



METRO

Meeting: **FUTURE VISION COMMISSION**

Date: June 6, 1994

Day: Monday

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

Place: Metro, Room 370

Approximate
Time
10 minutes

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT (*two minute limit, please*)

4. MINUTES
May 2, 1994 minutes

5. SUBCOMMITTEE REPORTS

- Policy Subcommittee
- Mapping Subcommittee
- Discussion

120 minutes

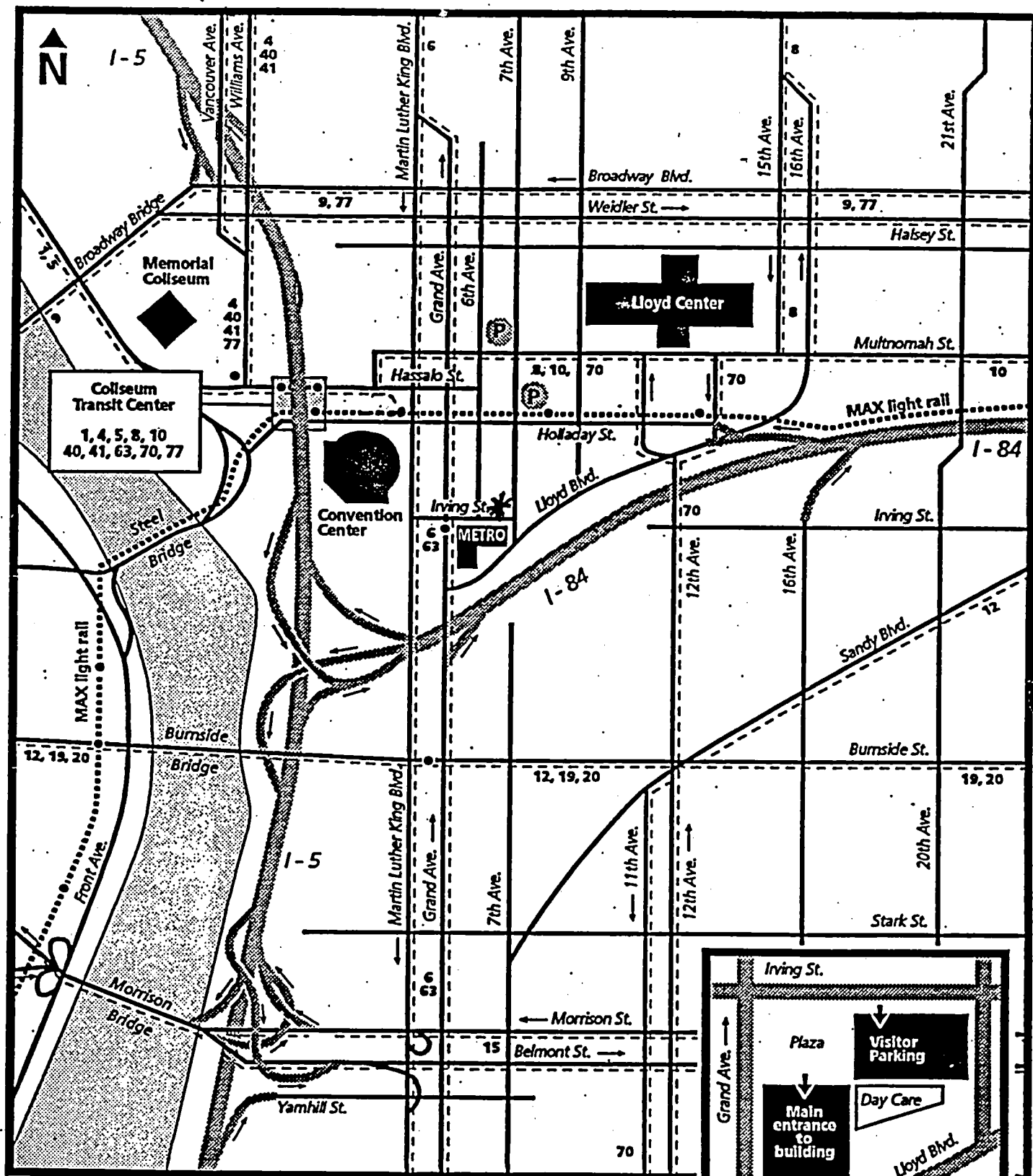
6. REGION 2040 OUTREACH UPDATE

15 minutes

7. PUBLIC COMMENT on Items not on the Agenda

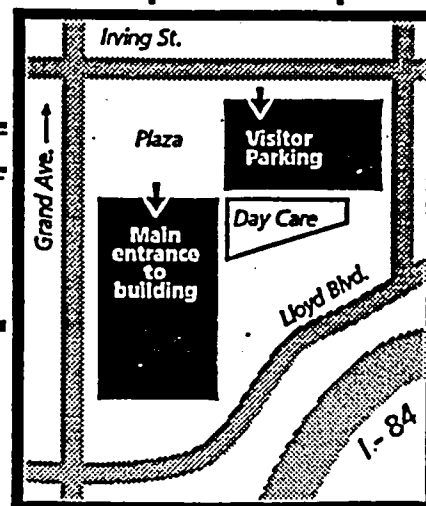
5 minutes

To assure a quorum members please R.S.V.P. to Barbara Duncan
at 797-1562 if you are unable to attend.



Legend

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



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, May 2, 1994

Members in attendance: Len Freiser, Chair; Judy Davis, Wayne Lei, Robert Liberty, Peggy Lynch, Peter McDonald, Susan McLain, John Magnano, Alice Schlenker, Ted Spence, Fred Stewart, Rod Stevens and Bob Textor.

Others in attendance included: David Ausherman, Cheryl Chase, Barbara Duncan, Ken Gervais, Gail Ryder, Ethan Seltzer and Larry Shaw.

I. Call to Order and Roll Call

The meeting was called to order at 4:25 by Chair Freiser.

II. Public Comment - none

III. Minutes

The minutes of April 18, 1994 were approved as submitted.

IV. Other

Ken Gervais introduced David Ausherman (797-1733) of the Metro Planning department who will be taking on much of the work that Karen Buehrig did. David has a background in landscape architecture and a Master's in Planning, he has worked with Metro Greenspaces and Region 2040 on mapping. Ken Gervais stated that the remainder of Karen's duties will be split between Barbara Duncan and himself.

Bob Textor suggested that a letter be written praising Karen Buehrig's work with the Commission. Members agreed.

Peter McDonald offered his filbert farm for a get together, July 25th is the tentative date.

V. Six Month Workplan

Ethan Seltzer distributed a memo on the workplan for the next six months. Ethan Seltzer suggested a sequence of work: write value statements, develop performance indicators for those statements, and finally develop implementation recommendations. The first step would be to review the values statements and rewrite them as vision statements.

Members discussed the difference and applicability of "standards" vs. "benchmarks".

Rod Stevens stated that the Commission needs to have a Vision written by September when the Region 2040 decision will be made by the Metro Council. He suggested the Commission break into two groups, one for maps and one for words.

Alice Schlenker stated concern regarding the process and the number of people buying in on the vision before it is final, the more the better.

Susan McLain stated that the Commission needs to stop dicker around and decide part one and finish it.

Members discussed a proposed June 8th Joint MPAC/JPACT (Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation) meeting and agreed to request that it be a Joint MPAC/JPACT/Future Vision Commission meeting. The topic is a review of the Region 2040 Concept Report.

Motion: Alice Schlenker moved that by July 16th the FVC have a product on paper and with visuals to present at the joint MPAC/JPACT meeting. Bob Textor seconded the motion.

Robert Liberty asked what the product would be.

Alice Schlenker stated that the product would be a series of statements on values, (land use, education, water,

air quality, transportation, etc.) that will be broader than just land use and will have maps.

Robert Liberty proposed an amendment to the motion that the June 8th and July 16th meetings be the FV meetings for that period. Alice Schlenker did not accept the amendment.

Susan McLain stated that July 16th will not be the last presentation to the joint advisory committees.

Vote: the motion passed, the nays were not called for.

Fred Stewart stated that he was frustrated with the process and lack of action.

Members discussed subcommittees, how should they proceed, is it the time to go into subcommittees? It was agreed that the map sub-committee should work to translate the values statement into a map which the full commission can react to and that David Ausherman should work with a mapping subcommittee to that end. Ethan will work with the other group on policies. Rod Stevens agreed to be the lead for the mapping committee, and Alice Schlenker will be the lead for the policy committee.

Susan McLain stated that to respond to member's frustrations there should be a work statement for each meeting, a clear charge for the subcommittee.

Rod Stevens stated that both groups need to trust each other's work, with a review by all at the end.

Peggy Lynch stated that there needs to be agreement that Ethan is the author, with thorough review by the Commission as a whole, and that the mapping process will likely point out voids in the values statements.

Members discussed meeting schedules and sub-committee membership. *(See attached schedule)*

VI. Other

Peggy Lynch gave an update on the budget. The Metro Council is scheduled to adopt the budget on May 5th. An additional \$25,000 was budgeted for Future Vision printing and outreach.

Susan McLain stated that Future Vision did well and that there are additional funds available for public involvement and outreach.

VII. Public Comment

Mark Nast stated that the two minute limit for public comment is too restrictive. He stated that Metro should have produced a piece like Ethan Seltzer's May 2nd memo 18 months ago. He stated that he was disappointed that it takes so long and that the process was unsatisfactory.

Chair Freiser stated that Ethan Seltzer could have produced that memo before the Commission even met, but that the slowness and messiness of the committee process was necessary.

Mark Nast stated that as a member of the public he has found it very difficult to get information. He started six weeks ago requesting information and attending meetings, wanting to know what the Future Vision was about. He stated that he is more persevering than most people would have been, and it is disappointing if Metro takes 18 months to get something out that they expect a large population to be supportive of. Mark Nast stated that it is difficult to get information, from the public point of view it looked as if there was no direction. He wrote a letter seeking information, the response was not satisfactory.

Robert Liberty stated that some of the difficulty may have been due to the lack of consensus within the Commission about the purpose and role of FV.

Chair Freiser stated that the length of time was necessary to reach to the consensus point where the Commission is now.

The meeting was adjourned at 6:30 p.m. Respectfully submitted by Barbara Duncan.



METRO

Date: May 5, 1994
To: Interested Parties
Re: Future Vision Commission

At their May 2nd meeting the Future Vision Commission agreed to form two sub-committees and scheduled concurrent work sessions on Monday afternoons for the rest of May and in June. One subcommittee will address maps and visual data needed to express the Vision, the other group will work on policies needed to achieve the Vision. All meetings are from 4:00 - 6:30 p.m. at Metro, 600 N.E. Grand Avenue, Portland. The sub-committee sessions are open to the public. Below is a preliminary schedule for the next couple of months, the next full Commission meeting is scheduled for June 6.

Monday May 9	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday May 16	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday May 23	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 B or Rm. 335
Monday May 30	*Memorial Day*		
Monday June 6	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Wednesday June 8	MPAC/JPACT/FVC Joint meeting (to Review the Region 2040 Concept Report)	?	?
Monday June 13	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Monday June 20	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday June 27	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B

For information about the Future Vision Commission or to correct our mailing list please call Barbara Duncan at 797-1562. Thank you!

FUTURE VISION COMMISSION MEETING SCHEDULE

Monday May 2	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Monday May 9	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday May 16	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday May 23	Sub-committees	4:00 - 6:30 p.m.	Rm. 370B or 335
Monday May 30	*Memorial Day*		
Monday June 6	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Wednesday June 8	MPAC/JPACT/FVC Joint meeting <i>(to review Region 2040 Concept Report)</i>	? TBA	? TBA
Monday June 13	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Monday June 20	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday June 27	Sub-committees	4:00 - 6:30 p.m.	Rm. 370 A or B
Monday July 11	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370
Saturday July 23	MPAC/JPACT/FVC Workshop <i>(To review tabloid survey results)</i>	? TBA	? TBA
Monday July 25	Party at Peter's Filbert Farm	? TBA	Wilsonville
Monday August 8	Full Commission Meeting	4:00 - 6:30 p.m.	Rm. 370

Subject to change
5/5/94

1 **Future Vision Commission**

2 **Values, Vision Statements, and Action Steps**

3 **June 6, 1994 - DRAFT**

4
5 **A Note to the Reader...**

6 Metro has been assigned a number of new planning responsibilities through the approval of the
7 Metro Charter by the voters. Perhaps first among those responsibilities is the appointment of a
8 Future Vision Commission to develop a Future Vision for the metropolitan region. The Charter
9 defines the Future Vision as being:

10 "...a conceptual statement that indicates population levels and settlement patterns that the
11 region can accommodate within the carrying capacity of the land, water, and air resources
12 of the region, and its educational and economic resources, and that achieves a desired
13 quality of life....The matters addressed by the Future Vision include but are not limited to:
14 (1) use, restoration, and preservation of regional land and natural resources for the benefit
15 of present and future generations, (2) how and where to accommodate the population
16 growth for the region while maintaining a desired quality of life for its residents, and (3)
17 how to develop new communities and additions to the existing urban areas in well-planned
18 ways."

19 Perhaps the most important aspect of the Future Vision will be to create an environment of
20 consensus and predictability for what, in broad terms, Metro's planning and policymaking should
21 accomplish. We soon found that essential to this process was to present this vision in a manner
22 which emphasizes the need for accomplishment and collective action. It is not enough to envision
23 sustainable, productive, welcoming communities. Rather, adoption of this or any other vision for
24 the region must be accompanied by a new commitment to acting on our collective aspirations in
25 both big and little ways. Truly, the future starts today.

27 We also take seriously those aspects of the charge having to do with carrying capacity and
28 population levels. This metropolitan area, like all others, exceeded its physical carrying capacity
29 long ago. Today, our style of life here depends on the importation of energy, materials, capital,
30 and “brain power” from all over the world. Quite simply, carrying capacity has got to be viewed
31 and discussed in a cultural and social as well as physical context.

32
33 The values and vision statements presented below, in concert with the extensive modelling of
34 population distribution in the Region 2040 and Clark County Growth Management Planning
35 projects, are intended to frame what must be an ongoing public discussion in this region for many
36 years to come. Sustainable communities will come about through the skillful blending of factual
37 data, our values, and new ideas in a public discussion occupying a place of honor in this region,
38 not through the blind adherence to numerical thresholds that can barely be specified and can’t be
39 met. Eternal vigilance is the price of sustainability.

40
41 The Future Vision Commission was appointed in the summer of 1993. It must present a Future
42 Vision to the Metro Council between January and June of 1995. To support its work, the
43 Commission has received reports on settlement patterns, carrying capacity, and future workstyles
44 in the metropolitan area. It has discussed the factors which define “quality of life” for us in this
45 region, and has listened to community members offering their views of the task for the
46 Commission and the nature and focus for its product. The Commission used these activities to
47 generate a broad set of values for our region. Those values have now been translated into a series
48 of vision statements and augmented by a set of maps. This document summarizes the work of the
49 Commission to date, and will serve as the broad outline for what will be the proposed Future
50 Vision for the metropolitan area.

FUTURE VISION FOR THE PORTLAND-VANCOUVER METROPOLITAN AREA

Preamble...

In 1805, Lewis and Clark came to this region, sent by President Jefferson on a journey of peace and friendship, scientific exploration and discovery. Beginning in the 1840's, thousands of pioneers made an arduous 2,000 mile, eight month trek along the Oregon trail to river valleys with rich farmlands and mountains with vast forests. Today, people are still attracted to this region for its jobs, natural beauty, and culture of livability. However, today we are on an equally arduous journey into the future, one that challenges our expectation that this will continue to be a place where people choose to invest their talents and energy to keep what is good and fulfill our hopes for this land and all of its peoples. We must act now and together. We offer this vision of the metropolitan area in 2045 as a first step in developing policies, plans, and actions that serve our bi-state region and all its people.

The bi-state metropolitan area has effects on, and is affected by, a much bigger region than the land inside Metro's boundaries. Our natural, ecological, and economic region stretches from the crest of the Cascades to the crest of the Coast Range, and from Longview on the north to Salem on the south. Any vision for a territory as large and diverse as this must be regarded as both ambitious and a work-in-progress. We offer this document in that spirit.

This vision has been developed with the expectation that individual dreams and effort will matter here. Ours is a region that rewards those who commit themselves to keeping and making it a great place to live. History teaches the sometimes cruel lesson that a community that does not possess a clear vision of the kind of future it wants is not likely to be satisfied with the one it gets. Making the effort to identify what we want, and then acting purposefully and collectively to achieve it, is

critical.

Our cultural way of life in this region embodies a number of key values, each reinforcing the others, that are essential to facing the future wisely:

- We value taking purposeful action to advance our aspirations for this region, but realize that selfishly taking actions today which eliminate choices and opportunities for the generations that follow is not acceptable.

