

C. V. S. 500	
To:	Nicki
Date:	12-1-80
Assign To:	BENDES
Refer To:	
Return To:	
Discuss With Me	
Please Handle	X
For Your Info.	
Prepare Answer	
Please Attend	

FIRST CHURCH OF CHRIST, SCIENTIST
712 N. W. 21st Avenue
PORTLAND, OREGON 97209

Irving
1980

November 18, 1980

Mr. Thomas P. James
Traffic Engineer
420 S. W. Main St.
Portland, Oregon 97204

Dear Mr. James:

Re: "No Parking on Sundays" request

About a year ago we contacted your office in regard to the above request for our church, and we sent you a letter on March 7th in which we informed you that we had contacted the two doctors who own the property next to us, on the corner of N. W. Irving and 21st avenue, stating that it was agreeable to them for us to have a "no parking" sign, and the zone would be thirty feet long, as you mentioned.

We have heard nothing further from your office, but would surely appreciate being granted this request, as sometimes cars and taxis who stop to unload or pick-up passengers, have to remain in the center of the street.

Our Sunday services are at 11 a.m. and we do have Wednesday evening meetings (throughout the year) which convene at 8 p.m. Possibly the sign could read "no parking between 9 a.m. and 1 p.m. for Sunday - as workers in the church do arrive early. Would it be possible for something similar on Wednesday evening, viz., between 6:30 and 9:30 p.m.?

May we hear from you. Thank you.

Sincerely,

BOARD OF TRUSTEES

Ruth J. Dilley
(Mrs.) Ruth J. Dilley
Treasurer-Clerk

TR# 10845
WO# 28709

RECEIVED
NOV 24 1980
BUREAU OF
TRAFFIC ENGINEERING

AMERICAN RAG & METAL CO.

Owners and Operators of

PIONEER STERILIZED WIPING CLOTH CO.

710 N.W. 14th Avenue • Portland, Oregon 97209

AREA CODE 503 226-6057

Irving

November 19, 1980

BROOKS KOENIG
301 LOYALTY BLDG.
317 S.W. ALDER ST.
PORTLAND, OR. 97204

Dear Sir,

We are the owners of the building located at 710 N.W. 14TH Ave. I herewith request that the ½ hour restricted parking on the Irving Street side of our building be removed so as to allow unrestricted parking. Also, the area now designated as loading zone be left as a loading zone.

Sincerely,

Joe Rosenthal

J. ROSENTHAL
AMERICAN RAG & METAL COMPANY

C. J. MASCO	
TO:	NICKI
Date:	11-24-80
Assign To:	PLINKS
Refer To:	
Return To:	
Discuss With Me	
Please Handle	K
For Your Info.	
Prepare Answer	
Please Attend	

TR # 10904
WO # 28703

RECEIVED
NOV 20 1980
BUREAU OF
TRAFFIC ENGINEERING

AMERICAN BRAND

Woolen Rags Cotton Rags
Roofing Rags Burlap
Second Hand Clothing For Export

PIONEER BRAND

Wiping Rags Cotton Waste
Polishing Cloths Specialty Wipers
Drop Cloths

RAILROAD P.R. SPOT 1338
CABLE ADDRESS:
ARMCO, PORTLAND

AMERICAN RAG & METAL CO.

Owners and Operators of
PIONEER STERILIZED WIPING CLOTH CO.

710 N.W. 14th Avenue • Portland, Oregon 97209
AREA CODE 503 226-6057

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Sincerely,

J. ROSENTHAL
AMERICAN RAG & METAL COMPANY

C. J. MASCO	
TO: NICKI	
DATE: 11-14-80	
ASSIGN TO: BUREAU	
REPORT TO:	
REPORT TO:	
DISCUSS WITH:	
PROPOSED:	
FOR YOUR INFO:	
PROPOSED ACTION:	
PROPOSED ACTION:	

RECEIVED
NOV 20 1980
BUREAU OF
TRAFFIC ENGINEERING

TRAF 9803
NOV 19 1980

PIONEER BRAND
Drop Cloths
Specialty Wipers
Polishing Cloths
Wiping Rags
Cotton Waste

