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Pioneer Courthouse Square Project Status

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FILE ?

Pioneer Courthouse Square

City of Portland, Oregon

REPORT OF PROJECT STATUS

JANUARY 18, 1979

PREPARED FOR
CITY OF PORTLAND DEVELOPMENT COMMISSION

PREPARED BY
DONALD J. STASTNY
PROJECT MANAGER

DOCUMENT NO. 77-20-12

RECEIVED

MAR 1 1979

MAYOR'S OFFICE

Architects Atelier/Northwest

Planning · Urban Design · Architecture

January 18, 1979

Mr. Robert J. Holmes
Portland Development Commission
1500 S.W. First Avenue
Portland, Oregon 97201

Subject: Pioneer Courthouse Square
Project Management Report of Project Status

Dear Mr. Holmes:

Pursuant to our recent discussions, the following status report is submitted as completion of our present contractual agreement. This report embodies the input that has been received over the past fourteen months and distills it to definitive recommendations on the Design Program, Project Budget and Designer Selection Process. The recommendations on the Design Program, Project Budget and Designer Selection Process. The recommendations as herein contained have agreement in principle by the various advisory groups instituted for this process.

The recommendations, concisely stated, are as follows:

1. Design Program: A full block public square with a "feature" structure on a limited portion of that block.
2. Project Budget: A combined public/private funding procedure to provide \$7,432,000 to cover total project costs.
3. Designer Selection Method: A limited competition between a selected group of architects/landscape architects.

This report is a status report of thinking to date. Prior to submitting these recommendations to the City Council, they should be recirculated through the advisory groups for final evaluation and acceptance.

Sincerely,

ARCHITECTS ATELIER/NORTHWEST



Donald J. Stastny

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PROPOSED REGULATIONS OF
LIMITED DESIGN COMPETITION FOR
PIONEER COURTHOUSE SQUARE
CITY OF PORTLAND, OREGON

1. PROJECT

The City of Portland proposes to construct Pioneer Courthouse Square on the block bounded by S.W. Morrison Street, S.W. Broadway Avenue, S.W. Yamhill Street and S.W. Sixth Avenue. It will constitute the central public space of downtown retail core of the City. The design of Pioneer Courthouse Square will be in accord with proposed surrounding street and sidewalk improvements, the recently renovated Pioneer Courthouse/Post Office and grounds, and the Portland Transit Mall.

2. AUTHORITY

The City Council by Ordinance No. (insert No.) has delegated to the City of Portland Development Commission the authority to select an architect to prepare plans for, and supervise the erection of, the Project.

3. JURY OF AWARD

The City of Portland Development Commission agrees that there will be Jury of Award which will be composed as follows:

- 3.1 Member of the Pioneer Courthouse Square Citizens Advisory Committee (chosen by CAC);
- 3.2 Member of Pioneer Courthouse Square Design Advisory Committee (chosen by DAC);
- 3.3 Representative of the Downtown Business Community;
- 3.4 Prominent local architect/landscape architect (recommended by the Boards of Directors of AIA and ASLA):
- 3.5 Prominent non-local architect/landscape architect/urban designer.

4. AUTHORITY OF JURY

The City of Portland Development Commission agrees that the Jury will have authority to select the Participants in the Design Competition, and select one of the design solutions unless no design is submitted which fulfills the mandatory requirements of this program.

5. PROFESSIONAL ADVISOR

The City of Portland Development Commission has appointed as a professional advisor, Donald J. Stastny of Architects Atelier/Northwest, 813 S.W. Alder Street, Portland, Oregon, 97205, to prepare the design program and to act as advisor in the conduct of this design competition.

6. THOSE ELIGIBLE TO COMPETE

Participation in this limited design competition is open to all architects, landscape architects, or joint ventures qualified to practice in the State of Oregon under ORS 671 and OAR 806 who submit qualifications and are selected to compete according to the Competition Procedure.

7. COMPETITION PROCEDURE

The following outline procedure will be followed for the selection of participants in the limited competition, the operation of the limited competition and the selection of a design solution.

- 7.1 Public Request for Submission: Advertisement notifying public that submissions from persons or firms interested in being considered for participation in the limited competition are being accepted. Submissions will include letter of interest, background of person/firm, type of resources and experience, individuals to be involved in work, particular examples of executed work of a nature similar to the Pioneer Courthouse Square program and/or executed work involving an innovative approach to program requirements and references.
- 7.2 Receive Submissions: All submissions must be received by the Portland Development Commission by 12:00 noon (insert date). The Professional Advisor and the P.D.C. Staff will receive and record responses to the Request for Submissions, forwarding on to the Jury those that meet the minimum submission requirements listed above.
- 7.3 Screen Submissions: The submissions will be screened by the Jury to determine those persons/firms to be interviewed for possible participation in the Design Competition. The maximum number of persons/firms selected for interview will be ten.
- 7.4 Interview Possible Participants in Design Competition: The Jury will conduct 40 minute interviews during which each interviewee will have 20 minutes for questions by the Jury. A standard evaluation form will be utilized to assist the Jury in tabulating their response to interviews.

- 7.5 Select Participants in Design Competition: The Jury will select a maximum of five persons/firms to participate in the Design Competition. This selection will be within 30 days of final date for submission.
- 7.6 Precompetition Meeting: The Jury will meet with the selected Participants in an open session prior to the commencement of the competition to present the official Program Statement and any questions or concerns of the Participants.
- 7.7 Competition Period: The selected Participants will have a period of sixty days to prepare and submit their design solutions.
- 7.8 Examination of Designs and Award: The Professional Advisor will examine the designs to ascertain whether they comply with the mandatory requirements of the program, and will report to the Jury any instance or failure to comply with these mandatory requirements. The P.D.C. further agrees that the Jury will satisfy itself of the accuracy of the report of the Professional Advisor, and may place out of competition any entry which does not comply to these mandatory requirements. The Jury will carefully study the program and any modifications thereof, which may have been made through communications (see Section 12), and will then consider the remaining designs holding at least two sessions on separate days, considering at each session all drawings in competition, and will select the winning design by majority vote, before opening the envelopes which contain the names of the competitors.

Immediately upon the opening of the envelopes, the Professional Advisor will notify all competitors of the result of the competition.

In making the award the Jury will affirm that it has made no effort to learn the identity of the various competitors, and that it has remained in ignorance of such identity until after the award was made.

The City of Portland Development Commission agrees that the award of the Jury will be made within 30 days after the date set for the submission of drawings.

- 7.9 Award of Contract for Architectural Service: The City of Portland Development Commission agrees to employ as architect/landscape architect for the proposed project the author of the design selected by the Jury as the winning design.

7.10 Report of the Jury: The Jury will make a full report which will state its reasons for the selection of the winning design. A copy of this report will be sent by the Professional Advisor to each competitor.

8. COMPENSATION TO COMPETITORS

In full discharge of the obligation to competitors the Portland Development Commission agrees to pay to each of the competitors invited to take part in this competition a fee of \$10,000 within thirty days after the award.

9. EXHIBITION OF DRAWINGS AND MODELS

Drawings and models will not be exhibited publically until after the Award of the Jury is announced. There may be a public exhibition of drawings and models after the judging, and all drawings and models, except those of the successful competitor, will be returned to their authors.

10. COMMUNICATIONS

If any competitor desires information of any kind in regard to the competition, or the program, the competition shall ask for this information by anonymous letter addressed to the Professional Advisor, and a copy of this letter and the answer thereto will be sent simultaneously to each competitor. No request received within 30 days of the competition deadline will be answered.

11. ANONYMITY OF DRAWINGS AND MODELS

The drawings and models to be submitted shall bear no name or mark which could serve as a means of identification, or shall any competitor directly or indirectly reveal the identity of those designs, or communicate regarding the competition with the City of Portland Development Commission, the Jury, or with the Professional Advisor, except as provided for under "Communications." It is understood that in submitting a design, each competitor affirms compliance with the foregoing provisions regarding anonymity and agrees that any violation of them renders null and void any submissions and any agreement arising from it. Each set of drawings must include a plain, opaque, sealed envelope without any superscription or mark of any kind, containing the name and address of the competitor. The envelopes will be opened by the Professional Advisor after the final selection has been made, in the presence of the Jury. The drawings and models shall be double wrapped. The inner wrapping of opaque paper shall bear no mark or identification of any kind.

12. DELIVERY OF DRAWINGS AND MODELS

The drawings and models shall be addressed to the Professional Advisor at Portland Development Commission, 1500 S.W. First Avenue, Portland, Oregon 97201, and not delivered later than (date and hour). If the drawings and models are sent by express or mail they may be delivered to an express company or post office not later than the above date and hour, and the express company's or post office's receipt, bearing date and hour, shall be mailed immediately to the Professional Advisor as evidence of delivery.

13. DRAWINGS AND MODELS

The drawings shall include the following and no others, shall be 24"x36" format (long dimension horizontal), shall be mounted on rigid board or stock, and shall be rendered as noted:

- 13.1 Overall plan of Project Impact Area (2 blocks) at 1"=30' (1-24"x36" sheet maximum), color rendered;
- 13.2 Plans as required of the Project Design Area (1 block and streets) at 1/16"=1'-0" (3-24"x36" sheets maximum), black and white rendered;
- 13.3 Elevations of Project Design Area at 1/16"=1'-0" (2-24"x36" sheets maximum), black and white rendered,
- 13.4 Sections of Project Design Area at 1/16"=1'-0" (1-24"x36" sheet maximum), black and white rendered;
- 13.5 Sketches of character of Pioneer Courthouse Square (2024"x36" sheets maximum), color or black and white rendered.

The design shall be presented in a three dimensional model of the Project Design Area at 1/16"=1'-0".

14. AGREEMENT BETWEEN CLIENT AND SELECTED ARCHITECT

Upon the recommendation of the Jury, with the agreement of the Portland Development Commission that the author of the entry placed first shall be employed as architect/landscape architect for the project, the City of Portland and the selected architect/landscape architect will negotiate and execute a contract for professional services. Due to the budget and time restrictions, the City of Portland reserves the right to request changes in the program for the project prior to detail design and construction documentation.

PROPOSED DESIGN PROGRAM
PIONEER COURTHOUSE SQUARE
CITY OF PORTLAND, OREGON

1. INTRODUCTION

The parking lot opposite the Pioneer Courthouse occupies the most significant square block in the City of Portland. Judged simply as the piece of real estate which marks the heart and center of Oregon's urban area, its value is tremendous. Judged on the basis of its role in our history, it is priceless.

Portland's first real schoolhouse was built there--a New England style white wooden building which sometimes doubled as the town's public meeting hall.

The people of Portland watched from that schoolyard as limestone blocks were combined to form the "pride of Portland," our Pioneer Courthouse on the opposite block. Begun in 1869, it was the first major public building in the Northwest. Visitors with the stamina to climb to its cuppola were rewarded with a panoramic view of the growing City.

In 1883, the schoolhouse was torn down to make way for the Portland Hotel, a gracious Queen Anne Chateau whose Courtyard opened toward and seemed to embrace Pioneer Courthouse. Poised in the accepted center of town, her verandas, ballrooms, and restaurants alive with Portlanders, the Portland Hotel became a reflection of the City itself. For nearly half a century, Portland enjoyed a diverse, colorful street life radiating from that central block. Pedestrians strolled and chatted along the sidewalks as they were drawn from retail establishment to open-air market to coffee shop.

By 1951, when the Portland Hotel fell to the wrecking ball, downtown life had moved indoors. Feet were replaced by the automobile. In that sense, the parking lot which the site became was also an accurate reflection of the City. Portlanders drove everywhere. Sidewalks became mere passages to and from our cars. Slowly the strollers and shoppers who keep cities vital and alive disappeared from our downtown core area.

Happily the people are back. Public and private Portland joined together in the seventies to rekindle the romance with downtown, creating an urban Renaissance in the process. New and revitalized stores, housing, exciting shops and restaurants entice and invite one to go in any of a dozen different directions. Once again, the sidewalks are alive with food and flower vendors, musicians, and--the source of life for any core area--pedestrians.

As downtown became host to the highest concentration of pedestrians in the state, people began to talk about converting our central block to a new use. Portlanders concluded that if parking could be relocated, this space should become our main public plaza and open space, dedicated to the daily pleasure and comfort of our citizens.

2. DOWNTOWN DEVELOPMENT STATUS

In early 1970's the City's commitment to a central public square stimulated a planning and development effort which has brought about a total Renaissance of the downtown.

The participation of the public sector has included Department of Interior's \$1.2 million restoration of the National Landmark Pioneer Courthouse, the UMTA funded \$15 million Portland Mall running on 5th and 6th Avenues for 13 blocks through the length of downtown, the \$10 million revenue bonded East and West garages, providing 1300 close-in shopper parking spaces and the \$25 million waterfront urban renewal project covering the east one-half of downtown which has focused on the development of our mile long Waterfront Park.

The promise of the Square and the implementation of the garages and Transit Mall convinced J.C. Penny to stay in the downtown and locate in a larger facility nearer the Square and the Mall, starting a chain of retail investments. This has included Nordstrom's new \$8 million facility just west of the Square, the remodel of the vacated Rhodes Department Store into "The Galleria", \$2 million in remodeling of May Company's Meier & Frank, the locating of a new chain "The Broadway" and enthusiastic lease-up of approximately 40,000 square feet of retail space in the ground floors or the new garages. Most recently Pacific First Federal has begun construction of a 19 story 350 square foot office building just adjacent to the Square to the south. These facilities are all tied to Morrison Street which is slated as a pedestrian/transit link with the Square and new Waterfront Park.

Portland is a national leader in meeting its commitments under the 1970 Federal Clean Air Law. Recent achievements include the recently completed Transit Mall, the June opening of the West Garage and construction of the East Garage, with completion of this facility estimated for July 1979.

Eleven million in retail development which has been generated around the site is waiting for the centerpiece to be completed. The recent acceleration of commercial construction and development interests here further intensifies the need for a central public open space.

3. DESIGN BOUNDARIES

Three sets of study and reference boundaries are established for this project and will be observed by those preparing project designs.

- 3.1 Project Impact Area: This area comprises a two block area: the Pioneer Square site, Pioneer Courthouse, neighboring streets, and the structures and functions opposite these two blocks.

This design impact boundary has been established to make certain that full awareness and observance is made of the scale, style, and function of development in the environs of the Pioneer Square site and therefore, the opportunities for successful design relationships.

The recently restored Pioneer Courthouse and grounds, the just completed 5th and 6th Avenue Transit Mall streets, and several notable structures are within or front on this two block site.

- 3.2 Project Design Area: This area includes the Pioneer Square block and the street and sidewalk areas of S.W. Morrison from 50 feet west of S.W. Broadway to 50 feet north of S.W. Morrison, S.W. Yamhill from 50 feet west of S.W. Broadway to 50 feet east of S.W. 6th; and S.W. 6th from 50 feet south of S.W. Yamhill to 50 feet north of S.W. Morrison.

The perimeter streets and sidewalks, including the 6th Avenue Mall, are recommended for inclusion in the project design area because their use, materials, furniture, landscaping, etc. should be closely coordinated with the design feature of the Square. These streets include areas 50 feet beyond the Square in all directions to assure design attention to the important entry ways to the Pioneer Square Project.

- 3.3 Project Budget Area: This area includes the property within the Pioneer Plaza Block.

While it is recommended under 3.2 that all of the street areas neighboring the project site be designed integrally with the site, funding sources for the Pioneer Square project are likely to be different from any funding established for perimeter street design improvements. Therefore, the Square design must be capable of being segmented from the street and sidewalk improvements for budget considerations.

4. SITE DESCRIPTION/INVENTORY

The following maps are included as an inventory of the site and are attached at the end of this program.

- 4.1 Location in Portland Metropolitan Area
- 4.2 Location and Relationship to Downtown Development
- 4.3 Design Boundaries
- 4.4 Building Identification
- 4.5 Ground Floor Uses
- 4.6 Contour Map
- 4.7 Pedestrian Traffic
- 4.8 Bus Volumes
- 4.9 Utilities
- 4.10 Street Furniture Locations
- 4.11 Sun Shadow Analysis (8 sheets)
- 4.12 Elevation of Surrounding Buildings
- 4.13 Aerial Photograph of Site
- 4.14 Engineering Report on Existing Garage

5. CIRCULATION REQUIREMENTS

- 5.1 Transit: S.W. Sixth is the designated non-automobile street adjacent to the Square which has been devoted to transit, particularly the diesel bus. On other streets transit vehicles should not dominate and destroy a pedestrian emphasis to the Square. On the other hand, the Square is at the focus of the region, and is likely to serve as a major transfer/information point for transit, no matter how the regional system develops. Decisions regarding the Banfield Transitway, including its downtown access, and alignment, will not be made by local jurisdictions until after the design competition. Therefore, the initial concept for the Square will need to be flexible enough to accommodate several alternatives. The Light Rail (LRT) option in contra-flow lanes will present the most restrictive design conditions for the

Square. This option requires preservation of LRT platform sides on both the Morrison and Yamhill faces of the Pioneer Square block. The bus options, conversely, would require station sides on the block faces of Morrison and Yamhill opposite the Pioneer Square block. Since LRT is the most difficult condition, it should be used as the basis for the design competition.

