

Dear Rod,

Just a note to tell you how much we appreciate your support & assistance. The regional significant industrial lands is just one example. You are always there to listen, provide information and common sense. Thank you for being an advocate for reasonable approaches. You're the best.

M. J. Blagg
Fairview Administrator





Protecting Oregon Since 1974

Oregon Natural Resources Council
www.onrc.org



Dear Rod,

Thank you on behalf
of ONRC and the wild
places in Oregon that make
this place such a great
state to live, work and raise
a family. I, and ONRC,
appreciate your continued efforts
to protect Oregon's wildlife -
and Metro's ESA resolution was
a great example. I look forward
to working with you in the future!
Christine



METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1547 | FAX 503 797 1793

Deputy Council President Rod Park

April 22, 2003

The Honorable Randy Franke, Chair
Oregon Land Conservation and
Development Commission
635 Capitol St., NE, Suite 150
Salem, OR 97301

Dear Commissioner Franke,

We would like to invite you to be our guest for dinner on Thursday, May 8, 2003, at 6 p.m. (no host bar).

Location: **Port Halling Brewing Company**
333 N. Main St.
Gresham, OR 97030
Phone: 503-674-4906

Please RSVP your attendance to Rooney Barker, 503-797-1941.

Sincerely,

Rod Park
Deputy Council President
Metro District 1

Gussie McRobert
Commissioner, Land Conservation
and Development Commission

Port Halling Brewing Company 4/22/03 Letter

Title	First	Last	Org	Address	CSZ	Sal
The Honorable	Gary	Harris	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
The Honorable	John	VanLandingham	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
The Honorable	Nancy	Leonard	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
Ms.	Nan	Evans, Director	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.
The Honorable	Dennis	Derby	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
The Honorable	Randy	Franke, Chair	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
The Honorable	Lindsay	Berryman	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
Ms.	Ann	Beier	Manager, Planning Services Div. Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.
Mr.	Rob	Hallyburton	Manager, Community Services Dept. Oregon Department of Land Conservation and	635 Capitol St., NE, Suite	Salem, OR 97301	Mr.

			Development	150		
Mr.	Jim	Hinman	Urban Area Coordinator Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
Ms.	Meg	Fernekees	Regional Representative Oregon Department of Land Conservation and Development	800 NE Oregon St., Suite 18	Portland, OR 97232- 2162	Ms.
Ms.	Shelia	Preston	Executive Assistant Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.
Mr.	Steve Shipsey	Shipsey	Assistant Attorney General c/o Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
Mr.	John	Mills	Communications/Public Affairs Coordinator Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
Mr.	Hiroshi	Morihara	The Persimmon Group, Inc.	500 SE Butler Road	Gresham, OR 97080	Mr.
Ms.	Shelly	Parini	Economic Development Manager City of Gresham	1333 NW Eastman Parkway	Gresham, OR 97030 - 3813	Ms.
Mr.	Cliff	Kohler	Kohler, Meyers, O'Halloren	15 NE 3rd Street	Gresham, OR 97030	Mr.
Mr.	Erik V.	Kvarsten	City Administrator City of Troutdale	104 SE Kibling Ave.	Troutdale, OR 97060- 2099	Mr.
Ms.	Kathy	Everett	Executive Director Gresham Downtown Development Assn.	P. O. Box 2043	Gresham, OR 97030- 0592	Ms.

RSVP list

Port Halling Brewing Company 4/22/03 Letter

	Title	First	Last	Org	Address	CSZ	Sal
●	The Honorable	Gary	Harris	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
✓	The Honorable	John	VanLandingham	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
?	The Honorable	Nancy	Leonard	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
✓	Ms.	Nan	Evans, Director	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.
✓	The Honorable	Dennis	Derby	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
✓	The Honorable	Randy	Franke, Chair	Oregon Land Conservation and Development Commission	635 Capitol St., NE, Suite 150	Salem, OR 97301	Commissioner
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✓	Ms.	Ann	Beier	Manager, Planning Services Div. Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.
✓	Mr.	Rob	Hallyburton	Manager, Community Services Dept. Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
✓	Mr.	Jim	Hinman	Urban Area Coordinator Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
✓	Ms.	Meg	Fernekees	Regional Representative Oregon Department of Land Conservation and Development	800 NE Oregon St., Suite 18	Portland, OR 97232-2162	Ms.
✓	Ms.	Shelia	Preston	Executive Assistant Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Ms.

