

# PORTLAND CITY PLANNING COMMISSION

MAIL - 414 CITY HALL PORTLAND, OREGON 97204

OFFICE - 424 S.W. MAIN STREET

PHONE - 228 8141 EXT. 296

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LLOYD T. KEEFE, Planning Director  
DALE D. CANNADY, Assistant Director

WILLIAM A. BOWES, Commissioner, Department of Public Works

February 20, 1969

Hon. Bill Stevenson  
House of Representatives  
State Capitol Building  
Salem, Oregon 97310

Dear Sir:

Under separate cover we are mailing you the 15 copies of our Central Albina Study. I shall be happy to give a full explanation of this project, and probably such is needed because it is a complicated affair.

The article in The Oregonian by William Sanderson is not entirely correct in all respects. Particularly I would like to mention at this time that there were several public hearings. Our records show that we presented the study to the following groups:

January 10, 1963 - Urban League at the Knott Street Center  
April 2, 1963 - Eliot School  
April 3, 1963 - North Portland Businessmen's Association at Knott Street Center  
April 29, 1963 - Jefferson High School faculty  
June 4, 1963 - Select group at Representative Wally Priestley's house  
May 24, 1965 - Albina Boosters Club  
No record of date - A church in Albina and congregation

Of course there were two, perhaps three, public hearings on the Daisy Williams public housing proposal, which you may recall instigated the Central Albina Study, and there was at least one public hearing on the Central Albina Study as such held by the City Council. The consensus of opinion of all of these groups was favorable towards the recommendations in the Central Albina report except the North Portland Businessmen's Association. I realize that the climate of opinion concerning integration versus segregation has now changed, but back in 1963 the expressions that we

6111

Hon. Bill Stevenson

-2-

February 20, 1969

received at these public meetings were to the effect that Albina was a much better place to get away from than as a place to live.

I hope this information will be helpful to you.

Sincerely yours,



Lloyd T. Keefe  
Planning Director

LTK/mm

Sep. Cov.:

15 copies Central Albina Study

cc: Mr. Herbert M. Clark, Jr.



FROM THE DESK OF  
BILL STEVENSON  
HOUSE OF REPRESENTATIVES



HOME ADDRESS:  
11 NE BUFFALO ST  
PORTLAND, OREGON 97211

RECEIVED  
Mrs  
FEB 17 1969

Portland  
City Planning Commission

May I please have 15 copies  
of the Central Albina Study. I will  
appreciate these at your earliest

convenience please —

Please forward them to the:

State Capital Bldg  
House of Representatives  
Salem, Oregon

**BILL STEVENSON**  
**HOUSE OF REPRESENTATIVES**  
**OREGON LEGISLATIVE ASSEMBLY**  
**SALEM 97310**

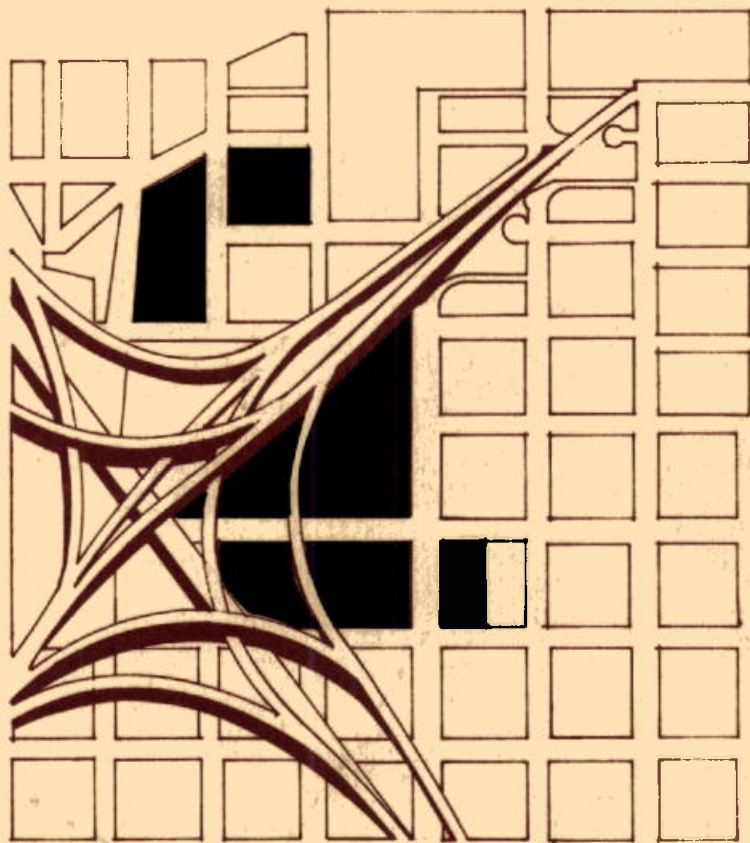
**HOME ADDRESS**  
**11 NE BUFFALO ST.**  
**PORTLAND, OREGON 97211**



*City Planning Commission*  
*1021 S.W. 4<sup>th</sup> Ave*  
*Portland, Oregon*

**FEASIBILITY STUDY**

**Centralizing Related Functions  
Of Certain Municipal Bureaus**



**City of Portland**

**March 1966**



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

RECEIVED

FEB 17 1967

Portland  
City Planning Commission

From Carl J. Wendt, Public Works Coordinator  
To Commissioner of Public Works  
Addressed to Wm. A. Bowes  
Subject Coordination of Stanton Yard and Emanuel Hospital Expansion Plans

February 17, 1967

Dear Commissioner Bowes:

Pursuant to your request, a meeting of the staff to discuss coordination of the Stanton Yard Project and the Emanuel Hospital expansion program was held in Mr. Drulard's office, Thursday, February 16, 1967. Present were:

N. Drulard, City Engineer  
D. Bergstrom, Traffic Engineer  
L. Keefe, Planning Director  
E. Harrington, Architect  
W. Monahan, Asst. City Engineer  
G. Lindstedt, Administrative Asst.  
F. Fowler, Highway Coordinator  
C. J. Wendt, Public Works Coordinator

Mr. Harrington, architect for the Stanton Yard project furnished site plans for the yard and hospital expansion and detailed engineering drawings of the new Stanton Yard shop buildings. The information received at the meeting in your office, Tuesday, February 14, was then fully discussed in relation to the two plans.

The staff and the architect, Mr. Harrington, agree that the proposed expansion plan of the hospital, which includes the closure of N. Stanton Street, between N. Kerby and N. Vancouver Avenues, will not result in any detriment to the Stanton Yard expansion plans, provided the following recommendations of the staff are agreed to by the Emanuel Hospital and the Portland Development Commission.

(1) The proposed perimeter road to be built by the Emanuel Hospital, beginning at the intersection of N. Williams Avenue and N. Russell, then west to N. Kerby, then north and northeast to N. Cook, then east to N. Vancouver avenue be widened to provide a 64 foot road-

COPY



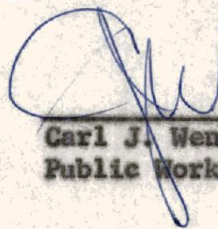
way between curbs and two eight (8) foot sidewalks. The additional area to provide this widening to be taken from the Emanuel Hospital property abutting the proposed road. The additional area approximates a 20 foot strip along the hospital perimeter.

- (b) The grade of the proposed road along present Kerby Avenue, to be raised approximately 10 feet between N. Russell and N. Stanton and lowered approximately 10 feet between N. Stanton and N. Morris Streets.
- (2) Staff recommends Emanuel Hospital and/or Portland Development Commission acquire property on the west side of N. Kerby Avenue, bounded by N. Kerby, N. Knott Street, N. Graham Street and the Freeway. This property then to be traded to the City for City's property on the east side of N. Kerby Avenue, between N. Stanton St. and N. Graham St.
- (3) Staff recommends that the Portland Development Commission expand the renewal area application to include all the property east of the west property line of N. Commercial Avenue to the west property line of N. Vancouver Avenue, between the south property line of Fremont Street and N. Cook Street.

Expansion of the urban renewal area would provide the right of way for extension of the on-ramp to the Fremont Bridge and Minnesota Freeway (I-5) directly from N. Fremont Street. The staff recommends donation of the necessary R/W to the State Highway Department.

If the foregoing recommendations meet with your approval, a meeting with the Portland Development Commission, Emanuel Hospital, O.S.H.D. and the staff, should be arranged to present the staff's proposals and obtain concurrence from all concerned.

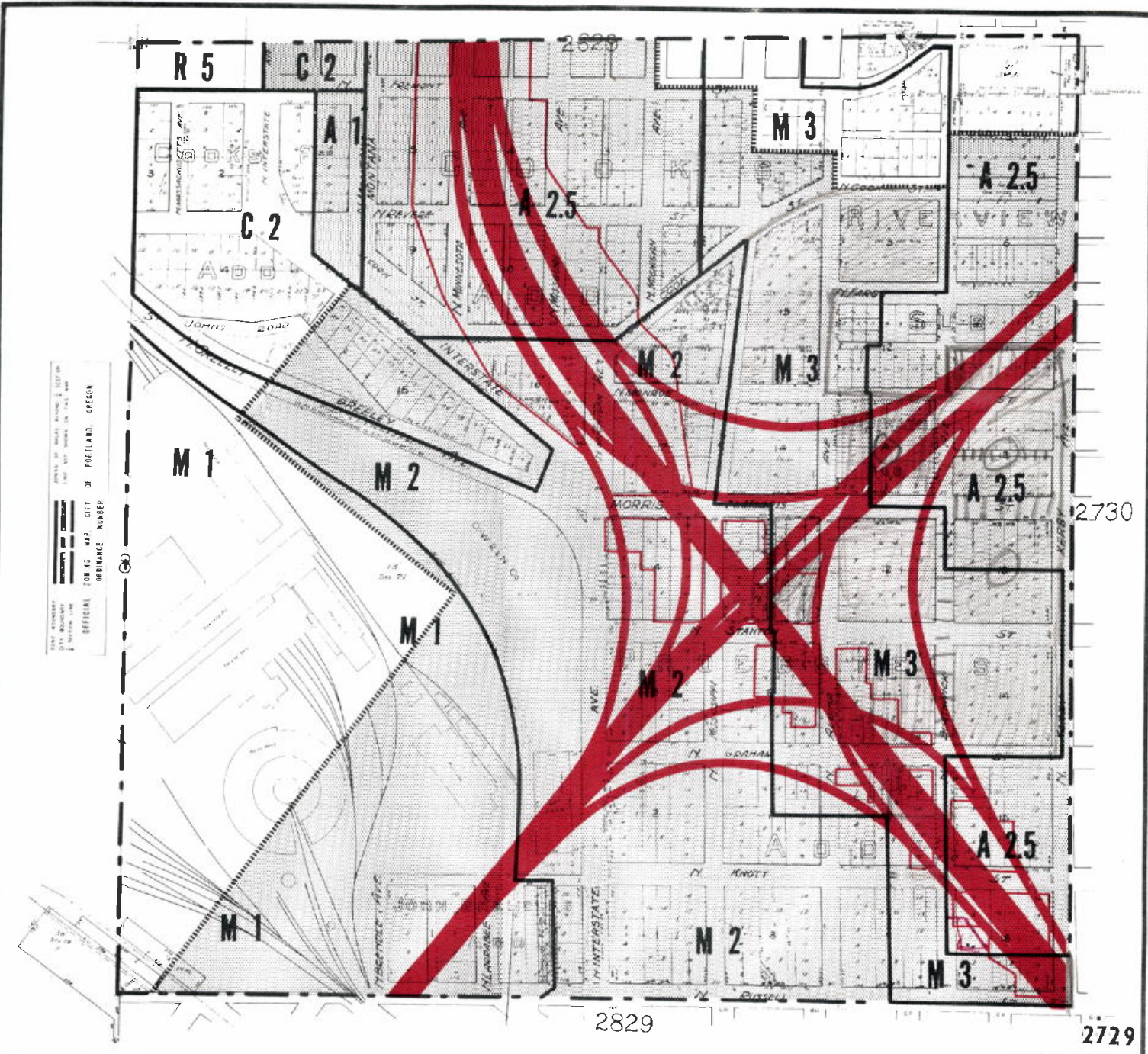
Very truly yours,







Carl J. Wendt  
Public Works Coordinator

CJW:gt





# PROPOSED MINNESOTA FREEWAY 'S' ZONE

-  PROPOSED S ZONE
-  PROPOSED BOUNDARY OF S ZONE  
EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES
-  FREEWAY
-  FREEWAY RIGHT OF WAY

PORTLAND CITY PLANNING COMMISSION

PETITION NUMBER 4206

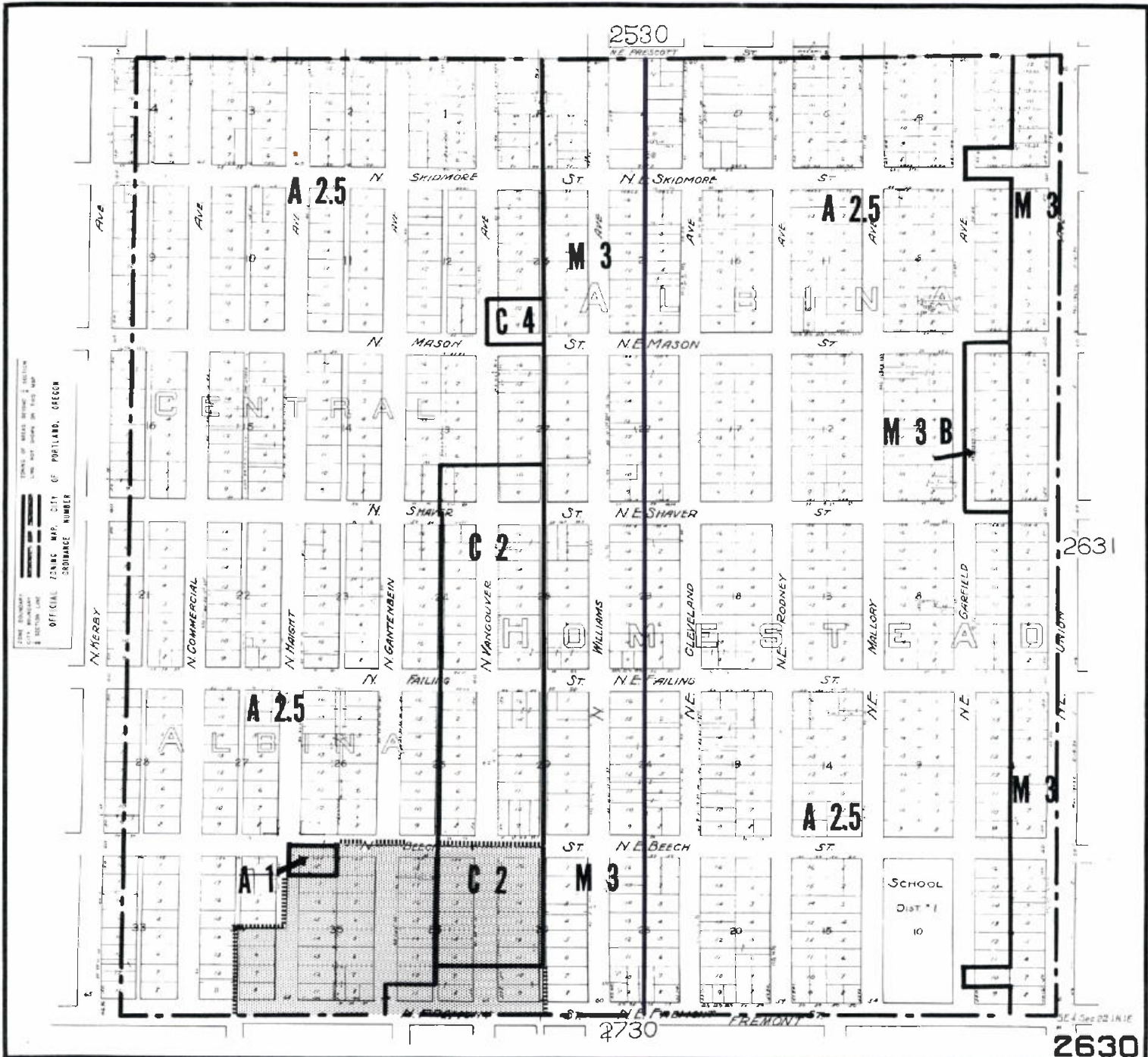
SEPTEMBER 18, 1962





N.W. 1/4 Sec. 27 LINE







# PROPOSED MINNESOTA FREEWAY 'S' ZONE

-  PROPOSED S ZONE
-  PROPOSED BOUNDARY OF S ZONE  
EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES

PORTLAND CITY PLANNING COMMISSION

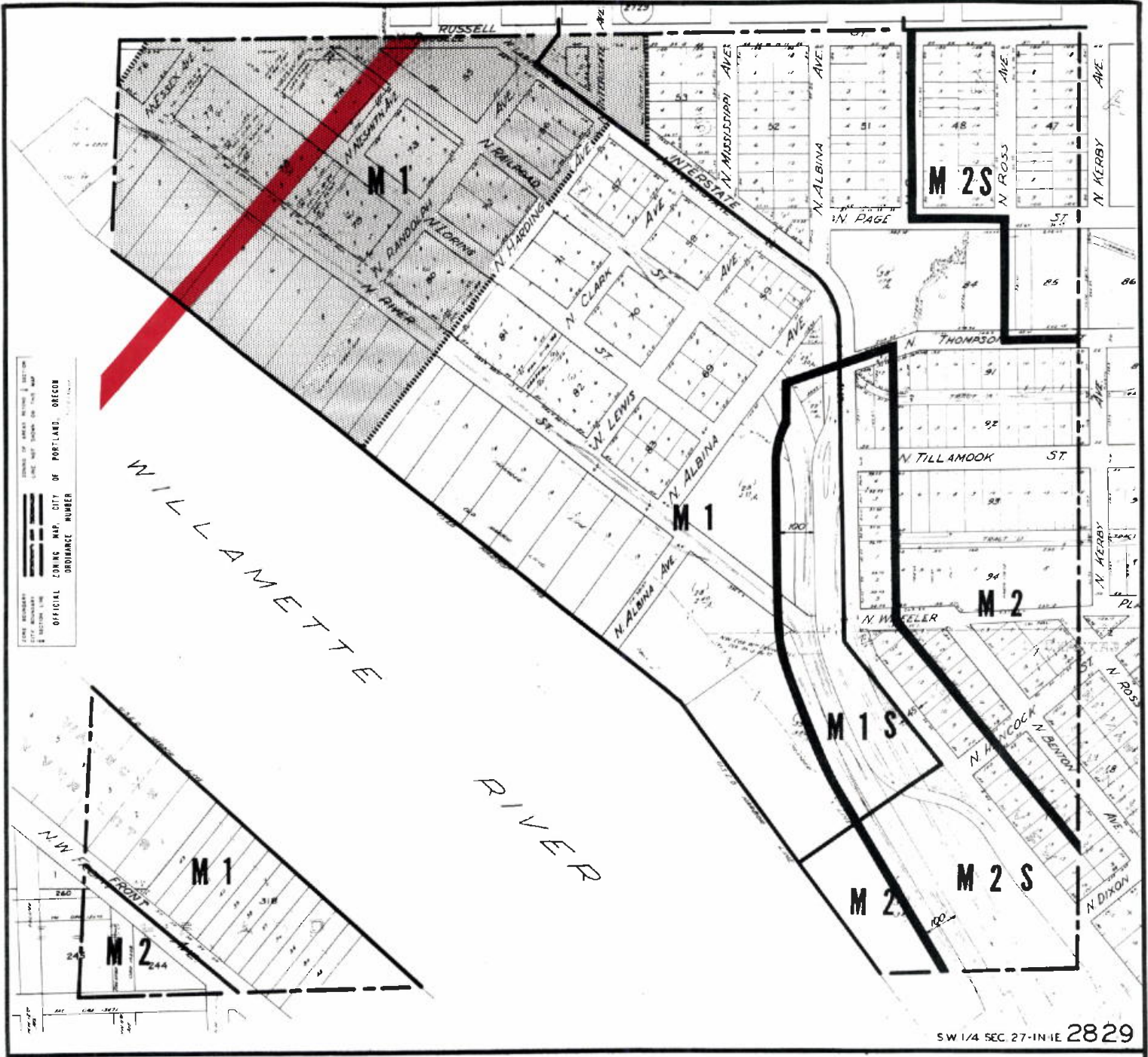
PETITION NUMBER 4206

SEPTEMBER 18, 1962







2630  
2631  
2630





SW 1/4 SEC. 27-1N-1E 2829

# PROPOSED MINNESOTA FREEWAY 'S' ZONE

-  PROPOSED S ZONE
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EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES
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PORTLAND CITY PLANNING COMMISSION

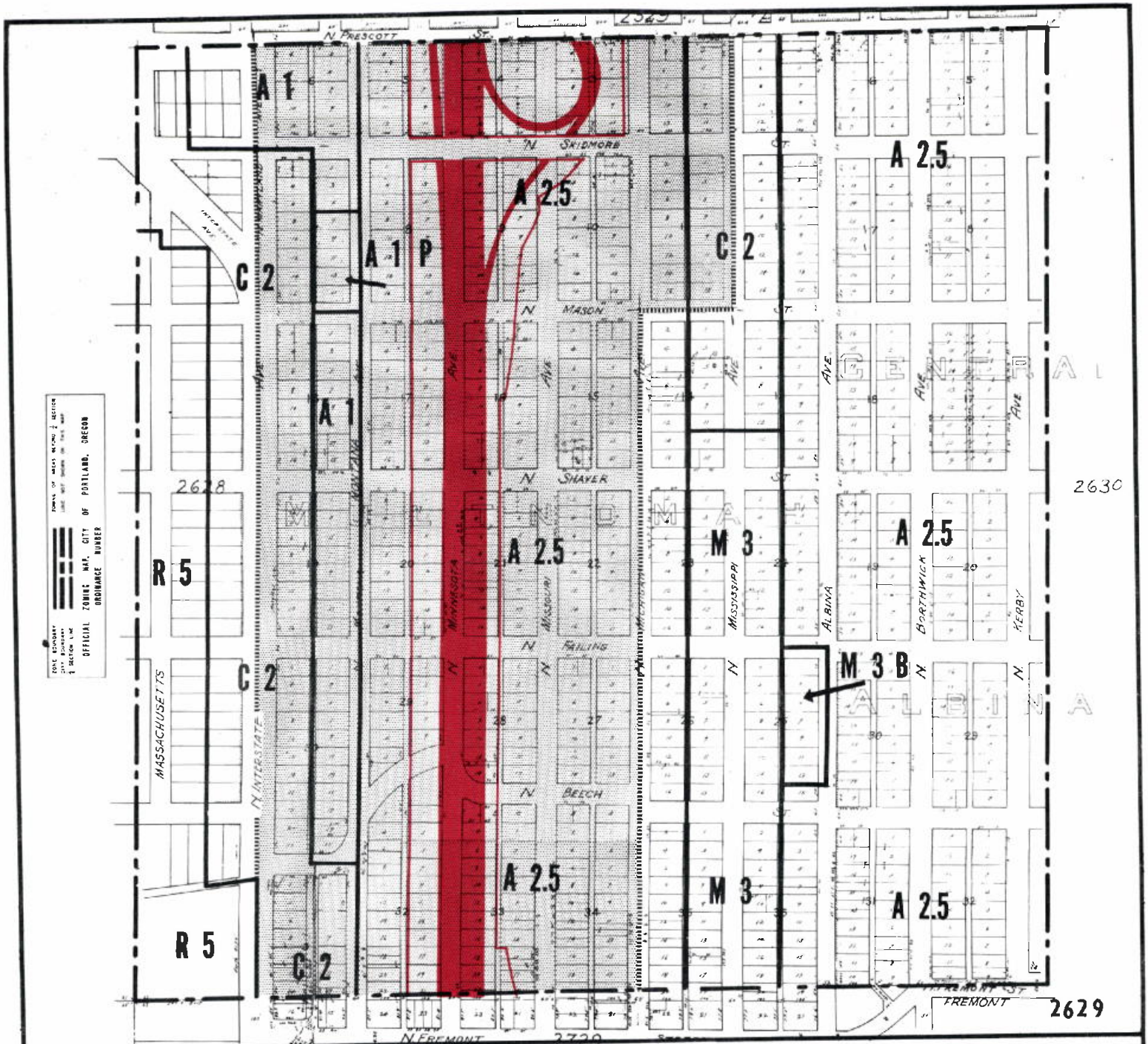
PETITION NUMBER 4206

SEPTEMBER 18, 1962













ZONE BOUNDARY  
 ZONE BOUNDARY  
 1/4 SECTION LINE  
 OFFICIAL ZONING MAP, CITY OF PORTLAND, OREGON  
 ORDINANCE NUMBER

# PROPOSED MINNESOTA FREEWAY 'S' ZONE

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PORTLAND CITY PLANNING COMMISSION

PETITION NUMBER 4206

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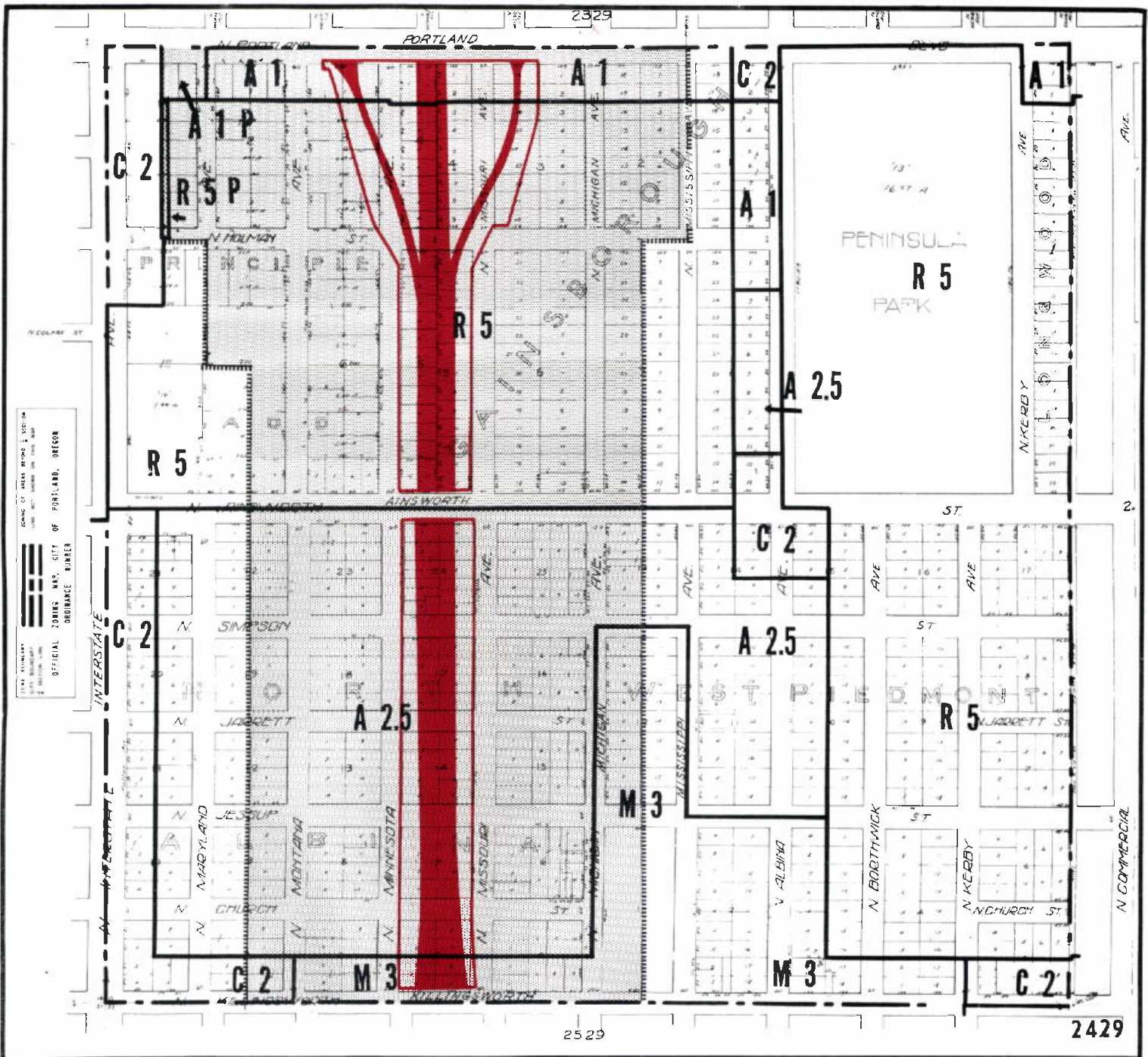
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











# PROPOSED MINNESOTA FREEWAY 'S' ZONE

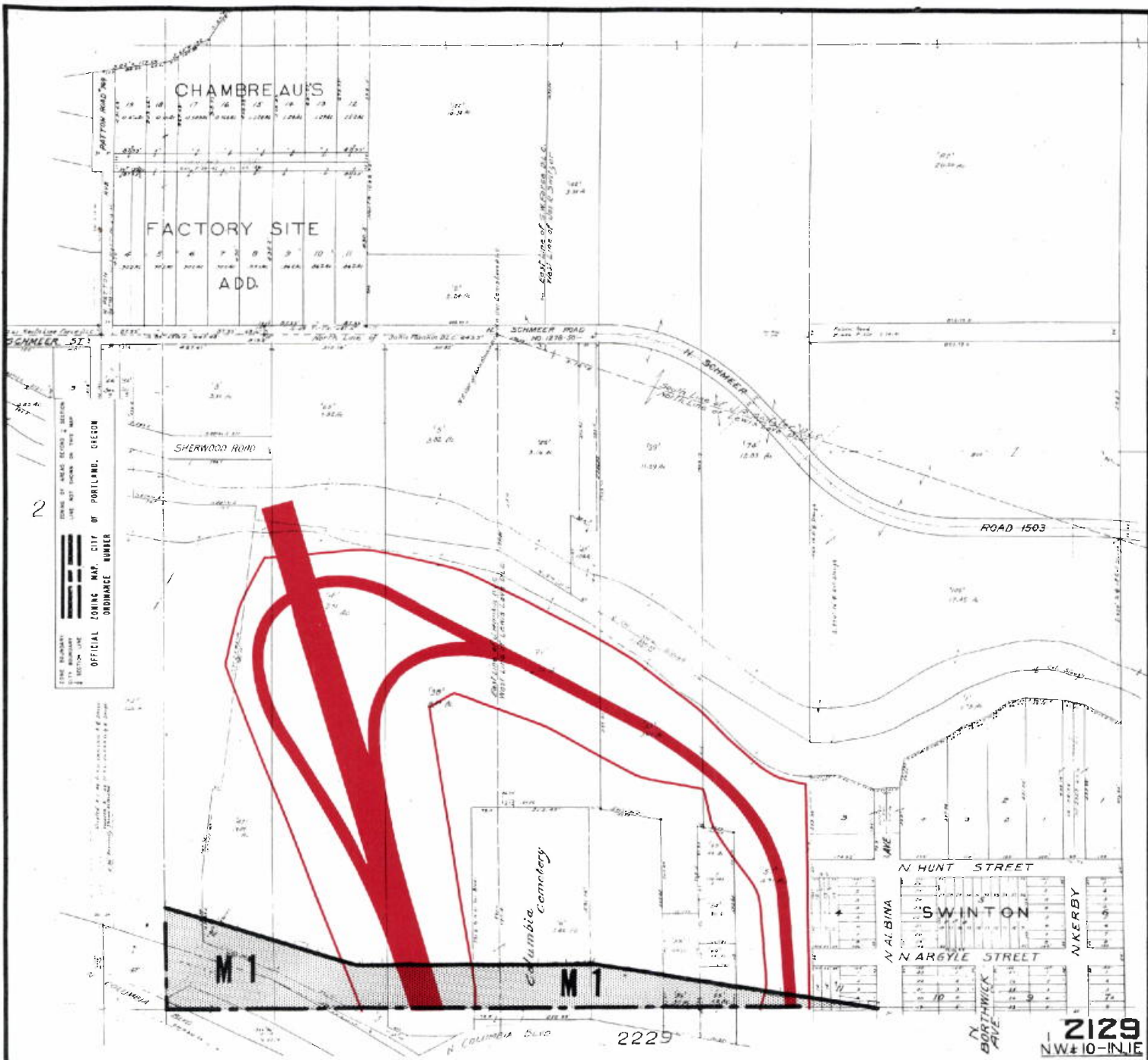
-  PROPOSED S ZONE
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EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES
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PORTLAND CITY PLANNING COMMISSION





PETITION NUMBER 4206

SEPTEMBER 18, 1962





# PROPOSED MINNESOTA FREEWAY 'S' ZONE

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EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES
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-  FREEWAY RIGHT OF WAY

PORTLAND CITY PLANNING COMMISSION

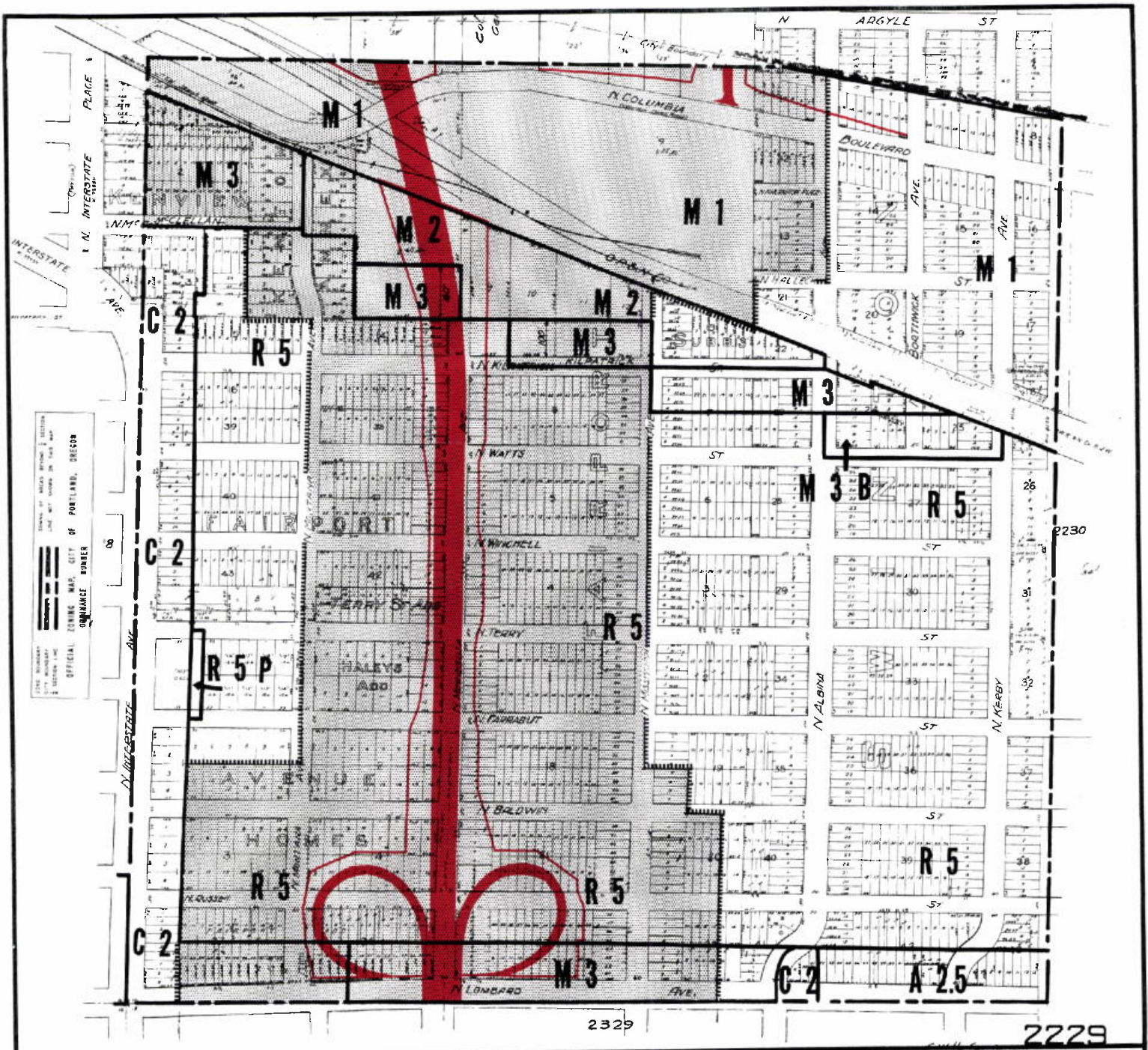
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SEPTEMBER 18, 1962





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SCALE IN FEET







# PROPOSED MINNESOTA FREEWAY 'S' ZONE

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EXCEPT WHERE COINCIDENT WITH EXISTING ZONE LINES
-  FREEWAY
-  FREEWAY RIGHT OF WAY

PORTLAND CITY PLANNING COMMISSION

PETITION NUMBER 4206

SEPTEMBER 18, 1962

0 200 400  
SCALE IN FEET







September 16, 1966

Public Works, City Planning Commission

City Engineer's Office

N. R. Drulard

Zone Changes for Albina and Kerby Yards

Dear Mr. Drulard:

In response to your request regarding steps to changing of zone for the proposed Albina and Kerby Yards development, we suggest that you write a letter in duplicate to the City Planning Commission and request City Planning Commission initiation of zone change action as follows:

To allow the development of Albina Yard as presently planned:

Change from M3S to M2S for the following properties:

All of Block 5, Riverside; All of Block 13, Cook's Addition.

To allow the development of Kerby Yard as presently planned:

Change from M3S to M2S for the following properties:

Lots 1-6, Block A, Duniway's Sub.

Lots 8-15, Block 5, In Proebstel's Add.

All of Block 12

Lots 8-14, Block 11

Lots 4-11, Block 13

All of Block 14

All of Block 11

Lots 8-15, Block 6

Change from A2.5S to M2S for the following properties:

Lots 7-16, Block A, Duniway's Sub.

All of Block 13, Riverview Sub.

Lots 1-3 and 12-16, Block 13, Proebstel's Add.

Lots 8-14, Block 11, Riverview Sub.

September 16, 1966

Change from A2.5S to A2.5SP for the following properties:

Lots 1-9, Block 1, Abend's Add. and abutting portion of vacated N. Commercial Court

As discussed earlier with you, change from A2.5S to A2.5SP for the half block on the east side of N. Kerby Avenue between N. Stanton and N. Graham Streets would allow off-street parking for employees.

M2 zoning is necessary to accommodate the uses proposed for the remainder of the properties. As you already know, the S zone controls signs along the Minnesota Freeway.

As I noted earlier we need with your letters two copies of plans for the two yards.

If there are additional questions we will be glad to discuss them with you.

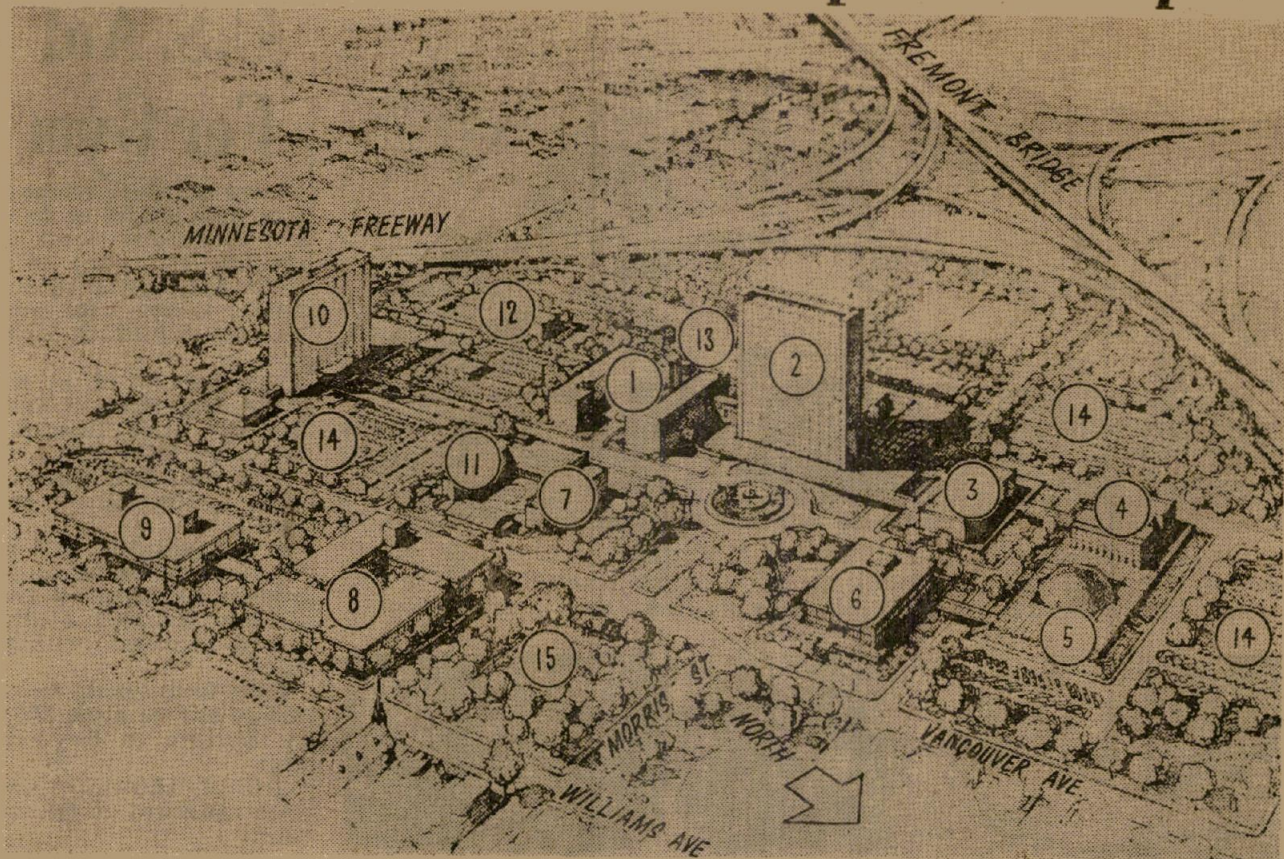
Sincerely yours,

Dale D. Cannady  
Assistant Planning Director

DDC/yh



# Multi-Million Dollar Hospital Complex



**HUGE EXPANSION** program for Emanuel Hospital announced Tuesday calls for spreading of plant over 19 additional blocks in Albuja area, amounting to one of city's major urban renewal projects. Planned for completion within decade, program calls for many new units surrounding present four-block core. Keyed units are: 1—existing hospital, 2—new high rise hospital addition, 3—

extended care facility, 4—self-care unit and motel, 5—auditorium, 6—clinic, 7—school of nursing, 8—professional building, 9—clinic, 10—senior citizens' tower, 11—heating plant, 12—employees' apartments, 13—interns' apartments, 14—parking areas, 15—Dawson park. Williams and Vancouver avenues, Minnesota Freeway, Fremont Bridge figure in traffic routes.



See story on page 1, also.

Emanuel Hospital, one of the largest short-term, acute care voluntary non-profit hospitals in Oregon, serves 16 per cent of the total patients in the 15-hospital metropolitan area of Portland.

It was an analysis of these admissions, plus ever-growing needs voiced by physicians, out-of-city patients, geriatric patients and outpatients, that prompted its board of directors to announce expansion plans of \$12,250,000 Tuesday.

Among the factors considered:

Many of Emanuel's patients come from Washington state and other counties of Oregon.

Many of its physicians have offices on the west side of the Willamette River and other far-away areas of the city.

With Medicare and also the increasing extension of the span of years Americans now live, there is ever-increasing demands for hospital-related extended care facilities as well as nursing home facilities.

Because of its location, it is difficult for out-of-town patients to commute back and forth for treatment from their homes or motels.

Emanuel plans to continue and upgrade its nursing school program; it plans to increase programs of professional teaching of other paramedical personnel.

It plans continuing modernization of existing facilities and will build a new 14-story skyscraper hospital of modern hospital design.

Although the non-profit hospital has been in an older area of Portland for many years and has had many blight-area problems, it has embarked on a program which quipsters might call, "If you can't lick 'em, join 'em."

#### Site Clearing Starts

The development program, encompassing such a large geographical area, can well be the first of already-voiced redevelopment programs for the southern area of north Portland.

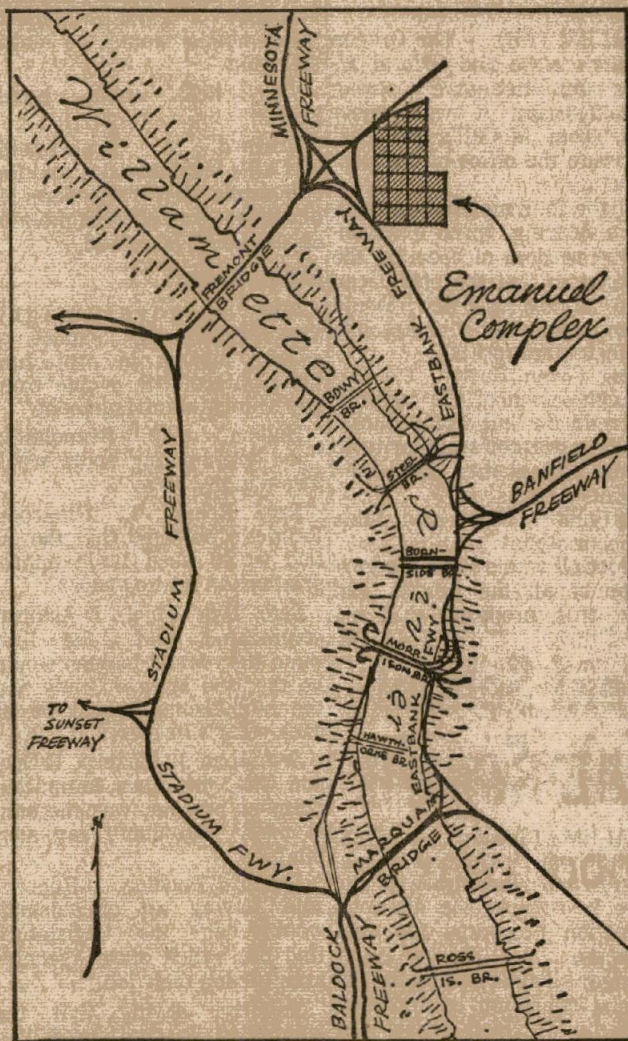
All of these factors were taken into account in the planned expansion program, which includes professional buildings, long term care motel-like facilities, out-patient programs and other facilities in addition to a larger and more modern hospital proper.

Administrator Paul R. Hanson said Tuesday that site clearing is underway for the initial unit in the program, a \$100,000 clinic building to provide additional outpatient facilities. Call for bids will be issued during the first week of March for the second unit, a two-story, \$1,250,000 professional office building to be erected on Vancouver Avenue between Graham and Stanton Streets.

The two buildings will be in use within one year.

The new general hospital, in phase two of the construction timetable, will be connected to the present reinforced concrete hospital building on N. Gantenbein by double corridors across Stanton Street.

Cost of the new and remodeling of the present is estimated at \$7,500,000. This construction will bring the hospital bed complement to providing also for addi-



MAP shows location of new expanded campus-type medical center of Emanuel in relation to Willamette River, Minnesota Freeway and new Fremont bridge extension of the Stadium Freeway.

tional facilities and services. The new unit will be expanded to 700 beds when needs call for it.

Also in phase 2 is construction of a 50-bed extended care facility, or nursing home, and a \$1,400,000 laundry and heating plant, all to be completed by 1972.

Phase 3, to be completed by 1974, will include construction of a motel-type self-care unit to serve patients from out of town who need such major out-patient facilities as cobalt therapy, rehabilitation and special services, but do not require hospitalization; a \$500,000 500-seat auditorium to serve the students in the hospital's more than a dozen educational programs and to seat participants in medically-oriented seminars, and expansion of the extended care facility at an estimated cost of \$600,000.

Future construction which is anticipated and for which sites have been allocated in the long-range plan, but are not currently scheduled to date, include a senior citizens residence, an employe apartment building and another professional building.

Emanuel was founded in 1912 by Swedish members of what is now the Lutheran Church in America. Its school of nursing was opened in 1912, and the hospital moved to its present east side site in 1915. All of the original construction has since been replaced and the present hospital is composed of sections constructed since 1926.

Most recent projects undertaken were the \$1 million Rehabilitation Center completed in 1962, new nursing home

and other remodeling programs.

At present it includes nine city blocks of buildings and parking. In 1966 it cared for approximately 47,000 patients and paid more than 1,050 employes a total of more than \$5 million.

It has the largest obstetric service in the state (one out of three babies born in Portland are born there); it pioneered in use of cobalt therapy for cancer and has one of the largest rehabilitation centers operated in connection with a private general hospital.

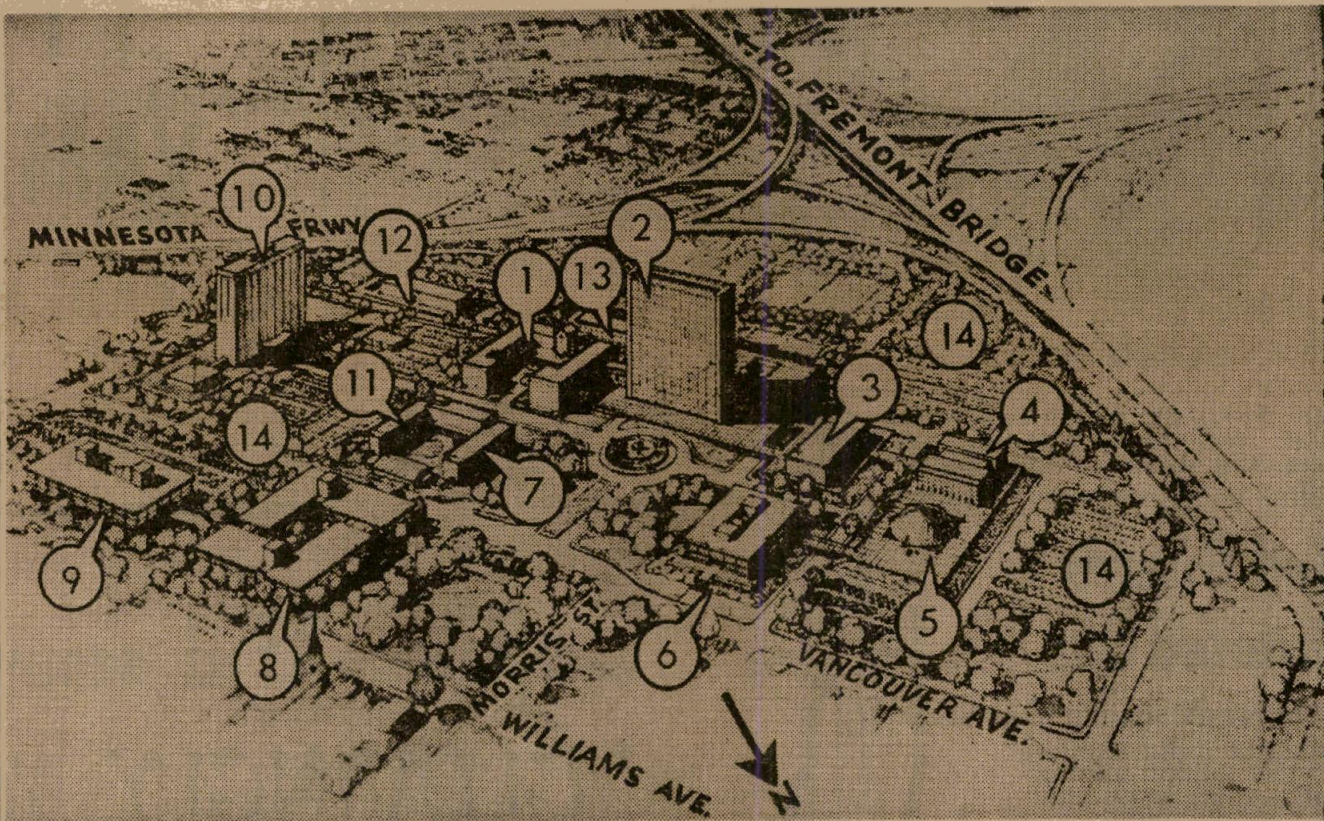
Members of its board of directors (14 in all, 2 ex-officio) are selected by delegates to the Emanuel Lutheran Charity Board, which represents congregations from the Mt. Hood and Willamette Districts for the Lutheran Church in America, sponsoring body of the hospital.

Multnomah County residents comprise 78.8 per cent of admissions; the state of Washington, 3.4 per cent; Clackamas County, 6.4 per cent; Washington County, 3.6 per cent; Columbia 0.8; Hood River, 0.2; Tillamook, 0.6; Marion, 0.5; Yamhill, 0.8, and others, small percentages.

In its study for the development program, the board employed two national hospital consulting firms, James A. Hamilton Associates of Minneapolis for a project of community growth and development through 1980, and Babcock, Hatfield, Hillman & Jones Associates of Florida, who interpreted basic findings in terms of potential impact of current medical, political and demographic trends on hospital utilization over that period.



# Emanuel Hospital Unveils \$12 Million Expansion Plan



**EXPANSION PROGRAM** of \$12,250,000 for Emanuel Hospital, announced Tuesday, will make future medical campus-like complex look like this. Existing hospital is 1; new hospital addition of 7 stories, later to be 14, is 2; extended care facility, 3; self-care motel units, 4; audi-

torium, 5; clinic, 6; school of nursing, 7; professional building, 8; clinic, 9; senior citizens, 10; heating plant, 11; employes' apartments, 12; interns' apartments, 13, and parking, 14. Proposed Stadium freeway from Fremont Bridge is at upper right.

By ANN SULLIVAN

Staff Writer, The Oregonian

A long-range modern development program which is expected to make Emanuel Hospital one of the largest and most efficient campus-type medical centers in the West was announced Tuesday. First three phases of the eventual four-phase plan will cost \$12,250,000 and will be completed by 1974.

Announcement was made jointly Tuesday by administrator Paul R. Hanson and board of directors president Alfred E. Olson.

The entire complex will cover approximately 19 blocks in an irregularly shaped area bounded by the Minnesota Freeway on the west, the plan-

ned new freeway from the Fremont Bridge, N. Vancouver Avenue and Ivy Street on the north, Williams Avenue on the east and Russell Street on the south.

The comprehensive program will be first of a three-phase urban renewal plan being considered for a great deal of the blighted N. Portland area in which the hospital has stood for 52 years and already has accomplished numerous improvement and building programs.

### Unit 55 Years Old

Emanuel is actually 55 years old and first was located at SW 10th Avenue and Taylor Street.

President of the Emanuel staff, Dr. Ivan Langley, said

all of Emanuel's 300 staff physicians are pleased with the plan.

"I am most grateful," he said, "that we have a progressive board and they are embarked on a modern medical facility."

Reflecting trends, particularly in the East, for campus-like complexes of a variety of medical, hospital and related paramedical facilities, the four phases, in order, include these:

Phase 1—New professional office building of 40 offices south of Dawson Park between Vancouver Ave., and Williams Ave., at cost of \$1,250,000; outpatient clinic in temporary prefab building, \$100,000, north of the present school of nursing on Gantenbein St.

Phase 2—First nine stories of new hospital unit just north of present hospital (eventually 14), plus remodeling of present structure, \$7,500,000; 50-bed long term care facility, \$600,000, just northeast of new hospital unit; new laundry and heating plant, \$1,400,000.

Phase 3—Self care unit of 25 motel units for out-of-town patients coming in for diagnosis and treatment, \$250,000; auditorium, \$500,000; extension of long term care facility, \$600,000.

Phase 4—With no building plans or timetable as yet, would include expansion of facilities commensurate with growth of Portland area to total of 700 beds.

Additional details on page 14.



Legend

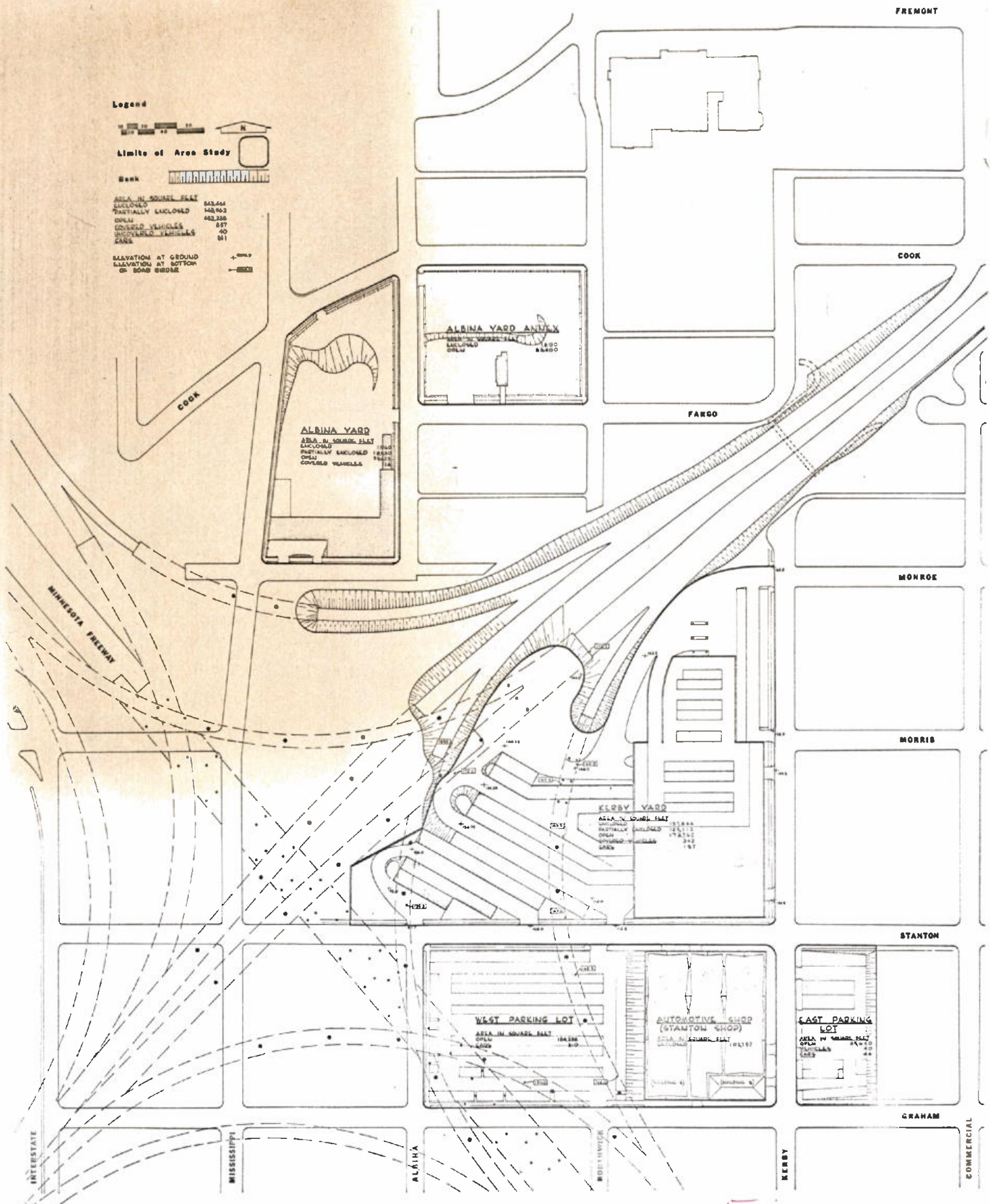


Limite of Area Study



AREA IN SQUARE FEET	
ENCLOSED	643,461
PARTIALLY ENCLOSED	148,963
DRILL	482,238
COVERED VEHICLES	887
UNCOVERED VEHICLES	40
GRASS	911

ELEVATION AT GROUND  
ELEVATION AT BOTTOM  
OF ROAD SIDE



EXTRA

Proposed Site Plan

PC. 5048



PHONE: 228-4881

SCHMEER & HARRINGTON  
ARCHITECTS

907 OREGON BANK BUILDING  
PORTLAND-4-OREGON

March 1, 1966

City Council,  
Portland, Oregon

Gentlemen:

We are herewith submitting our report and recommendations resulting from your commission to us to prepare a feasibility survey concerned with changes to City facilities and operations necessitated by construction of the Fremont Bridge Interchange on the east bank of the Willamette River.

The accompanying survey, report and recommendations are completely detailed and documented in compliance with your imperative necessity of knowing all pertinent facts so that you can make sound decisions in the interests of the City and its people.

We have prepared the report as succinctly as possible in the interests of clarity and expediency. Although you will readily recognize that a very significant number of manhours and intensive work from our organization went into the research, evaluation, and planning that comprise the report, we do not believe that you desire long, involved details pertaining to the mechanics of survey and documentation for each phase of the report.

Consequently you will find that this report gives you the self-evident and self-documented facts. Our conclusions and recommendations are equally self-evident from the documented facts we present. If additional details of any phase of the report are desired, our considerably large file of research and documentation on the project obviously is open to you.

We shall let the report speak for itself. We assure you that the project was undertaken and executed with complete objectivity in the interests of the City, and to present a clear, complete, and helpful analysis to the members of the City Council to aid them in making the necessary, important decisions in relation to this specific problem.

Sincerely,

*M. H. Schmeer, Jr.*  
SCHMEER & HARRINGTON

FEASIBILITY STUDY

CENTRALIZING RELATED FUNCTIONS

OF CERTAIN MUNICIPAL BUREAUS

SCHMEER AND HARRINGTON

Portland, Oregon March 1, 1966



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## I. HISTORY

The proposed Fremont Bridge Interchange will divide the Department of Public Works maintenance and shop operations into two parts, and will eliminate "Morris Yard", a major portion of the operation.

Due to the above division of properties, the entire operation will have to be reorganized and eliminated facilities will have to be replaced.

With this in mind, the City Council commissioned Schmeer and Harrington to make a feasibility study covering the following:

- A. Reorganizing the Public Works Department's maintenance shops and yards to meet present needs and to provide for future expansion.
- B. Eliminate duplication of services and facilities and to centralize warehousing and purchasing so that the public interest can best be served by combining the above operations with related facilities of the following bureaus and divisions:
  - 1. Traffic Engineering
  - 2. Communications and Electronics
  - 3. Property and Equipment Maintenance (Fire Bureau)
  - 4. Fire Alarm Telegraph Maintenance
  - 5. Bureau of Shops
  - 6. Property Control
  - 7. Park Maintenance and Operation (building portion only)
  - 8. Stores
  - 9. Municipal Paving Plant (employees and equipment only)

C. Provide space for the following:

1. Physical testing laboratory
2. Storage space for auditor's records

All of the above consolidated operations to be sized not only to meet present needs but to provide for expansion to the year 1990.

II. PROBLEM

The requirements to be met by the proposed reorganization are as follows:

- A. Provide integrated, efficient, secure, adequate facilities for the above named functions for present needs, with added space for anticipated 25-year growth.
- B. Provide for interrupted operations during construction.
- C. Make provisions for construction of facility in stages.
- D. Provide suitable appearance, function, and screening of operations in relation to neighborhood.

