



METRO

SHERRIE BLACKLEDGE
PLANNING DEPARTMENT
METRO
FULL PACKET

Meeting: **FUTURE VISION COMMISSION**

Date: December 20, 1993

Day: Monday

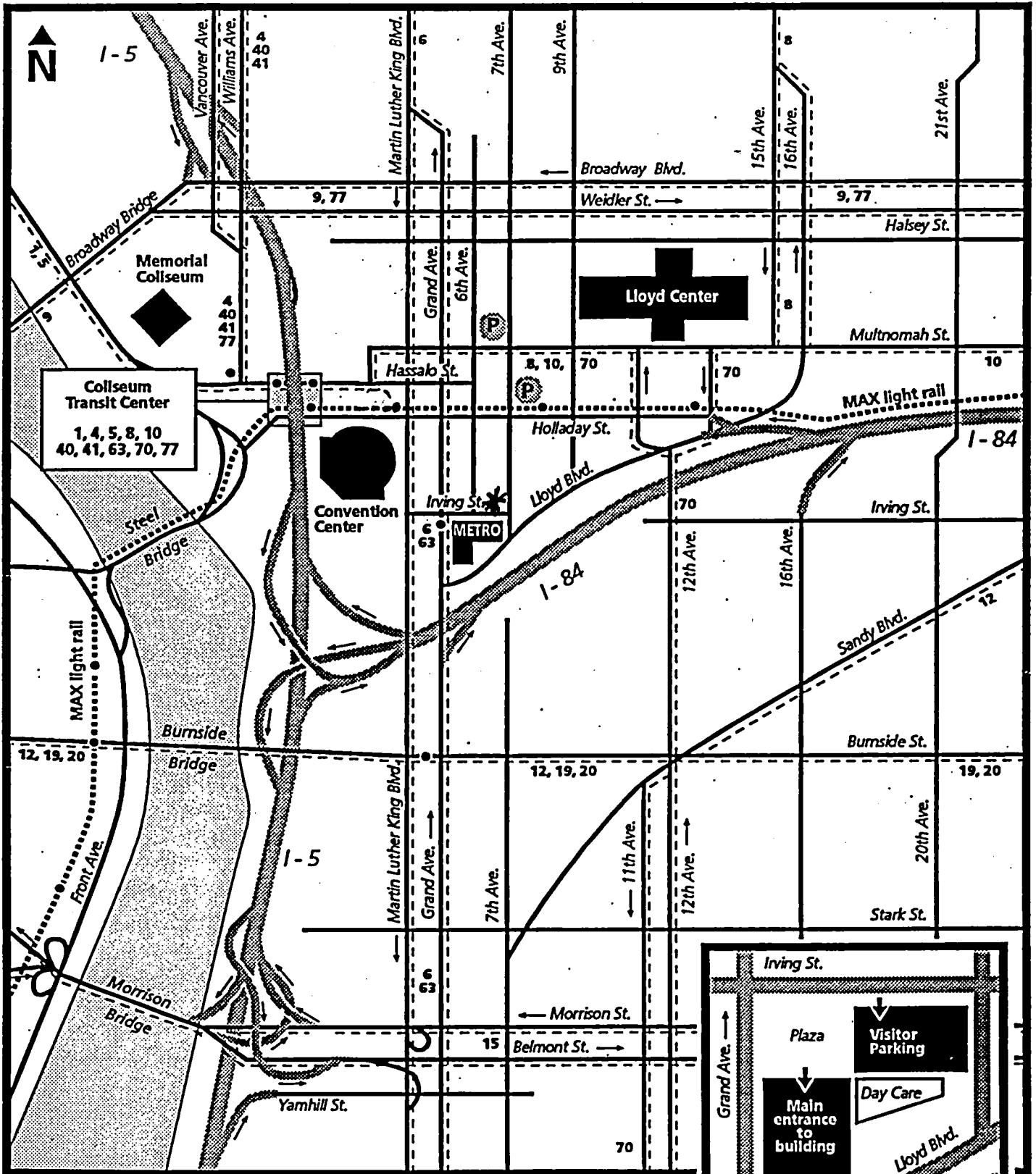
Time: 4:00 p.m. - 6:30 p.m.

Place: Metro, Room 370

	Approximate <u>Time</u>
1. CALL TO ORDER	5 minutes
2. ROLL CALL	
3. PUBLIC COMMENT (<i>two minute limit, please</i>)	
4. MINUTES <u>Approval</u> of December 6, 1993 Minutes	
5. SUBCOMMITTEE DRAFTS DISCUSSION • Work session on written drafts	120 minutes
6. OTHER BUSINESS • Technical reports update from Ethan Seltzer	20 minutes
7. PUBLIC COMMENT on Items not on the Agenda	5 minutes

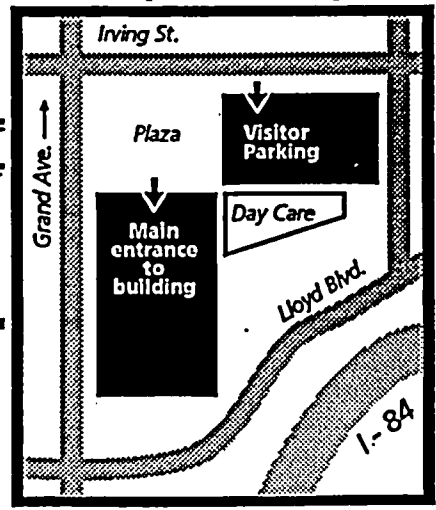
Other materials in packet:
Materials provided by Mike Houck

**Please R.S.V.P. to Barbara Duncan at 797-1750
by December 17th if you are unable to attend**



Legend

- = bus route
- 70 = bus number
- = street
- Ⓟ = public parking; \$2 half day, \$4 full day
- ▬▬▬▬ = freeway
- ⋯⋯⋯ = max
- = bus/max stop



Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Headquarters from the plaza.

FUTURE VISION COMMISSION

Meeting Summary, December 6, 1993

Members in attendance: Len Freiser, Chair; Judy Davis, Mike Gates, Mike Houck, Wayne Lei, Robert Liberty, Peggy Lynch, Peter MacDonald, Susan McLain, John Magnano, Ted Spence, Rod Stevens and Robert Textor.

Others in attendance: Karen Buehrig, Dan Cooper, Andy Cotugno, Barbara Duncan, John Fregonese, Sherry Oeser and Ethan Seltzer.

I. Call to Order and Roll Call

The meeting was called to order at 4:10 by Chair Freiser and a quorum was declared.

II. Public Comment - none

III. Minutes

Minutes of the November 22 meeting were corrected to reflect that Peter MacDonald was not in attendance. Larry Shaw submitted written corrections as follows: (additions in bold)

Page 2, paragraph 5, "In effect, since local governments must comply with the RTP to receive federal funds, it becomes a de facto requirement followed by local comprehensive plans in the region."

Page 2, paragraph 8, "the Regional Framework Plan recommends—a must state its relationship to FV."

Page 2, paragraph 10, "Metro should continue to apply the ordinance state law as written ..."

Robert Liberty submitted corrections as follows:

Page 1, last paragraph, "...the exceptions to the Conservation Goals, some 750,000 acres outside Oregon UGBs (about 75,000 in the Portland Metro region) include rural residences."

Top of page 2, "However ~~the~~ Regional Framework Plan will be binding on local governments. The RFP will be reviewed by LCDC..."

Bottom of page 2, "...citizens ... were in favor of those goals..being mandatory. It was local governments ~~agreed to have the objectives~~ which persuaded the Metro Council to make the RUGGOs advisory."

IV. Public Involvement Plan

John Fregonese and Sherry Oeser gave an overview of the Region 2040 Public Involvement Plan. The Region 2040 Program is in three phases, right now we are in Phase II which involves education and outreach including a speakers bureau, the regional design images project, and a student congress held at Lake Oswego High School. The next phase of 2040 will be Choices, some elements of that are:

- Local government and stakeholder involvement
- a public opinion survey
- public workshops
- youth contest
- media coverage and tabloid publication
- decision kit
- video

The decisions phase will consist of:
continued local government and stakeholder involvement
media campaign
public workshops/open houses

Sherry Oeser asked for comments on the plan. Ted Spence asked how public opinions would be summarized. John Fregonese stated that summary reports of the surveys will be available. John stated that the decision kit will be a ballot like publication to allow people to "cast a vote". The ballot and tabloid will likely be distributed together and mailed to our 18,000 person mailing list and 40-50,000 others around the region.

Rod Stevens suggested that the forum section of the Oregonian might be useful to publicize the program, perhaps a response card insert could be included in the paper. John Fregonese stated there has been interest from the Oregonian editorial page, but not very much news coverage.

Robert Liberty suggested that the growth concepts be put to a public vote in 1994, preferably on the spring ballot. He stated that this would preclude any claims that the concept choice and the policies that eventually come out of it are not fully representative or that public input was not broad enough. The debate caused by making these growth concepts a ballot issue would dwarf any currently planned public involvement effort and result in a better level of involvement and a wide spread knowledge of the growth issues.

Motion: Robert Liberty moved that the Commission recommend to Council that the growth concepts be put on the ballot for a region wide vote in 1994. Robert Liberty stated that the motion had been seconded.

