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Journal Building Site Use Committee

City Club of Portland (Portland, Or.)

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Minutes

JOURNAL BUILDING SITE USE COMMITTEE
The City Club of Portland
January 9, 1969

The following members were present at the 4 p.m. meeting: Dave Lewis, chairman, Samuel Gillette, G. J. Lindstedt, Roger Shiels.

Guests were: Arnold Kogan, State Coordinator of Planning and Development
Kessler Cannon, State Director of Natural Resources

Kessler Cannon gave a detailed description of the Willamette Greenway:
The Willamette Greenway project extends from Dexter Dam to the confluence of the Willamette and Columbia rivers. A Willamette Greenway committee was formed with C. Howard Lane as chairman. The legislature set up this committee with $300,000 appropriated through the Highway Department. The name of the project was established as the "Willamette River Park System". The committee goes out of existence in July 1969 unless extended by the legislature. The program is set up to provide matching funds in the following proportions: 25% by local government, 25% by state funds and 50% with federal funds. To date, $1,100,000 has been committed which includes purchase of 12,000 lineal feet of frontage on the Willamette River. This includes 200 acres. The Department of Interior has promised one million dollars in matching funds to promote this project. There is a total of 536 miles of river frontage in the Willamette Greenway. 101 miles of this frontage is now public. The present legislation allows no power of eminent domain. The legislature is presently being asked to extend the date of this legislation beyond the present July 1969 deadline and to provide the committee with the power of eminent domain.

Mr. Cannon then discussed the governor's committee studying the West Bank of Willamette River in the Portland area. Glen Jackson and Ira Keller are co-chairmen of the governor's committee. Most of the cost in redeveloping the highway in the area of the Journal building will be carried by the federal government. The Portland Development Commission is interested in lands that may be resold in this area. The remaining park areas could be included in the Willamette Greenway. He pointed out that between the Hawthorne and Burnside bridges there is 2,150 lineal feet of river frontage. The committee is restricting its immediate attention to this area. The present concern is whether the highway should be two or three lanes in both directions and the amount of depression of that highway. He suggested that the governor's committee should first determine the use of that area and then face the problem of whether the highway should be depressed or not. If the highway is covered it might be developed in lawns and trees or it might be developed with buildings. Planning for use of this area seemed the first order of business. There are presently two conflicting plans: One proposed by the state and one proposed by the City of Portland. The State proposes an open cut for the highway and the City proposes to cover the highway.

Arnold Kogan addressed the committee relative to the governor's task force: Interest in the Journal building area first started last July.
The Governor wanted to coordinate the different forces (federal, city, county and state) in studying this area. Things also look ripe for taking a look at the area presently held by Zidell, Snitzer and others. The owners in this area, when approached by the governor, agreed not to sell or develop their properties until the governor's committee had a chance to look into their potential as a part of the Willamette Greenway. This moratorium appears to be short termed, a period of approximately one year. The governor met with the city council and a concept for a highway in the Journal building area was developed by the Highway Commission. In November he had a press conference to unveil this proposal. The Highway Commission's concept was developed under the general guidelines set down by the governor. Those guidelines included:

1. An underground highway
2. A park-like setting
3. Pedestrian access without difficulty
4. An unobstructed view of the Willamette River.

The Highway Commission proposal took out half of a block on Front to First to create 30 acres of park. It included six lanes of traffic below grade. The cost was estimated at 17.7 million dollars for the development between the Burnside and Hawthorne bridges. This cost included the highway work only. They did not propose a depressed and completely covered tunnel. The Highway Commission estimated that a covered tunnel between these bridges would cost approximately 42 million dollars. Meanwhile, the City came out with a proposal for a four lane tunnel approximately 2,140 linear feet in length with an estimated cost of $7,000,000. Thus developed the cost confusion which is presently facing the governor's committee.

The governor's committee include representatives from the city: Ira Keller, Herb Clark, and Francis Invanie; representatives from Multnomah County: Cliff Alderman, C. Ralph Wålstrom, and John Phillips and representatives from the State: Glen Jackson, Dennis Lindsay and John Mosser. The committee is co-chairmaned by Glen Jackson and Ira Keller.

The function of the committee is to coordinate plans, seek financing, iron out jurisdiction disputes, and expedite development. The governor's committee is now involved in trying to determine the actual costs of the covered tunnel versus the depressed highway approach.

The committee imagines that the cost to develop the area between the Ross Island and Burnside bridges to be $50 million. The area between the Hawthorne and Ross Island bridges includes approximately 120 acres which Mr. Kogan guessed would cost approximately 25-30 million for acquisition. He guessed that if this land were resold that it might represent two to three times that value.

The next meeting was set for January 23, 1969, Thursday, at 4 p.m. The A.I.A. will provide a presentation on historic buildings and other information relative to the West Bank of the Willamette River in the Journal building area. It was agreed that the goals for the committee would be discussed at that meeting.

Meeting adjourned at approximately 6 p.m.

Respectfully submitted,

Roger Shials, Secretary
March 11, 1969

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Ivancie:

Re: Journal Building Demolition, Portland, Oregon

Our present schedule for contracting the demolition of the Journal Building anticipates advertising the contract on March 27 and opening bids on April 17. In order that potential bidders may review and acquaint themselves with the project, its problems, and the potential salvageable materials, it is desirable that the building be vacated prior to advertising. I am advised that Mr. Reed of your Property Section has discussed this with our people and was working toward a March 25 deadline.

