

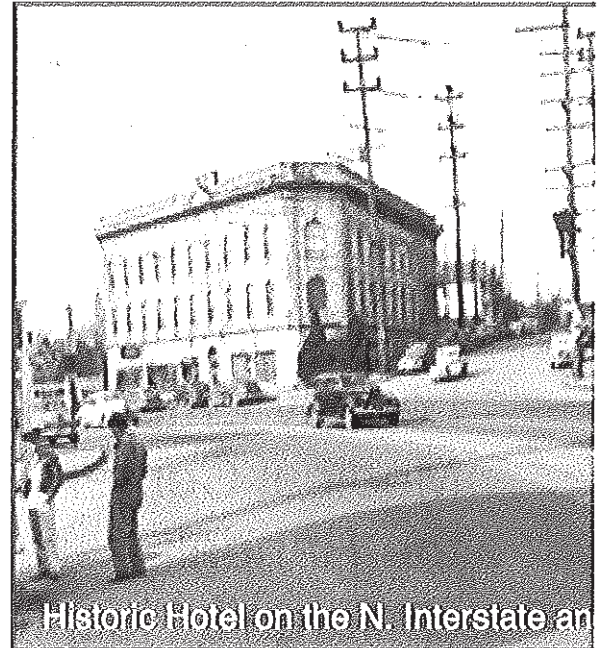
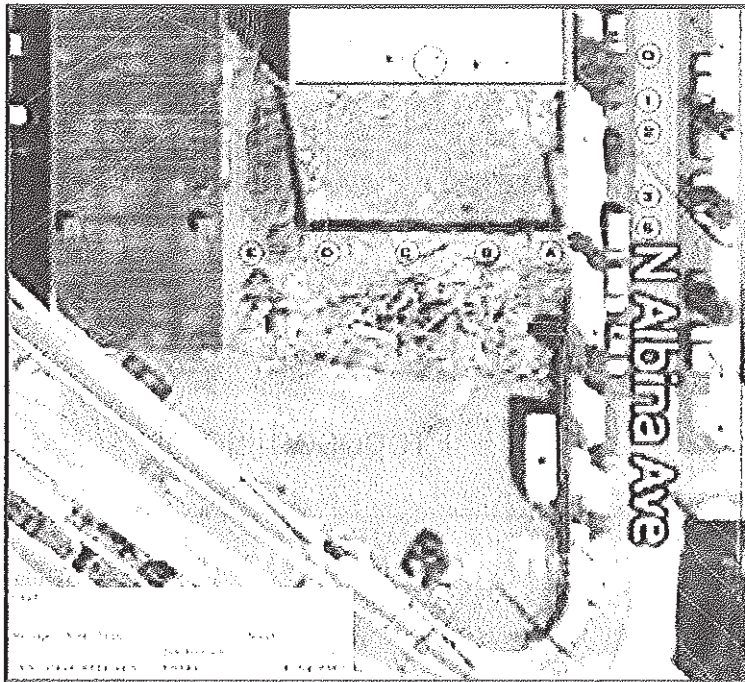
From: B BADRICK <wbadrick@hevanet.com>
To: Oregonbike <oregonbike@aol.com>
Subject: 2 pages for your written Testimony
Date: Sat, Aug 6, 2016 11:45 am

Email these pages to this web address and be sure to put 'CC2035 Plan Testimony' in the Subject Line above.

psa@portlandoregon.gov

Request for Re-Zoning from IG to CX

With the construction of the I-5 Freeway through N. Portland, Hotel Business fell off along N. Interstate/Hwy. 99, and the Hotel was demolished.



The Property has been vacant since demolition. It has never had an owner and will not have one going forward. CX Zoning for 2410 N. Mississippi R102631 / R102632 for Hotel, Cafe and Rooftop Lounge.

A Brief Summary

Montgomery Dock #2

Built in 1890 by James Boyce Montgomery

Originally built as a 250,000 sq. ft. grain storage warehouse in Portland, Oregon on the Willamette River.

In 1974, 2/3 of the building was demolished to make room for the Fremont / 405 Bridge.

Leaving a structure of approximately 78,000 sq.ft.

100% of the building currently sits on 1100 wood pilings over the Willamette River just north of downtown Portland within the city limits.

