

January 18, 1979

Boise Cascade offers \$50,000 to study growth

By TOM GROTE
The Idaho Statesman

Boise Cascade Corp. is willing to give \$50,000 toward a study to determine how much growth the Boise area can handle while retaining a high quality of life, Boise Cascade board Chairman John B. Fery told the Greater Boise Chamber of Commerce Wednesday night.

The study, called a carrying capacity study, would look at the limits of the land, water, air and city services in accommodating new growth, Fery said. The chamber was asked by Fery to take the job of finding out if the study is possible and to see that it is completed.

"We are in the front lines of growth and that makes it necessary, I believe, to make some decisions," Fery told about 800 persons at the chamber's 93rd annual banquet at the Rodeway Inn in Garden City.

Fery said a deterioration in the quality of the air has been the most obvious effect of growth in Boise.

"Our transportation system is also showing stress and strain, and we are beginning to reach the limits of once-cheap hydroelectric energy," he said.

"Our growing numbers are causing urban sprawl, crowded schools in some parts of the county, longer commuting times, rising demands on all city and county services and a crowd at the ski lifts, the fishing holes and the duck blinds," he said.

Fery, who is also chief executive officer of Boise Cascade, said none of the growth plans that have been adopted by Boise and Ada County consider whether the area can handle a growing population.

The Boise Metropolitan Plan predicts the county's population to reach 289,000 by the year 2000, or double the current estimated population of 145,000.

"All of our plans until now apparently have been based on the classical assumption that the future will be an extension of the past; that population increases inevitably will continue and that the proper course of action is to simply supply the highways, electrical power, water and urban expansion needed to accommodate this growth," Fery said.

"But there is a developing view that is different," he said. "A new

Fery -----

(Continued from Page 1A)

approach ... that says our primary planning goals should be altered with quality of life as the major long-term objective."

An initial donation of \$10,000 would be made to the chamber to hire a professional planner to look at about two dozen similar plans that have been conducted around the country. The chamber and the planner would then determine whether a carrying capacity study could be done in Boise, Fery said.

If the chamber feels the study could be done, an additional \$40,000 would be donated toward completing the study, Fery said. A Boise Cascade spokesman said Wednesday that the total cost of such a study was unknown.

In an interview, Fery said offers to fund similar plans in other communities where Boise Cascade has operations will be made if the Boise study is successful.

Fery said Boise Cascade is willing to risk the restrictions that the study may impose on industry.

"Industry must accept limitations if the companies have an adverse effect," he said. "On the other side, industry is obliged to see what we can do to meet the standards. That's fair."

Managing growth will be beneficial in the long run to businesses which depend on growth, Fery said. "If we don't manage growth, we will kill it," he said. "By managing it, we assure its existence."

In his speech, Fery said, "I do have some warm feelings for growth, but reaping the benefits of doing business in this area is only one aspect of living here. All the elements of a total living environment are important."

The study should zero in on how growth will affect air pollution, water quality and supply, energy and transportation, he said.

Fery listed a number of decisions facing the community in which the study would be useful. "How many cars do we want? How extensive a transit system? How many children in a classroom? How much time are we willing to spend waiting to get on the chairlifts at Bogus Basin? How much time are we willing to spend commuting and at what cost?" he asked.

Boise-area residents also need to determine how much tax money they are willing to pay to sustain a high quality of life, he said.

Fery said the idea for the plan came during his preparation for Wednesday's speech, the topic of which was suggested to be on community issues. Over the past three months, he said he held discussions with a broad range of people including planners, educators, elected officials, businessmen, developers, environmentalists and people in social service agencies.

"No conversation was without some reference to the impact of growth," he said.

Newly-installed chamber president Eugene Thomas said the chamber would "leap at the opportunity" to oversee the study.

Thomas, president of the law firm of Moffatt, Thomas, Barrett and Blanton, Chartered, was installed with other chamber officers and board of directors members.

Robert Philip, managing partner of Arthur Andersen & Co., is the new president-elect. Vice presidents are Rachel Gilbert, broker and owner of Gilbert and Associates; Richard Holtz, president of Planning Dynamics; Peter O'Neill, chairman of the board of the Sandpiper restaurant; and Charles Newhouse, vice president of the Bazaar.

Lane Gleason of Tonkin, Johnson and Associates, retains the post of treasurer.

(Studies similar to one advocated by Boise Cascade Corp. Chairman John B. Fery to determine the effect of growth on Boise have led other communities to limit growth, a professor of city planning says, Page 8B.)

"MANAGING GROWTH FOR QUALITY OF LIFE"

delivered to

Greater Boise Chamber of Commerce

by

John B. Fery

Chairman of the Board and
Chief Executive Officer
Boise Cascade Corporation

January 17, 1979

MANAGING GROWTH FOR QUALITY OF LIFE

I want to begin by thanking the Chamber of Commerce for inviting me to speak to you this evening, even though I am well aware that the Chamber's leadership has been attempting to upgrade the quality of the speakers at this annual dinner. Last year, Ronald Reagan addressed you, and this year I understand Henry Kissinger would be standing here tonight if cost were not a consideration. When I accepted the invitation -- innocently, I might add -- I received the following telegram from Dr. Kissinger: UNDERSTAND YOU HAVE BEEN CHOSEN TO SPEAK AT CHAMBER OF COMMERCE ANNUAL DINNER INSTEAD OF ME. THAT'S OKAY. NO HARD FEELINGS. ALL I COULD HAVE TALKED ABOUT WERE THE ISSUES SURROUNDING THE MIDDLE EAST, CHINA, RUSSIA, AFRICA AND IRAN. YOU APPARENTLY KNOW ALL ABOUT THE ISSUES FACING BOISE, IDAHO. GOOD LUCK AND CONGRATULATIONS. SIGNED: HENRY.

I wish that were true. I have lived here with my family for some 16 years, enjoying all the things this community and its environment have to offer. But I certainly don't pretend to know all

there is to know about Boise. I do hope my presence here tonight is some indication of my interest and concern about our community.

To test my own impressions and get some other ideas about issues facing this community, I have for the past three months gone through a "crash course" on our community -- how it works, what the problems and opportunities are. That process consisted of long conversations with a number of people who were good enough to take the time to sit down over breakfast, lunch or just a cup of coffee to talk about Boise today. I talked with planners, educators, elected officials, business people, people involved in social service agencies, real estate professionals, developers, environmentalists and many people who are involved in the workings of this community just because they care so deeply about it. I know I have still just skimmed the surface, but I have come through this process feeling encouraged by the obvious ability of these people and their commitment to the community.

We discussed the widest possible range of topics: how difficult it is to drive an automobile in downtown Boise unless you're a teenager and it's Friday or Saturday night; how to get emergency help if you're a stranger stranded here; education in the public schools; taxes; air pollution;

availability of social services; medical care; the teenage keggers that take place in the foothills on Friday nights and the adult keggers that take place in our resort areas on weekends; crime; politics; the decision-making process; and how downtown should be developed. I discovered that the universe is divided between those who believe downtown is an eight-block area and those who believe it is the entire central business district. Above all, loomed the phenomenal growth we are experiencing. No conversation was without some reference to the impact of growth.

As these conversations came to an end and my own moment of truth came closer and closer, I reached some conclusions -- among them . . . that each of us who lives here does so for some very special reasons of our own. But, they all add up to one thing: the excellent quality of life that Boise, Idaho, and Ada County have to offer. We seem to have a sense of what the good things are, a sense for the need to preserve the heritage of this Valley, a sense of the benefits that growth can bring and an understanding that growth can be an eroding force as well.

Let me touch -- very briefly -- on the issue of the development of downtown. Our discussions on the subject did make me understand that the

concept of critical mass applies, and that for downtown retail to be successful long run, there must be enough of it. They also made me understand that the mixed use concept can properly be applied to the entire downtown area, and that we are missing the point when we spend too much time arguing about how it applies to the eight block urban renewal area. The controversy seems headed for resolution, although I won't venture a guess on the outcome. But downtown represents valid arguments over values -- over the costs and the benefits of growth, the difficulties of determining how "big" is "big enough."

I will say that I am very encouraged at the process which is occurring. The level of public interest and participation, the forums sponsored by THE STATESMAN, the Chamber's Task Force report and all the effort of letters, petitions and hearings are measures of our community concern.

If you object to all the shouting, think how much worse it would be if no one cared at all.

But to get back to the quality of life in Boise, what are its elements? You would probably agree that they include good job and business opportunities; a strong and growing educational establishment; good health care; exceptional recreational opportunities, including a full-fledged

ski resort just 30 minutes away from the center of town; a reliable source of energy; good climate; pleasant landscapes; public safety; relative ease in moving around; clean water; breathable air; plus plenty of elbow room.

Most of the elements that go into making life good are in pretty acceptable condition today in this valley.

Take education. We are providing our children with a reasonably good, strong education, especially if they're college bound. There's some question about those headed for vocations, but the college-bound youngsters do well on tests comparing them with students in other parts of the country, and they are having no trouble being accepted by colleges and universities based on their academic achievements here. And what is perhaps a better measure, they are faring well in the institutions of higher learning around the country.

That's good, but that's not the whole picture. The world is changing more rapidly than ever before. Are we challenging our students enough to deal with those changes and the complexities they create?

It makes me wonder about the estimated 500 or so students who are dropping out of high schools in Boise each year. Yes, 500 or about 10% of our

high school population. That figure was shocking to me. I can assure you that they can't be dismissed as misfits, delinquents, slow learners. They are a cross section of our community emotionally, intellectually and economically. Where is the shortfall? Is it just them? I cannot believe that. Perhaps the program we are providing is not reaching them, or challenging them, or perhaps compelling them. Can we be content that our public education program is missing 10% of our students? The solution may be as much a matter of attitude as of finance.

Focusing again on the positive -- Boise State University is now a major community resource. It contributes to the economy, enriches our intellectual and cultural lives, and has attracted both a talented faculty and the largest student body in the state.

The delivery of health care is excellent in the Boise Valley. We have a skilled physician population. We have two modern, well-equipped hospitals in Boise and others nearby in the valley. We have the Elks Rehabilitation Center, a unique facility. The medical specialties are well represented. Emergency services, available hospital beds and responsive care are part of our quality of life.

Education . . . health . . . recreation.

We boast recreation for a remarkable range of interests and we play in a remarkable range of outdoor settings. Access to recreation is high on most lists of the reasons why many of us prefer to be here. The mountains, the rivers and streams, the desert . . . all attract us. We fish and photograph. We are downhill and cross country skiers, snowmobilers, hunters and backpackers. We tube quiet rivers and raft our rough ones. We play golf and tennis and sometimes can make a choice between the golf course or the ski hill on the same day -- or we splurge and do both. We have an organized recreation program within the city that fields teams of all ages in a multitude of sports year round.

In fact, our recreational life is so rich and varied that several people told me it may actually contribute to our problems. We are so serious about our play that we seldom let anything, even solving our problems, interfere with it, especially on weekends.

Finding employment in the Boise Valley obviously is not a problem today, and growth is largely responsible for that. We have a low unemployment rate and a productive work force.

Once we were net exporters of population, especially among our young people. They went elsewhere to find opportunity and challenge. That is no longer true. We are now importers of population, and that shouldn't surprise anyone. People come from elsewhere in Idaho seeking an education, jobs and an urban existence. People coming from other states to this area are fleeing what many cities have become.

Business opportunities abound. Many new businesses seek to locate here. We should remember, however, that much of this is what is called "foot loose" industry. These companies are not tied to specific natural resources. They are able to move where the economics and living conditions are most attractive. Right now, they are attractive here.

Our cultural life is rich and growing. And certainly growth -- bringing large numbers of people to be involved as audiences, contributors and participants -- has been a major factor in the positive shape of our cultural institutions. We have a modest but forward looking art gallery, a fine historical museum, an excellent public library and a symphony orchestra that is growing in professional stature each year. However, it still must perform in a high school auditorium because the community hasn't yet decided to support a performing arts

center. Mention theater in this town and you find a surprising array of local talent ready to go on stage. And Music Week is still going strong after 60 years.

As word of urban crime reaches us through the news media, we realize this has been a relatively safe community. Crime certainly exists. We are not immune to acts of violence and aggression. We are witnessing a rash of armed robberies right now. Our problems have not been beyond the ability of our law enforcement agencies to handle, but the problems are increasing and our officials are apprehensive about the future because of looming budget cuts.

Many of the elements of our lives which we find so good here -- education, business and job opportunity, culture, health care -- have been enhanced by growth, the addition of more taxpayers to our community. But there is an irony here. The very growth which makes things good for us can also make things bad for us.

Growth already is seriously impacting some very basic elements of our life quality -- the most obvious being air.

Our transportation system is also showing stress and strain, and we are beginning to reach the limits of the once cheap, clean and plentiful

hydroelectric energy system which has powered the growth of this city and this valley.

Our growing numbers are causing urban sprawl, crowded schools in some parts of the county, rapidly increasing air pollution, longer commuting times, rising demands on all city and county services, and a crowd at the ski lifts, the fishing holes and the duck blinds.

All through this past ten-year shift to a high growth rate we have comforted ourselves with the belief that the problems of growth are temporary -- and that growth also brings the solution to its own problems by enlarging the tax base.

Well, it's a comforting belief. But even the idea of growth as an automatic economic good is debatable today. Some economists hold that growth, particularly rapid growth, does not pay its own way. In the history of our country, we have looked upon growth not only as an opportunity, but as an absolute necessity. In a developing country, our westward expansion was encouraged by official government policy -- we were a new nation needing to establish ourselves, to claim the land and its resources. And there never was any question about resources -- there was plenty of everything for everybody.

Our great cities developed and as our use of the automobile grew, we built freeways to accommodate them. We went from a chicken in every pot to three cars in every garage.

Today, there is a new wave of growth, another westward migration. Idaho is part of that. Our state is among the fastest growing in population, and Ada County is growing at something in excess of 4% annually, or some five times faster than the national average. We are in the front lines of growth and that makes it necessary, I believe, to make some decisions.

The history of our attitude toward growth has always been to accept it, but never question the capacity for accommodating it. In accommodating growth, we as a people have historically always accepted the tradeoff of a deterioration in some of the elements of a quality existence. Los Angeles, Denver, Salt Lake City, Phoenix, Tucson . . . is their air breathable, their water plentiful and clean? Do they have workable transportation systems? If they could turn the clock back 30 years, would they do things differently?

I believe emphatically that they would. I believe just as emphatically that this community still has the opportunity to design the future pretty much the way we want it, to master our

destiny, to manage our growth so that we and our children and grandchildren can benefit from the good things that it can provide and keep it from destroying the things that we value here, keep it from seriously eroding our quality of life.

How do you manage growth? That may be the most important question facing us in this county and city today. Obviously, we have been attempting to do that for a long time -- through planning.

Right now, the recently adopted Boise Metropolitan Plan, for example, projects a population of 289,000 people in Ada County by the year 2000, just 21 years from now. That compares with today's population of 145,000. We will double in size! The plan calls for directing growth toward the southeast, instead of the west, to provide a more concentric pattern of development in place of the western sprawl we have been experiencing.

But what bothers me about this plan -- and all the other plans for the city and the county -- is that none of them addresses the question of whether we have the capacity to accommodate such growth -- whether we can, without destroying the quality of life here, accommodate 289,000 people. We don't have any idea what kind of a place this valley will be with 289,000 people.

All our plans until now apparently have been based on the classical assumption that the future will be an extension of the past; that population increases inevitably will continue and that the proper course of action is to simply supply the highways, electrical power, water, and urban expansion needed to accommodate this growth; that plans are needed only to organize the inevitable, without regard for what the impact of merely accepting growth will have on the quality of life.

But there is a developing view that is different -- a new approach to planning that deals with the capacity to accommodate growth, that says our primary planning goals should be altered, with quality of life as the major long-term objective and growth shaped around this overriding determinant.

I believe we must maintain and even improve the quality of life in this place we love and enjoy so much. This should be our legacy to future generations.

In order to do this, I believe we should seriously consider undertaking a study to determine how much growth this area can accommodate, given the quality of life we as citizens want to maintain.

In the jargon of planning, this kind of effort is called a carrying capacity study, and I believe it could be an essential tool for managing

our growth for quality of life. The Pacific Northwest River Basins Commission has produced a prototype of this kind of study. It's an approach that identifies both the limits of basic natural resources of a region to support future growth and the consequences of various levels of growth.

Such a study is intended to provide a constructive alternative to the system of simply projecting historical trends.

Putting it in simpler words, a carrying capacity study could help us get a handle on the physical capacity of our land, water, air and services to provide us with the quality of life we desire.

We already have reached the limits of safety in the capacity of our air to carry carbon monoxide -- which is emitted by automobiles. Boise has been declared a nonattainment area for carbon monoxide, which means we fail to meet Federal ambient air quality standards.

Carbon monoxide cannot be seen, and you don't actually smell it, but for a child, for older people or for anyone with any respiratory problems, the effects can be devastating. There are days in Boise when these people must be warned to restrict their physical activity and stay indoors because of the high levels of carbon monoxide.

We know the source of our pollution. It's the automobile. The more people -- and the more affluent the family -- the more cars we drive.

Water quality and water supply. Right now there doesn't seem to be a problem. But what about the future?

Energy. How much do we need, what needs to be developed, what are the costs?

Transportation. We can and should decide how many cars we want on our streets, how many we can tolerate -- and that ties directly, of course, to the air quality issue.

These are the kinds of decisions that a carrying capacity study could allow us as a community to make: how many cars; how extensive a transit system; how many children in a classroom; how much time are we willing to spend waiting to get on the chair lifts at Bogus Basin; how much time are we willing to spend commuting and at what cost? You can add to this list yourselves.

I also believe, by the way, that we should decide what we are willing to pay in taxes to support the quality of life we choose. Gene Thomas reminded me of a saying attributed to an old and very wise legislator: "Don't tell me what you want, tell me what you can pay for." Growth has its costs and so will maintaining quality livability in the face of growth.

But back to carrying capacity -- I should warn you. Making a study of capacity relative to growth is still plowing new ground in growth management.

The State of Hawaii has completed the first phases of a carrying capacity study on the four major islands. The study, jointly funded by the state and the Federal government, looked at four key areas impacted by growth -- water supply, job opportunity, traffic congestion and air quality. The motivation for the study came from a citizens' advisory committee appointed by the governor to develop an environmental report dealing with the maintenance of quality of life and the related decisions people must make.

Jackson County, Oregon, which includes Medford and Ashland and is experiencing the same kind of growth we are, is in the midst of completing a carrying capacity study which was funded by the Oregon Legislature. The Jackson County effort is planned as a model for other communities and areas within the state.

And now, Boise, Idaho, and Ada County. Since growth and its impact on the enjoyment we get out of living here is in my mind the single most important issue facing us, I am suggesting we explore the feasibility of a carrying capacity

study for Boise and Ada County. The questions that immediately arose as I thought of this were: How is this going to get done, who or what in the community will be the steward, the catalyst?

The easiest answer, of course, was the city or county itself or the Ada Planning Association, but I am more than a little aware of the fact that we as citizens, not just here in Boise, but everywhere, look to government for too much. Then I recalled the remark that Charles Wilson of General Motors made back in the 1950s, a remark that has never been forgotten by those who don't trust the business community: "What's good for General Motors is good for the country." I am not a revisionist historian, but I honestly feel that Mr. Wilson probably meant -- or should have said -- what's good for the country is good for General Motors. That's what I say: What's good for Boise, Idaho, and Ada County is good for business here.

That led me to the obvious conclusion: The Greater Boise Chamber of Commerce should take the leadership role. I don't believe there is an organization within the community more suited to insuring that this feasibility study gets done. And let me repeat -- I'm talking about the Chamber seeing that the study gets done, not actually doing it. The Chamber has done a great deal of

growing. Today it has emerged as a mature force within the community. Witness the Task Force Study on Downtown Development and the just-completed Task Force Study on Transportation. I firmly believe that the Chamber can link the people with the elected officials and provide the environment for problem solving.

And so, I want to formally ask the Chamber of Commerce to accept the task of determining whether a carrying capacity study is feasible and, if the answer is "yes," to accept the challenge of seeing that the study gets done. Again, this would not mean doing the actual work. It would mean finding the right professionals -- and finding the dollars to pay them. It would represent a broader role for the Chamber than it has ever had, but I believe as it is constituted today, this organization can accept the task and has the will, the capability and the leadership to see it through to completion.

I don't know how the Chamber might choose to proceed, but we have been advised that dividing the study into four phases is a good cautious way to go. The first phase ought to involve retaining a local professional planner to thoroughly examine the state of the art of carrying capacity studies -- and there have been some 22 around the country -- to find out what's been done, how it was done,

what worked and what didn't. The committee that is administering the study then should be able, with the help of the professional planner, to decide whether or not to continue, and if the decision is positive, to establish the best way to proceed with a study for this area. The product of this first phase would be a formal request for proposals -- or a bid for the second phase.

As I said earlier, I believe the Chamber could also coordinate the rest of the project. Phase Two would consist of establishing the goals and objectives of the study and spelling out a work program, including the costs for implementing the program. Phase Three would be doing the study itself, and Phase Four would be publication of the final report.

Believe me, I cannot emphasize enough that this kind of study would be complicated, difficult and time consuming. On the other hand, forest products companies, including Boise Cascade, have for years been dealing with carrying capacity in the management of their timber resource for sustained-yield harvest.

I am told that the first phase of this undertaking should cost about \$10,000. Completing the study could cost a great deal more, however, and I could

not in good conscience leave you tonight without making a commitment that is something more than suggestion.

One of our objectives as a corporation -- and a goal of our corporate contributions program -- is to improve the living environment in those communities in which we operate.

Therefore, Boise Cascade will be happy to pledge \$50,000, earmarking \$10,000 of that pledge to fund the first phase of the proposed study. If the Chamber proceeds with the first phase, and if it decides after completing that phase to go on with the study, the balance of this pledge will be made immediately available to help pay for the completion of the project. We would hope that other members of the community might also view this as a constructive effort and give their support as well.

As a businessman, I am well aware of the importance of growth. As head of a company that profits from the sale of two by fours and plywood, I do have some warm feelings for growth. But reaping the benefits of doing business in this area is only one aspect of living here. All the elements of a total living environment are important.

Whether or not you think the suggestion I've made has merit, we are at the point where we must

decide what to do about growth. Do we encourage it -- try to stop it -- or compromise by taking some steps to slow it down? I believe we must decide now, because if we don't, we will lose our ability to control growth. Growth will then control us.

