

# Tri-county commission schedules reorganization

By PHIL ADAMSAK  
Journal Staff Writer

The Tri-County Local Government Commission has reincarnated itself as the Metropolitan Citizens League and plans an organizational meeting Nov. 20, according to Portland lawyer Robert G. Simpson.

An afternoon of panels on regional governments in the Portland metropolitan area has been scheduled for the meeting.

"No single government, not even Metropolitan Service District, can deal with all of Portland's regional problems," said Simpson.

"Citizens have been the source of many improvements in our local government over the past 18 years. We want that tradition to continue," he said.

Metro is only one element in the league's self-appointed range of interest, he said.

"We have Oregon-Washington problems, and we have problems that Metro is prevented by law from dealing with," Simpson said.

"We want to make the tradition of citizen involvement permanent."

The reincarnation began several

months ago, he said. A number of members of the former study commission kept in touch with each other, discussing measures that they felt should be offered to the community.

"A lot of groundwork was laid by the old group," Simpson said.

The core group began meeting weekly, and decided to form the league. They postponed the organizational meeting until after Metro's tax-base election to avoid confusion.

The meeting will be held at the Portland Center Red Lion Motor Inn, opening with an address by William Massey, executive director of the Municipal League of Seattle and King County.

A panel discussion of Portland regional problems and issues of the 1980s will include Kenneth Lewis of the Port of Portland Commission; Peter Cass, executive director of Tri-Met; Rick Gustafson, executive officer of Metro; and civic leader Carl Halvorson, a building contractor.

Other panels will deal with regional planning and with ways to bring municipal services to unincorporated metropolitan areas.

*Journal 11/15/80*

## Metro Citizens League meets

By PHIL ADAMSAK  
Journal Staff Writer

More than 135 persons overflowed an organizational meeting of the Metropolitan Citizens League Thursday afternoon at the Portland Red Lion Motor Inn.

The group is a revival of earlier successful alliances to push for regional government in greater Portland, including Clark County, Wash.

"Political institutions are ill-equipped to deal with the speedy changes and diverse interests" of the modern metropolis, they were told for openers by William Massey, executive director of the Muni-

pal League of Seattle and King County.

His organization dates back to the muckraking, graft-fighting era of Teddy Roosevelt, Massey said.

Portland construction magnate Carl Halvorson read a litany of regional situations that require early answers and pressure from citizens:

- The East Multnomah County septic-tank dilemma. "It's incredible; we're fouling our own nest, building houses as closely as if they had sewers. It will be very expensive to fix.

- Lifestyle changes from two-way cable television.

"People won't have to leave their homes to pay bills, or even to work. What an opportunity to adopt a more economical way of living."

- The Gresham light-rail corridor. "For maximum benefit we have to change land-use patterns within a decade, to get higher population density."

Rick Gustafson, executive officer of Metropolitan Service District, said citizen groups such as the league are essential for progress.

"When you wait for government to solve problems, you find yourself in a major crisis before they move."

League Chairman Robert G. Simpson said the group already is incorporated and that officers will be elected at the next meeting in January.

## Needs outlined

By MICHAEL ALESKO  
of The Oregonian staff

The new Metropolitan Citizens League, a civic and political affairs study group, asked Portland-area leaders for a few ideas Thursday on issues facing the metropolitan area and ended up with more than a score.

The occasion was the first general membership meeting of the citizens league, a group formed by Portland-area business, political, media and civic leaders as a "non-partisan organization dedicated to study, decision, and action on problems and opportunities of the metropolitan area."

At its first meeting at the Red Lion Motor Inn, the group heard about possible study topics from some city and county elected officials and representatives of Tri-Met, the Port of Portland, the Metropolitan Service District, the Land Conservation and Development Commission, 1000 Friends of Oregon, the Portland Metropolitan Area Boundary Commission, the Oregon House of Representatives and others.

The more than 100 persons who gathered heard speaker after speaker tick off a long list of critical decisions that loom in the near future in the Portland area. In most cases, the speakers ended by saying that the citizens league is just the group needed to examine and make recommendations on the issues.

Peter Cass, general manager of Tri-Met, talked bluntly of the financial crisis facing public transportation. "We have been dealing with a system that has had tremendous hidden state and local level subsidies and all of a sudden they are disappearing," Cass said.

Rick Gustafson, executive officer of the Metropolitan Service District, **predicted that in the next five years local governments will be heading into a "major reassessment" of how they provide services and will be worrying about "physical things" such as energy, resources and transportation services.**



# The Oregonian

## Editorials

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## Give voters say on Pioneer Square

Portland's downtown business community has turned its back on the open design for Pioneer Square in the heart of the city's office-retail core. Does the public feel otherwise? Voters ought to be given a chance to say what they think — and to put their money where their mouths are — via a modest bond issue to build the town plaza as designed and accepted by the City Council.

The square was to cost \$6 million. About \$4.5 million already is in hand, mostly from federal grants and a \$500,000 contribution toward the land purchase from the Meier & Frank Co. Downtown businesses had been expected to come up with the difference, but that won't happen, according to Bill Roberts, new chairman of the Portland Development Commission, and Mayor Frank Ivancie.