Grain was brought in and out of the warehouse by railcar and ship to either be processed at one of Portland's many flour mills or re-distributed throughout the world as raw grain to be processed elsewhere.

It was used for that purpose the mid to late 1930's.

Sometime in the late 1930's it was operated by Luckenbach Steamship Co.

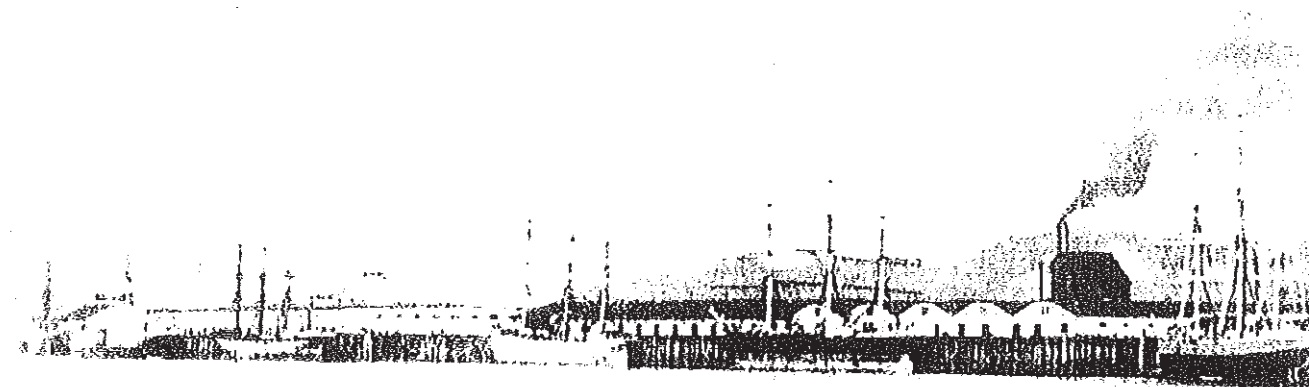
At some point around WW II, Luckenbach used it to distribute military supplies for the war and also for the operation of converting steamships to military vessels.

The building changed hands a few times after the war and was primarily used as storage for various materials.

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Albina Docks (south)

Journey up the Willamette, page 12



Lower Albina

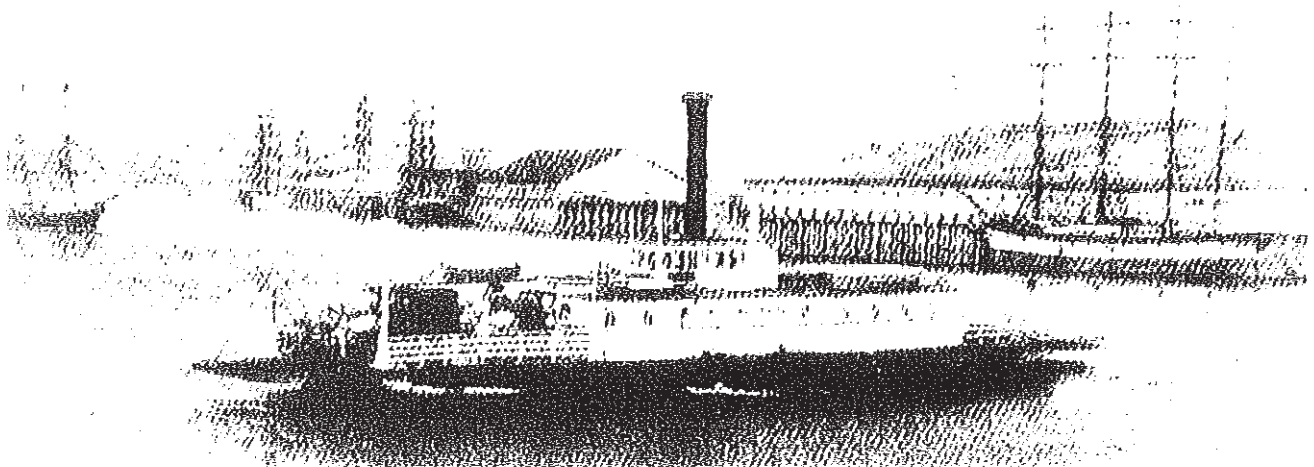
Abutting the ferry landing on the south was the Northwest Door Company's door and sash manufacturing plant. It was built on pilings level with the other wharves, and then another ballast wharf for unloading the sand and rock ballast from sailing vessels. Irving dock came next in line. This is the only dock from this period that exists today, in name and location, at least. Today it is a modern grain elevator, one of the three grain docks that remain in the city. Its closest neighbor, Victoria dock, was 15 yards away. Both of these warehouses were medium-sized, by Portland standards. South of Victoria dock the rails of the Oregon and Navigation Company ran along the embankment. There were no further docks as far as the east side of the Burnside Bridge.