Discussion followed on this motion. Peggy Lynch stated a vote was intriguing, but that concept A, B or C is probably not the best choice, a mix of concepts will likely be the end result, how could the voters express that? Ted Spence stated that the ballot issue would certainly achieve a greater level of public involvement.

There was discussion on the form a ballot question could take. Robert Liberty stated that a question would have to have a legal effect, you cannot place a strictly advisory measure on the ballot. The measure could be a mandate on the FV Commission to forward a voter's directive to the Metro Council.

John Fregonese stated concern about the limitations on spending to publicize an issue once it is put on the ballot. Metro would be restrained against advocating one way or another on the issues.

Concern was raised on how the complex issues and tradeoffs involved could be adequately communicated in a voters pamphlet. Robert Liberty stated that the pamphlet information may not need to be black and white, perhaps maps and more detailed information would be allowed. Mike Gates stated that if four choices are presented, three out of four voters won't be happy with the results. Rod Stevens asked about the cost of an election. Mike Gates stated that the cost is 50 cents per registered voter. Rod Stevens suggested a mock vote.

Robert Liberty stated that all the candidates would respond to this issue. Mike Gates stated that in the wake of Measure 5, the response to this planning effort may be nasty. Mike Houck stated that his experience with the Greenspaces measure was that you can't rely on the debate to be carried by the candidates. Mike Houck also stated concern that you can become paralyzed by the legal issue of staying neutral in a campaign.

Dan Cooper, Metro's General Counsel was asked to join the meeting. Robert Liberty asked Dan about the issues involved in putting Region 2040 on the ballot, can you have an advisory vote from the public and what are the implications of remaining neutral to publicity and spending?

Dan Cooper stated that Oregon law provides that the constitutional powers of initiative and referendum not to be used for advisory votes, but must be for the purpose of adopting legislation. Dan Cooper stated, however, it would probably be possible for the Metro Council to refer an advisory measure to the voters, but it must be a yes or no question. If there are three choices, it would need to be phrased as three questions: Concept A yes or no, Concept B yes or no, etc. The measure cannot say pick one of four concepts.

Peggy Lynch stated that there is a problem in that the voters could vote no on all the options. Ethan Seltzer asked if the question could be: choose the Base Case vs. Concept A, the Base Case vs. Concept B, etc.

Dan Cooper stated that regarding the limitation on election spending and influence, currently the Supreme Court has left that question unanswered. If a ballot measure is challenged by a private party it can delay the issue and affect the outcome. Mike Houck mentioned how the Greenspaces measure was held up by a challenge that words used in the ballot description, "green" and "natural", were too emotional.

Dan Cooper stated that the Greenspaces campaign only sent out information that the County Elections Office had certified as informational.

Bob Textor stated that the Commission should think about how they can work creatively in this gray area. Dan Cooper responded that if the item was on the ballot, it would get the exposure but be limited to the ballot rules. Many votes are now done through the mail. Dan Cooper stated that it would be possible to mail a ballot-like piece to every registered voter that they could fill out and send back. It is only an election if the registrar's office sends it out.

There was discussion on how late before an election can a referendum be referred. 60 to 70 days before the election would be the latest, but voter's pamphlet publication procedure may be changing.

Chair Freiser asked if an election would bring out more intense debate from different camps? Robert Liberty stated yes, the debate would be intense, but preferred that debate take place in public. Ted Spence asked how the 2040 decision schedule would be effected by this.

Dan Cooper stated that the voters pamphlet material must be neutral, other statements (pro or con) cost \$500 per County.

Mike Houck stated that he wanted the questions on this issue recorded and responses to come back to the Commission. He stated concern that one lawyer or one challenge can tie up the whole issue as happened with the Greenspaces measure. Peter McDonald stated it is an interesting concept but a vote would apply only to the Metro jurisdiction, while the concepts effect areas outside the Metro boundaries.

Rod Stevens stated that the presentation can be difficult, how can the information be conveyed? Mike Houck mentioned the possible conflict of having a Greenspaces measure on a 1994 ballot at the same time with the growth concepts.

John Fregonese stated that the concepts would need to be recrafted if they were to be on a ballot for voting. The best way to approach it would not be an A, B or C decision.

Susan McLain stated that her first reaction is that a May election is too soon to do a good job getting the public to understand the concepts.

John Magnano stated that the motion had made us focus but expressed concern over the potential results of an election. He gave an example of a measure in Clark County, a simple issue that had full endorsement for a \$5 million expenditure. The measure had good coverage, but lost. How can FV and Region 2040 be put in a few clear sentences?

Mike Gates stated concern that the issue will be seen as this will happen tomorrow, not over 40 or 50 years.

Bob Textor asked if Robert Liberty would accept an amendment that the issue would be on the November ballot?

Robert Liberty stated no, leave the motion as it is, for a vote sometime in 1994. He restated the motion: to recommend to Council that they refer the spectrum of the growth concepts to a referendum for a 1994 election.

Vote: Ayes - 4; nays - 5; abstentions - 4. Motion did not pass.

Members expressed that the motion was a good exercise. Robert Liberty stated he would bring the issue to the floor again.

V. Other

Peggy Lynch stated grade school and high school curriculums on Region 2040 are already developed, they should distributed.

Bob Textor is working on a new term for residents of the "Metro Community". A school contest for a name could be held.

Mike Houck stated that on the subject of public involvement, effort needs to be made to let Metro staff know what other programs are going on that could be tapped into. He suggested time be scheduled to sit down with an interested group for a brainstorming session. Members expressed interest and agreed to set a meeting time before leaving tonight.

VI. Subcommittee Drafts

Authors of the four drafts gave a short introduction to the drafts. The next meeting (12/20) will be a work session for weaving the four sections together with an preamble or introduction. Members should read the drafts and have comments ready.

Chair Freiser stated the need to keep in mind that there are a lot of people who may not want or value some of the things the Commission is talking about (e.g. lively streets, density). People may be asking what does it have to do with me?

The meeting was adjourned at 6:25 p.m. by Chair Freiser.

Respectfully submitted by Barbara Duncan.

Progress Against Pollution

Ground-level ozone, the chief ingredient in smog, has been steadily reduced in the Los Angeles area over four decades

by stricter controls, many of which are listed below. Ozone levels are measured in parts per million. The

Federal health standard (the dotted line running across this graph) is 0.12 parts per million.

MILESTONES OF CLEAN-AIR REGULATION IN SOUTHERN CALIFORNIA

1958 Backyard trash incinerators banned.

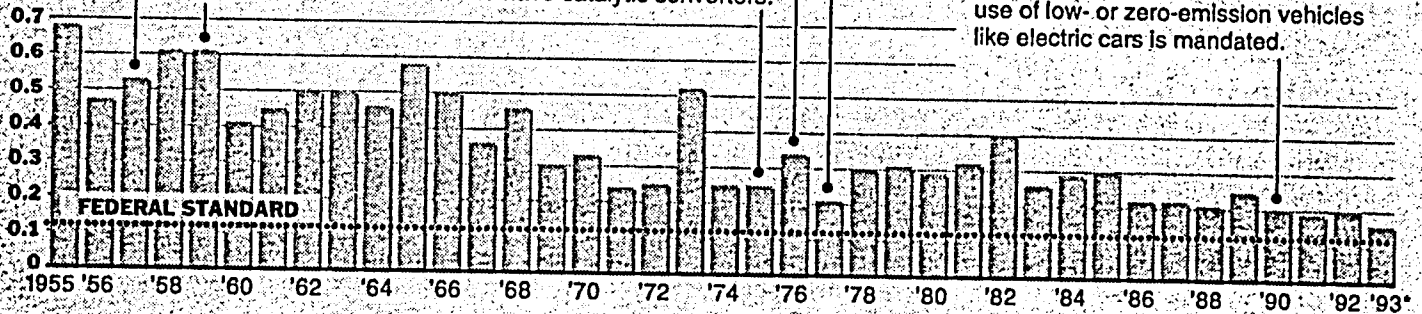
1960 Cleaner gasolines first promoted.

1975 New cars required to have catalytic converters.

1976 Vehicle emission inspection program starts.

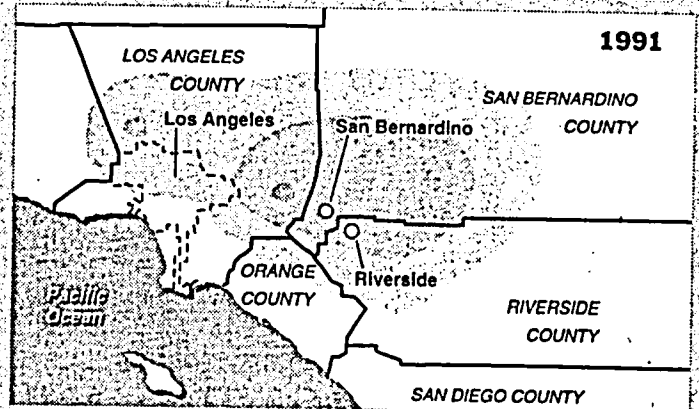
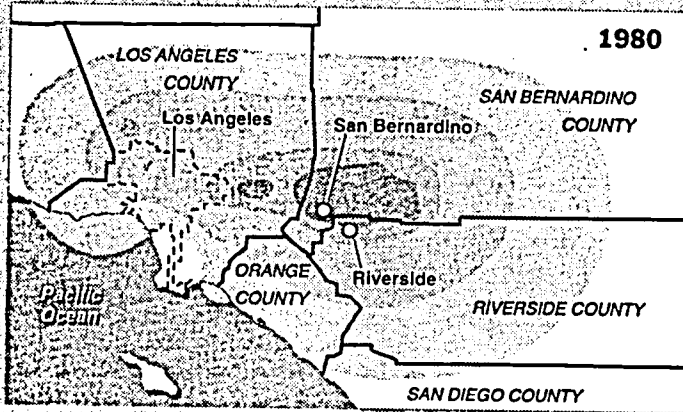
1977 Phase-out of leaded gasoline begins.