III. APPROACH TO THE PROBLEM

- A. The first objective of this study was to determine the suitability of the present public works complex as the site for the proposed facility. After a study of pertinent factors we found this site to be suitable as to area, use, cost, and availability of land; re-use of city owned facilities, and easy access to the freeway system.  
(See supporting data, items one to five.)  
(See plates, numbers: 1, 2, 3A, 3B, and 3C.)



- B. The second objective was to determine the present and future needs of all bureaus and divisions involved with regard for combining duplicated functions.

This was achieved by first meeting with the City Council, then meeting with each Commissioner to determine the functions to be studied, then meeting with the heads of each function involved, viewing each facility and operation, and finally arriving at a reasonable space requirement for the function involved and reporting back to the department head. Consideration was given to duplicated services, waste space, poor and inadequate facilities, location, and other pertinent factors in determining the final space requirements of a coordinated facility. (See supporting data.)

#### IV. CONCLUSIONS AND RECOMMENDATIONS

- A. We recommend that the proposed facility be located at the present site of the Public Works operations which will adjoin the east approach of the proposed Fremont Bridge as well as the Minnesota Freeway.
- B. The proposed facility to consist of the following:
1. ALBINA YARD ANNEX (See plates No. 4 and 5)
    - a. Sewer work yard
    - b. Salvage area, all categories as required.
  2. ALBINA YARD (See plates No. 4, 5, 8 and 9)
    - a. Open yard work (sand, gravel, fill, asphalt mix.)
    - b. Small yard office.

- c. Enclosed cement storage building.
  - d. Covered lumber storage.
  - e. Covered vehicle storage (14)
  - f. Pipe dock.
  - g. Vehicle washing area.
3. NEW FACILITY-MAINTENANCE BUILDING, "KERBY YARD."  
(See plates No. 4, 5, 7A, 7B, 7C, 7D and 9)
- a. Facilities housed in enclosed portion.
    - 1. Street Repair
    - 2. Street Cleaning
    - 3. Sewer Repair
    - 4. Traffic, Bridge and Sidewalk
    - 5. Stanton Yard
    - 6. Physical Testing Laboratory
    - 7. Municipal Paving Plant (vehicles and personnel only).
    - 8. Traffic Engineering, Parking Meters (shops only).
    - 9. Auditor (storage).
    - 10. Communications and Electronics
    - \*11. Property and Equipment Maintenance (Fire Bureau)
    - 12. Fire Alarm Telegraph Maintenance
    - 13. Property Control
    - \*14. Park Maintenance and Operation (building maintenance only).
    - 15. Stores



b. Total enclosed area 137,844 square feet.

\*Note: These two facilities could be combined into a new facility called "Building Maintenance" which would include the Carpentry shops with storage, a small Painting shop with storage, the Plumbing shop with storage and a small Electrical shop for a couple of building electricians with small storage area.

c. Covered vehicle storage around building and in yard to the west (343 vehicles).

d. Open car parking on roof and to northeast of building (157 cars).

4. STANTON SHOPS (See plates No. 4, 5, 6, and 9)

a. House automotive shop, machine shop, blacksmith shop, automotive paint shop, broom repair and storage area.

b. Enclosed space, 101,469 square feet.

c. Use excess space for vehicle storage now, move to outside covered area to east for future.

5. PARKING LOTS (See plate No. 4)

a. East lot - 44 cars - 40 vehicles

b. West lot - 310 cars

C. Consolidation of covered areas.

1. AREAS AFFECTED BY CONSOLIDATION.

a. Lumber Storage

2. AREAS NOT AFFECTED

- a. Vehicle Storage
- b. Sand Storage

3. LOCATION OF COVERED AREAS.

- a. Albina Yard (Lumber Storage, Vehicle Storage) - 14.
- b. Kerby Yard Building (136 vehicles).
- c. Kerby Yard west of new building (207 vehicles).
- d. East of Stanton Shops - future vehicle storage.  
(This covered portion to be deferred until the need arises).

D. Consolidation of open work areas.

1. AREA AFFECTED BY CONSOLIDATION

- a. Albina Yard
  - 1. Work Yard, Open Storage Yard.
- b. Albina Yard Annex
  - 1. Salvage Yard

2. AREA NOT AFFECTED

- a. None

E. A peripheral conclusion from this study dictates a suggestion that modern equipment and facilities will now enable the City to further reduce personnel of permanent outdoor work crews and limit them in size to numbers necessary to handle routine workloads that exist from September to June, inclusive. Temporary additional help for summer months may be recruited from colleges (including technical 'majors') during summer



vacation periods. Sizeable special work beyond the capacity of regular crews could be let out to contract.

- F. We suggest providing storage space elsewhere near Fire Bureau Testing for fire hoses (500 square feet). We suggest providing space elsewhere for historical relics (approximately 1000 square feet.)

V. IMPLEMENTATION

A. Land to be acquired.

1. PRIVATE OWNERSHIP

- a. Remainder of property in block north of Stanton Yard (Proebstel Block 13).
- b. Remainder of property in block north of "a" above that is not used by the state for the bridge approach (Riverview Block 13).

2. STATE OWNED PROPERTY

- a. Entire block west of present "Stanton Yard" (Proebstel Block 11).
- b. Southeast corner of block north of "a" above (Proebstel Block 5).
- c. Northeast corner of Block "A" Duniway's subdivision (See plate 3-A)

3. STREETS TO BE VACATED

- a. N. Borthwick Ave. between N. Graham and N. Morris Sts.
- b. N. Morris St. between N. Borthwick Ave. and N. Kerby Ave.

- c. Alley in Block 13 Riverview Addition between N. Borthwick Ave. and N. Kerby Ave.

(See plate 3-A and 12).

B. Zone Changes

1. The zone will have to be changed in Proebstel Block 13, Riverview Block 13 and Duniway Block A. (See plates 3-A and 3-C)

C. Zone violations to be resolved

1. There is a zone violation as to usage height and area of the proposed buildings that will have to be resolved.
  - a. Height maximum three stories or not more than 45 feet in height within 400 feet of A2.5 zone. (Section 6-2509, Zoning Code).
  - b. Area limited to 10,000 square feet for certain uses within 400 feet of A2.5 zone. (Section 6-2508, Zoning Code.)
  - c. The present use as well as the proposed use of Albina Yard and Albina Yard Annex is basically an M2 usage. They are in an M3 zone.
  - d. The proposed vehicles storage yard adjoining the new facility maintenance building "Kerby Yard" is an M2 usage.
  - e. The blacksmith shop in the automotive building is an M2 usage.



D. Sequence of construction

Due to the necessity of maintaining operations during construction, the following sequence of construction will be necessary:

1. Extend the existing parking lot east of Stanton Yard (Plate 3A, and 4) to occupy the full half block.
2. Acquire land in block west of Stanton Yard and construct parking lot.(Plate 3A and 4).
3. Provide temporary facility for servicing street sweepers now housed in a building located on the proposed facility maintenance building site. (Temporary facility either in Stanton Yard or Albina Yard Annex.)
4. Extend Albina Yard to include newly acquired land occupying the southwest corner of the block.(Plate 3A).
5. Build proposed structures in Albina Yard, move vehicles from Albina yard, Albina Annex, and Morris Yard to temporary location in new parking area west of Stanton Yard. Move Salvage Operations from Block 12 Proebstel (See Plate 3A) to Albina Annex and Albina Yard.
6. Construct new facility maintenance building, "Kerby Yard."
7. Move out of Morris Yard and Stanton Yard buildings into new Kerby Yard. Provision must be made for automotive repair and maintenance now performed at Stanton Yard to be carried on at 12th and Powell, 18th and Madison, and at the Fire Bureau maintenance building at 1026 S.E. Stark St. Provision will have to be made for temporary quarters

for sweeper broom manufacture at Kerby Yard.

8. Remodel Stanton Yard building.

VI. DESCRIPTION OF PROPOSED FACILITIES AND ESTIMATE OF COST

A. Description of proposed facility.

1. Albina Annex

- a. No new structures.
- b. Vine screening on existing fence.

2. Albina Yard

- a. Vine screening of work yard on existing fence.
- b. New structures to be masonry exterior walls, concrete floors, incombustible roof.

3. Kerby Yard

- a. Maintenance building to be of Class 1 construction throughout, with 14 foot clear heights in all areas except offices and some storage areas. Floor loading designed for 250 pounds per square foot. Piling under footings as required. Contains a freight elevator.
- b. Parking lots and driveways asphalt paved, fenced and landscaped.
- c. Covered vehicle storage areas, reinforced concrete, 11 feet by 25 feet stalls, 14 feet clear height.
- d. Area to be fenced, vine screened, landscaped, and lighted.



4. Stanton Shops

- a. Automotive building to be Class 1 construction.

Ceiling heights of new portion of second floor to be 25 feet, first floor to be 12 feet 3 inches in re-used portion of existing building, ceiling height of servicing area as required.

5. Off street car parking lots to be asphalt paved, fenced, vine screened, and landscaped.

B. Scope of estimate.

1. Estimated costs do not include the following:

- a. Cost of moving or purchase of new equipment.  
b. Revenue realized from sale of vacated buildings or land.  
c. Costs of acquisition of state owned land.

2. This estimate is based upon economics and price structures as of 1965 year end.

3. Land cost estimates for privately owned land to be acquired are based upon information furnished by B. J. Smith, right-of-way agent of the Portland Department of Finance.

(See plate 11)

C. Cost estimate.

1. Detailed cost estimates as restricted and documented by the above "scope of estimate" are delineated in the following pages:

## VI - C.

## COST ESTIMATE

## DEMOLITION:

17 Houses & Bldg's.		\$ 6,800.00	
Part of Stanton Yard		<u>18,000.00</u>	
			\$ 24,800.00

## EXCAVATION:

All excavation & Grading.		<u>47,900.00</u>	
			\$ 47,900.00

## MAINTENANCE BLDG. (KERBY YARD)

1st Floor	23,112 sq.ft.	289,450.00	
2nd "	49,240	718,900.00	
3rd "	95,680	1,374,350.00	
4th "	45,916	422,100.00	
Piling Foundation		<u>140,000.00</u>	
			\$ 2,944,800.00

## KERBY YARD (Storage Sheds)

Storage sheds - 175 trucks		\$ <u>231,700.00</u>	
			\$ 231,700.00

## AUTOMOTIVE BLDG (STANTON SHOPS)

1st Floor	17,307 New	285,600.00	
	21,600 Rework	216,000.00	
2nd " Mezz.	4,500 New	49,500.00	
2nd "	4,500 Cyc shop	31,500.00	
	21,600 #8 rework	194,400.00	
	32,963 New	<u>543,900.00</u>	
			\$ 1,320,900.00

## ALBINA YARD:

Lumber storage	9,800 sq.ft.	60,800.00	
Covered sheds	8,580	45,400.00	
& Pipe dock			
Sand Storage		48,000.00	
Office		<u>4,800.00</u>	
			\$ 159,000.00

## BLACK TOP PAVING:

All areas	25,400 yds.	<u>43,300.00</u>	
			\$ 43,300.00



COST ESTIMATE  
FEASIBILITY STUDY

FENCING:

West parking lot	1,055 ft.		
East " "	820		
Kerby Yard	<u>2,155</u>	\$ 16,200.00	
	4,030		<u>\$ 16,200.00</u>

CONCRETE CURBS:

Thru-out area	4,900 ft.		
		<u>6,400.00</u>	
			<u>\$ 6,400.00</u>

CONCRETE APPROACHES:

West parking lot	840 sq.ft.		
East " "	960		
Kerby Yard	2,640		
Albina Yard	<u>600</u>		
	5,040	<u>3,800.00</u>	
			<u>\$ 3,800.00</u>

SITE DRAINAGE:

West parking lot		4,800.00	
East " "		1,800.00	
Kerby Yard		<u>13,400.00</u>	
			<u>\$ 20,000.00</u>

YARD LIGHTING:

Kerby Yard		<u>10,200.00</u>	
			<u>\$ 10,200.00</u>

LANDSCAPING:

All areas		<u>35,000.00</u>	
			<u>\$ 35,000.00</u>

LAND ACQUISITION:

Block 13 Proebstel Add.		25,000.00	
Block 13 Riverview Add.		<u>42,600.00</u>	
			<u>\$ 67,600.00</u>

ARCHITECT & ENGINEERING, SUPERVISION

Entire project		<u>291,800.00</u>	
			<u>\$ 291,800.00</u>

TOTAL ESTIMATED PROJECT COST:

\$ 5,223,400.00

VII. PRIORITY OF NEED FOR NEW FACILITIES OF BUREAUS AND DIVISIONS

1. Morris Yard
2. Stanton Yard
3. Central Stores
4. Fire Bureau Building Maintenance
5. Traffic, Signal, Parking Meter Repair
6. Powell Shops
7. Testing Laboratory
8. Park Maintenance
9. Municipal Paving Plant
10. Property Control
11. Auditor
12. Communications and Electronics
13. Fire Alarm Telegraph Maintenance
14. Fire Automotive Servicing.

VIII. DISPOSITION AND SIZE OF VACATED SPACE

<u>Bureau or Division</u>	<u>Location</u>	<u>Size</u>	<u>Recommended Disposition</u>
1. Auditor Storage	City Hall	4,000 sq.ft.	Other Use
2. Traffic Engineering	City Hall Annex	1,900 sq.ft.	Other Use
3. Powell Shops	1131 SE Powell Boulevard	41,600 sq.ft.	Use for Wrecks & Aban'd Cars
	18th & Madison	13,000 sq.ft.	Sell
4. Fire Bureau Building Maintenance	3350 SE Francis	100x100	Sell
5. Communications & Electronics	419 SW Market	10,000 sq.ft.	Other Use

VIII. DISPOSITION AND SIZE OF VACATED SPACE (Cont'd)

<u>Bureau or Division</u>	<u>Location</u>	<u>Size</u>	<u>Recommended Disposition</u>
6. Park Bureau Bldg Maintenance	6437 SE Division Except Nursery & Greenhouse		Sell
7. Fire Bureau Main. Storage	1155 SE Powell Blvd	2400 sq ft	Other Use
8. Central Stores	1155 SE Powell Blvd	9010 sq ft	Other Use
9. Fire Alarm Teleg. Maintenance	N. E. 21st & Pacific 2107-2117	50x100 100x100	Sell Sell
10. Testing Laboratory	1405 N. River)	Entire Block	Sell
11. Municipal Paving Plant	1405 N. River)	Except Access for Pav.Plant	Sell
12. Property Control	Powell Shop	11813 sq ft	Other Use

IX. SUPPORTING DATA

A. Consolidation of facilities

1. Bureaus and divisions whose size will be affected by consolidation.

a. Traffic, Bridge and Sidewalk

b. Stanton Yard

c. Property and Equipment Maintenance (Fire)

d. Fire Alarm Telegraph Maintenance (Storage Space)

e. Shops

f. Property Control

g. Park Maintenance and Operation (Building Maintenance only)

h. Stores



IX. SUPPORTING DATA (Cont'd.)

2. Bureaus and divisions whose size will not be affected by consolidation.

- a. Street Repair
- b. Street Cleaning
- c. Sewer Repair
- d. Physical Testing Laboratory
- e. Municipal Paving Plant (employees and equipment only)
- f. Traffic Engineering, Parking Meters (repair shops only)
- g. Auditor (storage only)
- h. Communications and Electronics

B. Reorganize division and bureaus with personnel adjustments as follows:

- 1. Outside Work Crews
  - a. Personnel rooms, administration rooms, storage areas for equipment and current supplies. Salvage in Salvage Yard.
- 2. Shop Functions
  - a. Individual office and personnel rooms, receiving and dispatching area, small equipment and current supply area, Shop.
- 3. Central Stores and Purchasing
- 4. Property Control
- 5. Personnel Reductions
  - a. Reduction of work shop and stores personnel due to combining similar functions of all bureaus or divisions.

IX - B - 5 - a (Cont'd)

1. Stores	5
2. Carpentry	4 to 22
3. Electrical	5 to 15
4. Painting	4 to 12
5. Plumbing	0 to 3
6. Mach. and Weld.	<u>2</u> to <u>6</u>
Total manpower saving:	20 to 63

b. Reduction due to reorganizing permanent work crews

1. Size work crews to that required during months of September thru June, making up difference in utility workers for summer months from temporary help (students during summer months).
2. Use central pool for assigning men for daily requirements; with skeleton crews assigned to the various categories.

c. Analysis of present facilities (condition of buildings, suitability, etc.)

1. Department of Public Works:

Stanton Yard, Morris Yard, Albina Yard, Albina Annex, and miscellaneous parking, dump, and salvage areas occupying parts of seven city blocks separated by city streets, and some additional areas recently acquired, but not developed. (See Plate 3A for city and state owned property.)

a. Deficiencies

1. Vehicle storage in Albina Yard, Albina Annex, and Morris Yard work areas presents a difficult supervision and security condition as well as an inefficient operation.
2. Poor allocation of space in enclosed areas and much sub-standard construction due to haphazard growth and lack of funds.
3. Inadequate provision for protection of equipment from weather.
4. Morris Yard will be eliminated by Fremont Bridge interchange.

b. Assets of present site.

1. Required major land areas currently owned by City.
2. Relatively low cost of private land to be acquired.
3. Availability of state owned land to be acquired.
4. Equivalent to 75 per cent of a block can be added to the site by vacating streets without impairing traffic.
5. Located next to Fremont Bridge Interchange, giving access to freeway system. (See Plate 1 and 2).
6. Buildings 8 and 5 of Stanton Yard, containing 30,600 square feet of enclosed area, are in good condition and can be retained and remodeled for use in the automotive repair shops operation.



2. Auditor's Storage Space.

- a. This storage space occupies 4,000 square feet of space in the City Hall building that can better be used for other purposes.

3. Traffic Engineering, Signal Lights, and Parking Meter Repair Shop

- a. This shop occupies 1900 square feet of space in the City Hall Annex that is badly needed for other uses.

4. Powell Shops

- a. Eleventh and Powell location occupies space in two buildings: one, the old automobile testing building, in good repair; two, about half of an old brick building, originally a stable, that is entirely unsuitable. The aggregate area is 41,600 square feet.
- b. Stanton Yard location occupies several areas in the Stanton Yard Building which will be remodeled.
- c. S.W. 18th and Madison location occupies 13,000 square feet in an old brick structure also used for wrecked automobiles with an adjoining lot for storage of abandoned cars. The building is obsolete and occupies expensive land.

5. Fire Bureau Building and Equipment Maintenance.

- a. Occupies an old abandoned fire station at 3350 S. E. Francis St. The building is totally unsuitable for this use.
- b. They also occupy 2,400 square feet of storage space at 11th and Powell which is unsatisfactory.

6. Communications and Electronics Shop
  - a. Occupies 10,000 square feet of a building located at 419 S. W. Market St. The space is too small now with no room for expansion.
7. Park Bureau Building Maintenance
  - a. Occupies 23,650 square feet at 65th and Division, housed in a series of garage-type, frame buildings in fair condition but non-conforming as to size for usage.
8. Central Stores
  - a. Occupies 1,776 square feet of space in Stanton Yard, which will be moved.
  - b. Occupies 9,010 square feet of space in two floors in the old brick building at 11th and Powell. This building is obsolete and entirely unsuitable for this use.
  - c. Occupies 8,478 square feet of space at 65th and Division, housed in a frame structure.
  - d. There is much duplication of stock due to the divided operation.
9. Fire Alarm Telegraph Maintenance
  - a. Occupying 10,000 square feet of space in a new concrete building located at N. E. 21st and Pacific. The building is more than adequate for its usage and in good repair.
  - b. The City also owns two houses on a 100' x 100' property adjoining the above building. These houses are presently rented.

- c. The above property is located in an area of relatively high land value for its use.

10. Fire Bureau Automotive Maintenance

- a. Occupies 5,000 square feet in a recent addition to a fire station located at 1026 S. E. Stark St. It is well maintained and suitable for its use.
- b. Used for routine maintenance on a basis of 24-hour availability.
- c. The only criticism of this facility is that vehicles must either back into or out of the building into well-traveled S. E. Stark St.

11. Testing Laboratory

- a. Occupies 2,000 square feet of a building located at 1405 N. River St. The remainder of this building is used by the municipal paving plant.
- b. The building is in good condition, but the laboratory needs more space and some remodeling to provide efficient operation.

12. Municipal Paving Plant

- a. Occupies the remainder of the property located at 1405 N. River St. not used by the Testing Laboratory.

13. Property Control

- a. Occupies 11,813 square feet in the basement of the old automobile testing building at S. E. 11th and Powell.

D. Space Study



SUMMARY

**ENCLOSED AREA FACILITIES STUDY  
CITY of PORTLAND**

DIVISION or BUREAU	WITHOUT CONSOLIDATION		WITH CONSOLIDATION	
	1965 NEEDS	1990 NEEDS	1965 NEEDS	1990 NEEDS
Street Repair	928	1067	928	1067
Street Cleaning	1652	1936	1652	1936
Sewer Repair	2137	2597	2137	2597
Traffic, Bridge & Sidewalks	22028	26167	7211	8482
Stanton Yard	26232	31226	17183	20256
Physical Testing Laboratory	2000	2400	2000	2400
Municipal Paving Plant	3967	4580	3967	4580
Traffic Engineering & Parking Meters	2500	3800	2500	3800
Auditor	4000	10000	4000	10000
Communications & Electronics	10000	14000	10000	14000
Property & Equipment Maintenance	5638	6670	1379	1610
Fire Alarm Telegraph Maintenance	6700	6700	4200	4200
Shops	73100	94755	63035	81660
Property Control	12682	14465	11228	12960
Park Maintenance & Operation	15172	17880	6612	7730
Stores	19264	23978	12000	12000
Carpentry	-	-	19700	19700
Electrical	-	-	3500	3500
Painting	-	-	6000	6000
Plumbing	-	-	1600	1600
Machine & Welding	-	-	8100	8000
	208000	262221	188932	228078

SUMMARY

PARTIALLY ENCLOSED AREA FACILITIES STUDY  
CITY of PORTLAND

DIVISION or BUREAU	1965 NEEDS	1990 NEEDS
Street Cleaning	2735	3419
Sewer Repair	2587	3234
Traffic, Bridge & Sidewalk	742	928
Stanton Yard	100909	126137
Physical Testing Laboratory	286	360
Municipal Paving Plant	3876	4845
Property & Equipment Maintenance	1716	2145
Fire Alarm Telegraph Maintenance	3700	3700
Shops	6292	7865
Park Maintenance & Operation	20020	25025
Stores	286	360
Property Control	286	360
Driver Test Bus (located at Powell Yard)	286	360
	<hr/>	<hr/>
TOTAL:	143721	178738

SUMMARY  
 OPEN AREA FACILITIES STUDY  
 CITY of PORTLAND

DIVISION or BUREAU	CIRCULATION, WORK & STORAGE YARDS	
	1965 NEEDS	1990 NEEDS
Street Repair	42284	52855
Street Cleaning	30100	34615
Sewer Repair	33242	40153
Traffic, Bridge, Sidewalk	28250	35313
Stanton Yard	116067	139571
Property & Equipment Maintenance	3655	4570
Shops	8580	10725
Park Maintenance & Operation	<u>24000</u>	<u>30000</u>
TOTAL:	286178	347802

OPEN AREA EMPLOYEE PARKING

DIVISION or BUREAU	1965 EMPLOYEES	EMPLOYEES UNDER CONSOLIDATION AND REORGANIZATION	CODE REQUIREMENT'S	
			1965 AREA	1990 AREA
Stanton Yard & Bureau of Maintenance	282			
Physical Testing Laboratory	2			
Municipal Paving Plant	35			
Traffic Engineering, Parking Meters	15			
Communications & Electronics	11			
Property & Equipment Maintenance	9			
Fire Alarm Telegraph Maintenance	11			
Shops	92			
Property Control	2			
Park Maintenance & Operation	80			
Stores	<u>4</u>			
TOTAL:	543	480	75,000	87,500



CONSOLIDATION  
AREA STUDY FOR COMBINING VARIOUS FUNCTIONS

LOCATION	TYPE & or ITEM	DIV. or BUREAU	1965 WORK AREA	1990 WORK AREA	1965 STORAGE AREA	1990 STORAGE AREA	1965 MAN DAYS	RECOMMENDED 1990 COMBINED FACILITIES MAN DAYS	RECOMMENDED 1990 COMBINED FACILITIES AREA.
<b>STORES:</b>									
Stanton Yard	General	Stores	468	540	1308	1635	5		
65th & Division	"	"	-	-	8478	10600	4	8	12000
11th & Powell	"	"	<u>550</u>	<u>630</u>	<u>8460</u>	<u>10575</u>	<u>4</u>		
			1018	1170	18246	22810	13	8	12000
<b>CARPENTRY:</b>									
Morris Yard	Rough, Forms	Traffic, Bridge, Side'k.	4660	5360	2324	2905	4 to 11		
" "	Rough Barricades	Stanton Yard	900	1035	5449	6810	1 to 2		
Stanton Yard	Fin. Furniture	" "	700	805	200	250	1 to 2	3 Rough	5000 Rough Work
Powell Yard	Fin. Ladders, Etc.	Shop	2252	2590	1191	1490	1	3 Fin.	3500 Fin. "
65th & Division	Fin. Cabinets, Benches	Parks	1350	1550	1200	1500	1 to 7		8500 Rough Stor.
Powell Yard	Fin. Furniture	Property Control	1008	1055	-	-	1 to 2		2700 Fin. "
33rd. & Francis	Fin. Millwork, Etc.	Fire	<u>1287</u>	<u>1440</u>	<u>1030</u>	<u>1290</u>	<u>1 to 3</u>		
			12157	13835	11394	14245	10 to 28	6	19700
<b>ELECTRICAL:</b>									
Morris Yard	Traffic Lights	Traffic, Bridge, Side'k.	1150	1320	1500	1875	3		
Stanton Yard	Traffic Lights	" " "	750	860	690	860	3 to 10		
65th & Division	Building Maint.	Parks	450	520	300	380	1 to 4	2	2400 Work
21st & Pacific	" "	Fire	-	-	400	500	-		4500 Storage
21st & "	Fire Alarm, Telg.	Fire	<u>900</u>	<u>900</u>	<u>5000</u>	<u>5000</u>	<u>1 to 9</u>	<u>1 to 9</u>	
			3250	3600	7890	8615	8 to 26	3 to 11	6900
<b>PAINTING:</b>									
Morris Yard	Sign Posts	Traffic, Bridge, Side'k.	660	760	2000	2500	4 to 8		
Albina Annex.	Barricage & Equip.	Stanton Yard	1800	2070	-	-	1		
Stanton Yard	Street Signs	Traffic, Bridge, Side'k.	1083	1245	-	-	1 to 2		
Powell Yard	Furniture	Property Control	446	450	-	-	-	5	3500 Work
" "	Auto & Equipment	Shop	558	1120	-	-	1		2500 Storage
65th & Division	Cabinets, Benches	Parks	630	725	630	790	1 to 3		
33rd & Francis	Millwork, Misc.	Fire	<u>264</u>	<u>300</u>	<u>150</u>	<u>180</u>	<u>1 to 2</u>		
			5441	6670	2780	3470	9 to 17	5	6000

CONSOLIDATION  
AREA STUDY FOR COMBINING VARIOUS FUNCTIONS

LOCATION	TYPE & or ITEM	DIV. or BUREAU	1965 WORK AREA	1990 WORK AREA	1965 STORAGE AREA	1990 STORAGE AREA	1965 MAN DAYS	RECOMMENDED 1990 COMBINED FACILITIES MAN DAYS	RECOMMENDED FACILITIES AREA.
<b>PLUMBING:</b>									
33rd & Francis	Building Maint.	Fire	528	600	600	750	1 to 2		600 Work
65th & Division	" "	Parks	<u>600</u>	<u>690</u>	<u>450</u>	<u>560</u>	<u>1 to 3</u>	<u>2</u>	<u>1000</u> Storage
			1128	1290	1050	1310	2 to 5	2	1600
<b>MACHINE &amp; WELDING:</b>									
Powell Yard	Blacksmith	Shops	1906	2480	-	-	} 11		
" "	Misc.	Shops	1830	2380	400	520			
" "	Electrical	Shops	1148	1500	480	625	1 to 2	11	7000 Work
Police Garage	Misc.	Shops	300	390	-	-	-		1300 Storage
65th & Division	Mower & Misc.	Park	2500	2875	450	560	1 to 4		
4th & Madison	Misc.	Comm's. & Elect.	<u>200</u>	<u>300</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
			7884	9925	1330	1705	13 to 17	11	8300
<b>TOTAL:</b>			<u>30878</u>	<u>36490</u>	<u>42690</u>	<u>52155</u>	<u>55 to 106</u>	<u>35 to 43</u>	<u>54500</u>

## COMMISSIONER BOWES

BUREAU OF MAINTENANCE, STANTON YARD DIVISION, PHYSICAL TEST'G LAB, MUNICIPAL PAVING PLANT AND TRAFFIC ENGINEER PARKING METERS  
"ENCLOSED AREAS"

	STREET REPAIR		STREET CLEANING		SEWER REPAIR		TRAFFIC, SIDEWALK, BRIDGE		STANTON YARD	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
OFFICE	928	1067	524	603	740	851	1047	1204	4554 <sup>c</sup>	5237 <sup>c</sup>
STORAGE	--	--	360	450	1397	1746	10248	12810	15616 <sup>c</sup>	19520 <sup>c</sup>
WORK	--	--	768	883	--	--	13425	15439	18811 <sup>c</sup>	21633 <sup>c</sup>
GENERAL	--	--	--	--	--	--	133	153	10381 <sup>b</sup>	11938 <sup>c</sup>
EQUIP.	--	--	--	--	--	--	--	--	35717 <sup>a</sup>	44646 <sup>a</sup>
EMP. FAC.	--	--	--	--	--	--	--	--	2086 <sup>c</sup>	2399 <sup>c</sup>
	<u>928</u>	<u>1067</u>	<u>1652</u>	<u>1936</u>	<u>2137</u>	<u>2597</u>	<u>24853</u>	<u>29606</u>	<u>87165</u>	<u>105373</u>

PROJECTED NEEDS ARE BASED UPON A 15% INCREASE OF SPACE NEEDS FOR OFFICE, WORK, GENERAL, AND EMPLOYEE FACILITIES, AND A 25% INCREASE FOR EQUIPMENT AND STORAGE AREAS.

- a) THIS AREA IS USED ENTIRELY FOR THE PARKING (23071 sq. ft., Equipment) AND DRIVEWAYS (12646 sq. ft., General) FOR VEHICULAR TRAFFIC WHICH CAN BE CONVERTED TO PARTIALLY COVERED AND OPEN AREAS.
- b) BUILDING #4 AT STANTON YARD BUILDING HAS 1336 sq. ft. of EXISTING ENCLOSED AREA STRICTLY FOR DRIVEWAY THROUGH FOR VEHICULAR TRAFFIC, WHICH CAN BE CONVERTED TO GENERAL OPEN AREA
- c) 13976 sq. ft. of WORK AREA, 3711 sq. ft. of STORAGE AREA, 220 sq. ft. OFFICE, 155 sq. ft. GENERAL, AND 432 sq. ft. EMPLOYEE FACILITIES SHOULD BE CHARGED DIRECTLY TO BUREAU OF SHOPS (POWELL YARD) AND SUBTRACTED FROM BUREAU OF MAINTENANCE NEEDS.
- d) MADE CORRECTIONS TO STANTON YARD DIVISION AND TRAFFIC, SIDEWALK, BRIDGE DIVISION PER OUR LETTER TO MR. DRULARD, DATED 1/19/66, AND DEDUCTED STORES AREA FROM STANTON YARD (468 sq. ft. OFFICE, AND 1308 sq. ft. STORAGE)

ACTUAL ENCLOSED AREA NEEDS -- DEDUCTING "A, B, AND C" ABOVE

	STREET REPAIR		STREET CLEANING		SEWER REPAIR		TRAFFIC, SIDEWALK, BRIDGE		STANTON YARD		PHYSICAL TEST'G LAB		MUNI. PAVING PLANT		TRAF. ENGR. PARK'G	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
OFFICE	928	1067	524	603	740	851	1047	1204	3866 <sup>d</sup>	4446 <sup>d</sup>	350	400	1214	1397	--	--
STORAGE	--	--	360	450	1397	1746	8353 <sup>d</sup>	10441 <sup>d</sup>	10597 <sup>d</sup>	13246 <sup>d</sup>	--	--	150	190	500	800
WORK	--	--	768	883	--	--	12495 <sup>d</sup>	14369 <sup>d</sup>	3345 <sup>d</sup>	3847 <sup>d</sup>	1650	2000	2363	2717	2000	3000
GENERAL	--	--	--	--	--	--	133	153	6770 <sup>d</sup>	7785 <sup>d</sup>	--	--	185	213	--	--
EQUIP.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EMP. FAC.	--	--	--	--	--	--	--	--	1654	1902	--	--	55	63	--	--
	<u>928</u>	<u>1067</u>	<u>1652</u>	<u>1936</u>	<u>2137</u>	<u>2597</u>	<u>22028</u>	<u>26167</u>	<u>26232</u>	<u>31226</u>	<u>2000</u>	<u>2400</u>	<u>3967</u>	<u>4580</u>	<u>2500</u>	<u>3800</u>
ACTUAL TOTAL OF ENCLOSED AREA NEEDS					1965			61444								
ACTUAL TOTAL OF ENCLOSED AREA NEEDS					1990			73773								



DEPARTMENT OF PUBLIC WORKS  
BUREAU OF MAINTENANCE, STANTON YARD DIVISION & MUNI PAVING PLANT

" PARTIALLY ENCLOSED AREA "

	STREET REPAIR		STREET CLEANING		SEWER REPAIR		TRAFFIC, SIDEWALK, BRIDGE		STANTON YARD		MUNI PAYING	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
STORAGE	--	--	2735	3419	2587	3234	742	928	12394	15493	--	--
EQUIPMENT	--	--	--	--	--	--	--	--	65444	81805	3876	4845
ADD CONVERSION OF ITEM "A" FROM SHEET #I (EQUIPMENT)									23071	28839		
	<u>--</u>	<u>--</u>	<u>2735</u>	<u>3419</u>	<u>2587</u>	<u>3234</u>	<u>742</u>	<u>928</u>	<u>100909</u>	<u>126137</u>	<u>3876</u>	<u>4845</u>

PROJECTED NEEDS ARE BASED UPON A 25% INCREASE OF SPACE NEEDS FOR BOTH STORAGE AND EQUIPMENT.

ACTUAL TOTAL OF PARTIALLY ENCLOSED AREA NEEDS 1965 \_\_\_\_\_ 110849 sq. ft.

ACTUAL TOTAL OF PARTIALLY ENCLOSED AREA NEEDS 1990 \_\_\_\_\_ 138563 sq. ft.

" OPEN AREAS "

	STREET REPAIR		STREET CLEANING		SEWER REPAIR		TRAFFIC, SIDEWALK, BRIDGE		STANTON YARD	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
STORAGE	42284	52855	--	--	19242	24053	28250	35313	--	--
WORK	--	--	30100	34615	14000	16100	--	--	--	--
GENERAL	--	--	--	--	--	--	--	--	42144	48466
EQUIPMENT	--	--	--	--	--	--	--	--	211056	263820
ADD CONVERSION OF ITEM "A" FROM SHEET #I (GENERAL)									12646	14543
ADD CONVERSION OF ITEM "B" FROM SHEET #I (GENERAL)									1336	1536
LESS EXISTING OPEN AREA (60000 sq. ft.) CONVERTED TO PARTIALLY ENCLOSED AREA FOR EQUIPMENT AND INCL. IN TABLE ABOVE									-60000	-75000
LESS EXISTING OPEN AREA CLAIMED BY CITY: HOWEVER, NOT USABLE BECAUSE OF BANKS, ETC. PRIMARILY UNDER EQUIPMENT									-55115	-68894
LESS 21280 sq. ft. @ BUILDING #8 ROOF AND 14720 sq. ft. @ SWEEPER BUILDING, USED PRIMARILY BY BUREAU OF SHOPS									-36000	-45000
TOTALS	<u>42284</u>	<u>52855</u>	<u>30100</u>	<u>34615</u>	<u>33242</u>	<u>40153</u>	<u>28250</u>	<u>35313</u>	<u>110067</u>	<u>139571</u>

ACTUAL TOTAL OF OPEN AREA NEEDS 1965 \_\_\_\_\_ 249943 sq. ft.

ACTUAL TOTAL OF OPEN AREA NEEDS 1990 \_\_\_\_\_ 302507 sq. ft.

PROJECTED NEEDS ARE BASED UPON A 15% INCREASE OF SPACE NEEDS FOR OFFICE WORK, GENERAL, AND EMPLOYEE FACILITIES, AND A 25% INCREASE FOR EQUIPMENT AND STORAGE AREAS.

## COMMISSIONER BEAN

## BUREAU OF SHOPS, STORES DIVISION, BUREAU OF PROPERTY CONTROL AND PARK MAINTENANCE AND OPERATIONS

## 'ENCLOSED AREAS'

TYPE OF SPACE	SHOPS @ POWELL		SHOPS @ STANTON YD.		SHOPS @ POLICE GAR.		STORES @ POWELL		PROPERTY CONTROL		PARKS MAINTENANCE	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
OFFICE	780	900	220	255	500	575	475	545	418	480	1596	1700
OFFICE STOR.	--	--	--	--	--	--	--	--	--	--	1596	1800
GEN. STOR.	3009	3760	3710	4640	1740	2175	--	--	9941	11425	2500	3125
STORES WAREHOUSE	--	--	--	--	--	--	8460	10575	--	--	8478	10600
EMPLOYEE FACIL.	2361	2720	430	495	--	--	75	85	--	--	--	--
STAIRS AND GEN.	2200	2530	160	185	--	--	--	--	--	--	--	--
CARPENTRY WORK	2252	2590	--	--	--	--	--	--	1008	1055	1350	1550
CARPENTRY STOR.	1191	1490	--	--	--	--	--	--	--	--	1200	1500
ELECTRICAL WORK	1148	1500	--	--	--	--	--	--	--	--	450	520
ELECTRICAL STOR.	480	625	--	--	--	--	--	--	--	--	300	380
MACHINE WORK	1830	2380	--	--	300	390	--	--	--	--	2500	2875
MACHINE STOR.	400	520	--	--	--	--	--	--	--	--	450	560
BLACKSMITH	1906	2480	--	--	--	--	--	--	--	--	--	--
PAINT SHOP	558	1120	--	--	--	--	--	--	446	450	630	725
MOTORCYCLE SHOP	960	1920	--	--	--	--	--	--	--	--	--	--
MOTORCYCLE STOR.	640	1280	--	--	--	--	--	--	--	--	--	--
AUTO SHOP	21885	28450	13980	18175	10460	13600	--	--	--	--	450	585
PLUMBING SHOP	--	--	--	--	--	--	--	--	--	--	600	690
PLUMBING STOR.	--	--	--	--	--	--	--	--	--	--	450	560
UTIL. SHOP	--	--	--	--	--	--	--	--	--	--	650	750
UTIL. STOR.	--	--	--	--	--	--	--	--	--	--	450	560
	41600 <sup>a</sup>	54265 <sup>a</sup>	18500	23750	13000	16740	9010 <sup>b</sup>	11205 <sup>b</sup>	11813 <sup>c</sup>	13410 <sup>c</sup>	23650 <sup>d</sup>	28480 <sup>d</sup>

a) THIS FIGURE DOES NOT INCLUDE 7200 sq. ft. OF SPACE IN THE BASEMENT OF THE OLD POWELL SHOP BUILDING THAT IS USED BY ALL DIVISIONS AND BUREAUS AS A MULTI-USE AREA. THIS SPACE WILL NOT BE REQUIRED IN A NEW BUILDING.

b) THIS FIGURE DOES NOT INCLUDE THE WAREHOUSE AREA @ 65TH AND DIVISION (8478 sq. ft.) AND STANTON YARD (468 sq. ft. OFFICE AND 1308 sq. ft. STOR.)

c) THIS FIGURE DOES NOT INCLUDE THE 869 sq. ft. FURN. STOR. AREA TRANSFERRED OVER FROM FIRE BUILDING MAINT.

d) THIS FIGURE INCLUDES THE WAREHOUSE AREA FOR STORES (8478 sq. ft.)

## THE ACTUAL AREA NEEDS

41600	54265	18500	23750	13000	16740	19264	23978	12682	14465	15172	17880
-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

## COMMISSIONER EARL

BUREAU OF COMMUNICATIONS AND ELECTRONICS AND BUREAU OF FIRE PROPERTY AND EQUIPMENT MAINTENANCE DIVISION  
AND FIRE ALARM TELEGRAPH DIVISION MAINTENANCE

"ENCLOSED AREA "	PRESENT AREA						ACTUAL AREA NEEDS					
	COMM. & ELECT.		PROP. & EQUIPM'T MAINT.		FIRE ALARM MAINT.		COMM. & ELECT.		PROP & EQUIPM'T MAINT.		FIRE ALARM TEL. MAINT.	
	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990	1965	1990
OFFICE	410	700	342 <sup>a</sup>	400 <sup>a</sup>	--	--	410	700	242	280	--	--
GEN. STORAGE	850	1800	1533 <sup>b</sup>	1920 <sup>b</sup>	5000	5000	850	1800	633	790	5000	5000
SHOP	8000	9700	--	--	900	900	8000	9700	--	--	900	900
OTHER	540	1500	504	580	300	300	540	1500	504	580	300	300
PAINT	--	--	264	300	--	--	--	--	264	300	--	--
CARPENTRY WORK	--	--	1287	1400	--	--	--	--	1287	1400	--	--
CARPENTRY STOR.	--	--	1197 <sup>c</sup>	1500 <sup>c</sup>	--	--	--	--	1030	1290	--	--
FURNITURE STOR.	--	--	869 <sup>d</sup>	1055 <sup>d</sup>	--	--	--	--	--	--	--	--
PAINT STOR.	--	--	300 <sup>e</sup>	345 <sup>e</sup>	--	--	--	--	150	180	--	--
PLUMBING WORK	--	--	528	600	--	--	--	--	528	600	--	--
PLUMBING STOR.	--	--	1139 <sup>f</sup>	1400 <sup>f</sup>	--	--	--	--	600	750	--	--
ELECTRICAL STOR.	--	--	400	500	--	--	--	--	400	500	--	--
SALVAGE STOR.	--	--	--	--	500	500	--	--	--	--	500	500
VEHICULAR STOR.	--	--	--	--	3700 <sup>g</sup>	3700 <sup>g</sup>	--	--	--	--	--	--
MACHINE ROOM	200	300	--	--	--	--	200	300	--	--	--	--
	10000	14000	8363	10000	10400	10400	10000	14000	5638	6670	6700	6700

## PROPERTY AND EQUIPMENT MAINTENANCE:

- a) OFFICE AREA CAN BE REDUCED TO 242 sq. ft.
- b) GEN. STORAGE AREA CAN BE REDUCED TO 633 sq. ft., BY DELIVERING SURPLUS ITEMS TO PROPERTY CONTROL.
- c) CARPENTRY STOR. AREA CAN BE REDUCED TO 1030 sq. ft., BY DELIVERING SURPLUS ITEMS TO PROPERTY CONTROL.
- d) FURNITURE STOR. AREA CAN BE ELIMINATED, BY DELIVERING SURPLUS ITEMS TO PROPERTY CONTROL.
- e) PAINT STOR. AREA CAN BE REDUCED TO 1500 sq. ft., BY DELIVERING SURPLUS ITEMS TO PROPERTY CONTROL.
- f) PLUMBING STOR. AREA CAN BE REDUCED TO 600 sq. ft., BY DELIVERING SURPLUS ITEMS TO PROPERTY CONTROL.
- g) VEHICULAR STOR. AREA, 3700 sq. ft., CAN BE CONVERTED TO PARTIALLY ENCLOSED AREA.



IX. SUPPORTING DATA (Cont'd)

E. Suitability of Land for Building Purposes (See plate 10).

There are no trunk sewers or other large utility lines to be relocated due to the proposed development.

The charges are limited to branch lines. (See plates 3A & 3B.)

F. Land Aquisition. (See plate 11)

G. Traffic Study. (See plate 2)

H. Interstate Highway System Regulations

Regulations of the Bureau of Public Roads as it relates to site development of property which is a part of the Interstate Highway System is covered by Section 111 of title 23 of the United States Code, as amended by section 104 of the Federal-Aid Highway Act of 1961, approved June 29, 1961, provides as follows:

All agreements between the Secretary and the State Highway Department for the construction of projects on the Interstate System shall contain a clause providing that the State will not permit automotive service stations or other commercial establishments for serving motor vehicle to be located in the right-of-way on the Interstate System. Such agreements may, however, authorize a State or political subdivision thereof to use or permit the use of the airspace above and below the established grade line of the highway pavement for such purposes as will not impair the full use and safety of the highway.

Application by the City of Portland, thru the State Highway for the approval of the Secretary of the Federal Highway shall be

## IX. SUPPORTING DATA (Cont'd)

obtained in the granting of authorization for use of Airspace within the Right-of-way. In accordance with the Act the proposed use of airspace within the right-of-way will not: impair the full use and safety of the highway; require or permit vehicular access to such space directly from the established grade line of the highway; otherwise interfere with the free flow of traffic on the Interstate system.

(Also see plate No. 13)

### I. Growth Study

#### 1. Basis of Projection.

There are three basic factors to be considered in determining the future space needs of the proposed facility.

- a. Increase in Population
- b. Increase in City Area
- c. Increase in Demand for Services

#### 2. Functions Directly Effected by Basic Factors.

- a. The increase in city area will exert the greatest direct pressure for expansion of the following functions:
  1. Bureau of Fire Property & Equipment Maintenance.
  2. Department of Public Works, Bureau of Maintenance for building, street, sidewalk, and sewer repair divisions, street cleaning and street signs.
- b. The increase in demand for services will exert the greatest direct pressure for expansion of the following functions:
  1. Bureau of Communications and Electronics

IX. SUPPORTING DATA (Cont'd)

2. Bureau of Parks, Maintenance and Operations Division,  
Bureau of Fire.
- c. The increase in population of the metropolitan area as well as the population within city boundaries will exert the greatest direct pressure for expansion of the following functions:
  1. Bureau of Traffic Engineering, Parking Meters
  2. Bureau of Maintenance, Traffic Control
3. All functions are indirectly affected by all factors.
4. Due to the complexity of growth factors affecting the various functions in different degrees, the final percentages of growth were determined after consultations with the City Engineer and the Portland City Planning Commission.
5. Population growth projections were based on the following:
  - a. Portland City Planning Commission report on annexations to City of Portland since January 1, 1948.
  - b. Oregon State Board of Census report of December 21, 1964.
  - c. Metro Planning Commission "population prospects and growth factors 1960 - 1980" (unpublished data).
6. Area growth projections are based upon data from Portland City Planning Commission report on annexations to City of Portland since January 1, 1948.
7. Service growth projections are based upon estimates of bureau heads.

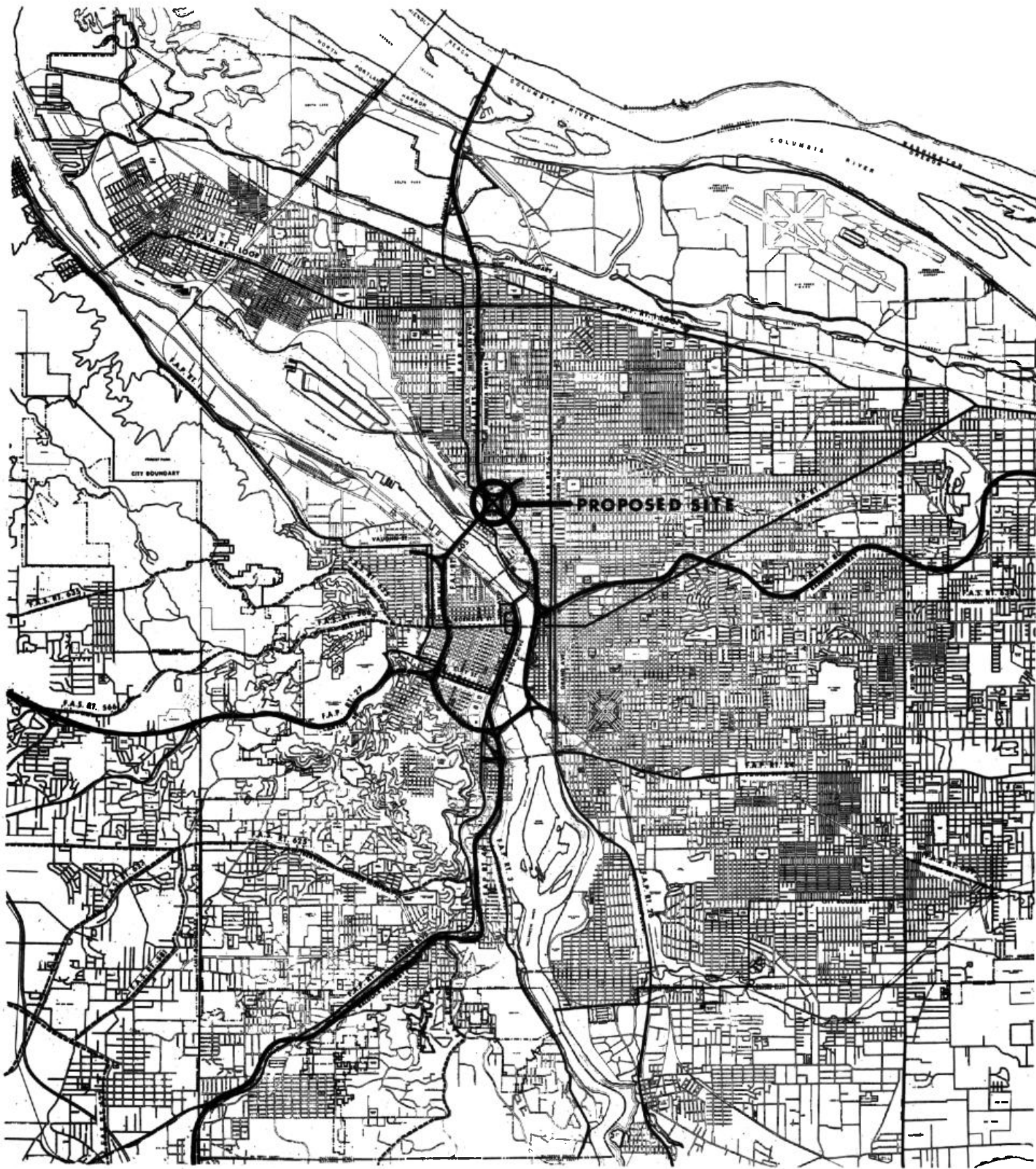
X. ACKNOWLEDGMENTS

Schmeer & Harrington gratefully acknowledges the cooperation of the City Council, Department Heads and Employees during the course of this survey.

We also wish to acknowledge the cooperation of the following:

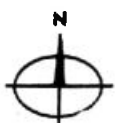
1. U. S. Department of Commerce, Bureau of Public Roads.
2. Oregon State Department of Highways.
3. Highway Engineering Coordinator.
4. Oregon State Board of Census.
5. Metro Planning Commission.
6. Portland City Planning Commission.
7. Port of Portland.





**PROPOSED SITE RELATED TO  
STATE HIGHWAYS WITHIN THE PORTLAND  
URBAN AREA**

0 8000

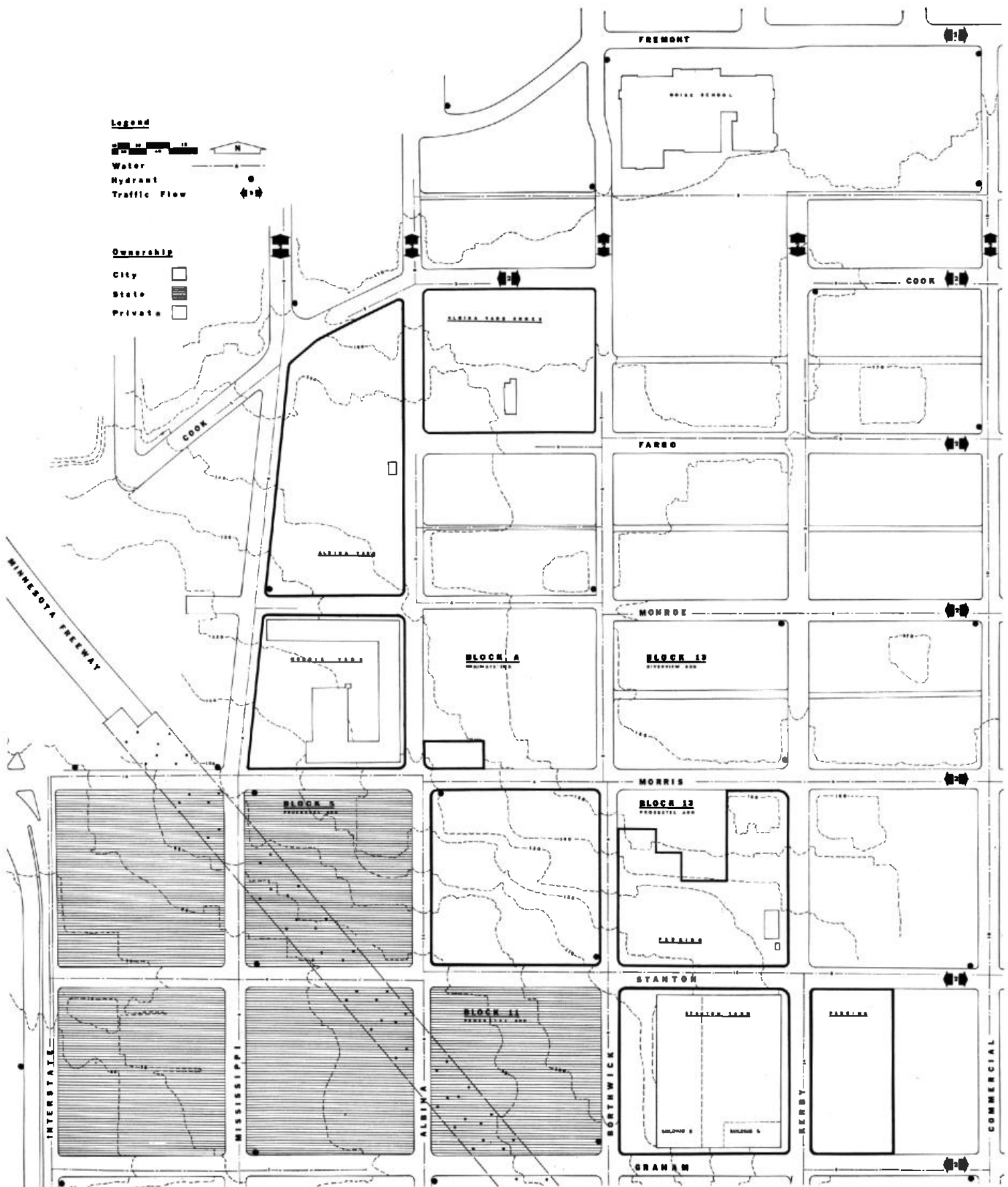


JUNE 1968

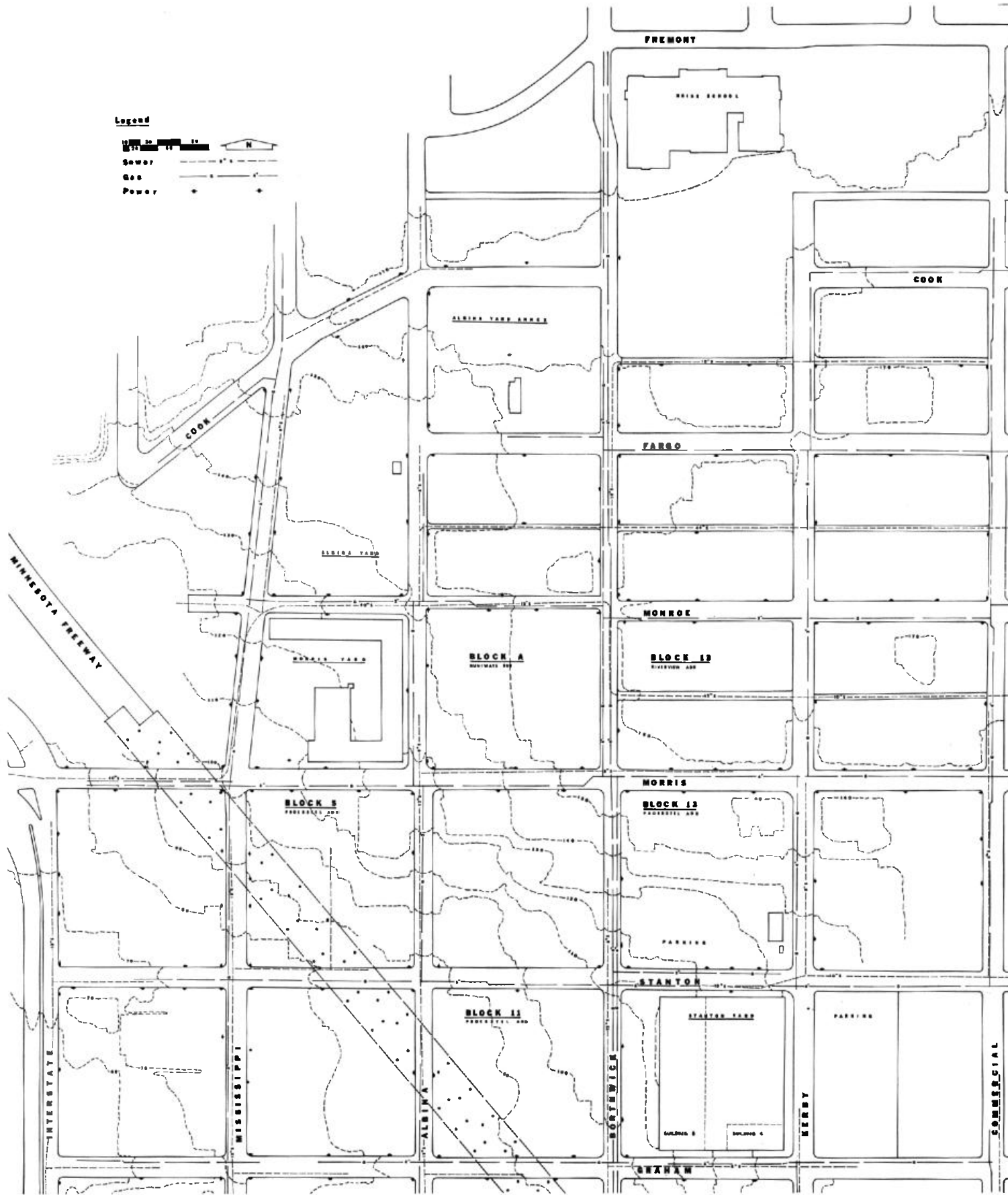
PORTLAND CITY PLANNING COMMISSION

SOURCE: OREGON STATE HIGHWAY DEPARTMENT



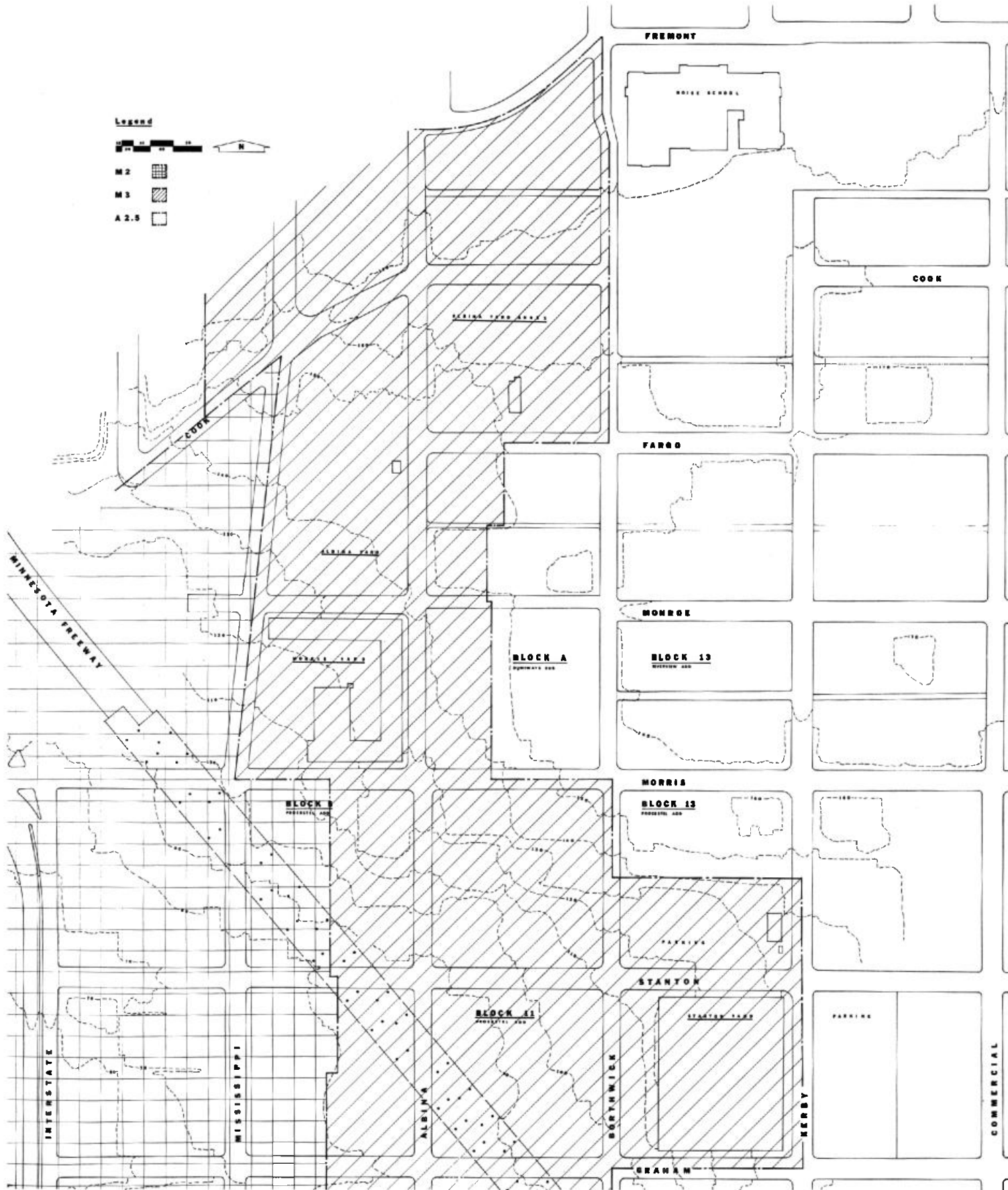


**Existing Ownership, Traffic Flow,  
& Water Service**



**Existing Sewer, Gas, & Power Services**





Legend



AREA IN SQUARE FEET	288,541
ENCLOSED	148,982
PARTIALLY ENCLOSED	482,880
OPEN	197
COVERED VEHICLES	40
UNCOVERED VEHICLES	911
CARS	