- We value the greatest possible individual liberty in politics, economics, lifestyle, belief, and conscience, but realize that this liberty cannot long endure unless accompanied by an enlightened responsibility toward the community and our environment as a whole.

- We believe that our first commitment to the landscape of the region must be to the conservation and preservation of natural and cultural landscape resources. Our next tier of concern should be for the restoration or redevelopment of resources already committed to sustaining our communities and economy. Only after we have determined that we've exhausted other options should we look to the conversion of land to urban uses to meet our present and future needs.

- We value maximum economic opportunity balanced by suitable social mechanisms to insure equity for all and compassion for those in need.

- We value economic development because of the opportunities it affords us all, but recognize that true economic development means protecting everyone's right to an unpolluted workplace and environment, and unimpaired and sustainable natural

ecosystems.

- We value our regional identity and sense of place, and unique reputation and accomplishments among metropolitan areas, but also the identity and accomplishments of our urban neighborhoods and suburban communities as well.

- We value participatory decisionmaking which harnesses the creativity inherent in a wide range of views about the past, present, and future.

- We value a life close to the beauty and inspiration of nature, but which occurs in a model for regional urban development and livability in the next century.

- We value meeting the needs of our communities through grass-roots initiatives, but always questioning whether the actions to be taken will be in the collective interest of our overall metropolitan community, and lead to greater capacity for adapting to new challenges and conditions in the future.

- Above all, we value a cultural atmosphere and public policy that will insure that every child in every community enjoys the greatest possible educational and other opportunity to fulfill his or her potential in life. It is, after all, primarily for them, and for their children, that we write this Vision Statement.

Vision Statements, Actions, and Indicators...

Our Vision is composed of the following vision statements and the accompanying maps. For each vision statement, we have identified actions to be taken, starting today, to realize our 50-year

goals. We have also identified indicators that will be monitored and discussed on an annual basis as a means for continually engaging the community in piloting this region towards its future. The vision statements, proposed actions, and indicators have been developed with the elements of the Regional Framework Plan in mind. At a minimum, we envision that these indicators shall be used as criteria for evaluating planning options for possible inclusion in the Regional Framework Plan. In addition, Metro's annual budgeting process shall address the vision statements and the actions identified here to ensure that implementation of this Future Vision is pursued -- conscientiously, affirmatively, and proactively.

The vision statements are sorted into three groups, based on our belief that as inhabitants of this bi-state region, we are committed to:

1) Each Individual - the development of each individual as a productive, effective member of their community. We believe that this region must make clear and unambiguous commitments to each individual if we want to enjoy the fruits that come only from long-term commitments by all of us to make this a vibrant, healthy place to live. This doesn't mean that our region must be all things to all people. It can't. Rather, our challenge is to speak clearly about what we can and will do to support the ability of individuals to participate fully in the stewardship and prospering of this region.

2) Our Society - the ability to state and act on the collective interest of our communities through civic involvement, a strong economy, and vital societal institutions. People working together are the fundamental ingredient for great communities and flourishing societies. Engaging people with each other and with our economy to solve problems and act on dreams is the cornerstone for how we go forward into the future.

157
158 **3) Our Place - the physical landscape of the bi-state region, the**
159 **settlement patterns that have evolved within it, and the economy that**
160 **continues to evolve. We live in a landscape of great variety and beauty, a stage for an**
161 **enviable range of possibilities. Preserving that vast sense of potential must be the core of**
162 **our legacy of inhabitation.**

163
164 **Each Individual**

165
166 • In 2045, we recognize children to be our most precious resource for the future. Their welfare
167 and education are of critical importance to our present and future well-being. Creating and
168 sustaining economic and social programs that support family life are among our highest priorities.

- 169
170 • We will achieve this vision by:
171 • We will track how we're doing by monitoring:
172 --percentage of children living in poverty
173 --availability and quality of childcare
174 --percentage of children lacking access to dental and medical care
175 --(add other indicators from Benchmarks and from Oregon Childrens" Agenda)

176
177 • In 2045, education, in its broadest definition, stands as the core of our commitment to each other
178 as shown by:

- 179
180 -- the availability of a high quality education to all, emphasizing skills for learning how to
181 learn and life-long learning;
182 -- an emphasis on foreign languages, technology, and the ability to engage national and

international opportunities at home, in the community, and on the job;
-- the integration of community institutions...libraries, schools, museums, community centers, etc....with this educational mission; and
-- opportunities for all children and community residents to engage in the visual and performing arts in community centers in their neighborhoods.

• We will achieve this vision by:

--Metro will work with other government entities and with educational and cultural organizations to ensure that:

* 99% of new parents are made aware that the foundation of a child's language is developed in the first six months of life, and that infants should be read to from birth

* Public library policies, staffing, and resources are strong enough to reach out and effectively serve 99% of children ages two to twelve, as well as all others.

* 99% of children receive an education that brings them to the entry level competency of post-secondary education.

--Metro will help the region utilize all public and private enterprises in the education and growth of residents to ensure that:

* Community arts and performance centers, community libraries and schools, concert halls, galleries, museums, magnet and theme schools, nature centers, and theaters are considered as vital links in the education of children.

* Business and industry develop ways to work with children in the areas of human relations, international relations, education for individual development and for the workplace, advances in science and technology --

209 and how an individual can contribute to the region's production and
210 economy with dignity. This would help business and industry as well as
211 children.

212 --Metro will help the region ensure:

213 * Universal access for children, regardless of income, to learn, participate in
214 and perform in art, dance, drama and music; and like access extended to all
215 area residents.

216
217 • We will track how we're doing by monitoring:

218 --reading readiness scores of preschool-age children

219 --percentage of school-age children participating in art, band, choral, dance,
220 orchestra, and theater productions

221 --percentage of school-age children to whom programs co-sponsored by business
222 and industry are available

223 --percentage of high school juniors able to read and write a foreign language

224 --other indicators from the Oregon Benchmarks
225

226 • In 2045, workforce development from Battleground to Salem and all points in between is a key
227 priority for action by government and educational institutions. A cornerstone for that activity is the
228 development of a well-educated workforce capable of contributing to the development and
229 intensification of local, national, and international trade and commerce.
230

231 • We will achieve this vision by:

232 --supporting efforts in Oregon and Washington to transform public education by
233 lengthening the school day and year, putting students in problem solving roles
234 rather than as passive receivers of information, strengthening interdisciplinary and

235 problem solving curricula, increasing the use of technology, offering day care and
236 other social services within the school setting, offering specialized training
237 associated with high performance workplaces, establishing high standards for
238 mastery, and investing in continuing education.

239 • We will track how we're doing by monitoring:

240 --percentage of high school students enrolled in professional-technical educational
241 programs

242 --percentage of students able to demonstrate intermediate proficiency in prose
243 literacy and quantitative skills

244 --percentage of bilingual adults

245 --percentage of employer payroll dedicated to training and continuing education for
246 employees

247 --percentage of displaced workers re-employed within 24 months and earning at
248 least 90% of previous income

249

250 • In 2045, all residents, old and young, rich and poor, men and women, minority and majority,
251 are supported and encouraged to be active participants in the civic life of their communities and the
252 bi-state region. Ours is a region that thrives on interaction and engagement of its people to achieve
253 community objectives.

254

255 • We will achieve this vision by:

256 --Developing inclusive citizen involvement and education programs as part of all
257 government institutions, including schools.

258 --Promoting an atmosphere of inclusiveness and tolerance of social, racial, and
259 economic differences.

260 --Providing adequate funding to enable broad-based participation by all economic

- 261 groups.
- 262 --Establishing objectives for accessibility for all citizens to all civic programs and
- 263 events, and actively seeking their achievement.
- 264 --Initiating and facilitating ongoing discussion of this Future Vision in
- 265 neighborhood and community forums.
- 266 • We will track how we're doing by monitoring:
- 267 --affects of fees on access
- 268 --type and accessibility of community events
- 269 --availability of mini-grants or other funding to promote involvement
- 270 --type and number of leadership forums
- 271 --type, number, and accomplishments of public information programs
- 272 --availability of public information in each community
- 273 --private-public partnerships which further civic involvement

274

275 **Our Society**

276

- 277 • In 2045, personal safety within communities and throughout the region is commonly expected as
- 278 well as a shared responsibility involving citizens and all government agencies. Our definition of
- 279 personal safety extends from the elimination of racism and sexism, to the physical protection of life
- 280 and property from criminal harm.

281

- 282 • We will achieve this vision by:
- 283 • We will track how we're doing by monitoring:
- 284 --emergency and public safety services response time
- 285 --number of crime watch groups
- 286 --crime rates by neighborhood and community

287 --public opinion surveys of personal and neighborhood safety

288

289 • In 2045, our bi-state, regional economy is diverse, with urban and rural economies linked in a
290 common frame. Planning and governmental action have created conditions that support the
291 development of family wage jobs for low income households, in locations throughout the region.

292

293 • We will achieve this vision by:

294 --Including economic coordination and analysis in all regional planning and
295 policymaking efforts to ensure coordinated and equitable economic progress.

296 • We will track how we're doing by monitoring:

297 --percentage of fresh fruits/vegetables/flowers/other products delivered to the Metro
298 region by regional producers

299 --business expansions which occur at or near current locations

300 --supplier relationships between major employers and other firms in this region

301

302 • In 2045, our communities are known for their openness and acceptance. This region is
303 distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a
304 narrow separateness. Truly public space exists in every community, and serves as the stage for a
305 rich and productive civic dialogue.

306

307 • We will achieve this vision by:

308 --focusing public policy and investment on the creation of mixed-use communities
309 which include dedicated public space and a broad range of housing types.

310 --providing leadership and visibility for efforts, both public and private, to make all
311 citizens full participants in the civic and economic life of the region.

312 • We will track how we're doing by monitoring:

313 --incidence of housing and employment discrimination
 314 --reported hate crimes
 315 --ethnic, racial, demographic, and income composition of boards and commissions
 316 --rates of involvement by all groups in educational and cultural opportunities
 317 --training and other assistance targeted to under-represented groups
 318

319 • In 2045, citizens respond to a high degree of individual liberty by embracing responsibility for
 320 sustaining a rich, inclusive civic life. Political leadership is valued and recognized to be in service
 321 to community life. Here, civic pride has become a virtue, not a vice.
 322

323 • We will achieve this vision by:
 324 --enacting campaign finance reform at all levels.
 325 • We will track how we're doing by monitoring:
 326 --the cost of running for and holding public office locally and regionally
 327 --the diversity of our political leaders relative to the diversity of our general
 328 population in terms of gender, economic status, race, and ethnicity
 329

330 • In 2045, broad-based civic literacy, including the ability to participate in government and
 331 community-based future visioning activities, is a hallmark of what we have achieved. Individual
 332 civic responsibilities are known and understood at the neighborhood, local, and regional levels.
 333 The information needed by informed, involved citizens is free and easily available throughout the
 334 region. All individuals, communities, levels of government, public institutions, private
 335 organizations, and businesses are part of the social contract.
 336

337 • We will achieve this vision by:
 338 --Coordinating a region-wide web for disseminating and collecting information,

339 involving public libraries, schools, business and civic organizations, and
340 neighborhood and community groups.

- 341 • We will track how we're doing by monitoring:
 - 342 --public attitudes regarding the effectiveness and responsiveness of societal
 - 343 institutions, including government, business, civic and neighborhood
 - 344 organizations, and service-oriented nonprofit organizations
 - 345
- 346 • In 2045, all our neighborhoods are socially healthy and responsive to the needs of their
- 347 residents. Government initiatives and services have been developed to empower neighborhoods to
- 348 actively meet the needs of their residents. The economic life of the neighborhood is inseparable
- 349 from its community life. Coordinated initiatives for health care and support for meeting basic
- 350 needs are extended to those in need, where they live.
- 351
- 352 • We will achieve this vision by:
 - 353 --identifying needs and solutions to community problems from the neighborhood
 - 354 level, and actively working to enlist all units of government in supporting and
 - 355 acting on these grassroots agendas rather than allowing governmental entities to
 - 356 insulate themselves from participating.
- 357 • We will track how we're doing by monitoring:
 - 358
- 359 • In 2045, our history serves us well, with the lessons of the past remembered and incorporated in
- 360 our strategies for the future. Our fellow citizens know our cultural history well, and this
- 361 knowledge helps them ground social and public policy in the natural heritage we depend on and
- 362 value so dearly.
- 363
- 364 • We will achieve this vision by:

--preserving designated historical sites/structures, and using public incentives and investments as necessary to preserve our history.

--incorporating historical sites and events in the region in public events, school curricula, and planning.

- We will track how we're doing by monitoring:

- percentage of neighborhoods or municipalities that have active history associations

- percentage of neighborhoods or municipalities that maintain a historical museum, interpretive center, or library

- adequacy of historical markers, monuments, etc. in each community

- percentage of municipalities or neighborhoods that have an annual historic festival or ceremony

- number of buildings or sites preserved for historic or ecological value

Our Place

- In 2045, rural land shapes our sense of place by keeping our cities close to nature, providing open areas, and contributing to the environmental and economic productivity of this area.

- We will achieve this vision by:

- Development and implementation of regional framework plan elements shall actively reinforce the protection of lands currently reserved for farm and forest uses for those purposes. (note: we should probably include a list of all of the RFP elements and respond to each one, either with specific direction or to indicate that there is no connection)

- Metro and the Future Vision Commission will work with _____ to develop a

391 broad program of public education about and contact with this region's agricultural
392 and forest products producers.

393 • We will track how we're doing by monitoring:

394 --acres of land reserved for farm and forest use

395 --number of rural residential homesites available

396 --acres of land served by irrigation districts

397 --number of agricultural and forest product processors

398 --gross farm gate receipts (by county)

399 --agricultural and forest employment

400 --agricultural and forest product exports

401 --attendance at county fairs

402 --exhibitors at county fairs (number and type)

403

404 • In 2045, our region is composed of numerous communities which offer citizens a wide variety
405 of healthy, appealing housing and neighborhood choices. They are physically compact and have
406 distinct identities and boundaries. Boundaries between communities have been developed through
407 the use of parks, rivers, streams, creeks, and other landscape features.

408

409 • We will achieve this vision by:

410 --Targeting greenspaces, transportation, and other funds to communities which act
411 to provide a range of housing types within their boundaries.

412 --Linking the provision of building permits for single family detached structures to
413 the creation of mixed use neighborhood centers.

414 • We will track how we're doing by monitoring:

415 --number of active neighborhood or citizen participation organizations

416 --number of households paying in excess of 30% of their gross income for rent

417 --percentage of new housing units that are multifamily (per year)
418 --number of neighborhood or civic festivals per year
419 --number of subdivisions within which multifamily housing is available or planned
420
421 • In 2045, our region is known for the intelligent integration of urban and rural development with
422 natural systems as evidenced by:
423
424 -- improving air and water quality, and increasing biodiversity;
425 -- views of Mt. Rainier, Mt. St. Helens, Mt. Hood, Mt. Jefferson, and other Cascade and
426 coastal peaks, unobstructed by either development or air pollution;
427 -- ribbons of green bringing greenspaces and parks within walking distance of every
428 household;
429 -- a close and supportive relationship between natural resources, landscape, and the
430 economy of the region; and
431 -- active efforts to restore damaged ecosystems, complimented by planning and
432 development initiatives that preserve the fruits of those labors.
433
434 • We will achieve this vision by:
435 --Proposed regional framework plan elements will positively affect the indicators
436 listed above.
437 --Metro and the Future Vision Commission will work with partners in the region to
438 develop interpretive programs for the ecosystem(s) of the area
439 • We will track how we're doing by monitoring:
440 --air quality
441 --water quality
442 --species counts

443 --number of protected view corridors
 444 --acres of protected habitat
 445 --acres of parks
 446 --miles of hiking trails and greenways
 447 --acres of habitat restored
 448 --number of employees in environmental service sectors
 449 --participation in environmental education programs
 450 --percentage of population within a 10-minute walk of protected open space
 451 --groundwater elevations
 452
 453 • In 2045, residents of this region can shop, play, and socialize by walking or biking within their
 454 neighborhoods. Walking, biking, or using transit are attractive alternatives for all citizens making
 455 all types of trips within neighborhoods, between important regional centers, and outside of the
 456 urban area. This region is known for the quality of its non-auto transportation alternatives.
 457
 458 • We will achieve this vision by:
 459 • We will track how we're doing by monitoring:
 460 --non-auto mode split(s)
 461 --pedestrian environmental factors (by neighborhood)
 462 --acres of land zoned for neighborhood commercial uses
 463 --etc.
 464
 465 • In 2045, the easy movement of goods and materials throughout the bi-state region is a
 466 competitive advantage for our economy. Manufacturing, distribution, and office employment
 467 centers are linked to the transportation system in a comprehensive and coordinated manner.
 468

469 • We will achieve this vision by:

470 --Encouraging market-based communication and transportation services and

471 developments that are contained in a fixed urban growth boundary.