However, in our discussion on March 6, you expressed a desire to extend this deadline to May 1 and this can be accomplished providing that everything remaining in the building after March 27 (except occupant's property), which will not be subject to salvage by the contractor, is clearly marked or otherwise identified. Our specifications will specify that the building will not be available for demolition until May 1, and that there may be material and equipment in the building during the inspection period and up to May 1 which will not become the property or responsibility of the contractor. Unless this is clear to all concerned, serious misunderstandings could occur which might materially affect the bids and the execution of the contract.

At the present time, our estimate of the cost of the demolition is $274,000. This does not include any additional costs for placing this material in Powers Marine Park as proposed by the City.

The contract is being prepared with two alternates. Under either alternate, sufficient suitable rubble will be placed in the basement area and in the utility tunnel areas to provide a level surface. This will stabilize the basement walls which support Harbor
Drive and will leave a uniform area which presumably could be utilized for car parking or some other use with a minimum of preparation. Under one alternate plan, all remaining materials would become the property of the contractor and would be his responsibility. Under the other plan, that portion of the remaining material which is suitable for fill material would be reduced to a specified size and placed in the designated embankment area on the proposed access roadway to Powers Marine Park, as provided by the City.

After bids are received, the City would presumably determine whether the difference in cost to have the material placed on the roadway was justified and would have the option of paying the difference and use that alternate bid, or else the material would become the contractor's property and responsibility under the other plan.

If this is not in agreement with your understanding or desires on this matter, please advise me. Of course, all this is dependent upon having an executed agreement prior to the advertising date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer
Through traffic; i.e., existing Harbor Drive traffic, apparently could be accommodated under this plan with minor difficulties.

There would be no problem for northbound traffic - certainly there would be problems unless better provisions are made at Stark and Morrison Streets for southbound traffic.

Front Avenue traffic is completely cut off between Taylor on the south and Ash Street on the north; which means northbound would have to re-route via 2nd Avenue, and southbound would have to re-route via 1st Avenue.

1990 projections by the State Highway Department indicate a flow of 55,000 cars in both directions on Harbor Drive at the Morrison Bridge; and from the State's 1990 projections we estimated a flow of 40,000 in both directions on Front and 1st serving as a one-way couplet.

The 20,000 cars predicted for northbound Front could not be accommodated on S.W. 2nd Avenue, which means that this traffic would have to move farther west utilizing 4th Avenue.

This plan will not work satisfactorily to take traffic away from the central area. Apparently all access would be prohibited to adjacent properties between Taylor and Ash Streets. If these parcels cannot be served from the side streets I would presume that the access rights would have to be purchased.

Three streets, Pine, Oak, and Yamhill, would be dead-ended at Front Avenue creating traffic problems in these areas.

All of these problems will be created, and the only resulting benefit is an additional 44' width in the greenway area between the River and Harbor Drive.
In my opinion the plan is not workable. The staff should recommend to Commissioner Ivancie that it be given no further consideration; that instead, we recommend that Front Avenue be changed to a one-way northbound street from Jefferson to Ash Streets, southbound traffic being routed to 1st Avenue via S.W. Ash Street, and Harbor Drive be moved from its present location adjacent to northbound Front roadway.

D. E. BERGSTROM
Traffic Engineer
MEMORANDUM

TO: CITY CLUB COMMITTEE ON JOURNAL BUILDING SITE AND WILLAMETTE WATERFRONT DEVELOPMENT

FROM: MORTON SPENCE, Acting Chairman

Sorry about my neglect of you during the last couple of weeks. Perhaps you noticed in the papers that the 55th Legislative Assembly was winding up its work -- and so was I, covering the activity for the Oregon Journal.

I took time one morning, however, to beard Edward G. Westerdahl in his den and ask him about the letter from Gov. Tom McCall to the owners of property in the Hawthorne Bridge to Ross Island Bridge area. His answer was something like this:

When the governor initially asked property owners in the area to accept a moratorium on any sale or other disposition of their land pending development of long-range plans, it was on the assumption that the Governor's Task Force would undertake the planning task. When the Task Force specifically limited itself to consideration of the area north of the Hawthorne Bridge, the governor could "no longer continue, in good conscience, to expect the landowners to wait, without any idea when the needed planning will be done."

Then Ed told me another interesting tidbit: that the governor had proposed to the Task Force and the Highway Department that Harbor Drive be vacated and that truck traffic to Northwest Portland be routed either on the Stadium Freeway or -- another alternative to be explored -- on one-way streets reserved for (or primarily for the use of) trucks, west of the freeway.

Furthermore, he said the Highway Department "reluctantly" accepted the suggestion and he was convinced that re-routing such traffic could be handled without difficulty.

He noted that such a provision would eliminate the barrier to the riverfront which would always be present with Harbor Drive on the scene, unless (at great expense) the "lid" approach to development is followed.

Pedestrian access to the waterfront via footbridges would not, in Ed Westerdahl's opinion (and mine), provide the sort of open freedom necessary for optimum public use of the area.

Then, not surprisingly, Westerdahl said the fly in the ointment is City Hall. The Traffic Bureau is adamant that Harbor Drive is essential to handle truck traffic. They turned thumbs down on the whole idea.

My suggestion to you who are -- I trust -- preparing written material for our meeting next Wednesday, June 4 (see note attached) is somehow to take this vacation of Harbor Drive into consideration as another serious alternative.