- 5.2 Pedestrians: Access to the Square should be easy and as barrier-free as possible for pedestrians (including the handicapped). Ease of access from the Square to activities in adjoining blocks should be as unrestricted as possible. Of prime importance is cross-circulation on the Square.
- 5.3 Bicycles: Bicycle access to the Square should be provided. Moving bicycles, however, do not mix well with pedestrians. To allow for bicycles without letting them intrude into the pedestrian activities of the Square, bicycle parking should be provided at the perimeter of the Square itself.
- 5.4 Automobiles: Broadway is the only street adjacent to the Square which has an auto-oriented designation. It should be the main route from which automobile drivers view the Square. Auto access on S.W. 6th and Morrison, which are non-automobile streets, may be restricted, depending on the needs of other modes.
- 5.5 Service and Trucks: Because of the limited and intermittent needs for truck access, consideration will be given to limited time service access, especially on S.W. Morrison, to off-peak or evening hours only.

6. QUALITY AND USE REQUIREMENTS

- 6.1 The Public Square: Central to the future of downtown, it should be distinctive and unique to the area. It should be a people-oriented place that is imaginatively designed and perceptively diverse. It should be dynamic, magnetic, offering usable, multi-functional and flexible space.
- 6.2 The Controlling Concept: The total Square will be the overall attraction, but it should have a single major feature that will be the magnet to attract people.

- 6.3 The Major Feature: The Citizens Advisory Committee has concluded that a glass structure housing seasonal and permanent botanical exhibits as well as other features best fulfills the need for a major, positive magnetic attractor for the following reasons:
- It is a proven concept. In recent years, in cities around the world, imaginatively conceived conservatories have proven to be unusually popular in attendance. It is a concept that works.
 - There have been a few objections per se to the concept other than concerns about "fixity," degree of openness, requirements for security, and use control.
 - It can generate revenue for the City to cover basic maintenance costs.

- 6.4 Square Design: The overall Square must be compatible in design and scale with the Pioneer Courthouse, Transit Mall and surrounding historic structures. The major structure in itself should be of dramatic design yet sympathetic to the existing structures. The remaining major portion of the Square should be skillfully designed to offer a variety of spaces that are multi-functional and convertible to different uses, i.e., for the arts and traditional public Square activities. A utility grid of electrical connectors, tie-downs and anchors should be developed to allow for changing use of the open space.

The design should take advantage of the height differential across the site and the existing sidewalk vaults on Broadway, Morrison and Yamhill.

The design should recognize the desire for ease of public surveillance and control. Detail considerations should include limiting height of low spreading plants, avoiding clustering of vegetation, to provide concealment, providing emergency phones, minimizing sight obscuring walls, provision for restroom use.

Space Requirements for the Structure: The structure must be of sufficient size and quality to provide a display area that is continually attractive to the public and that permits easy change of displays. Provisions should be made for a wide variety of indigenous plant life, both permanent and seasonal, and for the inclusion of some ornamentals. Provision should also be made for particular activities that generate revenue, i.e., a small shop and a tea/coffee room, with access to the outside (sidewalk care).

Provision should be made for public information center, restrooms, and general support facilities including a meeting room.

Within the conservatory, provision might be made for a limited art/sculpture display area, fountain, aviary or small animal exhibits from the zoo.

A portion of exterior wall may be used as a partial cover or shell for art/music/drama activities.

The enclosed, controlled space may be of more than one level, but must not exceed 25% coverage of the Project Budget Area. Utilization of sidewalk vaults can also increase the available space.

Consideration should be given to incorporation of historic relics on the Square, especially elements of Portland's cast iron architecture.

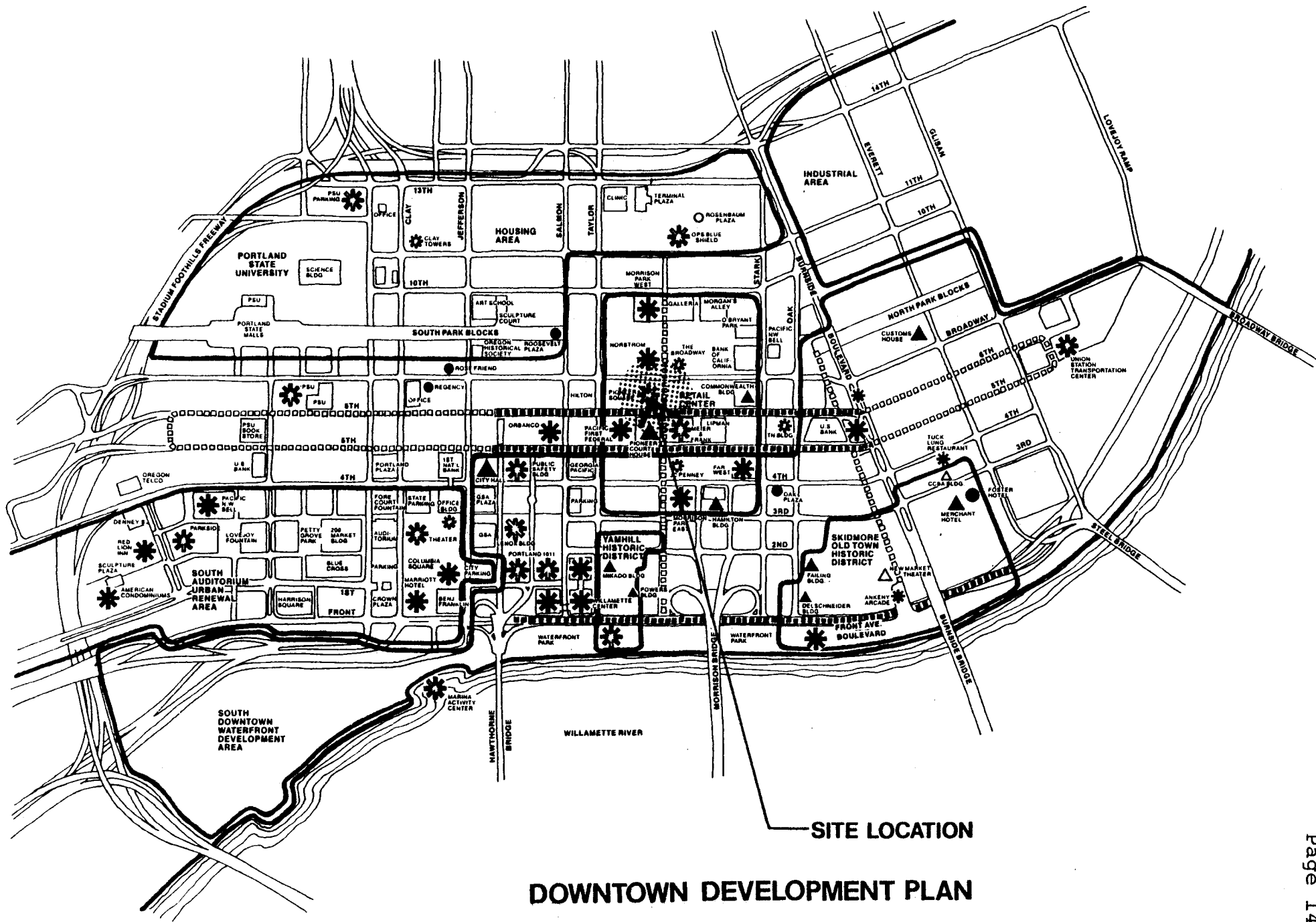
- 6.6 Private Financial Support: The Square and its major feature must be of high enough quality and of sufficient allure to attract large private donations to supplement public funding.

The structure should have the flexibility to support and reinforce major seasonal events within the total Project Impact Area.

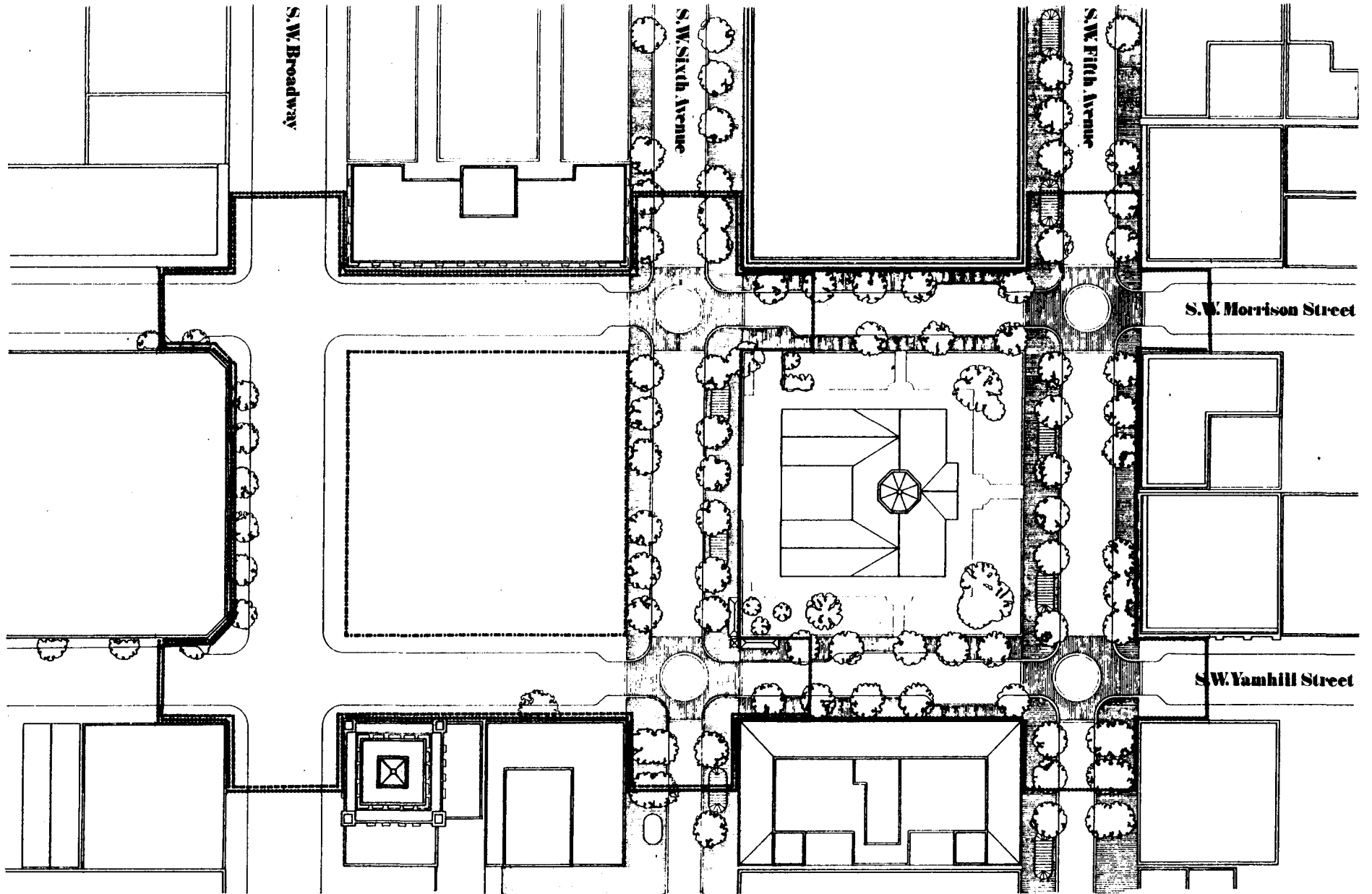
Activities at grade level should be active, people-oriented functions.






Portland Metropolitan Area



SITE LOCATION
DOWNTOWN DEVELOPMENT PLAN

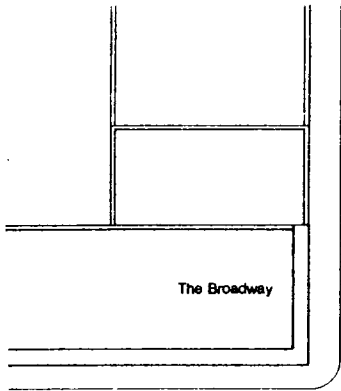


Design Boundaries

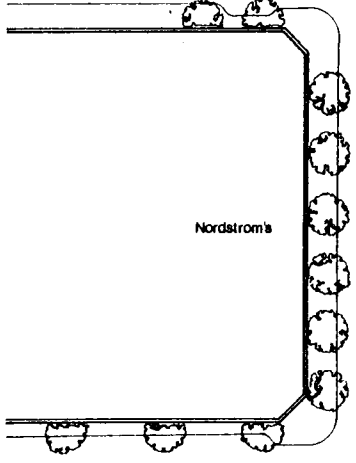
-  Project Impact Area
-  Project Design Area
-  Project Budget Area

