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1055-2023

Communication

Request of Roger Gertenrich to address Council regarding outdoor maritime displays in North Reach Willamette Greenway Trail

Placed on File

A brief description of Communication: Outdoor maritime displays in the Northreach Willamette River Greenway

Agenda Items

1055 Communications in [December 20, 2023 Council Agenda](https://www.portland.gov/council/agenda/2023/12/20) (<https://www.portland.gov/council/agenda/2023/12/20>)

Placed on File

Requested Agenda Type

Communications

Date and Time Information

Requested Council Date
December 20, 2023

**OUTDOOR
MARITIME
DISPLAY**

OUTDOOR MARITIME DISPLAY

This packet will provide you and the board members of your organization with information about the proposed Outdoor Maritime Display project for Portland, Oregon.

The packet provides information about Portland's exciting vision of where the city wants go in the future. This vision includes many goals which the maritime project embraces. It tells the maritime history of the Willamette River starting with the Native Americans through the WW1 and the WW2 years on to current maritime activities.

Most Oregonians know very little about the Native American tribes who lived on the banks of the Willamette River or how they lived. They do not know that over 100,000 people moved to Oregon during WW2 to build ships. Most people think of Kaiser Permanente as a health organization. They do not know that it began as a ship building company. In doing so it brought women (Rosie the Riveter & Wendy the Welder) & minority groups into the workforce. Many of these workers were housed in the City of Vanport, then Oregon's second largest city & the city that gave birth to Portland State University. Few know the fact that the combination of some two dozen companies make up the Working Waterfront Coalition which hires over 40,000 workers today who concentrate on maritime work.

An Outdoor Maritime Display would be FREE TO THE PUBLIC. Ideally, it would be a linear display lining the west edge of the North Greenway. Maritime artifacts & photos would have markers which tell the history of each artifact placed along the Greenway bike/pedestrian path.

The North Greenway site could be the most high profiled & used trail in Portland.

OUTDOOR MARITIME DISPLAYS PROPOSED FOR THE NORTH GREENWAY(NGW).

PRIMARY GOALS OF THE OUTDOOR MARITIME DISPLAY TEAM:

To build a Base of Public Support for honoring & respecting Portland's past & present maritime history on the Willamette River by doing outdoor displays free to the public.

To lobby PP&R & the Portland City Council to enhance the NGW by adding Outdoor Maritime displays

SECONDARY GOALS OF THE OUTDOOR MARITIME DISPLAY TEAM;

To seek out the owners of the history & asking them to do these displays & to self fund , maintain & update them if needed.

To seek out historical photos , maritime history , and special physical artifacts so that PP&R & the Portland City Council can decide whether or not these items are wanted.

To ask the RACC to be involved.

COMMENTS:

The OMD team does not make any decisions . It does not solicit funds. The OMD does explore possible sources of donations of many sorts, especially In Kind donations.

The OMD team wants a great Greenway & one that also tells the many wonderful & interesting stories of the past.

Dr Roger L Gertenrich

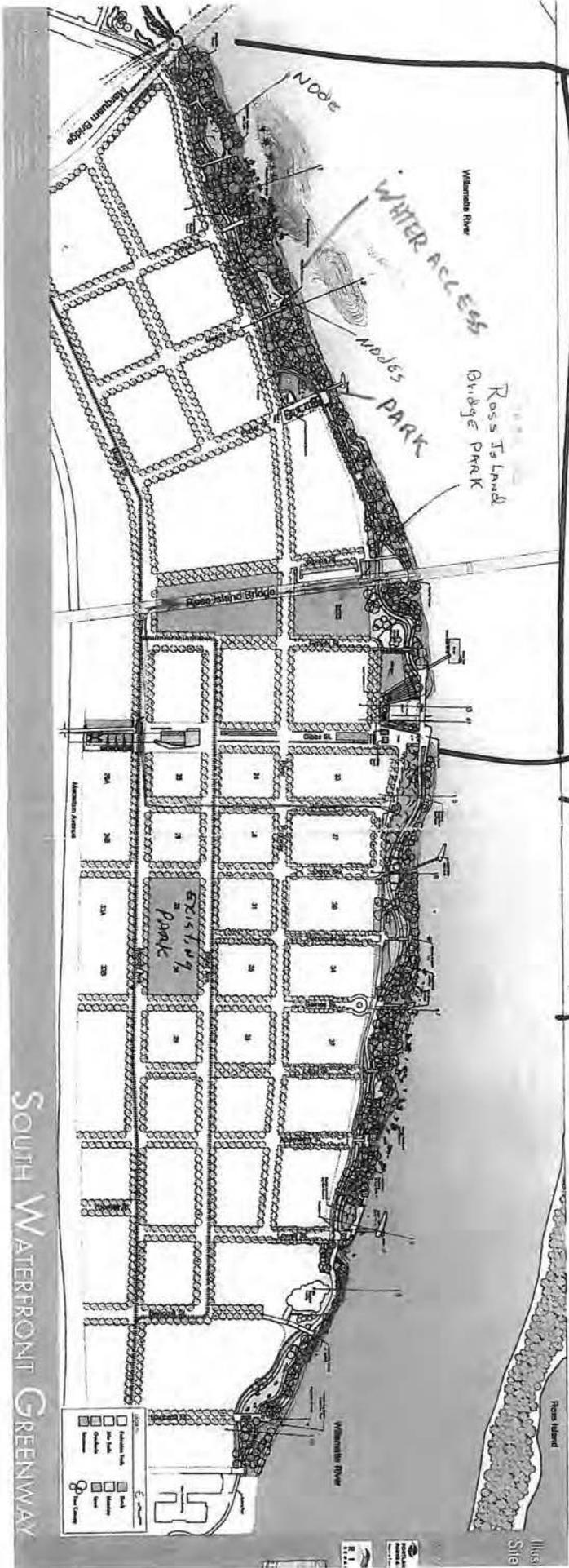
2004
GREENWAY
PLAN

Downtown ATL

OUTDOOR MARITIME DISPLAY



DINE
GREENWAY (NOV 2014)



SOUTH WATERFRONT GREENWAY

[Symbol]	Proposed Path
[Symbol]	Proposed Plaza
[Symbol]	Proposed Park
[Symbol]	Proposed Building

Oregon's Statewide Planning Goals & Guidelines ✓

GOAL 15: WILLAMETTE RIVER GREENWAY ✓

OAR 660-015-0005

✓ To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

A. GENERAL

1. The qualities of the Willamette River Greenway shall be protected, conserved, enhanced and maintained consistent with the lawful uses present on December 6, 1975. Intensification of uses, changes in use or developments may be permitted after this date only when they are consistent with the Willamette Greenway Statute, this goal, the interim goals in ORS 215.515(1) and the statewide planning goals, as the case may be, and when such changes have been approved as provided in the Preliminary Greenway Plan or similar provisions in the completed plan as appropriate.

2. The Willamette Greenway Program shall be composed of cooperative local and state government plans for the protection, conservation, enhancement and maintenance of the Greenway, and of implementation measures including management through ordinances, rules, regulations, permits, grants as well as acquisition and development of property, etc. It shall also become a part of all other local and state plans and programs within and near the Greenway.

3. The Greenway Program shall include:

a. Boundaries within which special Greenway considerations shall be taken into account;

b. Management of uses on lands within and near the Greenway to maintain the qualities of the Greenway;

c. Acquisition of lands or interests in lands from a donor or willing seller or as otherwise provided by law in areas where the public's need can be met by public ownership.

B. INVENTORIES AND DATA

Information and data shall be collected to determine the nature and extent of the resources, uses and rights associated directly with the Willamette River Greenway. These inventories are for the purpose of determining which lands are suitable or necessary for inclusion within the Willamette River Greenway Boundaries and to develop the plans and management and acquisition programs.

Each of the following items shall be inventoried¹ as it relates to the Greenway objectives:

1. All agricultural lands as provided in Goal 3. This includes all land currently in farm use as defined in ORS Chapter 215.203(2);

2. All current aggregate excavation and processing sites, and all known extractable aggregate sources;

¹ When information on such items is not available through previous studies, information will be maintained by the agencies for those portions of the plan for which they are responsible. This requirement shall not limit units of government from collecting information on other items.

3. All current public recreation sites, including public access points to the river and hunting and fishing areas;
4. Historical and archaeological sites;
5. Timber resources;
6. Significant natural and scenic areas, and vegetative cover;
7. Fish and wildlife habitats;
8. Areas of annual flooding and flood plains;
9. Land currently committed to industrial, commercial and residential uses;
10. The ownership of property, including riparian rights;
11. Hydrological conditions;
12. Ecologically fragile areas;
13. Recreational needs as set forth in Goal 8;
14. Other uses of land and water in or near the Greenway;
15. Acquisition areas which include the identification of areas suitable for protection or preservation through public acquisition of lands or an interest in land. Such acquisition areas shall include the following:
 - a. Areas which may suitably be protected by scenic easements;
 - b. Scenic and recreational land for exclusive use of the public;
 - c. Sites for the preservation and restoration of historic places;
 - d. Public access corridor;
 - e. Public parks;
 - f. Ecologically fragile areas; and
 - g. Other areas which are desirable for public acquisition may also be identified if the reasons for public acquisition for the Greenway are also identified.

C. CONSIDERATIONS AND REQUIREMENTS

The Oregon Department of Transportation (DOT) Greenway Plan, the portions of each city and county comprehensive plan within the Greenway, and the portions of plans and programs and implementation measures of all special districts, state and federal agencies within the Greenway shall be based on the following factors:

1. General Considerations and Requirements

- a. Statutory requirements in ORS Chapter 390.010 to 390.220 and in ORS Chapter 390.310 to 390.368;
- b. City, county and regional comprehensive plans adopted pursuant to ORS Chapter 197 for jurisdictions along the river;
- c. Statewide planning goals and guidelines adopted pursuant to ORS Chapter 197 by LCDC;
- d. Interim goals set forth in ORS Chapter 215.515(1).

2. Boundary Considerations and Requirements.²

The temporary and preliminary Greenway boundaries shall be reviewed as to their appropriateness and refined as needed based on the information contained in the inventories. The refined boundaries shall include such lands along the Willamette River as are necessary to carry out the purpose and intent of the Willamette River Greenway through a coordinated management and acquisition program.

² See ORS Chapter 390.318(1) for specific statutory language... "There shall be included within the boundaries of the Willamette River Greenway all lands situated within 150 feet from the ordinary low water line on each side of each channel of the Willamette River and such other lands along the Willamette River as the development of such Greenway, however, the total area included within the boundaries of such Greenway shall not exceed, on the average, 320 acres per river mile along the Willamette River, however, for the purpose of computing the maximum acreage of lands within such Greenway, the acreage of lands situated on such islands and within state parks and recreation areas shall be excluded."

Within farm areas, consideration shall be given to the ability of agricultural land adjacent to the Willamette River Greenway to enhance and protect the Greenway.

3. Use Management Considerations and Requirements. Plans and implementation measures shall provide for the following:

a. **Agricultural lands** -- The agricultural lands identified in the inventory shall be preserved and maintained as provided in Goal 3 as an effective means to carry out the purposes of the Greenway including those agricultural lands near the Greenway. Lands devoted to farm use which are not located in an exclusive farm use zone shall be allowed to continue in such farm use without restriction as provided in ORS 390.314(2)(c), ORS 390.332(4) and ORS 390.334(2);

b. **Recreation** --

- (1) Local, regional and state recreational needs shall be provided for consistent with the carrying capacity of the land;
- (2) Zoning provisions shall allow recreational uses on lands to the extent that such use would not substantially interfere with the long-term capacity of the land for farm use as defined in ORS 215.203;
- (3) The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent practicable;
- (4) The public parks established by section 8a of Chapter 558, 1973 Oregon Laws, shall be set forth in Oregon Laws, shall be set forth on the appropriate comprehensive plans and zoning

established which will permit their development, use and maintenance;

c. **Access** -- Adequate public access to the river shall be provided for, with emphasis on urban and urbanizable areas;

d. **Fish and wildlife habitat** -- Significant fish and wildlife habitats shall be protected;

e. **Scenic qualities and views** -- identified scenic qualities and viewpoints shall be preserved;

f. **Protection and safety** -- The Willamette River Greenway Program shall provide for the maintenance of public safety and protection of public and private property, especially from vandalism and trespass in both rural and urban areas to the maximum extent practicable;

g. **Vegetative fringe** -- The natural vegetative fringe along the River shall be enhanced and protected to the maximum extent practicable;

h. **Timber resource** -- The partial harvest of timber shall be permitted beyond the vegetative fringes in areas not covered by a scenic easement when the harvest is consistent with an approved plan under the Forest Practices Act, or, if not covered by the Forest Practices Act, then with an approved plan under the Greenway compatibility review provisions. Such plan shall insure that the natural scenic qualities of the Greenway will be maintained to the greatest extent practicable or restored within a brief period of time;

i. **Aggregate extraction** -- Extraction of known aggregate deposits may be permitted when compatible with the purposes of the Willamette River Greenway and when economically feasible, subject to compliance with

ORS 541.605 to 541.695; ORS 517.750 to 517.900 and subject to compliance with local regulations designed to minimize adverse effects on water quality, fish and wildlife, vegetation, bank stabilization, streamflow, visual quality, noise, safety and to guarantee necessary reclamation;

j. **Development away from river** -- Developments shall be directed away from the river to the greatest possible degree; provided, however, lands committed to urban uses within the Greenway shall be permitted to continue as urban uses, including port, industrial, commercial and residential uses, uses pertaining to navigational requirements, water and land access needs and related facilities;

k. **Greenway setback** -- A setback line will be established to keep structures separated from the river in order to protect, maintain preserve and enhance the natural, scenic, historic and recreational qualities of the Willamette River Greenway, as identified in the Greenway Inventories. The setback line shall not apply to water-related or water-dependent uses.

4. Areas to be Acquired -- Considerations and Requirements

Areas to be acquired must:

- a. Have potential to serve the purposes of the Greenway;
- b. To the maximum extent practicable, be consistent with non-interference or non-interruption of farm uses as defined in ORS Chapter 215.203(2);
- c. Be suitable for permitting the enforcement of existing statutes relating to trespass and vandalism along the Greenway, and be suitable for allowing maintenance of the lands or interests acquired.

D. DOT GREENWAY PLAN

The DOT will prepare and keep current, through appropriate revisions, a Greenway Plan setting forth the state interests in the Greenway. The plan will show:

1. The boundaries of the Willamette River Greenway;
2. The boundaries of the areas in which interests in property may be acquired. These shall be depicted clearly on maps or photographs together with the nature of the acquisition such as fee title or scenic easement; the general public purposes of each such area, and the conditions under which such acquisition may occur.
3. Use Intensity Classifications for the areas acquired by the State for Greenway purposes; and
4. The locations of public access, either already existing or to be acquired.

The DOT plan or revision thereto will be reviewed by the Land Conservation and Development Commission (LCDC) as provided in ORS 390.322. When the Commission has determined that the revision is consistent with the statutes and this goal it shall approve the plan for recording.

E. COMPREHENSIVE PLANS OF CITIES AND COUNTIES

Each city and county in which the Willamette River Greenway is located, shall incorporate the portions of the approved DOT Greenway Plan in its comprehensive plan and implementing ordinances and other implementation measures.

1. **Boundaries:** Boundaries of the approved Willamette River Greenway shall be shown on every comprehensive plan.

2. **Uses:** Each comprehensive plan shall designate the uses to be permitted for the rural and urban areas of each jurisdiction, which uses shall be consistent with the approved DOT Greenway Plan, the Greenway Statutes and this Goal.

3. **Acquisition Areas:** Each comprehensive plan shall designate areas identified for possible public acquisition and the conditions under which such acquisition may occur as set forth in the approved DOT Willamette Greenway Plan and any other area which the city or county intends to acquire.

F. IMPLEMENTATION MEASURES

Implementation of the Greenway Program shall occur through the cooperative efforts of state and local units of government and shall be consistent with the approved DOT Greenway Plan and the city and county comprehensive plans, the goals and appropriate statutes.

1. **Boundaries:** Willamette River Greenway boundaries shall be shown on city and county zoning maps and referred to in the zoning ordinance and the subdivision ordinance.

2. **Uses:** Measures for managing uses within the Greenway shall include at least:

- a. Exclusive farm use zoning of all agricultural land within and adjacent to the Greenway;
- b. Flood plain zoning of all areas subject to flooding;
- c. Open space zoning (see ORS Chapter 308.740) of all open space areas; and
- d. Provisions for the use management considerations and requirements set forth in C3 of this Goal.

3. Greenway Compatibility

Review: Cities and counties shall establish provisions by ordinance for the review of intensifications, changes of use or developments to insure their compatibility with the Willamette River Greenway. Such ordinances shall include the matters in *a* through *e* below:

a. The establishment of Greenway compatibility review boundaries adjacent to the river within which review of developments shall take place. Such boundaries in urban areas shall be not less than 150 feet from the ordinary low water line of the Willamette River; in rural areas such boundaries shall include all lands within the boundaries of the Willamette River Greenway;

b. The review of intensification, changes of use and developments as authorized by the Comprehensive Plan and zoning ordinance to insure their compatibility with the Greenway statutes and to insure that the best possible appearance, landscaping and public access are provided. Such review shall include the following findings, that to the greatest possible degree:

(1) The intensification, change of use or development will provide the maximum possible landscaped area, open space or vegetation between the activity and the river;

(2) Necessary public access will be provided to and along the river by appropriate legal means;

c. Provision is made for at least one public hearing on each application to allow any interested person an opportunity to speak;

d. Provision is made for giving notice of such hearing at least to owners of record of contiguous property and to

any individual or groups requesting notice; and

e. Provision is made to allow the imposing of conditions on the permit to carry out the purpose and intent of the Willamette River Greenway Statutes.

f. As an alternative to the review procedures in subparagraphs 3(a) to 3(e), a city or county governing body may prepare and adopt, after public hearing and notice thereof to DOT, a design plan and administrative review procedure for a portion of the Greenway. Such design plan must provide for findings equivalent to those required in subparagraphs 3(b)(1) and (2) of paragraph F so as to insure compatibility with the Greenway of proposed intensification, changes of use or developments. If this alternative procedure is adopted and approved by DOT and LCDC, a hearing will not be required on each individual application.

G. NOTICE OF PROPOSED INTENSIFICATION, CHANGE OF USE OR DEVELOPMENT

Government agencies, including cities, counties, state agencies, federal agencies, special districts, etc., shall not authorize or allow intensification, change of use or development on lands within the boundaries of the Willamette River Greenway compatibility review area established by cities and counties as required by paragraph F 3.a. without first giving written notice to the DOT by immediately forwarding a copy of any application by certified mail--return receipt requested. Notice of the action taken by federal, state, city, county, and special districts on an application shall be furnished to DOT.