Roberts objected to the design approved by the City Council after a nationwide competition resulted in selection of a Portland firm and its design. He consistently has said the square must have a structure that could produce revenue to cover maintenance costs. Other businessmen have expressed concern that a totally open square would attract vagrants and "undesirables."

We swallow neither argument. The city maintains the Park Blocks, Schrunk Plaza and Chapman and Lownsdale squares. Why should Pioneer Square be different? If parking, such as at O'Bryant Square, or restaurants, or shops are to be franchised on public parks to produce city revenue, where is the citywide policy? As to "undesirables," proper policing and programming of activities, such as concerts and Artquake, to draw people would attract shoppers and office workers. This in itself would discourage the so-called less desirable persons.

The city already has invested ample time and money in planning this project. So have architects. How many are likely to enter another Portland competition if the city backs out of this after all the design work?

The U.S. Environmental Protection Agency clearly has ruled out a resumption of parking on the block. Moreover, the public ought to be wary of any proposal to resume, even temporarily, parking there — presumably until some new design would open downtown merchants' purses. The unsightly, unused parking structure is the best incentive for action. And "temporary"

too often is not temporary.

Downtown businessmen had their chance to speak on the design before its council approval, just as did other members of the public. If they don't like the design, they need not contribute, but they ought not to have a larger voice than the public on a public square.

Furthermore, not all downtown merchants agree with opposition to the design accepted by the public's elected representatives. What happened to the campaign proposed to raise private contributions? Why have those charged with raising money been mute?

The City Council would poorly serve Portland if it turns its back on Pioneer Square without giving the public a chance to pick up the ball the business community has fumbled.

## The long look

Gene Peterson, who is retiring from the Metropolitan Service District Council, recently made a few points in a farewell speech that deserve underlining.

Although he focused on MSD, Peterson was also concerned with the other two-dozen-plus governments in the Portland tri-county area. He views all of them, accurately, as beset with short-term chores, taking little time to plan for the long term and paying scant attention to whether their plans will dovetail with those of neighbors.

He justifiably fears that fragmented approaches to land-use, air and water quality, transportation and similar issues will produce results at cross-purposes.

Peterson urges local officials to spend more time using long lenses, studying the terrain they and their regional counterparts want to cover.

Two groups new on the Portland scene, the Metropolitan Citizens League and the City of Portland Elected Officials Caucus, should help in this task. They ought to attack a specific regional problem whose future scenario is still unwritten. Planning for both transportation and public facilities comes to mind.

Working outside the strict framework of a regional government agency, these groups can add valuable ideas for a coordinated regional future.



# Council to review road priorities in light of funding cuts

By LINDA WILLIAMS  
of The Oregonian staff

After listening to a bleak assessment on availability of federal highway funds during the next two years, members of the Portland City Council agreed Thursday to revise a list of priority highway projects approved earlier this month for 1981.

The priority list, which delayed several city projects that were scheduled this year, was drawn up in response to the reduction in federal funds for 1981. However, Fred Klaboe, director of the state Department of Transportation, and Administrator Bob Bothman of the state Highway Division's Metropolitan Branch told council members during an informal meeting Thursday the region also was likely to receive fewer federal dollars than expected for highway projects in 1982.

In light of that warning, Commissioner Mike Lindberg suggested a review of the priority list approved Feb. 4. Eleven listed projects are engineering studies, he said.

"I'm concerned that we might be spending money for engineering projects that will never be built," Lindberg said.

Bothman said expected shortages of both federal interstate highway transfer funds and other federal highway funds for use in Oregon meant that "for all practical purposes, we're looking at the year 2000 for

all the projects (in the metropolitan region) to be completed." The interstate transfer funds are money the region was to receive because of local decisions not to build the Mount Hood and Interstate 505 freeways.

He said completion of Interstate 205 has been delayed three years because of expected reductions in interstate funds.

There are 145 projects in the metropolitan region, ranging from the Banfield light-rail project and improvements in freeway intersections to city arterial street improvements and traffic signal projects. They were to be funded with the \$482 million the region expected in interstate transfer funds, Bothman said.

"We have (only) \$114 million in our pockets," he added.

Although the projects cross jurisdictional lines, they are essential to Portland and should be considered a transportation plan for the city, he said.

The crisis now is that all of the projects are ready to go and there is no money, Bothman said.

"I think the city of Portland has a serious problem if the transportation plan is not carried out," he said, noting that the projects are designed to provide easier access to downtown Portland as well as industrial areas.

Klaboe, who accompanied Mayor Frank Ivancie and other regional officials last week to Washington, D.C., to lobby for larger appropriations of transfer funds, said the region was likely to get most of the transfer money eventually. He said there was a "contractual arrangement (with Congress) to get those funds" when the Mount Hood freeway was killed. The I-505 transfer funds were not covered by the same arrangement, he said, and it will take longer to get that money.

Bothman agreed with city officials that the Banfield light-rail system, which would run from downtown Portland to Gresham, should be the top priority

for the region, although he said officials in Washington and Clackamas counties no longer agree with that view.

Improvements on Southeast Powell Boulevard, a program that was scheduled to start in 1983, should

be the second priority, he added.

Ivancie said the City Council would develop a list of its own priorities and take it to the Metropolitan Service District, which apportions funds for the region.



