

December 17, 1935

Mr. Mayor:

The report of the City Engineer shows 45.34% protest against this project on the basis of assessed value. On this basis it would still be a legal petition and Council could proceed with the project, but the analysis of the report shows that there were protests received from at least 46% of the property owners, representing 53.39% of the area of the district and I, for one, do not feel entirely satisfied to put this project over in its present form.

Right here I wish to say that I want to correct a wrong impression that has gained credence concerning the plan itself. This plan is not the plan of the City Engineer, Mr. Apperson. It is not a final plan. Mr. Apperson was requested by the Council to prepare these studies and they were instigated originally at the request of the Metropolitan Association and were approved as filed by a committee representing the organization. The plan was also approved by the State Highway Commission as filed. Neither is it my plan any more than it is the plan of the City Engineer. I am not so presumptuous as to think that all ability to solve problems is concentrated on the Department of Public Works. If this plan and this assessment district and the cost of improvement meets with a negative reception from those affected, I do not want to put it over.

However, I do feel that this is no time to scrap the project. I feel that if we refer the subject to the City Engineer again for further study and permit many who have objected to outline modifications of the plan as presented, that we will perhaps come out of this yet with a plan which will be satisfactory to a large majority. Such a study may take the shape of divorcing

162831

the Foothills project entirely from the Front Street plan. Furthermore, Front Street itself may be modified and certain changes made in the assessment district to conform. I am open minded on the whole program, and, moreover, I am intensely eager to accomplish something for Portland while we have such a favorable opportunity.

Therefore, Mr. Mayor, I move you that these proceedings be discontinued and given no further consideration, and that the City Engineer be directed to make and present to the Council further studies conforming as nearly as possible to the ideas of interested and organized groups of property owners.

Ormond R. Bean

162831

# THE METROPOLITAN ASSOCIATION, INC.

PORTLAND, OREGON

415  
Files

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WM. F. WOODWARD

U. L. UPSON,  
EXECUTIVE SECRETARY

December 11, 1935

Mr. L. G. Apperson, City Engineer  
City Hall  
Portland, Oregon

Dear Mr. Apperson:

Vigorous opposition to the Metropolitan Arterial Loop is voiced by many who declare that the original plan which contemplated the widening of Front Avenue has been radically changed; that from its northerly point to Barbur Boulevard, the original plan contemplated Front Avenue throughout its entire length. The plans now in the office of the City Engineer do not call for any widening of Front Avenue.

Will you kindly answer directly and positively, whether the original plan as to Front Avenue can be restored at this time.

There are other issues involved which have cost us the support of influential property owners. They are not, however, major in character as the one outlined above.

The undersigned constitute a committee from the Metropolitan Association to which has been delegated this matter for adjustment.

Very sincerely,

NO.	162383	SUBJECT	n w s w Front Ave
DATE	DEC 17 1935		
DEPARTMENT OF PUBLIC WORKS			
FOR YOUR ATTN.	B. S. G. Atty. R. R.		
REC'D.			
FILED	JAN 17 1936	12/18	12/18
DATE	K&R	DATE	10-15-36

*J. R. Haight*  
J. R. HAIGHT, Chairman

*Z. Swett*  
Z. SWETT

*Joseph Shemanski*  
JOSEPH SHEMANSKI

*Daniel B. Simpson*  
D. E. SIMPSON

*William F. Woodward*  
WM. F. WOODWARD

Project disc.  
before comm. recd

WFW:ER

162383



December 14, 1935

TO THE COUNCIL,

In re: Front Ave. et al reconstrance

Gentlemen:

Your City Engineer, pursuant to instructions from the Council to check all reconstrances against the proposed general project plan of widening N.W. and S.W. Front Avenue, the opening of Foothill Boulevard and other streets, and to tabulate such protests so as to show if property owners favor one part of the project as against other parts, desires to report that a careful check has been made of all protests, both general and qualified, and a percentage of reconstrance obtained based upon assessed valuation of land and improvements as provided by Chapter 450, Oregon Laws, 1935, which reconstrance is tabulated as follows:

Reconstrance against entire project-----	45.29%
Reconstrance against Foothill Boulevard but favoring Front Avenue-----	0.04%
Reconstrance against Front Avenue but favoring foothill Boulevard-----	<u>0.01%</u>
<b>Total Reconstrance-----</b>	<b>45.34%</b>

With respect to the above percentage:-due to the comparatively short time allowed for checking, certain protests filed by agents and attorneys for owners have been included in this percentage and no abstract of individual ownership has been made. As to the reconstrances of the Oregon-Washington Railroad and Navigation Company, Portland Terminal Investment Company, Northern Pacific Terminal Company, Spokane Portland and Seattle Railway Company and the Southern Pacific Company, a portion of the properties of these companies is assessed by the State Tax Commission and the assessed valuation, therefore, does not show on the Multnomah County tax rolls and is not included in the figure of \$96,348,037 heretofore reported and used as the basis of reconstrance calculation.

For the information of the members of the Council a further check has been made of reconstrances based on area and in the manner used to check street improvement and street widening reconstrances. Non-accessable property has been eliminated from this figure.

Net area of assessment district-----	11,692 (50x100' lots)		
Area reconstrating-----	6,273	"	"
Percentage (by area)reconstrating-----	53.7%	"	"

O. B.

> 162407  
NW & SW  
Front Ave et al

To the Council  
Sheet 2.

The Auditor advises that 6,190 cards were mailed from his office notifying property owners of the proposed project and advising of the date of hearing. Written protests were received from 3,170 reconstrators. These protests were written on individual letters to the Council, on blanket or joint reconstrances and on the identical cards mailed by the Auditor, the total reconstrating being 51.3 per cent. Assuming a 10 per cent duplication, which, in my judgment is fairly accurate, it appears that 2,853 of a total of 6,190 owners have protested; making a protest on this basis of 46.09 per cent.

All reconstrances, protests general and qualified, communications favorable to the project and a petition of Peter Herve and 12 property owners recommending certain changes in the project plan, are hereby returned for consideration by the Council as a whole.

Respectfully submitted

CITY ENGINEER

8

162407

Mr. Doubt---

Here it is

JG

162402



WEST SIDE DEVELOPMENT PROJECT

The report of the City Engineer on the proposed West Side widening and development project consists of widening Front Avenue from S.W. Barbur Blvd. to N.W. Glisan St., opening a new diagonal highway, referred to as Foothill Blvd. from S.W. Front and Arthur to a connection with S.W. 20th and 21st Aves. near S.W. Salmon St., and the purchase of sufficient property at the west approach of the Ross Island Bridge to permit better access to S.W. Corbett, Kelly, Front and Macadam Avenues, and to widen and extend Hood Street from the Ross Island Bridge into S.W. Macadam Ave.

In connection with the Front Avenue project, it is proposed to acquire all of the property between Front Avenue and the river between the Morrison St. bridge and the Burnside St. bridge for park and highway purposes, it being planned to use the areas not in highway for the beautification of the central water front district. Between the Burnside and the Steel bridges and between the Morrison and Hawthorne bridges all of the property is taken except the Public Market buildings, and will be used for the most part for highway purposes.

