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A Look at Downtown Portland

Portland (Or.) League of Women Voters

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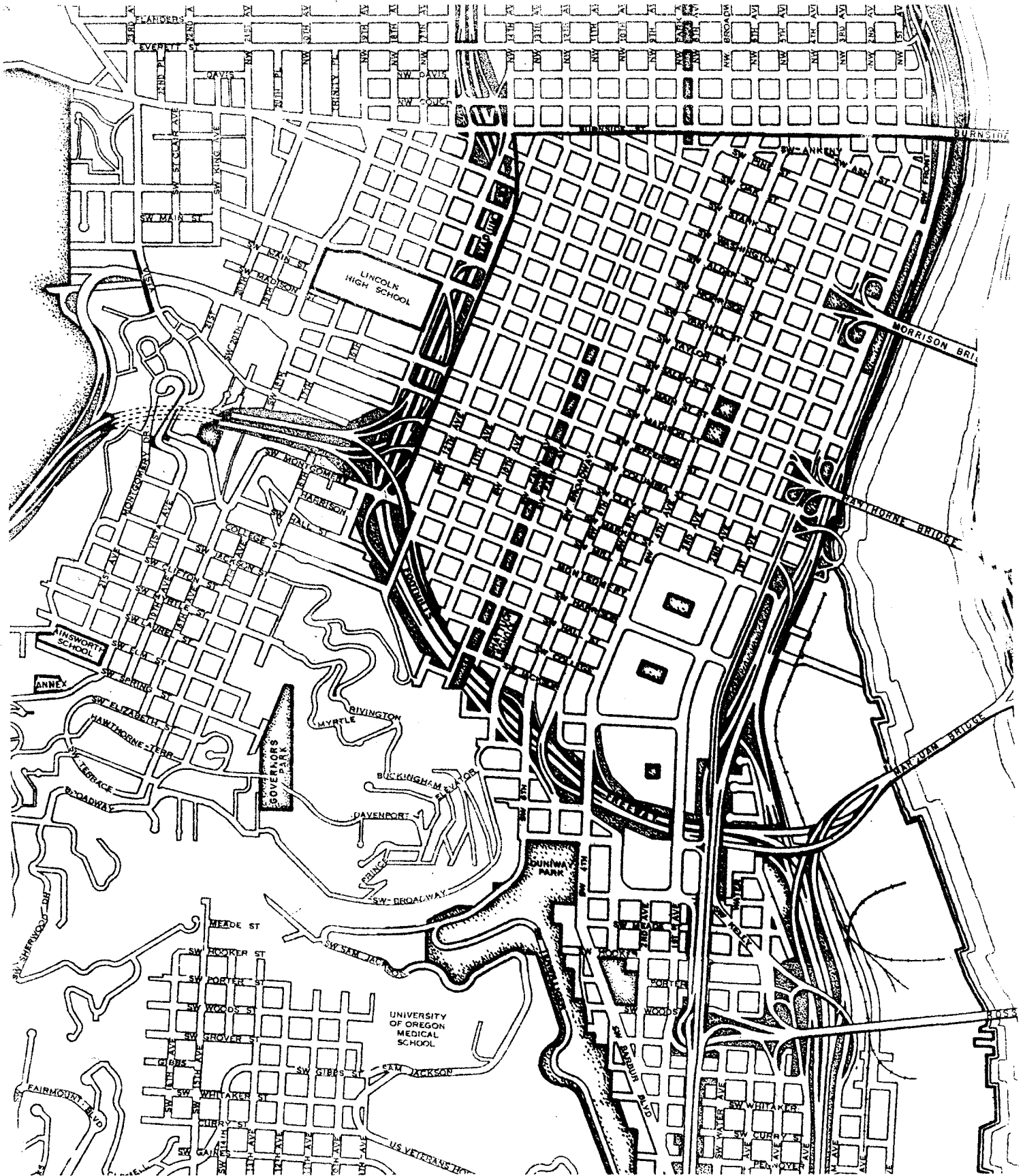


A LOOK AT DOWNTOWN PORTLAND

THE LEAGUE OF WOMEN VOTERS OF PORTLAND, OREGON

732 S.W. THIRD AVE. SENATOR BUILDING

JANUARY 1972



DOWNTOWN PLAN AREA · JANUARY 1972

A LOOK AT DOWNTOWN PORTLAND

The Origin of the Downtown Plan

In 1968, downtown business interests formed the Metro Investment Corporation (later to become the Portland Improvement Corporation), to explore the possibility of developing low-cost, mass parking facilities in the core area.

While this group was considering possible sites, including the area at the west end of the Morrison Bridge, a Meier and Frank Co. proposal to build parking across the street from the Pioneer Post Office was turned down by the city planning commission. To many people the need for long-range planning to guide development became apparent.

