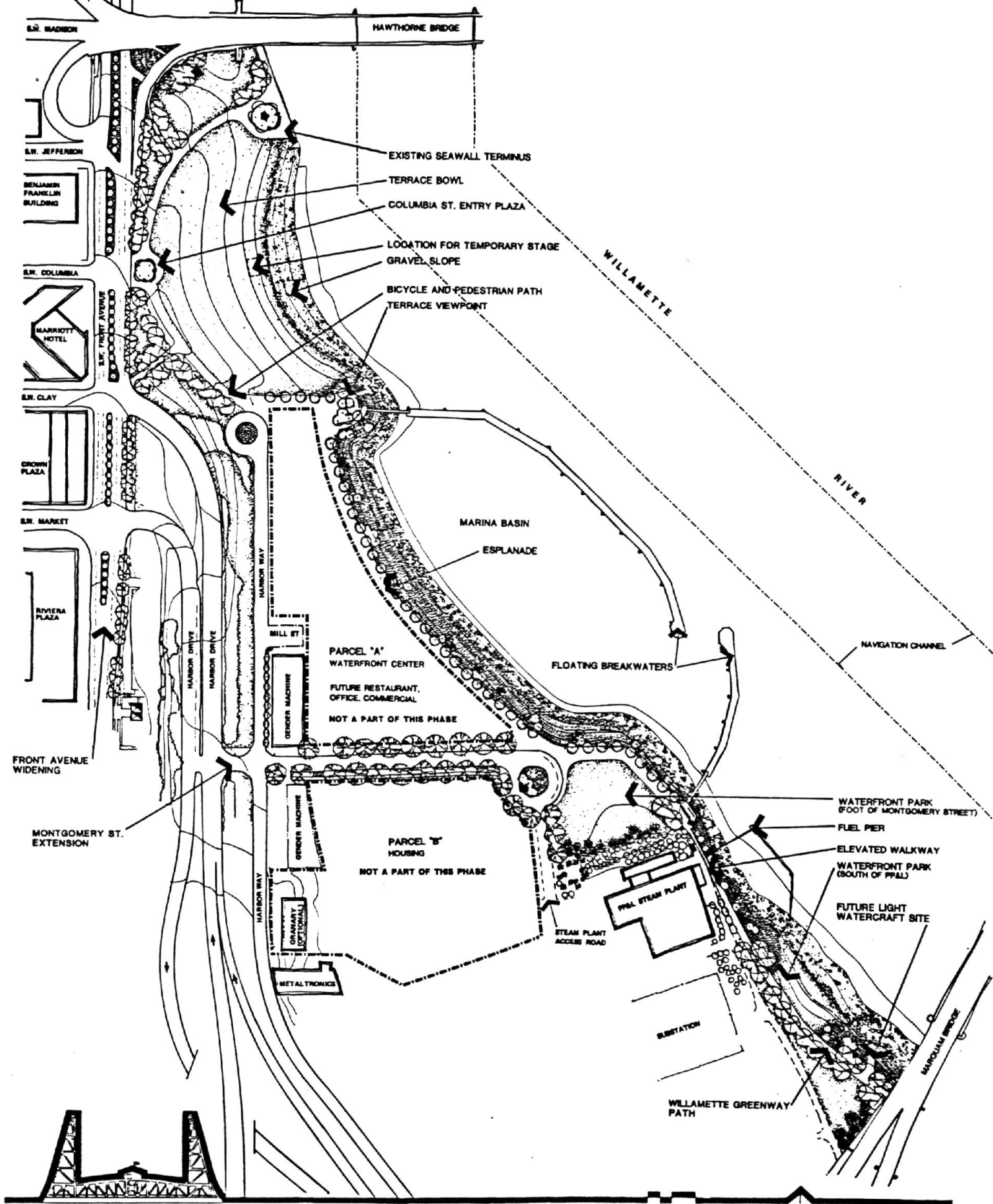
By _____
Chairman

Development Commission
Attorney

By _____
Executive Director

LIST OF EXHIBITS

- A. PUBLIC IMPROVEMENTS: PHASE I
- B. PROJECT ADMINISTRATIVE STRUCTURE FOR PARK DESIGN
CONSTRUCTION
- C. PROJECT WORK SCHEDULE
- D. DEVELOPMENT COMMISSION RESOLUTION AUTHORIZING PROJECT
- E. CITY ORDINANCE AUTHORIZING PROJECT



South Downtown Waterfront Portland, Oregon

City of Portland Development Commission

CHAMBERLAIN

The Office of Robert Perron

PUBLIC IMPROVEMENTS: PHASE ONE
MAY 1980

Administrative Structure for Park Design & Construction

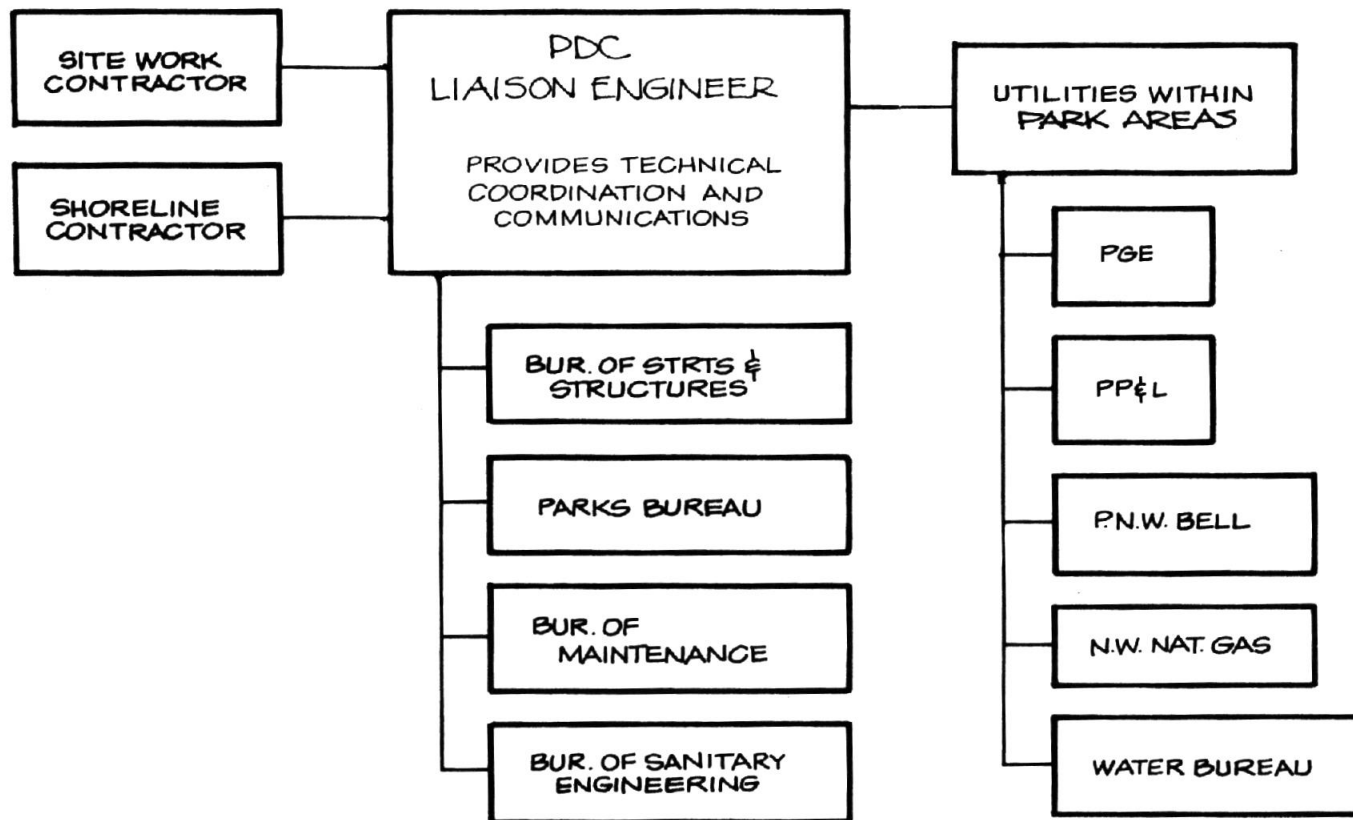


EXHIBIT "C"

PROJECT WORK SCHEDULE

- A. City shall not begin work on any of the services to be provided hereunder until the Development Commission directs it in writing to proceed. Upon receipt of such notice to proceed, work shall be provided in accordance with the following schedule:

<u>ITEM</u>	<u>DUE</u>	<u>RESPONSIBILITY</u>
1. Field surveys.	50 calendar days after notice to proceed given to Consultant.	CH2M Hill
2. Preliminary engineering.	80 calendar days after notice to proceed.	Development Commission and CH2M Hill
3. Review and approval of preliminary engineering documents.	21 calendar days after preliminary engineering documents are submitted to Development Commission.	Development Commission and City
4. Final engineering documents.	30 calendar days after notice to proceed on final engineering is transmitted to CH2M Hill.	CH2M Hill
5. Review and approval of final engineering documents.	35 calendar days after final plans, specifications, and cost estimates are submitted to Development Commission.	Development Commission and City

6. Compile bid documents and advertise for bids (marine).	30 calendar days after final engineering documents are transmitted to Development Commission.	Development Commission
Compile bid documents and advertise for bids (site work).	To be determined.	
7. Review and approval of construction contract award (if over 10% above engineer's estimate).	14 calendar days after bid opening.	Development Commission
8. Award of contract.	28 calendar days after bid opening.	Development Commission
9. Construction engineering, material testing inspection, and resident engineer services for administration of the contract.	Duration of construction.	Contractor
10. Coordination meetings with Project Technical Advisory Committee.	As required during engineering and construction.	Development Commission

If delays occur in the prosecution of City's work under this agreement, notice shall immediately be given to the Liaison Engineer so that Development Commission can evaluate the effect upon the project schedule and funding.

URB 10-19.4

TRAFFIC ENGINEERING INVESTIGATION
ZONE CHANGE OR CONDITIONAL USE REQUEST

NO. CU 58-80

DATE 7-21-80

Location S.W. Front Ave and Harbor Way between
Henthorne and Mangum Bridges

EFFECT ON:	CRITICAL PROBLEM	MAJOR PROBLEM	MINOR PROBLEM	NO PROBLEM	IMPROVES EXISTING CONDITIONS
1. On Street Parking				✓	
2. Traffic Volume				✓	
3. L.T. from Arterials				✓	
4. Accident Potential				✓	
5. Pedestrians				✓	
6. Driveways				✓	
7. Noise				✓	
8. Neighboring Property				✓	
9. Schools				✓	
10. Senior Citizens Homes				✓	
11. Other - List:					

Comments: THE BUREAU OF TRAFFIC ENGINEERING HAS BEEN
REPRESENTED AT MEETINGS AND WE HAVE REVIEWED
ALL PROPOSALS

RECOMMENDATION:

- ☐ NO OBJECTION TO ZONE CHANGE
☐ OBJECTION TO ZONE CHANGE
☒ NO OBJECTION TO CONDITIONAL USE CHANGE
☐ OBJECTION TO CONDITIONAL USE CHANGE

M/m

TPJ.

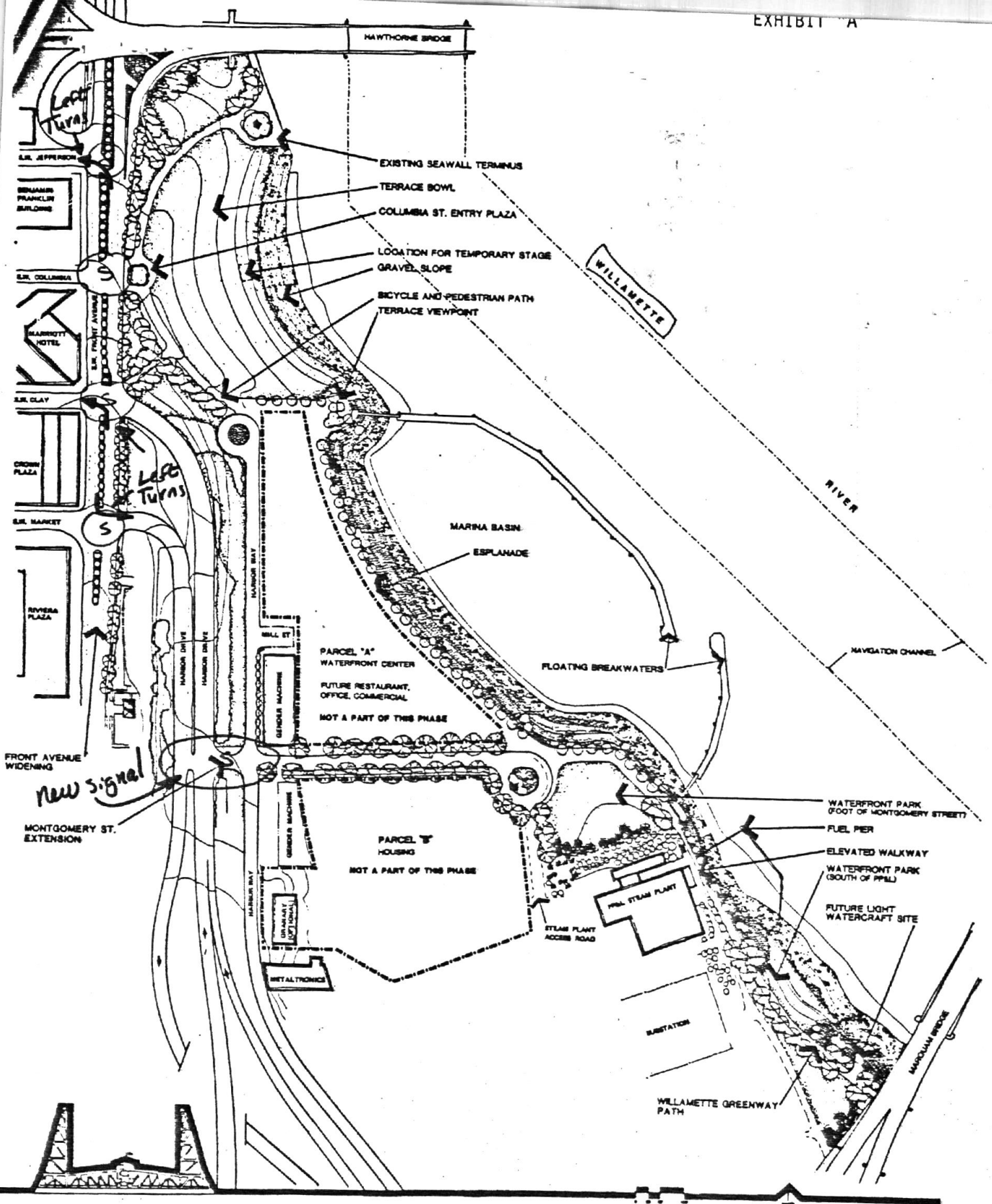
From T. P. J.
To M. J. M.

Subj. South Downtown Waterfront Proposal

This improvement request appears to impact our present street design in the affected area, to the benefit of traffic & probably will increase the potential for special events.

I have discussed this proposal with Mike Bauer who is very familiar with the details & history. In my opinion we should have no objections at this time (Completed proposals for the actual layout of signals, channelization etc. @ Front Ave & Jefferson, Columbia, Clay, Market & Montgomeray at Harbor Drive still remain outstanding).

T. J.



**South Downtown Waterfront
Portland, Oregon**

City of Portland Development Commission

CHAMBERLAIN

PUBLIC IMPROVEMENTS: PHASE ONE
MAY 1980

URB 10-19.4



July 3, 1980

Bureau of Planning
621 SW Alder Street
Portland, Or 97204

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

Re: Amendment to Application for Conditional Use
South Downtown Waterfront Public Improvements

PORTLAND
DEVELOPMENT
COMMISSION

Allison Logan Belcher
Gary W. Masner
Randolph L. Miller
Walter C. Mintkeski
Louis Scherzer

Robert J. Holmes
Executive Director

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

On June 9, 1980 the Portland Development Commission submitted a Conditional Use permit application for the South Downtown Waterfront Project public improvements. This project has been assigned Application No. DZ44-79.