H. AGENCY JURISDICTION

Nothing in this order is intended to interfere with the duties, powers and responsibilities vested by statute in agencies to control or regulate activities on lands or waters within the boundaries of the Greenway so long as the exercise of the authority is consistent with the legislative policy set forth in ORS 390.310 to 390.368 and the applicable statewide planning goal for the Willamette River Greenway, as the case may be. An agency receiving an application for a permit to conduct an activity on lands or waters within the Greenway shall immediately forward a copy of such request to the Department of Transportation.

I. DOT SCENIC EASEMENTS

Nothing in this Goal is intended to alter the authority of DOT to acquire property or a scenic easement therein as set forth in ORS 390.310 to 390.368.

J. TRESPASS BY PUBLIC

Nothing in this Goal is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired in allowance with law to authorize such use.

K. DEFINITIONS FOR WILLAMETTE RIVER GREENWAY GOAL

1. *Change of Use* means making a different use of the land or water than that which existed on December 6, 1975. It includes a change which requires construction, alterations of the land, water or other areas outside of existing buildings or structures and which substantially alters or affects the land or water. It does not include a change of use of a building or other structure which does not substantially

alter or affect the land or water upon which it is situated. Change of use shall not include the completion of a structure for which a valid permit had been issued as of December 6, 1975 and under which permit substantial construction has been undertaken by July 1, 1976. The sale of property is not in itself considered to be a change of use. An existing open storage area shall be considered to be the same as a building.

Landscaping, construction of driveways, modifications of existing structures, or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the use and enjoyment of existing improvements shall not be considered a change of use for the purposes of this Goal.

2. *Lands Committed to Urban*

Use means those lands upon which the economic, developmental and locational factors have, when considered together, made the use of the property for other than urban purposes inappropriate. Economic, developmental and locational factors include such matters as ports, industrial, commercial, residential or recreational uses of property; the effect these existing uses have on properties in their vicinity, previous public decisions regarding the land in question, as contained in ordinances and such plans as the Lower Willamette River Management Plan, the city or county comprehensive plans and similar public actions.

3. *Intensification* means any additions which increase or expand the area or amount of an existing use, or the level of activity. Remodeling of the exterior of a structure not excluded below is an intensification when it will substantially alter the appearance of the structure. Intensification shall not include the

completion of a structure for which a valid permit was issued as of December 6, 1975 and under which permit substantial construction has been undertaken by July 1, 1976.

Maintenance and repair usual and necessary for the continuance of an existing use is not an intensification of use. Reasonable emergency procedures necessary for the safety or the protection of property are not an intensification of use. Residential use of lands within the Greenway includes the practices and activities customarily related to the use and enjoyment of one's home. Landscaping, construction of driveways, modification of existing structures or construction or placement of such subsidiary structures or facilities adjacent to the residence as are usual and necessary to such use and enjoyment shall not be considered an intensification for the purposes of this Goal. Seasonal increases in gravel operations shall not be considered an intensification of use.

MYVIEW ● *There is wide support for a waterfront display*

It's time to honor city's maritime history

By Roger L. Gertenrich

Portland's maritime history needs to be more respected. Presently, this history is mostly in the minds of senior citizens and tucked away in files.

The maritime history of the Willamette River begins with the Native Americans who were the area's first ship builders. Later, as the Willamette Valley developed, the river was a major route for travel and transportation.

During World War II, about 100,000 people moved to Portland to build warships. Portland was changed forever.

How many people, especially younger ones, knew about the City of Vanport (population 40,000), Oregon's second-most populated city during the early 1940s? This city housed many ship-building workers. About 16,000 were African-American, and about one-third of the workers were women. Vanport was eliminated by a flood on May 30, 1948.

Ask most Portlanders what Kaiser Permanente is and they will say a medical complex. But, they likely will not know that Kaiser evolved from the cradle of the ship-building industry during WWII.

Present-day maritime activities come largely from the Working Waterfront Coalition, consisting of more than 20 maritime companies. These companies are responsible for hiring 53,000 people.

Portland is an active river city. We see all sorts of boats on it, including tugs, barges, dragon boats, kayaks, canoes, paddle boards, fishing boats, the Portland Spirit, etc. The Willamette River is where the action is in Portland.

A small group of citizens are advocating a grassroots effort for an outdoor maritime display to celebrate, respect and restore Portland's maritime history.

The proposed site would be on the west bank of the Willamette River between roughly the Ross Island and Marquam bridges. As people hike and walk along this

future greenway maritime display, items would be there to see and educate. Hopefully, along with large items like ship anchors, Liberty Ship bows and propellers, historic maritime photos would be on display.

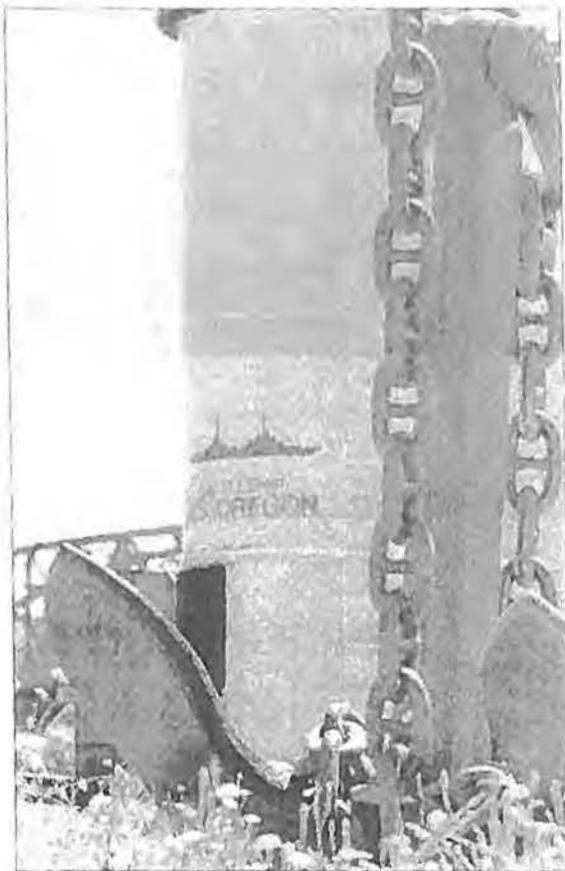
Enhancing Portland's maritime history is popular. More than 20 local organizations have pledged their support, and we are starting an individual support list. On it, so far, are former Mayor Vera Katz, local historian Chet Orloff, and Powell's bookstore owner Michael Powell.

Want to help? Do you have any old maritime items to donate?

As a mayoral candidate, Charlie Hales was asked "Can a good idea come from the bottom up and succeed in Portland?" He answered "yes." He liked the outdoor maritime display idea.

Well, Mayor Hales, there definitely is support. Where do we go from here?

Dr. Roger L. Gertenrich, the former mayor of Salem, is a retired dentist from Southwest Portland.



An old anchor from a World War II-era Liberty Ship rests near the tower of the battleship USS Oregon. The smokestack is one of a collection of large artifacts that are to be saved for display when the Portland Maritime Museum finds a permanent location. Supporters of the museum hope to install artifacts in the South Waterfront area.

TRIBUNE FILE PHOTO

If you haven't reviewed it, you might want to take a look at the recently published draft of the 2035 Central City Plan. Policy 4.1 of this document is pasted here – and seems consistent with your efforts along the waterfront:

→ CENTRAL CITY POLICIES: WILLAMETTE RIVER

Multifunctional river

→ The Willamette River supports a broad array of uses, including boating, swimming, walking, biking, large and small events, commerce, natural resources and maritime history making it the heart of the Central City. These policies support the role of the Willamette River as a defining feature of the Central City and the region.

POLICY 4.1 **Portland's commons.** Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.

XFINITY Connect

gertr@comcast.net

± Font Size -

Fwd: FLEXIBLE FUND GRANTS**From :** gertr@comcast.net

Wed, Aug 07, 2013 03:25 PM

Subject : Fwd: FLEXIBLE FUND GRANTS

To : Brett Horner <brett.horner@portlandoregon.gov>, Jim Luke <jim@lukeonline.com>, Ken Love <ken@southportlandna.org>, Larry Richards <larryr@zidell.com>, Kia Selley <kia.selley@portlandoregon.gov>

Cc : Josh Alpert <Josh.Alpert@portlandoregon.gov>, Frank Ansari <Frankansari@hotmail.com>, Leroy/Susan Barker <scotchwonderful@aol.com>, Woolsey Bob <library@oregonmaritimemuseum.org>, Kristen Calhoun <kcalhoun@racc.org>, Cannon, David <davidc0420@comcast.net>, Gordon Caron <gordon.caron@gmail.com>, James Chesnutt <chesnutt@ohsu.edu>, Peter Collins <pete@southwaterfront.com>, Renee Fellman <renee@reneefellman.com>, Peter Fenner <peterfenner@gmail.com>, Hill, Don <portlandhills@comcast.net>, Fred Gans <fred.gans@comcast.net>, B Hallie <HallieB@COMMUNITYMGT.COM>, Bobbie Isaacman <bobbieisaacman@gmail.com>, Swanson Jeff <jswanson@onenwconsulting.com>, Ward, Jerry <wardarch@gmail.com>, Dennis Wilde <dennis.wilde@gerdingedlen.com>, Mark Williams <willmark@ohsu.edu>, Milena Malone <milena.malone@portlandoregon.gov>, Ken/Linda McCaw <mccawkd@gmail.com>, Laura McKinney <laura.mckinney@usa.net>, Will McKinney <will.mckinney@comcast.net>, Kurt Messenger <kmessenger@jhiengineering.com>, Abbate, Mike <Mike.Abbate@portlandoregon.gov>, Carol Otis <cotis@earthlink.net>, OMM <info@oregonmaritimemuseum.org>, Rick Saito <rs-insite@comcast.net>, Jim Stroup <carstroup@comcast.net>, John Tate <jtate@vemier.com>, Ed/Jaska Thompson <ed@etjt.org>, Van Ness, Mark <markevanness@gmail.com>, Ed Walsh <ewalsh59@gmail.com>, Rick/Sharon Weijo <rsweijo@gmail.com>, Anne White <whiteag@comcast.net>

FYI Our testimony as an example

From: gertr@comcast.net**To:** "dan bower" <dan.bower@portlandoregon.gov>**Sent:** Wednesday, August 7, 2013 3:19:46 PM**Subject:** FLEXIBLE FUND GRANTS

SUBJECT: Testimony for the Aug 15th public Hearing regarding FLEXIBLE FUND GRANT REQUEST; Portland Central City Multimodal Safety Project-Phase 2

TESTIMONY:

My wife & I strongly support the funding of the grant to fund the Design Review process of the area from the Marquam bridge (north) to the Spaghetti Factory (south).

This future Willamette River Greenway trail will connect the South Waterfront , the SPNA & the entire North MacAdam Urban Renewal area to Portland's downtown area. Additionally it extends the bike/pedestrian trail system to PSU , NCNM , the Eastbank Esplanade & its extensions . Once the new Willamette River bridge comes on line thousands of bikers & pedestrians will be able to transport themselves throughout this trail system with little or no contact with vehicular traffic. OMSI visitors will have an easy access likewise .

Safety is a major factor in ultimate construction of the Greenway trails. Beyond that our entire cities livability is enhanced. Portland has a strong reputation as a great place to live & work. The South Waterfront / SPNA & the entire North MacAdam Urban Renewal area is growing fast. We residents are strong advocates of the Greenway trails.

Personally I & a small group of South Waterfront residents are building a base of support for an Outdoor Maritime Display in what the city now calls the 'North Greenway', roughly the section between the Marquam & Ross Island bridges. The display would celebrate the maritime history of the Willamette River. Our base of support at present is very strong. For us this grant funding the Greenway Design Review process is critical. It is needed to move forward. The Greenway bike/pedestrian trails would give access to this outdoor display..one that would be 'free' to the public.

Dr & Mrs Roger L Gertenrich
3570 SW River Parkway # 501
Portland , Or 97239
503 841 5496
gertr@comcast.net

FUTURE OF PORTLAND'S OUTDOOR MARITIME DISPLAY

During the summer of 2013 the Portland Bureau of Transportation (PBOT) held a public hearing on a series of grants directed at bike/pedestrian traffic.

Shortly thereafter the Portland City Council reviewed these grants and approved them. I testified at both of these hearings

The decision now goes to Metro which is expected to approve the funding of these grants. There is federal dollars involved as well as local funding

→ One of these grants will fund the Design Review planning (\$ 500,000) of the Willamette River Greenway from the Marguam bridge (North) to the Spaghetti Factory (South). Construction funds follow (\$ 6 million), some of which funds downtown bike/pedestrian projects, but much of it is targeting the Greenway mentioned above. Our maritime project would be sited in the northern 1/3 of this section of the Greenway. The middle 1/3 section of this portion of the Greenway will be completed by next summer (2014). It was previously funded years ago.

The North MacAdam Urban Renewal District covers this Greenway area & in its budget for 2016 there is 2 million dollars for the Greenway. There also is the opportunity for a Regional Arts & Culture 2% grant. All of the maritime artifacts for our proposed project would be donated & hopefully the many outdoor historical displays as well.

The bottom line is that the ' stars are lining up' for the the funding of the section of the Willamette River Greenway where our proposed Outdoor Maritime Display would be sited.

All of these actions will take time (governments move slowly). It is estimated that the Design planning would not start until about a year from now & the construction sometime after that process is done. Obviously there will be a period of " hibernation" coming up now.

Our Maritime Team will be submitting our project to the Portland City Council (& especially to it Portland Parks & Rec Dept. - PP&R) before the end of this year. We have good reason to assume that they will accept the project as a ' viable option'. Obviously the city has to remain neutral & open to all ideas. The new head of the PP&R Dept has told us that she thinks our project is " exciting". Other city officials in several departments have been very supportive.

Several companies have indicated that they want to be involved in a significant way. Many maritime artifacts are already committed to the project. Frankly it is the easiest project that I have personally been involved with to obtain donated services. The fact that this project will be 'free to the public' is special, few things are in today's world.

So thank you for your strong support & be patient with the long delay from now until the PP&R Dept. Design Review Committee is formed.

We will keep up posted

BASE OF SUPPORT : OUTDOOR MARITIME DISPLAY

The Outdoor Maritime Display celebrates & honors Portland's maritime activities both past & present. The display would be FREE TO THE PUBLIC.

The site for the proposed display is along the Willamette River Greenway generally between the Marquam & the Ross Island bridges on the west side of the river. Maritime artifacts would be placed beside the Greenway bike/pedestrian trails. The artifacts would all be donated & have historical marks(& QR Codes).

This is a `grass roots` effort by the following Portland retired citizens: Dr Roger L Gertenrich , dentist & former Salem City Councilor & Mayor; Jim Stroup ,NW & Delta airline pilot; Dr Ed Thompson, Emeritus Professor of Science & Engineering(OHSU); Frank Ansari , businessman(Jaguar Dealership); Don Hill, Air Force/Navy & private industry missile specialist. Caryl Gertenrich, teacher & past owner of the Wool Gallery.

INDIVIDUAL SUPPORTERS: (on file /plus)

FORMER MAYOR VERA KATZ

HISTORIAN CHET ORLOFF

POWELL'S BOOKSTORE OWNER MICHAEL POWELL

Former Secretary of State Norma Paulus

Donovan Redtomahawk (Dakota/Lakota)Standing Rock Sioux tribe

Cynthia Parnell,AG Honorary State Regent Oregon DAR

LETTERS OF SUPPORT FROM:

OREGON MARITIME MUSEUM

PT BOAT, INC.

OREGON WW II MEMORIAL FOUNDATION

ZIDELL CORP
AMPHIBIOUS FORCES MEMORIAL MUSEUM & LCI-713
JHI ENGINEERING
OHSU
SWCA(South Waterfront Community Association)
SPNA (South Portland Neighborhood Association)
OREGON HISTORICAL SOCIETY
OFFICE OF HEALTHY & WORKING RIVERS
SOUTH WATERFRONT NATURE & GREENSPACES
COMMITTEE
WWC (Working Waterfront Coalition-27 companies)
PORTLAND PARKS FOUNDATION
REGIONAL ART & CULTURE COUNCIL (RACC)
OREGON AFRICAN AMERICAN MUSEUM
PORTLAND SPIRIT
OMSI
US NAVY LEAGUE
RIVERPLACE PLANNED COMMUNITY
KAISER PERMANENTE
NATIONAL COLLEGE OF NATURAL MEDICINE
COLUMBIA RIVER FISH COMMISSION
SOUTH PORTLAND BUSINESS ASSOCIATION
HOOD TO COAST RELAY
MARCH WELLNESS CENTER (OHSU)
GRAND RONDE CONFEDERATE TRIBES
US ARMY CORP OF ENGINEERS
TIDEWATER (tug boats)
DESIGN MUSEUM
EMMERT INTERNATIONAL COMPANY
WILLAMETTE JETBOAT

Dr Roger L Gertenrich gertr@comcast.net

ZIDELL YARDS

3121 SW Moody Ave, Portland, OR 97239
(P) 503 228 8691 B00 547 9259 (F) 503 228 6750

September 26, 2013

Dr. Roger Gertenrich
3570 SW River Parkway, #501
Portland, OR 97239

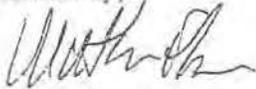
Dear Roger:

As you know, Zidell has played, and continues to play a significant role Portland's maritime industry. We have begun to redevelop our property in South Waterfront, and it is of utmost importance that the historical context of Zidell Yards doesn't just get remembered, but that it is celebrated. The idea of incorporating industrial artifacts that commemorates all of the contributors to Portland's maritime history is highly consistent with our family's vision.

As owners of the land that the proposed outdoor maritime display would be located, I am writing this letter to support the idea of incorporating a historical display into a component of the future greenway. In fact, we have been collecting old artifacts such as Liberty Ship bows, anchors, a bronze ship propeller, and other miscellaneous items from our past for this exact purpose. Also, given that we are highly vested in the design, programming, and planning of the greenway, we would expect to be involved in this process.

We look forward to working with you and other constituents on making this happen.

