

Seattle City Clerk's Office

Comptroller File

242745

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(GENERAL)

FILE NO. 242745

Approvals
OF
Part Thiry "Lid" plan.

for
Central Freeway.

FILED June 5, 1961

C. G. ERLANDSON
COMPTROLLER AND CITY CLERK

BY W. A. Pessis, DEPUTY

ACTION OF THE COUNCIL

REFERRED	TO
JUNE 5, 1961	C/W
REFERRED	TO
REFERRED	TO
REPORTED	DISPOSITION
JUN 5 1961	On File
REFERRED	TO
REPORTED	DISPOSITION

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The Oregonian

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An Independent Republican Newspaper

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WEDNESDAY, MAY 31, 1961

Up To The Council

The City Council will make an important decision today or soon thereafter.

After hearing protests against construction of a view-marring traffic ramp from Harbor Drive to SW Ash Street at 9:30 this morning, the Council will decide either to reconsider or to go ahead with the project.

One decision will permit engineers to devise an alternative method of handling northbound traffic off Harbor into the downtown area. The other will ruin the last remaining unobstructed section of the west side waterfront.

We call attention of the City Council to an editorial from the San Francisco Chronicle, reprinted elsewhere on this page. San Franciscans gave little heed to that city's freeway projects until their waterfront was blocked off by a concrete monstrosity. Then an irate public forced a revision of the entire freeway-building program. Some influential citizens now propose spending as much as \$30 million to tear down the irritating view-busters.

Like the people of San Francisco, Portlanders let the highway engineers go ahead with their plans for moving traffic in the easiest and cheapest manner with no regard for the effects on the beauty of the city or on old buildings or on sites for new structures. Unlike the San Franciscans, however, some Portlanders awoke to the danger before the deed was done. The City Council thus has an opportunity to avoid a situation which likely would become as explosive as the one in San Francisco.

The proposed ramp has only one favorable aspect: It would do away with the left-turn now made at SW Oak Street.

Arguments against it are numerous. Rising to a height of 29 feet, it would shut off downtown Portland's last unbroken outlook on the Willamette River. Gone perhaps forever unless an angry populace decided to tear the ramp down, would be the opportunity to make of our waterfront anything comparable to what many famous world cities have done with similar natural assets.

Two 19th century buildings would be razed to make way for the Ash Street approach. Ten thousand cars a day would be poured into the narrow streets near the Sillmore Fountain where esthetically-minded Portlanders hope to create a design zone and preserve some of the city's long-established and priceless character. The area would be doomed to become a maze of parking lots and shelters for winds instead of the location of attractive structures such as a plush motel and restaurant overlooking the river.

The only choice for the future welfare of Portland is obvious. May the City Council make it.

baseball games and other public entertainments.

It should be noted that, in upholding the Sunday-closure laws, specifically of Maryland, Massachusetts and Pennsylvania, the court did not give positive endorsement to such laws. Rather, it rejected arguments that they were in conflict with the U.S. Constitution. And it based this majority opinion on the view that the laws in question were commercial, rather than religious, in nature. One may still hold the opinion — as we do — that it is poor business for state or local government to involve itself in such commercial regulation when it serves not the public interest but only that of the commercial interests directly involved.

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Mr. & Mrs. L. H. Davis
712 East Olive Street
Seattle 22, Washington

MAIL GRAM

TO: Hon. Paul Levine, Pres.
City Council - Seattle, Wash.

POINT C

5/20/61
DATE

As one who is constantly traveling from one area to another
in Seattle, King County, Tacoma and Pierce County. It is
my considered judgement that the freeway engineers have
done an excellent job of providing rapid access routes to the
hospitals located on Seattle's First Hill... To improve these
routes the engineers probably could eliminate the Union... Exit
by moving it up to Madison Ave... Whether this (Madison Ave)
Exit would provide faster ambulance service is purely problematical.
I'm for building the exits as originally engineered. *Signed* George L. ...
Blue Cross Member #252215

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June 2nd -

Mr David Corbin
Chair, City Council
Seattle, Washington

Dear Sir:

I am urging you and the rest of the council to accept the King Plan for the freeway in downtown Seattle. I hope that you will in turn urge the governor and state Highway department to reconsider their plans.

To have a single name for exit at the exit points would create an awful little mess I couldn't think of. The real King Plan would facilitate access to the very vital first world hospitals which

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more than would the state
plan.

And finally, and what is
very important to me and
thousands of other satellites, the
idea would create a
thing of beauty instead of an
ugly gaping wound in the heart
of our city.