This letter is to officially amend that application regarding the elevated walkway, described in the text of the application under item two, Willamette Greenway. In the original request it was stated that the width of the "elevated walkway outbound of PP & L" would be six feet. In compliance with the results of the Design Committee meeting of June 19, the width of this section of Greenway trail has been increased to 10 feet.

If you have questions regarding this issue, please contact Sandra Peterkort (248-4926) or myself.

Sincerely,

Lawrence L. Dully
Acting Director, Development

LLD:lm

*James
Talk to Mike
Before answering
this request*

RECEIVED
JUL 7 1980
BUREAU OF
TRAFFIC ENGINEERING

THE CITY OF
PORTLAND



OREGON

CONNIE MCCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
PLANNING
621 S.W. ALDER ST.
PORTLAND, OR 97205

FRANK FROST
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

HOUSING AND
POPULATION
248-5525

DATE: *July 3, 1980*

MEMORANDUM

TO: ~~Bureau~~ of Traffic Engineering, Don Bergstrom, 133/301
Park Bureau, Laurie Wall, 136
PDC, Robert Holmes, 153
City Engineers, Sanitary Engineering, Ronald Sunnarborg &
William Boyer, 130/805
City Engineers, Street & Structural Engineering, Richard Johnson,
130/510
City Engineers, Bicycles, 130/548
Water Bureau, Palmer Norseth, 116
Fire Bureau, Lt. Edwards, 139
Police Bureau, Captain William Taylor, 126/105
Building Bureau, Jim Griffith, 131/111
Planning Bureau, Transportation Planning, Steve Dotterrer &
Michael Fisher, 130/228
Planning Bureau, Special Projects, Karen Baldwin, 130/316
City Housing Development, Inc., 146/610
Office of Energy, Marion Hemphill, 131/406
DEQ, Howard Harris, 522 SW Fifth Avenue, 4th floor (97204)
Tri-Met, Steven Fisher, 4012 SE 17th Avenue (97202)
Downtown Housing Advisory Committee, Mary Burki,
2433 NW Northrup Street (97210)
Downtown Community Association, Jessica Richman,
1111 SW Tenth Avenue, Room 425 (97204)
Burnside Consortium, 107 NW Fifth Avenue, Suite 212 (97209)

FROM: Rodney O'Hiser, Downtown Planner, Code Administration, 130/211,
248-4292

The Hearings Officer will consider the following request on August 4, 1980

File No.: *CU 58-80*

Applicant: *Robert Holmes*
Executive Director
Portland Development Commission
1500 SW First Ave, Portland Ore
97201

and *Warren Nunn*
Corporate Secretary
Pacific Power and Light Co.
920 SW Sixth Ave
Portland, Oregon 97204

Applicant's Proposal:

*To construct a Waterfront Park (Terrace Bowl), pedestrian and
bicycle esplanade and 150-200 boat marina all within the
Willamette River Greenway*

Location: *Generally east of SW Front Ave and Harbor Way between
the Hawthorne and Marquam Bridges*

Legal Description:

on file with the Bureau of Planning

Quarter Section: *3229* Zone: *C/Z*

We are interested in any impact this request would have relating to your
field of expertise and would appreciate your review and opinions before:

July 21, 1980

If previous commentary from your agency is attached and you wish to
modify this commentary for inclusion in the staff report to the Hearings
Officer/Planning Commission, please do so prior to the above date.

RO/1b
5/27/80

A. Description of Project

Approval is requested for Phase One Public Improvements, the initial construction phase of the South Downtown Waterfront Redevelopment Project. In this initial phase, grading and dredging require conditional use approval for fill and excavation. Project compliance with the Willamette Greenway Plan also requires conditional use approval. A variance in the Greenway trail standard is requested for an elevated walkway east of the PP&L steam plant.

1. Adopted Program

The South Downtown Waterfront Redevelopment Program is a medium-density redevelopment of the land from Front Avenue to the Willamette River, between the Hawthorne and Marquam Bridges. A marina with 150 to 200 permanent and transient moorages provides a focus for 6 renewal parcels on approximately 15 acres, including a mixed-use waterfront center with restaurants, retail businesses, and offices. The remaining renewal sites provide for up to 500 units of housing and 300,000 square feet of office space.

A terrace bowl is proposed immediately south of the Hawthorne Bridge to provide direct public access to the river. A pedestrian esplanade and bikeway is proposed for the entire length of the riverfront.

BUREAU OF PLANNING

CU 5 8-80

CITY OF PORTLAND

A restructuring of the street system is proposed to remove obsolete and underutilized roadways, improve accessibility for local and regional traffic, and improve pedestrian access to the river. Relocation of selected existing utilities is proposed to minimize conflicts with parcel development. New utility service will be provided.

2. Phase One Public Improvements

Public improvements that will be constructed in the initial phase are:

- o Terrace bowl
- o Marina basin and breakwater
- o Waterfront walkway and bicycle path (Willamette Greenway Path)
- o Park and open space landscape improvements
- o Front Avenue widening
- o Extension of Montgomery Street to the river
- o Utility relocation

No private development is being designed for construction at this time.

B. Compliance with Zoning Code Requirements

The project is located in the Central Commercial-Downtown Development Zone (C1Z). The initial public improvements (park and open space, street, utility and shoreline) are uses permitted in this zone. Fill and excavation are in excess of 1000 yd³, thereby requiring conditional use approval.

1. Fill and Excavation

A slope stability analysis was performed in order to design stable slopes along the waterfront. The results indicate that slopes should be constructed at three horizontal to one vertical or flatter. In addition, slopes must be provided with surface protection, such as riprap or planting, to prevent localized ravelling or shallow surface slides.

The following earthwork quantities have been estimated:

- o Terrace bowl (grading & excavation)
44,000 cubic yards
- o Marina basin (dredging & excavation)
51,800 cubic yards
- o Waterfront Park south of PP&L (grading & excavation) 8,600 cubic yards

Dredged material will be disposed in the Ross Island lagoon (pending permit approval). Excess excavation will be graded on parcels A & B or disposed offsite.

2. Willamette Greenway

The terrace bowl is located in the Willamette River Greenway Scenic Recreation Zone. The bowl, an extension of the Waterfront Park, meets the intent of the zone to encourage river-related recreation, public access to and along the river, and enhancement of scenic qualities.

The terrace bowl:

- o Reflects river-related recreational needs, the character of the river, and the unique opportunities presented by the site (grading south of sea wall terminus)
- o Emphasizes open space and landscaping
- o Provides direct public access to the water's edge
- o Is in harmony with existing adjoining development and enhances the value of abutting property

The balance of the initial public improvements are in the Scenic Development Zone. These improvements satisfy the intent of the zone to provide development while allowing public use and enjoyment of the waterfront. These improvements:

- o Are permitted by the underlying zone (C1Z)
- o Are set back landward from the high waterline more than 25 feet

- o Encourage maximum use and appreciation of the river
- o Emphasize low maintenance plantings of domestic species typical of Waterfront Park to the north
- o Do not conflict with existing adjoining development

The following Greenway trail widths and surfaces are proposed:

- o Terrace bowl--18' concrete
- o Esplanade--26' concrete (with 18' clear for emergency vehicles)
- o Elevated walkway outboard of PP&L--6' wood ^{10'}
- o Waterfront Park south of PP&L--15' asphalt

A variance in the standard is requested for the portion of the trail (approximately 120 feet) outboard of the PP&L steam plant. The combination of steep banks, existing utility lines, and structures near the top of the bank make design of a 12- to 14-foot-wide structure complicated and costly. The 6-foot structure would provide a continuous trail and preclude vehicular access, thereby simplifying design and reducing construction costs.

C. Benefit to Neighborhood

The project benefits the neighborhood by:

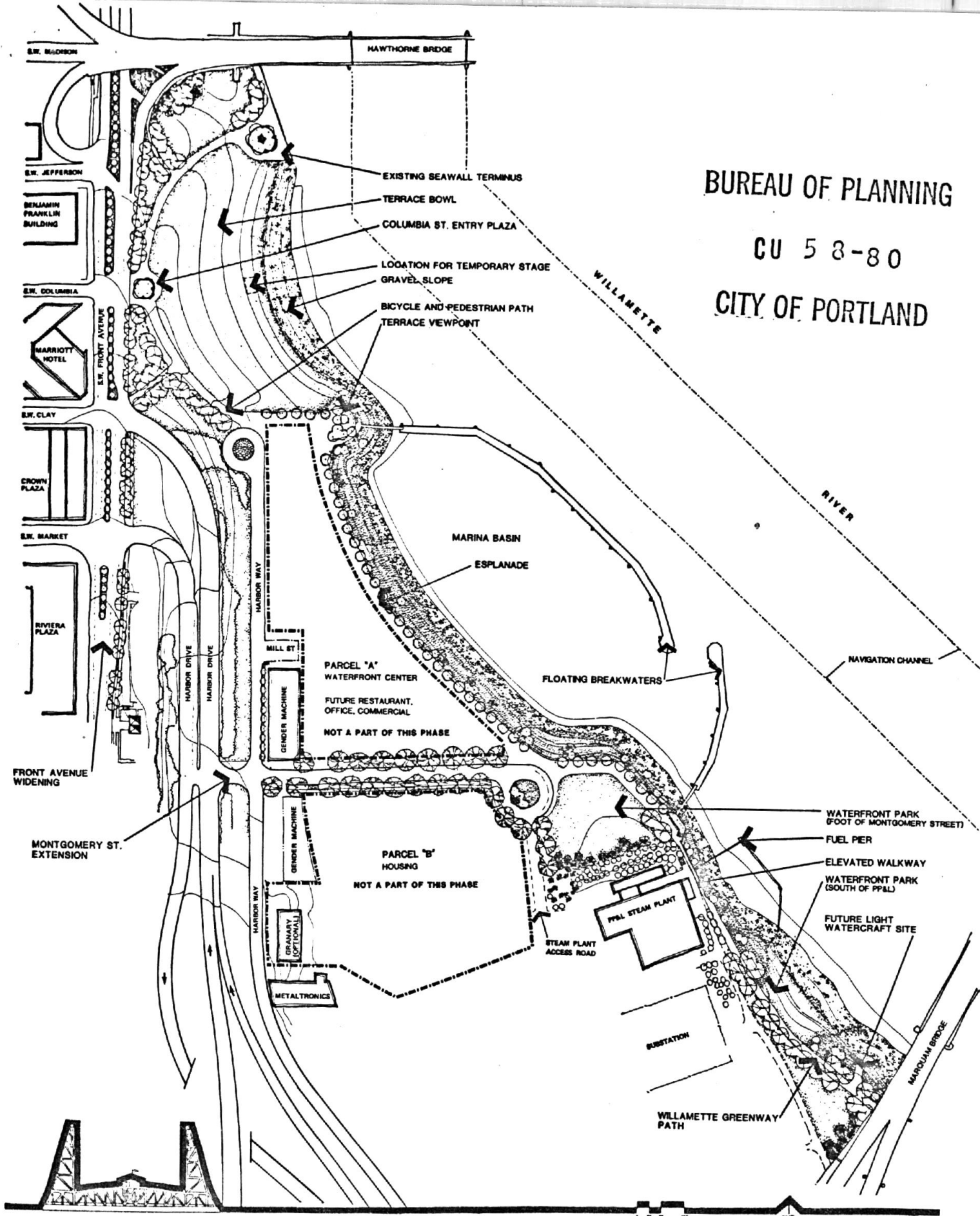
- o Providing active, permanent waterfront uses that attract families and individuals to the riverfront throughout the year
- o Providing extensive, direct public access to the river's edge
- o Strengthening downtown Portland by providing land uses, transportation, and parks which reinforce Portland's plans and policies

D. Reasons for Approval

The project should be approved because it:

- o Benefits the neighborhood and community as a whole
- o Complies with the intent of applicable plans, policies, and ordinances

Project design continues to be coordinated with representatives of the police, fire, and park bureaus, addressing issues of security, fire protection and vandalism. The design, consequently, contributes to public convenience and welfare. The proposed grading and plantings are not detrimental to public health, peace, or safety. The character and value of surrounding properties will be enhanced by the project.



