Site Name	Address/Location	URA (if applicable)	Ownership (public/private)	Pluses and Minuses
Randazzo	2800 NE 82nd	N/A	Private	<b>Pluses:</b> Large area of land outside of dense residential areas. Does not require relocation of existing uses. Single owner. A very large site, sufficient for a very large structure, far larger than the 7-10 acre footprint of a Triple-A stadium.
				<b>Minuses:</b> The site is not flat, unable to determine whether it has topographic issues (requiring a lot of cut and fill); however, there is a 16% grade on the eastern border of the site and a 30 foot drop from the grade level at 82nd Avenue. It is not publicly-owned. Access to and from I-84 is good, but congested at 6 p.m., probably at "F" level. It is not in a renewal district, although this is precisely the kind of area which needs intensive redevelopment.
				<b>Observations:</b> The site is at least ½ miles from the nearest light rail stop and people will not walk that distance. Good bus service on 82nd, but not adequate for quick transfers or easy transfers.
McCormack and Baxter	6900 N. Edgewater	N/A	Private	Pluses: Large site with nice views.
				<b>Minuses:</b> Environmental liabilities still not fully-resolved on this site; heavy traffic access is a serious problem for the neighborhood based on past experience; water table too high for modern stadium design; site likely too small in any event. University of Portland has campus expansion plans for this site. Not in an urban renewal area.
Jantzen Beach		N/A	Private	Pluses: Large area outside of dense residential area.
				<b>Minuses:</b> Extension of light rail not feasible in time available. Pedestrian access poor. Wind off river at this location may be a problem, likewise the lighting issue and conflict with flight path. Not in an urban renewal area.
PIR	1940 North Victory Boulevard	N/A	Public	Pluses: Located in area which already has long history of large scale spectator events.  Publicly owned.
				<b>Minuses:</b> Geologist from Shaw Engineering confirmed an original evaluation: water table at 3 ft.; extensive piles necessary to support a structure of any size of weight; may have FAA problems with 70 foot field lights near western approach to airport. Not in an urban renewal area.
Terminal 1		River District	Public	Pluses: Located in the River District urban renewal area in an aesthetically pleasing site along the river. Land area large enough for a Triple A stadium.
				<b>Minuses:</b> Environmental contaminates and creosote piers. Site constrained by Union Pacific railroad crossing which causes access issues for 5,000 - 10,000 fans. It is further exacerbated in cases when an on-site emergency is necessary. There are other prescribed investment priorities for the urban renewal area.
Delta Park		N/A	Public	Pluses: Publicly owned land which has a history of sports related uses.
				<b>Minuses:</b> Heavily used regional recreational facility. Process for relocating the fields and users and cost of relocation is not realistic. Is not walking distance from light rail. Community has other priorities for urban renewal resources. High water table will require costly pile driving for foundation of a stadium. Is not within an urban renewal area.

Blanchard	Interstate	Public	Pluses: Publicly owned landed within an urban renewal area. Purchase from PPS and
			redevelopment could advance school district goals of developing a new administrative
			building with other educational related uses.
			Minuses: Cost of land and relocation expenses too high for minor league facility. Baseball is
			likely not the community's or the owners preferred re-use for the site/nor an investment
			priority for the Interstate URA stakeholders.
Rose Quarter	Convention Center	Public	Pluses: Publicy owned facility located at the heart of regional light rail junctions. History of
			large scale spectator events. Not within a residential neighborhood. Adequate parking located adjacent to the site.
			<b>Minuses:</b> Demolition or significant re-use would create concern among some stakeholder groups. A majority of City Council members are likely not in favor of the site. Facility is being contemplated for alternative redevelopment of the Rose Quarter area. Baseball may not be the community's preferred re-use for the site.
Lincoln High School	N/A	Public	<b>Pluses:</b> Adjacent to existing municipal stadium. Adequate parking available. Parking control systems in place for adjacent residential neighborhood. Adjacent to light rail and transit services.
			<b>Minuses:</b> Is not located within an urban renewal area. Cost of land and potential relocation of existing use is prohibitive for a minor league facility. Baseball may not the community's or
Conway	N/A	Private	Pluses: Large land area under one ownership. Adjacent to regional freeway access.
			<b>Minuses:</b> Located adjacent to dense residential neighborhood. Neighborhood streets could not adequately handle stadium traffic. Not adjacent to light rail. Property owner and other stakeholders envision a non-baseball use for the site. Cost of land too high for minor league facility. Not within an urban renewal area.
Freeway Lands	Lents	Private	Pluses: Large land area adjacent to regional freeway and light rail system. Single property owner. Located within an urban renewal area.
			Minuses: Privately owned land which is best suited for industrial and light industrial development which creates long term jobs for the area.
Expo Center	Interstate	Public	<b>Pluses:</b> Publicly owned land outside of dense residential neighborhood. Light rail station within walking distance. Located in the Interstate URA.
			<b>Minuses:</b> Land is located in a floodplain and will likely be impacted by the construction of the new I-5 bridge. Would require expensive relocation of existing facilities. Community likely has other investment priorities for urban renewal resources.
Post Office	River District	Private	Pluses: Large, centrally located land area within an urban renewal area.
			<b>Minuses:</b> Cost to acquire and relocate existing uses is cost prohibitive for a minor league facility. Baseball is not the community's or the owners preferred re-use for the site.