I have discussed it only briefly with one of our number, Al Miller, whose initial reaction was rather negative. I personally feel it would be a viable, especially in consideration of the tremendous saving on road construction. All the engineering problems involved in depressing

Gee willikers! Is he old enough to grow a beard?
Harbor Drive would be eliminated, plus the maintenance and operational costs when and if the "lid" were put on.

My hope is that your written material will be in such shape that it can be edited quickly for our "interim report" I believe we may still be able to wield some influence in the decision-making process.

See you next 2 Wednesday, 4 p.m., June 4th, at the City Club.
MEETING MEMO

TO: Journal Boys
From: Staff
Re: Meeting and edited front portion report

Gentlemen; Your Thurs. meeting discussion should be a wild one, considering Ivancie's almost announced master plan to pave the entire Front-Harbor Drive area into what would amount to 10 lanes of zooming freeway-type traffic, leaving an isolated 138-ft strip along the river. Weekend and Monday morning efforts of Lewis and Spence, backed by the Board of Governors, resulted in what amounted to an injunction against such unilateral announcement. Hopefully we have the ear of the state's new Dept of Transp director, John Fulton, who promises due process of hearings, etc., to any such announcement if it does explode and is, in fact, the combined thinking of the Task Force. Time will tell!

This means we must speed up our final edited draft so it can be ready as an anti-Ivancie missile as well as the expected result of our intense study— which evidently couldn't be more timely, considering the news threatened to — and maybe about to — po

Please remember that date on your calender— 4 p.m. Thurs,
July 10 -- City Club offices. Staff will phone you. Bring all your drafts so we can black-pencil, tighten up, rewrite, add to and any other editing process which will boil this down to the best possible report. Please, anyone, don't let pride of authorship prevail! GOOD REPORTS ARE NOT WRITTEN; THEY ARE REWRITTEN!!!!!!!
REPORT
on
JOURNAL BUILDING SITE USE
AND RIVERFRONT DEVELOPMENT

To the Board of Governors
The City Club of Portland.

I. INTRODUCTION

Your Committee was established on July 1, 1968, to study the problem of planning for best public use of the old Journal Building site at the foot of Southwest Yamhill Street between Harbor Drive and Front Avenue. The charge to the Committee at that time was to study:

1. The disposition of the Old Journal Building.
2. Proposals for utilization of the site and the cost of each proposal.
3. The means of financing the development of the site according to each proposal;
4. Analysis of present proposals and a survey of other possible uses of the property, including a recommendation for the most desirable development.

The Committee was given a deadline of November 15, 1968.

Soon after the Committee first met, it learned that the decision on the disposition of the Journal Building had already been made. The City of Portland had decided to raze the structure. With this decision made, the disposition of the Journal Building was a moot question, but the Committee had progressed far enough with its study to realize that a plan for proper utilization of the area was even more urgently needed than before. Inevitably there would be a conflict between the insatiable need to move automobiles and the development of the waterfront in a manner which would enhance the quality of the downtown area.

In recognition of the new developments, the Committee charge was broadened. It was authorized to study the planning activities relating to the development of the riverfront from Ross Island Bridge to the Steel Bridge, between the river and Front Avenue. The study
was to include, but not be limited to,

(1) reviewing all relevant plans currently being considered;

(2) identifying the functions to be served by the riverfront development, and

(3) developing criteria to be used in planning.

Mr. Charles Davis, who was the original chairman of the Committee, was unable to continue as chairman, and Mr. David J. Lewis accepted the responsibility of chairing the expanded study.

II. STATEMENT OF THE PROBLEM

From its earliest discussions your Committee has found a consensus among its members that an approach to planning the best use of the area between the river and the downtown business section must be premised on considerations broader than efficient movement of traffic and establishment of another landscaped strip along the river.

The greatest danger seems to be that consideration for motor vehicles — rather than for people — will be central in the planning process. Several public statements seemed to indicate that these concerns were shared by others in responsible positions.

At the time the City announced its intention to acquire the Journal Building, City Commissioner Francis J. Ivancie was quoted in the press (1) as favoring some widening of the riverfront area to provide for landscaping and beautifying a strip adjacent to the river.

One of the first persons invited by the Committee to discuss the problem was Lloyd T. Keefe, executive director of the City Planning Commission. He came before the Committee on September 6, 1968 and presented conceptual plans for a waterfront development, which plans
had been on the drawing boards for some time and appeared to offer a solution to the concerns of the Committee.

On October 7, 1963, Governor Tom McCall spoke out at a joint session of the Portland City Council and the Multnomah County Board of Commissioners. He described the meeting as perhaps one of most significant in Oregon's history, and continued:

"The focus is intergovernmental coordination and cooperation at its zenith. The purpose is of transcendent importance to each of our levels of government and to all our citizens. I am speaking of our joint opportunity for comprehensive planning and redevelopment of the West Bank of the Willamette River between the Burnside and Ross Island Bridges.

"This central Portland West Bank river segment is a key to the ultimate success of the entire Willamette Greenway system. The time was never more opportune, an issue never more cogent, a need never more apparent than the enhancement, beautification and redevelopment of this vital part of our community and state."

At this October meeting the Governor suggested the formation of a joint Task Force to carry out this redevelopment and asked Multnomah County Commissioner Chairman James M. Gleason and Portland Mayor Terry D. Schrunk to join him in making appointment of the nine-member group.