9
+ 3 (Rod
Gussie
Rooney)
12

✓	Mr.	Steve Shipsey	Shipsey	Assistant Attorney General c/o Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
✓	Mr.	John	Mills	Communications/Public Affairs Coordinator Oregon Department of Land Conservation and Development	635 Capitol St., NE, Suite 150	Salem, OR 97301	Mr.
✓	Mr.	Hiroshi	Moriwara	The Persimmon Group, Inc.	500 SE Butler Road	Gresham, OR 97080	Mr.
not dinner	Ms.	Shelly	Parini	Economic Development Manager City of Gresham	1333 NW Eastman Parkway	Gresham, OR 97030 - 3813	Ms.
✓	Mr.	Cliff	Kohler	Kohler, Meyers, O'Halloren	15 NE 3rd Street	Gresham, OR 97030	Mr.
✓	Mr.	Erik V.	Kvarsten	City Administrator City of Troutdale	104 SE Kibling Ave.	Troutdale, OR 97060-2099	Mr.
✓	Ms.	Kathy	Everett	Executive Director Gresham Downtown Development Assn.	P. O. Box 2043	Gresham, OR 97030-0592	Ms.

18 total

665-3887



KATE BROWN

Senate Democratic Leader

May 15, 2003

Rod Park
Deputy Metro Council President
Chair, Joint Policy Advisory
Committee on Transportation
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Park, *Rod,*

I have received your letter of May 6. Thank you so much for including me in the information loop.

As I am sure you realize, I fully agree with all the letter asserts. There are many issues of significant concern the legislature is grappling with this session. However, in terms of the long range livability of our community and future economic growth, the transportation issue is on a level of importance rivaled only by public education itself.

Certainly you will have my unqualified support for the proposals outlined in your letter. I hope you will keep me informed as to your requirements and your progress on this critical issue. Please let me know at any time how I can be of assistance. I am willing to respond in any way you suggest.

Thank you for your excellent work on behalf of the entire community. We are so fortunate to have people of your caliber willing to serve.

Sincerely,

State Senator Kate Brown

State Senator, District 21
900 Court St. NE, S-323, Salem, Oregon 97301
(503) 986-1700
E-mail: brown.sen@state.or.us



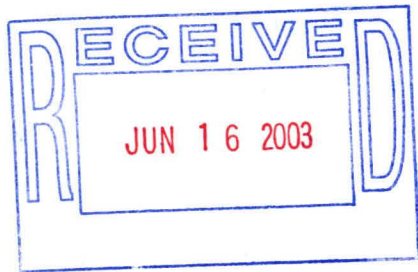
Dear Rod,

Thank you so much for being a panelist in the Sustainability Conference workshop on farmers and agriculture.

The work that you do for our Metro government is so important to the health and economics of Oregon. Your experience in Horticulture and agriculture gives an important voice in Metro decision-making.

Sincerely,

Lester Kohl-Kosbau



The New York Botanical Garden, founded in 1891 and located in the Bronx, is a museum of plants and a scientific research center dedicated to environmental education and the conservation of plant diversity. The Garden's 250 acres include the Enid A. Haupt Conservatory, 27 gardens and plant collections, a 40-acre forest, a herbarium, and a library. The educational programs, scientific research, and horticultural offerings of The New York Botanical Garden are internationally recognized for their excellence.

NURSERY AND SEED CATALOGS

In America, seeds and plants were first offered to the mass market through handbills, broadsides, and catalogs. Competition for mail-order consumer dollars was fierce, and catalog illustrations grew increasingly elaborate in order to attract customers. The 1890s through the early twentieth century is considered the Golden Age of seed catalog art.

Calla lilies

Childs', 1905

Seed Catalog Cover

© 1995 The New York Botanical Garden

Reproduced in conjunction with the
Museum of Fine Arts, Boston



22598201



71 S.W. AVE
Portland, OR 97219



Rod Park
Metro Council
600 NE Grand AVE.
Portland, OR 97232-2736

57232+2736





METRO

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Deputy Council President Rod Park

July 8, 2003

Mr. Craig Levie
Rail Development Marine Division
Port of Portland
P. O. Box 3529
Portland, OR 97208-3529

Dear Craig,

I wanted to thank you again for the tour last Wednesday. As I told Susie Lahsene, this was something I very much wanted to do, and I appreciated your participation.