1990 Standards set for everything from lawn mower emissions to vapors from household products like paint; increased use of low- or zero-emission vehicles like electric cars is mandated.



POLLUTED DAYS Number of days ozone in the greater Los Angeles area reached Stage 1 alert levels. Stage 1 alerts are days on which health officials consider the air quality unhealthy and recommend that residents avoid vigorous outdoor exercise.

2 to 20 days
 20 to 40 days
 40 to 60 days
 60 to 80 days



Sources: South Coast Air Quality Management District, and Scientific American magazine, from data provided by the air quality district.

*Through September.

Hard Times Dilute Enthusiasm for Clean-Air Laws

By ROBERT REINHOLD

Special to The New York Times

LOS ANGELES, Nov. 25 — One of the things about life in Southern California that has improved in recent years is the air. The air is indisputably cleaner and clearer and the region's notorious alerts for lung-searing smog are all but history.

But the prospects for further progress are clouded. Just when other states are emulating California's strict controls on auto emissions and other pollutants, the state may have begun to retreat on air quality.

The worst economic slump since the

Depression has created an audience for the argument that pollution restrictions are luxuries that Southern California cannot afford and have begun to undermine the premise that cleaned-up air is essential to the region's future economic health.

The air-quality district here has scaled back enforcement because of severe budget cuts, and the chairwoman of the state's Air Resources Board has resigned under fire from industry. The complex politics of smog are shifting. "California had been on the leading edge of air quality," said Mary D. Nichols, an Angeleno who is

the new assistant administrator for air and radiation at the Environmental Protection Agency in Washington. "Now, it is leading the backlash."

The backlash comes as Southern Californians this year breathed the cleanest air in a generation. Peak levels of ozone, the most dangerous pollutant, have dropped in Los Angeles to a quarter of what they were in 1955, despite huge increases in population and traffic. Since 1985, there have been only two stage-two health alerts, when all people are advised to stay indoors.

Partly, the improvements have to do with an unusually cool summer and reduced traffic because of the recession. And, the Los Angeles Basin still

suffers by far the dirtiest air of any U.S. area and fails to meet Federal air quality standards on more days than New York City, Chicago, Houston, Denver and Pittsburgh combined. Ozone levels must be cut by 40 percent to meet Federal and state air law again to meet Federal and state air law. Under the Federal Clean Air Act, all cities must meet regular milestones until air quality meets Federal health standards for pollutants by the year 2010. Los Angeles is the largest task of all, and many environmentalists say the backlash against stricter enforcement could delay attainment of Federal standards. Should that happen, Federal Government could take over control from local officials. Even now the E.P.A., under court order, is drafting a plan for Southern California.

All this has put the powerful state agency that oversees smog reduction on the defensive. The agency, the South Coast Air Quality Management District, is now often vilified by businesses and some local governments as too tough. Whereas it used to send out inspectors with badges in police-like vehicles to cite polluters, it now politely calls the businesses it oversees customers and gently educates them about smog rules.

"The economy is changing priorities," conceded the district's executive officer, James M. Lents. "It is difficult to make the kind of progress we made in the late 80's. There has been a slowing of the process — to look at more innovative ways to clean up air."

Thus, on Oct. 15, the district's board took a revolutionary turn by shelving scores of new smog-control regulations it had adopted two years ago. Instead it shifted to a market-driven plan requiring that overall emissions of two main industrial pollutants, nitrogen oxides and sulfur oxides, be reduced gradually every year but that allows individual polluters to buy and sell pollution rights among themselves, rather than conforming to detailed "command and control" regulations.

The Opposition

Air Quality At Crossroads

Backers of this market plan, the first in the United States, said it was a less costly and burdensome way to achieve reductions. Some environmental groups, but by no means all, called it unworkable and likely to hasten Federal intervention.

The plan's approval came during a hectic year of these political battles:

¶ In the state Legislature in Sacramento, 58 bills were introduced, mainly by Orange County conservatives, to scale back smog rules and cripple the Southern California air-quality board by having the state government take control of its budget. Few of them passed, but the message was heard.

¶ The Air Resources Board, the state agency that has forced national changes in automobile engineering and fuel content, last month yielded to demands by angry truckers and farmers and delayed a new requirement for cleaner more expensive diesel fuel. On Nov. 18, the chairwoman of the board, Jan-anie Sharpless, resigned.

¶ The big three auto makers began an intense lobbying campaign against a California rule that they begin marketing "zero emission" vehicles — electric cars — by 1998.

¶ The Legislature defied orders from the Federal E.P.A. to act by Nov. 15 to revamp the state's decentralized system of testing cars and trucks for excessive emissions, now handled by thousands of private service stations in a system that critics say is inefficient and rife with fraud. The E.P.A. has delayed imposing sanctions, like cutting off California's Federal highway funds, hoping for a compromise.

¶ The Los Angeles area air-quality district has seen its budget shrink for three years, forcing a 20 percent reduction in staff since 1990 and eight unpaid days off for employees. The recession has cut its main source of income, the permit fees it collects from the regulated industries.

Business interests are campaigning to unseat the most pro-environment members of the district's 12-member board, including its chairman, Henry W. Weeda. In recent months, three strong clean-air proponents have departed for varying reasons.

"Until recently I felt the board had a strong commitment to clean air," said Mr. Weeda, a moderate Republican who represents Orange County cities, at a recent hearing. "But in the last year I've seen a significant amount of waning." Mr. Weeda was the target of a state law passed recently at the behest of Orange County legislators.

"When we drafted the Clean Air Act, the air pollution experts in L.A. worked with us to make sure we had a law that forced compliance and sanctions to back it up," Representative Henry A. Waxman, Democrat of California, who is a chief author of the Federal law, said in an interview. "It would be ironic if they faced Federal sanctions as a result."

The Benefits

Years of Progress Against All Odds

All this comes against the backdrop of extraordinary national progress in cleaning up foul air in nearly every big American city in the last two decades. It is one government program for which tangible results can be substantiated.

According to the E.P.A., emissions of nearly all major pollutants dropped substantially across the nation between 1970 and 1991. Still, the E.P.A. estimated in 1991 that 140 million Americans lived in counties in which ozone exceeded Federal health standards. And, as ever, Los Angeles was the heavyweight champion by far. The New York area was fifth, behind Los Angeles, Houston, Philadelphia and Washington.

The Los Angeles region suffers the most because of the same factors that have drawn so many millions to live here — warm weather, beautiful mountains and the ocean. Cool air from the ocean often gets trapped under warm air in an inversion layer, trapping pollutants near the ground. The mountains serve as a container preventing the wind from blowing away the dirty air. The soup

includes many ingredients, among them carbon monoxide, lead, particulate matter, sulfur oxides and ozone. Ground-level ozone, which decreases pulmonary function in people and damages plants, is formed when the sun bakes nitrogen oxides and hydrocarbons emitted by cars and industry.

Smog reached the crisis point here in the mid-1950's, when alerts regularly forced schools to shut. "L.A. Suffers Worst Smog, Crisis/Another Alert Today Predicted" was the lead headline of The Los Angeles Times on Sept. 14, 1955.

Such headlines are unthinkable today. But the progress in reducing air pollution has taken a toll in an area of 11.3 million people and 9 million vehicles that is the world's largest single market for gasoline. Two-thirds of air pollution comes from motor vehicles. But the regulators are now focusing mainly on stationary sources like factories

and power plants and on altering commuting patterns. After years of ever-tighter controls on vehicle and fuel technology further progress in that area has become politically and economically difficult.

The Costs

For Business, Perverse Effects

The frictions and burdens are apparent. The Los Angeles area air district has found itself at odds not only with private companies, but with also local governments jealous of its prerogatives or fearful that the air rules will retard growth. The district backed off from trying to force the South Coast

Plaza, a big shopping mall in Orange County, to charge a parking fee when the Costa Mesa city government balked.

In the industrial area of Stanton south of Los Angeles, All Metals Processing of Orange County has been painting and plating metals for aerospace and other manufacturers for 33 years. The company's vice president, George Derby, says the company could add a dozen or more employees to its staff of 107 if it could get permits to use more paint, which emits volatile gases.

"I am allowed to paint 17 gallons a day, and then my employees have to go home," he said. The only way to get the permits, he continued, was to change to reformulated coatings. Many of his customers cannot change because military and other contracts do not permit it, he said, so the customers go out of state. He lost another important customer, Fender Guitars, which moved to En-

senada, Mexico, rather than comply with California rules on lacquers.

Another source of resentment is the air district's rule requiring all employers with 100 or more workers to develop car-pooling plans. Many employers say it requires a costly new layer of paperwork that brings only marginal improvements.

One of the largest employers is the Los Angeles school district, with about 50,000 full- and part-time employees. With 292 school buildings scattered over a vast area, the rule has meant creating 140 commuter plans at a cost of more than \$2 million a year, including \$90,000 in fees to the air district.

