

1-1-1970

## Correspondence Schrunk, et al.

Glenn Jackson

Lloyd T. Keefe

Floyd Query

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CORNELL, HOWLAND, HAYES & MERRYFIELD  
ENGINEERS • PLANNERS • ECONOMISTS

- BELLEVUE .....BUSINESS CENTER BLDG.
- CORVALLIS .....1600 S. W. WESTERN BOULEVARD
- BOISE .....414 NORTH FIRST
- PORTLAND .....BOISE CASCADE BUILDING

TO: FILE

FROM: PDB

DATE Jan 14, 1970

RE: \_\_\_\_\_

RECORD NO. \_\_\_\_\_

## MEMORANDUM

Let us assume that a need exists and will <sup>continue to</sup> exist for a Harbor Drive facility to move traffic between the northwest docks, Lloyd Center, Memorial Coliseum and the Baldock Freeway and southwest residential areas.

We can further assume that most of this traffic will not use the Stadium Freeway or Fremont Bridge, as it is too difficult to get on and off the freeway system at appropriate points, and much back-tracking is necessary.

What then is the best alternative for rebuilding Harbor Drive? Let us assume a cut and cover or tunnel as the optimum solution.

Is it best to leave Harbor Drive as is until the optimum plan is constructed, at which time detouring will be needed to Front and First, and the public may become



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TO: \_\_\_\_\_

FROM: \_\_\_\_\_

DATE \_\_\_\_\_

RE: \_\_\_\_\_

RECORD NO. \_\_\_\_\_

## MEMORANDUM

upset, or oppose the plan? Or is it best to relocate (detour) Harbor Drive onto Front and First now, when there is less traffic and hope that as traffic builds up on this couplant, everyone will want a new facility? Construction can then be accomplished without further disruption.

In other words, the state highway department, in relocating Harbor Drive to existing surface streets, is building an obsolete facility that must be rebuilt by 1976-80 to serve the increase in traffic ~~along~~ along this corridor.

for \$4 million

Harbor Drive

RECEIVED

SEP 11 1970

MAYOR'S OFFICE

OREGON STATE  
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

September 9, 1970



TOM McCALL  
GOVERNOR

COMMISSIONERS

GLENN L. JACKSON, Chairman  
Medford

FRED W. HILL, Member  
Pendleton

THADDEUS B. BRUNO, Member  
Portland

The Honorable Terry D. Schruck  
Mayor of the City of Portland  
City Hall  
Portland, Oregon 97204

MAYOR	<i>[Signature]</i>
EXEC. ASST. #1	<i>[Signature]</i>
EXEC. ASST. #2	

Dear Mayor Schruck:

Re: Harbor Drive

Upon the completion of the Fremont Bridge, which is estimated to be in the spring of 1972, the Highway Commission plans to close Harbor Drive as a traffic facility. It is contemplated that Front and First Avenues will be connected to the Steel Bridge in the vicinity of Couch and Davis Streets and that Harbor Drive be connected to Front and First in the vicinity of Market and Harrison.

M. C. COORD.	
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It will also be necessary to provide a connection from Harbor Way to Columbia and Jefferson Streets. All of this is outlined in sketch form on the attached drawing.

It is recognized that public hearings will be necessary and that preliminary work must be accomplished so that the connections can be phased with the Fremont Bridge completion.

Your consideration of and concurrence in this proposal is requested. If you have any questions or wish to discuss the matter with either the Commission or the staff, please let me know.

Very truly yours,

*Glenn L. Jackson*  
Glenn L. Jackson  
Chairman

Att.

# PORTLAND CITY PLANNING COMMISSION

424 S.W. MAIN STREET  
PORTLAND, OREGON 97204  
228-6141 EXT. 296

FRANCIS J. IVANCIE, Commissioner, Department of Public Affairs

RECEIVED

DEC 22 3 46 PM 1970

December 22, 1970

JAMES L. HAMIL, AUDITOR  
CITY OF PORTLAND, ORE.

BY ec

HERBERT M. CLARK, JR., Chairman  
JAMES K. NEILL, Vice Chairman  
DALE R. COWEN  
DALE F. GILMAN  
HAROLD M. GOWING  
HERBERT C. HARDY  
PHILIP H. MILLER  
MILDRED A. SCHWAB  
MARVIN WITT, JR.