South Downtown Waterfront Portland, Oregon

City of Portland Development Commission

CH2M HILL

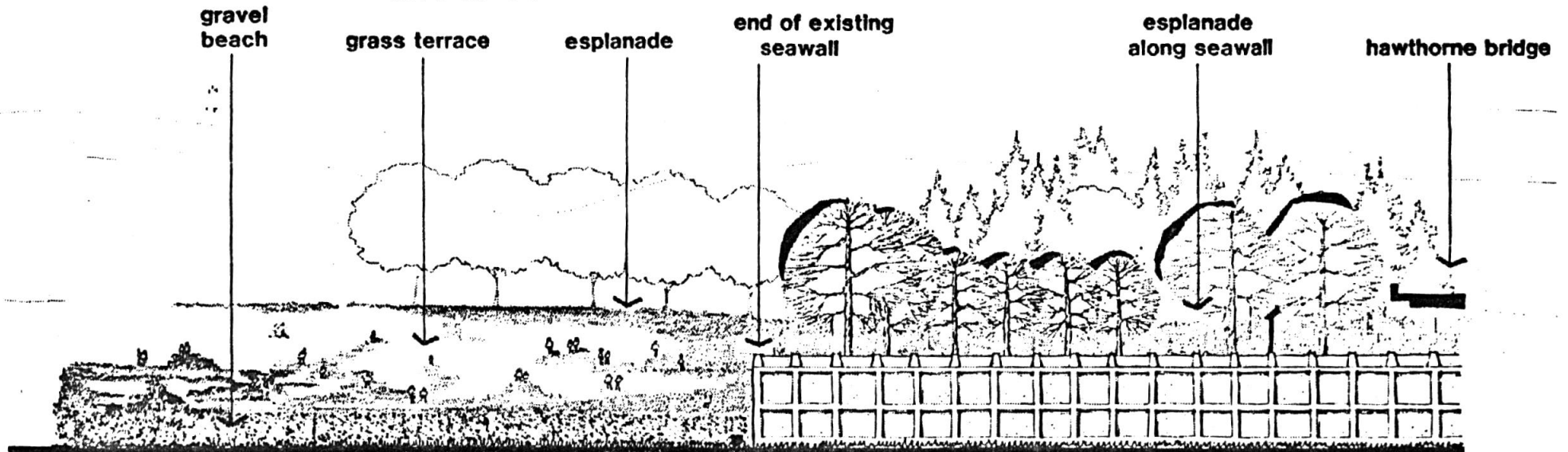
The Office of Robert Perron

PUBLIC IMPROVEMENTS: PHASE ONE
MAY 1980

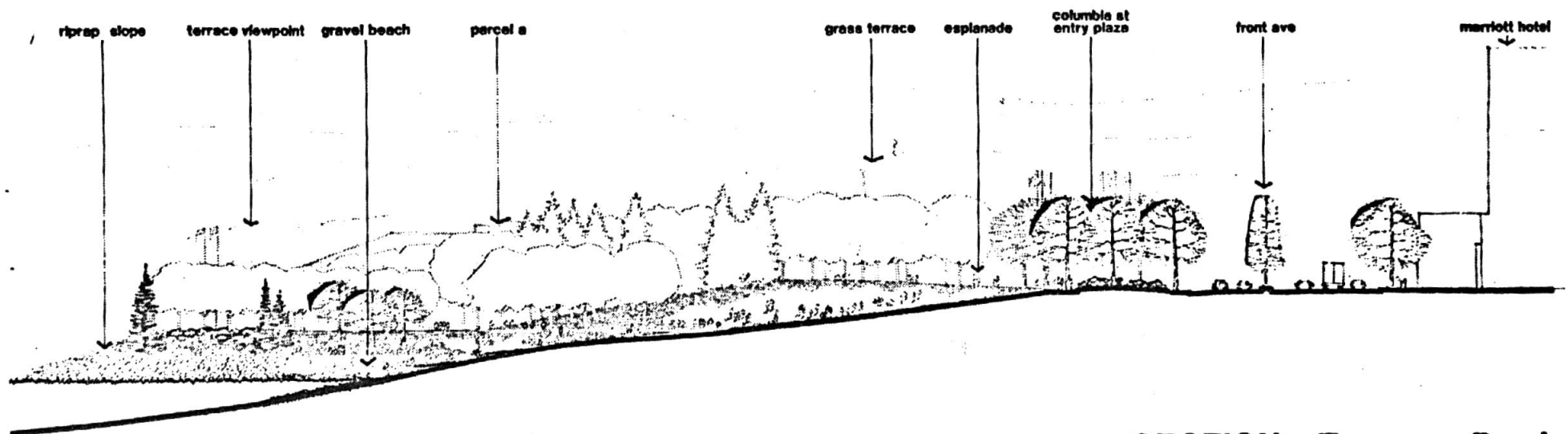
BUREAU OF PLANNING

CU 5 8-80

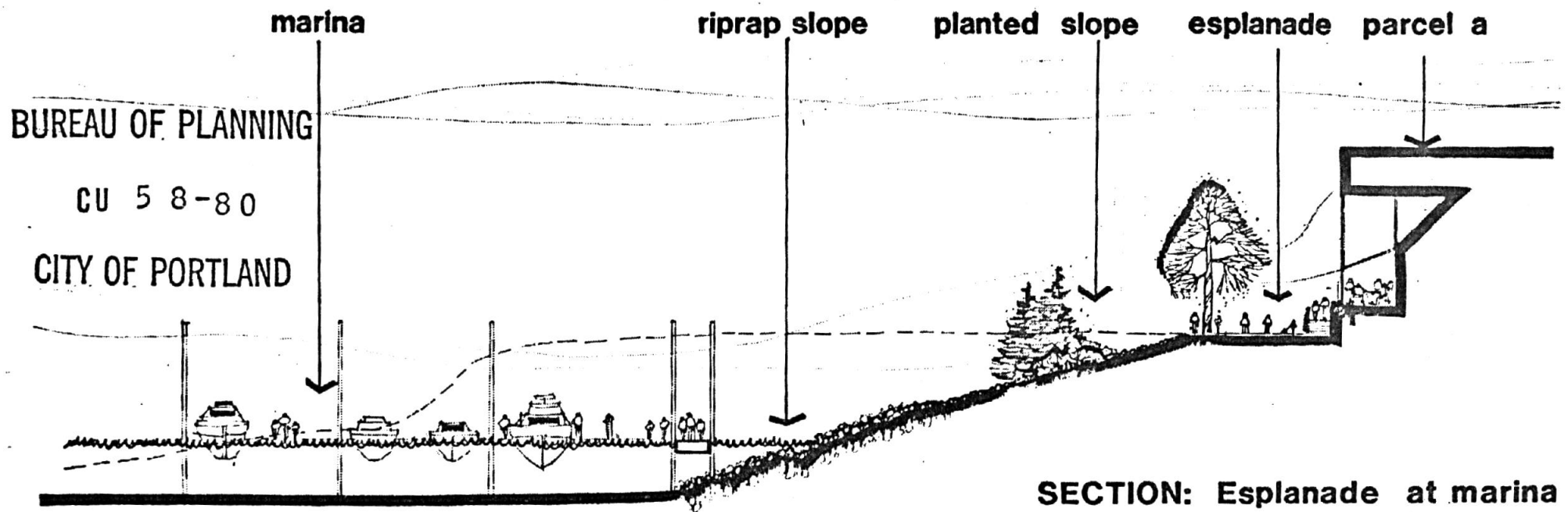
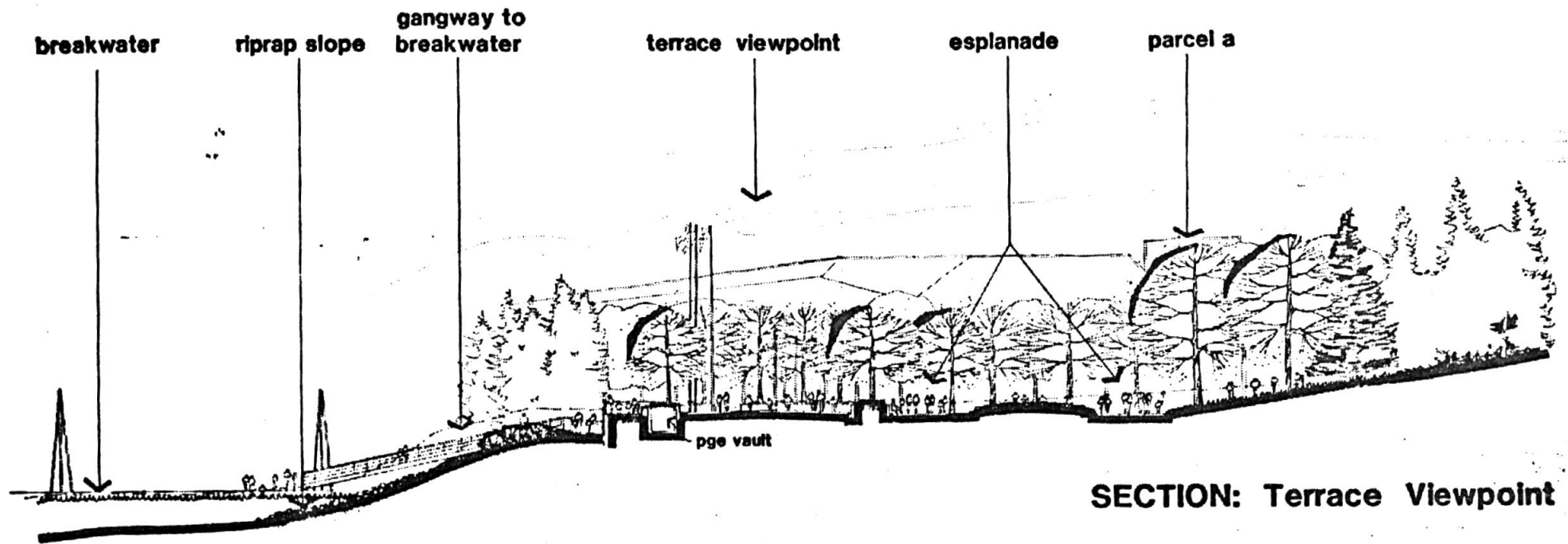
CITY OF PORTLAND

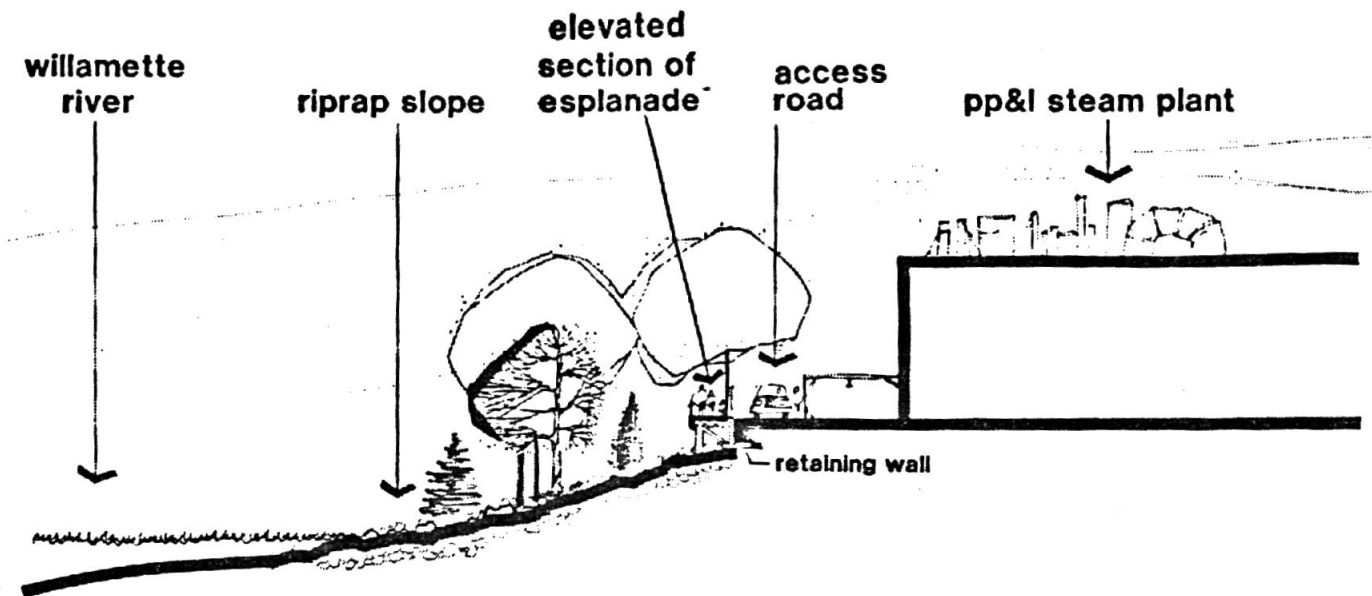


SECTION: Seawall Terminus & Terrace Bowl



SECTION: Terrace Bowl



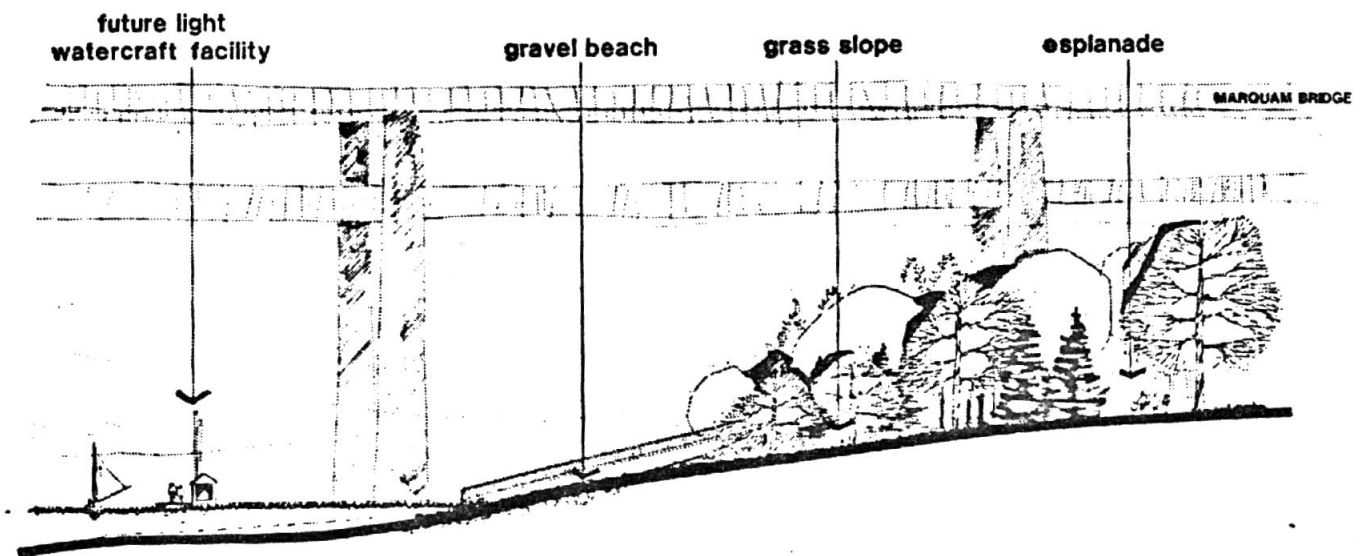


BUREAU OF PLANNING

SECTION: Elevated Walkway at PP&L

CU 5 8-80

CITY OF PORTLAND



SECTION: Waterfront Park South of PP&L

4. Portland Development Commission is the sponsoring agency for the South Downtown Waterfront Redevelopment Project. The project contains elements which will be owned and operated by City of Portland Bureaus (Water Bureau, Bureau of Sanitary Engineering) and by Pacific Power and Light. Addresses of these groups are as follows:

Portland Development Commission
J. David Hunt, Director
1500 S.W. 1st Ave.
Portland, Oregon 97201

Principal contact: Lawrence Dully, Project Coordinator
(503-248-4934)

Water Bureau
1800 S.W. 6th Ave.
Portland, Oregon 97201

Principal Contact: William Elliott (503-248-5313)
Richard Vrooman (503-248-4408)

Bureau of Sanitary Engineering
400 S.W. 6th
Portland, Oregon 97204

Principal contact: Ray Sims (503-248-4209)

Pacific Power and Light
920 S.W. 6th Ave.
Portland, Oregon 97204

Principal contact: Robert Oberst, Manager of Property
(503-243-4088)

6. The South Downtown Waterfront Redevelopment Project will provide public improvement of the area from Front Avenue to the Willamette River, between the Hawthorne and Marquam Bridges (see drawings 1 & 2). The portions of the project for which permit approval is sought include:

Terraced Bowl

A terraced bowl is proposed immediately south of the seawall termination (see drawing 3). The shoreline would be graded to provide direct public access to the river. An estimated 22,000 cubic yards of excavation is required, with upland disposal within the project area. Upper areas of the bowl would be in a grass surface; lower terraces would be gravelled or paved for erosion resistance. A ramp structure connecting to the seawall would provide access for maintenance vehicles and the handicapped.

*Note: This page and the following
are extracts from material
submitted to U.S. Army Corps of
Engrs. by Portland Development
Commission.*

6. (continued).

The existing City dock would be removed. An existing 72-inch storm sewer outfall would be modified to blend with the character of the terraces. The existing Portland General Electric Company river crossings would be incorporated into the design. The existing level of flood protection would be maintained (elevation 27 feet, Columbia River Datum).

Marina Basin and Breakwater

A marina accommodating an estimated 170 boat slips protected by a floating breakwater is proposed (see drawings 4 & 6). The breakwater is aligned 100 feet west of the edge of the navigation channel and would be moored with a battered pipe pile system (estimated 240 total piling). See drawing 7.

Of the 170 boat slips proposed, approximately 15-30 would be public transient slips. Boat sizes average from 24-40 feet. There would be no launching ramps within the basin. The marina would be leased by the City to a private operator who would construct marina floats (estimated 150 total piling). See drawing 8. The marina would contain a fuel dock with a holding tank pump-out facility.

The marina basin would be dredged to a depth of 8 feet (Columbia River Datum) in the north end and 8 to 13 feet in the southerly end. Quantity of dredge material is estimated at 50 thousand cubic yards. The marina basin would be formed by rip-rap slopes (3 horizontal: 1 vertical) with low retaining walls along the esplanade.

Dredge material is anticipated to consist of sand, silts and debris including organics. The marina basin is located on the site of the former Multnomah Plywood Company Mill built up on fill of various materials, including woodchips.

Dredging for the project will be conducted by barge-mounted clam shell, loading into bottom-dump barges. The barges will be offloaded within a designated site interior to the Ross Island Lagoon. The lagoon was selected as a disposal site in part because it offers a contained area to receive the material. The location of the site, ownership, and certification of capacity by the Ross Island Sand and Gravel Company are described in attached exhibits.

Within the marina basin, an existing City of Portland Water Bureau 24-inch river crossing would be modified (see drawing 9). At the foot of Montgomery Street, provision will be made in the marina basin design for a 48-inch diameter thimble to accommodate a possible future Water Bureau river crossing.

6. (continued).

An existing 42-inch combined sewer outfall would be modified to discharge below the water surface. The existing Portland General Electric river crossings would be incorporated into the design. Storm drainage outfalls would be constructed at the foot of Montgomery and Market Streets.

Within the basin area, a public observation pier containing the Willamette Greenway path is proposed. Construction of the pier will consist of concrete or steel pile 20 feet on center (110 estimated total piling), supporting a wood or precast concrete deck. See drawing 10.