BOB BOTHMAN



*Reg 3/24/81*

# Bill would alter action on creek

By FOSTER CHURCH  
of The Oregonian staff

SALEM — Johnson Creek, the Southeast Portland tributary the Metropolitan Service District has tried — and failed — to control, washed into the Oregon Legislature Monday in the form of a new bill to change the manner by which the service district forms local improvement districts.

Backers of House Bill 2864 say it would allow property owners in the affected districts the chance to approve or reject a proposal for a new improvement district.

Last summer, the MSD attempted to form a local improvement district for drainage and flood control in the Johnson Creek Basin. The plan raised angry opposition, and the service district ultimately agreed to abandon the proposal.

Much of the citizen opposition to the proposal was the result of the system by which the service district initially measured attitudes of property owners in the proposed district.

MSD notified property owners that they could file "remonstrances" on the plan and if a majority of them responded negatively, the plan would have been dropped.

Opponents of the plan, including the group Oregon Fair Share, which led the opposition to the proposed district, complained that the remonstrances merely measured negative attitudes and did not allow residents to state affirmatively whether they wanted the new improvement district.

The proposed bill would require the Metropolitan Service District to mail notices to the affected property about the intention to create a district, the cost of which would be assessed against property.

The notices also would contain response cards so that the property owners could indicate approval or opposition to the proposal.

A hearing would be held not sooner than 20 days after the mailing of the notices. If a majority of the response cards were negative, the project would not continue. If they were positive, the process would be repeated, although this time, the service district would inform each property owner of the amount he would be assessed, and the property owner could again respond.

Most legislators from districts that include the Johnson Creek Basin support the bill, which was introduced by Rep. Joyce Cohen, D-Lake Oswego.

Testifying in favor of the bill, Letty Barrett, a resident of Milwaukie, said the present system of measuring citizen response is unsatisfactory for many reasons. Often, she said, property owners do not receive notification or some do not receive it until after the deadline for filing a remonstrance.

Also, she said, some property owners do not understand the meaning of the term "remonstrance," and are not aware of their responsibilities or of the procedure that they must follow.

The bill, she said, would cause the Metropolitan Service District to campaign actively to inform people of its proposal. And, she said, the section requiring that more than half the property owners not only do not oppose the proposal but actively vote in favor of it, "will assure that the governing body will leave no stone unturned in communicating with the people."



# Local LCDC views supported

By FOSTER CHURCH  
of The Oregonian staff

SALEM — A Polk County commissioner told a Senate committee Wednesday that while he supports the concept of the state Land Conservation and Development Commission, there are times when it presses its authority too far and too thin.

"Idealistic planners in Salem do not necessarily make good planners in Polk County," Lyn Hardy told the Senate Environment and Land Use Committee.

The committee is conducting hearings on the future of the LCDC in its "post-acknowledgment" phase — the period after which comprehensive land-use plans from all jurisdictions in the state have been acknowledged by the commission as being in compliance with state land-use goals.

County officials and planners dominated Wednesday's meeting. Most of them were dissatisfied to some degree with present LCDC policy, but all expressed interest in seeing the commission continue.

A theme running through all testimony was the

desire to see more decision-making and greater responsibility for meeting the goals made on the local level.

The committee is considering three bills which would affect the future of the LCDC — Senate Bills 300, 314 and 419. Of the bills, SB314, sponsored by Sens. Ted Hallock, D-Portland, and L.B. Day, R-Salem, is considered closest to the present functioning of the commission.

SB419, the so-called Douglas County bill, would make the most significant changes. Among its provisions, it would create a separate Land Use Court similar to the Oregon Tax Court.

SB300, prepared by a study committee led by Sen. Jack Ripper, D-North Bend, would make some changes in the current commission, but they would not be as significant as those made by SB419.

In his testimony, Hardy said he and his constituents have been frustrated by the unwillingness of the LCDC to adapt policies and goals to fit local needs and conditions.

He described a dispute over zoning of 41,000 acres which the county wished to zone agriculture-residential-5 acres and which the LCDC demanded be zoned for exclusive agriculture or forestry uses.

The county, Hardy said, contended the land was not productive farm land and could never be used for exclusively farm use, but could be put to good use for small timber harvest and some grazing by breaking it into small parcels.

Hardy said the matter was finally placed on the ballot, and citizens voted to retain the county's zoning. The LCDC rejected the vote, however. "The 41,000 acres in question fell into a giant crack in the law, between agriculture and forestry uses and urban uses," Hardy said. "It is a crime to have citizen involvement when LCDC ignores it."

Gordon Fultz, representing the Association of Oregon Counties, said his organization supports creation of the Land Use Court, as proposed in SB419.

He said the association also would support a bill which would place the burden of proof on the LCDC when it challenges a land use decision, rather than requiring the local government to prove that its actions comply with land use goals.

Although the association did not endorse any bill, it generally favored the provisions of SB300 and SB419.

Yamhill County planning director Dave Bishop urged the committee to shift responsibility in the post-acknowledgment phase from the state to the local level. He said he agreed with the recommendations of the Association of Oregon Counties and said the final bill should be a compromise.