LLOYD T. KEEFE, Planning Director  
DALE D. CANNADY, Assistant Director

City Council  
Portland, Oregon

Gentlemen:

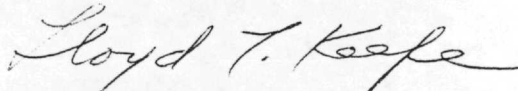
It is the conviction of the City Planning Commission that the hearing which the State Highway Division is scheduling on the closure of Harbor Drive is premature. It should be delayed until at least the first year's planning effort in the downtown area is completed.

The expenditure by the State of several million dollars to provide alternatives to Harbor Drive would determine not only the size, shape, and functions of the riverfront area but would also close several of the options for the plan for the whole downtown district. There is no need to be hasty in making a decision of the future status of Harbor Drive as no difficulties will result if it remains open after the Fremont Bridge is completed and in use.

The whole thrust of the comprehensive planning effort is to consider the whole area at once. This is the reason why the Waterfront Task Force a year ago backed away from planning only for the waterfront and Harbor Drive. To precipitate a decision on Harbor Drive at this time would defeat the orderly approach toward preparing the downtown comprehensive plan.

By unanimous vote taken at its December 21, 1970 meeting, the Planning Commission recommends that the City Council request the State Highway Division to cancel the scheduled public hearing January 14, 1971 on the closing of Harbor Drive.

Respectfully submitted,



Lloyd T. Keefe  
Planning Director

LTK/mm





## OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Portland City Council  
City Hall  
Portland, Oregon 97204

December 10, 1970

Attn: Hon. Terry D. Schrunk, Mayor

Gentlemen:

The Oregon State Highway Commission proposes to hold a public corridor-design hearing on the elimination and closure of a portion of Harbor Drive lying basically between the Steel Bridge and Hawthorne Bridge, along Portland's westside waterfront on the Pacific Highway West (US 99W) lying in the City of Portland, Multnomah County, Oregon. Included in the proposal is the institution of an improved S.W. Front Avenue-S.W. First Avenue couplet. The proposal is approximately as shown on the attached map.

This is to advise you that informal informational sessions will be held in the Rehearsal Room of the Civic Auditorium in Portland, Oregon, on Wednesday and Thursday, January 13 and 14, 1971, respectively, between the hours of 10 a.m. and 10 p.m. on January 13, and from 10 a.m. until conclusion of the formal hearing on January 14. State Highway Division engineering and right of way personnel will be present to discuss the proposal, including relocation assistance programs, with persons who may be affected by the project.

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the proposal, including tentative schedules for elimination and closure of said portion of Harbor Drive, will be held in the Portland Civic Auditorium in Portland, Oregon, on Thursday, January 14, 1971, commencing promptly at 2 p.m. Plans call for the hearing to continue throughout the afternoon, with recess for dinner. The hearing will reconvene promptly at 7:30 p.m., and will continue until everyone present has had an opportunity to be heard. The hearing officer may declare additional recesses as he determines appropriate. Oral and/or written statements will be accepted at this formal hearing with an additional 10 days allowed for further written statements or comments. A statement pertaining to the proposal from you, your representative, or other interested persons would be appreciated at the hearing.

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DEC 14 10 14 AM 1970

JAMES L. HAMILL, AUDITOR  
CITY OF PORTLAND, ORE.

BY

*JLH*

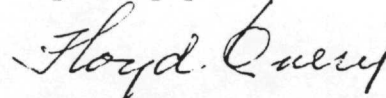
Portland City Council  
December 10, 1970

-2-

In addition to the formal public hearing of January 14, an informal session will be held in the Rehearsal Hall concurrent with the formal hearing in order that possible questions which may arise during the formal hearing can be answered by knowledgeable engineering and right of way personnel.

In order that all interested persons may be informed of the proposed plans, the Highway Commission will have a public notice published in the appropriate newspapers in the vicinity on Monday, December 14, 1970, and on Friday, January 8, 1971, or the nearest publication date thereto.

Very truly yours,



Floyd Query, Secretary  
OREGON STATE HIGHWAY COMMISSION

\* \* \*

DNH:ljt  
Att: Map

cc: See following sheet.

