

10-24-1947

City Club of Portland Bulletin vol. 28, no. 25 (1947-10-24)

City Club of Portland (Portland, Or.)

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_cityclub



Part of the [Urban Studies Commons](#), and the [Urban Studies and Planning Commons](#)

Let us know how access to this document benefits you.

Recommended Citation

City Club of Portland (Portland, Or.), "City Club of Portland Bulletin vol. 28, no. 25 (1947-10-24)" (1947).
City Club of Portland. 127.
https://pdxscholar.library.pdx.edu/oscdl_cityclub/127

This Bulletin is brought to you for free and open access. It has been accepted for inclusion in City Club of Portland by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible:
pdxscholar@pdx.edu.

PORTLAND
City Club
BULLETIN

Crystal Room » Benson Hotel
FRIDAY . . . 12:10 P.M.

PORTLAND, OREGON — Vol. 28, No. 25 — OCT. 24, 1947

SUBJECT:

THE FUTURE OF PORTLAND

THE SPEAKERS:

LOFTON L. TATUM

DR. PETER H. ODEGARD

BISHOP BENJAMIN DAGWELL

This will be a panel discussion designed to point out the possibilities of Portland for greater industrial development, broader and deeper social and cultural growth, and truer moral ascendancy than the city now enjoys. Each speaker is a distinguished and leading citizen of this community. Together they will outline big problems and suggest ways of meeting them.

Also in this Issue—

REVISED SULLIVAN'S GULCH HIGHWAY PROJECT REPORT

This report will be orally presented to the membership and discussed by the membership October 31.

ELECTED TO MEMBERSHIP

WALTER J. MIESEN, *General Manager*, Warehouse Division
Liberty Transfer and Storage

Proposed by Clarence J. Young

DR. ROBERT C. RITTEL, *Dentist*

Proposed by T. Theodore Kaser

NEXT WEEK—The speaker will be **DR. MARJORIE SHEARON**.

Her subject:

"Is the United States Headed Toward State Socialism?"

"To inform its members and the community in public matters and to arouse in them a realization of the obligations of citizenship."

SULLIVAN'S GULCH HIGHWAY PROJECT

REVISED REPORT

The committee originally reported to the membership January 17, 1947, on the proposed Sullivan's Gulch Highway project. The membership by majority vote instructed the committee to supplement its study with additional factual material. This report represents an augmentation and re-editing of the first report.

To the Board of Governors of the City Club of Portland:

In studying this proposal your committee met with the engineer for the State Highway Department, the Secretary of the City Planning Commission, representatives of property owners along the proposed highway, representatives of the Realty Board and the Chamber of Commerce. We have also written letters to and received responses from officers of truck freight lines which would use the new free-way, the Union Pacific Railroad whose tracks run in the gulch, and civic groups.

The Highway commission wants to make the express highway into downtown Portland from the east as convenient and as fast as are those from the north via Interstate Avenue and from the south via McLoughlin Boulevard, and favors the Sullivan's Gulch route as the best means of attaining that objective. It is the committee's opinion that subject highway, by supplementing other proposed roads on its east end, will make the eastern approach to Portland even superior to those from north and south.

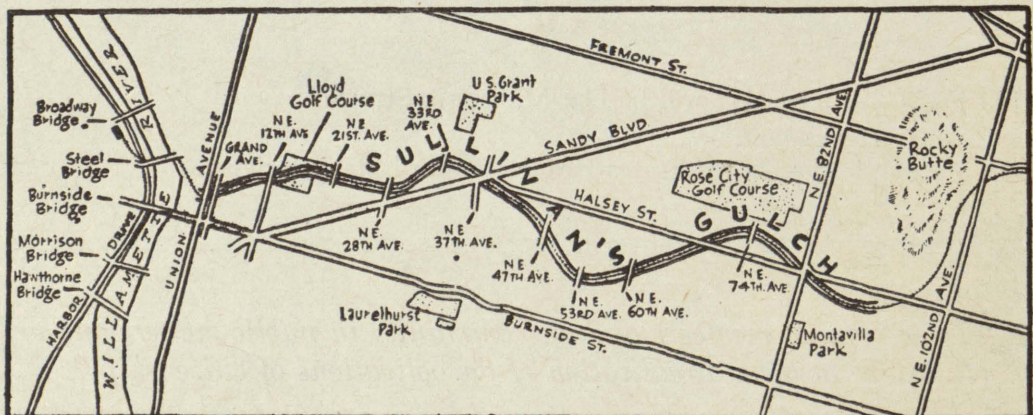
Since the original report was presented, the Portland City Council at the request of the Highway commission passed a resolution expressing its approval of the Sullivan's Council will ask the electorate in May, 1948,

to vote a 2-mill tax levy for three years to provide funds for 60 per cent of the right-of-way cost. This will amount to approximately \$2,484,000, which represents the total contribution of the city of Portland toward this project.