472 • We will track how we're doing by monitoring:

473 --number of businesses relying on multi-mode and multi-node transportation in the

474 region

475 --number and magnitude of grants received from State and Federal sources to

476 support innovative programs including but not limited to: electric vehicles, station

477 cars, integration of transportation and communication pathways, distributed energy

478 sources including photovoltaic applications, undergrounding of utility wiring

479 connections for reliability and aesthetic purposes, and other initiatives which link

480 transportation, communication, and energy conservation objectives together.

481 --per capita vehicle miles travelled

482

483 • In 2045, downtown Portland continues to serve an important, defining role for the entire

484 metropolitan region. In addition, reinvestment, both public and private, has been focused in

485 historic urban centers such as Ridgefield, Camas, Vancouver, Gresham, St. Helens, Beaverton,

486 Hillsboro, Molalla and others throughout the bi-state region. This pattern of reinvestment

487 continues to be the centerpiece of our strategy for building and maintaining healthy communities.

488

489 • We will achieve this vision by:

490 --targeting public investment in infrastructure, workforce development, and for

491 other public purposes to existing town centers and downtown Portland.

492 • We will track how we're doing by monitoring:

493 --surveying public attitudes regarding the quality and vitality of town centers and

494 downtown Portland

495 --number of local newspapers targeted to town centers
496 --surveys of shopping behavior and opinion to determine the roles that downtown
497 Portland and other town centers play in meeting the needs of households and
498 supporting neighborhood identity
499
500 • In 2045, the tradeoffs associated with growth and change have been fairly distributed throughout
501 the region. The true environmental and social cost of new growth has been paid by those, both
502 new to the region and already present, receiving the benefits of that new growth.
503
504 • We will achieve this vision by:
505 --providing leadership and assistance for incorporating pricing as an effective tool
506 for discouraging behavior and investments that have negative effects and
507 encouraging those that have positive effects.
508 --developing fair and equitable funding mechanisms for all public infrastructure
509 needed to support growth and to keep infrastructure and service levels from
510 declining as growth occurs.
511 • We will track how we're doing by monitoring:
512 --location of industries in the region which benefit from our commitment to
513 maintaining quality of life, the environment, and a high degree of urban system
514 function
515 --use of "off-peak" pricing to encourage conservation and improve system
516 efficiency
517 --air and water quality
518 --percentage of building permits granted for redevelopment of restored or restorable
519 sites
520

521 • In 2045, growth in the region has been managed. Our objective has been and still is to live in
522 great cities, not merely big ones. Performance indicators and standards have been established for
523 the Future Vision and all other growth management efforts, and citizens of the bi-state region
524 annually have an opportunity to review and comment on our progress. The results of that review
525 process are used to frame appropriate actions needed to maintain and enhance our regional quality
526 of life.

527
528 • We will achieve this vision by:

529 --annually receiving from Metro a “state of the region” report which concisely
530 points out the trends, strengths, and weaknesses in performance towards the vision
531 statements listed above, followed by a survey to determine whether the public is
532 satisfied with our progress. Short and long-term actions will be shaped by this
533 review, and the results will be reported to the people of the region.

534 • We will track how we’re doing by monitoring:

535 --percentage of governmental bodies in the region incorporating monitoring for the
536 purposes stated in this vision in their own local planning and assessment processes
537 --whether the term “Portland-style sprawl” is ever observed in state and national
538 publications
539 --national polls rate this region as one of the top five for living, doing business, and
540 other purposes

Portland State University

P.O. Box 751, Portland, OR 97207-0751

MEMORANDUM

May 6, 1994

To: Policy Subcommittee, Metro Future Vision Commission

From: Ethan Seltzer

Re: What is a vision statement?

The terms "vision" and "vision statement" can be defined in a number of ways. The "Guide to Community Visioning", produced by the Oregon Visions Project, defines these terms as follows:

"Virtually every step forward in the progress of mankind has begun with a dream. Seeing something in the mind's eye has been the first step to achieving it in reality.

Visioning is simply a process by which a community envisions the future it wants, and plans how to achieve it. It brings people together to develop a shared image of what they want their community to become. Once a community has envisioned where it wants to go, it can begin to consciously work toward that goal.

A vision is the overall image of what the community wants to be and how it wants to look at some point in the future. A vision statement is the formal expression of that vision. It depicts in words and images what the community is striving to become. The vision statement is the starting point for the creation and implementation of action plans." (page 7)

A number of communities have taken the time recently to develop visions. For example, the City of Gresham has developed "Envision Gresham" and developed a strategic action plan to implement it. Forest Grove has developed a community "vision statement", itself composed of 12 "visions of the city". In that document, the visions are very concise--3 to five words--and followed by an explanatory paragraph. Their 12 visions are:

- i) Small town atmosphere maintained.
- ii) Diverse and vital neighborhoods.
- iii) Working and planning together.
- iv) Space to breathe.
- v) Residents enjoy mobility.
- vi) Protecting our human resources.
- vii) A prospering city.
- viii) Urban opportunities in a rural setting.
- ix) We are culturally diverse.
- x) The arts have something for everyone.
- xi) Essential services well-planned.
- xii) Quality education available to all.

I provide these to underscore the fact that visions and vision statements can take many forms. Perhaps most important is the requirement that they mean something to the community to which they apply, and are stated or depicted in a manner that easily lends them to application through whatever means are effective and acceptable to the community.

At our meeting on May 2, I proposed that you start with your statement of values, restate them, where necessary, as vision statements, develop indicators to assess the status of and track the

Policy Subcommittee, Metro Future Vision Commission
May 6, 1994
Page 2

trends for those vision statement, and then develop recommendations for implementation, both through the regional framework plan activities and other efforts. To further develop this proposal, I've revised the value statements in the "place" section in the form of vision statements, and proposed indicators and implementation recommendations. This is done, not as a definitive statement, but in response to the request of the Policy Subcommittee for a place to start its discussions.

ES:ae

attachment

Our Place

• Rural land shapes our sense of place and ~~is a contributor~~ contributes to the environmental and economic productivity of this area. ~~To recognize the importance of rural land and the resource economy it supports, this region is committed to:~~

- ~~--preventing the urbanization of all land currently set aside for farm and forest use;~~
- ~~--not adding to the supply of rural residential sites currently available; and~~
- ~~--adopting strategies for sustaining features of the rural landscape that reinforce agricultural and forestry enterprises while providing a link to this region's urban past and future.~~

Indicators:

- acres of land reserved for farm and forest use
- number of rural residential homesites available
- acres of land served by irrigation districts
- number of agricultural and forest product processors
- gross farm gate receipts (by county)
- agricultural and forest employment
- agricultural and forest product exports
- attendance at county fairs
- exhibitors at county fairs (number and type)

Implementation Recommendations:

- Development and implementation of regional framework plan elements shall actively reinforce the protection of lands currently reserved for farm and forest uses for those purposes. (note: we should probably include a list of all of the RFP elements and respond to each one, either with specific direction or to indicate that there is no connection)
- Metro and the Future Vision Commission will work with _____ to develop a broad program of public education about and contact with this region's agricultural and forest products producers.
- etc.

• Our region is ~~will be~~ composed of numerous communities which offer citizens a wide variety of healthy, appealing housing and neighborhood choices. They are ~~will be~~ physically compact and have distinct identities and boundaries. ~~Wherever possible, boundaries~~ Boundaries between communities ~~will be~~ have been developed through the use of parks, rivers, streams, creeks, and other landscape features.

Indicators:

- number of active neighborhood or citizen planning organizations
- number of households paying in excess of 30% of their gross income for rent
- percentage of new housing units that are multifamily (per year)
- number of neighborhood or civic festivals per year
- number of subdivisions within which multifamily housing is available or planned
- etc.

55 **Implementation Recommendations:**

- 56
57 --Target greenspaces, transportation, and other funds to communities which
58 act to provide a range of housing types within their boundaries.
59 --Link the provision of building permits for single family detached
60 structures to the creation of mixed use neighborhood centers.
61 --etc.

- 62
63 • ~~We will design our physical urban future~~ have designed our region with nature. Our
64 region is known for ~~will be characterized by~~ the intelligent integration of urban and rural
65 development with natural systems as evidenced by:

- 66
67 -- improving air and water quality, and increasing biodiversity;
68 -- views of Mt. Rainier, Mt. St. Helens, Mt. Hood, Mt. Jefferson, and other Cascade and
69 coastal peaks, unobstructed by either development or air pollution;
70 -- ribbons of green bringing greenspaces and parks within walking distance of every
71 household;
72 -- a close and supportive relationship between natural resources, landscape, and the
73 economy of the region; and
74 -- active efforts to restore damaged ecosystems, complimented by planning and
75 development initiatives that preserve the fruits of those labors.

76
77 **Indicators:**

- 78
79 --air quality
80 --water quality
81 --species counts
82 --number of protected view corridors
83 --acres of protected habitat
84 --acres of parks
85 --miles of hiking trails and greenways
86 --acres of habitat restored
87 --number of employees in environmental service sectors
88 --participation in environmental education programs
89 --percentage of population within a 10-minute walk of protected open space
90 --groundwater elevations
91 --etc.

92
93 **Implementation Recommendations:**

- 94
95 --Proposed regional framework plan elements will positively affect the
96 indicators listed above.
97 --Metro and the Future Vision Commission will work with partners in the
98 region to develop interpretive programs for the ecosystem(s) of the area
99 --etc.

- 100
101 • Residents of this region ~~will be able to~~ can shop, play, and socialize ~~through~~ by walking or
102 biking within their neighborhoods. Walking, biking, or using transit are ~~will be~~ attractive
103 alternatives for all citizens making all types of trips within neighborhoods, between important
104 regional centers, and outside of the urban area. ~~The development of a complete street system has~~
105 ~~will occur in a manner which allows this~~ This region ~~to be~~ is known for the quality of its non-
106 auto transportation alternatives.
107
108

109 Indicators:

- 110
111 --non-auto mode split(s)
112 --pedestrian attractiveness (by neighborhood)
113 --acres of land zoned for neighborhood commercial uses
114 --etc.

115
116 Implementation Recommendations:

- 117
118 --(projects by regional framework plan element which address the
119 indicators listed above)
120 --etc.

- 121
122 • ~~The transportation system within the region will be a network of highways, transit routes and~~
123 ~~modes, arterials, rail facilities, and pathways.~~ The easy movement of goods and materials
124 throughout the bi-state region ~~is will represent~~ a competitive advantage for our economy.
125 Manufacturing, distribution, and office employment centers ~~will be~~ are linked to the transportation
126 system in a comprehensive and coordinated manner.
127
128 • Our bi-state, regional economy ~~is will be~~ diverse, with urban and rural economies linked in a
129 common frame. Planning and governmental action ~~will seek to create~~ have created conditions
130 that support the development of family wage jobs for low income households, ~~and in locations~~
131 throughout the region.
132
133 • Downtown Portland ~~will continue~~ has continued to serve an important, defining role for the
134 entire metropolitan region. In addition, ~~we will target~~ reinvestment, both public and private,
135 has been focused in historic urban centers such as Ridgefield, Camas, Vancouver, Gresham,
136 St. Helens, Beaverton, Hillsboro, Molalla and others throughout the bi-state region. ~~as the~~ This
137 pattern of reinvestment has been the centerpiece of a ~~reinvestment~~ strategy for building and
138 maintaining healthy communities.
139
140 • The tradeoffs associated with growth and change ~~will be~~ have been fairly distributed
141 throughout the region. The true environmental and social cost of new growth ~~has been paid by~~
142 ~~those, will be paid by those,~~ both new to the region and already present, receiving the benefits of
143 that ~~new~~ growth.
144
145 • Growth in the region ~~will be~~ has been managed. Our objective ~~has been and still is~~ to live
146 in great cities, not merely big ones. Performance indicators and standards ~~have been will be~~
147 established for the Future Vision and all other growth management efforts, and citizens of the bi-
148 state region ~~will~~ annually have an opportunity to review and comment on our progress. The results
149 of that review process ~~will be~~ are used to frame appropriate actions needed to maintain regional
150 quality of life.



METRO

Date: May 6, 1994

To: The Future Vision Commission

Re: John Fregonese's "Regional Dilemmas"

I don't want to sprawl but I don't want my neighborhood to change.

I like transit but I mostly drive my car.

I don't like growth but I like a good economy.

I like open spaces but I don't want to pay for them.

I like a small town feeling but I like big city amenities.

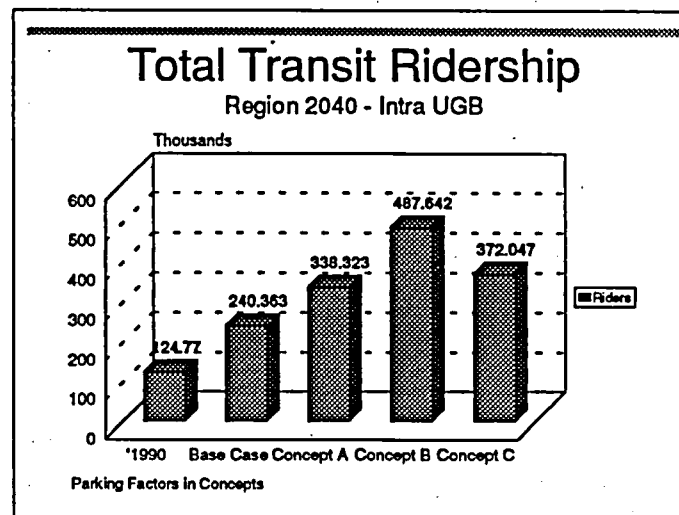
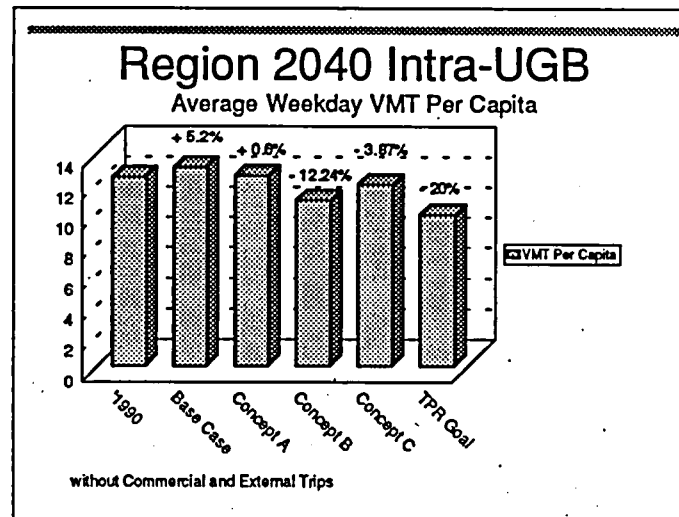
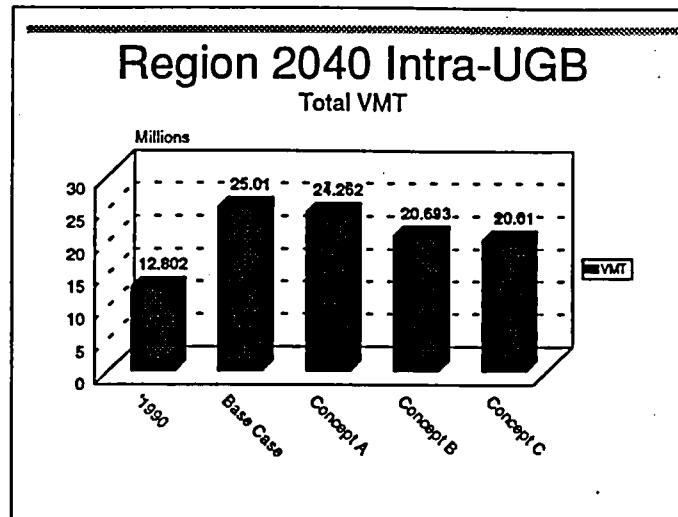


METRO

DATE: April 6, 1994
TO: JPACT/MPAC
FROM: Richard Brandman *[Signature]*
SUBJECT: REGION 2040 CONCEPT RUNS

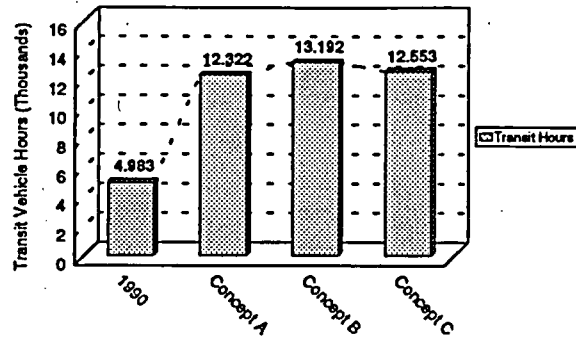
Attached for your information and review are a number of tables and charts that describe the Region 2040 transportation modeling runs for the area within the Urban Growth Boundary (Intra-UGB) and the total Region 2040 study area (including portions of Columbia, Yamhill and Marion Counties):