But everyone here knows that car-pooling is something of a sham. Companies dutifully draw up plans, put up posters and offer preferential parking for car-pool riders, but most workers still drive to work alone. While companies can be fined for not drawing up plans, there is no penalty for workers who refuse to cooperate.

There have been some advances. Almost every employee at the downtown school administrative offices drove alone to work a few years ago. Now the average is 1.38 people in a car, still below the stated goal of 1.75 a car. But at what cost?

"We want to clean up the air," said Nancy K. McIlwain, the district's commuter services coordinator. "But in terms of the financial burden it places on us, we'd certainly like to see some relieve."

Even Caltrans, the state agency that builds and operates the freeways, has failed to comply with ride-sharing rules.

"Obviously everybody supports the goal of clean air," said Peter Buffa, a member of the Costa Mesa City Council who is trying to take Mr. Weeda's seat on the board. "But if the cost is punitive, the public might say it's not worth it. We are losing businesses by the hundreds, jobs by the thousands."

Industries say that since vehicles account for about two-thirds of pollution, officials should pay more attention to smog inspections for cars, buses and trucks rather than go after furniture factories, construction sites and the like. "Put the responsibility where it should rest, with vehicle drivers," said Jeb Stuart, former executive officer of the air district who now represents the construction industry. "But when you start dealing with the public and the ability to drive cars, it becomes a political matter."

Asphalt makers, Mr. Stuart said, have already installed the best available technology to reduce nitrogen oxide emissions. If required to cut emissions by another 50 percent, he said, asphalt would have to be purchased from outside the area, meaning more trucks on the road.

Some business people have adapted to the clean-air rules. Edwin C. Laird owns the Coatings Resource Corporation, a maker of paints for plastics in Huntington Beach, and is chairman of the Small Business Coalition, representing 7,000 employers in regulatory matters. He said new rules requiring reformulation of paints have helped his business.

Even though he had to hire five chemists where one would do before, he gained an advantage because larger national paint manufacturers could not react as quickly as he could. His water-based paints are used to paint the lips on Barbie dolls, among other things. He asserts that the assault on smog rules comes mainly from extreme conservatives in Orange County and says the air district has really "turned itself around," becoming more sensitive to business.

The Future

Novel Solutions, New Territory

The major accommodation to business has been the new market in pollution credits passed last month by the air-district board to replace dozens of detailed rules. Under the program, overall industrial emissions must gradually be reduced every year so that by 2003 nitrogen oxides are cut by 75 percent and sulfur oxides by 60 percent.

The plan divided environmental and business camps. Some environmentalists argued it would cause only delay, and many smaller businesses feared they could not compete.

The 390 companies covered — those producing four or more tons a year of emissions — could find the cheapest way to reduce emissions by trading pollution rights. Though some might find it cheaper to expand by buying rights to pollute, an overall declining cap on total emissions is meant to force progress.

Under Federal law, the states are free to devise their own plans, so long as they ultimately meet Federal health standards. Just how high the price of failure will be is uncertain, inasmuch as California has not yet been punished for failing to comply. But the 1990 amendments to the Clean Air Act invite private lawsuits to compel compliance.

And as Michael M. Hertel, manager of environmental affairs for Southern California Edison, the electric utility, put it, "There is not a whole lot of political sympathy in other parts of the country for not forcing Southern California to abide by the law."

Urban Streams Council

a program of
The **Wetlands** Conservancy

November 28, 1993

To: Future Vision Commission
From: Mike Houck
Re: Transit and Sustainability


In case you missed either of these stories, I thought they might be of use during our discussions regarding 2040. I have a concern that, when push comes to shove, both Clean Air and Clean Water Act mandates could be weakened as local jurisdictions push for relaxed policies. In my opinion these two federal laws offer the strongest bases for good land use management, but as with the so-called spotted owl controversy and the Endangered Species Act, reliance on a single species or target can cause major problems if that species or target is exempted or if political pressure dilutes its impact.

My concern in this regard, with respect to 2040, is that putting too much emphasis on single factors can be dangerous and counter productive. Local examples are the northern spotted owl, which allowed vested interests to divert attention from the real issue which is protection and management of the ancient forest ecosystem. Unfortunately we do not have an endangered ecosystem act to base planning on. Similarly, if we base most/all of our efforts regarding 2040 on currently mandated federal rules and related state and local regulations--- Phosphates in the Tualatin River (rather than a larger suite of pollutants and the health of the entire watershed; cleaning up Portland's CSO's and ignoring tributaries to the Willamette River; VMT for example---we may be building our future vision on a house of cards or moving goal post.

Obviously, we do need to frame much of our "future vision" on existing federal, state and local regulatory framework, but I think it is our charge to develop our own "endangered ecosystem" paradigm which forms an interrelated package that is not subject to the whims of newly elected officials or perceived hardships vis a vis regulatory programs that put brakes on "growth."

Also attached is Ed Whitelaw's article on sustainable development and internalizing the real costs of forestry, energy usage and urban development. I think we should invite Ed to either prepare a paper on urban development or, at a minimum, be a commentor (I submitted his name and I think others did as well) on our written documents.

Cheers,
Houck



Urban Streams Council

a program of
The **Wetlands** Conservancy

December 11, 1993

To: Future Vision Commission
Keith Bartholomew, 1000 Friends
Meeky Blizzard, STOP
Metro 2040 Staff

From: Mike Houck
Re: Is the issue "density"

The attached editorial by Allan Classen typifies how Region 2040 gets portrayed. The whole issue of "density", what it means to neighborhoods and how it is interpreted in each of the scenarios or alternatives is an important topic of discussion for everyone involved in public involvement in Region 2040.

I've not talked with Steve Fosler to check on what the context of his discussion was, other than the trolley line, but the discussion sounded familiar to me. The most consistent objection to alternative B is increased "density" from neighborhood people I've talked with. I did leave a message with Steve and Allan tonight to get some feedback from them and hope we can have a dialogue with the Northwest Examiner and NWDA regarding Region 2040. Let me know if you have already covered this base.

David Ausherman has taken a good tack, I think, by describing on his maps increases and decreases in "density" with the term "intensity." That gets rid of the red flag, "density" and ensures that people will at least ask what is "intensity?"

I'd like to suggest a session that would be geared to everyone who we know is engaged in making presentations regarding Region 2040 to meet to discuss where the alternatives are and how we are going to address the "density" issue, which diverts attention away from discussing Region 2040 in a holistic manner.

How about Thursday, December 30th 8 am at Metro, to discuss this issue-- assuming anyone else thinks it is worthy of discussion. I will interpret phone calls to me at 797-1793 to indicate interest and I'll schedule a room. If I don't hear from any of you I'll assume everyone gets it and I'm the only one struggling with the "density issue."

I certainly agree with Classen's closing comments: "Perhaps discussions like this regularly take place among higher-level decision makers. I would hope they do. But the chances that they will consider all the angles certainly increase when the debate begins at the grass roots."

Mike Houck



Urban Streams Council

a program of
The **Wetlands** Conservancy

December 11, 1993

Dear Urban Stream Enthusiast,

While you have registered for, or expressed interest in, one or more of our urban waterway tours series, you may not be aware of other trips that did not appear in The Oregonian or Trip Into Nature brochure. Please look over the following series description and call me at 225-9916 if you wish to sign up for any other trips.

Sincerely,



Mike Houck

BALD EAGLES

Mike Houck, Urban Naturalist for the Audubon Society of Portland and Director of The Wetland Conservancy's Urban Streams Council, will lead four Bald Eagle "flyouts" to watch the eagles fly from their old growth roost onto Sauvie Island. All trips will include a guided bus ride to the viewing area, use of spotting scopes and close up views of Bald Eagles, Rough-legged Hawks and other birds of prey common to Sauvie Island during the winter months. All trips will begin at Sauvie Island about 1/2 hour for sunrise (January 6:45 am, February, 6:15 am) and end between 9 am and 9:30 am. Cost of \$7/person to cover cost of transportation. Pre-registration is required by calling 225-9916. Registrants will receive written confirmation and additional logistical information.

Dates: Saturday, January 8th; Sunday, January 9th; Sunday, January 16th and Saturday, February 5th. Children are welcome to attend.

GREAT BLUE HERON NESTING COLONY/COLUMBIA SLOUGH TRIPS

Mike Houck, Director of The Wetlands Conservancy's Urban Streams Council and Urban Naturalist for the Audubon Society of Portland will lead several early spring walks to view nesting Great Blue Herons at Heron Lakes Golf Course. The walk is flat, about 1/2 mile and easily accessible to people of all ages. The 20 nests in the tops of black cottonwoods offer excellent views of herons exhibiting courtship behavior, repairing and building nests and raising young. Trips will be spread out throughout the spring and summer so the heron's entire nesting cycle will be viewed during this field trip series. Pre-registration required by calling 225-9916.

Cost: \$7/person for bus transportation. All trips will leave from East Delta Park and travel will be via bus.

**Dates: Saturday, February 5th, Sunday, February 20th, Wednesday, March 9th
Saturday, April 15, Sunday, May 15**

URBAN WATERSHED TOURS

Mike Houck, Director of The Wetlands Conservancy's Urban Streams Council and Audubon Society of Portland's Urban Naturalist will lead tours exploring four Portland metropolitan area watersheds. These field tours will be to look at fish and wildlife habitat, Greenspaces and local stream restoration efforts. Pre-registration is required by calling 225-9916. Cost \$7/person to cover transportation costs.