In his statement at that time, the Governor promised his personal support of this West Bank redevelopment and specifically pledged:

"My instruction to the Highway Commission (is) to find a method by which this riverfront area can be made highly accessible. We cannot afford to spawn, through inattention and inaction, a sort of a Berlin Wall of layer upon layer of cement and high-speed traffic which would bar our citizens from what should be..."
and must be one of the most attractive, livable and useful sections of the core city."

In early November, a month after the October meeting with the City and County Commissioners, Governor McCall presented a plan for redevelopment of the area between the Burnside and Hawthorne bridges drawn up by the State Highway Commission staff. This plan proposed a six-lane roadway, depressed 14 feet below ground level, with at least four major pedestrian arches providing an open, unbroken flow from the city to the river and a 250-wide green strip bordering the river for the entire distance between the Burnside and Hawthorne bridges. The project was estimated to be complete in six to seven years. The City Planning Commission proposal, dated December, 1968, asks the questions and articulates the objectives for planning which were being discussed by your Committee. The alternatives seem to be these:

1. To make movement of vehicular traffic at minimum cost paramount, or

2. To begin with a search for a solution which would meet the total needs and desires of people and the downtown community.

Although the first alternative was suggested at some of the earliest meetings, it was generally recognized that it would result in creating a noisy, dangerous and unsightly barrier between downtown Portland and the river, which barrier would reduce still further access to the waterfront and its enjoyment by Portlanders and tourists alike.

No one appearing before the Committee, after the Governor’s intervention, admitted to any interest in the first alternative, and the Committee’s entire effort has been concerned with the second, which assumes that the Willamette River’s proximity to downtown Portland is a natural and invaluable asset for pleasure, enjoyment and enhancement of the total environment including the business, governmental and professional communities.
The City Club of Portland appointed a committee on July 1, 1983 to study the development, "for the public benefit," of the Willamette riverfront area near the old Journal Building, currently being razed and removed from the site.

The charge to the committee pointed out that the undertaking "has particular significance to the harmonious development of the downtown Portland area" and asked that the following points be considered: traffic flow, public access, aesthetic values, multiple usage, costs and population growth projections.

The committee, which has been working for a year and has its report almost completed, was shocked to hear the announcement by Portland City Commissioner Francis J. Ivanicie today of the decision to move Harbor Drive over to SW Front Avenue, widen it to three lanes of traffic each way, and designate both Harbor and Front as freeways at this point adjacent to the downtown business district.

The effect would be to create a 150-foot-wide barrier of concrete with a total of 10 lanes of fast traffic, leaving a strip 138 feet wide between the river and Harbor Drive for a landscaped park, accessible to the public only by two pedestrian bridges which would require stairways to get above the traffic.

In the course of its study, the City Club Committee developed criteria for planning the development of the waterfront which are consistent with statements by Gov. Tom McCall, proposals by the Portland City Planning Commission and admonitions of other officials. These criteria are, in the main, ignored or nullified by the announcement of Commissioner Ivanicie.

When Governor McCall convened a joint session of the Portland City Council and the Multnomah County Board of Commissioners on October 7, 1988, describing it as "one of the most significant in Oregon's history," he said:

"The focus is intergovernmental coordination and cooperation at its zenith. The purpose is of transcendant importance to each of our levels of government and to all our citizens. I am speaking of our
joint opportunity for comprehensive planning and redevelopment
of the west bank of the Willamette River between the Burnside
and Ross Island bridges.

"This central Portland west bank river segment is a key
to the ultimate success of the entire Willamette Greenway
system. The time was never more opportune, an issue never more
cogent, a need never more apparent than the enhancement,
beautification and redevelopment of this vital part of our
community and state."

It was at this meeting that the governor suggested the formation of
a joint Task Force of City, county and state representatives to carry out
this redevelopment. He promised his personal support and specifically
pledged:

"My instruction to the Highway Commission/to find a
method by which this riverfront area can be made highly accessible.
We cannot afford to spawn, through inattention and inaction, a sort
of a Berlin Wall of layer upon layer of cement and high speed
traffic which would bar our citizens from what should and must be
one of the most attractive, livable and useful sections of the
core city."

After what was described as a "closed session with (Portland Mayor)
Schrunk and (County Chairman) Gleason" early in October, Governor McCall
was quoted by the Oregonian (October 5, 1968) as saying:

"If we put in eight lanes on top of the ground, we're
never going to see the river again."

Although State Highway Department officials at that time labeled
any plan to place Harbor Drive underground "impractical," Fred Klaboe,
assistant highway engineer, was quoted in the same Oregonian article as
saying that "there is no major traffic problem on Harbor Drive now."

In an interview September 4, 1968, Commissioner Ivancie told a
Committee member that immediate demolition of the Journal Building was
planned and "the state could widen at the present site until future plans
for development crystallize."

After Governor McCall's intervention, no one appearing before the City
Club Committee admitted to any interest in making movement of vehicular
traffic along Harbor Drive at minimum cost a paramount consideration. The
committee's entire effort has been concerned with the other alternative, which assumes that the Willamette River's proximity to downtown Portland is a natural and invaluable asset for pleasure, enjoyment and enhancement of the total environment, including the business, governmental and professional communities.