The total cost of all these widenings is estimated to be \$3,000,000, to be defrayed by a West Side district extending from 100 feet north of Nicolai St. to 100 feet south of Hamilton St. and lying between the river and the West side foothills.

NO. 162402

SUBJECT *N.W. & S.W. Front Ave et al*

DEPARTMENT OF PUBLIC WORKS

DEC 18 1935

DATE	
FILED	
DATE	
FILED	

DEC 18 1935

162402

Under the recent state act pertaining to major streets and highways and the manner of financing the acquisition of property, this assessment will be levied over a period of 40 years, and collected by the Sheriff in the same manner as collecting taxes. If the assessment for this work is based upon the assessed value of land and improvements then the average yearly assessment including interest at 5% amounts to approximately \$1.55 per thousand dollars of assessed valuation.

This amount of \$3,000,000 represents the cost of right of way and does not include the cost of filling, bridging and fully improving the streets. The Highway Commission has signified its willingness to expend \$400,000 in 1936 on improving these proposed highways, and will expend from time to time an additional \$2,200,000 as funds become available to complete the work. It is proposed to institute a W.P.A. project to secure \$1,000,000 in 1936 to complete the rough grading preliminary to construction by the State.

A summary of the above shows as follows:

1936	Right of way costs to be borne by West Side property owners . . . . .	\$3,000,000
1936	To be expended by State. . . . .	400,000
Future	To be expended by State. . . . .	2,200,000
1936	W.P.A. project for grading . . . . .	<u>1,000,000</u>
	Total project cost . . . . .	\$6,600,000
	Percent of cost to property owners -	45%
	Percent of cost paid by State, etc.-	55%

L. G. Apperson

162402



CITY OF PORTLAND  
INTER-OFFICE CORRESPONDENCE  
(NOT FOR MAILING)

416  
File

From Dept. of Auditing.

To Dept. of

Addressed to L. G. Apperson, City Engineer.

Subject

December 17, 1935.

This is to inform you that the Council at an adjourned meeting held Dec. 17th, discontinued and gave no further consideration to the proceedings for the widening of N.W. and S.W. Front Avenue and other streets, and the City Engineer was directed to make and present to the Council further studies conforming as nearly as possible to the ideas of interested and organized groups.

GEO. R. FUNK

AUDITOR OF THE CITY OF PORTLAND

By

*L. E. Burdick*

Deputy.

NO.	162401	SUBJECT	NW & SW
DATE	DEC 18 1935		Front Ave
DEPARTMENT OF PUBLIC WORKS			
FOR YOUR ATTN.	<i>B. S. ...</i>		
REC'D.			
FORW'D.			
REC'D.	DEC 26 1935	12/20	
SENT TO FILE BY	<i>ksl</i>	DATE	12/26-35

O. B.

162401

**CONSOLIDATED, INC.**

FORMERLY HAIGHT REALTY CO.

REAL ESTATE, RENTALS, MORTGAGE LOANS

408 S.W. FOURTH AVENUE  
ATWATER 1075 ATWATER 3077

PORTLAND, OREGON

December 17, 1935

L. G. Apperson, City Engineer  
City Hall  
Portland, Oregon

Dear Sir:

I am inclosing a copy of a plan for a ramp off from the Steel Bridge which was prepared by Mr. G. P. Harrington, engineer, and which might be of interest to you. Mr. Harrington gave careful consideration to the project at the time the plan was worked out, and after considering the merits of landing the approach, located it west of Front Street for the following reasons:

- (1) He estimated that 75% of the traffic using the ramp would originate or have a destination in the area from Burnside to Morrison and 1st to 6th, by locating on the West side would not have to go thru the Northern bound traffic on Front Street. Could use Davis and Couch Streets north of Burnside or First Street and come under the Burnside Bridge. Those coming from the North on Front Street could make a right hand turn on to the ramp, and the only traffic they would have to break thru would be the lines of traffic on Front Street going North, which according to my recollection would be about 10% of the traffic using the ramps on the Steel Bridge.
- (2) This would utilize the under crossing on First Street under the Burnside Bridge, relieving Front Street.
- (3) The purchase of three blocks would be much less expense than all of the O. W. R. & N., Gas Company, and Lewis Estate Property.
- (4) There is a bend in the Steel Bridge which would lend itself to having a ramp built. The road would not have as sharp a turn.

Hoping you will give this your usual careful consideration in formulating any new plan which may be worked out, I remain

Yours very truly

*J. R. Haight*  
J. R. HAIGHT

JRH:ODS  
1 Incl.

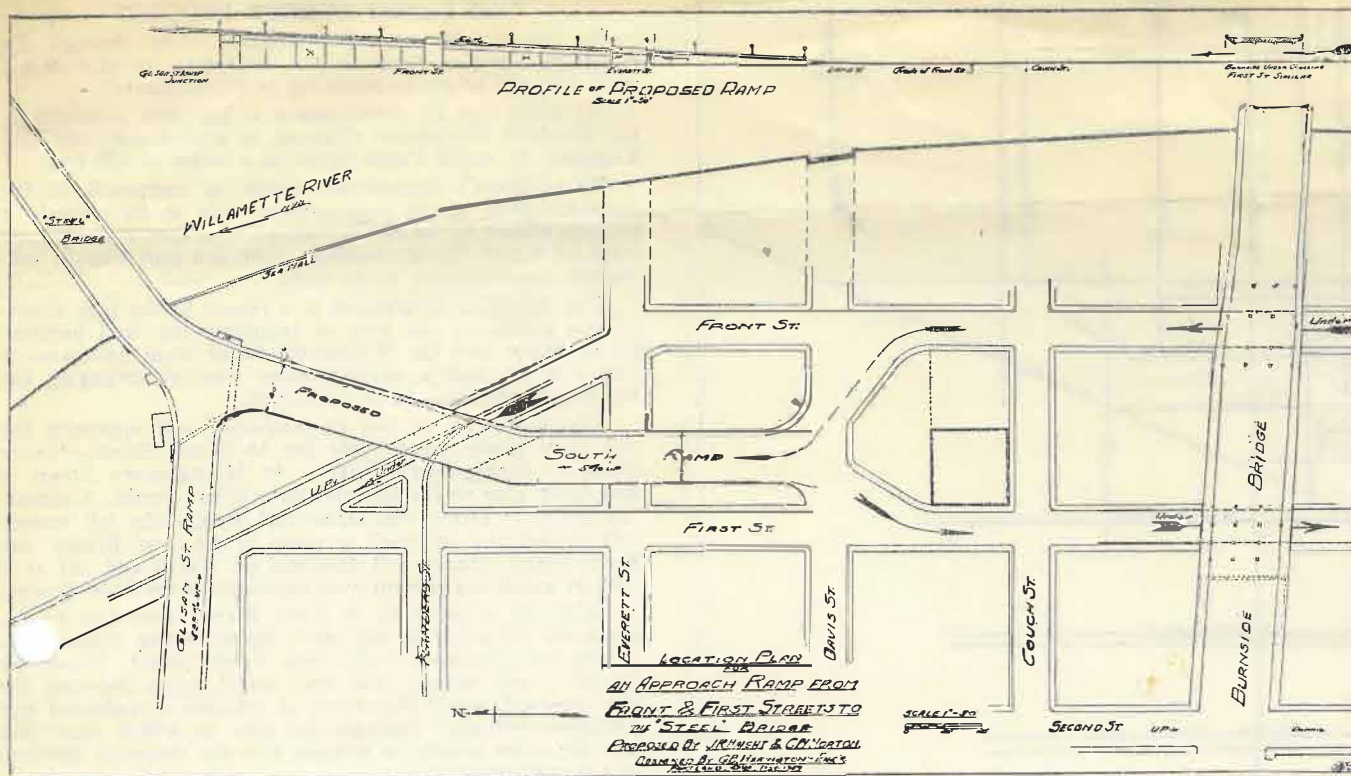
*Kruse  
File*

NO.	162400	SUBJECT	NW & SW Front Ave et al
DATE	DEC 18 1935		
DEPARTMENT OF PUBLIC WORKS			
FOR YOUR ATTEN.	B see/att. FTF		
FILED		12/28	
FILED		12/20	
FILED TO FILED BY	FTF	DATE	8/5-40