The Portland Improvement Corporation agreed to pay a private consultant to augment the efforts and resources of the planning commission. This joint effort is to produce a guideline for downtown development by February 1, 1972. Coordination of transportation and planning activities of other groups and agencies is to be included. A planning team was formed comprised of Portland city planning commission staff; Cornell, Howland, Hayes and Merrifield (CH₂M), planning consultants; and De Leuw, Cather and Co., engineering consultants retained by the city and the State Highway Commission to do a parking and circulation study, and by Columbia Region Association of Governments (CRAG) and Tri-Met to develop a long range transit plan. Robert Baldwin, director of the Multnomah County planning commission was named coordinator.

In response to these developments a groups of concerned citizens went before the City Council with a proposal that a mechanism be developed for broader-based participation in the planning process. This led to the formation of the 18-member Citizens' Advisory Committee to the Downtown Plan.

The Citizen's Advisory Committee to the Downtown Plan was charged by the mayor to:

1. Generate community interest in the Downtown Plan;
2. Solicit citizen suggestions on the various phases of the plan;
3. Advise in the setting of goals, determination of priorities and the selection of alternatives for action and implementation of the Downtown Plan.

The Citizen's Advisory Committee has held town hall meetings in various areas of the city and has held open meeting at the planning commission offices every Thursday night at 7:30. They have conducted surveys in conjunction with these meetings. The planning staff presented regular reports of their work program at these meetings and the Advisory Committee had an opportunity to comment on the work being presented.

Thirty-five individual interviews have been conducted with downtown property owners and businessmen to give the planning team some idea as to how these people feel about downtown. There was general agreement in these interviews that the role of downtown is changing. Their ideas concerning implementation and the needs were diverse.

The plan will be presented to the City Council in February. Council decisions will represent a policy commitment by city government to a set of goals for downtown Portland and to a course of action to achieve these goals.

Waterfront

Planning for the waterfront had its genesis in the Governor's Intergovernmental Task Force for Waterfront Development (see LWV Urban Affairs publication February, 1970). Wolff, Zimmer, Gunsul, Frasca and Ritter, architects have been engaged as the firm to develop this area. The area is bounded by the Steel Bridge on the north, the Hawthorne Bridge on the south, the Willamette River on the east and Front Avenue on the west. The study is planned for a nine-month period beginning October 1, 1971 with the cost not to exceed \$120,000. Royston, Hanamoto, Beck and Abey, landscape architects; and Larry Smith and Associates, economic consultants, both of San Francisco, have been hired to assist in the planning. Lloyd Keefe, Portland planning commission director is liaison from the city planning staff. The project is under the office of Commissioner Lloyd Anderson.

As soon as the Fremont Bridge is completed sometime in 1973, Harbor Drive will be closed. This is planned for no later than July 1973. The plan is to coordinate with the Downtown Plan.

The City of Portland and the State Highway Department hold joint ownership of this waterfront property; 60% belongs to the city and 40% belongs to the state. The Highway Commission will lend the \$120,000 to the city for the study, to be repaid from revenues which will accrue from lease or sale of property. At this time there is no plan for the city to purchase the state's share of this property, nor has any decision been made as to how much of the property will be sold or how much will be leased. Some of the property may be temporarily landscaped in order to permit flexibility in long-range planning.

FUNDING

Waterfront Plan

Harbor Drive Study by De Leuw, Cather for Governor's Intergovernmental Task Force - to study alternative plans for Harbor Drive. Completed.
Funded by State Highway Commission \$ 75,000

Wolff, Zimmer, Gunsul, Frasca and Ritter, Architects
Royston, Hanamoto, Beck & Abey, Landscape Architects, San Francisco
Larry Smith & Co. Economic Consultants, San Francisco,
To develop a Plan for the Waterfront
Funds loaned by State Highway Dept. to City of Portland
to be paid back from revenues on sale or lease of land
in the area to be studied \$ 120,000

Land-use Planning - Downtown Plan

Cornell, Howland, Hayes and Merrifield (CH₂M)
funded by Portland Improvement Corp. \$ 120,000

Robert Baldwin - Multnomah Planning Commission
and
Rod O'Hiser - Portland Planning Commission - in kind services . . . \$ 110,000

Downtown Circulation and Parking

DeLeuw, Cather & Company

Funded by State Highway Dept.	\$ 60,000
City of Portland	12,500
State Highway Dept.	12,500
Tri-Met.	25,000

Transportation

DeLeuw, Cather & Co. had a contract for planning to 1990 for the Portland-Vancouver Metropolitan area in the amount of \$425,000. Of that amount 2/3 comes from the Federal Department of Transportation through CRAG and 1/3 comes from Tri-Met. Of this total about \$13,000 is directly connected with the Downtown Plan \$ 13,000

A change in the contract has just been made so that the consultant will be responsible only for short-range transportation planning (the next five years). CRAG will take over the ong-range planning study (to 1990).