The Portland City Planning Commission, in December, 1988, issued a "Downtown Waterfront Plan" which was described as "more illustrative than specific" and "is to stimulate discussion and consideration." It provided evidence that the Planning Commission staff has given careful thought to the problems and demonstrated a creative approach to their solution. Yet, it warned:

"The important consideration at this time is not a precise plan for the development of the Esplanade area. The important thing is to secure the space and to decide how the traffic function is to be handled. Then, perhaps it would be well to hold a national competition to design the Esplanade, bringing out the best talent in the country."

The Board of Governors of the City Club of Portland suggests that the decision announced today by Commissioner Ivancie contradicts the intent of Governor McCall, the innovative approach of the Portland City Planning Commission, the evaluation of the State Highway Commission that there is no urgency demanding such immediate expenditure of funds for movement of traffic, and the statement by Commissioner Ivancie himself that "the state would widen at the present site (of the Journal Building) until future development plans crystallize."

The City Club, through its Board of Governors, protests this precipitate action, and urges Governor McCall to intervene again with his leadership by withdrawing participation of the State Highway Department in the Ivancie proposal pending the careful and serious planning this vital project demands.
Minutes of
BOARD OF GOVERNORS
The City Club of Portland
July 7, 1969

Time and Place: A regular meeting of the Board of Governors was held on Monday, July 7, 1969 at the Aero Club of Oregon at 12:15 p.m. in joint session with representatives of the Board's special committee on Club Action, and of the Research committee on Journal Building Site Use.

Attendance: Those present included:
From the Board: Samuel B. Stewart; presiding; Relph Alberger, George Joseph, Charles Davis, Leigh Stephenson, Dr. Herbert Goodman, Roger Bachman, Arnold Bodtker, Thomas Deering and Thomas Vaughan.
From the Club Action committee: Thomas B. Stoel, chairman and Robert C. Shoemaker, Jr., in addition to Stewart and Vaughan who have served on the committee.
From the Journal Building Site Use committee: David J. Lewis, chairman, and Morton Spence, Vice chairman.

Mrs. Naylor, Executive Secretary, was also present.

Minutes: The minutes of the meeting of June 30, 1969 were approved as previously circulated, except for cryptic remarks concerning typographical peculiarities.

Membership: The application of Herbert L. Newmark was approved for publication.

The resignation of Dr. A. C. Canfield, retired, was accepted as of July 1, 1969.

The pending resignations of Cecil Posey, Russell Hamachek and John Griffith were held over for further contact.

The question of a student membership being continued as long as the member is fully enrolled in college, despite passing the age limit of 23, was held over for discussion at another time.

Program: Discussion on program was limited to the announcement that Jim Rosenbau, undergraduate student, had accepted the invitation to speak on July 18 on the "FOCUS" program.

Research: Journal Building Site Use Committee - The balance of the meeting (approximately 1 hour) was devoted to discussion of the proposed use of the Journal Building site. Committee members Morton Spence and David Lewis (chairman) confirmed that City Commissioner Francis Invancie had been expected to announce today, July 7, that most of the waterfron area in the vicinity of the Journal Building site would be paved over for highway use, first relocating Harbor Drive West,
Research (Cont'd): adjacent to Southwest Front Avenue and widened to three lanes of traffic each way and designated as freeway. This would total 10 lanes of traffic on Harbor Drive and Front. The Committee, in its investigation, found no support for this proposal and concluded that it would be the least desirable use of the razed area.

Mr. Spence reported that he had talked to Highway Commission Chairman Glenn Jackson (among others), who confirmed the proposed usage of the Journal site as highway, but added, in response to a question by Mr. Spence, that such action would not preclude park development in the area in fifteen to twenty years. Ed Westerdahl, speaking on behalf of Governor McCall, reported that the Governor, at his last meeting on use of this site, had supported a compromise (to his previous proposal to maximize public access to and use of the razed area) calling for vacation of Front Street, depression and widening of Harbor Drive, and use of the air space above Harbor Drive for private building.

As a result of a telephone call to John Fulton, head of the recently created State Department of Transportation, the committee was advised that the proposed press release would not be issued today. Mr. Fulton was advised that the City Club Committee felt strongly that there should be an opportunity for public hearings before a final decision on site use is made. Mr. Fulton asked that the City Club not take precipitate action on this matter.

It was agreed by the Board that the City Club has an obligation to at least inform Mr. Fulton of any proposed action and the conditions under which it would be undertaken. Mr. Lewis expects to call Mr. Fulton on Tuesday to report the action taken at this meeting.

The principal difficulty represented by the proposal is that it appears to represent the bilateral decision of Highway Commission Chairman Jackson and Commissioner Ivancie, with no effort being made to have public hearings on the best use of the area for the community as a whole. The Committee report, which is nearly ready for screening by the Research Board and Board of Governors, articulates criteria designed to maximize greater public usage of the area -- criteria which are consistent with statements by Governor McCall, the Portland City Planning Commission, and other public officials.

The Committee presented to the Board of Governors a 3-page statement which they propose to release to the news media in the event the proposed plan for paving the Journal site area is announced. It was pointed out that the text may have to be modified to fit future developments.
Upon motion duly made and seconded, the following resolution was adopted by vote of 5 for and 3 against (although one who voted against, Thomas Vaughan, later stated that he would vote for the motion in its "reader's digest form"):

RESOLVED, That the written statement submitted to the Board of Governors by the Journal Building Site Committee in the form attached to these minutes be, and the same hereby is, approved for distribution to the news media unless such Committee receives written assurance from Governor McCall and/or Transportation Department Chairman John Fulton that no final action will be taken on use of the Journal Building site without the holding of prior public hearings to determine the best public use of the site; and that the Journal Building Site Committee prepare its final report as soon as possible.