AMERICAN BRAND
Second Hand Clothing For Export
Roofing Rags
Burlap
Cotton Rags
Woolen Rags

*James
Magers
File*

Irving

MEIER & FRANK
PORTLAND, OREGON
97204

EXECUTIVE OFFICE

December 2, 1980

Mr. Tom James
Traffic Engineer, 3rd Floor
317 S.W. Alder
Portland, Oregon 97204

Dear Mr. James:

Meier & Frank will be conducting a sale at our N.W. 14th and Irving warehouse on Friday, January 2nd; Saturday, January 3rd; and Sunday, January 4th.

The hours for this event will be:

Friday, 8:00 A.M. to 9:00 P.M.
Saturday, 10:00 A.M. to 6:00 P.M.
Sunday, 12:00 Noon to 5:00 P.M.

The sale will be heavily advertised on television, radio and in the newspaper.

Traffic flow should be expected to increase into the northwest industrial area during the event.

DART, Inc. will provide a shuttle service between our Downtown Store and the warehouse location on Friday and Saturday.

Please contact me (241-5140) for any additional information you may require.

Sincerely,

Ed Homburg

EDD HOMBURG
Operations Manager, Downtown

EH/ch

cc: Jim Lammers
James Coe

RECEIVED

DEC 4 1980

BUREAU OF
TRAFFIC ENGINEERING

*MR RIMBY
M&F DIST. Warehouse*

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW ALDER
PORTLAND, OR 97205

TEMPORARY STREET CLOSURE PERMIT

A revocable permit in accordance with Section 17.44.020 of the Code of the City of Portland is hereby issued to Odyssey Productions, Inc.,
123 N.W. 2nd Avenue, Portland, Oregon 97209

to close N.W. Irving Street between N.W. 22nd Avenue and N.W. 23rd Avenue

temporarily in order to do on location filming for an educational
motion picture

from 10 a.m. to 5 p.m. (time) October 16 and 17, 1980 (date)
and to - not provide for pedestrian traffic the dates may be changed
upon verbal approval of the City Engineer if the weather precludes
filming on the days requested.

1. This permit is for the use of the street area only and shall be subject to necessary use by emergency vehicles.
2. This permit shall not exempt the grantee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall this permit waive the provisions of any City Code, Ordinance, or the City Charter except as herein stated.
3. The grantee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals which may result from the use of the street area under this permit by providing evidence of insurance protecting the City of Portland, its officers, agents, and employees as follows:
Bodily injury \$100,000 for one claimant and \$300,000 for one occurrence,
property damage \$50,000 for one claimant and \$300,000 for one occurrence, said insurance to be kept in full force and effect at all times. This permit is automatically revoked without further action by the Council if this insurance is permitted to lapse, is cancelled or, for any other reason, becomes inoperative.
4. This permit is revocable at any time, either by the Bureau of Police or the City Engineer, and no expenditure of money or lapse of time or other act or thing shall operate as an estoppel against the City of Portland or be held to give the grantee any vested or other right. Upon revocation of this permit, the grantee shall immediately reopen said street to the normal use of the public.
5. The grantee shall at his own expense provide barricades, signs, and illumination as required by City Engineer and Traffic Engineer.

Additional Permits Required:

Bur. Traffic Eng. (Meter Hoods)
Bur. Buildings (Street Use)
Bur. Neighborhood Environ. (Noise)

Insurance On File
Fee \$10.00
Receipt # 15959
BUC # 15984198

cc: Bureau of Buildings
Bureau of Traffic Engineering
Bureau of Police
Bureau of Fire

CITY ENGINEER

by Harlan J. Scott

Accepting the terms and conditions of
this permit:

Chris B. Puck
Grantee

Date Signed 10-15-80

Permit No. 43-80

Dave Magin - TE - OK - 10-10-80
Mary Sykes - Commissioner's Office - OK - 10-14-80

Irving

April 9, 1980

MEMORANDUM

TO: Charlie Masco

FROM: David Magin *DM*

N. W. Irving Street west of N. W. 24th Avenue has a turn-in width of 24 feet between corners. From the north extremity of the southwest corner to the south property line (retaining wall) there is a distance of 18 feet, accommodating a row of right-angle parking spaces on the south side of Irving.