Sincerely,



Matt French



The Confederated Tribes of the Grand Ronde Community of Oregon

Land and Culture Department
Phone (503) 879-2226
1-800 422-0232
Fax (503) 879-2126

9615 Grand Ronde Rd
Grand Ronde, OR 97347

March 25, 2014

RE: Outdoor maritime display in Portland, Oregon

To Whom It May Concern:

From time immemorial, our ancestors have inhabited the Willamette Valley, Lower Willamette River and Lower Columbia River, including the areas in and surrounding the city of Portland. As the signers of the Willamette Valley Treaty of January 22, 1855, the people of the Lower Columbia and Willamette Rivers were moved to the Grand Ronde Reservation and became what is now referred to as the Confederated Tribes of the Grand Ronde Community of Oregon ("Tribe"). As the original inhabitants of this area, the Tribe is generally in favor of the idea of an outdoor maritime display in or near Portland, as the concept was presented to Tribal staff. The purpose of such a display would be to highlight the maritime history of the Portland area, including the unique canoe-building history of the Grand Ronde Tribal people, who were the original maritime users of the area.

At the time of writing, the Tribal government has not received authorization to commit funding, staff time or other resources to this project. However, as a general principle, the Tribe appreciates opportunities such as this to tell its story to the public.

Properly told, with Tribal guidance and input, the story of the relationship between the Tribal people, their canoes, and the water will benefit both the Tribe and the public receiving it. It will benefit the Tribe to have its history known, acknowledged, and respected. It will benefit the public to know the full history of the area, including the true and accurate Tribal history.

The Tribe looks forward to the possibility of being able to tell its maritime history through an outdoor display in or near Portland. Building and maintaining relationships with governments, stakeholders and the public in the Portland area is of great importance to the Tribe.

Sincerely,

Reynold L. Leno
Tribal Council Chairman



OREGON MARITIME MUSEUM

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Susan Spitzer,
Second Vice President, Membership
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Portland OR 97204
503.224.7724

oregonmaritimemuseum.org
info@oregonmaritimemuseum.org

**Historic Sternwheel Steamer
PORTLAND**
198 SW Naito Parkway
Portland OR
503.224.0054

SENT BY EMAIL to gertr@comcast.net

April 15 2013

Dr Roger Gertenrich
Portland OR

Dear Roger,

The Oregon Maritime Museum would like to formally extend our enthusiastic support for the establishment of an outdoor maritime display along the Willamette River Greenway.

When you approached us with this idea several months ago, our Executive Committee agreed that a maritime display dedicated to Portland's role in shipbuilding would be an important statement about the history of this region. As you know, OMM owns numerous artifacts, including photo and historical archival materials that relate to local shipbuilders. We display a small portion of our collection on the Steamer PORTLAND, and welcome the chance to share more of this story with the public.

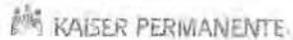
You have made remarkable progress in acquiring other private supporters and some public support. Congratulations on being such an effective spokesman for your idea, and for being so determined to move it forward!

We will continue to be in touch as you gain the support you need. Our curator is available to you to answer questions about what could be part of the display.

Thank you again for your commitment to this idea!

Sincerely,

Arlen Cole
President, Oregon Maritime Museum



June 19, 2013
500 NE Multnomah, Suite 813
Portland, OR 97232

Dr. Roger L. Gertenrich
3570 SW River Parkway, no. 501
Portland, OR 97239

Dear Roger:

I want to extend my sincere thanks to you for leading the effort to place historical markers highlighting our area's maritime history along the Willamette River Greenway.

The McCall Park and Greenway is a popular destination for walking and cycling, activities Kaiser Permanente whole heartedly supports. We will back the initiative to enrich the McAdam section - between the Marquam and Ross Island bridges - with stories about our area's maritime industry heritage.

You may know that our health care program was born in Henry J. Kaiser's World War II west coast shipyards. Between 1941 and 1945 in shipyards along Portland's waterways, Kaiser's workforce built 743 ships in record time and at tremendous cost savings for the country. Prefabrication made possible record-smashing production schedules and earned Mr. Kaiser the moniker the "patriot in pinstripes." The yards are gone now. The shipyard health plan that went public in 1945 - and that has grown to 9.1 million members across the U.S. - is the legacy of his innovations and his idealism.

Kaiser acquired an 87-acre site on the Willamette River in the St. John's area of North Portland in January 1941 where he began turning out Liberty class ships critical to Great Britain's survival. The very first in this class, *The Star of Oregon*, entered service there in May 1941.

Kaiser opened two more yards after the bombing of Pearl Harbor in December of 1941. Workers at the Vancouver Shipyard at Ryan Point built the Victory class ships and the Casablanca-class escort carriers, nicknamed the "baby flattops." A third yard, the Swan Island works, opened on the site of the former Portland Municipal Airport and built the T-2 tankers to refuel U.S. Navy fleets.

During the war Mr. Kaiser told members of Congress that he did not build ships or dams or roads. "I build people!" he said. He believed the keystone for this was the health plan that offered quality, affordable care. With pride we continue to "build people" and their communities.

I have spoken to Bryan Culp, Director of Kaiser Permanente's Heritage Resources, and he has offered the resources of the Heritage Archive.

Please keep me abreast of plans for the Greenway and know that Kaiser Permanente will join the community sponsors who support this civic endeavor.

Sincerely,


Daniel J. Field, Director
Community Benefit & External Affairs
Kaiser Foundation Health Plan of the Northwest

cc: Jim Gersbach, Senior Hospital Communications Consultant
Bryan Culp, Director, KP Heritage Resources

BASE OF SUPPORT: OUTDOOR MARITIME DISPLAY

The Outdoor Maritime Display celebrates & honors Portland's maritime activities, both past & present. The display would be **FREE TO THE PUBLIC.**

The site for the proposed display is along the Willamette River Greenway, generally between the Marquam & the Ross Island bridges on the west side of the river. Maritime artifacts would be placed beside the Greenway bike/pedestrian trails. The artifacts would all be donated & have historical marks.

This is a "grass roots" effort by the following Portland-retired citizens: Dr. Roger L. Gertenrich, dentist & former Salem City Councilor & Mayor; Jim Stroup, NW & Delta airline pilot; Dr. Ed Thompson, Emeritus Professor of Science & Engineering (OHSU); Frank Ansari, businessman (Jaguar Dealership); Don Hill, Air Force/Navy & private industry missile specialist; Caryl Gertenrich, educator & past owner of the Wool Gallery.

XFINITY Connect

gertr@comcast.net

± Font Size ▾

Working Waterfront Coalition

From : Jennifer Hudson <jhudson@schn.com>

Fri, Feb 08, 2013 10:50 PM

Subject : Working Waterfront Coalition

To : gertr@comcast.net

Cc : wwc portland <wwc.portland@gmail.com>

Hello, you certainly have been busy on this project! I am impressed with the progress.

The Working Waterfront Coalition met yesterday and unanimously approved lending the WWC's name to your list of supporters of this very deserving concept.

As always, the WWC must add the caveat that we authorized only to offer you the coalition's approval, which does not imply that the individual member companies will allow their name to be used. For that, each individual company would have to make a separate determination. I must point this out because we've been burned by this technicality in the past. As a long time building of coalitions, I'm sure you understand.

If you would like to contact member companies individually, I can help make introductions. A full list of members is available on our website, www.workingwaterfrontportland.org. Please let me know how I can help.

As for the new ideas you've emailed the past couple of days, I think it all sounds great -- without knowing the details. And, I must admit, I don't know what a QR is... but we realize we are approving your concept and your messaging, not the specific project design, per se. We are thrilled that you are out and about sharing a positive message that our working harbor matters today, for the current jobs and economic contribution to the region, as well as for its cultural significance to our proud history.

Thank you, and do keep in touch,
Jennifer

Jennifer Hudson
Schnitzer Steel Industries
503-708-9714

From: gertr@comcast.net [gertr@comcast.net]

Sent: Friday, February 08, 2013 2:36 PM

To: Jennifer Hudson

Subject: Fwd: Greenway

How does this expanded concept strike you?

From: gertr@comcast.net

To: "chet Orloff" <chetorloff@msn.com>, "Katz, Vera" <Katzverakatz@aol.com>

Sent: Friday, February 8, 2013 8:20:55 AM

Subject: Greenway

The Greenway between Zidell Corp & the Marquam bridge apparently will be named THE YARDS...a reference to past ship building.

PP&R has connected our small group of seniors working on the WWII Maritime Display to the Office of Healthy Working Rivers . This a good move, makes for a better team.

As I personally move forward I enjoy my contacts & the vast amount of history that I am being exposed to. Almost every day I get suggestions. This week ,for example, there has been suggestions that 'feel good' ...that being open the project up from just a WWII Maritime Display..to an historical Portland ship building one . An outdoor display that starts with ship building during WW1...then the WWII ..then the post WWII salvaging of ships ...them to today's ship(barge) industry.

A ' ps' suggestion was to have QR Chips on the display markers..neat especially for the young generation.

Today (via WWC .Working Waterfront Coalition) provides about 40,000 jobs producing 1 billion dollars of revenue.

The impact historically is hidden in files all over like at the Oregon Historical Society. Oregon Maritime Museum, etc. The OUTDOOR display lifts the history out of the darkness into the sunshine.

The section of the Greenway involved is linear & long ...plenty of space say for items, photos along the margins of the Greenway pedestrian / bike paths. A linear/flowing display fits the flow of the Willamette River itself.

Please tell me your thoughts on all of this.

Working Waterfront
COALITION

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- [BP/Olympic Pipeline](#)
- [CalPortland](#) (formerly Glacier Northwest)
- [CertainTeed](#)
- [Chevron](#)
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- [Evraz Oregon Steel Mills](#)
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<i>Shipbuilder</i>	<i>City</i>	<i>State</i>
<u>Albina Engine & Machine Works</u>	Portland	OR
<u>Coast Shipbuilding</u>	Portland	OR
<u>Columbia River Shipbuilding</u>	Portland	OR
<u>Commercial Iron Works</u>	Portland	OR
<u>Diversified Marine</u>	Portland	OR
<u>Foundation Contractors</u>	Portland	OR
<u>Grant Smith-Porter</u>	Portland	OR
<u>Gunderson Marine</u>	Portland	OR
<u>Kaiser Swan Island</u>	Portland	OR
<u>Northwest Steel Company</u>	Portland	OR
<u>Oregon Shipbuilding</u>	Portland	OR
<u>Peninsula Shipbuilding</u>	Portland	OR
<u>Standifer Construction, G. M.</u>	Portland	OR
<u>Supple Bollin</u>	Portland	OR
<u>U. S. Barge</u>	Portland	OR
<u>Viaor Industrial</u>	Portland	OR
<u>Willamette Iron & Steel</u>	Portland	OR
<u>Wolf & Zwicker Iron Works</u>	Portland	OR
<u>Zidell Marine</u>	Portland	OR

A few more leads:

Peninsula Shipbuilding Photos at OHS

<http://nwda.orbiscascade.org/ark:/80444/xv17938>

NY Times article mentions a few Portland shipyards

<http://query.nytimes.com/gst/abstract.html?res=F10D16F93C5A11738DDDAF0894DF405B888DF1D3>

- Nicholas T. Starin

- Portland Bureau of Planning & Sustainability

- nicholas.starin@portlandoregon.gov



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, PORTLAND DISTRICT
PO BOX 2946
PORTLAND OR 97208-2946

November 5, 2013

Public Affairs Office

Dr. Roger Gertenrich
3570 SW River Parkway # 501
Portland, OR 97239

Dr. Gertenrich,

Thank you for taking time today to explain your vision for the Portland Maritime History Park located along the Willamette River Greenway. The project sounds like a nice addition to Portland's waterfront and a great way to connect the City's citizens and visitors with the river's history.

As we discussed, the U.S. Army Corps of Engineers has a long history of improving navigation on the country's waterways. Our connection with the Willamette River dates back to the mid-1860 when Major Robert Williamson came to the area to improve navigation on the Willamette and Columbia rivers in partnership with the City of Portland. That evolved into the establishment of a permanent engineering office in Portland, started by Major Henry M. Robert, which is still in operation today.

Since that time, we have continued to partner with the citizens, organizations and local governments of this area to improve the quality of life for the people of the Northwest and the nation. Much of these improvements have centered on the maritime industry. The Corps of Engineers eventually assumed the primary role for dredging the two rivers, and today we work arm-in-arm with the Port of Portland (and others) to provide a deep-draft water highway between Portland and the Pacific Ocean and a shallow-draft waterway east to Lewiston, Idaho.

Portland has a rich maritime history and we appreciate your efforts, as well as your colleagues, to help tell it to future generations. While we cannot commit resources to this effort, we appreciate those who have stepped forward to capture and display these important stories. We also would like to remain informed as this project moves forward. We wish you the best as you pursue this project and look forward to its successful completion.

Sincerely,

A handwritten signature in black ink that reads "Matt Rabe".

Matt Rabe
Chief, Public Affairs Office



THE OREGON
HISTORICAL
SOCIETY
FOUNDED 1875

February 4, 2013

Dr. Roger Gertenrich
3570 SW River Parkway #501
Portland, Oregon 97239

Dear Roger:

It was a pleasure to meet with you. I am excited about your proposal for a World War II maritime display, and look forward to working with you in the future to make your project a reality.

As you know, the Portland shipyards played a key role in Oregon history and in the history of World War II. A permanent exhibit commemorating this is one that I believe is well-deserved, as well as one that will receive great interest from Oregonians and visitors of all ages.

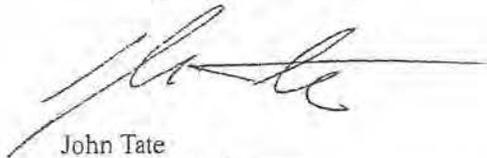
Please keep me informed, and let me know if there is anything I can do to be of help.

Best regards,

Kerry Tymchuk
Executive Director

To: Whom it may concern
From: South Waterfront Community Association (SWCA)
Date: 12/28/2012
Re: WWII Maritime Display

In response to a proposed Greenway Project that dedicates a display on behalf of Portland's contribution in WWII and its building of ships, the SWCA Board of Directors is in full support of this project. We understand that it will be located somewhere along the Willamette River Greenway between the Ross Island Bridge and the Marquam Bridge. This is an important part of Portland's history and its support in WWII and all those involved. We look forward to its start, completion and unveiling in the near future.

A handwritten signature in black ink, appearing to read "John Tate", with a long horizontal flourish extending to the right.

John Tate
SWCA Board Director



January 20, 2014

Dr. Roger Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

Dear Dr. Gertenrich,

We are writing to express support of the development of an outdoor maritime display along the bank of the Willamette River Greenway that you and your team are working on.

As you know Tidewater has been an integral part in the Columbia and Willamette River's maritime industry for over 80 years. The idea of maritime display celebrating and commemorating contributors to Portland's maritime history is one that we look forward to seeing.

We wish you much success in your efforts in the planning and implementation of this future project and look forward to seeing a high quality and accessible display that will provide visitors with a wonderful historical memorial of this area's maritime accomplishments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bruce Reed', written over a light blue circular stamp.

Bruce Reed
COO Tidewater



1945 SE Water Avenue
Portland, Oregon 97214 3354
503.797.4000 www.omsi.edu

April 29, 2013

Mr. Roger Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

Re: Outdoor Maritime Display

Dear Mr. Gertenrich:

Thank you for meeting with me last week to outline the planning for an outdoor maritime display envisioned to be installed on the river esplanade north of the South Waterfront development. We understand that the display will feature historical artifacts that relate to the shipbuilding history of this area and the people who worked in the shipbuilding industry.

OMSI is pleased to endorse this educational effort as we believe there is a significant story to be told for future generations about the industrial past of this area.

Sincerely,



Paul Carlson
Sr. Vice President



110 SE Caruthers
Portland, OR 97214
503-224-3900
800-224-3901
Fax 503-231-9089

www.portlandspirit.com
email:sales@portlandspirit.com

Willamette Star • Portland Spirit
Crystal Dolphin

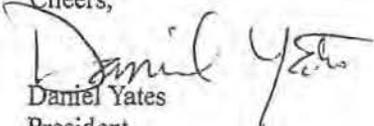
Dr. Roger L. Gertenrich
3570 SW River Parkway #501
Portland, Oregon 97239

April 15, 2013

Dear Roger,

I was a pleasure meeting you last week. I appreciate you being open to my concerns relating to your project. I want to clear that you can use my name and Portland Spirit as supporters of your project to site displays dedicated to Portland's history of ship work, past and present. If I can be of further assistance do not hesitate to contact me. Good luck on your project and keep me in the loop.

Cheers,


Daniel Yates
President
Portland Spirit



South Portland Neighborhood Association

**Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's Landing,
and Fulton communities**

**7688 SW Capitol Hwy.
Portland, OR 97219**

December 5, 2012

Roger Gertenrich
2008 SW River Sq
Portland, OR 97201

Dear Roger:

This letter is to inform you that the South Portland Neighborhood Association passed a resolution in support of a maritime monument to be located in South Waterfront at our January 2, 2013 board meeting. The resolution is as follows:

SPNA offers support for a monument highlighting Portland's World War II contribution and that all efforts to build the greenway would take priority.

I am very excited about the prospects for the monument and also wish to thank you for all the hard work you and others are doing on this project. Please let me know what else we could do to help.

Sincerely,

Ken Love, Chair South Portland Neighborhood Association,



Amphibious Forces Memorial Museum

An Oregon Based Non-Profit Charitable Organization

PO Box 17220
Portland, Oregon 97217
Phone 509-427-5402
afmmproject@yahoo.com
12/20/2012



WWII Maritime Display
Roger Gertenrich

Dear Roger,

Thank you so much for attending our Board meeting and presenting the WWII Maritime Display project. It is about time that we pay tribute to the extensive legacy of shipbuilding and Maritime activity in Portland, especially during WWII. Of course, this is what the AFMM is all about as well. Hopefully, your display will ultimately include or be near some docking facilities for visiting ships, like our LCI-713.

Our board has given your project a unanimous and enthusiastic vote of approval and support. Kudos to you and your supporters for all the hard work in your effort to make this happen. Our hope is that a successful project like yours will only enhance other area historical efforts, like ours.

Please feel free to come down and visit us sometime. I'd love to show you around the 713. We are always open on Saturdays.

Sincerely,

Rick Holmes, AFMM President

OREGON MEMORIAL FOUNDATION
Honoring the greatest generation on the grounds of the State Capitol

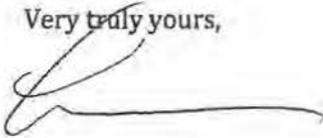
December 9, 2012

Dr. Roger Gertenrich
3570 SW River Parkway #501
Portland, Oregon 97239

Dear Roger:

Thank you very much for contacting us about your project, the WWII Maritime Display on the Portland waterfront. The Oregon WWII Memorial Foundation wholeheartedly supports your efforts, and appreciates the initiative you are taking to bring this to fruition. If we can be of any assistance, do not hesitate to contact us.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Lou Jaffe', with a long horizontal flourish extending to the right.