Sunday, January 30, Columbia Slough: We'll work our way upstream along the 18 mile-long urban waterway from Scenic Kelley Point Park to Grant Butte in Gresham, source of Fairview Creek. This will be a great opportunity to explore winter waterfowl habitat at Force Lake, North Peninsula Canal, Johnson Lake and Fairview Lake. We'll also look at some of the City of Portland's Bureau of Environmental Services' restoration sites along the Columbia Slough. Bald Eagles, Great Blue Herons and numerous species of waterfowl will be highlights of the trip.

Sunday, February 6th, Newell Creek Canyon, Oregon City: This scenic canyon, under intense development pressures, is one of Oregon City's most significant Greenspaces. The winter and early spring months are particularly spectacular for mosses and lichens which abound in the canyon. The special emphasis of this trip will be the microclimate which Newell Creek canyon offers these native plants. Bring your hand lens and rubber boots!

Sunday, February 13th, Beaver Creek Canyon, Troutdale. While it may not be as deep as the Snake River, it's easily one of the metropolitan areas most scenic Greenspaces.

Saturday, February 26th, Beaverton Creek Watershed: Tour will visit Tualatin Hills Nature Park and other Tualatin Hills Park & Recreation District parks in Beaverton and unincorporated Washington County. Tualatin Hills Nature Park is a 160 acre natural area with a fascinating mix of Ponderosa Pine, Oregon White Oaks and Oregon Ash. The areas around the park are excellent winter sparrow and raptor habitat.

Making money without paying the full price uproots the future

Wisdom and technical know-how could guide us in determining costs

By ED WHITELAW
and ERNIE NIEMI

If you think the spotted owl controversy was long, punishing and expensive, try multiplying it by 480.

That, U.S. Fish and Wildlife biologist Chuck Meslow told President Clinton at the April 2 forest conference in Portland, is the approximate number of species that may be endangered by continued logging of old growth west of the Cascades.

Although Meslow intended to focus the president's attention on our furry and feathered friends and the ecological choices before us, he revealed, perhaps inadvertently, that we also face economic choices of equal magnitude.

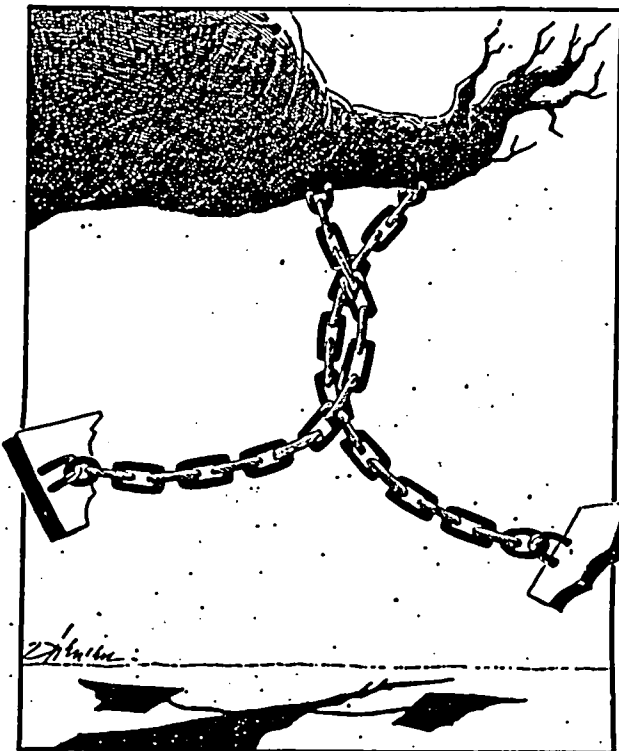
The economy of a Pacific Northwest with 480 additional extinct species would surely differ from that same economy if we do whatever is necessary to protect them. And regardless of what we finally decide to save, the cost of fighting 480 more battles similar to the one over the owl will be a huge tax — both economic and psychic — on every one of us.

What is a rational society to do when faced with such a daunting prospect?

It has become obvious that the ecological-economic choice before us is not simply a one-time, up-or-down vote on our willingness to sustain everything, but a day-to-day tug of war between protecting jobs and protecting species.

Neither side is clearly preferable, winner-take-all, under every conceivable circumstance, and simple-deci-

Ed Whitelaw, University of Oregon professor of economics, is president of ECO Northwest, an economic consulting firm in Eugene and Portland. Ernie Niemi is a vice president of ECO Northwest. This article is from the forthcoming issue of the University of Oregon's quarterly magazine, Old Oregon.



©NANCY OHANIAN/Los Angeles Times

sion rules of protecting jobs or protecting species will not work in every case.

Instead, we are doomed to fight an endless series of endangered-species battles in which we must make economic-ecological decisions as if both jobs and species matter.

And this is precisely as it should be in a world of scarcity and trade-offs.

What is not as it should be, however, is the current battleground. If we continue to make most of our economic-development decisions as if only jobs matter, introducing our concern for species into the decision-

ing process only when they are on the brink of extinction, we will lurch from one ecological-economic "train wreck" to another, to use the words of Interior Secretary Bruce Babbitt.

Real train wrecks are expensive; so are those of the endangered-species variety. Cleaning up the mess from the head-on collision between logging and owls is in effect a huge tax that lowers the standard of living for all of us by diverting precious treasure and talent from other pressing matters.

It will be far less costly if we act now to avoid future wrecks with some sensible switching.

To do this, we will have to rethink our ideas of sustainability and economics in general. We will have to expand our economic approaches to include more factors than have been traditionally considered. We will have to run our business lives as if everything matters.

For a start, let's turn to the more rigorous definition of sustainable development offered by economics Nobelist Robert Solow:

"If sustainability means anything more than a vague emotional commitment, it must require that something be conserved for the very long run. It is very important to understand what that something is: I think it has to be a generalized capacity to produce economic well-being.

"A sustainable path for the economy is thus not necessarily one that conserves every single thing or any single thing. It is one that replaces whatever it takes from its inherited natural and produced endowment, its material and intellectual endowment."

What Solow is saying is that each generation inherits a portfolio of capital stock, defined broadly to embrace natural resources, plant and equipment and human knowledge. From this capital, it produces economic well-being.

This end product, the well-being we all aim for, can be

defined broadly as the sum of two components: one derived from monetary incomes and the other derived from attributes we commonly call the quality of life. Producing economic well-being necessarily depletes some of a generation's individual assets in its capital portfolio. The generation acts in a sustainable manner if and only if it replaces each depleted asset with another that has equal potential to produce economic well-being for future generations.

Solow's way of conceiving sustainable development has real advantages. It manages to be clear without becoming ideological or doctrinaire. It gives direction to our questioning without closing it before it has begun.

But — and this may be the most troublesome aspect of any discussion of the economy and the environment — Solow's prescription also raises disquieting doubts about our competence to behave in a sustainable manner. He seems to assume that generations have sufficient technical skill and political will to be certain that depleted assets are replaced in every case with assets that will be equally productive. Is that really true? Can we trust ourselves to play God, as Solow implies we must?

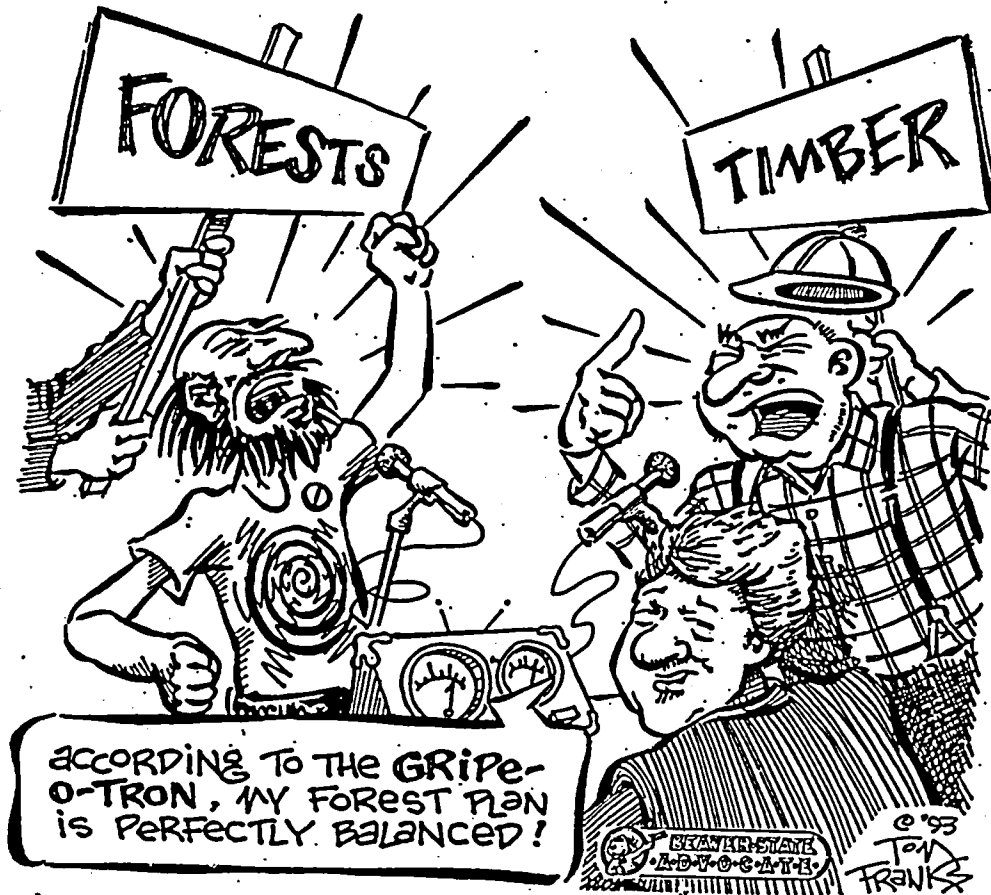
Hubris and disaster lie on one side, mindless passivity and drift on the other. And it's going to be hellish steering between them. Yet maybe we can, if we employ far more effectively and comprehensively the most powerful economic tool available to us: prices in an open market.