As a beginning, in the process of deciding what to do about growth, let's at least consider a carrying capacity study. We have a marvelous opportunity to design our future. Time is still on our side -- but just barely. We are at the threshold. What we do right now can determine whether living in this valley will continue to be the great experience it has been up to now. Frankly, ladies and gentlemen, Boise, Idaho, is something of a paradise. That's the principal reason Boise Cascade chose to keep its headquarters here. It's the reason so many of us choose to live here. If we can manage the growth that is upon us, make the right decisions about it -- everybody will win.

CSDC



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

RICK GUSTAFSON, Executive Officer

February 13, 1979

Honorable Vera Katz
Oregon House of Representatives
Room H 486
Oregon State Capitol
Salem, Oregon 97310

Dear Vera:

At the suggestion of Gene Peterson, MSD Councilor, I am enclosing a carrying capacity study, "Managing Growth for the Quality of Life" by John B. Ferry, Chairman of the Board and Chief Executive Officer of Boise Cascade Corporation which was delivered to the Greater Boise Chamber of Commerce January 17, 1979.

The Boise Cascade Corporation is willing to give \$50,000 toward a study in the Boise area to determine how much growth the area will handle and still maintain a high quality of life. According to the article, Boise Cascade might be willing to fund studies in other areas where they have operations if the Boise study is successful.

This is an interesting concept and one that Councilor Peterson and myself are most interested in pursuing. I would welcome your questions and comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Gustafson', written over a horizontal line.

Rick Gustafson
Executive Officer

RG:gh
2437A
D/2

Enclosure

cc: Gene Peterson, MSD Councilor

pacific northwest
RIVER BASINS COMMISSION



1 COLUMBIA RIVER • P. O. BOX 908

Vancouver, Washington • 98666

RECEIVED
FEB 16 1979

February 15, 1979

METRO SERVICE DISTRICT

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 S.W. Hall
Portland, Oregon 97201

Dear Mr. Gustafson:

We received your letter to Mr. Gordon of February 13, 1979, and the information regarding the Boise Cascade Corporation's effort to identify carrying capacities in the Boise, Idaho, area and other areas. Because Chairman Gordon will not be in the office until mid-March, I will see that the matter is brought to the attention of appropriate Commission members and staff. When Mr. Gordon returns, we will contact you regarding this matter.

Sincerely yours,

Jack G. Johnson
Director, Administration
and Special Services

JGJ:nr

HOME ADDRESS
VERA KATZ
2068 NW JOHNSON
PORTLAND, OREGON 97209

MULTNOMAH COUNTY
DISTRICT 8



COMMITTEES
CO-CHAIRPERSON:
JOINT WAYS AND MEANS
MEMBER:
JOINT WAYS AND MEANS
SUBCOMMITTEES 1 THRU 8

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

February 20, 1979

RECEIVED
FEB 23 1979

METRO SERVICE DISTRICT

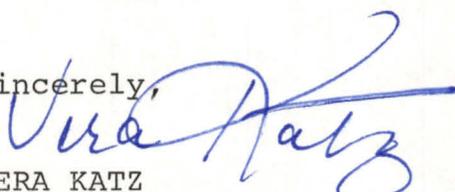
Rick Gustafson
Executive Officer
Metropolitan Service District
527 SW Hall
Portland Oregon 97201

Dear Executive Officer Gustafson:

Thank you for the copy of John Fery's speech on managing growth. Gene Peterson obtained it, I understand, from Brita Hazell who had previously sent it to me. As you may recall from your stint on Ways and Means last session, I got \$50,000 appropriated in a Department of Economic Development budget note for a similar study in Jackson County. In fact, Mr. Fery has been in touch with the group there to find out about their project--which is how Brita had a copy of the speech to give me.

I continue to feel that the management of growth is the single most important issue facing the state. I have tried since 1973 to persuade the legislature to deal with the issue. The Jackson County study is my only success so far. I would certainly support any efforts in pursuing the topic in other areas of the state. I have been in touch with Mr. Fery and hope to follow up on the contact if and when he is in Oregon. I will, of course be interested in following what the MSD does in this area.

Sincerely,


VERA KATZ
STATE REPRESENTATIVE

378 8792

027

528 COMMISSIONER

WISCONSIN BOND

MSD METROPOLITAN SERVICE DISTRICT

527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

February 26, 1979

Institute for Policy Studies
Portland State University
724 SW Harrison
Portland, Oregon 97201

Dear Sirs: *MaryAnn + Kathy*

At the suggestion of Gene Peterson, MSD Councilor, I am enclosing a carrying capacity study, "Managing Growth for the Quality of Life" by John B. Ferry, Chairman of the Board and Chief Executive Officer of Boise Cascade Corporation which was delivered to the Greater Boise Chamber of Commerce January 17, 1979.

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Sincerely,

Rick
Rick Gustafson
Executive Officer

RG:gh
2437A
D/2

Enclosure

cc: Gene Peterson, MSD Councilor

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

February 26, 1979

Mr. Burton Weast
Metro Home Builders
3140 NE Broadway
Portland, Oregon 97232

Dear Mr. Weast:

At the suggestion of Gene Peterson, MSD Councilor, I am enclosing a carrying capacity study, "Managing Growth for the Quality of Life" by John B. Ferry, Chairman of the Board and Chief Executive Officer of Boise Cascade Corporation which was delivered to the Greater Boise Chamber of Commerce January 17, 1979.

The Boise Cascade Corporation is willing to give \$50,000 toward a study in the Boise area to determine how much growth the area will handle and still maintain a high quality of life. According to the article, Boise Cascade might be willing to fund studies in other areas where they have operations if the Boise study is successful.

This is an interesting concept and one that Councilor Peterson and myself are most interested in pursuing. I would welcome your questions and comments.

Sincerely,

Rick Gustafson
Executive Officer

RG:gh
2437A
D/2

Enclosure

cc: Gene Peterson, MSD Councilor

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

February 14, 1979
Letter Sent to:

Mel Gordon - Pacific Northwest River Basin Commission

Tom McCall - KATU

Glenn Jackson - Pacific Power and Light Company

John Gray - Omark Industries

Carl O. Halvorson

John Platt - Oregon Environmental Council

Henry Richmond - 1000 Friends of Oregon

Stan Skoko - Chairman, Clackamas County Commissioners

Miller Duris - Chairman, Washington County Commissioners

Donald Clark - Chairman, Multnomah County Commissioners

Neil Goldschmidt - Mayor, City of Portland

Ted Achilles - Oregon H0use of Representatives

Hardy Myers - Speaker of the House of Representatives

Vera Katz - Oregon House of Representatives

xerox copy to Gene Peterson, MSD Council



HARDY MYERS
SPEAKER

OREGON HOUSE OF REPRESENTATIVES
STATE CAPITOL
SALEM, OREGON 97310
503/378-8977

RECEIVED
MAR 3 1979

METRO SERVICE DISTRICT

February 28, 1979

Honorable Rick Gustafson
Executive Officer
Metropolitan Service District
527 SE Hall
Portland, Oregon 97201

Dear Rick:

Thanks for your letter and enclosures re Boise Cascade's support of a carrying capacity study in the Boise area.

If you want to request similar assistance for the MSD area, I would be happy to join in contacting Boise Cascade to make and justify the request.

I hope you are enjoying your new work. Things are going well here, but we miss your contribution.

I'll see you soon.

Sincerely,

Hardy Myers

HM/jh

STATEMENT TO HOUSE TRANSPORTATION COMMITTEE
CONCERNING RESOLUTION 79-13 ADOPTED BY THE
METROPOLITAN SERVICE DISTRICT COUNCIL
ON FEBRUARY 8, 1979

by

GENE PETERSON
MSD COUNCILOR, DISTRICT 10

March 7, 1979

Resolution 79-13 transmits concerns of the Council regarding the impact of the proposed transitway project on communities between I-205 and Gresham. It passed by unanimous vote. It is a companion resolution to 79-14 concerning funding for the project. This resolution passed the same night. Resolution 79-13 was introduced by myself and Councilors Cindy Banzer and Betty Schedeen. The Light Rail Project between I-205 and Gresham would cross portions of our three MSD subdistricts.

The resolution urges the responsible implementing agencies (primarily Tri-Met and Multnomah County) to reach a mutually satisfactory agreement with the Community Planning Groups and citizens most directly impacted by the project to: (1) Ensure that the citizens' concerns are considered and implemented where feasible, and (2) Require no increase in residential density for the sole purpose of supporting or otherwise accommodating the transitway project.

I am happy to report substantial progress has been made toward accomplishing these goals. On January 8, 1979, representatives of the Community Planning Groups in East Multnomah County decided to form a Coordinating Committee for the purpose of negotiating as one body with representatives of Multnomah County, Tri-Met and other governmental entities about rapidly maturing plans for the Light

Rail Proposal and community land use plans. The citizens felt they needed a united front to get more consideration of their concerns and requests.

The Coordinating Committee consists of representatives of each of the Community Planning Groups in East Multnomah County except Errol Heights as follows:

<u>Community</u>	<u>Population</u>
Cully-Parkrose	50,000
Hazelwood	30,000
Powellhurst	28,000
Columbia	600
Rockwood	14,000
Wilkes	8,500
Centennial	<u>23,000</u>
TOTAL	154,100

Mr. Tom Current, who is a representative of the Hazelwood Community Group, was elected chairman of the Coordinating Committee. His address is P.O. Box 4586, Portland, Oregon 97208. His office phone is 221-3078.

As a member and immediate past chairman of the Wilkes Community, I am familiar with the activities of the Coordinating Committee.

At the invitation of Paul Bay, Tri-Met Director of Planning and Development, the Coordinating Committee and Tri-Met met on February 19 and agreed to negotiate a written understanding between the two concerning a number of items. These include reexamination of the Transitway corridor; bus service; bus system facilities planning, design, and construction; light rail planning, design, construction and service facilities. A draft of such an agreement is currently under consideration.

Multnomah County also is actively addressing the Coordinating Committee's land-use concerns as they relate to light rail. The Multnomah County planning director has already made several adjustments in the original county staff proposal in response to citizens' requests. Tri-Met and Multnomah County have been working cooperatively with the Coordinating Committee.

I checked with Mr. Tom Current today. He expressed satisfaction at recent progress in resolving items at issue between the coordinating group and Tri-Met and Multnomah County. He was also optimistic that a good working relationship would continue. However, he stated that the Coordinating Committee was not committed and had not adopted a policy for or against the Light Rail Project. Instead their purpose is to develop a satisfactory working relationship with the principals in the event that the funding for the light rail is forthcoming.

Resolution 79-13 is attached.

GP:bc

2755A

0015A

pacific northwest
RIVER BASINS COMMISSION



mel gordon
chairman

1 COLUMBIA RIVER • P. O. BOX 908

Vancouver, Washington • 98666

RECEIVED
MAR 26 1979

March 23, 1979
METRO SERVICE DISTRICT

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 S.W. Hall
Portland, OR 97201

Dear Rick:

My staff has brought to my attention your letter of February 13, 1979, regarding the Boise Cascade Corporation's sponsorship of a carrying capacity study for the Boise, Idaho area. Your letter and its enclosures have been transmitted to Idaho's representative on this Commission, and my staff members have been directed to be alert to occasions in their work where such information or subject matter should be considered more fully.

The "carrying capacity" concept is not new, of course; and it's always interesting to see the varying situations in which it is applied. To a large degree, this Commission is involved now in such an application as we analyze the opportunities, impacts and tradeoffs associated with water uses in the Pacific Northwest--particularly the Columbia River system.

Thanks for bringing the matter to my attention. Let's get together sometime and talk about how things are going on your side of the river, since I've become a Washingtonian.

Sincerely,

Mel Gordon
Chairman

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: July 17, 1979
To: Ways and Means Committee
From: Councilor Peterson
Subject: Confirmation by the Council of Appointments Made by the Executive Officer

The search for the most effective and equitable balance of powers between the legislative and executive branches of government is as old as constitutional government.

The debate continues at federal, state and local levels. It increases when major new programs are launched or new units of government are created. It appears to be a healthy part of the democratic process.

One key element in determining the best balance of powers is authority over the appointment of key personnel to run the executive agencies. At the federal level the President and his assigns appoint all federal personnel, subject to Civil Service rules, and, in the case of the heads of departments and independent agencies, subject to confirmation by the Senate.

The state of Oregon recently adopted a similar procedure. Confirmation by the Senate currently applies to members of nearly all boards and commissions and over half the department heads.

In the case of the new MSD, the 1977 legislative act, HB 2070, creating the new regional agency specifies that "(5) The executive officer may hire any personnel and contract with any person or governmental agency to assist in carrying out the duties and powers under this 1977 act, subject to the personnel rules adopted by the Council" (emphasis added).

In his opinion, dated April 13, 1979, Deputy Legislative Counsel Fred R. Neal concluded that the MSD Council "has the power, but is not compelled, to require review and approve or disapprove of all or some of the personnel appointments made by the executive officer" (emphasis supplied).

The record of legislative debate on this matter reveals that

Memorandum
July 17, 1979
Page 2

the Intergovernmental Affairs Committee members were concerned that absolute power to hire and fire would make the Executive Officer too strong. They were reluctant to set forth in vague terms, such as "all major appointments," which jobs would be subject to confirmation. Yet they could not be more specific because the new executive organization has not been established. Consequently, the committee agreed that the Council itself should make a decision as to which appointments it would review.

This is the task we are presently undertaking. It is a task that will be an important precedent for the future -- one that will affect future Councils and future Executives. Our decision should transcend short-term situations and present personalities.

I am pleased that the present draft of personnel rules provides for Council confirmation of appointments to three positions. This in itself would be an important precedent. However, I believe the need for Council confirmation should have more systematic and farsighted consideration. In my opinion, the following types of positions warrant Council confirmation:

1. All key positions involved in the formulation of policy or policy alternatives for Council action.
2. All key positions with important responsibilities for contacts with the general public and with local government officials.
3. All key positions with important responsibilities for serving the Council, Council committees or individual Councilors.

Remember that the Council has no staff and depends upon the same people as the Executive. This places the Council at an extreme disadvantage vis-a-vis the Executive if the latter should at some future date elect to use his (or her) staff as a weapon to frustrate, oppose or divide the Council. The best time to adopt safeguards against such an eventuality is early in the game while the Executive and the Council are on good terms. Remember also that worthwhile and lasting policy does not come from superficial initial opinions but from painstaking fact finding, coordination and systematic incremental building. The role assigned to the Executive Officer by HB 2070 is implementation of policy adopted by the Council. For MSD to have the best of both the legislative and executive "worlds," I suggest that:

- a. The maximum number of positions be selected and maintained on a merit basis under control of the Executive Officer. The number of "exempted" positions should be the bare minimum as should the number of positions assigned to the Council, Council committees or individual councilors. (This minimizes potential conflicts between various staffs.)
- b. All instructions, efficiency ratings, disciplinary action and firing be the sole responsibility of the Executive Officer, except for Council employees. (Twelve or 13 bosses represent an intolerable situation for most employees.)
- c. The appointment of the key employees identified below be subject to Council confirmation. Council review shall be limited to (1) possible conflicts of interest, (2) possible conflicts with Council policy, (3) ability to work cooperatively with the Council, and (4) effectiveness in contacts with local government, other public and private agencies and the general public. (In most cases Council review is expected to be perfunctory. Its primary purpose would be to avert possible abuse by the Executive.)

MSD positions subject to Council confirmation:

1. Chief Administrative Officer
2. Legal Counsel
3. Legislative Liaison
4. Council Secretary
5. Information Officer
6. Local Government Relations Officer
7. All department heads (6)

Total 12.

In addition to the federal and state precedents for Council confirmation of department heads, there are others at the local level. For example, in November, 1978, voters approved a new charter for Multnomah County. This governs about 544,000 people, or roughly 64 percent of the 851,000 people in the MSD region. It was based upon findings of a charter review commission. The new charter, effective January 1, 1979, has many features in common with the MSD law -- nonpartisan commissioners and election by districts, for example. The new Multnomah County Charter also provides: "Chap. VI 6.10 (3)

Memorandum
July 17, 1979
Page 4

appointment of department heads shall be subject to consent of the Board of Commissioners."

In my opinion, this is a very sound provision -- one that MSD should emulate.

GP:bc
4383A
D/3

Agenda for Thursday

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: July 26, 1979
To: Members of the Council
From: Councilor Peterson 
Subject: Confirmation by the Council of Appointments Made by the Executive Officer, Article II, Section 8 (e), of Personnel Rules, Agenda Item 6.1

The authorizing legislation for the MSD allows the Council to confirm any or all personnel appointments made by the Executive Officer. I was pleased that the draft of rules proposed by the Personnel Task Force provided for Council confirmation of appointments to three positions. However, I was disappointed that the Personnel Rules proposed by the Ways and Means Committee failed to provide for the confirmation by the Council of any such appointments. I recommend that the Council confirm appointments of 12 key positions closely tied-in with the formulation of policy or other principal Council activities.

The search for the most effective and equitable balance of powers between the legislative and executive branches of government is as old as constitutional government.

The debate about the best checks and balances continues at federal, state and local levels. It increases when major new programs are launched or new units of government are created. It appears to be a healthy part of the democratic process.

One key element in determining the best balance of powers is authority over the appointment of key personnel to run the executive agencies. At the federal level the President and his assigns appoint all federal personnel, subject to Civil Service rules, and, in the case of the heads of departments and independent agencies, subject to confirmation by the Senate.

The state of Oregon recently adopted a similar procedure. Confirmation by the Senate currently applies to members of nearly all boards and commissions and over half the department heads.

In addition to the federal and state precedents, there are others at the local level. For example, in November, 1978, voters approved a new charter for Multnomah County. This

Memorandum
July 23, 1979
Page 2

governs about 544,000 people, or roughly 64 percent of the 851,000 people in the MSD region. It was based upon findings of a charter review commission. The new charter, effective January 1, 1979, has many features in common with the MSD law -- an elected executive, nonpartisan commissioners and election by districts, for example. The new Multnomah County Charter also provides: "Chap. VI 6.10 (3) appointment of department heads shall be subject to consent of the Board of Commissioners."

In other local jurisdictions such as the City of Portland, Port of Portland Commission, Washington County, Tri-Met, Portland School Board, and city of Gresham the general procedure followed is no confirmations by the legislative body if the executive manager is appointed. If the executive is elected, key staff positions usually are subject to confirmation by the legislative body. (See Enclosure No. 1).

In the case of the new MSD, the 1977 legislative act, HB 2070, creating the new regional agency specifies that "(5) The executive officer may hire any personnel and contract with any person or governmental agency to assist in carrying out the duties and powers under this 1977 act, subject to the personnel rules adopted by the Council" (emphasis added).

In his opinion, dated April 13, 1979, Deputy Legislative Counsel Fred R. Neal concluded that the MSD Council "has the power, but is not compelled, to require review and approve or disapprove of all or some of the personnel appointments made by the executive officer" (emphasis supplied). (See Enclosure No. 2).

The record of legislative debate on this matter reveals that the Intergovernmental Affairs Committee members were concerned that absolute power to hire and fire would make the Executive Officer too strong. They were reluctant to set forth in vague terms, such as "all major appointments," which jobs would be subject to confirmation. Yet they could not be more specific because the new executive organization has not been established. Consequently, the committee agreed that the Council itself should make a decision as to which appointments it would review.

This is the task we are presently undertaking. It is a task that will be an important precedent for the future -- one that will affect future Councils and future Executives. Our decision should transcend short-term situations and present personalities.

In my opinion, the following types of positions warrant Council confirmation:

1. All key positions involved in the formulation of policy or policy alternatives for Council action.
2. All key positions with important responsibilities for contacts with the general public and with local government officials.
3. All key positions with important responsibilities for serving the Council, Council committees or individual Councilors.

Remember: a) that the Council has no staff and depends upon the same people as the Executive. This places the Council at an extreme disadvantage vis-a-vis the Executive if the latter should at some future date elect to use his (or her) staff as a weapon to frustrate, oppose or divide the Council. The best time to adopt safeguards against such an eventuality is early in the game while the Executive and the Council are on good terms. b) That worthwhile and lasting policy does not come from superficial initial opinions, but from painstaking fact finding, coordination and systematic incremental building. Good staff is essential for such a purpose. If this Council intends to take an active and independent role in initiating and developing policy we would be wise to activate our veto over the selection of key staff people. c) The Executive Officer is elected -- not appointed by the Council. The role assigned to the Executive Officer by HB 2070 is implementation of policy adopted by the Council.

For MSD to have the best of both the legislative and executive "worlds," I suggest that:

- a. The maximum number of positions be selected and maintained on a merit basis under control of the Executive Officer. The number of "exempted" positions should be the bare minimum as should the number of positions assigned exclusively to the Council, Council committees or individual Councilors. (This minimizes potential conflicts between various staffs.)
- b. All instructions, efficiency ratings, disciplinary action and firing be the sole responsibility of the Executive Officer, except for Council employees. (Twelve or 13 bosses represent an intolerable situation for most employees.)

Memorandum
July 23, 1979
Page 2

- c. The appointment of the key employees identified below be subject to Council confirmation. Council review shall be limited to (1) possible conflicts of interest, (2) possible conflicts with established Council policy, (3) ability to work cooperatively with the Council, and (4) effectiveness in contacts with local government, other public and private agencies and the general public.

MSD positions subject to Council confirmation:

1. Chief Administrative Officer
2. Legal Counsel
3. Legislative Liaison
4. Council Secretary
5. Information Officer
6. Local Government Relations Officer
7. All department heads (6)

Total 12.

In most cases Council review is expected to be perfunctory. Its primary purpose would be to avert possible abuse by the Executive.

GP:gl
4435A
D/4

Enclosures:

1. April 26, 1979 memo to Denton Kent
2. April 13, 1979 letter to Honorable Walt Brown
3. April 17, 1979 memo to Coun. Miller

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: April 26, 1979

To: Denton Kent

From: Bob McAbee

Subject: Survey of requirements for legislative confirmation of appointments.

City of Portland: per Charlie Speer, Deputy Auditor, 248-4083
City Council only confirms appointments of City Attorney,
City Engineer and Finance Director. Appropriate Commissioner
makes the recommendation to Council.

All other major department heads are appointed, without need
for confirmation, directly by the City Commissioner to whom
the department has been assigned.

Portland Port Commission: per Personnel Department, 231-5000
Port Commission hires Executive Director

No confirmation required of all other hirings.

As a matter of "practice" Executive Director "seeks confirmation"
of six director positions and of the Deputy Executive Director.

Commission does not interview candidates.

Portland School District: Board of Education, 233-2190

All permanent employee appointments require Board of Education
confirmation.

Control factor is that a person cannot be paid until action
is shown in the Personnel Section of the Board's minutes.

Beaverton: Personnel, 644-2191

Only the positions of Municipal Judge and City Attorney
require Council action on appointments.