Lou Jaffe
President
Oregon WWII Memorial Foundation

OREGON NORTHWEST BLACK PIONEERS



CELEBRATING THE CONTRIBUTIONS OF OREGON'S AFRICAN-AMERICAN PIONEERS

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April 4, 2013

Dr. Roger L. Gertenrich
3570 SW River Parkway # 501
Portland Or. 97239

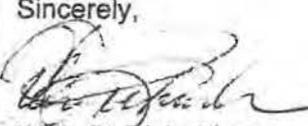
RE: Outdoor Maritime Display

Dear Mr. Gertenrich,

At the recent board meeting of the Oregon Black Pioneers, it was unanimously approved to send you this letter of support to establish and create a greenway giving recognition to the contributions of Oregon's maritime operations. Our letter of support comes with enthusiasm that within the display, the experiences and contributions of African Americans will not be forgotten or overlooked.

We wish you success in its development and ultimate realization.

Sincerely,


Willie B. Richardson
President

IMPORTANT TAX INFORMATION: Oregon Black Pioneers Corporation (OBPC) is recognized as a 501(c)(3) not-for-profit organization by the Internal Revenue Service. Contributions to OBPC are tax-deductible to the extent allowable by IRS. OBPC provided no goods or services in exchange for this tax deductible contribution.



May 21, 2013

Dr. Roger Gertenrich
Outdoor Maritime Display
3570 SW River Parkway, Unit 501
Portland, Oregon 97239

Dear Roger,

Thanks for taking the time to make your presentation to us last night. We applaud your grassroots effort to preserve Portland's maritime heritage on the new Greenway.

We are pleased to inform you that the Board of the Portland Council of the Navy League of the United States voted unanimously to support this project. It follows our mission of educating the public on the importance of maritime commerce and resources needed to protect it. Since most of the artifacts you propose to place on the Greenway are related to the area's maritime history, they will serve to remind future generations of the importance of our waterfront.

You are welcome to use our organization's name in your effort to bring this display to fruition.

Sincerely,

A handwritten signature in cursive script that reads "Mike".

Mike Hewlett
President
Portland Council
Navy League of the United States



CITY OF PORTLAND
OFFICE OF HEALTHY WORKING RIVERS



1120 SW Fifth Ave., #1000, Portland, OR 97204 ♦ Charlie Hales, Mayor ♦ Ann Beier, Director

March 20, 2013

Roger Gertenrich
3570 SW River Parkway # 501
Portland, Oregon 97239

Dear Roger,

The Office of Healthy Working Rivers fully supports the proposal for a maritime history exhibit at the Zidell Site in South Waterfront. Portland has a rich maritime history that deserves to be recognized and celebrated, particularly at this location on the Willamette River.

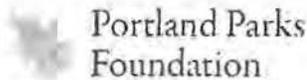
The Zidell site was once the scene for an extensive ship building and ship breaking industry, a tradition that continues today with the existing barge building operation. Your proposal to display maritime artifacts in South Waterfront would bring this aspect of Portland's history to life and compliment the anticipated redevelopment of this site.

I look forward to our continued collaboration on this project.

Sincerely,

Kevin Kilduff

Environmental Program Coordinator



Nick Hardigg, Executive Director

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Justin Yuen

March 4, 2013

Dr. Roger L. Gertenrich
3570 SW River Parkway # 501
Portland, OR 97239

email: gertr@comcast.net
telephone: (503) 841-5496

Dear Dr. Gertenrich,

Thank you for meeting with me, and sharing your concept and efforts to include a memorial to Portland's shipbuilding past on our city's waterfront park.

We share your commitment to making Portland's waterfront an engaging, thought-provoking, and health-giving resource for the people of our city. We feel your project has merit, and we applaud the cost-effective ideas you shared, such as donated structures and volunteer engagement.

I wish you success in promoting this alternative in the City's public process. If a decision were made to embark on this project, we would welcome the opportunity to explore how the Portland Parks Foundation can help. As we discussed, although we haven't financial resources, there are other ways we can be of assistance.

Thank you for your initiative, expertise, and efforts to make development of Portland's Waterfront Park a great success of historic proportions on multiple levels.

With appreciation,

A handwritten signature in black ink that reads "Nick Hardigg".

Nick Hardigg

Executive Director

cc: Chet Orloff



Regional Arts & Culture Council

411 NW Park Avenue, Suite 101
Portland, OR 97209-3356
503.823.5111
racc.org

Sent via e-mail to: gertr@comcast.net

April 16, 2013

Roger Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

Dear Roger,

We understand your interest in the creation of a "Ship Works display" of Portland's maritime industry and workers for the northern expansion of the South Waterfront Greenway. As you know, we have been involved with the visioning of the South Waterfront Greenway since we hired artist Buster Simpson to work with the original master planning team nearly ten years ago. Buster had many great ideas about honoring the history of these sites including the display of salvaged Liberty ship bows from the Zidell site. We certainly hope that some of his ideas can come to fruition.

The development of sites such as this is complex and layered, involving many public and private entities. In our role as stewards of the City of Portland public art collection, we will work with the various players to bring art into the planning and implementation of the future project as appropriate. We applaud your efforts to make this a reality and look forward to a project that is inclusive, high quality and accessible for all of our citizens.

Sincerely-

Eloise Damrosch

Executive Director



Campus Development &
Administration
Mail code L101
3181 S.W. Sam Jackson Park Rd.
Portland, OR 97239-3098
tel 503 494-1451

April 22, 2013

Dr. Roger L. Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

Dear Dr. Gertenrich:

The purpose of this letter is to let you know that Oregon Health & Science University supports the concept of a privately financed OUTDOOR MARITIME DISPLAY within the Willamette River Greenway in the general area between the Ross Island & Marquam bridges.

We understand this maritime display will be dedicated to Portland ship building past & present. This is consistent with the history of our district and would, we believe, positively contribute to the district. We also understand that the exact location, design, and messaging of the DISPLAY will be discussed with all stakeholders, including OHSU, prior to commencement of the project.

This letter of support should not be construed as a pledge of financial support from OHSU or support of funding for the project from any specific source. We are naturally concerned about the availability of scarce urban renewal areas or parks funding, and we would expect that any such proposals would be thoroughly discussed in an open setting prior to any commitments.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark B. Williams", written in a cursive style.

Mark B. Williams
Vice President
Campus Development & Administration



September 26, 2013

Mayor Charlie Hales
1221 SW 4th Ave
Portland, OR 97204

Dear Mayor Hales:

The South Portland Business Association supports establishing an Outdoor Maritime Display along the bank of the Willamette River Greenway between the Ross Island and Marquam Bridge. This Maritime display will celebrate Portland's Maritime activities past and present.

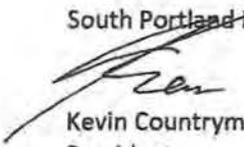
Tens of thousands of people moved to Oregon during the 2nd World War to build naval ships. Many lived in a newly created city named Vanport which became Oregon's 2nd largest city. The city was destroyed on May 30th, 1948 due to a flood. Many workers remained after the war and Portland was dramatically changed forever.

After the war many naval ships were salvaged in Portland. Numerous WWII Naval items remain. Displaying them honors our US Military. This history has faded and needs to be restored and enhanced.

Today's ship building provides 53,000 direct and induced jobs and remains a key part of Portland. And, of course, the river is a recreational asset.

Sincerely,

South Portland Business Association



Kevin Countryman
President

cc: Commissioner Amanda Fritz
✓ Dr. Roger Gertenrich

South Portland Business Association * PO Box 69072 * Portland, OR 97239

September 17, 2013

Dr. Roger L. Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

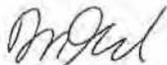
Dear Dr. Gertenrich,

I am writing on behalf of Hood to Coast / Portland to Coast Relays to express our support of the development of the Outdoor Maritime Display in the Willamette River Greenway.

Hood to Coast / Portland to Coast Relays is a strong believer in health and wellness through running and walking. This is not possible without the use of miles of roads, sidewalks, trails, and the beauty of the Willamette River Greenway. We strongly support the development of the Outdoor Maritime Museum in the Willamette River Greenway as it significantly enriches the experience of using the greenway, and further encourages individuals to run, walk, and bike outdoors. We also understand that this outdoor maritime display will be free to the public, and that this section of the Greenway connects to the Tom McCall Waterfront Park Greenway. An expansion of the greenway will provide an even greater opportunity to support health and wellness.

The mission of the Outdoor Maritime Display will inspire those to run, walk, and bike, while teaching recreationalists about the important history of the city of Portland. Again, we strongly support the development of the Outdoor Maritime Display.

Warm regards,



Dan Floyd
Chief Operating Officer
Hood to Coast / Portland to Coast Relays

SOUTH WATERFRONT NATURE & GREENSPACES

0836 SW Curry Street
Portland, Oregon 97239

March 4, 2013

RE: Support of an OUTDOOR MARITIME DISPLAY focusing on Portland's Ship Building

At our last meeting of Nature & Greenspaces, we voted to support the above mentioned concept of displaying artifacts from Portland's contribution to America's shipbuilding. Several members of our committee are championing this effort to be located along the Willamette River in South Waterfront. We see this as very logical since many of those activities of both building and dismantling ships were conducted within this same location. Many of us still enjoy the sounds of Zidell Marine as they continue to build barges which are supporting commerce within the Pacific Rim.

Another reason that this is such a logical idea for South Waterfront is that Portland Parks and Recreation does not have the funding to design and construct other features within the designated areas of the future Greenway set aside for this type of future use between Zidell and the Marquam Bridge. We see it as the proverbial Win/Win!

Best Regards,

James H. Luke

James H. Luke, Chair
South Waterfront Nature & Greenspaces

RIVERPLACE PLANNED COMMUNITY ASSOCIATION

1500 NE IRVING STREET, SUITE 414

PORTLAND, OREGON 97232

503-222-6672

May 31, 2013

Mr. Roger Gertenrich
3570 SW River Parkway # 501
Portland, Or 97239

Via: Email/US Mail

Re: City of Portland Outdoor Maritime Display
Letter of Support

Dear Roger,

On behalf of the Riverplace Planned Community Association (RPPC), we wish to thank you for taking the time at our recent annual meeting to present the outdoor maritime display project you and your fellow team members are currently working on. RPPC is delighted to add its organizational support for what will no doubt provide the City of Portland with a wonderful historical memorial of Oregon's maritime accomplishments and ensure its preservation for future generations.

Again, thank you for taking the time to present this exciting project to our Association, we wish you much success.

Very best regards,



Ron Balash, Senior Project Manager
Multi-Services, Inc.

Cc: RPPC Board of Directors



OFFICE OF THE PRESIDENT

July 25, 2013

To Whom It May Concern:

Re: Outdoor Maritime Display Project

The proposed "Outdoor Maritime Display" is a remarkably prescient installation which the National College of Natural Medicine, a neighbor institution and community benefitting from this initiative, supports enthusiastically. There are a number of reasons for this endorsement.

- a. The area between the Ross Island & Marquam bridges is part of our community footprint; students and patients and neighbors live, work and interact here every day.
- b. The leaders of this project initiative are known to the NCNM community and we are confident in their skills, experience and tenacity.
- c. The preliminary content/form of the installations are deeply respectful of the traditions and history of the river community we all share.
- d. The outcomes of the project are sensitive to environmental concerns and issues related to the development of our waterfront in this community. As well, the long term sustainability of these environmentally compliant and respectful designs are impressive and doable.
- e. The larger community's interest is palpable, not only in terms of front-end maritime display items, but also in terms of the framework for selecting and ordering the continuum of display items consistent with the approved uses of the spaces affected.
- f. The potential for expanded donations of artifacts, historical documents and in-kind assistance with transport and placing is high and is likely to increase as awareness of the project grows.

As NCNM's approved master plan unfolds, the emergence of public treasures of this kind can only enhance our neighborhood.

Sincerely,

A handwritten signature in black ink that reads "David John Schleich". The signature is written in a cursive, flowing style.

David J. Schleich, PhD
President, National College of Natural Medicine

Dr. Roger L. Gertenrich
3570 SW River Parkway #501
Portland, OR 97239

PT BOAT

April 18, 2013

Dear Dr. Gertenrich:

The purpose of this letter is to let you know that we, the members of Save the PT Boat, Inc., strongly support the establishment of an OUTDOOR MARITIME DISPLAY along the Willamette River Greenway in the general area between the Ross Island & Marquam bridges. We understand this maritime display will be dedicated to Portland ship building past & present.

We feel the fascinating naval history of Portland needs to be brought out in the open for the public to see, learn & enjoy. And the location is wonderful for our walking, jogging and bike riding public to discover - and realize how important this history has been & continues to be.

Should the City of Portland approve of this project & move forward on it, we will definitely contribute to the display in some manner.

This project to preserve history for generations to come is much like our own mission, the restoration of PT658. This was the brainchild of a dedicated group of ex-PT boaters who formed Save the PT Boat, Inc., a non-profit organization chartered in Oregon. These dedicated, unpaid volunteers were able to acquire a PT boat sold as war surplus in 1945. The boat was in terrible condition, however inspired by a consensus of opinion that it couldn't be done, our volunteers have successfully restored this 50-ton WW II Motor Torpedo Boat back to her full operating condition, complete with full armament and three original Packard V-12 engines - making PT 658 the only fully restored and operational U.S. Navy PT Boat in the world!

As you probably know, during World War II, PT boats were the smallest, fastest, most maneuverable and most heavily armed (based on armament vs. displacement) of all fighting craft. Fighting in six theaters of combat, they were very seaworthy and on occasion operated in 40-foot waves. Consistently involved in more close encounters with the enemy than any other type of naval craft, PT boats were regarded by the Navy as expendable. They were commonly used to draw enemy fire, exposing gun positions to shellfire from large US ships. PT boats disrupted enemy supply lines, dueled with much larger enemy ships, shot down enemy planes, landed scouts behind enemy lines, rescued downed US pilots and served as front line observers.

Through the generosity of the US Navy and the Marine Corps, the Oregon and Washington National Guard, the Oregon Military Museum and through the tax-free donations of many citizens and private corporations, Save The PT Boat, Inc. has restored PT 658. This restoration and repair work – nearly all done by unpaid volunteers – has continued over 21 years. Save the PT Boat, Inc., is a nonprofit organization and all personal and corporate contributions are tax-exempt under Section 501-C-3 of the IRS tax code.

In keeping with Oregon's maritime heritage, PT 658 is an authentic operating Naval Museum open to the public and participates in maritime events on the Willamette and Columbia rivers. Therefore you can see why we will gladly lend our support o your project. We are all kindred souls in our love of history and preservation!

To learn more about us and our project, please visit our website: HYPERLINK "http://www.savetheptboatinc.com" www.savetheptboatinc.com. or call us at 503-286-3083.

Sincerely,

Molly McCready
Secretary
Save the PT Boat, Inc.
PO Box 13422
Portland, OR 97213



June 9, 2014

Dr. Roger Gertenrich

3570 SW River Parkway, #501
Portland, OR 97239

Dear Roger,

As the only museum in the Pacific Northwest focused solely on design, Design Museum Portland supports your vision for the Outdoor Maritime Display. The important role of design in the shipbuilding industry has been well documented as the industry evolved over history. Telling this story along the Willamette River Greenway will certainly shine a light on Portland's maritime legacy, and share it's ongoing importance to the city.

We are always inspired by revolutionary design, thoughtful problem solving and educating the public about the role design plays in all our lives. The Outdoor Maritime Display is aligned with our vision that "Design is everywhere".

We wish you best of luck in realizing the display. Thank you for your support of Design Museum Portland.

Best regards,

Dieter P. Reuther

Board Chairman, Design Museum Foundation

Sam Aquillano

Executive Director, Design Museum Foundation



*Cynthia Moody Parnell
Oregon State Society
Daughters of the American Revolution*

August 20, 2016

Dr. Roger L. Gertenrich
3570 SW River Parkway, #501
Portland, OR 97239

Dr. Gertenrich,

I am a property owner in South Waterfront and a staunch supporter of historic preservation. Please accept my support of the Outdoor Maritime Display project honoring Portland's rich maritime history.

I am a professional genealogist and a 28-year member of the Daughters of the American Revolution, having served as the organization's state regent from June, 2014 – June, 2016. In that capacity I enjoyed working to save and enrich historic sites, and support the placement of DAR historic markers throughout Oregon. I am hopeful that the Oregon DAR will have the opportunity to assist with the placement of at least one historic marker and/or display in the South Waterfront area.

I will see if any of our museums have any artifacts that relate to the Outdoor Maritime display. In the meantime, I wish you the best of luck on the newest phase of the Outdoor Maritime Project.

Regards,

Cynthia Parnell, AG
Honorary State Regent, Oregon DAR

parnellcm@aol.com

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gertr@comcast.net

± Font Size ±

City contact

From : Brett Horner <Brett.Horner@portlandoregon.gov>

Wed, Feb 06, 2013 10:49 PM

Subject : City contact

📎 5 attachments

To : gertr@comcast.net

Cc : Kia Selley <Kia.Selley@portlandoregon.gov>, Kevin Kilduff <Kevin.Kilduff@portlandoregon.gov>

Hi Roger,



I've been in contact with the Office of Healthy Working Rivers (OHWR), and they have graciously agreed to be your first point of contact with City staff. This will improve communication for you as Kevin Kilduff in that office can then coordinate your plans and suggestions with the various bureaus and city staff. We hope this will make it easier for you to deal with the City – the OHWR has a much broader purview over the river than Parks does. I will keep in contact with Kevin frequently and he will coordinate with me on Parks matters as well. We have regular check-ins. Have a great site walk tomorrow, and let me know of any questions about communication going forward.



Brett Horner
Portland Parks & Recreation
Planning & Design Manager | Portland Building
1120 SW Fifth Ave., Suite 1302
Portland, OR 97204
503-823-1674 (office)
503-823-5570 (fax)
Brett.Horner@PortlandOregon.gov
www.PortlandParks.org



**PORTLAND
PARKS & RECREATION**
Healthy Parks, Healthy Portland



image005.gif
2 KB

Sept 11, 2016

This letter is to support efforts to establish a permanent memorial along the Willamette waterfront to memorialize Portland's maritime history.

Portland was established as a major port since its beginning because of the Willamette River and the opportunities it afforded for commerce. As our city grew, maritime activities played a major role in the growth of Portland in becoming a thriving economic player in the world market.

Memorializing our maritime history through artifacts and plaques along our waterfront will educate and remind our visitors and residents of the importance the waterfront played in the growth and development of our cities economy, as well as how it contributed to our culture and diversity.