Let this covered freeway be
to Seattle what Union Square is
to San Francisco or Park Avenue
to New York City - a great public
asset.

Sincerely,

Dorothy Johnson

(Mrs. John)

P.S. - I think the cost of the "loop"
should be born locally and would be
willing to contribute toward that end. D.S.

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3704 BELVOIR PLACE • SEATTLE 5, WASHINGTON

June 4-1961

City Council
Community City Bldg
Seattle

I wish to put in a very strong protest
against the "Open Ditch" that your
engineers are proposing to cut through
the heart of Seattle. Something
must be done about Leachman being
all his beauty spots and also adding
to the congestion of downtown
Seattle. Please help change these
fronts before it is too late.
David J. [Signature]

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3409 E. Ward St.
Seattle 2, Wash.
June 2, 1961

Dear Massart,

Please, please give the most serious and attentive consideration to Mr. Hery's plan to cover the freeway in our downtown area. It is urgent! Not only is it essential to us who want "to live", not merely "to exist" in our city; but also I am convinced it is mandatory from the standpoint of sound economics. This time allow no pressures to prevent the correct handling of modern traffic and urban development!

A sincerely concerned citizen,

Jane Bennett
(Mrs. Bech Bennett)

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Mrs. Kerry Trimble

The Highlands Seattle 77, Washington

Mr David Linn
and members of the City Council.

May I ask as a business property
owner in Seattle - but more as
a citizen who feels that the
future of the city is very dependent
upon what happens to the freeway -
that you give Paul's things plan
serious consideration.

Do cover the freeway

Do make the first hills and the
shopping center accessible to those
who live here

With thanks for your consideration
of my hopes.

Sincerely

Yours Kerry Trimble
(Mrs. Kerry Trimble)

June 2, 1961

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3409 E. Ware St.
Seattle 2, Wash.
June 2, 1961

Dear President Levine,

Please, please give the most serious and attentive consideration to Mr. King's plan to cover the freeway in our downtown area. It is urgent. Not only is it essential to us who want "to live", not merely "to exist" in our city, but also I am convinced it is mandatory from the standpoint of sound economics. This time allows no pressures to prevent the correct handling of modern traffic and urban growth.

A sincerely concerned citizen,
Jane Barrett
(Mrs. Beck Barrett)

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KENNETH B. COLMAN
1100 OLIVE WAY
SEATTLE, WASHINGTON
ELLIOTT 0300

June 2, 1961

The City Council
County-City Building
Seattle 4, Washington :

Gentlemen:

It is my understanding you will soon have before you the Thiry suggestion for revising the central portion of the freeway.

Today I had an opportunity to hear a presentation of that plan by a member of Mr. Thiry's office, and I am quite impressed with it.

It is certainly worthy of serious consideration, especially in light of the ultimate values that might be achieved.

It is fortunate that we can learn from the experiences of other cities; once the freeway is constructed, it will be with us a long time. I believe we should give every consideration to the opportunity we have to reap dividends from careful planning, despite the fact that the suggestions come at such a late date.

Very truly yours,



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AINSWORTH & DUNN
PIER 70 - FOOT OF BROAD STREET
SEATTLE 1, WASHINGTON

June 3, 1961

Mr. David Levine, President
Seattle City Council
County-City Building

Dear Mr. Levine:

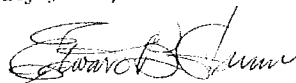
I urge that you and the members of the Council give the greatest consideration to the Paul Thiry plan for covering the Freeway in downtown Seattle.

To lose this opportunity to preserve real estate values and provide Seattle with a much-needed green area in the downtown section, would be tragic for Seattle now, and in the future.

It is my belief that the additional cost of this plan over the State plan, which difference has not been determined, would be repaid many times over in the next few years by increased taxes produced by improved, not down-graded, property in the central area of the city.

This matter of the "ditch" is of vital importance to the citizens of Seattle, who want a place to live in not just drive thru, and we should make every effort to improve our city.

Very truly yours,


Edward B. Dunn
13527 3rd. Ave. N. W.
Seattle 77

EBD/ds

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June 2, 1961

The Honorable Gordon S. Clinton
County-City Building
Seattle 4, Washington

Dear Mr. Clinton:

PLEASE accept a modification of the Freeway through the Seattle area which will include the complete covering of this concrete river.

Think what a superb flowery mall could be created right in the center of our naturally lovely city. Think of the setting for the handsome Federal Court House--of our grand Seattle Public Library of which we are all so proud. Don't let this potential Park Avenue go down the maw of another ugly freeway.

PLEASE!