In view of the lateness of the hour (1:30 p.m.) it was agreed, with the gracious consent of Committee Chairman Tom Stoel, that consideration of the Club Action committee report be postponed to a future meeting.

There being no further business, the meeting was, upon motion duly made and seconded, adjourned at 1:35 p.m.

Respectfully submitted,

Leigh D. Stephenson, Secretary
Minutes of
BOARD OF GOVERNORS
The City Club of Portland
July 14, 1969

Time and Place: A regular meeting of the Board of Governors of The City Club of Portland was held on Monday, July 14, 1969 at 12:15 p.m. at the Aero Club of Oregon, in joint session with representatives of the Club Action committee.


Minutes: The minutes of the meeting of July 7, 1969 were approved as previously circulated.

Membership: The applications of Richard L. Amato and R. E. Haacke were approved for publication to the membership.

The resignation of John V. Ward, moved to Arizona, was accepted as of June 1, 1969.

Pending resignation of John Griffith, Cecil Posey and Russell Hamachek were held over for further contact.

It was noted that the resignation submitted by William G. Purdy had been withdrawn and Mr. Purdy transferred to Non Resident membership instead.

Research: Chairman Alberger submitted a list of eligible names from which to select a chairman of the Model Schools study committee. It was agreed that the name of Barnes Ellis should be removed from the list of candidates so that he could remain on the Port Committee. George Joseph reported, for the information of the new committee, that Dennis West of Portland State University is writing for a copy of Ph.D. thesis done for the University of Chicago on Portland's Model Schools program.

Alberger also reported that the Journal Site Use Committee is in the process of editing an Interim Report on its assignment. Also, in view of Commissioner Ivancie's news release stating the three possible alternatives for use of the downtown riverfront area were under consideration, the prepared press release approved by the Board at the July 7th meeting had not been released to the news media. Department of Transportation Director John Fulton had said he could make no commitment that public hearings would be held before the final decision on site use is made.
Chairman Alberger then reviewed the status of several research committees which have been slow to begin operations. He also said the Mass Transit committee was preparing a request for intern assistance which would come before the Research Board shortly and be a matter for Foundation Board action.

Chairman Joseph asked to put over to a later meeting consideration of the candidates for the remaining position on the Planning Board. This request was graciously granted, following his confession that he had forgotten the list.

Mr. Joseph then laid the foundation for consideration of the Research Board authorization for City Club study on housing for the elderly (copies of which were circulated). After several pointed remarks concerning the unintelligibility of substantial portions of the proposed authorization, he withdrew same.

Mr. Joseph reported that the Planning Board prefers to suggest a time deadline without stating the same in the proposal, with the understanding that the Research Board will convey the same to the committee. It was agreed that this procedure would permit desired flexibility.

The balance of the meeting was devoted to a discussion of the Club Action report. Committee Chairman Tom Stoel summarized the report at some length. One point, not contained in the report is that the committee included members with a broad cross section of viewpoints, a number of whom originally strongly favored Club action, but that the final committee recommendation for selective action, as set forth in the report, was unanimous. He emphasized the discussion appearing on pages 8 and 9 of the report discussing procedures for selection of subjects for action and for deciding when action is appropriate, with the recommendation that the Club proceed "somewhat slowly and experimentally".

The discussion which followed was largely devoted to the advisability of distributing the report to all members and having a Club meeting to discuss it, without putting it to a vote.

Charles Davis pointed out that the first order of business should be a vote to accept or reject the report as presented to the Board of Governors. Upon motion duly made and seconded, the report, as submitted to the Board of Governors, was unanimously accepted.

George Joseph then moved that the report be published, distributed to the membership, presented to the Club at a meeting by Chairman Stoel and his Committee, to be held
Club Action report: after September 1, 1969, with the express understanding that no vote be taken at that time concerning acceptance or rejection of the report.

All persons present were then polled concerning their views on the foregoing motion and, after second, the same was approved by a vote of 7 for and 1 against.

President Stewart directed the Research and Planning Board to examine the report with a view to making specific recommendations to implement it. He then commended Chairman Stoel and his Committee for the excellence of the report and thanked them for their time and effort.

Adjournment: The meeting adjourned at 1:55 p.m.

Respectfully submitted,

Leigh D. Stephenson, Secretary
Mr. Glenn Jackson
Pacific Power & Light Co.
920 S.W. 6th
Portland, Oregon

Dear Glenn:

There has been a great deal of discussion during the past several months on the workings of the Harbor Drive Parkway Task Force. It seems to me that maximum clarification can be accomplished if I outline some of the objectives that I deem appropriate for the task force.

1. Assuming that it is financially impossible to move immediately on tunneling in the area between the Burnside Bridge and Hawthorne Bridge, it seems to me that the following must be considered as minimum criteria.

   a. That a strip of highway to handle all traffic between buildings and the riverfront be no wider than 100 feet.

   b. That this highway be located as close to the buildings as engineering makes possible, leaving a strip of green of at least 180 feet in width.

   c. That the roadway be depressed sufficiently so that noise will be virtually eliminated as an environmental concern.

   d. That we encourage private industries who are developing in this area to build over the roadway with mall-type pedestal buildings so that we have the optimum exchange between the riverfront and the city itself and that this space be made available to industries free of charge except for the land upon which footings must be placed.