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# Business mirror (Pub. project)

## Housing role focus of fight

NEW YORK (AP) — From academe and Wall Street, from industry and even from government, economists are staring at computer printouts and declaring "Housing's the thing that keeps our productivity low."

Not all are saying it; they seldom agree to that extent. In fact, only a relatively few economists hold to that viewpoint, but their arguments are sufficiently contentious and catchy to badly worry housing people.

The anti-housing argument includes these contentions and several more:

Too much capital is consumed by housing. Unlike money for factories, capital absorbed by housing leads to no decrease in the cost of goods. Instead, it creates inflation. And because of swollen housing equities, it discourages savings that are needed for capital formation. It also crowds business from the capital market, or forces it to pay dearly.

The various charges are sometimes molded into a broad generalization that leads to an obvious conclusion: Tax and other priorities will have to be shifted in order to discourage investments in private homes.

That, suggests the U.S. League of Savings Association, is a signal that somebody is reaching for their jugular, and as the biggest lenders in the home mortgage market, they have prepared their reply.

It begins with agreement. "We must invest more in new technology to increase productivity and bring inflation under control," says James Christian, senior economist. End of agreement. Disagreement begins.

Sacrificing the dream of home ownership for a generation of Americans won't reduce inflation or help reindustrialize America, says Christian. Just the opposite, he says. To reduce housing production would raise prices, because demand is rising from the post-World War II babies.

He denies that housing is absorbing too much capital. He contends that the federal government instead is "the capital glutton of recent years," and he supplies Federal Reserve figures as documentation.

Between 1950 and 1975, he says, citing the Fed's flow of fund figures, the federal government's share of the capital pool was about 7 percent. In the next five years, however, it rose to 23 percent.

These funds were used largely for income redistribution, he declares. "They contributed nothing to productivity improvement." The resulting deficits were "financed by the cruelest tax of all — inflation."

Over the same periods, housing's share of the capital pool — that is, residential mortgages — barely rose. During 1950-1974 the percentage was 26.2; in the next five years it equaled 26.6 percent of the pool.

Based on Christian's rendering of the figures, business's share did drop — to 31.2 percent from 38.4 percent. But how, he asks, could any objective person blame the decline on housing rather than government?

Tax treatment of housing also occupies a prominent place in the anti-housing case, mainly because today's increasingly large mortgage debts and real estate taxes are deductible from income taxes.

But housing isn't treated preferentially. Christian observes: "All interest on debt, whether for frivolous or productive purposes, is tax deductible, as are state and local income and sales taxes."



*file*

Oregon Journal

# League cites views on good land use

6/18/81

Oregon's land-use planning should be fine-tuned but not remodeled, the Metropolitan Citizens League has recommended to the Legislature.

The system "should be streamlined, and costs kept as low as possible," said a statement issued by the league, a citizen group studying regional Portland problems.

The report was prepared by the League's land-use task force, according to President Robert Simpson.

Land-use regulations must frequently be updated, easy to understand and comply with, said the report.

"Every effort should be made to . . . expedite land-use decisions and recognize the wide diversity . . . among Oregon geographic areas and units of local government," it recommended.

More citizen participation while plans are being drawn, but a shortened appeals process were urged, with automatic approval of changes unless the LCDC promptly calls for a hearing.

The Land Use Conservation and Development Commission (LCDC) should still enforce statewide planning goals, but mainly by calling for periodic reviews.

It should not bother with minor violations, but crack down on patterns of violation and major cases.

The LCDC should also be more balanced in applying the Statewide Goals, the report said.

Emphasis has gone to farmland, housing and urbanization problems, to the neglect of the state economy, aesthetic areas and energy conservation, it asserted.

Marketplace decisions should be allowed to rule land use except where state laws will be clearly violated, it said, especially in matters such as housing, energy-supply, conservation and economic development.

And the LDCD should watch other state agencies to be sure they comply with land-use laws and ordinances.

The report said Metropolitan Service District should continue to be the regional land-use planning authority, and the LCDC's local coordinator of comprehensive plans in its district.

Metro should continue to judge goal violations, but only report major ones to the LCDC. And Metro should maintain the regional Urban Growth Boundary, it recommended.

The League also urged that local governments should be prompt and strict in enforcing local land-use plans.

Orig: 7/3/81 75 pks.

# Opposing factions air bill to end veto power

By **SANDRA McDONOUGH**  
of The Oregonian staff

**SALEM** — Metropolitan government officials and residents of unincorporated areas came down on opposite sides of a bill Tuesday that would abolish cities' power to veto incorporations of areas within three miles of their borders.

Proponents of House Bill 2521 told the Housing and Urban Affairs Committee that veto provisions in existing law give cities an unfair advantage over residents of unincorporated areas who want to create new cities for providing services needed in highly populated areas.

However, opponents of the measure, who included representatives of most of Oregon's major cities, said the veto power was necessary to ensure "logical" development of metropolitan areas and adequate extension of urban services.

Under existing law, any city within three miles of an area considering incorporation may veto the proposal under the state's "adjoining city veto law." HB2521 would abolish the veto in cases where the area considering incorporation had at least 25,000 residents. Other proposals would put that population limit as low as 1,000.