All other appointments of department heads are made by the
Mayor.

Multnomah County: Personnel, 248-5038

The Chairman of the board makes all appointments, but his appointments of the five department head require Board of County Commissioner confirmation.

Tri-Met: DeLance Archer, Personnel, 238-4835

Only the general Manager is hired by the Board

General Manager appointees do not require Board confirmation

Washington County: Personnel

County Administrator must obtain Board of County Commissioners confirmation of appointments of all Department Heads.

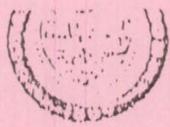
Clackamas County: Personnel

No confirmation requirements.

State of Oregon

Governor's appointments of Department Heads all require confirmation.

Where a Commission has been appointed by the Governor, the Commission appoints the Department Head and no confirmation is required.



STATE OF OREGON
LEGISLATIVE COUNSEL COMMITTEE

April 13, 1979

Honorable Walt Brown
S309, State Capitol
Salem, OR 97310

Dear Senator Brown:

You asked this office whether a Metropolitan Service District Council can require council review and approval of personnel appointments made by the Executive Officer?

The answer is yes. Although the legislation is ambiguous, the legislative intent clearly indicates that the council may require the executive officer to submit all personnel appointments to the council for approval.

Until January of 1979, when ORS chapter 268 was reorganized by HB 2070 (chapter 665, Oregon Laws 1977) the law governing the administration of metropolitan service districts was ORS 268.200. Regarding the duties of the chairman of the governing body of such a district, the law stated: "The chairman shall be the presiding officer of the governing body and have whatever additional functions the governing body prescribes for him." There was no mention of an executive officer.

ORS 268.220 was left unchanged by HB 2070, and reads: "The governing body of a district may employ whatever administrative, clerical, technical and other assistance is necessary for the proper functioning of the district, on whatever terms the governing body considers in the best interests of the district."

ORS 268.200 was repealed by HB 2070. "Governing body" became "council" and the new office of Executive Officer was created. Oregon Laws 1977, chapter 665, section 7 begins: "(1) District business shall be administered and district rules and ordinances shall be enforced by an executive officer . . . (3) The executive officer shall serve full time and shall not be employed by any other person or governmental body while serving the district. The executive officer shall not serve as a member of the council . . . (5) The executive officer may hire any personnel and contract with any person or governmental agency to assist in carrying out the duties and powers under this 1977 Act, subject to the personnel rules adopted by the council." (emphasis added)

The question presented is a product of the conflict between ORS 268.220 which delegates authority to hire to the governing body [council] and subsection (5) of section 7 of the new provisions which appears to delegate authority to hire to the executive officer.

The recorded minutes of the House Committee on Intergovernmental Affairs, March 21, 1977, strongly suggest that the legislature intended that the council have the power to review personnel appointments made by the executive officer. The committee was concerned that an absolute power to hire and fire would make the executive officer too strong. One committee member suggested that the council be allowed to review "all major appointments." This suggestion was rejected as too vague. Another suggestion would have permitted council review of all appointments of employees whose income exceeded two-thirds of the executive officers; this too was rejected. Finally the committee agreed that the council itself should make a decision as to which appointments it would review. Citing the use of personnel rules by other public bodies to handle hiring and firing, the committee inserted the language underscored above: "subject to the personnel rules adopted by the council." The council was thus left with the responsibility of determining which appointments, if any, it could review.

Council review may also be argued on the basis of statutory construction. When two statutes conflict, as do ORS 268.220 and section 7 of the new provisions, courts are generally inclined to conciliate the two. The courts assume that the legislature is well aware of the status of the law; consequently, when a new provision is added that conflicts with an older provision, the legislature must be presumed to have believed that there was no conflict. In the situation your question poses, the legislature may be assumed to have intended ORS 268.220 to remain unaffected when it left it intact.

For these reasons, we conclude that councils do have the power, but are not compelled, to require review and approve or disapprove of all or some of the personnel appointments made by the executive officer.

In accordance with the functions of the Legislative Counsel office, the opinions written by this office are intended only for the information and guidance of members of the Legislative Assembly and are not intended as guides for executive officials in their administration of the law. For this reason, whenever an opinion written by the Attorney General, a district attorney, a

April 13, 1979

Page 3

county counsel or a city attorney is within the scope of that attorney's specific authority to provide opinions for the guidance of executive officials, that opinion, in so far as it conflicts with an opinion rendered by this office, will control.

Very truly yours,

THOMAS G. CLIFFORD
Legislative Counsel

by *Fred R. Neal*
Fred R. Neal
Deputy

FRN:mjw

cc: Mr. Gene Peterson
MSD Councilor #10
1771 N.E. 153rd Avenue
Portland, OR 97230

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: April 17, 1979
To: Carrie Miller, Chair, Personnel Rules Task Force
From: Mike Burton *MB*
Subject: Opinion, Legislative Counsel

As you will recall, during several informal meetings of the Council, the question was raised about the apparent conflict between ORS 268.220 - delegating authority to hire to the governing body - and subsection (5) of section 7 of the new provisions which would appear to delegate authority to the Executive Officer.

Councilor Peterson requested clarification of this question through Senator Walt Brown. Senator Brown, in turn, referred the matter to Legislative Counsel. A copy of Legislative Counsel's response is attached.

I would request that your Task Force take this opinion under advisement and respond specifically as to how the Council may implement a process which meets legislative intent. As you are able, I would appreciate copies of any action or recommendations you make to Ways and Means on this matter.

MB:mec

cc: Corky Kirkpatrick
Chair, Ways and MEANS
Council
Executive Officer
Andrew Jordan



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

file
Gene Peterson

August 23, 1979

Mr. William Dawkins
Director, Public Affairs
Bio-Solar Research & Development Corp.
1500 Valley River Drive
Eugene, Oregon 97401

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Dear Bill:

Thanks for sending the information about the use of Secondary Refined Refuse in Woodex Fuel Pellets. This process may prove to be feasible in the Portland metropolitan region.

MSD has for a number of years been studying the feasibility of burning municipal waste to generate steam and electricity. We presently have full control over the dumping of this waste, partially due to action taken by the last Oregon Legislature.

Currently MSD is negotiating with Publishers Paper Co at Oregon City for an agreement to furnish all the steam needed at the paper plant plus the co-generation of electricity (currently estimated to be 25 megawatts). MSD owns a suitable site for the plant to burn the waste -- about 1-1/2 miles from the Publishers paper plant. Bechtel and Combustion Engineering firms have proposed systems for a waste separation, shredding and burning of a guaranteed flow of 400,000 tons per year.

MSD also is considering the use of transfer stations with or without use of waste separation and shredding. Since the total municipal waste in the region is in the order of 700,000 tons per year there is an opportunity for other smaller resource recovery plants. Possibly they could be designed to use Woodex Pellets if a source of wood waste could be located. Currently a sizeable amount of waste wood from demolition of buildings and tree trimmings is dumped in landfills. MSD could utilize this material. The largest source, however, could be slash from logging operations in the north coast, and Mt. Hood and Gifford

Mr. William Dawkins
August 23, 1979
Page 2

Pinchot National Forests. Probably this would involve "hogging" the material in the woods. The economics, particularly because of the long haul, might not prove feasible.

Since the Bonneville Power Administration is in the process of responding to its new mission to develop alternative energy sources, that agency might underwrite or support some of the early research and development.

I have suggested to Executive Officer, Rick Gustafson, that he and his staff follow through on this matter with your firm.

Sincerely,



Gene Peterson, Councilor
District 10

GP/gl
4848A
D/4

cc: Rick Gustafson ✓
Councilor Jack Deines
Councilor Craig Berkman
Councilor Jane Rhodes

BIO-SOLAR RESEARCH & DEVELOPMENT CORP.

1500 VALLEY RIVER DRIVE

SUITE 220

EUGENE, OREGON 97401

August 22, 1979

Mr. Gene Peterson
1711 NE 153rd
Portland, OR 97230

Dear Gene:

I heard somewhere - - that MSD was
considering a separation center such as Eugene has.

If this is true, the attached should be of interest to you.
The memo is brief, but I can supply information in depth if
you wish.

It was pleasant seeing you the other day and also something
of a surprise.

Best personal regards.

Sincerely,

Bill

William Dawkins
Director, Public Affairs

WD:jh

enc.

2130 SW Fifth Ave., Suite 1A
Portland, OR 97201
(503) 221-1470

MEMO

Use of Secondary Refined Refuse

In WOODEX Fuel Pellets

WOODEX(R) is refined biomass fuel made by a process developed and patented by Rudolf Gunnerman, founder and president of BIO-SOLAR RESEARCH AND DEVELOPMENT CORP. At present, 8 WOODEX refineries, capable of producing 300 tons of pellets per day, are in commercial operation in Oregon, California, Tennessee, North Carolina, Michigan, and British Columbia. Additional plants are under construction in Florida, Wisconsin, Ontario and Finland. Plants are in design stage for a score of states and a number of foreign countries.

All plants now operating are using wood residue as raw material, but two Florida plants under construction will use bagasse, as will plants in Hawaii and Louisiana (construction about to begin). Almost any fibrous organic material may be refined by the Bio-Solar process.

Refuse As Raw Material. Bio-Solar has experimented successfully in using refuse, polyethylene content 10% or less, hogged to 2" minus and dried in part, as a raw material for WOODEX. However, R.D.F. works best when combined with wood residue or other prime raw materials as a 30-40% extender.

Bio-Solar is particularly interested in locating major sources of available R.D.F. which can be used for this purpose, with the Portland metropolitan areas of especial interest. Bio-Solar intends to locate one or more WOODEX plants near Portland within a year, but the first criterion is an adequate supply of raw material. Selling the end product is no problem; producing enough to satisfy the growing demand is. It will become even more acute when (1) the Bio-Solar gasifier begins refining a producer gas from WOODEX on a commercial scale (near term), and (2) when WOODEX goes on domestic and foreign markets as a bagged product for home heaters and furnaces (also near term).

Advantages of WOODEX Over R.D.F. as Fuel. While R.D.F. may be used as boiler fuel without further treatment, it has distinct disadvantages when compared to WOODEX. Primarily, they are (1) Particulates and other pollutants are difficult to control in R.D.F. combustion, requiring installation of expensive bag-houses, scrubbers, etc.

WOODEX burns with only trace emissions of particulates, sulfur, or other pollutants and requires no pollution control equipment.

(2) R.D.F. will produce 1.5 pounds of steam or less in most boilers.

One pound of WOODEX (according to tests conducted by major paper manufacturers now using the product) produces 7 pounds of steam or more.

(3) R.D.F. reduces to 6-9% ash residue, and this residue contains various contaminants.

WOODEX reduces to less than 3% ash, contains no contaminants; indeed, it makes an excellent soil conditioner.

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

October 19, 1979

Mr. Jim Brown
1908 NE 50th Avenue
Portland, Oregon 97213

Dear Mr. Brown,

Congratulations on your letter to the editor published in the October 18 issue of The Oregonian about composting leaves and garden debris instead of burning.

I couldn't agree more with your observation that composting in your own backyard provides a fertile and valuable humus, while burning increases air pollution and dumping needlessly decreases the lives of our landfills and would reduce the efficiency of solid waste fuel if it was sent to a resource recovery facility (such as one Metro has under consideration at Oregon City).

Leaves, grass clippings, food, garden waste and smaller size plant trimmings all may be readily composted with a bit of know how and a minimum of cost, space and effort. Oregon State Extension Circular 890 "Garden Mulches and Compost" (1976) is available free from the Extension Service or Metro Information Office (221-1646).

Limbs and other large plant material could be machine-chipped at central locations and later used as a mulch or transferred to a resource recovery facility where it could serve as a fuel to produce steam and electricity.

I have been composting garden debris for thirty years. Plant residues are indeed a resource rather than trash.

Sincerely,



Gene Peterson
Metro Councilor, District 10
Solid Waste Committee Member

GP:bh

cc: Editor of The Oregonian

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: January 28, 1980
To: Marge Kafoury, Council Chairperson
From: Gene Peterson, Councilor 
Subject: Council Committee Structure

On March 8, 1979, the Council adopted Resolution No. 79-32, establishing five standing Council Committees and specifying their functions. This action followed about 1-1/2 months of effort by an ad hoc "Committee on Committees" consisting of Couns. Banzer, Kafoury, Peterson, Miller and Berkman. It also followed thorough discussion of alternatives at the Council retreat on March 3, 1979.

These five committees accurately reflect Metro's current authority and responsibility. During the first nine months of Metro's existence the committees functioned as they were designed to function--as five primary arms of the legislative branch of the Metro government. In my opinion, the system has functioned extremely well considering the circumstances.

It would be absolutely unprecedented if some problems did not arise in any system during the first nine months for a brand new regional government with a new Executive Officer and 12 newly elected Councilors--most with limited experience in government or in actually running any kind of an organization.

The solution to the relatively minor irritations that have surfaced to date is to make a few adjustments within the existing committee structure and give it at least nine more months of testing; to prematurely make major changes in a basically sound structure appears like "throwing out the baby with the bathwater."

Naturally reality is proving to be different than many of our expectations. We can't possibly personally understand all the regional issues and accomplish in short order all of the goals we all individually hoped for, or dreamed of, or imagined. There must continue to be a logical division of effort and we must have confidence in the work of other committees and the staff supporting them. There is no magic formula. In short I stress the need for patience, perseverance and continuity. There are certain demands created by Metro's existing and

future responsibilities. Councilors and staff complain of being overloaded. Fiddling with the system will not cure that problem. It may compound it. I agree with most of the contents of your memorandum to Metro Councilors which I received about January 10, 1980.

My recommendations for response to the various complaints I am aware of about the operation of the five standing committee system are as follows (in addition to the above comments):

Complaint No. 1: Too Much Staff Time Required

Recommended Action: On a committee by committee basis determine whether the subject matter includes "operations" and, if so, delete it, and reduce the frequency of meetings where appropriate.

Complaint No. 2: Inadequate Liaison Between Committees

Recommended Action: Make sure that at all times at least one Councilor is a common member to the committees that need coordination. I oppose the separation of "planning" from "services delivery." It is much too complex for our present small organization. Besides, Councilors should not be involved in "operations" and service delivery is mostly operations.

Complaint No. 3: Not Enough Council Recognition and Publicity

Recommended Action: This is partially a function of time and earning recognition and tailoring aspirations to reality. I favor ad hoc task forces, but only where there is a clearly focused need that is within our staff and financial capability of our regular standing committees. Example: Johnson Creek and Finance Task Force. They should be authorized only by the full Council and on a case by case basis. For the next several months it looks as if preparation of a program plan will take top priority in any event.

Complaint No. 4: Ways and Means Did Not Function Well

Recommended Action: There is merit in revamping the present Ways and Means Committee membership to include the Chair (or the Vice Chair), the Chair of the other committees (with three members constituting a quorum) and assign it a coordinating function in addition to the functions of the present Ways and Means Committee. This

Memorandum
January 28, 1980
Page 3

means that you would ask for committee preferences for only four committees. The Executive Officer should be an ex officio, non-voting member.

Complaint No. 5: Other Committee Members Are Not Welcome

Recommended Action: This has nothing to do with committee structure or rules; it is just learning to work better with each other. I had no such experience personally. The orderly way to conduct committee business is to restrict the votes to committee members and not allow any Councilor who happens to drop in, or attends especially, a vote. This could prove to be chaotic.

In short, I urge sticking with the existing basic structure for the next nine months. If there is a consensus for reducing the number of committees, let's merge Planning and Development and Transportation with some sort of standing subcommittee to handle the JPACT functions, and leave "Solid Waste/Public Facilities" and the "Zoo" alone.

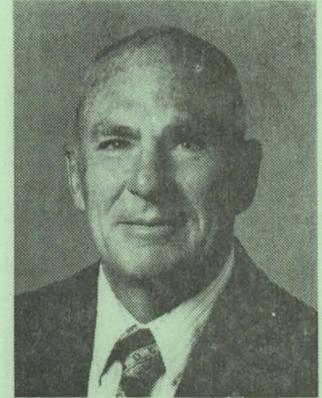
GP/gl
6777/D5

cc: Metro Councilors
Rick Gustafson
Denton Kent



METROPOLITAN SERVICE DISTRICT

First Annual Report Highlights District #10



*Proof
copy*

January, 1980 Gene Peterson 1711 NE 153 Pl., Portland 97230 Ph: 253-2972
Metro Offices 527 SW Hall Portland 97201 Ph: 221-1646

AN EXPLANATION

On January 1, 1979, during a bitterly cold and windy day, Oregon's Chief Justice Arno Denecke swore in twelve Councilors and one Executive Officer to launch the first elected regional government in the United States. The venture was approved by the 1977 Legislature and validated by the voters of the metropolitan counties in May, 1978. It created the Metropolitan Service District (Metro) by consolidating the old CRAG and the old MSD. As your first nonpartisan elected District #10 Councilor, Gene Peterson has personally prepared this First Annual Report Highlights and is mailing it to about 1,500 District #10 residents at his expense, aided by a few friends (Councilors receive no salary and a minimum of expenses). Gene has decided to run for re-election in the May, 1980 Primary--this time for a four-year term.

METRO'S FIRST YEAR

During its first 12 months, Metro has been very busy laying a solid foundation that will yield big dividends in

the future. At the same time the staffs of the previous two organizations were integrated and the regular responsibilities of CRAG and the old MSD (including the Zoo) were carried on effectively and efficiently. Several of the Councilors, including Gene, were able to devote over 20 hours per week to the effort. Gene's attendance at Council meetings has been 100 percent. Some highlights of activities during the year were:

- **Balance the Budget:** Despite inflation and the problems of combining two agencies, Metro adopted a 1979-80 budget with no increase in the per capita local assessment of 50¢. Very tight controls were implemented to make sure that personnel programs were kept within budget constraints. Operating revenues will be about \$11.5 million consisting of 33 percent federal grants, 21 percent user fees, 14 percent property taxes (Zoo), 9 percent carryover from 1979 and 23 percent other. The capital fund is about \$11.25 million--86 percent for solid waste investments. Total personnel 179--82 located at Metro office and 97 at the Zoo.

● Resource Recycling & Recovery:

Completion of the necessary arrangements to start building a plant or plants to burn over 400,000 tons of municipal wastes per year to generate steam and electricity is expected during 1980 (enough power to supply 35,000 homes). Two trial Metro recycling centers will be opened early in 1980--one in southeast Portland and one in Beaverton. The Metro Council strongly endorses waste reduction that is cost effective.

● Urban Growth Boundary (UGB): Metro expended several hundred unscheduled man-hours putting together the necessary information and local support to gain, in December, LCDC approval of a year 2000 UGB. It is another Metro milestone - the first regional urban containment boundary in the nation backed by state law.

● Citizen Involvement and Public Information: Metro maintains a Local Officials Advisory Committee (LOAC) and six standing Policy Alternatives Committees to advise the Council, the Council Committees and the Executive Officer, concerning major current and prospective issues. About 170 serve on these Committees as volunteers (public officials, experts in various fields and non-aligned citizens). In addition, about 90 citizens have served on six special task forces for such purposes as landfill siting, Johnson Creek flooding and long-term financing. Generous media coverage has given Metro a good start but more is needed in future years to convey the essential information about regional issues and problems.

● Services to Local Governments:

- Coordinates distribution of most federal funds (A-95 reviews)

- Reviews comprehensive land use plans for all 27 local jurisdictions (for LCDC)
- Prepares regional transportation plans and air quality plans (mobile sources)
- Distributes criminal justice funds
- Coordinates housing opportunity plans

● Legislation: Metro drafted five bills needed to clarify uncertainties or remedy problems resulting from the 1977 legislation. Thanks to the efforts of our urban delegation and other interested Legislators, all of these bills passed and were approved by Governor Atiyeh.

● Establishment of five Council Committees: Solid Waste/Public Facilities; Planning and Development; Transportation; Zoo; and Ways and Means. These Committees modeled after the State Legislature meet regularly at biweekly intervals. During the first year, Gene was a member of the Solid Waste Committee and Vice-Chairman of the Planning and Development Committee.

● Establishment of working relationships between the new Council, which determines policy, and the new Executive Officer, who implements policy: Highly qualified people and a mutual determination to succeed have motivated both the Council and the Executive Officer and staff to work out a friendly sharing and give-and-take.

● Preparation and adoption of procedural rules and personnel rules

METRO PROJECTS
OF SPECIAL IMPORT TO
DISTRICT #10 RESIDENTS

● Banfield Light Rail Transit (LRT):

Early in 1979, Gene (together with Councilors Banzer and Schedeen) sponsored a Metro Resolution asking Tri-Met and Multnomah County to work more closely with citizens affected by the LRT line location between I-205 and Gresham. Major citizen apprehensions were: project design and land use planning and zoning. Recently Tri-Met has completed a working agreement with the citizen community groups and other interests along the light rail corridor.

● Landfills:

- LaVelle's Landfill on 82nd across from Madison High is expected to be full in 1981. A new landfill known as the Nash Pit at 75th and Columbia is expected to be ready in 1980. However, this will accept only "demolition" waste from contractors.

- The State Department of Environmental Quality (DEQ) currently objects to a proposed limited purpose landfill at the Columbia Sand and Gravel Pit at NE 122nd and San Rafael because of feared pollution of groundwater. Since the pit has eroded one lane on 122nd Ave. and is otherwise hazardous and needs to be filled, Gene will continue efforts to resolve the problem.

- Agreement on the location of a new general purpose regional landfill is needed. So far, Metro has not located one which avoids major opposition from the County, from DEQ, or both. Special attention will be given to locations outside the Metro boundaries in 1980.

● Zoo:

- In April a new exhibit, "Night Country" was opened, several other

exhibits were remodeled; a new elephant house and swimming area neared completion; a new entrance plaza was completed; a very popular Summer Concert Series was initiated and a successful "Adopt An Animal" program was launched.

- In 1980, work is expected to begin on an Otter/Beaver display, the first unit of a new, all-weather "Northwest Exhibit."

- Since the current Zoo serial levy expires in 1981, Metro is expected to ask the voters for a renewal, probably at the May Primary. If it passes, other improvement projects will be undertaken.

● Johnson Creek: Metro has made major progress toward solving Johnson Creek flooding - a problem of 30 years standing. In cooperation with six local jurisdictions, Metro is proposing a Local Improvement District (LID) for the entire Johnson Creek drainage basin. Most of the original construction costs would come from the Corps of Engineers. Local match would be about \$10 per household. Those living in the southeast corner of District #10 are in the Johnson Creek drainage basin. Gene urges them to support the LID when it is considered early in 1980.