10

162400





The reduced traffic over the Steel Bridge is caused—  
**FIRST:** The West approach is both difficult and dangerous to get on or off.

**SECOND:** The present ramp is 6% grade, slippery surface and a bad curve without proper gradient.

**THIRD:** The extremely heavy traffic on Broadway and Burnside Streets bottle it up. It is easier to join the stream pouring onto the Broadway or Burnside Bridge than to break through to use the Steel Bridge.

It would seem then that the forcing of more traffic over the Steel Bridge would relieve the load of the Broadway and Burnside Bridges and thereby decrease the upkeep of the two bridges and at the same time increase the load of the Steel Bridge. The new ramp will do it.

However, to force traffic across Burnside or Broadway Street in front of the respective bridges, onto the Steel Bridge would not be of material benefit. A gain in that way would be lost by reducing the capacity of the Burnside and Broadway bridges as bridges will carry more cars than streets, as they are without crossings.

Engineers recognize that where moving bodies come together at right angles one or the other must stop. The solution of traffic problems in many cases will be by grade separation. Having built Burnside bridge high with a long approach we now have grade separation at Front, First and Burnside, and it is possible, in fact desirable, that advantage be taken of it through the use of the Steel Bridge, as shown by the chart.

Building a Ramp onto the Steel Bridge landing between Front and First Streets, using this grade separation, having a grade of less than 5%, with easy curve and concrete deck will be beneficial in many ways.

**FIRST:** Cars starting from the East side of the river between Vancouver Ave. on the West and Broadway on the South, wishing to go to the west side from Hoyt street on the north to Broadway on the west, could cross the Steel

Bridge, and those going south of Burnside would go south on First Street under Burnside traffic, with less traffic congestion than any other way. It would also be the best route from these points on the west side to the same points on the east side.

**SECOND:** Traffic diverted from Burnside Street from Third to Broadway, under Burnside Bridge to Front or First Streets will reduce cross traffic and greatly increase the capacity of the Burnside Bridge.

**THIRD:** Traffic diverted from the Broadway or Burnside Bridge to the Steel Bridge would leave an added relative capacity for that traffic which from necessity must use them.

**FOURTH:** The district between Hoyt and Burnside Streets west to Broadway is close to the Ocean Terminal, freight and passenger depots and this easy ramp attached to the Steel Bridge which lands in the middle of the east side would make it a very desirable location for light manufactures, or wholesale houses.

**FIFTH:** Front Street will ultimately be widened to 100 feet and extended to the city limits in both directions, and a ramp just off this street connection to a bridge with the east approach landing in the middle of the east side with arterial highways, leading in all directions, will be of great value for passenger, freight or buss traffic, originating or going to any point on the street or out of the city.

**SIXTH:** It will connect with Lloyd Boulevard via Oregon Street, thence to Broadway and Sandy Boulevard.

**SEVENTH:** Building Burnside Ramp west to Third Street diverted traffic out of the district from Third to Front Streets, and greatly reduced the utility of the property which has been reflected in the selling value, and will of necessity be followed by a reduced assessed value and taxes collected from the district. By the use of the grade separation on Front and First Streets an amount of traffic probably approximating that using the old Burnside Bridge, will be routed through the district which will stimulate

building modern building there maintaining if not increasing the old assessed values. This will produce more than enough revenue to pay for the ramp.

**EIGHTH:** We are paying a substantial sum for the use of the deck of the Steel Bridge which is not carrying anywhere near its capacity, and while it is now worth the money we are paying, yet the expenditure of around 33% more to increase its use from 200% to 300% would seem to be a very intelligent investment, especially as the traffic will be taken from bridges which are close to capacity, and unless relieved, other bridges will shortly have to be built to relieve them.

**NINTH:** Plans for rebuilding the Morrison and Hawthorne bridges contemplate elevating the west side ramps, something similar to the Broadway bridge and a Steel Bridge Ramp as outlined will be of equal advantage to them.

**TENTH:** An auto-bus terminal could be located close to Front Street and busses could get into and out of the west side without interference with other traffic.

The cost of the proposed new Steel Bridge Ramp has been estimated to be about \$220,000.00 to \$260,000.00—depending on foundation conditions. It can best be financed by a bond issue by the city.

### THE LLOYD PROJECT

Passing over the new ramp and the Steel Bridge we come to Oregon Street which is a thoroughfare to and from the new Lloyd enterprise. We are advised by Mr. C. W. Norton, the manager of the Lloyd interests, that petition to widen the two blocks between Grand Ave. and E. 7th Street North is now in circulation and that without a doubt Oregon Street will be widened in this section to conform in width west to the Steel Bridge. It is the purpose of the Lloyd Interests to lighten Oregon Street—making it a well lighted thoroughfare. This will also result in the lightening of the Steel Bridge and Ramp for the entire distance.

At Oregon and Union Avenue, all traffic of cars will flow from Union Avenue to Oregon. It will complete an ideal artery through the city North and South. Union Avenue has all ready been widened to meet this occasion.

### FIRST STREET AND ITS IMPROVEMENTS

Traffic organizations from East of the Steel Bridge and on Union Avenue and going South through the city will, of course, come south in coming off the west approach of the Steel Bridge and go over the new ramp and at the foot of the ramp will veer to the right into First Street. First Street will provide a means for traffic to filter through the down town section for the convenience of shopping and other purposes. Such development as may come later on First Street is yet to be determined.