Adventist Academy	1500 SE 96th	Gateway	Private	Pluses: Located within an urban renewal area on land large enough to fit a minor league baseball facility.
				Minuses: The area consists of 1950-60 vintage single-family residences to the south and west – well-kept, middle class housing. The streets surrounding the site are residential grade, with 96th and Market streets capable of handling large commercial vehicles. It seems likely that the water and sewer facilities would need to be substantially-upgraded to meet the demand of a stadium. The hospital has a lot of surface and street parking, but the hours of operation are not consistent with sharing with a baseball schedule. Mall 205 is north and 500 feet from the site and a parking agreement might be possible with the owners. Portland Adventist Hospital, Nursing School and Physician Offices are located immediately east of the site – this could be a major disadvantage of the location since field lights would be well above the trees and could affect the hospital in evening hours. Noise from the stadium would depend upon field orientation, but concerts could certainly not be hosted at this location. The school is in ac
				Observations: Portland Adventist Academy Site, located ay SE 96th and Market; this is a very-li
Fire Station	SE Milwaukee/Powell	N/A		Minuses: Far too small a site. Not in an urban renewal area.
Rose City Park		N/A	Private	Pluses: This site, located west of Rose City golf course, would easily-accommodate a Triple-A stadium at 65th and Tillamook.
				<b>Minuses:</b> Being a City park re-use would require a zone change or plan district and is surrounded by single family homes in good condition. There is no convenient access to light rail and bus service is very limited; the closest light rail stop is at 82nd and I-84, more than 20 blocks from the site. The golf course is beautiful and a public course which is one of the nicest in the city, with at least two wetlands within the course which itself is bisected by a minor street. There is sufficient room for surface parking, but actual auto access is difficult, with primary access from NE Tillamook. Is not located within an urban renewal area.
Floyd Light Park		Gateway	Public	<b>Pluses:</b> Located in an urban renewal area. Has adequate land size for a minor league baseball stadium. The site is flat with no history of industrial use.
				Minuses: This is an area of multiple community facilities in the Montavilla area. This is in the Gateway URA (which has an annual budget of around \$6 million, with about \$2.0 million dedicated to affordable housing annually). The park does not have a site which is otherwise not occupied by either sports facilities, buildings or a large grove of mature trees. The best location for a stadium would be on the existing running track and ancillary area. Parking would be challenging without surfacing a large area within the park. There is very good bus and auto access to this site; however, light rail service is too far away from the site to be practical. It appears that Multnomah County may own property in this area, as well as Adventist Hospital. The site is approximately 11 city blocks from I-205 and close to Mall 205.

Vance Park	182nd/Yamhill in Gresham	N/A	Pubic/Private	<b>Pluses:</b> Beautiful site. Basically flat with views of Mt. Hood. Site is large enough for footprint.
				Minuses: Very large private parcel located in the middle of the park raises immediate control issues. Surrounding area a mix of residential and commercial. No visibility from freeway and too far from light rail to be practical. Distance from Downtown Portland is 15 miles or more. Environmental conditions probably okay and objections from neighborhood and park users seems likely. Not in the Rockwood West-Gresham urban renewal area. Not well-located in the regional market. Limited access primarily from SE 182nd.
Commercial site between 185 and 188th between East Burnside and East Stark in Gresham.		Gresham	Private	<b>Pluses:</b> The site is vacant and would appear workable for the footprint of the stadium-only. There may be 1500 parking space in surrounding commercial areas which may be available for lease. On light rail with a stop within two blocks. Located in an urban renewal area. Very good arterial access.
				<b>Minuses:</b> Environmental conditions unknown, but this is a former Fred Meyer site and the urban renewal plan calls for this and surrounding sites to be the "town center" consisting of shops, apartments and amenities. Zoning limitations also unknown, but most structures in the area are no more than two stories. Not particularly good access to I-84, the nearest freeway. Approximately 15 miles from Downtown Portland and, therefore a very long distance from Washington County, western Clark County and far southeast Portland.
Cascade Station		Airport Way	Public	Pluses: PDC controlled parcels through ownership or land lease with the Port of Portland.  Located within an urban renewal area.
				<b>Minuses:</b> Parcels comprise two 4-acre pads and one 8-acre site. Neither are very workable for a stadium. The elements associated with a stadium use (high intensity lights and 75 foot poles) would likely be prohibited by the FAA who as jurisdiction over what is developed in the flight path.
				Airport Way can no longer issue debt and any resource from PDC is generated through land sale and loan repayment mechanisms (program income, etc.). These resources are being reinvested in businesses in the area; and do not total anywhere near the amounts being
Central Eastside Location	Vicinty of Madison, Taylor and I-5	Central Eastside	Private/Public	<b>Pluses:</b> Near-in Central City location which does not generate a lot of vehicular trips in the evenings. Eventual connection with light rail via Milwaukee line.
				Minuses: Suggested sites include both the ODOT blocks as well as private property in the Central Eastside. Area is populated by many small businesses and is the hub of commerce for the city. Cost of land, cost of relocation, ODOT ownership and likely zero support and resources from the Central Eastside make this site completely unfeasible. The area also lacks sufficient parking or access to transit for a spectator facility. Access from the Water Avenue Ramp will exascerbate existing peak traffic circulation from I-5 to I-84. Pedestrian access through the industrial area is difficult at best as is auto traffic through all arterial points except off I-5 north from the Marquam Bridge. Groundwater levels may also be a problem, they are very close to the river and likely higher than the 15" depth below grade needed for a new stadium configuration.