● Goals and Objectives: One of Metro's major challenges included in its legislative charter is the adoption of Regional Goals and Objectives (and an action program based upon such goals). This is expected to take three years or more. Gene will continue his active efforts to develop alternative goals and objectives and relate them to quality of life and the health of existing communities and neighborhoods. This will require participation by all major interest groups and individual citizens. Gene Peterson believes in growth management - that we can indeed be the masters of our own destiny rather than the victims.

COMMUNITY AND
NEIGHBORHOOD ACTIVITIES

The following highlights are of interest to Metro's District #10 residents, but generally are not Metro's direct responsibility. Unincorporated County areas are featured since major changes are currently underway there. Most Community Planning Organizations (CPOs) made big strides toward independent thinking, and clout in getting their desires implemented.

● Mid-County Future Alternative Committee (MCFAC):

Chairman Tom Dennehy; Vice-Chairman Bob Wiggin; Secretary Bonny McKnight (consists of 25 persons, one from each school district, one from each CPO and the remainder "at-large"). MCFAC has an extremely important mission. It expects to have ready for public discussion early in 1980 a number of alternatives for the 130,000 people in unincorporated East Multnomah County urban areas. These will include various ways of forming a new city or cities or annexing to, or consolidating with, Portland, Gresham and Troutdale - Wood Village - Fairview. A specific proposal is planned for the ballot in November, 1980. Metro is assisting in the effort.

● East County Coordinating Committee: Chairman Paul Thalhofer; Vice-Chairman Bill Bullard; Secretary Sharon Kelley (consists of three representatives from seven of the CPOs in Multnomah County. It was formed to present a united front in negotiating major concerns between individual CPOs and the County planners. It has been successful. The County expects soon to give the CPOs legal status and delegate to them specific functions.

● Freeway I-80N:

Will be expanded to six lanes between 181st and I-205 and a full interchange completed at 181st. There will be no interchanges at 148th and at 162nd. Gene served on

the Citizens Advisory Committee which met six times. In addition, two public discussion meetings were held. Gene has asked the Highway Department to provide full opportunity for public input about the design of the interchange at 122nd Ave. He is also supporting 4-lane overpass bridges for both the new freeway and the railroad at 148th and at 162nd Aves. A formal hearing is planned for March, 1980.

- Sewer Plans for Inverness District: About 68,000 residents plus business centers such as Parkrose, Gateway and Menlo Park currently are on cesspools and septic tanks, some for as long as 50 years. These have seriously polluted the Columbia Slough with nitrates. Portions of the groundwater within 200 feet of the surface now have nitrates to nine parts per million compared to 1 ppm below 200 feet, and a maximum allowable for drinking water of 10 ppm. The County recently adopted a plan to put all new development on sewers and phase out existing cesspools over the next ten years. Capital costs are about \$60 million. Costs per individual home for sewer plant expansion, trunk and lateral sewers are estimated to average \$3,000. State and federal assistance is being sought to relieve the burden on individuals.

● Comprehensive Land Use Plans:

The County Board of Commissioners approved Multnomah County's Comprehensive Land Use Plan last fall. It includes eight community plans for unincorporated areas. However, Metro has been unable to recommend approval to LCDC because of a few deficiencies--one of them being the lack of an adequate plan to protect the extremely valuable groundwater supply.

The City of Portland completed two drafts of its Comprehensive Plan during the year and held public hearings.

The plan for the city of Maywood Park was approved by LCDC.

● Wilkes CPO:

Chairman Bob Wiggin; Vice-Chairman Aldo Rossi. While Gene was Chairman the Comprehensive Land Use Plan was completed in 1976 - the first in Oregon for an unincorporated urban community. The planning concepts originated with Wilkes citizens. They were not imposed on the community by the County planners. The following developments are in strict conformance with that plan.

- Summerplace--first occupants are in Phase I homes; clubhouse will be opened by February; approval pending for Phases II and III.

- Glendoveer Recreation Center--New automatic sprinklers installed for 36 holes; two mile jogging track completed; Ringside East, driving range and indoor tennis courts opened.

- Teamsters Local #162 Headquarters--a fine new complex including medical/dental facilities and community room.

- Metropolitan Street of Dreams for 1979--introduced a new residential development by Quadrant Corp.

- Weyerhaeuser Containerboard Plant--a multi-million dollar assembly plant employing over 100 persons to be built in Rockwood I Industrial Park beginning in the spring of 1980.

● Hazelwood CPO:

Acting Chairman, Tom Current, Secretary Anne Picco, approved a land use plan that seeks to protect the single family residential character of existing neighborhoods and assure necessary services. Other activities include:

- Planning an expanded Gateway business district

- Participation in ongoing I-205 Corridor special study
- Planning for senior citizens and crime prevention
- Planning for Burnside LRT

● Cully/Parkrose CPO:

Chairman Jack Hoffman; Vice-Chairman William Heath; Secretary William Downward. Noise over Parkrose homes from jet traffic was a major issue. The Port of Portland revised the takeoff and landing patterns but residents complain that violations are frequent. A new post office was built on 122nd Ave. despite opposition to relocation by Parkrose business interests. The problems of commercial vs. residential zoning along 122nd Ave. continue into 1980. The County proposes to continue a redevelopment study of Parkrose. A proposal to separate "Cully" and "Parkrose" into separate CPOs is under consideration.

● Rose City Park Neighborhood Assn.:

Chairman Duane Hunting, Contact, George Walker. Members are extremely dissatisfied with Portland's draft comprehensive plan as it affects their area. They dislike the proposed increases in commercial zoning and higher density apartments, particularly along Sandy Blvd. and Fremont St., because of the resulting degradation of this residential neighborhood. They presented 60 pages of testimony, representing the views of several hundred, to the staff and Planning Commission. Their views were ignored. In fact the Planning Commission approved second draft added insult to injury. The City reportedly failed to send the necessary notices to land owners. The Rose City officers feel the City's actions to date have been very arbitrary. They plan to appeal to the City Council, Metro and LCDC if necessary.

● Rockwood CPO:
 Chairperson Sharon Kelley; Vice-Chairperson Helen Dorland; Secretary Elly Bailey. A controversy between County planning staff and citizens over zoning was largely resolved. The CPO and County agreed upon a Rockwood redevelopment study but it has been delayed until 1980. Meanwhile the Burnside LRT and Freeway interchange at 181st pose major adjustments for the Rockwood commercial area and Burnside Corridor.

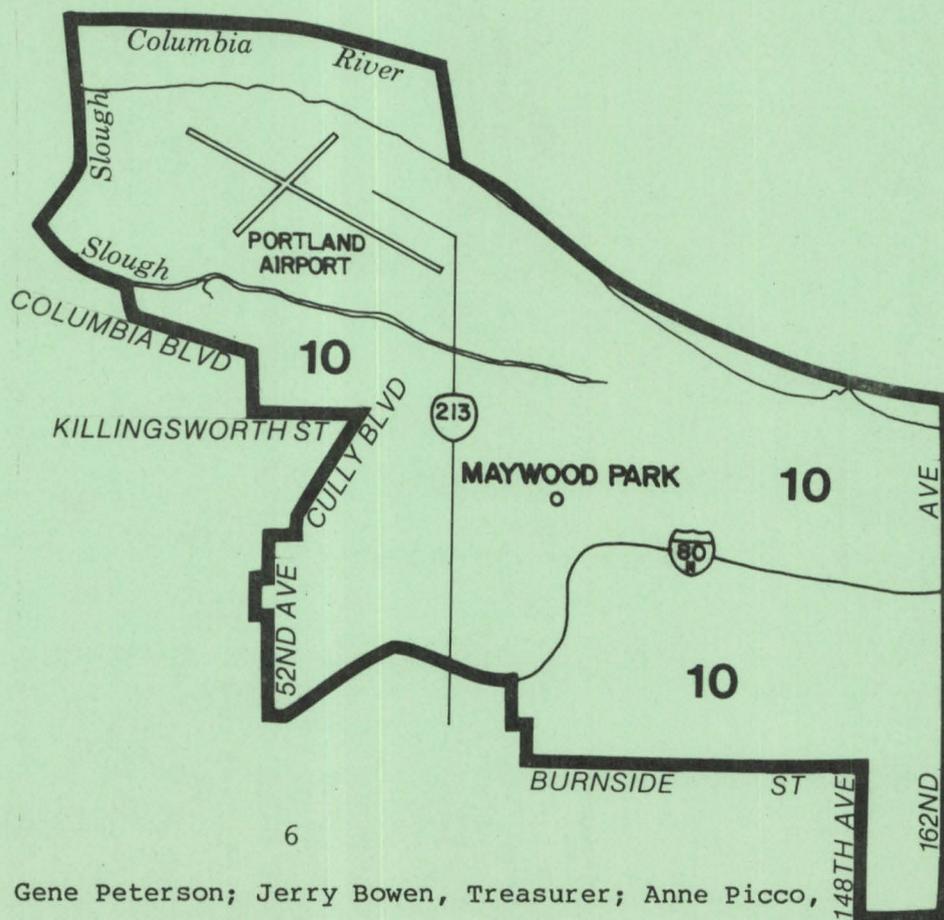
● Columbia CPO:
 Spokesman Greg Frank. Over 2,000 acres of contiguous prime undeveloped land was zoned for the full range of industrial uses. A program financed jointly by land owners, the County, and hopefully EDA, to construct a major access road and trunk sewer line is currently underway. The City of Portland Water Bureau is drilling 16 artesian wells north of Columbia Slough and east of 138th to tap 50 million gallons of high quality water per day to be used as an emergency back-up for the Bull Run system. The new reservoir to store the back-up is on Powell Butte.

IF YOU WOULD LIKE TO RECEIVE METRO'S MONTHLY CALENDAR OF EVENTS CALL 221-1646. (THERE HAS BEEN A DELAY IN REVISING IT, GENE APOLOGIZES.)

MANY PLANS THAT VITALLY AFFECT THE FUTURE OF YOUR AREA ARE ORIGINATING IN THE COMMUNITY AND NEIGHBORHOOD PLANNING GROUPS. IF YOU WANT TO PARTICIPATE AND RECEIVE MEETING NOTICES, PLEASE CALL 248-5270 FOR COUNTY COMMUNITY PLANNING GROUPS, OR 248-4519 FOR CITY NEIGHBORHOOD ASSOCIATIONS.

PLEASE FEEL FREE TO CALL OR WRITE GENE PETERSON AT ANY TIME - HOME, 1711 NE 153rd Pl., PORTLAND, OR 97230, PHONE 253-2972; METRO OFFICE, 527 SW HALL, PORTLAND, OR 97201, PHONE 221-1646 (Leave Message)

IF YOU ARE WILLING TO DISTRIBUTE ADDITIONAL COPIES OF THIS NEWSLETTER, PLEASE NOTIFY GENE OF THE NUMBER YOU WANT.



STATEMENT CONCERNING
PROPOSED COMPREHENSIVE LAND USE PLAN
TO PORTLAND CITY COUNCIL
BY GENE PETERSON
METRO COUNCILOR DISTRICT 10
FEBRUARY 12, 1980

MY NAME IS GENE PETERSON. I RESIDE AT 1711 N.E. 153RD PLACE. I AM A MEMBER OF THE METROPOLITAN SERVICE DISTRICT COUNCIL, BUT MY REMARKS TONIGHT REPRESENT ONLY MY OWN VIEWS AS COUNCILOR FROM DISTRICT 10.

DISTRICT 10 INCLUDES ABOUT 75,000 RESIDENTS ROUGHLY FROM N.E. 52ND IN THE CITY OF PORTLAND EAST TO N.E. 162ND AND FROM BURNSIDE NORTH TO THE COLUMBIA RIVER. A JOG IN THE BOUNDARY INCLUDES THE PORTLAND AIRPORT. IT INCLUDES THE ROSE CITY NEIGHBORHOOD, THE CITY OF MAYWOOD PARK AND FIVE COUNTY COMMUNITY PLANNING AREAS.

HAVING AREAS IN BOTH THE CITY OF PORTLAND AND UNINCORPORATED MULTNOMAH COUNTY WITHIN MY METRO DISTRICT HAS EXPOSED ME TO TWO DIFFERENT APPROACHES TO PREPARING THE COMPREHENSIVE LAND USE PLANS REQUIRED BY LCDC. MULTNOMAH COUNTY ADOPTED ITS COMPREHENSIVE LAND USE PLAN IN STAGES FROM OCTOBER, 1977 TO JULY, 1979. THE COUNTY HAS CONSISTENTLY DEMONSTRATED A STRONG COMMITMENT TO LCDC GOALS AND GUIDELINES. I BELIEVE THAT THE APPROACH FOLLOWED BY MULTNOMAH COUNTY RESULTED IN CERTAIN ADVANTAGES OVER THE APPROACH FOLLOWED BY THE CITY OF PORTLAND TO DATE. I URGE THE CITY COUNCIL TO TAKE A CLOSE LOOK AT MULTNOMAH COUNTY'S EXPERIENCE WITH A VIEW TOWARD MODIFYING THE PROCEDURES FOR COMPLETING THE CITY OF PORTLAND PLAN.

I WOULD LIKE TO SINGLE OUT THE METHOD USED BY MULTNOMAH COUNTY IN RESPONDING TO LCDC GOAL No. 1 "CITIZEN INVOLVEMENT" (AND HELPING TO PROVIDE A SENSE OF IDENTITY AND PRIDE FOR PEOPLE IN INDIVIDUAL LOCALITIES).

IN 1975 THE COUNTY DECIDED TO DIVIDE ITS COMPREHENSIVE LAND USE PLAN INTO THREE PRINCIPAL STAGES: 1. THE COMPREHENSIVE FRAMEWORK PLAN 2. THE DEVELOPMENT PLAN CONSISTING OF FUNCTIONAL PLANS AND COMMUNITY PLANS AND 3. THE OPERATIONS PLAN. THE FRAMEWORK PLAN WAS COMPLETED IN OCTOBER, 1977; THE COMMUNITY PLANS - EIGHT OF THEM ABOUT JULY 1, 1979. THESE COMMUNITY PLANS ARE SEPARATE DOCUMENTS BUT ARE INTEGRAL PARTS OF THE COUNTY COMPREHENSIVE LAND USE PLAN. THEY REPRESENT SEVERAL MONTHS OF NEGOTIATIONS AND CONFRONTATIONS AND REVISIONS BETWEEN THE COUNTY PLANNING STAFF AND THE CITIZENS IN EACH COMMUNITY. SEVERAL DIFFERENCES BETWEEN THE CITIZEN MEMBERS AND THE STAFF, MOSTLY ABOUT DENSITY IN RESIDENTIAL AREAS, WERE NOT SETTLED UNTIL THEY WERE BROUGHT BEFORE THE PLANNING COMMISSION.

THE PLANNING COMMISSION ADOPTED THE CITIZENS' RECOMMENDATIONS, RATHER THAN THE STAFF'S, FOR SEVERAL IMPORTANT ISSUES. THERE ARE SIGNIFICANT DIFFERENCES BETWEEN THE ^{INDIVIDUAL} PLANS IN THE WAY RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ZONES ARE HANDLED DEPENDING ON THE NEIGHBORHOODS. AS A RESULT THE CITIZENS' GROUPS UNIVERSALLY SUPPORT THE COUNTY COMMUNITY PLANS.

PAGE 3
GENE PETERSON - STATEMENT TO CITY COUNCIL
FEBRUARY 12, 1980

THEY FEEL THAT THEY ARE "THEIR" PLANS TAILOR MADE FOR "THEIR" COMMUNITY - NOT SOME COUNTY-WIDE VALUE JUDGMENTS IMPOSED ON THEM BY PLANNING BUREAUCRATS WHO LIVE ELSEWHERE AND MAY NOT UNDERSTAND OR BE SYMPATHETIC TO WHAT IS NEEDED TO PROMOTE THE LONG TERM QUALITY OF LIFE IN INDIVIDUAL COMMUNITIES. THESE COMMUNITY PLANS ARE SUBJECT TO REVISION EVERY FIVE YEARS - OR MORE FREQUENTLY IF COMMUNITY LEADERS DETERMINE THAT CHANGES ARE WARRANTED.

THE CITY OF PORTLAND'S APPROACH HAS BEEN TO PREPARE A SINGLE DOCUMENT. THERE ARE NO INDIVIDUALLY IDENTIFIED "NEIGHBORHOOD" PLANS OR "COMMUNITY" PLANS. THIS IS SOMETIMES CALLED THE "SHAKE AND BAKE" PLANNING METHOD - EVERYTHING COMES OUT THE SAME. ONE CONSEQUENCE IS THAT THE ROSE CITY PARK NEIGHBORHOOD ASSOCIATION, THE ONLY ONE IN MY METRO DISTRICT, IS FAR FROM SATISFIED WITH THE PROPOSED PLAN. JUDGING BY THE TESTIMONY I HAVE HEARD, OTHER COMMUNITIES ARE ALSO DISSATISFIED.

I URGE THE CITY COUNCIL TO PROVIDE THAT INDIVIDUAL COMMUNITY OR NEIGHBORHOOD PLANS BE PREPARED DURING THE NEXT FIVE YEARS BEFORE THE NEXT COMPREHENSIVE PLAN REVISION. IN THE MEANTIME I SUGGEST YOU REJECT THE DUPLEX OPTION FOR ALL RESIDENCES OVER 2,000 SQUARE FEET IN THE ENTIRE CITY. INSTEAD, APPLY IT DURING THE NEXT FIVE YEARS TO INDIVIDUAL LOCALITIES WHERE THE CITIZENS AND INDIVIDUAL NEIGHBORHOODS, OR COMBINATIONS OF NEIGHBORHOODS, REACH AGREEMENT.

PAGE 4
GENE PETERSON - STATEMENT TO CITY COUNCIL
FEBRUARY 12, 1980

FOR THE ROSE CITY NEIGHBORHOOD, IT SEEMS TO ME THAT THEIR REQUEST IS ENTIRELY REASONABLE THAT THEIR NEIGHBORHOOD SHOULD NOW BE ZONED THE WAY IT HAS ACTUALLY BEEN DEVELOPED, RATHER THAN FOLLOW THE SAME APPROACH OF PLANNERS WHO ARTIFICIALLY ZONED IT 20 YEARS AGO. ALTERNATIVELY, YOU MIGHT TEMPORARILY LEAVE IT THE WAY IT WAS ZONED 20 YEARS AGO AND CLASSIFY THE CONTROVERSIAL PORTIONS AS A STUDY AREA. FROM THAT BASE HOPEFULLY THE CITY, IN CLOSE COORDINATION WITH THE PEOPLE WHO LIVE IN THE ROSE CITY NEIGHBORHOOD, WILL, IN THE NEXT FEW YEARS, PREPARE A NEIGHBORHOOD PLAN THAT IS ENTHUSIASTICALLY SUPPORTED BY THE PLANNERS, THE CITY COUNCIL AND THE PEOPLE WHO LIVE THERE.

ANOTHER CONTRAST I MENTION BRIEFLY IS THAT IN RESPONSE TO A 1979 LAW, EVERY MULTNOMAH COUNTY PROPERTY OWNER INCLUDING ME, RECEIVED BY MAIL IN THE SPRING OF 1979 AN INDIVIDUAL NOTICE OF PROPOSED ZONING IN THE PROPOSED COMPREHENSIVE PLAN THAT AFFECTED HIS OR HER PROPERTY. THE CITY OF PORTLAND HAS SENT NO SUCH NOTICES TO INDIVIDUAL PROPERTY OWNERS, PRESUMABLY BECAUSE THE 1979 LAW DID NOT REQUIRE CITIES TO MAIL SIMILAR NOTICES.

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

March 7, 1980

Mr. Tom McCall
KATU-TV
2153 N.E. Sandy Blvd.
Portland, OR 97212

Rick Gustafson,
Executive Officer

Dear Tom:

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Thanks for your interest in Metro activities during our telephone conversation March 5. Enclosed is the information you requested (probably more than you bargained for):

1. A copy of my January, 1980 First Annual Report (newsletter) for sub-district 10.
2. A copy of the resolution I introduced pertaining to the Veterans Hospital. Eight other Councilors joined in the introduction. It was sent to Metro's media mailing list on Tuesday, February 26. Multnomah County Commissioners and veterans groups also received copies. By the time the Council met on Thursday, February 28, each Councilor and the Executive Officer were personally aware that the proposed Veterans Hospital lawsuit would unavoidably require a substantial amount of Metro time and funds that were already committed to other higher priority activities. Consequently, Council sentiment changed rapidly away from the interest in sponsoring a lawsuit expressed at the Informal Meeting on February 14. During the Council meeting on February 28 a consensus developed to drop the Veterans Hospital issue entirely, instead of hearing both sides as my resolution proposed. A motion to do so was made and passed 9 to 3. I supported it since it was what I was aiming at all along.
3. You mentioned your forthcoming trip to Hawaii to discuss "carrying capacity." I mentioned my long involvement in this concept. You asked for some documentation. As a forester and manager of renewable natural resources, I had been, since graduating from Oregon State in 1937, applying carrying capacity principles to the management of forests, rangelands, watersheds and recreation lands on the BLM domain.

Tom McCall
March 7, 1980
Page 2

In 1966 I returned from Washington, D.C. to Oregon, after being BLM's first Chief of Outdoor Recreation for four years. My responsibilities included interagency coordination and long range planning for BLM in the Pacific Northwest states. One of those responsibilities was the Pacific Northwest River Basins Commission. I was appalled at the millions being spent on long range plans based solely upon historical trend projections. In searching for an alternate to such projections, I hit upon "carrying capacity" and in 1969 I prepared a paper and outline proposing a serious effort be made to develop an alternative based upon carrying capacity.

The Commission's Urban and Rural Lands Committee decided to undertake the project in the spring of 1970. In searching the world's literature for comparable efforts, we failed to find any published material about attempts to apply "carrying capacity" to the management of the full range of human activity in a particular geographic region. (The closest was the Lake Tahoe Basin.) So we pioneered. On December 5, 1971 we explained our new approach to the Commission via a multi-media show and asked the Commission to publish a discussion draft using funds we had obtained elsewhere. After considerable opposition and controversy the Commission agreed.

In the spring of 1972 the discussion draft of "Ecology and Economy" introduced the carrying capacity approach to regional planning (including Hawaii). About 2000 copies were distributed - all over the U.S. The responses totalled several volumes. The Urban and Rural Lands Committee responded to some 90 requests for repeats of our multi-media show -- all to professional planning groups from Washington, D.C. to Anchorage, Alaska. On two occasions I discussed the concept with Oregon's LCDC. Later as chairman of LCDC's technical advisory committee on carrying capacity I was pleased to see the approach incorporated in one "Goal" and twelve "Guidelines" (thanks to L.B. Day).