Pioneer Courthouse Square
 City of Portland, Oregon

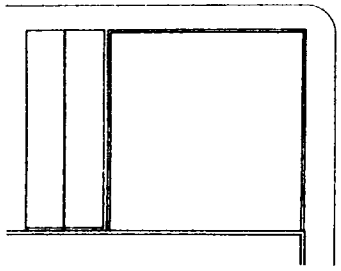
North   100



The Broadway

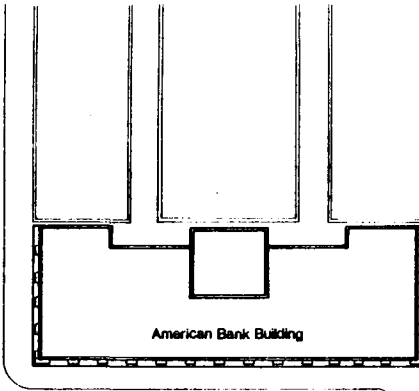


Nordstrom's

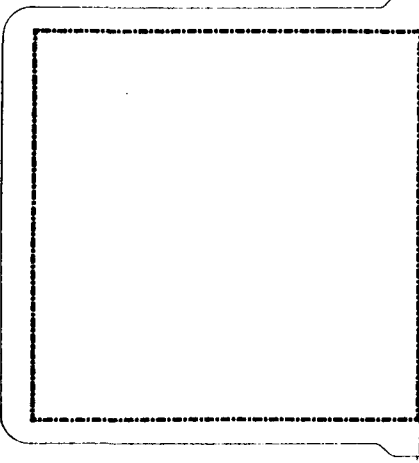


Building Identification

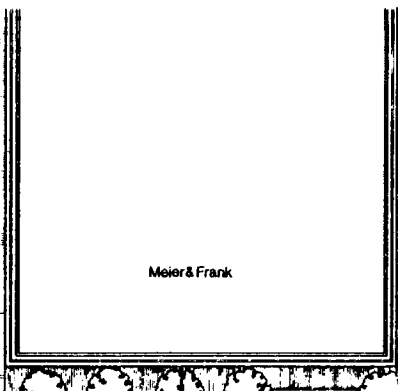
S.W. Broadway



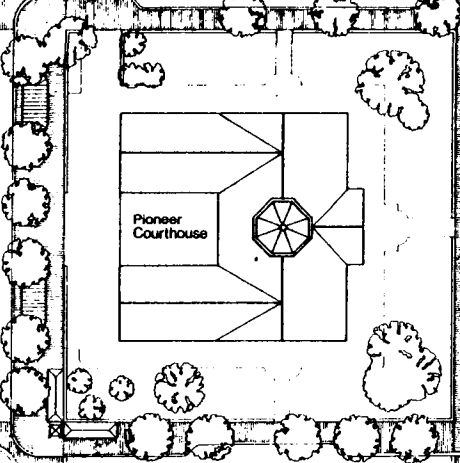
American Bank Building



S.W. Sixth Avenue

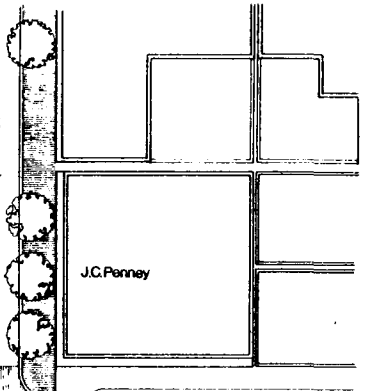


Meier & Frank

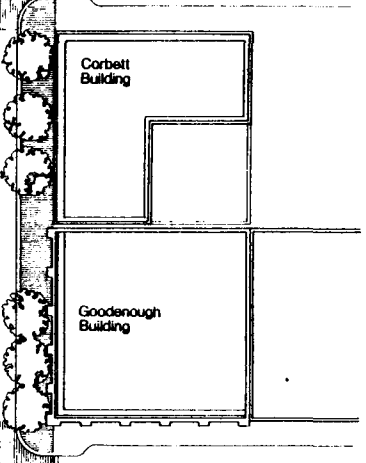


Pioneer Courthouse

S.W. Fifth Avenue



J.C. Penney

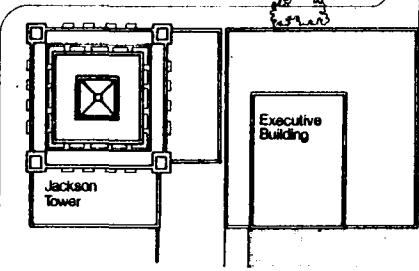


Corbett Building

Goodenough Building

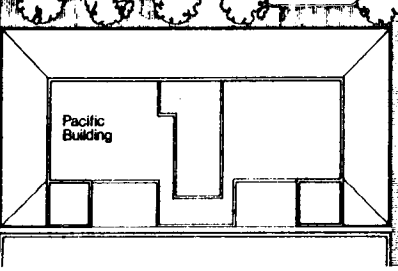
S.W. Morrison Street

S.W. Yamhill Street

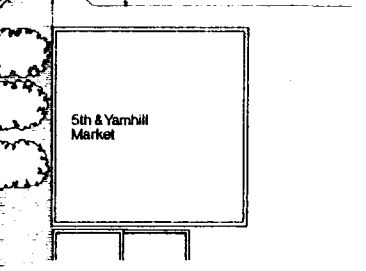


Jackson Tower

Executive Building



Pacific Building



5th & Yamhill Market

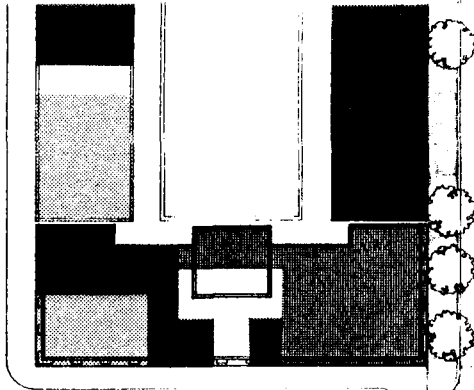
Pioneer Courthouse Square

City of Portland, Oregon

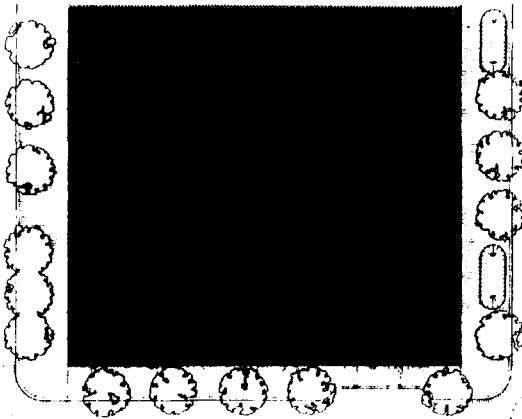




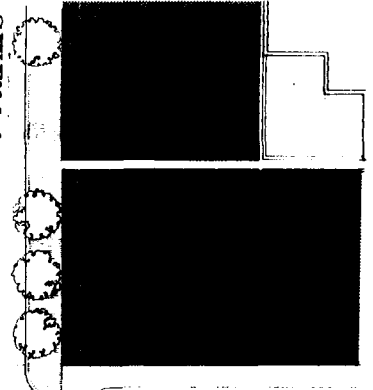
S.W. Broadway



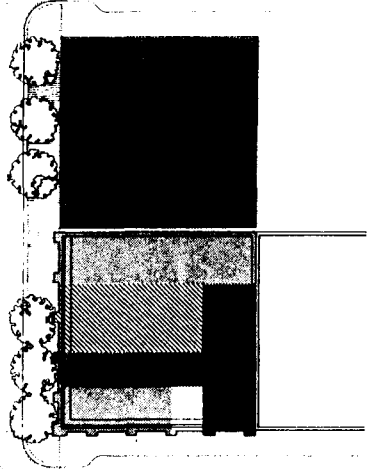
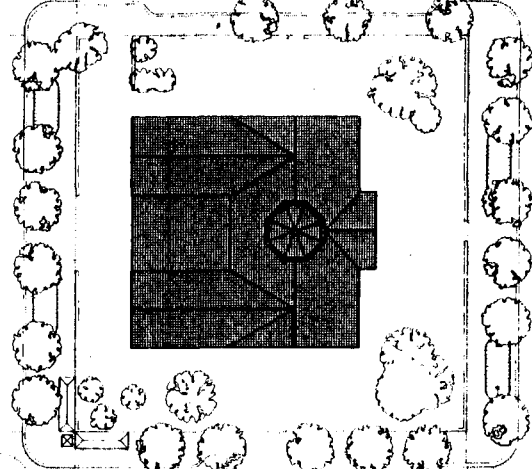
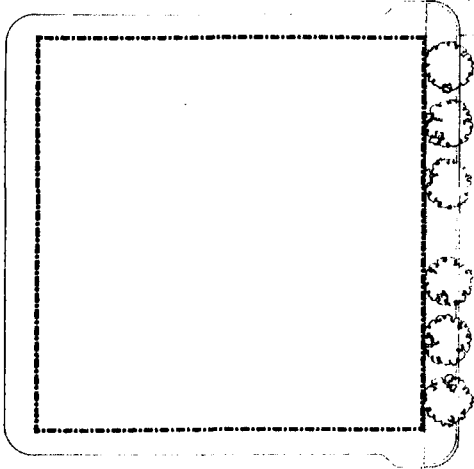
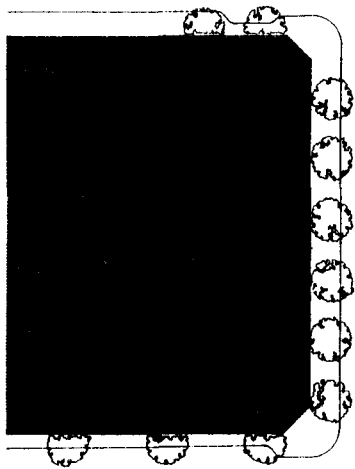
S.W. Sixth Avenue



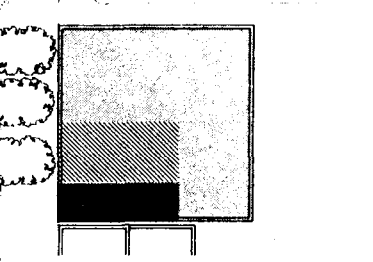
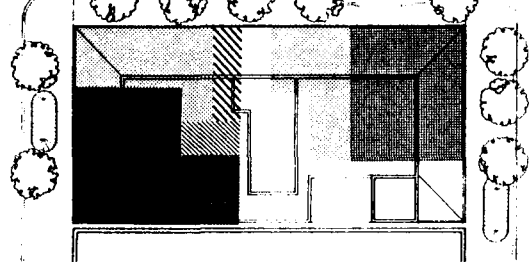
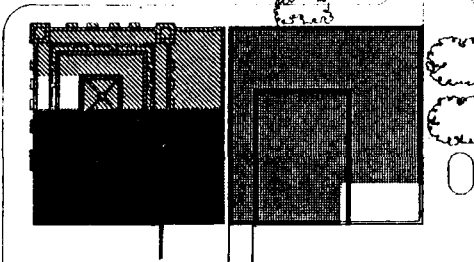
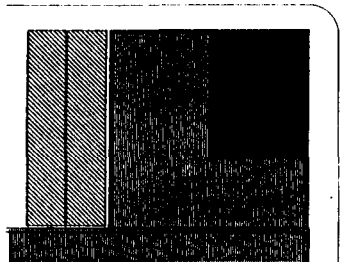
S.W. Fifth Avenue










S.W. Morrison Street



S.W. Yamhill Street

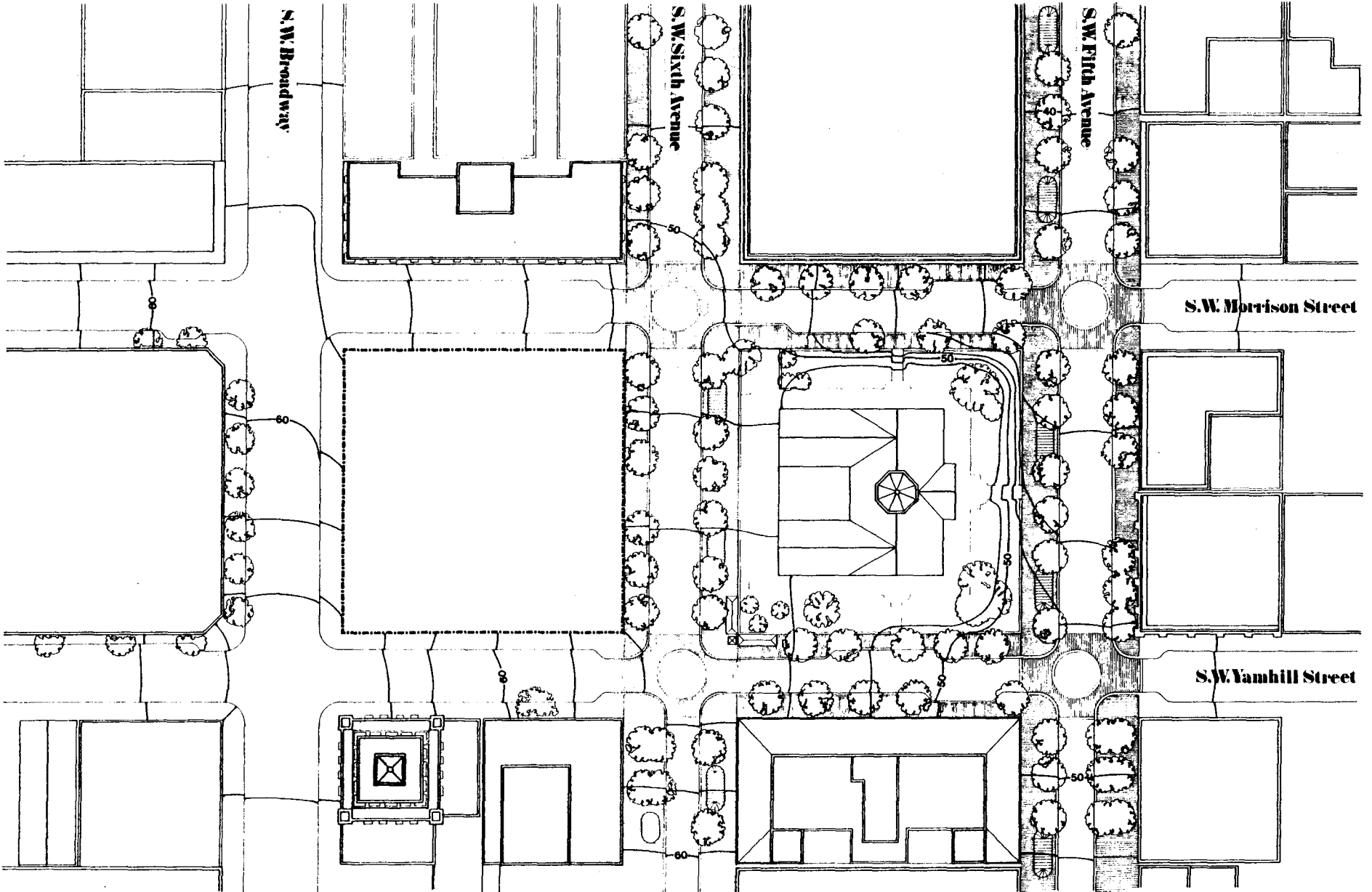


Ground Floor Uses

-  Retail
-  Food Sales
-  TriMet
-  Banks, Savings & Loan, Post Office
-  Travel Agencies
-  Eating Establishments
-  Theaters