Willamette Jetboat has been in business since 1997 and a big part of our tours is sharing stories and history about Portland's waterfront and maritime history. Having a memorial along the river will help in making our history come alive. Several hundred thousand students, tourists and locals have enjoyed learning about Portland's waterfront and any features that can be added to memorialize our past will help to improve the experiences and attractions that make our city so unique.

Sincerely,

Andy Moos

General Manager

Willamette Jetboat

PUBLIC SUPPORT

WE SUPPORT THE ESTABLISHING OF AN OUTDOOR MARITIME DISPLAY ALONG THE BANK OF THE WILLAMETTE RIVER GREENWAY BETWEEN THE ROSS ISLAND & MARQUAM BRIDGES.

THIS MARITIME DISPLAY CELEBRATES PORTLAND'S MARITIME ACTIVITIES PAST & PRESENT.

TENS OF THOUSANDS OF PEOPLE MOVED TO OREGON DURING THE SECOND WORLD WAR TO BUILD NAVAL SHIPS. MANY LIVED IN A NEWLY CREATED CITY NAMED VANPORT WHICH BECAME OREGON'S 2ND LARGEST CITY THE CITY WAS DESTROYED ON MAY 30TH, 1948 IN A FLOOD. MANY WORKERS REMAINED AFTER THE WAR & PORTLAND WAS DRAMATICALLY CHANGED FOREVER.

AFTER THE WAR MANY NAVAL SHIPS WERE SALVAGED IN PORTLAND. NUMEROUS WWII NAVAL ITEMS REMAIN & DISPLAYING THEM HONORS OUR US MILITARY THIS HISTORY HAS FADED AND NEEDS TO BE RESTORED & ENHANCED.

TODAYS SHIP BUILDING PROVIDES 53,000 DIRECT & INDUCED JOBS & REMAINS A KEY PART OF PORTLAND. AND OF COURSE THE RIVER IS A RECREATIONAL ASSET.

gertr@comcast.net (Roger)

XFINITY Connect

gertr@comcast.net

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Re: WWII MARitime Display

From : Vera Katz <katzverakatz@aol.com>

Thu, Dec 13, 2012 08:58 PM

Subject : Re: WWII MARitime Display

To : gertr@comcast.net

Yes, can use my name.

'Sent from my iPad

Former Mayor
Vera Katz

On Dec 11, 2012, at 2:42 PM, gertr@comcast.net wrote:

Vera this is an email that I just sent to the Willamette River Keepers soliciting their support.

Can I add your name as a supporter of the concept of a WWII Maritime Display in the Greenway? You told me the "it was a wonderful idea" after your talk at the Mirabella.

I do not want to bother you about this project ,however, so let me know.

I would like to chat with you on it to get your guidance ..

ps Just finished the book on Bob Straub 'On the Water's Edge' ..he deserves much credit for the Oregon that we all enjoy (as do you as well)..

Roger

From: gertr@comcast.net

To: "Roger /Caryl Gertenrich" <gertr@comcast.net>

Sent: Tuesday, December 11, 2012 2:23:36 PM

Subject: WWII MARitime Display

Hi Presently I am building a base of support for an outdoor WWII Maritime Display along the Willamette River Greenway(GW) in the general area between the Ross Island Bridge & the Marquam bridge. The project would be dedicated to Portland's contribution in WWII to the building of ships.

In this GW there are several pockets of land(called nodes) that are designed for people activities(see site plan South Waterfront GW Aug 2004). This outdoor display could site itself in one of these nodes or perhaps in the land under/adjacent to the Ross Island Bridge(this land was targeted for public use).

Possible funding sources are: NMUR TIF dollars , PP&R (2 million set for this GW) & private funding/in kind donations.

I expect to take all of 2013 to build a base of support. To date the following organizations support the concept: PT Boat Inc., Oregon Maritime Museum, Oregon WWII Memorial Foundation, Zidell Corp.

Individual support of note : Chet Orloff , historian; Fred Gans architect(willing to help with the design)

PP&R planners indicate that the project 'fits' historically & see it as a viable option.

2009

hi, gertr

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From

Subject

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Date

juledwards, gertr

Fwd: LAKESIDE BOYS TOURN

(3) 4:20 PM

Oregon, Pat, gertr

FW: Xmas specials

(7) 3:29 PM

ken

Wednesday's SPNA Board mee

2:43 PM

USAA, gertr, ooo

Re: RENEWAL STATEMENT

(4) 2:04 PM

USAA

You Have a New Message from

1:07 PM

gertr, Kristen

RE: Condo Flood Ins

(3) 1:04 PM

katzverakatz ...

your letter

(3) 12:11 PM

your letter

katzverakatz@aol.com
+ Add to Address Book

Sent By: katzverakatz@aol.com On: Nov 11/30/09 12:11 PM

To: Caryl Gertenrich.

PROMOTIONS

Top Schools for
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Vera Katz

Thank you for the article re: my son's book. I do remember having a conversation with you years ago. Thank you for keeping involved with our park system. Sometimes it gets a little tough to break through the bureaucracies. I like the idea of noting the history of our parks and bringing up one of the barges as a piece of history at the waterfront. All of this is possible, but it will take time. Be patient. And good luck.

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Outdoor Maritime Display

From : Fritz Paulus <fritz@wfpauluslaw.com>

Mon, Nov 04, 2013 09:31 AM

Subject : Outdoor Maritime Display

To : gertr@comcast.net

Norma Paulus

Roger –

→ I help my mom, Norma Paulus, with some of her correspondence and am responding on her behalf regarding your proposal to the City of Portland for an Outdoor Maritime Display. I talked to her about this on Saturday and she told me to send you an email stating that she supports your proposal. Mom can only lend her name for support and does not have time to assist with other activities. Best of luck with your presentation to the City Council on the 6th. Please keep us posted on your progress.

Best regards,

Wm. F. (Fritz) Paulus | Attorney at Law
1207 SW Sixth Avenue | Portland, Oregon 97204
Phone: 503-224-1773 | Fax: 503-228-4529
www.wfpauluslaw.com | fritz@wfpauluslaw.com

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gertr@comcast.net

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RE: Outdoor Maritime Display

From : Brett Horner <Brett.Horner@portlandoregon.gov>
Subject : RE: Outdoor Maritime Display
To : gertr@comcast.net

Wed, Apr 17, 2013 11:28 PM

5 attachments

→ Great Roger, I let Sallie know Parks is very supportive before today's meeting - I was unable to attend it.

Brett Horner ✓
Portland Parks & Recreation
Planning & Design Manager | Portland Building
1120 SW Fifth Ave., Suite 1302
Portland, OR 97204
503-823-1674 (office)
503-823-5570 (fax)
Brett.Horner@PortlandOregon.gov
www.PortlandParks.org



**PORTLAND
PARKS & RECREATION**

Healthy Parks, Healthy Portland



From: gertr@comcast.net [mailto:gertr@comcast.net]
Sent: Wednesday, April 17, 2013 3:51 PM
To: Kilduff, Kevin; Malone, Milena
Cc: Jeff, Swanson; Horner, Brett; Selley, Kia; Alpert, Josh
Subject: Outdoor Maritime Display

The meeting with Sallie Edmunds(& other staff members) ,River & Environmental Planning Manager (Bureau of Planning & sustainability) ✓
went well ..they are helpful & supportive..

Our team will meet with Commissioner Fritz tomorrow..then I plug is with the Central City 2035 West Quadrant Plan next Monday to save a future place at the table.

Later to OMSI, US Navy League then ...Kaizer & the Native Americans hopefully.

Portland politics is very complex, but I still think that the peoples wishes still can prevail. ✓



EMMERT INTERNATIONAL

Division of Emmert Industrial Corp.

11811 SE Hwy 212 ~ Clackamas, Oregon 97015

Phone (503) 655-7191 Fax (503) 655-3933

March 1, 2016

VIA FIRST CLASS MAIL

Dr. Roger L. Gertenrich
3570 SW River Pkway #501
Portland, OR 97239

Re: Donation of services to the City of Portland

Dear Dr. Gertenrich:

This letter is an offer to the City of Portland from Emmert Industrial Corp d/b/a Emmert International ("Emmert") to donate its services in the moving from one location to another location within the City of Portland certain historical maritime artifacts from the USS Oregon (BB3) and other maritime artifacts. Emmert will move these maritime artifacts from their present location to a new future location in the area commonly referred to as the North Willamette River Greenway.

The maritime artifacts include the USS Oregon's anchor which is presently located on Port of Portland property. The USS Oregon's mast is presently located in Tom McCall Riverfront Park. The dredge pump from the Dredge Oregon is also located on Port of Portland property. In addition, Emmert will assist in the up-righting of the mast of the USS Oregon if the base to receive the mast is in-place and ready to have the mast installed at the time Emmert moves the mast to its new site.

This offer assumes and requires that the City of Portland cooperates in providing all permits, free of charge, and waive any other city, county or state fees or charges associated directly or indirectly with moving the artifacts set out above. And that Emmert will be provided with cradles and other lifting materials for loading and off-loading the artifacts set out above.

Dr. Roger L. Gertenrich
March 1, 2016
Page 2

Emmert employees will help in coordinating these services with other necessary services as required by the move upon Emmert's notification of the final site's location with routing to be acceptable to Emmert.

Emmert strongly supports the "grass roots" citizen project to add an outdoor maritime display to the North Willamette River Greenway. The project will respect and honor the maritime history of the Willamette River and its effect on the Portland metropolitan area.

In the past, Emmert donated its services in moving the two USS Oregon smoke stacks from the Port of Portland to the Zidell Company's land located in the South Waterfront area. As a native Portlander, I look forward to the day when the smoke stacks, the anchor and the mast from the USS Oregon will be located in one unique area. This will be a lasting memorial to the proud battleship that bore this state's name.

I have been told that there are other key USS Oregon artifacts still in private hands. Perhaps this project will motivate some of the owners of these artifacts to add them to the display. An outdoor display, free to the public, would add a significant memorial to Oregon's past. Our history is special. Oregon has a proud past which is something of which every Oregonian should take pride in. I have seen pictures of the USS Oregon anchored on the west side of the Willamette River just south of the Hawthorne Bridge. The USS Oregon gave itself to the World War I war effort except for these few remaining artifacts.

Respectfully,



Terry W. Emmert
President of Emmert Industrial Corp
d/b/a Emmert International

XFINITY Connect

gertr@comcast.net

± Font Size -

RE: WWII MARitime Display**From :** Kurt Messenger <KMessenger@jhiengineering.com>

Mon, Dec 17, 2012 11:14 PM

Subject : RE: WWII Maritime Display**To :** gertr@comcast.net

Yes, let me know how/when we can help.

Kurt Messenger, P.E.
 Vice President
 JHI Engineering, Inc.
 3420 SW Macadam Ave.
 Portland, Oregon 97239
 503.223.7799
 KMessenger@jhiengineering.com

From: gertr@comcast.net [mailto:gertr@comcast.net]**Sent:** Tuesday, December 11, 2012 2:36 PM**To:** Kurt Messenger**Subject:** Fwd: WWII Maritime Display

Kurt Can I add your company as being in support of the concept of a WWII Maritime Display?

From: gertr@comcast.net**To:** "Roger/Cary Oertenrich" <gertr@comcast.net>**Sent:** Tuesday, December 11, 2012 2:23:36 PM**Subject:** WWII Maritime Display

Hi Presently I am building a base of support for an outdoor WWII Maritime Display along the Willamette River Greenway(GW) in the general area between the Ross Island Bridge & the Marquam bridge. The project would be dedicated to Portland's contribution in WWII to the building of ships.

In this GW there are several pockets of land(called nodes) that are designed for people activities(see site plan South Waterfront GW Aug 2004). This outdoor display could site itself in one of these nodes or perhaps in the land under/adjacent to the Ross Island Bridge(this land was targeted for public use).

Possible funding sources are: NMUR TIF dollars , PP&R (2 million set for this GW) & private funding/in kind donations.

I expect to take all of 2013 to build a base of support. To date the following organizations support the concept: PT Boat Inc., Oregon Maritime Museum, Oregon WWII Memorial Foundation, Zidell Corp.

Individual support of note : Chet Orloff , historian; Fred Gans architect(willing to help with the design)

PP&R planners indicate that the project 'fits' historically & see it as a viable option.

XFINITY Connect

gertr@comcast.net

± Font Size -

Re: Letter of Support

From : Jeremy FiveCrows <fivecrows@mac.com>

Sat, Aug 03, 2013 02:50 PM

→ **Subject :** Re: Letter of Support

To : gertr@comcast.net

Can you just add our name to the list of supporters for your mayor visit and I can get you something formal later? My dad passed away last week and I've been in Idaho taking care of all these arrangements and will be here another week.

Jeremy FiveCrows

On Aug 3, 2013, at 11:31 AM, gertr@comcast.net wrote:

Jeremy...Will I be getting a letter of support? I meet with the Portland Mayor Tuesday..I really would like to be able to list the support by then if possible.

An email letter of support would be appreciated.

PUBLIC SUPPORT

WE SUPPORT THE ESTABLISHING OF AN OUTDOOR MARITIME DISPLAY ALONG THE BANK OF THE WILLAMETTE RIVER GREENWAY BETWEEN THE ROSS ISLAND & MARQUAM BRIDGES.

THIS MARITIME DISPLAY CELEBRATES PORTLAND'S MARITIME ACTIVITIES PAST & PRESENT.

TENS OF THOUSANDS OF PEOPLE MOVED TO OREGON DURING THE SECOND WORLD WAR TO BUILD NAVAL SHIPS. MANY LIVED IN A NEWLY CREATED CITY NAMED VANPORT WHICH BECAME OREGON'S 2ND LARGEST CITY THE CITY WAS DESTROYED ON MAY 30TH ,1948 IN A FLOOD. MANY WORKERS REMAINED AFTER THE WAR & PORTLAND WAS DRAMATICALLY CHANGED FOREVER.

AFTER THE WAR MANY NAVAL SHIPS WERE SALVAGED IN PORTLAND. NUMEROUS WWII NAVAL ITEMS REMAIN & DISPLAYING THEM HONORS OUR US MILITARY THIS HISTORY HAS FADED AND NEEDS TO BE RESTORED & ENHANCED.

TODAYS SHIP BUILDING PROVIDES 53,000 DIRECT & INDUCED JOBS & REMAINS A KEY PART OF PORTLAND. AND OF COURSE THE RIVER IS A RECREATIONAL ASSET.

gertr@comcast.net (Roger)



Mr Roger Gertenrich
Unit 501
3570 SW River Pkwy
Portland, OR 97239

Individual Supporters:

NAME	ADDRESS
JAMES STROOP	0841 SW GAINES ST Uptroob Portland
D. Hill	0841 SW GAINES ST #1002 IL
Saurvika Jones	3570 SW River Parkway #2101 "
Susan Medak	1955 SW River Dr #1005 972
FRANK ANSARI	0570 S.W. River Pkwy. #1311
YOKER FORAD	0570 S.W. RIVER PKWY. #1311
LISA SHANTLEY	0836 SW CURRY ST #801 PORTLAND 972
Norm Green	0841 SW GAINES ST #507 PORTLAND 972
IRISH OTTO	1500 SW Sunset Dr. ^{West} 97060.
CLIFF GRAY	3550 SW Bond Ave, PORTLAND 972
Mary Gray	"
Carol Jackeland	2008 Atwater Pl.
Carol Eastman	3570 SW River Parkway #501
Negar Ansari	3570 SW River Pkwy #1311
YASMIN FORAD	"
WILL MCKINNEY	0836 SW CURRY ST #1600
LINDA McLAUGHLIN	3570 SW River Pkwy #1413
Carol L. Collins	0836 SW Curry #1400 97239.
Norman L. Whitlatch	3601 SW River Pkwy #425 Hill 972
Judy Whitlatch	" " " " " " "
ADRIENNE BEVERMAN	3550 SW Bond St, Pdx 97239
SAYONARA MATO	3601 SW RIVER PKWY. STE 1706. PORTLAND, OR 97
JANITA FERNANDEZ	1930 SW RIVER DR W605 PORTLAND, OR 97201
Leandro Rayburn	0836 SW Curry #700 97239
Aloysius Kendrick	0841 SW Gaines #735 97239
Matson Haug	1524 Hess Creek Court, Newberg, 97132
JOHN RATE	0841 SW GAINES ST, PORTLAND, OR 9723
Pete Collins	3030 SW Moody Ave, Portland, OR 972
Nancy Winters	SW River Parkway, 97239

NAME	ADDRESS
Max Zugman	7205 N.E. Clackamas Portland, 9721
Jan Zugman	3435 77.E. 83rd Ave PDX 97220.5.
Nadine Allen	7556 SW Kelly Ave. PDX 97219
Vern Hogue	2508 NE 30 th AVE PDX 97212
John Mortensen	7540 SW FULTON PK BLVD (P21)
Lynn Lynn	17469 SW Chris St. Beaverton, OR 97
Else Olson	10115 SW Lancaster Rd PDX 972
Susan Westerberg	7540 SW FULTON PARK BLVD PDX 9721
Jeanne Hanson	15 925 SW Century Oak Circle, PDX 97
Jean V. Kuo	5270 SW LANDING SQUARE #15, PORTLAND, OR 9723
Judith Ruben	5270 S.W. LANDING SQ. A15 PORTLAND, 97239
Barb Ruben	3150 NE 32 nd Ave Portland, OR 972
Janet McLean	5252 S.W. Northwood Av PDX 972:
Eva Lawson	5000 SW Windsor Ct. PDX 97221.
Invest Brynland	5270 SW LANDING SQ. 16, PDX 97239
Molly G. [unclear]	5270 SW LANDING SQ. 16, PDX 97239
Marjorie G. Swilliam	8000 SE. 28th Ave., Portland, OR 972
Doris G. Christenson	4185 N. 34. Ave., Forest Grove, OR 97
Andra Georgos	5270 SW Landing Square #7
Janice Orloff	2323 SW Park PDX 9720
Jeanne Neusmark	4646 SW Downsview Ct P.O. 9722,
Elaine Annian	3160 SW. 100th Ave. PDX 97222
G. Blauer	3726 SW 49 th P. 97221

NAME

ADDRESS

Ed Thompson

35700 SW River Parkway #801
Portland, OR 97239

JASKA THOMPSON

3570 SW RIVER PKWY. #801 PORTLAND, OR 97239

*

James Tapp
Al Tapp

(law / cabinet making) Maxmeducke Ctt@chidbey

0650 SW GAINES ST Portland, OR 97239

Alberta Tapp

3570 SW River Pkwy #702

Sharon

0836 SW Curry St #1502

Royal Merlembury

3570 SW River Parkway #801 PORTLAND, OR 97239

✓ **From:** "Commissioner Fritz" <amanda@portlandoregon.gov> ✓
To: "gertr@comcast.net" <gertr@comcast.net>
Cc: "Mike Abbate" <Mike.Abbate@portlandoregon.gov>, "Patti Howard" <Patti.Howard@portlandoregon.gov>
Sent: Monday, October 14, 2013 11:58:46 PM
Subject: RE: PS

Dear Roger,

Thank you for your messages this past week. I apologize for my delayed response. Parks Director Mike Abbate was out of the office last week, and I wanted to discuss your request with him before replying.