In the fall of 1973 the Pacific Northwest River Basin Commission, despite major opposition from a few federal members, approved publication. Chairman Don Lane was very helpful to us during this fight. Since then, despite the Commission's "no promotion" rule, the publication has been sold in 47 states, 7 foreign nations and most Canadian provinces -- far more than any other Commission publication. A copy is enclosed. They recently have become available free while the remaining few hundred last.

Tom McCall
March 7, 1980
Page 3

One of my goals in Metro is to bring some of the carrying capacity principles into play in implementing our legislative mandate to adopt "Regional Goals and Objectives." We expect to form within the next few months a special Goals and Objectives Task Force to begin work on the project. I would welcome an opportunity to discuss it further with you.

Sincerely,

Gene Peterson
pd

Gene Peterson
Councilor, District 10
1711 N.E. 153rd Place
Portland, OR 97230
253-2972

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

STATEMENT CONCERNING
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR I-80-N N.E. 117TH - N.E. 181ST AVE.
TO
U.S. DEPARTMENT OF TRANSPORTATION
MARCH 25, 1980

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

MY NAME IS GENE PETERSON. I RESIDE AT 1711 N.E. 153RD PLACE, PORTLAND, 97230. I AM THE ELECTED REPRESENTATIVE FOR THE METROPOLITAN SERVICE DISTRICT #10. THE SUBJECT PROJECT IS LOCATED IN DISTRICT #10. I AM ALSO A MEMBER OF THE CITIZENS ADVISORY BOARD FOR THE PROJECT.

I RECOMMEND THREE ADDITIONS TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT BEFORE IT IS FINALIZED:

1) THE OPTIONS AT THE 122ND INTERCHANGE SHOULD BE EXPANDED TO THREE - THE THIRD ONE BEING A FULL INTERCHANGE. THE SHORT TERM AND LONG TERM CONSEQUENCES OF THE THIRD ALTERNATIVE SHOULD BE THOROUGHLY EXPLORED AS WELL.

2) THE OPTIONS OF STRUCTURES TO ACCOMODATE 4 LANE OR 2 LANE UNDERPASSES AT 148TH AND 162ND AVE. SHOULD BE ADDED AND THE SHORT TERM AND LONG TERM CONSEQUENCES OF EACH THOROUGHLY EXPLORED. IT APPEARS PENNY WISE AND POUND FOOLISH TO BUILD 2 LANE UNDERPASSES FOR WHAT HAVE BECOME FOR THE MOST PART 4 LANE ARTERIALS.

PAGE 2
GENE PETERSON - STATEMENT TO U.S. DEPT. OF TRANSPORTATION
MARCH 25, 1980

THE 2 LANE UNDERPASSES WOULD CREAT PERMANENT BOTTLENECKS AND SAFETY HAZARDS AND FORECLOSE FOREVER THE OPTION OF WIDENING THE PARALLEL RAILROAD UNDERPASSES. THIS IS THE OVERRIDING ISSUE - NOT WHETHER MULTNOMAH COUNTY IS WILLING TO COMMIT FUNDS TO BUILD THE RAILROAD UNDERPASSES "IN THE NEAR FUTURE."

ON NOVEMBER 14, 1979, THE WILKES COMMUNITY CITIZENS GROUP ADOPTED A RESOLUTION ASKING FOR 4 LANE UNDERPASSES FOR 143TH AND 162ND AVENUES. SUCH UNDERPASSES ARE PART OF THE WILKES COMMUNITY PLAN ADOPTED AS AN ORDINANCE BY MULTNOMAH COUNTY IN DECEMBER, 1976 (COPY OF RESOLUTION ENCLOSED). NEITHER THE HIGHWAY DEPARTMENT NOR THE COUNTY HAS HELD A MEETING WITH THE WILKES COMMUNITY TO DISCUSS THE UNDERPASS ISSUE, NOR HAS THERE BEEN ANY OTHER RESPONSE TO THE NOVEMBER RESOLUTION. THIS DEFICIENCY IN "COMMUNITY PARTICIPATION" SHOULD BE REMEDIED.

3) THE OPTION OF NOT BUILDING A BIKEWAY BETWEEN 148TH AVENUE AND 169TH AVENUE AND INSTEAD USING A PARALLEL MULTNOMAH COUNTY REGIONAL BIKEWAY, CURRENTLY UNDER CONSTRUCTION, SHOULD BE ADDED. ALSO THE FEASIBILITY OF EXTENDING THE BIKEWAY SOUTH ALONG 148TH AVENUE TO BURNSIDE AND THENCE WEST ALONG BURNSIDE TO I-205 SHOULD BE EXPLORED AND THE SHORT TERM AND LONG TERM CONSEQUENCES EVALUATED.

PAGE 3
GENE PETERSON - STATEMENT TO U.S. DEPT. OF TRANSPORTATION
MARCH 25, 1980

THIS ROUTE WOULD PROVIDE A SHORT-CUT BIKEWAY CONNECTION BETWEEN I-205 AND I-80-N. THE ROUTE CURRENTLY IS SHOWN AS A PROPOSED BIKEWAY BY MULTNOMAH COUNTY. BOTH 148TH AND BURNSIDE ARE SCHEDULED FOR ROAD RECONSTRUCTION IN THE NEXT 3 YEARS - BURNSIDE AS PART OF THE LIGHT RAIL PROJECT.

Gene Peterson

December 21, 1979

Wilkes Community Citizens Group
1111 N.E. 193rd Avenue
Portland, OR 97230

Mr. Robert Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, OR 97213

Dear Bob:

The Wilkes Community Citizens, during their November meeting, adopted the enclosed resolution urging the State Highway Department to replace the existing two lane I-80-N freeway and railway bridges at N.E. 148th and 162nd Avenues with four lane overpasses.

The Wilkes Community Comprehensive Plan, adopted by Multnomah County in 1976, provides for four lane arterials for both 148th and 162nd Avenues. The County is currently rebuilding these avenues to four lane standards on a piecemeal basis. It is apparent that rebuilding the overpass bridges concurrently with the reconstruction of the I-205 to 181st portion of I-80-N would be most timely and cost effective. To leave the existing bottlenecks would be most short sighted.

We are asking Multnomah County to coordinate fully with the Highway Department, particularly concerning the railroad bridges.

Sincerely,

/s/ Bob Wiggin Chairman

RESOLUTION

Four Lane Underpasses under Union Pacific Railroad Tracks
and Reconstructed Highway I-80-N at N.E. 148th and N.E. 162nd
Avenues

In 1975, during the preparation of the initial Comprehensive Land Use Plan for the Wilkes Community, representatives of the community identified the pressing need for a full freeway interchange at N.E. 181st and I-80-N. These concerns were conveyed to Multnomah County and State Highway officials. As a result of these earlier efforts, not only is the construction of the 181st interchange being planned, but also reconstruction of the freeway to present day 6 lane standards from 181st to I-205.

The Wilkes Comprehensive Plan, approved by the Multnomah County Board of Commissioners in November, 1976, provides for 4 lane arterial standards for both 148th and 162nd Avenues. Construction is underway to such standards, but the existing two lane underpasses for both the freeway and the paralleling Union Pacific Railroad tracks are major bottlenecks.

State Highway representatives presently are planning to relocate portions of the railroad but not the 148th and 162nd bridges. They indicate the willingness to plan for a 4 lane freeway overpass for 148th and 162nd providing Multnomah County make a pre-commitment to reconstruct the railroad underpasses within a reasonable time. Both 148th and 162nd are vital North-South arterials in the east county mass transit system.

NOW THEREFORE BE IT RESOLVED that the Wilkes Area Citizen Group at a regular meeting on November 14, 1979, strongly urges the State Highway Department to include both the railroad and highway 4 lane overpasses at 148th and 162nd Avenues in its program to modernize I-80-N from the intersection with I-205 to 181st Avenue, and BE IT FURTHER RESOLVED that the Wilkes Citizens strongly urge Multnomah County to make a commitment to the State Highway Department, that if State-Federal funding proves impossible, to reconstruct the underpasses within a reasonable time subject to the availability of funds.

Passed by unanimous vote

/s/ Bob Wiggin Chairman

The Honorable Robert Duncan
U.S. House of Representatives
Washington, D.C. 20515

Mr. William Cooley
2511 N.E. 122nd Avenue
Portland, OR 97230

Commissioner Gordon Shadburne
Multnomah County Court House
1021 S.W. 4th Avenue
Portland, OR 97204

Mr. Ed Daniel
Quadrant Corporation
8364 S.W. Nimbus
Beaverton, OR 97005

Mr. Leon Brock
Project Coordinator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Mr. Ron Roberts
Director
Upland Industries
921 S.W. Washington
Suite 714
Portland, OR 97205

Mr. Howard Hurst
Business Representative
Teamsters Local #162
1815 N.E. 162nd Avenue
Portland, OR 97230

Mr. Bob Wiggin
Chairman
Wilkes Community Citizens Group
1111 N.E. 193rd
Portland, OR 97230

Mr. John Adams
Tualatin Development Corporation
15300 S.W. 16th
Tigard, OR 97223

Mr. Dave Nelson
3546 N.E. 152nd Avenue
Portland, OR 97230

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

April 10, 1980

Ms. Janice Marquis
Manager
The Parkside
301 S.W. Lincoln
Portland, OR 97201

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Dear Ms. Marquis:

John Kirkpatrick has been very capably preparing some campaign literature for me.

He mentioned to me that your policy excluding bicycles from the apartment rooms is unfair and I agree. It seems to me that you will want to make peace with this rapidly building clientele and either allow the storage of bicycles in the apartments or provide parking that is free from vandalism and theft. The latter should be at no cost if the person does not use an automobile parking space.

Sincerely

Gene Peterson
pd

Gene Peterson
Councilor, District 10

GP:pd

cc: John Kirkpatrick



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

June 11, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Donna Stuhr
DISTRICT 1

Charles Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

The Editor
The Oregonian
Attn: Paul Adams
1320 S.W. Broadway
Portland, OR 97201

Dear Mr. Adams:

Enclosed is a guest article entitled "Portland Metropolitan Region Can Continue Most Livable" which I hope you will publish in an early edition of the Forum section, Sunday Oregonian.

The primary reason that I ran for a Metro Council spot was the chance to apply my knowledge about natural resources and quality of life in the Portland metropolitan region -- nearly half the state's population. It's time to convert our know-how into action.

Metro has the assignment from the legislature and is now ready to start. I have been selected as chairman of Metro's Goals and Objectives Task Force. News media participation in this effort is absolutely essential. I have selected the Oregonian Forum section as a place to begin.

As illustrations of my long previous participation efforts in the field of natural resources and quality of life, I enclose one copy each of:

1. "Carbon Dioxide Affects Global Ecology" - reprint 1969
2. "New Trees or Old, the Oxygen's the Same" - Sunday Oregonian, 1972
3. "Ecology and the Economy" - 1973 (I am the principal author)

Further references include:

1. "Alternative Futures and Environmental Quality" (Chapter 3 "Analysis of Ecosystem Capacity") G.P.O. - 1973

Page 2
The Editor
June 11, 1980

2. "Population and Development - Alternative Futures in the West - a Future Based on Carrying Capacity"
Colorado State University Press, 1974

Sincerely,



Gene Peterson
Councilor
District 10

GP:pd

cc: Larry Hildebrand
Rick Gustafson
Metro Councilors

STATEMENT OPPOSING PROPOSED ORDINANCE 80-91
ESTABLISHING JOHNSON CREEK LID
BY COUNCILOR GENE PETERSON
6/27/80

I oppose the proposed Ordinance. This is not a sudden change in views on my part. I have served on the Council Solid Waste/Public Facilities Committee (now Regional Services Committee) since its inception in the spring of 1979. As anyone who has followed our activities knows, I favored a popular vote of the people in the Johnson Creek Basin. However, the staff raised numerous objections to this procedure and it failed in committee. I then attempted to have the properties excluded where storm run-off was channeled into the ground water. This also failed in committee. Next I attempted to make it as convenient as possible to vote against the project. I wanted the remonstrance form sent with the first LID notice. This also failed, but I did get assurance that such a form would be included with the notices of Phase I assessment, Phase II apportionment and Phase III.

I should have followed Johnson Creek developments more closely, but was very busy with other matters such as landfill siting, resource recovery plants, comprehensive plan reviews, housing and other goals and objectives. Also, I wanted to give our Johnson Creek Task Force as much freedom as possible.

Now it is clear to me that a 20% remonstrance means that there is no groundswell of support for the LID process. However, there is a reasonable chance that if all of the people in the Johnson Creek area had a real opportunity to be informed and participate, that a creative and popular solution would be found.

Therefore, I propose to introduce a resolution which would propose a service district, rather than an LID, subject to affirmative vote of the people in the Johnson Creek Basin at a regular or special election. One of the options I hope will be explored is working with nature rather than against her. Perhaps we should leave the flood plain for the floods and allow only man-made structures or uses that are compatible with a flood plain. Also, much of unincorporated Multnomah County in the Johnson Creek Basin desperately needs a sewer system. I believe this option should be explored also.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROPOSING)	RESOLUTION NO.
A JOHNSON CREEK SERVICE DISTRICT,)	
AND HOLDING THE JOHNSON CREEK)	Introduced by
BASIN FLOOD CONTROL AND POLLUTION)	Councilor Gene Peterson
ABATEMENT PROJECT LOCAL IMPROVE-)	
MENT DISTRICT IN ABEYANCE.)	

WHEREAS, The Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District has received approximately 18.6 percent of remonstrance; and

WHEREAS, Several requests for a vote have been communicated by individuals and groups of individuals within the proposed Local Improvement District; and

WHEREAS, The Council has not yet taken action establishing the Johnson Creek Local Improvement District; now, therefore,

BE IT RESOLVED,

1. That the Council declares the establishment of a service district for the Johnson Creek Drainage Basin would more appropriately meet the purposes of pollution abatement, drainage management and flood control in the Basin.
2. That the Council proposes the formation of a service district for the above-stated purposes.
3. That the Council directs the Executive Officer to take all steps necessary for the establishment of a Johnson Creek service district, including but not limited to the provision of adequate staff and resources for the development of a service district plan, and the submission of said plan to the Local Boundary Commission upon its adoption by ordinance of this Council.

4. That the Council further directs that sufficient funds be set aside for the purpose of meeting all necessary costs related to the formation of the service district from the Metropolitan Service District Contingency Fund, including any costs of a service district election as required under ORS 198.810, and Chapter 255, Oregon Revised Statutes.

5. That the Council hereby declares the formation of the Johnson Creek Flood Control and Pollution Abatement Project Local Improvement District held in abeyance, pending the formation of a Johnson Creek service district.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1980.

Presiding Officer

TM/gl
8672/33



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

July 2, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Donna Stuhr
DISTRICT 1

Charles Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

The Editor
Gresham Outlook
1190 N.E. Division
Gresham, Oregon 97030

Attn: Quentin Smith

Dear Mr. Smith:

Enclosed is a guest article entitled "Portland Metropolitan Region Can Continue Most Livable" which I hope you will publish in your newspaper on or after July 8, 1980.

The primary reason that I ran for a Metro Council spot was the chance to apply my knowledge about natural resources and quality of life in the Portland metropolitan region -- nearly half the state's population. It's time to convert our know-how into action.

Metro has the assignment from the legislature and is now ready to start. I have been selected as chairman of Metro's Goals and Objectives Task Force. News media participation in this effort is absolutely essential.

Sincerely,

Gene Peterson
Councilor, District 10

GP:cw

Encl.

CAN THE PORTLAND METROPOLITAN REGION CONTINUE "MOST LIVABLE"

- A QUALIFIED YES -

by

Gene Peterson*

The chances for keeping or improving the Portland area's Number 1 national quality of life rating for the next 20 years hinge largely on the success of the fledgling Metropolitan Service District (Metro) in carrying out an assignment from the 1977 Legislature to "adopt land use planning goals and objectives" for the tri-county region (supplemental to and consistent with adopted State goals).

Only governments, industry and citizens working together can accomplish such a task. Metro is the only feasible agency for pulling them together. The alternative to such a coordinated long-range effort is the decline in livability that has plagued Los Angeles and most of the older, large urban centers of this nation. We must learn to be the masters rather than the victims of our own destiny.

Metro is in the very early planning stages of the goals and objectives two to three year effort. The lone exception is "Housing" where draft goals and objectives prepared by the Metro Housing Advisory Committee currently are being reviewed. The Housing Goals are scheduled for Council consideration on August 28. After "Goals and Objectives" are adopted by Metro, local jurisdictions will be expected to make responsive revisions in their "second generation" comprehensive land use plans.

Persons who want to express views concerning the goals and objectives undertaking or participate in the initial planning are urged to write or phone Berta Delman at the Metro office, 527 S. W. Hall Street, Portland, Oregon 97201, 503-221-1646.

The No. 1 quality of life rating for the four-county metropolitan area (not solely the City of Portland) arises from a 1975 study by the Midwest Research Institute (Midwest). The Midwest rating system used 123 factors and variables to measure the quality of life in the U. S. The Portland metro region rated excellent in the five major categories as follows: Economic - 2nd; Political - 14th; Environmental - 11th; Health and Education - 9th; and Social 1st. The ranking by Midwest makes interesting reading, but the paramount issue facing Metro residents is "can we retain and improve our present high quality livability to the year 2000 and beyond? In my opinion, barring overriding national or regional disasters, we can both retain and improve our present high quality, but to do so will require major departures from past patterns and practices and we must begin very soon. For example, traditional plans by government and industry for future growth based upon past trends must be modified to take into full account the present reality of limits on the supply of energy, land and other natural resources.

We must be willing to devote a major effort toward reaching a regional consensus on coordinated long-range goals, followed by major concerted action to faithfully implement those goals. Our present relatively happy state is the result of a fortuitous set of circumstances: geographic setting, climate, settlement by hardy

Oregon pioneers, ample and productive land and natural resources, and our history of relatively slow growth in population and economic development. But this happy situation cannot be continued by accident. If we begin now we should--if we are lucky--barely have enough time to agree on a course of action centered on a vision of our collective long-range future before that future overwhelms us. The danger is complacency and unwillingness to plan ahead and implement those plans before a series of crises and obvious loss of livability preclude anything but day-to-day emergency responses.

It we succeed in agreeing on regional goals and proceed to implement those goals in a manner that results in equal or improved livability by the year 2000, these goals must give overriding attention to fundamentals that most of us do not take into account in our day-to-day activities:

1. The first fundamental is acceptance of the fact that the basic forces of nature are immutable and inviolate. We must understand these basic forces and proceed in harmony with them--not in ignorance or defiance. The recent eruption of Mount St. Helens has reminded us of this fact in case some had forgotten or never knew.

2. The second fundamental is understanding that our land and natural resources are the source and basic support for all of our other activity--economic, environmental, health and education, political, social. This land and natural resources are the proverbial goose that lays the golden egg. We must keep our "goose" in a healthy and productive condition.

3. The third fundamental must be a healthy economy

bounded by the constraints of the capability of our land and natural resources. Our self-fulfillment needs and aspirations in the environmental, health and education, political and social fields can continue to be realized only if they are supported by a sound economy.

4. The fourth fundamental is that all interests in the region must have ample opportunity to obtain information about, participate in, and make genuine contributions toward coordinated long-range, regional goals and the implementation, maintenance and improvement of these goals. Such an approach can be sustained only if it is supported by a regional consensus centered on a long-range vision of our future.

*Gene Peterson is the Councilor representing Metro subdistrict 10. He also is Chairman of Metro's Goals and Objectives Task Force. He is a member of the American Association for the Advancement of Science and the World Futures Society. He is the author of several publications about natural resources and quality of life.

Revised by Gene Peterson 7/29/80

GP/gl/9190/91



METROPOLITAN SERVICE DISTRICT
527 SW HALL ST. PORTLAND, OR 97208-3011 225-1646

Gene Peterson
COUNCILOR
DISTRICT 10

July 17, 1980

8996/D3

Dear :

Since you have gone to the trouble of making a statement before the Council of the Metropolitan Service District at one of its three hearings about the Johnson Creek Local Improvement District (LID) or taken some other public action, I assume you are interested in my actions as your Metro District 10 representative.

Enclosed is a copy of my statement to the Council on June 26 explaining my opposition to the proposed Johnson Creek LID. Also enclosed is a substitute resolution which would have established a Johnson Creek Service District if the people affected voted affirmatively for its formation. I was prepared to introduce this resolution if the LID had failed. Seven votes were needed to approve the ordinance and that is all the proponents were able to muster. The four negative votes were cast by myself and Councilors Schedeen, Banzer and Deines.

Sincerely,

Gene Peterson
Councilor, District 10

GP:ss
8994/D3

Enclosures

STATEMENT OPPOSING PROPOSED ORDINANCE 80-91
ESTABLISHING JOHNSON CREEK LID
BY COUNCILOR GENE PETERSON
6/27/80

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Therefore, I propose to introduce a resolution which would propose a service district, rather than an LID, subject to affirmative vote of the people in the Johnson Creek Basin at a regular or special election. One of the options I hope will be explored is working with nature rather than against her. Perhaps we should leave the flood plain for the floods and allow only man-made structures or uses that are compatible with a flood plain. Also, much of unincorporated Multnomah County in the Johnson Creek Basin desperately needs a sewer system. I believe this option should be explored also.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROPOSING)	RESOLUTION NO.
A JOHNSON CREEK SERVICE DISTRICT,)	
AND HOLDING THE JOHNSON CREEK)	Introduced by
Basin Flood Control and Pollution)	Councilor Gene Peterson
Abatement Project Local Improve-)	
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ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1980.

Presiding Officer

TM/gl
8672/33 .

Mr. Tom Barnes
14848 SE Caruthers Ct.
Portland, Oregon 97233
Mr. Barnes

Ms. Carolyn Oman
15724 SE Stark
Portland, Oregon 97233
Ms. Oman

Mr. Robert Shepperd
12730 NE Rose Parkway
Portland, Oregon 97230
Mr. Shepperd

Mr. Marvin Watkins
2340 SE 147th
Portland, Oregon 97233
Mr. Watkins

Mr. Donald H. Thom
2317 SE 147th
Portland, Oregon 97233
Mr. Thom

Mr. Dennis Fantz
1828 NE 155th
Portland, Oregon 97230
Mr. Fantz

Ms. Mary Goodwin
14964 SE Caruthers
Portland, Oregon 97233
Ms. Goodwin

Mr. Wayne Fitch
16207 SE Tibbetts
Portland, Oregon 97236
Mr. Fitch

Mr. Alan Strong
414 SE 153rd
Portland, Oregon 97233
Mr. Strong

Mr. Glenn Sjiden
15042 SE Grant
Portland, Oregon 97233
Mr. Sjiden

Mr. Lonnie Roberts
15815 SE Mill
Portland, Oregon 97233
Mr. Roberts

Mr. Pat McDowell
1844 SE 148th
Portland, Oregon 97233
Mr. McDowell

Mr. Louis Ceulioni
2349 SE 157th
Portland, Oregon 97233
Mr. Ceulione

Mr. Thomas Barnes
14848 SE Caruthers Ct.
Portland, Oregon 97233
Mr. Barnes

THIS IS A DUPLICATE!