The committee is indebted to Mr. R. H. Baldock, Engineer for the State Highway Commission, for a large-scale map of the route from the Willamette River to the east boundary of the city, showing all the buildings in the city limits affected by the new highway.

What is the Sullivan's Gulch Highway Project?

The State Highway Commission's plan is to construct an express highway from the Willamette River bridges to the proposed Gulch route for the express highway. The Columbia River water-level highway. Sullivan's Gulch is a natural ravine, winding east from the river to the eastern outskirts of Portland, and thus forms a ready-made right of way for such a highway. Through it the Union Pacific hauls its trains. The proposed express highway would be located on the south side of the gulch, and would consist of at least four—possibly six—lanes, each twelve feet wide. (See map.)



In order to insure a safe but fast highway, there will be only five approaches into and out of the roadway between 92nd Avenue and the Willamette River. The most westerly points of egress and ingress would be at Lloyd Blvd. near N.E. 13th Avenue, which would permit traffic to go to or from the Steel and Broadway bridges, the Holladay Park area, and other sections north of the gulch. The next approach is located near N.E. 39th Avenue and would serve the Laurelhurst and Hollywood areas. Other approaches are near 69th Avenue, 82nd Avenue, and 92nd Avenue. The finished express highway will be appropriately landscaped and terraced.

Advantages of an Express Highway

An express highway from downtown Portland east to the vicinity of Troutdale has the following advantages:

1. It will give downtown Portland a direct connection with the new, faster water-level highway along the Columbia river which is being developed by the State Highway Commission.
2. It will greatly relieve the hazardous and nerve-racking traffic congestion on Sandy Blvd. as well as such east-west streets as North East Fremont, East Burnside, and South East Stark, by draining off much of the through traffic, especially motor trucks, and thus make our present arterial streets comfortable for travel for local motorists.
3. It will give a continuous flow highway (no stoplights) from the Columbia River highway to the Burnside bridge, thus increasing the speed and ease with which through passenger cars and trucks can reach the center of the city from the northeastern and eastern sections of the city, and from the Columbia River highway.
4. It will reduce the expense of all private and commercial vehicles by eliminating the starting and stopping now necessary in congested traffic.
5. It makes downtown Portland much more accessible to our customers in Eastern Oregon and Washington and to the tourist who comes or goes over the Columbia River highway.

Advantages of the Sullivan's Gulch Location

The Sullivan's Gulch location for an express highway has these outstanding advantages:

1. Much of the land in the gulch is undeveloped; and, therefore, it is possible to obtain a right-of-way with a minimum of dislocation to property owners and at a minimum cost.
2. The topography of the gulch, and the

bridges which now span it, simplify the problem of separating express from local traffic. Were Sullivan's Gulch not used, it would be necessary to condemn a strip of land a block wide and extending from the eastern edge of the city to the Willamette River, and either excavate for the highway or elevate it.

3. The estimated cost of the proposed express highway is about \$8,750,000 via Sullivan's Gulch, according to the State Highway engineer. His estimate of the cost of any other route is over \$15,000,000.

Disadvantages of the Sullivan's Gulch Route

1. Seven important industrial establishments would be disturbed by the right-of-way. The industries are: General Paint Company, Fred Meyer Warehouse, West Coast Picture Company, Superior Biscuit Company, United Manufacturing Company, Montavilla Ice Company, and a planing mill. (The Mixermobile Company, along the right-of-way, because its present site is not sufficient for its increased business, has already purchased another site and will move whether or not Sullivan's Gulch route is ever built.) There are approximately 24 other business establishments in the proposed right-of-way.
2. There are five or six potential industrial sites along the south side of the Union Pacific Tracks.
3. Approximately 110 residences along the right-of-way would need to be condemned.

Discussion of the Disadvantages

1. The highway engineer states that the Fred Meyer Warehouse can be cut back and refaced, and some means of allowing access to a spur track by means of a conveyor or other type carrier placed under the pavement can be worked out. The other industrial establishments will need to be removed. Only the General Paint Company can be described as a major industrial enterprise.
2. None of the undeveloped potential industrial sites is large—not over one or two acres each, according to F. K. Sterret, manager of the industries department of the Chamber of Commerce. The narrow, steep ravine does not lend itself to many kinds of industrial development. Since the highway development will be entirely on the south side of the track, it will not interfere with present or future development on the north side.
3. The number of residences which must be condemned, although considerable, is small compared to the probable 600 houses and

commercial buildings that would face condemnation were a highway to follow any other route.