I'm hoping that if we do this again, I won't be recuperating from eye surgery – so I shouldn't be as much trouble!

Sincerely,

Rod Park, District 1
Metro Council



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Deputy Council President Rod Park

July 8, 2003

Ms. Susie Lahsene
Policy and Planning
Port of Portland
P. O. Box 3529
Portland, OR 97208-3529

Dear Susie,

Thanks again for the tour last Wednesday. This was something I very much wanted to do, and it was nice to be able to do it in such pleasant company.

I'm hoping you'll excuse my odd behavior . . . I usually panic at either JPACT meetings or UGB hearings! Please convey my thanks to Louis Vila for keeping an eye on me.

Sincerely,

Rod Park, District 1
Metro Council



METRO

**Joint Policy Advisory
Committee on Transportation**

Rod Park, Chair
Metro Councilor
Rex Burkholder, Vice Chair
Metro Councilor
Rob Drake
Mayor, City of Beaverton
Cities of Washington County
Jim Francesconi
Commissioner
City of Portland
Matt Garrett
Region 1 Manager
Oregon Department of
Transportation
Stephanie Hallock
Director
Oregon Department of
Environmental Quality
Fred Hansen
General Manager
TriMet
Larry Haverkamp
Councilor, City of Gresham
Cities of Multnomah County
Carl Hosticka
Metro Councilor
Bill Kennemer
Commissioner
Clackamas County
Royce Pollard
Mayor
City of Vancouver, WA
Craig Pridemore
Commissioner
Clark County, WA
Roy Rogers
Commissioner
Washington County
Karl Rohde
Councilor, City of Lake Oswego
Cities of Clackamas County
Maria Rojo de Steffey
Commissioner
Multnomah County
Don Wagner
District Administrator
Washington State Department
of Transportation
Bill Wyatt
Executive Director
Port of Portland

July 31, 2003

EPA Docket #OAR 2003-0079
U. S. Environmental Protection Agency
EPA West (Air Docket)
1200 Pennsylvania Avenue, NW, Room B108
Mail Code: 6102T
Washington, DC 20460

RE: Implementation of 8-hour Ozone National Ambient
Air Quality Standard

Thank you for the opportunity to comment on the Environmental Protection Agency's (EPA's) proposal for implementing the new 8-hour ozone National Ambient Air Quality Standard (NAAQS). While we appreciate your effort to provide flexibility with regard to meeting the new standard, we have serious concerns that the proposed rule is vague in many areas, making it difficult to determine whether it will actually have a positive impact on our ability to protect air quality in Oregon and the Portland metropolitan region. The unintended result could be negative impacts on Oregon's economy and quality of life.

Compounding this uncertainty, the proposed 8-hour ozone rule does not include the actual regulatory text that would implement the rule, an oversight that prevents an appropriate and effective review. We strongly urge the EPA to seek additional comment from affected local governments and agencies before enacting the regulatory text.

Re: Implementation of 8-hour Ozone National Ambient Air Quality Standard

We are particularly concerned that proposed changes to Congestion Mitigation and Air Quality (CMAQ) funding could penalize regions that are accomplishing positive results. We have worked hard in this region to build livable communities that provide opportunities for walking, biking and use of transit to help reduce vehicle emissions and protect public health and air quality in the region. We are concerned that implementation of the proposed rule will serve as a disincentive to our area, thus threatening the very investments that have kept our air quality standard since 1997. We do not doubt that other successful communities will face a similar predicament.

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) are designated as the Metropolitan Planning Organization (MPO) for the Portland metropolitan region. The areas of most concern to the Portland metropolitan region are described below. As the MPO, the Metro Council and JPACT request that EPA take the following actions:

- Seek additional comment before enacting the regulatory text.
- Do not eliminate "Maintenance" as a category or the existing maintenance planning requirements to ensure there is no backsliding in our region's attainment status.
- Do not eliminate the transportation conformity requirement for maintenance areas that formerly violated the 1-hour standard but have not violated the 8-hour standard.
- Develop guidance for how states are to demonstrate that a control measure is not needed to maintain the 8-hour ozone standard in areas that formerly violated the 1-hour standard but have not violated the 8-hour standard.
- Consider the potential impacts of the implementation rule and subsequent regulatory text in coordination with Title 23 and reauthorization of TEA-21.
- Include a "hold harmless" clause in the implementation rule for currently designated maintenance areas to ensure these areas can continue to spend or receive CMAQ funds at current levels, at a minimum, or higher levels to create a financial incentive for areas to maintain the attainment status.