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Albina Ferry

Journey up the Willamette, page 11



Albina Ferry

Although most of the street names have been changed, River street, Russell street, as well as Albina avenue, remain today (although the streets are now called "avenues"). In 1900 Albina avenue jogged down the hill as it does today, but then took a hard turn down to the river to join up with the Albina Ferry landing.

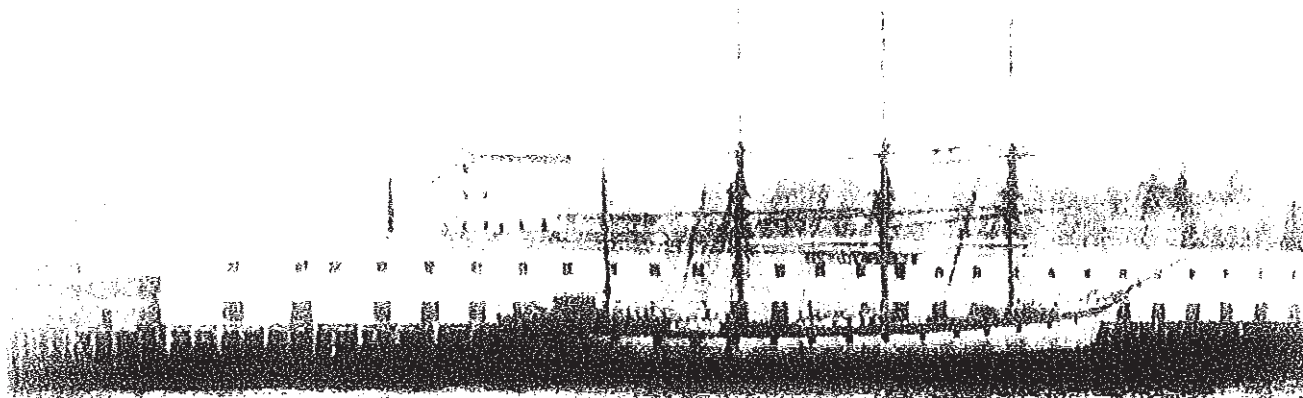
During this time period the Albina ferry was a free, passenger only ferry that travelled back and forth between the foot of Albina on the east and the foot of K street on the west. The first Albina ferry commenced business in 1875 and continued on into the 1920s.



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Montgomery Docks

Journey up the Willamette, page 10



Montgomery Docks

Next in line was the Pacific Coast Grain Elevator Company warehouse. This was not a grain elevator, but a warehouse built on wharf pilings. The company owned numerous grain elevators in the Colombia river basin, hence the name. Next to this building, but separated by a small coal and ballast wharf, was the grain warehouse called the "Albina Dock," belonging to the Oregon Railroad and Navigation Company. The rail yard belonging to the O.R.&N. Co. was directly behind this warehouse, and serviced all the warehouses on this side of the river.

The next three buildings were the two Montgomery grain warehouses separated by the Albina Lumber Company's sawmill and lumber yard. Of the two warehouses, the northernmost, Montgomery No. 2, was the larger. It was 24 feet to the bottom of the eaves, and the capacity was 22,000 tons. To put this in perspective, this would be enough to load an average-sized modern grain ships, such as you might see loading at one of the Willamette river grain elevators today. These wharves and warehouses, starting with Montgomery No. 1 and Columbia Dock No. 2 faced the river on the west and River street, and a sidetrack of the O.R.&N. Co. on the east. Separating the two Montgomery docks was Randolph street. The foot of this street was inclined down to a place that would be used as the Albina ferry landing after 1904.

