

Don - call Cathy Thomas ^{C1641} by 3:00
& tell her if this is okay or not
faulstich

Jan. 10, 1992

For immediate release

For information, call Vickie Rucker, 220-1163

Jim Gardner elected presiding officer of Metro Council

Jim Gardner, a two-term Metropolitan Service District councilor representing Southwest Portland (District 3), has been elected presiding officer of the Metro Council for 1992.

Gardner, who has also served as deputy presiding officer, was first elected to the council in 1984.

In his role as presiding officer, Gardner will preside over council meetings, make committee assignments and set the agenda for council meetings. He replaces Tanya Collier as presiding officer.

Gardner is a vocational rehabilitation specialist with the Veteran's Administration.

Judy Wyers, who represents Southeast Portland (District 8), will serve as deputy presiding officer.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: January 22, 1992

To: Councilor Jim Gardner

From: Jessica *JMM* Marlitt, Council Analyst

Re: Identification of Significant Environmental Issues for Potential
Sierra Club Matrix

Attached is my attempted list of the significant environmental issues addressed by the Metro Council since 1988 (a full-four year term for Councilors facing re-election this Spring). This is a pretty broad first cut, so let me know how you would like to proceed: more information/less information, different format, etc. Hope this proves helpful; I will be in the office tomorrow and next Monday through Wednesday.

SIGNIFICANT ENVIRONMENTAL ISSUES

<u>DATE</u>	<u>ITEM</u>	<u>VOTE</u>
FOR 1991:		
12/19/91	RESOLUTION NO. 91-1526A, Endorsing Comments and Recommendations Regarding ODOT'S November 1991 Draft OR Transportation Plan Policy Element	10-0
9/26/91	ORDINANCE NO. 91-418A Repealing the CRAIG Land Use Goals & Objectives & Adopting RUGGO	8-1
6/27/91	RESOLUTION NO. 91-1469A, Providing Partial Funding of 1000 Friends Western Bypass Land Use Alternative Analysis Study	4-2
6/13/91	ORDINANCE NO. 91-395A, Adopting Final Order & Amending UGB for Contested Case No. 90-1: Wagner	9-0
5/9/91	RESOLUTION NO. 91-1425, Authorizing Execution of an Intergovernmental Agreement on Western Bypass	7-1
4/12/91	RESOLUTION NO. 91-1420B, Supporting Modification of Constitutional Limit on Use of Vehicle Revenues	12-0
4/12/91	RESOLUTION NO. 91-1424, Recommending West-side Corridor Project Preferred Alternative	12-0
3/28/91	RESOLUTION NO. 91-1419, Endorsing Concepts in Transportation Planning Rule of LCDC and Submitting Comments	10-0
3/14/91	RESOLUTION NO. 91-1388A, Endorsing Principles Associated with DEQ's Comprehensive Emissions Fee	9-1
2/28/91	ORDINANCE NO. 91-384, Adopting Final Order & Amending UGB Contested Case 90-3 Washington County	12-0
FOR 1990:		
12/27/90	RESOLUTION NO. 90-1337, Establishing Economic Incentives that Encourage Greater Recycling	11-0
11/8/90	ORDINANCE NO. 90-367, Approving the Natural Resources Management Plan for Smith & Bybee Lakes	10-0
10/11/90	ORDINANCE NO. 90-363, Adopting Final Order & Amending UGB for Case No. 87-3: Blazer	10-1

<u>DATE</u>	<u>ITEM</u>	<u>VOTE</u>
6/28/90	ORDINANCE NO. 90-336, Prohibiting Sale & Distribution of Phosphorus Laundry Detergents	11-0
6/28/90	RESOLUTION NO. 90-1290, Submitting Regional Yard Debris Plan to DEQ	9-0
5/10/90	ORDINANCE NO. 90-345, Adopting Final Order Amending UGB Case No. 89-1: Gravett	11-0
4/12/90	RESOLUTION NO. 90-1232, For the Purpose of Reducing the Amount of Diapers in the Solid Waste Stream	10-1

FOR 1989:

11/9/89	ORDINANCE NO. 89-318, Adopting Final Order for UGB Case No. 88-3: St. Francis	N/A
4/27/89	ORDER NO. 89-20, Denying a Petition to Amend the UGB for Contested Case No. 88-2: Mt. Tahoma Property	7-1
3/23/89	ORDINANCE NO. 89-284, Amending UGB for Contested Case No. 88-1: Zurcher Property	8-3
3/23/89	RESOLUTION NO. 89-1053, Awarding a Contract for Waste Transport to Jack Gray Transport	9-2
3/9/89	RESOLUTION NO. 89-1039A, Terminating Procurement Process for a Solid Waste Incinerator Project	8-1
2/23/89	ORDINANCE NO. 89-286, Amending UGB for Case No. 88-4: Bean Property	12-0
2/9/89	RESOLUTION NO. 89-1047, Initiating the Development of a Regional Yard Debris Plan	9-0