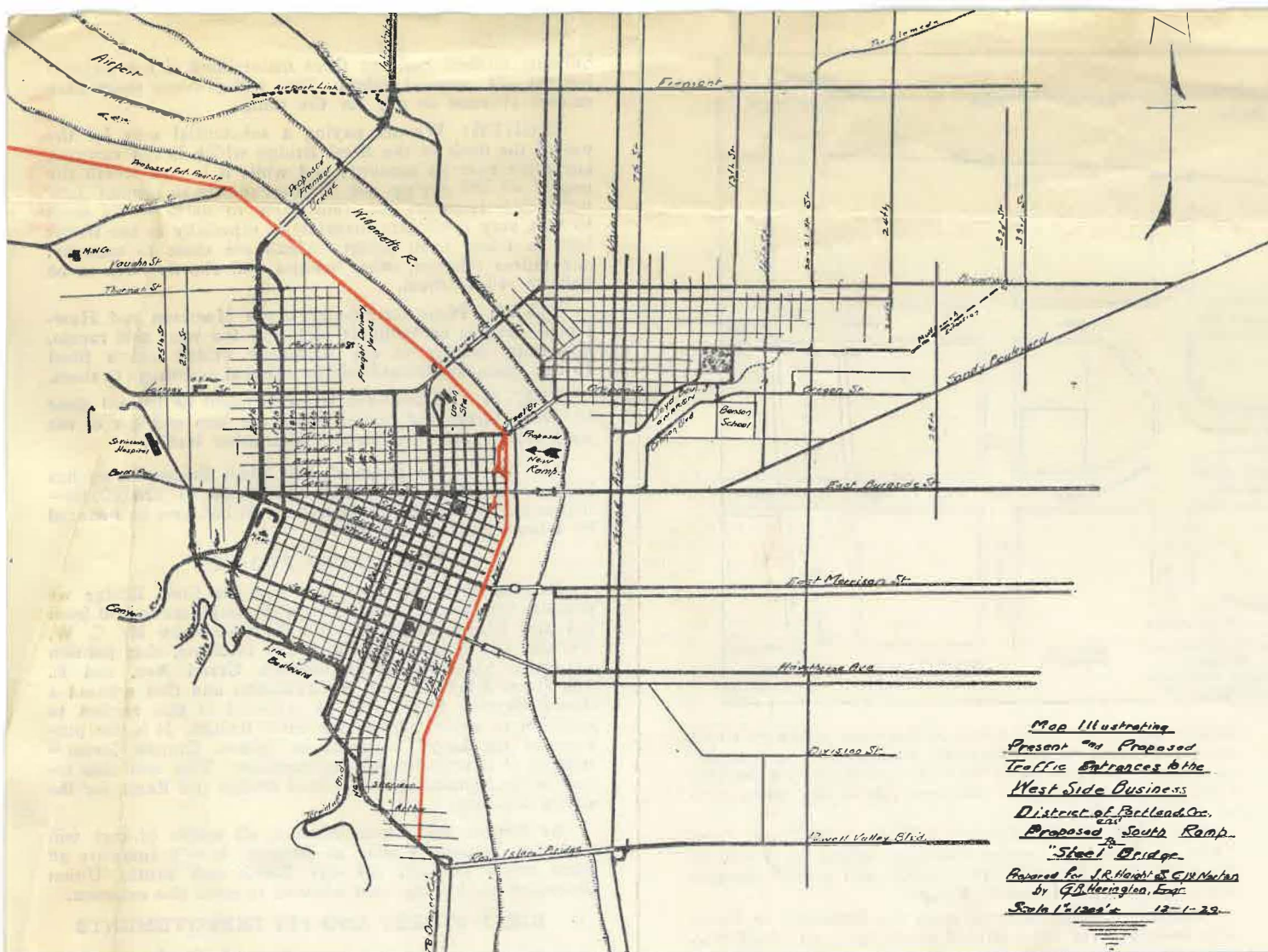
### THE PRESENT FOURTH STREET SITUATION

Since the Southern Pacific Railroad has deeded their right-of-way on Fourth Street to the city, it will make a splendid road or boulevard into the city from the south. This means that traffic arriving at Davis and Fourth Street may turn into First Street and proceed North over the ramp and onto the Steel Bridge.

### PUTTING THE PLAN OVER

Officials who have been consulted regarding the big plan are of the opinion that if the public is educated so they thoroughly understand the purpose of these improvements, that there will be no difficulty in having it definitely placed upon the next ballot. It is believed that the proposition will be accepted by the voters and approved by them without question.





Map illustrating  
 Present and Proposed  
 Traffic Entrances to the  
 West Side Business  
 District of Portland, Ore.  
 Proposed South Ramp  
 to  
 "Steel" Bridge  
 Prepared for J. R. Haight, Chairman  
 by G. B. Herington, Engr.  
 Scale 1" = 100' 12-1-23

The Broadway Bridge carries the heaviest traffic load of any of the Portland bridges. The traffic stream on Broadway is very difficult for entrance or crossing during the morning and night peak hours. The least loaded bridge between the east and west side is the Steel or Railroad Bridge. This is one of the strongest of the Portland bridges and is normally tributary to a very considerable area on both sides of the river. It has an excellent approach on the east side. The west side approach, as now built, lands traffic under severe conditions of congestion. A side ramp similar to the Broadway-Lovejoy Ramp and on a lighter grade than the present approach to the Steel Bridge, will give a vastly increased use demand for this least used bridge.

A ramp which will connect with North and South traffic, discharging to Front and First Streets will relieve the peak of east side, west side travel through its accessibility and will add value for shortening distance as well as speeding travel which naturally would then be expected to utilize this more available structure.

The ramp is practical from an engineering standpoint and is not excessively expensive for the value to be obtained. As designed it is fitted into a widened Front Street either now or hereafter to which plans for same can be later adjusted readily.

G. B. HERINGTON, Engineer.

**FOREWORD**

This report has been made by an appointed committee of the Down Town Merchants Association, and has been approved by members of the City Planning Commission, City and County Officials, Suburban Community Clubs, Property Owners and Traffic Officials. After an exhaustive study, this report embraces as a whole, the sentiment and approval of those mentioned.

COMMITTEE, G. M. Vinton, Kenneth Beebe, J. H. Luhn  
 J. R. Haight, Chairman

**THE PLAN OF THE PORTLAND DOWN TOWN ASSOCIATION**

The proposed plan and purpose of this association is limited not only to one part or section of this city, but by the improvement of one section of the city, it will thereby benefit the whole. It is with this purpose in view, that we work with no selfish motive to ourselves. We desire to enlist the friendly support of any, or all, similar organizations in our city who may assist us in our undertakings, while we, in turn will work with our friends to make Portland a bigger and better city in which to live.

**THE FRONT STREET PROJECT**

To insure a direct and convenient route through the city from North to South, it is evident that our plan should start with the proposed widening of Front Street.

To make way for development it has been proposed by the Portland Waterfront Citizens, in accord with our City Engineer, to widen Front Street to a width of 100 feet.

The Citizen's Committee, which is composed of the representatives of 25 organizations, has in its custody a petition signed by 50 of the owners of property along both sides of Front Street, between Jefferson and Glisan, asking for this widening to be made.

City Engineer Laugaard, in a report to the City Council has estimated the cost of acquiring the land between Front Street and the Willamette River from Jefferson to Glisan Street and a supplementary plan of arranging for the freight traffic is to be developed.

The beginning of this thoroughfare will approach the city from Hood Street, veer left to Water Street—thence along to Montgomery Street. At Montgomery Street it will again veer to the left and onto Front Street. Continuing North at Davis—the street will divide—the left branch will become the approach or ramp to the Steel Bridge; the Front Street proper will continue on North and act as a subway under the present west approach of the Steel Bridge.

With the opening up of Front Street, according to the proposed widening, it will feed the incoming commercial, tourist and shopping traffic into Front Street. From the South it will become the only direct route through the city—through which thousands of vehicles, commercial and pleasure—will pass through the city, or which may feed into the other streets or arteries into the shopping districts of our metropolis.