ELEVATION AT GROUND  
ELEVATION AT BOTTOM  
OR ROAD SHOULD

COOK

ALBINA YARD ANNEX  
AREA IN SQUARE FEET  
ENCLOSED  
OPEN

ALBINA YARD  
AREA IN SQUARE FEET  
ENCLOSED  
PARTIALLY ENCLOSED  
OPEN  
COVERED VEHICLES

FARGO

COOK

MONROE

MORRIS

KERBY YARD  
AREA IN SQUARE FEET  
ENCLOSED  
PARTIALLY ENCLOSED  
OPEN  
COVERED VEHICLES  
CARS

STANTON

WEST PARKING LOT  
AREA IN SQUARE FEET  
OPEN  
CARS

20 W 2000  
AUTOMOTIVE SHOP  
(STANTON SHOP)  
AREA IN SQUARE FEET  
ENCLOSED

EAST PARKING LOT  
AREA IN SQUARE FEET  
OPEN  
VEHICLES  
CARS

GRAMM

INTERSTATE

MINNESOTA

ALBINA

BORTHWICH

KERBY

COMMERCIAL

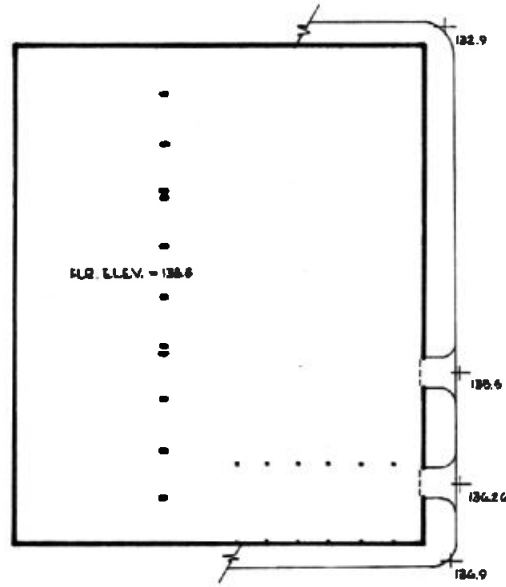
# Proposed Site Plan



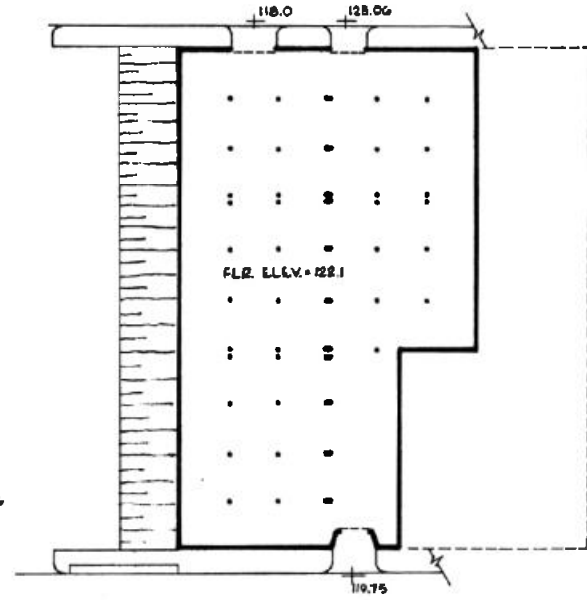
**Perspective of Proposed Site**



AREA IN SQUARE FEET 101,669.80 ENCLOSED



SECOND FLOOR PLAN



FIRST FLOOR PLAN



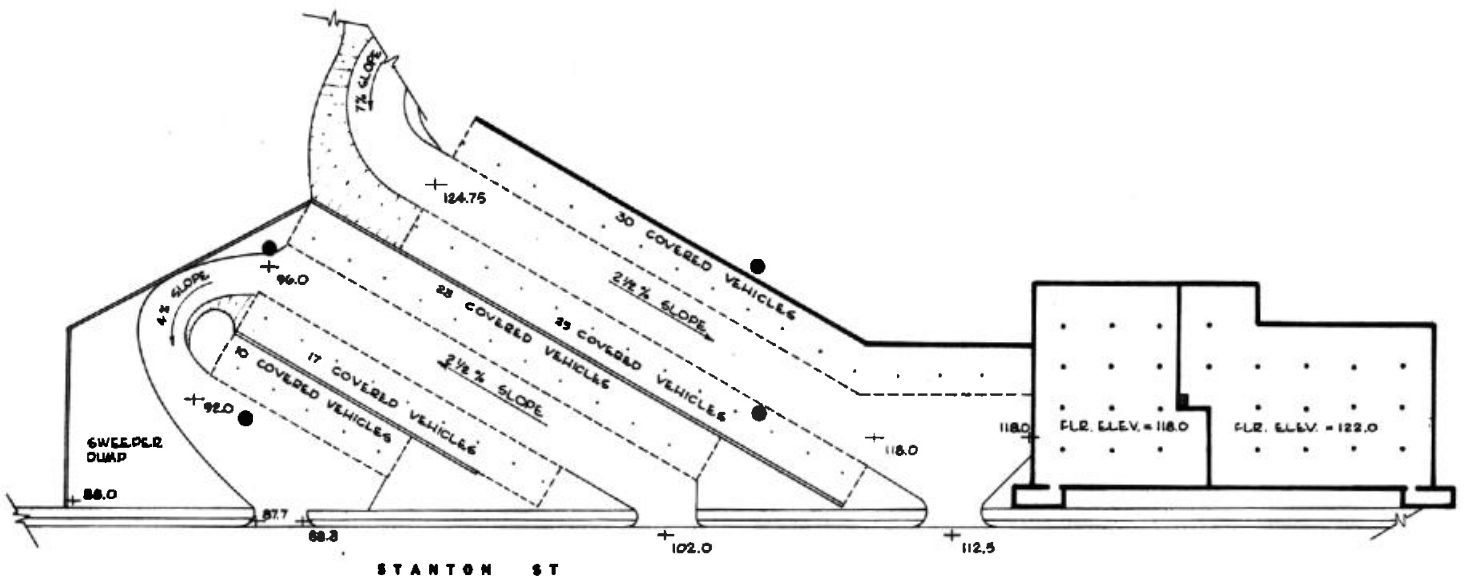
SECOND FLOOR MEZZANINE





AREAS IN SQUARE FEET

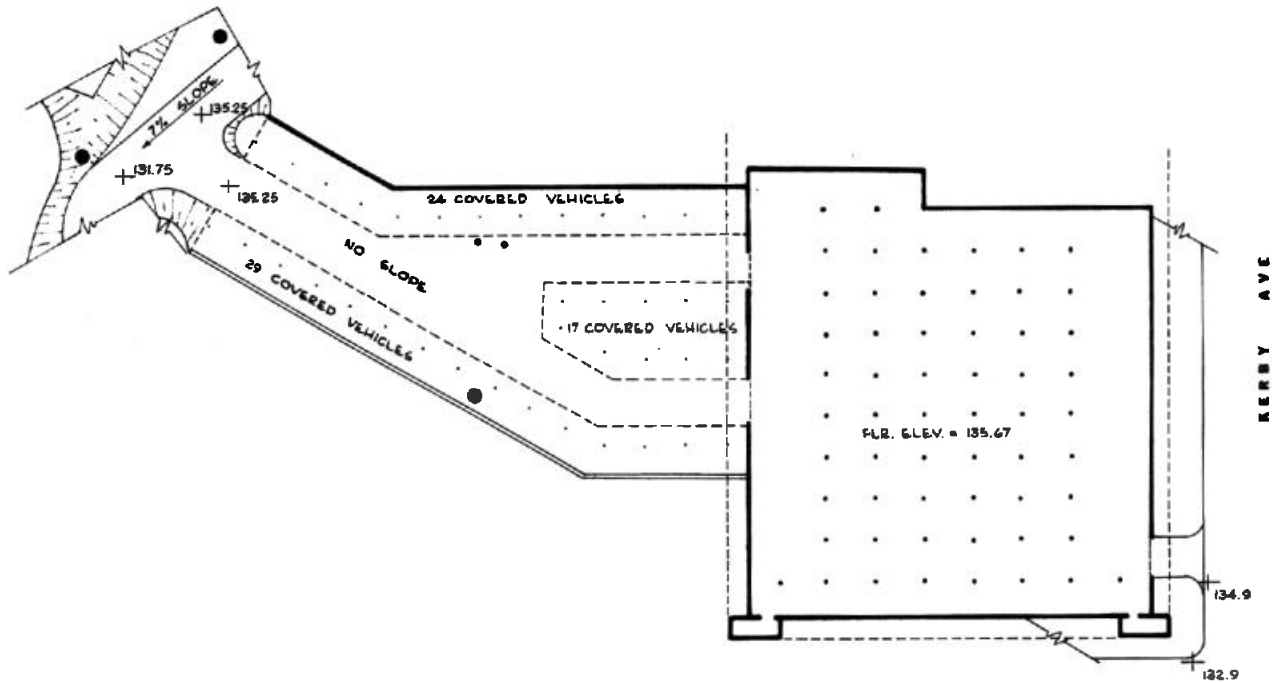
ENCLOSED	20068
PARTIALLY ENCLOSED	30030
OPEN	45422
<u>TOTAL COVERED VEHICLES</u>	<u>105</u>





AREAS IN SQUARE FEET

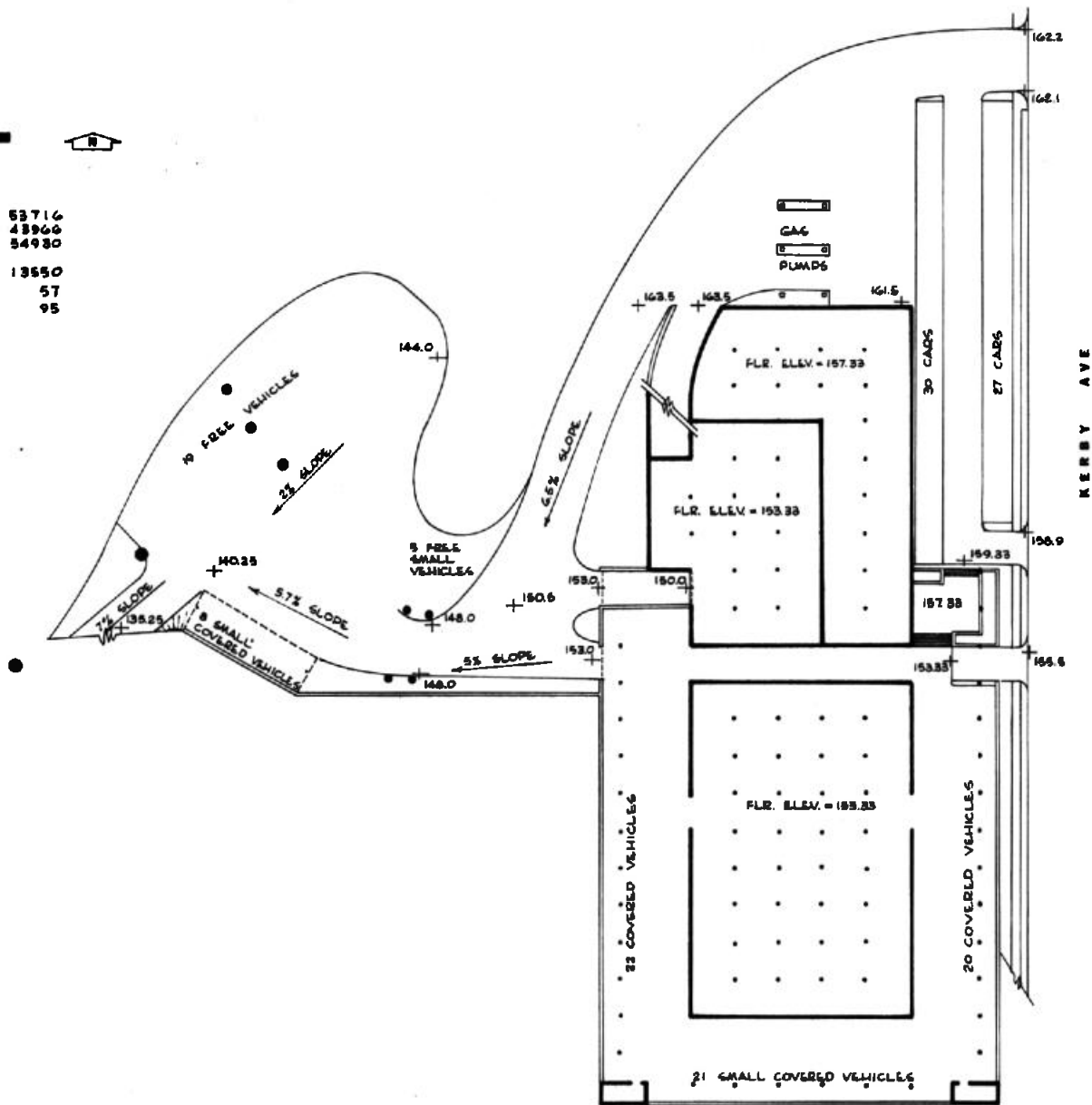
ENCLOSED	49240
PARTIALLY ENCLOSED	20020
OPEN	20958
<b>TOTAL COVERED VEHICLES</b>	<b>70</b>

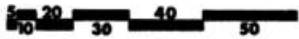




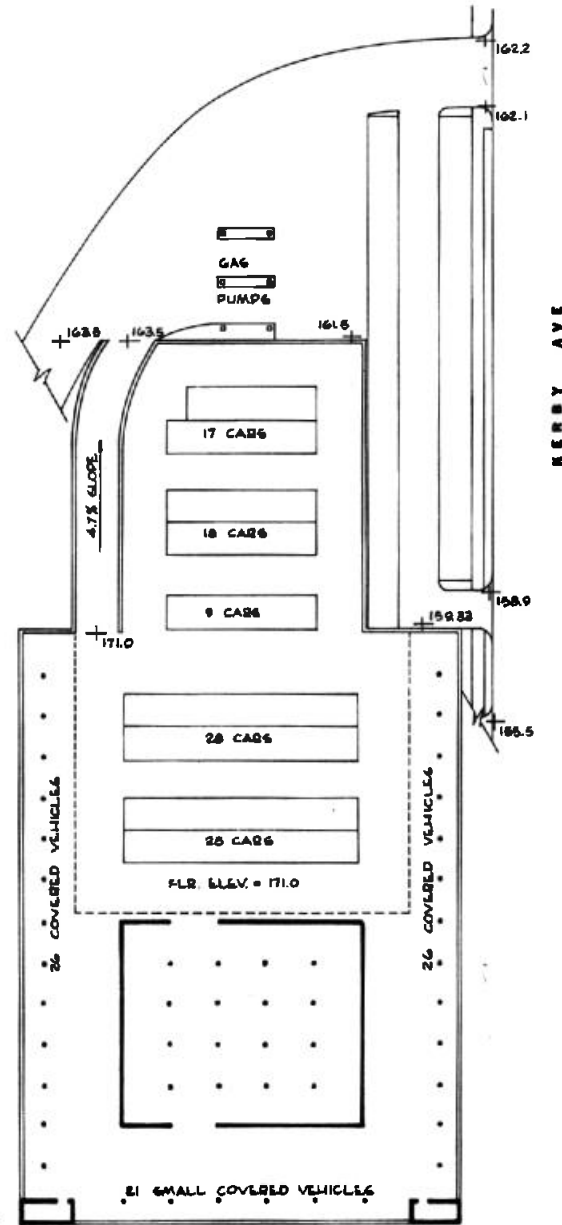
**AREAS IN SQUARE FEET**

ENCLOSED	53716
PARTIALLY ENCLOSED	43966
OPEN	54980
FREE PARTIALLY ENCLOSED UNDER OVERPASS	13550
TOTAL CARS	57
TOTAL COVERED VEHICLES	95

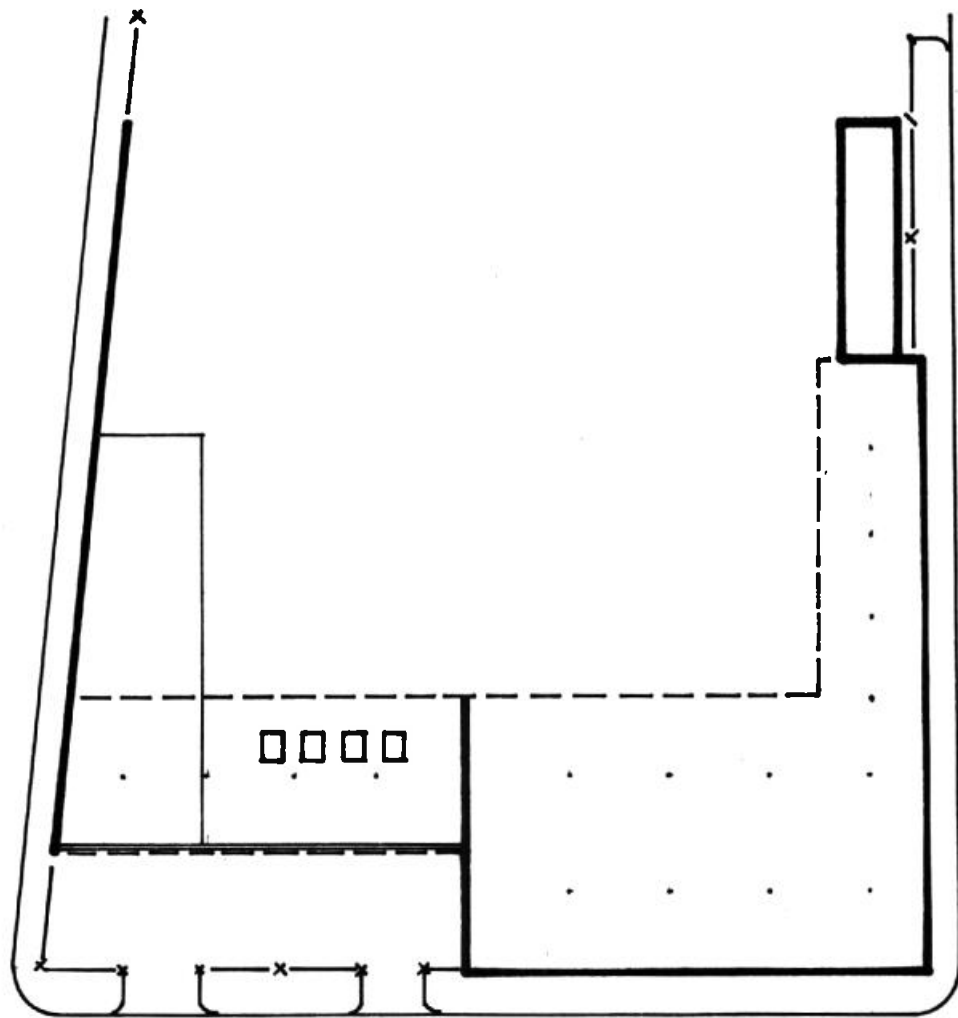




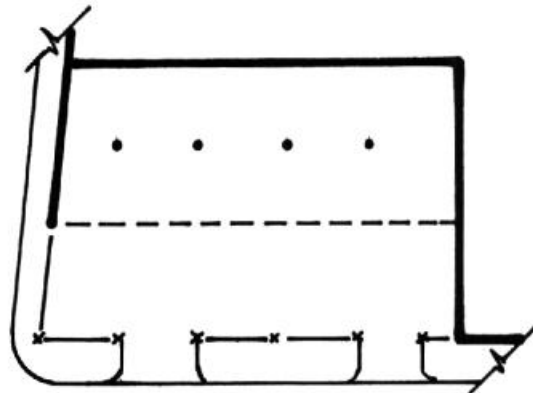
AREAS IN SQUARE FEET	
ENCLOSED	14820
PARTIALLY ENCLOSED	31096
OPEN	52058
<b>TOTAL CARS</b>	<b>100</b>
<b>TOTAL COVERED VEHICLES</b>	<b>73</b>







MAIN YARD LEVEL PLAN

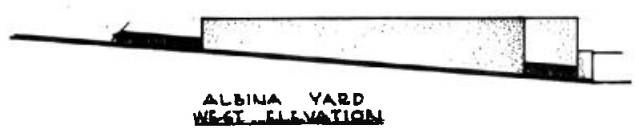
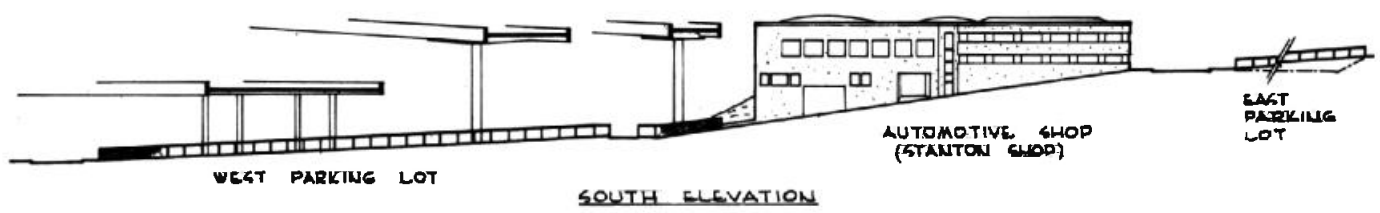
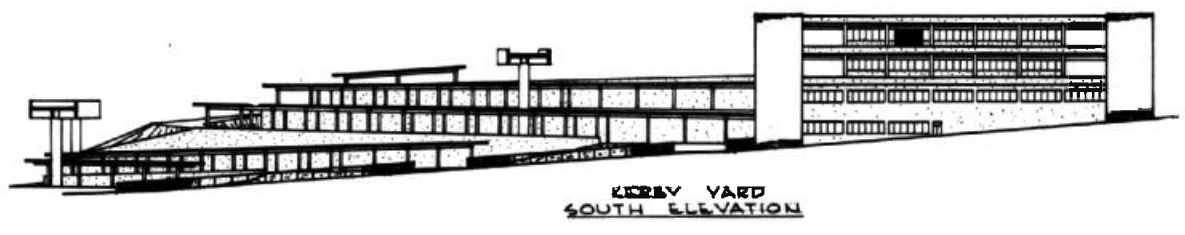
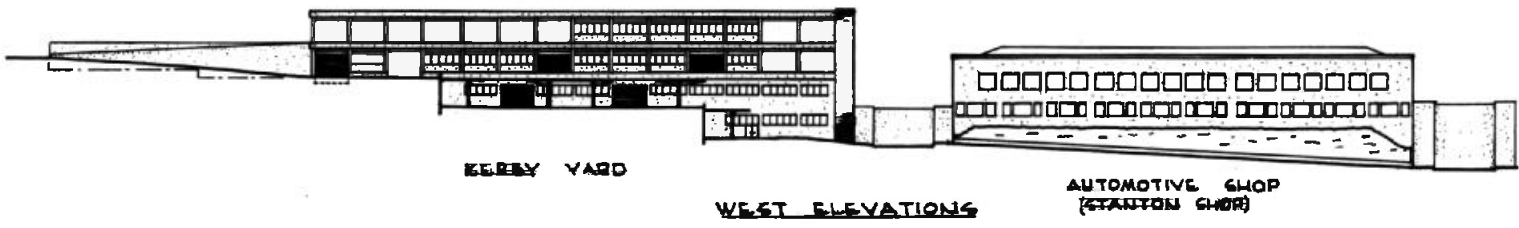


LOWER YARD LEVEL PLAN



AREA IN SQUARE FEET

ENCLOSED	1,060
PARTIALLY ENCLOSED	18,850
OPEN	79,628
<u>COVERED VEHICLES</u>	14



# DAMES & MOORE

CONSULTANTS IN APPLIED EARTH SCIENCES  
SOIL MECHANICS · ENGINEERING GEOLOGY · GEOPHYSICS

ATLANTA  
CHICAGO  
HONOLULU  
HOUSTON  
LOS ANGELES  
NEW YORK  
PORTLAND  
SALT LAKE CITY  
SAN FRANCISCO  
SEATTLE

1220 S.W. MORRISON STREET · PORTLAND 5, OREGON · CAPITAL 8-7689

PARTNER: IRVING E. OLSEN

November 24, 1965

Schmeer & Harrington, Architects  
Oregon Bank Building  
Portland, Oregon

Attention: Mr. Elmer G. Harrington

Gentlemen:

As requested by you, this letter presents our general opinions as to the probable character of natural soils in the general vicinity of North Bothwick, Kerby, Morris and Stanton Streets in Portland. Although we do not have information regarding the subsurface soils within the defined area, our findings in areas several blocks away are characterized by the following soil formations. A surface layer consisting of moderately firm sandy silt. This surface layer generally extends to depths of as much as 15 feet and is underlain by predominantly silty sands. The silty sands grade to compact clean sand with depth. At depths varying from 25 to 80 feet below the surface, there is a very dense cemented gravel formation.

Light buildings, up to about 3 stories, may be founded in the upper soils utilizing foundation design pressures of approximately 2,500 pounds per square foot. If heavier buildings are utilized and basement or basement levels are employed, there would be a particular advantage in establishing foundations in the silty sands utilizing foundation pressures of 4,000 pounds per square foot and more. Where heavy multi-story structures are used, it may be feasible to use a mat foundation established in the silty sands or utilize driven pile foundations terminated in the cleaner sand or the cemented gravel where it occurs at shallow depths. Generally, there is no problem due to ground water in this area since the level is many tens of feet below the surface.

It is prudent that subsurface explorations be made for proposed developments since there are various buried ravines which cannot be ascertained by means of visual surface examinations. We would be pleased to consult with you regarding your proposed developments.

Yours very truly,

DAMES & MOORE

  
Irving E. Olsen

IEO:els

## Soils Report

10

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

December 9, 1965

*From* Real Estate Office  
Department of Finance

*To* City Engineer

*Addressed to* Norman R. Drulard

*Subject* Appraisal of Relocation of Public Works Facilities at  
Stanton Yard

Dear Mr. Drulard:

Pursuant to your request, this office has proceeded with an estimated appraisal of the properties involved in the proposed relocation.

The only values this office could use on such short notice is the Fair Market Value placed on subject property by Multnomah County. The values used are as follows:

Remainder of Block 13, Subdivision of Riverview Addition	\$29,800
Lots 4 - 11, Block 14, Subdivision of Riverview Addition	\$43,330
West 1/2 of Block 2, Abends Addition to Albina	<u>\$24,650</u>
TOTAL	\$97,780

This total value, in the opinion of this office, is about 70% of the actual cost. Therefore, the total value of the land needed for the planned relocation would be in the neighborhood of approximately \$140,000.00.

Very truly yours,



E. J. Smith  
Right of Way Agent

BJS:bp

(Public Works, #44)



DEPARTMENT OF PUBLIC WORKS  
WILLIAM A. BOWES  
COMMISSIONER



BUREAU OF TRAFFIC ENGINEERING  
~~CONDUCTOR~~  
TRAFFIC ENGINEER  
D. E. BERGSTROM

OFFICE ADDRESS: 420 S. W. MAIN ST.  
MAILING ADDRESS: CITY HALL

CITY OF PORTLAND  
OREGON

December 8, 1965

Schmeer and Harrington, Architects  
Oregon Bank Building  
Portland, Oregon

Gentlemen:

At the request of the City Engineer, Mr. Drulard, we have investigated the proposed vacation of a two block section of N. Borthwick Avenue from N. Graham Avenue to N. Morris Street.

Please be advised that from a traffic standpoint this proposal has our approval.

Sincerely,

  
D. E. BERGSTROM  
Traffic Engineer

DEB:ba  
cc: Mr. N. R. Drulard  
City Engineer

WILLIAM A. BOWES  
COMMISSIONER  
DEPARTMENT OF PUBLIC WORKS



G. J. LINSTEDT  
CHIEF OF OPERATIONS  
NORMAN R. DRULARD, P. E.  
CITY ENGINEER

**CITY OF PORTLAND  
OREGON**

January 19, 1966

Schmeer & Harrington, Architects  
907 Oregon Bank Building  
Portland, Oregon

Gentlemen:

Confirming the telephone conversation between your Mr. Bana and Mr. Fowler, Highway Engineering Coordinator, please be advised that Mr. Fowler has taken up the matter of clearance between the southwest corner of the proposed extension of the Stanton Yard building and the proposed freeway ramp to the Fremont Bridge, with Mr. Fred Klaboe, Assistant State Highway Engineer, and he has approved verbally a clearance of 15 feet horizontal between the building and the extreme easterly edge of the ramp.

Yours very truly,

  
Commissioner of Public Works

WAB:FTF:dl

CENTRAL ALBINA STUDY

November 1962

A Unit of the Portland Comprehensive  
Development Plan

\*\*\*\*\*

# PORTLAND CITY PLANNING COMMISSION

MAIL: 414 CITY HALL    PORTLAND 4, OREGON    OFFICE: 424 S.W. MAIN STREET    CAPITOL B-6141

J. H. SROUFE, President  
CHARLES McKINLEY  
H. LOREN THOMPSON  
GLENN STANTON  
LEWIS G. PRICHARD  
NEIL R. KOCHENDOERFER

WILLIAM A. BOWES,  
Commissioner, Department of Public Works

L. V. WINDNAGLE, Vice President  
GORDON C. DUDLEY  
HERBERT M. CLARK, JR.  
  
LLOYD T. KEEFE, Planning Director  
DALE D. CANNADY, Assistant Director

December 5, 1962

Mayor Terry D. Schrunk  
City of Portland  
City Hall  
Portland, Oregon

Dear Mayor Schrunk:

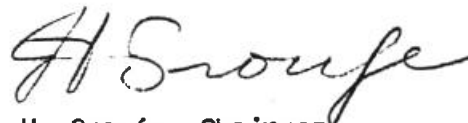
Transmitted herewith is a report on the study and analysis of the central Albina area of Portland, and including our recommendation on the proposed location of a public housing project in the vicinity of the Knott Street Community Center. This study was conducted by the Planning Commission as you requested in your letter of February 20, 1962.

The object of the study has been to develop a plan for the future development of Central Albina, based on a firm foundation of facts concerning present conditions, future trends, arterial traffic projections, and land economics. Within this framework of a carefully drafted general development plan for the area, the proposal for a public housing development was then considered.

The Housing Authority of Portland has been most helpful in every phase of the study, providing information and consultation whenever needed. Mr. W. R. Laidlaw was retained, at Housing Authority expense, to develop, at Planning Commission request, the land marketability research upon which many of the conclusions embodied in this report are based.

It is hoped that this report will provide the basis, not only for the decision as to the location of the proposed housing development, but for many future decisions affecting the long range development of the Albina area as well.

Respectfully submitted,



J. H. Sroufe, Chairman  
Portland City Planning Commission

FNF/LTK/plh



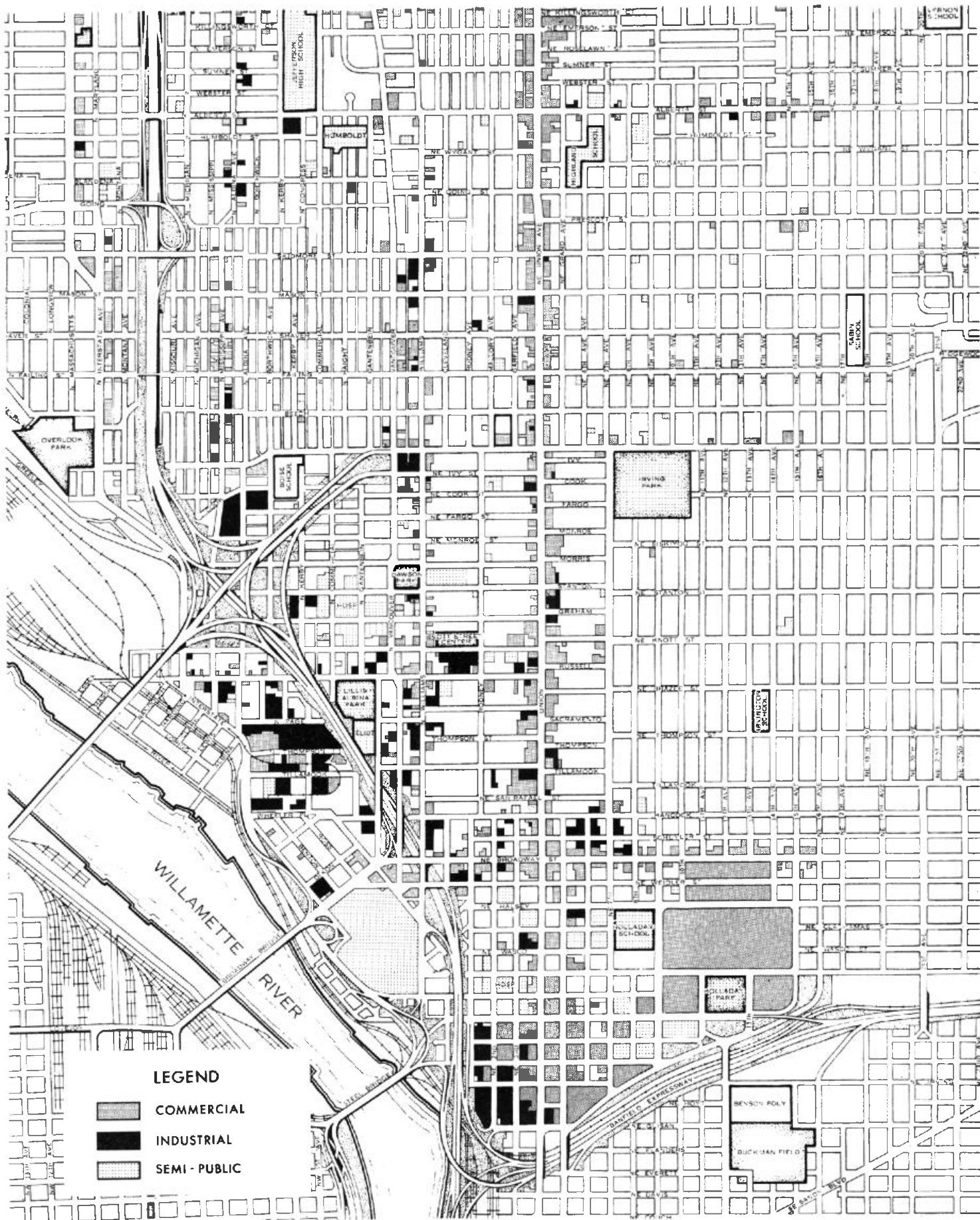
## BACKGROUND

Albina, once the name of an independent city which merged with Portland in 1891, now applies, in common usage, to an inexactly defined area usually considered to be lying south of Fremont Street between Union Avenue and the Willamette River. This section of Portland, containing as it does, both low-lying riverside land and the adjacent hilltop plateau, was developed from the beginning as an industrial community with an adjoining residential hinterland. Today, ninety years after Edwin Russell recorded the plat of the original town site, much of this early division of function has disappeared and developments currently in the making are providing further and more sweeping changes to the Albina area.

Inspection of a map depicting the present use of land in the district (Plate 1) reveals not only the early day concentration of industrial-commercial development along the river, but a helter-skelter conglomerate of residential, industrial, commercial, and institutional activity atop the hill as well.

Gradually, over the years, a commercial strip has developed along the length of Union Avenue. Another commercial area, strung out along Williams Avenue, with its focus at the intersection of Williams and Russell, developed, flourished, and then all but died. Scattered industries, particularly in the southern and western portions of the plateau, are very much in evidence today.

The remaining residential land is now concentrated in three fairly distinct pockets ... one lying between the edge of the hill and Vancouver Avenue from Fremont Street south to about Stanton Street; a second lies between Williams and Union Avenues from Fremont to about Knott Street, and the third extends from Williams to Union Avenues between Russell and Hancock Streets. Each of these residential enclaves is fairly well surrounded, not only by mixtures of non-residential development, but also by distinct topographical change or arterial traffic routes. Not only does the gradual expansion of the non-residential uses of land produce mixtures of use, often to the detriment of each, but also, since Albina is primarily a built-up area, the institution of each new non-residential use decreases the residential population, further shrinking the remaining residential land concentrations.

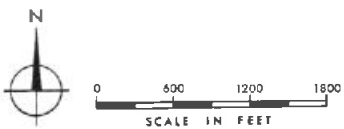


NON-RESIDENTIAL LAND USE

CENTRAL ALBINA STUDY

PLATE

1



The most dramatic example of this sort of removal of residential land is the present freeway construction program. Right-of-way acquisition for the Eastbank Freeway, between Fremont Street and Broadway, has removed approximately 125 dwellings, dwellings that formerly housed nearly 300 persons.

Social change is also in evidence in the Albina area. The 1960 Census confirmed that this area contains the greatest concentration of negro population within the city.

A recent proposal by the Housing Authority of Portland to construct some 58-units of public housing near the center of the residential portion of the Albina area has served to focus attention on this section of the city, resulting in this investigation into desirable public policy toward its future development.

#### THE STUDY AREA - DEFINITION AND APPROACH

As defined above, the area of major concern to this study is the portion of the city known as Albina. However none of the problems, or problem generating factors, terminate at the arbitrarily drawn Albina boundaries. To allow for the analysis of the problem area within a realistic context, the entire area from Killingsworth Street to the Banfield Freeway between Interstate Avenue and NE 16th Avenue, was delineated for inspection. This entire area has been subjected to general investigation and analysis to provide a framework for the intensive study of the area south of Fremont Street and west of Union Avenue.

Much of the statistical data utilized in developing an understanding of the Albina area was drawn from U. S. census reports. A good deal of this census information is available for statistical units called census tracts. While the census tracts do not correspond exactly with the study area, or with the Albina area, it is believed that the correlation is adequate to provide sound statistical evidence as to the general character of the Albina district. Other data was available by city block and was compiled to correspond exactly with the appropriate area.

#### AREA CHARACTERISTICS

For the purpose of this study, the area bounded by Killingsworth Street, 16th Avenue, Banfield Expressway, and Interstate Avenue, will be termed the "Study Area", and the area bounded by Fremont Street,

Union Avenue, Broadway, and Interstate Avenue will be referred to as the "Central Albina Area". Where census tract information is referred to for the Central Albina Area, it has been drawn from census tracts 22A, 22B, and 23A. The relationship between census tracts and the Study Area, as well as the Central Albina Area, is shown on Plate 2. The Study Area contains 3.4 square miles, or about 4.75 percent of the area of the city. Within this area live approximately 31,500 persons,  $8\frac{1}{2}$  percent of the population of Portland. This area also contains 12,544, or 80 percent, of the negro population of Portland.

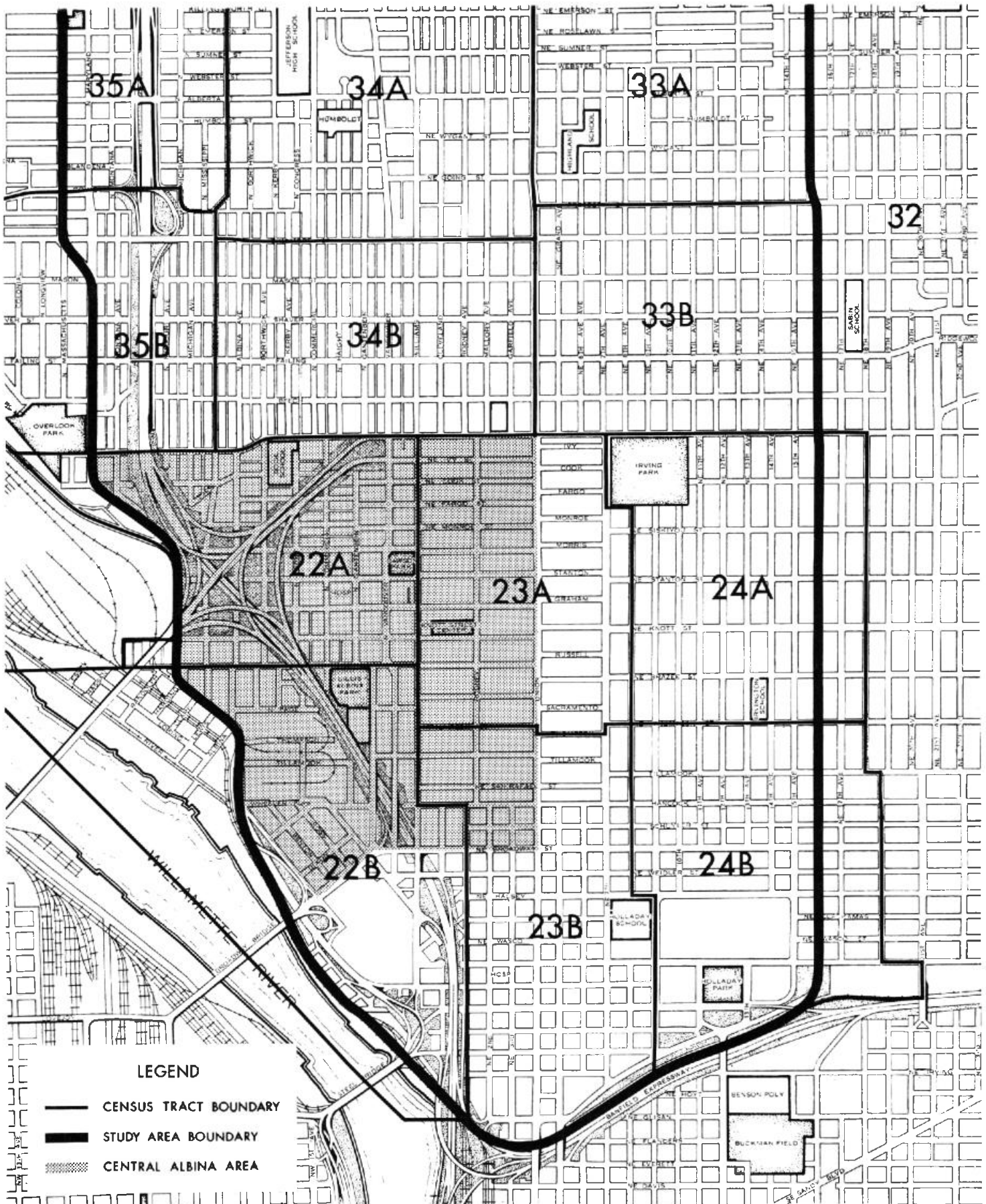
Two hundred thirty-three of the 687 blocks in the Study Area contain buildings of all types, with an average age of more than 50 years. Another 355 blocks contain structures with an average age of between 30 and 50 years. Thus approximately 86% of the blocks in the Study Area contain buildings, the average age of which is in excess of 30 years. Were it not for the heavy concentration of new construction south of Broadway, these averages would be much higher.

Within Central Albina, which is almost entirely outside the Lloyd Center-Memorial Coliseum new construction area, 88 blocks, or 66 percent of the total, contain buildings averaging at least 50 years of age (Plate 3). Another 38 blocks, or 28 percent, contain buildings between 30 and 50 years of age on the average. In the Central Albina Area then, 94 percent of the blocks contain buildings averaging at least 30 years of age.

The effects of this advanced age of the typical building can be found in many directions. More than  $10\frac{1}{2}$  percent of all the fire calls within the city are reported in the Study Area. Nearly  $12\frac{1}{2}$  percent of the fires caused by faulty electric wiring for the entire city took place within the Study Area, and 17 percent of the fire calls resulting from faulty heating systems were reported here.

Plate 4 indicates the degree and dispersion of dilapidated dwelling structures within the study area as determined by the 1960 Census of Housing. Dilapidated housing is defined by the Bureau of Census as not providing safe and adequate shelter; such buildings have one or more critical defects or a combination of intermediate defects in sufficient number to require extensive repair or rebuilding, or are of inadequate original construction. It will be noted from this plate that the concentration of dilapidated buildings is highly pronounced within the Central Albina Area. It should also be pointed out that experience has shown that an appraisal of the quality of housing, measured against the Portland Housing Code, results in a considerably higher incident of substandard dwellings than census estimates indicate.

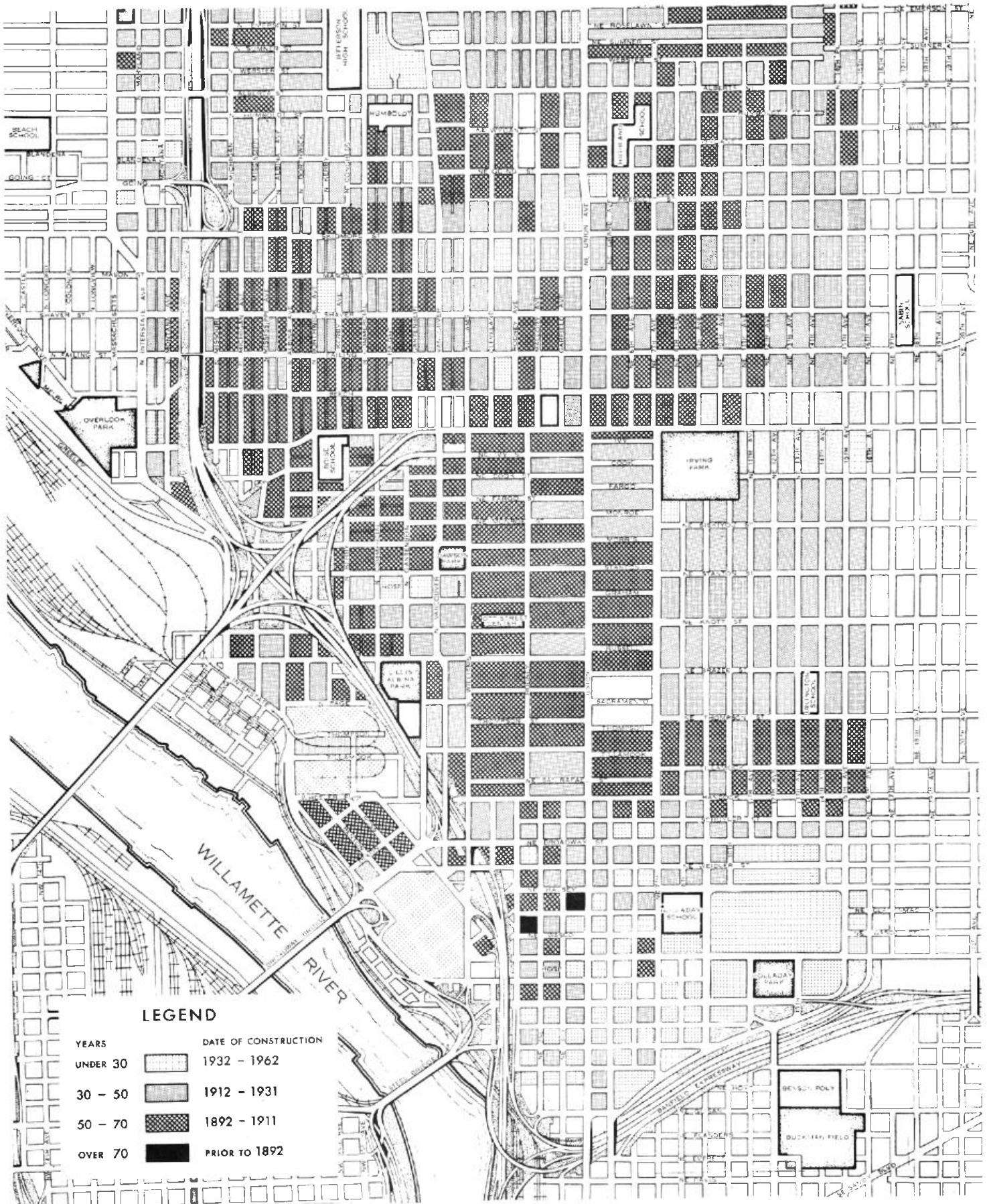




CENSUS TRACTS

CENTRAL ALBINA STUDY

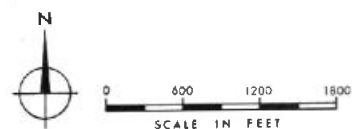
PLATE



# AGE OF BUILDINGS

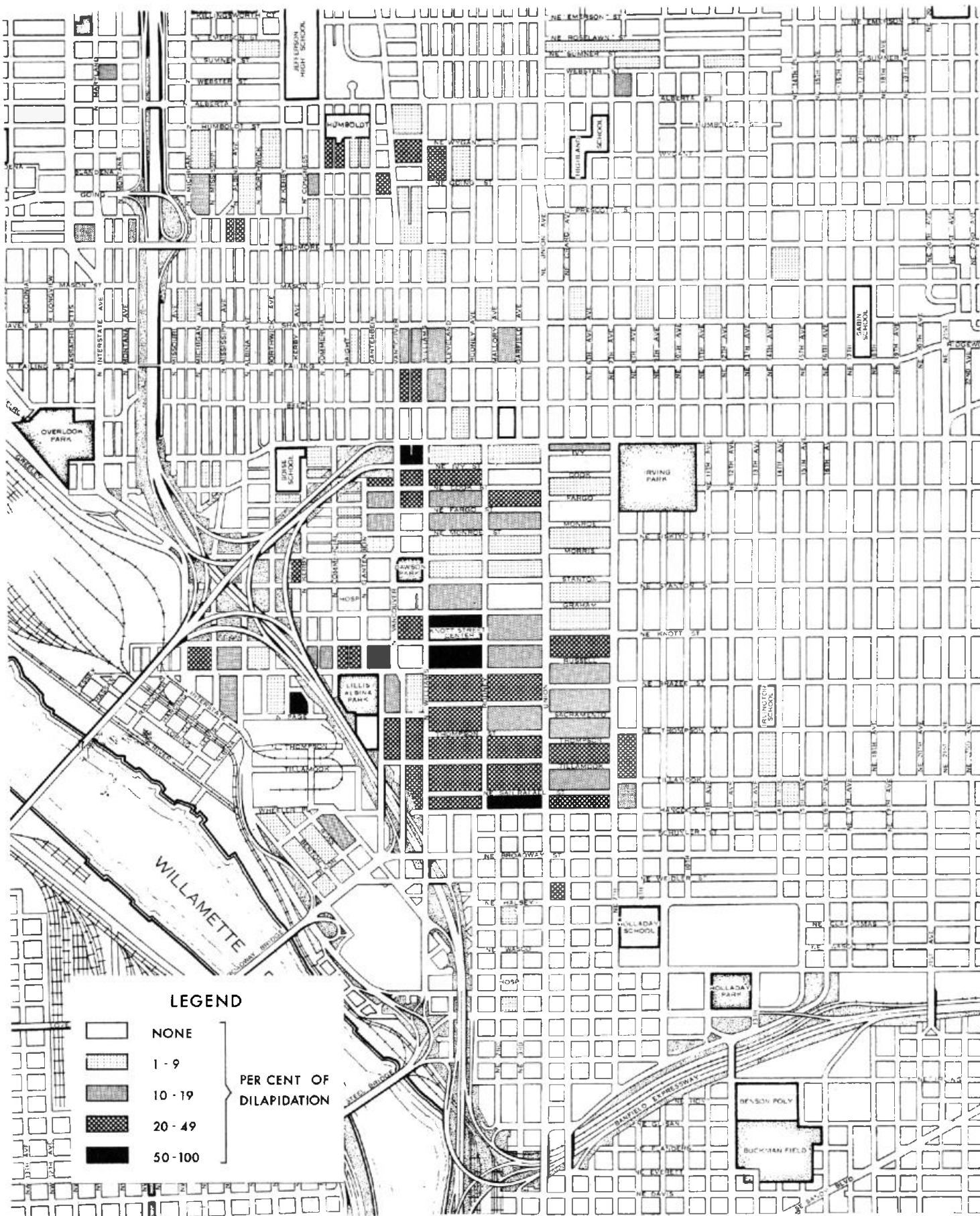
CENTRAL ALBINA STUDY

PLATE



PORTLAND CITY PLANNING COMMISSION





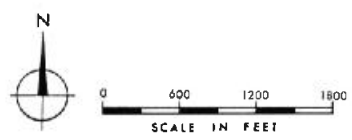
**LEGEND**

	NONE	} PER CENT OF DILAPIDATION
	1 - 9	
	10 - 19	
	20 - 49	
	50 - 100	

**DILAPIDATION OF DWELLINGS**

CENTRAL ALBINA STUDY

PLATE



The following tables compare a number of physical and social characteristics in the Central Albina Area with similar characteristics within the Study Area and within the entire city.

TABLE I

SELECTED POPULATION CHARACTERISTICS

	<u>City</u>	<u>Study Area</u>	<u>Central Albina</u>
Population:			
Total	372,676	36,174	7,111
Non-white	20,919	13,078	4,926
% Non-white	5.6%	36.2%	69.4%
Median Family Income	\$ 6,333	\$ 5,065	\$ 3,946

TABLE II

SELECTED HOUSING CHARACTERISTICS

	<u>City</u>	<u>Study Area</u>	<u>Central Albina</u>
Number of Housing Units . . . . .	143,049	13,977	2,963
Average Contract Rent . . . . .	\$ 64.00	\$ 59.00	\$ 47.00
Deteriorating or Lacking Some Plumbing Facilities:			
Number . . . . .	23,249	2,889	1,095
% of Total . . . . .	16.1%	20.6%	36.9%
Dilapidated:			
Number . . . . .	3,984	549	357
% of Total . . . . .	2.8%	3.9%	12.0%

TABLE III  
FIRE CALLS -- 1961

	Number of Calls	Cause of Fire		
		Electrical	Heating	False Alarms
City . . . . .	5,436	430	450	442
Study Area:				
Number . . . . .	576	53	76	74
% of Total . . . .	10.6%	12.3%	17.0%	16.7%

TABLE IV  
CRIMES AND ARRESTS -- 1961

	<u>Population</u>	<u>Crimes</u>	<u>Arrests</u>	<u>Crimes per Capita</u>	<u>Arrests per Capita</u>
City . . . . .	372,672	31,871	18,284	.065	.049
Study Area:					
Number . . . .	36,210	4,356	1,447	.120	.040
% of City . . . .	9.7%	13.6%	7.9%	--	--
Central Albina:					
Number . . . .	7,111	1,519	796	.213	.111
% of City . . . .	1.9%	4.7%	4.3%	--	--



The conclusion to be drawn from the foregoing figures and comparisons must obviously be that the Central Albina Area is a physically deteriorated, economically depressed section of the city. A review of building permits issued over the past five years shows almost no building activity other than minor remodelings with the exception of Emanuel Hospital additions and the construction of the Knott Street Center. Over the five year period from 1957 through 1961, the total building volume in the Central Albina Area amounted to approximately 3.5 million dollars, about one per cent of the total city volume. Of this total, 2.8 million was accounted for by Emanuel Hospital and the Knott Street Center projects. Commercial developments accounted for \$614,000, almost all which is located at the extreme southern edge of the area, along Broadway, or west of the freeway. None of the commercial construction was located in the Williams Avenue commercial district. Industrial construction amounted to \$134,000, and residential construction totaled but \$20,000. Were it not for construction generated by the hospital or by the City of Portland itself, the total building volume within the Central Albina Area during the five year period would account for approximately one-quarter of one percent of the total volume in the city. Clearly then, there is no trend towards new construction in Central Albina that might serve to counteract the age and deterioration of the area.

#### TRAFFIC CIRCULATION

The present system of arterial streets, along with the freeway system under construction, is shown on Plate 5. The Eastbank Freeway is presently under construction as shown. The Fremont Bridge, the all-important connection between the Stadium Freeway and the Eastbank Freeway, will be located approximately as indicated although actual construction details have not as yet been completed. The ramps connecting this Interchange with Fremont and Flint Streets have neither federal financing nor official status at the moment but are included in State Highway Department and City plans for future construction. If constructed approximately as shown, these ramps will remove approximately 160 dwellings, or 490 people from the Central Albina Area. These proposed ramps will be in an elevated structure and most of the surface streets will remain, allowing circulation beneath the ramps.

In addition to the north-south freeway traffic flow, Interstate Avenue, Union Avenue, and the Williams Avenue-Vancouver Avenue couplet each run in a north-south direction through both the Study Area and the Central Albina Area. The fact that Williams and Vancouver Avenues, along with Flint Avenue, form the only north-south points of access bridging the freeway, and form a continuous traffic artery from



the Broadway and Steel Bridges north to the Interstate Bridge, implies that their traffic volume can only increase in the future. Their significance as arterials will undoubtedly be felt, particularly in the Central Albina Area, since they will be providing the most direct means of access from Fremont Street to the Broadway and Steel Bridges. Traffic in the east-west direction is relatively light in volume north of the Broadway-Weidler couplet with only Killingsworth Street at the extreme northerly edge of the Study Area, currently carrying in excess of 10,000 vehicles per day. Midway between Broadway and Killingsworth Street, Fremont Street is at present a relatively major traffic carrier east of Union Avenue only.

West of Union Avenue, Fremont, like Stanton and Knott Streets between Union and Williams Avenues, and like Russell Street from Union to Interstate Avenues, ~~rank as a secondary arterial~~, currently carrying between 4,000 and 8,000 vehicles per day. With the completion of the freeway and the access ramps, Fremont will undoubtedly attain a position of greater import as far west as Vancouver Avenue. South of Fremont Street, all of the east-west streets between Fremont and Broadway are discontinuous in nature, breaking either at Union Avenue or 7th Avenue and, in most cases, at the freeway as well. There is, therefore, little tendency for extraneous east-west traffic to filter through the Central Albina Area. With the completion of the freeway, any tendency toward incidental traffic will probably even lessen below its present volume.

Generally speaking, then, the traffic situation in the Central Albina Area can be summed up as having excellent access to the Interstate Freeway system, but with the arterial surface streets so concentrated as to leave only very small parcels of traffic-free land. At no point in the entire Central Albina Area is it possible to be more than about 600 feet from a major traffic arterial.

#### LAND MARKETABILITY

Since the goal of this study was to develop a plan for the future use of land in the Albina area, it was felt necessary to develop an understanding of the marketability of land, both at the present time and for the long-term future. Mr. W. R. Laidlaw, of the firm Ambrose, Ek and Laidlaw, was retained by the Portland Housing Authority to aid this study by conducting a marketability survey and providing his professional opinions on the following specific questions:

1. Considering the present pattern of zoning and land development, can it be assumed that there will be a long-term market for residentially-zoned property in the area bounded on the north by Fremont Street,

on the east by Union Avenue, on the south by Russell Street, and on the west by the Eastbank Freeway?

2. Disregarding the present zoning, can it be assumed that there would be a predictable market for non-residential land development, assuming:
  - (a) A continuation of the present pattern of land divisions, building and vacant land which would require private acquisition and demolition of buildings and lots in order to assemble reasonably sized parcels of developable land.
  - (b) Public urban renewal activity which would prepare reasonably sized parcels of cleared land for the market.
3. Can you suggest the probable types of non-residential development that would be most likely attracted to this area under each of the foregoing assumptions?
4. Can it be assumed that there would be a reasonable market for residential land development, either single family or apartment, if public urban renewal action were to prepare cleared land for the market?
5. On Williams Avenue at about Knott Street is a cluster of vacant commercial building space. If modern, sound commercial structures existed here, would a demand for such space be likely?
6. What would be the probable demand for the Elliott School if it were to be put up for sale?

Mr. Laidlaw's conclusions can be briefly summarized as follows:

1. There is no long-term market for residentially zoned property.
2. There could be a long-term market for non-residential land use; however, urban renewal activity is necessary to provide cleared land for this market.
3. The most probable types of non-residential development would be light manufacturing, distribution, and service industries.



4. There would be some market for multiple family housing if urban renewal action were to prepare cleared land; such housing would, however, be in the low rental category, presumably public housing. Mr. Laidlaw further recommended that the only appropriate location for such housing would be in the extreme northern portion of the Central Albina area so that any such development would not interfere with the consolidation of the remainder of the area as an industrial district.
5. There is neither present nor future demand for retail businesses along Williams Avenue.
6. Eliot School is readily adaptable for many types of commercial and industrial use and should have a reasonable market if it were to be put up for sale.

In the course of his study, Mr. Laidlaw prepared a considerable body of factual information that appears to substantiate most of his conclusions. In the development of his report, Mr. Laidlaw went well beyond the six questions posed by recommending the entire area be the subject of urban renewal action and that the future use of the area be reserved for industrial activities. It is his belief that if housing appears desirable on the basis of factors other than those he investigated, such housing should be confined to the area north of Fargo Street. He further recommended against the proposed location of the Daisy Williams housing project but recognized that if the Central Albina area were to be changed in use from residential to industrial, additional housing would be necessary to replace that removed by such conversion. He suggested the possibility of locating some public housing in the vicinity of Boise School.

#### CONCLUSIONS

The Central Albina Area can perhaps be characterized as a section of the city containing a disordered collection of mixed land uses, deteriorated and dilapidated buildings, divided by topography and freeway construction, and cut up into small segments by a network of major traffic arterials, but adequately served by schools and indoor recreational facilities. There has been practically no recent construction other than some minor industrial and commercial building, the Knott Street Center, and a vigorous expansion program for Emanuel Hospital. It is populated by low income people. The vacancy ratio in commercial structures is extremely high and the incident of crime is far above the city average. In short, the Central Albina Area bears most of the characteristics of a district in an advanced stage of urban blight.

Beyond the Central Albina Area, the remainder of the Study Area is also composed of buildings of an advanced age. The other symptoms of blight, however, are far less acute. The degree of dilapidation is far lower and not nearly so concentrated. The average value of dwellings is higher. The profusion of mixed land uses is not so evident, and the location of major traffic arterials allows far greater expanses of land to be free from heavy traffic.

Just to the north of the Central Albina Area, across Fremont Street, a concerted effort is under way to preserve and rehabilitate a large residential section (the Albina Neighborhood Improvement Project). A portion of the Central Albina Area was originally investigated for feasibility of this type of urban renewal action but was discarded as being beyond rehabilitation. Clearly, urban renewal, largely clearance, appears to be the only solution to, not only the blight that presently exists in central Albina, but also to avoid the spread of that blight to other surrounding areas. Although for the purposes of this study a building-by-building exterior survey of structures has not been conducted, the evidence available from census and other sources leaves little doubt as to the qualification of the Central Albina Area for federal urban renewal assistance.

#### PLAN CONSIDERATIONS

Certain fixed characteristics of the Central Albina Area must be considered in developing any plan for the future use of land. The district has a central location with respect to the city as a whole. It is located practically at the juncture of the two interstate freeways and it is actually bisected by the access ramps to the major interchange joining the Eastbank Freeway, the Stadium Freeway, and the proposed Fremont or Prescott Freeway. The area is also cut up by major streets providing direct access, not only to the freeway system, but to the entire major street system of Portland. The Central Albina Area is also divided by topography; the lower portion, having both river and rail access in addition to freeway connections, is predominantly industrially developed at the present time. The upper portion is isolated from either rail or water transportation potential.

Each of the aforementioned factors are, for all practical purposes, fixed and unalterable. While it is within the limits of economic feasibility to make certain alterations in the major street system affecting the area, the overpass structures bridging the freeway at Flint, Vancouver and Williams Avenues, and the fact that Vancouver Avenue connects at its extreme northern end with Union Avenue in the delta area, fairly well determine that these streets must remain despite possible modifications in their exact routing. These

fixed factors point to the fairly obvious conclusion that at least a large portion of the Central Albina Area would find its most logical future as industrial land.