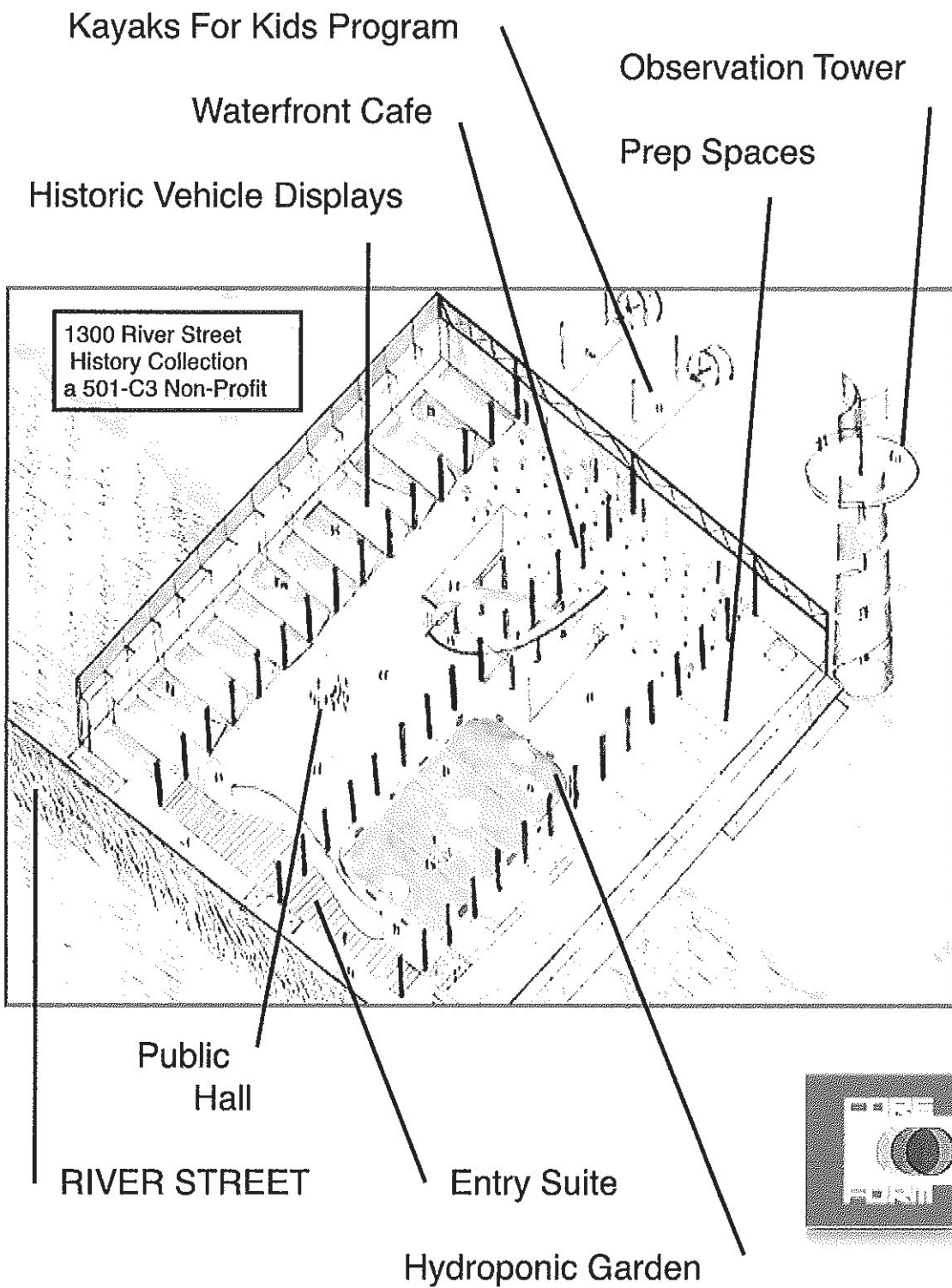


Biographical History

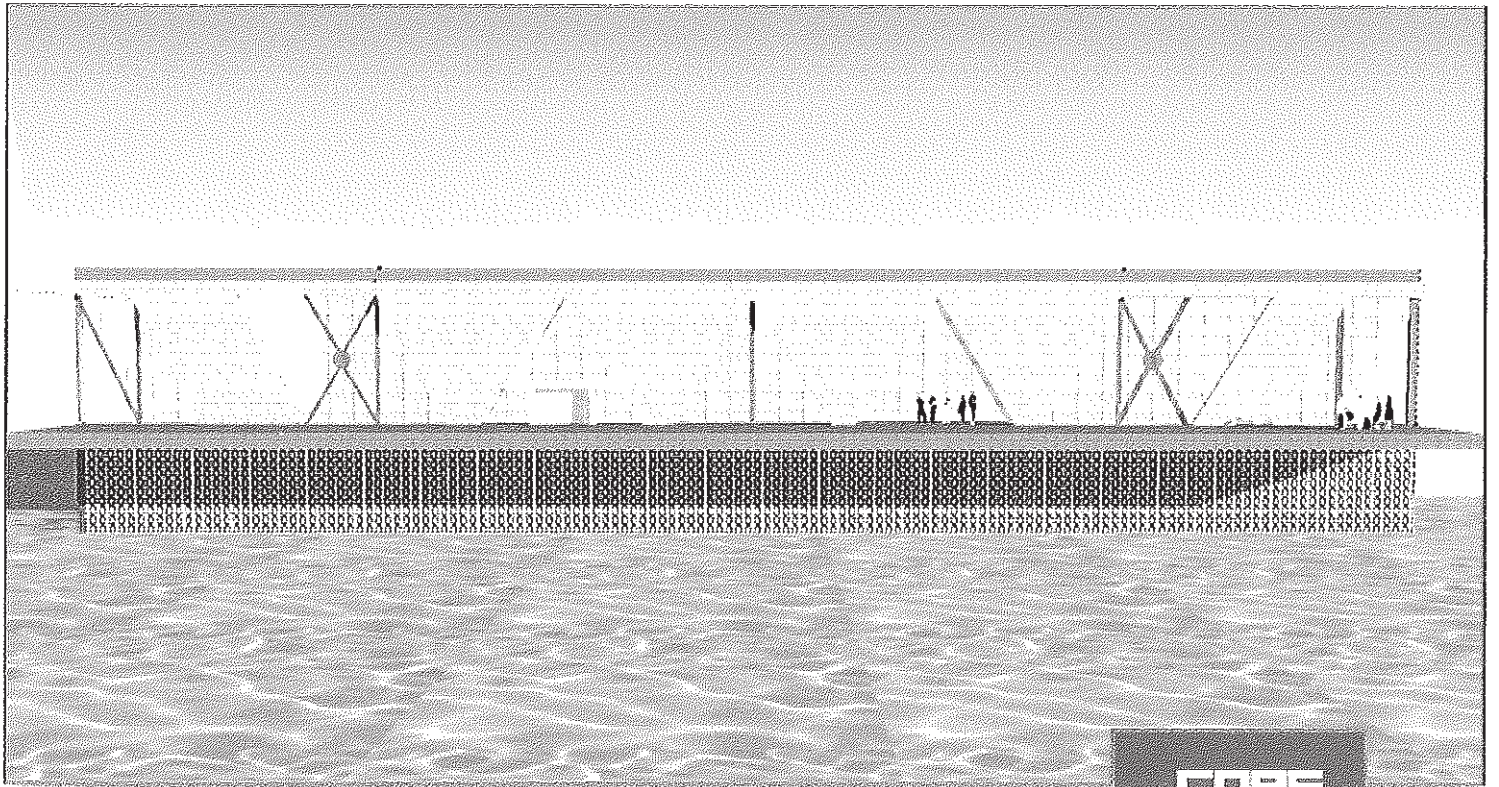
James Boyce Montgomery was a railroad contractor who grew wealthy through construction projects in the eastern and western U.S. Born near Harrisburg, Penn., in 1832, he worked first as a journalist, eventually becoming editor and publisher of the Pittsburgh Morning Post. He moved on to railroad construction in the late 1850s and built bridges and rail lines in Pennsylvania and vicinity in the following decade. He served on the boards of many railroad companies and purchased a portion of the Baltimore and Potomac Railroad. He moved to Portland, Oregon, in 1870 and constructed portions of the Northern Pacific Railroad, travelling to Europe to raise capital and obtain materials. In addition he organized other enterprises, such as the dredging of the Columbia River channel and construction of docks in the Portland area. He was also an influential figure in Republican party circles, although his only major public office was that of Multnomah County representative to the Oregon legislature, to which he was elected in 1890.