Sincerely,

Alise Stirling
Mrs. Brents Stirling
2118 East 61st Street
Seattle 15

Copy to the members of the City Council.

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6206 3rd NW
Seattle 7 WA
Jan 3, 1961

Councilman Nassat.

Dear Sir:

This is to advise you of my views on
above "Code" building permits:

I am against it anywhere in the city.

I am against the granting of the proposed
"Sea Alley" on Seaview Ave, here in Ballard.

This will spoil hundreds of peoples
property, for a very few.

Yours Truly

B Bohm & family
Taxpayer; owner &
Voter.

316 N.E. 59th
Seattle 5, Wash.

City Council
Room 514
County City Building
Seattle, Wash.

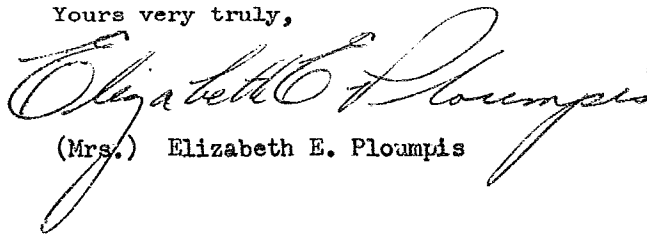
Honorable Members:

I have followed with interest the discussions pro and against the "lid" for the proposed free-way in downtown Seattle. I feel, as many of my neighbors do, that this is the best possible method of 1; beautifying the Seattle downtown area, and 2; helping to maintain the property values for the vicinity immediately surrounding the "ditch".

May I urge you to give this proposal your undivided support.

With a representative government such as ours I consider it my duty to support only those candidates who voice publically and vote for those issues I favor. I will watch with keen interest the stands the individual members of the Council take in this regard.

Yours very truly,



(Mrs.) Elizabeth E. Ploumpis

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Dear Mr. Lavin: —

June 9, 1961.

As a citizen of Seattle I want
to protest very much and ask your help
in seeing to it that the plan is modified
so as to retain the beauty of our city.
I enclose the Shiry Plan and I
hope a similar one can be drawn up
for a better approach to the Evergreen
Bridge. Very sincerely, Francis S. Wilson
6013 N.E. Halsted Pl.



THIS SIDE OF CARD IS FOR ADDRESS

City 514
Mr David Levine,
County City Building
Seattle, 4, Wash.

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MRS. ALEXANDER R. STEVENS, JR.

5711 EAST 77TH STREET, SEATTLE 15, WASHINGTON

June 3, 1961

Mr. David Levine
County City Building
Seattle 4,

Dear Mr. Levine,

I am writing to plead
with you to do all you can
to prevent the "Open Ditch"
part of the freeway in downtown
Seattle. A covered section would
enhance the beauty of the area,
and therefore improve the property,
and its value, and therefore

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in the long run, raise more
taxes. If the "Open Ditch"
goes through, another area will
be blighted, and the city will be
in greater trouble.

Also, the covered Freeway plan
includes easier access to First
Killy, which is certainly
important.

Sincerely,
James W. Stearns

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WESTERN UNION TELEGRAM

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

1201 (4-60)

W. P. MARSHALL, PRESIDENT

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LDM18 B. NL PD SEATTLE WASH JUN 4 1961
COUNCILMAN DAVID LEVINE
COUNTY CITY BLDG, SEATTLE WASH
PLEASE CONSIDER PAUL THIRY PLAN FOR REDESIGN OF FREEWAY
MARIANNA B PRICE
601 36 AVE EAST
1050PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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WESTERN UNION TELEGRAM

SF-1201 (4-60)

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509A PDT JUN 5 61 PRA057
PR SEA165 NL (D SEATTLE WASH 4
COUNCILMAN DAVID LEVINE
SEATTLE WASH.

1961 JUN 5 AM 5 09

URGE THIRY PLAN FOR COVERED FREEWAY THROUGH DOWNTOWN AREA. CONSIDERAT
ION OF ACCESSIBILITY NEED FOR MAINTAINING PROPERTY VALUES AND
OPPORTUNITY FOR ENHANCING THE BEAUTY OF SEATTLE MAKE OPEN DITCH
PLAN UNTHINKABLE. BEAUTIFUL BOULEVARDS CHARACTERIZE GREAT CITIES.
SEATTLES TIME TO CHOOSE IS NOW
ALBERT AND AUDREY KERRY.

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WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

SP-1201 (4-60)

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504A PDT JUN 5 61 PRA053
PR SEA 161 NL PD SEATTLE WASH 4
COUNCILMAN CLARENCE MAS SART
SEATTLE WASH.