Pioneer Courthouse Square
City of Portland, Oregon

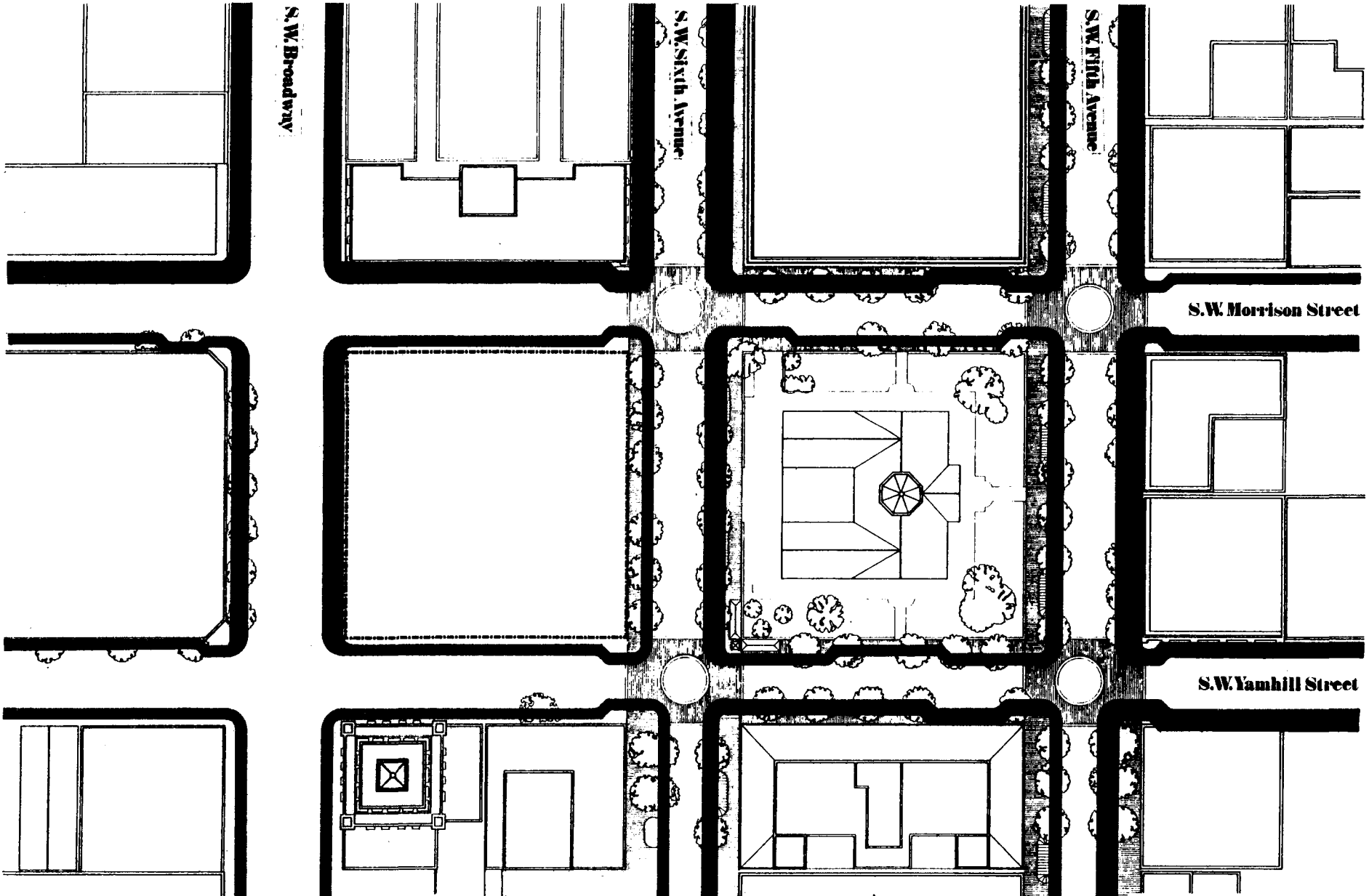


Contour Map
2'-0" Intervals

Pioneer Courthouse Square
City of Portland, Oregon





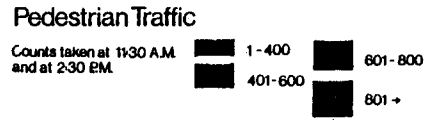
S.W. Broadway

S.W. Sixth Avenue

S.W. Fifth Avenue

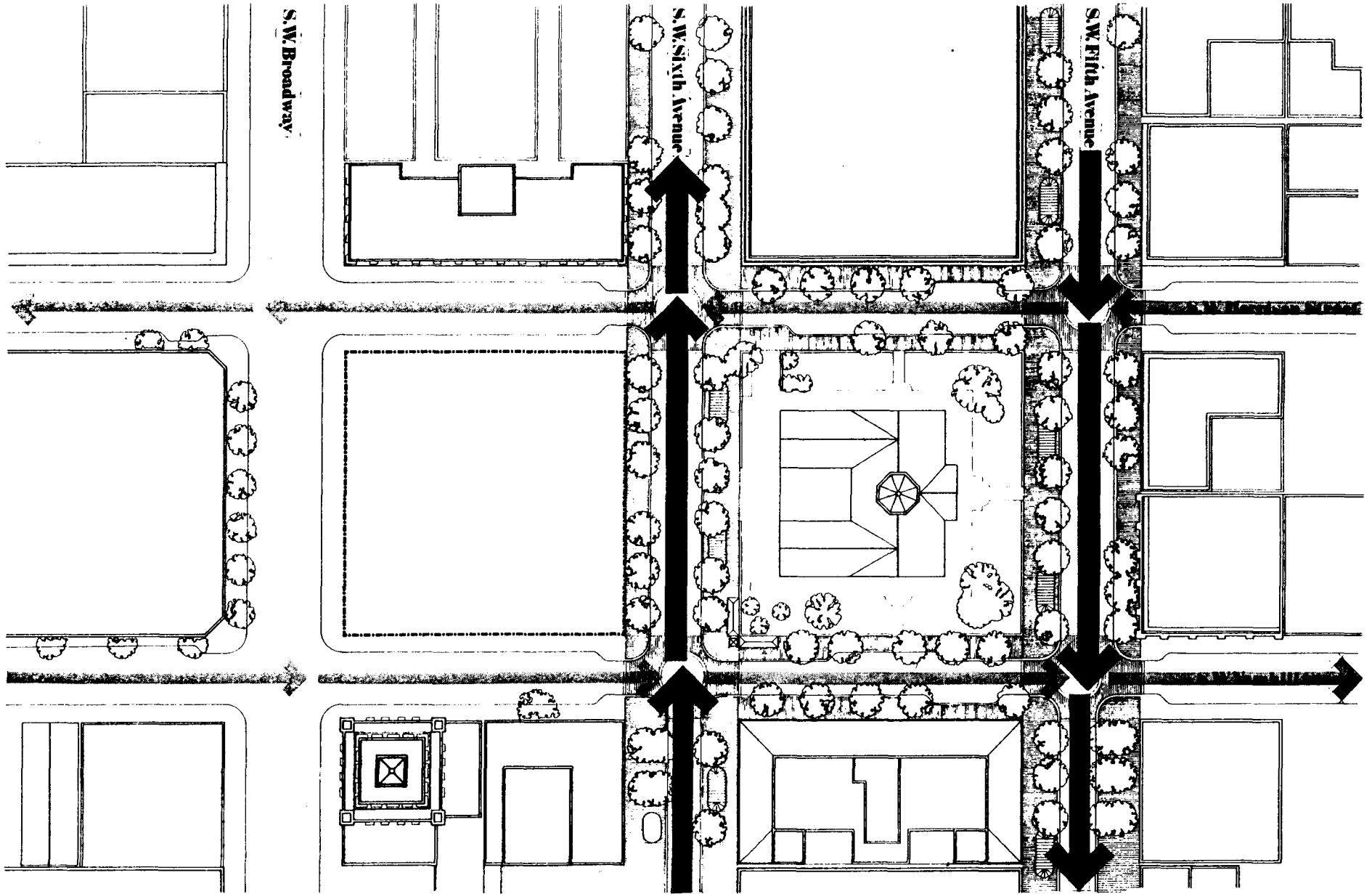
S.W. Morrison Street

S.W. Yamhill Street





Pioneer Courthouse Square
 City of Portland, Oregon

North 0 100



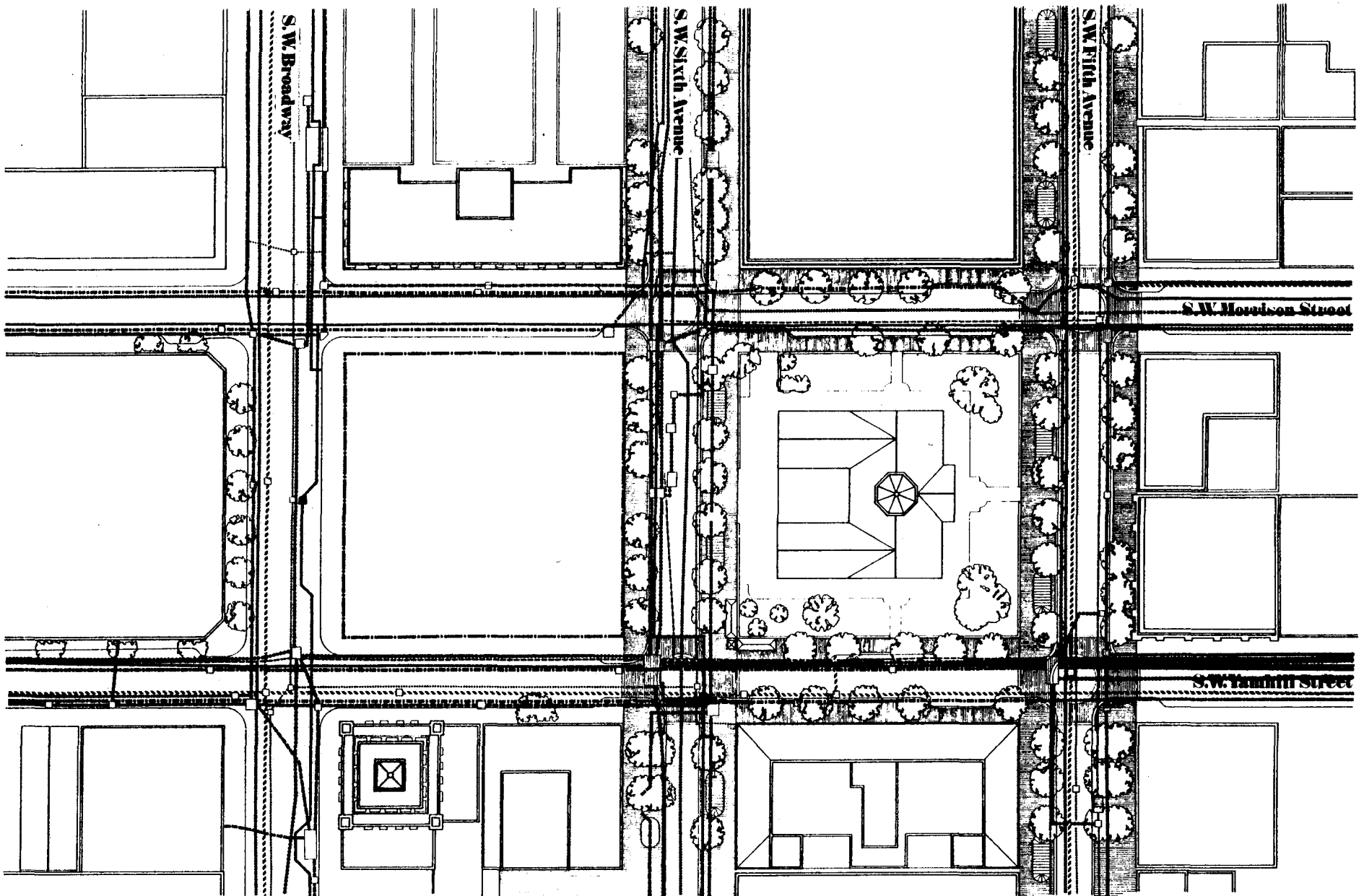
Bus Volumes

-  100 - 120 Buses during peak
12 per hour
-  35 Buses during peak
12 per hour

Pioneer Courthouse Square



City of Portland, Oregon



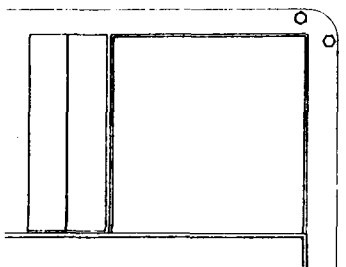
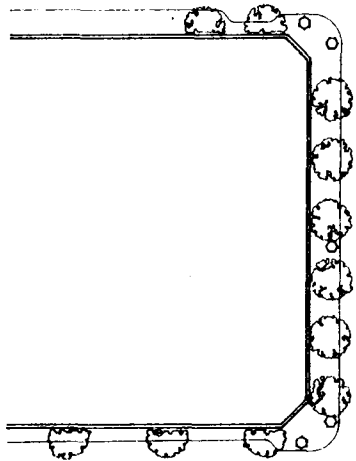
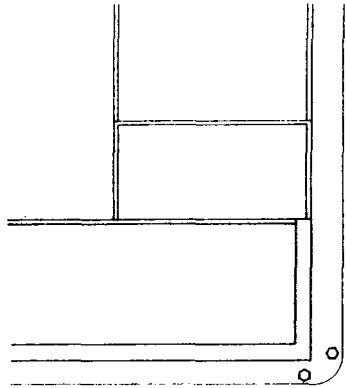
Utilities

- | | |
|-------------|-----------------------------------|
| — Gas | --- Portland General Electric |
| — Water | --- Pacific Power & Light (Elec.) |
| — Sewer | --- Pacific Power & Light (Steam) |
| — Telephone | --- Western Union |

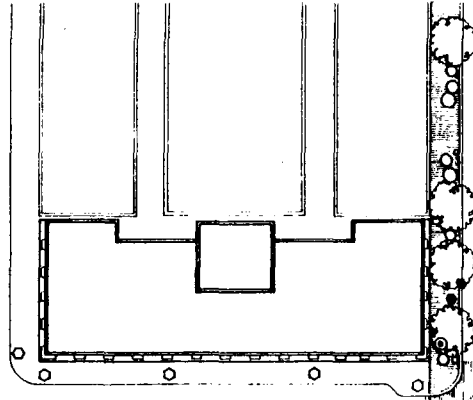
Pioneer Courthouse Square



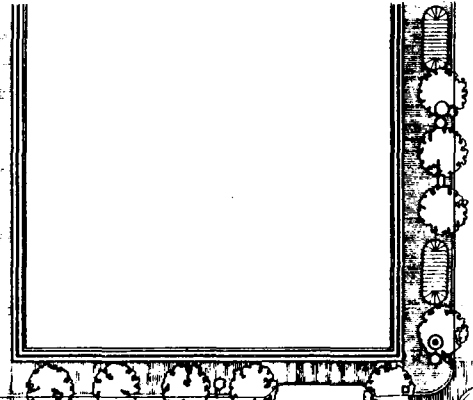
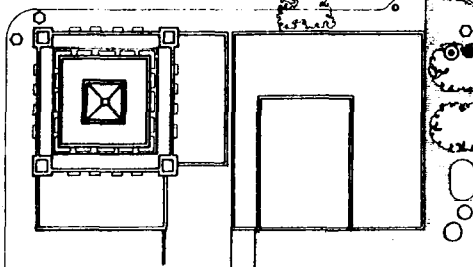
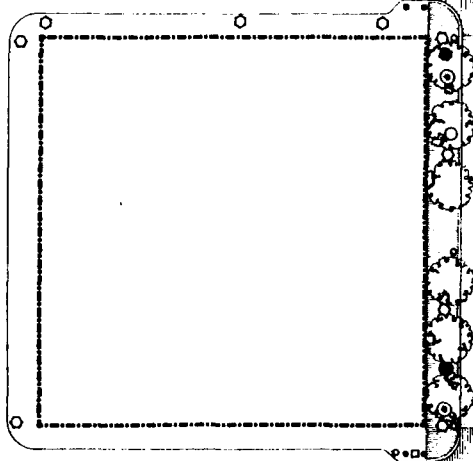
City of Portland, Oregon



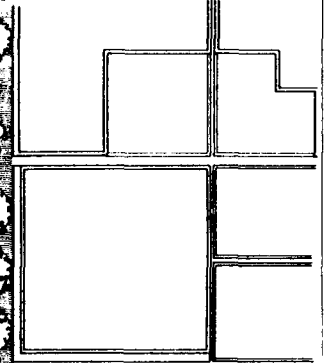
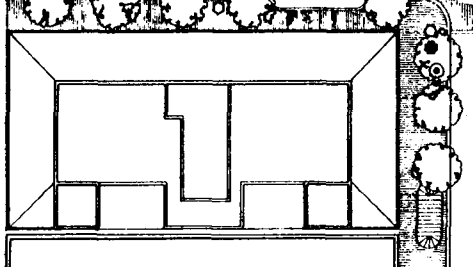
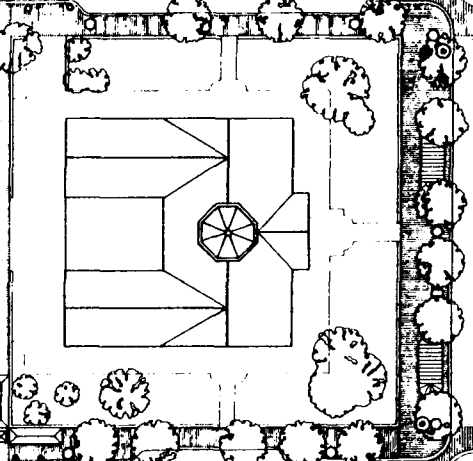
S.W. Broadway



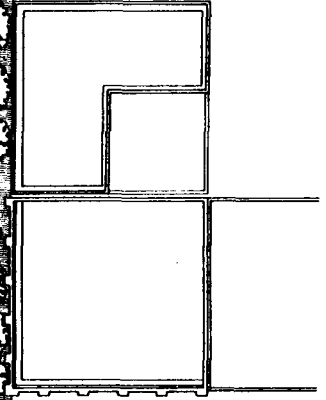
S.W. Sixth Avenue



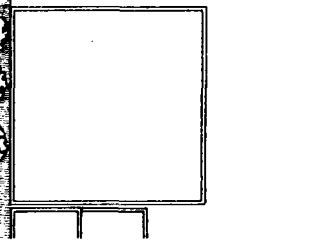
S.W. Fifth Avenue



S.W. Morrison Street



S.W. Yamhill Street



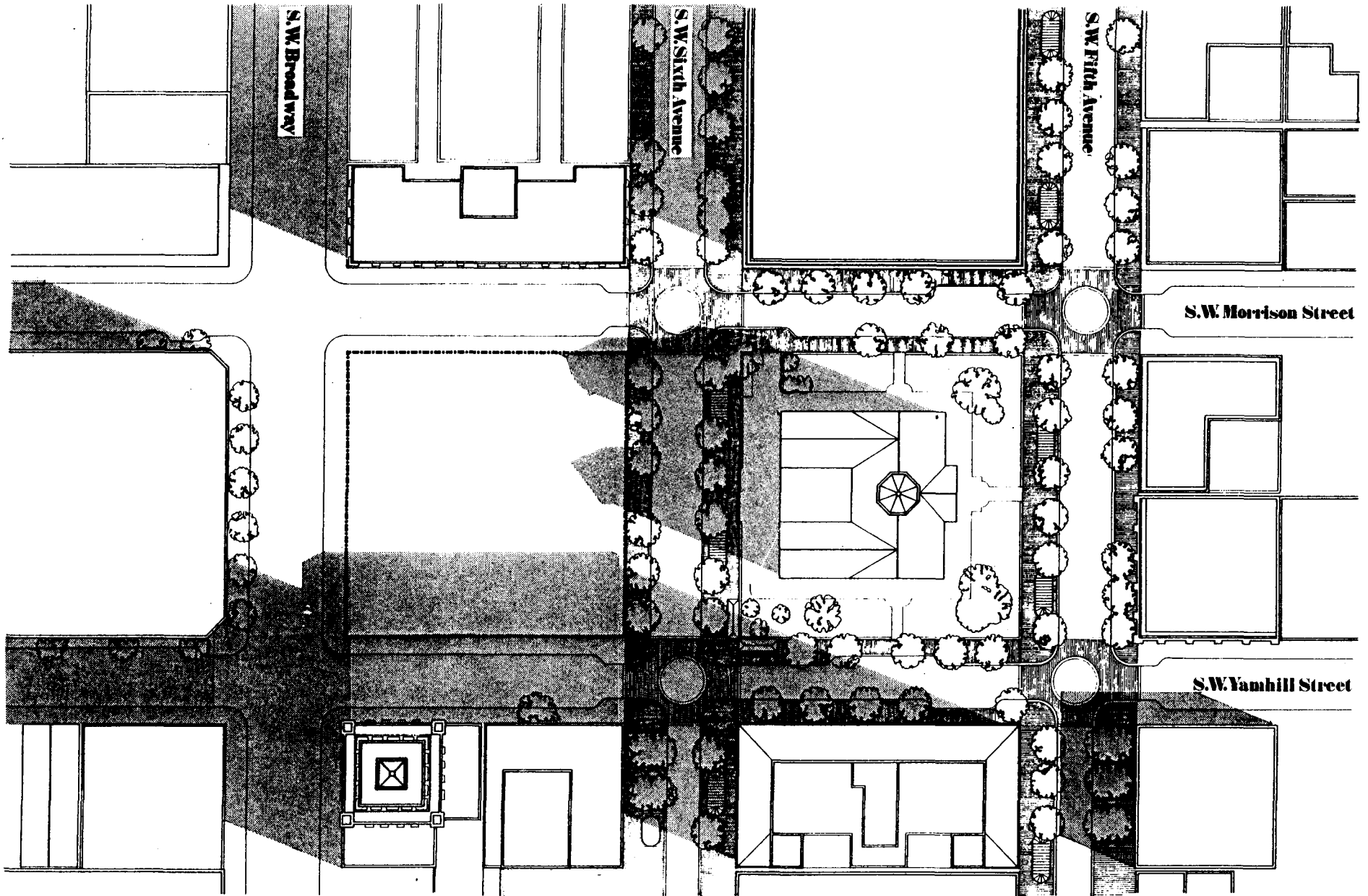
Legend:

- Street Lamp
- Street Signs
- ⊙ Garbage Disposal
- Fire Hydrant
- Drinking Fountain
- Fire Alarm Box
- Kiosk
- Planter
- Bollard

Pioneer Courthouse Square

City of Portland, Oregon

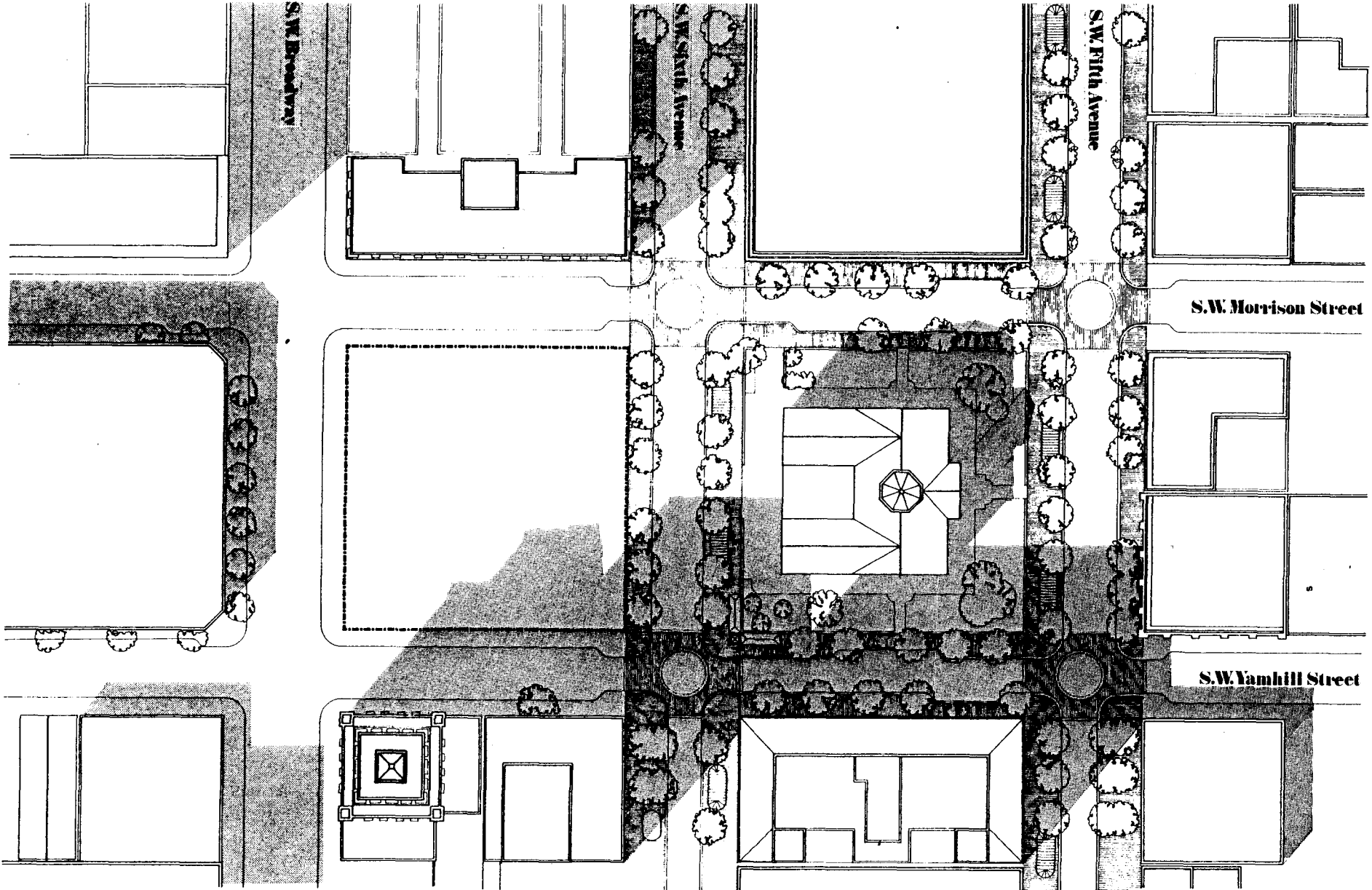




Sun Shadow Analysis
 March 21, 8:00 A.M.