I am not speaking to the specific details of handling traffic flow in this area because I feel that is a matter that
rightfully should be within the purview of highway engineers. However, the points I have raised are much broader than moving traffic and fall within the domain of elected office-holders, and as such, I personally feel that the foregoing minimum requirements must be met as we consider modifying the Harbor Drive area.

At the same time, I feel that we must move with maximum speed so that this area can be enhanced for the residents of the city of Portland and for the citizens of the entire state.

2. Some months ago, I sent correspondence to the private property owners in the area between the Hawthorne Bridge and the Ross Island Bridge. This letter was to withdraw a request that I previously made to them to halt development. This was done as a result of information which I received indicating that the city and others doing planning for this area felt that no modification would be occurring in the immediate future.

I, therefore, believed it would be improper to restrict the normal development of privately owned property. Nevertheless, I still feel it to be a prime objective of your task force that you should work on developments, private or public, for this area so that we can truly enhance the entire central river-front on the west side of Portland.

You have a tremendous amount of talent on your task force and I am sure that solutions can be achieved on each of these points in the early future. I would suggest, then, as my third point, that we develop a time table so that decisions can be reached within the next 30 to 60 days, thereby allowing the developmental time necessary for the implementation of these enhancement works.

I appreciate the time and energy that you and other task force members have put in to date and also the tremendous amount of time that has been invested by staff members of the city of Portland, Multnomah County, and the state of Oregon. It seems to me that we must honor the amount of work that has gone into this project to date by arriving at decisions in an extremely timely fashion.

Convey my appreciation to all the task force members. I look forward to hearing from you in the near future.

Sincerely,

Governor

TM:wg

cc: Mayor Schrunk
    Commissioner Gleason
    Task Force on Harbor Drive Parkway
Minutes
of
Board of Governors
The City Club of Portland
July 28, 1969

Time and Place: A regular meeting of the Board of Governors of The City Club of Portland was held on Monday, July 28, 1969 at 12:15 p.m. at the Aero Club of Oregon, in joint session with representatives of the Journal Building Site Use Committee.

Attendance: Those present included:

- From the Board: Samuel B. Stewart, presiding; Relph G. Alberger, Leigh D. Stephenson, Roger A. Bachman, Ogden Beeman, Arnold N. Bodtker and Thomas P. Deering. Mrs. Naylor, Executive Secretary, was also present.
- From the Committee: David J. Lewis, chairman; Morton Spence Vice Chairman, G. J. Lindstedt, Charles S. Politz, Alan E. Miller, and Ross B. Thompson

Journal Bldg. Report:

Most of the meeting was devoted to discussion of the Interim Report on "Journal Building Site Use and Riverfront Development, as approved by the Research Board on July 25, 1969. Six members of the committee were present to participate in the discussion. After a brief introduction by Chairman David Lewis emphasizing the need for the Interim Report because of the imminence of a public announcement that the site will be used for relocation of Harbor Drive adjacent to Front Avenue and paved over for ten lanes of traffic, with but two pedestrian bridges giving access to the riverfront area.

During the ensuing lengthy discussion, which included a page-by-page analysis of the report, several minor changes of wording or emphasis were approved, all of Section II appearing on page 5 of the draft was headed Ib and relocated between the first and second full paragraphs on page 3. Sections B3 and 4 were interchanged and renumbered, an additional recommendation was added emphasizing the Committee's concern that the area be developed in response to needs other than movement of motor vehicle traffic, and the Board was advised that a sketch showing the area as affected by various proposals will be included.

Following discussion, and upon motion duly made and seconded, the Interim Report, as so modified, was unanimously approved for publication and distribution to Club members and schedule for presentation on August 8, 1969.

President Stewart commended the Committee for its diligence in preparing the report on such short notice and thanked them for their efforts.

President Stewart later urged Board members to give thought to possible follow-up action to be recommended to the Journal Building Site Use Committee.

Research Board: The list of candidates for chairman of the Urban Renewal Committee was approved, with the addition of the name of Tom Niebergall. Copies of the final report of the Committee on Property Tax Exemption were distributed for review and
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discussion at the Board of Governors meeting to be held on August 4th.

Memberships: The resignation of Stanley Tremayne was approved, effective as of June 1, 1969.
There were no applications for membership.
Pending resignations were held over for further contact.

Adjournment: Due to the lateness of the hour, no further items on the agenda were considered, and the meeting was adjourned.

Respectfully submitted,

Leigh D. Stephenson, Secretary
Minutes
of
BOARD OF GOVERNORS
The City Club of Portland
August 11, 1969

Time and Place: A regular meeting of the Board of Governors of The City Club of Portland was held on Monday, August 11, 1969 at 12:15 p.m. at the Aero Club of Oregon.

Attendance: Those present included: Samuel B. Stewart, presiding; Relph G. Alberger, Charles Davis, Dr. Herbert Goodman, Ogden Beeman, Arnold N. Bodtker, and Lee Irwin.

Mrs. Naylor, Executive Secretary, was also present.

Minutes: The minutes of the meeting of August 4th were approved as previously circulated.

Membership Action: It was reported that the City Club membership present and voting at the regular meeting on Friday, August 8, 1969, and constituting a quorum, had approved, by a strong majority voice vote, the adoption of the Interim Report of the Journal Building Site Use and Riverfront Committee.