Pacific Power and Light Fuel Pier

The project includes replacement of the existing Pacific Power and Light fuel pier (see drawings 5, 11 and 12). The dock provides for emergency moorage of oil barges when natural gas flow to the steam plant is interrupted. The existing fuel dock would be razed in construction of the marina basin. The new structure, wood, steel, or concrete pile, would consist of an estimated 20 piles. Four pile dolphins would be constructed along with shear logs to deflect debris. Up to an estimated 4,000 cubic yards of dredging may be required to provide barge access.

In order to allow emergency and maintenance vehicular access to PP&L's steam plant and alignment of the Greenway path, a retaining wall and approximately 7900 cubic yards of fill are proposed.

Drawings 11 and 12, which depict the Pacific Power and Light Company fuel pier, are very generalized sketches of such proposed pier, and do not represent specific or final design of any such structure which might be constructed for fuel use by PP&L. The drawings show the general requirements for the structure's components such as piling, etc.

Light Watercraft Center

Just north of the Marquam Bridge, a launching dock for sailboats, rowing shells, kayaks, and canoes is proposed. The facility would also contain a boat house for launches (see drawings 5, 13, and 14). An estimated 30 total pilings would be required. Dredging of approximately 3,000 cubic yards is proposed to provide navigable depths along the launching dock. Existing Northwest Natural Gas Company river crossings would not be affected.

7. Adjoining Property Owners Whose Property
Also Adjoins the Waterway

ZIDELL MACHINERY & SUPPLY, INC.
3121 S.W. Moody Ave. 97201
(503-228-8691)

OREGON DEPARTMENT OF TRANSPORTATION
Robert Bothman, Metro Administrator
5321 N.E. Glisan
Portland, Oregon 97310
(503-238-8226)

12. Approval or Certifications Required:

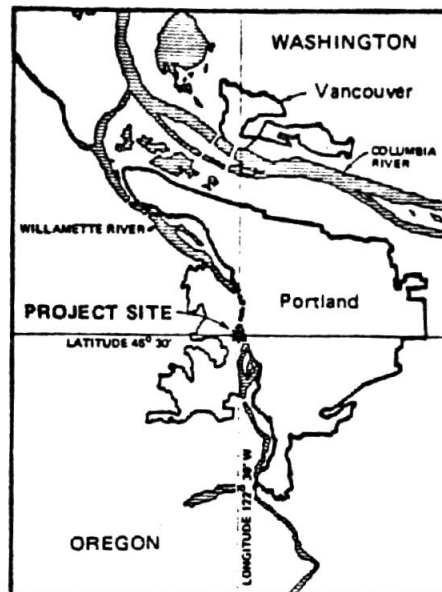
<u>Issuing Agency</u>	<u>Type Approval</u>	<u>Identification No.</u>	<u>Date of Application</u>	<u>Date of Approval</u>
Div. of State Lands	Fill and Removal Permit		Jan. 1980	
Div. of State Lands	Lease		Mar. 1980	
Div. of State Lands	Approval--Consistency with Lower Willamette River Management Plan.		Jan. 1980	
Div. of State Lands	Royalty Lease		Jan. 1980	
City of Portland	Conditional Use Permit (Fill & Excavation)		Feb. 1980	
City of Portland	Willamette Greenway Permit		Feb. 1980	
City of Portland	Building Permit		May 1980	
Port of Portland	Permit		Jan. 1980	

Notes:

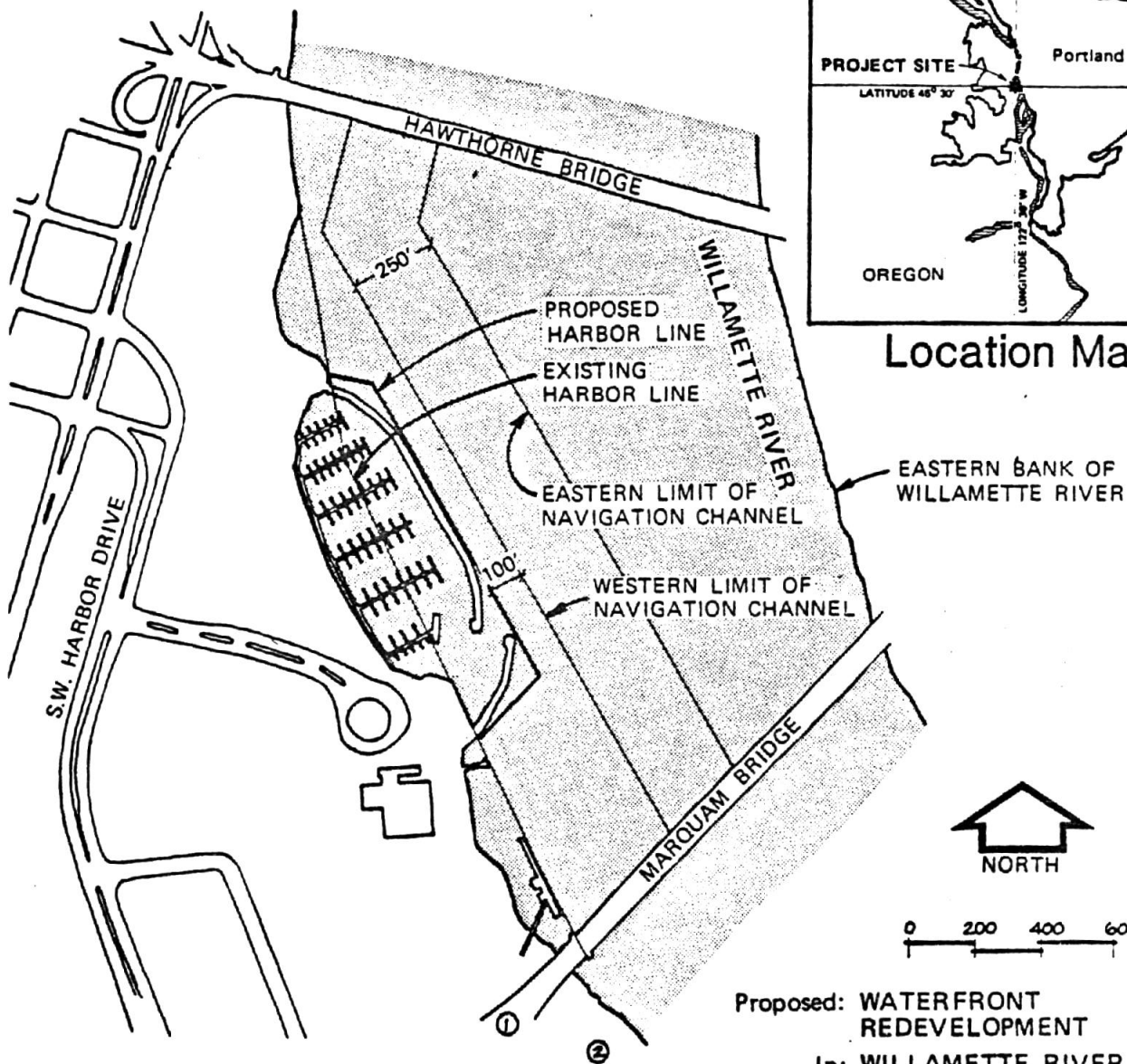
A. Datum: Columbia River Datum (Morrison Bridge Gauge).
0.00 CRD = +1.85 feet Sea Level Datum (Mean Sea Level, 1947 Adjustment)

B. Adjoining Property Owners

- ① Oregon Department of Transportation
- ② Zidell, Inc.



Location Map



Vicinity Map

Proposed: WATERFRONT REDEVELOPMENT

In: WILLAMETTE RIVER

At: MILE 13.3

County of: MULTNOMAH

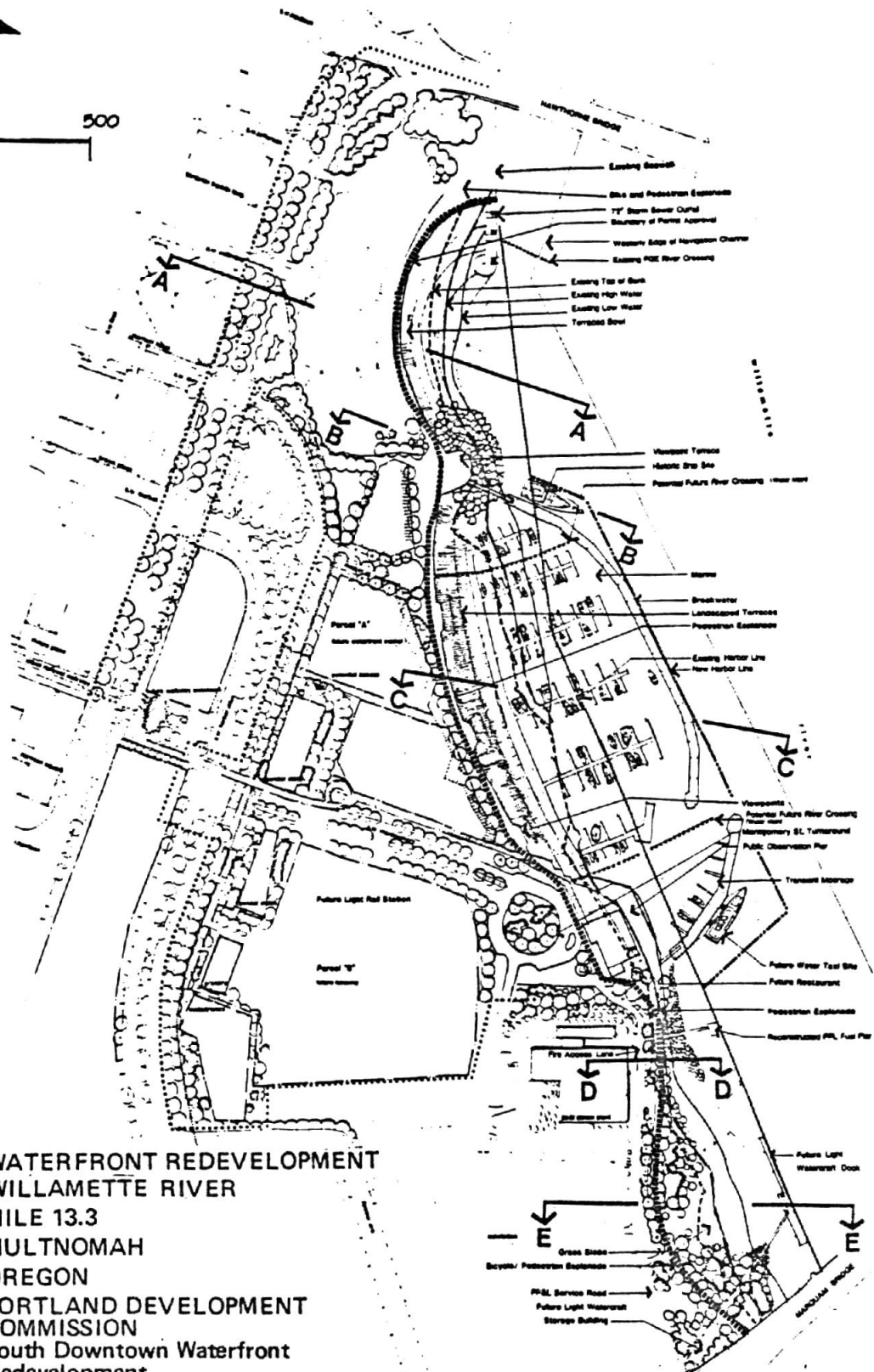
State of: OREGON

Application by: PORTLAND DEVELOPMENT COMMISSION
South Downtown Waterfront Redevelopment

Date: JAN. 1980



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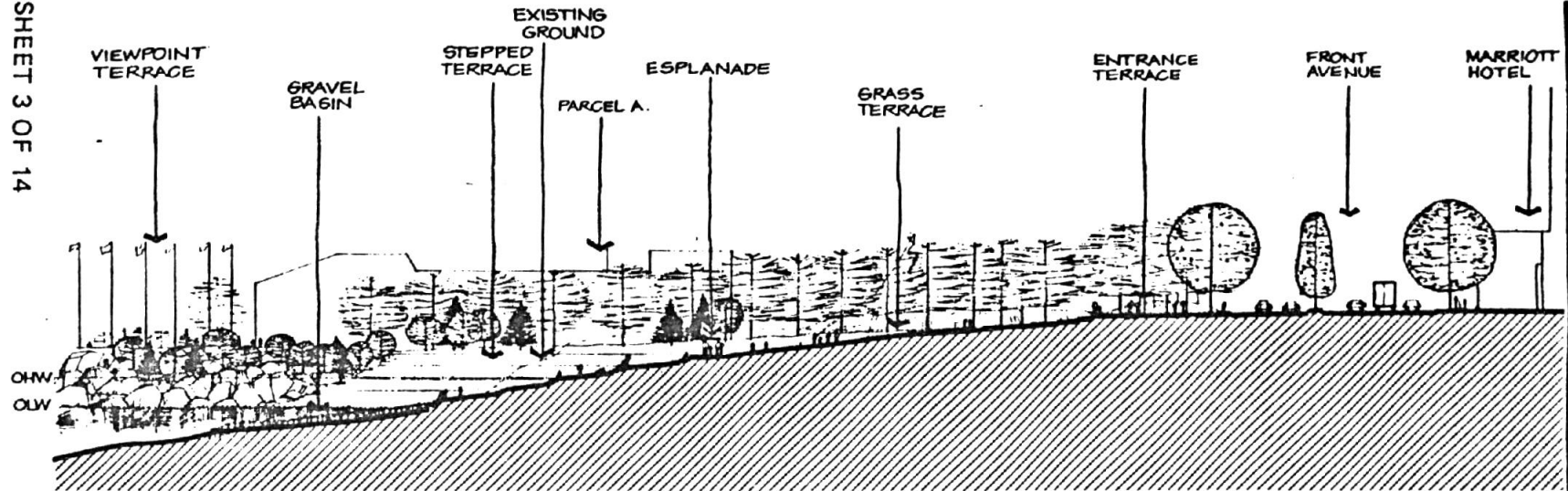


Proposed: **WATERFRONT REDEVELOPMENT**
In: **WILLAMETTE RIVER**
At: **MILE 13.3**
County of: **MULTNOMAH**
State of: **OREGON**
Application by: **PORTLAND DEVELOPMENT COMMISSION**
South Downtown Waterfront Redevelopment