Therefore, the total pavement width from the north curb to the south property line is 42 feet. In a standard prescribed right-angle parking layout, 18 feet is needed for stall depth and 25 feet for aisle width, a total of 44 feet. Since the pavement width provides two feet less than the prescribed overall dimension for this parking arrangement, it can be seen that there is no room for any parking adjacent to the north curb.

The alternative would be to remove enough right-angle spaces from the south side to allow parallel parking at the north curb. This would be a reduction in the number of spaces on the street.

It would seem that there should be no special inconvenience to any north side property occupant in parking on the south side at right angles. Turning around is also easier with this pattern.

I recommend that the existing pattern remain and that there be no north curb parking, including the special zone.

DM

DRM:jjp

TR# 9433
WD# 25292 4-7-80
JAL.

Don

March 28, 1980

LM

Mr. Don Bergstrom
City Traffic Engineer
317 S. W. Alder, Room #301
Portland, Ore. 97204

Dear Don:

I am very grateful for your department looking into the "no parking in this block" sign, which now prohibits any parking in front of my office.

What I'm about to say should not be construed as an indictment of you nor any reflection upon your ability, but rather as an indictment of the entire system. Bureaucratic inanity is going to result in, if not outright revolution, a growing dissatisfaction among people and a growing lessening of confidence in and respect for government at any level.

Here is what I mean.

We moved into this residence, which we use as an office, something like eight years ago. When we actually were given a chance to buy it, we went through the proper hearings procedure, right up through the City Council, and got a variance so that the home could be used as long as we occupy it for the purpose to which it is being put -- housing Ted Hallock, Inc., which employs now about five or six people.

In the course of those hearings, we made the point and were asked by the hearings officer if there was adequate parking, considering that there is no garage attendant to the building. We assured the hearings officer that there was because we were allowed to park between the telephone pole at the right edge of our property as you face the house and the end of the street -- you will recall that Irving street dead-ends right in front of our house. In that space between the pole and the dead-end, at least two and sometimes three cars would fit. This plus the abundance of spaces on the opposite side of what is a public thoroughfare meant that there would be adequate parking and that by using our residence as an office, we would not be contributing to the glut of cars parked on the street in the neighborhood.

With that assurance, we were granted the variance by the hearings officer, an action which was later confirmed by the full City Council.

At the time we first occupied the house, the area across the street was as full or fuller than it is now because St. Vincent's hospital

Irving

**Ted
Hallock**

PUBLIC
RELATIONS

2445 N.W. Irving St.
Portland, Oregon
97210
224-1711 (503)

RECEIVED

APR 1 1980

BUREAU OF
TRAFFIC ENGINEERING

TR# 9433
WO# 25292 4-7-80
JAL

Mr. Don Bergstrom
March 28, 1980
Page two

was operating at full capacity. It owned a parking lot just below our house -- which is now occupied by an apartment structure -- and that lot was full as well as the spaces across the street from us. But by using the area in front of our house and what available spaces turned up across the street, we managed to get along.

At no time during our entire co-existence with the St. Vincent hospital staff did anyone complain of an inability to pull out of a parking space directly across the street and turn down Irving if there was one or two or three cars parked directly in front of our office.

I underline this paragraph because I am now told that it is the contention of your people that it is impossible to pull out of a parking space across the street if we have cars parked parallel to the curb in front of our home. This is absolute absurd nonsense.