In 1861 Montgomery married Rachael Anthony and the couple had one son, Henry Moorhead Montgomery (1863-1932). After Rachael's death in 1863, James Montgomery married Mary S. Phelps in 1866. She came from a prominent Missouri family and was the daughter of John Smith Phelps, who served as the governor of the state from 1877 to 1886. Mary Phelps Montgomery (1846-1943) led a strenuous and long life filled with travels, social activities, and active club work. She served as hostess for her father during his gubernatorial term in Missouri; lived in Berlin in the late 1880s and at later periods; served on the Board of Lady Managers for the 1904 Louisiana Purchase Exposition in St. Louis; organized the Portland chapters of the Daughters of the American Revolution and Colonial Dames of America; travelled extensively; befriended famous people, such as President Ulysses S. Grant; and managed her husband's financial affairs after his death in 1900. Among her seven children were: Mary Montgomery Talbot, Antoinette Montgomery Frissel (b. 1871), Phelps Montgomery (b. 1872), Eliza Montgomery (b. 1874), Constance Montgomery Burrell (b. 1875), Russell Montgomery (1877-1900); and Margaret Montgomery Zogbaum (b. 1887).

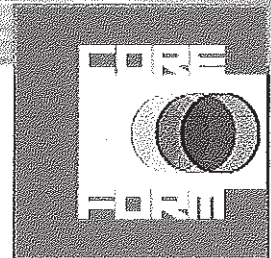
Margaret Montgomery Zogbaum pursued a literary career and wrote essays, plays and novels. She lived much of her youth in Europe and had a brief love affair around 1912 with an Italian nobleman, Adolfo de Bosis. In 1914 she married a U.S. naval officer, Rufus Fairchild Zogbaum II, who was stationed in London and later became the commandant of the U.S. Naval Station in Pensacola, Florida. The two travelled throughout Europe and the Middle East and settled eventually near Tryon, North Carolina, in the late 1930s. Among their children were Wilfrid Zogbaum (1915-1965), an artist and musician, David Zogbaum, and Rufus Fairchild Zogbaum III (called "Fair").



Request for Zone Change - IG to CX 1300 N. River Street



1300 River Street Water Facade



503 224 5117



RESTORING A 1890 HISTORIC
WATERFRONT WAREHOUSE IN DOWNTOWN PDX
THE OLDEST AND LAST WORKING WILLAMETTE RIVER
WAREHOUSE LEFT IN PORTLAND
An opportunity to get back on the Willamette River

The History Collection a 501 (c) 3 Nonprofit Organization promoting
"Canoes and Kayaks for Kids"

With a zone change to CX, *The History Collection* will convert a Historic Willamette river warehouse, into a multi-purpose use. This building located on the Willamette River at 1300 N. River Street, Portland Oregon 97227. I will house various historical and educational entities including Native American Indian events, to include POW WOW's, build canoe, kayak and sail boats for kids. When installing a small boat launching area from within the warehouse, kids can boat up stream through the City of Portland to Oaks Park or downstream to Kelly Point Park and the Columbia River. WW II ships, built at the Albina ship yards was important to the city of Portland and this Portland history should not be forgotten, I will welcome Maritime& Floating Museums like the WW II, LCI 713 and the PT 658 boat along with other historic ships and boats as they may come along. Military History and other educational and water front activities for the Portland Metro community in this building on the Willamette River is a great idea. Also when installing a restaurant, lounge and event center we will provide food service. This project is creating jobs for our community and river activity on the Willamette River. I hope you agree this would be the highest and best use for this Building and the Portland Community.

The following goals are what the Portland Parks & recreation website says the PP&R would like to have.

- This direction meets or exceeds the goals of the Portland Parks & Recreation (PP&R) plans

These are the current high priority areas for the PP&R:

1. Concessions in recreation or park facilities that improve the visitor experience
2. Recreation programming promoting physical activity
3. Capital improvements in park facilities that enhance the visitor experience
4. Programming river use and boating, as well as dock use
5. Development and operation of indoor recreation facilities
6. This Warehouse is also on the proposed greenway trial

Please Visit **Official Website of the New York City Department of Parks & Recreation** <http://www.timeout.com/newyork/sport-fitness/the-floating-pool>

New York's Floating Pool In The Hudson River - The9Billion
www.the9billion.com/.../27/new-yorks-floating-pool-in-the-hudson-river

www.historycollection.org, Or for more information please call Stan Herman
503 799 6666, Email Oregonbike@aol.com