Portland Improvement Corp. (Directors - Officers)

Paul F. Murphy - Ladd Estates, Inc., President
Julian N. Cheatham - Georgia-Pacific Corp. - Vice President
Alfred E. Aus - Oregon Typewriter and Recorder Co. - Director
William L. Brewster - Brewster, Burnett and Baily, Property Managers - Secy-Treas.
Edwin W. Steidle - Meier & Frank Co., - Director

Downtown Committee

Paul F. Murphy - Ladd Estates, Inc., Chairman
Julian N. Cheatham - Georgia-Pacific Corp. - Vice Chairman
Alfred E. Aus - Oregon Typewriter and Recorder Co.
Charles Boyle - Bank of California
Earl Dressler - U.S. Bank
Glenn Jackson - P.P. L; Chairman, State Highway Commission
Ira C. Keller - Western Kraft Corp.
Melvin Mark, Jr. - Melvin Mark Properties
William Roberts - B & D Development Co. ; Chairman, Tri-Met
Edwin W. Steidle - Meier & Frank Co.
Ralph J. Voss - First National Bank
Frank Warren - Portland General Electric Co.

Citizens' Advisory Committee to the Downtown Plan - Task Force Membership

Chairman: Dean Gisvold, 1408 Standard Plaza

Housing Subcommittee

Ilana Thelin, Chairman 1816 N.W. Irving, 97210	James Loving 4028 N. Michigan, 97227
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John Schleuning
2208 S. W. 18th, 97201

Planning Staff: Bill Blosser, Jon McCormick, George Shipley

Portland State University Subcommittee

Squire Smith, Chairman 707 S.W. Washington, #1300, 97201	Anna Mae Arnold 813 N. Russett, 97217
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Mae Dodson Terwilliger Plaza, #333, 97301	John Hall 610 S.W. Alder, 97204
--	------------------------------------

Planning Staff: Dick Brainard, Ron O'Hiser

ORGANIZATION PLAN

Portland City Council

Multnomah County
State of Oregon
Port of Portland
Tri Met

City Planning Commission

Coordinator

Design Consultants

Downtown Committee

Waterfront Task Force

Technical Group

Community Advisory Council

Public

Working Groups			
Deleuw Cather	Others	CH ₂ M	City Planning Staff

Transportation Subcommittee

Arnold Bodtker, Chairman
6125 S. E. 19th, 97205

Frank Chown,
3420 Sherwood Place, S.W. 97201

Bill Hutchison
800 Pacific Building, 97204

Marlene Stahl
2235 N. E. 28th, 97212

Planning Staff: Carl Buttke, Leif Helgerud

Commercial Subcommittee

Alan Miller, Chairman
306 S.W. Alder, 97204

Isabelle Ashcraft
2141 S. W. Elm, 97201

Claire Fulton
711 S. W. 48th Dr., 97221

Planning Staff: Dick Brainard, Rod O'Hiser

Riverfront Subcommittee

Carole Linville, Chairman
6909 S. E. Yamhill, 97215

Carl George
424 S. W. Washington, 97204

Michael Larkins
5505 N. E. 30th,
Vancouver, Washington, 98662

Planning Staff: Bruce Bonine, Bob Frasca, Jon McCormick, Jon Oace

Preliminary Analysis of Downtown Portland

Population and Housing: Preliminary results from the 1970 Census reveal that population in the Portland central business district is steadily declining. "Resident population within the freeway loop has decreased from 28,000 in 1950 to 11,000 in 1970. Due to the high value placed on the land, housing units have been displaced by higher yield development. A small reversal of the trend is occurring for high-density, high-income housing in the south end of downtown."¹

Office and Finance: Downtown Portland is evolving into an office and financial center. "This evolution parallels the de-emphasis of downtown as a general retail and housing area. Between 1960 and 1971 approximately 2.1 million square feet of office space were built; 3.3 million square feet are projected to be built in the next five years. Based on Columbia Regional Association of Governments (CRAG) employment projections for downtown, this anticipated construction represents an adequate supply to the year 2000."²

1. Preliminary Portland Downtown Plan Inventory and Analysis, Portland Planning Commission
2. Ibid. p. 3

Retail: The location of retail establishments in the metropolitan area seems to follow national trends of other middle-aged and older metropolitan areas. Convenience shopping establishments, such as grocery stores and hardware stores have been among the first businesses to move out of the downtown area with the population. Present trends appear to indicate that the downtown retail activities will cater increasingly to office workers and specialty shoppers. The recent growth in downtown office space and employment has largely been responsible for stabilizing retail sales and floor area in the downtown area. Projected growth in office employment could possibly sustain a larger retail segment than presently exists in the central business district.