Put simply, we have to get the prices right whenever we engage in an activity that depletes an environmental asset. Especially we must eliminate price subsidies for activities that deplete substantial environmental assets.

This suggestion must seem at first a mouse of answer for a mountain of uncertainties. But let's see how it

“
Cleaning up the mess from the head-on collision between logging and owls is in effect a huge tax that lowers the standard of living for all of us.
”

Prices: Industries buy off only a small number of all those they affect



■ Continued from Page D1 works.

To produce a truckload of logs, a logging company must consume labor, chainsaws and fuel. It also may consume owl habitat, salmon habitat and municipal watershed. But while the company pays workers for their labor, saw shops for their chainsaws and gas stations for their fuel, it makes no payment to commercial fishermen for the reduction in salmon populations, to owl lovers for the decrease in the probability that owls will survive, to nontimber workers who see owl and salmon habitat as an essential element of the local quality of life, or to the municipality for the increased filtration required to produce clean water.

To the extent that fishermen, owl lovers, nontimber workers and municipalities are not compensated for their losses, they subsidize the logging company directly as well as those further down the chain of production: the mill owner who converts the logs to lumber and the homeowner who purchases the lumber.

These subsidies create a bargain for today's consumers of wood products, but no sustainable bargain for future generations.

That may not be immediately obvious. Certain simple economic truths explain it. From society's standpoint, the price of a good or service works properly when it re-

flects — in fact, equals — two sets of values: the value of our use of the item, on the demand side; and the value of what we had to give up to make the item, on the supply side. If our markets fail to account fully for the value of what we have to give up, then we will end up producing and consuming too much of it.

By failing to make the timber companies and homeowners pay the full cost of the forest resources destroyed to produce two-by-fours, we have encouraged homebuilders who build homes bigger than they would have if the price of lumber had not been subsidized. Also, at the margin, the value to our children of the incremental increase in home size is less than the value of what they would have derived from the forest if we had left it intact.

These economic imperatives do not apply only to forests, timber and owls, but to all conceivable economic activities. Consider, for example, the production and consumption of electricity and of urban development, economic activities that raise at least as many complex and contentious issues in the Pacific Northwest as the production and consumption of wood products.

If the price of electricity is to serve us well — that is, ration the use of valuable resources — it must reflect the value of everything we give up to produce it, including the value of wild salmon killed by hydroelectric

dams. Consumers of electricity — an aluminum refinery in Washington, a household in Ashland and a shopping mall in California — must pay a premium when, all else equal, they choose to behave in a way that inflicts damage on salmon and their habitat.

Similarly, the price of urban development must reflect the value of everything we give up to produce it.

Certainly, getting reliable estimates of the ever-widening circles of prices is a daunting challenge. But what option do we have? Let's not delude ourselves; if we do not accept the challenge, we will continue to subsidize natural-resource degradation, have ever-stormier confrontations over endangered species and abandon all pretense of passing to our children a capital portfolio as valuable as the one our parents passed to us.

If we are truly serious about doing the right thing for the environment, as well as for the economy, for our children as well as for ourselves, we have to incur the cost of getting better estimates of the productive value of environmental resources.

Specifically, we must initiate a major examination of the economic value of the spill-over effects of our major resource-extraction and resource-development industries: timber, agriculture, energy, mining and urban development. And this is a step toward sustainable development *we know* we are competent to take now.

SATURDAY, NOVEMBER 27, 1993

The government wreckers

A proposed constitutional amendment seeks to kill off government taxing authority

Oregonians who want state and local government to keep functioning had better beware of a constitutional amendment Gresham health club owner Frank Eisenzimmer and Oregon Taxpayers United filed Monday.

Starting from the assumption that government is socialistic and confiscatory, the sponsors want to take away state and local governments' power to raise taxes.

If approved at the polls next Nov. 8, the so-called Taxpayer Protection Initiative would grandfather in existing taxes but require popular votes to approve most new taxes or fees.

This is the ultimate government-wrecker — worse than Washington's narrowly enacted Initiative 601, which applies only to state general fund expenditures and allows for limited annual growth in state spending.

Eisenzimmer's Oregon amendment reaches right down to local government. Although it exempts limited categories such as higher education tuition and fees, it contains no provision for annual budget growth except the 6 percent increases in property-tax

bases permitted under existing law.

Want to charge more for a local business license or an Oregon salmon-steelhead tag? Put it to a popular vote.

Want to change a line on the state income-tax form to reduce deductions? Put it to a popular vote.

Want your city to cover inflation on existing fees paid by real-estate developers for such necessities as sewers, water lines and streets? Put it to a popular vote.

The measure envisions up to two tax elections a year at which voters might be asked to wade through complex collections of tax decisions.

As was the case in Washington earlier this month, Oregon voters might ask for more government service at the same time they lessen government's financial means to provide it.

Eisenzimmer & Co. had 130,002 signatures on the petitions they filed with Secretary of State Phil Keisling Monday, so the new amendment is likely to win a place on the ballot.

When the time comes, Oregonians should reject the amendment. It is not aimed at leaner government. It is aimed at dismantling representative government.

Teamwork best for light rail

Communities' plans for westside light-rail stations should not derail the overall construction schedule or budget

The fact that many communities along Tri-Met's westside light-rail line are eager to use the new line as a catalyst for transit- and pedestrian-oriented development is a good omen.

A key reason for choosing a relatively unpopulated route for the line was to make the most of development opportunities.

But officials and residents of cities like Beaverton need to join with Tri-Met in keeping their eyes on the main goal. That goal is to get the line built and the rail cars rolling.

Tri-Met was forced to modify its original plans because \$31 million in projects had to be cut to satisfy the federal funding agreement.

Therefore, some promises can't be kept — at least for now. In downtown Beaverton, for example, Tri-Met has deferred the pedestrian esplanade and doesn't want to follow the city's Board of Design and Review condition that tracks have a street-type surface rather than the open-tie and ballast track that goes through Gresham.

Tri-Met's proposals make sense. An esplanade is important, but it can be added later, when development begins to occur at the site.

Track treatment like that in downtown Portland, where the rail line runs along streets that are heavily used by cars and pedestrians, isn't critical now for the Beaverton area.

Ideally, these kinds of amenities would be built at the same time as the

track. But practically, the individual communities along the line must make sure their actions don't delay construction or push up costs.

Beaverton officials have promised that the city's disagreements with Tri-Met won't slow down issuing the permits Tri-Met needs to keep on its construction schedule. That's good.

They should go even further and avoid a confrontation with Tri-Met at the Land Use Board of Appeals over the track and esplanade question in favor of cooperative action among Tri-Met and the region's public officials to assign priorities to the deferred projects and identify additional projects that could be delayed if construction costs require it.

The lesson for Tri-Met is that its promises to communities must be more carefully qualified when the funding to carry them out is coming from a third, unpredictable source. Beaverton, too, has a responsibility to abide by Tri-Met's agreement with then-Mayor Larry Cole, who signed off on deferring the Beaverton amenities.

Loren Wyss, president of the Tri-Met board of directors, summed it up best during the agency's fractious meeting with the Beaverton City Council earlier this week when he asked the city to remember that "our goals are the same as your goals."

That's true. Both Tri-Met and Beaverton want westside light rail to be a success. That's more likely to happen if they work together.

THE OREGONIAN

FRIDAY, NOVEMBER 26, 1993

Who'll be first?

The challenge to Portland-area retailers is to develop the new suburban transit-oriented store

If the Portland area doesn't come up with ways to stop the growing problem of air pollution, then government measures to reduce it will become more draconian.

Just look at Washington state, where employers have to crack down on the number of employees who drive their cars to work alone, or southern California, where the need to cut air pollution even includes limits on backyard barbecuing.

Government officials and commercial and industrial interests here have been discussing how government-imposed design standards might be used to help trim the growth in car trips.

Those standards would govern building orientation and design — such things as how much parking there would be, whether it would be in the front or the back and how the building would relate to sidewalks and transit stops.

The idea is not to prevent people from driving their cars to the local supermarket, but to make it easier for the minority of people who want or need to walk or take a bus to be able to do so. Even a small increase in the number of people who walk or use transit for shopping and work trips can add up to a significant reduction in pollution and congestion.

Business interests of all stripes have a big stake in meeting that challenge:

- If stores can help make it easier for some customers to get there on foot or by bus, then it's less likely their other customers will be forced to

cut down their car use.

- Trimming congestion also makes it less likely that future shoppers will desert stores in order to do their shopping from mail-order houses.