These requested actions are described in more detail in the following paragraphs.

Application of rule to existing maintenance areas

Since 1997, the Portland metropolitan region's Ozone Maintenance Plan has been successful in keeping the region's air quality in attainment of the old 1-hour and the new 8-hour ozone standards. In recent years, neither the 1-hour standard nor the 8-hour standard have been violated in our region. Our region has relied on specific maintenance plan strategies that address the impacts of rapid growth on air quality, including public education and outreach, transportation conformity, new source review, vehicle inspection/maintenance and linking land use and transportation planning in our region. These key strategies have led our success in preserving air quality, and should continue to be implemented in the future.

Oregon's Governor Kulongoski requested an 8-hour ozone attainment designation statewide. However, there are days where the ozone levels are high, and we rely on the strategies in the

Re: Implementation of 8-hour Ozone National Ambient Air Quality Standard

maintenance plan to protect public health and ensure that we do not violate the standard. The proposed rule is not clear with regard to its effect on areas currently designated as maintenance areas and how the maintenance plan could be modified. It is important that maintenance areas for the former 1-hour standard continue and that strategies included in the maintenance plan for the 1-hour standard that are still needed to maintain the 8-hour standard continue to be implemented in the future.

Anti-Backsliding Provisions

While we support provisions to prevent backsliding by prohibiting local rollbacks of existing measures that would interfere with meeting Clean Air Act (CAA) requirements, this rulemaking does not result in the desired effect stated at the beginning of the proposed rule:

"principal objectives for the mechanism that would ensure a smooth transition to implementation of the 8-hour standard are to ensure (1) that there will be no degradation of air quality, (2) that areas continue to make progress toward ozone attainment, and (3) consistency with the intent of Congress when it originally established the implementation structure for ozone in subpart 2 of the CAA."

As proposed, Air Quality Maintenance Area's (AQMAS) designated "attainment" for the new 8-hour ozone standard would no longer be required to demonstrate conformity of transportation plans and programs with ozone maintenance components of the State Implementation Plan (SIP). It appears EPA is willing to risk loss of a tool to reduce backsliding in exchange for easing the regulatory burden of the conformity process for areas that have achieved the 8-hour ozone standard. Although there are appropriate changes that could streamline the conformity requirement, elimination of the requirements is not the right solution.

The elimination of conformity has significant implications for Oregon's economic recovery and the state and region's long-term land use and transportation planning goals. In our region, emissions budgets for transportation have been purposefully set to an adequate budget for industrial expansion. Conformity evaluations have been a valuable tool to proactively ensure that the region's motor vehicle emissions impacts on air quality do not consume the carrying capacity of the Portland area's airshed and prevent desirable economic expansion of our industrial base.

Under EPA's proposed rule, if a violation of the 8-hour standard occurs, emission control requirements for new and expanding industries would be increased from the current Best Achievable Control Technology (BACT) to requiring these industries to install the highest level of pollution control equipment available regardless of cost to accomplish the Lowest Achievable Emission Rate (LAER). In addition, these industries would be required to "offset" their emissions increases with even greater reductions of the same pollutant from other sources.

As proposed, the elimination of transportation conformity requirements for areas designated as maintenance areas for ozone would mean that this region would lose the ability to forecast whether a violation could occur based on implementation of local, regional and state plans to address future growth. Failing the standard would be the only way to make such a determination and would likely result in the region having to reduce the industrial component of the overall emissions budget to account for unexpected growth in motor vehicle emissions over time, which could in turn inadvertently limit economic development in this region.

Re: Implementation of 8-hour Ozone National Ambient Air Quality Standard

It is also unclear how states are to demonstrate that a control measure is not needed to meet the 8-hour ozone standard. EPA needs to develop specific guidance on this subject.

Nexus of TEA-21 to the Clean Air Act

The Clean Air Act (CAA) and Title 23 are linked in statute. The proposed rule inappropriately denies this legal nexus by stating that air quality actions do not require consideration of the impacts to transportation programs and through elimination of certain sections of the CAA that are tied to CMAQ funding provisions identified in TEA-21. Proposed changes to the air quality designations and classifications in the CAA will have the effect of eliminating or reducing this region's CMAQ funding for ozone, unless these provisions are restored as part of the TEA-21 reauthorization.