Rep. Glen Whallon, D-Milwaukie, said he proposed HB2521 because of efforts to incorporate the proposed "super-city" in North Clackamas County. That incorporation could be vetoed by a number of cities in the area, including Portland and Milwaukie.

"I think these people ought to be given a chance to organize themselves into a city if they choose," Whallon said.

He said the area being considered for incorporation in North Clackamas County includes 25,000 to 90,000 persons whose will might be thwarted by cities that do not want to see new cities created near their own boundaries.

Rep. Ed Lindquist, D-Milwaukie, a co-sponsor of the bill, said the three-mile veto was "patently unfair." In the case of the North Clackamas County area, he added, the cities of Milwaukie and Portland would prefer to see the unincorporated areas annexed to their

jurisdictions rather than having a new city created.

Lindquist said proponents of the incorporation did not want to extend haphazard growth. He said they wanted to give people looking for better services an alternative to annexation or unincorporated status.

Gene Peterson, a former Metropolitan Service District councilor who has been involved in efforts to provide urban services to unincorporated East Multnomah County, said the bill would resolve inequities in the law and promote "grassroots citizen participation and self determination."

He said residents of East Multnomah County were considering annexation to Fairview instead of incorporation because of the threat of a veto by Portland or Gresham.

"The present three-mile veto gives existing cities a state-sanctioned overriding advantage in any negotiations with adjoining unincorporated communities," he said. "Some call it black-mail rights."

Opposing the bill, Michael Huston, a lobbyist for the League of Oregon Cities, said the three-mile veto authority was "absolutely one of the most critical laws in state government for promoting logical development."

In many cases, he said, new cities are formed for "less than noble purposes." He cited the incorporation of Millersburg, which was promoted by Teledyne Wah Chang, as an example of an ignoble reason for forming a new city.

Huston said Wah Chang opposed efforts to annex to Albany the area in which its plant was located, so it pushed for incorporation of Millersburg instead. The result, he concluded, was creation of "the richest city in Oregon — a city that provides almost no services."

Gary Chenkin, a planner for the city of Eugene, said cities should be allowed to veto incorporation efforts within their urban growth boundaries. He said the cities should have first opportunity to provide urban services to those areas, and if they failed to do so, then the areas could incorporate.



# Annexation proposal calls for study of conflicts

Most annexation proposals by their very nature tend to be controversial, which keeps the boundary commission in a constant squeeze between competing interests. But some become even more

controversial than others, and it is not always predictable when the emotional temperature will rise.

One such will be before the boundary commission Thursday. It calls for a large annexation of more

than 192 acres, mostly in industrial land, to the City of Portland.

It lies in the northeast section, running east from the airport through the I-205 right-of way to 122nd Avenue between the Columbia River and the Columbia Slough.

Proponents want the full range of municipal services. They also seem to want the governmental stability that the city can provide.

Special districts object to such annexations for understandable reasons. They lose territory and the tax revenue that goes with it, but not responsibility and overhead.

Nonetheless, on its face it is an annexation that makes sense. The area is urban and its inclusion in the city is logical.

But another factor has been added to the equation. That is mounting concern about what to do with the unincorporated area in mid-Multnomah County. With sentiment apparently against joining either Portland or Gresham, but a growing realization that the area needs city government, there is a proposal that it become a new city, in effect, by consolidating with Fairview.

The argument runs that the proposed annexation to Portland would deprive the new city of needed industrial base.

Since the mid-county area is properly a hot item on the community's agenda, right now the

point is worth considering. But so, of course, are the wishes of the property owners and the advantages offered by the city.

It makes for a sticky decision. The boundary commission might wish to take time to explore the conflicts rather than making its de-

termination Thursday.

In the end, however, it very may find that annexation to land is the most reasonable option.



But



# Panel debates bill outlining LCDC future role 5/14/8

By FOSTER CHURCH  
of The Oregonian staff

SALEM — A subcommittee of the Senate Environment/Land Use Committee took the first step Monday in what could turn out to be protracted haggling over the future of the state Land Conservation and Development Commission.

The subcommittee, consisting of Sens. L.B. Day, R-Salem, Tom Hartung, R-Portland, and Jack Ripper, D-North Bend, has been meeting in early morning sessions for the last two weeks considering aspects of three bills, Senate Bills 300, 314 and 319.

The bill discussed Monday was prepared by Day and is based on SB314, which he and Sen. Ted Hallock, D-Portland, sponsored. Of the three bills, it is believed that it would allow the LCDC to continue most closely in its present role.

Chief provisions of the bill prepared

by Day:

— A moratorium on all periodic reviews of planning amendments until July 1, 1983. This, Day said, would allow the LCDC to devote its full time to reviewing for acknowledgement the plans of 170 jurisdictions which have not yet been approved.

— A so-called "Farmer Jones" clause which would allow a second dwelling to be built on agriculturally zoned land if the occupant were a blood relative or relative by marriage of the owner.

— It would give anyone within a county or a city standing to challenge a land-use decision within the jurisdiction. Under present law, only a person living near the affected parcel of land can challenge such a ruling.

— It would prohibit the LCDC from promulgating mere policies concerning land use. Under Day's version of the bill, it would instead be required to issue rules. It is believed this could pro-

vide more certainty for local governments in complying with LCDC directives by requiring that it either issue a rule or stay out of a matter entirely.