- Meeting federal air-pollution standards is crucial for industrial expansion.

So far, though, Portland-area businesses and developers have been reluctant to become trend-setters. Stores geared solely to driving customers make money, they say. Why experiment with something new?

Because pollution, development patterns and economics are forcing people to change. Development patterns that leave people with no options except driving probably won't work in the 21st century.

Lots of locations in this area are ideally suited to putting a new store design to the test. One good one is on the western edge of the Peterkort property at the westside light rail system's Sunset Transit Station.

The supermarket and related shops planned there could capitalize on the anticipated high use of that transit station. Instead, site plans filed recently show a typical shopping center surrounded by an expanse of parking lot.

Managing metro-area growth in the next decade will take the cooperation not just of the affected governments, but also from business and industry, their employees and customers.

This region needs one of those forward-thinking businesses to step up to the challenge and show everyone else how to do it.

ON THE AVENUES

by Allan Classen



It's not just about streetcars

From time to time I hear an enlightening exchange of ideas at a neighborhood meeting, and it's fun to just go along for the ride. These are the times when you hear a convincing argument and buy into it, only to hear a counterpoint that swings you back to the other side.

This happened last month at a Northwest District Association meeting. The topic was the proposed central city streetcar line, which the feds are willing to study. There's no real controversy over whether it should be studied. The merit of actually building such a system is the key question, and that's where the debate got interesting.

The streetcar line is intended to link Northwest Portland and the Pearl District with downtown, and then go down to Johns Landing. It's not part of MAX, Tri-Met or the vintage trolley—although eventually it might interconnect in some way.

Neighborhood transit advocate Steve Fosler, who presented the proposal to the board, surprised some of his audience when he said the primary goal of the system was not transportation but to encourage high-density housing along the route.

That rubbed some people the wrong way. Why should government subsidize new infrastructure for the benefit of a few property owners? These properties are viable with or without a streetcar, so it's not as if we are saving a neighborhood from decay. Urban redevelopment is full of examples where developers have been paid to do what the market would have led them to do without any help.

But would developers build the kind of high-density residential buildings needed to make the area thrive as a transit- and pedestrian-oriented community? If they build garage-fronted row houses, the area may never support urban-style retail and amenities. The possibility of a streetcar is being weighed now by developers of the area north of Union Station, and some say they will put in more housing if the trolley comes.

Of course, many residents aren't convinced

that higher density should be accommodated. Planners and real estate interests like it, but would it make our community more livable and will we reach a point where unlimited growth jeopardizes the city's viability? Answers to these questions may become painfully obvious in the 21st century, but for now it's still possible to disagree.

And why do we need an expensive streetcar system to accomplish what a few extra buses could do so much more easily, without years of disruption and torn up streets? If the route proved to be less than perfect, Tri-Met could tweak the bus routes a little each year.

Ironically, the flexibility of bus systems makes them nearly irrelevant for guiding development. Investors know that when rail lines go in, a streetcar will be running on them for at least the next 30 years. But couldn't some kind of contract guarantee that a bus route would remain stable for the same number of years? In a practical world, however, developers do not trust public bodies to stay on any course much longer than four years.

While these ideas bounced around, I thought it ironic that we're considering a small-scale streetcar system at the same time west side light rail goes forward. This suggests that MAX will provide little benefit to inner city neighborhoods. Northwest-Goose Hollow residents don't ride light rail often now, and few will use the west side extension to get to Beaverton or Hillsboro. The prime beneficiaries will be suburban commuters, and the farther out they live, the greater the benefit. It will become possible to live 30 minutes beyond Hillsboro and still enjoy the best of both urban and rural life, without fully tasting their down sides (and thus deluding ourselves for another generation or so?).

I didn't leave the meeting with any answers, but I learned some good questions.

Perhaps discussions like this regularly take place among higher-level decision makers. I would hope they do. But the chances that they will consider all the angles certainly increase when the debate begins at the grass roots.

A Wild Approach Cuts Costs by Not Cutting the Grass

Meadows Beat Lawns As Highway Scenery

By D'Vera Cohn
Washington Post Staff Writer

From poppies in bloom along state highways to meadows flourishing in parks, a wilder landscape is replacing cropped grass on public land throughout the Washington area.

Maryland and Virginia plant flax, cornflowers and other blossoms along once-manicured median strips. Hundreds of acres of Maryland parks have been transformed by the state's "grow, don't mow" policy. Montgomery County parks are looking shaggier, and Fairfax County is experimenting with the idea.

The move toward the natural look, which has inspired fan letters in some locales but criticism in others, stems from a shotgun marriage of budget cuts and ecology concerns. Tighter government budgets mean less money for mowing; a more natural landscape is cheaper to maintain and requires fewer chemicals.

Environmentalists stress that wilder growth offers better food and cover for insects, birds and other animals, as well as improved filtering of storm runoff.

"Why not have a little bit of yellow, blue and red along our landscape, instead of a massive putting green?" asked Edward Mainland, a Fairfax environmental activist. "It's a good deal cheaper too. Nobody loses."

Maryland state park officials have stopped mowing 805 acres, saving \$78,000 a year in fuel and labor costs. That includes 112 acres in Seneca Creek and Patuxent River state parks, both in Montgomery.

Some no-mow areas are planted with



BY MICHAEL WILLIAMSON—THE WASHINGTON POST

Wildflowers grow alongside Interstate 270 near Democracy Boulevard in Montgomery County, where the policy is "grow, don't mow."

trees. Others are left alone to become meadows. But grass can dominate a landscape for years, and weeds often arrive before desirable plants, so some parks are installing meadows without waiting for nature to do it.

Officials at Sandy Point State Park in Anne Arundel County plan to create six

acres of "enhanced wildlife areas" with wildflowers, grasses, trees and shrubs selected for their food value to animals and birds. Clumping grasses will attract quail. Wildflowers produce seeds eaten by birds, as well as by mice and other small animals that are prey for foxes and owls.

At Riverbend Park in Fairfax, officials

are weeding a meadow of an aggressive grass called deer tongue and seeding wildflowers. At Twin Lakes Golf Course in Centreville, wildflowers have been planted in a 50-by-100-foot grass patch in the out-of-bounds area.

Maryland and Virginia's wildflower
See FLOWERS, B5, Col. 3

Getting Rid of Unrelenting Green

FLOWERS, From B1

programs were inspired in part by plantings that began three decades ago in Texas, promoted by Lady Bird Johnson. Highway officials say benefits go beyond beautification.

"If people are loving that field of purple coreopsis, they might think twice about throwing out that McDonald's wrapper," said Mary Anne Reynolds, a spokeswoman for the Virginia Department of Transportation. "We believe the color and vibrance of the wildflowers can reduce the tedium and monotony of driving and might improve safety."

The wildflowers save \$150 an acre in mowing expenses each year, she said, although planting costs cut into the savings. Virginia now plants 20 acres in Northern Virginia and 300 statewide and will double that acreage next year.

Maryland also plants wildflowers, and last year reduced the mowing of more than 3,000 acres along highways, saving nearly \$400,000, state officials said.

But not everyone's wild about the natural look. National Park Service officials say it's unlikely that the Mall, George Washington Memorial Parkway or Baltimore-Washington Parkway will lose their manicured look any time soon, because legislation that established those areas allows little flexibility in landscape.

In Montgomery, officials have cited concerns over traffic safety in rejecting pleas by civic activists to let hedgerows grow along rural roads; officials say hedges would obstruct visibility. And Fairfax officials refused a request by some homeowners in the Falls Church area to stop mowing the berm of their storm-water pond, saying it would undermine flood protection.

Even wild areas in parks are not greeted with universal acclaim.

"It was a bit of a shock initially," said Carolyn Wainwright, a spokeswoman for Montgomery parks. "People equate the lawn-type look with what a beautiful park is. But what we're bringing back is what the natural flavor of the land used to be."

Park officials acknowledge that an unmown lawn looks ragged at first but say it improves over time. They promise that ball fields and picnic areas will not be

turned into prairies. Maryland park officials say they try to place no-mow areas on stream banks, on slopes and in out-of-the-way areas where grass-cutting is difficult.

In some cases, they let residents do the mowing. In Patuxent River State Park, for example, equestrian groups groom the horse trails.

But officials also say their parks' missions include protecting wild creatures that are evicted when their homes are chopped down to put up housing and offices for people.

"There is a balance that can be achieved," said Olin Allen, environmental services manager for the Fairfax County Park Authority. "But we'll never satisfy everybody."

Park officials hear some complaints from neighbors that meadows will bring snakes, rats and weeds. The

*What we're bringing back is...
the natural flavor of the land."*

— Carolyn Wainwright, park spokeswoman

officials say that snakes and rats are unlikely and that people should be more tolerant of mice, which are nocturnal and not aggressive.

But disease-bearing deer ticks are a legitimate concern, and Fairfax officials require a 10-foot buffer around tall grass to try to prevent the ticks from spreading, Allen said. Montgomery officials promise to tear out poison ivy if it threatens neighbors' yards.

The highway wildflowers, though, are so popular that some people pull over on high-speed roads to take pictures or cut some for themselves—which isn't a wise idea, safety-minded highway officials say. The wildflower programs are among the few government projects that get fan letters.