- Transportation Summary Graphics:
 - Total VMT
 - Average Weekday VMT/capita
 - Total Transit Ridership
 - Non-auto Modes
 - Congested Roadway Miles
 - PM Peak Average Speed
 - Region-wide Emissions
 - Total Lane Miles
 - Transit Vehicle Hours
 - Non-auto Mode Split by Design Type (chart)
 - Non-auto Mode Split by Design Type (graph)
 - Daily LRT Boardings
- Summary Table of Region 2040 Intra-UGB:
 - With Parking Factors
- Summary Table of Region 2040 Total Region:
 - With Parking Factors



Transit Vehicle Hours

Region 2040 - Super Region



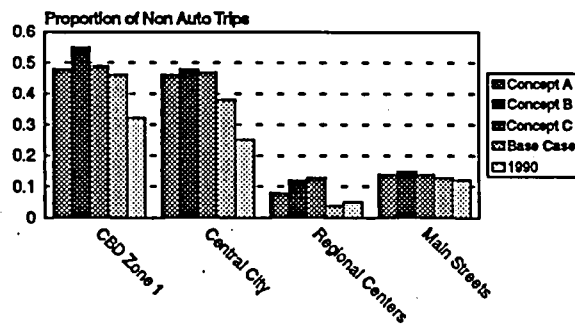
2040 Daily LRT Boardings

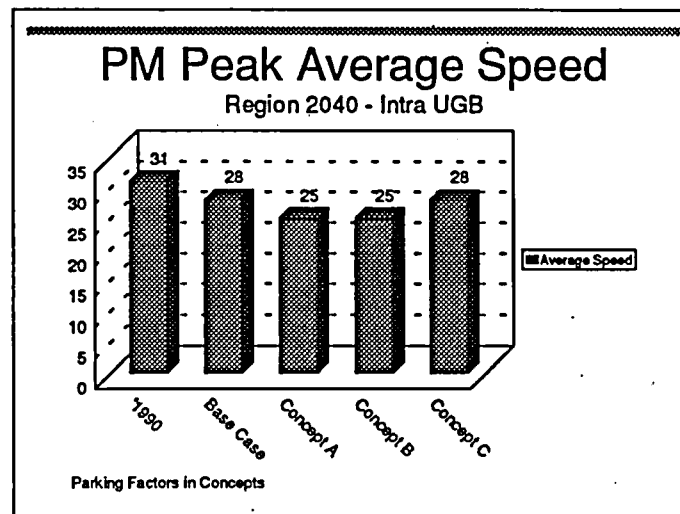
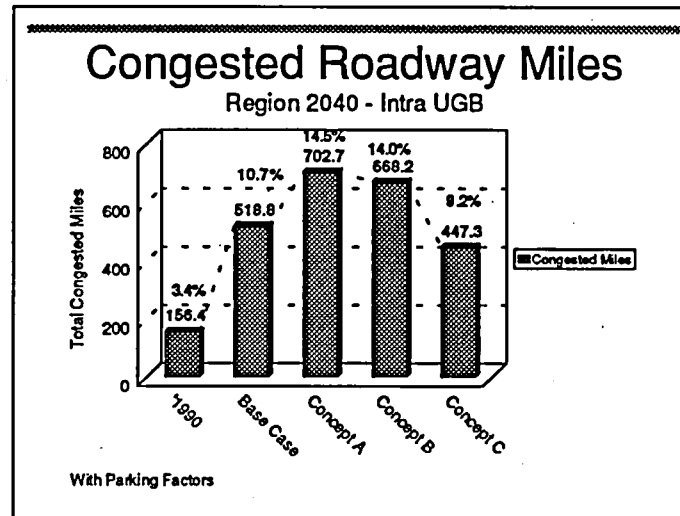
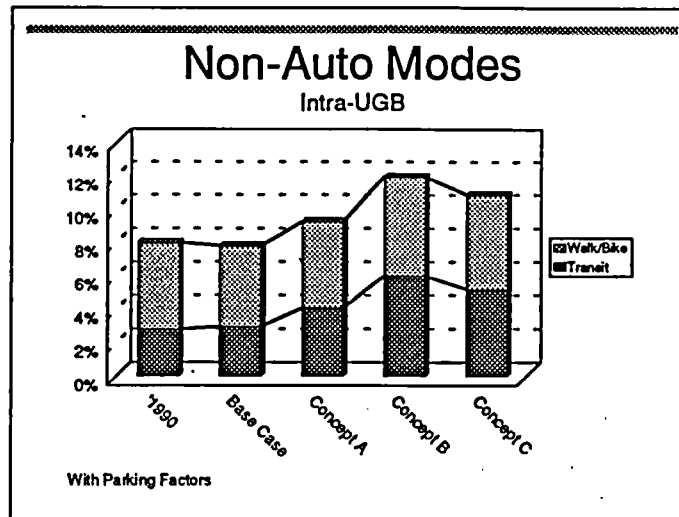
Radial Corridors by Concept

City	Concept A	Concept B	Concept C
CBD - Clark Co.	27800	37400	27900
Eastside MAX	38900	67700	45600
Westside MAX	46800	81300	59100
CBD - CTC	25200	25600	41300
SW Barbur	22100	29600	21400

Region 2040

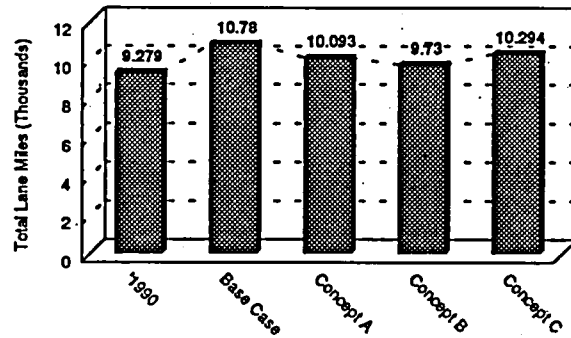
2040 Non Auto Mode Split





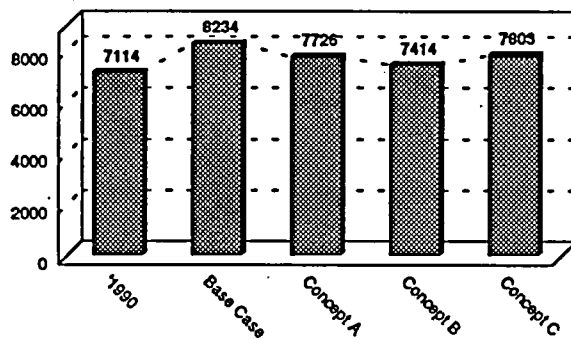
Total Lane Miles

Region 2040 - Super Region



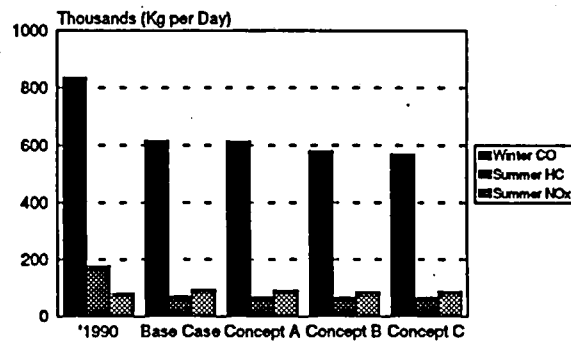
Total Lane Miles

Region 2040 - Three County



Region Wide Emissions

Selected Pollutants



**REGION 2040
INTRA-UGB**

	1990	2040 Base Case	2040 Concept A	2040 Concept B	2040 Concept C
Population (millions)	1.032	1.917	1.944	1.905	1.679
Total VMT (millions)*	12.802	25.010	24.262	20.693	20.010
Weekday VMT Per Capita*	12.40	13.04	12.48	10.86	11.92
VMT % Change from 1990*	n/a	5.2	0.6	-12.4	-3.9
Wkdy Trip Length (miles)*	3.89	4.17	4.05	3.66	3.96
Transit Riders	124,770	240,363	338,323	487,642	372,047
Congested Roadway Miles**	156.4	518.8	702.7	668.2	447.3
Percent of Roads Congested**	3.37	10.74	14.49	14.01	9.23
PM Peak Speed (mph)**	31	28	25	25	28
AQ: Summer HC (kg/day)**	n/a	70,700	69,810	66,375	65,745
AQ: Sum. NOx (kg/day)**	n/a	94,024	90,987	83,817	86,988

Note: Concepts A, B and C include increased parking factors

** without Commercial and External Trips*

*** total of Multnomah, Washington and Clackamas counties*

**REGION 2040
TOTAL REGION**

	1990	2040 Base Case	2040 Concept A	2040 Concept B	2040 Concept C
Population (millions)	1.511	2.674	2.674	2.674	2.674
Total VMT (millions)*	20.445	37.916	36.135	33.027	35.093
Weekday VMT Per Capita*	13.53	14.18	13.51	12.35	13.12
VMT % Change from 1990*	n/a	4.8	-0.1	-8.7	-3.0
Wkdy Trip Length (miles)*	4.43	4.45	4.32	4.06	4.25
Transit Riders	136,821	266,920	372,390	527,758	437,178
Congested Roadway Miles**	162.5	591.4	817.2	784.0	568.1
Percent of Roads Congested**	2.45	8.64	11.91	11.57	8.29
PM Peak Hour Speed (mph)**	33	29	26	27	29
AQ: Summer HC (kg/day)***	n/a	75,118	74,426	70,985	71,576
AQ: Sum. NOx (kg/day)***	n/a	100,434	97,376	90,182	94,627

Note: Concepts A, B and C include increased parking factors

** without Commercial and External Trips*

*** total of Multnomah, Washington and Clackamas counties*

****region-wide, including Columbia, Yamhill and Marion counties*

Portland State University

P.O. Box 751, Portland, OR 97207-0751

May 29, 1994

To: Future Vision Commission "Words" Subcommittee
From: Ethan Seltzer
Re: Latest Draft

Attached is the latest draft of the vision statement. It incorporates the discussion we had at our last meeting and the written comments that I've received. Note that there are a number of vision statements for which there are no action steps and/or indicators. Please take a look at these and the rest of the document and get me your comments as soon as possible. In particular, please try to connect your proposed action steps and indicators to the Regional Framework Plan elements listed in the Charter, wherever possible. I can create another draft prior to our June 6 meeting if you get me your comments by noon on Friday, June 3.

The full Commission will meet on June 6. We will try to meld the work of the two groups so that we can present a draft product to the MPAC/JPACT/FVC meeting on June 15. If needed, we can meet prior to that June 15 meeting on Monday, June 13. Once we have a single draft product, we can begin the process of circulating it throughout the region for "advice".

Please feel free to contact me should you have any comments or questions. I can be reached at 725-5170 (fax 725-5199) or via e-mail at "ethan@upa.pdx.edu".

Thanks!

c: Map Subcommittee
Metro Staff

1 **Future Vision Commission**

2 **Values, Vision Statements, and Action Steps**

3 **May 29, 1994 - DRAFT**

4
5 **Introduction...**

6 Metro has been assigned a number of new planning responsibilities through the approval of the
7 Metro Charter by the voters. Perhaps first among those responsibilities is the appointment of a
8 Future Vision Commission to develop a Future Vision for the metropolitan region. The Charter
9 defines the Future Vision as being:

10 "...a conceptual statement that indicates population levels and settlement patterns that the
11 region can accommodate within the carrying capacity of the land, water, and air resources
12 of the region, and its educational and economic resources, and that achieves a desired
13 quality of life....The matters addressed by the Future Vision include but are not limited to:
14 (1) use, restoration, and preservation of regional land and natural resources for the benefit
15 of present and future generations, (2) how and where to accommodate the population
16 growth for the region while maintaining a desired quality of life for its residents, and (3)
17 how to develop new communities and additions to the existing urban areas in well-planned
18 ways."

19 Perhaps the most important aspect of the Future Vision will be to create an environment of
20 consensus and predictability for what, in broad terms, Metro's planning and policymaking should
21 accomplish. Nonetheless, though the Charter calls for a "conceptual statement", we've chosen to
22 present this vision in a manner which emphasizes the need for accomplishment and collective
23 action. It is not enough to envision sustainable, productive, welcoming communities. Rather,
24 adoption of this or any other vision for the region must be accompanied by a new commitment to
25 acting on our collective aspirations in both big and little ways. Truly, the future starts today.

We also take seriously those aspects of the charge having to do with carrying capacity and population levels. This metropolitan area, like all others, exceeded its ecological carrying capacity long ago. Today, our style of life here depends on the importation of energy, materials, capital, and “brain power” from all over the world. Quite simply, carrying capacity has got to be viewed and discussed in a cultural and social as well as physical context. The values and vision statements presented below, in concert with the extensive modelling of population distribution in the Region 2040 and Clark County Growth Management Planning projects, are intended to frame what must be an ongoing public discussion in this region for many years to come. Sustainable communities will come about through the skillful blending of factual data, our values, and new ideas in a public discussion occupying a place of honor in this region, not through the blind adherence to numerical thresholds that can barely be specified and can’t be met.

The Future Vision Commission was appointed in the summer of 1993. It must present a Future Vision to the Metro Council between January and June of 1995. To support its work, the Commission has received reports on settlement patterns, carrying capacity, and future workstyles in the metropolitan area. It has discussed the factors which define “quality of life” for us in this region, and has listened to community members offering their views of the task for the Commission and the nature and focus for its product. The Commission used these activities to generate a broad set of values for our region. Those values have now been translated into a series of vision statements and augmented by a set of maps. This document summarizes the work of the Commission to date, and will serve as the broad outline for what will be the proposed Future Vision for the metropolitan area.

Preamble...

In 1805, Lewis and Clark came to this region on a journey of peace and friendship, scientific exploration and discovery. Beginning in the 1840’s, thousands of pioneers made an arduous

2,000 mile, eight month trek along the Oregon trail to river valleys with rich farmlands and mountains with vast forests. Today, people are still attracted to this region for its jobs, natural beauty, and reputation for livability. However, today we are on an equally arduous journey into the future, one that challenges our expectation that this will continue to be a place where people choose to invest their talents and energy to keep what is good and fulfill our hopes for this land and all of its peoples. We must act now and together. We offer this vision of the metropolitan area in 2045 as a first step in developing policies, plans, and actions that serve our bi-state region and all its people.

The bi-state metropolitan area has effects on, and is affected by, a much bigger region than the land inside Metro's boundaries. Our region stretches from the crest of the Cascades to the crest of the Coast Range, and from Longview on the north to Salem on the south. Any vision for a territory as large and diverse as this must be regarded as both ambitious and a work-in-progress. We offer this document in that spirit.

This vision has been developed with the expectation that individual dreams and effort will matter here. Ours is a region that rewards those who commit themselves to keeping and making it a great place to live. History teaches the sometimes cruel lesson that a community that does not possess a clear vision of the kind of future it wants is not likely to be satisfied with the one it gets. Making the effort to identify what we want, and then acting purposefully and collectively to achieve it, is critical.

Our way of life in this region embodies a number of key values that are essential to facing the future wisely:

- We value taking purposeful action to advance our aspirations for this region, but realize that selfishly taking actions today which eliminate choices and opportunities for the

generations that follow is not acceptable.

- We value the greatest possible individual liberty in politics, economics, lifestyle, belief, and conscience, but realize that this liberty cannot long endure unless accompanied by an enlightened responsibility toward the community and our environment as a whole.

- We believe that our first commitment to the landscape of the region must be to the conservation and preservation of natural and cultural landscape resources. Our next tier of concern should be for the restoration and redevelopment of resources already committed to sustaining our communities and economy. Only after we have exhausted other options should we look to the conversion of land to urban uses to meet our present and future needs.

- We value maximum economic opportunity balanced by suitable social mechanisms to insure equity for all and compassion for those in need.

- We value economic development because of the opportunities it affords us all, but recognize that true economic development means protecting everyone's right to an unpolluted workplace and environment, and unimpaired and sustainable natural ecosystems.

- We value our regional identity and sense of place, and unique reputation and accomplishments among metropolitan areas, but also the identity and accomplishments of our urban neighborhoods and suburban communities as well.

- We value participatory decisionmaking which harnesses the creativity inherent in a wide

range of views about the past, present, and future.

- We value a life close to the beauty and inspiration of nature, but which occurs in a model for regional urban development and function in the next century.

- We value meeting the needs of our communities through grass-roots initiatives, but always questioning whether the actions to be taken will be in the collective interest of our metropolitan communities, and lead to greater capacity for adapting to new challenges and conditions in the future.

- Above all, we value a cultural atmosphere and public policy that will insure that every child in every community enjoys the greatest possible educational and other opportunity to fulfill his or her potential in life. It is, after all, primarily for them, and for their children, that we write this Vision Statement.