#### INDUSTRIAL LAND USES

The primary characteristics of the Central Albina Area, excellent freeway and major street access, as well as the availability of all normal utilities and the level, stable nature of the hilltop land itself, make this area unusually well suited to transportation, distribution, and service industries. It has been estimated by the Metropolitan Planning Commission in the report, LAND FOR INDUSTRY, that by 1975 an additional 700 to 900 acres of land will be in use by the transportation and warehousing industries in the Portland metropolitan area. The Metropolitan Planning Commission points out that there is sufficient industrial land within the Portland urban area immediately available to permit a 100 percent expansion of the present industrially used acreage. However, this agency also notes that within the central portion of the city there is but approximately 200 acres of the 6000-acre total of available industrial land in the urban area, and since a good portion of this 200 acres is presently owned and held in reserve for expansion by existing industries, the actual acreage available for sale within the central portion of the city is relatively low. This low stock of centrally located available industrial land, coupled with the 1975 industrial land need projections, and the fact that more than 40 firms will be displaced from northwest Portland by the Stadium Freeway, many of which require or prefer a centralized location, leads to the conclusion that there is a solid market, both at the present time and in the future within an area such as central Albina, provided reasonably sized land parcels were available at a reasonable price. Within the Central Albina Area, east of the freeway and the Fremont-Ivy Street ramps, there is a total net area, exclusive of streets, of 160 acres, of which a large portion may be considered as having industrial potential.

Mr. Laidlaw, in his marketability survey, concurs with this conclusion.

#### CONFLICTING ELEMENTS

By far the largest building complex of a non-industrial nature in the entire Central Albina Area is Emanuel Hospital. This institution is, at present, one of the major hospitals in the state and has vigorous expansion plans for both the immediate and long-range future. Emanuel provides not only general hospital services

and a maternity hospital, but also provides out-patient services, notably cancer treatment, making it truly a regional facility, serving not only Portland, but much of the State of Oregon and southern Washington. Certainly any plans for the future of the Albina area must consider the needs of Emanuel Hospital. This institution is large enough and its plans are of such a magnitude that it can, to some degree, be considered as creating its own environment. However, the possibility of some nearby apartment construction to provide housing facilities for both hospital employees and students and also for out-patients coming from out of town for therapy, plus the institution of some satellite professional offices and commercial establishments in the immediate vicinity, are functionally desirable.

#### ELEMENTS OF THE PLAN

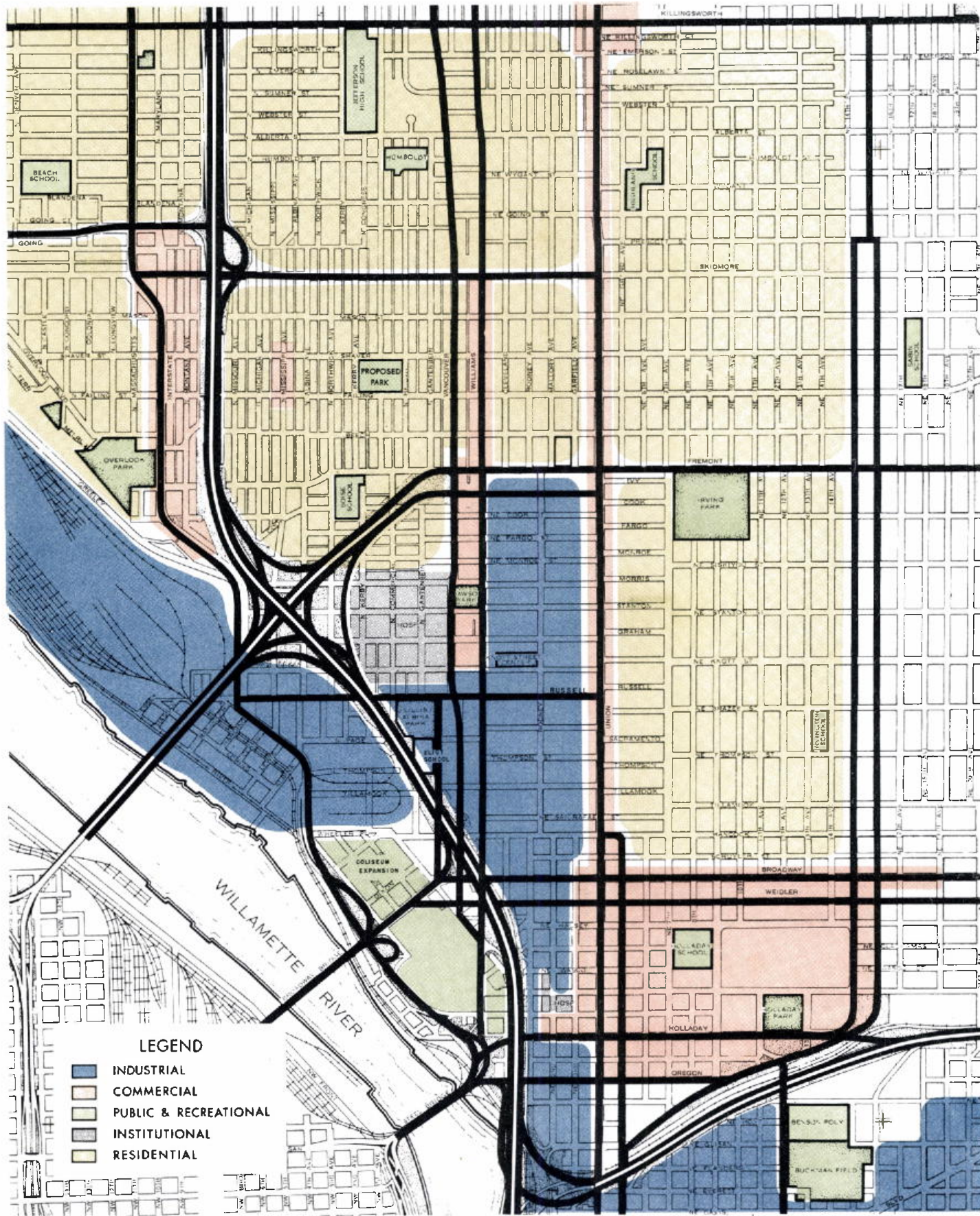
The plan proposed for the Central Albina Area and portions of the adjoining Study Area is shown on Plate 6. Following the line of reasoning developed above, the bulk of the Central Albina Area is proposed for industrial development. The total area east of the freeway, suggested for industrial use, contains, exclusive of streets, 123 acres. Although impossible to predict with any degree of accuracy what such an area, fully developed, could mean to the economy of Portland, if the present city-wide industrial averages were to be applied, 123 acres of industrial property could provide space for 64 separate firms employing a total of 2,200 people and having an annual payroll of some \$14,000,000.

North of Knott Street and west of Williams Avenue, however, industrial development is not being proposed on the plan. This relatively traffic free island, bounded by these streets and the freeway interchange, is being proposed for basically hospital and hospital-oriented activities. The nearly nine square blocks that represent the long range hospital acquisition plans are indicated on the plan.

Immediately to the north of this is an area proposed for multiple family housing. To the east, between Williams and Vancouver Avenues from Knott Street north to Fremont Street, is a tier of blocks well suited to both hospital-oriented businesses, such as medical offices, clinics, pharmacies, medical equipment suppliers, and, of course, other businesses of a more general nature separating the hospital-housing complex from the industrial land to the east, while providing at the same time a necessary functional adjunct to the hospital complex.

The multiple family housing area occupies a position most convenient to the hospital itself and to the adjoining commercial





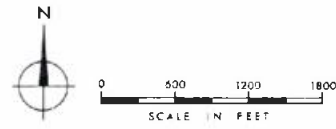
**LEGEND**

- INDUSTRIAL
- COMMERCIAL
- PUBLIC & RECREATIONAL
- INSTITUTIONAL
- RESIDENTIAL

**DEVELOPMENT PLAN**

**CENTRAL ALBINA STUDY**

PLATE





facilities, as well as being located almost adjacent to Boise School. The area is separated from Boise School by the freeway ramp. However, access will be available beneath the ramps for safe communication between home and school. It is further suggested that this multiple housing area be extended on the northerly side of the freeway ramps to include all of the land south of Fremont Street in the vicinity of Boise School.

Boise School has a capacity of 984 pupils, and had an average daily membership of 906 in 1961-62. If the attendance district boundaries were to be realigned to conform with the neighborhood pattern proposed on Plate 6, the membership would be some 520 today and about 620 at full development of the area. Consequently, Boise School is well able to serve the proposed pattern.

Eliot School would continue to serve the bulk of the Central Albina Area during the transition period between present development and full industrial utilization of the area designated. At that time, Eliot School, always badly located as a school, and never fully used, can cease to function and can perhaps be sold for other uses.

#### ACHIEVING THE PLAN

In order to achieve such sweeping changes, no matter how clear cut or desirable they may be, obviously requires far more than merely the adoption of a paper plan. At least three tools appear to be available to assist in the accomplishment of the plan goals. Public capital expenditures must be coordinated so that any developments within the area are in keeping with the long range objectives. The zoning pattern in the Central Albina Area can be utilized to encourage suitable private development. Urban renewal can be utilized to remove the existing blight and prepare land for the re-use market. The three must, of course, all be brought into play; however, urban renewal is obviously the most powerful force available. Public improvement coordination and zoning can serve to avoid or deter developments in actual conflict with the long term goals, but cannot actively promote their achievement. Urban renewal, on the other hand, offers a positive action tool.

Although the present state of deterioration and the probable market for industrial land make central Albina appear extremely appropriate for urban renewal, certain cautiousness should be emphasized.

In the first place, central Albina is a large area. Between Fremont Street and Broadway, from Union Avenue to the freeway, is nearly one-half square mile of land, of which approximately 190 acres,

including street areas, is being proposed for future industrial development. Despite the fact that a relatively firm industrial market appears to exist, the rate of absorption of land would appear to be such that a considerable span of years would be required to put such a large area into productive use. Consequently, the preparation of land for the market should undoubtedly be staged over a period of quite a few years rather than being attempted as one large scale project.

Secondly, the problems of rehousing displaced persons from this area are of considerable magnitude. As noted previously, central Albina contains a very large population of low income families and contains a minority racial concentration. Consequently, the problem of finding or constructing sanitary, adequate, low rental housing for displaced persons must be solved along with the redevelopment of land. This factor also suggests the desirability of staging renewal in this area over a period of several years.

Third, although there is little question of need for renewal in central Albina, there is little actual knowledge of what need exists in other portions of the city to allow a valid judgment as to whether the focus of public effort at this location would be in fact a top priority item. The Community Renewal Program, which is expected to be initiated about the first of the year (1963), will provide the necessary framework for such a judgment. The proper solution, then, to the problem of achieving a plan for central Albina appears to be the development of a General Neighborhood Renewal Program, an urban renewal program, which allows the planning of a large renewal area in one unified scheme, but allows the staging of the actual renewal process over a period of up to ten years. Furthermore, the timing of the actual initiation of such a GNRP should be determined with respect to the overall city needs as developed by the Community Renewal Program. It is therefore suggested that a two to three year period must be anticipated before a GNRP could be initiated, and very likely as much as fifteen years before it could be completed.

In the interim period until a General Neighborhood Renewal Program can be initiated, it is suggested that the general development plan, shown on Plate 6, be adopted as a guide for future development. However, it is not recommended that any general changes in the zoning pattern be effected at this time, but that the Planning Commission develop a policy of favorable action in any petitions or changes in zone, in accordance with the plan.

It would appear to be desirable, within the hospital expansion area and the adjoining apartment district, to consider a general revision of the street pattern. Unlike the industrial area with its long, relatively deep blocks, the blocks here are more nearly square.

There is a greater proportion of the gross area in street rights-of-way and topographic considerations and the alignment of the freeway and its ramps all make the present gridiron street pattern functionally obsolete. Vacation and replatting of streets within this island would allow the development of a designed and integrated apartment house area, and possibly a hospital campus. This could be accomplished only through Urban Renewal. Any major capital expenditures for new construction in this area should be carefully considered to avoid thwarting such an eventuality.

In most of the Central Albina Area, proposed for eventual industrial development, the existing street pattern provides blocks of a larger than average size which allow the possibility of assembly of land parcels of adequate size for industrial purposes. However, nearly all of the east-west streets are approximately 51 feet in width. Certainly, 60 feet must be considered to be the practical minimum for any industrial access street. Therefore, if this policy is adopted, it will assure the review of access requirements at the time of granting any change in zone and allow the public to acquire any necessary additional rights-of-way. Consequently, industrial development, which may take place prior to any concerted renewal action, could be kept in keeping with the eventual requirements of the area.

Caution must be exercised to assure that any public capital expenditures within the area result in developments in keeping with the long term goals. In this category would be such possible developments as additions to school or recreation facilities of other than temporary nature that would be designed to serve a residential community that would, in the foreseeable future, no longer exist.

#### PUBLIC HOUSING

The proposal by the Housing Authority of Portland to construct a 58-unit public housing development at N. Rodney and Knott Streets appears at first inspection to have considerable merit. Nevertheless, the long range future of the Central Albina Area, as discussed at length above, leads to the inevitable conclusion that the proposed location is inappropriate for any construction of housing, designed for a life span of more than, perhaps, fifteen years. It appears obvious that without public assistance, the Central Albina Area can only continue to deteriorate, and if urban renewal action should be brought into play, a plan such as that proposed on Plate 6 represents a reasonable and desirable future re-use of land and such a use-pattern, in turn, renders the proposed location undesirable.

Although it cannot be agreed that the proposed site at Knott Street and Rodney Avenue is an appropriate location, the Planning Commission is prepared to assist the Housing Authority in a search for an adequate site within areas having a long term future as residential neighborhoods.

Job No. 6110  
October 17, 1962  
Revised November 16, 1962



Public Meetings on Central Albina Plan

- Jan. 10, 1963 Urban League Knott St Ctr  
Central Albina Study.
- Apr. 2, 1963 Eliot Sch.  
Central Albina Study
- Apr 3, 1963 Knott St Ctr. N. Portland Business  
men Assoc.  
Bill Hittenberg
- Apr 29, 1963 Jeff. HS Faculty  
Longfellow Neighborhood Pattern
- June 4, 1963 Valley Priestly house  
Central Albina - J. Williams Prof.
- To Albina Bus Assoc at Knott St Ctr.
- May 20, 1965 Albina Bowling Club - Frank  
American Bowling Alley.  
about 16th St. District  
Bry - Hill 11th St. - speech requests  
Jeff HS Faculty

## I. Purpose of Survey

A strong point in determining the future use of a piece of land within the city is the physical condition of the buildings within the area. Once this is determined, one can judge whether it is best to rehabilitate the structures and maintain the same use of the land, or raze them and redevelop the land to some other use. In this instance, the conflict specifically boils down to the followings:

1. Whether to keep the present residential character of the majority of the buildings within the area and take advantage of the main stabilizing residential influences -- namely, the Emanuel Hospital complex, the two city parks, and the Knott Street Community Center or,
2. Take notice of the changing redevelopment of the land adjacent to this area and develop it accordingly as either commercial or industrial property.

## II. Method of Survey

Structures were examined and grouped into three major categories. Those that were in good condition, needing no painting or repairs were put in group one and colored in yellow on the block map. Those that needed minor repairs, painting, windows, downspouts, wainscoting, new porches, etc. were ranked in group two and colored in brown. Those that showed great neglect and needed major repairs, new foundations, chimneys, siding, etc. were placed in group three and colored in dark brown. All of the structures were examined from the outside only. It was assumed that this gave sufficient evidence to determine whether or not the structures could be possibly rehabilitated -- the major point in question.

Commercial and industrial buildings were not grouped into the above categories, nor were residential garages and outbuildings. Also, civic buildings and churches were included as "other" buildings.

## III. Vicinity of Survey

The area surveyed is bounded by Fremont and Russell Streets on the north and south and the freeway route and Union Avenue on the west and east. Within this area are the three commercial strips. These are along Williams and Union Avenues and Russell Street. Also located in the area are the Emanuel Hospital complex, Dawson and Little - Albina Parks and the Knott Street Community Center.

Results of the Survey

Number of structures in good condition .....	71
Number of structures for rehabilitation .....	251
Number of structures for demolition .....	278
Number of structures not included .....	88
Total number of structures surveyed.....	688

46.3% Demos

41.8% Demos and Rehabs.

11.8% Good Condition

99.9%

1. Good Condition
2. In need of housekeeping and maintenance
3. In need of extensive repair or rehabilitation
4. Beyond economical repair - demo.

corrected 8 Aug 1962

SITE ANALYSIS

All West of Vancouver,  
South of Fremont

	<u>No. of Structures</u>
Residential - - - - -	511
Mixed Uses - - - - -	
Commercial - - - - -	11
Industrial - - - - -	20
Institutional - - - - -	<u>14</u>
Total	556

Vancouver - Union  
Fremont - - Russell

Residential - - - - -	387
Mixed Uses - - - - -	
Commercial - - - - -	61
Industrial - - - - -	15
Institutional - - - - -	<u>18</u>
Total	481

Russell to Broadway  
Vancouver to Union

Residential - - - - -	305
Mixed Uses - - - - -	
Commercial - - - - -	43
Industrial - - - - -	38
Institutional - - - - -	<u>13</u>
Total	399

Grand Total for Number of Structures - - - - - 1439

Results of the Survey

Number of structures in good condition .....	71
Number of structures for rehabilitation .....	251
Number of structures for demolition .....	278
Number of structures not included .....	68
Total number of structures surveyed.....	668

16.3% Demos

11.8% Demos and Rehabs.

11.8% Good Condition

99.9%

1. Good Condition
2. In need of housekeeping and maintenance
3. In need of extensive repair or rehabilitation
4. Beyond economical repair = demo.



CENTRAL ALBINA STUDY

Preliminary Report  
October, 1962

STAFF REPORT -- NOT TO BE QUOTED OR PUBLISHED  
UNTIL ACTED UPON BY THE PORTLAND CITY PLANNING COMMISSION

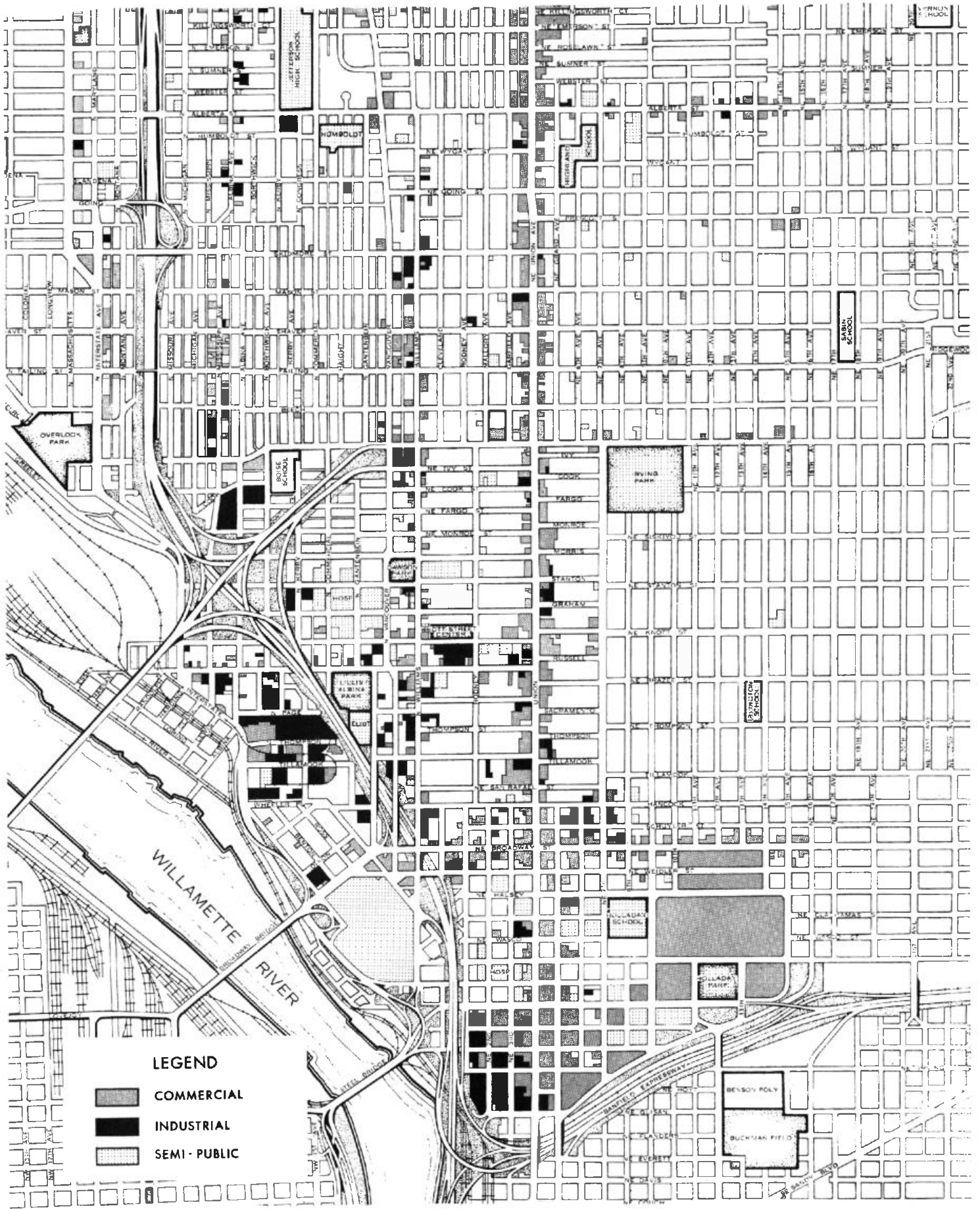
## BACKGROUND

Albina, once the name of an independent city which merged with Portland in 1891, now applies, in common usage, to an inexactly defined area usually considered to be lying south of Fremont Street between Union Avenue and the Willamette River. This section of Portland, containing as it does, both low-lying riverside land and the adjacent hilltop plateau, was developed from the beginning as an industrial community with an adjoining residential hinterland. Today, ninety years after Edwin Russell recorded the plat of the original town site, much of this early division of function has disappeared and developments currently in the making are providing further and more sweeping changes to the Albina area.

Inspection of a map depicting the present use of land in the district (Plate I) reveals not only the early day concentration of industrial-commercial development along the river, but a helter-skelter conglomerate of residential, industrial, commercial, and institutional activity atop the hill as well.

Gradually, over the years, a commercial strip has developed along the length of Union Avenue. Another commercial area, strung out along Williams Avenue, with its focus at the intersection of Williams and Russell, developed, flourished, and then all but died. Scattered industries, particularly in the southern and western portions of the plateau, are very much in evidence today.

The remaining residential land is now concentrated in three fairly distinct pockets ... one lying between the edge of the hill and Vancouver Avenue from Fremont Street south to about Stanton Street; a second lies between Williams and Union Avenues from Fremont to about Knott Street, and the third extends from Williams to Union Avenues between Russell and Hancock Streets. Each of these residential enclaves is fairly well surrounded, not only by mixtures of non-residential development, but also by distinct topographical change or arterial traffic routes. Not only does the gradual expansion of the non-residential uses of land produce mixtures of use, often to the detriment of each, but also, since Albina is primarily a built-up area, the institution of each new non-residential use decreases the residential population, further shrinking the remaining residential land concentrations.



**LEGEND**

-  COMMERCIAL
-  INDUSTRIAL
-  SEMI-PUBLIC

**NON-RESIDENTIAL LAND USE**

**CENTRAL ALBINA STUDY**

PLATE



The most dramatic example of this sort of removal of residential land is the present freeway construction program. Right-of-way acquisition for the Eastbank Freeway, between Fremont Street and Broadway, has removed approximately 125 dwellings, dwellings that formerly housed nearly 300 persons.

Social change is also in evidence in the Albina area. The 1960 Census confirmed that this area contains the greatest concentration of negro population within the city.

A recent proposal by the Housing Authority of Portland to construct some 58-units of public housing near the center of the residential portion of the Albina area has served to focus attention on this section of the city, resulting in this investigation into desirable public policy toward its future development.

#### THE STUDY AREA - DEFINITION AND APPROACH

As defined above, the area of major concern to this study is the portion of the city known as Albina. However none of the problems, or problem generating factors, terminate at the arbitrarily drawn Albina boundaries. To allow for the analysis of the problem area within a realistic context, the entire area from Killingsworth Street to the Banfield Freeway between Interstate Avenue and NE 16th Avenue, was delineated for inspection. This entire area has been subjected to general investigation and analysis to provide a framework for the intensive study of the area south of Fremont Street and west of Union Avenue.

Much of the statistical data utilized in developing an understanding of the Albina area was drawn from U. S. census reports. A good deal of this census information is available for statistical units called census tracts. While the census tracts do not correspond exactly with the study area, or with the Albina area, it is believed that the correlation is adequate to provide sound statistical evidence as to the general character of the Albina district. Other data was available by city block and was compiled to correspond exactly with the appropriate area.

#### AREA CHARACTERISTICS

For the purpose of this study, the area bounded by Killingsworth Street, 16th Avenue, Banfield Expressway, and Interstate Avenue, will be termed the "Study Area", and the area bounded by Fremont Street,

Union Avenue, Broadway, and Interstate Avenue will be referred to as the "Central Albina Area". Where census tract information is referred to for the Central Albina Area, it has been drawn from census tracts 22A, 22B, and 23A. The relationship between census tracts and the Study Area, as well as the Central Albina Area, is shown on Plate 2. The Study Area contains 3.4 square miles, or about 4.75 percent of the area of the city. Within this area live approximately 31,500 persons,  $8\frac{1}{2}$  percent of the population of Portland. This area also contains 12,544, or 80 percent, of the negro population of Portland.

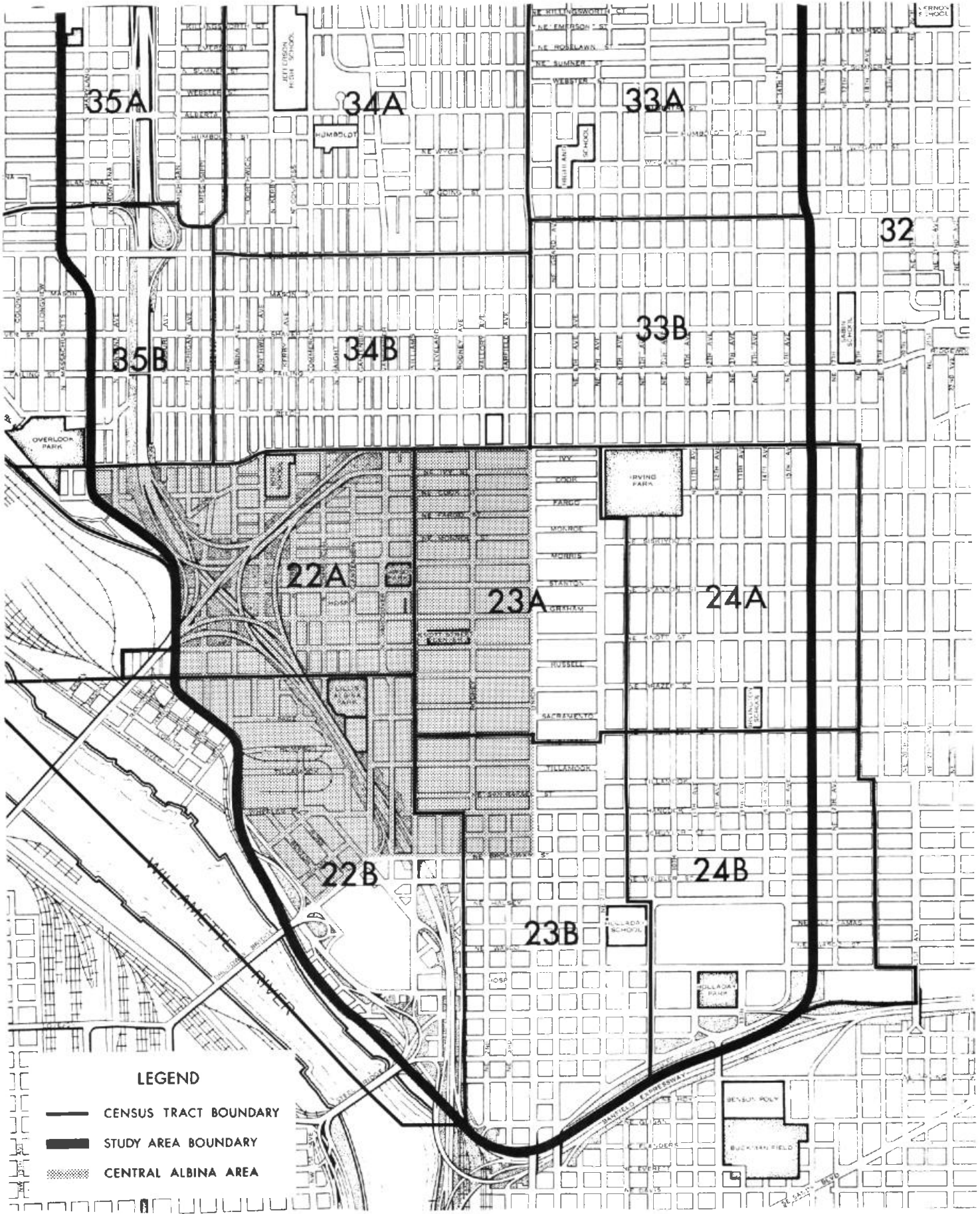
Two hundred thirty-three of the 687 blocks in the Study Area contain buildings of all types, with an average age of more than 50 years. Another 355 blocks contain structures with an average age of between 30 and 50 years. Thus approximately 86% of the blocks in the Study Area contain buildings, the average age of which is in excess of 30 years. Were it not for the heavy concentration of new construction south of Broadway, these averages would be much higher.

Within Central Albina, which is almost entirely outside the Lloyd Center-Memorial Coliseum new construction area, 88 blocks, or 66 percent of the total, contain buildings averaging at least 50 years of age (Plate 3). Another 38 blocks, or 28 percent, contain buildings between 30 and 50 years of age on the average. In the Central Albina Area then,  $9\frac{1}{4}$  percent of the blocks contain buildings averaging at least 30 years of age.

The effects of this advanced age of the typical building can be found in many directions. More than  $10\frac{1}{2}$  percent of all the fire calls within the city are reported in the Study Area. Nearly  $12\frac{1}{2}$  percent of the fires caused by faulty electric wiring for the entire city took place within the Study Area, and 17 percent of the fire calls resulting from faulty heating systems were reported here.

Plate 4 indicates the degree and dispersion of dilapidated dwelling structures within the study area as determined by the 1960 Census of Housing. Dilapidated housing is defined by the Bureau of Census as not providing safe and adequate shelter; such buildings have one or more critical defects or a combination of intermediate defects in sufficient number to require extensive repair or rebuilding, or are of inadequate original construction. It will be noted from this plate that the concentration of dilapidated buildings is highly pronounced within the Central Albina Area. It should also be pointed out that experience has shown that an appraisal of the quality of housing, measured against the Portland Housing Code, results in a considerably higher incident of substandard dwellings than census estimates indicate.

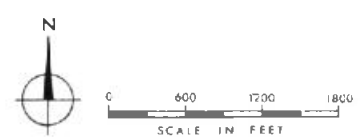


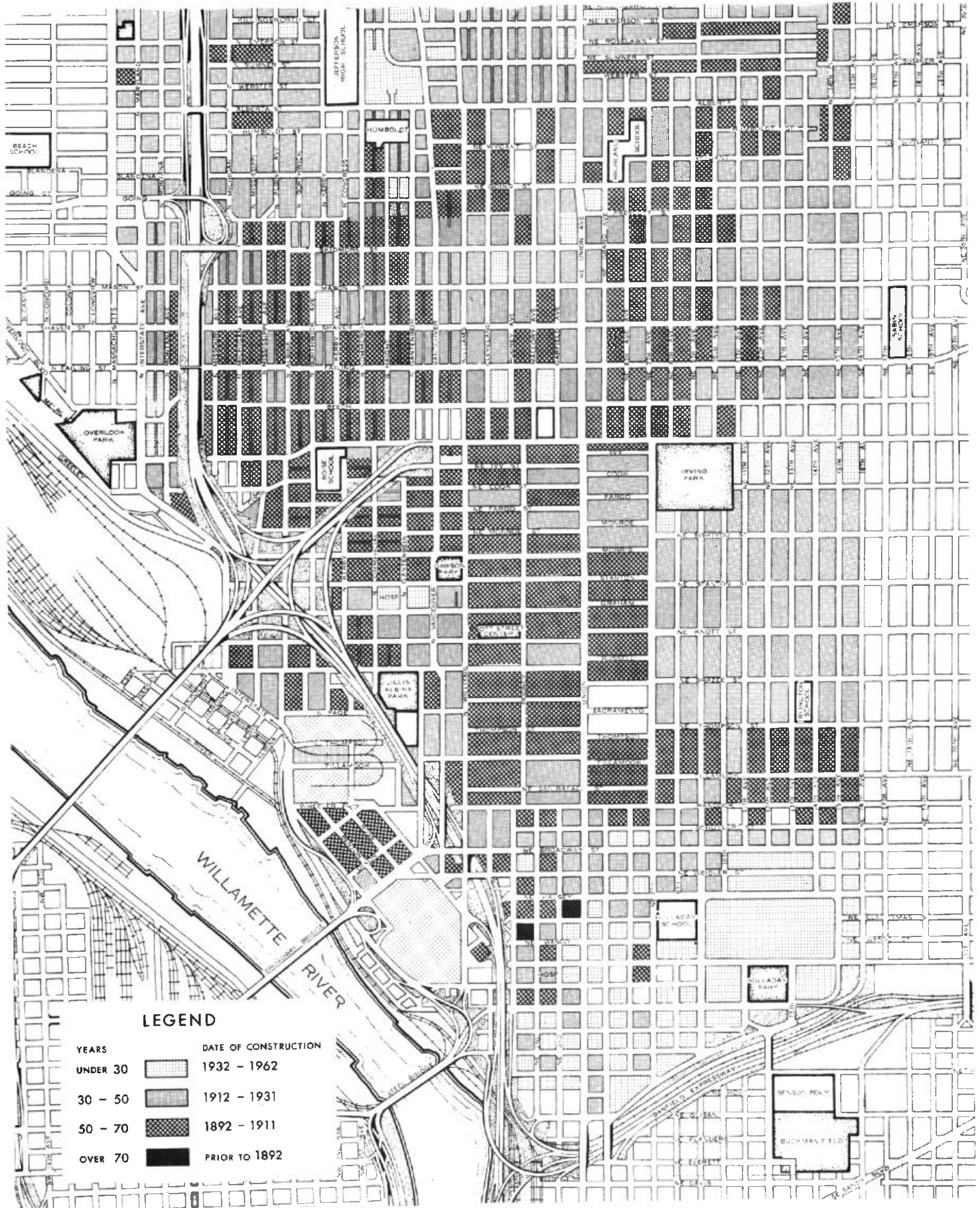


CENSUS TRACTS

CENTRAL ALBINA STUDY

PLATE





# AGE OF BUILDINGS

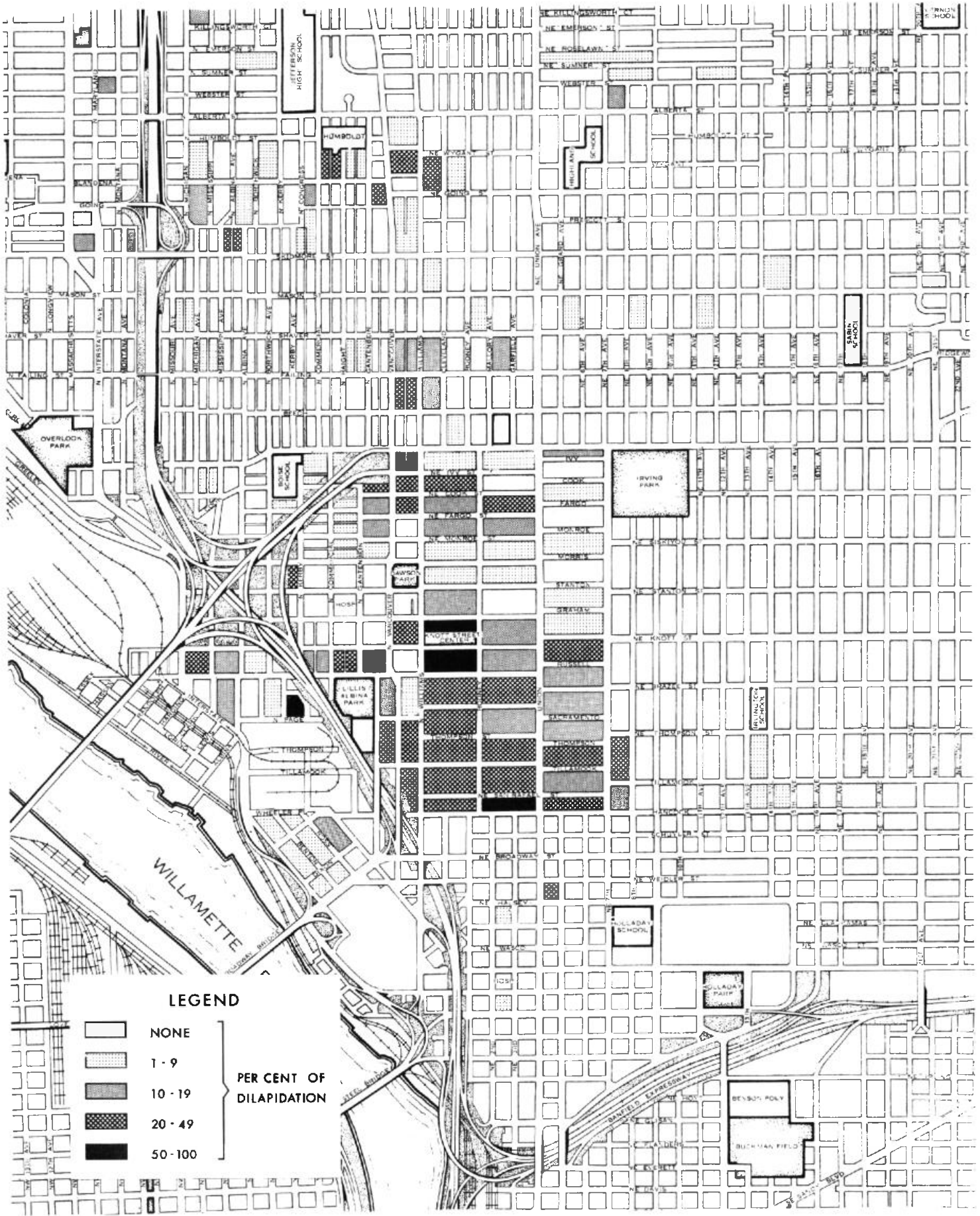
CENTRAL ALBINA STUDY

PLATE



PORTLAND CITY PLANNING COMMISSION





**LEGEND**

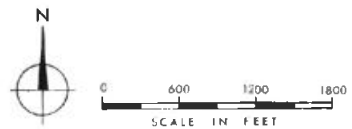
[White box]	NONE
[Light stippled box]	1 - 9
[Medium stippled box]	10 - 19
[Dark stippled box]	20 - 49
[Solid black box]	50 - 100

**PER CENT OF DILAPIDATION**

# DILAPIDATION OF DWELLINGS

CENTRAL ALBINA STUDY

PLATE



The following tables compare a number of physical and social characteristics in the Central Albina Area with similar characteristics within the Study Area and within the entire city.

TABLE I  
SELECTED POPULATION CHARACTERISTICS

	<u>City</u>	<u>Study Area</u>	<u>Central Albina</u>
Population:			
Total	372,676	36,174	7,111
Non-white	20,919	13,078	4,926
% Non-white	5.6%	36.2%	69.4%
Median Family Income	\$ 6,333	\$ 5,065	\$ 3,946

TABLE II  
SELECTED HOUSING CHARACTERISTICS

	<u>City</u>	<u>Study Area</u>	<u>Central Albina</u>
Number of Housing Units . . . . .	143,049	13,977	2,963
Average Contract Rent . . . . .	\$ 64.00	\$ 59.00	\$ 47.00
Deteriorating or Lacking Some Plumbing Facilities:			
Number . . . . .	23,249	2,889	1,095
% of Total . . . . .	16.1%	20.6%	36.9%
Dilapidated:			
Number . . . . .	3,984	549	357
% of Total . . . . .	2.8%	3.9%	12.0%

TABLE III  
FIRE CALLS -- 1961

	Number of Calls	Cause of Fire		False Alarms
		Electrical	Heating	
City . . . . .	5,436	430	450	442
Study Area:				
Number . . . . .	576	53	76	74
% of Total . . . . .	10.6%	12.3%	17.0%	16.7%

TABLE IV  
CRIMES AND ARRESTS -- 1961

	<u>Population</u>	<u>Crimes</u>	<u>Arrests</u>	<u>Crimes per Capita</u>	<u>Arrests per Capita</u>
City . . . . .	372,672	31,871	18,284	.065	.049
Study Area:					
Number . . . . .	36,210	4,356	1,447	.120	.040
% of City . . . . .	9.7%	13.6%	7.9%	--	--
Central Albina:					
Number . . . . .	7,111	1,519	796	.213	.111
% of City . . . . .	1.9%	4.7%	4.3%	--	--

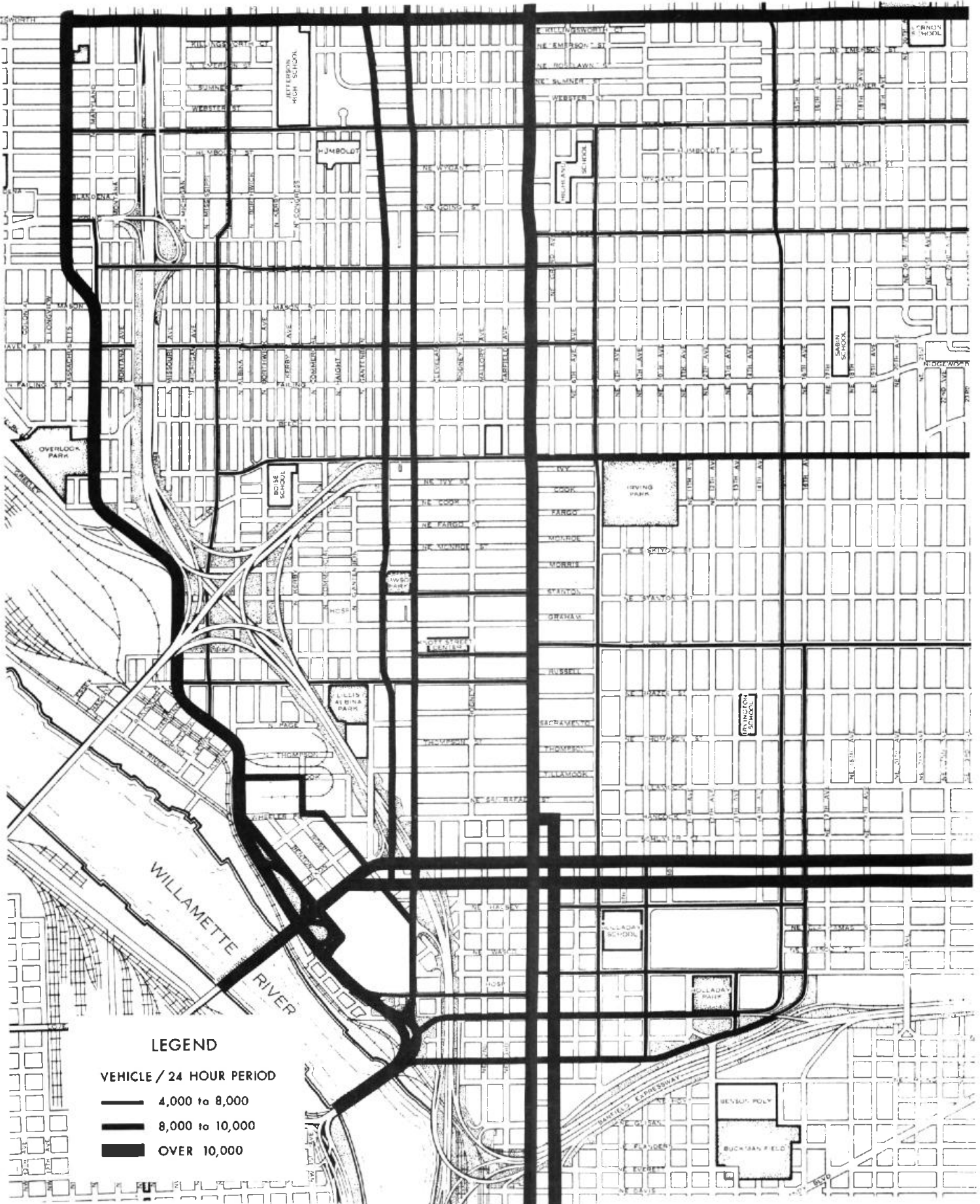


The conclusion to be drawn from the foregoing figures and comparisons must obviously be that the Central Albina Area is a physically deteriorated, economically depressed section of the city. A review of building permits issued over the past five years shows almost no building activity other than minor remodelings with the exception of Emanuel Hospital additions and the construction of the Knott Street Center. Over the five year period from 1957 through 1961, the total building volume in the Central Albina Area amounted to approximately 3.5 million dollars, about one per cent of the total city volume. Of this total, 2.8 million was accounted for by Emanuel Hospital and the Knott Street Center projects. Commercial developments accounted for \$614,000, almost of which is located at the extreme southern edge of the area, along Broadway, or west of the freeway. None of the commercial construction was located in the Williams Avenue commercial district. Industrial construction amounted to \$134,000, and residential construction totaled but \$20,000. Were it not for construction generated by the hospital or by the City of Portland itself, the total building volume within the Central Albina Area during the five year period would account for approximately one-quarter of one percent of the total volume in the city. Clearly then, there is no trend towards new construction in Central Albina that might serve to counteract the age and deterioration of the area.

#### TRAFFIC CIRCULATION

The present system of arterial streets, along with the freeway system under construction, are shown on Plate 5. The Eastbank Freeway is presently under construction as shown. The Fremont Bridge, the all-important connection between the Stadium Freeway and the Eastbank Freeway, will be located approximately as indicated although actual construction details have not as yet been completed. The ramps connecting this interchange with Fremont and Flint Streets have neither federal financing nor official status at the moment but are included in State Highway Department and City plans for future construction. If constructed approximately as shown, these ramps will remove approximately 160 dwellings, or 490 people from the Central Albina Area. These proposed ramps will be in an elevated structure and most of the surface streets will remain, allowing circulation beneath the ramps.

In addition to the north-south freeway traffic flow, Interstate Avenue, Union Avenue, and the Williams Avenue-Vancouver Avenue couplet each run in a north-south direction through both the Study Area and the Central Albina Area. The fact that Williams and Vancouver Avenues, along with Flint Avenue, form the only north-south points of access bridging the freeway, and form a continuous traffic artery from

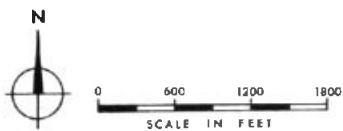


**ARTERIAL TRAFFICWAYS**

**CENTRAL ALBINA STUDY**

PLATE

**5**



the Broadway and Steel Bridges north to the Interstate Bridge, implies that their traffic volume can only increase in the future. Their significance as arterials will undoubtedly be felt, particularly in the Central Albina Area, since they will be providing the most direct means of access from Fremont Street to the Broadway and Steel Bridges. Traffic in the east-west direction is relatively light in volume north of the Broadway-Weidler couplet with only Killingsworth Street at the extreme northerly edge of the Study Area, currently carrying in excess of 10,000 vehicles per day. Midway between Broadway and Killingsworth Street, Fremont Street is at present a relatively major traffic carrier east of Union Avenue only.

West of Union Avenue, Fremont, like Stanton and Knott Streets between Union and Williams Avenues, and like Russell Street from Union to Interstate Avenues, rank as secondary arterials, currently carrying between 4,000 and 8,000 vehicles per day. With the completion of the freeway and the access ramps, Fremont will undoubtedly attain a position of greater import as far west as Vancouver Avenue. South of Fremont Street, all of the east-west streets between Fremont and Broadway are discontinuous in nature, breaking either at Union Avenue or 7th Avenue and, in most cases, at the freeway as well. There is, therefore, little tendency for extraneous east-west traffic to filter through the Central Albina Area. With the completion of the freeway, any tendency toward incidental traffic will probably even lessen below its present volume.

Generally speaking, then, the traffic situation in the Central Albina Area can be summed up as having excellent access to the Interstate Freeway system, but with the arterial surface streets so concentrated as to leave only very small parcels of traffic-free land. At no point in the entire Central Albina Area is it possible to be more than about 600 feet from a major traffic arterial.

#### LAND MARKETABILITY

Since the goal of this study was to develop a plan for the future use of land in the Albina area, it was felt necessary to develop an understanding of the marketability of land, both at the present time and for the long-term future. Mr. W. R. Laidlaw, of the firm Ambrose, Ek and Laidlaw, was retained by the Portland Housing Authority to aid this study by conducting a marketability survey and providing his professional opinions on the following specific questions:

1. Considering the present pattern of zoning and land development, can it be assumed that there will be a long-term market for residentially-zoned property in the area bounded on the north by Fremont Street,

on the east by Union Avenue, on the south by Russell Street, and on the west by the Eastbank Freeway?

2. Disregarding the present zoning, can it be assumed that there would be a predictable market for non-residential land development, assuming:
  - (a) A continuation of the present pattern of land divisions, building and vacant land which would require private acquisition and demolition of buildings and lots in order to assemble reasonably sized parcels of developable land.
  - (b) Public urban renewal activity which would prepare reasonably sized parcels of cleared land for the market.
3. Can you suggest the probable types of non-residential development that would be most likely attracted to this area under each of the foregoing assumptions?
4. Can it be assumed that there would be a reasonable market for residential land development, either single family or apartment, if public urban renewal action were to prepare cleared land for the market?
5. On Williams Avenue at about Knott Street is a cluster of vacant commercial building space. If modern, sound commercial structures existed here, would a demand for such space be likely?
6. What would be the probable demand for the Elliott School if it were to be put up for sale?

Mr. Laidlaw's conclusions can be briefly summarized as follows:

1. There is no long-term market for residentially zoned property.
2. There could be a long-term market for non-residential land use; however, urban renewal activity is necessary to provide cleared land for this market.
3. The most probable types of non-residential development would be light manufacturing, distribution, and service industries.

4. There would be some market for multiple family housing if urban renewal action were to prepare cleared land; such housing would, however, be in the low rental category, presumably public housing. Mr. Laidlaw further recommended that the only appropriate location for such housing would be in the extreme northern portion of the Central Albina area so that any such development would not interfere with the consolidation of the remainder of the area as an industrial district.
5. There is neither present nor future demand for retail businesses along Williams Avenue.
6. Eliot School is readily adaptable for many types of commercial and industrial use and should have a reasonable market if it were to be put up for sale.

In the course of his study, Mr. Laidlaw prepared a considerable body of factual information that appears to substantiate most of his conclusions. In the development of his report, Mr. Laidlaw went well beyond the six questions posed by recommending the entire area be the subject of urban renewal action and that the future use of the area be reserved for industrial activities. It is his belief that if housing appears desirable on the basis of factors other than those he investigated, such housing should be confined to the area north of Fargo Street. He further recommended against the proposed location of the Daisy Williams housing project but recognized that if the Central Albina area were to be changed in use from residential to industrial, additional housing would be necessary to replace that removed by such conversion. He suggested the possibility of locating some public housing in the vicinity of Boise School.

#### CONCLUSIONS

The Central Albina Area can perhaps be characterized as a section of the city containing a disordered collection of mixed land uses, deteriorated and dilapidated buildings, divided by topography and freeway construction, and cut up into small segments by a network of major traffic arterials, but adequately served by schools and indoor recreational facilities. There has been practically no recent construction other than some minor industrial and commercial building, the Knott Street Center, and a vigorous expansion program for Emanuel Hospital. It is populated by low income people. The vacancy ratio in commercial structures is extremely high and the incident of crime is far above the city average. In short, the Central Albina Area bears most of the characteristics of a district in an advanced stage of urban blight.



Beyond the Central Albina Area, the remainder of the Study Area is also composed of buildings of an advanced age. The other symptoms of blight, however, are far less acute. The degree of dilapidation is far lower and not nearly so concentrated. The average value of dwellings is higher. The profusion of mixed land uses is not so evident, and the location of major traffic arterials allows far greater expanses of land to be free from heavy traffic.

Just to the north of the Central Albina Area, across Fremont Street, a concerted effort is under way to preserve and rehabilitate a large residential section (the Albina Neighborhood Improvement Project). A portion of the Central Albina Area was originally investigated for feasibility of this type of urban renewal action but was discarded as being beyond rehabilitation. Clearly, urban renewal, largely clearance, appears to be the only solution to, not only the blight that presently exists in central Albina, but also to avoid the spread of that blight to other surrounding areas. Although for the purposes of this study a building-by-building exterior survey of structures has not been conducted, the evidence available from census and other sources leaves little doubt as to the qualification of the Central Albina Area for federal urban renewal assistance.

#### PLAN CONSIDERATIONS

Certain fixed characteristics of the Central Albina Area must be considered in developing any plan for the future use of land. The district has a central location with respect to the city as a whole. It is located practically at the juncture of the two interstate freeways and it is actually bisected by the access ramps to the major interchange joining the Eastbank Freeway, the Stadium Freeway, and the proposed Fremont or Prescott Freeway. The area is also cut up by major streets providing direct access, not only to the freeway system, but to the entire major street system of Portland. The Central Albina Area is also divided by topography; the lower portion, having both river and rail access in addition to freeway connections, is predominantly industrially developed at the present time. The upper portion is isolated from either rail or water transportation potential.

Each of the aforementioned factors are, for all practical purposes, fixed and unalterable. While it is within the limits of economic feasibility to make certain alterations in the major street system affecting the area, the overpass structures bridging the freeway at Flint, Vancouver and Williams Avenues, and the fact that Vancouver Avenue connects at its extreme northern end with Union Avenue in the delta area, fairly well determine that these streets must remain despite possible modifications in their exact routing. These

fixed factors point to the fairly obvious conclusion that at least a large portion of the Central Albina Area would find its most logical future as industrial land.

#### INDUSTRIAL LAND USES

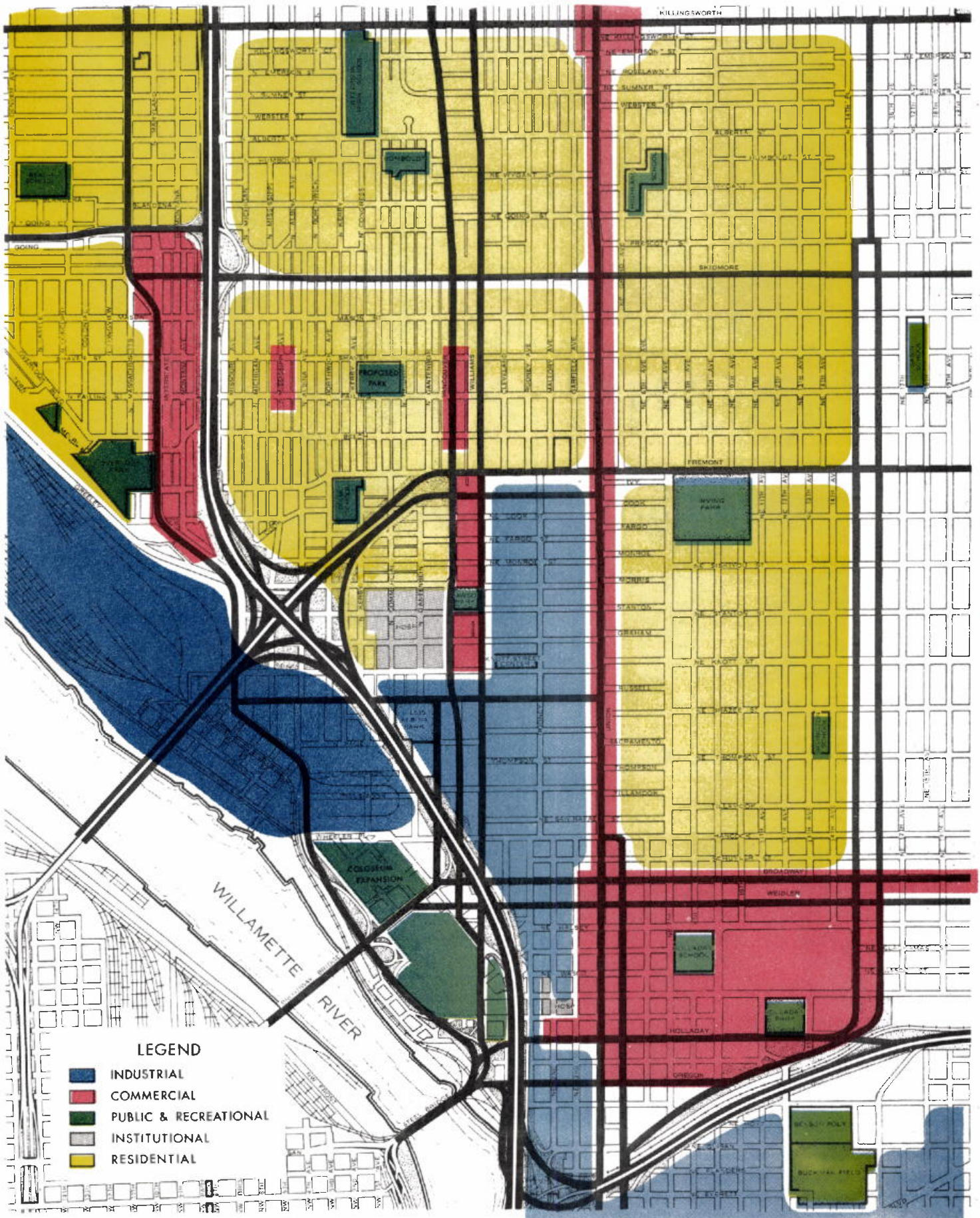
The primary characteristics of the Central Albina Area, excellent freeway and major street access, as well as the availability of all normal utilities and the level, stable nature of the hilltop land itself, make this area unusually well suited to transportation, distribution, and service industries. It has been estimated by the Metropolitan Planning Commission in the report, LAND FOR INDUSTRY, that by 1975 an additional 700 to 900 acres of land will be in use by the transportation and warehousing industries in the Portland metropolitan area. The Metropolitan Planning Commission points out that there is sufficient industrial land within the Portland urban area immediately available to permit a 100 percent expansion of the present industrially used acreage. However, this agency also notes that within the central portion of the city there is but approximately 200 acres of the 6000-acre total of available industrial land in the urban area, and since a good portion of this 200 acres is presently owned and held in reserve for expansion by existing industries, the actual acreage available for sale within the central portion of the city is relatively low. This low stock of centrally located available industrial land, coupled with the 1975 industrial land need projections, and the fact that more than 40 firms will be displaced from northwest Portland by the Stadium Freeway, many of which require or prefer a centralized location, leads to the conclusion that there is a solid market, both at the present time and in the future within an area such as central Albina, provided reasonably sized land parcels were available at a reasonable price. Within the Central Albina Area, east of the freeway and the Fremont-Ivy Street ramps, there is a total net area, exclusive of streets, of 160 acres, of which a large portion may be considered as having industrial potential.

Mr. Laidlaw, in his marketability survey, concurs with this conclusion.

#### CONFLICTING ELEMENTS

By far the largest building complex of a non-industrial nature in the entire Central Albina Area is Emanuel Hospital. This institution is, at present, one of the major hospitals in the state and has vigorous expansion plans for both the immediate and long-range future. Emanuel provides not only general hospital services

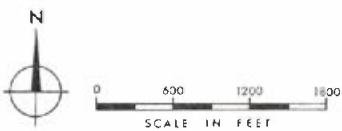




# DEVELOPMENT PLAN

CENTRAL ALBINA STUDY

PLATE



facilities, as well as being located almost adjacent to Boise School. The area is separated from Boise School by the freeway ramp. However, access will be available beneath the ramps for safe communication between home and school. It is further suggested that this multiple housing area be extended on the northerly side of the freeway ramps to include all of the land south of Fremont Street in the vicinity of Boise School.

Boise School has a capacity of 984 pupils, and had an average daily membership of 906 in 1961-62. If the attendance district boundaries were to be realigned to conform with the neighborhood pattern proposed on Plate 6, the membership would be some 520 today and about 620 at full development of the area. Consequently, Boise School is well able to serve the proposed pattern.

Eliot School would continue to serve the bulk of the Central Albina Area during the transition period between present development and full industrial utilization of the area designated. At that time, Eliot School, always badly located as a school, and never fully used, can cease to function and can perhaps be sold for other uses.

#### ACHIEVING THE PLAN

In order to achieve such sweeping changes, no matter how clear cut or desirable they may be, obviously requires far more than merely the adoption of a paper plan. At least three tools appear to be available to assist in the accomplishment of the plan goals. Public capital expenditures must be coordinated so that any developments within the area are in keeping with the long range objectives. The zoning pattern in the Central Albina Area can be utilized to encourage suitable private development. Urban renewal can be utilized to remove the existing blight and prepare land for the re-use market. The three must, of course, all be brought into play; however, urban renewal is obviously the most powerful force available. Public improvement coordination and zoning can serve to avoid or deter developments in actual conflict with the long term goals, but cannot actively promote their achievement. Urban renewal, on the other hand, offers a positive action tool.

Although the present state of deterioration and the probable market for industrial land make central Albina appear extremely appropriate for urban renewal, certain cautiousness should be emphasized.

In the first place, central Albina is a large area. Between Fremont Street and Broadway, from Union Avenue to the freeway, is nearly one-half square mile of land, of which approximately 190 acres,



including street areas, is being proposed for future industrial development. Despite the fact that a relatively firm industrial market appears to exist, the rate of absorption of land would appear to be such that a considerable span of years would be required to put such a large area into productive use. Consequently, the preparation of land for the market should undoubtedly be staged over a period of quite a few years rather than being attempted as one large scale project.

Secondly, the problems of rehousing displaced persons from this area are of considerable magnitude. As noted previously, central Albina contains a very large population of low income families and contains a minority racial concentration. Consequently, the problem of finding or constructing sanitary, adequate, low rental housing for displaced persons must be solved along with the redevelopment of land. This factor also suggests the desirability of staging renewal in this area over a period of several years.

Third, although there is little question of need for renewal in central Albina, there is little actual knowledge of what need exists in other portions of the city to allow a valid judgment as to whether the focus of public effort at this location would be in fact a top priority item. The Community Renewal Program, which is expected to be initiated about the first of the year (1963), will provide the necessary framework for such a judgment. The proper solution, then, to the problem of achieving a plan for central Albina appears to be the development of a General Neighborhood Renewal Program, an urban renewal program, which allows the planning of a large renewal area in one unified scheme, but allows the staging of the actual renewal process over a period of up to ten years. Furthermore, the timing of the actual initiation of such a GNRP should be determined with respect to the overall city needs as developed by the Community Renewal Program. It is therefore suggested that a two to three year period must be anticipated before a GNRP could be initiated, and very likely as much as fifteen years before it could be completed.

In the interim period until a General Neighborhood Renewal Program can be initiated, it is suggested that the general development plan, shown on Plate 6, be adopted as a guide for future development. However, it is not recommended that any general changes in the zoning pattern be effected at this time, but that the Planning Commission develop a policy of favorable action in any petitions or changes in zone, in accordance with the plan.

It would appear to be desirable, within the hospital expansion area and the adjoining apartment district, to consider a general revision of the street pattern. Unlike the industrial area with its long, relatively deep blocks, the blocks here are more nearly square.