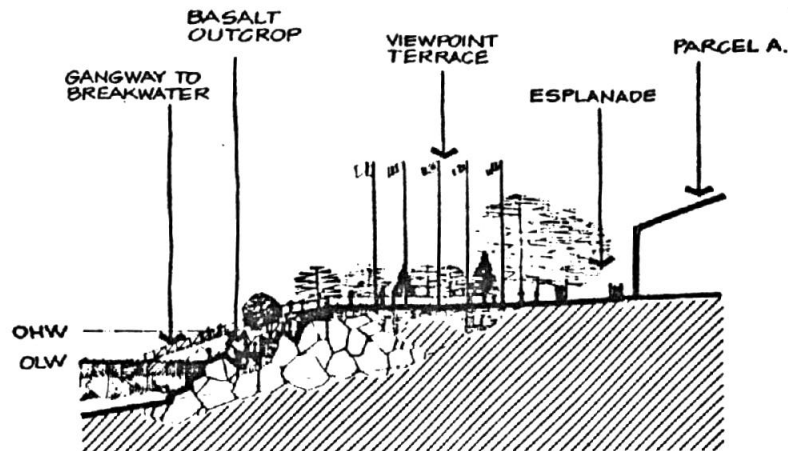
Date: JAN. 1980 SHEET 2 OF 14

Preliminary Master Plan

SHEET 3 OF 14



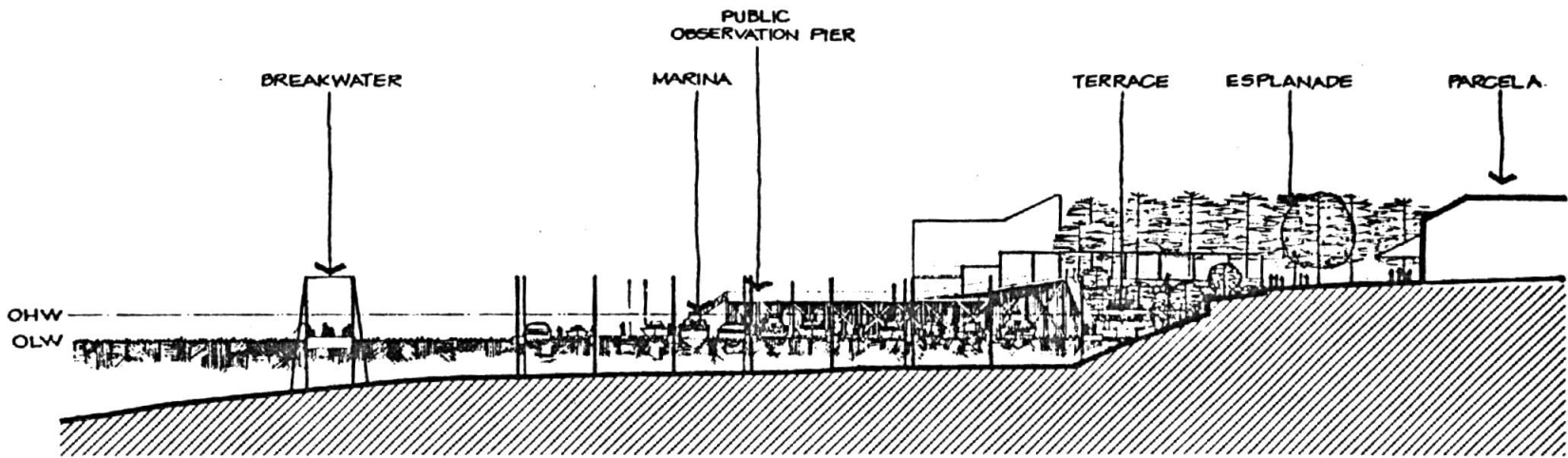
Terraced Bowl-Section AA



Viewpoint Terrace-Section BB

Proposed: WATERFRONT REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT COMMISSION
 South Downtown Waterfront Redevelopment
 Date: JAN. 1980

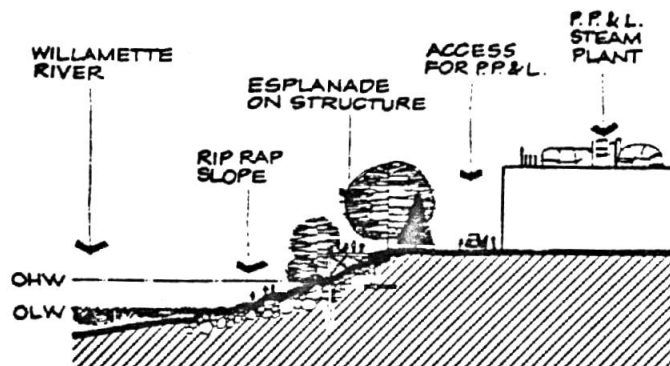
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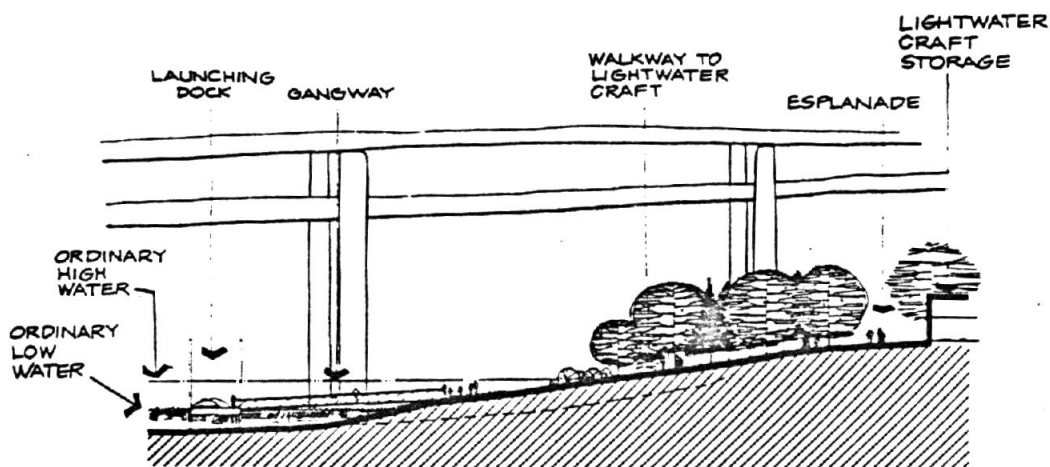
Marina Basin-Section CC

0 50 100 FEET

Proposed: WATERFRONT
 REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT
 COMMISSION
 South Downtown Waterfront
 Redevelopment
 Date: JAN. 1980



Riverbank at PP&L Steam Plant
Section DD



Riverbank at Light Watercraft Center
Section EE

0 100 200 FEET

Proposed: WATERFRONT
REDEVELOPMENT

In: WILLAMETTE RIVER

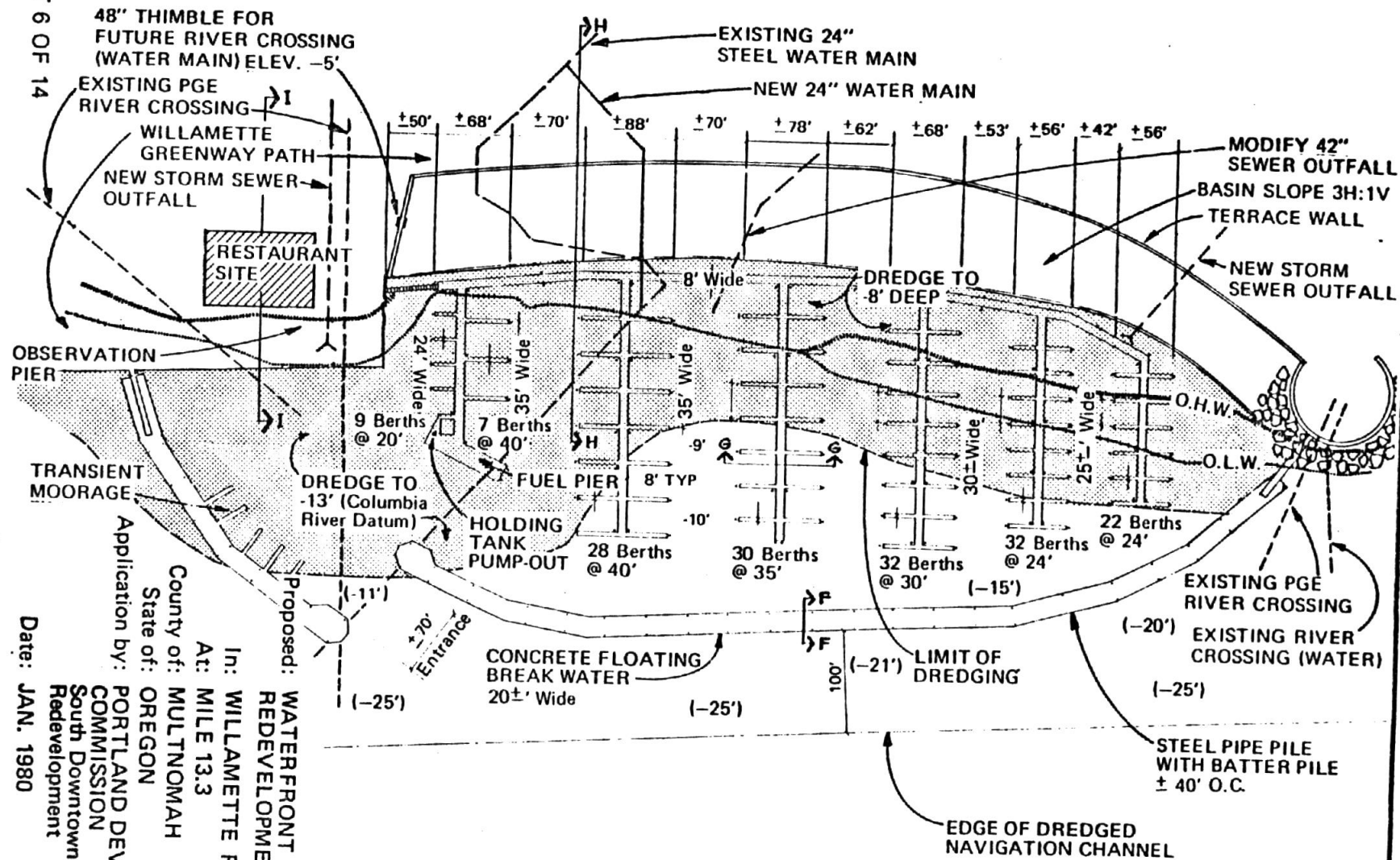
At: MILE 13.3

County of: MULTNOMAH

State of: OREGON

Application by: PORTLAND DEVELOPMENT
COMMISSION
South Downtown Waterfront
Redevelopment

Date: JAN. 1980

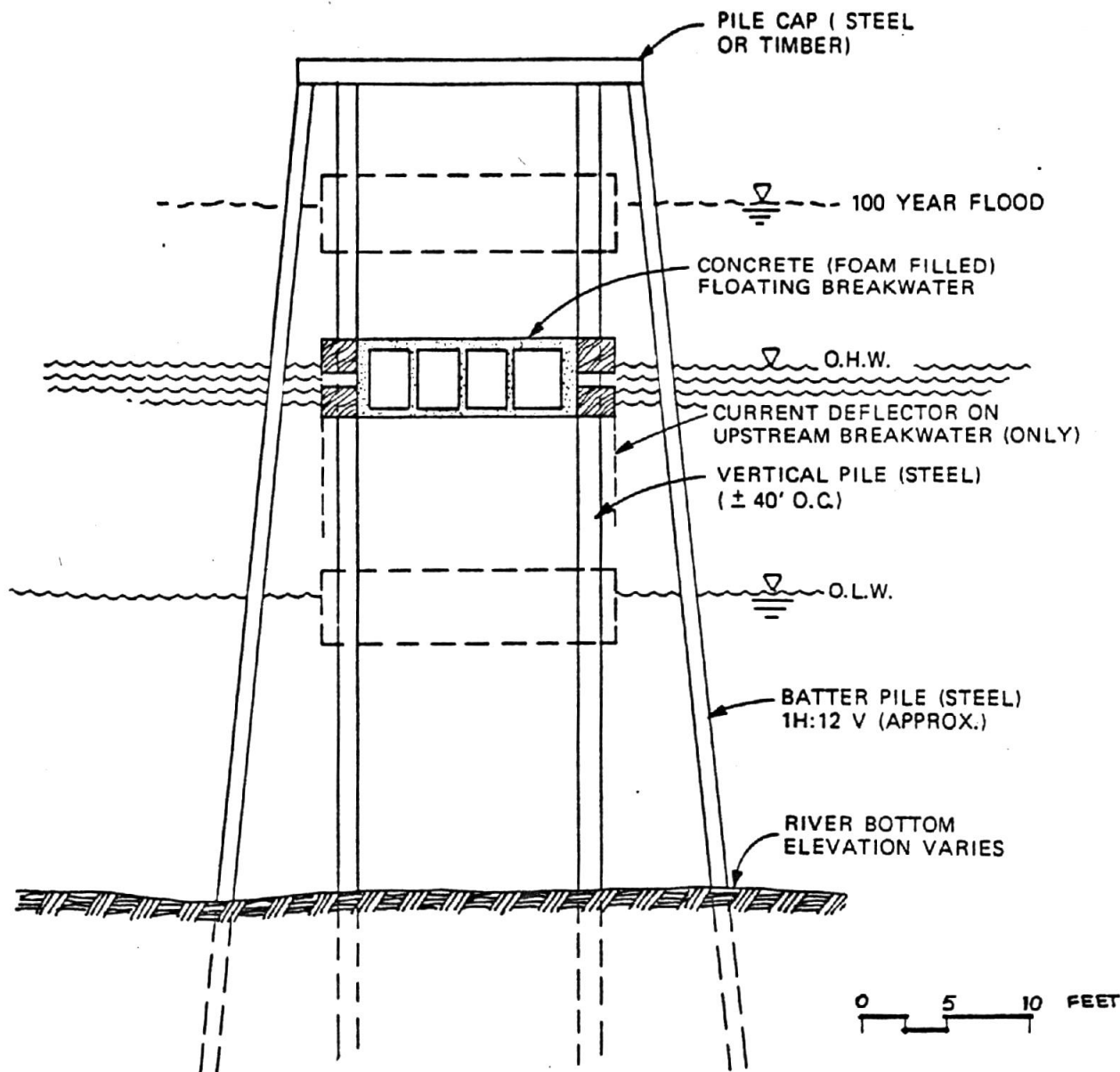


Moorage Basin and Breakwater Plan



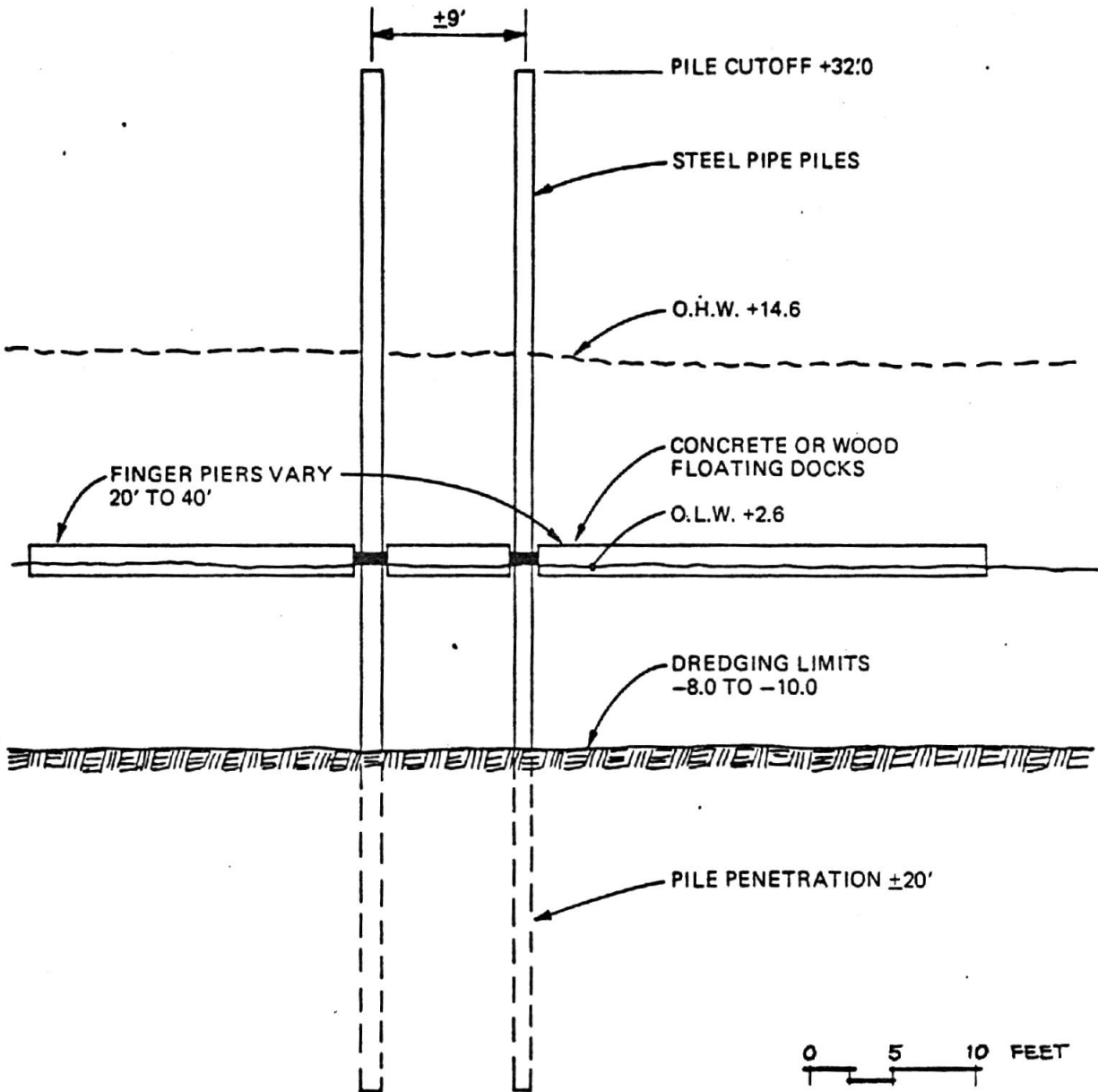
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Proposed: WATERFRONT REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT COMMISSION
 South Downtown Waterfront Redevelopment
 Date: JAN. 1980