Portland City Council  
(Re: Harbor Drive Section  
Pacific Highway West)

-3-

December 10, 1970

cc: Highway Commission, 3  
R. L. Porter  
Tom Edwards  
L. P. Shaw  
F. B. Klaboe  
A. E. Johnson  
E. S. Hunter  
V. D. Wolfe  
Ralph Sipprell  
L. H. Young, 2

F. L. Hall  
D. H. Moehring, 2  
V. E. Skoog (26-1449-980)  
I. D. Merchant  
Les Hampton, 2  
F. D. Morgan  
H. S. Cox  
R. E. Royer  
D. G. Talbot  
R. N. Chase

A. D. Olson  
T. W. Litchfield  
W. H. Tebeau  
J. J. Earley  
Roy Priem  
Donald L. Trout  
S. J. Couper  
L. W. Rulien  
R. L. Schroeder

Department of Transportation, John Fulton, Director

Federal Highway Administration, Salem and Portland

U. S. Department of Housing, Urban Development; Portland, Seattle

U. S. Department of Interior; Portland, Regional Coordinator

U. S. Department of Interiors, National Park Service, Portland

Bureau of Outdoor Recreation, Seattle, Department of Interior

Federal Aviation Administration, Seattle

Bureau of Sport Fisheries & Wildlife, Portland

Local Government Relations Division, Public Service Bldg.

Office of the Governor, Natural Resources

Department of Environmental Quality, Portland (2)

Fish Commission of Oregon, Portland

Oregon State Department of Forestry, Salem

Oregon State Game Commission, Portland

Department of Commerce, Commerce Building, Salem

Soil and Water Conservation Committee, Agriculture Bldg., Salem

State Marine Board, Agriculture Bldg., Salem

Division of State Lands, Agriculture Bldg., Salem

Public Utility Commission, Public Service Bldg., Salem

Oregon State Board of Health, Sanitation-Engineering Div., Portland

Aeronautics Division, Salem

Ports Division, Salem, Highway Bldg.

Oregon Council of Architects, AIA, Portland

Multnomah County Board of Commissioners, Courthouse, Portland 97204

Governor's Task Force on Harbor Drive, Attn: Glenn L. Jackson, Chairman

Public Service Bldg., Portland

Portland Development Commission, Attn: Ira Keller, Portland 97204

Portland City Planning Commission, Attn: Lloyd T. Keefe, City Hall, Portland 97204

Oregon Truckers Assoc., Attn: Robert Knipe, 2153 S.W. Main, Portland 97205

Port of Portland, Box 3529, Portland 97208

Senator Jack Bain, 4130 E. Burnside, Portland 97214

Senator John D. Burns, 2460 S.W. Broadway Drive, Portland 97201

Senator Vernon Cook, 519 S.W. 3rd, Portland 97221

Senator Ted Hallock, 2445 N.W. Irving, Portland 97210

Senator Berkeley Lent, 210 S.W. Arthur Court, Portland 97201

Senator R. E. Schedeen, 1612 W. Division Street, Gresham 97030

Senator Betty Roberts, 319 S.E. Gilham, Portland 97215

Senator Don S. Willner, 900 Corbett Bldg., Portland 97204

Senator Elect: Thomas R. Mahoney, 510 Oregon Bank Bldg., Portland 97204



Portland City Council

(Re: Harbor Drive Section  
Pacific Highway West)

-4-

December 10, 1970

(cont'd)