1961 JUN 5 AM 5 04

**URGE THIRY PLAN FOR COVERED FREEWAY THROUGH DOWNTOWN AREA. CONSIDERATI
ON OF ACCESSIBILITY NEED FOR MAINTAINING PROPERTY VALUES AND
OPPORTUNITY FOR ENHANCING THE BEAUTY OF SEATTLE MAKE OPEN DITCH
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W. P. MARSHALL, PRESIDENT

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LDM15B. NL PD SEATTLE WASH JUN 4, 1961
THE SEATTLE CITY COUNCIL
COUNTY CITY BLDG SEATTLE WASH
URGE YOU ADOPT COVERED FREEWAY PLAN WHICH WILL BRING DISTINCTION
TO SEATTLE AND YOURSELVES FOR YEARS TO COME
FRANK KITCHELL
443PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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1201 (4-60)

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LDM19 B. NL PD SEATTLE WASH JUN 4 1961

THE SEATTLE CITY COUNCIL

COUNTY CITY BLDG, SEATTLE WASH

PLEASE CONSIDER THE THIRY PLAN VERY SERIOUSLY. THANK YOU VERY MUCH

BELDING H. SCRIBNER

1111 38TH EAST

1145PM

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1201 (A-40)

W. P. MARSHALL, PRESIDENT

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LDM14 B. NL PD SEATTLE WASH JUN 4 1961
THE SEATTLE CITY COUNCIL
COUNTY CITY BLDG SEATTLE WASH
A PARK AREA COVERING THE CENTRAL AREA FREEWAY WILL ADD BEAUTY AND
VALUE TO OUR CITY FAR EXCEEDING THE ADDITION COST
MRS BELDING SCRIBNER
441PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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WESTERN UNION TELEGRAM

1220
(R11-54)

SY) BOLS
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W. P. MARSHALL, PRESIDENT

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9LDM CD PD SEATTLE WASH JUNE 5 1961 1030A PDT

PRES LEVINE

DELR IMMY CITY COUNCIL COUNTY CITY BLDG SEATTLE WASH
NO OTHER CITY IN THE WORLD HAS MORE NATURAL BEAUTY THAN SEATTLE
I AM SHOCKED THAT OUR CITY AUTHORITIES ARE NOT WILLING TO FIGHT
FOR THE PRESERVATION AND ENHANCEMENT OF THIS BEAUTY INSTEAD
FUNCTIONAL AND UTILITARIAN IMPROVEMENTS SEEM OF PRIME CONSIDERATION
LOOKING AT OTHER CITIES SUCH THINGS AS ELEVATED AND DEPRESSED
ROADWAYS ARE THE BREEDING PLACES FOR SLUM AREAS WHICH THEY ARE
NOW TRYING TO CORRECT SEATTLE SHOULD NOT ALLOW THIS TO HAPPEN
HERE AND I STRONGLY URGE YOU TO APPROVE A COVERED FREEWAY WHERE
POSSIBLE WITH RESULTING OPPORTUNITIES FOR OPEN AREAS AND PARKWAYS
SPEED AND MONEY TODAY ARE NOT AS IMPORTANT AS BEAUTY FOR COMING
GENERATIONS IN A CROWDED WORLD

MRS ANDREW PRICE SR

1102AM

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Seattle City Council
Public Safety Bldg
Seattle 4

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#1405

801 SPRING STREET
SEATTLE 4, WASHINGTON

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WESTERN UNION TELEGRAM

1291 (1-60)

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37LDM HU NL PD SEATTLE WASH JUN 5 1961

CITY COUNCIL

COUNTY CITY BLDG SEATTLE WASH

STRONGLY URGE COUNCIL CONSIDER CAREFULLY PUTTING LID ON
DOWNTOWN FREEWAY PLANNING NOW PAYS IN FUTURE URBAN BEAUTY

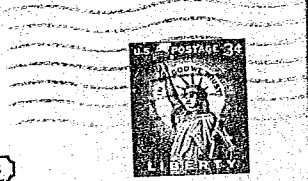
MRS EVANS WYCKOFF

926PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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Miss. W. D. Holmes
3010 N. W. Market St.
Seattle, W. M.
apt 7.



THIS SIDE OF CARD IS FOR ADDRESS

The Honorable David Levine,
President - City Council
County - City Bldg.
Seattle, W. M.

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May 22, 1966

Dear Sirs;

Please take action to provide better routes to the hospital and medical center. We need more access to the area especially in emergencies. We have lived in this area & know how congested & how busy the streets are. Sincerely,
Mr & Mrs. Wayne H. Adams

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