FOR 1988:

5/12/88	ORDER NO. 88-18, In the Matter of Contested Case No. 87-5, a Petition for a Major Amendment to the UGB by BenjFran Development Company	6-5
5/12/88	RESOLUTION NO. 88-888A, Evaluating Source Separated Recycling Alternatives	11-1
3/24/88	ORDINANCE NO. 88-244, Amending the Metro UGB for Contested Case No. 85-7: The Edy Road, Highway 99W, Middleton and Substation Sites	10-0



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

DATE: January 23, 1992
TO: Metro Council
FROM: Paulette Allen, Clerk of the Council *PA*
RE: FINANCE COMMITTEE STARTING TIME

Presiding Officer Gardner and Finance Committee Chair George Van Bergen have discussed when the Finance Committee should start and have determined that time to be 5:30 p.m. The Finance Committee was originally slated to start at 6:00 p.m. for calendar year 1992 per Resolution No. 92-1553. Thank you.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

January 28, 1992

Gary F. Krahmer
Unified Sewerage Agency of Washington County
155 North First Avenue, Suite 270
Hillsboro, OR 97128

Dear Mr. Krahmer:

Due to a trip during the holiday season, I only recently reviewed your letter regarding a special districts representative on the Regional Policy Advisory Committee (RPAC). As you probably know, this issue was discussed at length during the Metro Council's consideration and adoption of the Regional Urban Growth Goals and Objectives (RUGGO). It had also been a topic of some debate in the policy advisory committee that developed the RUGGO recommendations for Metro. This group specifically did not include a special district seat, nor one for Tri-Met, in their RPAC bylaws recommendation.

You may not be aware that when RUGGOs came to the Council's Transportation and Planning Committee, and again at the full Council meeting, I supported motions to add a seat on RPAC for special districts. The Council majority felt otherwise. I believe there are good arguments on both sides of this issue, and frankly am quite ambivalent about it. RPAC is primarily an advisory body of local general purpose governments, those with the broad land use and transportation responsibilities that will be the main focus of RPAC's work. On the other hand, growth management planning for the region will intimately involve questions of how best to provide and finance the services and utility infrastructure we'll need. As you noted, many citizens of the region receive these services from special districts.

When RPAC starts its work, there immediately will be a need for technical subcommittees with knowledge and expertise in specific areas. I fully expect that special districts, individually or through Special Districts Association (SDA), will become crucial participants on these technical committees. But because the exact composition of RPAC was the product of long discussion and many compromises, and because the group has not even started its work, I am reluctant to tinker with its membership at this early date. The most significant compromise regarding RPAC was that its bylaws (including membership provisions) would "sunset" after two years and must be readopted. This will be a

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

January 28, 1992

Page 2

timely opportunity to review RPAC representation and make adjustments where experience has shown they are needed. I intend to closely monitor RPAC's first two years (as its Chair this coming year) paying special attention to whether its membership is appropriate to the task. If not, I will be very open to proposals amending that membership.

As RPAC begins functioning, I hope you will call my attention to specific instances or broad issues where you feel the special district perspective is not being considered. This will be of great help to me in evaluating how fairly RPAC is performing its advisory role. Please contact me with any questions or concerns about this.

Sincerely,


Jim Gardner
Councilor, District 3

cc: Metro Council
Rich Carson
RPAC Members

JG/sl
L:jgrpac.ltr



UNIFIED SEWERAGE AGENCY OF WASHINGTON COUNTY

December 20, 1991

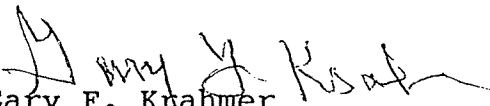
Mr. Jim Gardner
2930 SW 2nd Avenue
Portland OR 97201

Dear Mr. Gardner:

The RUGGO process was recently completed and concluded without a special district representative on the Regional Policy Advisory Committee (RPAC). Representation of Special Districts was before the Metro Council subsequent to an affirmative recommendation by a Metro subcommittee, however, the proposition was defeated by a majority of the Council. Special Districts Association of Oregon feels strongly that this does not provide equity on RPAC of all utility and service providers. We believe reconsideration by the Metro Council should be entertained. As a district representative of Washington County, we are encouraging you to support the concept and vote in support of adding a Special District representative to RPAC. This request has the unanimous support of all Special District managers in the Metro Region.