Transportation: The freeway network surrounding the downtown area seems oriented to assuring fairly equal access to all areas in the metropolitan area rather than assuring access to any one particular area. The net effect upon completion will be to make it easier to drive from suburb to suburb, thus enhancing residential, commercial and industrial attractiveness of outer areas. Traffic congestion downtown may be relieved slightly, but critical parking and circulation problems will continue to exist. "Approximately 143,000 people enter downtown daily by private vehicle. Another 25,000 enter by public transit for a total of 168,000 people. CRAG estimates that by 1990, 225,000 people will enter downtown daily."¹ If the downtown is to accommodate more people, improved transit of shuttle systems will be needed. Pedestrian ways are needed to connect major activity centers, and bike trails are necessary to allow safe bicycle travel as an alternative to the automobile.

<u>DOWNTOWN TRAVEL CHARACTERISTICS</u>		
	1970	(Projected) 1990
People entering downtown daily	168,000	225,000
People entering by transit	25,000	80,000
Percent by transit	15%	35%
Vehicles entering downtown	105,000	108,000
Short term parking requirements	13,000	15 to 20,000
Long term parking requirements	23,000	10 to 15,000

These are approximations by De Leuw, Cather and Co., based on development of an express bus system

<u>TRIP PURPOSE</u>			
Work	20%	School	4%
Shopping	14%	Commercial vehicles	6%
Other	23%		
Non home based	33%		

Open Space: Existing usable open space is limited to the North and South Park blocks, Lownsdale and Chapman Squares, Skidmore Fountain Plaza, Auditorium Forecourt, Lovejoy Fountain and Pettygrove Park. In addition, a few office buildings have usable semi-public open space at the first level. Present alternatives for usable public open spa

in downtown depend on what can reasonably be developed. Current proposals include a two block urban plaza with underground parking west of the Bank of California, the Federal Plaza in the proposed Government Center and a system of open spaces in the Portland State University area.

The following is the summary statement of the Citizens' Advisory Committee on Goals and Objectives for Downtown Portland. These were submitted to the Mayor in October along with a specific goals statement:

SUMMARY & COMMENTS

GENERAL OBSERVATIONS:

It appears to the Committee that our transportation and circulation system has been a major factor determining land use downtown. In 1970, 60% of the land area downtown was devoted to the automobile in the form of streets and parking facilities. We recommend that this trend be reversed; that transportation serve, rather than govern land use.

It further appears to the Committee that an additional determinant of land use downtown is the current system of assessment, taxation and zoning. Our Task Forces have found that many of their goals cannot be accomplished within the framework of a system in which economics is the major determining factor. Therefore, we strongly recommend that a study of the current system be undertaken, and alternatives developed.

Our goals, which we have summarized below, are generally intended to serve as a framework for deciding land use, but we have designated specific land uses where the Committee and other Citizens have made strong recommendations for them.

Housing and Adjacent Neighborhoods

The Committee strongly recommends that the amount and quality of housing downtown be substantially increased. A significant, stable residential population within and adjacent to downtown is necessary to increase the use of downtown facilities and to prevent the after-five exodus.

The Committee recommends that this downtown residential population be a mix of all income levels. To accomplish this goal it is apparent that the current system of assessment, taxation and zoning must be modified to insure that the "highest and best use" of land be defined by a reordered set of human and social priorities which at least equals economics as a determining factor. The Committee is concerned that downtown be developed to cater to more than a single select strata of society.

Priority attention should be given to preserving and improving neighborhoods contiguous to downtown, such as Goose Hollow, Lair Hill, Northwest and close-in Southeast Portland, which provide necessary housing convenient to downtown.

Waterfront

The Committee strongly recommends that this priceless resource be developed as an alive, exciting area. Most people have indicated to the Committee that the Waterfront should be an area which provides the opportunity for a variety of activities, rather than a passive one with only benches, flowers and trees.

Emphasis should be on uses which are inclusive, serving the public, rather than on exclusive uses which cater only to select groups.

The Committee recommends strong governmental controls to ensure development which is responsive to goals for the Waterfront.

The Committee recommends continuing public ownership of public lands, and that they be leased to developers rather than sold, as is currently done under Urban Renewal programs.

There is a strong feeling that public land should be acquired as far west and south as possible. It is important that there be no visual or traffic barriers between the waterfront and the rest of the core. It should be oriented to the pedestrian and should be connected to downtown with good pedestrian linkages, bicycle ways, and shuttle service from peripheral parking areas.

Commercial

The Committee feels that a thriving retail core is important to a vital downtown. How this goal can best be accomplished is a question which draws mixed responses. One of our town hall meetings was devoted to listening to downtown merchants. Some merchants fear that any reduction in automobile traffic and short-term convenience parking will cause serious problems for retailing efforts downtown, pointing to the success of shopping centers where parking is close and abundant. At the same meeting, parking lot owners indicated that there is currently a surplus of core area parking spaces, while staff indicated that much of the existing parking is poorly located.