There is a greater proportion of the gross area in street rights-of-way and topographic considerations and the alignment of the freeway and its ramps all make the present gridiron street pattern functionally obsolete. Vacation and replatting of streets within this island would allow the development of a designed and integrated apartment house area, and possibly a hospital campus. This could be accomplished only through Urban Renewal. Any major capital expenditures for new construction in this area should be carefully considered to avoid thwarting such an eventuality.

In most of the Central Albina Area, proposed for eventual industrial development, the existing street pattern provides blocks of a larger than average size which allow the possibility of assembly of land parcels of adequate size for industrial purposes. However, nearly all of the east-west streets are approximately 51 feet in width. Certainly, 60 feet must be considered to be the practical minimum for any industrial access street. Therefore, if this policy is adopted, it will assure the review of access requirements at the time of granting any change in zone and allow the public to acquire any necessary additional rights-of-way. Consequently, industrial development, which may take place prior to any concerted renewal action, could be kept in keeping with the eventual requirements of the area.

Caution must be exercised to assure that any public capital expenditures within the area result in developments in keeping with the long term goals. In this category would be such possible developments as additions to school or recreation facilities of other than temporary nature that would be designed to serve a residential community that would, in the foreseeable future, no longer exist.

#### PUBLIC HOUSING

The proposal by the Housing Authority of Portland to construct a 58-unit public housing development at N. Rodney and Knott Streets appears at first inspection to have considerable merit. Nevertheless, the long range future of the Central Albina Area, as discussed at length above, leads to the inevitable conclusion that the proposed location is inappropriate for any construction of housing, designed for a life span of more than, perhaps, fifteen years. It appears obvious that without public assistance, the Central Albina Area can only continue to deteriorate, and if urban renewal action should be brought into play, a plan such as that proposed on Plate 6 represents a reasonable and desirable future re-use of land and such a use-pattern, in turn, renders the proposed location undesirable.

Although it cannot be agreed that the proposed site at Knott Street and Rodney Avenue is an appropriate location, the Planning Commission is prepared to assist the Housing Authority in a search for an adequate site within areas having a long term future as residential neighborhoods.

Job No. 6110  
October 17, 1962  
Revised November 16, 1962

RECEIVED

FEB 10 1967

6110

ALBINA NEIGHBORHOOD COUNCIL

Portland  
City Planning Commission

Minutes

Chairman: Mrs. Margaret McGuire  
Recorded by: Doris E. Winters

Date: Wednesday, January 18, 1967  
Time: 12:00 Noon  
Place: Eve's Restaurant

PRESENT:

Roland Moore  
Judie Straub  
Diane Gable  
Alice Luckerth  
Margaret Stroud  
Louise K. Hunderup  
Nora Furino  
Marie Smith  
Aethea Williams  
Lorenz Schultz  
Mary Anne G. Johnson  
Reis C. Johnson  
Sandy Toner  
Norma Shultz  
Jessie L. Brodie  
Jerry Frey  
Jessie M. Varnes  
Elizabeth Ingersoll  
Joyce Thomasmeyer  
Edith Beach  
Theresa Arata  
Eva F. Klein  
Lynette Cross  
Nola Becket  
M. Jo Furlong  
M. K. Webb  
Hazel G. Hays  
Gertrude Crowe  
Dashie Clark  
Harold Kleiner  
Margaret McGuire  
Doris Winters

Boy Scouts  
Visiting Nurse Association  
Visiting Nurse Association  
Visiting Nurse Association  
Vernon Public Library  
Greater Portland Council of Churches  
Y.W.C.A.  
Oregon Association of Women's Club  
Sabin School  
Hughes Memorial Methodist  
Portland Bureau of Health  
Legal Aid Service  
Portland Bureau of Health  
Portland Bureau of Health  
Planned Parenthood Association  
Community Council  
C-CAP  
Library  
Stella Maris House  
Women's Protective Division  
Women's Protective Division  
Volunteers of America  
Volunteers of America  
City Bureau of Health  
City Bureau of Health  
Albina Neighborhood Service Center  
Portland Development Com.  
N.S.C.  
N.S.C.  
School District  
Chairman  
Secretary

Announcements: John Holley issued an invitation to attend a mass rally to support the Community Action Program of the War on Poverty Committee in their effort to have full amount of federal funds restored. This will be Wednesday, February 8, at 8:00 p.m. at Benson High Auditorium.

Jerry Frey announced open houses at each of the other Neighborhood Service Centers

on Saturdays and invited attendance.

Miss Hunderup announced the School of Christian Service sponsored by the Greater Portland Council of Churches is to be held on five Mondays, beginning February 5, at the First Methodist Church.

John Holley introduced guest speaker Philip Lowthian of the Albina Legal Aid Center who spoke on "Legal Aid Service to Low-Income Families". He helped set up the Albina Center in 1965. This is a branch of the Multnomah County Legal Aid Center which is located in the Multnomah County Courthouse. He noted that the Oregon State Bar at its 1966 meeting authorized the branch here which had already been in existence several months.

There are two attorneys at each office and their purpose is to assist all clients in their legal needs. While it is set up primarily for low-income families, anyone may seek their services and will be advised. With those of low incomes, the help may be carried through to court satisfaction without cost to them. In other instances, the client may be advised whether or not he has a case; then may be helped with suggestions as to procedures, lawyers, etc.

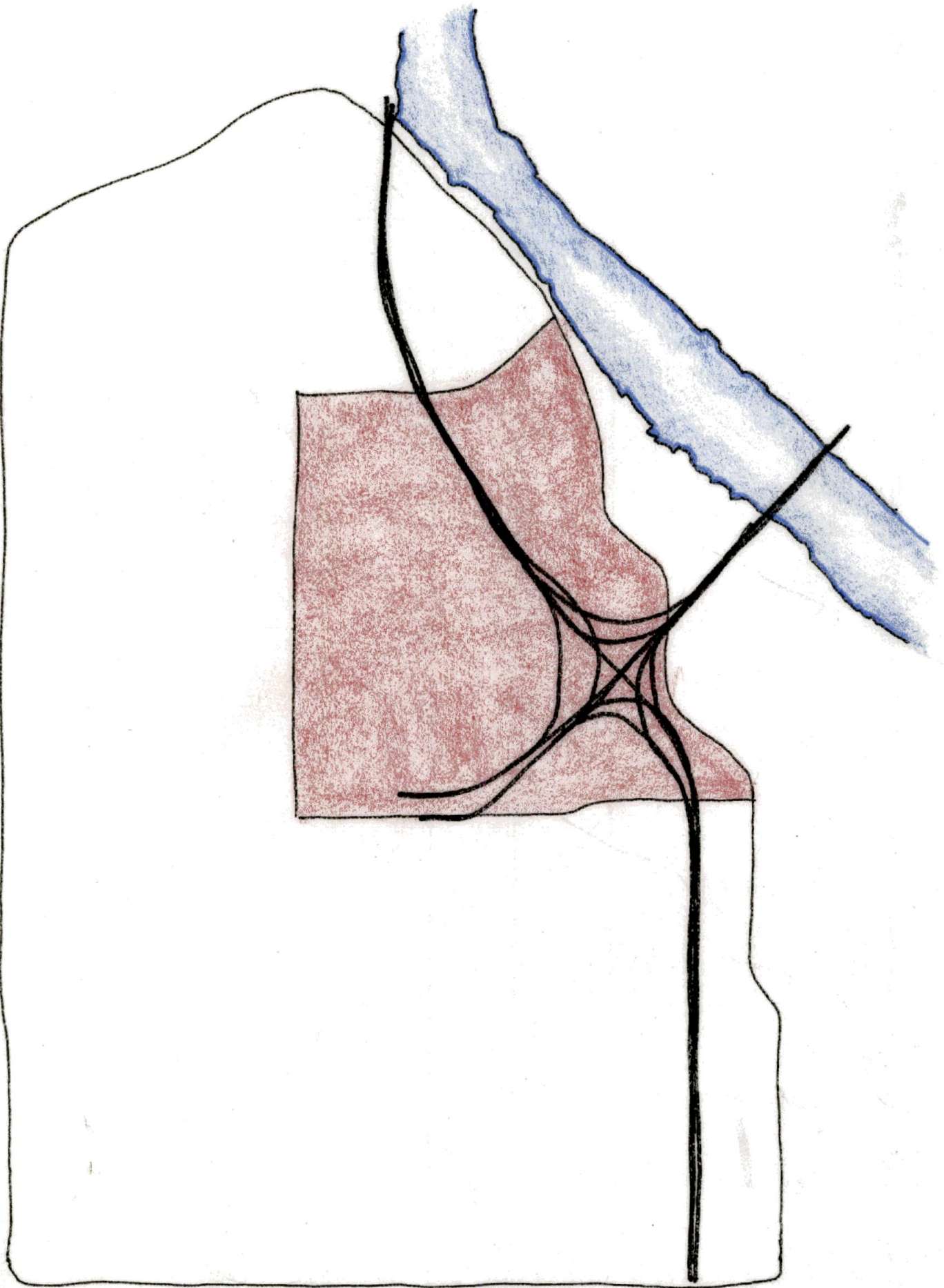
Mr. Lowthian stated that lawyers often wish they could get people to bring in any and all contracts BEFORE they sign anything, saying that often money in substantial amounts can be saved by so doing. He said this is even more important to low-income families as they often do not realize what they are signing. He also stressed the fact that care and judgment must be used with purchases and one cannot be neglectful in cases of damaged or unwanted goods. Bankamericards and responsibilities of users brought out the fact that people assume all legal fees in cases that are taken to the courts -- not only their own, but the banks' lawyers.

Questions brought out the fact that in most cases the clients are responsible for court filing fees even though the lawyers' services are free. The Legal Aid Office cannot represent both parties in divorce suits. Guideline incomes of those who may receive help is \$50.00 weekly for the wage earner and \$10.00 for each dependent.

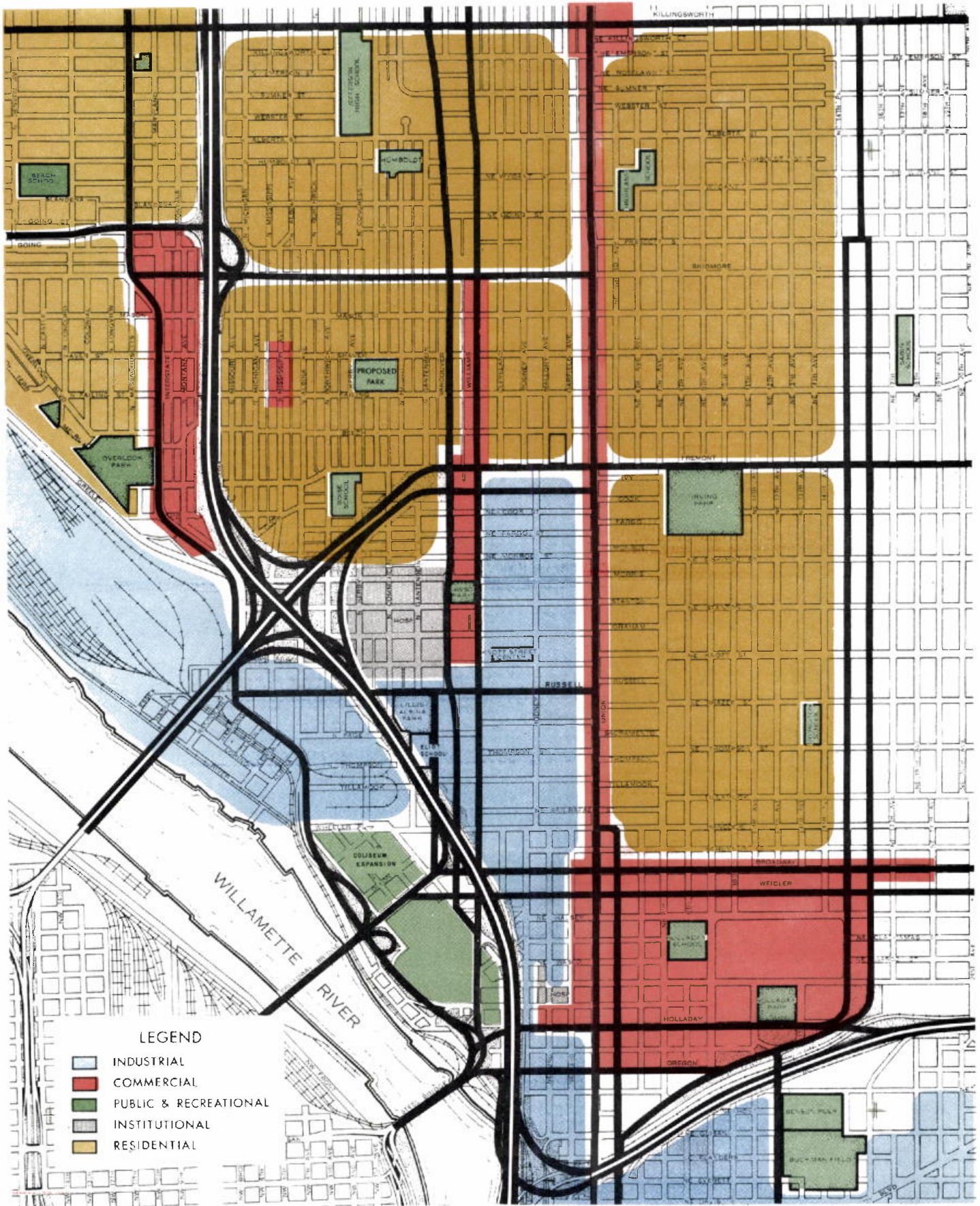
NEXT MEETING

Date: February 15, 1967  
Time: 12:00 Noon  
Place: Eve's Restaurant  
Killingsworth and Union

SPEAKER: Mrs. Martha Jordon, Assistant Supervisor  
Early Childhood Education Program,  
Portland Public School





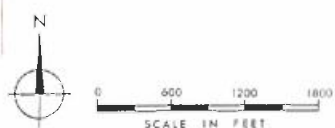


- LEGEND**
- INDUSTRIAL
  - COMMERCIAL
  - PUBLIC & RECREATIONAL
  - INSTITUTIONAL
  - RESIDENTIAL

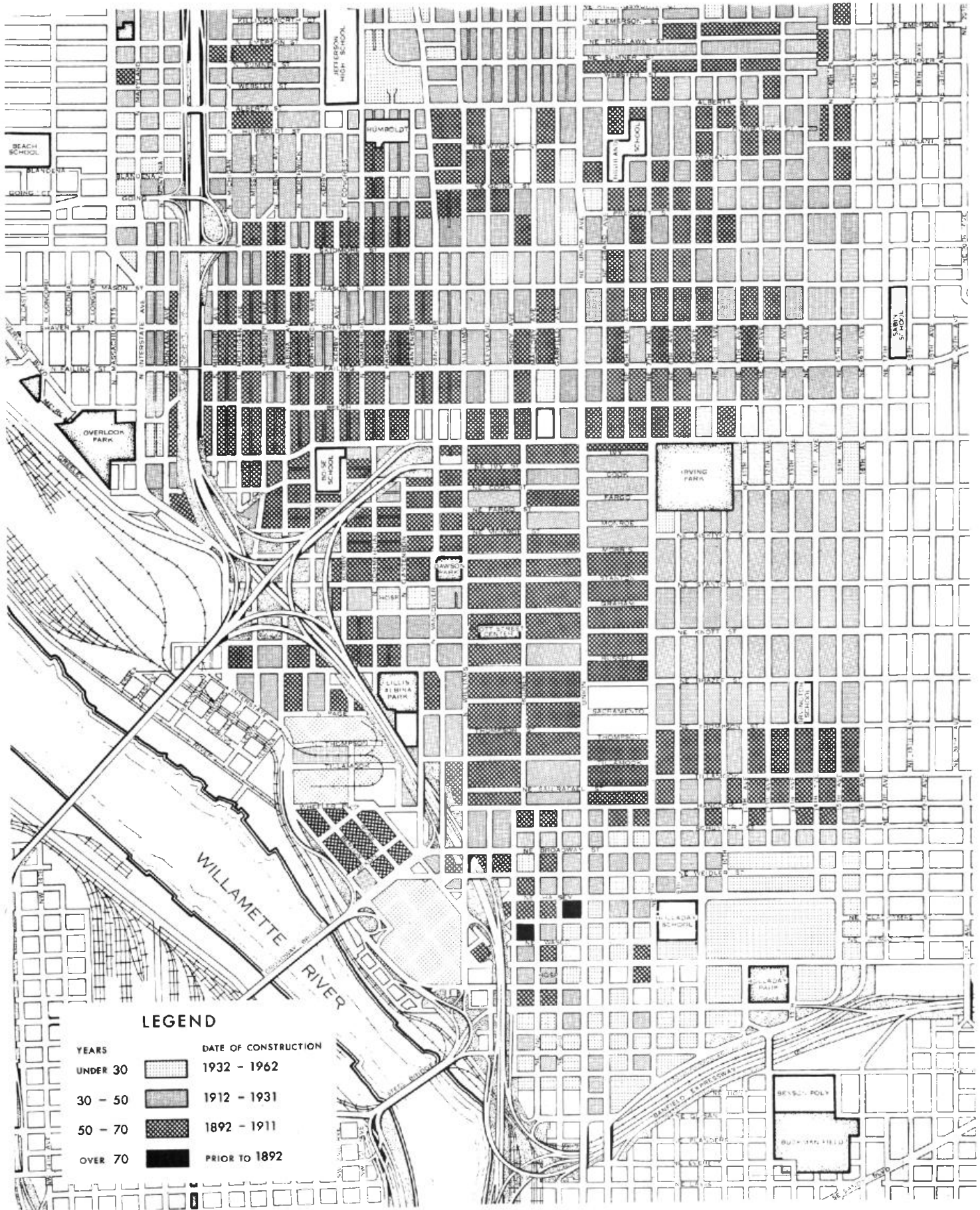
**DEVELOPMENT PLAN**

CENTRAL ALBINA STUDY

PLATE







# AGE OF BUILDINGS

CENTRAL ALBINA STUDY

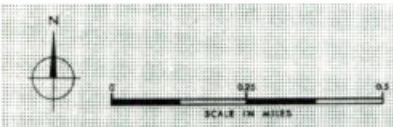
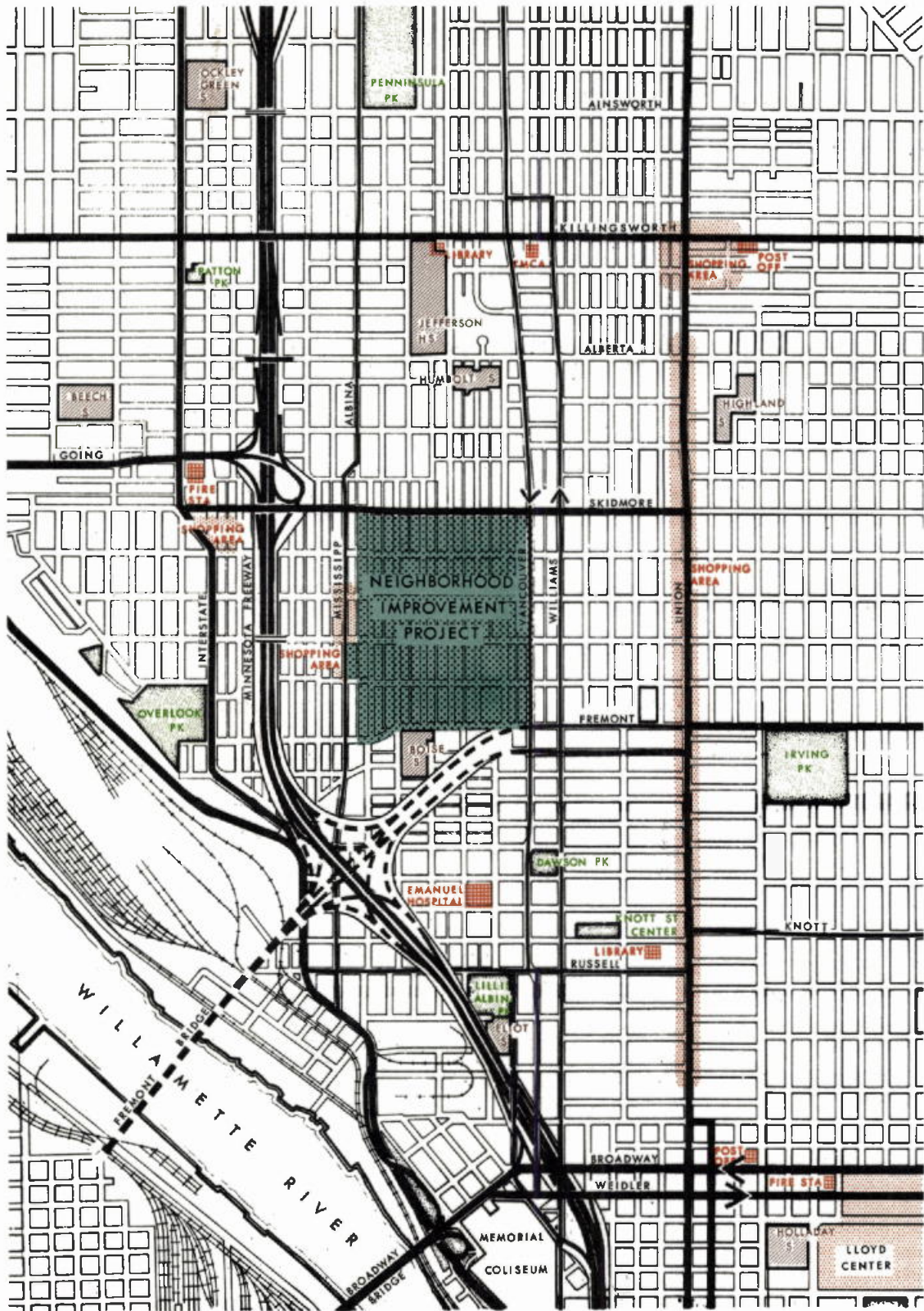
PLATE








0 600 1200 1800  
SCALE IN FEET

PORTLAND CITY PLANNING COMMISSION





- LEGEND**
-  MAJOR THOROUGHFARE
  -  SECONDARY ARTERIAL
  -  LOCAL STREETS
  -  FREEWAY UNDER CONSTRUCTION
  -  TENTATIVE ALIGNMENT

# COMMUNITY FACILITIES

FIGURE 5  
OREGON R-8  
MARCH 1962

ALBINA NEIGHBORHOOD IMPROVEMENT PROJECT  
PORTLAND, OREGON

PORTLAND DEVELOPMENT COMMISSION  
CITY OF PORTLAND  
MULTNOMAH COUNTY, OREGON

PREPARED BY  
PORTLAND CITY PLANNING COMMISSION

APPLICATION FOR COMMUNITY  
RENEWAL PROGRAM GRANT

for

PORTLAND, OREGON

Prepared by the  
Portland City Planning Commission  
June, 1962

<p><b>HOUSING AND HOME FINANCE AGENCY</b> <b>URBAN RENEWAL ADMINISTRATION</b></p> <p><b>APPLICATION FOR COMMUNITY RENEWAL PROGRAM GRANT</b></p>	<p><i>(TO BE FILLED IN BY MHFA)</i></p> <p>COMMUNITY RENEWAL PROGRAM NO.</p> <hr/> <p>DATE RECEIVED</p>
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<p><b>A. PURPOSE OF FEDERAL GRANT APPLIED FOR</b> <i>(Check one only)</i></p> <p><input checked="" type="checkbox"/> PREPARATION OF COMMUNITY RENEWAL PROGRAM</p> <p><input type="checkbox"/> COMPLETION OF COMMUNITY RENEWAL PROGRAM</p>	<p><b>C. AMOUNTS</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">1. Federal grant applied for</td> <td style="width: 30%; text-align: right;">\$ 118,620.80</td> </tr> <tr> <td>2. Non-Federal funds to be provided</td> <td style="text-align: right;">59,963.23</td> </tr> <tr> <td>3. Total estimated cost</td> <td style="text-align: right;">\$ 178,583.53</td> </tr> </table>	1. Federal grant applied for	\$ 118,620.80	2. Non-Federal funds to be provided	59,963.23	3. Total estimated cost	\$ 178,583.53
1. Federal grant applied for	\$ 118,620.80						
2. Non-Federal funds to be provided	59,963.23						
3. Total estimated cost	\$ 178,583.53						
<p><b>B. LOCALITY</b></p> <p style="text-align: center;">Portland, Oregon</p>							

**D. APPLICANT** *(Correct legal name of applicant authorized to enter into contracts with the United States)*

City of Portland, Oregon

The Applicant identified above hereby makes application for a grant, under the provisions of Section 103(d) of the Housing Act of 1949, as amended, to aid in defraying the cost of the preparation or completion of a Community Renewal Program, comprising certain studies, surveys, technical services, and other activities as more fully described in the documentation submitted in support hereof.

The Applicant represents that it has or will have available, when needed, sufficient funds to defray, with the requested grant, the cost of the preparation or completion of a Community Renewal Program; that the data and information in support of and constituting part of this application for a grant are true, correct, and complete; that the filing of this application has been duly authorized, and that the undersigned officer (or officers) have been duly empowered (1) to file this application for and in behalf of the Applicant, (2) to provide such additional information and documents as may be required, and (3) otherwise to act as the authorized representative of the Applicant in connection with all matters pertaining to this application and any grant contract that may be executed pursuant to this application.

IN WITNESS WHEREOF, the Applicant has caused this application to be duly executed in its name by its undersigned officer (or officers) on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, in \_\_\_\_\_, County of \_\_\_\_\_, State of \_\_\_\_\_.

City of Portland, Oregon

Legal Name of Applicant (i. e., the agency authorized to contract with the Federal Government)

By \_\_\_\_\_

Signature of Authorized Officer

\_\_\_\_\_  
Title of Authorized Officer



LIST AND STATUS OF URBAN RENEWAL ACTIVITIES  
APPROVED FOR PLANNING, BEING EXECUTED, OR COMPLETED

<u>Project</u>	<u>Status</u>
1. South Auditorium Redevelopment Project (Oregon R-1)	Execution Stage
2. Albina Neighborhood Improvement Project (Oregon R-8)	Planning Stage

LIST AND STATUS OF URBAN RENEWAL PROJECTS APPROVED  
LOCALLY AND INITIAL HHFA APPROVAL OF APPLICATION IS PENDING

1. Linnon Redevelopment Project (Oregon R-10)

DESCRIPTION OF THE EXTENT AND CHARACTER OF WORK OF A COMMUNITY RENEWAL PROGRAM NATURE EITHER UNDER WAY OR COMPLETED. EVALUATION OF USEFULNESS AND VALIDITY OF THIS WORK IN RELATION TO THE ACTIVITIES PROPOSED UNDER CR-121 BELOW.

Numerous studies and assemblies of data, completed as a part of the work programs of the City Planning Commission and more recently of the Metropolitan Planning Commission during recent years, will be directly usable in the preparation of the Community Renewal Program. These include the following:

1. Portland's Economic Prospects. This report, published in 1957 by the City Planning Commission, consisted of a study of the economy of the Portland standard metropolitan area and contained employment estimates, by industry, for the year 1975.
2. Population Prospects. This report, published in 1960 by the Metropolitan Planning Commission, provides population projections and distributions as well as age compositions for the year 1975 for the Portland metropolitan area.
3. Land for Industry. This report, published in 1960 by the Metropolitan Planning Commission, is an analysis of industrial development in the Portland metropolitan area, and includes an estimate of future industrial land and facility requirements.
4. Land for Schools. This report, published in 1957, provides an analysis of the public school physical plant in School District No. 1 (which includes all of the City of Portland) and projects future school site and building needs. This report also developed a neighborhood system for the entire city, which has been adopted as an element of the general plan.
5. 1961 Metropolitan Area Statistics by Census Tract. This report, published annually by the Metropolitan Planning Commission, provides information by census tract on population, housing unit construction and demolition, and non-residential building volumes.
6. The Metropolitan Planning Commission is presently conducting a land use survey for the Portland urban area. Within the city, the survey is currently about one-half complete, with work scheduled to continue during the 1962-63 fiscal year.

7. The Metropolitan Planning Commission is also conducting a study of the park and recreation facilities and needs in the Portland metropolitan area. The study will include a complete inventory of existing facilities and recommendations on desirable standards. The study is scheduled for publication in June, 1962.

8. A third project on the current Metropolitan Commission work program is a study and analysis of existing commercial development patterns including a delineation of trade areas of commercial concentrations and recommendations as to desirable standards of size, spacing, and locations of such commercial concentrations.

9. Presently underway is a metropolitan area transportation study. The primary objectives of the study are to forecast the transportation demands in terms of vehicles and persons for the year 1980, and to determine the optimum locations of the new facilities needed to meet this demand. The origin and destination study portion of the program has been completed and data is available. The study is being conducted by the Highway Department with assistance from local agencies.

EVIDENCE RESPECTING THE GENERAL PLAN

The City of Portland requested recertification of its Program for Community Improvement on November 9, 1961. Information relating to the general plan was submitted at that time, and the letter of the Regional Administrator of December 11, 1961 indicated that there were no questions with regard to this section of the Program for Community Improvement.

Additional information relating to the general plan was submitted in a letter of December 1, 1961 from the Portland Development Commission to the Regional Director, Urban Renewal Administration. This information was approved for the purposes of the amended Part I application for the South Auditorium project, Oregon R-1, in a letter from the Regional Director, URA, on December 26, 1961.

DESCRIPTION OF SCOPE AND CHARACTER OF ACTIVITIES PROPOSED TO  
BE UNDERTAKEN IN ORDER TO DEVELOP A COMMUNITY RENEWAL PROGRAM

**The Objectives of a Community Renewal Program for Portland.**

The City of Portland has, for several years, had a comprehensive development plan consisting of a generalized plan for major land use groupings, a system of neighborhoods, major street scheme, school and park plan, and including detailed development plans for a few limited portions of the city.

The basic action tools, traditionally available for the effectuation of such a plan, are subdivision control, zoning, and coordination of public capital improvements. Within recent years, the growing concept of urban renewal has been added to this list. When conceived of, as an action element of the city plan, renewal activities can obviously provide an extremely powerful means toward the realization of many planning goals. If, on the other hand, renewal efforts are directed toward the solution of specific problems of deterioration, without a very close tie with total planning objectives, the full value of a renewal program cannot be realized; to the contrary, activity at cross purposes with the objectives of the plan is quite conceivable.

Consequently, a desirable approach in the development of a long range program for urban renewal action (the end objective of any community renewal plan) in Portland, would appear to be:

**Stage 1.**

A complete physical, functional, and social inventory of the city. The bulk of such information is available in the form of census reports, a land use inventory, assessor's records, economic studies, street improvement, utility, school, and park inventories, etc., and needs only assembly and transfer to a consistent base along with some up-dating of information. It is believed that an adequate index to condition and quality of building can be obtained from assessment records, supplemented by limited field work to provide a quality scale greatly superior to 1960 census information.

Other information, applicable both generally and to specific portions of the city, will also be needed. Recent building trends, changes in the zoning pattern, value of land and structures, income, family size, racial characteristics, age, and mobility of the population in various sections of the city should be investigated. The adequacy of, and demand for, public services such as fire and police calls, public health, and welfare cases must be surveyed.

Although actual renewal activities would be presumed to be confined to the area encompassed by the city, much of the basic data must be gathered for a larger area (possibly the entire urban area) because of the effect of the total urban area on the land use needs of the central city.

Once this broad range of data has been accumulated and prepared for use, it will find its application in two distinct, but inseparable, areas of concern: (a) an appraisal of the degree and nature of blight and the causal factors of blight and (b) a measurement of the present and future land use needs of the city.

**Stage 2**

The appraisal of the degree and nature of blight and the causal factors of blight - although the physical evidence of blight is to be measured and appraised, to both identify those portions of the city in need of some form of renewal action and to determine the proper form of that action equally, or perhaps even more important



to the future of the city, is an attempt to analyze the causal factors contributing to the development of urban blight. If these causal factors can be isolated with any degree of certainty, then perhaps broadly based preventive efforts can be instituted with a probability of success far greater than presently exists. Toward this end, the objective will be to analyze the total environment of identifiable groupings of residential, commercial and industrial land uses of varying size, value, age and evidence of blight in an effort to determine the range and relative importance of these factors contributing to the relative stability of one area as contrasted with another.

Within residential areas, factors generally describable as either physical, functional, social, or economic in nature will be explored. Control areas will be established and subjected to detailed analysis of these factors as well as additional pilot investigations designed to develop insight into certain specific renewal problems such as the impact of renewed areas on adjoining property and the relationship of benefits to costs to income level in blighted areas.

The physical category will include such factors as size, age, condition, and value of dwelling structures; street improvements; street pattern; lot sizes and topography. In addition to the range and adequacy of public services, the service category includes the availability of shopping facilities and other commercial services. The social category is largely an unexplored territory at the moment, but such factors as the age composition and average family size of residents, degree of participation in community activities, service organizations and cultural events, voting record, P.T.A. membership, etc. will be investigated.

In the industrial and commercial areas, similar investigations will be made with appropriate changes in the factors to be appraised.

### Stage 3

Measurement of the present and future land use needs of the city: Of primary importance to any renewal action is a determination of the most desirable use of land in a renewal area. The present generalized land use plan for the city should be tested both in terms of total land use needs for future growth of the city and in terms of the environmental analyses described above, applied to individual neighborhoods and other identifiable segments of the city. The result is expected to be a general refinement of the present land use plan, making it more directly useful in determining future renewal action.

### Stage 4

Determination of appropriate urban renewal action needed: Upon completion of the inventory, the identification of existing blight and the causal factors of blight, and the appraisal of the land use policy of the city, it will be possible to determine the need for additional curative and preventive public action. General areas, requiring renewal action in any of its forms, will be described along with the appropriate action. Not only will desirable Title I urban renewal action be proposed, but also any other efforts that appear to be appropriate. Particular attention will be paid to possible additional preventive measures that may become evident.

A priority list of tentative renewal action, based on the various indices previously developed, will be formulated within each category of renewal action.

### Stage 5

Analysis of the urban renewal resources of the city: An estimate of the fiscal capacity of the city for carrying out urban renewal activity will be prepared by estimating the availability of funds to be budgeted specifically for renewal, by determining the range of planned capital improvements having an effect on potential renewal areas, by determining existing capital improvements that may be eligible as non-cash grants-in-aid, and by estimating the availability of any presently budgeted man power. The possibility of any special financing measures will also be explored. The rehousing capacity of the city will be evaluated. Experience gained in rehousing persons displaced by previous renewal activity and freeway construction will be consulted; 1960 census figures on rental vacancy, and housing construction since 1960 will be used to evaluate the capacity of the city to absorb displaced persons. The availability and possible expansion of public housing will be considered.

The marketability of cleared land will be analyzed in terms of the re-evaluated land use plan and current and long range market demands as derived from population and economic projections. Continued consultation with a real estate economic specialist will be necessary during this phase of the project.

### Stage 6

A long range plan for urban renewal action: When all the elements of the foregoing steps have been assembled, a plan of urban renewal action will be developed by coordinating the priority listing of needed renewal action, developed under Item 4, with the analysis of renewal resources explored under Item 5, and the analysis of demand for renewed land or land and structures, as determined in sections 3 and 5.

It is expected that a 10-year program of action will be proposed, along with general suggestions for subsequent programs, as necessary.

## CITIZEN PARTICIPATION

To groups, advisory to the City Planning Commission, will be created to consider questions of importance to the overall development of Portland.

First body to be created will be a Technical Advisory Panel, whose initial responsibilities will be to assist in the formulation and implementation of the Community Renewal Program. The panel will be appointed by the Mayor in time to review the CRP application prior to its final submission to MHFA. Appointees will represent skills and experience of potential assistance to CRP studies, as well as staff representatives and board members from other agencies and commissions.

During the later stages of the CRP, after most of the data has been collected and has had the advantage of preliminary analysis, a Citizens' Review Committee will be appointed by the Mayor on the recommendation of the president of the Planning Commission, and with the concurrence of other agencies and commissions such as the Portland Development Commission and Housing Authority of Portland. This committee will operate as lay critic of the proposals, as a sounding board for potential alternative proposals, and as an informational bridge to the community at large. It is anticipated that the committee will not become as deeply involved in the many technical phases of the study as the Technical Advisory Panel, but will delve deeply enough to make advisory judgments which can be transmitted for consideration by the Planning Commission and the other official agencies concerned. All proposed changes will receive full consideration by the Planning Commission, Development Commission, and Housing Authority, as well as other agencies and departments.

The Citizens' Review Committee will be strictly advisory in nature. It will not preempt any of the responsibilities of the officially appointed agencies of the city, or any other board or commission. Its reports will be made directly to the Planning Commission, but copies will be distributed simultaneously to members of the City Council and all commissions and agencies directly concerned, as well as to all members of the Citizens' Review Committee and Technical Panel.

COMMUNITY RENEWAL PROGRAM - OPERATIONAL OUTLINE

**I. A physical, functional and social inventory**

**A. Organization**

**1. Establish the desirable range of inventory data to be acquired. (It is recognized that as knowledge of the total study expands, additional data will probably be required, and some limited amount may prove unavailable; nevertheless, at least the following will be considered)**

**a. Physical data - to be accumulated by block whenever possible**

- (1) Land use  
(from the metropolitan land use survey and field work)**
- (2) Age of structures  
(from County Assessor's records)**
- (3) Structural condition, type and quality of construction  
(from County Assessor's records)**
- (4) Non-conforming uses  
(from zoning and land use)**
- (5) Recent building trends  
(from building permit records)**
- (6) Proximity to freeways or conflicting land uses  
(from land use survey)**

**b. Functional data**

- (1) Degree of street improvement  
(City Engineer's records)**
- (2) Arterial streets  
(Traffic Engineer's records)**
- (3) Park locations, sizes and improvements  
(Park Bureau records and land use)**
- (4) School locations, site sizes and capacities  
(School District records and land use)**
- (5) Locations of fire stations and the dispersion of fire calls  
(Fire Department records)**
- (6) Branch library locations  
(Library Association records)**
- (7) Locations and utilization of shopping facility concentrations  
(Land use and Metropolitan Transportation study)**
- (8) Mass transit routes  
(Transit Company records)**

**c. Social data**

- (1) Education level of adults  
(1960 census) (by census tract)
- (2) Overcrowding of dwellings  
(1960 census) (by census tract)
- (3) Degree of owner occupancy in single family areas  
(1960 census and zoning)
- (4) Vacancy ratio in apartment districts  
(1960 census and zoning)
- (5) Voter registration and vote cast by precinct or by census tract  
(voter registration records)
- (6) Place of occurrence of major crimes  
(Police records)
- (7) Church locations and attendance  
(Land use and church records)
- (8) Membership in P.T.A., youth organizations, service and social clubs  
(records of various organizations)

**d. Economic data**

- (1) Family income level by census tract  
(1960 census)
- (2) Value of land and structures  
(from the County Assessor's office)
- (3) Business starts by block or by census tract  
(from Department of Commerce or License Bureau) (ten year trends)
- (4) Business failures or terminations by block or by census tract  
(from Department of Commerce or License Bureau) (ten year trends)
- (5) Gross business receipts by block or by census tracts  
(from License Bureau or Tax Commission)
- (6) Credit ratings  
(from Retail Credit Association)

2. Develop recording and data assembly techniques. Set up computer entry system, choose base maps for visual recording and display, and choose base units for data recording and assignment (blocks, census tracts, neighborhoods, etc.)
3. Evaluate the availability of data from existing records. In this area a very close coordination between the CRP data gathering and the effort by the Metropolitan Planning Commission toward the investigation of information sources will be maintained in order to avoid any unnecessary duplication of efforts.



4. Explore methods for continual updating of usable information. Metropolitan Planning Commission is attempting to develop systems of continuous updating of planning information. Close coordination between this study and that effort will be maintained.
5. Technical review of scope, objectives, and methodology. A thorough, careful review by the technical advisory committee of the scope and techniques anticipated is essential at this point. Although the scope and objectives of the study, as described in this outline, have been approved by the committee, and it is assumed that continual advice will be obtained from the committee throughout the study, this would appear to be one of the most critical moments for review and advice.

#### **B. Collection of Data**

The information outlined under A-1 above, and such other information as further study indicates to be either necessary or useful, will be accumulated and recorded in map and tabular form or directly on to mark-sensed data cards, as appropriate.

### **ii. An appraisal of the degree and nature of blight and the causal factors of blight**

#### **A. Preparation of Data**

Except where special circumstances make it impractical, all data collected will be prepared for electronic computer storage and analysis. In addition, much of the most significant information gathered will be presented in map form for ready visual conception. The computer data will be analyzed in terms of two specific areas of concern: (1) the measurement of the amount, degree, and nature of existing blight and (2) an investigation into the causal factors contributing to the presence of blight.

1. A measurement of the amount, degree and nature of existing blight.
  - a. Develop or adopt, as appropriate, acceptable standards and criteria from which a system of numerical building deficiency scoring can be derived.
  - b. Apply the deficiency scoring scale to the information on individual structures gathered from the records of the County Assessor and other sources. Develop block averages for various building characteristics on the numerical scale.
  - c. Develop or adopt, as appropriate, acceptable standards and criteria from which a numerical rating system for environmental deficiencies can be developed.
  - d. Apply the deficiency scoring scale to appropriate physical or functional data and develop deficiency ratings by block or by census tract or neighborhood, as appropriate.
  - e. Develop a system of weighting for the various building and environmental deficiency scores to provide for a composite numerical score for any block or combination of blocks.

- f. Compute the composite deficiency score for each block and develop groupings of blocks exhibiting similar scores to isolate areas of probable need for renewal action.
2. An investigation into the causal factors contributing to the presence of blight.
    - a. isolate several "control" areas, both residential and non-residential, which have exhibited a history of stability and health.
      - (1) Determine, with the aid of the technical advisory committee, what characteristics most properly define a "stable or healthy" area, and what weight should be given to the various defining factors.
      - (2) Delineate several such areas to be used as standard areas and several other areas exhibiting progressively greater evidence of blight or deterioration to be used as test areas. Both statistical evidence of the presence or absence of blight and non-statistical historical inspection will be used in choosing the standard and test areas.
    - b. By means of a series of multiple correlations between the various test and standard areas and the various items of physical, functional, social and economic data, attempt to isolate these items exhibiting a causal relationship. Both positive and negative relationships will be developed if possible; that is, an effort will be made to disclose these items contributing to stability as well as those items causing blight.

B. Prepare a Report on the Degree and Nature of Urban Blight in Portland and a Report on the Investigations into the Factors within the Environment that Tend to Cause Blight

III. Land Use Plan Re-appraisal

The object of this phase of the study is to analyze the present land use plan of the city in terms of the environmental determinants derived in the preceding investigations, and in terms of the total land use needs developed from previous population and economic growth projections, in order to provide the firmest possible base for planning the re-use of land.

A. Test the Land Use Plan against Total Long-Range Land Use Needs of the City

1. Compile total area figures for general land use, categories from land use survey, and compare with similar data from other cities of like size and characteristics to develop projection ratios.
2. Analyze the population and industrial land need projections to derive a basis for gross projections of land needs in all use categories for specific future periods.

3. Compare existing gross area figures and projected gross area needs with the existing zoning map and with the present land use plan.
4. Investigate the history of zone changes and compare the volume of building activity in these areas with the total building activity in appropriately zoned areas to obtain an index to the adequacy of the zoning pattern as related to building desires and the land use policy of the city.

B. Test the Land Use Plan against the Environmental Determinants Derived from the Investigation into the Causal Factors of Blight to Determine Areas in which the Plan is at Odds with a Reasonable Environment for Projected Uses and the Degree and Type of Disparity

1. Divide the city into identifiable study units. Neighborhoods will be utilized wherever feasible. Identifiable commercial and industrial areas, as well as public service groupings, will be delineated for individual investigation.
2. Computer analyses of each of these areas will be conducted to determine if possible (1) the degree and type of environmental characteristics tending to exert a blighting influence upon the proposed land use objectives, and (2) in areas where considerable disparity exists, an analysis to determine whether the environmental factors influencing the area do not indicate a different use to be more appropriate.

C. Coordinate the results of the Gross Land Use Needs Analysis with the Environmental Analysis of Individual Areas and Suggest any Appropriate Changes or Refinements to the Land Use Plan

IV. Determination of appropriate urban renewal action needed.

A. Analyze the range of renewal action available

1. Curative Action -

Not only will the range of federally assisted activity be considered, but the possible scope of non-assisted activity will be explored; non-assisted renewal, encouragement of private capital investment, local self-help promotion, and improved code enforcement are some of the items to be investigated for possible application.

2. Preventive Action -

Also to be appraised at this time will be the possible steps in a preventive program that may be suggested by the environmental analysis. Although impossible to predict at this time what direction such a program may take, the following areas of direction seem probable.

- a. Increased public education or information about urban services, activities and responsibilities.
- b. Capital budgeting for those public facilities found to be deficient in various parts of the city.

- c. Strengthening and better definition of the city land use policy.
- B. On the basis of the composite numerical block-area scores and the appropriate use or reuse of land developed earlier, tentatively classify each area according to the type of renewal or preventive activity needed.
- C. Citizens' Committee review of the classifications and classification procedure.
- D. Prepare a report on the land use plan analysis and a report on the need for future urban renewal activity.

V. Analysis of the Urban Renewal Resources of the City

A. Evaluate the city's financial resources for renewal

1. Develop an inventory of projected capital improvements anticipated during the next ten years.
2. Evaluate these proposed improvements in terms of their service impact on the deficiency score groupings developed previously, and estimate the potential non-cash grant-in-aid credits available to each of these groupings.
3. Develop an inventory of capital improvements commenced within the past three years, along with the date of commencement and an evaluation of potential grant-in-aid credits, if applied within the three year time limitation.
4. Evaluate the financing potential of tax allocation bonds in renewal areas.
5. Appraise current and past fund and personnel allocations for renewal activities and estimate the future availability of such funds and personnel.
6. Develop a composite tentative schedule of funds, personnel, and services expected to be available for renewal during the next ten years.

B. Evaluate the city's capacity for rehousing or relocation

1. For each of the deficiency score groupings, estimate the magnitude of the relocation problem.
  - a. The number of persons or families to be displaced.
  - b. The income, family size, home ownership ratio, present rent structure, and racial makeup of the potential displaced persons.
2. Evaluate the rehousing problem created by other large scale public action, such as freeway construction. The total relocation problem includes all causes of displacement.
3. Estimate the availability of vacant housing, both rental and sale property, by location, for similar rent scale or sale price to that characterizing the present housing of displaced, but in areas exhibiting environmental characteristics conducive to stability.
4. Compare items 1, 2, and 3.

5. Estimate the number and classification of non-residential displacements.
6. Compare with the amount of vacant, appropriately zoned land in areas exhibiting desirable environmental characteristics.

C. Prepare an analysis of the market demand for redeveloped land.

1. Analyze the current gross market demands for land in each of the major use categories.
2. Compare the current market demands with the long-range needs used to analyze the land use plan.
3. Co-ordinate land use objectives within individual deficiency score groupings, current land market demands, and long-range land needs to develop a demand index to probable utilization of renewed land. It is assumed that this index will provide a city-wide reference, providing in broad terms a marketability time scale for each deficiency index group in terms of its desirable land use.

VI. Draft a long range program for urban renewal.

- A. Consolidate and co-ordinate the analysis of the demand for renewed land as determined above, the renewal action needs as determined by the deficiency point scores, and the capacity of the city to finance renewal action into a priority scheduling of actual project activity for a ten-year period. Develop suggested second and perhaps third priority groups, subject to future re-appraisal for additional decades of action.
- B. Prepare suggestions for comprehensive preventive action based on the environmental investigations.
- C. Prepare a technical report on the entire study, embodying an appraisal of techniques, documentation of findings, and final conclusions and recommendations.
- D. Prepare a summary booklet designed for popular dissemination, for the purpose of promoting public understanding of the Community Renewal Program.



HOUSING AND HOME FINANCE AGENCY URBAN RENEWAL ADMINISTRATION  <b>COMMUNITY RENEWAL PROGRAM BUDGET</b>	NAME OF PUBLIC BODY <b>City of Portland, Oregon</b>
	ADDRESS <b>City Hall Portland, Oregon</b>
INSTRUCTIONS: Initial Budget: Prepare original and 5 copies for HHFA. Submit original and 3 copies in Binder No. 1, copies in Binders No. 2 and 3. Revised Budget: If with amendatory application, follow "Initial Budget" instructions. Otherwise, submit original and 3 copies to HHFA.	COMMUNITY RENEWAL PROGRAM NUMBER (if assigned by HHFA) _____ BUDGET NO. _____

**DATES OF HHFA BUDGET APPROVALS** (Complete for revision only)

Budget No. 1, \_\_\_\_\_, 19\_\_\_\_ Latest Approved Budget (No. \_\_\_\_\_), \_\_\_\_\_, 19\_\_\_\_

ACCOUNT CLASSIFICATION		TO BE COMPLETED BY PUBLIC BODY		TO BE FILLED IN BY HHFA
		FOR REVISION ONLY		BUDGET APPROVED FOR _____ MONTHS (c)
		LATEST APPROVED BUDGET (a)	BUDGET REQUESTED FOR <u>24</u> MONTHS (b)	
NUMBER	DESCRIPTION	(a)	(b)	(c)
C 1410.2	Staff Salaries	\$	\$ 111,103.84	\$
C 1410.7	Employee Benefit Contributions		5,555.19	
C 1410.91	Travel		1,625.00	
C 1410.92	Reproduction and Reports		9,000.00	
C 1410.93	Other Administrative Costs		6,180.00	
C 1430	Contract Services		33,000.00	
C 1460	Other Costs (Specify below; attach additional sheets if necessary)			
	a.			
	b.			
	c.			
C 1475	Nonexpendable Equipment		6,490.00	
Subtotal (All account classifications)		\$	\$ 172,954.03	\$
Contingencies			5,629.50	
<b>TOTAL COMMUNITY RENEWAL PROGRAM BUDGET</b>		\$	\$ 178,583.53	\$

Approval of the Community Renewal Program Budget in the amounts and for the time period shown in Column (b) is hereby requested.

\_\_\_\_\_ Date \_\_\_\_\_ Signature of Authorized Officer \_\_\_\_\_ Title \_\_\_\_\_

The Community Renewal Program Budget is hereby approved in the amounts and for the time period shown in Column (c). The authorized activities shall be completed by \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_ Date \_\_\_\_\_ Regional Director of Urban Renewal, Region \_\_\_\_\_

NARRATIVE STATEMENT IN SUPPORT OF BUDGET ESTIMATES

The figures shown on Form H-6410 include both the local contribution and the requested federal grant. The proposed budget is to cover the 24-month period of the program.

**C 1410.2 Staff Salaries**

<u>Position - Function</u>	<u>Time Required</u>	<u>Salary 2 years</u>
1. Planning Director, to be responsible for overall review and supervision of the program.	8 weeks	\$ 1,990.40
2. Senior Planner, to be responsible for the direct supervision and administration of the CRP.	96 weeks	19,760.00
3. Senior Planner, to be primarily responsible for organization, coordination, and direction of the physical data phase of the program, plus the analysis of the land use plan and the development of computer programming methods.	96 weeks	17,056.00
4. City Planner, to be primarily responsible for organization, coordination, and direction of the social and economic data phase of the program as well as the primary development of computer programming methods & report writing.	96 weeks	14,684.80
5. Planning Assistant, research, graphics, field work.	96 weeks	12,585.60
6. Planning Assistant, research, graphics, printing.	63 weeks	8,087.04
7. Planning Assistant, research, graphics, statistical computations	96 weeks	10,608.00
8. Planning Assistant, research, graphics, data preparation	96 weeks	10,608.00
9. Junior Planner, graphics, data gathering	96 weeks	8,028.00
10. Sr. Stenographer Clerk	<u>96 weeks</u>	<u>7,696.00</u>
<b>TOTAL</b>	<b>831 weeks</b>	<b>\$111,103.84</b>

Note: Positions 1, 2, 5 and 6 on the above list are members of the City Planning Commission staff to be assigned to the program for the length of time noted. Position 4 on the list is a staff member of the Portland Development Commission, to be assigned to the program for 24 months. These four positions constitute the local contribution to the Community Renewal Program. The remaining five positions will be recruited for the program and are to be financed from the Federal grant.

**C 1410.7 Employee Benefit Contributions**

Employee benefit contributions by the City of Portland are made at a rate equal to 5% of the total salary.

Salary total for all positions . . . . .	\$ 111,103.84
Salary for all locally contributed positions . . . . .	57,107.84
Salary for all federally contributed positions . . . . .	53,996.00

Employee Benefit Contribution for all positions @ 5% . . . . .	5,555.19
Benefit Contributions for locally contributed positions . . . . .	2,855.39
Benefit Contributions for federally contributed positions . . . . .	2,699.80

Total Salary and Benefit Contributions, all positions . . . . .	116,659.03
Salary and benefit contributions for locally contributed positions . . . . .	59,963.23
Salary and benefit contributions for federally contributed positions . . . . .	56,695.80

C 1410.91 Travel

6	Trips to San Francisco HHFA Office (@ \$70.00 Air Coach Round Trip) .....	\$ 420.00
8	Trips to Seattle, Spokane, or other nearby cities where CRP and/or urban renewal projects are underway (@ \$60.00 Air Coach Round Trip) .....	480.00
2	HHFA Approved trips to workshops, conferences or conventions (@ \$100.00) .....	200.00
35	days hotel meal and travel expense allowance (@ \$15.00 per diem) .....	<u>525.00</u>
TOTAL		\$1,625.00

C 1410.92 Reproduction and Reports

Blueprinting, photocopying, and other reproduction; Supplies and services (to be performed by City Blueprint Department on contract basis)	\$ 2,000.00
Text preparation and multilith reproduction of final and interim reports; supplies and photo- graphy only; (Plate preparation and printing to be per- formed by staff personnel)	1,500.00
Color reproduction of maps for final report; supplies and services; (preparation by staff, printing to be done commercially)	5,000.00
Film and film processing, including slide pre- paration	500.00
	<hr/>
TOTAL	\$ 9,000.00



C 1410.93 Other Administrative Costs

Postage and telegraph	\$ 500.00
Office supplies	1,500.00
Drafting supplies	2,000.00
Auto Maintenance and Operation	1,000.00
Books, Periodicals, etc.	200.00
80 Aerial photos of city, 1" = 200' @ \$6.00	480.00
Miscellaneous	500.00
	<hr/>
<b>TOTAL</b>	<b>\$ 6,180.00</b>

C 1430 Contract Services

Statistical Consultant	\$ 1,000.00
Real Estate Consultant	4,000.00
Economic Consultant	10,000.00
Electronic Computer Services	18,000.00

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TOTAL	\$ 33,000.00
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C 1460

Other Costs

None

CR 142

C 1475 Nonexpendable Equipment

2 Executive Desks w/ Swivel Chairs	\$ 700.00
1 Secretary Desk w/ Steno Chair	350.00
2 Filing Cabinets, 5 drawer, legal size	300.00
1 Electric Typewriter	550.00
1 Standard Typewriter	200.00
1 Automobile, compact sedan	2,000.00
1 Tape Calculator	500.00
4 Drafting Tables	440.00
4 Drafting Stools	180.00
4 Table Lamps	110.00
2 Bookcases	150.00
2 Typewriter Stands	60.00
1 Map File	500.00
Miscellaneous drafting equipment (pens, scales, etc.)	250.00
Miscellaneous Office equipment (wastebaskets, pencil sharpeners, etc.)	150.00
	<hr/>
TOTAL	\$ 6,190.00

Contingencies

Contingencies computed at 10% of account classifications:

C 1410.91	\$ 1,625.00
C 1410.92	9,000.00
C 1410.93	6,180.00
C 1430	33,000.00
C 1475	<u>6,190.00</u>
	\$ 56,295.00
.10 x \$56,295.00	= \$ 5,629.50



EVIDENCE OF AVAILABILITY OF NON-FEDERAL FUNDS

Non-Federal funds in the amount of \$59,963.23 are listed under Item CR 101. This amount exceeds the required 1/3 local share of the total budget. All of the non-Federal funds will be contributed from budgets which are either under direct or indirect control of the City Council.

A detailed breakdown of the local funds pledged is shown below:

<u>Staff Position</u>	<u>Duration of Assignment</u>	<u>Est. Salary</u>
Planning Director	8 weeks	\$ 1,990.40
Senior Planner	96 weeks	19,760.00
Planning Assistant	96 weeks	12,585.60
Planning Assistant	63 weeks	8,087.04
City Planner (Development Commission)	96 weeks	14,684.80
		<hr/>
<b>Total Assigned Staff</b>		<b>\$ 57,107.84</b>
<b>Employee Benefit Contribution for Assigned Staff @ 5%</b>		<u>2,855.39</u>
<b>Total Local Contribution</b>		<b>\$ 59,963.23</b>

AREA IN.  
ACRES & SQ MILES  
FOR ?

1. TOTAL STUDY AREA
2. N OF FREMONT
3. S OF FREMONT
4. FREMONT TO HANCOCK  
Interstate to 7<sup>th</sup>

Rough copy of Development  
Plan map - Albina Area

Topography on 600' scale  
Albina Area map

# ALBINA HOUSING PROJECT STUDY AREA

		GROSS AREA	NET AREA
1.	VANCOUVER - FREEWAY	73.8 AC.	57.5 AC.
2.	FREEMONT - RUSSELL VANCOUVER - UNION	103.4 AC.	81.4 AC.
3.	RUSSELL - BROADWAY VANCOUVER - UNION	78. AC.	60.9 AC.
TOTAL		255.2	208.9 AC.



SITE ANALYSIS

Fremont - Russell  
 Freeway - Vancouver

No. of Structures

Residential	- - - - -	486
Mixed Uses	- - - - -	
Commercial	- - - - -	11
Industrial	- - - - -	18
Institutional	- - - - -	<u>14</u>
<b>Total</b>		<b>522</b>

Vancouver - Union  
 Fremont - Russell

Residential	▼ - - - -	387
Mixed Uses	- - - - -	
Commercial	- - - - -	64
Industrial	- - - - -	15
Institutional	- - - - -	<u>18</u>
<b>Total</b>		<b>484</b>

Freeway - Union  
 Russell - Broadway

Residential	- - - - -	330
Mixed Uses	- - - - -	
Commercial	- - - - -	43
Industrial	- - - - -	47
Institutional	- - - - -	<u>13</u>
<b>Total</b>		<b>433</b>

Grand Total for Number of Structures

522
484
433
<u>1439</u>



**SITE ANALYSIS**

Fremont - Russell  
 Freeway - Vancouver

**No. of Structures**

Residential	- - - - -	486
Mixed Uses	- - - - -	
Commercial	• • • • •	11
Industrial	- - - - -	11
Institutional	• • • • •	<u>14</u>
<b>Total</b>		<b>522</b>

Vancouver - Union  
 Fremont - Russell

Residential	• • • • •	387
Mixed Uses	- - - - -	
Commercial	- - - - -	64
Industrial	- - - - -	15
Institutional	- - - - -	<u>18</u>
<b>Total</b>		<b>484</b>

Freeway - Union  
 Russell - Broadway

Residential	- - - - -	330
Mixed Uses	- - - - -	
Commercial	• • • • •	43
Industrial	- - - - -	47
Institutional	- - - - -	<u>13</u>
<b>Total</b>		<b>433</b>

**Grand Total for Number of Structures**

522
<u>484</u>
433
<u>1439</u>

**SITE ANALYSIS**

Fremont • Russell  
 Freeway • Vancouver

**No. of Structures**

Residential	- - - - -	486
Mixed Uses	- - - - -	
Commercial	- - - - -	11
Industrial	- - - - -	11
Institutional	- - - - -	<u>14</u>
<b>Total</b>		<b>522</b>

Vancouver • Union  
 Fremont • Russell

Residential	• • • • •	387
Mixed Uses	- - - - -	
Commercial	- - - - -	64
Industrial	- - - - -	15
Institutional	- - - - -	<u>18</u>
<b>Total</b>		<b>484</b>

Freeway • Union  
 Russell • Broadway

Residential	- - - - -	330
Mixed Uses	- - - - -	
Commercial	- - - - -	43
Industrial	- - - - -	47
Institutional	- - - - -	<u>13</u>
<b>Total</b>		<b>433</b>

**Grand Total for Number of Structures**

522
<u>484</u>
433
<u>1439</u>

SITE ANALYSIS

3

Fremont-Russell  
Freeway-Vancouver

	NO. OF STRUCTURES
Residential -	486
Mixed uses -	
Commercial -	<del>28</del> 11
Industrial -	11
<u>Institutional -</u>	<u>14</u>
total	<del>529</del> 522

Vancouver - Union  
Fremont - Russell

Residential -	387
Mixed uses -	
Commercial -	64
Industrial -	15
<u>Institutional -</u>	<u>18</u>
total -	484

Freeway - Union  
Russell - Broadway

Residential -	330
Mixed uses -	
Commercial -	<del>28</del> 43
Industrial -	<del>28</del> 47
<u>Institutional -</u>	<u>13</u>
total -	<del>437</del> 433 (OVER)

Grand Total for No. of Structures

~~529~~  
~~529~~

484

433

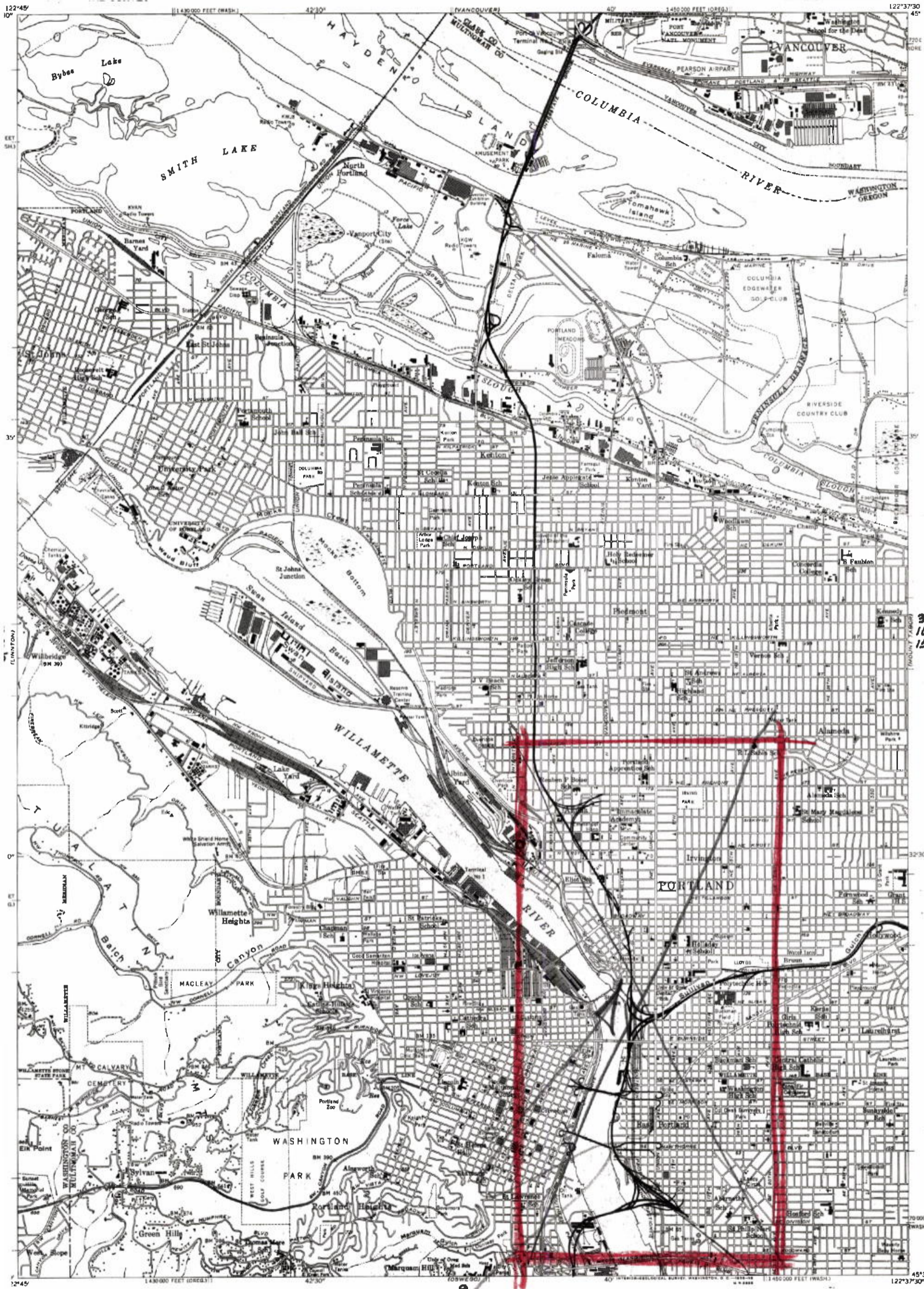
~~1450~~

1444

89

~~2500~~  
~~125~~





Sepia & Blue Lines  
of this Area outlined  
in red.