I thank you for your consideration of this matter.

Sincerely,


Gary F. Krahmer
General Manager

/kds



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

January 28, 1992

Leland H. Ascher
Tualatin Valley Fire & Rescue
20665 SW Blanton St.
Aloha, OR 97007

Dear Mr. Ascher:

Due to a trip during the holiday season, I only recently reviewed your letter regarding a special districts representative on the Regional Policy Advisory Committee (RPAC). As you probably know, this issue was discussed at length during the Metro Council's consideration and adoption of the Regional Urban Growth Goals and Objectives (RUGGO). It had also been a topic of some debate in the policy advisory committee that developed the RUGGO recommendations for Metro. This group specifically did not include a special district seat, nor one for Tri-Met, in their RPAC bylaws recommendation.

You may not be aware that when RUGGOs came to the Council's Transportation and Planning Committee, and again at the full Council meeting, I supported motions to add a seat on RPAC for special districts. The Council majority felt otherwise. I believe there are good arguments on both sides of this issue, and frankly am quite ambivalent about it. RPAC is primarily an advisory body of local general purpose governments, those with the broad land use and transportation responsibilities that will be the main focus of RPAC's work. On the other hand, growth management planning for the region will intimately involve questions of how best to provide and finance the services and utility infrastructure we'll need. As you noted, many citizens of the region receive these services from special districts.

When RPAC starts its work, there immediately will be a need for technical subcommittees with knowledge and expertise in specific areas. I fully expect that special districts, individually or through Special Districts Association (SDA), will become crucial participants on these technical committees. But because the exact composition of RPAC was the product of long discussion and many compromises, and because the group has not even started its work, I am reluctant to tinker with its membership at this early date. The most significant compromise regarding RPAC was that its bylaws (including membership provisions) would "sunset" after two years and must be readopted. This will be a

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

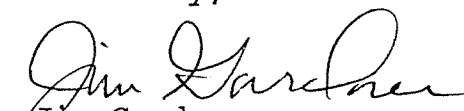
January 24, 1992
Page 4

January 28, 1992
Page 2

timely opportunity to review RPAC representation and make adjustments where experience has shown they are needed. I intend to closely monitor RPAC's first two years (as its Chair this coming year) paying special attention to whether its membership is appropriate to the task. If not, I will be very open to proposals amending that membership.

As RPAC begins functioning, I hope you will call my attention to specific instances or broad issues where you feel the special district perspective is not being considered. This will be of great help to me in evaluating how fairly RPAC is performing its advisory role. Please contact me with any questions or concerns about this.

Sincerely,


Jim Gardner
Councilor, District 3

cc: Metro Council
Rich Carson
RPAC Members

JG/sl
L:jgrpac.ltr



TUALATIN VALLEY FIRE & RESCUE

20665 S.W. Blanton St. • Aloha, OR 97007 • 503/649-8577 • FAX 642-4814

December 18, 1991

Mr. Jim Gardner
2930 S. W. 2nd Avenue
Portland, Oregon 97201

Dear Mr. Gardner:

Throughout the metro area, Special Districts provide services to a large portion of the population. At this time, Special Districts does not have a representative on RPAC.

The Special Districts Association of Oregon will be requesting of the Metro Council, consideration of such a position in order to provide representation from all utility and service organizations.

As our Councilor in District No. 1, we respectfully request your support in this matter, it will certainly be appreciated.

Please contact me should you need further information regarding our request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leland H. Ascher".

Leland H. Ascher, President
Board of Directors

jcc



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

January 28, 1992

Leland H. Ascher
Tualatin Valley Fire & Rescue
20665 SW Blanton St.
Aloha, OR 970077128

Dear Mr. Ascher:

Due to a trip during the holiday season, I only recently reviewed your letter regarding a special districts representative on the Regional Policy Advisory Committee (RPAC). As you probably know, this issue was discussed at length during the Metro Council's consideration and adoption of the Regional Urban Growth Goals and Objectives (RUGGO). It had also been a topic of some debate in the policy advisory committee that developed the RUGGO recommendations for Metro. This group specifically did not include a special district seat, nor one for Tri-Met, in their RPAC bylaws recommendation.

You may not be aware that when RUGGOs came to the Council's Transportation and Planning Committee, and again at the full Council meeting, I supported motions to add a seat on RPAC for special districts. The Council majority felt otherwise. I believe there are good arguments on both sides of this issue, and frankly am quite ambivalent about it. RPAC is primarily an advisory body of local general purpose governments, those with the broad land use and transportation responsibilities that will be the main focus of RPAC's work. On the other hand, growth management planning for the region will intimately involve questions of how best to provide and finance the services and utility infrastructure we'll need. As you noted, many citizens of the region receive these services from special districts.