Referring to a patch of wildflowers, one man recently wrote Virginia officials: "One can't help but smile and try to imagine that you're on a hilltop in the Austrian Alps [rather] than really sitting in stopped traffic on Route 66!"

Introducing the

Center for Design Innovation



Sensitivity to environmental quality and community values are now ingrained in our culture. Americans care about quality of life. Millions actively support conservation and many more now know instinctively that fragile natural resources merit respect and deserve our protection.

While much attention has been paid to the "what" of the global environment, less attention has been focused on the "how" — on the dynamics of the partnership between people and nature.

Much attention has been paid to the "what" of environment, less has been focused on the "how".

Perhaps because so little attention has been paid to design theory and practice, our environmental problems seem unresolvable and we feel uncertain about meeting the challenges of the 21st century.

The body of evidence in both the natural and built environments suggests that effective design partnerships can make a difference. From transformation of the grittiest of urban centers to the conservation of the grandest expanse of public lands, the design professions have accumulated a record of significant achievement. The power of design innovation to transcend and yet connect seemingly unrelated systems and resources lies at the heart of our ability to leave a sustainable imprint on the planet—and a lasting legacy for future generations.

The Landscape Architecture Foundation has created the Center for Design Innovation to help achieve this great purpose and raise the stakes all of us have in it.

The challenge of the Center is to rekindle the harmony of purpose which effective design creates; the convergence of values which successful design reveals; and the merging of self-interest and public welfare made possible through the design process.

The challenge is to rekindle the harmony of purpose which effective design creates.

The Center for Design Innovation will champion the integrating influence of design as a means to embolden and empower those who work with the environment — and inform and educate those who know too little about it.

The Center will add a new gateway through which design professionals, social scientists, policymakers, corporations and other opinion leaders can translate their visions into universal leadership strategies that solve real problems with imagination, insight and innovation.

Anyone Been In Contact w/ these guys?

The Center will:

- Serve as a clearinghouse for design information, ideas and resources that are clearly linked to environmental problem-solving, economic development, and the complex issues raised by the increasingly volatile patterns of human settlement.
- Advocate research aimed at breakthrough technologies in the application of design to environmental problems.
- Sponsor demonstration projects and convene forums to build support for state of the art design approaches to enlightened development.

The Center will add a new gateway for collaboration.

- Assist communities and challenge policy makers to understand and use design as a first line of attack to solve urban problems and develop sustainable policies.

- Focus on effective strategies to marry art, science and technology.

- Foster new techniques and innovative models for using design as a resource in developing and underdeveloped nations.

The Center for Design Innovation will champion the integrating influence of design.

Many believe that the complexity of contemporary problems defy solutions. We believe that creative solutions are achievable.

The Center for Design Innovation is dedicated to the notion that the collaboration of design professionals can result in integrated strategies to solve significant environmental problems while accommodating development needs. The programs and activities of the Center will provide an essential platform to elevate our understanding of what is possible, compel us to rethink what we once thought unattainable and to meet rising expectations with an unprecedented level of confidence.

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THURSDAY, AUGUST 26, 1993

Good news for ducks

*Clinton administration's new policy
solid step toward saving essential wetlands habitat*

There's good news for ducks in the Clinton administration's new wetlands policy. And for other creatures and plants that rely on the nation's dwindling supply of swamps, marshes and bogs for their survival. And for humans, not only those who wish to save this kind of habitat, but also those who would rather that heavy rains soaked into the ground than ran off as floods.

The good news isn't so much any single feature of the wetlands policy that was announced Tuesday. Rather, it's that an administration was able to produce one that is clear, makes sense and has a chance of working in the real and controversial world where wetlands protection runs up against business and agricultural interests.

Like many other natural resource controversies, this one stalled in the Bush administration. Efforts to clarify wetlands protection standards were sidetracked by then-Vice President Dan Quayle's Council on Competitiveness. The council proposed its own set of standards, but its product flunked field tests badly.

As the Bush team lost heart for the matter, various agencies and states were left without central policy direction needed both to preserve essential wetlands and to allow farming and development to proceed elsewhere.

Wetlands preservation is not merely a feel-good or view-saving environmental issue. Wetlands — areas where plants and animals have adapted to the presence of water for at least part of the year — provide essential hab-

itat for many species of fish, plants and land animals. And wetlands networks are necessary to bird migrations, such as along the Pacific Flyway that passes through Oregon and Washington. Too, wetlands act as giant sponges, soaking up and holding precipitation.

Wetlands have been disappearing rapidly — 290,000 acres a year nationally, according to a 1991 estimate.

The Clinton policy won't save all wetlands. It sensibly removes, for instance, the cloud over wetlands converted to farming years ago. As Oregon's wetlands administrator notes, rather than protect every puddle, the new policy looks at entire watersheds to decide which puddles, ponds and marshes really matter ecologically.

Other commendable features include an emphasis on state, local and tribal roles, a streamlined decision process, and re-establishing a consistent wetlands-delineation policy pending completion of a National Academy of Sciences study next year.

Still, the administration's effort isn't all that's needed for wetlands at the federal level. Congress needs to backstop this effort by adopting responsible wetlands protection as part of the reauthorization of the Clean Water Act. Some loopholes in existing laws can't be closed by administration action alone.

But Clinton's policy gives Congress a reasonable framework for progress. Good news for ducks should command attention on Capitol Hill, too.

unfundate
} Mandate issue
} has potential
to Create more
loopholes

SATURDAY, OCTOBER 30, 1993

Pass bucks with buck

*If it's a federal responsibility,
federal money should pay for it*

City and county officials are up in arms over unfunded federal mandates. And wisely so, for ratepayers can't be more than a water-bill or sewer-bill increase or two away from revolt. Property owners in numerous states — including Oregon — have already charted the path.

It isn't that most of the federal goals are undesirable or off the wall. Every American wants safe drinking water, clean air and fair labor practices. In fact, many local officials plead with Congress for help in these areas. The federal government certainly has a role in interstate equity, public health and environmental protection.

The problem is the skewing of local spending priorities by federal regulation, especially environmental mandates that are not accompanied by the money to pay for complying with them.

Ten such mandates will cost Portlanders \$21.5 million in the 1994 fiscal year, the city estimates. By 1998, the tab could be \$78.2 million. Congress' Clean Water Act will take the biggest bite. Other federal regulations requiring local spending include those involving fair labor standards, Americans with disabilities, underground storage tanks, asbestos cleanup, safe drinking water, solid-waste disposal, endangered species, clean air and lead-based paint.

Federally required spending draws down dollars local decision-makers might rather use for police, fire protection and parks improvements. And federal regulators often wield too broad a brush. They often fail to ac-

commodate local differences.

In 1970, for example, the Environmental Protection Agency insisted Portland cover six reservoirs. The City Council refused, and eventually produced data that showed Portland's water quality met federal standards without the covers. The agency reluctantly retreated.

Portland now is faced with building a costly treatment plant to comply with a federal mandate involving lead in the drinking water of some homes. Water Bureau officials have yet to win their argument that the problem could be solved by educating residents to flush their taps for a few seconds before drinking the water and eventually replacing the plumbing that causes the problem.

Across the nation, local public officials are looking at EPA regulations that they estimate will cost their communities \$32 billion by the year 2000 — with questionable environmental benefits in some cases. Columbus, Ohio, spends \$24,000 each year to test for 43 pesticides it knows it won't find in its drinking water, including one used only on pineapples in Hawaii.

The feds appropriately step in many times because local governments ignore serious problems. That calls for better priority-setting at home.

At the national level, President Clinton has signed an executive order requiring federal regulators to consult more with local officials in drafting rules to implement Congress' wish. Congress, in turn, should discipline itself: Quit passing the buck. If it's a federal responsibility, then federal money should help pay for it.

"Unfunded mandates" = local gov'ts trying to weaken or gut federal regulatory programs. This is an issue that will become increasingly important as issues of regional growth mgmt utilize a rationale based on Clean Air & Clean Water Acts.

More land, less river?

*Be wary of choking the Willamette River
to rehabilitate Portland's eastside shoreline*

Portlanders looking for ways to upgrade the city's central eastside river bank had best look inward, not outward. The idea of filling in the Willamette River to create acreage for a new park and development is fraught with dangers.

Yes, much of the shoreline is fill, where once the Willamette flowed freely. But that doesn't justify further choking the river at its tightest point, central downtown.

New witnesses are likely to recall 1894 when the Willamette poured into the central city beyond Southwest Third Avenue. But memories mustn't be so short that they omit 1948 and 1964, when a flooding river lapped at the top of the westside riverwall.

Every change in the course of mighty rivers, such as the Willamette, has consequences. (Just ask Midwesterners along the Mississippi this year.) Arrowing the channel by pumping and dumping fill to add to the eastside shoreline would increase the river's

velocity. That might affect bridge supports built for a more gentle pressure.

It certainly would affect shorelines above and below the chokehold.

Even if engineers could address all the environmental concerns about filling in the river, eastbank rehabilitation would be only half-addressed. Millions of dollars more are scheduled to be spent to upgrade the freeway; high-speed rail is targeted for the main line there; a north-south light-rail line must be accommodated; and storm-drainage planners are eyeing the area for a major treatment or holding facility.

The City Council's eastbank advisory committee should be looking for a cost-effective way to meld all these challenges into a catch-all project. The result should be more than a pencil-thin shoreline esplanade. It should be more than larger-scale development possible only through environmentally risky filling of the river.