Vision Statements, Actions, and Indicators...

Our Vision is composed of the following vision statements and the accompanying maps. For each vision statement, we have identified actions to be taken, starting today, to realize our 50-year goals. We have also identified indicators that will be monitored and discussed on an annual basis as a means for continually engaging the community in piloting this region towards its future. The vision statements, proposed actions, and indicators have been developed with the elements of the Regional Framework Plan in mind. At a minimum, the indicators shall be used as criteria for evaluating planning options considered for Regional Framework Plan elements. In addition, Metro's annual budgeting process will address the vision statements and the actions identified to ensure that implementation of this vision does not lag.

The vision statements are sorted into three groups, based on our belief that as inhabitants of this bi-state region, we are committed to:

1) Each Individual - the development of each individual as a productive, effective member of their community. We believe that this region must make clear and unambiguous commitments to each individual if we want to enjoy the fruits that come only from long-term commitments by all of us to make this a vibrant, healthy place to live. This doesn't mean that our region must be all things to all people. It can't. Rather, our challenge is to speak clearly about what we can and will do to support the ability of individuals to participate fully in the stewardship and prospering of this region.

2) Our Society - the ability to state and act on the collective interest of our communities through civic involvement, a strong economy, and vital societal institutions. People working together is the fundamental ingredient for great communities and flourishing societies. Engaging people with each other and with our economy to solve problems and act on dreams is the cornerstone for how we go forward into the future.

3) Our Place - the physical landscape of the bi-state region, the settlement patterns that have evolved within it, and the economy that continues to evolve. We live in a landscape of great variety and beauty, a stage for an enviable range of possibilities. Preserving that vast sense of potential must be the core of our legacy of inhabitation.

Each Individual

- In 2045, education, in its broadest definition, stands as the core of our commitment to each other as shown by:

- the availability of a high quality education to all, emphasizing skills for learning how to learn and life-long learning;
- an emphasis on foreign languages, technology, and the ability to engage national and international opportunities at home, in the community, and on the job;
- the integration of community institutions...libraries, schools, museums, community centers, etc....with this educational mission; and
- opportunities for all children and community residents to engage in the visual and performing arts in community centers in their neighborhoods.

- We will achieve this vision by:

- Metro will work with other government entities and with educational and cultural organizations to ensure that:

- * 99% of new parents are made aware that the foundation of a child's language is developed in the first six months of life, and that infants should be read to from birth

- * Public library policies, staffing, and resources are strong enough to reach out and effectively serve 99% of children ages two to twelve, as well as all others.

- * 99% of children receive an education that brings them to the entry level competency of post-secondary education.

- Metro will help the region utilize all public and private enterprises in the education

and cultural growth of residents to ensure that:

- * Community arts and performance centers, community libraries and schools, concert halls, galleries, museums, magnet and theme schools, nature centers, and theaters are considered as vital links in the education of children.
- * Business and industry develop ways to work with children in the areas of human relations, international relations, education for individual development and for the workplace, advances in science and technology -- and how an individual can contribute to the region's production and economy with dignity. This would help business and industry as well as children.

--Metro will help the region ensure:

- * Universal access for children, regardless of income, to learn, participate in and perform in art, dance, drama and music; and like access extended to all area residents.

- We will track how we're doing by monitoring:

- In 2045, workforce development from Battleground to Salem and all points in between is a key priority for action by government and educational institutions. A cornerstone for that activity is the development of a well-educated workforce capable of contributing to the development and intensification of local, national, and international trade and commerce.

- We will achieve this vision by:

- supporting efforts in Oregon and Washington to transform public education by lengthening the school day and year, putting students in problem solving roles

rather than as passive receivers of information, strengthening interdisciplinary and problem solving curricula, increasing the use of technology, offering day care and other social services within the school setting, offering specialized training associated with high performance workplaces, establishing high standards for mastery, and investing in continuing education.

- We will track how we're doing by monitoring:

- percentage of high school students enrolled in professional-technical educational programs

- percentage of students able to demonstrate intermediate proficiency in prose literacy and quantitative skills

- percentage of bilingual adults

- percentage of employer payroll dedicated to training and continuing education for employees

- percentage of displaced workers re-employed within 24 months and earning at least 90% of previous income

- In 2045, all residents, old and young, rich and poor, men and women, minority and majority, are supported and encouraged to be active participants in the civic life of their communities and the bi-state region. Ours is a region that thrives on interaction and engagement of its people to achieve community objectives.

- We will achieve this vision by:

- We will track how we're doing by monitoring:

- In 2045, we recognize children to be our most precious resource for the future. Their welfare and education are of critical importance to our present and future well-being. Creating and

sustaining economic and social programs that support family life are among our highest priorities.

- We will achieve this vision by:
- We will track how we're doing by monitoring:
 - percentage of children living in poverty
 - availability and quality of childcare
 - percentage of children lacking access to dental and medical care
 - (add other indicators from Benchmarks and from Oregon Childrens" Agenda)

Our Society

• In 2045, personal safety within communities and throughout the region is commonly expected as well as a shared responsibility involving citizens and all government agencies. Our definition of personal safety extends from the elimination of racism and sexism, to the physical protection of life and property from criminal harm.

- We will achieve this vision by:
- We will track how we're doing by monitoring:
 - emergency and public safety services response time
 - number of crime watch groups
 - crime rates by neighborhood and community
 - public opinion surveys of personal and neighborhood safety

• In 2045, our bi-state, regional economy is diverse, with urban and rural economies linked in a common frame. Planning and governmental action have created conditions that support the

development of family wage jobs for low income households, in locations throughout the region.

- We will achieve this vision by:

- Including economic coordination and analysis in all regional planning and policymaking efforts to ensure coordinated and equitable economic progress.

- We will track how we're doing by monitoring:

- percentage of fresh fruits/vegetables/flowers/other products delivered to the Metro region by regional producers
 - business expansions which occur at or near current locations
 - supplier relationships between major employers and other firms in this region

- In 2045, our communities are known for their openness and acceptance. This region is distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a narrow separateness. Truly public space exists in every community, and serves as the stage for a rich and productive civic dialogue.

- We will achieve this vision by:

- focusing public policy and investment on the creation of mixed-use communities which include dedicated public space and a broad range of housing types.

- providing leadership and visibility for efforts, both public and private, to make all citizens full participants in the civic and economic life of the region.

- We will track how we're doing by monitoring:

- incidence of housing and employment discrimination

- reported hate crimes

- ethnic, racial, demographic, and income composition of boards and commissions

- rates of involvement by all groups in educational and cultural opportunities

287 --training and other assistance targeted to under-represented groups
288
289 • In 2045, citizens respond to a high degree of individual liberty by embracing responsibility for
290 sustaining a rich, inclusive civic life. Political leadership is valued and recognized to be in service
291 to community life. Here, civic pride has become a virtue, not a vice.
292
293 • We will achieve this vision by:
294 --enacting campaign finance reform at all levels.
295 • We will track how we're doing by monitoring:
296 --the cost of running for and holding public office locally and regionally
297 --the diversity of our political leaders relative to the diversity of our general
298 population in terms of gender, economic status, race, and ethnicity
299
300 • In 2045, broad-based civic literacy, including the ability to participate in government and
301 community-based future visioning activities, is a hallmark of what we have achieved. Individual
302 civic responsibilities are known and understood at the neighborhood, local, and regional levels.
303 The information needed by informed, involved citizens is free and easily available throughout the
304 region. All individuals, communities, levels of government, public institutions, private
305 organizations, and businesses are part of the social contract.
306
307 • We will achieve this vision by:
308 • We will track how we're doing by monitoring:
309
310 • In 2045, the neighborhood is our safety net. Government initiatives and services have been
311 developed to empower neighborhoods to actively meet the needs of their residents. The economic
312 life of the neighborhood is inseparable from its community life. Coordinated initiatives for health

care and support for meeting basic needs are extended to those in need, where they live.

- We will achieve this vision by:

- identifying needs and solutions to community problems from the neighborhood level, and actively working to enlist all units of government in supporting and acting on these grassroots agendas rather than allowing governmental entities to insulate themselves from participating.

- We will track how we're doing by monitoring:

- In 2045, our history serves us well, with the lessons of the past remembered and incorporated in our strategies for the future. The cultural history of this region is evident and connects human history to the natural history we depend on and value so dearly.

- We will achieve this vision by:

- preserving designated historical sites/structures, and using public incentives and investments as necessary to preserve our history.

- incorporating historical sites and events in the region in public events, school curricula, and planning.

- We will track how we're doing by monitoring:

Our Place

- In 2045, rural land shapes our sense of place by keeping our cities close to nature, providing open areas, and contributing to the environmental and economic productivity of this area.

- We will achieve this vision by:

339 --Development and implementation of regional framework plan elements shall
340 actively reinforce the protection of lands currently reserved for farm and forest uses
341 for those purposes. (note: we should probably include a list of all of the RFP
342 elements and respond to each one, either with specific direction or to indicate that
343 there is no connection)
344 --Metro and the Future Vision Commission will work with _____ to develop a
345 broad program of public education about and contact with this region's agricultural
346 and forest products producers.

- 347 • We will track how we're doing by monitoring:
 - 348 --acres of land reserved for farm and forest use
 - 349 --number of rural residential homesites available
 - 350 --acres of land served by irrigation districts
 - 351 --number of agricultural and forest product processors
 - 352 --gross farm gate receipts (by county)
 - 353 --agricultural and forest employment
 - 354 --agricultural and forest product exports
 - 355 --attendance at county fairs
 - 356 --exhibitors at county fairs (number and type)

357

- 358 • In 2045, our region is composed of numerous communities which offer citizens a wide variety
359 of healthy, appealing housing and neighborhood choices. They are physically compact and have
360 distinct identities and boundaries. Boundaries between communities have been developed through
361 the use of parks, rivers, streams, creeks, and other landscape features.

362

- 363 • We will achieve this vision by:
 - 364 --Targeting greenspaces, transportation, and other funds to communities which act

365 to provide a range of housing types within their boundaries.

366 --Linking the provision of building permits for single family detached structures to

367 the creation of mixed use neighborhood centers.

368 • We will track how we're doing by monitoring:

369 --number of active neighborhood or citizen participation organizations

370 --number of households paying in excess of 30% of their gross income for rent

371 --percentage of new housing units that are multifamily (per year)

372 --number of neighborhood or civic festivals per year

373 --number of subdivisions within which multifamily housing is available or planned

374

375 • In 2045, our region is known for the intelligent integration of urban and rural development with

376 natural systems as evidenced by:

377

378 -- improving air and water quality, and increasing biodiversity;

379 -- views of Mt. Rainier, Mt. St. Helens, Mt. Hood, Mt. Jefferson, and other Cascade and

380 coastal peaks, unobstructed by either development or air pollution;

381 -- ribbons of green bringing greenspaces and parks within walking distance of every

382 household;

383 -- a close and supportive relationship between natural resources, landscape, and the

384 economy of the region; and

385 -- active efforts to restore damaged ecosystems, complimented by planning and

386 development initiatives that preserve the fruits of those labors.

387

388 • We will achieve this vision by:

389 --Proposed regional framework plan elements will positively affect the indicators

390 listed above.

391 --Metro and the Future Vision Commission will work with partners in the region to
392 develop interpretive programs for the ecosystem(s) of the area

393 • We will track how we're doing by monitoring:

394 --air quality

395 --water quality

396 --species counts

397 --number of protected view corridors

398 --acres of protected habitat

399 --acres of parks

400 --miles of hiking trails and greenways

401 --acres of habitat restored

402 --number of employees in environmental service sectors

403 --participation in environmental education programs

404 --percentage of population within a 10-minute walk of protected open space

405 --groundwater elevations

406

407 • In 2045, residents of this region can shop, play, and socialize by walking or biking within their
408 neighborhoods. Walking, biking, or using transit are attractive alternatives for all citizens making
409 all types of trips within neighborhoods, between important regional centers, and outside of the
410 urban area. This region is known for the quality of its non-auto transportation alternatives.

411

412 • We will achieve this vision by:

413 • We will track how we're doing by monitoring:

414 --non-auto mode split(s)

415 --pedestrian environmental factors (by neighborhood)

416 --acres of land zoned for neighborhood commercial uses

417 --etc.

418

419 • In 2045, the easy movement of goods and materials throughout the bi-state region is a
420 competitive advantage for our economy. Manufacturing, distribution, and office employment
421 centers are linked to the transportation system in a comprehensive and coordinated manner.

422

423 • We will achieve this vision by:

424 --Encouraging market-based communication and transportation services and
425 developments that are contained in a fixed urban growth boundary.

426 • We will track how we're doing by monitoring:

427 --number of businesses relying on multi-mode and multi-node transportation in the
428 region

429 --number and magnitude of grants received from State and Federal sources to
430 support innovative programs including but not limited to: electric vehicles, station
431 cars, integration of transportation and communication pathways, distributed energy
432 sources including photovoltaic applications, undergrounding of utility wiring
433 connections for reliability and aesthetic purposes, and other initiatives which link
434 transportation, communication, and energy conservation objectives together.

435 --per capita vehicle miles travelled

436

437 • In 2045, downtown Portland continues to serve an important, defining role for the entire
438 metropolitan region. In addition, reinvestment, both public and private, has been focused in
439 historic urban centers such as Ridgefield, Camas, Vancouver, Gresham, St. Helens, Beaverton,
440 Hillsboro, Molalla and others throughout the bi-state region. This pattern of reinvestment
441 continues to be the centerpiece of our strategy for building and maintaining healthy communities.

442

- We will achieve this vision by:

- targeting public investment in infrastructure, workforce development, and for other public purposes to existing town centers and downtown Portland.

- We will track how we're doing by monitoring:

- surveying public attitudes regarding the quality and vitality of town centers and downtown Portland

- number of local newspapers targeted to town centers

- surveys of shopping behavior and opinion to determine the roles that downtown Portland and other town centers play in meeting the needs of households and supporting neighborhood identity

- In 2045, the tradeoffs associated with growth and change have been fairly distributed throughout the region. The true environmental and social cost of new growth has been paid by those, both new to the region and already present, receiving the benefits of that new growth.

- We will achieve this vision by:

- providing leadership and assistance for incorporating pricing as an effective tool for discouraging behavior or effects on the region which have negative effects and encouraging behavior and investments which have positive effects.

- developing fair and equitable funding mechanisms for all public infrastructure needed to support growth and to keep infrastructure and service levels from declining as growth occurs.

- We will track how we're doing by monitoring:

- location of industries in the region which benefit from our commitment to maintaining quality of life, the environment, and a high degree of urban system function

469 --use of “off-peak” pricing to encourage conservation and improve system
470 efficiency
471 --air and water quality
472 --percentage of building permits granted for redevelopment of restored or restorable
473 sites
474
475 • In 2045, growth in the region has been managed. Our objective has been and still is to live in
476 great cities, not merely big ones. Performance indicators and standards have been established for
477 the Future Vision and all other growth management efforts, and citizens of the bi-state region
478 annually have an opportunity to review and comment on our progress. The results of that review
479 process are used to frame appropriate actions needed to maintain regional quality of life.
480
481 • We will achieve this vision by:
482 --annually receiving from Metro a “state of the region” report which concisely
483 points out the trends, strengths, and weaknesses in performance towards the vision
484 statements listed above, followed by a survey to determine whether the public is
485 satisfied with our progress. Short and long-term actions will be shaped by this
486 review, and the results will be reported to the people of the region.
487 • We will track how we’re doing by monitoring:
488 --percentage of governmental bodies in the region incorporating monitoring for the
489 purposes stated in this vision in their own local planning and assessment processes
490 --whether the term “Portland-style sprawl” is ever observed in state and national
491 publications
492 --national polls rate this region as one of the top five for living, doing business, and
493 other purposes

Urban Streams Council

a program of
TheWetlandsConservancy

May 27, 1994

To: Commissioner Mike Lindberg
Ted Strong, Inter-Tribal Fish Commission
Loretta Pickerell, Sustainability Project
John Fregonese, Region 2040 & Future Vision Commission members
Kathy Becker, The Bullitt Foundation
Catherine Lerza, Defining Sustainable Communities
Robert Liberty, 1000 Friends of Oregon
Ethan Seltzer, Institute for Portland Metropolitan Studies
Steve Johnson, PSU Center for Urban Studies
Jim Rapp, City of Sherwood
Roger Wood/Elizabeth Dimmick, DEQ Section 319 Programs
Chuck Findley, U S EPA Region X
Marc Peters, Oregon Dept. of Agriculture

From: Mike Houck

Re: Sustainable Development Issues/Initiatives

I just received in the mail Commissioner Lindberg's draft of Sustainable Development Opportunities for Portland. I sense a need to get a group of folks together this summer/fall to discuss this topic in a regional, integrated context.