It is suggested, by our City Engineer, that inasmuch as the widening of Front Street is of such vital importance as a commercial artery through the city that the project to be paid for and bonded by the city.

With the widening of Front Street we then travel North and veer to the left at Davis Street between Front and First Street to approach

**THE STEEL BRIDGE RAMP**

which approaches the present West approach of the Steel Bridge from the South. This ramp is to be of easy grade and wide enough so as to accommodate both North and South traffic onto the ramp and over the Steel Bridge to the East approach.

Many good reasons are given for the new ramp.

The new Burnside Bridge has been built wide and modern so that it is used by 36,000 cars every 16 hours.

The Broadway bridge has been improved and is now used by 40,000 cars every 16 hours.

The Railroad or Steel Bridge, as it is called, has not been modernized and the cars using it has decreased from around 25,000 to 9,000 per day.

The city is paying a rental to the Southern Pacific Railway Company of about \$70,000.00 per year, which means we are paying about 3½c for every car passing over the Steel Bridge.

The lease which the Railroad Company has with the city is renewed annually, which may continue until 1955. The amount of rental paid is based upon the valuation of the upperdeck at \$1,000,000.00 and is figured on a 4½c interest rental on that investment. The general maintenance of the bridge is, of course, taken into consideration based upon this rental.

It is also understood that Multnomah County pays the city 3c for each street car passing over the Steel Bridge. The rental thus involved goes to prove that the Steel Bridge is at present a very expensive proposition for the city.



# PORTLAND PUBLIC MARKET

PUBLIC MARKET COMPANY OF PORTLAND

800 SOUTHWEST FRONT AVENUE

PORTLAND, OREGON

12/12/35

Commissioner Ormond R. Bean,  
Department of Public Works,  
City Hall,  
Portland, Oregon.

Dear Commissioner Bean:

The writer hears on all sides a criticism of the city administration, directed principally at yourself, due to the fact that you are head of the Department of Engineering, to the effect that the City of Portland has failed to secure its just proportion of funds for federal projects initiated in this city. There is a further criticism that when the Front Avenue and lateral projects were presented to the people no one, including the City Engineer knew anything about it. ~~No~~ Notices were sent out and the only publicity given to the matter was to invite the property owners to express themselves as to whether or not they were eager to pay an additional improvement assessment for a period of 40 years. Many property owners who have previously opposed this project without knowing that they could secure it by simply providing the right of way for a project which was inevitably necessary if the city was to progress have, upon proper explanation, completely reversed their position, and have expressed themselves forcibly that, after all, the City of Portland is a corporation and that the people in an executive capacity should be pressed to propose and recommend projects of this character without relying on sponsorship of the Metropolitan Association or any other group. The writer has just looked over some statistics which, if generally known, would inspire inquiry as to why this city had failed of proper recognition in public works.

According to competent Democratic authorities the total federal deficit which will be accumulated during the four years of President Roosevelt's administration will amount to ten billions of dollars. Independent competent economists contend that this is more likely to reach a total of 12 billions of dollars. On the basis of assessed valuation and population, the share of this deficit chargeable to the State of Oregon would be between 89 millions and one hundred six million eight hundred thousand dollars. The City of Portland represents approximately one-third

NO. 162288	<i>WWT &amp; SW Front Ave etal</i>		
DEC 13 1935	DEPARTMENT OF PUBLIC WORKS		
FILE YOUR APPR.	<i>B</i>		
AM.			
REC'D.			
FORW'D.			
REC'D.			
SENT TO FILED BY	<i>JS</i>	DATE	10-20-43

*NOV -3 1943*

O.B.

162288

# PORTLAND PUBLIC MARKET

PUBLIC MARKET COMPANY OF PORTLAND

800 SOUTHWEST FRONT AVENUE

PORTLAND, OREGON

12/12/35

Commissioner Ormond R. Bean--Page 2

of both the assessed valuation and the population of the State of Oregon and on that basis its proportion of this four year accumulated deficit is between thirty million and thirty-five million six hundred thousand dollars without giving credit to the fact that the metropolitan district ordinarily contributes a much greater proportion to the cost of state government and expenditures than this proportion would indicate. It is quite apparent that it could be reasonably asked as to just what we got for this.

The foregoing is presented in only the most friendly expression, *as I saw*  
~~being~~ duly appreciative of the difficulties surrounding your department in this connection.

Sincerely yours

  
General Manager

PORTLAND PUBLIC MARKET

RBE/jb

162288



CITY OF PORTLAND  
INTER-OFFICE CORRESPONDENCE  
(NOT FOR MAILING)

*H 15  
File*

From Dept. of Finance  
To Dept. of Public Works  
Addressed to Commissioner O. R. Dean  
Subject

December 11, 1935.

Dear Commissioner:

For your information, I am enclosing copy of letter received from Ralph Tomlinson, President of the Pacific Asbestos & Supply Company, in re the Front Street project.

Very truly yours,

*H. E. Riley*

COMMISSIONER OF FINANCE

80

NO. 162287	SUBJECT
DEC 13 1935	<i>H. W. + S. W. Front Ave etal</i>
DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTN.	<i>B. S. &amp; A. S. W. RGR</i>
REC'D.	
FORW'D.	<i>JAN 17 1936</i>
REC'D.	<i>12/18</i>
SENT TO FILED BY	<i>R. L.</i>
DATE	<i>1-15-36</i>

162287

(C O P Y)

Pacific Asbestos & Supply Co.

S.W.Front Ave. and Clay St.

December 9, 1935.

Mr. R. E. Riley,  
City Commissioner,  
Portland, Oregon.

Dear Earl:

We are protesting the improvement of the waterfront as outlined by the City Engineer, which we understand is contrary to the original plan proposed by the Front Street and Metropolitan Associations, as well as that of many boosters for the improvement of the downtown West side.

The writer has been an advocate for the widening of Front Avenue from Glisan to Jefferson Streets, and has argued for it at every opportunity. He believes it would bring about the rejuvenation of the downtown West Side District. Why our present Engineer has taken it upon himself to propose a narrow speedway along the sea wall resulting in a lot of idle lots, which alone would pay for the improvement of Front Avenue in time, is hard for many of us to understand. Unless he is being influenced for the purpose of killing the entire project.

Seattle has been widening and removing jogs in their North and South Avenues for years as an inducement for autoists to use their business streets.

It is the writer's opinion we should kill the whole project as is, and then employ a City Engineer who will carry out the wishes of the greatest number of people.

Yours very truly,

PACIFIC ASBESTOS & SUPPLY COMPANY

(Signed) Ralph Tomlinson

President

RT:C

162287

# Statement given to newspapers

December 7, 1935

Have you any comments to make concerning the proposed Front Avenue and Foothill Boulevard development?

There is much mis-information being given out which of course has made the project look pretty bad, and it is unfortunate that each property owner cannot get definite, accurate information upon which to make his decisions. The property owner is entitled to know everything there is to know about the project.

Are you in favor of the project?

I believe that it will have to be done some time if the west side is to remain an important business part of our city. All experts who have studied Portland have been unanimous in insisting that both Front Avenue and the Foothill Boulevard are of major importance to the west side.