When RPAC starts its work, there immediately will be a need for technical subcommittees with knowledge and expertise in specific areas. I fully expect that special districts, individually or through Special Districts Association (SDA), will become crucial participants on these technical committees. But because the exact composition of RPAC was the product of long discussion and many compromises, and because the group has not even started its work, I am reluctant to tinker with its membership at this early date. The most significant compromise regarding RPAC was that its bylaws (including membership provisions) would "sunset" after two years and must be readopted. This will be a

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

January 24, 1992

Page 4

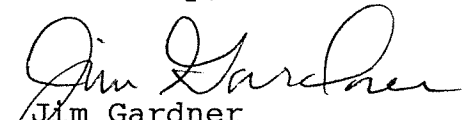
January 28, 1992

Page 2

timely opportunity to review RPAC representation and make adjustments where experience has shown they are needed. I intend to closely monitor RPAC's first two years (as its Chair this coming year) paying special attention to whether its membership is appropriate to the task. If not, I will be very open to proposals amending that membership.

As RPAC begins functioning, I hope you will call my attention to specific instances or broad issues where you feel the special district perspective is not being considered. This will be of great help to me in evaluating how fairly RPAC is performing its advisory role. Please contact me with any questions or concerns about this.

Sincerely,


Jim Gardner
Councilor, District 3

cc: Metro Council
Rich Carson
RPAC Members

JG/sl
L:jgrpac.ltr



TUALATIN VALLEY FIRE & RESCUE

20665 S.W. Blanton St. • Aloha, OR 97007 • 503/649-8577 • FAX 642-4814

December 18, 1991

Mr. Jim Gardner
2930 S. W. 2nd Avenue
Portland, Oregon 97201

Dear Mr. Gardner:

Throughout the metro area, Special Districts provide services to a large portion of the population. At this time, Special Districts does not have a representative on RPAC.

The Special Districts Association of Oregon will be requesting of the Metro Council, consideration of such a position in order to provide representation from all utility and service organizations.

As our Councilor in District No. 1, we respectfully request your support in this matter, it will certainly be appreciated.

Please contact me should you need further information regarding our request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leland H. Ascher".

Leland H. Ascher, President
Board of Directors

jcc



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

February 14, 1992

Charles Jordan
Director, Bureau of Parks
1120 SW Fifth Ave., Room 502
Portland, OR 97204

Dear Charles:

I hope your talk at the Kennedy School was enjoyable and well-received. It is always good to see a familiar face after one of those dreaded O'Hare arrivals!

My destination was D.C. for a string of meetings with staff (mostly) of Oregon's representatives and senators, to bring them up to speed on the Greenspaces and a few regional transportation issues. We did see Hatfield and Kopetski - and Kopetski's initial reaction to Greenspaces has me troubled and is the reason for this note.

After hearing a brief description of Greenspaces to-date, and that we hoped to be able to acquire the most critical places, Kopetski said he was concerned about the impact on schools! He felt that buying private property, hence removing it from property tax rolls, was a significant negative of the Greenspaces Program.

There are a number of reasons why his reaction has logic gaps - and Richard Devlin and I did a pretty good job of presenting these explanations in a diplomatic way. One of the strongest points in this discussion, I believe, is the real economic value to a community of its parks, natural areas, stream greenways, etc. I know you and the Parks Bureau have done work on identifying and measuring these economic benefits. Do you have any of this information in a form that could be shown to Mike Kopetski? Maybe a report of some type, or a journal article? The more specific to Portland, of course, the better.

I would greatly appreciate whatever you send me, to help respond to the old mind set that parks are luxuries, purely an expense rather than a net benefit to the community. Kopetski will not be the only one to have this snap reaction. Convincing him that Greenspaces are good investments, even in purely economic terms, should be easier than convincing the region's taxpayers. He will be good practice, though, for the one that counts this fall.

Sincerely,

Jim Gardner
Councilor, District 3

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

FROM:

Jim Gardner
Metro Councilor, District 3
2930 SW Second Ave.
Portland, OR 97201
221-2444

News release

FOR IMMEDIATE RELEASE

2/14/92

It seems the long arm of Oregon traffic law has reached out and touched yet another Portland area elected official. Lane County District Court records reveal that Metro Council Presiding Officer Jim Gardner was cited on February 11 by the Oregon State Police. The offense was "failure to use safety belt."