Pioneer Courthouse Square
 City of Portland, Oregon



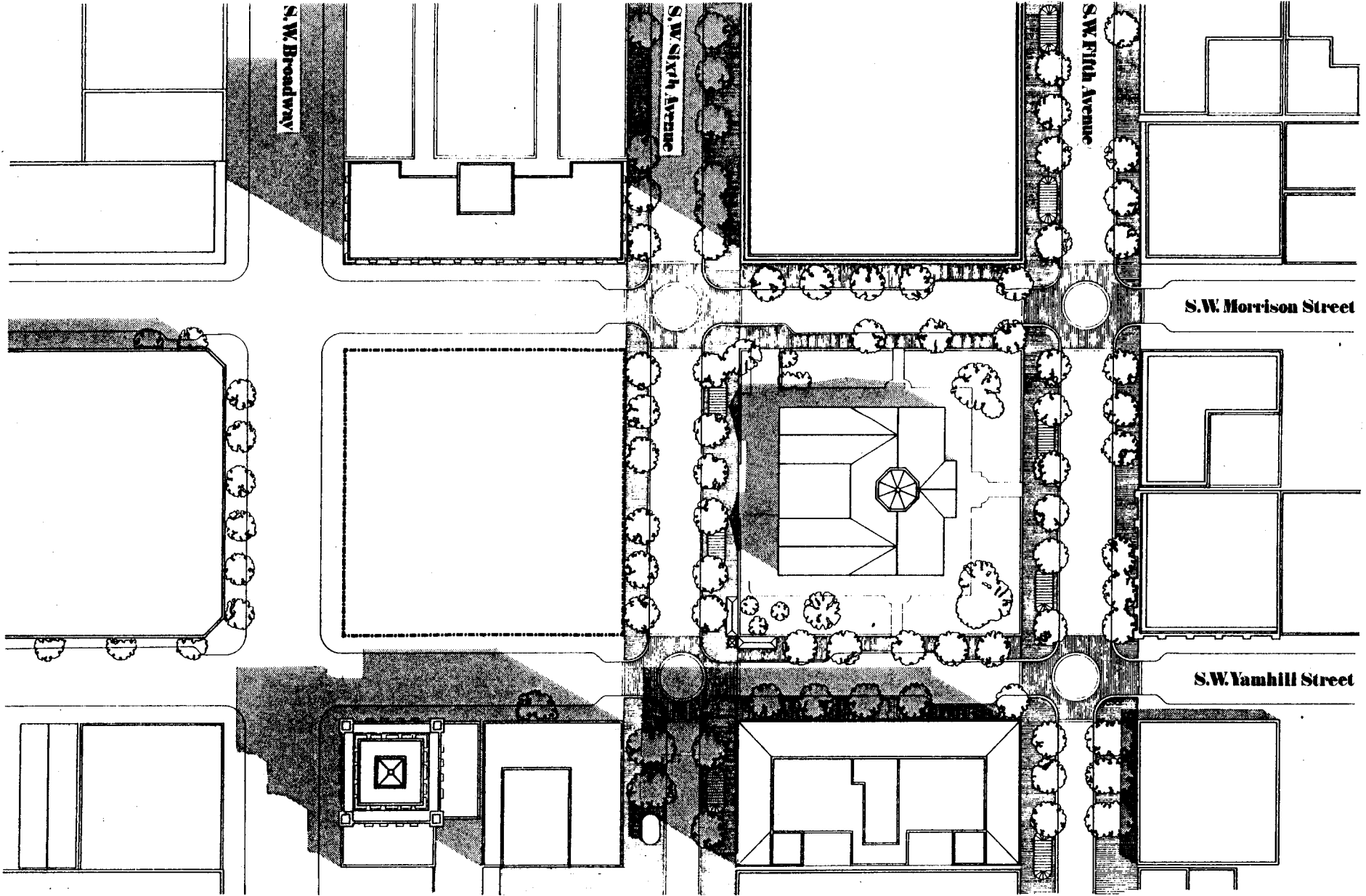


Sun Shadow Analysis

March 21, 2:00 PM.

Pioneer Courthouse Square
 City of Portland, Oregon

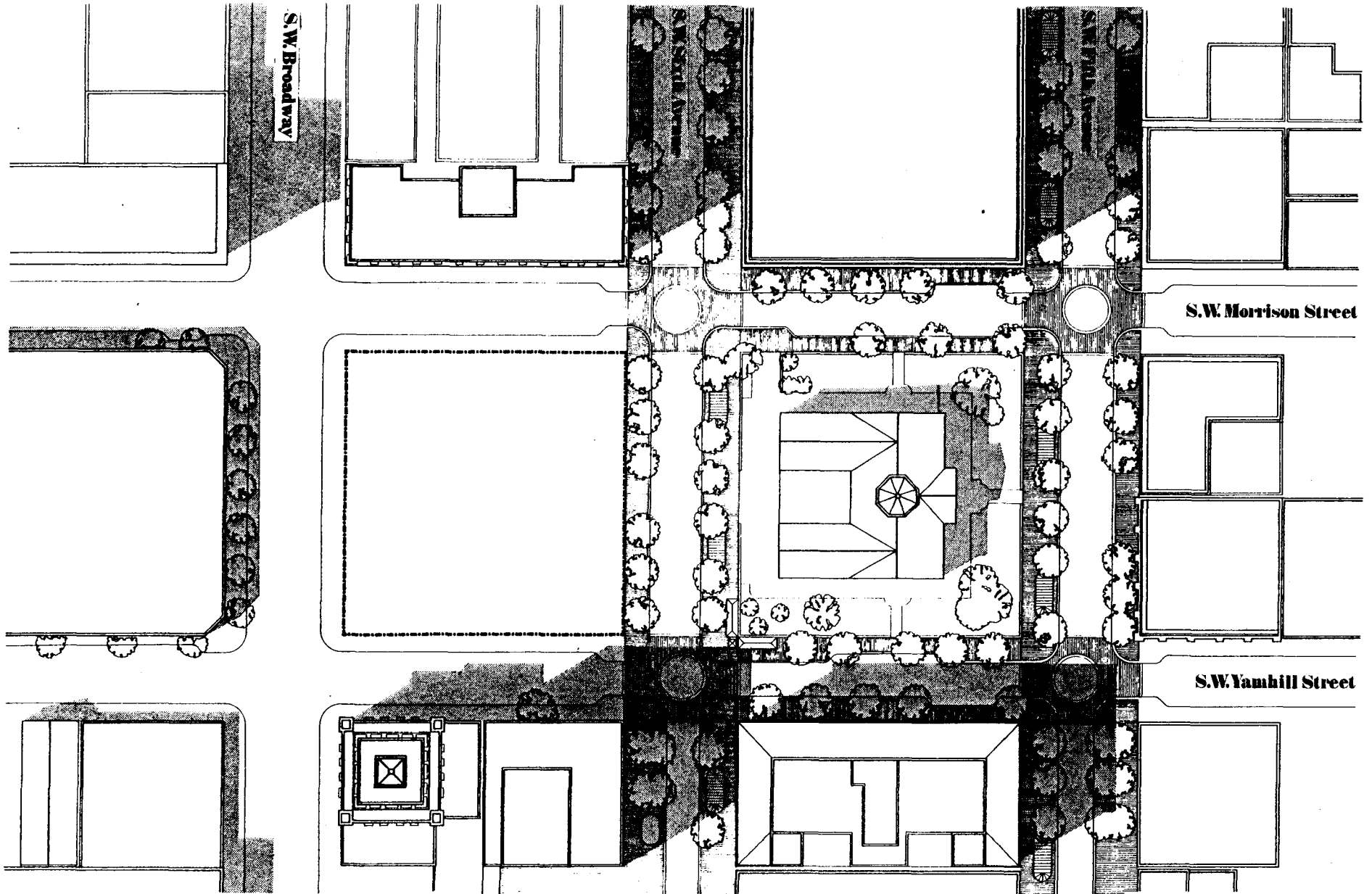




Sun Shadow Analysis
 June 21 8:00 A.M.

Pioneer Courthouse Square
 City of Portland, Oregon





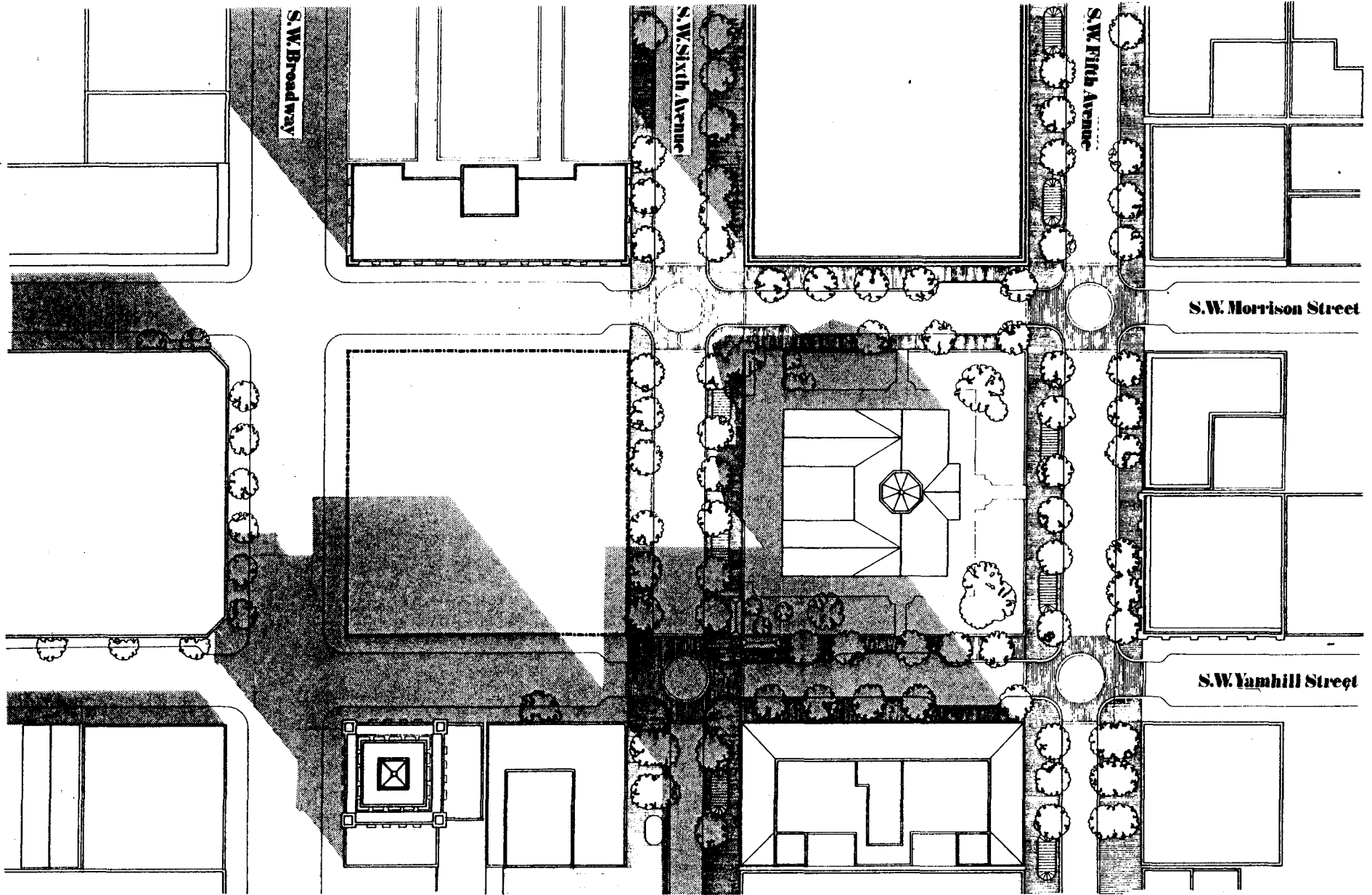
Sun Shadow Analysis

June 21, 2:00 PM.

Pioneer Courthouse Square



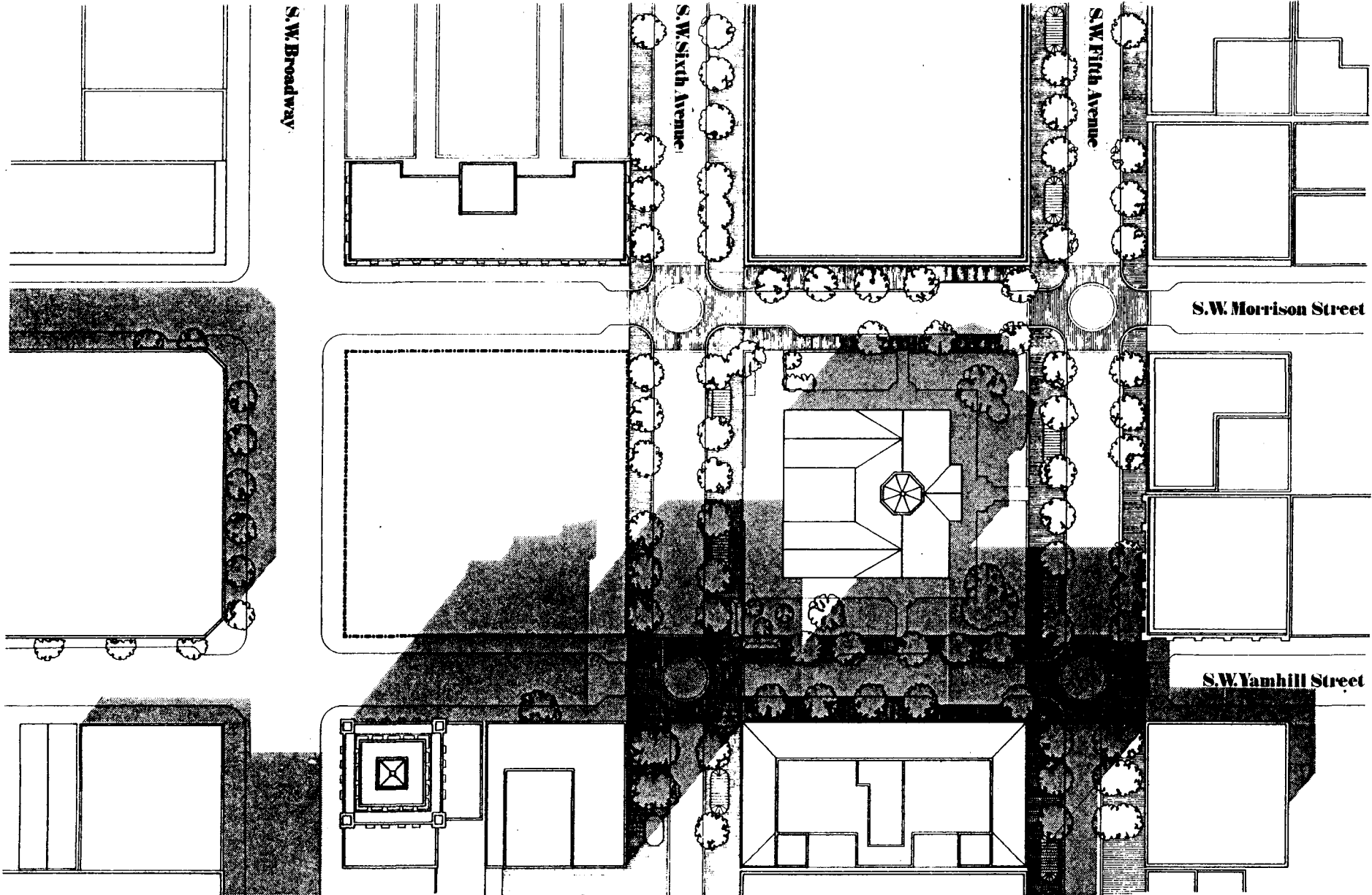
City of Portland, Oregon



Sun Shadow Analysis
 September 21, 10:00 A.M.