QUARTER SECTION 2529

M. PATTONS TRACT

SUBD LOT C.		SUBD TRACT D.		W.T. PATTONS SUB BLOCK I		L.C. PATTONS SUBD BLOCK J.		M. PATTONS <del>2ND</del> ADDITION		SUBD TRACT K.	
BLOCK	VALUE	BLOCK	VALUE	BLOCK	VALUE	BLOCK	VALUE	BLOCK	VALUE	BLOCK	VALUE
1	16,260	164	118,040	1	54,190	1	—	1	21,040	1	85,070
2	135,300	213	—	2	38,761	2	68,510	2	112,170	2	79,620
		<del>3</del>		3	26,970	3	90,770	3	42,970		
		<del>4</del>		4	42,760	4	29,820	4	168,330		
				5	98,230	5	53,070	5	97,830		
				6	60,620	6	—	6	58,310		
								7	53,510		
								8	—		
								9	22,100		
								10	95,700		
								11	8,870		
								12	88,500		
								13	135,220		
								14	111,160		
								15	110,400		
								16	—		
								17	—		
								18	—		
								19	—		
								20	—		
								21	98,510		
								22	—		
								23	88,440		
								24	69,360		
								25	86,150		
								26	25,590		
								27	—		
								28	—		
								29	—		
								30	—		
								31	—		
								32	—		
								33	—		
								34	—		
								35	—		
								36	—		

M. PATTONS 2ND ADD.		
BLOCK	VALUE	
28	58,740.	
29	64,080.-	46,700.-
30	43,120.	
31	87,150.	
32	35,010.	
33	64,080.	
34	93,299	
35	28,450.-	
36	105,080.-	



QUARTER SECTION 2529 (CONT.)

NO.	MISS. BLOCKS	SUBD.	LOT M	CLIFFORD AD.	
NO.	VALUE	BLOCK	VALUE	BLOCK	VALUE
H	34,070.				
G	19,510.	1.	115,010.	A	44,530.
L (W)	124,690.	2.	19,500.	B	51,950.
L (E)	94,560.			C	53,760.
N (W)	79,240.			D	33,820.
N (E)	81,810.			E	29,840.
				F	49,790.
				G	57,580.
				H	52,200.
				I	75,060.
				J	46,190.
				K	81,260.
				L	30,260.
				M	52,600.-
				N	56,270.-
				O	38,070.
				P	45,650.
				Q	45,720.
				R	62,550.
				S	40,270.
				T	32,670.

## RECAPITULATION

TOTAL VACANT LAND = 18.5 ACRES  
TOTAL COM., - INDUS. PUB = 66.3 ACRES  
TOTAL RESIDENTIAL = 125.7 ACRES

TOTAL NON-RESIDENTIAL = 84.8  
TOTAL RESIDENTIAL = 125.7

40.2% OF LAND USE IS NON-RESIDENTIAL

TOTAL STREET AREA (WITH EXCEPTION OF  
FREWAY RAMP) = 64.9 ACRES





# VACANT LAND W/ BUILDINGS BY BLOCK

(FREMONT - HALSEY FREEWAY - UNION)

BLOCK	AREA	BLOCK	AREA	BLOCK	AREA	BLOCK	AREA
<del>1</del>	<del>10,000</del> <del>8,000</del>	32	22,400	60	19,000		
2	6,750 5,000	33	15,000	61	11,500		
3	4,000 5,000	34	7,800	62	10,000		
4	17,500 14,500	35	2,500	63	8,300		
✓ 5	38,500 17,000	36	26,800	64	4,000		
6	16,800	✓ 37	11,500 <del>4,000</del>	✓ 65	4,000		
7	7,000	38	19,800	66	5,000		
11	12,000	✓ 42	25,000 21,000	67	8,000		
12	4,000	✓ 43	25,900 <del>17</del>	68	15,600		
13	12,500	44	21,400	69	2,300		
14	4,800	45	13,200	✓ 70	9,000		
15	5,000	46	29,800	✓ 71	14,000		
16	7,700	47	4,500	✓ 14 A	6,400		
17	20,000	48	7,500				
18	9,800	49	31,500	TOTAL	805,100		
20	6,000	50	12,000		<u>18.5 AC.</u>		
21	1,500	51	16,000				
22	4,300	✓ 52	6,100 5,600				
23	12,800	53	7,500				
24	1600	54	7,500				
25	25,800	✓ 55	21,500				
26	5,000	56	6,300				
27	17,100	57	2,000				
28	16,200	58	20,700				
29	27,000	58A	8,000				
31	7,500	59	13,200				



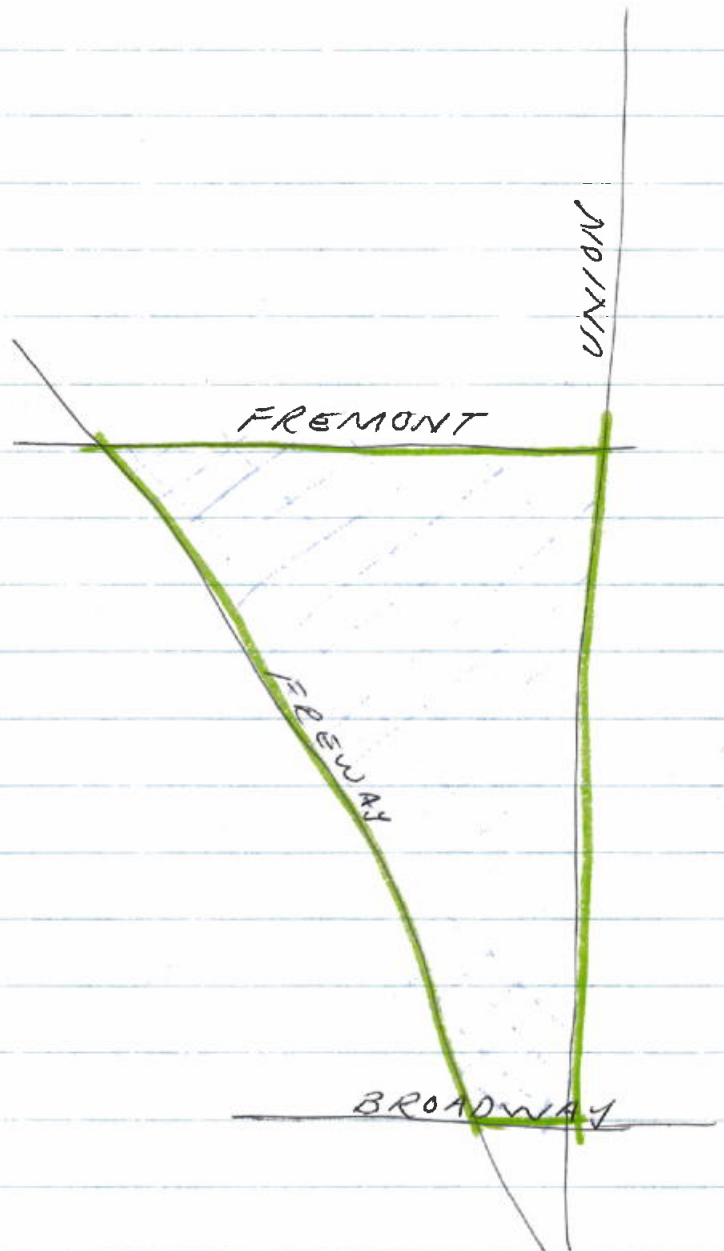


# RESIDENTIAL AREA BY BLOCK

BLOCK	AREA	BLOCK	AREA	BLOCK	AREA
1	<del>51,000</del> <del>61,000</del>	? 27	<del>101,000</del> <del>121,000</del>	54	150,300
2	56,000	28	110,000	55	94,800
3	<del>24,800</del> <del>42,800</del>	29	102,900	56	79,200
? 4	<del>24,000</del> <del>33,800</del>	30	<del>115,800</del> <del>126,000</del>	57	42,200
5	100,400	31	47,900	58	18,400
? 6	<del>24,000</del> <del>90,000</del>	? 32	<del>82,200</del> <del>62,200</del>	59	15,500
7	15,400	? 33	<del>51,800</del> <del>66,200</del>	60	58,500
8	142,500	34	57,600	61	64,800
? 9	<del>100,100</del> <del>108,100</del>	35	67,200	62	0
10	47,000	36	70,600	63	30,000
11	102,000	37	<del>9,000</del> <del>10,000</del>	64	46,400
? 12	<del>20,200</del> <del>32,200</del> 54,300	39	14,700	65	35,100
13	<del>59,300</del>	40	37,000	66	12,600
14	53,600	41	36,300	67	5,000
15	61,600	42	45,800	68	65,500
16	28,400	43	70,400	69	122,500
17	<del>18,500</del> <del>28,000</del>	44	52,200	70	97,500
18	<del>10,000</del> <del>15,000</del>	45	132,000	71	33,000
19	<del>41,000</del> <del>52,000</del>	46	108,700	72	46,000
20	8,000	47	109,500	73	11,000
21	<del>34,600</del> <del>37,400</del>	48	58,500	74	62,000
22	41,800	49	57,000	75	<del>33,600</del> <del>29,000</del> 29,000
23	41,800	50	42,500	76	<del>184,500</del> 162,500
24	<del>35,400</del> <del>41,800</del>	51	23,600	77	122,500
25	64,000	52	54,000	78	146,600
? 26	<del>32,000</del> <del>40,000</del>	53	141,200	79	157,900

# RESIDENTIAL AREA BY BLOCK

BLOCK	AREA
80	- 0 -
81	46,000
82	177,400
83	85,000
84	72,800
85	65,000
86	- 0 -
87	31,000
88	<del>85,200</del> <del>31,000</del>
89	25,000
90	27,000
91	16,000
92	10,000
93	15,000
94	24,500
<u>125.7 ACRES</u>	











## STREET AREAS

(FREEWAY - UNION - FREMONT - BROADWAY)

$$\begin{aligned} \text{TOTAL AREA} &= 2,830,410 \text{ SQ. FT.} \\ &= 64.9 \text{ ACRES} \end{aligned}$$

STREET AREAS  
(FREEWAY - UNION FREMONT - BROADWAY)

VICTORIA	2760
1 <sup>st</sup> (HANCOCK - BROADWAY)	2760
2 <sup>nd</sup> (HANCOCK - BROADWAY)	2760
3 <sup>rd</sup> (HANCOCK - BROADWAY)	2760
SCHUYLER (1 <sup>st</sup> - UNION)	36,000
HANCOCK (FREE - UNION)	84,000
SAN RAFAEL	63,240
RODNEY TO FREMONT	187,000
WILLIAMS TO FREMONT	252,000
VANCOUVER TO FREMONT	230,900
GANTENBEIN TO <sup>FREEWAY</sup> FREMONT	129,600
COMMERCIAL TO <sup>FREEWAY</sup> FREMONT	103,690
KERBY TO <sup>FREEWAY</sup> FREMONT	80,400
BORTHWICK TO <sup>FREEWAY</sup> FREMONT	25,000
IVY TO UNION	98,200
FARGO TO UNION	136,200
COOK TO UNION	120,000
MONROE TO UNION	163,200
MORRIS TO UNION	172,100
STANTON TO UNION	179,400
GRAHAM <del>STANTON</del> TO UNION	158,460
KNOTT TO UNION	148,260
RUSSELL TO UNION	153,600
PAGE	31,200
SACRAMENTO	63,240
THOMPSON	63,240
TILLAMOOK	94,440

(over)

FLINT (TO RUSSELL)

57,000

# STREET AREAS

(STREETS NORTH OF BRIDGE RAMPS)

MISSOURI	13,800
MICHIGAN	33,000
MISSISSIPPI	19,200
ALBINA	36,000
BORTHWICK	36,000
KERBY	25,800
COMMERCIAL	11,000
REVERE	20,500
COOK	62,400
FARGO	30,000
IVY	<u>5,600</u>

TOTAL = 293,300 SQ. FT  
6.7 ACRES.

## Project Areas

N. of Fremont = 1068.2 Acres = 1.64 sq. miles  
S. of Fremont = 1128.3 Acres = 1.76 sq. miles  
Total Project = 2196.5 Acres = 3.4 sq. miles

Interstate to 7<sup>th</sup>

Fremont to Hancock = 473.9 Acres = .7 sq. miles

Albina Project Area = 109.56 Ac. = .17 sq. miles



# Recommendations for Industrial Development

## I General Statement

To formulate a knowledge of present and future demands for industrial sites within the housing project study area, one must examine and consider the various trends in the city's industrial real estate market. Such facts and information can ~~be~~ only be obtained from the Chamber of Commerce, ~~Industrial~~ industrial real estate brokers, and past regional and municipal studies. The following information has been ~~so~~ collected in this manner and is so presented.

## II Definition of Small and Medium Industries

1. Small industries can be defined as those employing less than nine employees and those that require less than one half acre sites. These would fall within Employment Groups 1 and 2 of the Metropolitan Planning <sup>Com.</sup> "Land for Industry" report.

2. Medium Industries can be defined as those employing between ten and fifty employees and those requiring one half acre to ~~one~~ <sup>two</sup> acre sites. These would fall within Employment Groups 3 and 4 of the Metropolitan Planning Com. Land for Industry Report.

### III Demand for Industrial Building Sites

1. The demand for industrial building sites within the housing project study area is quite evident. This demand has been stimulated both by the development of the freeway system through the area and by the ever decreasing amount of available industrial property elsewhere in the city. The primary demand for industrial property is for parcels of land one half acre or more. The main type of industry desirous of locating within the area is either medium sized manufacturers or wholesale distributors. An <sup>ideal</sup> example of such a firm would be one which manufactured or finished a part or product for a larger, <sup>parent industry</sup> ~~producer~~ and ~~one~~ then distributed it, via truck, over the freeway ~~system~~ system.

2. There is no demand for extremely large industrial firms (Lawry Lawry, Tektronix, etc) to locate within this area because ~~the~~ <sup>the</sup> amount of land required by them could never be obtained, <sup>within</sup> the city, at a comparable price for land outside the city. Also these firms can well afford the expense of providing their own city amenities - police and fire protection, paved streets, sewers, etc. Further, the "Free Pick-up and Delivery Zone" is continually moving out ~~to~~ through the ~~suburbs~~ <sup>suburbs</sup> to include them.



## IV Present Physical Situation

Presently there is approximately seventy acres of vacant land within the study area as calculated from the recent Metropolitan Planning Commission Land Use Study. This land consists of small parcels of varying size ranging from 2,500 sq. ft. to 70,000 sq. ft. The preponderance of pieces range from 5,000 sq. ft. to 10,000 sq. ft. and are located between Fremont and Halsey Streets and Interstate and Union Avenues. As is evident in the area mapping studies, the available vacant land is interspersed with mixed land uses and is located in a significantly dilapidated or run down ~~area~~ <sup>part</sup> of the city. The hub of the freeway system center (Fremont Bridge cloverleaf) centers in the project area and the main commercial center, east of the Willamette River, (Lloyd Center) is <sup>also</sup> located within the area.

## V Summary and Recommendations for Industrial Development

There are no <sup>reasons for</sup> ~~advantages~~ in encouraging the ~~location~~ <sup>additional</sup> of small industries within the area. However there are several good reasons for <sup>the location of</sup> promoting slightly larger, medium-sized industries. Specifically, a firm which employed primarily male employees and which needs access to the freeway system for distribution of its product, would find it much to its advantage to locate within the housing project study area.

For the reasons already stated there is no advantage for small industries to locate within the area. There is nothing indicated, <sup>or offered within the study area</sup> which would stimulate trade for them.

To bring about a change over in the area for new industrial developments a program such as Urban Renewal would have to be implemented. ~~This would require considerable additional~~ <sup>much more</sup> ~~study of the area and as well as considerable time and money.~~ <sup>detailed</sup>



## Reference Material & Information Sources.

1. ~~Eco.~~ Portland's Economic Prospects (Plan. Com)
2. Population Prospects (Metro Plan Com)
3. Land for Industry (Metro Plan Com)
4. Portland Chamber of Commerce (Mr. King).
5. 6. Simms Co. (Mr. Coan) indust. real. estate firm.
6. 7. Norris Bates Co. (Mr. Winslow) indust. real estate firm.
7. 8. Bulter & Bulter indust. real estate firm.
4. Changing Economic Function of the Central City (CED Report by Raymond Vernon)

Albion Project Area (conservation)

Fire Statistics from daily fire call  
sheets for 1961

NUMBER OF FALSE ALARMS = 16 or 3.3%  
AMOUNT OF Prop. damage = \$1,945 or less than  
1% of city total.

# Albina Housing Project Study Area

Fire Dept. Statistics 1961

(Taken from "Daily Fire Call Sheets")

Fire call ~~for this area~~

1. Statistics are evaluated in terms of percentages <sup>relating this area to</sup> ~~for the study area in re~~ ~~lation to the statistics for the entire city.~~

1. Amount of Property Damage (Proj Area) = \$97,140.00  
Amount of Property Damage (Entire City) = \$1,805,816.  
∴ Approx 5% of the Property damage occurred within the Project Study Area. (w.o. <sup>Kaiser fire</sup> 7.5%)

2. No. of False Alarms (Proj Area) = 94  
No. of False Alarms (Entire City) = 442  
∴ Approx 16% of the no. of false alarms occurred within the project area.

3. No. of Fires caused by defective electrical ~~systems~~ <sup>wiring</sup> or appliances. (Proj Area) = ~~430~~ <sup>53</sup>  
No. of Fires caused by defective electrical wiring or appliances (Entire City) = 430  
∴ Approx 12.3% of all fires caused by defective electrical systems occurred within the project area.

4. No. of Fires caused by defective flues and heating systems (Entire City) = 450  
No. of Fires caused by defective flues and heating systems (Proj Area) = 76



(cont)

4. Therefore 16% of the no. of fires caused by defective heating systems occurred within the project area.
  5. No. of calls for first aid for the entire city equals 469.  
No. of calls for first aid for the project area equals 41.  
Therefore 8% of the no. of first aid calls were made within the limits of the project area.
  6. No. of Fire calls within the City limits equals 5,436.  
No. of Fire calls within the project study area equals 576.  
 $\therefore$  10.3% of all the fire calls were made within the project area.
-

(JAN - JUNE)

PROP. DAM.

June

74 cases \$5,650.<sup>25</sup>-

48 Est. Loss.  
48 Def. fund

45  
~~44~~ FALSE ALARMS

	641 N. Fargo	child area (Rubbish)	no loss.
-	104 N.E. Going	short cir. (Res)	\$50. ✓
	Albina & Alberta	Washdown car wreck	no loss.
	Union & Killingsworth	child w/cigar lighter	300.00 ✓
MA	2848 N. Williams	1 side of wheel	\$5000.- ✓
	7th & Thompson	10 yr. old	False alarm. ✓
	Missing & Shaw	Bonfire	no loss.
	7th & Wygant	False Alarm	no apprehension.
	3111 N.E. 14th	careless inflow <sup>garage</sup>	\$25.00 ✓
?	321 N. Cloakman	res. under inwrt.	\$3000.- ✓
?	926 N.E. Weidler	1st aid	no loss.
	3252 Union <sup>N.E.</sup>	apt. gas stove	no loss. ✓
	N. Bonleben & Knott	Washdown.	
	N.E. Occident & Hassalo	Washdown.	no loss.
	N.E. Union & Killingsworth	careless smoker	\$50 ✓
	<del>200 N.</del> Killingsworth	apt. carelessness w/solvent	no loss.
	1527 N.E. Sumner	apt. carelessness smoker	no loss.
	7th & Thompson	False alarm	
	2900 N. Interstate	car. bonfire	\$150.00 ✓
	4535 N. Vancouver	res. food ignited	no loss. ✓
	1030 N.E. Emmeron	First Aid	no loss. ✓
	714 N.E. Sumner	res. def. House Alarm	no loss. ✓
?	232 N. Monroe	Grass	no loss.
?	2136 N.E. 8th	spilled gasoline	no loss.
	805 N.E. Bond	careless w/gasoline	no loss.
	N.E. 14th & Boyce	auto.	\$25.00 ✓
	4929 N.E. 14th Place	res. smoker careless.	\$350.00 ✓



# June

	4410 N.E. Union	cape burning grass	<del>\$25.00</del>	✓
?	1025 N.E. Doig	Bonfire	no loss.	
	4715 N. Kerby	Illegal Bonfire	no loss.	
	Kerby & Fremont	<u>False Alarm</u>		
	5826 N.E. 13 <sup>th</sup> Ave	res. careless smoker	<del>\$40.00</del>	✓
	4311 N. Minnesota	bonfire	no loss.	
-	3525 N. Williams	short circuit	no loss.	
	1131 N. Beach	Burning Wreckage	no loss.	
	N. Kerby & Humboldt	Bonfire	no loss.	
	4416 N. Bothwick	defective oil stove	no loss	✓
	830 N.E. Holladay	First aid		✓
?	72 N.E. Skidmore	res. short circuit	no loss	
	Com. & Skidmore	carb. back fire	no loss	
	<del>119 N.E. Morgan</del>			
?	66 N.E. Cook	1 1/2 story frame house child matches	\$2500,	✓
?	234 N.E. Tillamook	<u>False Alarm</u>		
	431 N. Nixon	Burning food	no loss.	
	2 <sup>nd</sup> & Glison	spilled gas. car	<del>\$25.-</del>	✓
	N.E. 14 <sup>th</sup> & Bethfield Exp.	Bush fire	no loss	
-	15 <sup>th</sup> & Kelloggworth	res. short cir.	<del>\$50.-</del>	✓
	215 N.E. Tillamook	1 <sup>st</sup> story frame burning food	<del>\$25.-</del>	✓
	Union & Russell	<u>False Alarm</u>		
	3970 N.E. Grand	1 1/2 story frame res. smokers	<del>\$1200.-</del>	✓
	4835 Kerby	Burning Wreckage	no loss.	
?	72 N.E. Morris	under invert	<del>\$10.-</del>	✓
	13 <sup>th</sup> & Holladay	1 <sup>st</sup> aid		✓
	4925 N.E. 15 <sup>th</sup> Ave	1 <sup>st</sup> story frame careless smoker	<del>\$50.-</del>	✓

June

Skidmore & Maylod  
N.E. 15<sup>th</sup> & Brogue

First Aid ✓  
Washdown no loss

- May -

Montana  
~~How~~ of Fremont

1518 N. Benton

False Alarm ✓

1<sup>st</sup> Aid ✓

3111 North Kerby

1<sup>st</sup> Aid ✓

Vancouver & Weidler

1<sup>st</sup> Aid ✓  
Auto wreck ✓

1000 N.E. Multnomah

Broken Sprinkle head no loss

363~~4~~ N. Williams

isolib  
storage act.  
Def light Firtun no loss

12<sup>th</sup> & Shaver

short circuit

no loss

1309 N.E. 2<sup>nd</sup>

False Alarm ✓

? 225 N.E. Shaver

concess w/ gasoline

\$100.00 ✓

~~Greely & Interstate~~

~~car fire gone on arrival.~~

554 N. Blundera

1<sup>st</sup> aid ✓  
no estimate.

1535 N.E. 1<sup>st</sup>

Under Arson

~~no loss.~~

635 N.E. Going

store and half frame  
child matches

\$5 loss ✓

410 N.E. 3<sup>rd</sup>

cold storage  
Over heated electrode

\$50.00 ✓

3525 N. Boothwick

roof fire  
sp. house

\$500.00 ✓

8415 N.E. Brogue

Bon fire

Commercial & Alberta

False Alarm ✓

15<sup>th</sup> & Brogue

False Alarm ✓

2012 N.E. 15<sup>th</sup>

overheated fan motor  
2 story frame sea

no loss

Union & Fremont

no loss

4115 N. Kerby

False Alarm ✓



# May

		<u>False Alarm</u>	
11 <sup>th</sup> of Allamook			
106 Stanton	Defective Cab.	No loss.	
1727 N. Interstate	Careless Smoker	<del>\$300.-</del>	✓
3977 N. Mississippi	Careless Smoker	<del>\$10.-</del>	✓
835 N. Kerby	under <del>invest.</del> res. Total loss	<del>\$6,000.-</del>	✓
2722 N. Williams	Bonfire		
1203 N.E. 3 <sup>rd</sup>	2 story Res. under invest	<del>\$4,200.-</del>	✓
10 <sup>th</sup> of Knott	Burning Power Pole	no loss	
Commercial & Morris	Car Wash	no loss	
4845 N.E. 10 <sup>th</sup>	1 <sup>st</sup> Aid	no loss	✓
209 N. Fremont	Defective Electric Sign	<del>\$25.00</del>	✓
926 N.E. Wendler	1 <sup>st</sup> Aid.		✓
3737 N.E. Grand	Burning Grass	no loss	
4233 N.E. Union	Broken Water Tank.		
2117 Rodney	car. backfire	<del>\$75.00</del>	✓
4706 N.E. 15 <sup>th</sup>	1 1/2 story Res. Under Invest	2500.-	✓
847 N.E. Webster	Child w/ matches	Womypout \$50.-	✓
9 <sup>th</sup> of Roselawn	under invest.	no loss	
4768 N.E. Grand	elect wires	no loss	
4136 N.E. 14 <sup>th</sup>	Animal Rescue		
609 N.E. Russell	2 story Res. elect. blanket	<del>\$125.00</del>	✓
1825 N.E. 15 <sup>th</sup>	1 <sup>st</sup> aid.		✓
203 N.E. Jay	smoke scare	no loss	
2607 N.E. Hilary	1 <sup>st</sup> Aid.		✓
Killingworth & Wilhois	Workdown.		
1722 N. Interstate	Smoke scare	no loss	
N.E. 15 <sup>th</sup> & Boyce		<u>False Alarm</u>	

May -

- 6224 N.E. 13<sup>th</sup> <sup>short circuit</sup> 1 1/2 story res. \$100.- ✓
- Montana & Fremont False Alarm
- 4024 N. Interstate <sup>short cir.</sup> restaurant no loss
- 3957 N.E. 7<sup>th</sup> <sup>short circuit</sup> no loss
- 216 N. Sumner <sup>1st Aid</sup>
- 13<sup>th</sup> & Stanton False Alarm
- 5408 N.E. Mason (Outside) mutual aid.

April

- 1722 N Interstate <sup>1st Aid.</sup>
- 53 N.E. Thompson <sup>1 story frame Res.</sup> \$5500.- ✓
- 110 N.E. 10<sup>th</sup> Bonfire.
- 3307 N.E. 11<sup>th</sup> Arson no est. for loss ✓
- 126 N.E. Mason <sup>1 story Fr. Res.</sup> deceptive fire no loss ✓
- Kerby & Fremont False Alarm
- 1234 N. Wygant <sup>1st Aid.</sup>
- 911 N.E. Rose lawn <sup>1 story frame</sup> Def. Oil Heater \$350.- ✓
- 7 N. Russell St. <sup>auto. fire</sup> Short Circuit \$500.- ✓
- 1224 N.E. 6<sup>th</sup> <sup>Burning fire</sup> no loss ✓
- 4606 N. Williams <sup>Burning Pub.</sup> no loss
- 253 N. Fargo <sup>overheated oil stove</sup> <sup>1 1/2 story frame Res.</sup> no loss ✓
- 955 N.E. Union <sup>Nelson Equip Co.</sup> <sup>defect. Equip. 24.</sup> no loss
- Lloyd Center <sup>Def ADT.</sup> no loss
- Montana & Fremont False Alarm



# April

1227	N.E. Beach	School	1-S-F	concrete smother	\$1,000.00	✓
500	N. Knott		1 1/2 S-F	concrete smother	\$75.00	✓
1303	N.E. Rose lawn	garage		concrete w/gasoline	no loss	
	N.E. Union & Wiedler			Washdown	no loss	
539	N. Halsey		2-S-F	smother concrete	\$50.00	✓
	7th & Knott			Washdown	no loss	
2021	N.E. 12th		2-S-F	concrete smother	\$150.00	✓
4116	N.E. 14th			Lockin Assist Pol.	no loss	
	Minnesota & Ainsworth			Wreckage	no loss	
4511	N. Williams		2-S-F Rec.		\$25.00	✓
3437	N. Williams			Old Boiler	no loss	✓
809	N. Shaw				no loss	
3820	N. Danten heir		1 1/2 S-F	Kitchen Range	no loss	
1115	N. Webster		1 1/2 S-F	defective flue	no loss	✓
	Missouri & Killebrew			Wreckage	no loss	
44	N.E. Stanton			short Circuit wiring	\$50.00	✓
3916	N. Allison		1 1/2 S-F	Flooded oil fuel	no loss	✓
	N.E. 7th & Wygant			False Alarm		
	Minnesota & Prescott			Bonfire		
	Sueley & Killebrew			False Alarm		
	N. Commercial & Alberta			False Alarm		
4530	N. Danten heir			Bonfire		
1552	N.E. Prescott		1-S-F	shed	no loss	
	Montana & Fremont			False Alarm		
718	N. Fremont			short circuit	\$75.00	✓
	Union & Alberta			concrete bonfire	no loss	
1827	4225 N.E. 14th			concrete w/ flou - liquid	no loss	✓





- March -

2216	N. Webster	1 1/2 S-F-Res	combust. near fire	<del>\$50.00</del> ✓
3923	N. Minnesota	Bonfire	no loss	
	N. & Union & Morris		<u>False Alarm</u>	
<del>3016</del>	<del>N. Gutenberg</del>	<del>short circuit</del>	<del>AUTO</del>	<del>no loss</del>
	Alberta & Commercial	Nat. Gas leak	no loss	
916	N.E. Alberta	carless <sup>2-S-F</sup> smoking		<del>\$100.00</del> ✓
<del>MP 328</del>	<del>N. Vancouver</del>	<del>2-S-F apt</del>	<del>burned food</del>	<del>\$25.00</del> ✓
<hr/>				
	<del>16th &amp; Garrett</del>		<del>Hot Wire</del>	
33 <sup>1/2</sup>	& Knott	Bonfire	no loss	
101	N.E. Monroe	Bonfire	no loss	
	<del>Lloyd St.</del>	<del>short cir</del>	<del>AUTO</del>	<del>\$25.00</del> ✓
<del>803</del>	<del>N.E. Aldmore</del>	<del>1 1/2 S-F</del>	<del>short cir</del>	<del>\$50.00</del> ✓
	Union & Holladay	carless smokers		<del>\$25.00</del> ✓
3657	N. Minnesota	1 <sup>st</sup> Aid	no loss	
635	N.E. 2 <sup>nd</sup>	garage <sup>1-S-F</sup> concrete	no loss	
	Williams & Harding	natural gas backfire	no loss	
	Commercial & Aldmore	Washedown	no loss	
	Union & Alberta		<u>False Alarm</u>	
			1 <sup>st</sup> aid	no loss
5003	N.E. 13 <sup>th</sup> Ave		Wires down	no loss
2724	N.E. 12 <sup>th</sup>	carburator	backfire	<del>\$25.00</del> ✓
5214	N.E. 15 <sup>th</sup>	def gas <sup>1-S-F</sup> water heater		no loss ✓
3233	N. Anisovii	1 1/2 S-F-R. Res	def oil stove	no loss ✓
817	N.E. Broadway	2-S-F-R. Res	leak gas stove	no loss ✓
<sup>2<sup>nd</sup></sup> 211	N.E. 6 <sup>th</sup> Ave	2-S-F	def oil stove	<del>\$15.00</del> ✓
324	N. Cook	1-S-F. res.	def oil stove	no loss ✓
4309	N.E. 7 <sup>th</sup>		def gas heater	no loss ✓



- March -

Williams & Wygant	car trailer	
2332 N.E. 9 <sup>th</sup>	hot cables	no loss
Union & Hancock	1 <sup>st</sup> Aid	no loss ✓
1732 N.E. 11 <sup>th</sup>	<b>False Alarm</b>	
54 N.E. Fairing 1 1/2-S-F	Lock out	no loss
826 N.E. Prescott	spid fuel def furnace	no loss ✓
	1 <sup>st</sup> aid	no loss ✓

- February -

11 N.E. Fairing	2-7-Furn trash in fire register	no loss ✓
1026 N.E. Hancock	3-S-Fv. ext	def. house alarm no loss
1526 N.E. Alberta	trash in vacant lot	no loss
Maryland & Wygant	Wires down	no loss
Conn & Skidmore	<b>False Alarm</b>	
4228 N. Maryland	1 1/2-S-F Res smoke scene	no loss
Minnesota & Mason	Bonfire	no loss
5276 N. Williams	burning grass	no loss
N. Poye & Flint	<b>False Alarm</b>	
2806 N.E. 12 <sup>th</sup>	Bonfire	
9 <sup>th</sup> & Wiedler	1 <sup>st</sup> aid	
Shaver & Minnesota	Wreckage	no loss
5202 N. Maryland	1-S-F duplex Burning Dress	\$250. ✓
407 N. Russell	2-S-F Over heated oil heater	no loss ✓
3717 N.E. Rodney	gov. argued shed Hot Cables	\$25. ✓
* Union & Doris	<b>False Alarm</b>	
* 10 <sup>th</sup> & Liskayou	<b>False Alarm</b>	

- February -

* Haight & Beech		False Alarm	
* Vancouver & Goig		False Alarm	
220 N.E. Multnomah		Rescue	
N.E. 11 <sup>th</sup> & Alberta		Washdown	
1004 N.E. Goig		False Alarm	
Vancouver & Goig		False Alarm	
<del>2732 N. Mississippi</del>	2-S-F.V. Under insert short circuit	<del>\$500.-</del>	✓
3808 N. Williams	bottling plant	no loss	✓
817 N.E. Sumner	1 1/2 S-F. Res. oil on stove	<del>\$25.00</del>	✓
3645 N. Mississippi	2-S-F. arty. furnace backfire	no loss	✓
Killingsworth & Montana	Fallen elect. wires	no loss	✓
4904 N.E. 16 <sup>th</sup>	burning glue	no loss	✓
835 N. Fairly	leaking hot water heat	no loss	✓
N. Vancouver & Goig		False Alarm	
Rodney & Cook		False Alarm	
253 W. Fargo	overheated oil heat.	no loss	✓
23 N.E. Broadway	Furnace backfire	no loss	✓
3344 N.E. Union	defective oil heater	no loss	✓
<del>Union &amp; Jewett</del>		<del>Washdown</del>	
3929 A N.E. Cleveland Ave	careless smokers	<del>\$25.00</del>	✓
918 N. Fremont	short circuit 1-S-F. res	motor on oil furnace	no loss
1564 N. Prescott	Burning stove 2-S-F. res	<del>\$150.00</del>	✓
814 E. Weedler	1 1/2 S-F. childred w/pie	<del>\$500.00</del>	✓
<b>JANUARY</b>			
107 N.E. Grand		First Aid.	
74 N.E. Iny	smoke scare	no loss	✓
2014 N. Vancouver	defective freezer locker	<del>\$1,500.00</del>	✓
<del>Union &amp;</del>			



- January -

521 N.E. Brayer		First Aid.		✓
4734 N. Williams		<u>False Alarm</u>		
2325 N.E. 15 <sup>th</sup> Ave	shot in clock 1 1/2 S-F		\$2,000.-	✓
2639 N. Williams		Under Arrest.	loss guarant.	
Rodney & Graham <del>2924</del>		<u>False Alarm</u>		
Rodney & Cook		<u>False Alarm</u>		
Rodney & Cook		<u>False Alarm</u>		
Lloyd Center	Overheated elect. motor 2-S-F. Res.		no loss	
637 N.E. Tillamook	spark from flue		\$500.00	✓
641 Russell	2-S-F ant. def. flue		\$500.-	✓
434 Morris	Bonfire		no loss	
3129 N. Vancouver	1-S-F Res burning flue		no loss.	✓
<del>616 N.E.</del> Fargo		First Aid.		✓
Commercial & Alberta		<u>False Alarm</u>		
Rodney & Cook		<u>False Alarm</u>		
Union & Russel		<u>False Alarm</u>		
Interstate & Wiggant		Wreck 1 <sup>st</sup> Aid.		✓
4855 N.E. Grand Ave	2-S-F Res. dust mop in furn.		\$25.00	✓
318 N. Russell	Overheat. oil circuit.		no loss.	✓
924 Killingsworth Ct.	1 1/2 S-F Res def. flue		no loss	✓
50 29 Union	Smoke scare		no loss	
425 N.E. Killingsworth	1-S-F stop shot in best ply		no loss	✓
502 N. Morris	2-S-F opt. gas leak		no loss	
630 N.E. Broadway	no smoke		no loss	
704 N.E. Killingsworth et.		1 <sup>st</sup> Aid.		✓



# January

4904 N. Missouri		1 <sup>st</sup> Aid.	✓
Lloyd Center	restaurant	no loss	✓
5329 N. Alline	short circuit 2 1/2-S-F-V.	<del>\$100.00</del>	✓
Blardena & Congress	cooker backfire	<del>\$30.00</del>	✓
837 N.E. Tillamook	def elect. motor	no loss	✓
57 N.E. Broadway	2-S-F vs open combustion	<del>\$50.00</del>	✓
654 N. Arnsworth	1 <sup>st</sup> Aid.		✓
<del>505 Michigan &amp; Jarrett</del>	<del>stand oil gas tank Overheated Tire</del>	<del>\$200.00</del>	
606-608 N.E. Stanton	def flare 1-S-F	no loss	✓
3917 N.E. 10 <sup>th</sup>	children w/ matches	<del>\$150.</del>	✓
1331 N. Doing	plugged incinerator		✓
3021 N.E. Rodney	Overheated oil furnace	no loss	✓
" " "	" " "	" "	✓
5427 N. Mississippi	welder invert. 2-S-F-V. Res	<del>\$4,000</del>	✓
531 N.E. Holladay	churn def oil burner overheated gas furnace	<del>\$300.00</del>	✓
15 <sup>th</sup> & Broadway	Box hold up	pub. service	no loss
5315 N. Minnesota	1-S-F vs cooker motor	<del>\$4,500.00</del>	✓

685

9

(JULY - DEC)

- December -

Prop do. = 45,515  
37 of June

30 FALSE ALARMS

72 cases

False Alarm

Lloyd Center

2-S-F

5106 N.E 14<sup>th</sup>

Short circuit.

no loss

2 N.E Killingsworth

bokey shot cir

no loss

2303 N.E 12<sup>th</sup>

2-S-F carbon smoke

\$4,500. ✓

5026 N. Williams

2-S-F. vs. overht'd oil furn. short circuit

no loss. ✓

622 N. Knott

1-S-F. vs. gas leak

no loss ✓

Albina & Killingsworth

carb. backfire

\$150.00 ✓

Minnesota & Fremont

burning rubbish

no loss

2937 N.E 10<sup>th</sup>

short circuit motor

no loss

7<sup>th</sup> & Wygant

False Alarm

4034 N. Missouri

Carbon smoke

\$3,000. ✓

Vancouver & Beal

Work down

no loss

3500 Blvd Minnesota

Bonfire

no loss

2002 N.E 13<sup>th</sup>

1<sup>st</sup> Aid

1615 N.E Boing

Public Service

3551 Minnesota

burning wreckage

no loss ✓

Flint & Hancock

dry. Kerosene heater

\$1500. ✓

1405 N.E Prescott

Over ht'd brakes

auto no loss ✓

535 N.E Monroe

Bonfire

12<sup>th</sup> & Fairing

False Alarm

1816 N. Interstate

1<sup>st</sup> Aid.

1435 N.E Mason

2-S-F dup carbon smoke

\$3500.00 ✓

4315 N. Haight

lockin

no loss

1531 W.E. Boing

defective flue

no loss ✓

84 N.E Fremont

1 1/2 S-F. vs. smoke scare

no loss

506 N.E Alberta

short circuit. Power pole

no loss

4044 N.E 9<sup>th</sup>

1 1/2 S-F. vs. undetermined

\$6,000. ✓



# December

Address	Incident Description	Loss / Cost	Status
-515 N. Killingsworth	<sup>1-S-F.</sup> cleaners short circuit	\$50.00	✓
-Boothwick & Killingsworth	short circuit	\$50.00	✓
2934 N.E. 9 <sup>th</sup>	<sup>1 1/2 S-F. res.</sup> short cir	\$25.00	✓
3000 N. <del>going</del> Lloyd Center	<sup>going</sup> 1 <sup>st</sup> aid cables smokes	\$600.00	✓
-2243 N.E. 12 <sup>th</sup>	2-S-F. Res short cir.	\$150.00	✓
627 N.E. Cook	Burning flu	no loss	✓
Prescott & Michigan	Wreckage	no loss	✓
651 N. Fargo	<sup>1-S-F. res</sup> combustibles by stove	no loss	✓
4016 N.E. 12 <sup>th</sup>	sawdust furn backfire	no loss	✓
1409 N.E. Skidmore	1-S-F. dup. steam seam	no loss	✓
530 N. Killingsworth	dy carburetor	\$50.00	✓
2511 N. Union	<sup>1-S-m</sup> restaurant stove	no loss	✓
318 N. Russell	<sup>1 1/2 S-F. res</sup> rekindle	no loss	✓
3935 Boulder View	Burning flu	no loss	✓
5320 N.E. 9 <sup>th</sup>	<sup>1-S-F. app.</sup> defective thermo.	no loss	✓
-4735 N.E. Malloy	def. light fix.	no loss	✓
633 Humboldt	<sup>def thermo.</sup> 1-S-F. res	no loss	✓
4515 N. Maryland	hot ashes	\$20.00	✓
1530 N.E. Emerson	steam seam		
-224 N.E. Alberta	laundromat <sup>overht'd</sup> dryer	no loss	✓
5406 N.E. 12 <sup>th</sup>	Illegal Bonfire		
-4715 N.E. 16 <sup>th</sup>	<sup>2 1/2 S-F. res.</sup> short cir.	\$100.-	✓
1319 N.E. 2 <sup>ND</sup>	1-S-F garage <sup>ARSON</sup> under	\$100.-	✓
2125 N.E. 16 <sup>th</sup>	2-S-F. res.	no loss	✓
Union & Killingsworth	Washdown		

Kerby & Monroe

Workdown

- 15<sup>th</sup> & Halsey coals smoke \$50.00 ✓
- 3616 N.E. 8<sup>th</sup> 1-S-F <sup>house</sup> gas def flue no loss ✓
- 3125 N. Mississippi 1-S-F <sup>def</sup> wiring \$250.00 ✓
- Bayfield & Union 1<sup>st</sup> Aid. ✓
- ~~2521~~ N. Williams 3-S-O apt. coals smoke \$100. ✓

November

- 2334 N.E. 8<sup>th</sup> def <sup>1/2 S-F</sup> furnace clean out no loss ✓
- 1137 N.E. Mason heat in dryer no loss ✓
- 16<sup>th</sup> & Halsey Workdown
- 4731 N. Williams 1 1/2-S-F. Coal <sup>Burn</sup> flue no loss ✓
- 224 N.E. Russell 2-S-F. oil for Burn Flue no loss ✓
- 5203 N.E. 16<sup>th</sup> coals smoke \$160.00 ✓
- 2612 N. Williams 3-S-B
- Interstate & Fairing False Alarm
- ~~5321 N.E. Sacramento 2-S-F. Alarm \$25.00~~
- N. Sumner & Minnesota False Alarm
- 1722 N. Interstate 2-S-F. <sup>oil stove</sup> backfire no loss ✓
- 412 N. Knott def oil furnace no loss ✓
- ~~4845 Vancouver N.E. 10<sup>th</sup> 1-S-F vs short circuit \$50.00 ✓~~
- 1527 N.E. Sumner 2-S-F apt. smoke scan no loss ✓
- 1527 N.E. Sumner " ~~backfire~~ <sup>backfire</sup> def no loss ✓
- 4524 N. Michigan 1-S-F. coals smoke \$500. ✓
- 432 N.E. Utah 1/2 S.F. gas arson \$2500. ✓
- 3316 N. Vancouver 2-S-F vs hold w/ fire \$50.00 ✓



3634 N. Allina	1-S-F wa.	curless w/stone oil	no loss ✓
1908 N. Prescott	1-S-F-	sun reflect	no loss ✓
Vancouver & Page		Washdown	
4524 N. Michigan	1-S-F wa.	curless smoker	\$4,000 ✓
2305 N.E. Highland		curless smoker	\$50.00 ✓
100 N.E. 11 <sup>th</sup>	1-S-B.	defective fur.	no loss ✓
- 3978 N. Mississippi	2-S-B	vac. smoker	\$25.00 ✓
- 1/6 N.E. 8 <sup>th</sup>	1-S-F wa	overht'd circulator	no loss ✓
Boing & Minnesota		Wreckage	no loss ✓
3530 N. Kerby	1/2 S-F.	Bussing flue	no loss ✓
2706 N. Williams	3-S-B	Apt. overht'd wood stove	no loss ✓
Broadway & Williams		<del>no loss</del> wreck	no loss ✓
10 <sup>th</sup> & Mason		<del>False Alarm</del>	
5024 S.E. Haight		<del>False Alarm</del>	
8 <sup>th</sup> & 12 <sup>th</sup> & Tillamook		Hot power wire	no loss ✓
12 <sup>th</sup> & Tillamook		<del>False Alarm</del>	
Rodney & Cook		diff floor furnace	no loss ✓
874 N.E. Emerson		<del>False Alarm</del>	
7 <sup>th</sup> & Thompson		Washdown	
<del>4300 N. Interstate</del>			

October

4300 N. Interstate		Washdown	
5523 N.E. 13 <sup>th</sup> Ave	1-S-F wa	curless smoker	\$250.00 ✓
77 N.E. Knott		1 <sup>st</sup> Aid.	✓
4128 N. Montrose		Overheated smoke house	no loss ✓
Union & Alberta		<del>False Alarm</del>	



— October —

100 3530 N. Vancouver	1-5-F restaurant	Burning grease	no loss
16 <sup>th</sup> & Multnomah		Workdown	
1115 N. Beech		Bonfire	no loss
1115 N. Beech		Burning wreckage	no loss
5123 N. Albion		combustibles by furnace	\$50.00 ✓
2629 N. Williams		def gas dryer <sup>leaking</sup>	no loss ✓
Commercial & Skidmore		<u>False Alarm</u>	
100 N. Killingsworth		laundry <sup>overheated</sup> gas dryer	no loss ✓
235 N.E. Sacramento		burned food	no loss
4057 N. Mississippi		start by	
Rodney & Graham		<u>False Alarm</u>	
Union & Killingsworth		carb. backfire	\$15.00 ✓
3036 N. Commercial	1-5-F. on	short circuit	\$5,000.00 ✓
4038 N. Vancouver	1-5-F. garage	child's w/ matches	\$700.00 ✓
14 <sup>th</sup> & Banfield		Workdown	no loss
3306 N. Williams Ave	2-5-F. res.		\$300.00 ✓
3006 N.E. 15 <sup>th</sup> Ave		Workdown	no loss
3 N. Morris	2-5-F. apt.	def gas range	no loss ✓
4414 N.E. Mallory	Over <sup>too close to wall</sup>		\$20.00 ✓
2905 N.E. 15 <sup>th</sup>	2-5-F. res	short circuit	\$75.00 ✓
Union & Killingsworth		carb. backfire	\$20.00 ✓
4942 N.E. 11 <sup>th</sup>	1-8-F. shack	curtain smoking	no loss ✓
3415 N. Missouri	2-5-F. Res	over heated oil stove	no loss ✓
Williams & Alberta		<u>False Alarm</u>	
Lloyd Center		burning auto	gone on arrival
328 N.E. Shaw		Workdown	no loss
3116 N. Williams Ave		Bonfire	

- October -

1033 N.E. Tillamook	1 1/2-S-F. vs.	cordless smoke	\$200.00 ✓
225 N.E. Russell St		spark from utility truck	\$200.00 ✓
<del>3116 N. Williams Ave</del>		<del>Bonfire</del>	<del>no loss</del>
<del>1033 N.E. Tillamook</del>			
1016 N. Skidmore			
7th & Wygant			
Interstate & Mason			
7th & Wygant			
89 N.E. Thompson		smoker	no loss ✓
4515 N. Maryland		def wiring	\$125.00 ✓
3636 N. Dawson		Overheated air heater	no loss ✓

1st Aid ✓

False Alarm

Washed down

False Alarm

- September -

4917 N.E. Union		burned bookfire	no loss ✓
4068 N.E. 10th	1 1/2-S-F vs	child w/matches	\$100.00 ✓
Hancock & Santenhein		grass fire	no loss.
Haight & Beech			
Minnesota & Fremont		wreck	no loss ✓
1021 N.E. Tillamook	1-S-B apt.	smoker	\$100.00
4548 N. Michigan Ave		Arrival Rescue	
3116 N.E. 11th	1 1/2-S-F vs	smoke scare	no loss
Commercial & Moravia		grass fire	no loss.
7th & Halsey	2-S-F vs	smoke scare	no loss
725 N.E. Killipworth	1 1/2-S-F	climber	
7 Lloyd Center Mall		short circuit	no loss

False Alarm



# September

60 N.E. Monroe	<sup>1 1/2-S-F res</sup> children w/ matches	\$ 50.00 ✓
3807 N.E. 12 <sup>th</sup>	Lockin	no loss
3425 N. Mississippi	False Alarm	
Interstate & Renee	grass fire	no loss
Humboldt & Albina	grass fire	no loss
13 <sup>th</sup> & Thompson	False Alarm	
3006 N. Commercial	Burning rubbish	no loss
<del>2750</del> N. Kerby	<sup>1 1/2-S-F res</sup> def. fire	\$ 700. ✓
Union & Russel	<sup>1-S-1</sup> store fumigation	no loss
4818 N. Interstate	<sup>1-S-F</sup> laundromat overheatd elec motor	no loss
3324 N. Montero	Rubbish fire	no loss
<del>Vancouver</del> <sup>and</sup> <del>Russell</del>	carb backfire	\$ 75.00 ✓
4203 N.E. Rodney	<sup>2-S-F res</sup> ARSON	no fire call!
<del>3906</del> N. Boithunish	coolest smoker	\$ 200.00 ✓
9 <sup>th</sup> & Boyce	smoke alarm	no loss
5051 N.E. 7 <sup>th</sup>	coolest smoker	\$ 200.00 ✓
2716 N.E. 12 <sup>th</sup> Ave	<sup>1 1/2-S-F res</sup> closed dryer	\$ 50.00 ✓
221 N. Killingsworth St.	<sup>1-S-1</sup> only rods	no loss
55 N.E. Fargo	def. burner	no loss. ✓
2317 N.E. Rodney	1 <sup>st</sup> aid.	✓
3026 N. Michigan	<sup>2-S-F res</sup> wiring circuit.	\$ 2000.00 ✓
435 N.E. Broadway	<sup>1-S-B</sup> laundry	\$ 1500.00 ✓
Mississippi & Fremont	grass fire	
3927 N. Williams	wreckage fire	no loss
3425 N. Michigan	duplex attempted arson	no loss
623 N. Knott	short circuit tel. pole	no loss

- September -

1639 N.E. Alberta	children w/ fire	no loss
406 N. Russell	2-S-F.R. def. oil furn	\$350.00 ✓
Albion & Russell	carb. bonfire	\$50.00 ✓
843 N. Knott	3-S-apt brick colder smokers	\$200.00 ✓
531 N. Hays	1-S-F child w/ matches	\$100.00 ✓
2017 N.E. 96th	def oil burner	\$25.00 ✓
3716 N.E. Union	Workdown	no loss
Broadway & Union	1st Aid	
<del>Interstate &amp; Knott</del>	<del>Burning Power pole</del>	<del>no loss</del>

- August -

Interstate - Knott	Burning Power Pole	no loss
4520 N. Berthwick	Burning <del>grass</del> <sup>grease</sup>	\$200.00 ✓
7th and Multnomah	Workdown	no loss
1310 N.E. 2nd	<u>False Alarm</u>	
Rever & Minnesota	Bonfire	no loss
4416 N. Williams	1-S-F child w matches	no loss
4117 N. Williams	1-S-F children w/ matches	no loss
745 N. Russell	colder smokers	\$100.00 ✓
7th & Hancock	grass fire	no loss
3726 N. Berthwick	grease on stoupyie	no loss ✓
5415 N. Albion	2-S-F PTA <del>Library Ref</del>	no loss
Haight & Beech	<u>False Alarm</u>	
Rosebawn & Williams	grass fire	no loss
702 W. & Killingsworth	1-S-F garage	no loss
15th & Benfield	grass fire	no loss



- August -

2603 N.E. Union	<sup>L-S-F</sup> Burned food	no loss
5337 N. Missouri	trash	no loss
3734 N. Vancouver	careless smokers	no loss
<del>4614</del> N. Mississippi	One short circuit	\$500.00 ✓
5415 N. Alline Ave	3-S-C apt	Smoke inc. no loss
1126 N. Fairing	Bon fire	no loss
<del>2000 N.E. 4th Ave</del>		
Mayland & Doring		1st Aid ✓
2411 N. Mississippi	Pub Service	
Montana & Fremont	<u>False Alarm</u>	
<del>2411</del> N. Mississippi	<del>Alarm</del>	3,000.00 ✓
59 N.E. Fremont	bonfire	no loss
5106 N.E. 14th Place	grass fire	no loss
16th & Fremont	Burny Power Pole	no loss
<del>518</del> N. Cook	Burned out elect motor	no loss
4616 N.E. Mollory	<sup>L-S-FN</sup> careless smokers	\$60.00 ✓
1577 N.E. Broadway	sawdust careless <sup>smoke</sup>	no loss
4536 N. Congress	sparks from fireplace	\$50.00 ✓
Haley & Broadway (Br)	grass fire	no loss
<del>200</del> N.E. Beach (?)	<sup>L-S-F</sup> burning shirt	\$50.00 ✓
Avoy & Boitwick	grass fire	no loss
3425 N. Michigan	<u>False Alarm</u>	
Interstate & Meun	grass fire	no loss
Interstate & Russell	washdown	no loss
<del>39</del> N.E. Stanton	connect short circuit	no loss

~~July~~  
August

4530 N. Minnesota	Rubbish	no loss
Vancouver & Skidmore	Workdown	no loss
Union & Alberta	<u>False Alarm</u>	

- July -

Rodney & Mason	Workdown	
619 N.E. Stanton	Bonfire	
Interstate & Mason	Gross fire	no loss
12th & Arving	1st Aid	
Boothwick & Fairing	<u>False Alarm</u>	
603 N.E. Shower	careless smoker	20.00 ✓
3521 N.E. Grand Ave	Pub. serv.	
3942 N.E. Union	gun w/ matches	50.00 ✓
11th & Lisakyou		
4829 N.E. Garfield	short circuit	\$50.00 ✓
607 N.E. HANCOCK	Bonfire	no loss
Russell & Commercial	gross fire	no loss
511 N. Fargo	trash	no loss
8th & Beech	<u>False Alarm</u>	
4408 N.E. Cleveland	Air circulator backfire	no loss ✓
William & Russell	auto fire	\$150.00 ✓
3925 N. Williams	wreckage cashed invest	no loss
→ 3935 N. Williams	1-S-C merch. shop	\$10.00 ✓
→ 4045 N.E. Rodney	short circuit	no loss



- July -

5500 N.E. Fargo	1-S-F apt under innert	no loss.
4316 N.E. 12th	1st Aid	✓
Union & Fremont	Wash down	✓
514 N. Fremont	Overht'd refer motor	\$25.00
3532 N. Montana	child w/ matches	no loss.
548 N.E. Knott	Bonfire	
Russell & Interstate	Washdown	
825 N.E. Fairing	Pub service	
216 N.E. 12th	Burning Rubbish	no loss
2nd & Oregon	Washdown	
Knott & Vancouver	Auto wreck	no loss
Skidmore & Albina	Bonfire	
216 N.E. 12th	Burning Rubbish.	
3606 N. Haight	Bonfire.	
3314 N. Minnesota	1-S-F garage under innert	\$75.00
3600 N. Haight	<u>False Alarm</u>	
2427 N. Kirby	careless w/ cutting torch (w/keys)	no loss.
<del>1004</del> 1925 N.E. 12th	1-S-F garage	\$1,000.00
910 N.E. Webster	Illegal Bonfire	no loss
3606 N. Haight	fire scare	no loss
4005 N.E. <del>4444</del> Albina	Pub. service	
2526 N.E. 15th	def elect motor	no loss
4212 N.E. 7th	Carb backfire	\$25.00
225 N. Russell	1-S-masonry corlute overht'd furnace	\$50.00
Rodney & Duane	<u>False Alarm</u>	
Rodney & Sacramento	<u>False Alarm</u>	

- July -

1531 N.E. Going		Smoke scare	no loss.
2232 N. Vancouver	<sup>1 1/2 S-F</sup> flat	child w/ matches	\$25.00 ✓
1426 N. Revere		1 <sup>st</sup> Aid	✓
Massouri & Beech		<u>False Alarm</u>	
5420 N. Anterstate		carelessness w/ torch	no loss
607 N.E. Fremont		1 <sup>st</sup> Aid.	✓
1122 N. Williams		Bonfire	
4228 N. Williams		Tone on arrival	
Commercial & Harding		Smoke scare	
3633 N. Vancouver	<sup>1-S-F</sup> gauge	fire works	
823 N. Knott		Grass fire	
-635 N.E. Going		Overloaded wash machine	no loss
1333 N.E. Union		Smoke scare	
-328 N.E. Fremont		Short circuit light fixture	
813 N. Stanton		<sup>1-S-F</sup> shed (roof) careless smokers	\$25.00 ✓
Minnesota & Humboldt		Burning Wreckage	
Russell & Commercial <del>Minnesota</del>		Grass fire	no loss

285

Albin Area  
 # 1260.00  
~~# 14335.00~~

7 - F. Albin



# FIRE CALL STATISTICS FOR THE ALBINA HOUSING PROJ. STUDY AREA

1.	NUMBER OF FIRE CALLS FOR THE PROJ. STUDY AREA	=	596
	NUMBER OF FIRE CALLS FOR THE ENTIRE CITY	=	5,436
	PERCENTAGE OF CALLS MADE WITHIN THE PROJ. AREA	=	10.9%
2.	NUMBER OF FALSE ALARMS MADE WITHIN THE STUDY AREA	=	74
	NUMBER OF FALSE ALARMS FOR THE ENTIRE CITY	=	442
	PERCENTAGE OF FALSE ALARMS FOR THE STUDY AREA	=	16%
3.	AMOUNT OF PROPERTY DAMAGE FOR THE STUDY AREA	=	\$97,140. <sup>00</sup>
	AMOUNT OF PROPERTY DAMAGE FOR THE ENTIRE CITY	=	\$1,905,816. <sup>00</sup>
	PERCENTAGE OF PROPERTY DAMAGE FOR THE STUDY AREA	=	5%
4.	NUMBER OF FIRES CAUSED BY POOR ELECTRICAL WIRING (PROJ. STUDY AREA)	=	537
	NUMBER OF FIRES CAUSED BY POOR ELECTRICAL WIRING (ENTIRE CITY)	=	430
	PERCENTAGE OF ELECTRICAL FIRES WITHIN THE STUDY AREA	=	123%
5.	NUMBER OF FIRES CAUSED BY FAULTY HEATING SYSTEMS <del>NUMBER OF FIRES CAUSED BY</del> (PROJ. STUDY AREA)	=	76
	NUMBER OF FIRES CAUSED BY FAULTY HEATING SYSTEMS (ENTIRE CITY)	=	450
	PERCENTAGE OF FIRES WITHIN THE STUDY AREA CAUSED BY FAULTY HEATING SYSTEMS	=	16%



FIRE CALL STATISTICS FOR THE ALBINA HOUSING PROJ. STUDY AREA

NOTE:

THE FOREGOING STATISTICS WERE COMPILED FROM THE DAILY FIRE CALL LOG. PROPERTY DAMAGE VALUES DO NOT REFLECT THE SAME AMOUNTS AS THOSE DETERMINED BY PROFESSIONAL APPRAISERS OR PAID INSURANCE CLAIMS. THEY ARE AMOUNTS ESTIMATED BY THE FIRE DEPT AT THE TIME OF THE FIRE.

ARSON CASES OCCUR THROUGHOUT THE CITY. THEY RANGE FROM LARGE AMOUNTS IN THOUSANDS OF DOLLARS TO LESSER AMOUNTS OF ALMOST NEGLIGIBLE SUMS. IN MANY CASES ARSON FIRES ARE NOT DETERMINED UNTIL LONG AFTER THE FIRE IS OVER. THEREFORE THE ACTUAL AMOUNT OF ARSON DAMAGE IS DIFFICULT TO ESTIMATE.



VACANT LAND STATISTICS  
HOUSING PROJECT STUDY AREA

	NELWTH-FREMT INTER-UNION	KILLWTH-FREMT UNION - 16 <sup>TH</sup>	FREMT-HALSEY INTER-UNION	FREMT-HALSEY UNION - 16 <sup>TH</sup> D.S. 20 <sup>TH</sup> MISSING
VACANT LAND	22.7 AC	6.4 AC	31.5 AC	.9 AC.
VAC LAND W/BLDG.	2.5 AC	.6 AC	4.8	.5 AC.
<b>TOTAL</b>	<b>25.2 AC</b>	<b>7.0 AC.</b>	<b>36.3 AC.</b>	<b>1.4 AC</b>

TOTAL VAC. LAND WITHOUT BUILDINGS = 61.5 ACRES

TOTAL VAC LAND WITH VACATED BLDGS. = 8.4 ACRES.

but only for <sup>(2)</sup> ~~per~~  
firms that can furnish  
3 car loads of ~~per~~ goods  
1 acre for ship. by  
them.