Comments on Other Objections

Among the questions raised concerning the Sullivan's Gulch right-of-way are:

- Q. Will the traffic on this highway not overload the Burnside bridge?
- A. Traffic checks show that of residents of the Hollywood area, for example, 54 per cent now use the Burnside bridge, with 24 per cent using the Broadway bridge, and 22 per cent all the other bridges. Although Sullivan's Gulch highway would have a direct connection only to the Burnside bridge it would also serve the other bridges. It is accessible from the 13th and Lloyd Blvd. Avenue approach to the Broadway and Steel Bridges on the existing streets. It will so relieve the congestion on Sandy Blvd. that traffic from the Hollywood area going to the Morrison or Hawthorne bridges would probably use the present existing routes, which would be faster and safer than now, because of the lessened traffic. The Burnside bridge is not overcrowded and can carry additional traffic if it is in a continuous flow.
- Q. Would not Providence Hospital buildings be affected?
- A. No. The projected route does not disturb any of the hospital buildings nor the proposed enlargement of the nursery school.
- Q. Is not the curve of the Gulch too severe for an express highway?
- A. The maximum curvature is six degrees (6°), the same as that on the Sunset Highway and much less than on many other modern highways. It will permit a safe speed of 50 miles per hour.

Comments

The only expense to the city of Portland for this highway is the \$2,484,000 for right-of-way referred to above. The balance of the cost will come from state and federal funds.

The factors demanded for free-ways such as the proposed Sullivan's Gulch are: speed, safety, economy, and efficiency. This right-of-way accomplishes all these objectives.

The City Planning Commission favors Sullivan's Gulch for the express highway, and at its request the City Council has given instructions to the building division not to issue building permits without referral to the City engineer.

One suggestion seemed to the committee to have merit: That where the railroad emerges from the gulch immediately east of the city the new highway leave the railroad track so that large industrial sites may have

access to railroad trackage on both sides of the track.

RECOMMENDATIONS

Your committee makes the following recommendations:

1. That the City Club of Portland approve the State Highway Commission's proposal for an express highway through Sullivan's Gulch and recommend that it be constructed as soon as possible, and
2. That the City Club of Portland endorse the action of the City Council in following the recommendation of the City Planning Commission that no further building permits be issued to individuals or concerns for plants along the south side of the Union Pacific tracks in Sullivan's Gulch or on property affected on either side of the west end of the Gulch, until the State Highway Commission has established a definite route for the proposed highway.
3. That the City Club approve a favorable vote on the proposed 2-mill tax for three years to be placed before the electorate in May, 1948.

Respectfully submitted,

Lee A. Ellmaker

Harry A. Herzog

Frank M. Warren, Jr.

Edward L. Clark, *Chairman*

Approved October 17, 1947, for transmission to the Board of Governors by Robert C. Shoemaker, Chairman of Section on Public Works.

Accepted October 20, 1947, by the Board of Governors and ordered printed and submitted to the membership of the City Club for consideration and action.

CITIES MAY RENT USE OF SIDEWALKS

A new source of revenue available to Texas cities is a rental fee for use of streets and sidewalks for private purposes such as newstands the Municipal Finance Officers Association reports.

The Texas legislature this year passed a law authorizing cities to raise money by charging for the use of sidewalks and streets providing public use of the streets is not hampered and no hazards are created.

MIAMI BEACH VACCINATES DOGS

A new ordinance in Miami Beach, Fla., requires dogs to have an annual inoculation against rabies or run the risk of being impounded by police.

NEW JERSEY MAPS SOIL CONSERVATION

An intensive land use study is being made in New Jersey in an attempt to save 2,000 farms threatened by erosion the Council of State Governments reports.

The survey is expected to aid farmers by showing them the best possible uses for their individual farms, from the viewpoints of both crop yields and erosion control. The state soil conservation service is conducting the survey.

PROPOSED FOR MEMBERSHIP AND APPROVED BY THE BOARD OF GOVERNORS

If no objections are received by the Executive Secretary prior to November 11, 1947, the following applicants will be elected:

EDWARD A. ALLWORTH
Salesman, James, Kerns and Abbott
Proposed by Donald P. Abbott

HOWARD ARNETT
Purchasing Agent
Portland General Electric Co.
Proposed by Lyle G. Fear

LEWIS BRONAUGH
Attorney
Proposed by C. E. Zollinger

FRANCIS S. McCONNELL
Methodist Bishop
Proposed by Richard M. Steiner

GEORGE E. MILLER
Manager, Stecher-Trang Litho. Corp.
Proposed by A. M. Rossman, Jr.