Pioneer Courthouse Square
 City of Portland, Oregon

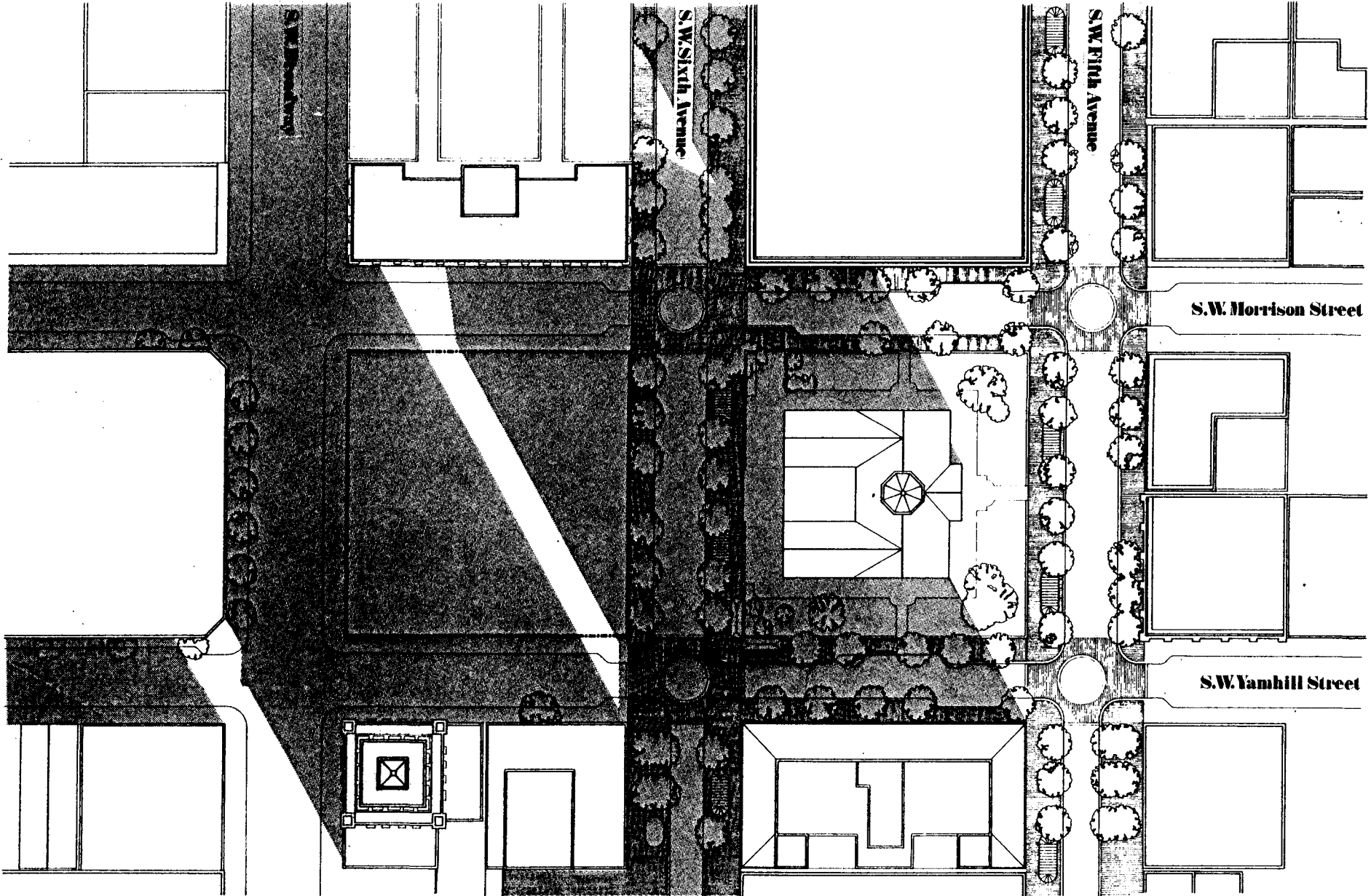




Sun Shadow Analysis
 September 21, 2:00 PM

Pioneer Courthouse Square
 City of Portland, Oregon

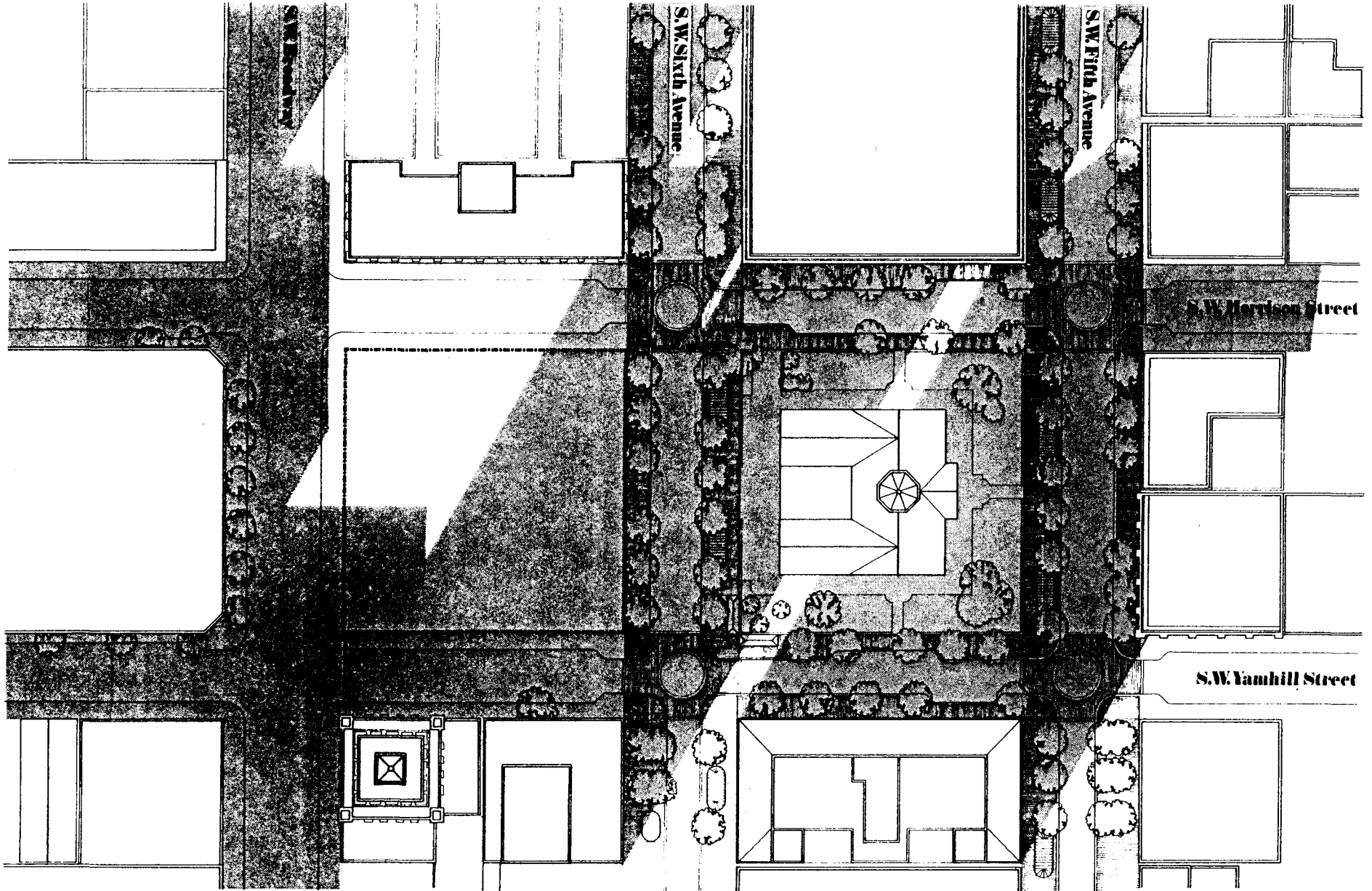




Sun Shadow Analysis
 December 21, 10:00 A.M.

Pioneer Courthouse Square
 City of Portland, Oregon



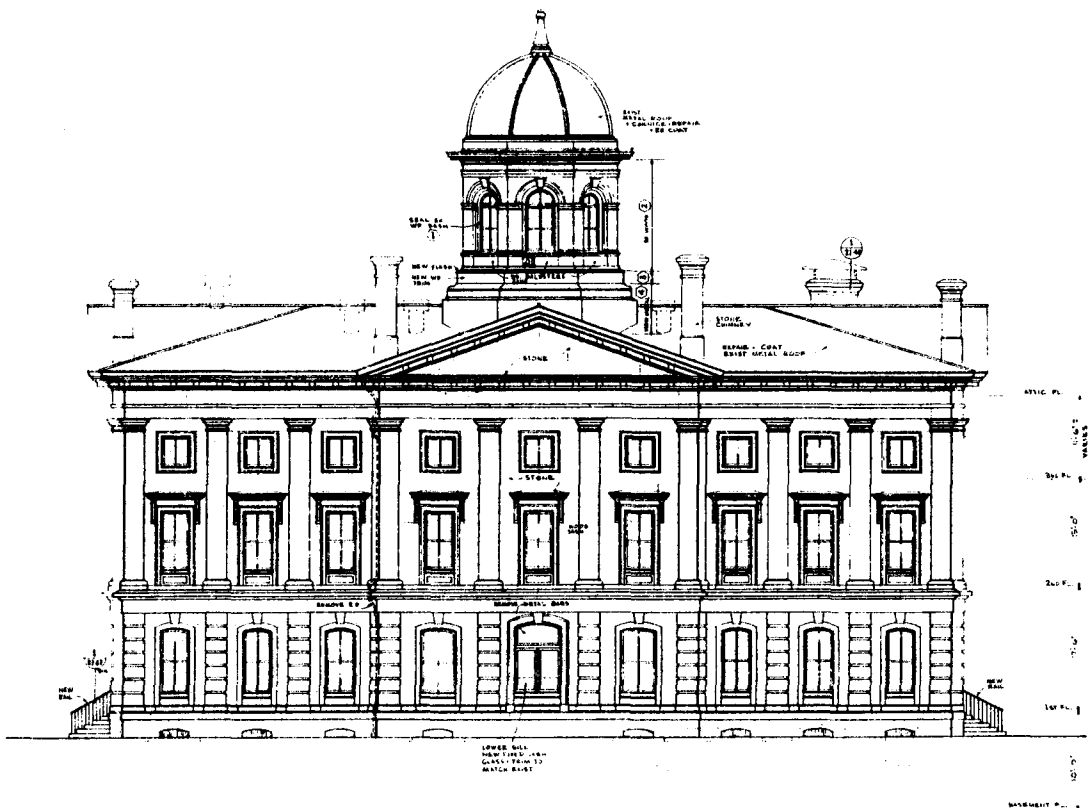


Sun Shadow Analysis

December 21, 2:00 PM

Pioneer Courthouse Square
City of Portland, Oregon





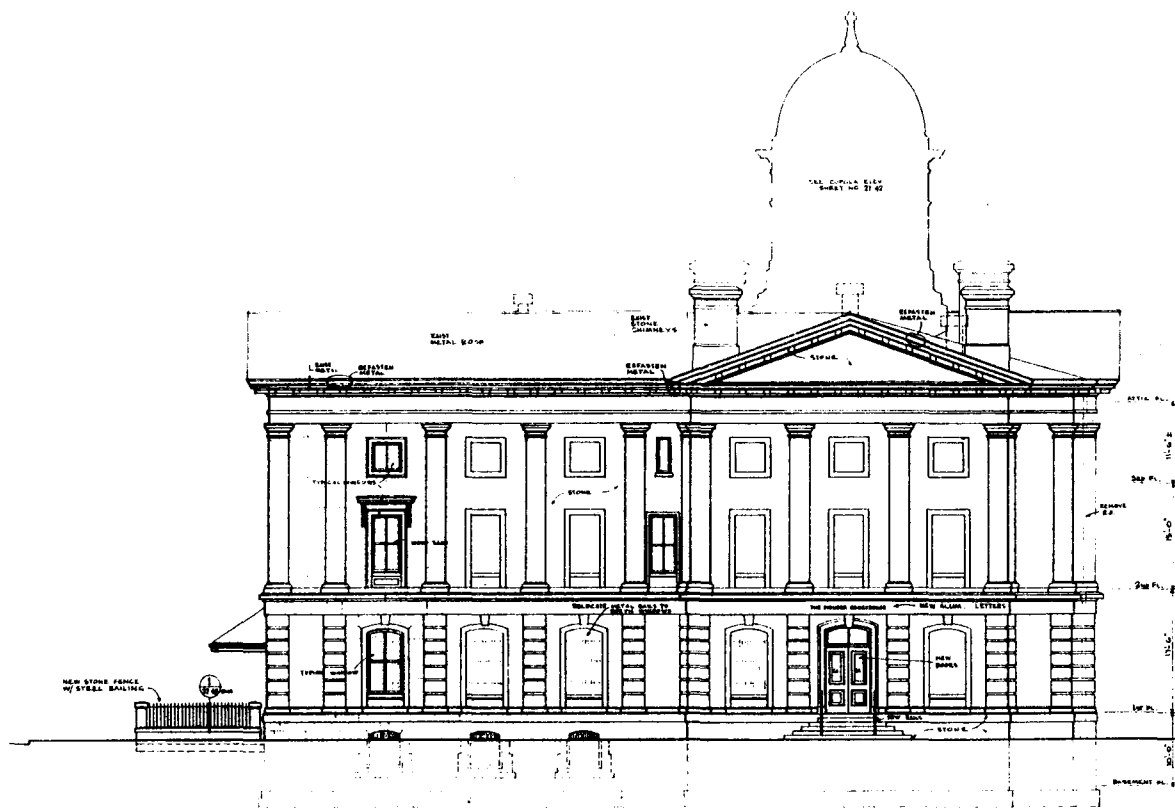
EAST ELEVATION
SCALE: 1/8" = 1'-0"

NOTES

- CUPOLA REPAIR NOTES - TYPICAL ALL SIDES
- ① CAULK GASK - HALF SHOT TO PROVIDE CONT. SEAL AT ALL JOINTS - REPLACE BROKEN GL. BE GLAZE EXIST GL.
 - ② STEEP EXIST FINISH - BE FASTEN LOOSE WOOD - REPLACE ROTTED WOOD - REFINISH
 - ③ NEW SHIP TRIM BORED TO MATCH EXIST 2x6 GA. CALV. ST. FLASH AT HEAD
 - ④ REMOVE EXIST METAL - INSTALL NEW 24 GA. CALV. STEEL BASE - PROVIDE TO MATCH EXIST - CONNECT - FASTEN TO EXIST. CONIT TO PROVIDE WEATHERPROOF SURFACE. INSTALL 2"x4" J + 2x6 GA. C.V. COLLARS AT INTERSECTION OF ROOF + CUPOLA - SOLBER DOLLAR TO ROOF