While efforts that each of us are engaged in warrant the specific attention and energy we are all devoting to them, I wonder if there would be value in spending a day or two seeing how they relate/complement one another and whether there is a framework that would allow our individual/organizational work to continue, but with a coordinated focus?

Thus far I am aware of the following:

- o Commissioner Lindberg has his draft document which Ethan was involved in reviewing
- o Ethan's unit just received a grant for \$34,500 from the NW Area Foundation to work with the city of Sherwood to apply sustainable development concepts to local decisionmaking processes
- o Loretta will have a meeting, *Foundations for a Public Philosophy of Sustainability*, in Portland June 11-12; Metro is mandated by its Charter to incorporate "carrying capacity" concepts---which to me implies sustainable development/growth management
- o Ted Strong sits on President Clinton's *Sustainable Development Commission* and is one of our region's most eloquent spokespersons regarding sustainable development



- o Robert Liberty and I are working toward establishing a non-profit coalition concerning growth management in the region (this effort would link up with similar efforts in the San Francisco Bay area (Larry Orman's Greenbelt Alliance); Philadelphia, (Chicago's Open Lands Project) and New York City-- (Bob Yarrow)
- o The Bullitt Foundation is cooperating with Catherine Lerza of *Defining Sustainable Communities* Washington, D. C. to hold a conference on June 2-4 in Oakland, CA conference for funders and practitioners from throughout the U. S. to define what a sustainable community is
- o Roger Wood and Elizabeth Dimmick have discussed the possibility of DEQ/EPA funding for supporting a carrying capacity/sustainability study in the Portland-Vancouver region
- o Metro's Charter mandates that it consider "carrying capacity" as part of its regional growth management strategy and the Region 2040 planning process. The Future Vision Commission has discussed this issue as well
- o U S EPA Region X has identified the Willamette River Watershed as one of its priority targets for ecosystem restoration and water quality programs
- o There has been a long-standing interest on the part of many parties, most recently gathered at PSU for Country In The City IV, for a Willamette River Ecosystem Restoration/Stewardship effort (Jim Sedell, Bob Frenkel, Stan Gregory---OSU folks; Oregon State Parks; Steve Gordon, et al in Eugene, etc) These discussions have all had "sustainable development" elements
- o We are working with U S EPA Office of Wetlands, National Wetlands Conservation Alliance, Oregon Dept. of Ag (Marc Peters), Steve Johnson and others to produce references and training workshops related to wetlands/natural resource private property stewardship
- o We've formed a national group--Coalition to Restore Urban Waters--that is addressing social/environmental Justice issues in inner city areas with degraded waterways. We have legislation pending which would provide funding to grassroots urban stream restoration groups

At the risk of continuing to be a broken record, I'd like to suggest that are many reasons to consider renewing interest in the Willamette River Greenway program---but scraping the idea of a "greenway" and focusing, instead on the Willamette River Ecosystem. EPA's newly launched Willamette River Watershed initiative might be one vehicle/umbrella for such an effort. Individual efforts---

Region 2040, Greenspaces, urban waterway restoration, W. Eugene Water Resources planning, Portland's Sustainability program, etc. could all be integrated, with the focus being the social-economic-ecological elements of a sustainable Willamette River Ecosystem project.

Seems to me there is a critical mass for a discussion regarding how these efforts relate---or if they relate---let me know if you think there is a reason to get together by calling me at 797-1730 or faxing comments to 797-1794. Just in case you all don't know one another I thought I'd give addresses, phones/faxes so at the very least you can contact one another to exchange information:

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3840 SW 102nd Avenue
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May 17, 1994

To: Elected and Appointed Officials, Citizen Groups and other Interested Parties

Re: Metro's Future Vision Commission - mandated by the 1992 Metro Charter passed by the voters

While Metro continues its work on Region 2040, which is to culminate in a Metro Council decision about how and where we grow in this region, we on the Future Vision Commission have been working on "A Plan with a Human Face"--a set of vision statements that all of this region's citizens agree upon and encompassing a more complete view of the future.

We have spent the past year reviewing a variety of documents, public opinion surveys, other area "visions" (including any local jurisdictions' visions), expert data and reports. We used that information to develop a DRAFT Values Summary, a copy of which is being sent with this letter.

Since April, we have started translating those values statements into vision statements and are beginning to add action plans and benchmarks or indicators we can use to ensure that we are on track towards reaching our vision.

Being a firm believer in EARLY involvement by citizens before a product is adopted, I would like your reaction to and input on the enclosed Values Summary. A complete rewrite is totally acceptable at this point!

Since completing this draft summary, we have been meeting weekly to move the values into "visions", with accompanying action plans and indicators or benchmarks to help guide us toward the visions. Any help you might provide along those lines would also be appreciated.

Although this letter is being sent independent of Metro (and costs born by me personally), we all look forward to your input. If you would rather communicate with Metro staff, please contact Barbara Duncan at 797-1562 or our contract staff person, Ethan Seltzer, at 725-5170. We usually meet at Metro on Mondays from 4-6:30pm. Please call Barbara to confirm a specific meeting should you wish to come and share your comments personally.

Thank you for your daily commitment to this region. Each of you receiving this letter has, in some way, given the rest of us the benefit of your expertise and knowledge in local and regional decisionmaking. I ask for a few minutes more!

Sent to: Jon Kvistad, Richard Devlin, Terry Moore, Metro Expo/Rec Commission, Beaverton Mayor Rob Drake & City Council, Cornelius Mayor Knight & City Council, Durham Mayor Taylor & City Council, Forest Grove Mayor Kidd & City Council, Hillsboro Mayor Faber & City Council, King City Mayor & City Council, Sherwood Mayor Hitchcock & City Council, Tigard Mayor Schwab & City Council, Tualatin Mayor Stoltze & City Council, Wilsonville Mayor & City Council, Washington County Board of Commissioners, Linda Gray (CPO Coordinator, Washington County), Mike Matteucci (Nbrhood Assn Coordinator, Beaverton), Beaverton School Superintendent Yvonne Katz & School Board, City of Banks Mayor & City Council, Gaston Mayor & City Council, Metro CCI (Gail Cerveny)

Metro planning for the future well-staffed and proceeding apace

To the Editor: As a member of the Metro Future Vision Commission, I reply to Frank Josselson's May 3 "In my opinion" column concerning the mission of Metro in managing demographic growth in our region.

We are all in debt to Josselson and others for their statesmanlike roles in creating the 1992 Metro charter. However, Josselson has gotten two things wrong.

- He complains that the Metro planning budget is not adequate.

Although it is not easy to know how much planning is enough, especially in an unprecedented operation such as this one, in general the planning operation seems reasonably funded and the quality and integrity of the key planners tip-top.

- Josselson complains that the Future Vision Commission is "dysfunctional."

It is interesting that he can conclude this on the basis of having spent a single brief visit with us — at our invitation. The commission, all of whose members serve without pay, has indeed had problems getting started, as is only to be expected when one considers the immensity and complexity of our task. However, we are now moving well and will produce a 50-year vision statement for the Metro region embodying key values and visions that will meet the approval of the Metro Council and a million-plus [residents].

I urge Josselson and all citizens to visit our commission meetings. We need and want their input.

ROBERT B. TEXTOR
Northwest Portland

Metro's Region 2040 Plan Business Impact Analysis

Business Profile

Name of Business _____

Contact _____

Phone # _____

FAX # _____

Number of Employees _____

Type

Service ☐

Manufacturing ☐

Retail ☐

Office/Commercial ☐

Transportation/Distribution ☐

Business Location

CBD ☐

Suburban E ☐

Suburban W ☐

Industrial E ☐

Industrial W ☐

% of Markets

Local/State _____

Regional _____

National _____

International _____

Supplier Network (%)

Local/State _____

Regional _____

National _____

International _____

The following is a matrix relating elements of Metro's planning solutions to business decision elements.

Please mark the relationship of these planning elements as they relate to your business success or business decisions. Measure your responses through both impact and importance.

Impact: Positive (+) Neutral (0) Negative (-)

Importance: Critical (C) Important (I) Not Important (N)

i.e. open space / employee accessibility has a positive response and is important so you would put +I in the box.

Critical to Business Success

	employee accessibility	neighborhood quality & choice	attractiveness to recruiting	related taxes/fees	auto parking /access	proximity to amenities	site security	services & housing	expansion capability	truck/rail access	air quality /discharge	congestion	infrastructure
open space													
density													
neighborhood quality													
employment base													
transit													
parking													
redevelopment													
satellite cities													
mixed use development													

Metro's Planning Solutions

Comments on 5/29 Draft from Judy Davis

Judy Davis

I really like much of this draft. I think the statement on relationship to natural system (pp. 15-16) provides the best model of how statements should be written. At the present time, I think we should generate long lists of things to monitor, but in the end, we will need to shorten these lists drastically to a few key items. I also think each key idea needs a name. My ideas for some are below.

I offer the following fine-tuning ideas:

1. Introduction needs to discuss the Regional Framework Plan and its relationship to the Vision. Otherwise the RFP mysteriously appears without introduction on page 5.

2. Education, pp. 7-8

- a. Are goals here consistent with current educational reform (Katz bill)?
- b. Have we received report about higher education?
- c. Need to add to "will achieve"--provide adequate public and private support for a variety of institutions of higher education to serve people's needs for life-long learning including obtaining college degrees, job skills, and intellectual stimulation.
- d. Monitor -- per student expenditures on education
 - per capita expenditures on libraries, museums, etc.
 - Public and private support for education and other cultural institutions
 - Library use, museum attendance, etc.
 - Student enrollment (including higher and continuing education)

3. Economy (p. 10-11)

Monitor - number of working poor
Economic linkages between and within communities in the region

4. Diversity (pp. 11-12)

- a. Achievement and Monitor statements seem unrelated to me. What is this about? I think the public space and mixed use communities fits better in sense of place and this should only be about acceptance of diversity. (Where-ever the public space idea, we should monitor provision and use of public space. Provision isn't adequate since some public spaces, like Lovejoy Fountain and other places in the South Auditorium Urban Renewal Area, hardly ever get used.) Should we monitor the racial diversity of communities?

5. Political involvement p.12

- a. Achieve - community education on public issues
 - Continue strong emphasis on citizen participation and expand ways citizens can participate
- b. Monitor - voter registration and turnout rates

6. Rural lands - pp.13-14

- a. add to statement "providing products for the region"
- b. Monitor - number and size of farmer's markets, U-pick, and other farm to consumer markets

--acres of land in publicly owned open space and parks (the goals isn't just about agriculture)

7. Communities --pp.14-15

- a. Achieve - develop and implement community plans to clarify and strengthen distinct identities
- b. Monitor compactness - average single family lot size in each community
Number of parking spaces per 1000 square feet in commercial & office development

8. Transportation alternatives - p. 16

- a. Achieve -- should be able to borrow language from Tri-met's strategic Plan, Portland's Central City Transportation Management plan
- b. Monitor - miles of bike routes

9. Transportation system - p.17

- a. add "easy movement of goods, materials, and *information*linked to the transportation *and communication* system....". This is consistent with achieve statement which includes communication.

10. Centers

- a. Monitor percentage of jobs in downtown Portland and other centers
 - percentage of housing in downtown Portland and other centers (Central City modeling shows that housing in Central City is key to obtaining transportation goals.)

11. Cost of growth

- a. Do we want to make a statement for "concurrency"--current statement seems weak.
- b. Monitor both "peak: and "off-peak" pricing-- traffic congestion pricing gets left out with emphasis on "off-peak"

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May 17, 1994

To: Elected and Appointed Officials, Citizen Groups and other Interested Parties

Re: Metro's Future Vision Commission - mandated by the 1992 Metro Charter passed by the voters

While Metro continues its work on Region 2040, which is to culminate in a Metro Council decision about how and where we grow in this region, we on the Future Vision Commission have been working on "A Plan with a Human Face"—a set of vision statements that all of this region's citizens agree upon and encompassing a more complete view of the future.

We have spent the past year reviewing a variety of documents, public opinion surveys, other area "visions" (including any local jurisdictions' visions), expert data and reports. We used that information to develop a DRAFT Values Summary, a copy of which is being sent with this letter.

Since April, we have started translating those values statements into vision statements and are beginning to add action plans and benchmarks or indicators we can use to ensure that we are on track towards reaching our vision.

Being a firm believer in EARLY involvement by citizens before a product is adopted, I would like your reaction to and input on the enclosed Values Summary. A complete rewrite is totally acceptable at this point!

Since completing this draft summary, we have been meeting weekly to move the values into "visions", with accompanying action plans and indicators or benchmarks to help guide us toward the visions. Any help you might provide along those lines would also be appreciated.

Although this letter is being sent independent of Metro (and costs born by me personally), we all look forward to your input. If you would rather communicate with Metro staff, please contact Barbara Duncan at 797-1562 or our contract staff person, Ethan Seltzer, at 725-5170. We usually meet at Metro on Mondays from 4-6:30pm. Please call Barbara to confirm a specific meeting should you wish to come and share your comments personally.

Thank you for your daily commitment to this region. Each of you receiving this letter has, in some way, given the rest of us the benefit of your expertise and knowledge in local and regional decisionmaking. I ask for a few minutes more!

Sent to: Jon Kvistad, Richard Devlin, Terry Moore, Metro Expo/Rec Commission, Beaverton Mayor Rob Drake & City Council, Cornelius Mayor Knight & City Council, Durham Mayor Taylor & City Council, Forest Grove Mayor Kidd & City Council, Hillsboro Mayor Faber & City Council, King City Mayor & City Council, Sherwood Mayor Hitchcock & City Council, Tigard Mayor Schwab & City Council, Tualatin Mayor Stoltze & City Council, Wilsonville Mayor & City Council, Washington County Board of Commissioners, Linda Gray (CPO Coordinator, Washington County), Mike Matteucci (Nbrhood Assn Coordinator, Beaverton), Beaverton School Superintendent Yvonne Katz & School Board, City of Banks Mayor & City Council, Gaston Mayor & City Council, Metro CCI (Gail Cerveney)

Metro planning for the future well-staffed and proceeding apace

To the Editor: As a member of the Metro Future Vision Commission, I reply to Frank Josselson's May 3 "In my opinion" column concerning the mission of Metro in managing demographic growth in our region.

We are all in debt to Josselson and others for their statesmanlike roles in creating the 1992 Metro charter. However, Josselson has gotten two things wrong.

- He complains that the Metro planning budget is not adequate.

Although it is not easy to know how much planning is enough, especially in an unprecedented operation such as this one, in general the planning operation seems reasonably funded and the quality and integrity of the key planners tip-top.

- Josselson complains that the Future Vision Commission is "dysfunctional."

It is interesting that he can conclude this on the basis of having spent a single brief visit with us — at our invitation. The commission, all of whose members serve without pay, has indeed had problems getting started, as is only to be expected when one considers the immensity and complexity of our task. However, we are now moving well and will produce a 50-year vision statement for the Metro region embodying key values and visions that will meet the approval of the Metro Council and a million-plus [residents].

I urge Josselson and all citizens to visit our commission meetings. We need and want their input.

ROBERT B. TEXTOR
Northwest Portland

Urban Streams Council

a program of
TheWetlandsConservancy

May 27, 1994

To: Commissioner Mike Lindberg
Ted Strong, Inter-Tribal Fish Commission
Loretta Pickerell, Sustainability Project
John Fregonese, Region 2040 & Future Vision Commission members
Kathy Becker, The Bullitt Foundation
Catherine Lerza, Defining Sustainable Communities
Robert Liberty, 1000 Friends of Oregon
Ethan Seltzer, Institute for Portland Metropolitan Studies
Steve Johnson, PSU Center for Urban Studies
Jim Rapp, City of Sherwood
Roger Wood/Elizabeth Dimmick, DEQ Section 319 Programs
Chuck Findley, U S EPA Region X
Marc Peters, Oregon Dept. of Agriculture

From: Mike Houck

Re: Sustainable Development Issues/Initiatives

I just received in the mail Commissioner Lindberg's draft of Sustainable Development Opportunities for Portland. I sense a need to get a group of folks together this summer/fall to discuss this topic in a regional, integrated context.

While efforts that each of us are engaged in warrant the specific attention and energy we are all devoting to them, I wonder if there would be value in spending a day or two seeing how they relate/complement one another and whether there is a framework that would allow our individual/organizational work to continue, but with a coordinated focus?