Price of land in South  
Australia is ridiculously  
high and very restrictive  
Parking, design, etc.

---

difficult to obtain  
small parcels and  
hook them together. Values  
displace one another as  
land is brought up.  
next place goes up.



(3)  
firms hiring female  
employees are very  
hesitant to establish  
business in a predom.  
Negro district. Big  
Problem

Free pick-up-and  
delivery zone is always  
expanding, so it is ad-  
vantageous for industry  
to go outside the city  
limits!

Linna<sup>①</sup> - Coon

Great demand for  
100x100 parcels.

especially with rail.

parking restriction is  
stringent that min.

usable parcel must be  
100x100. Cost of cleared

land approx 2.50/acre

People hesitant to

buy because of risk in  
prop depreciating. Would  
desire to rent.

little or no vacant

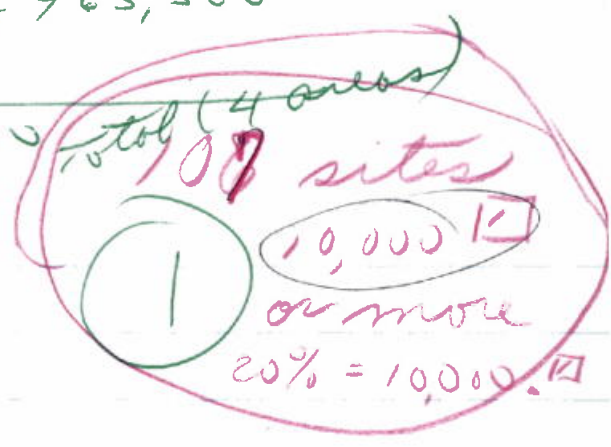
land for industry in

N.W. Miles lake.

S.P. has land for sale

VACANT LAND - ~~1,057,200~~ - 965,300  
 LAND W/ BLDGS. - 91,900

TOTAL 1,057,200



KILLINGS WORTH - FREMONT UNION - INTERSTATE

1	8,000	✓	11,900	48	10,000		
2	5,000	✓	<del>4,200</del>	49	5,500		
3	5,000	✓	6,000	52	15,000		
✓4	14,500	500	27	5,000	51	5,000	
✓5	17,000	12,000	28	5,000	52	7,300	
5A	10,000	5B	2,400	29	35,000	53	5,000
✓6	18,000	✓	30	5,000	54	12,000	
7	<u>8,000</u>	✓	31	10,000	55	7,000	
8	<u>5,000</u>	✓	32	15,000	56	4,000	
9	5,000	✓	33	2,000	57	8,000	
✓10	20,000	✓	34	6,000	58	26,000	1,000
11	5,000	✓	35	17,000	59	10,000	1,000
12	5,000	✓	36	4,000	60	5,000	
13	7,500	✓	37	5,000	61	5,000	
✓14	12,100	✓	38	10,000	62	5,000	2,500
✓15	14,000	✓	39	5,000	63	9,500	2,500
16	5,000	✓	40	8,000	64	10,000	
✓17	10,000	✓	41	10,000	65	5,000	
18	6,000	✓	42	5,000	66	7,000	
✓19	10,000	5,000	43	15,000	67	3,500	
✓20	10,000	✓	44	10,000	68	<u>5,000</u>	
21	5,000	✓	45	6,600	69	5,000	
✓22	30,400	3,000	46	5,000	70	10,100	
23	6,000	✓	47	5,000	71	5,000	

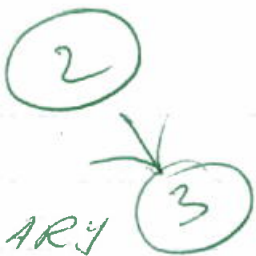
128

72	17,000	1,000	98	10,000
73	22,000	1,000	99	<u>5,400</u>
74	5,000		100	5,000
75	5,000		101	<u>5,600</u>
76	8,200		102	13,000
76A	5,000			
77	5,000		103	6,000 1,000
78	4,800	800		
79	5,000			
80	5,000			
81	1,000			
82	8,800			
83	<u>2,000</u>			
84	15,000			
85	14,000	9,000		
86	<u>10,500</u>			
87	11,000			
88	<u>6,000</u>			
89	25,000	15,000		
90	5,000			
91	19,000			
92	<u>1,000</u>			
93	29,500	2,000		
94	13,600	4,600		
95	8,500			
96	16,000			
97	2,000			

41/1 rates in area over 10,000.



take out east of Union Ave. <sup>O.K.</sup>



BOUNDARY

VACANT LAND

FREMONT - HALSEY

FREEWAY - 16 ±

VACANT

670,250  
694,250  
VACANT-721,350

BLDG- 83,700  
~~87,700~~  
105,900

✓ 1 19,000	✓ 23 12,800	✓ 45 13,200 8,000
✓ 2 8,750	✓ 24 16,000	✓ 46 29,800
✓ 3 4,000	✓ 25 25,800	✓ 47 4,500
✓ 4 17,500	✓ 26 5,000	✓ 48 7,500
✓ 5 38,500 14,900	✓ 27 17,100	✓ 49 31,500 800
✓ 6 16,800	✓ 28 16,200	✓ 50 12,000 7,000
✓ 7 7,000 600	✓ 29 27,000	✓ 51 16,000
✓ 8 5,000 -	✓ 30 1,000	✓ 52 5,600
✓ 9 8,000 - 3,500	✓ 31 7,500	✓ 53 7,500
✓ 10 12,000 -	✓ 32 22,400 10,400	✓ 54 7,500
✓ 11 12,000	✓ 33 15,000	✓ 55 20,500
✓ 12 4,200	✓ 34 7,800	✓ 56 6,300
✓ 13 12,500	✓ 35 2,500	✓ 57 2,000
✓ 14 4,800	✓ 36 26,800	✓ 58 20,700 10,800
✓ 15 5,000	✓ 37 4,000	✓ 58A 8,000
✓ 16 7,700 2,000 <del>7,000</del>	✓ 38 19,800	✓ 59 13,200
✓ 17 20,000	✓ 39 20,700 14,700 -	✓ 60 19,000 8,000
✓ 18 9,300 1,200	✓ 40 10,000 -	✓ 61 11,500
✓ 19 5,600 -	✓ 41 3,000 -	✓ 62 19,000
✓ 20 6,000	✓ 42 21,000 5,500	✓ 63 8,300
✓ 21 1,500	✓ 43 17,800 12,600	✓ 64 4,000
✓ 22 4,300 2,800	✓ 44 21,400	✓ 65 2,800
		✓ 66 5,000

54 sites  
2

3 sites  
3

1,441,750

67 8,000  
 ✓ 68 15,600  
 ✓ 69 2,300  
 ✓ 70 4,000  
 71 9,000 <sup>4,000</sup>  


---

 72 827,250  
 73  
 74

854,250 all incl

② VACANT LAND — 1,376,350 31.5  
 VAC. LAND W/BLDG — 214,500 4.8

③ VACANT LAND — 43,100 .98  
 VAC. W/BLDG — 22,200 .5  


---

 65,300

2.5	22.7
.6	6.4
4.8	31.5
.5	.9
<hr/>	<hr/>
8.4	61.5

# VACANT AREA

FREMONT  
 FREEWAY — INTERSTATE — HALSEY

①

VACANT LAND — 527,000 ✓  
 VACANT LAND W/ BUILDINGS — 60,500 ✓  
 TOTAL 587,500

- |                               |                           |
|-------------------------------|---------------------------|
| ✓ 22,600 3,200                | 21 ✓ 70,500               |
| 2 2,400                       | 22 ✓ 32,000               |
| 3 ✓ 26,200                    | 23 6,000.                 |
| 4 ✓ 12,000.                   | 24 9,400.                 |
| 5 ✓ 30,100                    | 25 ✓ 10,000               |
| 6 ✓ 11,200                    | 26 <u>2,400</u>           |
| 7 ✓ 18,200 800                | 27 7,000.                 |
| 8 ✓ <del>3,500</del> 6,000    | 28 <del>2,500</del> 1,000 |
| 9 ✓ 14,000                    | 29 <u>2,500</u>           |
| 10 ✓ 38,200 6,600             | 30 3000                   |
| 11 ✓ 25,600 6,200.            | 31 3000                   |
| 12 ✓ 35,200 <del>26,200</del> | 32 <u>1000</u>            |
| 13 ✓ 38,500 9000              | 33 ✓ 17,000 1,000         |
| 14 8,000                      | 34 8,000                  |
| 15 ✓ <u>15,000</u>            | 35 ✓ 18,500.              |
| 16 ✓ 11,500                   |                           |
| 17 ✓ <del>12,800</del> 9,800  |                           |
| 18 28,000                     |                           |
| 19 5,700                      |                           |
| ✓ 20 18,700                   |                           |

587,400  
 854,250  
1,441,650.

(4)

Killingsworth - Fremont

Union - 16<sup>th</sup>

VAC LAND 504,700

VAC LAND w Bldg 28,800

- 1 6,000
- 2 5,600
- 3 7,200
- 4 5,000
- ✓ 5 12,000 5,000
- 6 4,200
- 7 7,200
- 8 3,500
- 9 6,600
- 10 3,200
- ✓ 11 11,000
- ✓ 12 11,300
- 13 5,600
- 14 1,000
- 15 1,700
- 16 4,000
- 17 5,000
- ✓ 18 10,000
- 19 2,000
- 20 8,000
- 21 4,000
- ✓ 22 12,000 8,100
- 23 5,000
- 24 4,200
- 25 2,000

- 26 3,600
- 27 4,000
- 28 3,500
- ✓ 29 10,000
- 30 9,200
- 31 4,200
- 32 5,000
- ✓ 33 10,000
- 34 5,000
- ✓ 35 25,000
- 36 5,000
- ✓ 37 10,000
- 38 4,500
- 39 5,000
- ✓ 40 12,400
- 41 4,000
- 42 ~~1,800~~  
~~10,000~~
- ✓ 43 10,000
- 44 16,200 2,700

(4)

12 sites in  
(4)

Primarily sea zone!



Population  
PROJECT AREA 1940  
TOTAL 35,125.

NORTH OF FREMONT

TRACT # 33	6396	6396.
(P) " " 32	177 D.U. x 3.13	554.
<del>TRACT # 34</del>	6548	6548.
(P) TRACT # 35	1104 D.U. x 3.02	<u>3312.</u>
		16,810

SOUTH OF FREMONT

TRACT # 23	6543	6543
(P) " " 22	159 D.U. x 2.87 = 461 (6951) (2.87)	6951 - 461 = 6490
✓ (P) " " 24	434 D.U. x 3.09 = 1345.4 (6627) (3.09)	<u>5282</u>
		18,315.

PROJECT AREA

1950

32,950

NORTH OF FREMONT

TRACT # 33	6571		6571
TRACT # 34	7753		7753
(P) " " 35	(D.U.) 1329 x 2.5		3322
(P) " " 32	(D.U.) 209 x 2.6		543
			<hr/> 18,189

SOUTH OF FREMONT

TRACT # 23	6999 - 1140 = 5859 -	7050.-
(P) " " 24	(D.U.) 475 x 2.4 = 1140.-	5859.-
(P) " " 22	7215 - 363 = 6852 - (D.U.) 158 x 2.3 = 363	6852.-
		<hr/> 19761.-

6999 - 1140 = 5859

TOTAL

32950
-------

4 0.5 3  
3 0.0 ~~4~~  
3 4.1 2  
3 2.5 7  
1 8.3 9  
1 5.6 3  
5.6 1  
1 7 6.9 ~~1~~ \*  
89

3 2.4 1  
1 9.7 9  
2 8.3 6  
9.9 2  
3 0.0 9  
1 7.8 1  
1 3 8.3 8 \*

1 3 8.3 8  
1 7 6.9 1  
3 1 5.2 9 \*

PROJECT AREA

1960

NORTH OF FREMONT

34-A 4,053

33A 3,004

34B 3,412

33B 3,257

PART 35A 1,839

PART 35B 1,563

PART 32 561

TOTAL ~~13,872~~  
17,689

TOTAL 31,529

SOUTH OF FREMONT

23A 3,241

23B 1,979

PART 22A 2,836

PART 22B 992

PART 24A 3,009

PART 24B 1,781

TOTAL ~~17,689~~  
13,838

31,529



# Project Population

	1940,	1950	1960
Banfield Expressway - Fremont St	18,315	19,761	13,838
Fremont Street - Killingsworth St.	16,810	18,189	17,689
Total Area	35,125	37,950	31,529

April 13, 1962

Mr. J. G. Melville  
Regional Administrator  
Housing and Home Finance Agency  
589 Market Street  
San Francisco, California

Dear Sir:

As you know, the Portland Housing Authority plans to construct a 58-unit public housing development in the vicinity of NE Knott and Rodney Streets here in Portland. This proposal, added to the other factors of a neighborhood improvement project now in the final stages of planning a short distance to the northwest, the freeway construction now under way to the west, the unknown impact of an additional freeway projected for the future in the area between the improvement project and the proposed housing project, as well as the empirically evident conflicting nature of land uses and heavy concentration of non-white residents, all in what is generally known as the Albina area of Portland, has resulted in a request from Mayor Terry D. Schrunk that the Housing Authority defer final action on its development until the Planning Commission has had the opportunity to conduct a full scale study of the entire Albina district. The Planning Commission has now begun the initial investigative work and anticipates that the full study will take at least 90 days to complete. A preliminary discussion of the scope and objectives of the Planning Commission study follows:

Objectives: The general objective of the study will be to develop a land use plan for the entire Albina area. Such a plan is intended to provide a guide for future development, particularly in such matters as zoning, improvement of streets, the scale and location of public facilities such as schools, parks, the proposed housing project, and other public services. Such a plan will, in actuality, be a refinement of a portion of the overall city development plan. Specific steps will be recommended toward the improvement of housing conditions as well as commercial concentrations, industrial areas, and public services at least up to the norm in the rest of the City. Within this context specific recommendations will be developed concerning the location of the proposed housing project.

Approach: In general the following steps are proposed:

1. Definition of the study area: Generalized land use, traffic volumes, racial characteristics, neighborhood pattern and topographical data for a wide area will be considered and the limits of the actual area of intensive study determined with reference to these factors.
2. The Study: Within the actual study area an effort will be made to accumulate a full range of facts on a block by block basis whenever possible. Such factors as land use, value of land and structures, real estate sales, recent building, racial and economic characteristics of the population, traffic accidents, and demand for and adequacy of public services, will all be evaluated for the area. The projected needs for industrial and commercial land for the Portland metropolitan area will be appraised in terms of the knowledge developed about the Albina district to help determine a land use policy most beneficial to both the Albina area and the city as a whole.
3. Extension or Application: Once the land use plan is completed, its initial application will be to test the proposed location of the new housing project in terms of the long range land use policy of the city, the evaluation of need, as developed by the Housing Authority, and possibly, social factors as yet unmeasured. This evaluation will result in specific recommendations as to the location of the proposed project.

Very truly yours,

J. H. Sroufe, Chairman  
Portland City Planning Commission

# TRACT # 22 A

BLOCK NO.	TOTAL D.V.	NO. DIL.	% DIL.		BLOCK NO.	TOTAL D.V.	NO. DIL.	% DIL.		BLOCK NO.	TOTAL D.V.	NO. DIL.	% DIL.
1	6	3	50		✓ 28	20	2	10	O.K.	57	7	0	
2	8	1	12		✓ 29	21	1	4	O.K.	<del>58</del>			
3	22	2	9		✓ 30	22	0		O.K.	<del>59</del>			
4	32	1	3		✓ 31	23	0		O.K.	✓ 60	17	0	
5	10	0			✓ 32	25	0		O.K.	✓ 61	24	7	29
6	10	0			33	13	0		O.K.	✓ 62	9	0	
7	22	2	9		<del>34</del>					✓ 63	4	0	
8	18	0			34	14	1	5	O.K.	✓ 64	11	0	
1/2 9	15	0			<del>37</del>					✓ 65	22	0	
1/2 10	28	0			✓ 38	15	0		O.K.	67	43	5	11
11	10	0			39	21	0		O.K.	68	7	1	14
12	3	0			✓ 40	19	0		O.K.	<del>69</del>			
13	2	0			✓ 41	19	1	5	O.K.	<del>70</del>			
14	16	0			42	22	2	9	O.K.	71	116	57	49
15	9	0			43	23	0			72	34	4	11
17	5	0			45	11	0		O.K.	73	34	3	8
18	6	0			<del>44</del>	11	0			75	28	3	10
19	5	0			✓ 46	14	0		O.K.	76	24	5	20
<del>20</del>	<del>4</del>	<del>0</del>			✓ 47	18	0		O.K.	77	7	6	85
✓ 21	17	0		O.K.	48	9	0		O.K.	78	16	0	
✓ 22	13	1	7	O.K.	<del>48</del>	<del>12</del>	<del>3</del>	<del>25</del>					
✓ 23	25	4	16	O.K.	<del>49</del>	<del>6</del>	<del>6</del>	<del>100</del>					
✓ 24	15	3	20	O.K.	50	12	3	25	O.K.				
25	14	5	35	O.K.	51	6	6	100	O.K.				
26	13	5	38	O.K.	52	4	0						
27	12	0		O.K.	53	9	1	11					
					54	17	0						
					* 55	24	0	27	O.K.				
					<del>56</del>				O.K.				



# TRACT # 22B

BLOCK NO.	TOTAL D.V.	NO. DIC	% DIC	BLOCK NO.	TOTAL D.V.	NO. DIC	% DIC	BLOCK NO.	TOTAL D.V.	NO. DIC	% DIC
1	62	1	1.5	31	18	6	33				
2	20	2	10	32	10	3	30				
<del>3</del>				<del>33</del>	<del>16</del>	<del>5</del>	<del>23</del>				
<del>4</del>				<del>36</del>							
5	17	12	70	37							
6	3	0		38							
7	17	1	5.8	39							
8	7	1	14	<del>40</del>							
9	1	0		42	31	1	3				
11				43	30	2	6				
12				44	14	1	7				
13				45	35	2	5				
14				46	1	0					
15				47	16	3	18				
18				OK 51	8	0					
19				52	31	0					
20				53	2	0					
21				<del>54</del>							
22				55	2	0					
23				<del>56</del>							
24				57	11	0					
25				<del>58</del>							
26				61	24	2	8				
27				62	1	0					
28				88	7	0					
29	1	0		<del>89</del>							
30				<del>90</del>							



# TRACT # 23 B

BLOCK NO.	TOTAL D.U.	NO. D/L	% D/L	BLOCK NO.	TOTAL D.U.	NO. D/L	% D/L	BLOCK NO.	TOTAL D.U.	NO. D/L	% D/L
1	37	9	24	27	9	0		53	2	0	
2	28	9	32	28	4	0		54	15	0	
3	37	12	32	29	2	0		55	3	0	
4	50	17	34	30	4	0		<del>56</del>			
5	44	13	29	31	25	0		57	11	0	
6	28	5	21.7	32	14	0		58	5	0	
7	34	5	14	33	38	0		<del>59</del>			
8	29	3	10	34	20	0		<del>60</del>			
9	6	2	33	35	19	0		61	4	0	
10	26	14	53	36	9	2	22	62	2	0	
11	27	7	25	37	15	0		<del>63</del>			
12	11	0		38	1	0		64	1	0	
13	10	0		39	25	0		<del>65</del>			
14	<del>8</del>	0		40	13	0		66	37	0	
15	8	0		41	12	1	8	67	5	0	
16	4	0		<del>42</del>				68	14	1	7
17	4	0		<del>43</del>				69	4	0	
18	8	0		44	3	0		<del>70</del>			
19	1	0		<del>45</del>				71	24	0	
20	1	0		<del>46</del>				<del>72</del>			
21	4	0		47	2	0		73			
22	1	0		<del>48</del>	<del>18</del>	0		<del>74</del>			
23	4	0		<del>49</del>				75	10	0	
24	1	0		<del>50</del>				<del>76</del>			
25	7	1	14	51	18	0		77	12	0	
26	4	0		52	10	0		<del>78</del>			

BLOCK NO.	TOTAL NO. DIL.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL NO. DU DIL.	NO. DIL.	% DIL.
<del>79</del>				<del>105</del>			
80							
<del>81</del>							
82	1	0					
<del>83</del>							
84							
<del>85</del>							
86	25	0					
<del>87</del>							
88							
89							
90							
<del>91</del>							
92	29	0					
93	1	0					
94	2	0					
<del>95</del>							
96	4	0					
<del>97</del>							
98							
<del>99</del>							
100	6	0					
101	1	0					
<del>102</del>							
103							
104							



# TRACT # 24A

BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL		BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL		BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL
1	20	0			27					53			
2	18	0			28					54			
3	18	0			29					55			
4	19	0			30					56			
5	20	0			31					57			
6					32					58			
7					33					59			
8					34								
9					35								
10					36								
11					37								
12					<del>38</del>								
13					<del>39</del>								
14					40								
15					41								
16					42								
17					43								
18					44								
19					45								
20					46								
21					47								
22					48								
23					49								
24					50								
25					51								
26					52								

NO. 10

APPROVED



# TRACT #25A

BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC
12											
13											
14											
15											
16											
17											
18											
19											
44											
45											
46											
47											
48											
49											
50											
51											
76											
77											
78											
79											
80											
81											
82											
83											

NO DATA FOR DISAPPORTION

# TRACT # 25B

BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.
11	NO DISAPPOINTMENT						
12							
13							
14							
15							
16							
35							
36							
37							
38							
54							
55							
56							
57							
69							
70							
71							
72							
77							
81							
82	25	4	16				



# TRACT #32

BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC.	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC.	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC.
3				33				67			
4				38	20	1	5%	68			
5				39				69			
6				40				70			
7				41				71			
8				42				76			
9				43				<del>77</del>			
10				44				<del>78</del>			
11				45				<del>81</del>			
12				46				79			
13				47				<del>80</del>			
14				48				80			
15				49				81			
20				50				82			
21	13	1	7.7	51				83			
22				56				84			
23				57				85			
24				58				86			
25				59				87			
26				60				92			
27				61				93			
28				62				94			
29	21	2	9.5	63				95			
30				64				96			
31				65				97			
32				66				98			
								99			
								100			

BOOK NO. TOTAL D.U. NO. DIC % DIC.

101

102

# TRACT #33A

BLOCK NO.	TOTAL D.U.	NO. DIC	% DIC	BLOCK NO.	TOTAL D.U.	NO. DIC	% DIC	BLOCK NO.	TOTAL D.U.	NO. DIC	% DIC
1				27				53			
2	79	2	2	28				54			
3				29				55			
4				30				56			
5				31	10	1	10	57			
6				32				58			
7				33				59			
8				34				60			
9				35				61			
10				36				62			
11				37				63			
12				38				64			
13				39				65			
14				40				66			
15				41				67			
16				42				68			
17				43				69			
18				44				70			
19	46	1	2	45				71			
20				46				72			
21	23	1	4	47				73			
22				48				74			
23	<del>19</del> 19	1	5	49							
24				50							
25				51							
26				52							

# TRACT # 33 B

BLOCK NO.	TOTAL D.U.	NO. DIC	% DIC.	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC.	BLOCK NO.	TOTAL D.U.	NO. DIC.	% DIC.
1	17	1	5.8	27				53			
2				28				54			
3				29	16	1	6	55			
4				30				56			
5				31				57			
6				32	16	1	6	58			
7				33				59			
8				34				60			
9				35				61			
10	20	1	5	36				62			
11				37				63			
12				38				64			
13				39				65			
14				40				66			
15				41							
16				42							
17				43							
18				44							
19				45							
20				46							
21				47							
22				48							
23				49							
24				50							
25				51							
26	16	1	6	52							



# TRACT # 34A

BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.
1				27				53			
2				28				54	20	4	20
3				29				55	20	5	25
4				30				56	21	1	4.7
5				31				57			
6				32				58			
7				33				59			
8				34				60			
9				35				61			
10				36				62			
11				37				63			
12				38				64			
13				39	24	1	4	65			
14				40				66			
15	20	1	5	41				67	31	1	3.5
16				42				68			
17				43				69	14	3	21
18				44				70			
19				45				71			
20				46				72			
21				47	17	1	5.8	73			
22				48				74			
23				49				75	24	1	4
24				50	19	7	36	76	10	1	10
25				51	14	1	7	77			
26				52				78			

Block No.	TOTAL D.U.	NO. DIL.	of DIL.
79			
80			
81	16	1	<del>100</del>
82			
83			

# TRACT # 34 B

BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.
1				27				53			
2				28	18	3	16.7	54			
3				29				55			
4				30				56	23	2	8
5	16	1	6	31	16	1	9.6	57			
6				32	14	2	14	58			
7				33				59			
8				34	20	1	5	60			
9				35				61			
10				36				62			
11				37				63			
12				38				64			
13				39				65			
14				40				<del>66</del>			
15				41				<del>67</del>			
16				42							
17				43							
18				44							
19				45							
20				46							
21				47	24	5	20				
22				48	21	3	14				
23				49							
24	19	1	5	50							
25				51							
26				52							

# TRACT # 35 A

BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.	BLOCK NO.	TOTAL D.U.	NO. DIL.	% DIL.
1				46				83			
2	8	1	12.5	47				90			
3				49				91			
5				50				92			
6				51				93			
7				52				94			
8				53				95			
9				61	20	1	5	96			
20				62				97			
21				63				99			
22				64				100	20	2	10
23				65				101			
24				67							
25				68							
27				69							
28				70	23	2	8.7				
29				71							
30				72							
31	22	2	9	75							
38				76							
39				77							
40				78							
41	9	1	11	79							
42				80							
44				81							
45				82							



# TRACT # 35 B

BLOCK NO.	TOTAL D.V.	NO. D/L	% D/L	BLOCK NO.	TOTAL D.V.	NO. D/L	% D/L	BLOCK NO.	TOTAL D.V.	NO. D/L	% D/L
4				39				67			
5				1/2 40				1/2 68			
6				42	22	1	4.5	69			
7				43				70			
8				44	29	2	6				
10				45							
11				1/2 46							
12	8	1	12	1/2 47							
13				48							
1/2 14	10	1	10	49							
17	13	3	23	50							
18				51							
19				52							
1/2 21				53							
22				55							
23				56							
24				57							
25				58							
26				59							
27				60							
28				1/2 61							
34				1/2 62							
35				63							
36				64							
37				65							
38				66							

# TRACT # 36 A.

BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL		BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL		BLOCK NO.	TOTAL D.U.	NO. DIL	% DIL
1					27					53			
2					28					54	18	1	5.5
3					29					55			
4					30					56			
5					31					57			
6					32	32	2	6.8		58			
7					33	26	1	3.8		59			
8					34	11	1	9		60			
9					35	13	1	7.7		61			
10					36					62	13	1	7.7
11					37					63			
12					38					64			
13					39					65			
14					40					66			
15					41					67			
16					42	17	1	5.9		68			
17					43					69			
18					44					70			
19	6	1	16		45					71			
20					46					72			
21					47					73			
22					48	10	1	10		74			
23	16	1	6		49					75	9	2	22
24	15	1	6.6		50					76			
25					51	17	1	5.9		77			
26					52					78			







# TRACT # 37

BLOCK NO	TOTAL DU	NO. DIC.	% DIC.	BLOCK NO	TOTAL DU	NO. DIC.	% DIC.	BLOCK NO	TOTAL DU	NO. DIC.	% DIC.
157				183							
158				184							
159				185							
160				186							
161											
162											
163											
164											
165											
166											
167											
168											
169											
170											
171											
172											
173											
174											
175											
176											
177											
178											
179											
180											
181											
182											

NO. Determination

# TRACT # 37

BLOCK #	TOTAL D.U.	NO DIL	% DIL	BLOCK #	TOTAL D.U.	NO DIL	% DIL	BLOCK #	TOTAL D.U.	NO DIL	% DIL
1				27				53			
2				28				54			
3				29				55			
4				30	5	1	20	56			
5				31				57			
6				32				58			
7				33				59			
8				34				60			
9				35				61			
10				36				62			
11				37				63			
12				38				64			
13				39				65			
14				40				66			
15				41				67			
16				42				68			
17				43				69			
18				44				70			
19				45				71			
20				46				72			
21				47				73			
22				48				74			
23				49				75			
24				50				76			
25				51				77			
26				52				78			

Block No.	TOTAL D.U.	NO. DIC.	% DIC.	Block No.	TOTAL D.U.	NO. DIC.	% DIC.	Block No.	TOTAL D.U.	NO. DIC.	% DIC.
79				105				131			
80				106				132			
81				107				133			
82				108				134			
83	16	1	6	109				135			
84				110				136			
85				111				137			
86				112				138			
87				113				139			
88				114				140			
89				115				<del>141</del>			
90				116				142			
91				117				143			
92				118				144			
93				119				145			
94				120				146			
95				121				147			
96				122				148			
97				123				149			
98				124				150			
99				125				151			
100				126				152			
101				127				153			
102				128				154			
103				129				155			
104				130				156			

0 = dilapidation % OF ~~DILAPIDATION~~ DETERIORATION

38 A

corrected

TRACT NO.	TOTAL HOUSES	NO. DILAP.	% DIL.	BLOCK	TOTAL HOUSES	NO. DILAP.	% DILAP.
38 A							
8	1	0	0	43	9	4	44
9	13	0	0	44	18	4	22
10	<del>20</del> 16	0	0	45	16	1	6
14	3	0	0	46	17	6	35.5
15	10	1	10	47	17	5	29.7 <sup>30</sup>
✓ 16	15	3 <sup>①</sup>	20 <sup>⑥</sup>	✓ 48	10	1 <sup>③</sup>	10 <sup>③</sup>
17				49	32	0	0
18	4	0	0	50	29	1	3
19	11	1	9	51	17	0	0
20	25	0	0	59	19	0	0
24	22	2	9	60	4	0	0
25	26	0	0	61	20	3	15
26	10	3	30	62	11	1	9
27	10	0	0	✓ 63	15	7 <sup>①</sup>	46 <sup>⑥</sup>
28	13	2	15.5	64	15	3 <sup>②</sup>	20
29	12	0	0	✓ 65	19	3 <sup>②</sup>	15 <sup>⑩</sup>
30	11	2	18	66	18	5	27
31	13	2	15.5	67	16	1	6
32	11	4	36	68	12	1	8
33	14	5	35	69	44	2	4
34	20	1	5	70	14	1	7
35	14	0	0	76	8	1	12
40	18	0	0	77	12	4	33
41	24	4	16	78	9	3	
42	11	2	18	79	9	3 <sup>①</sup>	33



<del>Block No</del>	<del>TOTAL HOUSES</del>	<del>NO DILAP</del>	<del>% DILAP</del>
<del>81</del>	<del>12</del>	<del>1</del>	<del>8</del>
<del>82</del>	<del>14</del>	<del>2</del>	<del>14</del>

1 41

# TRACT # 38B

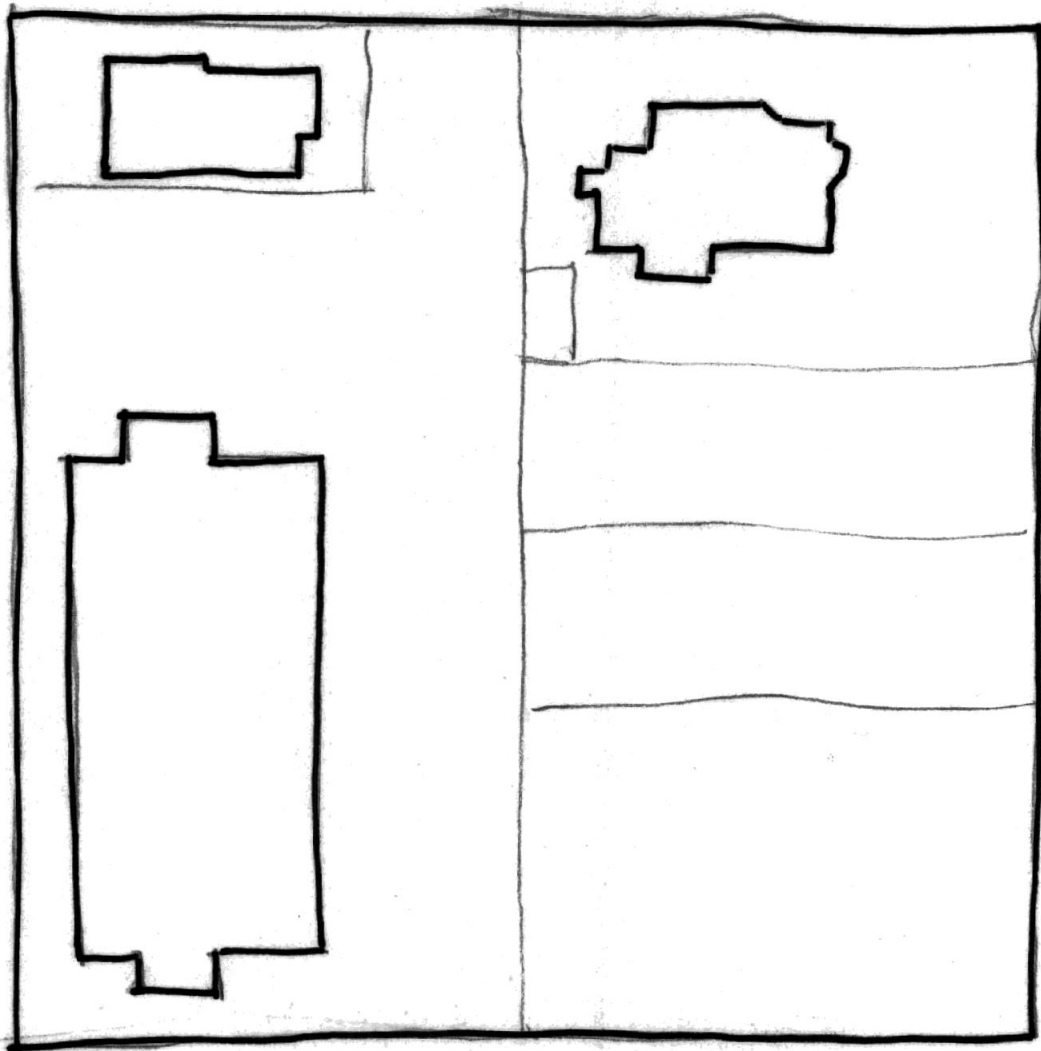
BLOCK NO.	TOTAL D.U.	NO. D/L.	% D/L.	BLOCK NO.	TOTAL D.U.	NO. D/L.	% D/L.	BLOCK NO.	TOTAL D.U.	NO. D/L.	% D/L.
1				39				79			
2				40				80			
3				41	22	2	9	81			
* 4				42							
* 5	22	2	9	43							
* 6				44							
* 7				45							
* 8				46							
* 9				* 47							
10				14/48	13	1	7.9				
11	7	1	14	49							
12				50							
13				51							
14				52							
15				53							
20				54							
29				68							
30				69							
31				70							
32				71							
33				72							
34				73							
35				74							
* 36				75							
* 37				* 76							
* 38				* 78							



School	Present Attendance		MAY Kindergarten	Present Attendance 1-8	APRIL 1962		Present Attendance 1-8	Total Attendance	Total Attendance 1-8
	Kind	1-5			Kindergarten	Capacity			
Applegate (P)	60	176	66	240	62.2	176.3	13.0	251.5	<del>306</del> 236
Beech	62	598	66	660	62.8	598.3	15.0	676.1	<del>726</del> 660
Boise	94	781	132	930	95.2	782.4	15.0	892.6	1062 875
Buckman	62	623	66	750	57.3	633.3		690.6	816 685
Eliot	47	348	66	480	47.6	351.1	12.8	411.5	546 395
Hwyland	115	977	132	954	115.7	977.3		1093.0	1086 1092
Holladay	22	256	66	600	22.2	258.2	30.0	310.4	666 278
Humboldt (P)	66	264	66	270	65.6	268.0		333.6	336 330
Irvington	73	704	66	720	73.1	701.8		774.9	786 777
Kenton	56	472	66	600	54.2	468.1	29.4	551.7	666 528
Oakley Gr.	94	785	66	810	94.1	782.4		876.5	876 879
Sabin	63	587	66	600	63.6	591.4		655.0	666 650
Kernon	111	740	66	750	109.7	739.7		849.4	816 851
Woodlawn	88	688	66	750	87.8	690.3	14.0	792.1	816 776



GRAHAM



KERRY

COMMERCIAL

STANTON

GRAHAM

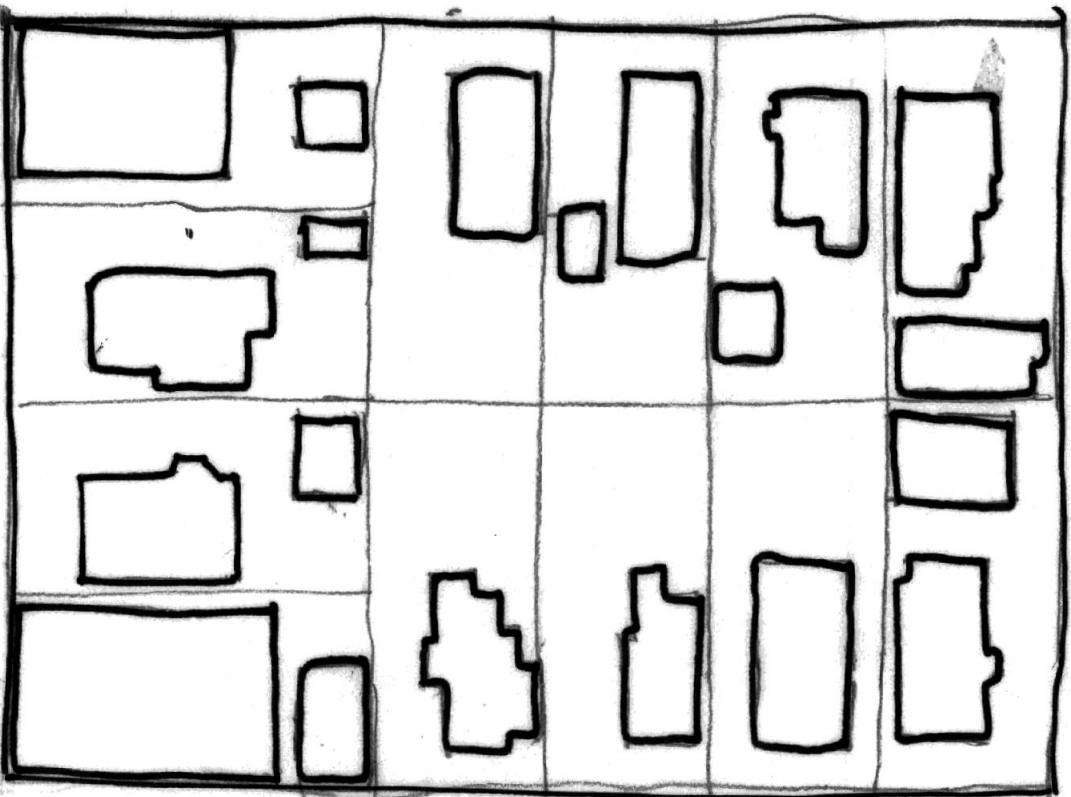
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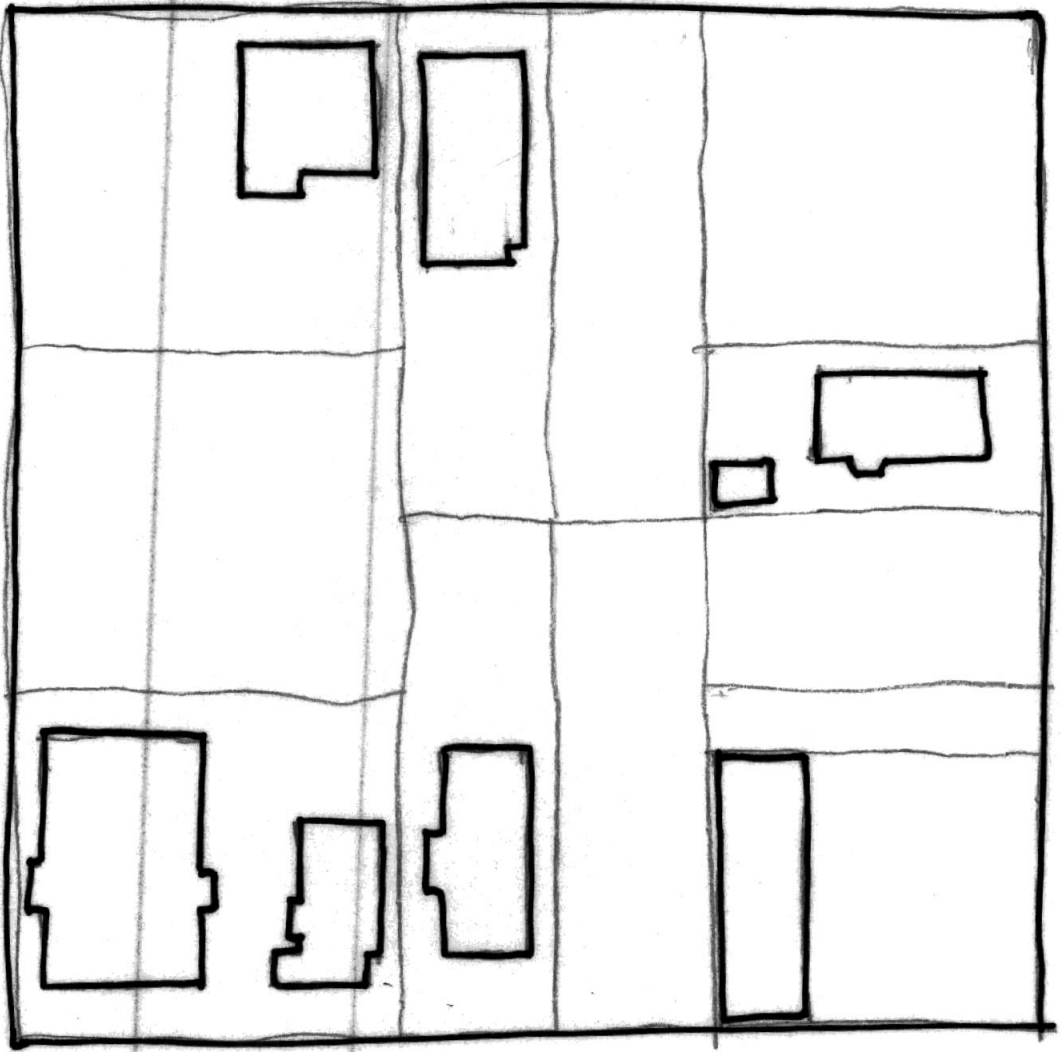
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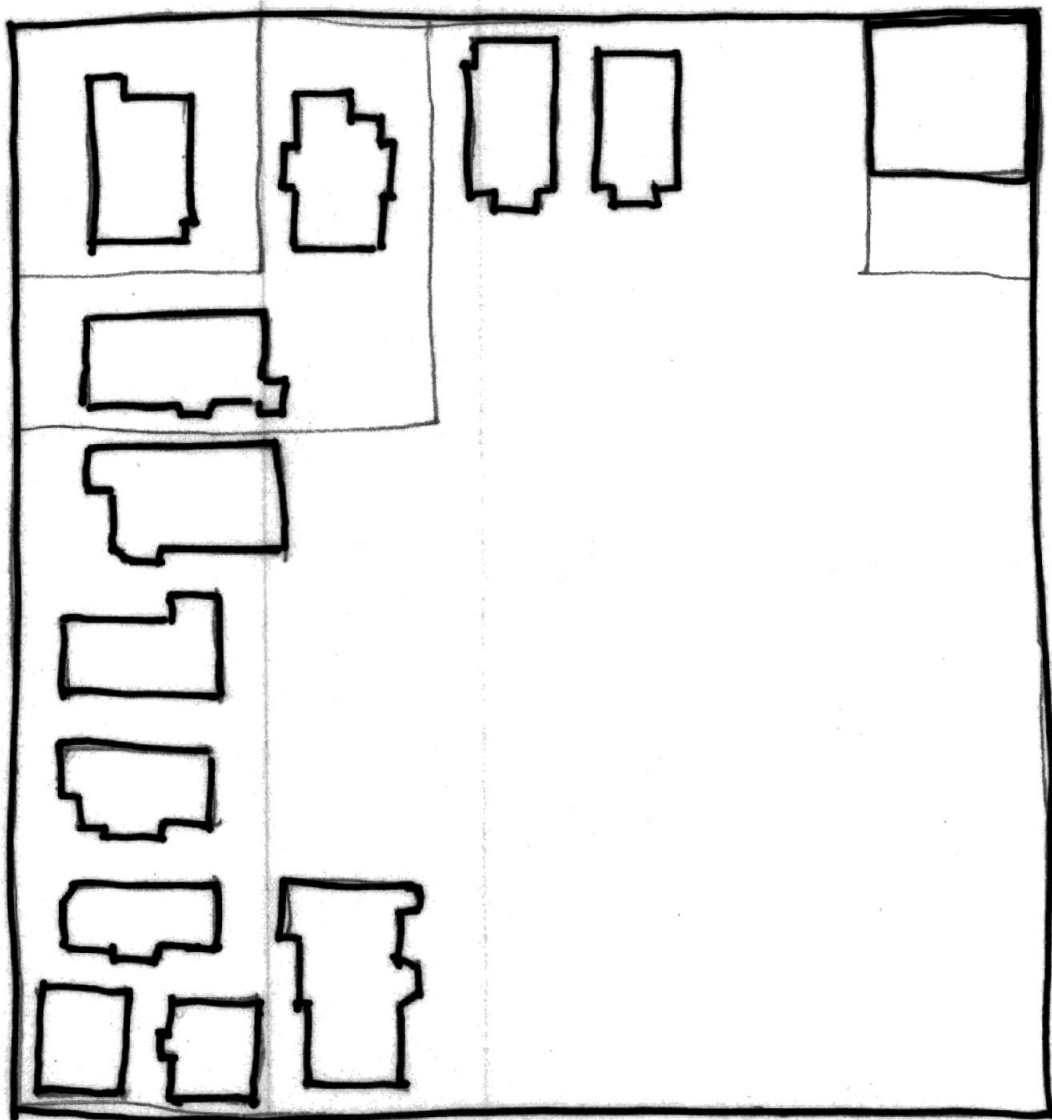


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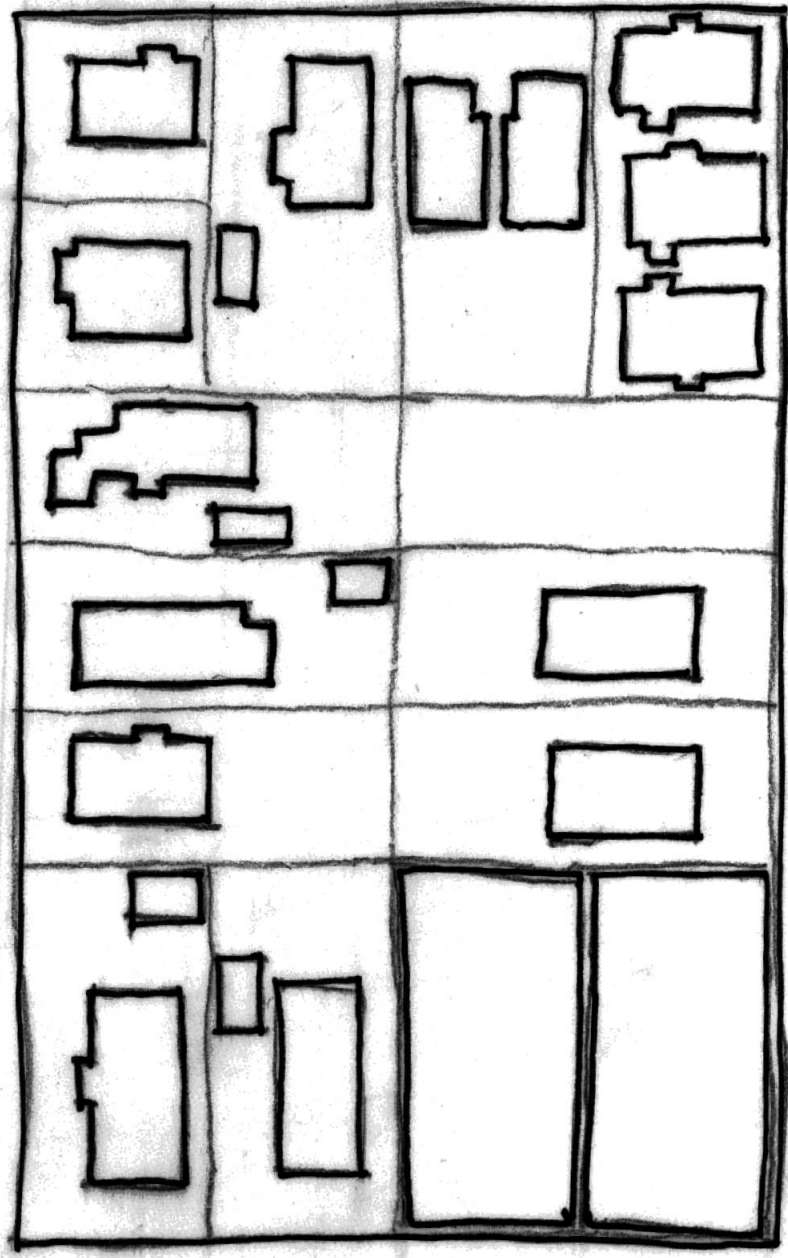
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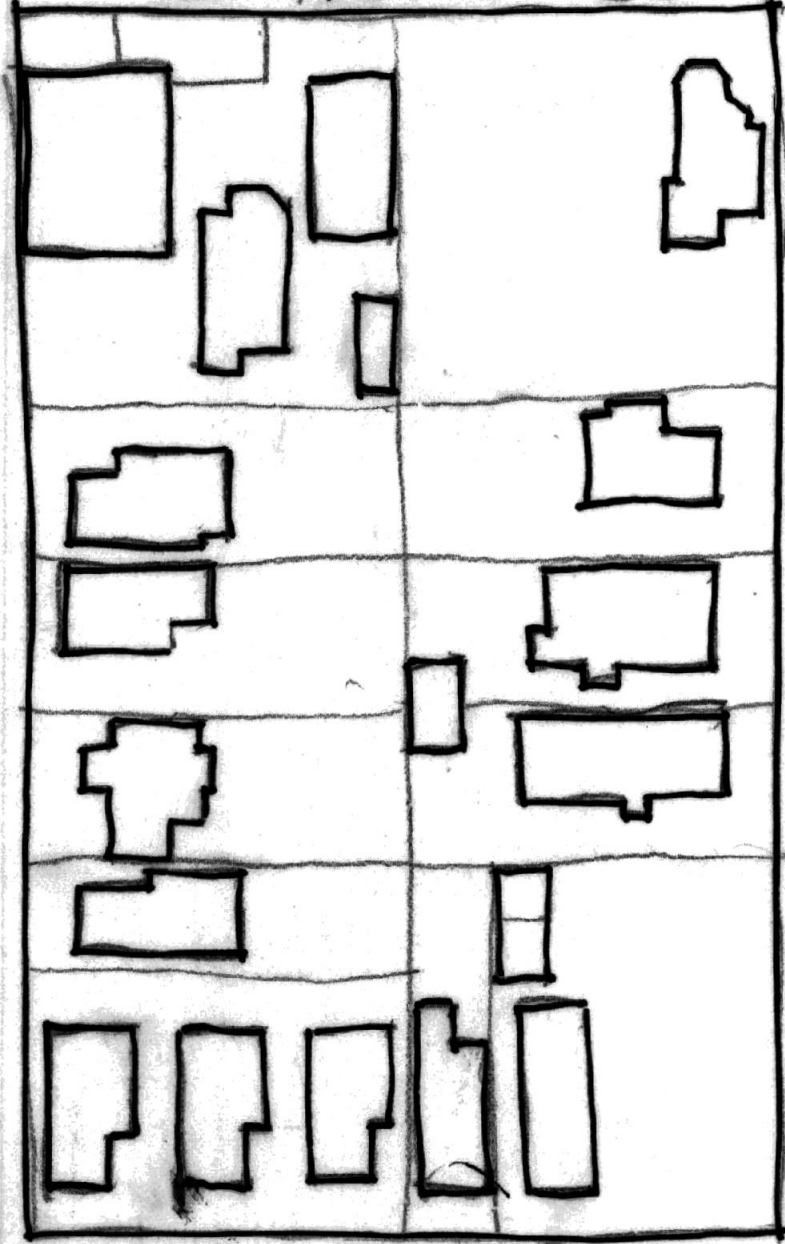


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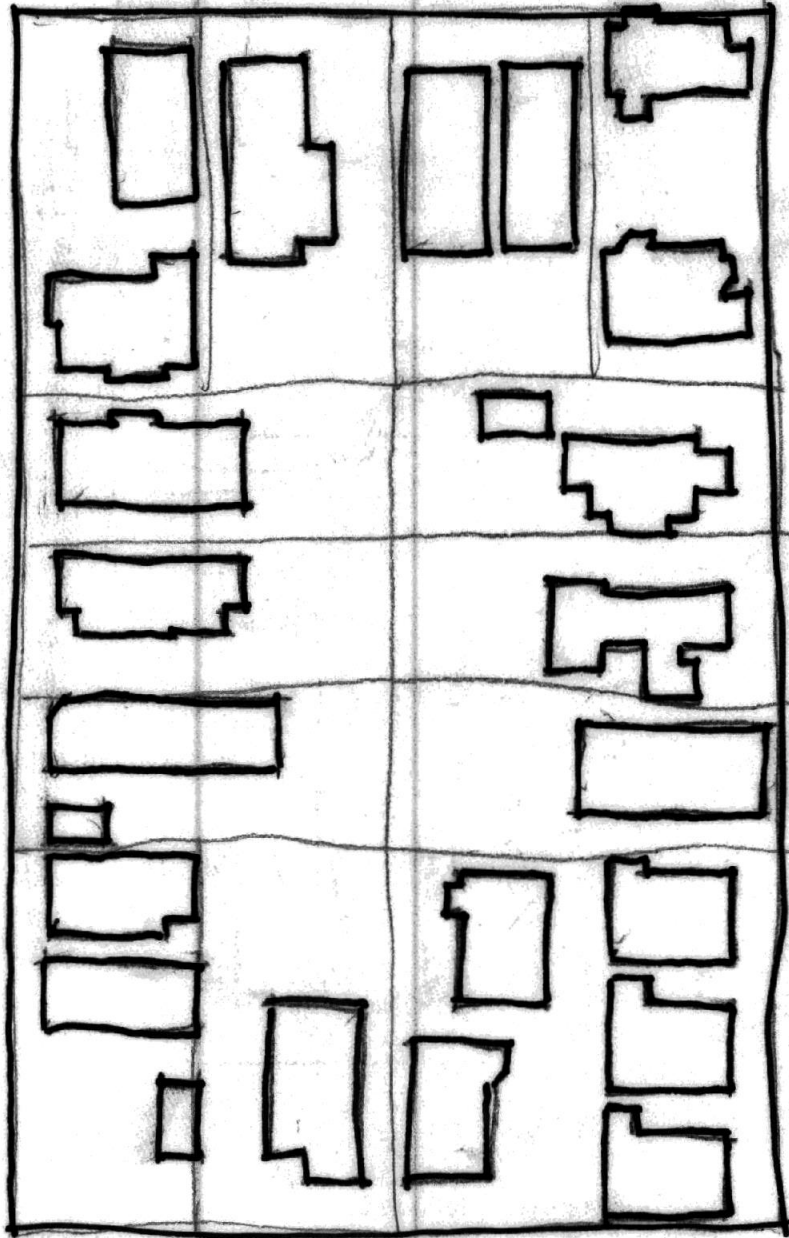
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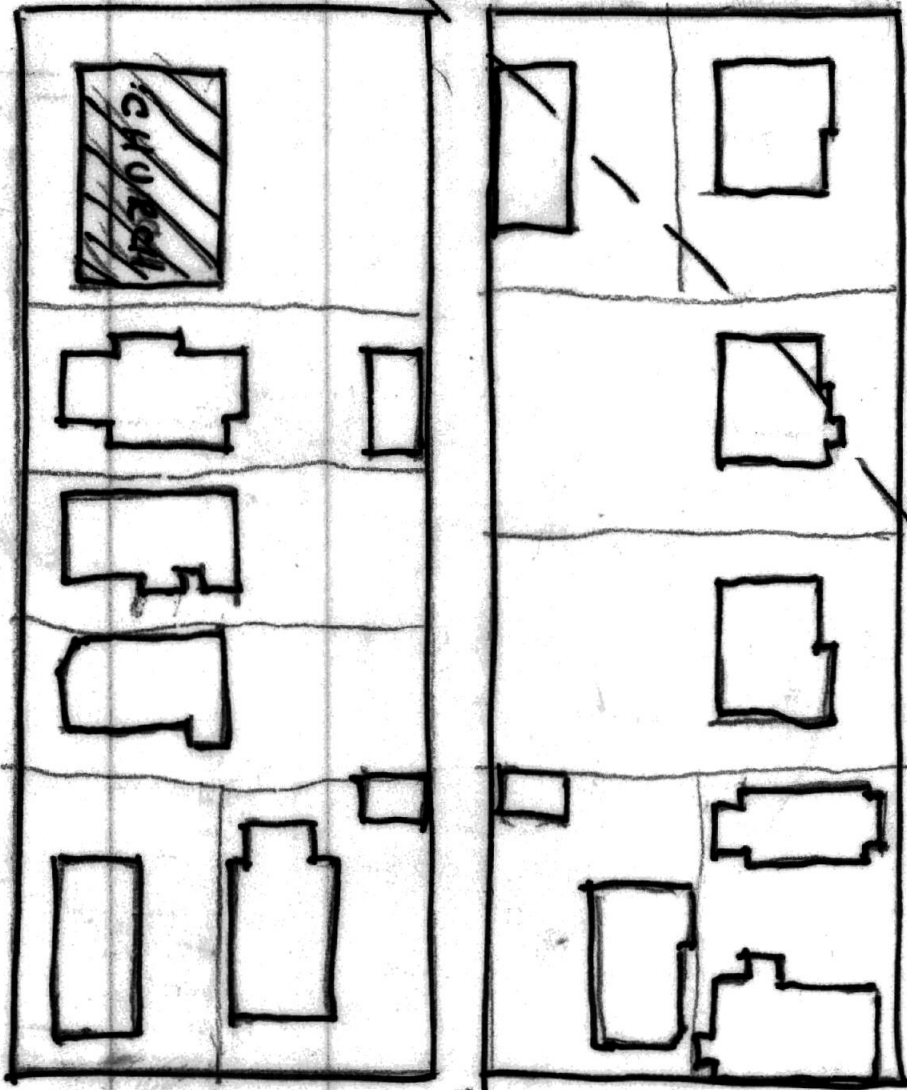
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FREEWAY