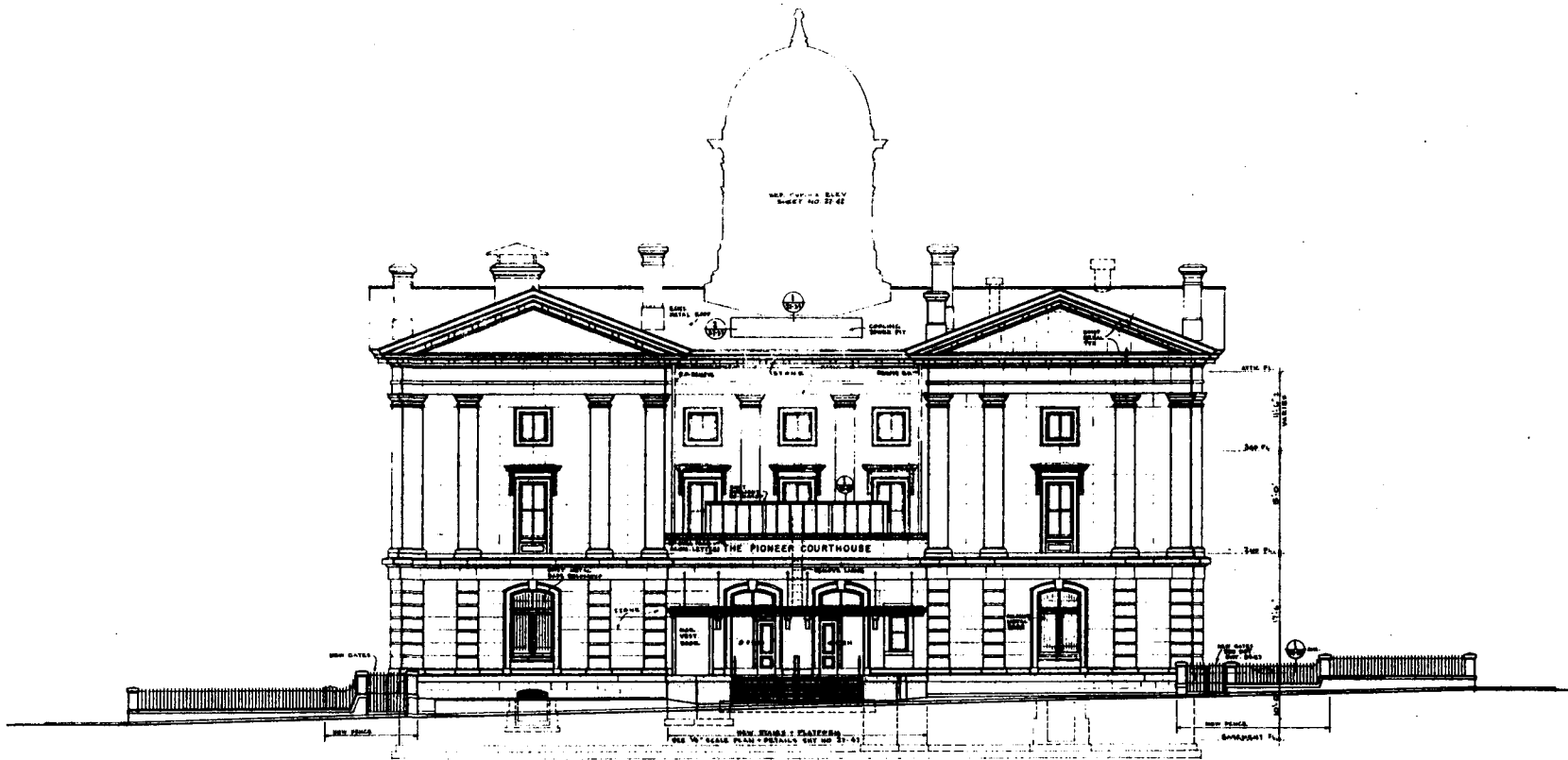
ALLEN + McMATH + HAWKINS + ARCHITECTS	
DESIGN AND CONSTRUCTION DIVISION DESIGN 13 - ALBANY, NY	
GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE - WASHINGTON, DC	
PROJECT THE POMEROY COURTHOUSE	
LOCATION PORTLAND, OREGON	
STREET 520 S.W. MORRISON STREET	
PLAT NO. 3-601	FILE NO.
DRAWN BY C.A.M. 5/17/71	CHECKED BY
DRAWING TITLE RESTORATION EAST ELEVATION ARCHITECTURAL	
DRAWING NO. 27-42	

OR002422



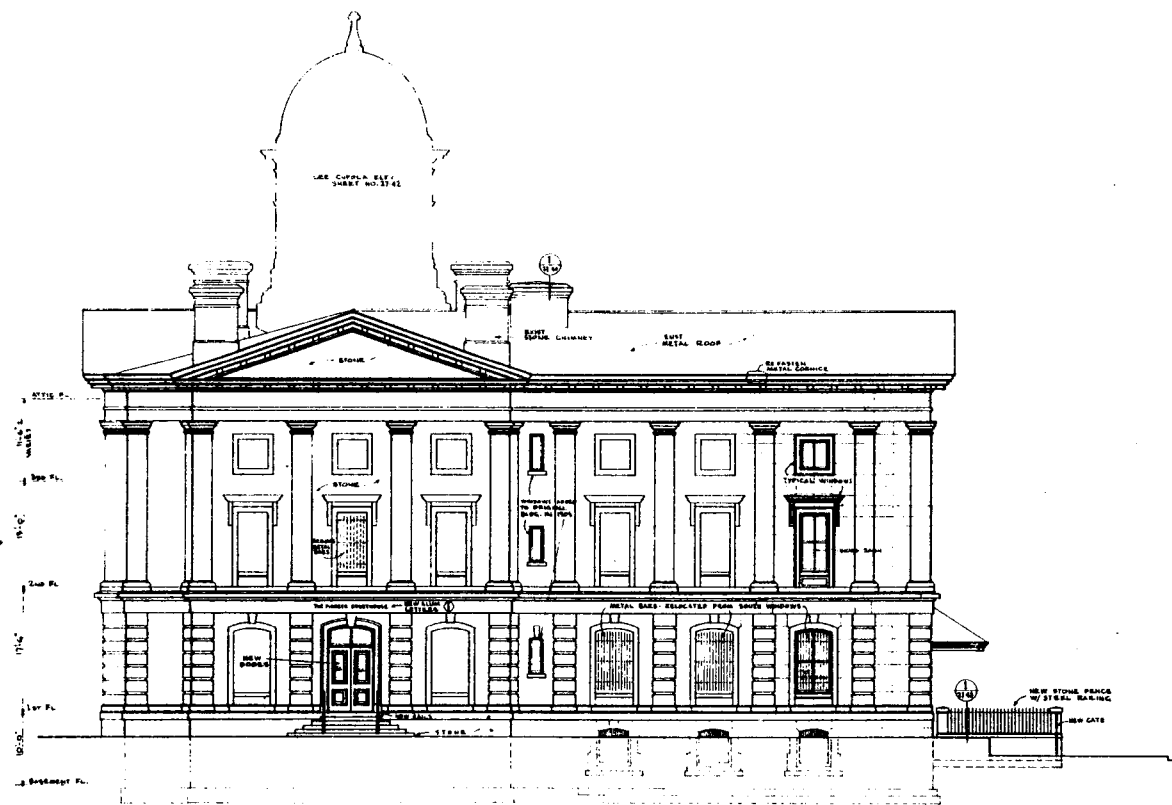
SOUTH ELEVATION
SCALE 1/8" = 1'-0"

ALLEN-MCMATH-HAWKINS ARCHITECTS	
DESIGN AND CONSTRUCTION DIVISION REGION 10 - ASTORIA, OR	
GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE - BUREAU FOR D.C.	
PROJECT THE PIONEER COURTHOUSE	
LOCATION PORTLAND, OREGON	
SITE 520 S.W. MORRISON STREET	
PLAN NO. 3-DO1	FILE NO.
DRAWN BY C.A.M. 5/17/71	CHECKED BY
BUILDING TITLE RESTORATION	
SOUTH ELEVATION	
ARCHITECTURAL	
BUILDING NO. 27-43	



WEST ELEVATION
SCALE 1/8" = 1'-0"

ALLEN - MCMATH - HAWKINS - ARCHITECTS			
DESIGN AND RESTORATION DIVISION			
BUREAU OF - BUREAU, U.S.			
GENERAL SERVICES ADMINISTRATION			
PUBLIC BUILDINGS SERVICE - BUREAU OF ARCHITECTURE			
PROJECT	THE PIONEER COURTHOUSE		
LOCATION	PORTLAND, OREGON		
STREET	920 S.W. MORRISON STREET		
FILE NO.	3-801	FILE NO.	
DRAWN BY	C.A.M.	DATE	5/17/71
DRAWING TITLE	WEST ELEVATION		
DRAWING NO.	27-44		

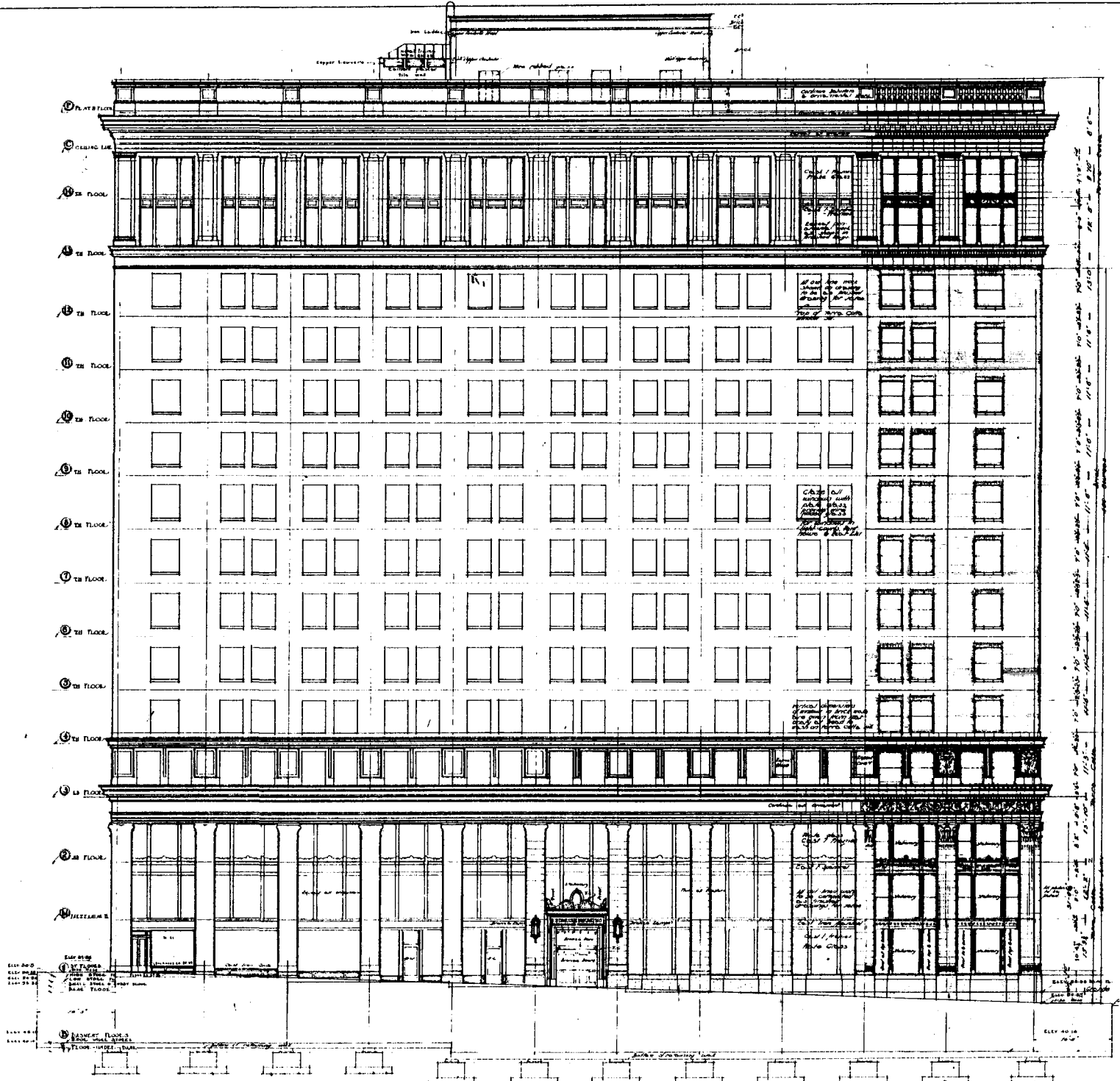


NORTH ELEVATION
SCALE 1/8" = 1'-0"

NOTES

- ① CAST ALUM. LETTERS, 6" HIGH, OVAL FACE, AND BEADIE ANODIZED GALV. # 5027H

ALLEN • MCMATH • HAWKINS • ARCHITECTS	
DESIGN AND CONSTRUCTION DIVISION REGION 10 - ASTORIA, OR	
GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE - WASHINGTON D.C.	
PROJECT	THE PIONEER COURTHOUSE
LOCATION	PORTLAND, OREGON
SITE	120 S.W. MORRISON STREET
PROJ. NO.	3-601
DATE BY	G.A.M. 1/27/41
BUILDING TITLE	RESTORATION NORTH ELEVATION ARCHITECTURAL
DRAWING NO.	27-41



ELEV AND
 ELEV HEAD
 ELEV FIN
 ELEV BOT

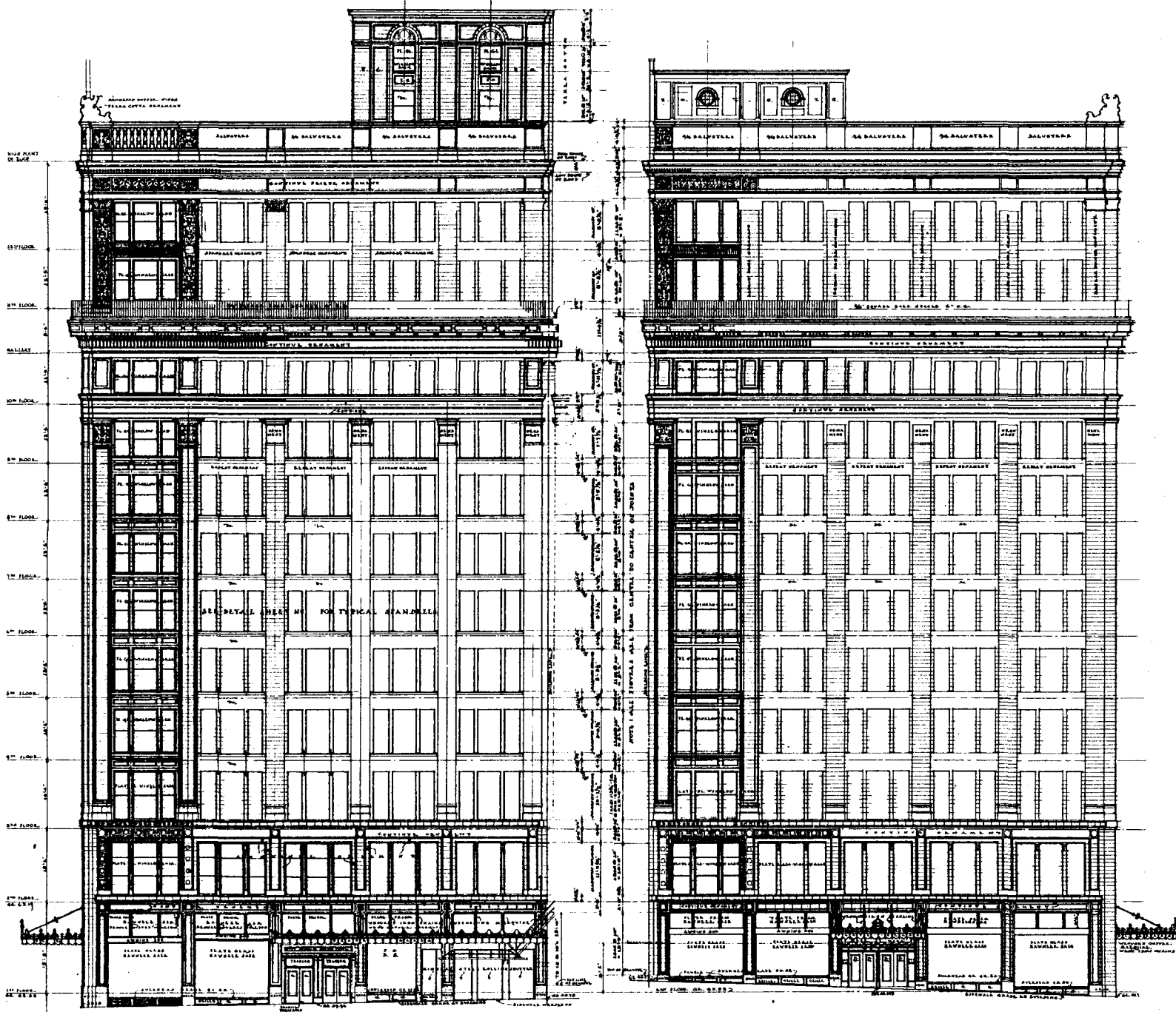
1 PLANT FLOOR
 2 CLEARING LINE
 3 28 FLOOR
 4 27 FLOOR
 5 26 FLOOR
 6 25 FLOOR
 7 24 FLOOR
 8 23 FLOOR
 9 22 FLOOR
 10 21 FLOOR
 11 20 FLOOR
 12 19 FLOOR
 13 18 FLOOR
 14 17 FLOOR
 15 16 FLOOR
 16 15 FLOOR
 17 14 FLOOR
 18 13 FLOOR
 19 12 FLOOR
 20 11 FLOOR
 21 10 FLOOR
 22 9 FLOOR
 23 8 FLOOR
 24 7 FLOOR
 25 6 FLOOR
 26 5 FLOOR
 27 4 FLOOR
 28 3 FLOOR
 29 2 FLOOR
 30 1 FLOOR
 31 BASEMENT FLOOR
 32 BASEMENT FLOOR
 33 PLANT FLOOR

10'-0" - 11'-0" - 12'-0" - 13'-0" - 14'-0" - 15'-0" - 16'-0" - 17'-0" - 18'-0" - 19'-0" - 20'-0" - 21'-0" - 22'-0" - 23'-0" - 24'-0" - 25'-0" - 26'-0" - 27'-0" - 28'-0" - 29'-0" - 30'-0" - 31'-0" - 32'-0" - 33'-0" - 34'-0" - 35'-0" - 36'-0" - 37'-0" - 38'-0" - 39'-0" - 40'-0" - 41'-0" - 42'-0" - 43'-0" - 44'-0" - 45'-0" - 46'-0" - 47'-0" - 48'-0" - 49'-0" - 50'-0" - 51'-0" - 52'-0" - 53'-0" - 54'-0" - 55'-0" - 56'-0" - 57'-0" - 58'-0" - 59'-0" - 60'-0" - 61'-0" - 62'-0" - 63'-0" - 64'-0" - 65'-0" - 66'-0" - 67'-0" - 68'-0" - 69'-0" - 70'-0" - 71'-0" - 72'-0" - 73'-0" - 74'-0" - 75'-0" - 76'-0" - 77'-0" - 78'-0" - 79'-0" - 80'-0" - 81'-0" - 82'-0" - 83'-0" - 84'-0" - 85'-0" - 86'-0" - 87'-0" - 88'-0" - 89'-0" - 90'-0" - 91'-0" - 92'-0" - 93'-0" - 94'-0" - 95'-0" - 96'-0" - 97'-0" - 98'-0" - 99'-0" - 100'-0"