Gardner represents Metro Council District 3, covering southwest and northwest Portland. He is employed by the U.S. Department of Veterans Affairs (VA) as a vocational rehabilitation specialist. Working in that capacity on February 11, he had just left Lane Community College in Eugene when the traffic incident occurred. Gardner relates that before he entered the I-5 freeway, the dark gray unmarked car behind him began displaying flashing blue lights. "This was quite a shock", Gardner remembers, "because I felt I had been driving in an entirely safe and legal manner." The Oregon State Police officer agreed this

FROM:

Jim Gardner
Metro Councilor, District 3
2930 SW Second Ave.
Portland, OR 97201
221-2444

News release

was true, with one exception: Gardner's shoulder safety belt was not fastened.

After providing a lengthy description of the life-saving benefits of "buckling up", the officer gave Gardner the \$39 traffic citation. He was apparently unswayed by Gardner's explanation that he always wears the seat belt when driving but on this occasion must have been a bit late in remembering to fasten it.

Gardner says he is undecided about whether to appear at his scheduled February 27 court hearing, or simply pay the fine by mail. He says the incident has left him, "shaken", but also firmly resolved to be more careful in the future. "I certainly have learned an important lesson from this", he ruefully concludes.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 18, 1992

To: Kevin Smith, Intergovernmental and Community Relations
Officer

From: Donald E. Carlson, *del* Council Administrator

Re: Governor's Meeting with Several Metro Councilors

This is to confirm the meeting set up at your request between the Governor and the Presiding Officer and Committee Chairs of the Metro Council. The meeting will be on Tuesday February 25 at 10:00 a.m. in Room 240. The Metro Councilors invited are as follows:

Jim Gardner, Presiding Officer
Tanya Collier, Governmental Affairs Committee Chair
Richard Devlin, Transportation & Planning Committee Chair
Susan McLain, Regional Facilities Committee Chair
George Van Bergen, Finance Committee Chair
Judy Wyers, Solid Waste Committee Chair

I've enclosed for your information last years council brochure which provides background information on each of the councilors and a description of the committee responsibilities.

You indicated that the Governor is in the process of meeting with a variety of local officials around the state to impress upon them the need for more efficient government as well as a judicious search for new revenue sources. In response to your request for information on Metro's revenue plans let me say briefly that additional revenue will be needed to support the system of convention, trade and spectator facilities and art programs in the region. Preliminary discussions with interested parties have identified lodging taxes and admission taxes as likely sources of revenue for these activities. In addition, Metro is in the process of completing its Greenspaces Plan (a regional system of natural areas, wetlands, trails, stream corridors etc) which will need substantial resources for acquisition, development and operation. Preliminary discussions have identified a regional general obligation bond measure (in November 1992) in the range of \$100 to \$200 million as the likely source of revenue to start the acquisition and development. A source of operating revenue has not been identified at this point.

These are not all of Metro's programs which may need additional revenue. For instance we have embarked upon an ambitious urban growth management program called Region 2040 which includes a long range look at growth in this metropolitan area. Such an effort

will undoubtedly lead toward the preparation of functional plans and policies to implement the desired development option for the region. We have not prepared fiscal requirements for such an effort but it undoubtedly will exceed our current revenue raising capability.

Metro's revenue raising authority is specified in Chapter 268 ORS and at this point is very limited. As you know a Charter Committee is currently preparing a charter for submission to the voters in November 1992. We are working with that Committee to get a general grant of revenue authority which would be subject to constitutional limitations including the initiative and referendum.

I hope this information will be useful to the Governor in preparation for the meeting. If you need anything else, please let me know.

cc: Presiding Officer
Committee Chairs
Rena Cusma

GovMtg.Fin



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

February 20, 1992

Jacqueline Tommas
19288 S. Mattoon Road
Estacada, OR 97023

Dear Ms. Tommas:

Thank you for your letter - and for helping Metro break some new ground with the Regional Citizen Involvement Coordinating Committee (RCICC). Your concern about providing adequate staff resources for RCICC is certainly a valid point. As the Council's Budget Committee begins its work next month, reviewing the FY 1992-93 budget proposed by the Executive Officer, it would be helpful to receive testimony from RCICC about the level of staff support you believe is needed. I will ask our Planning & Development Department staff to let you know when the appropriate budget hearing is scheduled.

I have been a strong supporter of the RCICC concept and feel it's long overdue at Metro. During our budget review, I'll support providing enough staff support to help RCICC fulfill its promise.