— Local governments which adopt new ordinances dealing with farm, forest, open space or coastal resources would be required to seek review of the commission.

Eldon Hout, a spokesman for the LCDC, said Monday that the commission could operate with the basic provisions of the Day bill. "It is workable," he said.

Hout said the Day proposal provides essentially what the commission believes is necessary in order to continue its role in the so-called "post acknowledgement phase," or the period after which all comprehensive land-use plans have been acknowledged as being in compliance with state goals.

He said it establishes procedures for reviewing plan amendments and also procedures for periodic review of plans.

However, representatives from two organizations which are interested in passage of the bill, and which have frequently expressed opposite opinions of the kind of legislation they would like to see passed, had some criticisms of the draft bill.

Gordon Fultz of the Association of Oregon Counties objected to the manner in which the bill broadens standing for challenging land-use rulings. Although he said the AOC approved of certain provisions of the bill, including the moratorium on plan reviews until 1983, he said the bill is based almost entirely on SB314, which the AOC opposes.

Henry Richmond, of the 1000 Friends of Oregon, although generally more supportive of the Day version than Fultz, said 1000 Friends would probably object to the moratorium.

The subcommittee will continue to meet on the bill for at least another week before presenting a draft to the full committee.



*Re Grey Panthers & Issues of Elderly/Region* *- Orig. 3/26*

# Delegates back local control

Speaking out for Oregon's elderly, 450 delegates to the State Conference on Aging adopted about 100 resolutions Wednesday which, if enacted, would revolutionize national policies for older Americans.

The culmination of a yearlong series of 140 local forums, the state conference is preliminary to the White House Conference on Aging, to be held Nov. 30 in Washington, D.C. Oregon will have 29 delegates at that gathering, to be selected from among those attending the state meeting, which ended Wednesday.

Delegates were told that 80 percent of the recommendations made by the last White House conference a decade ago have been realized in law or in policy changes.

Delegates' resolutions and suggested plans of action spanned a variety of topics. The desire for local control and for more programs that promote physical and financial independence of senior citizens were common threads in the 41-page fabric of resolutions adopted.

Among suggestions approved by delegates were:

— Expansion of in-home services for the elderly as alternatives to nursing home care. Project Independence, an Oregon program which fosters those alternatives, should be expanded to receive \$6 million in state funds for the 1981-83 biennium.

— Support for President Reagan's idea of combining federal funding into "block grants" to allow states to choose more freely what programs they want to finance according to their needs.

— Creation of a state Division of the Elderly to administer programs funded by federal and state governments.

*Housing*  
— Increased federal funding of innovative types of housing for the elderly, including cooperatives, adult foster care and congregate (boarding house) arrangements.

*Transp.*  
— More money for rural transportation programs for the elderly.

# County looks at energy 'future'

By KATHIE DURBIN  
of The Oregonian staff

*Poss. Program*

Imagine:

Windmill farms in the Columbia River Gorge, swift and silent trains criss-crossing the cities and countryside, commuter helicopters shuttling riders to train terminals and solar power as the dominant energy source.

That's the world 20 years from now as conjured up by a citizens' energy task force that reported to the Multnomah County Board of Commissioners Tuesday.

Portland architect Roger Yost and other members of the energy task force devised the narrative of an energy utopia to illustrate the possibilities the future holds for a cleaner, more efficient and more public transit-oriented Multnomah County.

The presentation, dubbed "2001 — An Energy Odyssey," was the highlight of the task force's final report to the board and the culmination of 20 meetings during the past seven months.

On a more prosaic note, the committee made several practical suggestions on how the county can encourage conservation of non-renewable energy sources, both by the government and among its residents.

Chief among them was that the county make the best use of the Burnside Light Rail Transit Corridor by encouraging high-density development along the rail line, and especially around transit stations. The most important way the county can do that, the committee said, is to act immediately to provide sewers to serve existing and future development, especially in the

Gateway area where freeway, train and bus lines will converge.

"The area between Gateway and Mall 205 will become the second downtown," Yost said. "It will parallel the west side." He said it is important for the county to work closely with private businesses, Tri-Met and the state Department of Transportation to encourage residential, commercial and office development along the light-rail line.

The committee also recommended the county explore contracting with Portland Energy Conservation, Inc., a non-profit corporation that operates the Energy Savings Center in Northeast Portland, to provide energy conservation education for residents outside the city.

The committee said there is no single telephone number or location available where all county residents may get such information.

Among the committee's other recommendations were that the county:

- Continue its Community Development Block Grant program to help pay for home weatherization for low-income residents, and explore ways to expand that assistance;

- Back a plan to establish a two-year mechanical engineering program at Portland Community College to train building operators and energy auditors in energy-efficient practices;

- Encourage architects and builders to use energy-efficient methods of siting, designing and constructing buildings.



# For economic development Regional planning debated

By KATHIE DURBIN  
of The Oregonian staff

A proposal to form a voluntary economic development association to serve the Portland metropolitan area was both criticized and praised by members of the Multnomah County Board of Commissioners Tuesday.

The plan was described as "a ploy on the part of (the Metropolitan Service District) to get itself involved with economic development" and as "an alternative to abrogating that authority to the Port of Portland."