Many people are of the opinion that separation of pedestrians and automobiles and provision of easily accessible peripheral parking facilities with shuttle service to and around downtown would provide great advantages to the downtown core which it doesn't presently have, such as increased separation of pedestrian and vehicles. An increased residential population downtown, and provision of additional amenities for people such as rest rooms, cleaner air, a quieter atmosphere, consideration for those with limited mobility, child care facilities, meeting and resting places, more open space, the 5-6th Streets transit malls and improved transit service will all accrue to the advantage of downtown retail trade.

Portland State University

The Committee recommends greater interaction and cooperation between the university and the larger community.

Some resentment has developed in the community toward Portland State as a result of the impact of its urban renewal program on the neighborhood in which it has expanded. Some of this resentment can be accounted for by the fact that people often do not see Portland State as a community facility, but rather as a separate entity, an intruder which contributes only to the traffic and parking congestion downtown and the squeeze on low-cost housing in the area. Cooperation between PSU and the community will be necessary to eliminate these unfortunate effects. Portland State can and should emphasize its role as a center for cultural and research activities which serve the entire community. Every effort should also be made to maintain existing buildings and neighborhood facilities unless and until it becomes necessary to expand Portland State facilities. PSU planners feel confident that the university will need to acquire no more land to fill its future needs. Since the physical parameters of the university are permanently established, substantial development rather than "soft" land uses can occur in adjacent areas.

Transportation

The question which pervades the entire planning effort is that concerning what kinds of transportation will best serve the core area. The Committee recommends the development of a transportation system which optimally serves, supports, and helps to achieve the land-use goals the Task Forces have made for downtown.

Some, including many merchants, feel that convenient parking is the most attractive element of outlying shopping centers, but complaints heard by the Committee indicate that the comfort realized from the separation of autos and people may be of greater importance. Downtown has suffered in many peoples' mind because: they feel it is not pleasureable to either drive or walk downtown; air pollution is especially concentrated in the area; the level of noise is very discomfoting; navigating on very congested streets is stressful; there is dangerous competition of pedestrian and auto at crossings; there is a dearth of facilities such as rest rooms and places to sit and relax; there is a lack of consideration on the streets, in buildings, and on transit for those with limited mobility, such as the handicapped, the obese, the elderly, pregnant women, and small children; and a bicyclist takes his life into his hands when riding downtown.

Considering these factors, and the limited capacity of the core to handle automobile traffic, the Committee believes that the following will lead to a revitalized and environmentally sound downtown:

- Improve transit service to and within the core
- Work toward reduction and possible elimination of traffic through the core
- Provide peripheral parking with shuttle service into the core

Zoning and Taxing Aspects

Further study of the effects of the present system of assessment, taxation, zoning and other existing land-use determinants is needed to carry out any Downtown Plan. In particular, open space, housing and commercial uses will be affected. Although the planning commission has the responsibility through zoning to "encourage the most appropriate use and development of land throughout the city"¹, the Portland Development Commission also has an important effect on zoning because it administers federal funds available for urban renewal and rehabilitation. Both commissions are subject to the final decision of the city council, but there is no over-all design review at present covering the actions of both bodies.

If limiting building heights along the waterfront and elsewhere becomes desirable, changes will have to be made in the present zoning code. Currently, the 12 to 1 floor-to-land ration (the total number of square feet in the building related to total square feet of property) has been interpreted to permit adjacent property owned, but not developed, to be counted. For example a developer owns a city block (40,000 sq. ft.) he is entitled to 480,000 sq.ft. of floor space or 12 stories in that block. The planning commission permitted the First National Bank to build a 40-story building because it owns a full block adjacent to the site and that block was not being developed to its limits. With the floor space credits for that block the bank was entitled to 960,000 sq. ft. of building or 40 stories. There is another aspect to be considered in builing height. Parking does not count when the amount of floor space a building has is calculated. A building constructed on one square city block can have three levels of above-ground parking and have twelve additional floors for office or retail use.

1. Planning and Zoning Code - Chapter 33.04.020 p. 1647, City of Portland May 14, 1970

All downtown zoning regulations now include parking requirements, either on the site or not more than 300 feet removed from the use it serves. Limitations placed on cars in the downtown area will eventually require zoning changes for residential and commercial parking.

The "D" design zone was established to preserve present or potential areas of scenic historic or architectural importance. In a "D" zone all standard regulations apply, and specific plans for construction or alterations must be presented to the design committee of the city planning commission. Final decisions may be appealed to the City Council. The "D" design zone designation is already in use in four areas of Portland, two downtown - Skidmore Fountain area and South Park Blocks. (See LWV Urban Studies report, February 1970 for more on zoning.)

The urban design committee of American Institute of Architects has developed a method called "performance zoning", in which the height of any building would be limited by its impact on the surrounding area. An effort to test "performance zoning" in a trial area was turned down by the City Council last summer. Another possibility in an effort to stabilize property values downtown would be to make all of downtown a conditional use area, so that all new construction would require a special permit, and thus a public hearing. Here, again, after a planning commission decision the City Council would have the authority to overturn or affirm the decision.