Since you've expressed your concern about the budget to me, let me mention a concern I have after reading the draft RCICC bylaws. This involves the selection process for RCICC members, specifically those seats representing the individual Councilor districts. I believe most Councilors will want and expect to have a voice in selecting the citizen representative from their district. It's not that the citizen, once selected, will be a spokesperson for that Councilor's viewpoint, or in any way be less of an independent "citizen" voice. I just think most Councilors, with their limited opportunities to interact with residents of their districts, would welcome the chance to review the applications, talk with the applicants, and to then select a person they feel would be an able representative of the 80,000+ citizens in that district.

I urge your Committee to consider this concept when you next review the draft bylaws. It would be a good idea to discuss the proposed bylaws with the Council's Transportation and Planning Committee while they are still in a draft stage. It might create an awkward situation if the bylaws, and a proposed roster of committee members selected under those bylaws, both come to the Council committee simultaneously. A better approach might be to get approval of the bylaws first, then go through the selection process for RCICC members.

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

JACQUELINE TOMMAS
February 20, 1992
Page 2

I will be asking the chair of the Transportation and Planning Committee to schedule agenda time for a progress report on RCICC. In the meantime, please let me know of any other related concerns you might have, or any issues you feel need discussion.

Sincerely,



Jim Gardner
Presiding Officer

c: Councilor Richard Devlin
Don Carlson
Gail Ryder
Ethan Seltzer



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

To: Metro Councilors

From: Jim Gardner, Presiding Officer

Date: February 25, 1992

Re: Rate Review Committee Chair

The purpose of this memo is to announce that I have appointed Councilor Ruth McFarland as chair of the Solid Waste Rate Review Committee. As you know, last fall we voted to expand the membership of the committee and clarify its authority and responsibilities. I believe that under Councilor McFarland's leadership the committee will undertake a comprehensive review of the disposal rates proposed for the coming fiscal year and provide the Council excellent guidance during its consideration of rate-related issues.

The appointment of the remaining six members of the committee has been approved by the Solid Waste Committee and will be considered by the full Council at the February 27 meeting.

c: Rena Cusma
Bob Martin
Roosevelt Carter
Don Carlson
John Houser
Marilyn Geary-Symons
Kate Babbitt



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

March 6, 1992

Scott Cline
Planning Director
City of Troutdale
104 SE Kibling
Troutdale, OR 97060-2099

Dear Mr. Cline:

I am writing to register my strong objection to the proposed plan amendment that would lead to General Commercial zoning on a large part of the County Farm property. This zone could allow large-scale regional retail center development that would seriously undermine several regionally adopted land use and transportation objectives. Such a mislocated retail center would make it more difficult to reduce automobile dependency and vehicle miles traveled, to create a more compact urban growth pattern, and to focus major public attractor facilities along existing or planned transit routes.

Why do I, a Portland resident, care about a plan amendment in Troutdale? Because perhaps more than most, I consider myself a resident of this region, not only of a city or county. As chairman of the policy committee that developed the Regional Urban Growth Goals and Objectives (RUGGO) and now as chairman of the Regional Policy Advisory Committee (RPAC), I have come to understand that some local land use decisions, those of this scale and type, have significant regional impacts.

Part of the responsibility of RPAC is to comment at times of local plan periodic review on issues that are deemed to have regional land use significance. As you know, RPAC just formed and therefore it has not been possible for this issue to be reviewed by the group in a timely manner. I firmly believe, though, that this is exactly the type of concern RPAC is intended to address.

Until recently, I thought the criteria adopted by the Multnomah County Commission (Resolution 90-81) provided sufficient protection against this type of development on the County Farm property. After looking more closely, I find this might not be enough at some future time, when there will be different individual commissioners and a changed economic situation.

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

March 6, 1992
page 2

We've all heard about the abandonment of the Winmar proposal in Gresham due to the current recession. Nevertheless, the concept of that project remains valid and desirable. Having the County Farm property zoned for the same use can only make it more difficult to get another transit oriented retail center built once the economy improves.

For the above reasons, and many more, I urge that the proposed plan amendment not be adopted. If adopted by the city, I would hope (and would encourage) that similar objections are raised by LCDC and that such an amendment would not be acknowledged.

Sincerely,



Jim Gardner
Councilor, District 3

cc: RPAC members
Andy Cotugno, Transportation Director
Ethan Seltzer, Regional Planning Supervisor
Robert Liberty, Attorney at Law



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

clerk record

March 17, 1992

C. Scott Cline
Director of Community Development
City of Troutdale
104 SE Kibling St.
Troutdale, OR 97060-2099

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

Dear Mr. Cline:

Thank you for providing some additional information on the City of Troutdale's plan amendment for the County Farm property. It is encouraging to hear that accommodating the development of a regional retail center is not the intent behind the plan amendment.