✓ You've persuaded me that the merits of you presenting your idea to Council outweigh the potential for misunderstandings regarding certainty, priorities and funding. We will set a Time Certain for 30 minutes, hopefully in November. Please tell me if you are likely to be unavailable any Wednesday in November.. Mike is also checking his calendar. The plan will be for Mike to frame the overall Greenway planning work and where we are in that work, including a brief update on the work currently under way in South Waterfront. Then you will present your concept (10 minutes), the two of you will answer any questions, we will take testimony if any, then I will close the presentation. I hope this will meet your expectations. Thank you again for all your work on this project.

Amanda

✓ **Amanda Fritz**
Commissioner, City of Portland
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To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 with such requests or visit http://www.portlandonline.com/ADA_Forms
From: gertr@comcast.net [mailto:gertr@comcast.net]
Sent: Wednesday, October 09, 2013 6:28 AM
To: Commissioner Fritz
Subject: PS

Amanda The purpose of our maritime team was to answer the question: Is there support for an Outdoor Maritime Display? The answer was 'Yes'.

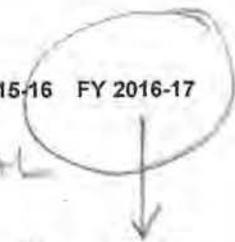
Five-Year Forecast Project Requirements Detail

Budget

FY 2011-12 FY 2012-13 FY 2013-14 FY 2014-15 FY 2015-16 FY 2016-17

North Macadam URA

NORTH MACADAM URBAN RENEWAL



Resources

Beginning Fund Balance	7,956,775	2,345,962	1,141,810	428,269	158,520	253,126
Fees and Charges	315,472	324,309	333,397	343,341	353,641	364,251
Interest on Investments	25,000	23,460	11,418	4,283	1,585	2,531
Loan Collections	166,935	128,882	128,882	128,882	128,882	128,882
Long Term Debt	3,750,000	16,000,000	0	0	0	562,892
Property Income	15,000	15,000	15,000	15,000	15,000	15,000
Short Term Debt	6,325,513	5,815,755	4,408,229	1,549,633	1,593,602	6,807,107
Total Fund Resources	18,554,695	24,653,368	6,038,736	2,469,408	2,251,230	8,133,789

Requirements

Program Expenditures

Administration

Financial Administration

A45101325 Debt Management-NMC	32,000	20,000	20,000	20,000	20,000	20,000
Administration Total	32,000	20,000	20,000	20,000	20,000	20,000

Business Dev

Cluster Industry Development

B15102325 Site Recruitment-NMC	14,250	32,000	32,000	0	0	0
B15701325 Bio-Tech Build-Out-NMC	575,000	0	0	0	0	0

Business Lending

L02100325 BIF-General-NMC	700,000	500,000	500,000	400,000	285,000	430,000
Business Dev Total	1,289,250	532,000	532,000	400,000	285,000	430,000

Infrastructure

Parks

✓ N32511815 Central Dist Greenway-NMC-Adm	3,752,025	0	0	0	0	0
✓ N32512615 Caruthers Park-NMC-Adm	367,161	0	0	0	0	0
✓ N32514015 New Init - Parks & Gr-NMC-Adm	0	0	0	0	0	2,000,000

Public Facilities

N32520115 Life Science Parking-NMC-Adm	0	0	1,703,625	0	0	0
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Transportation

N32530215 Light Rail-NMC-Adm	0	10,000,000	0	0	0	0
N32530315 South Portal Design-NMC-Adm	400,000	0	0	0	0	0
N32530415 N Dist Infra Conduit-NMC-Adm	300,000	0	0	0	0	0
N32530515 EcoDistrict Conduit-NMC-Adm	250,000	0	0	0	0	0
N32530615 Central Dist Infra-NMC-Adm	166,000	0	0	166,000	166,000	83,000
N32530715 Trans Strategy Dev-NMC-Adm	0	50,000	0	0	0	0
N32533715 Gibbs St Ped Bridge-NMC-Adm	578,000	0	0	0	0	0
N32534115 Trans Initiatives-NMC-Adm	0	50,000	50,000	50,000	50,000	2,000,000
Infrastructure Total	5,813,186	10,100,000	1,753,625	216,000	216,000	4,083,000

Portland Hsg Bureau

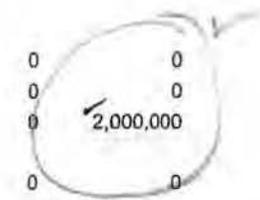
PHB Housing

H15430325 Affordable Rental Hsg-NMC	0	0	0	0	0	1,560,000
H15900325 PHB Staff & Admin-NMC	353,877	269,250	70,733	69,629	72,578	151,714
H15943325 Affordable Veterans Hsg-NMC	6,750,000	10,721,164	1,250,000	0	0	0
Portland Hsg Bureau Total	7,103,877	10,990,414	1,320,733	69,629	72,578	1,711,714

Property Redevel

Commercial Property Redevelopm

A35401325 Central City 2035-NMC	21,235	0	0	0	0	0
P32550515 Eco District-NMC-Adm	150,000	0	0	0	0	0
P32552215 CC 2035-NMC-Adm	0	116,221	0	0	0	0
P32556215 RiverPlace Lot 8 Rdv-NMC-Adm	50,000	0	0	0	0	0
P32556315 RiverPlace Lot 3 Rdv-NMC-Adm	50,000	35,000	0	0	0	0
P32558015 RiverPlace Prop Mgmt-NMC-Adm	15,000	0	0	0	0	0



To: Jay Zidell
Zidell Corp.
Sept 2015

Regarding the proposed , citizen based OUTDOOR MARITIME DISPLAY PROJECT, the following is a list of what is the sort of artifacts & assists that this project has at this point.

POTENTIAL OUTDOOR MARITIME DISPLAY ARTIFACTS:

- Dredge pump (huge-16 ton) from the USS OREGON dredge - Doyle Anderson - (doyle.anderson@portofportland.com)
- * Battleship USS OREGON -2 smoke stacks, anchor, chains..at Oregon Maritime Museum(OMM) Susan Spitzer info@oregonmaritime.com
- *Radio room of the battleship USS OREGON—a member of the WWC has it. Contact Ellen Wax at ellen.wax@workingwaterfrontportland.com
- *Several large artifacts ,like ship anchors ,bell, gauges Contact the OMM Susan Spitzer (above)
- *Old Dragon Boat (see Larry Richards)
- * Possible new ' DUGOUT CANOE' made by the Grande Ronde Confederated Tribes Michael Karnash (michael.karnash@grandroonde.org)
- *Zidell Corp. : ship anchors/parts, ship propeller, horn , Liberty Ship bows, photos.
- *Kaiser Permanente.. artifacts ? LincolnCushing (Lincoln.M.Cushing@kp.org)
Annie Herbert (annie.herbert@kp.org)
- *Working Waterfront Coalition artifacts? Ellen Wax (ellen.wax@workingwaterfro
- *Kristen Calhoun -Regional Arts & Cultural Council (2% for art) kcalhoun@racc.org)
- *Formations Inc, Display productions(Ptl) rncgillvray@formationsinc.com
- *Kurt Messenger Free design of structures supporting artifacts
kmessenger@jhiengineering.com
- * Swain Island Internship Welding class construction of artifact supports
Michael Rasmussen (michael.rasmussen@pcc.edu)
- *Terry Emmert help to move large artifacts(twemmert@intl.com)
- *Paul Fishman – help with over all project as his time allows(pfishman@nwecoservices.com)

* Battleship USS OREGON mast..explore its move to the north Greenway with other of this artifacts. Brett Horner (PP&R)..Portland owns the mast ..The Navy League oversees it.
Contact : Gary Piercy (harris.diana@gmail.com)

*Port of Portland contacts Greg Theisen (greg.theisen@portofportland.com)
Christine White (christine.white@portofportland.com)

* Oregon Historical Society contact Kerry Tymchuck (orhist@ohs.org)

*PT Boat .possible old torpedo (molly_mccready@msn.com) 503 288 9529

PS. Searching for the Paddle Wheels of the sternwheeler JEAN...& some TUG boat artifacts.
OMSI has new outdoor history displays & the new Tilikum Bridge crosses the river into the project site.

PHOTOS: Many of them..Zidell Corp, Port of PTL, Historical society ,KP, OMM

DISPLAYS: The main groups that have a vested interest & the financial capacity to do (donate , maintain & update) displays are : The Zidell Corp . , Kaiser Permanente, The Confederated Tribes of Grande Ronde & the Working Waterfront Coalition.

The displays are at the very heart of the success of the Outdoor Maritime project. They need to be of the very highest quality & be well coordinated.

The City of Portland will be designing & planning the North Greenway as well as providing security , cleanliness & general upkeep of this greenway. They should also fund a display that would introduce all of the other displays. This display is one that they need to take care of as well.

There is a lot of work ahead especially because the PP&R Design/Planning Committee for the North Greenway will be formed in Jan/Feb of the year 2016. The Outdoor Maritime Display is an OPTION to what would otherwise be just a standard greenway. Options will be required to present their plans(in detail) between March & August of 2016. Time is of the essence!

The logical organizational lead at this point is the Zidell Corp. They are located on site..their history is right there. This fall all of the key organizations need to assemble & plan a coordinated , high quality project.

The base of support by the Portland community is already been established . A large package of support letters (31 to date) & key citizens is available to be given to the PP&R committee. Many of the organizations & citizens will verbally testify as well.

And lastly PP&R Commissioner , Amanda Fritz , sees this project as “ an exciting one”. The entire Portland City Council was briefed on the project & it was well received.

Dr Roger L Gertenrich

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Re: olddragon boat

Sent By: Tom & Cara Lee Crowder **On:** Oct 10/08/15 9:52 AM

To: gertr@comcast.net

Yes that is the plan. We have it covered up at our storage area.

Tom Crowder

On 10/7/2015 3:32 PM, gertr@comcast.net wrote:

Tom are you still open to donating the old dragon boat IF the maritim
PP&R set up the Design/Planning committee for the next Greenway



PROMOTIONS



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Fwd:

From : amamin@swbell.net
Subject : Fwd:
To : Roger Gertenrich <gertr@comcast.net>

Sent from my iPhone

Begin forwarded message:

From: Abdul-H Amin <amamin@swbell.net>
Date: October 8, 2015 at 4:04:12 PM PDT
To: Roger Gertenrich <gertr@comcast.net>
Reply-To: Abdul-H Amin <amamin@swbell.net>



DM51
EXAMPLE: FREE STANDING display



5-1 CONSIDER SOUTH WATERFRONT'S HISTORY AND SPECIAL QUALITIES

A5 ENHANCE, EMBELLISH AND IDENTIFY AREAS

A5-1 CONSIDER SOUTH WATERFRONT'S HISTORY AND SPECIAL QUALITIES

Background



The Willamette River serves as an important natural highway to and through the Willamette Valley. Throughout history, the Willamette River and its riverbanks have provided numerous functions. The river itself creates a huge amount of open space that brings sunlight and air down to the lowest understories of the riparian zones. The gently sloping banks have provided easy access to the river, which allowed

for basic needs of food and water to be met. Native Americans and the early pioneers in the area took advantage of South Waterfront's riverbank as an ideal campsite location.

The maritime industrial character of South Waterfront dates back to the early 1900s. The natural floodplain forming the bank of the Willamette River furnished the correct slope for the gravity-slide methods to access the river used by the early shipbuilding industry and the Willamette River's channel is deep enough in this section to accommodate deep-draft ships. In the early 1900s, the area became the site of several shipbuilding, scrap metal and steel fabrication operations. The shipbuilding industry was reversed in more recent times when World War II Liberty ships and other war vessels were brought upstream and docked for dismantling and the salvage of scrap steel.

The majority of the heavy maritime industrial activity in South Waterfront was located in the northern part of the district, roughly between the Marquam Bridge and SW Gibbs Street, just south of the Ross Island Bridge. South of Gibbs, the recent history of South Waterfront is more diverse. This area has gone through several phases of development and re-development during the previous century. The area has seen uses that have included industrial, light-industrial, commercial and even residential types. In 1988, the area (then named the North Macadam subdistrict) was rezoned as part of the Central City Plan from an industrial designation to a commercial zone as the area was no longer being used as a major industrial location.

Adaptively reusing artifacts or materials present in existing structures as elements of, or structural systems for, interpretive signs, benches, kiosks, lighting fixtures, public art, facilities serving water transportation, water features, and/or paving materials are potential methods for emphasizing the area's history.

New expressions, such as public art or water features that create new or highlight existing qualities of South Waterfront, are encouraged. These could "showcase" industrial artifacts from South Waterfront's past, such as ships, port/gantry cranes or wharves. The integration of these elements with site and development designs is important to achieve the area's urban design goals.

These types of elements should be sized and placed on or in the project to be visible from adjacent areas intended to accommodate public pedestrian movement and/or gathering. Additionally, functional building elements, such as awnings, windows, doors, and exterior lighting, can be creatively designed as identifying features to strengthen the character of South Waterfront.

Guideline

Consider emphasizing and integrating aspects of South Waterfront's diverse history in new development proposals.

When included in the development proposal, integrate works of art and/or water features with site and development designs.



One of two Liberty Ship hulls on the Willamette



Liberty Hull Colonnade

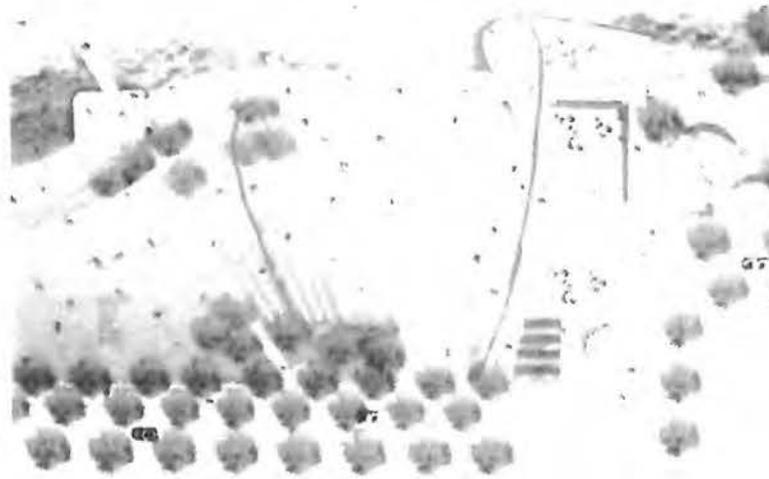


Liberty Ship detail

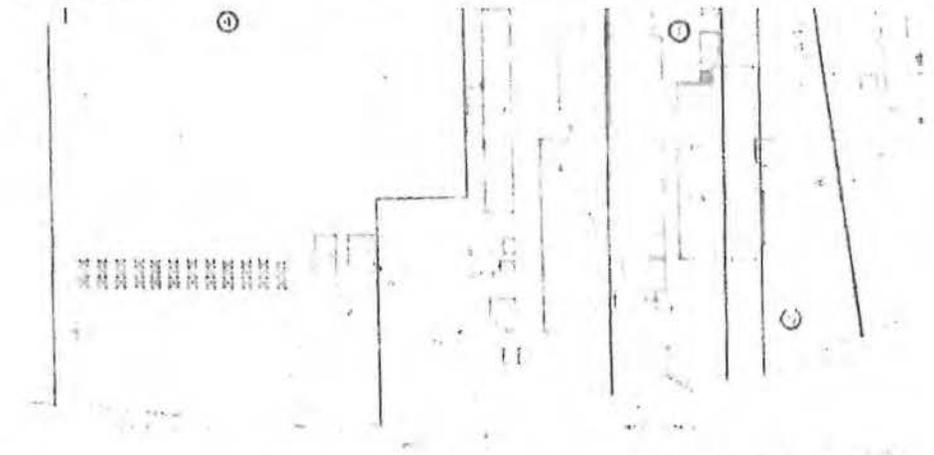
Liberty Hull Colonnade

During WWII, commercial iron works operated on this site building subchasers, mine sweepers, net tenders, and tugboats for the war effort. Two Liberty Ship remnants from the WWII ship building war effort, which were built and later returned to be scrapped at the Oregon Shipbuilding site, provide the metaphorical icon for the redevelopment of this site. These artifacts link the site to its shipbuilding past and suggest the future prospects for this site. Perhaps the placement of these sculptural elements could create a colonnade defining the shipbuilding site or an axis along Gibbs Street. The arrangement should allow for an accumulative placement of Liberty Ship bows as they are unearthed. Oregon Shipbuilding produced the largest number of Liberty Ships at this site and represents a significant place in world history. There is a list of each ship's name on record which could add to the alignment experience.

- Commission an artist to develop an approach to marking the overlay of loft lines of the various ships build at this boat yard during WWII. Perhaps the construction of some aspects could be a collaboration with the Zidell Shipyard. The historical significance of this site and the roll it has played in war and commerce is worth telling.



Ship loft lines delineate at grade the size of ships built at this shipyard during WWII. The plate steel conforming to the various site elevations. Each half culminates at the stair to the barge way where two relic liberty ship bows (presently on site) will formalize and contextualize the site's history.



Shipyard layout during World War II

→ Testimony by Dr Roger L Gertenrich to the Central City 2035: West Quadrant Plan Stakeholder Advisory Committee(meeting 3 agenda) April 22 , 2013 *

This testimony advocates for an OUTDOOR MARITIME DISPLAY dedicated to Portland ship building past & present.

The display would be sited along the Willamette River Greenway generally in the area between the Ross Island bridge(Zidell corporation site) & the Marquam bridge.