Thus far I am aware of the following:

- o Commissioner Lindberg has his draft document which Ethan was involved in reviewing
- o Ethan's unit just received a grant for \$34,500 from the NW Area Foundation to work with the city of Sherwood to apply sustainable development concepts to local decisionmaking processes
- o Loretta will have a meeting, *Foundations for a Public Philosophy of Sustainability*, in Portland June 11-12; Metro is mandated by its Charter to incorporate "carrying capacity" concepts---which to me implies sustainable development/growth management
- o Ted Strong sits on President Clinton's *Sustainable Development Commission* and is one of our region's most eloquent spokespersons regarding sustainable development



- o Robert Liberty and I are working toward establishing a non-profit coalition concerning growth management in the region (this effort would link up with similar efforts in the San Francisco Bay area (Larry Orman's Greenbelt Alliance); Philadelphia, (Chicago's Open Lands Project) and New York City-- (Bob Yarrow)
- o The Bullitt Foundation is cooperating with Catherine Lerza of *Defining Sustainable Communities* Washington, D. C. to hold a conference on June 2-4 in Oakland, CA conference for funders and practitioners from throughout the U. S. to define what a sustainable community is
- o Roger Wood and Elizabeth Dimmick have discussed the possibility of DEQ/EPA funding for supporting a carrying capacity/sustainability study in the Portland-Vancouver region
- o Metro's Charter mandates that it consider "carrying capacity" as part of its regional growth management strategy and the Region 2040 planning process. The Future Vision Commission has discussed this issue as well
- o U S EPA Region X has identified the Willamette River Watershed as one of its priority targets for ecosystem restoration and water quality programs
- o There has been a long-standing interest on the part of many parties, most recently gathered at PSU for Country In The City IV, for a Willamette River Ecosystem Restoration/Stewardship effort (Jim Sedell, Bob Frenkel, Stan Gregory---OSU folks; Oregon State Parks; Steve Gordon, et al in Eugene, etc) These discussions have all had "sustainable development" elements
- o We are working with U S EPA Office of Wetlands, National Wetlands Conservation Alliance, Oregon Dept. of Ag (Marc Peters), Steve Johnson and others to produce references and training workshops related to wetlands/natural resource private property stewardship
- o We've formed a national group--Coalition to Restore Urban Waters--that is addressing social/environmental Justice issues in inner city areas with degraded waterways. We have legislation pending which would provide funding to grassroots urban stream restoration groups

At the risk of continuing to be a broken record, I'd like to suggest that are many reasons to consider renewing interest in the Willamette River Greenway program---but scraping the idea of a "greenway" and focusing, instead on the Willamette River Ecosystem. EPA's newly launched Willamette River Watershed initiative might be one vehicle/umbrella for such an effort.. Individual efforts---

Region 2040, Greenspaces, urban waterway restoration, W. Eugene Water Resources planning, Portland's Sustainability program, etc. could all be integrated, with the focus being the social-economic-ecological elements of a sustainable Willamette River Ecosystem project.

Seems to me there is a critical mass for a discussion regarding how these efforts relate---or if they relate---let me know if you think there is a reason to get together by calling me at 797-1730 or faxing comments to 797-1794. Just in case you all don't know one another I thought I'd give addresses, phones/faxes so at the very least you can contact one another to exchange information:

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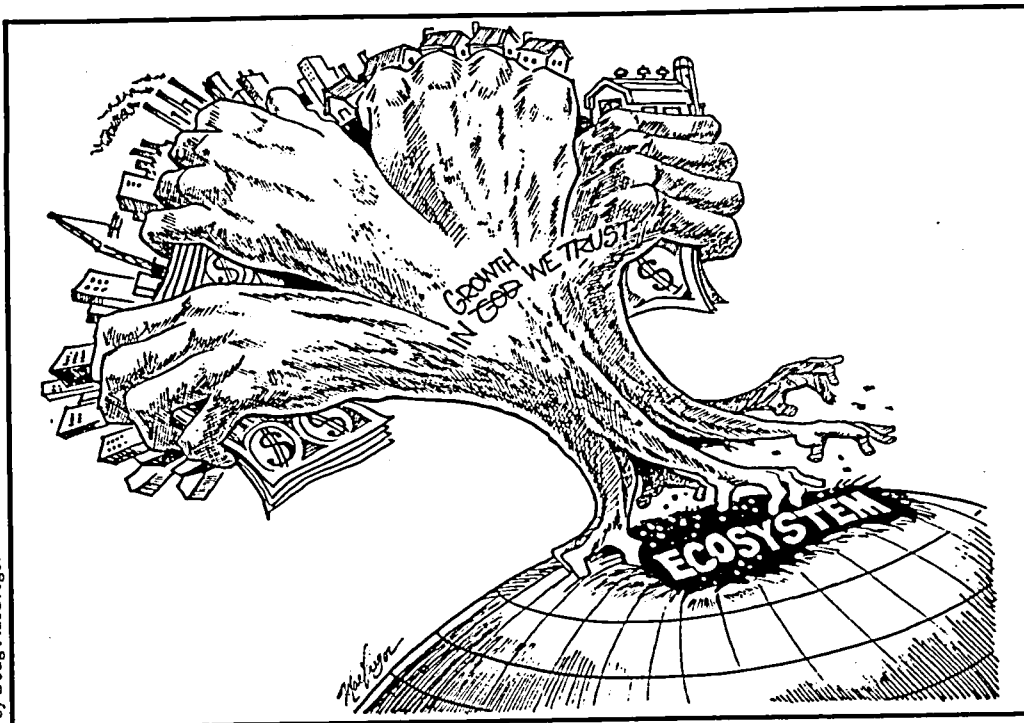
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CARRYING CAPACITY NETWORK CLEARINGHOUSE BULLETIN

Vol. 4, No. 4

April 1994



by Doug MacGregor

Sustainable Growth: An Impossibility Theorem

by Herman E. Daly

Impossibility statements are the very foundation of science. It is impossible to travel faster than the speed of light; create or destroy matter-energy; build a perpetual motion machine, etc. By respecting impossibility theorems we avoid wasting resources on projects that are bound to fail. Therefore economists should be very interested in impossibility theorems, especially the one to be demonstrated here, namely that it is impossible for the world economy to grow its way out of poverty and environmental degradation. In other words, sustainable growth is impossible.

In its physical dimensions the economy is an open subsystem of the earth ecosystem, which is finite, nongrowing, and materially closed. As the economic subsystem grows it incorporates an ever greater proportion of the total ecosystem into itself

and must reach a limit at 100 percent, if not before. Therefore its growth is not sustainable. The term "sustainable growth" when applied to the economy is a bad oxymoron — self-contradictory as prose, and unevocative as poetry.

Challenging the Economic Oxymoron

Economists will complain that growth in GNP is a mixture of quantitative and qualitative increase and therefore not strictly subject to physical laws. They have a point. Precisely because quantitative and qualitative change are very different it is best to keep them separate and call them by the different names already provided in the dictionary. *To grow* means "to increase naturally in size by the addition of material through assimilation or accretion." *To*

Continued on page 2

Calls To Action!

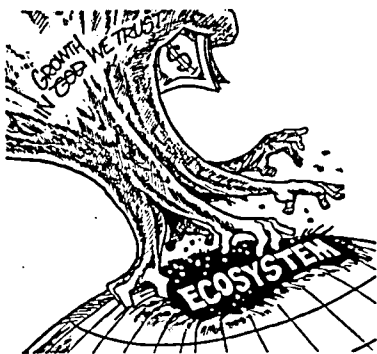
1994 Legislative Update

The 1994 session of the 103rd Congress is now considering a number of bills and reforms with important carrying capacity implications. One of the most significant concerns legislation to slow U.S. population growth by addressing one of its major components: immigration. Largely as the result of past Congressional action that dramatically increased immigration far above historical averages, over half of U.S. population growth is now due to immigration. Rep. James H. Bilbray of Nevada has introduced a House version of Senator Harry Reid's Immigration Stabilization Act (H.R. 3320/S. 1351). A key component of these bills is an absolute cap on total number of immigrants, refugees and asylees at 300,000 for the Reid bill and 350,000 for Bilbray's version. While even these levels of immigration would promote significant growth over the next 50 years (about 200,000 would be replacement level, that is match emigration out of the U.S.), the other provisions of these bills represent a much needed comprehensive reform of U.S. immigration laws. For more information contact Population-Environment Balance; 1325 G St.,

Inside...

The Best Way to Stop Population Growth

Sustainable Growth: An Impossibility Theorem



* "In Growth We Trust," from Dr. Albert Bartlett's lecture: "Arithmetic, Population, and Energy."

Herman E. Daly is currently a Senior Research Scholar at the University of Maryland School of Public Affairs. His distinguished career has included a position as Senior Economist in the Environmental Department of the World Bank and Alumni Professor of Economics at Louisiana State University. Dr. Daly is on Carrying Capacity Network's Board of Directors and is co-founder and associate editor of the journal, *Ecological Economics*. He has written extensively on economic development, population, resources and the environment with four books and some eighty articles in professional journals and anthologies. This article also appears in his latest book which he co-edited with Kenneth N. Townsend, *Valuing the Earth Economics, Ecology and Ethics*. Permission to reprint this article was granted by the author.

develop means "to expand or realize the potentialities of; to bring gradually to a fuller, greater, or better state." When something grows it gets bigger. When something develops it gets different. The earth ecosystem develops (evolves), but does not grow. Its subsystem, the economy, must eventually stop growing, but can continue to develop. The term "sustainable development" therefore makes sense for the economy, but only if it is understood as "development without growth" — i.e., qualitative improvement of a physical economic base that is within the regenerative and assimilative capacities of the ecosystem. Currently the term "sustainable development" is used as a synonym for the oxymoronic "sustainable growth." It must be saved from this perdition.

Politically it is very difficult to admit that growth, with its almost religious connotations of ultimate goodness, must be limited. But it is precisely the nonsustainability of growth that gives urgency to the concept of sustainable development. The earth will not tolerate the doubling of even one grain of wheat 64 times, yet in the past two centuries we have developed a culture dependent on exponential growth for its economic stability (Hubbert, 1976). Sustainable development is a cultural adaption made by society as it becomes aware of the emerging necessity of nongrowth. Even "green growth" is not sustainable. There is a limit to the population of trees the earth can support, just as there is a limit to the populations of humans and of automobiles. To delude ourselves into believing that growth is still possible and desirable if only we label it "sustainable" or color it "green" will just delay the inevitable transition and make it more painful.

Limits to Growth?

If the economy cannot grow forever then by how much can it grow? Can it grow by enough to give everyone in the world today a standard of per capita resource use equal to that of the average American? That would turn out to be a factor of seven,¹ a figure that is neatly bracketed by the Brundtland Commission's call (Brundtland et al., 1987) for the expansion of the world economy by a factor of five to ten. The problem is that even expansion by a factor of four is impossible if Vitousek et al. (1986, pp. 368-373) are correct in their calculation that the human economy currently preempts one-fourth of the global net primary product of photosynthesis (NPP). We cannot go beyond 100 percent, and it is unlikely that we will increase NPP since the historical tendency up to now is for economic growth to reduce global photosynthesis. Since land-based ecosystems are the more relevant, and we preempt 40 percent of land-based NPP, even the factor of four is an overestimate. Also, reaching 100 percent is unrealistic since we are incapable of bringing under direct human management all the species that make up the ecosystems upon which we depend. Furthermore it is ridiculous to urge the preservation of biodiversity without being willing to halt the economic growth that requires

human takeover of places in the sun occupied by other species.

If growth up to the factor of five to ten recommended by the Brundtland Commission is impossible, then what about just sustaining the present scale — i.e., zero net growth? Every day we read about stress-induced feedbacks from the ecosystem to the economy, such as greenhouse buildup, ozone layer depletion, acid rain, etc., which constitute evidence that even the present scale is unsustainable. How then can people keep on talking about "sustainable growth" when: (a) the present scale of the economy shows clear signs of unsustainability, (b) multiplying that scale by a factor of five to ten as recommended by the Brundtland Commission would move us from unsustainability to imminent collapse, and (c) the concept itself is logically self-contradictory in a finite, non-growing ecosystem? Yet sustainable growth is the buzz word of our time. Occasionally it becomes truly ludicrous, as when writers gravely speak of "sustainable growth in the rate of increase of economic activity." Not only must we grow forever, we must accelerate forever! This is hollow political verbiage, totally disconnected from logical and physical first principles.

Alleviating Poverty, Not Angelizing GNP

The important question is the one that the Brundtland Commission leads up to, but does not really face: How far can we alleviate poverty by development without growth? I suspect that the answer will be a significant amount, but less than

continued on p. 4



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HOT TOPICS

U.S. POPULATION:
AS OF FEBRUARY 1, 1994
259,561,309
AS OF FEBRUARY 1, 1950
151,343,000

"Currently, the U.S. population is growing by just over 1 percent per year — almost double the average for the developed world. This is faster than many developing countries like Korea, Fiji, Uruguay, Albania, Cyprus, Mauritius, and Seychelles." While this figure seems small, a 1% growth rate leads to a population doubling time of just 70 years. (*Winter 1994 The Amicus Journal*; Natural Resources Defense Council; 1350 New York Ave., NW; Washington, DC 20005 202-783-7800)

States average four to five children each."³ Studies by Professor Ann Brittain, of the University of Miami, have found that Caribbean island communities with high

emigration rates also have high fertility while those with low emigration rates show much lower fertility. Such studies indicate that liberal U.S. immigration policies can encourage higher fertility by sending the message that there are no limits to the resources and opportunities available in the U.S. and thus no need to recognize their own carrying capacity limits and restrain reproduction in the sending countries.

It is clear that neither economic development nor family planning will by themselves stop popula-

tion growth. Present population size and the dynamics of exponential population growth has removed the luxury of basing policy on fallacious demographic theories that in the end only exacerbate overpopulation. Likewise, compassion and good intentions can actually promote foreign aid programs and immigration policies that send the wrong message and thereby help promote increased fertility. Beyond access to family planning, realistic solutions to the overpopulation crisis need to be based on a clear understanding of the motivations for having more children and, most importantly, the incentives for having small families.

1. Wyon, J., and Gordon, J.E., *The Khanna Study: Population Problems in Rural Punjab*, Harvard University Press, Cambridge, 1971.

2. Abernethy, V., "Toward Policy That Does Least Harm," *Wild Earth*, Fall, 1993, p. 81.

3. Abernethy, V., p. 81.

Sustainable Growth: An Impossibility Theorem

continued from page 2

half. One reason for this belief is that if the five-to-tenfold expansion is really going to be for the sake of the poor, then it will have to consist of things needed by the poor — food, clothing, shelter — not information services. Basic goods have an irreducible physical dimension and their expansion will require growth rather than development, although development via improved efficiency will help. In other words, the reduction in resource content per dollar of GNP observed in some rich countries in recent years cannot be heralded as severing the link between economic expansion and the environment, as some have claimed. Angelized GNP will not feed the poor. Sustainable development must be development without growth — but with population control and wealth redistribution — if it is to be a serious attack on poverty.

In the minds of many people, growth has become synonymous with increase in wealth. They say that we must have growth to be rich enough to afford the cost of cleaning up and curing poverty. That all problems are easier to solve if we are richer is not in dispute. What is at issue is whether growth at the present margin really makes us richer. There is evidence that in the U.S. it now makes us poorer by increasing costs faster than it increases benefits (Daly and Cobb, 1989, appendix). In other words we appear to have grown beyond the optimal scale.

Defining the Optimal Scale

The concept of an optimal scale of the aggregate economy relative to the ecosystem is totally absent from current macroeconomic theory. The aggregate economy is assumed to grow forever. Microeconomics, which is almost entirely devoted to establishing the optimal scale of each microlevel activity by equating costs and benefits at the margin, has neglected to inquire if there is not also an optimal scale for the aggregate of all micro activities. A given scale (the product of population times per capita resource use) constitutes a given

throughput of resources and thus a given load on the environment, and can consist of many people each consuming little, or fewer people each consuming correspondingly more.

An economy in sustainable development adapts and improves in knowledge, organization, technical efficiency, and wisdom; and it does this without assimilating or accreting, beyond some point, an ever greater percentage of the matter-energy of the ecosystem into itself, but rather stops at a scale at which the remaining ecosystem (the environment) can continue to function and renew itself year after year. The nongrowing economy is not static — it is being continually maintained and renewed as a steady-state subsystem of the environment.

What policies are implied by the goal of sustainable development, as here defined? Both optimists and pessimists should be able to agree on the following policy for the U.S. (sustainable development should begin with the industrialized countries). Strive to hold throughput constant at present levels (or reduced to truly sustainable levels) by taxing resource extraction, especially energy, very heavily. Seek to raise most public revenue from such resource severance taxes, and compensate (achieve revenue neutrality) by reducing the income tax, especially on the lower end of the income distribution, perhaps even financing a negative income tax at the very low end. Optimists who believe that resource efficiency can increase by a factor of ten should welcome this policy, which raises resource prices considerably and would give powerful incentive to just those technological advances in which they have so much faith. Pessimists who lack that technological faith will nevertheless be happy to see restrictions placed on the size of the already unsustainable throughput. The pessimists are protected against their worst fears; the optimists are encouraged to pursue their fondest dreams. If the pessimists are proven wrong and the enormous increase in efficiency actually happens,

continued on page 7

then they cannot complain. They got what they most wanted, plus an unexpected bonus. The optimists, for their part, can hardly object to a policy that not only allows but gives a strong incentive to the very technical progress on which their optimism is based. If they are proved wrong at least they should be glad that the throughput-induced rate of environmental destruction has been slowed. Also severance taxes are harder to avoid than income taxes and do not reduce incentives to work.

