

Governmental Research Department

consisting of our State Engineer, of the Federal Engineer for this District, of the Federal Engineer for Arizona and New Mexico and of our own Mr. Campbell, of the E. P. & S. W.

The Commissioners turned down this suggestion on the ground that "they do not intend to shirk that responsibility (for decision) by submitting to arbitration questions that the law imposes upon them to decide."

The Commissioners' Court extended an invitation to the Committee to again present its requests at a meeting Monday Feb. 9th, 1920. About 40 Chamber of Commerce members and tax payers attended the meeting and all the facts and suggestions of the Committee were again presented to the Commissioners.

The Court stated a decision would be reached Wednesday Feb. 11, 1920. At this time the Commissioners decided to stand pat on the \$2.48 per square yard award for the crushed rock pavements; but to insert a clause providing for a shoulder on the road. The Committee had previously insisted upon a shoulder for the road, and even though it is thought that the shoulder is a "make believe one" it will be better than none at all.

Due to the activities of the Chamber of Commerce the accusation is made that the "scrap" is for the "Cement Company" and against the "Bitulithic Company". This is not the case, as the only reason for the controversy is to give the tax payers their money's worth by demanding the acceptance of the best bid on the "Island Road."

The Commissioners' Court has gathered evidence showing that the Bitulithic pavement is a good pavement. The Chamber of Commerce thinks it is a good pavement too; but the point in this case is, what is the best pavement at the price bid for the Island Road. The Tax and Economy Committee of the Chamber of Commerce, holds that the County Commissioners made a gross error in awarding the contract to the \$2.48 bid as the best bid received.

There should be no reason for the insinuation that the Chamber of Commerce is fighting for or against either the Cement or the Bitulithic pavement. The tax payers position was clearly stated in written communications to the County Commissioners, as follows:

"The argument is not that the Bitulithic pavement, as proposed, is not a good pavement for the light traffic of the Island road, but that while the pavement is suitable for light traffic only, we can get for the same price, a road universally accepted as suitable for the heaviest traffic. It seems undeniable from all road building experiences that the County road offered for \$2.49 per sp. yd. will have a longer life and a lower average maintenance than the rock base road at \$2.48, practically the same price. To pay an equal price for an inferior result is a waste of the Tax Payers' money."

Exhibit No. 2

REPORT ON LARGE PARK SITES

In considering various sites for a large City park the following factors have been used:

A. Adaptability for park purposes. In this connection it is considered that there should be a certain amount of level ground for playgrounds, tennis courts, etc., soil on which trees and grass can be grown; picturesque and in general all of those factors for the development of an attractive park not included elsewhere.

B. Relationship to arteries of traffic. A park should be close to main roads and to electric lines in order that it may be accessible to the largest possible number of people, especially people who live in the more congested districts and who do not have automobiles.

C. Closeness to the center of population. Such a park should be as close as practicable to the center of population, with regard to the probable future of this center.

D. Cheapness. The economic factor is important, for many of the elements which make a desirable site for a park make it also very expensive to buy.

In order to systemize the rating of the various sites the above factors have been given weights having a sum of 100 for the best site and the result tabulated.

The exact weights to be given to any factor or any site are matters of individual preference, but it is believed that the method is of value and the relative positions in the table are right.

The Fisher tract is given two ratings under the head of cheapness, the higher one being dependent upon the success of some scheme by which the City may get the benefit of the increase in value created by the park in the adjoining property. The details of this scheme are being studied for presentation to the City. The table follows:

Weight for	A	B	C	D	
Best Site	30	20	20	30	100
1. Fisher Survey	25	20	20	30	95
				5	70
2. West half	30	10	5	25	70
Sec. 22					
3. Austin					
Terrace	25	15	15	5	60
4. South of School					
of Mines	20	15	10	10	55
5. Z. White's Tract					
near Country					
Club	30	10	0	10	50
6. Crazy Cat Site	15	10	10	15	50
7. Cox Site in					
Smelter Mts.	10	5	15	10	40
8. Survey 224 North of					
Kern Place	10	0	0	25	35

1. Fisher Survey Site.

This site comprises about 300 acres between the Alexander Addition and Highland Park, and North of the Collins tract and Golden Hill. It includes the quarries at the point of the Mountain and the greater part of the Scenic Drive.