Call out
 window
 details
 on
 other
 sheets

Call out
 window
 details
 on
 other
 sheets

Call out
 window
 details
 on
 other
 sheets

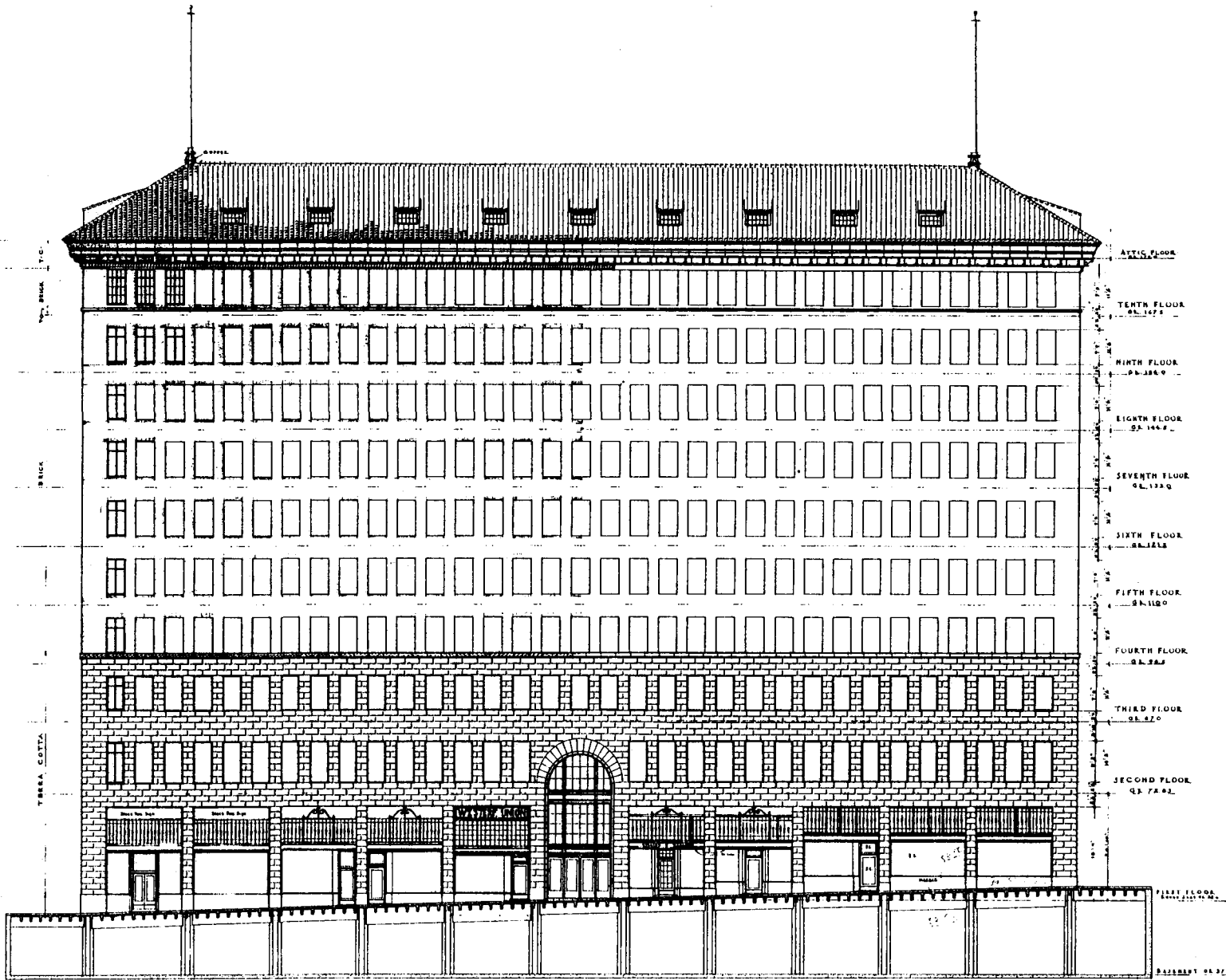


ALDER STREET ELEVATION

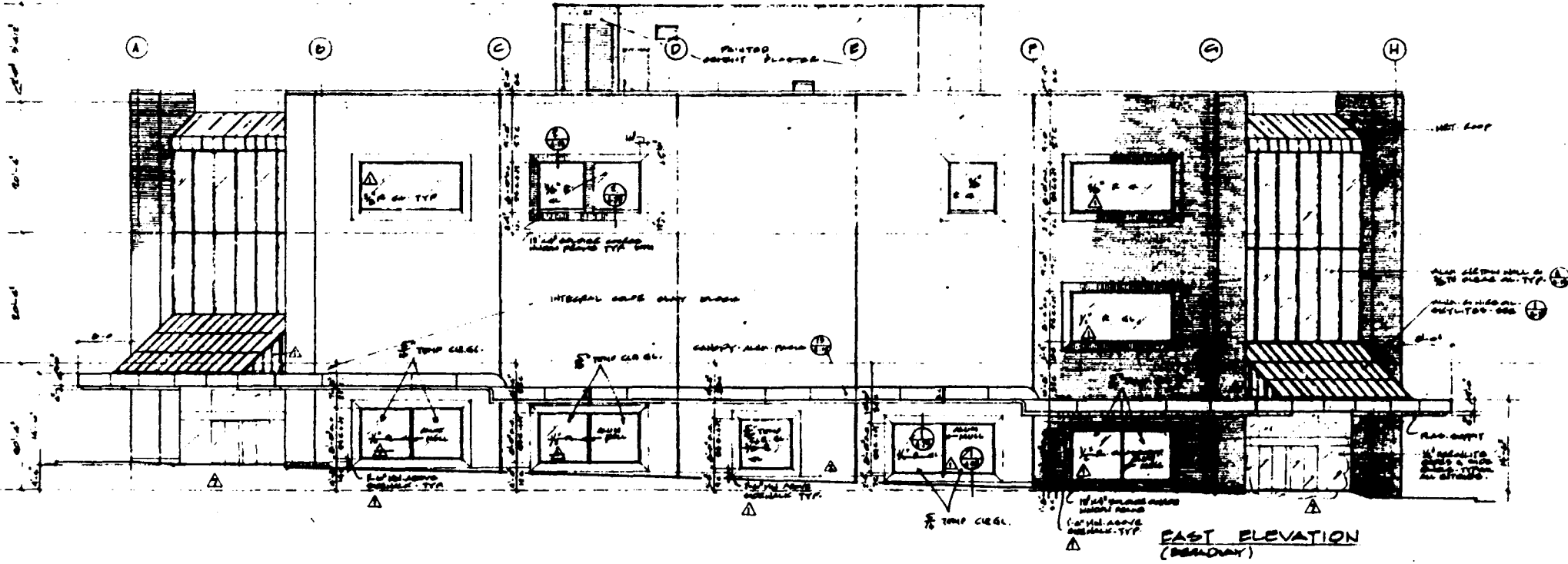
MORRISON STREET ELEVATION

ELEVATIONS
 BUILDING FOR
MEIER & FRANK CO.
 FIFTH, MORRISON & ALDER STREETS
 PORTLAND, OREGON

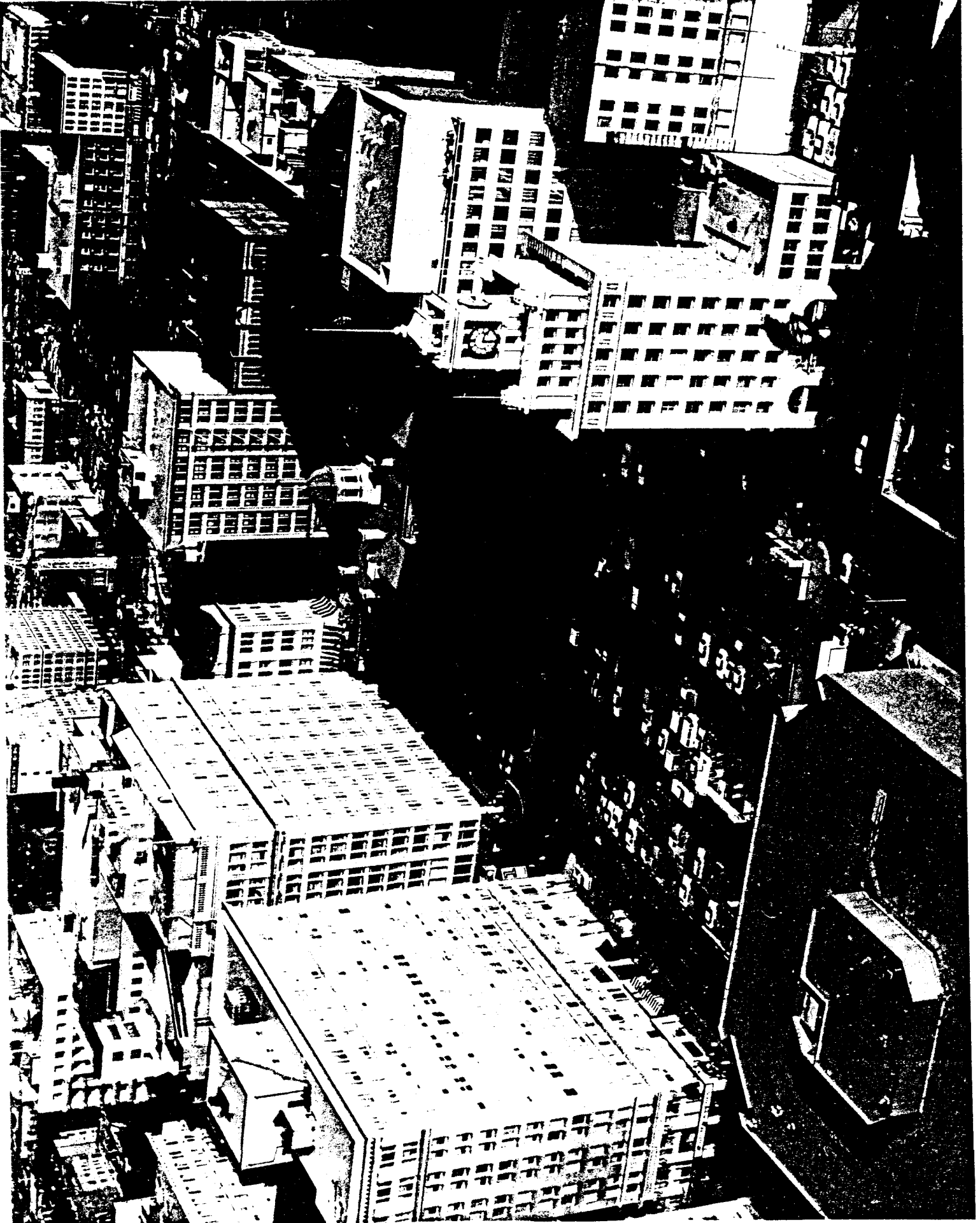
DOYLE & PATTERSON ARCHITECTS
 JOINT SCALE DATE MADE BY 1897



YAMHILL STREET ELEVATION
 PACIFIC BUILDING
 FIFTH SIXTH & YAMHILL STS PORTLAND ORE.
 1923-1924
 H. W. CORBETT, ESTATE
 A. E. DOYLE ARCHITECT
 JOB N° 431 JUNE 1923 SCALE 1/8" = 1'-0" SHY 1923



**EAST ELEVATION
(BOUNDARY)**



PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1845 N. E. COUCH STREET / PORTLAND, OREGON 97232 / (503) 232-2117

March 21, 1978

Architect Atelier/Northwest
813 S. W. Alder Street
Portland, Oregon 97205

MAR 23 1978
ARCHITECTS ATELIER/NORTHWEST

Attention: Mr. Donald J. Stastny

Re: Pioneer Square

Gentlemen:

This report covers our investigation of the feasibility of using the existing parking deck at 721 S. W. 6th Avenue in conjunction with the creation of Pioneer Square.

The structure is a single level, reinforced concrete structure built in 1952. The framing consists of a flat plate slab with tapered drop panels with bays approximately 30' x 25'.

Analysis of the structure indicates it was designed for a live load capacity of 50 psf. Using the allowable soil pressure listed on the drawings, a live load capacity of 55 psf is indicated. Analysis of the slab using 1976 Oregon Building Code also indicates a live load capacity of 55 psf.

It is our opinion this structure would be questionable for the support of public spaces or landscaped areas. The minimum live load required for such spaces would be 60 psf. after reducing the live loads for area considerations as permitted by the Building Code. There is an existing 2-inch AC topping which could be removed increasing the superimposed load capacity to about 78 psf. Such superimposed load would consist of any applied finishes or landscaping plus an appropriate live load.

Concentrated loads of reasonable size can be located throughout the structure provided the overall superimposed loading does not exceed the above limits.

Removal of large portions of the structure would be possible if coordinated with structural requirements, such as the exact location of removal. Removal

Architect Atelier/Northwest

-2-

March 21, 1978

of portions of structure within a bay may also be done provided the sizes and locations of such removals can be regulated by structural requirements.

In summary, it is our opinion the structural limitations created by the small live load capacity may not be compatible with the proposed development of the site.

Very truly yours,

Moffatt, Nichol & Bonney, Inc.



Charles S. White

CSW:w1

PROPOSED BUDGET AND FINANCING PLAN
 PIONEER COURTHOUSE SQUARE
 CITY OF PORTLAND, OREGON

1. KNOWN ELEMENTS OF FINANCING PLAN

- 1.1 Total project cost is \$7,432,000 for the recommended scheme including adjacent streets and sidewalks, and plaza with conservatory structure. Of this, only \$2,500,00 is presently committed to the project.
- 1.2 The Heritage Conservation and Recreation Service of the U.S. Department of Interior (H.C.R.S.) is committed to a maximum of \$1,500,000 on a 50/50 sharing basis for the design, development and acquisition of the full block. The present agreement does not allow for the splitting of the block to allow one-quarter of the block to be developed as a shelter.
- 1.3 The City has an option with May Company to purchase the entire block for \$2,500,000 until June 30, 1979 and a commitment from May Company for a \$500,000 donation to the project.
- 1.4 \$500,000 of HCD funds have been committed to the project since 1975.

2. REQUIREMENTS TO ACHIEVE FINANCING PLAN FOR RECOMMENDED SCHEME

- 2.1 UMTA must approve Transit Mall Grant increase request of \$1,200,000 for street areas surrounding the square, submitted by Tri-Met 10/23/78. Informally, UMTA has indicated that the grant must await light rail decision and possibly light rail construction, projected 3 to 5 years in the future. The project, however, could proceed without this element of the plan. In addition a specific project management and financing agreement must be negotiated between Tri-Met, Streets and Structures and PDC. This grant will require a \$300,000 matching contribution from the City which is included in the proposed HCD budget.
- 2.2 City must request and receive approval from H.C.R.S. for the City to retain clear title to 1/4 of the block for construction of a shelter facility.
- 2.3 A total of \$3,732,000 must be raised locally to cover the cost of the shelter facility, and plaza development not matched by H.C.R.S. and to provide match for the H.C.R.S. dollars for the Square and the UMTA dollars for street improvements. Potential resources for this are as follows:
 - Private pledges (a range of 1 to 2,000,000 dollars has been considered possible. The committee has advised that pledges would not be easily obtainable without a major feature such as a conservatory, leaving the City to assume all local costs for any open square alternative.)
 - Income from parking operation (Between the time of acquisition and termination of parking use - estimated at 8 months. Of the estimated \$25,000 monthly income, H.C.R.S. would require the City to share income from the H.C.R.S. portion of the block on a 50/50 basis.)
 - HCD or other local dollars
 - PDC

2.3 In addition, the City would be required to advance acquisition and construction dollars awaiting reimbursement by H.C.R.S., UMTA and pledges as follows:

H.C.R.S. - \$930,000 for eight months until termination of interim use,

Pledges - 1 to 2 million dollars paid by by pledges over 5 to 10 years,

H.C.R.S./UMTA Construction - \$1,000,000 per month maximum carrying of construction while awaiting reimbursement.

2.4 The City is assumed to cover the financing cost of any advances required.

2.5 Construction cost estimates which have been based on the construction start date of March 1, 1980 must be met.

3. PROJECT BUDGET

Project Costs

Land		\$2,500,000
Improvements		4,400,000
Streets	\$1,500,000	
Shelter	1,400,000	
Plaza	1,500,000	
Demolition		100,000
Design		232,000
Administration		200,000
TOTAL		<u>\$7,432,000</u>

Project Resources

May Company		\$ (500,000)
HCD Existing		(500,000)
H.C.R.S.		(1,500,000)
UMTA (Pending-for streets only)		(1,200,000)
Additional Local Requirement		<u>(3,732,000)</u>
TOTAL		<u>(\$7,432,000)</u>