- • This proposed project MEETS THE CENTRAL CITY GOALS OF CONNECTING THE DOWNTOWN TO THE HISTORIC WATERFRONT & IT ENHANCES THE WILLAMETTE RIVERS VIBRANCY, ACCESS & ACTIVIES.
- • Further the project MEETS WILLAMETTE RIVER GOALS H & J.
- • GOAL H -Enhance the role the WILLAMETTE River plays as a significant part of the urban form & character of the Central City
- • Goal J: Increases public access to & along the WILLAMETTE River.
- • The project supports policies to reach these goal thru policy # 23 ,24 & 25
 - Policy # 23: PORTLAND'S COMMONS. Promote improvements & activities on the waterfront to strengthen the physical ,visual & cultural connections between the river & the rest of the Central City. Support recreational use ...& increase public awareness of the river`s historical, ecological & cultural importance.
 - Policy # 24: PROSPEROUS & VIBRANT WILLAMETTE RIVER WATERFRONT: The project supports uses that capitalize on waterfront locations ,& reinforce the distinctive character of the different waterfront districts.
- • *Policy # 25 : WILLAMETTE RIVER TOURISM & COMMERCIAL USE.



Willamette River Central Reach

Workshop Summary Report
December 4 and 5, 2013



January 2014



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director



Robust River Economy

The Robust River Economy session participants had lively table conversations in response to specific questions. The first question was about achieving a successful Central Reach overall. The remaining questions sought input on enhancing commercial boating opportunities, promoting desirable commercial and cultural/historic/educational, uses and characterizing integrated riverfront commerce. See Appendix B for the workshop's agenda and questions discussed in the Robust River Economy session.

Overarching Themes

Six overarching themes emerged from session discussions and written comments:

- 1. Promote the identity of the Willamette River Central Reach as the Central City's and region's major gathering place.** This starts with basic identification of the river. Many people who cross the river do not even know that it is the Willamette River. Others do not know that the Willamette River is cleaner than it used to be and is now swimmable. Additional promotional efforts are needed to welcome people to and in to the river. This includes: informational markers and displays along the greenway trail educating visitors about the Willamette River, and signage for swimming, boating and fishing opportunities.
 - 2. Develop the Willamette River Central Reach's sense of place.** One participant said, "the river needs to be something we are all proud of." The Central Reach has a rich natural and cultural history from the fish and other wildlife that have traversed the area and the first Native Americans who used the river for transport, sustenance and commerce. This history is followed by European settlement and the continued and expanded use of the river for transportation, commerce and recreation. Many people want to see the history, culture, art and ecology of the river and river-related past displayed for all to learn and experience. One big idea is a permanent location for a maritime museum, as part of a larger maritime heritage center with historic boats, boat building displays and maritime artifacts.
- 
- 3. Preserve current commercial and recreational uses and promote new ones.** Focus activities in clustered areas (see location foci below) that are compatible with recreation and transportation within Tom McCall Waterfront Park or residences that are close to the riverfront. Promoting commercial success along the Central Reach will help to enhance the sense of place and identity.
 - 4. Expand commercial boating in the Central Reach.** Many participants expressed a desire for commercial boating in the Central Reach. Commercial boating can be river transit, local excursion boats and cruise ships. These uses require infrastructure such as docks, restrooms, fueling stations, and nearby amenities including hotels, attractions, restaurants and transportation services to serve commercial boat patrons. To make this work, existing docks may need updating to provide for more diverse boat users. Specific suggestions as to how commercial boating could occur in the primary opportunity areas are mentioned below.
 - 5. Support recreational boating.** There is an unmet demand for boating along the Central Reach and not enough amenities to support it. Recreational boating can play an important role in commercial success in the Central Reach with boaters visiting area businesses, events and attractions. Operators of motorized and non-motorized pleasure crafts want easy access to boat storage, vehicular parking, a central fueling station, more docks or places for boat tie-ups so that they can explore river front destinations and use boat rental services.
 - 6. Refine and streamline regulations and permitting to allow more commerce in the Central Reach.** Examples include allowing cruise ship docking in the zoning code, the city taking an active role in helping to get permits for docks and floating use structures in the river, and restructuring the Greenway river bank planting requirements.
- 

H. OMSI Area

- Consider laying back the bank south of OMSI.
- Take advantage of views downstream to Ross Island and Holgate Channel.
- Add and maintain native shrubs and groundcover to the bank.
- Consider adding a floating laboratory.

I. South Waterfront

- Maintain riverbank vegetation.
- • Consider adding a new dock, eight feet wide or narrower, for light watercraft access to the river.

Other Ideas

Many interesting ideas were brought up during the Healthy River discussion. Here are a few that don't fit within the overarching themes and are not specific to a location. Some of these ideas are also related to next steps in the CC2035 process.

- Create a habitat enhancement fund in-lieu of continual replanting within the Greenway.
- Consider a speed limit in the Central Reach of the Willamette River.
- South of Marquam Bridge/OMSI needs to have more concentration on small watercraft, passive recreation and less commercial uses.
- Explore use of innovative filtration techniques to remove soil pollutants.



Location Foci

A. Centennial Mills

- A clustered mix of uses and activities and access to the river.
- Showcase marine and cultural artifacts.

B. Thunderbird site

- A clustered mix of uses and activities and access to the river, Memorial Coliseum and the Rose Quarter.

C. ODOT Property in Central Eastside

- Opportunity site for a cluster of mixed-uses and activities and access to the riverfront.

D. Tom McCall Waterfront Park

- A prime location for a Maritime Center and festivals, including wooden boats and a cultural center that features the Oregon Maritime Museum's Steamer Portland, the PT Boat, and small wooden boats or antique classic boats. This area would need adequate dock space to accommodate these attractions and other commercial boats.
- Separated bicycle and pedestrian pathways along the greenway trail and/or using cobblestones to slow bicyclists down when sharing the trail with pedestrians.

E. Morrison Bridge

- Future public market at bridgehead presents an opportunity to cluster additional uses and activities near the riverfront by the Morrison Bridge.

F. Hawthorne Bowl

- A clustered mix of uses and activities including access to the river.

G. OMSI

- A clustered mix of uses and activities including enhanced access to the river.
- Split paths are envisioned — one that is quiet and contemplative, with spaces for gathering and another that is more active-recreation and cyclist-oriented.
- Showcase marine and cultural artifacts.

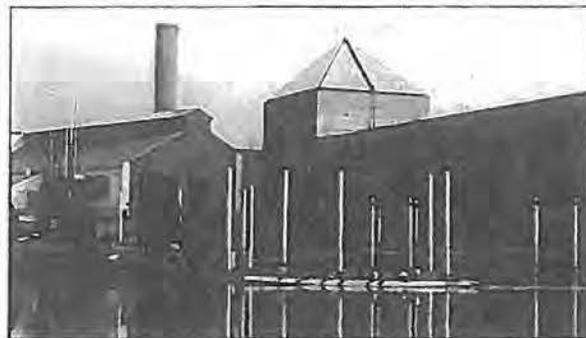
H. South Waterfront

- A neighborhood and employment center with a clustered mix of uses and activities highlighted by a model greenway corridor along the waterfront.
- Zidell development as a cluster of uses and activities.
- Access to the river for swimming and light watercraft.
- Showcase marine and cultural artifacts.

Other Ideas

Other ideas discussed during the Vibrant Riverfront Districts session include:

- Green Fingers: Participants generally supported the westside location of "green fingers," a few east-west streets terminating at the river with increased tree canopy and features that are more pedestrian and bicycle-oriented. On the eastside, several streets were discussed that could be explored further: Ankeny, Salmon, and Clay.



4. **Street Hierarchy.** Establish a more intentional street hierarchy with a greater diversity of street characteristics, distinguishing three main types: retail/commercial, boulevard and flexible. Specifically, support the retail/commercial character of SW Bond Ave. and SW Gibbs St.
5. **Streetscape.** Improve the pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses. [Potential Central City-wide policy]

2035 Performance Targets: Active street frontages

Implementation Actions: South Waterfront – Urban Design						
#	Action	Timeline				Implementers (lead in bold)
		CC2035 (2015)	2 - 5 Years	6 – 20 Years	Ongoing	
UD1	Integrate elements that reflect the district's history into the <u>development of the greenway</u> and parks.				X	PPR, BPS
UD2	Explore potential for a mixed-use opportunity at the <u>Zidell site</u> that provides increased access to/from the river and celebrates its maritime past.			X		PDC, BPS, Private
UD3	Pursue a large park facility to provide active recreational opportunities for the district and surrounding area, in a location that has a physical and visual connection to the river.			X		PPR, BPS
UD4	Provide incentives for the private sector to contribute to the quality and quantity of open space in the district.	X				BPS, PPR, PDC
UD5	Develop "green" accessways or "fingers of green" at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.		X			PBOT, BES, BPS
UD6	Explore opportunities to make South Waterfront Greenway improvements, especially trail and dock improvements, in the near term and possibly in advance of development that would typically trigger such improvements.				X	PPR, PDC, BPS
UD7	Encourage the development of river-related public art, as well as cultural, ecological and <u>historical displays and attractions to connect people with the river.</u> [Central City wide action]		X			PPR, RACC, nonprofits, private

X

REPORT PREPARED by

Roger L Gertenrich---Community & Volunteer Items

Personal Background:

- Born 17 Jun 34
- Wife: Caryl , retired educator, owner of the Wool Gallery,Salem ,Or.
- Four adult children; 7 grandchildren

Education & Professional Experience

- Ripon College , Ripon ,Wi, Liberal Arts degree
- U.S Army ,Lieutenant , Medical Co. , Active duty in Korea
- Northwestern University Dental School ,Chicago Ill. Doctorate in Dentistry.
- Eloise County Hospital , Eloise, Mi., Dental Internship
- Dentist (retired), Private Practice in Salem Or.

Community Service & Awards

- Mayor of Salem, 1995-96
- Salem City Club Distinguished Service Award- 1996
- Mayor Vern Miller Key Citizen Award, 1998
- Salem Urban Renewal, Pringle Creek Advisory Committee.
- Salem City Councilman, 1979-1984; Council President, 1982
- Salem Budget Committee, Chairman 1981
- Spearheaded successful passage of a Salem City ballot issue, on Energy Conservation
- Distinguished Service Awards, City of Salem ,1979 & 1986
- Salem Community Auditorium Facilities Study Committee, 1986
- Taxpayers Champion Award from Oregonians for Cost Effective Government ,1988 (given to all City Council members).
- Salem Citizens to Save Our Services Committee , Tax Base Revision. won in 1988.
- Save the Elsinore Theater Committee, President for first 7 years.
- STATESMAN JOURNAL newspaper editorial board ,Community Representative.
- Oregon Dept.of Human Resources, Drug /Alcohol, Methadone Task Force, Facilitator ,1992-93.
- Citizens Review Board, Children's Service Division, 1993
- Initiated the Salem Heritage Tree Program (now a State of Oregon one).
- Marion County Historical Society Citation ,1994.
- Baker School LSAC Committee ,President
- Assisted in the formation of INTERACT & SCAN, Salem neighborhood

OVER →

- groups.
- Marion County Health Council ,President.
- Spearheaded in the Salem-Water Fluoridation Campaign, passed 1964.
- Marion-Polk-Yamhill Dental Society Advisor on public emergency dental care.
- Co-chair of the project to establish Salem Hospital After-Hours Dental Emergency Call System.
- Portland's Macadam Urban Renewal Advisory Committee.
- Portland's Macadam Urban Renewal Greenway & Parks Committee. 1997-8.
- Salem's Eco-Earth Committee , chair 1997-2002
- Spearheaded Salem's Riverfront Park Sept 11th Memorial
- Oregon Supreme Court ,member of Region #6 Disciplinary Board
- Member of PAG (project Advisory Group) ,Portland South Waterfront Urban Renewal issue.
- Greenway Strategic Implementation Committee (UR). member
- Portland's Central Greenway Committee, member, 2006-10.

NAMES OF SUPPORTERS OF THE NMUR MASTER PLAN

Meriwether owners:

Meriwether HOA/BOD

John Ross BOD

Bob Cronk
Curt Dannen
Rick Weijo
Ricardo Berdichevsky
Nelson King
Will McKenny
Laura Mckenny
Nel Madison
Carol Otis
Ann McMahan
Ed Thompson
Cassim
Rollie White
Judith Holmboe
Donna Schlitt
Roger Gertenrich
Jim Atwood
Ellen Thuang
Randy Zarraga
Steve Waddington
Robert Brown
Richard Berg
Al Greenwood
Jane Urban
Roberta Wax
Steve Pinnell
Terry Pinnell
Laura Ramirez
Robin Brown
Todd Duprey
Martin Ramirez
Helen Jones
Saunders Jones
Roslyn Sutherland
Don Sutherland
Maggie Metcalf
Dale Thomas
Marian Creamer
Mark Fischer
Tracy Fischer
Steve Bonini
Patricia Neptune
Penny Greenwood
Caryl Gertenrich
Annie White
Sharon Weijo

Jerry Jordan
Neil McFarland
Barbara Peschiera
Richard Glick
Korleen Kraft
Dave Waterman
Racheal Lafo
Roberta Wax
Helen & Saunders Jones
Laura Ramirez
Marian Creamer
Dale Thomas
Roslyn Sutherland
Maggie Metcalf
Sandy Jones
Young Ho

OUTDOOR MARITIME DISPLAY PROJECT

State of Oregon & City of Portland policies supporting the Outdoor Maritime Display project

✓ Oregon` Statewide Planning Goals & guidelines:

→ Goal # 15: Willamette River Greenway established to protect, conserve , enhance & maintain the natural , scenic, historical, agricultural, economic & recreational qualities of the Willamette River.

✓ Portland Central City Policies: The Willamette River is a multifunctional river. The maritime history making it the heart of the Central City.

Policy 4.1 Portland`s Commons. Promote improvements & Activities on the riverfront & in the Willamette River to strengthen the physical , visual,& cultural connections between the river & the rest of the Central City.

Increase public awareness of the river`s historical , economic & ecological importance.

PP&R Planning & Design managers.. Brett Horner & Kia Shelly . Brett states the OMD project is an `historical fit` to the site. Kia states the OMD is a ` viable option`.

✓ Bureau of Planning & Sustainability is supportive of the OMD project.

✓ South Waterfront Design Guidelines 2009

A5-1 States ..Consider South Waterfront history & special qualities.

Consider emphasizing & integrating aspects of the South Waterfront's diverse history in new development proposals integrating works of art &/or water features.

✓ Quadrant Plan Stakeholder Advisory Committee Apr 22, 2013

The OMD project meets the Central City Goals of connecting the downtown to the historic waterfront & it enhances the Willamette River's vibrancy, access & activities.

The OMD project meets ✓ Willamette River Goals H & J

Goal H – Enhance the role of the Willamette River as a significant part of the urban form & character of the Central City.

Goal J : Increases public access to & along the Willamette River – a people draw.

The project supports policies to reach the goals 23, 34, & 25.

✓ Policy # 23 Portland's commons

– Promote improvements & activities on the waterfront to strengthen the physical, visual & cultural connections between the river & the rest of the Central City. Supports

recreational use & increases public awareness of the river's historical, ecological & cultural importance.

✓ Policy # 25 Promotes Willamette River tourism & commercial uses.

✓ Willamette River Central Reach- workshop Summary Report Dec 4 & 5 2013

✓ Bureau of Planning & Sustainability-overarching themes

1) Promote the identity of the Willamette River Central Reach as the Central City's region's major gathering place.

2) Develop the Willamette River Central Reach's sense of place-its natural & cultural history.

Section H- South Waterfront

Showcase maritime & cultural artifacts

Action Item UD7 – Encourage the development of river related public art, as well as cultural, ecological historical displays & attractions to connect people with the river.

The Portland City Council gave the OMD team 30 Minutes Certain to brief them on the project. Mayor Hales concluded the session by remarking that we were going about the effort in exactly the right way by building a strong base of support.

Portland City Commissioner previously stated that the OMD project was `an exciting one`.

Mayor Ted Wheeler likes the project

✓ Private & public support:

✓ Emmert Inc will help move & place any large historical artifacts

✓ The JHI Engineering Company will help design stands to hold historical artifacts,

✓ The PCC Swan Island Internship Welding class will help build artifact stands

✓ The Schnitzer Corp will donate metals to build the stands if they have them.

Key citizens support the OMD project:

Former mayor Vera Katz , former Oregon Secretary of State Norma Paulus , Historian Chet Orloff , Michael Powell.

Portland citizen sign up support has 59 signees but hundreds more could be obtained given the time & effort to do so.

Email Search

Close New Get Mail Reply Reply to All Forward Delete

Re: New Greenway

Sent By: Bob Sallinger **On:** Feb 02/14/17 10:11 PM

To: gertr@comcast.net

Coho, Chinook and Chum salmon
Lamprey
Sturgeon
Beaver
Otter
Coyote
Sea Lion
Bald Eagle
Peregrine Falcon
Red-tailed Hawk
Turkey Vulture
Osprey
Great Blue Heron
Canada Goose
Common Meganser
Mallard
Belted Kingfisher
Double-crested Cormorant
Purple Martin
Common Crow
White crowned sparrow
Spotted Sandpiper
Killdeer
Anna's Hummingbird
Rufous Hummingbird
Downy Woodpecker
Northern Flicker

You should also talk to somebody about the herps and insects that should be featured.

Bob

On Wed, Feb 15, 2017 at 12:19 AM, <gertr@comcast.net> wrote:

Bob It is ,of course, OK if you do not want the Audubon Society to be he

I will find another contact.

What I am looking for is a credible source to identify a number (perhaps the river itself. And then a sentence to tell something about that thing.