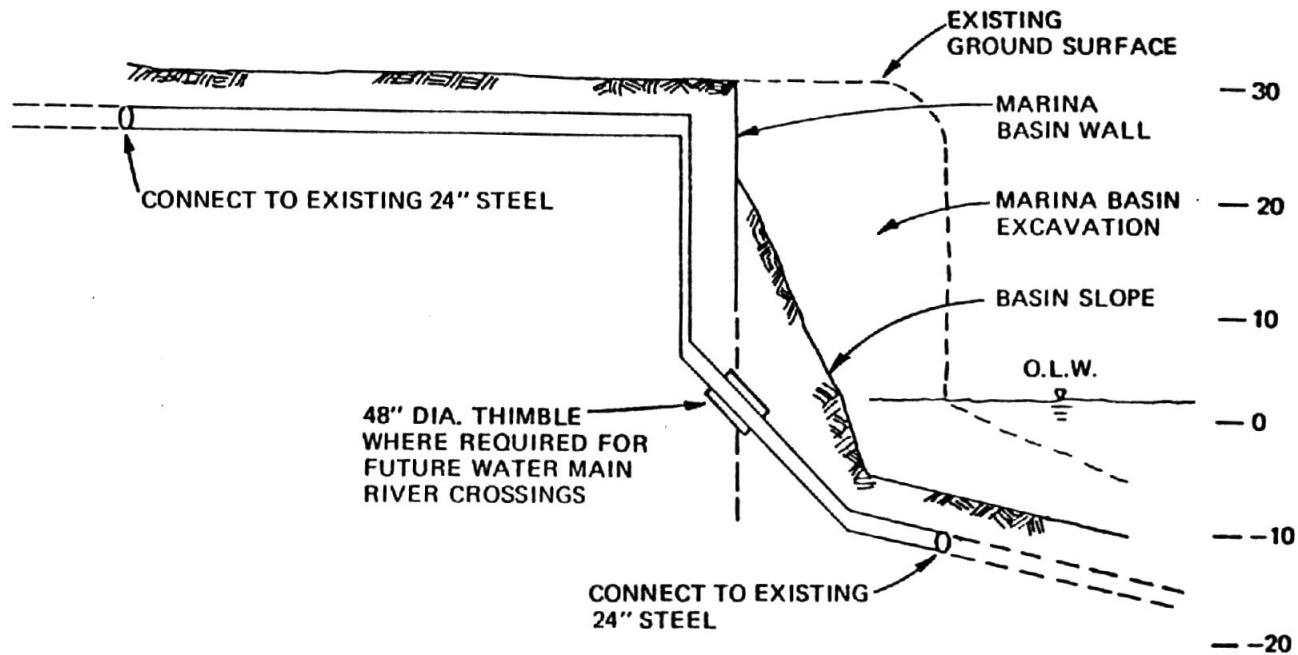
Breakwater-Section FF

Proposed: WATERFRONT REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT COMMISSION
 South Downtown Waterfront Redevelopment
 Date: JAN. 1980

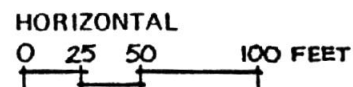


Marina Floats Section GG

Proposed: WATERFRONT
REDEVELOPMENT
In: WILLAMETTE RIVER
At: MILE 13.3
County of: MULTNOMAH
State of: OREGON
Application by: PORTLAND DEVELOPMENT
COMMISSION
South Downtown Waterfront
Redevelopment
Date: JAN. 1980



Modification of Water Main (River Crossing) Section HH



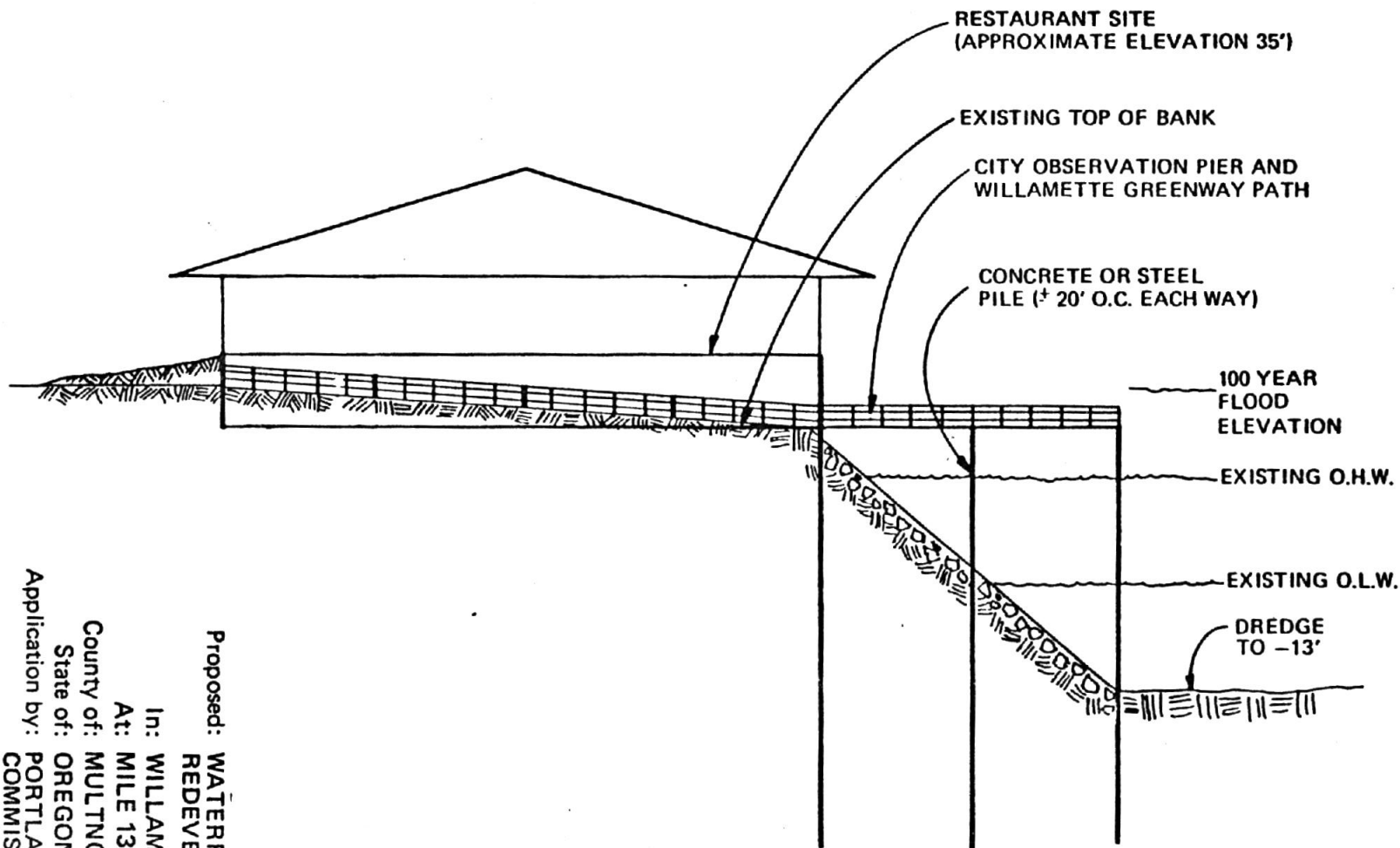
VERTICAL SCALE = 5 X HORIZONTAL SCALE

SHEET 9 OF 14

Proposed: WATERFRONT
 REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT
 COMMISSION
 South Downtown Waterfront
 Redevelopment
 Date: JAN. 1980

TRIM

SHEET 10 OF 14



Proposed: WATERFRONT
REDEVELOPMENT

In: WILLAMETTE RIVER

At: MILE 13.3

County of: MULTNOMAH

State of: OREGON

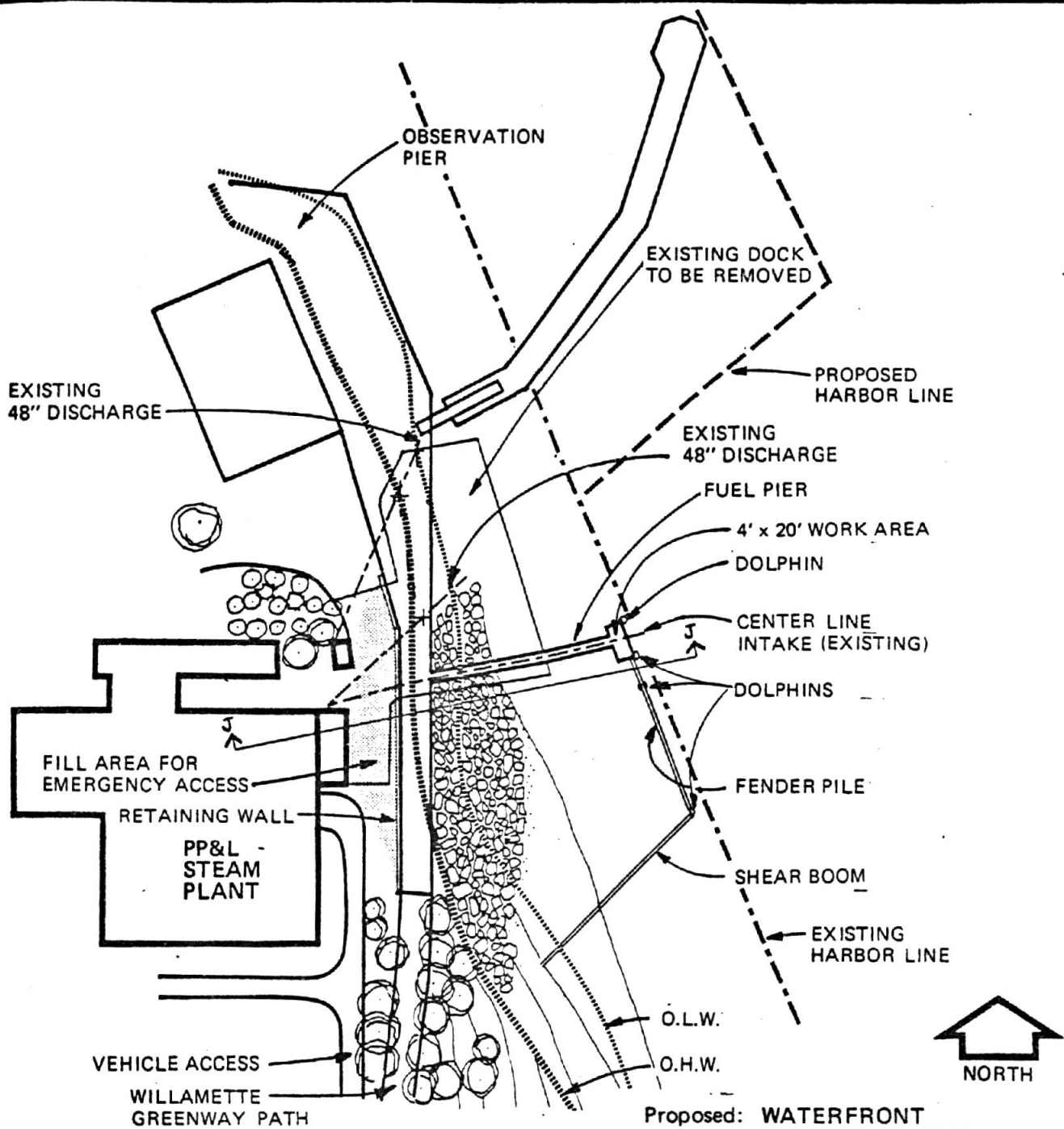
Application by: PORTLAND DEVELOPMENT
COMMISSION