Colleen Acres, senior county planner, said local jurisdictions have traditionally turned to such outside agencies as the Port, chambers of commerce and Portland State University for assistance in economic planning.

"We now have to rely on a fragmented group of organizations which never meet together at any one time," Ms. Acres said. "There hasn't been a regionwide group of economic experts."

As a result, she said, economic information gathered by one jurisdiction has not been applicable to the needs of other jurisdictions, and there is little historical data available.

Among the governments which are considering participating in the association are the Metropolitan Service District, the city of Portland, Clackamas County and Hillsboro, Ms. Acres said.

In the past, she said, Multnomah County has devoted considerable time to economic development planning, but staff cutbacks have made it more difficult for the county to fill that role although the need for new jobs is more critical than ever. A regional body could help perform that function, she said.

But Commissioner Caroline Miller said she intends to vote against formation of the organization because she believes strongly that there is already too much government involvement in the private sector. "It's really hard for private industry to breathe" because of all the agencies it must check with or report to, she said.

"We don't need Metro as a superfluous layer in economic development," she said.

Commissioner Earl Blumenauer said, however, that he intends to support creation of the voluntary organization precisely because there is too much government involvement in economic development and it is fragmented.

"The state (Department of Economic Development) is pulling away from its responsibilities in the metropolitan area," he said. "The alternative to having a regional authority is to abrogate that authority to the Port."

The board held over a decision on the matter to July 16.

In other business Tuesday the board:

— Confirmed unanimously the appointment of Larry Craig as director of the Department of Justice Services. Craig, 39, has served as acting director since Feb. 1 and has been with the

county since 1970. He is to be paid \$45,847.

— Approved an application by Graphic Arts Center Inc. for \$1 million in state industrial revenue bonds as part of an expansion that will create 208 jobs, despite the fact that provisions of a federal grant to the company limit all entry-level jobs to Portland residents.

— Gave Harold Ogburn, director of the Multnomah County Juvenile Court,

authority to apply for a \$700,000 federal grant from the National Council on Crime and Delinquency to fund an 18-month demonstration project working with 40 to 50 young people with "explosive personalities" who have been convicted of violent crimes. The grant would pay for 10 counselors to provide consistent, continuous counseling and secure detention at the Donald E. Long Juvenile Home.



# Bill affecting LCDC voted by House panel

By FOSTER CHURCH  
of The Oregonian staff

SALEM — In a surprise vote, the House Environment and Energy Committee approved unanimously Tuesday a bill that outlines the future of the Land Conservation and Development Commission.

Most participants in development of the House bill expected committee member Bill Grannell, D-North Bend, to oppose the five-member majority of the committee and present an alternative bill or a minority report to the full House. But after passage of the bill Tuesday, Grannell told the committee he believed the House version of the bill was "far superior to (Senate Bill) 945."

Grannell referred to the bill the Senate considered but failed to pass, thus leaving it to the House to produce an LCDC bill. The House committee, however, used SB945 as its starting point in development of House Bill 2225.

The House bill resembles the Senate version in its emphasis on protecting local control of land-use decisions and in requiring persons objecting to amendments in a county plan to have

participated in the amendment process, either in person or by mail, from the beginning on the local level.

But the House bill also differs from the Senate bill in significant ways:

— The Senate bill provided a two-year period in which LCDC would have been occupied exclusively with acknowledging comprehensive plans from local governments. The commission would not have reviewed amendments to acknowledged plans until 1983. Under the House bill, the commission would begin reviewing amendments immediately.

— The Senate bill gave the director of the Department of Land Conservation and Development the option of reviewing all amendments. The House bill would not require the director to review all amendments, but it would require him to state to the commission whether the proposed amendments appeared to violate LCDC goals and whether he would review them.

— The Senate bill limited standing — or the entitlement to challenge an amendment proposed by local government — to those persons who had participated in the amendment process from the beginning on a local level. However, it would also have allowed the Department of Land Conservation and Development director to grant standing to a person who had not participated. The House bill eliminates this so-called "piggyback" provision.

— The House bill deletes criteria for protecting areas of statewide significance and adds criteria for protecting areas of statewide concern.

— Under the House bill, a local government must notify the department director of a proposed amendment 45 days before a final hearing is held on adoption of the amendment. The director must then inform the local government within 30 days whether he believes that it would violate the statewide planning goals. After adoption of the plan, the public and the department would have 30 days to file objections.

Discussion of possible opposition to the bill in committee by Grannell related to possible appointments to a conference committee. It is believed likely that the House will pass HB2225 as it stands. However, many lawmakers believe that the Senate, which turned down SB945 because a majority felt it was not strict enough, could significantly amend HB2225. In that case, differences would have to be ironed out in a conference committee.

Grannell would like to be appointed to the conference committee — a position from which he could exert influence on the final bill. At this time, however, it does not appear he will be appointed to the original committee.

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# Group seeks to abolish Metro

Metropolitan Service District (Metro) councilors want to do away with the controversial Johnson Creek local improvement district altogether.

And now, some of their chief critics on the creek flood control and drainage improvement project want to do the same thing to Metro — abolish it and the law that created it.