The effectiveness of EPA's proposed implementation rule remains in question if the impacts to CMAQ funding and state and local plans are not reviewed, documented and discussed in coordination with and prior to approval of the proposed 8-hour ozone NAAQS implementation rule. If all anticipated impacts of the implementation rule (not simply the introduction of the new 8-hour standard) are considered, there may be impacts to statutory and executive orders, such as the Regulatory Planning and Review order, the Regulatory Flexibility Act, Unfunded Mandates Reform Act and the Federalism Act.

Maintain CMAQ funding with MPO oversight

We are very concerned that the proposed rule will have the effect of penalizing metropolitan areas that have worked diligently to attain the Clean Air Act requirements by eliminating or reducing their CMAQ funding. Our region's ability to implement projects and programs to reduce air pollution is directly linked to the types and amounts of funding we receive, and has been one of our most effective programs.

CMAQ funding is an important federal funding mechanism that this region uses to comply with the federal air quality standards. As we have attained the 1-hour NAAQS for both ozone and carbon monoxide, we are concerned that we may lose future federal funding allocations and ability to spend CMAQ funds, and, therefore, lose this tool to continue to maintain the standard. This funding provided us the opportunity to make significant air quality improvements and to keep pace with the air pollution associated with growth in our region. CMAQ funding has been critical to improving this region's air quality and provides an important resource for maintaining the 1-hour and new 8-hour NAAQS for ozone. This funding source should not be reduced or eliminated for areas like the Portland metropolitan region that have worked long and hard to improve air quality and demonstrated conformity with the Clean Air Act.

As proposed, when the 1-hour ozone standard is revoked, it appears the Portland metropolitan region may lose CMAQ funding apportioned to the region for ozone due to the region's 8-hour ozone attainment status (rather than the previous 1-hour ozone maintenance status). Oregon will continue to be allocated CMAQ funding based on the Portland metropolitan region's carbon monoxide area population, and eligible projects can still be funded in the region using these funds. However, the exact amount of funding that could be lost under the proposed rule is unclear and would be determined under reauthorization of TEA-21, scheduled to be completed by October 2003, not through implementation of this rule.

Re: Implementation of 8-hour Ozone National Ambient Air Quality Standard

The rationale for extending CMAQ funding eligibility to AQMA's designated attainment for the 1-hour ozone standard should not change simply because a new, 8-hour standard was adopted by EPA. Metropolitan planning organizations, such as Metro, will continue to need transportation funding flexibility to assure continued maintenance of the new 8-hour standard.

Therefore, a "hold harmless" provision should be added to the EPA implementation rule to clarify that the intent is not to reduce funding levels, but to apply a new 8-hour ozone standard. This unintended result of the implementation rule should be addressed through addition of a section describing unintentional consequences of the implementation rule and intent to "hold harmless" for maintenance areas. The "hold harmless" provision should ensure CMAQ apportionment is not below current levels for maintenance areas for the life of reauthorization of TEA-21. Maintenance plans would continue and would not be compromised by reduced funding to air quality programs and projects. We also request that USDOT revisit the CMAQ formula nationally with the intent of increasing funding levels to provide funds for the added metropolitan areas that will become eligible for CMAQ funding under the new standard.

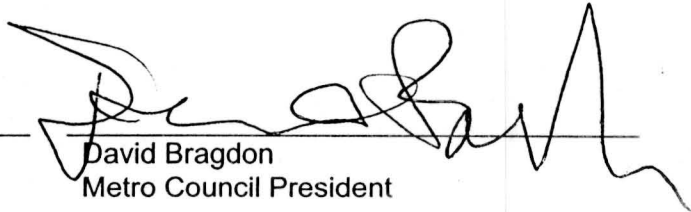
On behalf of the Metro Council and JPACT, thank you, in advance, for your consideration of these comments. We would appreciate a written response to our comments. If you have any questions or would like further information, please contact Andy Cotugno, Metro Planning Director, at (503) 797-1916.

We look forward to commenting on future regulatory text related to the 8-hour ozone NAAQS and conformity rulemaking that is expected to occur later this year.