Mr. Gene Gullickson
14760 SE Caruthers Ct.
Portland, Oregon 97233
Mr. Gullickson

Mr. W. L. Robillard
2118 SE 148th Pl.
Portland, Oregon 97233
Mr. Robillard

Mr. Michael Bedney
230 SE 157th Ave.
Portland, Oregon 97233
Mr. Bedney

Mr. John Vogl
16410 SE Stephens Ct.
Portland, Oregon 97233
Mr. Vogl

Mr. Louis Ceulioni
2349 SE 157th
Portland, Oregon 97233
Mr. Ceulioni

ANOTHER DUPLICATE

Mr. and Mrs. Thomas King
653 SE 155th
Portland, Oregon 97233
Mr. and Mrs. King

Mr. Eldon L. Dunafon
11840 NE Fremont
Portland, Oregon 97220
Mr. Dunafon

Mr. and Mrs. Gary Griffith
15833 SE Tibbitts
Portland, Oregon 97236
Mr. and Mrs. Griffith

Ms. Ruth Niece
Hazelwood CPO
1130 NE 106th
Portland, Oregon 97220
Ms. Niece

Ms. Eunice Jensen
Centennial CPO
2911 SE 174th
Portland, Oregon 97236
Ms. Jensen

Mr. John Clark
Powellhurst CPO
2635 SE 89th
Portland, Oregon 97266
Mr. Clark

Ms. Sharon Kelley
Rockwood CPO
2236 SE 182nd
Portland, Oregon 97233
Ms. Kelley

Mr. Bill Bulland
ECCO
4931 NE Roselawn
Portland, Oregon 97218
Mr. Bulland

Ms. Gladys Pasel
Multnomah County CCC
15014 NE Multnomah
Portland, Oregon 97230
Ms. Pasel

8996/D3



METROPOLITAN SERVICE DISTRICT
527 SW HALL ST PORTLAND OR 97201 - 503 221 1646

July 23, 1980

Gene Peterson
COUNCILOR
DISTRICT 10

Dr. Ron Cease
Public Administration
Department
Portland State University
P.O. Box 751
Portland, OR 97207

Dear Ron:

This is to confirm our appointment for
3:00 p.m., July 28 in Rick Gustafson's
Metro office.

Attached is a copy of the July 2nd letter
to Jerry Tippens transmitting a guest article
for publication entitled "Portland Metropol-
itan Region Can Continue Most Livable."

I would like to get your reactions to the
article and its propriety of publication at
this time.

Bob Simpson will be unable to make the
3:00 p.m. appointment so he and I will have
lunch together at noon on the 28th.

Sincerely,

Gene Peterson
Gene Peterson
Councilor, District 10

encl.

cc: Bob Simpson
Jerry Tippens
Rick Gustafson



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

July 2, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Donna Stuhr
DISTRICT 1

Charles Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Jerry Tippens
Editorial Page Editor
Oregon Journal
1320 S.W. Broadway
Portland, OR 97201

Dear Mr. Tippens:

Enclosed is a guest article entitled "Portland Metropolitan Region Can Continue Most Livable" which I hope you will publish in your newspaper on or after July 8, 1980.

The primary reason that I ran for a Metro Council spot was the chance to apply my knowledge about natural resources and quality of life in the Portland metropolitan region -- nearly half the State's population. It's time to convert our know-how into action.

Metro has the assignment from the legislature and is now ready to start. I have been selected as chairman of Metro's Goals and Objectives Task Force. News media participation in this effort is absolutely essential.

As illustrations of my long previous participation efforts in the field of natural resources and quality of life, I enclose one copy each of:

1. "Carbon Dioxide Affects Global Ecology" - reprint 1969
2. "New Trees or Old, the Oxygen's the Same" - Sunday Oregonian, 1972
3. "Ecology and the Economy" - 1973 (I am the principal author)

Further references include:

1. "Alternative Futures and Environmental Quality" (Chapter 3 "Analysis of Ecosystem Capacity") G.P.O. - 1973
2. "Population and Development - Alternative Futures in the West - a Future Based on Carrying Capacity" Colorado State University Press, 1974

Sincerely,

Gene Peterson
Gene Peterson
Councilor, District 10

GUEST ARTICLE FOR PUBLICATION ON OR AFTER JULY 8, 1980

PORTLAND METROPOLITAN REGION CAN CONTINUE "MOST LIVABLE"

By Gene Peterson*

On May 11, 1980, a Portland, Oregon, daily newspaper republished an article which had appeared the previous month in the Chicago Tribune as part of a series on the American City, stating that Portland, Oregon, was rated the most livable city in the nation by the Midwest Research Institute (Midwest).

That claim is only partially correct. It is the Portland four-county metropolitan area--not the City of Portland that was rated No. 1. Also, the Chicago Tribune article failed to point out that most of the information on which the ratings were based was five to ten years old. Perhaps the Portland metropolitan region's relative position has changed during the intervening years. We could have slipped on such issues as crime, congestion and air quality; or the overall rating could have improved. The really critical issues are (1) Which way are we tending -- up or down?, and (2) What are the prospects of keeping, or even improving our high quality livability to the year 2000 and beyond? Certainly this is no time for complacency.

Organizations other than Midwest have attempted to rate the quality of life in American cities, but generally using a much more subjective, less thorough and rigorous approach. For example, the National Municipal League in April, 1980, designated Portland an

All-American City based on three recent projects: (1) Neighborhood Crime Prevention; (2) Weatherization; and (3) The Markham Nature Trail.

According to the much more sophisticated Midwest ranking system the Portland metropolitan region in 1975 averaged the best quality of life among the 65 large (over 500,000 population) regions in the U.S. The Eugene, Oregon, Standard Metropolitan Statistical Area (SMSA) rated first among the 83 medium-sized regions (200,000 to 500,000 population) and La Crosse, Wisconsin, the best among the 95 small (less than 200,000) regions.

The Midwest rating system presently uses 123 factors and variables to measure the quality of life in the 243 SMSAs in the U.S. These are organized into five major components: Economic (18 factors); Political (19 factors); Environmental (17 factors); Health and Education (13 factors); and Social (48 factors).

The Portland metro region rated excellent in all five categories as compared to the other 64 large SMSAs. Its ranking in category is as follows: Economic - 2nd; Political - 14th; Environmental - 11th; Health and Education - 9th; and Social - 1st.

CAN THE PORTLAND REGION RETAIN ITS LIVABILITY?

The ranking by Midwest is a useful exercise and makes interesting reading, but the paramount issue facing Metro residents is "can we

retain and improve our present high quality livability to the year 2000 and beyond? Or is Portland destined to follow the decline in livability that has plagued Los Angeles, and most of the older large urban centers in this nation?"

In my opinion, we can both retain and improve our present high quality, but it will require major departures from past patterns and practices and we must begin very soon. We must be willing to devote a major effort toward reaching a regional consensus on coordinated long-range goals, followed by major concerted action to faithfully implement those goals. Our present relatively happy state is the result of a fortuitous set of circumstances: geographic setting, climate, settlement by hardy Oregon pioneers, ample and productive land and natural resources, and our history of relatively slow growth in population and economic development. But this happy situation cannot be continued by accident. If we begin now we should - if we are lucky - barely have enough time to agree on a course of action centered on a vision of our collective long-range future before that future overwhelms us. The danger is complacency and unwillingness to plan ahead and implement those plans before a series of crises and obvious loss of livability preclude anything but day-to-day emergency responses.

If we succeed in agreeing on regional goals and proceed to implement those goals in a manner that results in equal or improved livability by the year 2000, these goals must give overriding attention to fundamentals:

1. The first essential is acceptance of the fact that the basic forces of nature are immutable and inviolate. We must understand these basic forces and proceed in harmony with them--not in ignorance or defiance. The recent eruption of Mount St. Helens has reminded us of this fact in case some had forgotten or never knew.

One of our most dangerous illusions is our assumption that man has conquered nature and will be able to postpone indefinitely the completion of many natural cycles - especially in the field of biology. The biological cycles are immutable also.

Nature's books will be balanced. The longer the postponement, the more drastic the adjustment.

2. The second essential is the understanding that our land and natural resources are the source and basic support for all of our other activity--economic, environmental, health and education, political, social. This land and natural resources are the proverbial goose that lays the golden egg. We must keep our "goose" in a healthy and productive condition. We must avoid overloading our resources by taking or using more annually than can be renewed or restored annually. We should have learned this lesson with the pollution and subsequent clean-up of the Willamette River. Even that battle is far from over. It must be a life long commitment. In other words, our land and natural resources are finite.

3. The third essential must be a healthy economy bounded by the constraints of the capability of our land and natural resources. Our self-fulfillment needs and aspirations in the environmental, health and education, political and social fields can continue to be realized only if they are supported by a sound economy.

4. The fourth essential is that all interests in the region must have ample opportunity to obtain information about, participate in, and make genuine contributions toward coordinated long-range, regional goals and the implementation, maintenance and improvement of these goals. Such an approach can be sustained only if it is supported by a regional consensus centered on a vision of our future. A regional consensus can be built and maintained only if a majority of the people feel that they had a genuine part in formulation of the goals - that such goals were not prepared by a few "experts" and imposed on the people without their knowledge or consent. All segments of the "public" must be involved in building the regional consensus about our future including local governments; the news media; civic, social and professional organizations; labor organizations; community planning groups; environmental groups; business, and professional and development interests. Every citizen who lives in the Portland metropolitan area should have ample opportunity to participate in helping to shape our future.

In his January, 1977, State of the State address, Governor

George Ariyoshi of Hawaii, expressed succinctly the basic issue we face in the Portland region:

"We must learn to be the masters rather than the victims of our own destiny."

METRO'S ROLE

The 1977 Oregon Legislature assigned to Metro the responsibility of determining "land use planning goals and objectives" for the tri-county region. These goals and objectives must be fully compatible with adopted State goals, but will be tailored to the Portland metropolitan area. Metro has not commenced the goals and objectives assignment, but is planning to launch a small scale preliminary effort in July, 1980. It is a major challenge. It is an opportunity that will never again be as favorable. It will be plowing new ground.

Persons who are interested in helping to decide how to approach the goals and objectives effort, or expressing views concerning the undertaking, are urged to write or phone Berta Delman at the Metro office - 527 S. W. Hall Street, Portland, Oregon 97201; phone 221-1646.

*Gene Peterson is the Councilor representing Metro subdistrict 10. He also is Chairman of Metro's Goals and Objectives Task Force. He is a member of the American Association for the Advancement of Science and the World Futures Society. He is the author of several publications about natural resources and quality of life.



METROPOLITAN SERVICE DISTRICT
527 SW. HALL ST., PORTLAND, OR. 97201 - 503/221-1646

July 30, 1980

Gene Peterson
COUNCILOR
DISTRICT 10

Mr. Jerry Tippens
Editor Editorial Page
Oregon Journal
1320 S.W. Broadway
Portland, Oregon 97201

Dear Jerry,

Enclosed is another version of the article I submitted to you originally on July 2, 1980. I have revised it to reflect our conversation on July 28.

Hopefully it's not too far from the 750 words you specified.

Sincerely,

Gene Peterson, tj
Gene Peterson

encl.

cc Ron Cease
Bob Simpson
Rick Gustafson

GP:tj

CAN THE PORTLAND METROPOLITAN REGION CONTINUE "MOST LIVABLE"

- A QUALIFIED YES -

by

Gene Peterson*

The chances for metropolitan Portland keeping its reputation as the most livable area in the country for the next 20 years hinges largely on the ability of the fledgling Metropolitan Service District (Metro) to carry out its assignment from the 1977 Legislature to "adopt land use planning goals and objectives" for the region consistent with adopted State goals.

Only governments, industry and citizens working together can accomplish such a task. And Metro is the only feasible agency to pull them together. The alternative to a coordinated long-range effort is a decline in livability, of the type that has plagued Los Angeles and most older, large urban centers in this country. We must learn to be the masters rather than the victims of our destiny.

Metro is in the very early stages of adopting land use planning goals and objectives, expected to take two to three years. In the area of housing, however, proposed goals and objectives have already been prepared by the Metro Housing Advisory Committee. The Metro Council is scheduled to consider them August 28. After Metro adopts its Goals and Objectives, local jurisdictions will be expected to make responsive revisions in their "second generation" comprehensive land use plans.

Persons who want to express their views on the goals and objectives project or participate in its initial planning are urged to write or phone Berta Delman at Metro, 527 S. W. Hall Street, Portland, Oregon 97201, 503-221-1646.

The four-county metropolitan area (not solely the City of Portland) received its No. 1 rating for quality of life through a 1975 study by the Midwest Research Institute (Midwest). The Midwest rating system used 123 factors and variables to measure the quality of life in the U. S. The Portland area rated excellent in five major categories: Economic - 2nd; Political - 14th; Environmental - 11th; Health and Education - 9th; and Social - 1st. Midwest's ranking makes interesting reading, but the paramount issue facing Metro residents is, "Can we retain or even improve our high quality of life to the year 2000 and beyond?"

In my opinion, barring overriding national or regional disasters, we can both retain and improve our present high quality of life. But it will require major departures from past patterns and practices, and we must begin very soon. Traditional plans developed by government and industry that considered future growth based on past trends must be modified to take into full account the new reality of limited energy supplies, land and other natural resources.

We must devote a major effort toward developing a regional consensus on coordinated long-range goals, followed by directed action to faithfully implement those goals. Our present relatively happy state is the result of a fortuitous set of circumstances: geographic setting, climate, settlement by hardy Oregon pioneers, ample and productive land and natural resources, and our history of relatively slow growth in population and economic development.

But this happy situation cannot be continued by accident. If we begin now, we should--if we are lucky--have enough time to agree on a course of action based on our collective vision for the long-range future before that future overwhelms us. The danger lies in complacency and unwillingness to make or implement plans before a series of crises or an obvious decline in livability precludes anything but day-to-day emergency responses.

If we succeed in agreeing on regional goals and proceed to implement those goals toward equal or improved livability by the year 2000, these goals must emphasize fundamentals that most of us do not take into account in our day-to-day activities:

1. The first fundamental is acceptance of the fact that the basic forces of nature are immutable and inviolate. We must understand these basic forces and proceed in harmony with them--not in ignorance or defiance. The recent eruption of Mount St. Helens has provided a dramatic example.

2. The second fundamental is understanding that our land and natural resources are the source and basic support for all other activity--economic, environmental, health and education, political, social. Land and natural resources are the proverbial goose that lays the golden egg. We must keep our "goose" healthy and productive.

3. The third fundamental must be a healthy economy bounded by the capability of our land and natural resources. Our needs for self-fulfillment and aspirations in the environmental, health and education, political and social fields can continue to be realized only if they are supported by a sound economy.

4. The fourth fundamental is that all interests in the region must have ample opportunity to obtain information about, participate in, and make genuine contributions toward coordinated long-range, regional goals and the implementation, maintenance and improvement of those goals. Such an approach can be sustained only if it is supported by a regional consensus centered on a long-range vision of our future.

*Gene Peterson is the Councilor representing Metro subdistrict 10. He also is Chairman of Metro's Goals and Objectives Task Force. He is a member of the American Association for the Advancement of Science and the World Futures Society, and the author of several publications about natural resources and quality of life.

Revised by Gene Peterson 7/31/80

GP/gl
9228/91

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by

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In my opinion, barring overriding national or regional disasters, we can both retain and improve our present high quality of life. But it will require major departures from past patterns and practices, and we must begin very soon. Traditional plans developed by government and industry that considered future growth based on past trends must be modified to take into full account the new reality of limited energy supplies, land and other natural resources.

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Revised by Gene Peterson 7/31/80

GP/gl
9228/91

CAN THE PORTLAND METROPOLITAN REGION CONTINUE "MOST LIVABLE"

- A QUALIFIED YES -

by

Gene Peterson*

The chances for keeping or improving the Portland area's Number 1 national quality of life rating for the next 20 years hinge largely on the success of the fledgling Metropolitan Service District (Metro) in carrying out an assignment from the 1977 Legislature to "adopt land use planning goals and objectives" for the tri-county region (supplemental to and consistent with adopted State goals).

Only governments, industry and citizens working together can accomplish such a task. Metro is the only feasible agency for pulling them together. The alternative to such a coordinated long-range effort is the decline in livability that has plagued Los Angeles and most of the older, large urban centers of this nation. We must learn to be the masters rather than the victims of our own destiny.

Metro is in the very early planning stages of the goals and objectives two to three year effort. The lone exception is "Housing" where draft goals and objectives prepared by the Metro Housing Advisory Committee currently are being reviewed. The Housing Goals are scheduled for Council consideration on August 28. After "Goals and Objectives" are adopted by Metro, local jurisdictions will be expected to make responsive revisions in their "second generation" comprehensive land use plans.

Persons who want to express views concerning the goals and objectives undertaking or participate in the initial planning are urged to write or phone Berta Delman at the Metro office, 527 S. W. Hall Street, Portland, Oregon 97201, 503-221-1646.

The No. 1 quality of life rating for the four-county metropolitan area (not solely the City of Portland) arises from a 1975 study by the Midwest Research Institute (Midwest). The Midwest rating system used 123 factors and variables to measure the quality of life in the U. S. The Portland metro region rated excellent in the five major categories as follows: Economic - 2nd; Political - 14th; Environmental - 11th; Health and Education - 9th; and Social 1st. The ranking by Midwest makes interesting reading, but the paramount issue facing Metro residents is "can we retain and improve our present high quality livability to the year 2000 and beyond? In my opinion, barring overriding national or regional disasters, we can both retain and improve our present high quality, but to do so will require major departures from past patterns and practices and we must begin very soon. For example, traditional plans by government and industry for future growth based upon past trends must be modified to take into full account the present reality of limits on the supply of energy, land and other natural resources.

We must be willing to devote a major effort toward reaching a regional consensus on coordinated long-range goals, followed by major concerted action to faithfully implement those goals. Our present relatively happy state is the result of a fortuitous set of circumstances: geographic setting, climate, settlement by hardy

Oregon pioneers, ample and productive land and natural resources, and our history of relatively slow growth in population and economic development. But this happy situation cannot be continued by accident. If we begin now we should--if we are lucky--barely have enough time to agree on a course of action centered on a vision of our collective long-range future before that future overwhelms us. The danger is complacency and unwillingness to plan ahead and implement those plans before a series of crises and obvious loss of livability preclude anything but day-to-day emergency responses.

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Revised by Gene Peterson 7/29/80

GP/gl/9190/91

Gene Peterson

Kathy

8/11 sent
8/12

Please send copy of tax base ordinance 80-99 adopted by council on 8/7 with my business card to:

1. Mr. B. B. Bouneff 516 SE Morrison 97214 ✓
2. State Representative Annette Farmer ✓
2603 NE 144th Postl 97230 (~~252-1222~~)
3. State Repres. Barbara Roberts ✓
11609 NE Klickitat 97220 (252-1223)
4. State Senator Frank Roberts ✓
11609 NE Klickitat 97220
5. State Repres. Lonnie Roberts ✓
15815 SE Mill Postl 97233 (253-9887)
6. Ruth McFarland
Mt Hood Community College
Gresham 97030
26000 SE Stark ✓
7. State Repres. Jane Gease ✓
2625 NE Hancock 97212 (250-6001)

Gene Peterson

9. Mrs. Dorothy Smith ✓
13230 NE Sacramento
97230 (254-75)

10. Mrs Gladys Pasel ✓
15014 NE Multnomah 972
(252-0803)

Thanks
- Gen

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF)	ORDINANCE NO. 80-99
SUBMITTING A TAX BASE MEASURE)	
TO THE PEOPLE OF THE DISTRICT)	Introduced by the Council
)	Coordinating Committee

THE METRO COUNCIL FINDS THAT:

1. In the May, 1980, Primary election, voters approved two serial levies for the Zoo, totaling \$5 million. Conversion of the approved Zoo serial levies to a combined Zoo-Metro tax base of \$5,247,000 would increase the amount eligible for State tax relief by \$3.8 million in FY 1981-82.

2. This conversion would reduce homeowner property taxes by 19 percent during the first year as compared to the cost of the approved Zoo serial levies alone. For example, the owner of a \$50,000 home would pay approximately \$7.28 per year for the proposed tax base as compared to \$9.05 for the Zoo levies alone. (The savings is based on an estimate of the total assessed valuation for FY 1982.)

3. As part of the proposed replacement of the Zoo serial levies with a Zoo-Metro tax base, the Council will dedicate \$4,547,000 of the tax base per year plus an annual six percent increase to the Zoo which will meet all commitments to fund Zoo operations. All capital projects included in the Zoo serial levy (approved by voters in May, 1980) would be financed by the tax base. The remaining amount (\$700,000) would allow continuation of current Metro services in transportation, land use, housing, economic development, drainage and air quality.

4. A Zoo-Metro tax base would provide a permanent funding source for the Zoo and eliminate uncertainty in the delivery of Metro services.

5. Metro will set budget priorities within the limits of the proposed tax base. All existing Zoo programs and those committed to in approved levies will be funded. In addition, existing Metro functions will continue to be funded. New Metro programs would be funded only when such programs can be funded by sources other than local property taxes, meet Metro Council priorities, and/or are compatible with Metro's Five-Year Operational Plan.

6. Metro's current funding sources include State and federal grants, fees for services, the Zoo levies and dues assessed on cities and counties. Those local government dues, which comprise two percent of Metro's total FY 1981 budget, support the General fund and certain planning activities. Metro's authority to assess these dues expires in June, 1981. The proposed tax base would replace the local government dues and the two Zoo serial levies approved in May, 1980, providing continuing funding for all existing Zoo-Metro functions at a 19 percent reduction in homeowner property taxes.

7. To replace existing and approved funding, and to provide such replacement funding on a continuing basis, a tax base is found to be the best alternative.

THEREFORE,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Based upon the above findings, the Metro Council directs that a tax base of \$5,247,000, to be effective July 1, 1981,

be submitted to the voters of the District at the General election on November 4, 1980.