Are you sponsoring the project?

No. I am simply carrying out the necessary steps as required by the law under which the project is proposed. If the people do not want it, I am not for it.

Who did propose it?

The Metropolitan Association (being the consolidating of the former Down-town and the Up-town Associations), representing the owners of a majority of the business district on the west side of the river. The law under which the project is proposed was suggested to the 1935 legislature by this association.

Do you believe this a good time to do it?

I certainly would be opposed to a large bond issue for anything now unless there was a goodly proportion of federal funds to go with it. Taxes and assessments are high enough unless a grant of some kind makes it too attractive to pass up.

What funds are now available other than by assessment?

The Highway Commission has agreed to furnish approximately \$500,000.00 this year and will probably continue some such sum each year. The WPA has assured us that they have \$1,000,000.00 available for tearing down buildings and grading.

Approximately how much per \$1,000.00 assessed value will the proposed project cost the property owner?

Approximately \$31.50 per \$1,000.00 assessed value if paid in cash, or \$1.38 per year (not per month) for forty years if bonded.

162213  
N.W. & S.W.  
Front Ave  
etal



How much would a property owner pay if he now pays \$123.00 in taxes?

Approximately \$94.50 if paid in cash, or \$4.74 per year if bonded for forty years.

How much would he pay additional if he now pays \$33.00 taxes?

Approximately \$1.38 per year if bonded and \$31.50 if paid in cash.

If a property owner pays cash, would it be possible to sell his property with a clear title?

Yes, I believe so - just the same as a person now sells his property with a clear title and yet there is an indebtedness against the city as a whole of approximately \$30,000,000.00, and, therefore, against your property.

If a property owner bonds his assessment, could he sell his property?

Yes, - just the same as a person can now sell where a street or sewer assessment is against the property. The purchaser would assume the assessment lien or you would have to pay it off. That is what you would have to do with any assessment - sewer, street, or widening.

Is the law clear in all its requirements?

No. I believe there are some points which will have to be settled by the courts.

What will happen to the \$500,000.00 State Highway money now being held for this project if it does not go ahead?

There has been no definite statement from the Highway Commission but it is understood that it will be used on the east side to purchase right of way and finish the McLoughlin Boulevard connection to Union Avenue.

Why doesn't the Highway Commission purchase right of way on the west side if they can on the east side?

I cannot answer for the Highway Commission but I suppose that the difference in value of the right of way is so great that the Highway Commission feels forced to go where the purchase price is the lowest.

Do you believe that the Highway Commission will continue spending money in city boulevard construction?

Yes. The law under which the Highway Commission receives the federal money requires 50% be spent within incorporated cities, and as Portland is the only large city it will of necessity receive future money.

Will this be spent on the east or west side?

I believe that the Highway Commission will try to spend it where it will do the most good and that can very easily be divided fairly between the east and west side, but money spent on the east side will go much further than on the west side unless the property owners help out.

Is there any cost of construction included in the proposed project charged to the property owner or the city?

No. The project is set up to purchase right of way only. The Highway Commission and the WPA are to do the grading and construction.

Are these figures exact?

No. They are estimates by the city engineer only, and may vary either way. Past experience in street widening and extension have shown a variance of from 5% to 12% in excess of the early estimates, and I believe in this case it would be well to figure, say 10% over the estimates. It might be lower but it is better to guess high.

Why were the boundaries of the assessment district placed as proposed?

It was thought that all of the city below the hillside in the central part of the city would be benefited most by the improvement. The Heights contain a large proportion of vacant property and it would be difficult to show substantial benefit to that portion.

Will the Foothill boulevard connect with the Fremont Bridge?

Yes. It was so planned by the city engineer and the Highway Commission engineers. The Fremont bridge will be built sometime, although it may be many years in the future. The Foothill Boulevard would connect with it and also furnish a connection between St. Helens Road and Barber Boulevard, and the new short road to Galen through Aurora.

Do the property owners along the Foothill Boulevard help carry cost of the Front Avenue improvement?

No. The assessed value of the district is such that the property west of approximately 10th avenue would pay for the Foothill Boulevard, and the property east of 10th avenue would pay for the Front Avenue improvement. In other words, it is figured that the portion near the improvement carries its own load and does not help carry the load of the improvement far removed. Yes, that is correct.

Will this project take over the Public Market?

162213

No. The street in front of the market is now 100'0" wide. It will not be widened unless it is determined to extend



the highway between the market and the river. If so, then right of way would have to be purchased.

Will the market be assessed for the improvement?

Yes, on the basis of its assessed value - the same as all other property in the district.

If the property owner pays his assessment in cash, will he have to pay an additional tax on assessment for others who have bonded their assessment, or who have not paid their assessment?

No. The assessment is based upon the assessed value of the property but is an individual assessment against the particular piece of property and collected by the tax collector at time of tax collection, not as a tax but as an assessment. If the assessment is paid in cash there would be no assessment to add to the regular tax even if others bonded their property or did not pay.



# THE METROPOLITAN ASSOCIATION, INC.

PORTLAND, OREGON

## OFFICERS

WM. F. WOODWARD, PRESIDENT  
JAS. R. HAIGHT, FIRST VICE-PRESIDENT  
STEPHEN A. HULL, SECOND VICE-PRESIDENT  
GERALD BEEBE, SECRETARY  
LEE C. STIDD, TREASURER

WOODLARK BUILDING  
TELEPHONE BEACON 0340

## TRUSTEES

GERALD BEEBE  
JOHN W. BLODGETT, JR.  
HAMILTON F. CORBETT  
JAS. R. HAIGHT  
STEPHEN A. HULL  
GWILYM JONES  
GEORGE LAWRENCE  
J. A. MINOTT  
H. P. ROGERS  
D. B. SIMPSON  
A. J. SHERRILL  
F. E. TAYLOR  
MORRIS TAYLOR  
THEODORE B. WILCOX  
WM. F. WOODWARD

December 9, 1935

U. L. UPSON,  
EXECUTIVE SECRETARY

*Copy*

Mr. George R. Funk, City Auditor  
City Hall  
Portland, Oregon

Dear Mr. Funk:

My attention has been called to the fact that a number of so called remonstrances against the establishment of an assessment district for the purpose of acquiring Rights-of-way for the Front Avenue-Diagonal Artery improvement, have been signed by agents or attorneys for property owners without such agents or attorneys having filed with you within the time provided for such remonstrances on petition, the written authority of such agent or attorney to so sign.

Your attention is called to the provisions of the City Charter on Page 178, under "Local Improvement Code", Article 3, Paragraph 108, which specifically covers this point and which provides "that if any such objection, remonstrance or petition shall be signed by the agent or attorney of any property owner, there shall be filed with the Auditor within the time provided for such remonstrance or petition, the written authority for such agent or attorney to sign any such remonstrance or petition, otherwise the signature shall be disregarded".