cc: Representative Harvey Akeson, 1627 N.E. 126th Street, Portland 97230  
Representative Bill Bradley, 1806 N.E. 113th, Portland 97220  
Representative Fritzi Chuinard, 7307 N.W. Penridge Road, Portland 97229  
Representative Robert E. Dugdale, 2616 N.W. 81st Place, Portland 97229  
Representative Robert A. Elliott, 11036 N.E. Everett Street, Portland 97220  
Representative Doug Graham, 111 S.W. Harrison, 12H, Portland 97201  
Representative Harl H. Haas, 1220 N.E. 17th, Portland 97232  
Representative Norman R. Howard, 5230 S.E. 37th, Portland 97202  
Representative Philip D. Lang, 7330 S.E. 42nd, Portland 97206  
Representative Grace O. Peck, 2324 S.E. Ivon, Portland 97202  
Representative Wally Priestley, 2207 N.E. Ainsworth Street, Portland 97211  
Representative Frank Roberts, 10760 N.E. Halsey, Portland 97220  
Representative Keith D. Skelton, 319 S.E. Gilham, Portland 97215  
Representative Bill Stevenson, 11 N.E. Buffalo Street, Portland 97211  
Representative Howard Willits, 11848 S.E. Powell Blvd., Portland 97266  
Representative Elect: Howard L. Cherry, 1602 N. Willamette Blvd., Portland 97217  
Representative Elect: Lloyd C. Kinsey, 2122 N.E. Alameda, Portland 97212  
Representative Elect: Ken Maher, 10401 S.W. 35th Avenue, Portland 97219  
Representative Elect: Mary Rieke, 5519 S.W. Menefee Drive, Portland 97201  
Multnomah County Director of Public Works, Mr. Robert Nordlander  
Multnomah County Planning Commission, Courthouse, Portland 97204  
Attn: Mr. Robert Baldwin  
Columbia Region Assoc. of Governments, 429 S.W. Fourth Avenue, Suite 500,  
Portland 97204  
City of Portland, City Hall, Portland 97204 Attn: J. L. Apperson  
Bonneville Power Administration, P. O. Box 3621, Portland 97208  
Pacific N.W. Bell Telephone, 421 S.W. Oak Street, Room 437, Portland 97204  
Attn: Right of way Supervisor  
Portland General Electric, 621 S.W. Alder Street, Portland 97205  
Attn: Roger W. Sharp  
Pacific Power & Light Company, 920 S.W. Sixth Ave., Portland 97204  
Attn: R. H. Sallee  
N.W. Natural Gas, 123 N.W. Flanders Street, Portland 97209  
Portland Traction Company, 1635 S.E. Water, Portland 97214  
Portland Water Bureau, City Hall, Portland 97204  
Portland Fire Bureau, City Hall, Portland 97204  
Multnomah County Inter Ed, P. O. Box 16538, Portland 97216  
Portland School Dist. #1J, 631 N.E. Clackamas Street, Portland 97208  
Portland Bureau of Sewage & Refuse Disposal, City Hall, Portland 97204  
Portland Bureau of Lighting & Utility Rates & Usage, City Hall, Portland 97204  
Western Union, 239 S.W. Broadway, Portland 97232  
Union Pacific Railroad, 2525 N. Larrabee Avenue, Portland 97227  
Attn: W. G. Johnson

# THE AMERICAN INSTITUTE OF ARCHITECTS

December 23, 1970

Mr. Glenn Jackson, Chairman  
Oregon State Highway Commission  
Public Service Building  
Portland, Oregon 97204

Dear Mr. Jackson:

The Portland Chapter of the American Institute of Architects is greatly concerned about the January 14 public hearing recently announced by the Oregon Highway Division. This hearing, according to the newspapers, will be held so that one plan for closing Harbor Drive can be presented. This proposal calls for "improving" First and Front Avenues as a one-way couplet.

We believe that public hearings and other ways to involve the citizenry are essential. However, we believe that this hearing is entirely premature for the following reasons:

1. The DeLeuw Cather study is not yet complete. This report, which is costing state taxpayers over \$70,000.00 was intended to investigate several possibilities for Harbor Drive. We understand that six alternatives are being studied.
2. None of the alternatives have been reviewed by the groups responsible for developing the Comprehensive Downtown Plan, which includes the waterfront. These groups include the City Planning Commission and its staff, the Downtown Committee and its consultant, CH2M, and the City Council. We do not believe the full Harbor Drive Parkway Task Force has reviewed the plan nor has the Task Force's Citizen Advisory Committee, which was appointed by a Task Force member.

An intelligent decision cannot be made on how or whether to close Harbor Drive until all the alternatives have been explored and a consensus developed by the planners and the public, as well as the Highway Division. We

THE  
Portland  
Chapter, Inc.

200 Dekum Building  
519 S.W. Third Avenue  
PORTLAND, OREGON 97204  
(503) 223-8757



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Richard Norman  
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Patrick Loukes  
Allen Greene

PAST PRESIDENT  
Fred Rudat

therefore ask that the hearing scheduled for January 14 be postponed. We further ask that when the hearing is held, that all the alternatives studied be presented, and that no decision be made on any of the alternatives without the support of the planning groups, the City Council, and the public.

Sincerely yours,



Roger Shiels  
President  
The Portland Chapter, Inc.  
American Institute of Architects

RS/jp

cc: Governor McCall; Highway Commission; Robert L. Schroeder, State Metropolitan Engineer; Mayor Schrunk, Portland City Councilmen, City Planning Commission members; City Planning Commission Director Lloyd Keefe, Downtown Committee members; Dick Ivey, CH2M; Israel Gilboa, DeLeuw Cather; County Planning Commission Director Robert Baldwin, Members of Harbor Drive Parkway Task Force.

OFFICE OF  
GLENN L. JACKSON

To: Task Force and Advisory Council

December 29, 1970

From: Glenn L. Jackson

Subject:

---

We have received the Harbor View study by DeLeuw, Cather & Company, copy of which has been forwarded to members of the Task Force.