South Downtown Waterfront
Redevelopment

Date: JAN. 1980

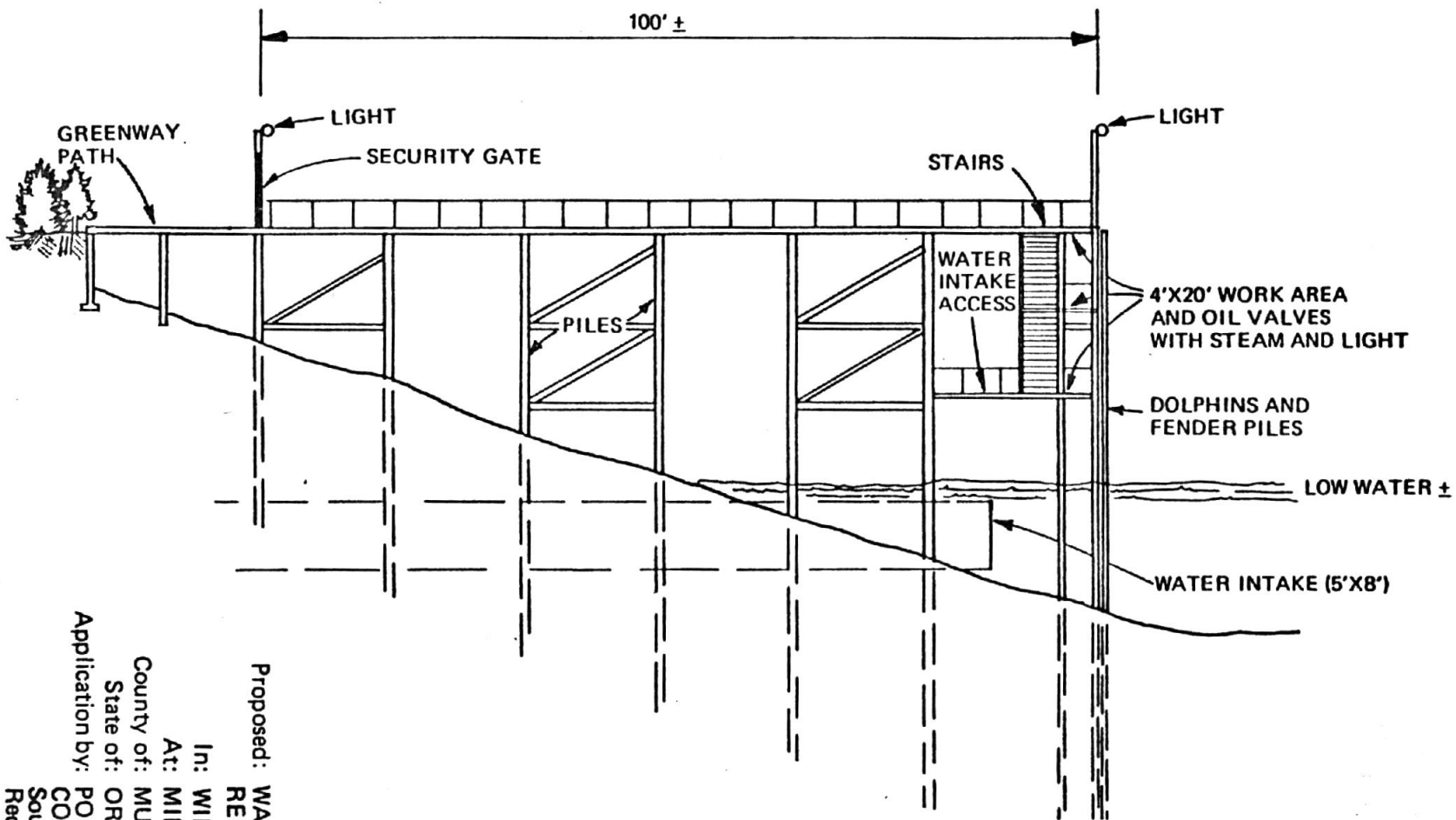
City Observation Pier - Section II

0 20 40 FEET



PP&L Fuel Pier Plan

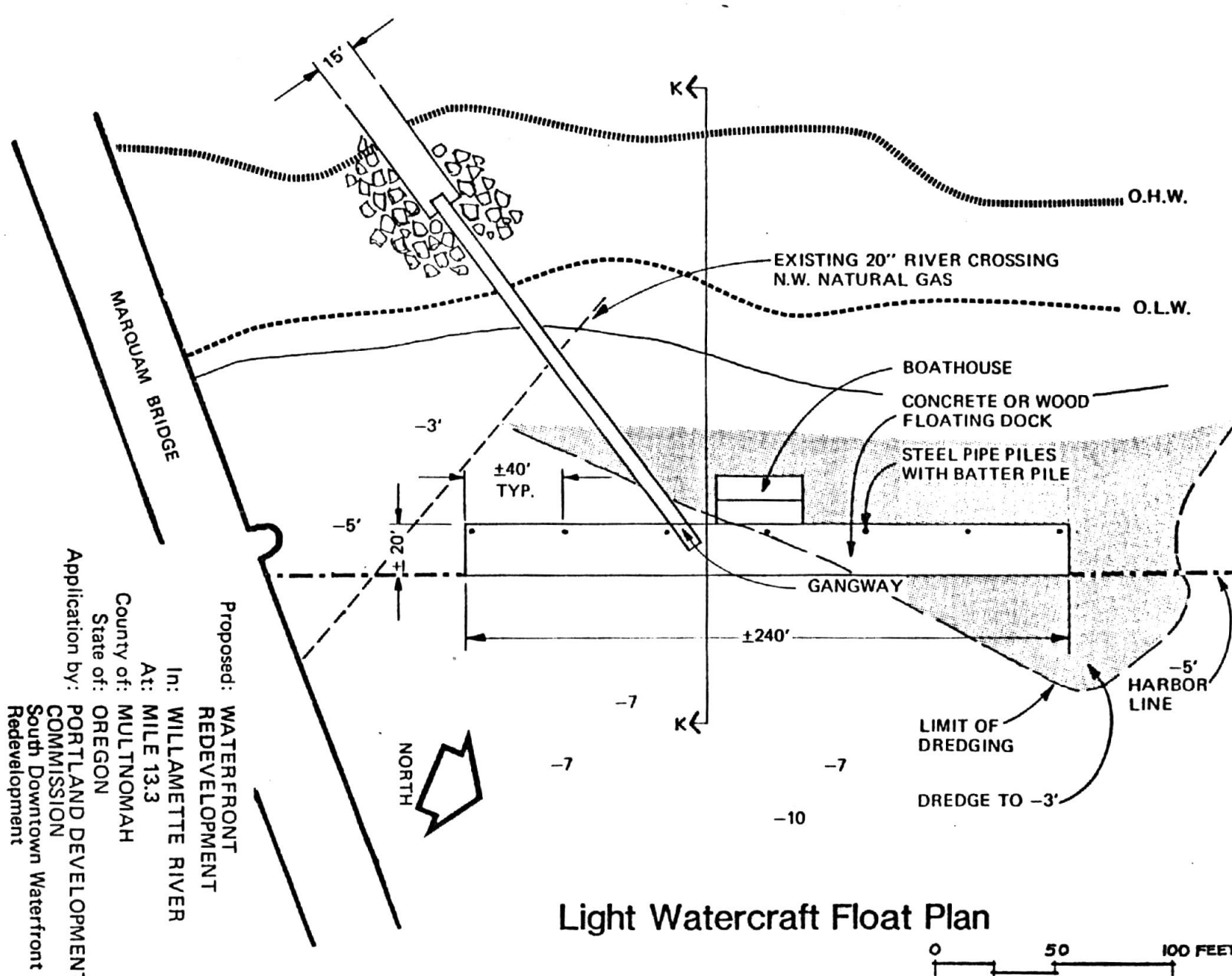
Proposed: WATERFRONT REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT COMMISSION
 South Downtown Waterfront Redevelopment
 Date: JAN. 1980



PP&L Fuel Pier-Section JJ

0 10 20 FEET

Proposed: WATERFRONT
 REDEVELOPMENT
 In: WILLAMETTE RIVER
 At: MILE 13.3
 County of: MULTNOMAH
 State of: OREGON
 Application by: PORTLAND DEVELOPMENT
 COMMISSION
 South Downtown Waterfront
 Redevelopment
 Date: JAN. 1980

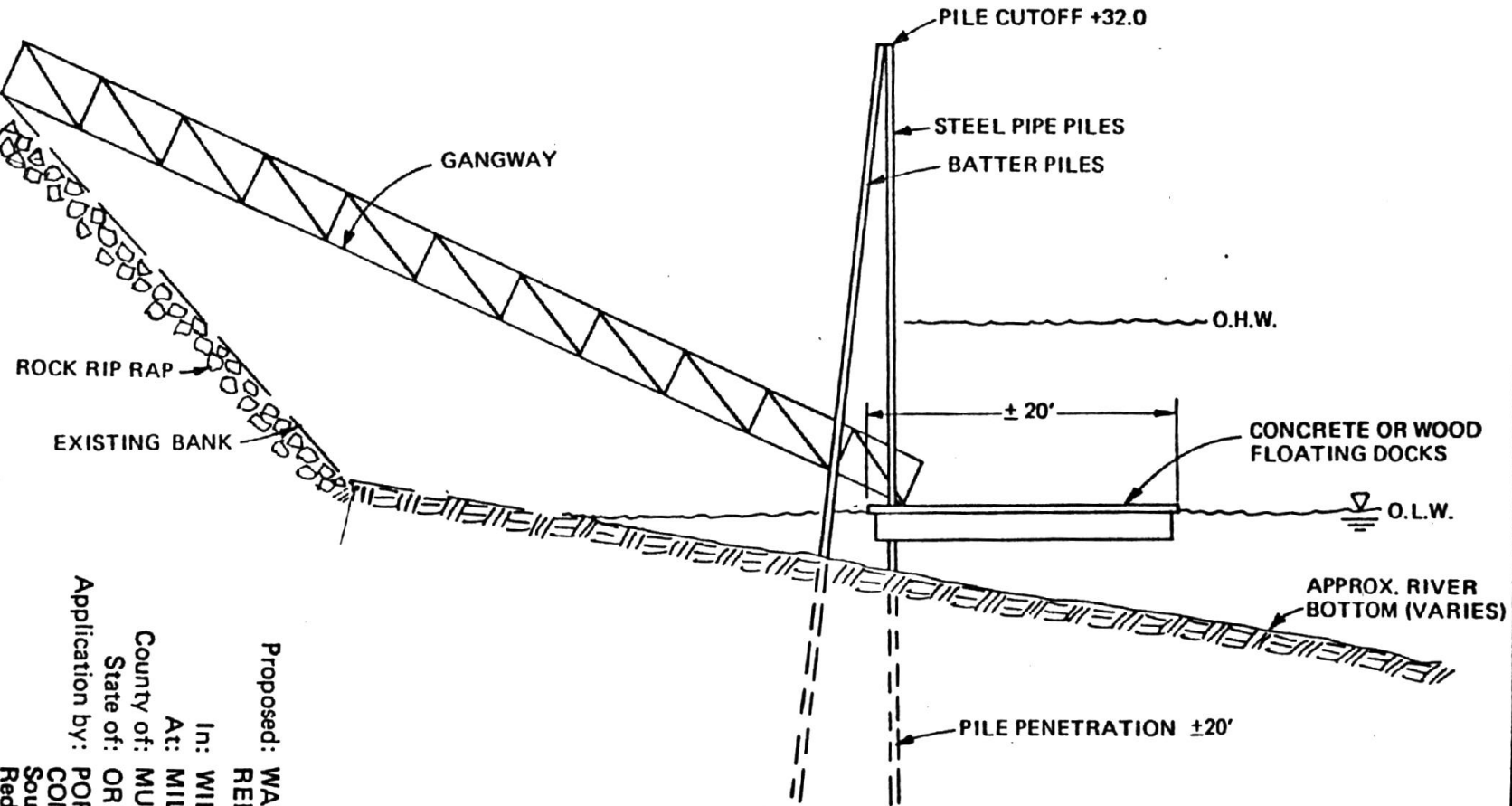


Light Watercraft Float Plan

Proposed: WATERFRONT
REDEVELOPMENT
In: WILLAMETTE RIVER
At: MILE 13.3
County of: MULTNOMAH
State of: OREGON
Application by: PORTLAND DEVELOPMENT
COMMISSION
South Downtown Waterfront
Redevelopment

Date: JAN. 1980

SHEET 14 OF 14



Light Watercraft Dock
Section KK

0 5 10 FEET

Proposed: WATERFRONT
REDEVELOPMENT
In: WILLAMETTE RIVER
At: MILE 13.3
County of: MULTNOMAH
State of: OREGON
Application by: PORTLAND DEVELOPMENT
COMMISSION
South Downtown Waterfront
Redevelopment
Date: JAN. 1980

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

URB 10-19.4

July 17, 1980

Mr. Rodney O'Hiser, Downtown Planner
Code Administration
Bureau of Planning
621 S.W. Alder Street
Portland, OR 97205

Dear Mr. O'Hiser:

Re: Comments on South Downtown Waterfront Development Application (File No. CU58-80)

The present Terrace Bowl design has various implications with regard to the potential Light Rail Transit Corridor. In order to avoid the use of reverse curves, it will be necessary to use a very sharp curve in the transitway as it exits Columbia Street to the east given the present Terrace Bowl design. This sharp curve ($R=85'$) will, therefore, be located within the intersection of S.W. Columbia Street and S.W. Front Avenue. This situation will require the crosswalk and stop line on the south side of the intersection to be located a considerable distance from the intersection, thus creating confusion among auto drivers and pedestrians unfamiliar with this location.

Besides the high probability of some auto drivers going beyond the stop line and interrupting transit operations, there may also be auto traffic impacts. Traffic problems could result from the great reduction of vehicle storage space between Clay and Columbia. These impacts could be greatly reduced by modifying the Columbia Street Entry Plaza and by straightening the bicycle and pedestrian path between the Plaza and the Harbor Way turn-around, thereby allowing the Columbia Street exit curve to be moved to the eastern edge of the intersection.

Sincerely,

John R. Griffiths
Project Engineer

JRG:rm

cc: Don Bergstrom, Bureau of Traffic Engineering ✓
Lawrence Dully, PDC
Steve Dotterer, Planning Bureau, Transportation Planning
Jim McClure, ODOT
Mike Dilembo, CH2M/Hill

RECEIVED

28 1980
OF
ENGINEERING

D

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

Bergstrom

File

URB 10-22

June 16, 1980

Westside Transitway Engineering TAC Members

NEXT TAC MEETING

The next meeting of the Transitway Engineering TAC will be held at 10:00 a.m. on Tuesday, July 1 at Tri-Met Offices, 4012 S.E. 17th Avenue in Conference Rooms C and D. The two principal agenda items are the Beaverton rail relocation study and a review of the ODOT Reconnaissance Report. Copies of the latter will be mailed to TAC members in advance.

Attached for your records are the minutes of last month's TAC meetings.

William Lieberman
Manager, Project Development
TAC Chairman

P *Old*

Westside Corridor Study
Transitway Engineering Technical Advisory Committee
Minutes of Meeting, May 13, 1980

Attendees:

William Lieberman, Tri-Met	Lee Hames, Portland
Steven Fisher, Tri-Met	Rob Bernstein, Portland
Andy Cotugno, Metro	Dave Hill, Portland
Steve Siegel, Metro	Jim McClure, ODOT
John Rosenberger, Washington County	E. J. Dunn, ODOT
Frank Angelo, Washington County	Curt Duval, ODOT
Steve Gustavson, Tri-Met Consultant	

The first portion of the meeting concentrated on the gradient problem along both LRT alignments. Tri-Met's consultants from the firm of PB/LTK had conducted a series of analyses on each and reported that grades would not, in fact, present a problem. Long sections of 6% grade could be handled by car motors currently available, even with one car disabled in a crush-loaded two-car train. This would require provision of a "tow-mode" switch in the vehicle specification, a relatively minor feature. Grades higher than 6% could present adhesion problems, however, even for short distances. Grades at station areas should be held to 2%, and emergency storage tracks should be added at strategic points, such as at Zoo, Sylvan, and Peterkort stations on the Sunset alignment, and at Burlingame station on the Multnomah alignment. A crossover track halfway down the Stevens Creek incline would also be advisable. These measures will be recommended to the engineering consultants when they begin work this summer.

Draft standards and criteria for engineering design and decisionmaking were distributed for review. These will go to the Planning Management Group for approval and will be sent to UMTA to document the methodology which ultimately determines alignment options and capital costs. After discussion, it was concluded that the design criteria needed to be supplemented by more decision criteria and should be resubmitted to the TAC in augmented form.

ODOT stated that it will distribute drafts of the Reconnaissance Report so that it could be discussed at the next TAC meeting before being brought to the Planning Management Group. In addition, it was announced that Jim McClure will take over for Curt Duval in heading the ODOT reconnaissance work.

Westside Corridor Study Minutes
May 13, 1980
Page 2

Discussion then centered around the Murray Boulevard option through Beaverton. Beaverton's consultant will examine this and present a recommendation on June 12 as to whether or not it should be carried. ODOT will document their analysis to date of the Murray and Cedar Hills Boulevard route options.

Two sites near station areas are apparently about to be developed, one near Sylvan and the other at Oleson Road. The City of Portland will investigate what is being planned at Sylvan and whether anything can be done to stop or modify it.

BL:dh

Westside Corridor Study
Transitway Engineering Technical Advisory Committee
Minutes of Meeting, May 20, 1980

Attendees:

William Lieberman, Tri-Met
Tom Matoff, Tri-Met
John Griffiths, Tri-Met
Steve Siegel, Metro
Bebe Rucker, Multnomah County
Frank Angelo, Washington County
John Rosenberger, Washington County

Rob Bernstein, Portland
Jim McClure, ODOT
Bob Bothman, ODOT
Bob Shalk, ODOT
Leon Brock, ODOT

This was a brief meeting held to review progress to date.

Discussion was held on the criteria used in selecting options. Certain criteria relate mainly to engineering design, but others are needed on evaluation of options. This led to a discussion of the objective of the engineering reconnaissance. It was concluded that this work should identify only those options which are feasible. Cost-effectiveness as an evaluation measure will therefore not be appropriate until the design stage begins this summer.

BL:dh

File Copy

ARB 10-18.4

DRAFT OF
MEMORANDUM OF UNDERSTANDING

TO: Don Bergstrom
City Traffic Engineer

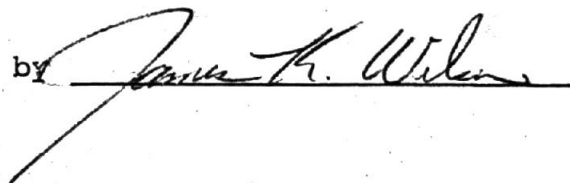
FROM: Larry Dully, Project Coordinator-PDC

SUBJECT: South Downtown Waterfront Development

As discussed, portions of the South Downtown Waterfront Development will require your cooperation. Areas involving your services are:

- 1) Review and approval of preliminary engineering plans being prepared for PDC.
- 2) Review and approval of revised preliminary engineering documents incorporating comments and changes requested by PDC and reviewing agencies.
- 3) Review and approval of final engineering documents prepared by ODOT or consultants for PDC prior to bidding of the projected construction.
- 4) Inspections of the construction and consultation with the construction coordinator who will have continuous onsite communication with the ODOT Resident Engineer and other bureaus and the utility companies, sufficient to satisfy you of compliance with the approved plans and specifications reviewed and approved by you.