Journal/River Comm. Action: Discussion was then held on the appropriate action to be continued regarding this controversial issue. It was agreed that a letter of factual information regarding the Committee's specific interview with Commissioner Francis J. Ivancie should be sent to the Commissioner to inform him of the error of certain published statements, specifically his claim of never having "knowingly" been interviewed by any City Club representative. President Stewart was authorized to have such a letter drafted, either over his signature or that of the Journal/River Committee chairman, David Lewis. Upon motion duly seconded and unanimously passed, David Lewis or his designated delegate; was authorized to appear on behalf of the City Club, before whatever meetings or other occasions called by official bodies concerned with riverfront development.

Club Action: The Journal/River Committee authorizations then led into discussion, generally, Club Action itself. The recommendations of the Research Board were circulated as part of that Board's minutes, and chairman Alberger pointed out that one admonition was not to have the committees generate such action themselves. Beeman felt that proposals for Club Action would come from most any source: the committees, any of the Boards, individual members, or even outside interests.

The Research Board's suggestion that procedures for Club Action should be set forth in the Research Manual, but discussion within the Board of Governors revealed a negative reaction to this, with a feeling that Club Action should develop more spontaneously.
Research Board:

Alberger reported that there is a strong possibility several committee reports would be ready for publication in the next few months: Sign Code, Emergency Care, Traffic Safety, School Budgetary Procedures, and Ombudsman, among them.

Alberger also said that Dr. Peter Hurst had been appointed research advisor to the Housing for the Elderly study and would be submitting a selection list for chairman to be acted on by the Board shortly. It was hoped this committee would attempt to complete its study within six months.

Research Procedures:

Beeman commented that perhaps some over-all planning on timing of reports could prevent overloading the Club's schedule with several major reports within a few weeks, and that the Project Planning Board should be considering maturity dates on reports when they are submitting suggestions. He felt any added research projects should be proposed only in light of the general load already carried by boards, members and staff. We have not given proper attention to allocation of the Club's resources. We have not set up criteria for looking at long-range research studies. We should establish priorities.

Beeman stated he would hope the Project Planning Board could establish priorities as part of its planning function and asked that the Board request the Project Planning Board to establish criteria both as to undertaking new studies only after assessing current load, and to recommend priorities.

Another point discussed with some heat was the processing of research committee reports. Beeman relayed Bachman's statement that rewriting of the reports by the Board of Governors is not only time-consuming but not the function of the Board. The Board should be concerned about the quality of the report, whether its recommendations and conclusions are adequately backstopped in the discussion and background of the report, and whether, generally, the report is of City Club caliber. The minutia should be left to the Committee and the Research Board, and if any governor feels strongly about a writing detail he should individually contact the committee with his suggestion. This was unanimously agreed to by the members of the Board present.

Metro Research Follow-Up:

Bodtker expressed concern about the lack of follow-up on the letter of his Metropolitan Planning Committee to the Board. He reminded the Board the committee had deleted the recommendation from its report at the Board's request, but that their subsequent letter had never received any action. Bodtker was asked to prepare a redefined recommendation on Metro, with the help of his former committee if he desired.
Committees: Stewart then discussed his desire to appoint a special advisory council of 15 of the last 17 past presidents (one having died; the other moved away) to serve the Club as a Public Information and Service Committee, through which their experience and judgment could be sought on matters of program, awards, and annual dinner, membership and Club Action. Both the president and the president-elect should automatically be members thereof. This procedure was approved, with the knowledge that specific committees mentioned in the Constitution and By-Laws would still probably be appointed, but would have the benefit of the guidance of the "experts".

Finance: President Stewart requested and received approval of the appointment of Frank Eiseman and Budget Burdette Erickson to serve on the Finance Committee for 1969-70 under Treasurer Charles Davis, chairman. It was reported that the audit for fiscal 1968-69 was completed, and copies would be circulated to the finance committee members when their acceptances had been received.

The monthly statement for June 1969 was noted but discussion postponed to a later meeting. Budget matters would also be discussed later.

Membership: Applications for membership for Stanley A. Goodell, Leo H. Miller and Robert L. Mitchell, to mature on August 29 were approved.

The difference in dates is due to a limit of six per week, and three members had already been accepted for August 29 at the last meeting which was held after the Bulletin had been printed for that week.

The resignations of Cecil Posey, Russell Hamachek and John Griffith were accepted as of June 1, 1969.

Program: Commitments for program are as follows:

Aug 15: Congressman Wendell Wyatt on "Our Crisis in Priorities"
Aug 22: Report of Property Tax Exemptions committee
Aug 29: David K. Cohen on School integration
Sep 5: Ivan Bloch on "Nuclear Power Plant Proliferation: A Layman Asks Some Questions"
Sep 12: Dr. Victor Rosenblum, President, Reed College
Sep 19: Bob Herbst, Executive Secretary, Izaak Walton League
Sep 26: Michael Brand, Mayor's Committee on Alienated Youth
Oct 24: Held for joint program on United Nations
Dec 19: Held for traditional Christmas Program
Jan 9: Held for Charles Luce on findings of national water study commission

Senator Packwood has offered to appear on the platform either December 19, or December 26, in response to our open invitation to all congressional delegates. The Board agreed that the Club would schedule a December 26 meeting if the Senator wishes to accept with full knowledge that the holiday weekend might affect attendance.

Adjournment: There being no further business, the meeting was adjourned.

Respectfully submitted, Mrs. W.E. Naylor, Exec. Sec