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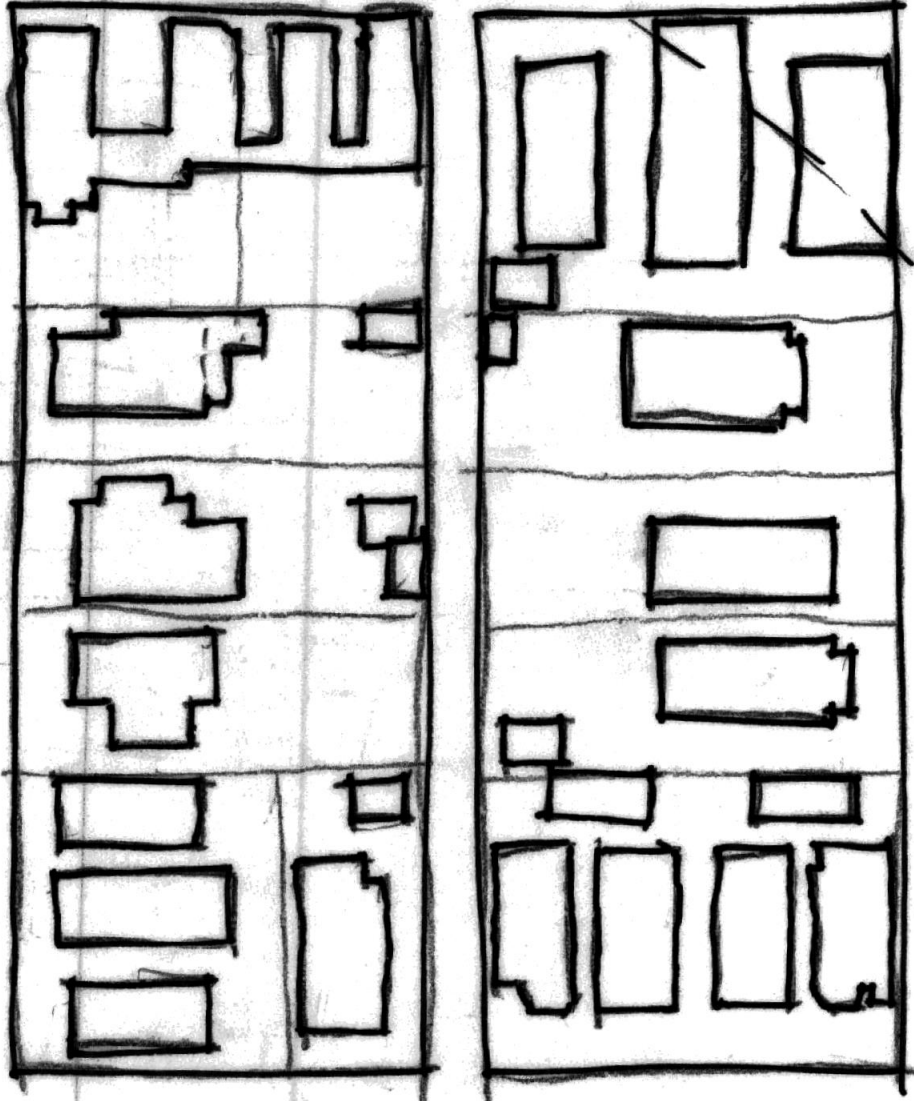
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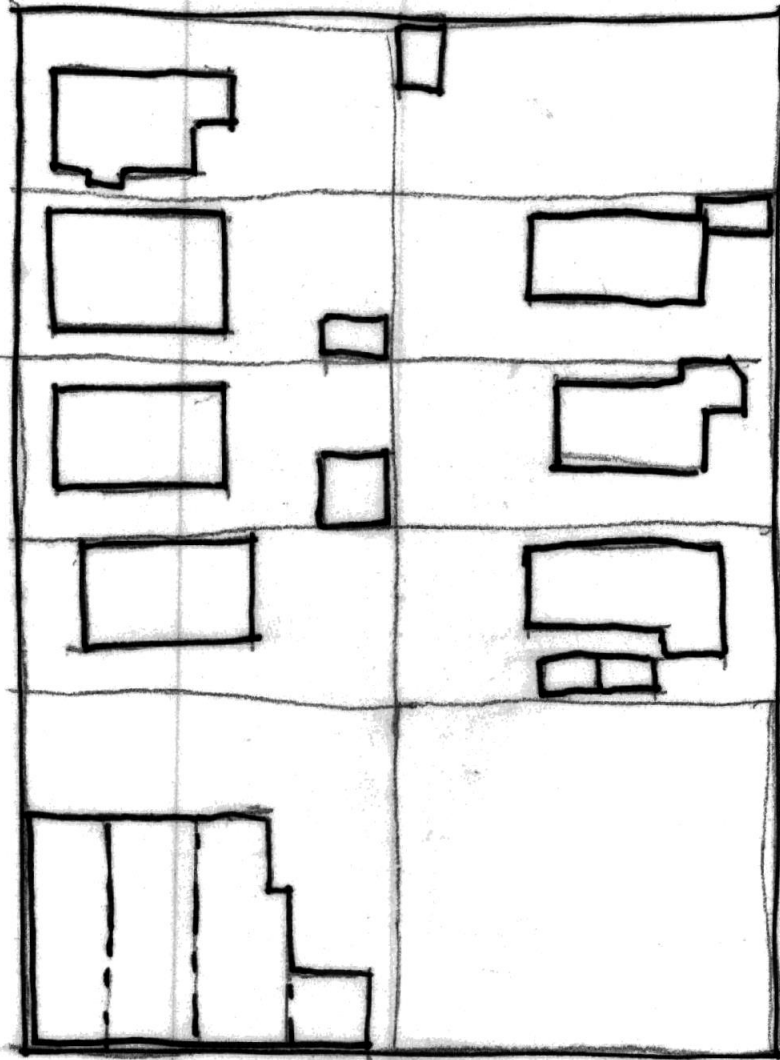
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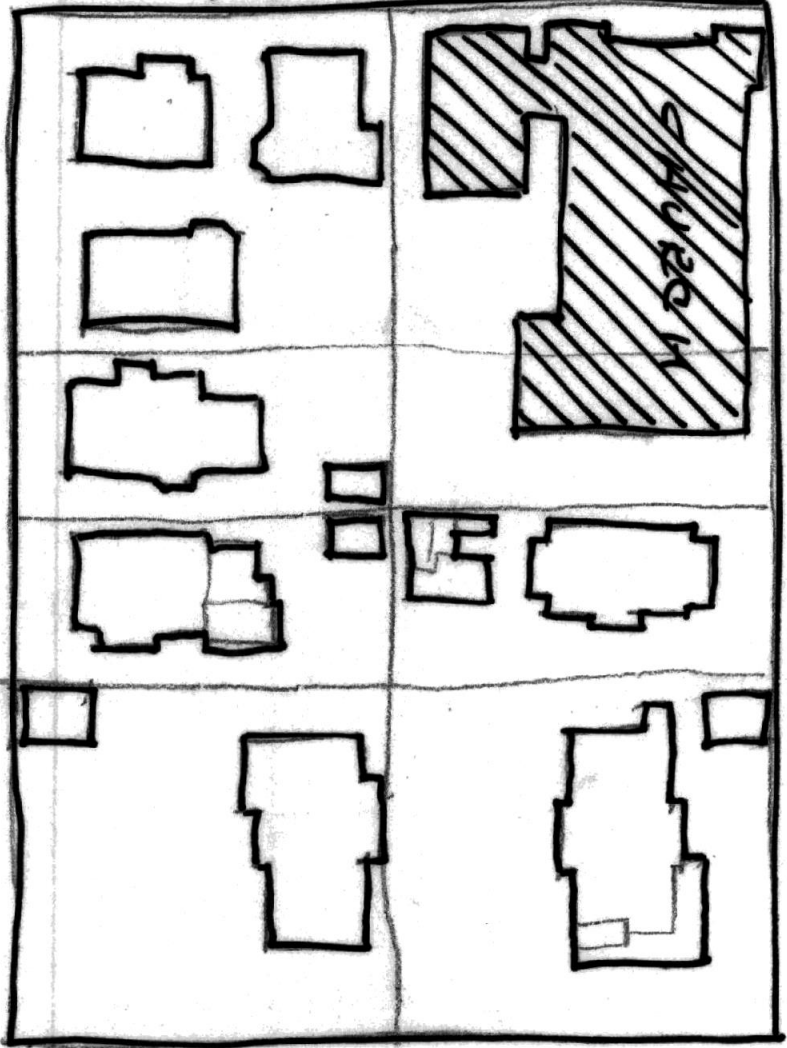
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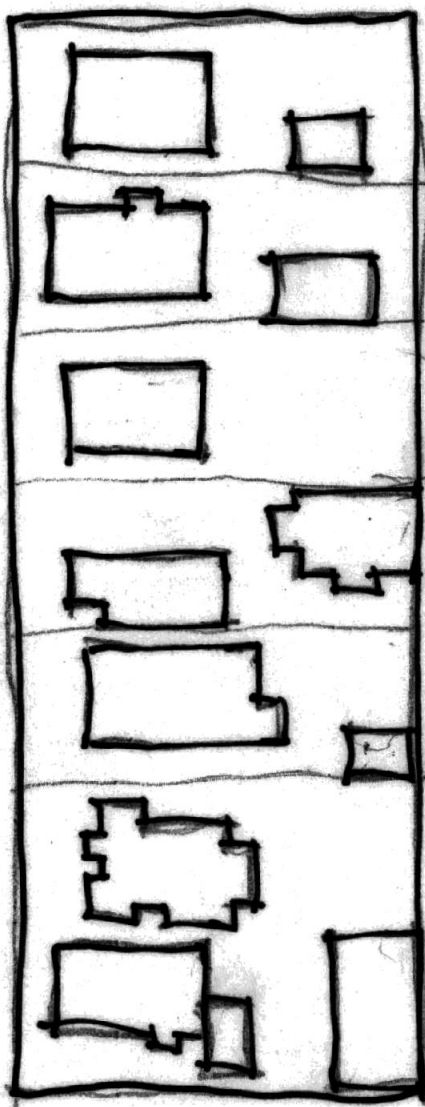
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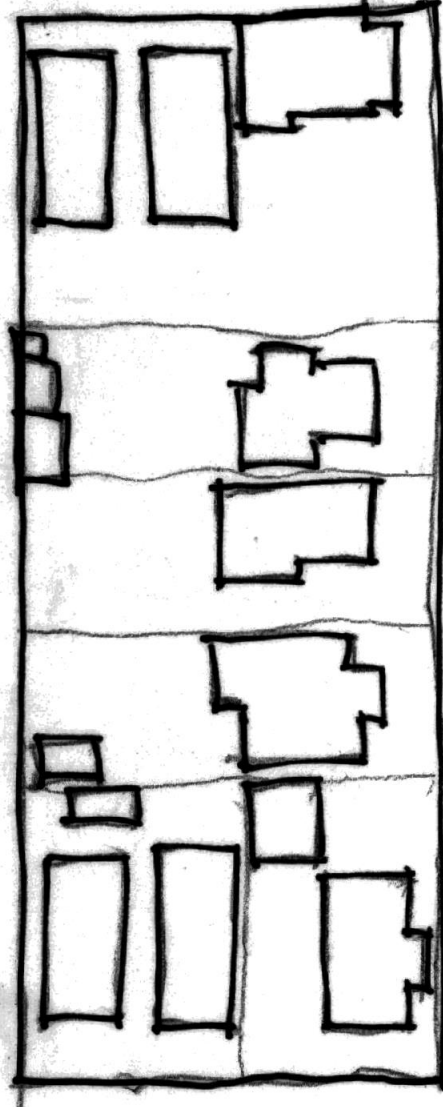
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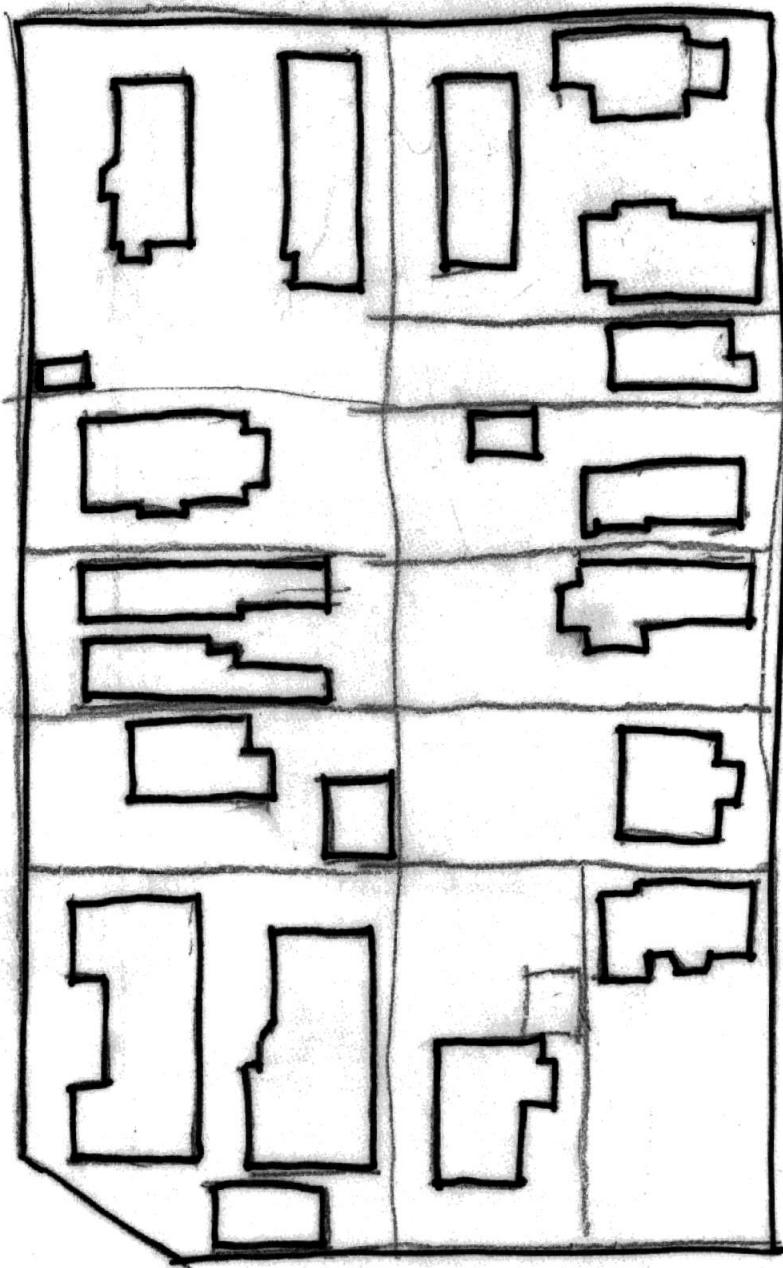
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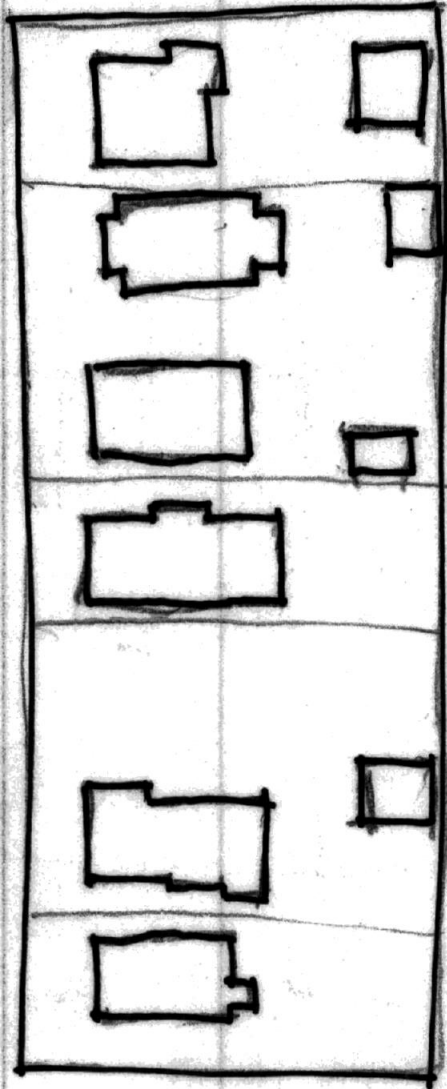
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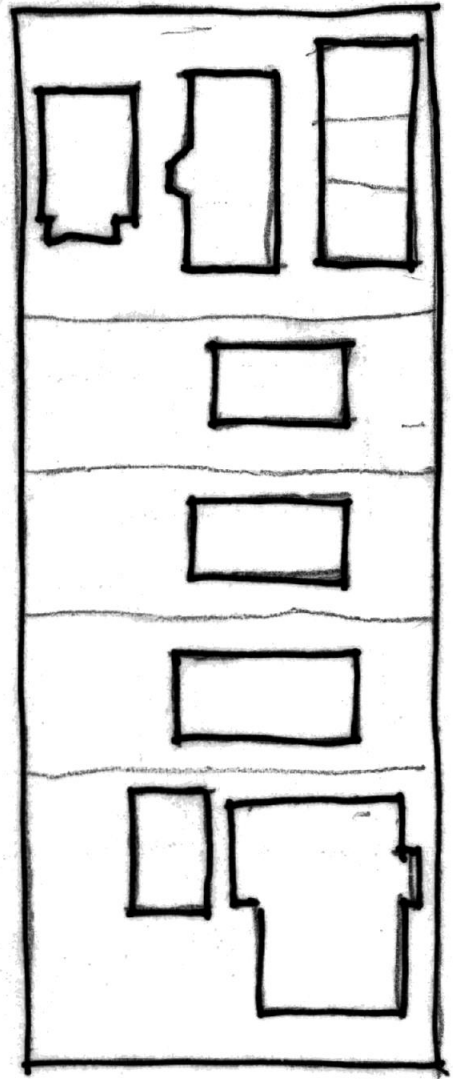
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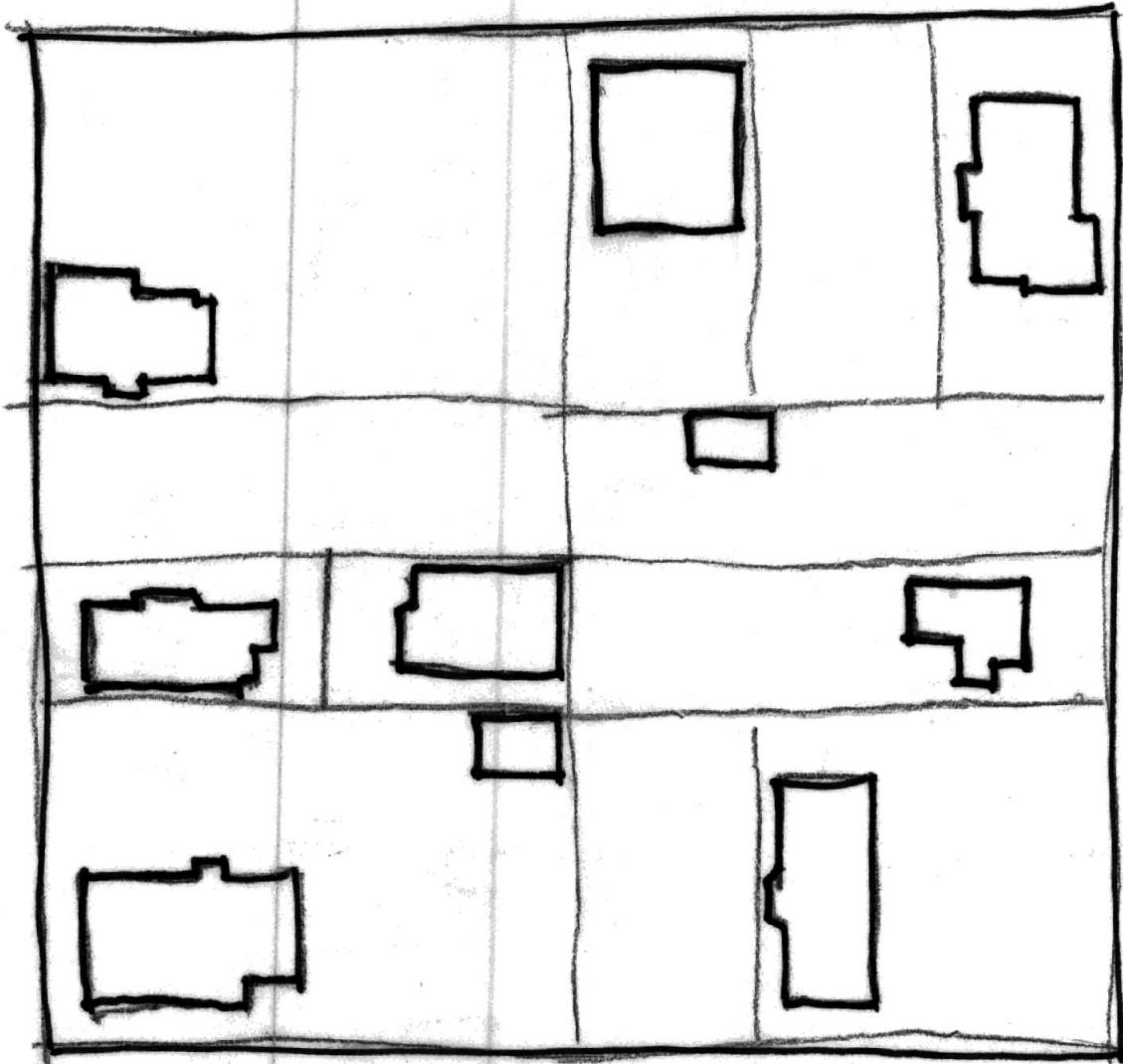
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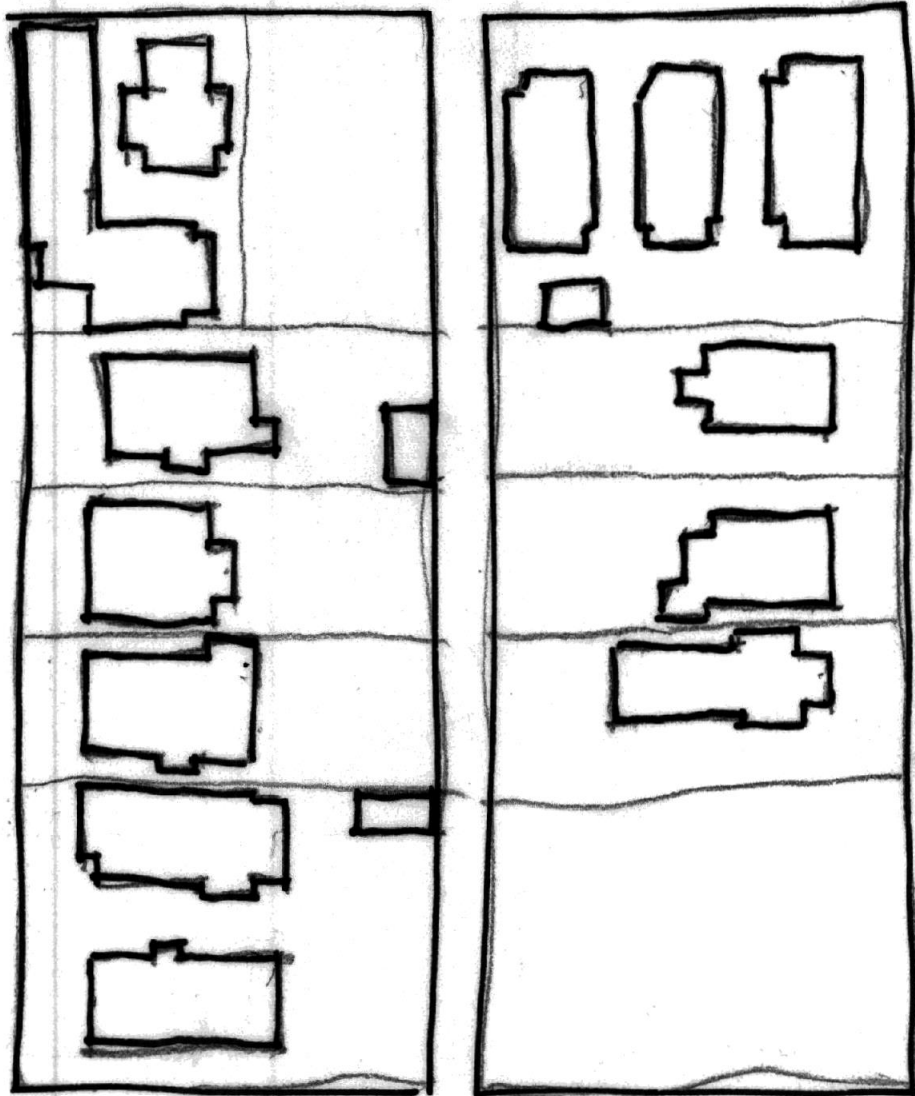
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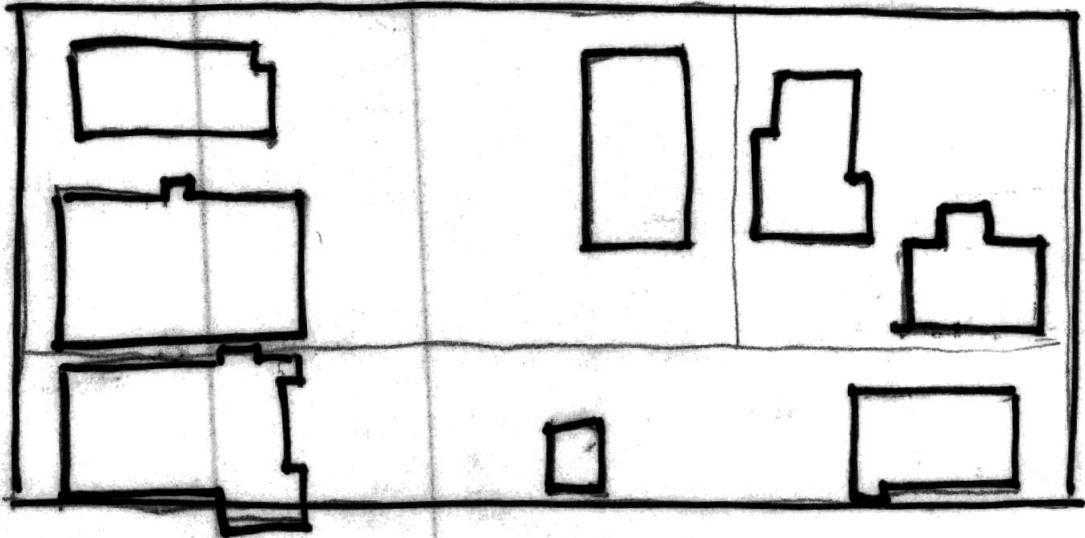


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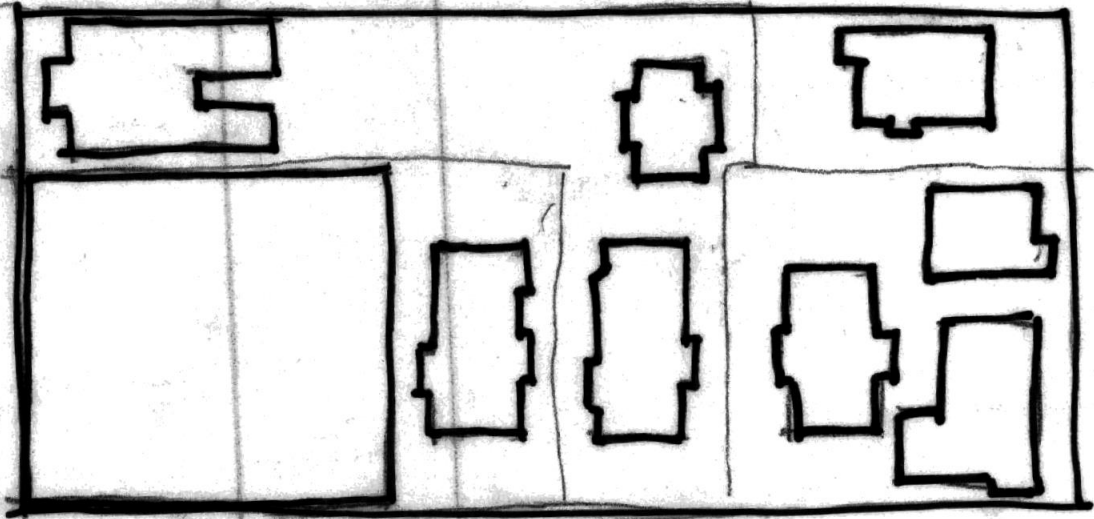


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RUSSELL



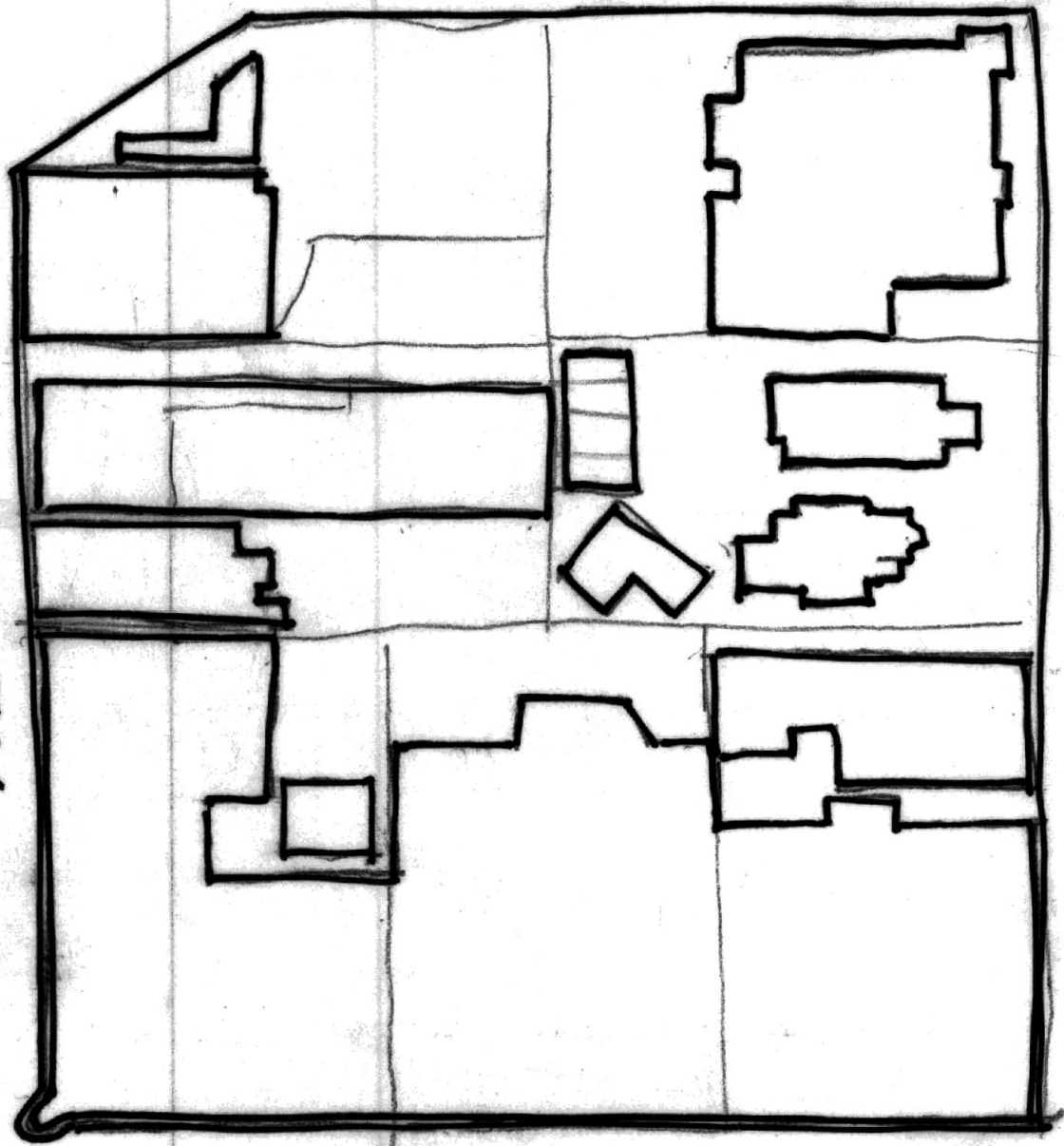
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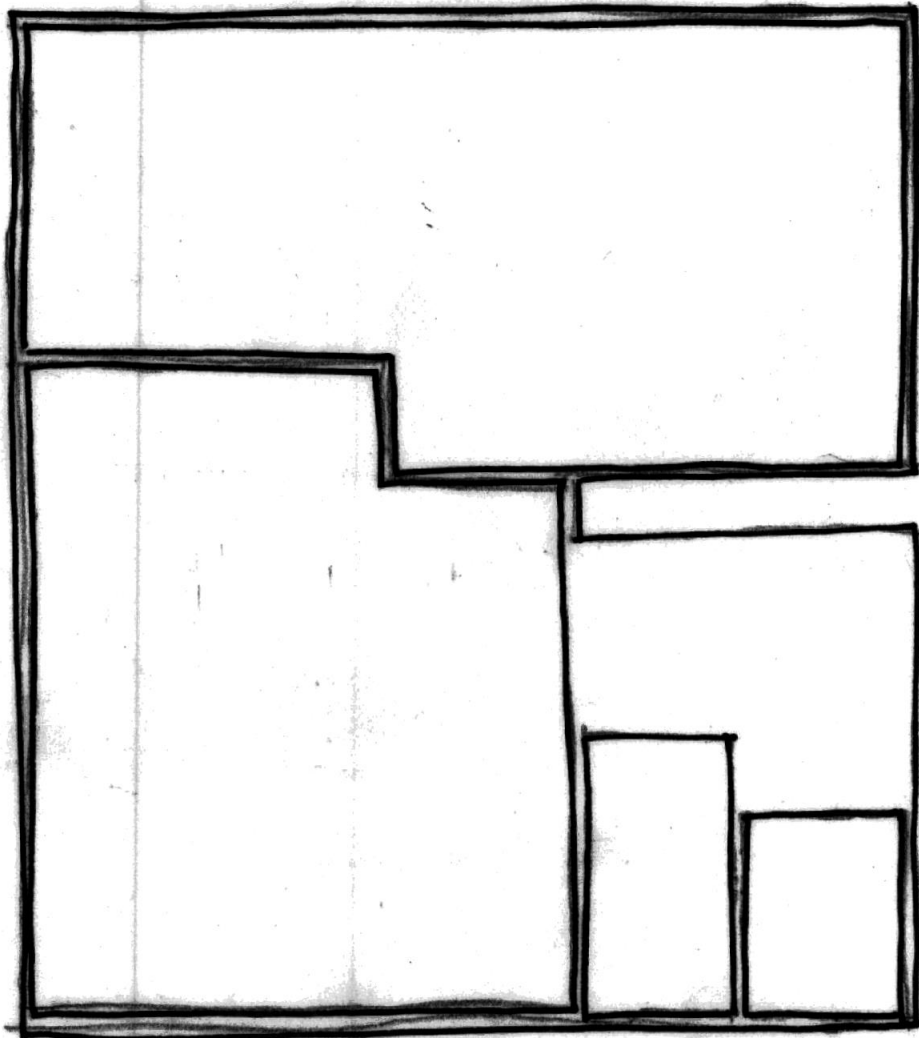
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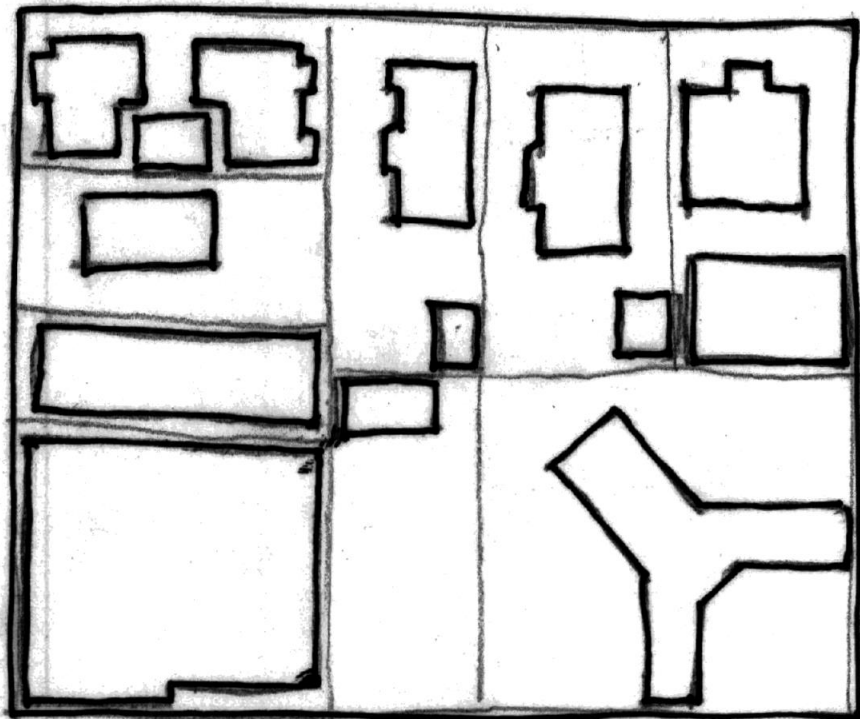
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FREMONT

WILLIAMS



GANTENBEIN



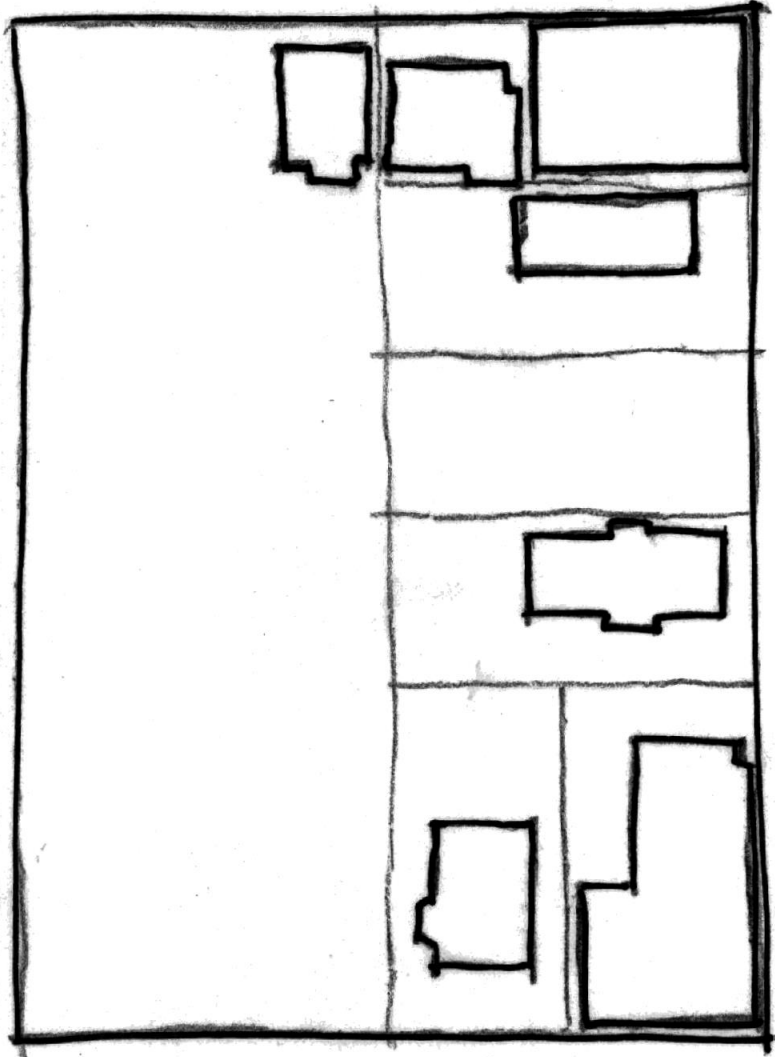
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## RECOMMENDATIONS FOR INDUSTRIAL DEVELOPMENT

### I. General Statement

To formulate a knowledge of present and future demands for industrial sites within the housing project study area, one must examine and consider the various trends in the city's industrial real estate market. Such facts and information can only be obtained from the Chamber of Commerce, industrial real estate brokers, and past regional and municipal studies. The following information has been collected in this manner and is so presented.

### II. Definition of Small and Medium Industries

1. Small industries can be defined as those employing less than nine employees and those that require less than one-half acre sites. These would fall within Employment Groups 1 and 2 of the Metropolitan Planning Commission's LAND FOR INDUSTRY report.
2. Medium industries can be defined as those employing between ten and fifty employees and those requiring one-half acre to two acre sites. These would fall within Employment Groups 3 and 4 of the Metropolitan Planning Commission's LAND FOR INDUSTRY report.

### III. Demand for Industrial Building Sites

1. The demand for industrial building sites within the housing project study area is quite evident. This demand has been stimulated both by the development of the freeway system through the area, and by the ever decreasing amount of available industrial property elsewhere in the city. The primary demand for industrial property is for parcels of land one-half acre or more. The main type of industry desirous of locating within the area is either medium sized manufacturers or wholesale distributors. An ideal example of such a firm would be one which manufactured or finished a part or product for a larger parent industry and then distributed it, via truck, over the freeway system.
2. There is no demand for extremely large industrial firms (Sauer, Tektronix, etc.) to locate within

*Sawyer*

this area because the amount of land required by them could never be obtained within the city at a comparable price for land outside the city. Also these firms can well afford the expense of providing their own city amenities -- police and fire protection, paved streets, sewers, etc. Further, the "Free Pick-up and Delivery Zone" is continually moving out through the suburbs to include them.

3. There is no demand for small industries (those in Employment Groups 1 and 2 of Metropolitan Planning Commission's LAND FOR INDUSTRY report) within the housing project study area for several reasons. They can be stated as follows:
  - a. There is little market for merchandizing a manufactured consumer product in a low income area.
  - b. Owners of small industries are hesitant to purchase and improve property in a depreciating, dilapidated area.
  - c. Many firms which have a great amount of female employees are very reluctant to locate in an area which is fraught with vandalism and undesirable influences.
  - d. City parking restrictions are so stringent that the actual amount of usable land available to a manufacturer is very little in the development of his property as an industrial site. This is something that most small manufacturers can ill afford.
  - e. There is terrific difficulty in obtaining small parcels of land for the development of larger, single sites. As one small piece of land is purchased, the abutting parcels immediately go up in price, making assemblage costs almost impossible.

#### IV. Present Physical Situation

Presently there is approximately seventy acres of vacant land within the study area as calculated from the recent Metropolitan Planning Commission's LAND USE STUDY. This land consists of small parcels of varying size, ranging from 2,500 square feet to 70,000 square feet. The preponderance of pieces range from 5,000 square feet to 10,000 square feet and are located between Fremont and Halsey Streets and Interstate and Union Avenues. As is evident in the area mapping studies,



the available vacant land is interspersed with mixed land uses and is located in a significantly dilapidated or run-down part of the city. The hub of the freeway system (Fremont Bridge cloverleaf) centers in the project area and the main commercial center, east of the Willamette River (Lloyd Center) is also located within the area.

#### V. Summary and Recommendations for Industrial Development

There are no reasons for encouraging the location of additional small industries within the area. However, there are several good reasons for promoting the location of slightly larger, medium-sized industries. Specifically, a firm which employs primarily male employees, and which needs access to the freeway system for distribution of its product, would find it much to its advantage to locate within the housing project study area.

For reasons already stated, there is no advantage for small industries to locate within the area. There is nothing indicated or offered there which would stimulate trade for them.

To bring about a change over in the area for new industrial developments, a program such as urban renewal would have to be implemented.

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#### Reference Material and Information Sources

1. Portland's Economic Prospects (Planning Commission)
2. Population Prospects (Metropolitan Planning Commission)
3. Land for Industry (Metropolitan Planning Commission)
4. The Changing Economic Function of the Central City (CED Report by Raymond Vernon)

## I. Purpose of Survey

A strong point in determining the future use of a piece of land within the city is the physical condition of the buildings within the area. Once this is determined, one can judge whether it is best to rehabilitate the structures and maintain the same use of the land, or raze them and redevelop the land to some other use. In this instance, the conflict specifically boils down to the following:

1. Whether to keep the present residential character of the majority of the buildings within the area and take advantage of the main stabilizing residential influences -- namely, the Emanuel Hospital complex, the two city parks, and the Knott Street Community Center or,
2. Take notice of the changing redevelopment of the land adjacent to this area and develop it accordingly as either commercial or industrial property.

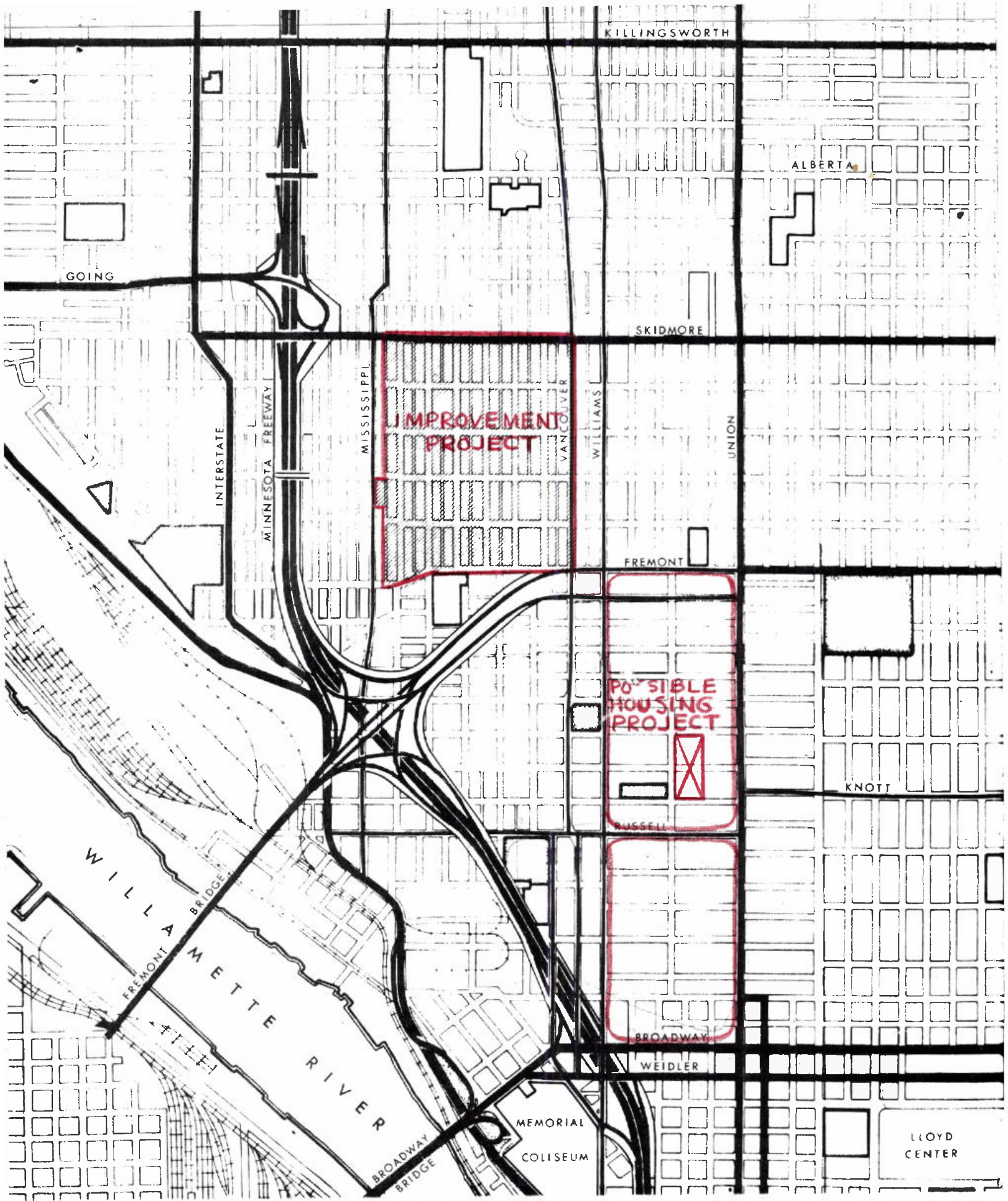
## II. Method of Survey

Structures were examined and grouped into three major categories. Those that were in good condition, needing no painting or repairs were put in group one and colored in yellow on the block map. Those that needed minor repairs, painting, windows, downspouts, wainscoting, new porches, etc. were ranked in group two and colored in brown. Those that showed great neglect and needed major repairs, new foundations, chimneys, siding, etc. were placed in group three and colored in dark brown. All of the structures were examined from the outside only. It was assumed that this gave sufficient evidence to determine whether or not the structures could be possibly rehabilitated -- the major point in question.

Commercial and industrial buildings were not grouped into the above categories, nor were residential garages and outbuildings. Also, civic buildings and churches were included as "other" buildings.

## III. Vicinity of Survey

The area surveyed is bounded by Fremont and Russell Streets on the north and south and the freeway route and Union Avenue on the west and east. Within this area are the three commercial strips. These are along Williams and Union Avenues and Russell Street. Also located in the area are the Emanuel Hospital complex, Dawson and Lillis - Albina Parks and the Knott Street Community Center.



KILLINGSWORTH

ALBERTA

GOING

SKIDMORE

MISSISSIPPI

IMPROVEMENT PROJECT

VANCOUVER

WILLIAMS

UNION

INTERSTATE

MINNESOTA FREEWAY

FREMONT

POSSIBLE HOUSING PROJECT

KNOTT

RUSSELL

BROADWAY

WEIDLER

MEMORIAL COLISEUM

LLOYD CENTER

WILLAMETTE RIVER

FREMONT BRIDGE

BROADWAY BRIDGE

## ALBINA NEIGHBORHOOD ANALYSIS

Questions have arisen concerning the Portland City Planning Commission's role and position on two neighborhood improvement programs contemplated for the Albina district of the city.

### Past Review

The Planning Commission has long been concerned with the sub-standard housing and environmental conditions in some sections of the Albina district. In August, 1944 and February, 1945, data was assembled and reviewed which pointed up the deficiencies in the area. Again in November, 1950, an analysis was made of the blight problem in Portland; three areas in and near the Albina district, together with the Vaughn Street area, Stephen's Addition, and the South Auditorium area, were noted as districts in need of urban renewal assistance. The E-R Center area, Vaughn Street and South Auditorium were studied in detail by the Planning Commission, and redevelopment of two of these areas has been undertaken.

### Recent Analysis

In the fall of 1960, a section of the Albina district, bounded by NE Fremont, NE Union, NE Williams and NE Broadway, was investigated by local and federal urban renewal technicians, and the Planning Commission staff for consideration as a federally assisted neighborhood improvement project area. The HHFA officials recommended against a program south of Russell Street, and suggested that the area north of Russell Street might be suitable for structure rehabilitation. It



was pointed out that additional surveys would need to be made to determine the likelihood of sufficient owner participation in an improvement program.

#### Area north of Russell Street held in abeyance

This area north of Russell Street was further studied by the Portland Development Commission and City Planning Commission staffs. It did appear that the city's first conservation project should be undertaken elsewhere in an area where a greater owner participation might be expected. At the same time, it was acknowledged that a comprehensive renewal program, involving perhaps both clearance and structural rehabilitation, would soon need to be undertaken in the entire area south of Fremont Street.

#### Area north of Fremont Street selected

An area north of N Fremont Street, bounded by N Skidmore, the alley between N Mississippi and N Albina and N Vancouver Avenue, was selected by the HHFA and the Portland Development Commission, with assistance from the Albina Neighborhood Improvement Council, as an appropriate area for a neighborhood improvement program. On January 3, 1962, the Portland Development Commission contracted with the City Planning Commission to prepare certain surveys and improvement plans for this neighborhood.

#### Housing Authority site selection

Concurrent with the review and explorations conducted by the Development Commission and Planning Commission in 1961 in various sections of the Albina district, the Portland Housing Authority indicated

that they were considering the possibility of developing housing units in the Albina district.

The following information pertains to advice rendered to the Housing Authority by the Planning Commission concerning the Housing Authority's site selections for public housing development:  
Spring, 1961

The Housing Authority notified the Planning Commission that they were contemplating a scattered unit project in southeast Portland, and were also considering the development of a project in the Albina area. The Planning Commission suggested that the proposed Brooklyn scattered sites in Southeast Portland might not be suitable, because of the possibility of the freeway traversing the area. Also, it was suggested to the Housing Authority staff that a group project in the Albina area south of Russell Street would not be desirable, and that consideration be given rather to a location north of Russell Street in the same area in need of a comprehensive renewal program. Mayor Schunk, by letter, had instructed the Housing Authority, Development Commission, and Planning Commission to correlate improvement plans and programs. Accordingly, the Planning Commission suggested that the Housing Authority's program be coordinated with the Development Commission's.

June, 1961

The Housing Authority notified the Planning Commission that they were seeking a site north of Russell Street for possible project

development, and that a specific site was soon to be submitted to the Planning Commission for its consideration. The Planning Commission thereupon conducted a study of several possible sites suitable for a project.

August, 1961

Following are the main points of the Planning Commission's position, as stated in an August 1, 1962 letter to the Housing Authority, on the suitability of various areas in the city for a housing project:

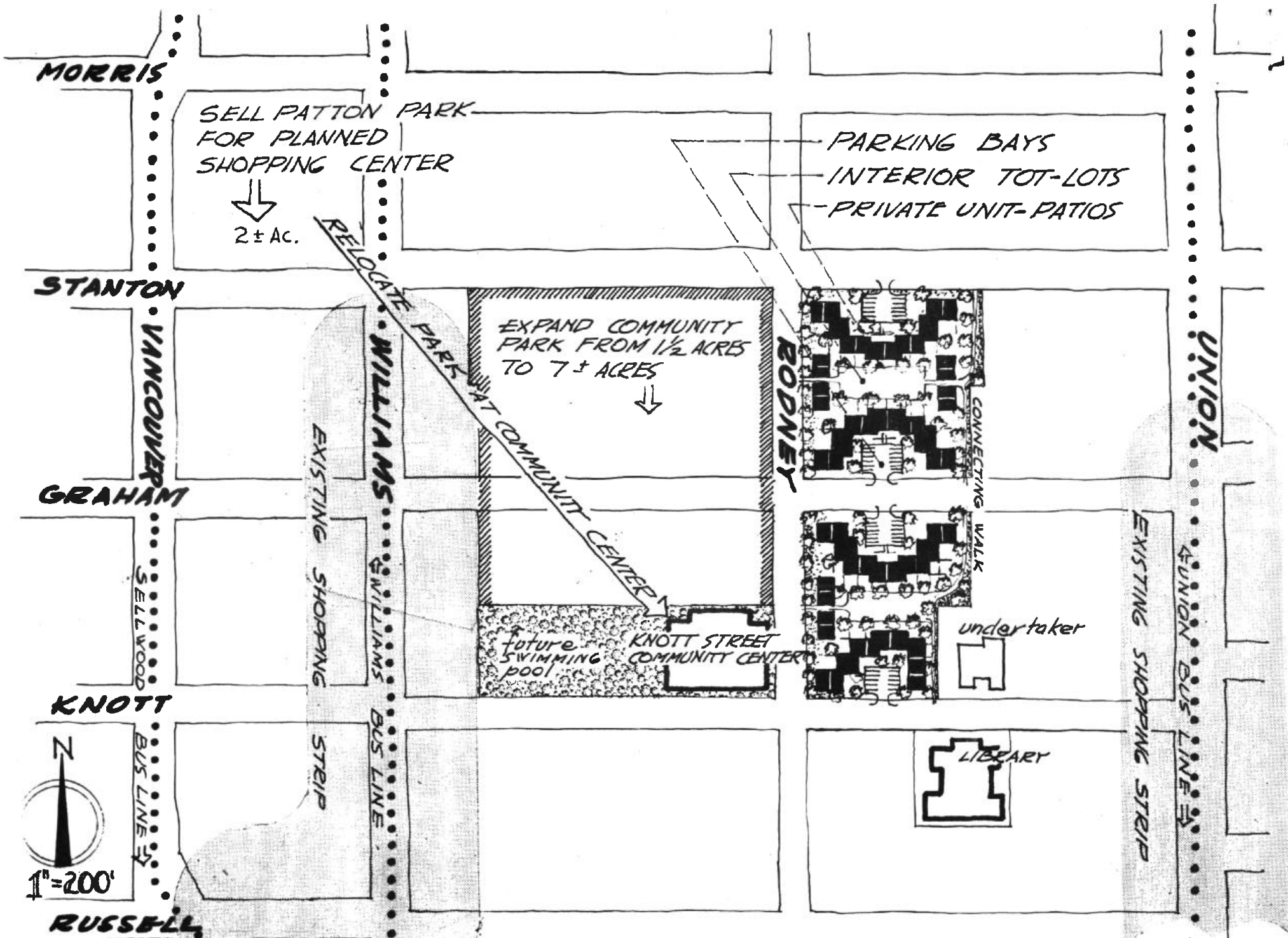
1. Of possibilities south of Fremont Street, a site in close proximity to the Knott Street Center was suggested as the most desirable. However, until time has been allowed for developing a specific site plan and to explore possibilities of expanding the Knott Street Center, it was recommended that no decision be made on specific site boundaries.
2. The Commission went on record as not advocating the Knott Street Center site over a project north of Fremont Street, under consideration by the Development Commission for rehabilitation. It was suggested that the Development Commission and Housing Authority work together for the benefit of the area.
3. Furthermore, four areas in the near east side of the city, Buckman School, Summers Park, Catholic High

area, and Sunnyside School, were presented to the Housing Authority as suitable alternate sites for a project. It was again pointed out that several public agencies, the Housing Authority, Park Bureau, School District, and Development Commission, might collaborate to solve several problems. If housing sites could be acquired through urban renewal, project costs for all agencies could be significantly decreased.

4. Sketches were presented of the Knott Street Center, Buckman School and Summers Park area as possibilities for a project. It was mentioned that more study would have to be made of these plans before a specific site could be proposed.

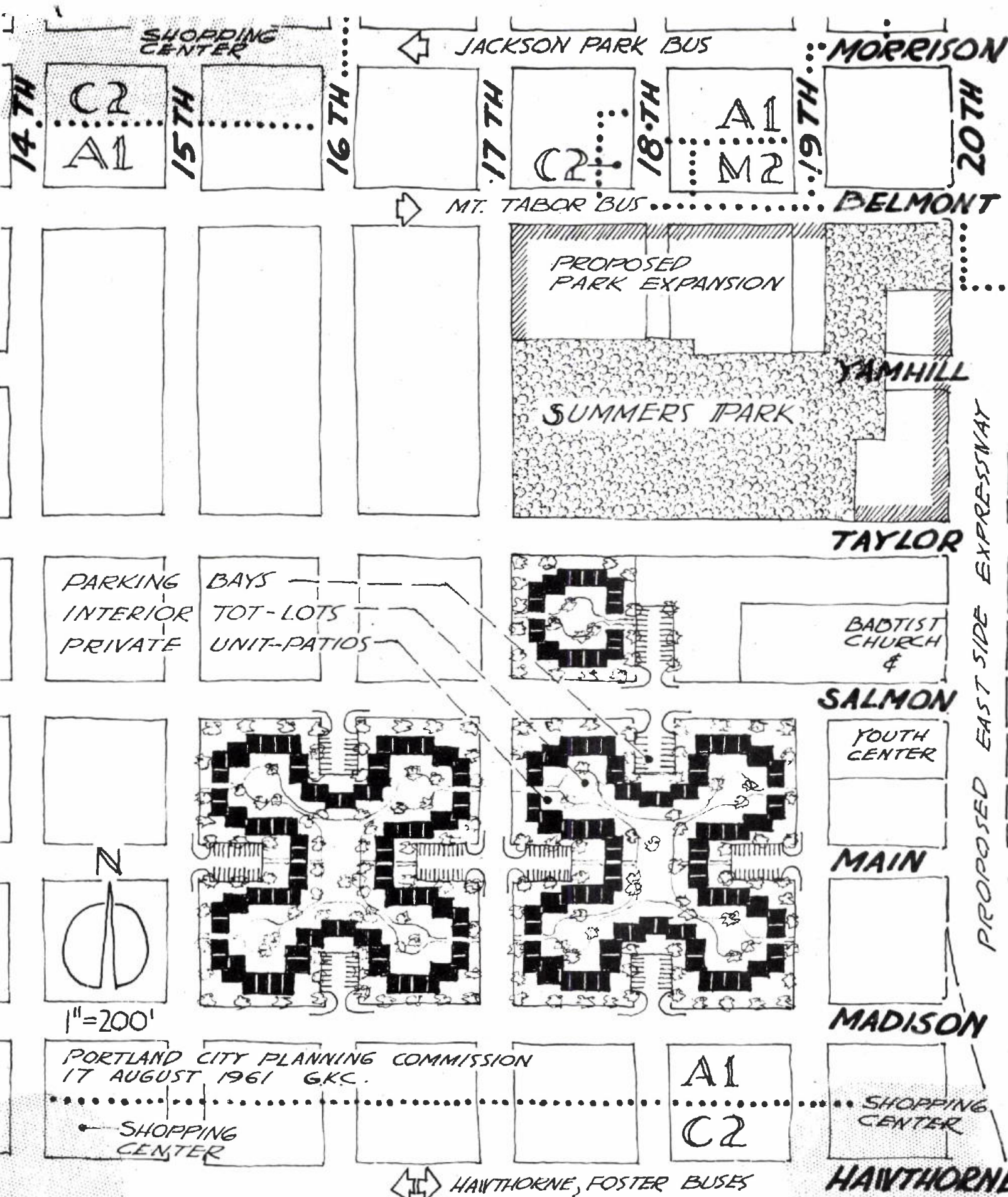
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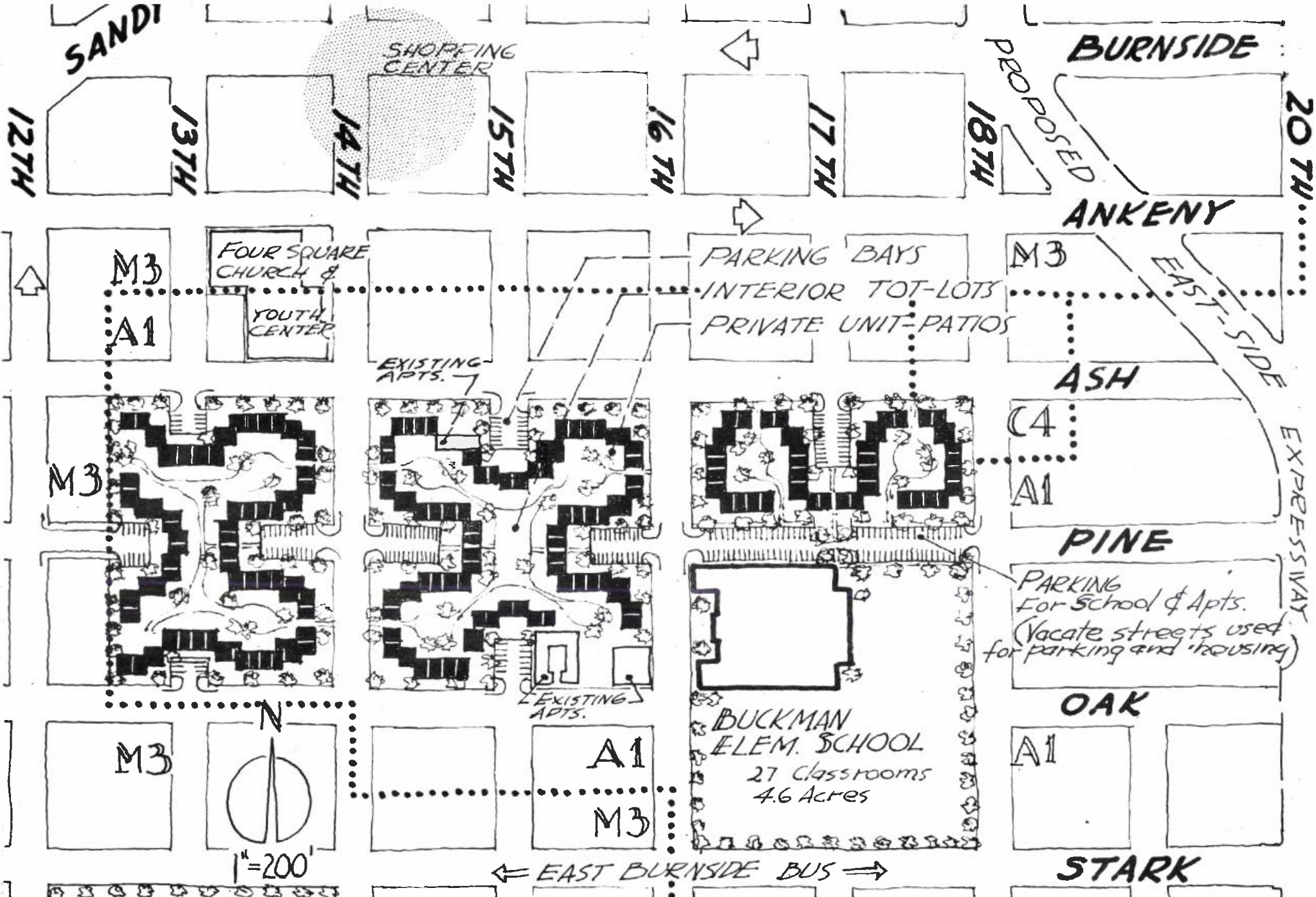
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 1 AUGUST 1961  
 PORTLAND CITY PLANNING COMMISSION.

SUGGESTION FOR  
 A PUBLIC HOUSING PROJECT



SUGGESTION FOR  
**A PUBLIC HOUSING PROJECT**  
 SUMMERS PARK AREA





SUGGESTION FOR  
**A PUBLIC HOUSING PROJECT**  
 BUCKMAN SCHOOL AREA

PORTLAND CITY PLANNING COMMISSION 17 AUGUST 1961

G.K.C.





Late  
Sports

FINAL

Complete  
Stocks

# HAP Drops Plan For Ice Arena Site

## Owner Turns Down Offer For Property

By MILES GREEN  
Journal Staff Writer

An offer almost \$100,000 less than the original option price has been turned down by Robert C. Coates, ending negotiations by the Housing Authority of Portland to purchase the old Ice Arena site for a 300-unit high-rise project for the elderly.

Roy Renoud, chairman of the HAP negotiating committee, told members Tuesday that an offer of \$230,000 was turned down by Coates.

ORIGINALLY, the authority had offered \$324,000 after two appraisals had set a "best use" value on the land of \$335,000.

After a third appraisal, however, the Public Housing Authority authorized the local authority to offer up to \$234,000 for the property, Renoud told members.

The second offer was made to Coates through his rental agent, Mrs. Cora Brady, Renoud said. She told the authority's negotiating committee that he no longer was interested in selling, Coates reported.

RENOUD then moved for abandonment of efforts to purchase the old Ice Arena site—bounded by NW 20th Ave., Marshall and Northrup Sts.

Initial negotiation by the authority was based on a joint appraisal prepared by Carl R. Trowbridge and Anthony J. Rodwick, Portland appraisers.

THE THIRD appraisal was

tion of the old Ice Arena site and speakers at a City Council hearing said the purchase price seemed high.

The authority named a panel of civic leaders to select a third appraiser. They selected Donald Yates of Seattle.

Several HAP members expressed concern over the discrepancy in the two appraisal figures. Mrs. Florine Dahlke, HAP chairman, said the appraisals have been submitted to a special review committee of the American Institute of Real Estate Appraisers.