Very sincerely,

*U. L. Upson*

U. L. UPSON, Executive Secretary  
METROPOLITAN ASSOCIATION, INC.

ULU:ER

*dupl. 162198  
NW & SW  
Front Ave  
et al*

417-File

# THE METROPOLITAN ASSOCIATION, INC.

PORTLAND, OREGON

**OFFICERS**  
 WM. F. WOODWARD, PRESIDENT  
 JAS. R. HAIGHT, FIRST VICE-PRESIDENT  
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Very sincerely,

*U. L. Upson*

U. L. UPSON, Executive Secretary  
 METROPOLITAN ASSOCIATION, INC.

ULO:BR

*Noted*

NO.	162198	SUBJECT	W + SW Front Ave et al
DATE	DEC 10 1935	DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTEN.	BSG	FILED	RGR
REC'D.	DEC 18 1935	FILED	12/16
FILED		FILED	1411
SENT TO	RGR	DATE	12/13-35

162198

November 29, 1935

TO THE COUNCIL.

In re: Front avenue and Foothills  
Boulevard

Gentlemen:

Your Commissioner of PUBLIC WORKS returns here-  
with a communication from the Oregon State Highway Commis-  
sion advising that the sum of \$400,000.00 temporarily allo-  
cated for the improvement of Front avenue and Foothills  
Boulevard can only be held for a short time, and that definite  
assurance must be given by December 10th that the district  
has been legally formed, that there are no outstanding  
questions as to legality of the act, and that right of way  
must be available.

The contents of this communication have been noted  
and the Highway Commission will be notified of the disposition  
of the said proposed improvement by the Council at the hearing  
to be held December 2, 1935.

Your Commissioner recommends that the communication  
be placed on file.

Respectfully submitted,

COMMISSIONER OF PUBLIC WORKS

G

>162038

TC 207 SW  
Front Ave  
etal



November 29, 1935

TO THE COUNCIL.

In re: Front avenue and Foothills  
Blvd. improvement

Gentlemen:

Your Commissioner of PUBLIC WORKS to whom was referred the protest of J. Bullivant, Jr., against the Front avenue and Foothills Boulevard project returns same herewith with the recommendation that it be considered in connection with the hearing to be held by the Council on the proposed improvement on December 2nd, 1935.

Respectfully submitted,

COMMISSIONER OF PUBLIC WORKS

G

→ 162037  
N W + S W  
Front Ave  
etal

# THE METROPOLITAN ASSOCIATION, INC.

PORTLAND, OREGON

WOODLARK BUILDING  
TELEPHONE BEACON 0340

**OFFICERS**

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D. B. SIMPSON  
A. J. SHERRILL  
F. E. TAYLOR  
MORRIS TAYLOR  
THEODORE B. WILCOX  
WM. F. WOODWARD

NO. 162017	SUBJECT
DEC -4 1935	November 29, 1935
DEPARTMENT OF PUBLIC WORKS	
IT'S YOUR ATTEN.	12/6
DEC 12 1935	12/6
TO	DATE 12/7/35

*Handwritten notes:* NW 4th St Front Ave et al  
B. S. G. A. B. I.

To the Honorable Mayor  
and City Commissioners  
City Hall  
Portland, Oregon

Gentlemen:

At the regular meeting of this Association held on Wednesday, November 27, 1935, and after a questionnaire had been sent out to all members, and a full discussion was had as to the merits of the project involved, the following resolution was adopted which is self explanatory:

RESOLUTION

WHEREAS, the project commonly known as the Front Avenue-Diagonal Arterial Loop, as covered by the report of the City Engineer, filed with the City Auditor on October 8, 1935, is deemed of vital necessity to the welfare and growth of the entire West Side; and

WHEREAS, it appears possible to secure a substantial sum at this time from the State and Federal Governments toward the cost of this project;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Association, Inc. in meeting assembled this 27th day of November, 1935, does hereby heartily endorse and approve this project and urges upon the City Council the necessity for approving the assessment district and the assessment roll as outlined in said Engineer's report;

BE IT FURTHER RESOLVED, that the Executive Secretary of this Association be instructed to file copies of this resolution with the City Council and the individual members thereof as promptly as possible;

BE IT FURTHER RESOLVED, that the President of this Association be authorized to appear on behalf of the Association at the hearing to be held by the City Council at 10:00 A. M., Monday, December 2, 1935, and at any other hearings which may be called subsequent thereto, for the purpose of stating the position of the Association and its reasons therefor, and

BE IT FURTHER RESOLVED, that the individual members of the Association be urged to attend the hearing or hearings aforesaid and to make their desires known to the City Council.

Dated at Portland, Oregon,  
this 28th day of November, 1935

162017

THE METROPOLITAN ASSOCIATION, INC.  
U. L. Upson, Executive Secretary

CITY OF PORTLAND  
**INTER-OFFICE CORRESPONDENCE**

(NOT FOR MAILING)

November 26, 1935

From Dept. of City Engineer  
To Dept. of Commissioner of Pub. Works  
Addressed to Mr. Ormond R. Bean  
Subject Front Avenue and Foothills Blvd.

Herewith Calendar No. 5934, being a protest of J. Bullivant, Jr. against the Front Avenue and Foothills Boulevard project for the reason that there is a large number of property owners not able to pay their taxes and assessments.

Since the writing of this communication the Auditor has forwarded to Mr. Bullivant a notice of hearing on this matter, and it is my recommendation that this communication be placed on file and the Auditor be instructed to notify Mr. Bullivant that the written remonstrance as to his property should be filed with the Auditor by December 2nd, 1935.

Yours very truly,

*R. G. Apperson*  
CITY ENGINEER

RR:S  
encl.

NO. 161889	SUBJECT
NOV 27 1935	NW & SW Front Ave etal
DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTN.	13
MR.	
REC'D.	
FILED.	
REC'D.	
SENT TO FILES BY	fo
	DATE 12-1-35



CITY OF PORTLAND  
**INTER-OFFICE CORRESPONDENCE**

(NOT FOR MAILING)

November 26, 1935

From Dept. of City Engineer  
To Dept. of Commissioner of Pub. Wks.  
Addressed to Mr. Ormond R. Bean  
Subject Front Avenue & Foothills Blvd.

Herewith Calendar No. 5893 a communication from Oregon State Highway Commission advising that the sum of \$400,000 temporarily allocated for the improvement of Front Avenue and Foothills Boulevard can only be held for a short time, and that definite assurance must be given by December 10th that the district has been legally formed, that there are no outstanding questions as to legality of the act and that right of way must be available.

The contents of this communication have been noted and the Highway Commission will be notified of the disposition of the Council at the hearing on this matter to be held December 2nd, 1935.

Pending further action by the Council on this matter I recommend that this document be placed on file.

Yours very truly,

*R. S. Apperson*  
CITY ENGINEER

~~RS~~:S  
encl.

NO. 161888	SUBJECT
NOV 27 1935	NW + SW Front Ave. et al
DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTN.	B
ACK.	
REC'D.	
FORW'D.	
REC'D.	
SENT TO FILES BY	9/3
	DATE 12-4-35

November 26, 1935

161878 NW & SW  
Front Ave  
et al  
RGR

NOV 26 1935

DEPARTMENT OF PUBLIC WORKS

FOR YOUR ATTEN.		
ACK.		
RECD.		11/29
FOURTH		11/29
RECEIVED	DEC 12 1935	
FILED BY	RGR	DATE 12/12 - 35

Geo. R. Funk, City Auditor,  
Portland, Oregon

TO THE HONORABLE MEMBERS OF THE CITY COUNCIL  
OF THE CITY OF PORTLAND;

Gentlemen:

I am in receipt of notice from Mr. Geo. R. Funk, Auditor of the City of Portland, Oregon, stating that on December 2nd, 1935, before the City Council, a hearing will be given those wishing to discuss the proposed widening of Northwest and Southwest Front Avenue, jointly with the construction of a Foothill Boulevard.