In order that this matter could be brought to the decision stage insofar as the abandonment of Harbor Drive between the Steel Bridge and the Hawthorne Bridge, the Highway Department has called a hearing on January 14.

There has been some concern expressed as to the feasibility of making a decision at this time before the core area planning program has been completed. The actual closure of Harbor Drive will require a construction program to make necessary interconnections to alternate routes. The decision as to the alternate route could possibly be delayed if necessary.

The Task Force should be represented at the hearing and make a recommendation. In order to determine our position in this matter a meeting will be held at 10:00 A.M. on January 8 in the Board of Directors Room, Second Floor, Public Service Building. Your attendance will be appreciated.

*Glenn Jackson*

# HOLMAN TRANSFER COMPANY

December 29, 1970

49 South East Clay St.  
Portland, Oregon 97214  
Phone (503) 236-2161

Mr. Glenn L. Jackson, Chairman  
OREGON STATE HIGHWAY COMMISSION  
Public Service Building  
Portland, Oregon 97202

RE: Public Hearing on Closure of Harbor Drive to be held January 14, 1971

Dear Glenn:

The Planning Commission has previously stated the Hearing on Closure of Harbor Drive is premature and may have implied the decision to close Harbor Drive should be held in abeyance. The Planning Commission does not desire to delay the decision to close Harbor Drive. Quite the contrary, if the traffic can be diverted to alternate routes satisfactorily we feel that the decision to close Harbor Drive is a great stride forward for the City of Portland and the State of Oregon. The land that can be released by the closure of Harbor Drive can be devoted to a higher and better use for the Downtown Core Area.

We do request that you instruct your staff to delay their planning of the use to which Front Avenue and First Avenue will be put until the completion of the Comprehensive Planning Effort now under way.

We also feel the effective date for the closure of Harbor Drive should be held in abeyance so Harbor Drive can continue to be used while sufficient time is allowed for the Comprehensive Planning of the Downtown Core Area (including the highest and best land use for the land occupied by Harbor Drive, Front Avenue, and First Avenue), and for the determination of the best alternate traffic routes to serve the traffic now being carried by Harbor Drive. The best alternate traffic route cannot be determined until we have completed the Comprehensive Plan and Harbor Drive should not be closed until these alternate traffic routes are actually available for use. Premature closure without available alternate routes could cause unnecessary traffic congestion.

The Comprehensive Plan that is now being developed for the Downtown Core Area should decide the use to which Front Avenue and First Avenue will be put. We caution you, and we would appreciate your cautioning your staff, not to allow preliminary alternate plans being studied to be implemented or carried to a degree of commitment or of "no return." For example, the expenditure of several million dollars to hook up the north and south ends of Front and First Avenues would close several of the alternatives and options available to the Comprehensive Planning for the Downtown Core Area.

I hope you will instruct your staff to work closely with Bob Baldwin, who is in charge of the Comprehensive Downtown Planning Effort, Lloyd Keefe, City Planning Director,

MEMBER: A.W.A. • A.T.A. • ALLIED DISTRIBUTION

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Glenn L. Jackson

-2-

December 29, 1970

and Dick Ivy of CH2M, towards the development of the highest and best use of the land now occupied by Harbor Drive, Front Avenue and First Avenue.

Sincerely yours,

H. M. Clark, Jr.

HMCjr:dh

cc: Governor McCall; Highway Commission; Robert Schroeder, State Metropolitan Engineer; Mayor Schunk, Portland City Councilmen, City Planning Commission Members; City Planning Commission Director Lloyd Keefe, Downtown Committee Members; Dick Ivy, CH2M; Israel Gilboa, DeLew Cather; County Planning Commission Director Robert Baldwin, Members of Harbor Drive Parkway Task Force.

P. S. The letter the Planning Commission sent to City Council did not specifically refer to Front Avenue and First Avenue but was meant to communicate the above. On the recommendation of the professional planners the Planning Commission, by letter to City Council, requested that the Hearing be delayed. However, I can see no harm in holding it for some good should come out of it. You will obtain the reaction of various individuals and groups which can be taken into consideration not only by the Highway Commission but also by all those engaged in the Downtown Planning Effort. The important point, on which we all must be cautious, is not to commit on the use of Front Avenue and First Avenue and instead allow the Comprehensive Planning to decide what the use should be.

P. P. S. I have just received a copy of AIA's letter of December 23rd to you and I am, therefore, mailing copies of this letter to those/<sup>to</sup>whom AIA sent copies of their letter.

HMCjr.