Sincerely,



Rod Park
Deputy Metro Council President
Chair, Joint Policy Advisory Committee on
Transportation



David Bragdon
Metro Council President

cc: Congressman Earl Blumenauer
Congressman David Wu
Congresswoman Darlene Hooley
Congressman Brian Baird
Senator Gordon Smith
Senator Ron Wyden
Congressman Peter DeFazio
Congressman Greg Walden
JPACT
Bruce Warner, Oregon Department of Transportation Director
Stephanie Hallock, Oregon Department of Environmental Quality Director
Martin Brantley, Oregon Economic and Community Development Department Director
A-and-R-Docket@epamail.epa.gov



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Deputy Council President Rod Park

Eun-Gwan Park
Research Fellow, Urban Planning and Design Division
Korea Research Institute for Human Settlements
1591-6, Kwan Yang-dong
Dongan-Gu, Anyang-si
Kyounggi-do, 431-712, Korea

December 18, 2003

Dear Mr. Park:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President



METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1547 | FAX 503 797 1793

Deputy Council President Rod Park

Du-Seak Yoo
Director, Public Housing Division
Housing Affairs Bureau
1, Joongang-Dong
Kwacheon-City
Kyunggi-Do, Korea 427-712

December 18, 2003

Dear Mr. Yoo:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President



METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1547 | FAX 503 797 1793

Deputy Council President Rod Park

Rhu Sung Do
Director, Project Development Office
Korea Land Corporation
217, Jeongja-Dong
Bundang-gu, Sungnam
Kyunggi, 463-755, Korea

December 18, 2003

Dear Mr. Do:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President



METRO

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TEL 503 797 1547 | FAX 503 797 1793

Deputy Council President Rod Park

Dr. Hyo-Duk Han
Manager, Land Planning Division
175, Gumi-Dong
Bundang-gu, Sungnam, Kyonggi-do
Seoul, 463-704, Korea

December 18, 2003

Dear Dr. Han:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President



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Deputy Council President Rod Park

Byung-Woo Gil
Assistant Director, Public Housing Division
Housing Affairs Bureau
1, Joongang-Dong
Kwacheon-City
Kyunggi-Do, Korea 427-712

December 18, 2003

Dear Mr. Gil:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President



METRO

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
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Deputy Council President Rod Park

Pan-Ki Cho
Associate Research Fellow, Division of Urban & Regional Studies
Korea Research Institute for Human Settlements
1591-6, Kwanyang-dong, Dongan-gu
Anyang-shi
Kyounggi-do, 431-712, Korea

December 18, 2003

Dear Mr. Cho:

It was a pleasure to meet you yesterday. It's always interesting to hear how other jurisdictions are dealing with the issues of land-use planning.

Please feel free to contact me if you have additional questions or if I can be of assistance.

Best wishes in your continued endeavors,

Rod Park
Metro Deputy Council President

To whom it may concern,

Hello,

I am an associate research fellow at KRIHS(Korea Research Institute for Human Settlements) in Korea. Launched in 1978 as a non-profit organization, KRIHS has been undertaking various research projects in the areas of national territorial development, the environment, urban and regional planning, infrastructure, land use, transportation and GIS. KRIHS is one of research institutes under the supervision of the KCESRI(Korea Council of Economic and Social Research Institutes) which is a supervisory body specially created to oversee those research institutes involved in the fields of economics and social studies under the Prime Minister.

We are researching the new concept of urban development which includes sustainable development tools, the prevention methods of urban sprawl and the conditions and know-how of self-sustained city. Our research team is composed of MOCT(Ministry of Construction and Transportation), KOLAND(Korea Land Corporation), KNHC(Korea National Housing Corporation), KRIHS. We would like to hear about your land use planning experiences, especially UGB(Urban Growth Boundary) in the Portland Metropolitan area. We would appreciate it if Metro make a meeting to explain us about your institution, laws, practice.

Followings are the information of our visiting. Our team consists of 6 members and are as follows;

- Du-Seok Ryu (Director of Public Housing Bureau in MOCT)
- Byoung-Woo Gil (Deputy Director of Public Housing Bureau in MOCT)
- Seoung-Do Ryu (Director of Office of Urban Development in KOLAND)
- Hyo-Duk Han (Director of Office of Housing Lots and Urban Development in KNHC)
- Eun-Gwan Park (Research Fellow of Urban and Regional Planning Research Division in KRIHS)
- Pan-Ki Cho (Associate Research fellow of Urban and Regional Planning Research Division in KRIHS)

We are going to arrive in Portland on December 16th, and if available, want to visit Metro in the morning of following day (December 17, Wed.).

I am looking forward to your reply soon.

With Best Regards.

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