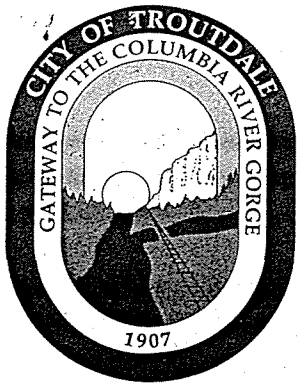
You are no doubt correct that my March 6 letter was the first response you have received from Metro on this matter. I understand, though, that there has been considerable discussion between our respective land use and transportation staffs. My letter on my individual Councilor letterhead, not the general Metro letterhead, clearly was a statement of my personal views. I did not assert nor imply to be speaking for Metro, but rather as one Metro Councilor involved in regional planning issues and, frankly, quite concerned about potential regional impacts of certain local land use actions.

Our recent telephone conversation and your subsequent letter give me a more specific understanding of the intent of the plan amendment. It's the unintended consequences I shall worry about. Thank you for your response, and please keep me informed of any changes to the plan amendment proposal.

Sincerely,

Jim Gardner
Councilor, District 3

c: Ethan Seltzer
Robert Liberty



CITY OF TROUTDALE

March 12, 1992

Jim Gardner
Councilor District 3
2000 SW First Avenue
Portland, Oregon 97201

RE: LETTER RECEIVED FROM COUNCILOR JIM GARDNER, MARCH 9, 1992

On March 9, 1992, I received the above referenced letter from your office. In this letter you express strong objections to the proposed plan amendment for portions of the Multnomah County Farm in the City of Troutdale.

You reference that there would be a large amount of general commercial zoning encouraging a regional commercial facility to be developed on the property. The letter states that this strong objection deals with the impact that this type of facility would have upon the region and the regional transportation system. You specifically reference RUGGO, the RPAC and the belief that this is an issue that should be specifically addressed by the RPAC. I am not aware of what information was provided to you, but I believe you have a misunderstanding of what the City of Troutdale is proposing by this plan amendment.

The concern that a large amount of general commercial zoning would accommodate a mall is invalid. Out of the approximately 350 acres in the Multnomah County Farm Study Area approximately 67 acres would be zoned for general commercial purposes. However, none of these are in any large contiguous parcel. A large portion of this property approximately 40 acres is being zoned general commercial to accommodate existing and proposed development around the Edgefield Village Complex. This area was previously zoned IP (industrial park). The GC zoning would allow these existing developments to conform to the Development Code.

There is one other area of proposed commercial zoning located at the intersection of 242nd and Glisan Street. This area is within the vicinity of three of the proposed alignments of the Mt. Hood Parkway. Development of this parcel would allow for the establishment of a commercial center accommodating the neighborhood developing in and around this intersection. The concern that a regional mall would be located on this site seems unfounded in that it would net approximately 17.5 acres on two parcels divided by a major arterial.

By the constraints of our own development code this area would be limited to fifteen percent landscaping with a 45 foot height limitation. Parking to accommodate the facility, by our code,

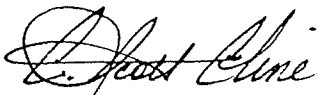
would require one parking space for every 200 square feet of retail area. In summary, the largest commercial development that could be accommodated in this area exclusive of right-of-way dedication, would be approximately 140 thousand square feet of retail space.

The City of Troutdale has worked hard to try to resolve the issue on the County Farm over the last two years. The concerns of Tri-Met, 1000 Friends of Oregon, the Homeowners Alliance for a Livable Troutdale and others have been taken into consideration in these new proposed amendments. This is the first response that we have received from the Metropolitan Service District. Copies of all proposals have been mailed to Metro for comments and review. Should this be interpreted as Metro's official position on this issue? I understand the concerns of Metro, Tri-Met and others concerning the siting of a regional facility on the County Farm. However, under the current proposal, no facility of a regional significance could be allowed on the property without going through an entire Comprehensive Plan Amendment. Perhaps this is all due to a lack of understanding of what exactly is proposed at the current time by the City of Troutdale.

If I may provide additional information concerning this issue, I will be happy to do so. Please indicate to me if this is Metro's official response concerning the Multnomah County Farm Study Area. I would appreciate any additional information or communication you could provide to me.