When St. Vincent's Hospital decided to move, they sold the parking lot to some developer who promptly turned it into an apartment structure, which, among other things, apparently does not have on-site enough parking spaces for its own tenants. I assume that in the course of the owner's application to build that apartment house, they probably alluded to the fact that some of their tenants would have to park on the street. That will go down in history as the understatement of the decade. Their tenants park parallel or otherwise, trucks and all other kinds of assorted vehicles, some of which they abandon in that area, coming and going as they will. At no time, to my knowledge, however, have any of these men and women launched any kind of protest about the fact that they couldn't find a parking space because of my staff using the spaces across the street. Nor have any of these tenants nor the management of this apartment ever represented to me that anyone had any difficulty in pulling out of the spaces across the street and turning down Irving if there were cars in front of my office. This is really very important because among the almost permanent parkers across the street, there was a night watchman working for St. Vincent's who was employed after the hospital was vacated to guard the structure. He drove a long car, parked in the space right at the dead-end of Irving and managed to get out day after day after day quite comfortably while cars -- most often my own -- were parked directly in front of my office. If it is necessary to do so, I will find out his identity and will be glad to ask him to come and talk to your people and tell them how simple it is for a driver with even reasonable skills to negotiate pulling out of the parking space.

In any event, during the period from the completion of the apartment structure to today, there has been no protestation of any kind to me about a parking problem.

Mr. Don Bergstrom
March 28, 1980
Page three

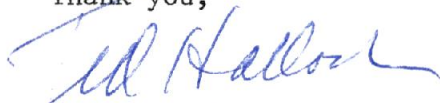
Suddenly, without warning, the sign which had read to the effect that one could park from the telephone pole to the end of the street is taken down and a new total prohibition sign put up, and the first thing I find out about it is when I get a \$15 ticket on my car, which one would assume is unjust because I had parked there for some eight years and never bothered to look up to see if anybody had replaced the kind of parking sign.

So now we have been deprived of three parking spaces which ~~2~~ effects not only the convenience of my staff but of the many clients who call upon us throughout the business day.

I think the decision is absurd, unjust, and another example of some kind of bureaucratic inanity, and I protest it and intend to take whatever other actions are necessary to have it reversed.

I don't care whether you wish to respond to the foregoing in my letter, but I would ask you most respectfully to tell me please why the sign was changed. There is an insinuation here that the sign was changed because of some kind of comment or protest from the apartment people next door. I would like to know the motivation for the sign change, who launched the change, who decided it was necessary, etc., and would be most appreciative of an early response.

Thank you,



Ted Hallock

TH/hj

THE CITY OF
PORTLAND



OREGON

BEVERLY GEIGER

Assistant to
Mayor McCready
303 City Hall
Portland, Oregon 97204

TO: Don Bergstrom
Traffic Engineer

FROM: Beverly Geiger *BC*

DATE: April 25, 1980

Don-

What should Connie say in response to
this one? Ted Hallock is a friend of
hers.

-Beverly

BG:d

4/28/80

No Action needed
I called Beverly and
RECEIVED

APR 28 1980

**BUREAU OF
TRAFFIC ENGINEERING**

*Said we had taken care of
problem by revising parkings
3 weeks ago*

March 28, 1980

RECEIVED
MAR 31 1980

MAYOR'S OFFICE

Mr. Don Bergstrom
City Traffic Engineer
317 S. W. Alder, Room #301
Portland, Ore. 97204

Ted
Hallock

PUBLIC
RELATIONS

2445 N.W. Irving St.
Portland, Oregon
97210
224-1711 (523)

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RECEIVED

APR 28 1980

BUREAU OF
TRAFFIC ENGINEERING

Mr. Don Bergstrom
March 28, 1980
Page two

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Mr. Don Bergstrom
March 28, 1980
Page three

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Thank you,

Ted Hallock

TH/hj

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon
420 S.W. Main Street

Date 3/4/80

Permission is given: FRUIT & FLOWER CHILD CARE CENTER

Sue Southwell, 2378 N.W. Irving Street

To: PLACE A DROP BOX IN TRUCK LOADING ZONE.

Location: ON N.W. 24th IRVING - HOYT.

Date and Hours: ALL HOURS 3/4/80 thru 3/7/80

Remarks: OBSERVING ALL SAFETY PRECAUTIONS

NO CHARGE;
JL:jc

APPROVED:

R.C. Spar
Asst. City Traffic Engineer