Don McIntire, who led the charge against Metro as chairman of the Up-the-Creek Committee, said he plans to formally announce this week the creation of a new committee — Save Oregon from Regional Government.

The goal of his new group, says McIntire, is to gather 54,000 signatures on statewide petitions to force an election to consider abolishing Oregon Revised Statute 268, which allowed for the creation of "metros" around the state.

McIntire said his group will be trying for a spot on the November 1982 general election ballot.

Metro councilors will meet at 7:30 p.m. Thursday at Metro headquarters, 527 SW Hall St., for the second and final reading of an ordinance to repeal the original ordinance that created the Johnson Creek LID in June of last year.

A story appearing earlier in The Journal reported incorrectly that Metro councilors formally abolished the flood-control and pollution-abatement program along Johnson Creek at their Oct. 1 meeting.

The council approved only the first reading of the ordinance to repeal the original action creating the project.

The Up-the-Creek Committee collected 21,000 signatures on petitions to refer the Johnson Creek project to voters.

However, a Multnomah County Circuit Court judge ruled that Metro's original action forming the local improvement district was not subject to an election.

The Up-the-Creek Committee has appealed that ruling to the Oregon Court of Appeals.

"Johnson Creek was not the issue," said McIntire. "The issue was the right of people to have a say on such things as being taxed."

McIntire said the objective of Save Oregon from Regional Government is to return decision-making and problem-solving responsibilities to traditional units of governments — local, county and state — and to abolish the law which creates "institutions" like Metro.



# Group seeks end of MSD

By SCOTTA CALLISTER  
of The Oregonian staff

A group that hopes to abolish the Metropolitan Service District in a statewide vote next fall began an initiative petition drive Thursday at a Portland press conference.

Don McIntyre, a spokesman for the newly named group, calling itself Enough is Enough in Oregon, unveiled new proposals for Washington Park Zoo administration and automobile emissions testing, two of the programs in which the service district is involved.

The opposition group has its origins in the Up the Creek Committee that was formed to oppose a local improvement district the service district created to control flooding along Johnson Creek in Southeast Portland.

During the Johnson Creek dispute, McIntyre said, the group decided the service district was an unnecessary layer of government that had powers superseding the laws of cities and counties.

Enough is Enough in Oregon is collecting signatures on a petition that would place an initiative on the November 1982 general election ballot. The initiative would repeal the state law that permitted formation of metropolitan service districts.

McIntyre unveiled a proposal Thursday that would transfer administration of the Washington Park Zoo from the service district to the Wildlife Division of the Oregon Department of Fish & Wildlife.

The transfer would channel proceeds from the zoo property tax levy and various user fees collected by the service district to the Wildlife Division, he said.

McIntyre said the proposal would shift zoo administrative responsibility to the state agency, but the zoo would operate under the same funding and with the same staff.

Enough is Enough in Oregon also included in its proposal a section that would allow continued auto emissions testing in the Portland area, as is done by the state Department of Environmental Quality. But it would remove any mention of the service district's boundaries from the law governing emissions testing.

McIntyre did not make specific proposals for administration of other service district programs.

"We have a political problem if we have to give government all of the answers," McIntyre said.

Proposals for solid waste management programs and other issues should come from legislators and politicians if the service district is abolished, he said.

"We had to address the zoo," McIntyre said, "because the major tool that (the service district) would use to beat us would be that we are going to abandon the poor little fuzzy-wuzzies to the harsh climate of user fees."

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## Now forming Civic group to eye regional issues

A new Portland-area civic and political-affairs organization, the Metropolitan Citizens League, will hold its first general membership meeting at noon Thursday in the Red Lion Motor Inn at Portland Center.

The league bills itself as a "non-partisan organization dedicated to study, decision, action on problems and opportunities of the metropolitan area."

"Many problems facing our region require regional solutions," said Robert G. Simpson, chairman of the board of directors of the new league. "Through the perseverance and efforts of many, we have seen the emergence of the Metropolitan Service District as a governmental entity for addressing some of these issues."

"Historical, traditional boundaries have made it difficult to find solutions to problems such as Johnson Creek, transportation coordination and other regional services, creating the need for

a broad-based, non-governmental citizen group to study these issues. There is also the need to monitor the activities of Metro and other governmental units within the region."

## Chinese grocery back in business

Fong Chong Grocery, 301 N.W. Everett St., reopened for business Tuesday after rebuilding in the wake of a fire 17 months ago.

The grocery department is back to normal operation, but the meat department will be closed until this weekend, said Robert K. Louie, president of the corporation that owns the business. A restaurant, a new addition since the fire in mid-June 1979, will not open until December or January.

Simpson said the league's formation stemmed from work by members of the now-defunct Tri-County Local Government Commission. The commission did studies that led to establishment of the Metropolitan Service District.

Groups similar to the Metropolitan Citizens League have been successful in Minneapolis and Seattle, Simpson said. William Massey, executive director of the Municipal League of Seattle-King County, will talk about his organization's experience in a 1 p.m. keynote address to the Portland group.

The membership meeting is open to the public without charge except for the price of a noon lunch. The session will last until 5 p.m., featuring panel discussions of issues facing the Portland area, the roles of the state Land Conservation and Development Commission and the service district in land-use planning, and the issue of providing municipal services to unincorporated areas.