Reviewed by





MEMO

Bureau
of
Traffic
Engineering

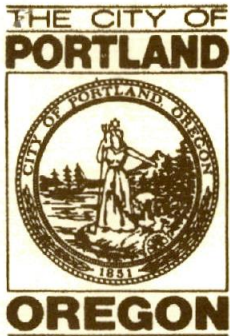
DATE 2/25/80
FROM DED OF _____
TO Spec OF _____

		CIRCULATE	INITIAL & DATE
<input type="checkbox"/> F.Y.I. & Return	<input type="checkbox"/> See Me	_____	_____
<input type="checkbox"/> F.Y.I. & File	<input type="checkbox"/> Comment	_____	_____
<input checked="" type="checkbox"/> Prepare Reply	<input type="checkbox"/> File	_____	_____
<input type="checkbox"/> Prepare Report	<input type="checkbox"/> Circulate	_____	_____

SUBJECT: Waterfront Development Project

MESSAGE: Please check this out with signal

REPLY: _____



DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Allison Logan Belcher
Gary W. Masner
Randolph L. Miller
Walter C. Mintkeski
Louis Scherzer

J. David Hunt
Executive Director

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

February 21, 1980

P12987.W2.10

Don Bergstrom
City Traffic Engineer
420 SW Main
Portland, Oregon 97204

Dear Don:

Thank you for your cooperation on the South Downtown Waterfront Development project. The design development and the preliminary engineering are nearing completion.

The role of your department has been developed through discussions and meetings with various bureau personnel and others directly or indirectly involved in the project.

Please review the attached draft of memorandum of understanding. Your comments, corrections, and additions are requested.

Please acknowledge and return the document by February 29. The final memorandum will be incorporated into a program to be presented to the City Council for review and approval.

Your help and consideration is appreciated. If we can be of assistance, please notify Gale Taylor, telephone 248-4925.

Very truly yours,


Larry Dully
Project Coordinator

LD:dgm

RECEIVED
FEB 25 1980
BUREAU OF
TRAFFIC ENGINEERING

December 12, 1979

P12987.A1

Mr. Robert Bothman, Administrator
Metropolitan Branch - Highways
Oregon Department of Transportation
5321 N.E. Glisan
Portland, Oregon 97213

Dear Bob:

Subject: Status of Street Design, South Waterfront
Redevelopment

PDC and our project team have completed selection of proposed street improvements. The plans selected are basically as shown in the "Alternative Design Concept Plan." Front Avenue would be widened with medians. Montgomery Street would be extended to the vicinity of the restaurant pier. Alignment of Montgomery Street and the scale of the cul-de-sac may be revised before we complete preliminary engineering.

The attached matrix shows our current understanding of the roles of various project participants in the design, construction, and eventual maintenance of the project.

We should have a preliminary scaled layout of Front Avenue to you by December 17. As soon as the alignment of Montgomery Street is resolved, we will prepare the scaled layout.

If you have questions, please call. I will be contacting you in the near future to schedule a meeting with all street design participants to verify arrangements.

Sincerely,

Brian Mostue
Project Manager

BM:dgm:ll:dgm

cc: Larry Dully, PDC
David Vargas,
Don Bergstrom

Spicer
We need to stay on
this project who has
assistance?

ARB
10-18.4

Sauer
Wilson

RECEIVED

DEC 17 1979

BUREAU OF
TRAFFIC ENGINEERING

December 12, 1979

712987.41

Mr. Robert Boshman, Administrator
Metropolitan Branch - Highways
Oregon Department of Transportation
5321 N.E. Glisan
Portland, Oregon 97213

Dear Bob:

Subject: Status of Street Design, South Waterfront
Redevelopment

PDC and our project team have completed selection of proposed street improvements. The plans selected are partially as shown in the "Alternative Design Concept Plan," Front Avenue would be widened with medians. Montgomery Street would be extended to the vicinity of the restaurant pier. Alignment of Montgomery Street and the state of the cut-and-fill may be revised before we complete preliminary engineering.

The attached matrix shows our current understanding of the roles of various project participants in the design, construction, and eventual maintenance of the project.

We should have a preliminary scaled layout of Front Avenue to you by December 17. As soon as the alignment of Montgomery Street is resolved, we will prepare the scaled layout.

If you have questions, please call. I will be contacting you in the near future to schedule a meeting with all street design participants to verify arrangements.

Sincerely,

Brian Morone
Project Manager

Bm:dgml:11-dgm

cc: Larry Dally, PDC
David Vargas,
Don Herderson

RECEIVED

DEC 17 1979

BUREAU OF
TRAFFIC ENGINEERING

Spec
We need to stay on
the project who has
costs met
WRB
10-18-79

PARTICIPANTS AND ROLES
FRONT AVENUE AND MONTGOMERY STREET IMPROVEMENTS
SOUTH WATERFRONT REDEVELOPMENT

	<u>PRELIMINARY ENGINEERING & DESIGN</u>	<u>FINAL ENGINEERING & DESIGN</u>	<u>CONSTRUCTION ADMINISTRATION</u>	<u>MAINTENANCE</u>
ROADWAY (alignment, grade, etc.)	CH2M HILL	ODOT	ODOT	City-Bureau of Maintenance ¹
SIGNALS	CH2M HILL	ODOT	ODOT	City-Bureau of Maintenance
STREET LIGHTING	CH2M HILL	ODOT	ODOT	City-Bureau of Maintenance
LANDSCAPE & IRRIGATION (Medians)	PERRON	ODOT	ODOT	City-Parks Bureau

¹ Maintenance of sidewalks is normally the responsibility of adjacent property owners. Maintenance of sidewalks along Front Avenue north of the Hawthorne Bridge has not been defined. The issue must be addressed in this waterfront redevelopment also.

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

11/30/79

☒ STAFF

☒ BAUER

☒ BERGSTROM

☒ BOLLING

☒ BURDETTE

☒ CARTER

☒ CHOATE

☒ DAVIS

☒ DORN

☒ EVANS

☒ FRANKLIN

☒ HASSETT

☒ JAMES

☒ JAPPORT

☒ KNUDSON

☒ KOENIG

☒ MAGIN

☒ MARTINI

☒ MASCO

☒ MASON

☒ MUIR

☒ NEELY

☒ NISHIKAWA

☒ NOZAKI

☒ PARKS

☒ PHELAN

☒ SPEER

☒ STARK

☒ WELD

☒ WETMORE

☒ WILSON

☐ CIRCULATE

☐ INITIAL

☒ FILE *SPW*

☒ FOR YOUR INFORMATION

☐ FOR YOUR APPROVAL

☐ ORDER

☐ PREPARE ANSWER (DRAFT)

☐ RETURN TO

☐ SEE ME

☐ INVESTIGATE AND REPORT

☐ PLEASE PROCESS

☐ PLEASE ATTEND

☐ REVIEW AND COMMENT

*See Attached Comments
from Wetmore & Bauer*

*— Apparently it was
not clear who should
attend this meeting.*

*I didn't see anything
on it until you*

☐ TRAFFIC SAFETY

☐ PARKING PATROL DIVISION

*showed me the
11/30 Memo*

~~Spencer~~

URB ~~28~~

10-18.4

1979

To: Martini

Sub: DEB memo re: south waterfront meeting

While Mike was in the east at school I filled in for him and attended the first meeting on this project. When the second meeting came up - the one Don is asking about - I thought Mike was going. To late to attend myself I found out that Mike was on vacation that day.

WMB

To: Martini

From: MWB

Sub: Same as above

As usual The study report from PDC came across by desk on a Tues. by that same Thurs. DEB wanted comments - I made those comments to DEB. Previous to this time I had made a vacation slip to take off that Friday. Since DEB wanted these comments before the Friday meeting I assumed he was going. No mention was made that I should go to the meeting. Another point - there is no funding for our time on this project and at one time I was told by DEB to limit my time to only those projects we get reimbursed on - I wish this would be clarified.

BUREAU OF TRAFFIC ENGINEERING

INTRA-OFFICE ROUTE SLIP

FROM

DATE

11/28

STAFF

ABELSEN

BAKER

BAUER

BERGSTROM

BIGGS

BOLLING

BURDETTE

CARTER

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SPEER

STARK

WELD

WETMORE

WILSON

CIRCULATE

INITIAL

FILE

FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO MARTINI~~SEE ME~~

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

Why didn't
some one
from BTE
attend the
meeting?

TRAFFIC SAFETY

PARKING PATROL DIVISION

URB 28

CH2M HILL

MEMORANDUM

TO: MEETING PARTICIPANTS

FROM: BRIAN MOSTUE, CH2M HILL

DATE: NOVEMBER 20, 1979

PROJECT: P12987.A1

SUBJECT: SOUTH WATERFRONT REDEVELOPMENT; STREETS AND
UTILITIES MEETING, NOVEMBER 9, 1979

ATTENDING: BRIAN MOSTUE, BRUCE RAWLS, CH2M HILL
JERRY IVIE, PORTLAND FIRE BUREAU
TERRY HERCHER, PACIFIC POWER
NUNNALLY JOHNSON, PACIFIC POWER
JIM ROBERTSON, PDC
ROBERT OBERST, PACIFIC POWER
GERRI SUE LENT, PACIFIC POWER
ROGER SHIELDS, 33 N.W. FIRST
BOB PERRON, CONSULTANT
BILL ELLIOTT, WATER BUREAU
JOHN PHIPPS, BUREAU OF MAINTENANCE
RAY SIMS, SANITARY ENGINEERING
BOB BOTHMAN, ODOT
RICHARD VROOMAN, WATER ENGINEERING
STEVE HAWKE, P.G.E.
TERRY BRAY, STREETS & STRUCTURES
AL GREENEN, PNB
STACY WRIGHT, PACIFIC POWER
JAN SCHAEFFER, STREETS & STRUCTURES,
BICYCLES & PEDESTRIANS

INVITED; NOT ATTENDING:

N.W. NATURAL GAS
BUREAU OF TRAFFIC ENGINEERING

RECEIVED
NOV 27 1979
BUREAU OF
TRAFFIC ENGINEERING

MEETING PARTICIPANTS
PAGE 2
NOVEMBER 20, 1979
P12987.A1

A. Streets

1. Oregon Department of Transportation (Bob Bothman)
 - o A 26-week period is required from receipt of preliminary engineering to award of a contract.
 - o Aiming for a July contract award date to tie in with Gender Machine vacation.
 - o Schedule can be met with decision December 1 on preliminary design.
 - o Construction contract time is estimated at 15 months; completion of Montgomery Street and Harbor Drive by January 1981 is optimistic.
 - o Suggested extending the median character on Harbor Drive as far south as possible to begin slowing vehicles down.
2. Portland Streets and Structures (Terry Bray, Jan Schaeffer)
 - o Concern on timing; need alignment information on Montgomery Street.
 - o Luminaires for ornamental iron street lights are being studied to provide better distribution of lighting.
 - o Modification of Hawthorne Bridge ramp should provide smooth pedestrian/bicycle access.
 - o Bike path south of the Marquam Bridge is on Moody Street. Project bike path needs to connect to this path, most likely under the Marquam Bridge.
 - o The opportunity for a bike commuter route separate from recreational routes should be considered.
 - o Design of pathways should ensure a sense of security and allow police surveillance; users may be concerned if out of view of traffic on Front Avenue.

MEETING PARTICIPANTS
PAGE 3
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P12987.A1

B. Fire Protection (Jerry Ivie)

- o More than 50 percent of new buildings are installed with sprinkler systems; the Fire Bureau needs documentation of this requirement in the design guidelines. If sprinkling is required, the number of hydrants serving the development can be cut in half. Within the fire zone established for the site, sprinklers are optional if adequate hydrant capacity is available. Letter of August 10 regarding sprinkling was cited for review.
- o Access on the esplanade for vehicles needs 20 feet clear space; proposed 30-foot width for the esplanade is adequate. Benches and trash receptacles should be permanently installed so they cannot be moved into the fire lane.
- o Defining specific marina access points would be an advantage. The Bureau will require standpipes on the dock and emergency communications.

C. Water Bureau (Bill Elliott, Dick Vrooman)

- o Proposed lines are designed to serve the double duties of local service and fire protection.
- o Suggesting a main line in the esplanade.
- o Alignment of the major new river crossing would occur in the Market Street extension.

D. Sanitary Engineering (Ray Sims)

- o Schedule as shown is workable.
- o Possible to rework the outfall of the 72-inch storm sewer.
- o Possible to rework the 42-inch interceptor in the bowl area.

MEETING PARTICIPANTS

PAGE 4

NOVEMBER 20, 1979

P12987.A1

- o The Mill Street combined sewer outfall should be considered for possible relocation. A similar outfall near the Multnomah Boat Club presents problems with the initial flushing of debris at the beginning of storm events. PP&L noted debris and oil slicks originating with runoff from the Marquam Bridge at the onset of storm events.

E. Bureau of Maintenance (John Phipps)

- o Public facilities should be designed to minimize the impact on ongoing maintenance.
- o Maintenance of street trees and landscaped areas would be the responsibility of the Parks Bureau.

F. Telephone (Al Greenen)

- o Excavation in Montgomery Street may necessitate a temporary service to the PP&L steam plant.
- o New improved permanent service is desirable before abandoning the existing system.
- o Current thinking is to provide service by crossing Front Avenue at Clay Street, and coming in along the west side of Parcel A.

H. Portland General Electric (Steve Hawke)

- o Relocation of two blocks of cable would require 2-3 months in the spring or fall.
- o Maintenance access for existing cables must be maintained.

I. Pacific Power & Light (Bob Oberst, Stacy Wright, Terry Hercher, Nunnally Johnson, Gerri Sue Lent, Roger Shiels)

- o Substantial difference in cost figures from those presented in review packet; letter conveying these costs will be sent to Dully and CH2M HILL.

MEETING PARTICIPANTS

PAGE 5

NOVEMBER 20, 1979

P12987.A1

- o Appropriateness of the alternate walkway between the steam plant and substation was questioned; path would be more appropriate south and west of the substation. It is possible under one of the SERA final alternatives that the substation may be relocated.
- o Vehicular access to the east of the plant is provided as per the SERA report; specifics need additional study.
- o The breakwater alignment in the alternative plan may present problems for maneuvering barges into the fuel pier. Issue to be checked with Columbia River Towboat Association.
- o The pedestrian circulation shown in the alternative concept crossing under the fuel pier is preferable in regards to security at the steam plant.
- o Site access as shown in the alternative plan is preferable, both in terms of connecting Moody Street to Montgomery Street, and in making the Harrison Street connection.
- o The major feeders from the Lincoln substation service downtown. New feeders would be generated from Lincoln for construction and initial waterfront development.
- o A separate distribution system for steam heat would be required within the project development; existing lines are major supply lines to downtown.
- o The desired approach to electrical service would be similar to downtown. Ductlines would be brought to the property line. Buildings will require transformer vaults. The developer will provide a vault and a ductline to the property line. PP&L will run a cable to the transformer vault.

MEETING PARTICIPANTS

PAGE 6

NOVEMBER 20, 1979

P12987.A1

- o July or August is the best period for interrupting steam service.
- o Cost for relocating the steamline assumes placement within a waterproof membrane.
- o The westerly edge of the greenway south of the steam plant includes more acreage than previous schemes. The outdoor recreation property conversion was discussed. This issue will require further discussions with PP&L. The SERA plan may show a building in the park area.
- o Easements will be required for utilities not within public rights-of-way.

J. General Comments

- o Generally the group recommended the alternative design concept plan.