To encourage the development of open space, the 1971 Oregon Legislature enacted a law which allows landowners to apply to their county assessor for a special assessment on open space land. If approved, the assessor shall assume the highest and best use of this land to be its current open space use. The object of the law is to preserve open space, such as farm land and golf courses, where their existence is threatened by residential and commercial development.

The result of this is that taxes on this land go up when the highest and best use of the land becomes residential and commercial. Once an owner has placed his property in this open space category, he must leave it there or be prepared to pay all taxes which would have accrued if the land had been assessed as business or residential. The State Department of Revenue is responsible for administering this law. It was originally meant to protect large tracts of land, but it is possible that it could be used for smaller parcels of land in an urban area.

Historic Landmarks

"Buildings and sites in the city, having special historic associations or significance, or of special architectural merit or significance, should be preserved as part of the heritage of the citizens of the city..."

This quote from a 1968 city ordinance states in part the purpose of a Portland Historic Landmarks Commission (hereafter called the Commission). The additional purposes of this Commission are to designate buildings or sites as historic, to inform owners of the property and all abutting properties of the designation, to approve or reject issuance of permits to demolish or remodel the exterior of these buildings, and to record and preserve any artifacts from buildings destined for demolition. Any placing or replacing of signs on a designated landmark must also be approved by the Commission.

When the bureau of buildings or the Historic Landmarks Commission receives application for demolition of any historic building, a hearing is held within 30 days of application. The applicant for permit, the property owner, any occupant of the building and any interested party may be heard. If the permit is denied, a 120-day suspension-of-work may be imposed. When that expires, the Commission can appeal to the city council for an extension.

"If the city council determines that there is a program or project underway which could result in public or private acquisition ... and preservation or restoration of such a building or site ... then the council may extend the suspension period ... to a total of not more than 300 days from the date of application for demolition permit."

(City ord. 33.120.070)

Using this procedure to buy time during which money could be raised, interested citizens intervened, purchased, and "saved" the carpenter gothic Old Church at S.W. 11th and Clay.

According to Andy Rocchia, member of the Historic Landmarks Commission, three things endanger preservation of old structures: "First, many old structures have timbered framework and the enforcement of existing city codes (i.e. fire, electrical) make renovation of buildings above two stories difficult. Second, valuation of land on which a historic landmark rests is in most cases far in excess of the appraised valuation of that building. Third, existant property tax laws are a detriment to the preservation of structures since they allow no rebate to the owners for any costs incurred for renovation of said properties." Mr. Rocchia mentioned that George McMath and John Bolan, also members of the Commission, have been working toward drafting tax legislation to offer relief for owners of historic properties.

Many historic landmarks and sites fall within the boundaries of the core area and therefore the Downton Plan. The Commission has divided them into three areas: Skidmore Fountain with 13 sites; South River Front with 19 sites; and Downtown Portland with 26 sites. (See list, pages 11 & 12.)

If the Citizens' Advisory Committee's suggestions are implemented and Harbor Drive becomes a park-like open space for public use, the possibility for renovation will be available for many of the older buildings west of that area. A handful of structures from Portland's early days still stand and their assessed property values might well change with the improvement of Harbor Drive.

As a sample, there are four blocks between the Hawthorne Bridge and Morrison Bridge ramps on S.W. Front Avenue directly west of Harbor Drive. Listing the blocks from South and North, Main to Morrison, the values of these properties from the County assessor's office records are:

Block 6 (Main, Salmon, Front, First)	
First National Bank (75% in trust)	\$465,500
(this block is designated for a PGE structure)	
Block 5 (Salmon, Taylor, Front, First)	
First National Bank (100% in trust)	471,570
(this block is designated for a PGE structure)	

Block 4 (Taylor, Yamhill, Front, First)
 2 bank holdings \$ 59,280
 8 private holdings 567,500 Total \$626,780

Block 3 (Yamhill, Morrison, Front, First)
 6 private holdings
 (1/2 block modern motel: \$143,000)
 (1/2 block old buildings assessed
 from \$23,920 to \$48,880) Total 371,430

With a park in place of Harbor Drive beckoning foot traffic from the core shopping-working area, the owners of these properties may see increased values put on their land and be faced with selling or razing as an alternative to the high cost of renovating this remnant of old Portland. The purchase price of any property often exceeds the assessed value.

According to Mr. Rocchia, most of the buildings in the four block area between the Hawthorne and Morrison Bridges will be brought up for historic designation to the Historic Landmarks Commission very soon.