Section 2. Beginning with FY 1981-82, the Council will dedicate funds from such tax base in the amount of \$4,547,000 per year plus an annual six percent increase, to the Zoo. While this is a reduction in the recently approved \$5,000,000 per year Zoo serial levies, the compounding of the six percent increase allowed for tax bases by State law will give the Zoo the same amount of operating funds as provided in the serial levies. All capital projects included in the Zoo serial levies would be financed by the tax base.

Section 3. The ballot title for the tax base measure shall be as follows:

Replaces Zoo-Metro levies with tax base; provides homeowner tax relief.

Question: Shall the Metropolitan Service District establish a tax base of \$5,247,000, partially State-financed, for the Zoo and Metro.

Purpose: This measure establishes a tax base of \$5,247,000 pursuant to Article XI, Oregon Constitution. A tax base of \$5,247,000 would replace approved Zoo serial levies and existing assessments levied by Metro upon cities and counties, and would provide continuing funding for Metro activities authorized by law beginning with FY 1981-82. The amount of property taxes eligible for State tax relief would be increased by \$3.8 million.

Explanation: Metro funding is primarily from federal grants, user fees, assessments upon cities and counties and voter approved Zoo serial levies. Local government assessments expire at the end of FY 1980-81. This tax base would replace those assessments and the Zoo levies, with no decrease in Zoo operations funding, and would provide for continuing services of the Zoo and other authorized Metro functions. The approved Zoo serial levies total \$5,000,000 per year,

beginning FY 1981-82, \$1,456,923 of which is eligible for tax relief. This tax base would provide \$5,247,000 per year for all Zoo-Metro functions, all eligible for State tax relief, increasing the amount eligible for State tax relief by \$3.8 million. The tax base could be increased up to six percent per year without voter approval, which amount would also be eligible for tax relief. A tax base is partially financed by the State of Oregon.

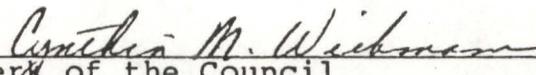
Section 4. The above ballot title shall be filed with the Director of Records and Elections of Multnomah County not later than August 8, 1980.

Section 5. If the tax base proposed by this ordinance is adopted by the voters of the District, those two serial levies for Zoo operations and capital proposed by Metro Ordinance No. 80-86 and approved by the voters of the District on May 20, 1980, are rescinded, and Ordinance No. 80-86 is repealed.

ADOPTED by the Council of the Metropolitan Service District
this 7th day of August, 1980.


Presiding Officer

ATTEST:


Clerk of the Council

MK:bk
9322/33



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Donna Stuhr
DISTRICT 1

Charles Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
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Jane Rhodes
DISTRICT 6

Betty Schedeem
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

FOR IMMEDIATE RELEASE: August 20, 1980

CONTACT: Caryl Waters or
Paula Godwin, 221-1646

The attached statement was released today by METRO District 10 Councilor Gene Peterson, announcing his decision to not seek re-election this November.

Also attached is a copy of the form filed with the Secretary of State withdrawing his nomination.

For more information on the withdrawal statement, please contact Gene Peterson, 253-2972.

WITHDRAWAL OF CANDIDACY OR NOMINATION

To the Secretary of State:

I hereby submit this notice of withdrawal from my:

Declaration or Petition For Nomination

Nomination

Councilor, District 10

Office Title

METRO (Metropolitan Service District

District

Non-Resident

My reason for this withdrawal is as follows:

See Attached Statement

Dated on this 18 day of August, 19 80

Gene Peterson

Signature of Candidate

Subscribed and sworn before me:

[Signature]

Notary Public

12-26-80

Commission Expires

—A candidate who desires to withdraw must do so not later than the sixty-seventh day prior to the date of the primary general election. ORS 249.150, 249.680.



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

August 18, 1980

The primary reason I ran for the Metropolitan Service District Council was to help adopt regional goals and objectives and implementing measures that would maintain or improve our high quality livability to the year 2000 and beyond. I believe this should be METRO's major reason for existence. Major grass roots participation and support, as well as major departures from past practices, would be necessary. However, I have found insufficient interest and support for such a long-range goals and objectives effort to justify further major commitment of my donated time and effort during the next four years. Therefore I have decided not to seek re-election.

I strongly believe that citizens who are affected in a major way by METRO decisions, such as the Johnson Creek LID or Regional Housing Goals and Objectives, should have an important role in formulating these decisions. I oppose the idea that elected officials, special interest groups and paid staff, after token public involvement, will make these decisions and impose them on the people affected.

Housing is a basic element determining our regional quality of life. I believe that our individual communities and cities should have a primary role in controlling their own destiny for housing as well as other components of quality of life. Diversity and freedom of choice are vital aspects of that quality. Yet METRO is in the process of adopting twenty-two housing goals and objectives that would establish METRO as the regional housing czar and force the entire region into a common housing mold. This despite the fact that no city council or county commission has debated these proposed housing goals or adopted a position concerning them. Nor has there been more than token opportunity for participation

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Mike Burton
DISTRICT 12

by the many community planning organizations throughout the region. This despite the lessons that should have been learned about citizen participation in the recent Johnson Creek brouhaha.

I commend the twenty-two members of METRO's Housing Advisory Committee for their three year effort in formulating draft housing goals and objectives. It is a good start. I deplore the unwillingness of the METRO Executive and the METRO Council to subject the draft Housing Goals and Objectives to full debate and modification by the 27 local governments plus numerous community and neighborhood land use groups which will live for the foreseeable future with their implementation and enforcement. The fact that certain staff representatives of Metropolitan Homebuilders and 1000 Friends of Oregon on the Housing Advisory Committee reached agreement is not enough. The Housing Goals and Objectives should be modified so that their primary purpose clearly is to improve the long term quality of living conditions for everyone in the region — not to serve the short term interests of builders and developers.

In my opinion, METRO's present approach to Housing Goals and Objectives, if confirmed on August 28, would set an undesirable first example that would place in jeopardy the acceptance of the bulk of METRO's Goals and Objectives program yet to come.

(for 8/21 press-release)

GENE PETERSON ANNOUNCES WITHDRAWAL FROM METRO RACE

Incumbent Metro District 10 Councilor, Gene Peterson, today announced that he had withdrawn his candidacy for re-election in November 1980.

Peterson stated "The principal reason I ran for Metro Council was to help adopt Goals & Objects and implementing measures for the Tri-County region that would help maintain or improve our high quality livability to the year 2000 and beyond. This is a requirement in the law that created Metro and I believe should be Metro's major reason for existence. Major grass roots participation and support and several years of effort would be necessary to succeed with such an undertaking. Also a fundamental reassessment of traditional attitudes toward growth and development would be necessary. I have detected some support for such an effort but in my opinion not enough to warrant the further major commitment of my donated time, effort and expertise during the next 4 years."

"I sincerely hope that my present reading of the situation is incorrect and that a groundswell of concern about the future of the region will surface," he added.

Peterson further explained that the issues and workload facing the Council warrant nearly full time attention and that the time, expense and energy required for two election campaigns in one year in addition for a no-salary position were "just too much: my family and other interests are neglected."

page 2

Peterson retired in 1973 from a 35-year career with the Bureau of Land Management. He had been District Manager at Medfort, Oregon for 17 years and BLM's chief of outdoor recreation in Washington, D.C. for 5 years. While serving as BLM's representative to the Pacific Northwest River Basins Commission, he was principal author of the publication "Ecology and the Economy - A Concept for Balancing Long-Range Goals - The Pacific Northwest Example" (1973).

Gene Peterson's withdrawal means that there will be no contest for 7 of the 8 non-partisan Metro Council positions on the ballot this November. The contest for Councilor in District 1 is expected to require a write-in campaign since Donna Stuhr recently resigned her Council position to run for Chairman of the Washington County Commission.

GP:tj



METROPOLITAN SERVICE DISTRICT

527 SW HALL ST., PORTLAND, OR 97201 • 503 221-1646

Gene Peterson
COUNCILOR
DISTRICT 10

September 26, 1980

Mr. George H. Ruef
10119 N.E. Alton
Portland, OR 97220

Dear Mr. Ruef:

Thank you for taking the time to write concerning Metro's activities.

With regard to Metro and its ability to operate the Tri-Met facilities, you are correct that Metro's enabling legislation does allow for that to happen by a positive vote of the Metro Council. To date, however, the Metro Council has been committed to doing its current activities well before taking on any new responsibilities.

As you are probably aware, Metro has direct responsibility for siting a landfill, dealing with regional drainage problems, the Washington Park Zoo and coordination of 24 cities, 3 counties and numerous special districts in areas of land use, transportation, air and water quality. All of these items have proven to be a formidable task for a government only 1½ years old!

For Metro to seriously consider being responsible for the Tri-Met system, I feel that two major things must happen. First, Metro must successfully complete some of the major activities I have listed above, and second, Metro must be successful in obtaining a stable funding base, such as that proposed in the November election. With these two occurrences, the Metro Council will be able to be more confident in making any decision to expand the Metro responsibilities.

I hope that these comments provide you with the information that you require. Please feel free to call me if you have further questions.

Sincerely,

A handwritten signature in cursive script that reads "Gene Peterson".

Gene Peterson
District 10

GP:SK:ds



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR, 97201 503 221-1646

November 14, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Bob Oleson
DISTRICT 1

Charles Williamson
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Craig Berkman
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Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. Melvyn C. Friendly
5910 S.W. 152nd
Beaverton, OR 97005

Dear Mel:

As you might imagine, the past six weeks have been a busy time for me and I must admit that conducting an aggressive last minute write-in campaign was more educational than enjoyable.

I met dozens of community activists and collected numerous impressions/ideas about the different levels of government which impact our County. It is my intention to establish communication lines with key people in Washington County who are committed to developing responsive regional government. Some of the most perceptive comments about the future role of Metro were expressed by you and the other applicants for the post. Accordingly, I would like to encourage you to remain supportive and interested in improving this important approach to regional problem solving as we begin a fiscally austere period of time.

Please consider this letter your invitation to contact me anytime you have opinions involving issues facing Metro. Hard choices require first-rate advice. Thus, I look forward to hearing from you as I begin my first term on the Council.

Cordially,

Bob Oleson
Councilor
District 1

BO:tj



METRO

METROPOLITAN SERVICE DISTRICT

527 SW. HALL ST., PORTLAND, OR 97201, 503 221-1646

14 November 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Marge Kafoury
PRESIDING OFFICER
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Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. James S. Corbett
20665 S.W. Johnson Street
Aloha, Oregon 97006

Dear Jim:

As you might imagine, the past six weeks have been a busy time for me and I must admit that conducting an aggressive last minute write-in campaign was more educational than enjoyable.

I met dozens of community activists and collected numerous impressions/ideas about the different levels of government which impact our County. It is my intention to establish communication lines with key people in Washington County who are committed to developing responsive regional government. Some of the most perceptive comments about the future role of Metro were expressed by you and the other applicants for the post. Accordingly, I would like to encourage you to remain supportive and interested in improving this important approach to regional problem solving as we begin a fiscally austere period of time.

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Cordially,

Bob Oleson
Councilor
District 1

BO:tj



METROPOLITAN SERVICE DISTRICT
527 SW HALL ST., PORTLAND, OR, 97201 503 221-1646

November 14, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
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Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. Tom Welch
1521 S.W. 66th
Portland, Oregon 97225

Dear Tom:

As you might imagine, the past six weeks have been a busy time for me and I must admit that conducting an aggressive last minute write-in campaign was more educational than enjoyable.

I met dozens of community activists and collected numerous impressions/ideas about the different levels of government which impact our County. It is my intention to establish communication lines with key people in Washington County who are committed to developing responsive regional government. Some of the most perceptive comments about the future role of Metro were expressed by you and the other applicants for the post. Accordingly, I would like to encourage you to remain supportive and interested in improving this important approach to regional problem solving as we begin a fiscally austere period of time.

Please consider this letter your invitation to contact me anytime you have opinions involving issues facing Metro. Hard choices require first-rate advice. Thus, I look forward to hearing from you as I begin my first term on the Council.

Cordially,

Bob
Bob Oleson
Councilor
District 1

B0:tj



METROPOLITAN SERVICE DISTRICT
527 SW. HALL ST., PORTLAND, OR 97201, 503/221-1646

November 14, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
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Jane Rhodes
DISTRICT 6

Betty Schedeem
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. Jim McCreight
9285 S.W. Washington
Portland, Oregon 97225

Dear Jim:

As you might imagine, the past six weeks have been a busy time for me and I must admit that conducting an aggressive last minute write-in campaign was more educational than enjoyable.

I met dozens of community activists and collected numerous impressions/ideas about the different levels of government which impact our County. It is my intention to establish communication lines with key people in Washington County who are committed to developing responsive regional government. Some of the most perceptive comments about the future role of Metro were expressed by you and the other applicants for the post. Accordingly, I would like to encourage you to remain supportive and interested in improving this important approach to regional problem solving as we begin a fiscally austere period of time.

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Cordially,

Bob Oleson
Councilor
District 1

BO:tj



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST. PORTLAND, ORE. 97201 503.221-1049

November 14, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
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Bob Oleson
DISTRICT 1

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Corby Kirkpatrick
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Jane Rhodes
DISTRICT 6

Betty Schedeen
DISTRICT 7

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. Donald Leslie Lamb
2145 N.W. 135th Avenue
Portland, Oregon 97229

Dear Don:

As you might imagine, the past six weeks have been a busy time for me and I must admit that conducting an aggressive last minute write-in campaign was more educational than enjoyable.

I met dozens of community activists and collected numerous impressions/ideas about the different levels of government which impact our County. It is my intention to establish communication lines with key people in Washington County who are committed to developing responsive regional government. Some of the most perceptive comments about the future role of Metro were expressed by you and the other applicants for the post. Accordingly, I would like to encourage you to remain supportive and interested in improving this important approach to regional problem solving as we begin a fiscally austere period of time.

Please consider this letter your invitation to contact me anytime you have opinions involving issues facing Metro. Hard choices require first-rate advice. Thus, I look forward to hearing from you as I begin my first term on the Council.

Cordially,

Bob
Bob Oleson
Councilor
District 1

BO:tj



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

FOR IMMEDIATE RELEASE: Dec. 18, 1980

CONTACT: Caryl Waters, 221-1646
Gene Peterson, 253-2972

Rick Gustafson
EXECUTIVE OFFICER

COUNCILOR STRESSES NEED FOR LONG-RANGE STRATEGY

Metro Council
Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Instead of concentrating only on day-to-day regional decisions, METRO needs to develop a long-range strategy to address the future implications of continued regional growth and development, outgoing METRO Councilor Gene Peterson said Thursday.

Jack Deines
DEPUTY PRESIDING
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Gene Peterson
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Mike Burton
DISTRICT 12

Peterson, attending his last METRO Council meeting, said METRO will have to prove itself by demonstrating efficient, effective and practical management of immediate regional issues, such as solid waste disposal, maintenance of the Urban Growth Boundary, transportation, sewer service, clean air and a high quality zoo.

But METRO should also set a direction for the region's future, and stand up to the challenge of guiding future growth and development, he said.

"The truth is that nothing physical can grow forever," Peterson told the Council in a farewell statement. "A point inevitably will be reached where the long-term advantages that flow from further growth are offset by the long-term disadvantages...We should try to determine where that point is."

Peterson, a METRO Councilor for two years, decided not to run for re-election this year because he said his Council workload had become excessive, and, at the same time, insufficient attention was being given to the development of overall long-range goals and objectives for METRO.

METRO has since hired a full-time staff person to lead the project for developing goals and objectives. In addition, a Goals and Objectives

Task Force has been formed to discuss and consider the type of role METRO should play in the future of the region.

"If the framework planning for the region's future is not prepared by coordinated design, then it will occur by inadvertence and default - fragmented," Peterson told the Council Thursday. "This is the way our future is being shaped now, not only by METRO but all other units of government."

"In my opinion, the long-term potential benefit to the Portland region of a full-scale alternative futures and goals program, successfully implemented, is greater than all other METRO programs combined," he said.

Peterson said METRO should provide the leadership to coordinate with other public and private organizations involved in regional affairs in implementing such a long-range program.

"There are all sorts of things that can be done to shape our growth and even the amount of growth," he said. He listed examples of other cities and counties that have implemented strict zoning, limited water supplies, limited building permits and restrictive land use planning.

Peterson retired in 1973 from a 35-year career with the Bureau of Land Management. He said he may continue to be involved in regional planning through the recently reinstated Metropolitan Citizens League or the Multnomah County Future Alternatives Committee, which is studying future possibilities for the unincorporated part of Multnomah County.

Peterson's successor on the METRO Council will be Bruce Etlinger, who will be sworn in as METRO Councilor for Subdistrict 10 on Jan. 8. Subdistrict 10 is located in northeast Multnomah County, bordering the Columbia River.

#

GOALS AND OBJECTIVES FOR THE
PORTLAND METROPOLITAN REGION

By

GENE PETERSON, COUNCILOR
DISTRICT 10

Meeting of the Metro Council
December 18, 1980

I appreciate your willingness to grant me a few minutes during this last Council meeting for me as a Metro Councilor to talk about goals and objectives for the Portland metropolitan region. I understand that some of you may not rate goals and objectives among your favorite topics, you may be tired of me harping about them and you may tune me out at least part of the time. But, I do hope you decide to keep my written comments in a handy place in case a few months or a few years hence you may find that some of my far out ideas have practical value. I intend to hit only the highlights this evening.

First, I want to thank each of you for your personal support and encouragement toward continuing as a Metro Councilor for another term. You received a copy of my rationale for deciding otherwise. The first two years were stimulating and rewarding in many ways, but frustrating and overly demanding in others. I informed the Council early on that my primary reason for seeking a Metro Council post was to help protect and improve the quality of life in this region to the year 2000 and beyond. I realized that Metro would necessarily have to establish a solid track record of responsibility, citizen participation and down to earth accomplishments before the majority of the people in the region would accept Metro's leadership in

forging anything as sensitive and important as long-range goals and objectives. Without a solid consensus of citizen support such goals and objectives would be a futile exercise.

Metro's track record to date, everything considered, is as good as should have been expected, but in the popular perception, due to the Johnson Creek brouhaha and vague fears of another layer of government, Metro still has a long way to go. There is little interest so far from local governments or conventional interest groups in urging Metro alternative futures or long-range regional goals and objectives. What is needed are several months, probably years, effort and public education and participation in determining regional capabilities and constraints defining quality of life and assessing the trade-offs involved in alternative futures. Then we should reach a consensus of what our long-range goals and objectives should be. Finally, we must have effective action to implement them.

Metro is the most logical, but certainly not the only, organization which could assume the leadership for an alternative futures effort. However, for Metro's leadership to be accepted it concurrently must conclusively demonstrate efficient, effective and practical management of more mundane regional issues such as a garbage burning plant, a new regional landfill, our urban growth boundary, essential regional transportation and sewerage, a clean airshed and a high quality zoo. For the next two years or more Metro must avoid aggressively grasping for new power and authority. In short we need a favorable reputation. We also must have sufficient funds in personnel.

I believe Metro has made a good start toward regional goals and objectives by providing for a modest effort in your Five Year Operational Plan. I approve of the selection of Steve Ames to head the staff effort. The Metro sponsored workshop last week on the subject of alternative futures was an initial step in the right direction.

Many people are convinced that many of today's problems, and those we will be encountering in the future, are the result of successes in yesterday's terms. I agree with them. Understandably, many others particularly those belonging to the older generations do not. They want to continue their past "successes" into the future. Most will not change until a major crisis is on top of them, if then. I believe that a major shift in emphasis away from "conspicuous consumption" toward quality of life and personal self-fulfillment--or what has been called a paradigm shift--is essential. I believe that a scarcity of land and other natural resources unprecedented in man's experience is upon us. We must deal with "limits" everywhere. I also believe that the people in this region should have the opportunity to make an informed choice among the futures that are reasonably possible. You and other representatives of the younger generations, who have the most at stake, have a chance to be the masters rather than the victims of your own destiny. But it will be a major long-time effort. A vague "someone else" won't do it for you. Barring a major catastrophe, this is the major domestic challenge and opportunity of these times. In my opinion, the die which determines the kind of future the Portland region faces will be cast within the next five years or

so. If the framework planning for the region's future is not prepared by coordinated design then it will occur by inadvertence and default - fragmented. That is the way our future is being shaped now, not only by Metro but all other units of government.

About two years ago during our retreat at Marylhurst, I outlined two contrasting ways of approaching the future of this region:

1. Growth Accommodation - Provide necessary urban services for whatever economic and population growth comes. This accommodation comes in varying degrees of management and coordination. The "bible" for this approach is growth "forecast" based upon projection of historical trends. It is a fatalistic approach. It is the tract we are on now - a self-fulfilling prophesy.
2. Growth Guidance - Through incentives and controls, guide economic and population growth toward a long-term quality of life goal. Urban services are tailored to best serve the quality of life goal. It is an optimistic approach - the big picture, holistic.

The "bible" for this approach is an umbrella regional goal with subsidiary functional goals and objectives. It is an optimistic approach.

It should be no secret that I personally favor the second approach. It appears to be the only way the region can avoid the overgrowth, congestion, pollution and social decay that have plagued Los Angeles and most of the older urban regions in this nation. From my observations most of the residents want to retain or improve our quality of life. This includes the financial and development interests who are willing to look beyond short-term profits. Unfortunately, there is no agreement on the definition of quality of

life and very little realization of what major changes and trade-offs would be necessary to achieve the desired quality of life goal. We are asleep.

The first step must be to awaken the populace to their perils and their opportunities. If the choices about our long-range future are to be meaningful and lasting they must be supported by a well informed regional consensus--not handed down by elite planners or manipulated behind the scenes by special interests.

The truth is that nothing physical can grow forever. Certainly not the Portland region. A point inevitably will be reached where the long-term advantages that flow from further growth are offset by the long-term disadvantages. Where is that point in the Portland region? No one knows. We should try to determine where it is. In my opinion, we could handle another 25 percent increase in population without serious deterioration setting in. Aiming at a 25 percent increase by the year 2000 would preserve our options in 20-30 years hence. But the Portland region's population increased about 24 percent in last 10 years. A continuation would take us only to 1990. What then? It is next to impossible to role back after the balance point is exceeded.