SAM L. SLOAN
State Conservationist
Soil Conservation Service
U. S. Dept. of Agriculture
Proposed by L. V. Benjamin

ARTHUR J. STANLEY
Assistant Secretary
Portland Council of Churches
Proposed by George L. Thomas

CITIES ADOPT RETIREMENT SYSTEMS

Thirty-four cities adopted retirement systems for public employees last year, bringing to 938 the number of cities over 10,000 population with such plans in operation according to the International City Managers' Association.

Information gathered for the 1947 Municipal Yearbook further reveals that this total comprises more than 85 percent of all U.S. cities over 10,000. Of the 134 cities still without retirement plans for municipal employees, virtually all are in the 10,000 to 25,000 population class.

Only six cities above 25,000 have failed to establish retirement programs for at least part of their employees. In 537 cities, all employees are covered by a retirement system, while 253 cities have plans for firemen and policemen only.

SMALL CITIES EXPAND AIR FACILITIES

Voters in Twin Falls have approved a \$250,000 bond issue to construct a new air port. Cities making or planning to make improvements in air facilities include Fairbault, Minn., New Castle, Ind., Newton, Kan., and Sterling, Ill. Virtually all the fields surveyed, the International City Managers' Association reports, expect to share in aid to be granted under recent federal air port legislation.

MORE CITIES TACKLE PARKING PROBLEMS

Cities throughout the U.S. are taking major steps to solve parking space shortages which are becoming Municipal Problem No. 1 in many areas.

The International City Managers' Association reports that Indianapolis is planning a \$1.8 million bond issue to finance the first of four downtown parking terminals. The four will provide space for a total of 26,000 cars.

Boston city officials announced that "cage" garages of several floors will be constructed in Boston's shopping district before winter. Building of these steel-framed, open-air parking facilities is part of the city's \$5 million off-street parking program.

BILLIONS ADDED TO ASSESSMENT ROLLS

More than \$3 billion in property valuations have been added to assessment rolls in 49 major U.S. population centers this year as a result of new construction and increased real estate values.

The National Association of Assessing Officers, completing a survey of 49 assessment jurisdictions over 100,000 population, reports that Los Angeles county led the field with a 32.47 percent increase in assessed values during 1947.

Other high percentage increases reported by local assessors were Flint, Mich., 20.92 percent; Oklahoma county (Oklahoma City), 19.25 percent; Norfolk, Va., 16.22 percent; San Diego county, 15.12 percent; and Knoxville, Tenn., 14.81 percent.

CLEVELAND ADOPTS ADMISSIONS TAX

Marking a broadening of financial home rule for Ohio cities, Cleveland recently adopted a three percent tax on admissions according to the Municipal Finance Officers Association.

The new tax was authorized recently when the state withdrew from the admissions tax field and turned it over to municipalities. The Cleveland levy is expected to yield up to \$700,000 a year. Local yields from this source will not necessarily represent a net increase in city revenues, however, because the state simultaneously reduced certain grants-in-aid to cities.

MOTORISTS REPENT!

One lone parking meter has been installed in front of the Chillicothe, Mo., police station to give a second chance to overtime parkers who repent in haste, the Municipal Finance Officers Association reports.

When a motorist gets a ticket for overtime parking, he can gain forgiveness by going to the police station within one hour and depositing his nickel in the parking meter there. But if he waits 61 minutes, it costs him a dollar.

PORTLAND CITY CLUB BULLETIN*Published each Friday by the***CITY CLUB OF PORTLAND****MARGARET CLARKE, Executive Secretary****Offices: THE BENSON HOTEL • BR 1443
PORTLAND 5, OREGON***Entered as second class matter at the Portland, Oregon, post office October 29, 1920, under act of March 3, 1879. Subscription rate one dollar per year included in annual dues.*

CITY CLUB DUES: Senior, age 28 and over, \$15.00 per year; Junior, age 27 and under, \$6.00 per year; Non-Residents, \$5.00 per year; Sustaining members, \$25.00 per year. The regular **FRIDAY LUNCHEON MEETINGS** are held in the Crystal Room of the Benson Hotel.

OFFICERS OF THE CLUB

EUGENE CALDWELL	<i>President</i>
DAVID ROBINSON	<i>First Vice-President</i>
HAROLD CAKE	<i>Second Vice-President</i>
OLIVER CROWTHER	<i>Secretary</i>
BURTON SMITH	<i>Treasurer</i>

GOVERNORS OF THE CLUB

RALPH THOM	DR. RICHARD M. STEINER
PIETRO BELLUSCHI	CLARENCE D. PHILLIPS
ED F. AVERILL	ARNOLD GROTH