PORTLAND HISTORICAL LANDMARK BUILDINGS AND SITES

AREA 1 - SKIDMORE FOUNTAIN AREA

No.	Building Description	Address	Date	Architect
1-1	New Market Theatre	50 S.W. 2nd Ave	1872	W.W. Piper
1-2	233 Front Street	233 S.W. Front Ave	1870	
1-3	No.71 Oak Street	71 Oak Street	c.1865	
1-4	Packer-Scott	28 N.W. First Ave	1890	
1-5	New Market Annex	58 S.W. Second Ave	1889	
1-6	Poppleton Building	83 S.W. First Ave	c.1873	
1-7	Smith's Block	10 S.W. Ash Street	1872	
1-8	Bickel Building	& 111, 117 S.W. Front Ave. 213 S.W. Ash 208 S.W. Ankeny	1885	
1-9	Chown Electric Co.	112 S.W. Second Ave	1889	
1-10	Oregon Marine Supply	235 S.W. First Ave	1886	W.H. Williams
1-11	Haseltine Building	133 S.W. Second	1893	
1-12	Two-story C.I.* & masonry	224 S.W. First Ave	1889	
1-13	Spaghetti Factory	126 S.W. 2nd Ave	1886	

AREA 2 SOUTH RIVER FRONT

2-1	Bishop's House	219 & 233 S.W. Stark St.	1879	
2-2	Concord Building	208 S.W. Stark St.	1891	Whidden & Lewis
2-6	Hamilton Building	529 S.W. Third Ave	1893	Possibly Whidden & Lewis
2-7	Dekum Building	519 S.W. Third Ave	1892	McCaw & Martin
2-10	Three-story C.I. & masonry	728 S.W. First Ave	1878	
2-11	Two-story masonry	730 S.W. First Ave	1878	
2-13	Four-story C.I. & masonry	124 S.W. Yamhill	1885	
2-17	818 First Avenue	818 S.W. First Ave	c.1875	
2-18	Flynn Office Supply	814 S.W. First Ave	c.1875	

* Cast Iron

2-19	"Auditorium" Building (New Haven Hotel)	920, 924, 926, 928 S.W. Third	1895	Manson White
<u>AREA 3 - DOWNTOWN PORTLAND</u>				
3-1	Pioneer Post Office	520 S.W. Morrison	1869-1873	A.B. Mullett
3-2	First Presbyterian Church	1200 S.W. Alder St.	1886-1890	W.F. McCaw and Martin
3-3	First Congregational Church	1126 S.W. Park Ave	1889-1890	Henry J. Hefty
3-4	Calvary Presbyterian Church ("Old Church")	1422 S.W. 11th Avenue	1882	W.H. Williams
3-4	Jennings House	2001 S.W. Broadway	1901	
3-6	Portland City Hall	1220 S.W. 5th Ave.	1895	Whidden & Lewis
3-7	Multnomah County Courthouse	1021 S.W. 4th Ave		" "
308	University Club	1225 S.W. 6th Ave.	1913	Whitehouse & Fouilloux
3-9	Fruit & Flower Nursery	1609 S.W. 12th Ave	1928	Sutton, Whitney Aandahl and Fritsch
3-10	Equitable Building (Commonwealth Bldg.)	421 S.W. 6th Ave	1948	Pietro Belluschi
3-12	Visitors Information Center	1021 S.W. Front Ave	1949	John Yeon, Designer Wick & Hilgers
3-13	First Baptist Church	909 S.W. 11th Ave.	1894	Warren Hayes (Minneapolis)
3-14	Central Library	801 S.W. 10th Ave.	1913	Doyle & Patterson
3-15	Portland Art Museum	S.W. Park & Madison	1932	A.F. Doyle & Associate Pietro Belluschi
3-17	U.S. National Bank	321 S.W. 6th Ave.	1916 (east Half) 1925	A.E. Doyle
3-18	Bank of California	S.W. 6th & Stark	1924	A.E. Doyle
3-19	Ladd Carriage House	715 S.W. Columbia Ave.	c.1873	
3-20	Elks Temple	614 S.W. 11th Ave	1920	Houghtaling & Dougan
3-21	Zion Lutheran Church	1015 S.W. 18th Ave	1950	Pietro Belluschi
3-22	Masonic Temple	1119 S.W. Park Ave.	1924	Sutton, Whitney, Aandahl & Fritsch
3-25	Olds and Kings Store (Exchange Building)	514 S.W. 6th Ave	1903	
3-26	Benson Hotel	309 S.W. Broadway	1913	A.E. Doyle

Government Agencies Concerned with Implementing the Downtown Plan

Portland Development Commission

The Portland Development Commission was established in 1958. There are five members appointed for three year terms by the Mayor with the approval of the City Council. The commission members serve without compensation. A chairman and a secretary are selected by the commissioners. By city ordinance the PDC is authorized to "perform duties of civic improvement through urban renewal, urban development and redevelopment. In addition to its renewal powers, the PDC also has authority to promote industrial expansion and location, and acquire such property real or personal ... inside or outside the city, as the Commission and Council may find appropriate or convenient with comprehensive zoning and development plans." (City of Portland Resolution No. 27526, February 6, 1958).