The south part of the tract is accessible through Brown Street and Wright Avenue, and through Denver Street from Highland Park. The Arizona St., and the Highland Park electric lines pass near it on the South and East.

The topography is rough making possible picturesque drives and paths, but there are level spots for play grounds, tennis courts and similar features. This park should include a portion of the extreme Northeast corner of the Alexander Addition and the Southeast corner of Kern Place lying below the Scenic Drive.

The accompanying sketch map shows Brown Street extended through the tract to a connection with Highland Park at Denver Street. This street will be a valuable connection for traffic circulation and should eventually be opened as part of the City plan whether the park is secured or not, as should also the extension of Wright Avenue. The map shows also a drive from the Mesa at the stone house connecting with the Brown St. extension. This drive would pass under the Scenic Drive as shown by the Kern Place map and be a useful road as well as an attractive park feature.

It would be desirable to include part of the Collins tract and part of the rough land between the proposed site and Scenic Point if the cost is not prohibitive.

It is believed that this is by far the best site for a large central park that can possibly be secured and a scheme is being studied by which the City may get the benefit of the values created by the proximity of the park and acquire for a small sum a park site of which the city may be proud and one which will so increase in value that even a large expenditure will be justified by the results to be expected.

This is the only large unoccupied space close to the center of the city and its location will soon cause its development for residence purposes, notwithstanding the unfavorable topo-

graphy. The opportunity now presented to get a real central park, if neglected, may never come again. This site is therefore recommended as the best of those considered.

2. West Half of Section 22.

This tract is 320 acres on the Eastern slope of Mt. Franklin, North of the Military Heights addition. It includes the entrance to McKilligan Canyon and a small peak lying south of the Canyon.

The Southeast corner is level and would afford space not only for playgrounds but for large athletic fields as well.

The near corner is twelve blocks from the Ft. Bliss car line and four blocks from the pavement at Piedras St. and McKinley Avenue.

The topography is well adapted for parking but the distance from the center of population and difficulty of watering extensively makes it unsuitable for development in the near future.

A glance at the map will show that there are no parks in this part of the City which will doubtless be in time an important residence district.

3. South End of Austin Terrace.

This tract of 43 acres is on rolling sandy soil and is adaptable for parking. In fertility the soil is the best of the sites considered.

It is accessible from the Government Hill car line and by paved streets.

However it is not far from the Castle Heights Park and of about the same area, so that it would not serve the purposes for which a large park is desired, other than that served by the Castle Heights Park. The price would be high so that its purchase is not recommended.

4. South of the School of Mines.

This tract in the southwest corner of the Alex. Addition and in part of survey 202 contains the best dam site of any considered, as a dam with rock bottom and sides could be made to impound a lake of about seven acres. The rock bottom would make the dam tight and the run-off from a considerable area would make necessary only a comparatively small amount of pumped water to keep the lake full and fresh.

It is accessible from the Sunset Heights car line and a combined bridge and dam would allow the building of a new road to the School of Mines which would open up for residence purposes a large area now inaccessible. Part of the gravelly ridge now used as a sand pit should be taken and graded for those parking features requiring level land.

A picturesque drive could be made up the canyon back of the School of Mines and around the small mountain on the School Grounds.

This site has parking possibilities, but is away from the trend of the center of population and its purchase and development would be expensive.

5. White Tract Near Country Club.

This tract is valley land near the Country Club about seven miles up the valley.

Irrigation water is available from the river and there is a grove of Cottonwood trees on the tract.

It is well adapted for parking but it is not believed that it is to be recommended on account of its inaccessibility for the average citizen.

6. Crazy Cat Mountain Site.

This site includes that part of Kern Place between Crazy Cat Mountain and Mt. Franklin and extending down to the Scenic Drive.

The parking possibilities consist principally in the building of drives up the Canyon to a picturesque place called Palisades.

Watering would be difficult and the area is practically all rough and rocky.

A dam could be built to form a considerable pond which would protect the comparatively level ground below it from floods and permit