At the project level there are some additional policy guidelines for sustainable development. Renewable resources should be exploited in a manner such that:

- (1) harvesting rates do not exceed regeneration rates; and
- (2) waste emissions do not exceed the renewable assimilative capacity of the local environment.

Balancing Nonrenewable and Renewable Resources

Nonrenewable resources should be depleted at a rate equal to the rate of creation of renewable substitutes. Projects based on exploitation of nonrenewable resources should be paired with projects that develop renewable substitutes. The net rents from the nonrenewable extraction should be separated into an income component and a capital liquidation component. The capital component would be invested each year in building up a renewable substitute. The separation is made such that by the time the nonrenewable is exhausted, the substitute renewable asset will have been built up by investment and natural growth to the point where its sustainable yield is equal to the income component. The income component will have thereby become perpetual, thus justifying the name "income," which is by definition the maximum available for consumption while maintaining capital intact. It has been shown (El Serafy, 1989, pp. 10-18) how this division of rents into capital and income depends upon: (1) the discount rate (rate of growth of the renewable substitute); and (2) the life expectancy of the nonrenewable resource (reserves divided by annual depletion). The faster the biological growth of the renewable substitute and the longer the life expectancy of the nonrenewable, the greater will be the income component and the less the capital set-aside. "Substitute" here should be interpreted broadly to include any systemic adaptation that allows the economy to adjust the depletion of the nonrenewable resource in a way that maintains future income at a given level (e.g., recycling in the case of minerals). Rates of return for the paired projects should be calculated on the basis of their income component only.

However, before these operational steps toward sustainable development can get a fair hearing, we

must first take the conceptual and political step of abandoning the thought-stopping slogan of "sustainable growth."▲

Note

1. Consider the following back-of-the-envelope calculation, based on the crude estimate that the U.S. currently uses 1/3 of annual world resource flows (derived from National Commission on Materials Policy, 1973). Let R be current world resource consumption. Then $R/3$ is current U.S. resource consumption, and $R/3$ divided by 250 million is present per capita U.S. resource consumption. Current world per capita resource consumption would be R divided by 5.3 billion. For future world per capita resource consumption to equal present U.S. per capita consumption, assuming constant population, R must increase by some multiple, call it M . Then M times R divided by 5.3 billion must equal $R/3$ divided by 250 million. Solving for M gives 7. World resource flows must increase sevenfold if all people are to consume resources at the present U.S. average.

But even the sevenfold increase is a gross underestimate of the increase in environmental impact, for two reasons. First, because the calculation is in terms of current flows only with no allowance for the increase in accumulated stocks of capital goods necessary to process and transform the greater flow of resources into final products. Some notion of the magnitude of the extra stocks needed comes from Harrison Brown's estimate that the "standing crop" of industrial metals already embodied in the existing stock of artifacts in the ten richest nations would require a much greater increase in gross resource flows, since we must mine ever less accessible deposits and lower grade ores. It is the gross flow that provokes environmental impact.

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* Editor's Note: The above article was reprinted in FOCUS Vol. 2, No. 2, Spring 1992. Reprints of individual articles are available for \$1.00, back issues are \$5 and subscriptions are \$20. Call CCN toll-free 800-466-4866.

Calls To Action!

This number may not seem large, but the small number of remaining bears in the lower 48 states and their naturally low reproductive rates make each loss significant.

The deaths were the result of accidentally spilled grain and intentionally dumped human waste on and around the tracks. In the last four years, over 10,000 tons of grain has spilled from five separate Burlington Northern grain-car derailments, and while Burlington Northern resisted pleas to clean up the spills, successive generations of grizzlies and other wildlife became acclimated to feeding at the rails, with tragic results. It was not until the National Wildlife Federation (NWF) (750 W. 2nd Ave., Ste. 200, Anchorage, AK 99501) sued Burlington Northern that they agreed to clean up the spillage.

However, the iron horse remains a threat to the grizzlies in the park. An Amtrak commuter line runs two trains a day through GNP, and every flush of every toilet sends human waste down onto the tracks. Since human waste is richer in nutrients than what most animals in the wild eat, it is a strong and dangerous inducement to forage on the tracks.

Since Amtrak has refused requests to stop the dumping, NWF has decided to use legal action in an attempt to force Amtrak to stop using the Glacier National Park as a toilet. In response, the Senior Counsel of NWF's, Tom France, is considering filing the mandatory sixty-day notice of suit under the Endangered Species Act (ESA).

France and NWF ask CCN Participants to contact Amtrak and demand that it halt its waste dumping while, at the very least, the trains travel through Glacier National Park. Write or call Thomas S. Davis, President; Amtrak Headquarters Information; 60 Massachusetts Ave., NE; Washington, DC 20002-4225; 202-906-3000. For more information or updates on this case, contact Thomas France, 240 N. Higgins; Missoula, MT 59802; 406-721-6705.

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Sun May 29, 1994

To: Members of the Future Vision Commission
From: Bob Textor
Re: Ideas from Faith Ruffing and Bill Boyer about Water
Supply Aspects of Carrying Capacity

Dear Colleagues:

Inclosed are ideas on how to handle the regional water supply. The first is from Faith Ruffing, environmental consultant. The second is from Prof. Bill Boyer of Sisters.

It seems to me our Vision Statement has got to end up saying something about storm water, sewage overflow, and grey water. What do you think?

Cheers,

Bob

Dragonian, May 25/94

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Portland water supply

*More cooperation by all
would stabilize supply*

By FAITH E. RUFFING

At the three-day Western Drought Conference held in Portland earlier this month it was clear ominous clouds continue to gather over water-supply issues.

We may have survived the 1986-1992 drought well enough, but population growth, environmental concerns and the huge cost of serving people and industry with ample water are major challenges for the future.

What are the messages that the public needs to ponder as we move into a new era where water supplies will become more precious in the development of our society and the protection of our environment?

Certainly the main message at the Drought Conference was changes: in thinking; in vocabulary; in directions; in priorities; in dreams.

Drought is more fearful than floods, because it threatens denial of a needed commodity. Uncertainty over one of the basic

Faith E. Ruffing is a Portland environmental consultant who has worked with the Oregon Department of Environmental Quality and Portland Bureau of Water Works.

necessities of life raises fears in the citizenry about how they will be personally affected by the water-supply shortage. These fears are the basis for the conflict.

Since the 1976-1977 drought in the Portland area, there has been an increased awareness among the water resources managers and the public that supplies need to be augmented to meet future demands.

But increased surface water storage and groundwater supplies developed since that time are gradually reaching capacity. And public insistence on safer drinking water has put additional burdens on supplies, requiring treatment to assure that water meets water-quality standards.

The more recent 1986-1992 drought experienced throughout the West has increased public awareness of the importance of the water supply in maintaining livability.

Cooperation played a major role in achieving community-demand goals throughout the West, including Portland. Drought constraints exacerbated by water-quality limitations required demand reductions of 40 percent. The cooperation of the community was excellent.

The cost was \$6 million. The payoff was compliance with the water-quality standards, which saved \$100 million in construction costs for a filtration plant.

The message from the Clinton administration delivered at the drought conference was cooperation. Conferees were encouraged to

FAITH RUFFING (CONT'D.)

take the initiative to establish communication among the represented agencies, bureaucracies and citizens without waiting for the marching orders.

The public needs to do the same by establishing communication with the water professionals, identifying cooperative solutions to prepare better for future water-supply shortages. The more ideas put forth, the greater the options to reduce the uncertainty.

An example: Stop watering lawns with drinking water from Bull Run.

Seventy million of the 170 million gallons-per-day average summer demand is used to water lawns. Lawn watering with Bull Run water could be replaced with storm water saved, collected and stored throughout the city in waterparks — if on public land such as parks and schools — and watersheds if on private property.

If, over the next 20 or so years, this community could drastically reduce the summer water demand for lawn watering, it would be possible to postpone the costs associated with building a third reservoir or a filtration plant for a generation, maybe two.

The waterparks and watersheds would alleviate another major problem, that of where to store storm water to reduce the runoff in the winter. If the community reduced the peak demands on the sewage treatment plant during the stormy weather, the combined sewers would not overflow.

The ballpark estimates for the above facilities:

\$300 million for a third reservoir in Bull Run, \$170 million for a filtration plant and \$700 million for a solution to the storm water, combined sewage overflow CSO problem. Postponing the cost for planning, designing, constructing and maintaining these facilities would allow us to redirect our money to more immediate needs such as jobs and education.

The change from using metered Bull Run water upon which water and sewer bills are calculated to an unmetered source stored on the property would reduce both water and sewer bills accordingly. Separating the residential roof drains from the city storm sewer reduces sewer bills; storage of this water would reduce them even more.

Stored storm water could also be used for emergency water in time of disaster — such as earthquake, volcanic eruptions and fires — not to mention the occasional drought periods.

Reduction in revenues could be built into the budget over the next 20 years as the need for additional facilities is deferred.

Such changes, brought about through the cooperation of the community and the water professionals, can have a ripple effect as we learn to better prepare ourselves for natural water shortages occurring as a result of meteorological changes.

The message is clear: Clouds of conflict can be dispersed in time of drought by alleviating public fears through increased cooperation and preparedness.

BILL BOYER

Of the various carrying capacity considerations there will be questions first of how mitigation (and technology) can permit accomodation within carrying capacity. Use of grey water and treated sewage needs to replace Bull Run water at many points. Costs to water people's ~~houses~~^{yards} may be expensive, requiring city wide street work on streets.

However, to remedy the contamination of the river under the present obsolete sewer-runoff system, both might be changed at the same time.

In addition, much of the city has overhead wiring that looks like the 19th century. All three might be combined for a 10 year project, using unemployed minorities as dominant labor. Bonds and shifts in Pentagon funds might cover costs.

Growth permit restrictions might be used during the interim, unless there were a significant shift in systems development fees to supplement these costs.

Housing need seen cause of urban growth pressure

By BILL CHIDESTER
Of the Argus

If a million more people choose to live in the Portland area—including 300,000 of them in Washington County—by the year 2040, where will they live?

Metro, which has been charged with coming up with a growth plan for the region, may choose to meet that need by approving more land for development.

Or it may not!

The pros and cons of the issue were outlined to members of the Greater Hillsboro Area Chamber of Commerce Economic Development Committee last week by Hillsboro Planning Director Wink Brooks.

Brooks said vacant land for new homes in Hillsboro is rapidly disappearing while the town's population continues to grow. Hillsboro's current population of 42,500 could easily double in 50 years.

The resulting housing crunch is forcing prices upward, making it increasingly difficult for young employees of Hillsboro businesses to buy homes.

The economic impact could become alarming.

If employees of Hillsboro industry can't find "affordable homes"—in the \$100,000 range—they may choose to live elsewhere.

Companies struggling to recruit a local work force may also choose to locate elsewhere.

One solution being studied by Metro is to expand the Urban Growth Boundary.

That boundary, an invisible circle drawn around the greater Portland area, was adopted in 1978 to contain urban growth and prevent sprawl.

But, said Brooks, Metro may propose opening the UGB as part of its "Region 2040" report due out in October.

Other options to meet population growth being considered are: (1) to keep the existing UGB and encourage more dense development within the present boundary, and (2) to foster urban development limited to satellite communities such as Newberg, North Plains and Scappoose.

Each plan would involve land-use restrictions and new highways or light rail service.

Brooks said he favors some UGB expansion.

"If we keep the present UGB, we will be very limited in our ability to accommodate growth and to provide housing," he said.

Brooks said even the 1,000 home sites the city has approved for development will be "filled" in just five years.

Not only affordable homes but high-priced executive housing—costing \$300,000 or more—is scarce in the Hillsboro area.

As high-tech firms move to Hillsboro, their top executives earning six figure salaries will buy expensive homes in Lake Oswego or the Portland West

Hills because they can't find them in Hillsboro, or in Washington County for that matter.

In answer to a question from the audience, Assistant City Manager David Lawrence and former Mayor Shirley Huffman said the city has tried for years

without much success to attract high-end home development.

"Developers don't believe there is a market for those homes here," said Lawrence.

Expanding the UGB to include larger, hillside home sites north of Hillsboro might meet that need, they said.

OREGONIAN 5.9.74

If our kids could design the cities of our future — the cities *they'll* have to live in — what would those communities look like?

Or would the next generation go for an ultra-high-tech world — modernistic megastuctures, high-speed vehicles, universal cellular phone connections, dispersed population centers?

The answer is that today's youth — or at least a cross-section of its brightest seventh, eighth and ninth graders — go much more heavily for the traditional city model than you might expect.

Students from 185 schools nationwide participated, with the seven finalist teams invit-

ed to Washington for the final judging during National Engineers Week.

• The top trophy in the Future Cities Competition was captured by three youngsters from Yorba Linda, Calif., who created "Ancona,"...an energy-efficient, people-friendly city with a magnetic-levitation train-transit system intended to make automobiles obsolete.

There was, in fact, lots of high tech in all the scale models the students drew up based on their SimCity experiments. The entry I liked the most, a model by students from Ann Arbor, Mich., called "Sapphire Bay" (for clean waters), featured noise-free helicopters (powered by electric motors). Its youthful designers included an underground transit system with personal vehicles propelling passengers' capsules to their destinations with a burst of nitrogen gas.

But Sapphire was also a city dotted with parks. "We wanted a really dense population so that we'd have more open space for the other animals on this Earth," one of the students told me. "We want people to get out of their homes, to see other people, not just interact by computers. And we wanted people living closer together because today, to get across Ann Arbor, it takes forever."

The same kids, you may argue, will see things differently once they have the freedom of their own cars. But the balance of expectations and hopes among these 13-to-15-year-olds, students bright enough at math to get caught up in a contest sponsored by engineers, was striking. The cities they wanted included not just high-tech wonders but a human-scale, walkable environment reflecting a respect for planet Earth, architectural quality and creative interaction with other

people.

Equally surprising is that the SimCity software, on which the City of the Future competition was based, is selling briskly in the competitive kids' software world. Indeed, the new and improved version of the software, SimCity 2000, recently ranked near the top of sales of all computer games.

In vivid contrast to run-of-the-mill juvenile software, SimCity offers no violence, no zapping of extraterrestrial aliens, no overpowering winners.

You don't need an 11-year-old's hand-and-eye coordination to do well at it. Instead, the player has to create his own city, fight urban problems ranging from crime to pollution to traffic gridlock, build infrastructure while holding taxes at reasonable levels and balancing the city budget — and all the time keep approval of enough residents

· (called Sims) not to be thrown out of office.

Refreshingly, youngsters are taught connectedness. In the SimCity algorithm, soaring crime rates and joblessness trigger riots; positive economics, low crime and education keep the peace.

In *SimCity 2000*, the recent update, the player better maintain enough libraries and museums or his Sims will dumb down and the city will be unable to attract high-tech industries.

2 It shouldn't be necessary to rave about such software; it ought to be the norm, the expected. Why shouldn't we use computers to give young people — indeed all of us — more choices about our cities and environment?

The genius of SimCity, suggests Mark Pisano, executive director of the Southern California Association of Governments, is that it requires the players (juvenile or adult — Pisano confesses to being an "addict") to deal with the complexity and interrelatedness of urban systems.

Yet most government decisions, amazingly, aren't made that way. We try to run police, sewer systems, schools, hospitals, zoning and transit as if they were separate worlds — when in fact each impacts the other in profound ways.

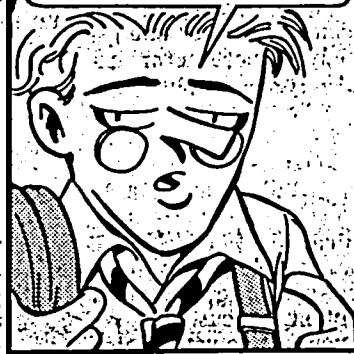
Most advertising, most political campaigns sell the big lie of simple answers and solutions. For years, campaign strategists have used computers to analyze and then manipulate public opinion.

What the SimCity model does is the opposite: It uses the computer to explain complex policy alternatives to us all. It suggests we ought to have a right to design the world we live in. Even more critical, it treats us as adults. Some wonder kids like it.

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JOIN US NOW AS WE REVISIT
SOME OF OUR FAVORITE EPI-
SODES DEPICTING THE LIFE AND
TIMES OF OUR LATE PRESIDENT.



ONE SMALL NOTE: SOME OF THE STRIPS HAVE BEEN SLIGHTLY REVISED TO BRING THEM UP TO CONTEMPORARY STANDARDS...



FROM MAY 29, 1973...

HE'S GUILTY! GUILTY! GUILTY! GUILTY! GUILTY!