To finance PDC expenses, the City Council may issue revenue bonds, debentures, or certificates to be repaid from revenues resulting from an urban renewal project, the sales of urban renewal land, and from tax revenues attributable to urban renewal improvements. In 1971, PDC was assigned to City Commissioner Francis J. Ivancie's Department of Public Affairs. The major urban renewal programs at present are (1) Conventional urban renewal, such as the South Auditorium Project; (2) Code enforcement or "Conservation", which includes code enforcement program funds and loans and grants for rehabilitation; (3) Neighborhood Development Program (NDP) such as the Woodlawn project which avoids the long time lag associated with conventional urban renewal; and (4) Community Renewal Program (CRP) which allocates grants to communities for long-range planning of redevelopment activities. In the past, the City Council has given the PDC almost a free rein in choosing and carrying out urban renewal projects.

Portland Development Commission members:

Ira Keller; Chairman since 1958; Chairman of the Board, Western Kraft Corporation; Vice-Chairman, Willamette Industries, Inc.
Harold Halvorsen, Secretary; formerly business manager of Local 16 of Sheet Metal Workers Union (retired 1970); appointed to PDC in 1962.
John S. Griffith - Senior Vice President, University of Portland; appointed to PDC in 1969.
Edward H. Look; Vice President and Trust Officer, First National Bank of Oregon; Member, Board of Trustees of Good Samaritan Hospital; appointed to PDC in 1965.
Vincent Raschio; self-employed contractor and builder; past president Home Builders Association; appointed to PDC in 1958

City Planning Commission

The Planning Commission is composed of nine members, appointed by the Mayor and serving without compensation. The Commission has a full-time technical staff reporting to it. The Planning Commission makes recommendations to the City Council on over-all plans and requests for zone changes. The City Council has the power to veto all Planning Commission action.

Portland City Planning Commission Members

C. Ralph Walstrom, Chairman - President of Property Counciller, Inc.
Mildred A. Schwab, Vice Chairman - Attorney
Ellis H. Casson - Civil Rights Officer, U.S. Government
Herbert Clark - President, Holman Transfer Company
Dale Cowen - Realtor, Bullier and Bullier
Harold Gowing - Public Relations, ESCO Corporation
Herbert Hardy - Attorney
Rowland S. Rose - Consulting Engineer, Rose and Breedlove
Marvin Witt - Architect

Housing Authority of Portland

The Housing Authority of Portland (HAP) was established in 1941. The seven commissioners are appointed by the Mayor and serve without compensation. A large professional staff reports to the commission.

HAP is responsible for creating and administering a low-rent public housing program in Portland. To qualify for low-rent housing family income cannot exceed the limit set for admission (ie. \$3500 for a 2-member family). HAP provides low-rent housing through several major programs: (1) conventional, (such as Columbia Villa), where HAP can either acquire previously existing housing or construct new housing. (2) Leasing program - HAP leases housing from private owners. Rental income from the renter and a fixed federal subsidy cover the amount paid the property owner and administrative costs. (3) Turnkey program, consisting presently of five high-rise projects for the elderly.

As of November 30, 1971, HAP reported 3462 occupied units. At this time the waiting list included 4251 applications. The waiting period estimated by the Housing Authority was at least one year for both elderly and families.

Housing Authority of Portland Members

Fred Posenbaum, Chairman - Standard Insurance Co.
Florence Dahlke, Vice Chairman - Owner and operator of apartment house
James Brooks - Urban League
Leonard Gibson - President, Great Western National Bank
Tom Malloy - Teamster Official
John McLeon - Attorney
Lyndon Musolf - Director, Urban Studies Center, Portland State University

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Cornell, Howland, Hayes and Merryfield; De Leuw, Cather & Co., September, 1971
"Goals and Objectives" - Citizens Advisory Commission - Downtown Plan, November 8, 1971
"How Will Our City Grow" - League of Women Voters of Portland, February, 1970
"Planning & Zoning Code" - City of Portland May 15, 1970

APPENDIX

City-County Consolidation Commission Membership

Appointed by:

State Senators from Multnomah County	George Joseph, Chairman, Portland attorney in private practice Joe Edgar, President of Joint Council of Teamsters No.37 Lee Irvin, publisher of the Gresham Outlook
State representatives from Multnomah County	Bill Bradley, former Democratic representative from East Multnomah County Loyal Lang, architect for the City of Portland Morton Winkel, Portland attorney, former chairman of Multnomah County Democratic Central Committee
Portland City Council	R.W. DeWeese, Retired ESCO Corp executive and member Portland School Board
Multnomah County Board of Commissioners	Sylvia Davidson, former member of Multnomah County Home Rule Charter Commission Earl L. Klapstein, President, Mt. Hood Community College
Caucus of Mayors of Suburban cities	Glen Otto, Mayor of Troutdale

Commission officers are #2603 - 900 S.W. 5th, 97204 - Standard Plaza