A few other places in the nation have seen the dangers of growth beyond the long-term carrying capacity of their localities and have taken effective steps to bring that excessive growth under control. Since the early 60's Napa County, California, has successfully implemented such a program centered around very strict zoning of natural resource lands. Marin County, California, has done it by limiting domestic water supplies. The city of Petaluma,

California, by strict rationing of building permits. The Chamber of Commerce of Boise, Idaho, along with elected officials and business leaders, is preparing to launch a special study group to analyze the carrying capacity of that region by six critical variables, including air quality and water resources. The state of Hawaii with the backing of both Houses of the Legislature has for two years been conducting a carrying capacity study beginning on the island of Oahu. One early action based upon the facts revealed in that study has recently been taken by the city of Honolulu. That city has established a ceiling of only 2,000 more hotel/motel rooms than the 27,000 in existence. Even the city of Los Angeles has recently established a population ceiling. But neither Honolulu nor Los Angeles can claim special foresight. Both actions were taken after excessive growth had occurred and deterioration set in. There are other examples. The point is that we in the Portland region should be able to learn from experiences in other parts of this nation.

In my opinion, the long-term potential benefit to the Portland region of a full scale alternative futures and goals program, successfully implemented, is greater than all other Metro programs combined. This would be one of the first metropolitan region in the nation to undertake such a program. But I do not know of a more promising metropolitan area, with the exception of the Honolulu region. Oregonians philosophically are oriented in this direction. It is unlikely to occur in time at the national level, the state of Oregon so far has been unwilling to take seriously the establishment and implementation of long-range quality of life goals for Oregon. Why shouldn't we at the grass roots level pioneer such an effort?

In conclusion, I hope that after a couple of years start up time Metro with full coordination with other public and private organizations involved in regionally affairs, will be able to undertake leadership of a full scale goals and objectives program. If a regional consensus opts for growth guidance centered around a quality of life umbrella goal, I do have a final word of caution. If this effort is for real, not a paper exercise, this umbrella goal must be the master control document--the bible--the constitution that is faithfully reflected in all programs and day to day actions by Metro and all other governmental entities in the Portland region.*

*Also see enclosed copy of Guest Article Portland Metropolitan Region Can Continue "Most Livable" prepared for publication June, 1980. A condensed version was published in the Oregon Journal in August, 1980.

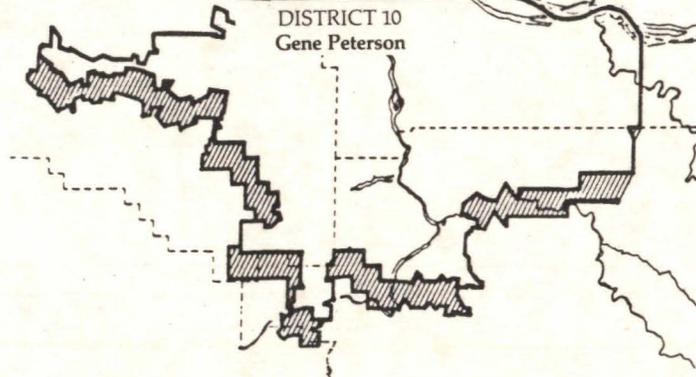
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Metro Councilor

Gene Peterson

May you continue to spread your
influence and leadership over
the Metro Region.



DISTRICT 10
Gene Peterson

For two years of service
on the Metropolitan Service
District Council, your colleagues
congratulate you on a job well done—
Attested to on the 18th day of Dec., 1980

District 1

District 4

District 7

District 11

District 2

District 5

District 8

District 12

District 3

District 6

District 9

Executive Officer

The Oregonian

Editorials

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THURSDAY, JANUARY 8, 1981

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.

GUEST ARTICLE FOR FORUM SECTION

PORTLAND METROPOLITAN REGION CAN CONTINUE "MOST LIVABLE"

By Gene Peterson*

On May 11, 1980, The Oregonian republished an article which had appeared the previous month in the Chicago Tribune as part of a series on the American City, stating that Portland, Oregon, was rated the most livable city in the nation by the Midwest Research Institute (Midwest).

That claim is only partially correct. It is the Portland four-county metropolitan area--not the City of Portland that was rated No. 1. Also, the Chicago Tribune article failed to point out that most of the information on which the ratings were based was five to ten years old. Perhaps the Portland metropolitan region's relative position has changed during the intervening years. We could have slipped on such issues as crime, congestion and air quality; or the overall rating could have improved. The really critical issues are (1) Which way are we tending -- up or down?, and (2) What are the prospects of keeping, or even improving our high quality livability to the year 2000 and beyond? Certainly this is no time for complacency.

Organizations other than Midwest have attempted to rate the quality of life in American cities, but generally using a much more subjective, less thorough and rigorous approach. For example, the National Municipal League in April, 1980, designated Portland an

All-American City based on three recent projects: (1) Neighborhood Crime Prevention; (2) Weatherization; and (3) The Markham Nature Trail.

According to the much more sophisticated Midwest ranking system the Portland metropolitan region in 1975 averaged the best quality of life among the 65 large (over 500,000 population) regions in the U.S. The Eugene, Oregon, Standard Metropolitan Statistical Area (SMSA) rated first among the 83 medium-sized regions (200,000 to 500,000 population) and La Crosse, Wisconsin, the best among the 95 small (less than 200,000) regions.

The Midwest rating system presently uses 123 factors and variables to measure the quality of life in the 243 SMSAs in the U.S. These are organized into five major components: Economic (18 factors); Political (19 factors); Environmental (17 factors); Health and Education (13 factors); and Social (48 factors).

The Portland metro region rated excellent in all five categories as compared to the other 64 large SMSAs. Its ranking in category is as follows: Economic - 2nd; Political - 14th; Environmental - 11th; Health and Education - 9th; and Social - 1st.

CAN THE PORTLAND REGION RETAIN ITS LIVABILITY?

The ranking by Midwest is a useful exercise and makes interesting reading, but the paramount issue facing Metro residents is "can we

retain and improve our present high quality livability to the year 2000 and beyond? Or is Portland destined to follow the decline in livability that has plagued Los Angeles, and most of the older large urban centers in this nation?"

In my opinion, we can both retain and improve our present high quality, but it will require major departures from past patterns and practices and we must begin very soon. We must be willing to devote a major effort toward reaching a regional consensus on coordinated long-range goals, followed by major concerted action to faithfully implement those goals. Our present relatively happy state is the result of a fortuitous set of circumstances: geographic setting, climate, settlement by hardy Oregon pioneers, ample and productive land and natural resources, and our history of relatively slow growth in population and economic development. But this happy situation cannot be continued by accident. If we begin now we should - if we are lucky - barely have enough time to agree on a course of action centered on a vision of our collective long-range future before that future overwhelms us. The danger is complacency and unwillingness to plan ahead and implement those plans before a series of crises and obvious loss of livability preclude anything but day-to-day emergency responses.

If we succeed in agreeing on regional goals and proceed to implement those goals in a manner that results in equal or improved livability by the year 2000, these goals must give overriding attention to fundamentals:

1. The first essential is acceptance of the fact that the basic forces of nature are immutable and inviolate. We must understand these basic forces and proceed in harmony with them--not in ignorance or defiance. The recent eruption of Mount St. Helens has reminded us of this fact in case some had forgotten or never knew.

One of our most dangerous illusions is our assumption that man has conquered nature and will be able to postpone indefinitely the completion of many natural cycles - especially in the field of biology. The biological cycles are immutable also. Nature's books will be balanced. The longer the postponement, the more drastic the adjustment.

2. The second essential is the understanding that our land and natural resources are the source and basic support for all of our other activity--economic, environmental, health and education, political, social. This land and natural resources are the proverbial goose that lays the golden egg. We must keep our "goose" in a healthy and productive condition. We must avoid overloading our resources by taking or using more annually than can be renewed or restored annually. We should have learned this lesson with the pollution and subsequent clean-up of the Willamette River. Even that battle is far from over. It must be a life long commitment. In other words, our land and natural resources are finite.

3. The third essential must be a healthy economy bounded by the constraints of the capability of our land and natural resources. Our self-fulfillment needs and aspirations in the environmental, health and education, political and social fields can continue to be realized only if they are supported by a sound economy.

4. The fourth essential is that all interests in the region must have ample opportunity to obtain information about, participate in, and make genuine contributions toward coordinated long-range, regional goals and the implementation, maintenance and improvement of these goals. Such an approach can be sustained only if it is supported by a regional consensus centered on a vision of our future. A regional consensus can be built and maintained only if a majority of the people feel that they had a genuine part in formulation of the goals - that such goals were not prepared by a few "experts" and imposed on the people without their knowledge or consent. All segments of the "public" must be involved in building the regional consensus about our future including local governments; the news media; civic, social and professional organizations; labor organizations; community planning groups; environmental groups; business, and professional and development interests. Every citizen who lives in the Portland metropolitan area should have ample opportunity to participate in helping to shape our future.

In his January, 1977, State of the State address, Governor George Ariyoshi of Hawaii, expressed succinctly the basic issue

we face in the Portland region:

"We must learn to be the masters rather than the victims of our own destiny."

METRO'S ROLE

The 1977 Oregon Legislature assigned to Metro the responsibility of determining "land use planning goals and objectives" for the tri-county region. These goals and objectives must be fully compatible with adopted State goals, but will be tailored to the Portland metropolitan area. Metro has not commenced the goals and objectives assignment, but is planning to launch a small scale preliminary effort in July, 1980. It is a major challenge. It is an opportunity that will never again be as favorable. It will be plowing new ground.

Persons who are interested in helping to decide how to approach the goals and objectives effort, or expressing views concerning the undertaking, are urged to write or phone Berta Delman at the Metro office - 527 S. W. Hall Street, Portland, Oregon 97201; phone 221-1646.

*Gene Peterson is the Councilor representing Metro subdistrict 10. He also is Chairman of Metro's Goals and Objectives Task Force. He is a member of the American Association for the Advancement of Science and the World Futures Society. He is the author of several publications about natural resources and quality of life.

letterhead size

METROPOLITAN SERVICE DISTRICT

~~LOGO~~

~~PICTURE~~

FIRST ANNUAL REPORT

HIGHLIGHTS

DISTRICT #10

OKS

*Spokesman
What*

January, 1980 Gene Peterson 1711 NE 153 Pl., Portland 97230 Ph: 253-2972

Metro Offices 527 SW Hall Portland 97201 Ph: 221-1646

AN EXPLANATION

*Prison
OKS*

*6281
6404*

On January 1, 1979, during a bitterly cold and windy day, Oregon's Chief Justice Arno ~~Berrecke~~ *Denecke* swore in twelve Councilors and one Executive Officer to launch the first elected regional government in the United States. The venture was approved by the 1977 Legislature and validated by the voters of the metropolitan counties in May, 1978. It created the Metropolitan Service District, "Metro", by consolidating the old CRAG and the old MSD. As your first non-partison elected District #10, Councilor, Gene Peterson has personally prepared First Annual Report *Highlights* and is mailing two copies each to about 1,000 District #10 residents at his expense (Councilors receive no salary and a minimum of expenses). Gene has decided to run for re-election in the May, 1980 primary -- *e* This time for a four year term. Please give the extra copy to a neighbor. *e* If you

METRO'S FIRST YEAR

Priscilla

During its first twelve months, Metro has been very busy laying a solid foundation that will yield big dividends in the future. At the same time the staffs of the previous two organizations were integrated and the regular responsibilities of CRAG and the old MSD (including the Zoo) carried on effectively and efficiently. Several of the Councilors, including Gene, were able to devote over 20 hours per week to the effort. Gene's attendance at Council meetings was 100 percent. Some highlights of activities during the year were:

- . Preparation and adoption of procedural rules and personnel rules
- . Establishment of five Council Committees: Solid Waste/Public Facilities; Planning and Development; Transportation; Zoo; and Ways and Means. These Committees are on the State legislative model and meet regularly at bi-weekly intervals. During the first year, Gene was a member of the Solid Waste Committee and Vice-Chairman of Planning and Development.
- . Establishment of working relationships between the new Council, which determines policy, and the new Executive Officer, who implements policy: Highly qualified people and a mutual determination to succeed have motivated both the Council and the Executive Officer and staff to work out a friendly sharing and give-and-take.
- . Legislation: Metro drafted six bills needed to clarify

uncertainties or remedy problems resulting from the 1977 legislation. Thanks to the efforts of Representative Glenn Otto, and other interested Legislators, 100 percent of these bills passed and were approved by Governor Atiyeh.

- ✓ Balance the Budget: Despite inflation and the problems of combining two agencies, Metro adopted a 1979-80 budget with no increase in the per capita local assessment of 50¢ per capita. Very tight controls were implemented to make sure that personnel programs were kept within budget constraints.
 - ✓ Operating revenues will be about \$11^{11.5} million consisting of 33 percent federal grants, 21 percent user fees, 14 percent property taxes (Zoo), 9 percent carryover from '79 and 23¹⁹⁷⁹ percent other. The capital fund is about \$11^{11.25} million⁹--/86 percent for solid waste investments. Total personnel about 140 -- 80 located at the Metro office and 40 at the Zoo.
- Handwritten notes:*
180 + 40 = 220
85
55

- ✓ Citizen Involvement and Public Information: Metro maintains a Local Officials Advisory Committee (LOAC) and six standing Policy Alternatives Committees to advise the Council, the Council Committees and the Executive Officer, concerning major current and prospective issues. About 170 public officials, experts in various fields, and non-aligned citizens, serve on these Committees as volunteers. In addition, about 90 citizens have served on six special task forces for such purposes as landfill siting, Johnson Creek flooding and long-term financing. The amount of media coverage for Metro has more than doubled over previous years, but still falls far short of conveying the essential information about regional issues and

problems to the average citizen.

- . Urban Growth Boundary (UGB): During 1979, Metro expended several hundred unscheduled man-hours justifying before the Land Conservation and Development Commission (LCDC) a year 2000 UGB. In December, LCDC voted to accept Metro's proposal; however, legal challenges are expected.

. Services to Local Governments:

- ✓ . Coordinates distribution of most federal funds
- ✓ . Reviews ~~Comprehensive~~ ~~Land Use~~ Plans for all 27 local jurisdictions (for LCDC)
- ✓ . Prepares ~~Regional~~ ~~Transportation~~ Plans and air quality plans (mobile sources)
- ✓ . Distributes ~~Criminal Justice~~ funds - coordinates ~~Housing Opportunity~~ Plans

prisoner

METRO PROJECTS OF SPECIAL IMPORT TO DISTRICT #10 RESIDENTS

- ✓ . Resource Recovery: Completion of the necessary arrangements to start building a plant or plants to burn over 400,000 tons of municipal wastes per year to generate steam and electricity is expected during 1980~~x~~ (Enough power to supply 35,000 homes).
Two trial Metro recycling centers will be opened early in 1980~~x~~ -- one in southeast Portland and one in Beaverton. The Metro Council strongly endorses source separation and will continue to further beneficial uses of "waste" that are cost effective.

move to next line

. Landfills:

- ✓ - LaVelle's Landfill on 82nd across from Madison High is expected to be full in 1981. A new landfill known as the Nash Pit at 70th and Columbia is expected to be ready in 1980. However, this will accept only "demolition" waste from contractors (too close to Portland Airport for food waste and resultant birds).

- The State Department of Environmental Quality (DEQ) currently objects to a proposed limited purpose landfill at the Columbia Sand and Gravel Pit at NE 122nd and San Rafael because of feared pollution of groundwater. Since the pit has eroded one lane on 122nd Ave. and is otherwise hazardous and needs to be filled, Gene will continue efforts to resolve the problem.

- Agreement on the location of a new general purpose regional landfill is needed during 1980. So far, Metro has not located one which avoids major opposition from the County, from DEQ, or both. Special attention will be given to locations outside the UGB in 1980.

. Johnson Creek: Metro has made major progress toward solving Johnson Creek flooding - a problem of 30 years standing. In cooperation with six local jurisdictions, Metro is proposing a Local Improvement District (LID) for the entire Johnson Creek drainage basin. Most of the original construction costs would come ^{from} ~~for~~ the Corps of Engineers. Local match would be about

\$10 per household. Subsequent annual maintenance costs are expected to be less than \$10. Those living in the southeast corner of District #10 are in the Johnson Creek drainage basin. Gene urges them to support the LID when it is considered early in 1980.

- . Goals and Objectives: One of Metro's major challenges included in its legislative charter is the adoption of ^{it} Regional Goals and Objectives (and an action program based upon such goals). This is expected to take three years or more. Gene will continue his active efforts to develop alternative goals and objectives and relate them to quality of life and the health of existing communities and neighborhoods. This will require participation by all major interest groups and individual citizens.

- . Banfield Light Rail Transit (LRT):

- Early in 1979, Gene (together with Councilors Banzer and Schedeen) sponsored a Metro Resolution asking Tri-Met and Multnomah County to work more closely with citizens affected by the LRT line location between I-205 and Gresham. Major citizen apprehensions were: project design and land use planning and zoning. In recent months both the County and Tri-Met have established much improved relationships with the citizen community groups and other interest along the light rail corridor.

- Recently Metro has been coordinating a study of transit

alternatives on the Westside - to Beaverton and perhaps as far as Hillsboro.

. Zoo:

- During the year a new exhibit, "Night Country" was opened ^{at the Zoo;} several other exhibits were remodeled; a new elephant house and swimming area neared completion; a new entrance plaza was completed; a very popular Summer Concert Series was initiated and a successful "Adopt An Animal" program was launched.

✓ - In 1980, work is expected to ^{begin} being on an Otter/Beaver display, the first unit of a new, all-weather "Northwest Exhibit."

- Since the current Zoo serial levy expires in 1980, Metro is expected to ask the voters for a renewal, probably at the May Primary.

COMMUNITY AND NEIGHBORHOOD ACTIVITIES - The following highlights are of interest to Metro's District #10 residents, but generally are not Metro's direct responsibility. Unincorporated County areas are featured since major changes currently are underway there.

. Comprehensive Land Use Plans

- The County Board of Commissioners approved Multnomah

County's Comprehensive Land Use Plan last fall. It includes eight community plans for unincorporated areas. However, Metro has been unable to recommend approval to LCDC because of a few deficiencies--^{one} of them being the lack of an adequate plan to protect the extremely valuable groundwater supply.

- The City of Portland completed two Draft Comprehensive Plans during the year and held public hearings.

- The plan for the city of Maywood Park was approved by LCDC.

. Sewer Plans for Inverness District:

About 68,000 homes plus business centers such as Parkrose, Gateway and Menlo Park currently are on cesspools and septic tanks, some for ^{as long as} 50 years. These have seriously polluted the Columbia Slough with nitrates. Portions of the groundwater within 200 feet of the surface now have nitrates to six parts per million compared to 1 ppm below 200 feet, and a maximum allowable for drinking water of 10 ppm. The County recently ^{has} adopted a plan to put all new development on sewers and phase out existing cesspools over the next few years. Capital costs are about \$60 million. Costs per individual home for sewer plant expansion, trunk and lateral sewers are estimated to be about \$3,000.

. Freeway I-80N:

Will be expanded to six lanes between 181st and I-205 and a full interchange completed at 181st. There will be no interchanges at 148th and ^{at} 162nd. Gene served on the Citizens Advisory Committee which met six times. In addition, two public discussion meetings were held. Gene has asked the Highway Department to provide full opportunity for public input about the design of the interchange at 122nd Ave. He also is supporting four ^{4-lane} land overpass bridges for both the new freeway and the railroad at 148th and ^{at} 162nd Aves. A formal hearing is tentatively scheduled for March, 1980.

✓ . Mid-County Future Alternatives Committee (MCFAC):

✓ Chairman Tom ^{Dennchy} Dennchy; Vice-Chairman ^{Bob} Wiggin; Secretary Bonny McKnight (consists of 25 persons, one ^{from} for each school district, one from each Community Planning Organization (CPO) and the remainder "at-large"). This group has an extremely important mission. It expects to have ready for public discussion early in 1980 a number of alternatives for the 130,000 people in unincorporated East Multnomah County urban areas. These will ^{include} be various ways of forming a new city or cities or annexing to, or consolidating with, Portland, Gresham and Troutdale; Wood Village; Fairview. A specific proposal is planned for the ballot in November, 1980. Metro is assisting in the effort.

✓ . East County Coordinating Committee:

Chairman Paul Thalsofer; Vice-Chairman Bill Bullard; Secretary Sharon Kelley (consists of one representative from seven of the

CPO's in Multnomah County. Its major purpose is to negotiate with officials of Multnomah County and other appropriate bodies concerning matters of common concern to all the CPO's). It was formed originally to present a united front in negotiating major controversies between individual CPO's and the County planners.

. Wilkes CPO:

Chairman Bob Wiggin; Vice-Chairman Aldo Rossi. While Gene was Chairman the Comprehensive Land Use Plan was completed in 1976 - the first in Oregon for an unincorporated urban community. The following developments are in strict conformance with that plan.

- Summerplace first occupants are in Phase I; clubhouse will be opened by February; approval pending for Phases II and III.

Glendoveer
✓ - ~~Glendover~~ Recreation Center -- New automatic sprinklers installed for 36 holes; two mile jogging track completed; Ringside East open for business -- *also* driving range and indoor tennis courts.

- Teamsters Local #162 Headquarters *is* a fine new complex *of which* includes medical and dental facilities and community room.

- Metropolitan Street of Dreams for 1979 -- *I* introduced a new residential development by Quadrant Corp.

- Weyerhaeuser Containerboard Plant ² a multi-million dollar assembly plant employing over 100 persons to be built in Rockwood I Industrial Park beginning in the spring of 1980.

- Traffic signals on Sandy Blvd. at 181st and 162nd.

. Cully/Parkrose CPO:

Chairman Jack Hoffman; Vice-Chairman William Heath; Secretary William Downward.

. Columbia CPO:

. Rockwood CPO:

. Rose City Park Neighborhood Association:

Chairman Duane Hunting, Contact, George Walker at 282-1180.

IF YOU WOULD LIKE TO RECEIVE METRO'S MONTHLY CALENDAR OF EVENTS CALL
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MANY PLANS THAT VITALLY AFFECT THE FUTURE OF YOUR AREA ARE
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YOU WANT TO PARTICIPATE AND RECEIVE MEETING NOTICES, PLEASE CALL
248-5270 FOR COUNTY COMMUNITY PLANNING GROUPS, OR 248-4519 FOR CITY
NEIGHBORHOOD ASSOCIATIONS.

PLEASE FEEL FREE TO CALL OR WRITE GENE PETERSON AT ANY TIME - HOME,
1711 NE 153rd Pl., PORTLAND, ^{OR} 97230, PHONE 253-2972; OFFICE, 527 SW
^{OR} HALL, PORTLAND, 97201, PHONE 221-1646 (Leave Message)

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MAP OF DISTRICT #10

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METROPOLITAN SERVICE DISTRICT - sub-heading

METROPOLITAN SERVICE DISTRICT

- METROPOLITAN SERVICE DISTRICT major heading

Metropolitan Service District

text 10 pitch

*metro - large from
letterhead*

*(Glarin - are you sure
he doesn't want the text
in 12 pt? Mary)*