Being unable to attend this meeting, I wish to enter my protest in writing, with your honorable body, against this proposed undertaking.

Having listened to proponents of this scheme elucidate its advantages, I am thoroughly convinced it is without merit; no logical claim has been put forth to establish the necessity for such a project, nor the benefit to be derived therefrom by property owners, or commercial advantages to the city.

The City should not be plunged into more debt for such a useless and ill-advised scheme, so lacking in advantages to be gained by its construction, now or in the future.

In the past, glowing pictures of advantages to be gained by the city, were put forth by never-tiring promoters, if certain schemes were carried through; most of them were carried through to the great detriment of property owners, by encumbering their holdings with debts and interest charges that even time will not eliminate.

This proposed scheme has less to recommend it to a vote of the people, than those expensive projects fostered upon them in the past by aggressive promoters. Considering the amount of delinquent taxes, declining values, dwindling population, and no new industries coming to the city or state, it would be ill advised to impose another tax burden on property for the construction of a project that is not needed, and of doubtful benefit to the city, now or hereafter.

In view of the glaring mistakes of the past, when the Council listened to advice of selfish promoters and placed their worthless project on the ballot, your honorable body should not make a similar mistake with this scheme, as it is unworthy of consideration.

Respectfully submitted

O.B.

BIK 7 Johnsons  
W Side St Clair  
175' N Salmon  
Entd R

ER/P

Edward Boyce,  
909 So. St. Clair Avenue

161878

Copy

161356  
Front Ave.

November 15, 1935

Mr. A.J. Witchel, Ass't Supt.,  
S.P. & S. Railway Company,  
NW 11th Avenue & Hoyt Street,  
Portland, Oregon.

Re: Widening NW Front Avenue

Dear Sir:

With reference to your communication of November 6th concerning the proposed widening of NW Front Avenue and its affect on the tracks of the Oregon Electric Railway, please be advised that this widening is in a tentative stage pending approval by west side property owners.

If this approval is given the City Engineer will be directed to prepare a plan of the Front Avenue widening in detail. In this event you may be assured the Oregon Electric track situation at Flanders Street and at Glisan Street will be given every consideration.

Yours very truly,

CITY ENGINEER

RR:S

O. D.

> 161653

SW  
Front Ave





# Spokane, Portland and Seattle Railway Company System Lines

H17  
FILE

FORM 1812

PORTLAND, OREGON

FILE NO.

A. J. WITCHEL,  
ASSISTANT SUPERINTENDENT

November 6, 1935

SECRETARY

Mr. L. G. Apperson  
City Engineer  
Portland, Oregon

Dear Sir:

In connection with the proposed widening and opening of SW Front Avenue, the tracks of the United Railways, particularly where that line leaves the Union Depot grounds to Front Street, and along Front Street, and also the tracks of the Oregon Electric Railway, must, I take it, be involved to some extent. So that my people understand what is contemplated, I would appreciate very much having print showing the changes proposed, especially as they relate to the tracks.

Very truly yours,

*A. J. Witchel*  
Assistant Superintendent.

O. B.

NO.	161356	SUBJECT	SW Front Ave.
DATE	NOV -7 1935	DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTEN.	B. S. G. D. J. R. J. R.		
ACK.			
REC'D.			11/9
FORW'D.			11/12
REC'D.	NOV 21 1935		
SENT TO FILE BY	L. R.	DATE	11/16-35

Bureau of City Engineer

October 29, 1935

Municipal Paving Plant

R. S. Dulin, Superintendent

Pavement repairs N.W. Front Ave. N. of Oceanic Terminals

Dear Sir:

Recently the attention of this department was called to two depressions in the pavement on N. Front Ave. a short distance north of the street serving the Oceanic Terminals. The depressions are the result of the settlement of the material supporting the pavement.

The subgrade underlying the pavement is composed of a sand fill about six feet deep made at the time this street was improved. This fill is supported by a sawdust and slabwood fill of undetermined depth, which has been there for several decades. About four and one-half years ago when the street was paved it was not anticipated further settlement would take place, on account of the length of time this underlying fill had been in place.

Recently a test hole was excavated to determine if possible, the existence of voids, but at a depth of thirteen feet water was encountered and further excavating was abandoned; however, no voids were found and the material composing the fill was still sawdust and wood.

In view of the conditions as stated above, it does not appear reasonable that the settlement of the pavement at these places is chargeable to faulty workmanship and materials on the part of the contractor.

Therefore, it is requested that you proceed with the repair of the pavement in N. Front Ave. at the locations above named as soon as possible, the cost of said repairs to be borne by the hard surface pavement maintenance fund.

Yours truly,

CITY ENGINEER

JFB CH

161213

O. B. *WW*  
*NW*  
*Front Ave*

**W. G. TUCKER**  
**IMPORT AND EXPORT BROKER**  
 35 S. W. FIRST AVENUE  
**PORTLAND, OREGON**  
 ATWATER 7426

October 14, 1935.

City Engineer Apperson,  
 City Hall,  
 Portland, Oregon.

Dear Sir:

We notice from the newspaper that you are advocating the widening and improving of Front Avenue as well as the Foothills boulevard project.

I drive over Front Avenue, from Ankeny to 22nd Avenue, some four to six times daily, and believe that Front Avenue is carrying at the present time all of the traffic possible.

Unless your plans contemplate the elimination of the switch to the McCormick Dock at Broadway, and the elimination of the switches to the Albers Dock, and other docks in that vicinity, we do not see how additional traffic can be accommodated on Front Avenue.

I believe your plans now contemplate an under-crossing at Glisan Street, but my experience is that traffic is not very much delayed at Glisan Street, but is constantly delayed at the McCormick Dock switch at Broadway.

Due to the use of Front Avenue by trucks with trailers, which back up to docks and cars while loading, the unimpaired width of the street for through traffic at some of the points along the docks is only about 20 feet. The widening of Front Avenue from Ross Island Bridge to Glisan Street will be comparatively easy, and, no doubt, is a worthwhile improvement, but the widening of Front Avenue from Glisan Street to 22nd Avenue, I believe, is impracticable without acquisition of railroad right of way.

Yours very truly,

W. G. TUCKER.

By

*W. G. Tucker*



WGT: ALF

NO. <b>160762</b>	SUBJECT <i>Front Ave.</i>
<b>OCT 15 1935</b>	
DEPARTMENT OF PUBLIC WORKS	
FOR YOUR ATTEN.	<i>B. S. B. ADJ. 717</i>
ACK.	
REC'D.	<i>15/16</i>
FORW'D.	<i>60/66</i>
REC'D.	
LEFT TO FILE BY <i>WGT</i>	DATE <i>11/30/35</i>

**160762**