There is no rush as the construction phase is in the future so it would on

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PROMOTIONS

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Mount Hood Sacred Lands Preservation Alliance

*Post Office Box 294
Rhododendron, Oregon 97049*

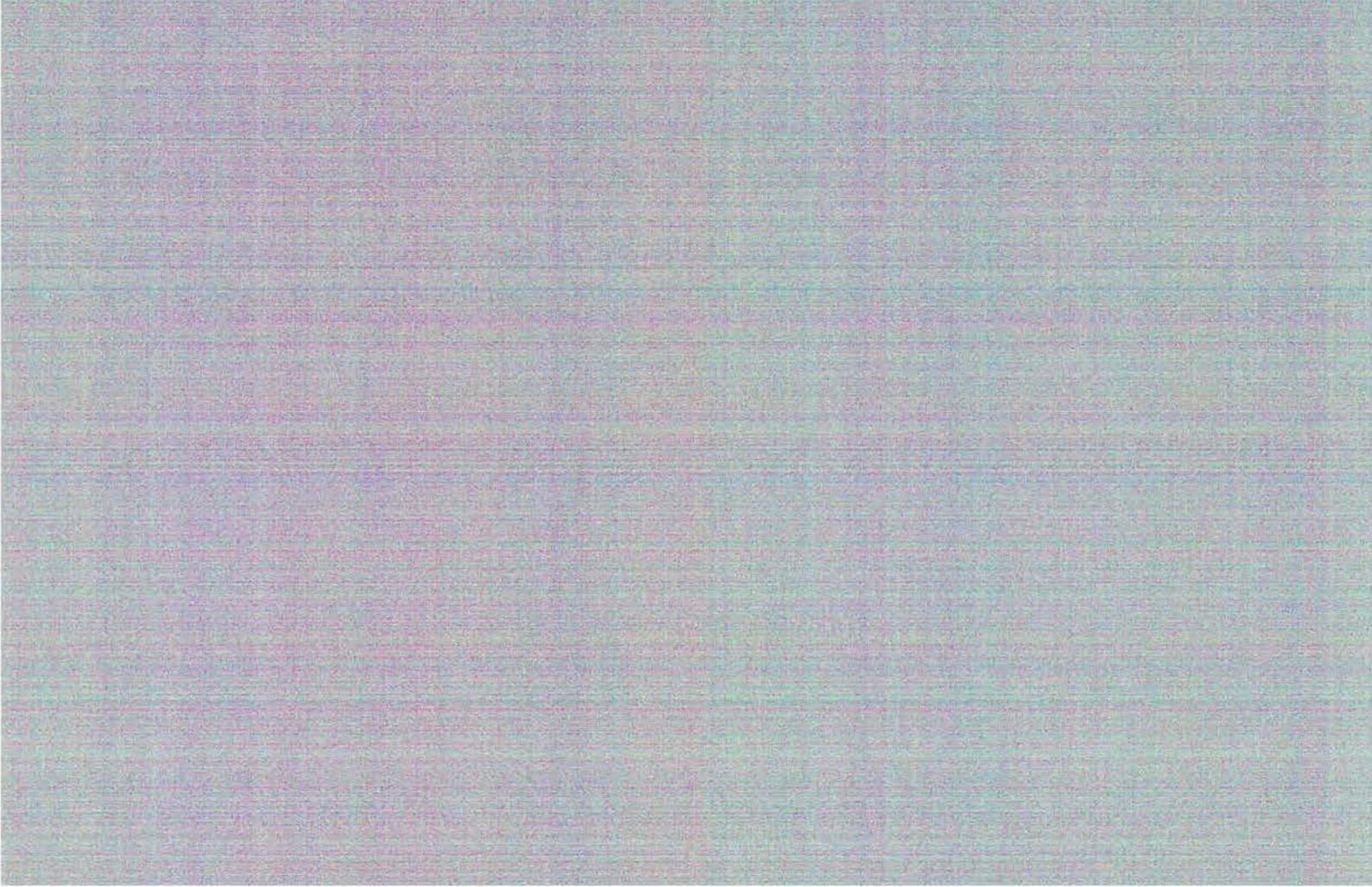
To Whom It May Concern:

We are writing to give our endorsement to the proposed Outdoor Maritime Display Project. This educational project is proposed for the South Waterfront and has potential to become a learning tool for visitors to that area.

Historically, the Willamette River was utilized by many Native People, and hopefully the proposed Outdoor Maritime Display Project will educationally assist in erasing those artificial boundaries of those landscapes that tribes purportedly occupied. It is important to recognize all tribes who utilized this area that is now known as Portland.

The natural landscapes along the Willamette River were the usual and accustomed places for many different tribes, which included the area now known as the City of Portland. The Willamette River was intricately tied to our traditional uses.

Scattered along this riverscape were villages, camp sites, fishing and hunting sites, medicine- and food-gathering sites, ceremonial sites, places used for trading, and areas where we buried our dead. These are just a few of the traditional activities that Native People would have made use of in what now makes up what the interior city limits of what is known today as Portland.



Chief Johnny Jackson
Chief Johnny Jackson
Cascade Tribe

Shanghai Tunnels

(Portland Underground Tours)

Museum of the Shanghai Tunnels: 213 N.W. Couch Street, Portland Oregon 97209

Mailing Address: Post Office Box 398 • Rhododendron, Oregon 97049

Phone: (503) 622-4798 • Email: shanghaitunnels@onemain.com

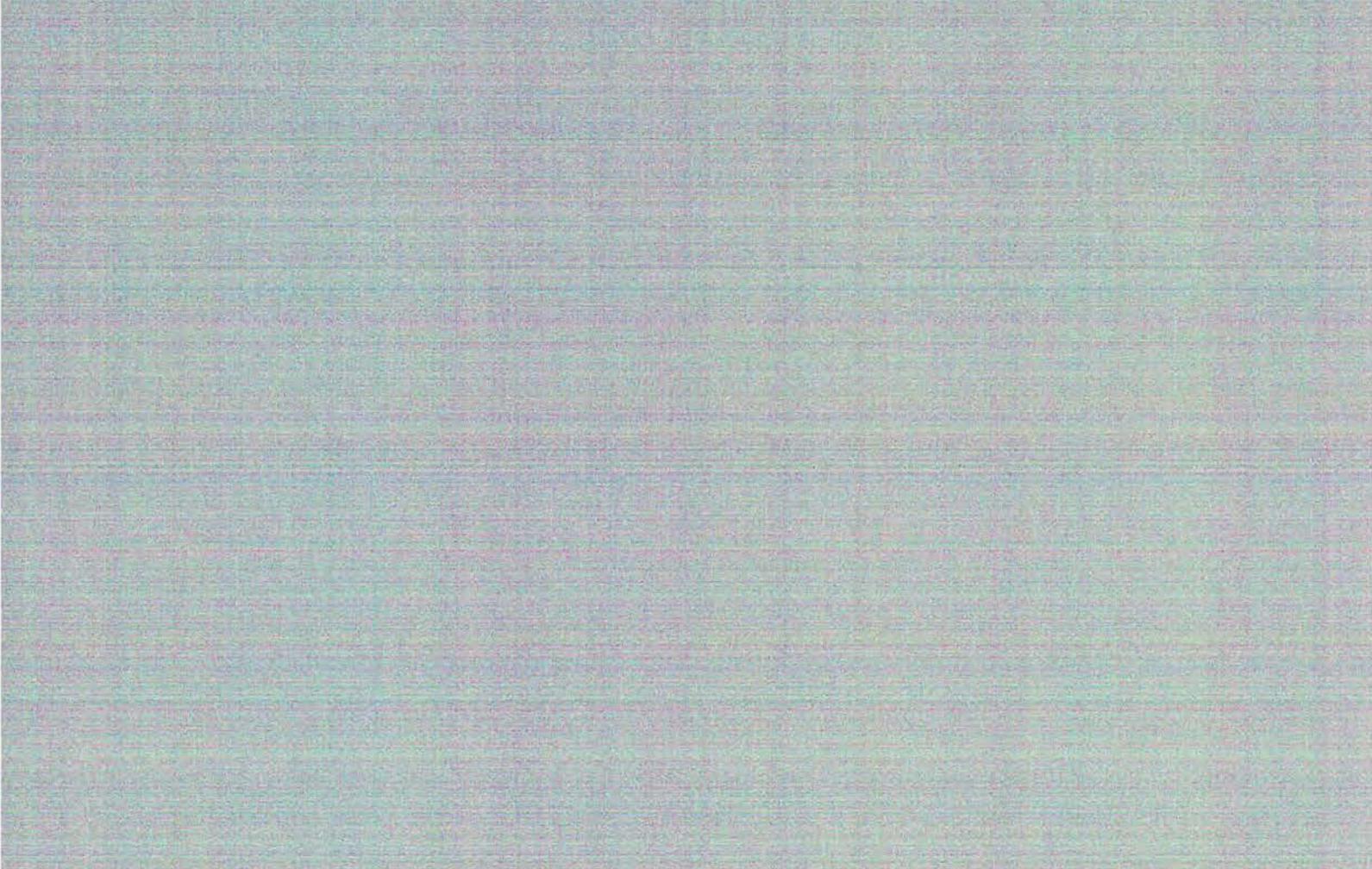
Non-Profit Tax Identification Number: 94-3041308

To Whom It May Concern:

I am writing to give our support to the Outdoor Maritime Display Project that is proposed for the South Waterfront. It has a lot of potential.

The Outdoor Maritime Display Project would provide some important opportunities for tourism in the Portland Metropolitan Area. Its rich maritime history is directly connected to the Willamette River, beginning first with the Native Americans, the coming of the Anglo explorers and fur traders, to the development of a fresh water port, the exportation of natural resources and manufactured goods, the development of the steamboats and the important services they provided for towns and settlements along the waterways that connected these one-time out-of-the-way places to the market that were located in Portland.

The excitement of a transitioning Portland from a crudely situated frontier "stumptown" along the Willamette River, to the "Rose City of the World," should be incorporated in the proposed Outdoor Maritime Display Project. This fresh-water port grew because it was so closely tied to the maritime industry.



always been directly linked to the Willamette River and Portland's diversity of industry. To leave them out of this recognition of the Rose City of the World's relationship to our maritime heritage would be omitting a critical piece that ties several centuries together (1800s to 2016).

Then with the establishment of shipbuilding and the coming of tugboats and barges, the interpretation of these industries would connect the earlier centuries to modern times. They represent the many decades when the Willamette River was so closely tied with the development of industry in Portland, and these times cannot be forgotten.

With the impact of two international wars - World War I and World War II - the history of the Willamette River

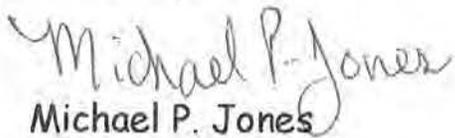
changed even more. This was particularly true with the establishment of shipyards, especially during World War II.

Finally, the historical reality of the adverse impacts on the Willamette River cannot be sidestepped in this historical presentation of Portland's maritime history. It needs to be tackled head-on, complete with the various efforts to clean-up the pollution and return the people to this amazing waterway.

I have listed just a sampling of historical highlights that could be incorporated into this project.

Done properly, the Outdoor Maritime Display Project could be developed into a network of interpretive historical exhibits - a unique trail of information that would take walkers and sightseers on a route of discovery that would provide an important connection of the distant past to our present.

Sincerely,

A handwritten signature in cursive script that reads "Michael P. Jones". The signature is written in dark ink and is positioned above the printed name.

Michael P. Jones

Curator

Cascade Geographic Society

Post Office Box 398 ♦ Rhododendron, Oregon 97049

Phone: (503) 622-4798 ♦ Mobile: (503) 318-9752

Email: cgsnthood@onemain.com

Non-Profit Tax Identification Number: 94-3041308

October 20th, 2016

To Whom It May Concern:

I am submitting this letter of support for the Outdoor Maritime Display Project that is proposed for the South Waterfront. We feel that it is a good project that has important educational values for the public.

The Outdoor Maritime Display Project would provide some important opportunities for both tourism and education in the Portland Metropolitan Area. The Willamette River has a rich heritage tied to maritime history that could be developed into a comprehensive interpretive urban trail.

The history of Willamette River maritime heritage begins with the First Nations - the Native Americans - and they need to be represented in the interpretation of this history. Then you incorporate the fur traders, the steamboats, shipbuilding, tugboats, and the development of industry tied to this important waterway, and you have much to work with.

NAMES OF SUPPORTERS OF THE NMUR MASTER PLAN

South Waterfront Residents(one weeks polling)

Meriwether HOA/BOD

John Ross HOA/BOD

Atwater HOA/ BOD

Bob Cronk

Curt Dannen

Rick Weijo

Ricardo Berdichevsky

Nelson King

Will McKenny

Laura Mckenny

Nel Madison

Carol Otis

Ann McMahan

Ed Thompson

Cassim

Rollie White

Judith Holmboe

Donna Schlitt

Roger Gertenrich

Jim Atwood

Ellen Thuang

Randy Zarraga

Steve Waddington

Robert Brown

Richard Berg

Al Greenwood

Jane Urban

Roberta Wax

Steve Pinnell

Terry Pinnell

Laura Ramirez

Robin Brown

Todd Duprey

Martin Ramirez

Helen Jones

Saunders Jones

Roslyn Sutherland

Don Sutherland

Maggie Metcalf

Dale Thomas

Marian Creamer

Mark Fischer

Tracy Fischer

Steve Bonini

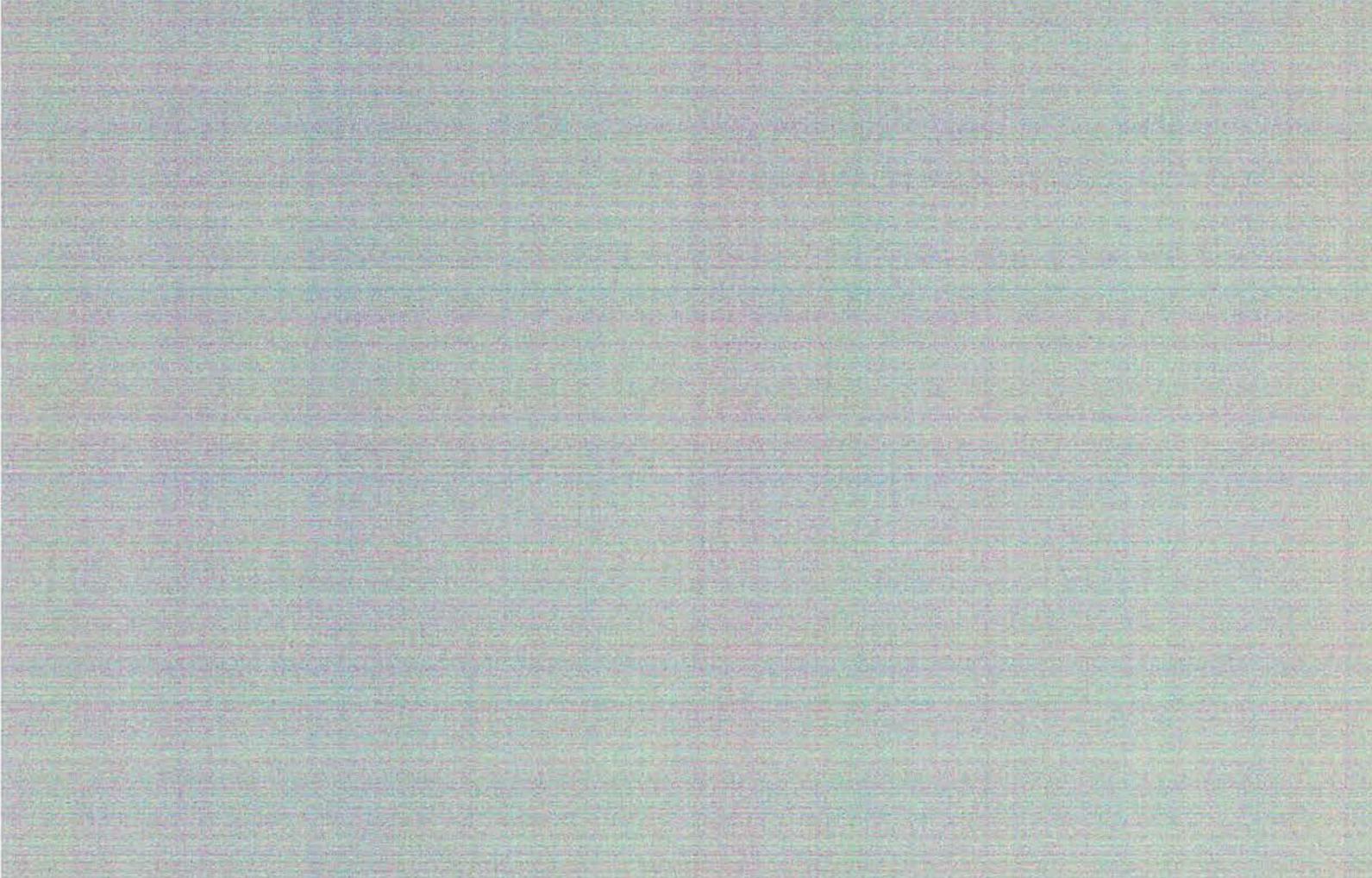
Patricia Neptune

Penny Greenwood

Caryl Gertenrich

Annie White

Sharon Weijo



Toni Smith
Judith Bruesch
Gordan Bruesch
Grant Bruesch
Jerry Ward
Gail Ingalsbe
Jeff Lang
Rae Lang
Carole Cooke
Leroy Barker
Dana Bjarnason
Joseph Maylie
Joe Ness
Christina Zheng
Nicolas Zheng

over

NEXT DOOR (SWF social media)

Terri Forgarty
Norman Haris
Ruth Bach
Jerry Jordan
Neil McFarland
Barbara Peschiera
Richard Glick

Korleen Kraft
Dave Waterman
Racheal Lafo
Roberta Wax
Helen & Saunders Jones
Laura Ramirez
Marian Creamer
Dale Thomas
Roslyn Sutherland
Maggie Metcalf
Sandy Jones
Young Ho

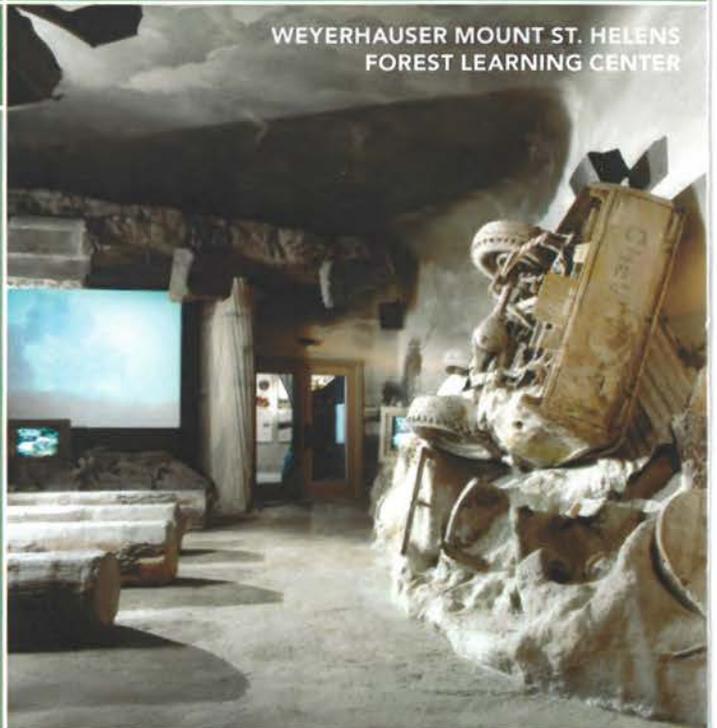
CONTACT INFORMATION:

621 SE 202nd Avenue
Portland, Oregon 97233
T: (503) 665-7110
F: (503) 665-7188
E: formations@formationsinc.com

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