Sincerely,

CITY OF TROUTDALE



C. Scott Cline
Director of Community Development

cc: Pam Christian, City Administrator
Jim Jennings, City Attorney PO Box 590 Gresham, Oregon 97030
Ethan Seltzer, 2000 SW First Avenue Portland, Oregon 97201
Robert Liberty, 522 SW Fifth Avenue Suite 1330 Portland, Oregon 97204



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

March 6, 1992

Scott Cline
Planning Director
City of Troutdale
104 SE Kibling
Troutdale, OR 97060-2099

Dear Mr. Cline:

Jim Gardner
Councilor
District 3

2930 SW Second Ave.
Portland, OR 97201
326-2444 (work)
227-2096 (home)

I am writing to register my strong objection to the proposed plan amendment that would lead to General Commercial zoning on a large part of the County Farm property. This zone could allow large-scale regional retail center development that would seriously undermine several regionally adopted land use and transportation objectives. Such a mislocated retail center would make it more difficult to reduce automobile dependency and vehicle miles traveled, to create a more compact urban growth pattern, and to focus major public attractor facilities along existing or planned transit routes.

Why do I, a Portland resident, care about a plan amendment in Troutdale? Because perhaps more than most, I consider myself a resident of this region, not only of a city or county. As chairman of the policy committee that developed the Regional Urban Growth Goals and Objectives (RUGGO) and now as chairman of the Regional Policy Advisory Committee (RPAC), I have come to understand that some local land use decisions, those of this scale and type, have significant regional impacts.

Part of the responsibility of RPAC is to comment at times of local plan periodic review on issues that are deemed to have regional land use significance. As you know, RPAC just formed and therefore it has not been possible for this issue to be reviewed by the group in a timely manner. I firmly believe, though, that this is exactly the type of concern RPAC is intended to address.


Until recently, I thought the criteria adopted by the Multnomah County Commission (Resolution 90-81) provided sufficient protection against this type of development on the County Farm property. After looking more closely, I find this might not be enough at some future time, when there will be different individual commissioners and a changed economic situation.

March 6, 1992
page 2

We've all heard about the abandonment of the Winmar proposal in Gresham due to the current recession. Nevertheless, the concept of that project remains valid and desirable. Having the County Farm property zoned for the same use can only make it more difficult to get another transit oriented retail center built once the economy improves.

For the above reasons, and many more, I urge that the proposed plan amendment not be adopted. If adopted by the city, I would hope (and would encourage) that similar objections are raised by LCDC and that such an amendment would not be acknowledged.

Sincerely,


Jim Gardner
Councilor, District 3

cc: RPAC members
Andy Cotugno, Transportation Director
Ethan Seltzer, Regional Planning Supervisor
Robert Liberty, Attorney at Law

From:

Larry Shaw
Legal Counsel

CC: Councilor Gardner

3/20

Andy Cotugno:

In the attached dialog with the Charter Committee, I wonder if ~~our~~ case hasn't been slightly overstated ~~on~~ 2040. If the Committee decides to write in a Future Vision that they think is consistent with 2040, this could become important.

My understanding of 2040 is that is a vision statement made legally enforceable by NUGCO amendments and functional plans that may be done simultaneously or in phases.

If so, 2040, like the current Future Vision is not judicially reviewable, because the final "land use decision" is the NUGCO amendment and/or the functional plan amendment.

To create, as Shoemaker's comment does, 2040 as a legally enforceable plan means that it would have to be supported by statewide goal findings and become a target of litigation before it was applied to functional plans. This would be like replacing NUGCO with 2040.

The lawyers on the Charter Committee wanted early on to avoid this with their Future Vision concept.

METRO I recommend that approach and that simultaneous, but separate, NUGCO and RTP amendments accompany the Preferred alternative.

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

LSS

Frank Josselson asked if it was making the choices.

Andy Cotugno said no, it is not making the choices.

Frank Josselson asked when phase one will be competed.

Andy Cotugno said that it will be completed at the end of this calendar year.

Frank Josselson asked how long phase two is anticipated to last.

Andy Cotugno said that it will be in the second year. It will be completed by the close of calendar year, 1993.

Bob Shoemaker asked if phase two is the decision making part.

Andy Cotugno said that it is evaluation and decision making. He said that the implications of the different alternatives will be discussed.

Bob Shoemaker asked for a description of how phase two would proceed. He asked to what extent the Council would be involved.

Andy Cotugno said that the first half of that phase is viewed to be technical activity dealing with the various parts of the analysis necessary to produce the data upon which an educated debate can happen. The second half will be public debate and decision making.

Bob Shoemaker asked if the Council would be heavily involved during the second six months of phase two. He asked if the Council agendas will have time for debating the alternatives and their evaluation.

Jim Gardner said yes. It will probably have to be looked at in big pieces and be a broad and far reaching choice that has to be made. He said that it would have to be looked at section by section.

Bob Shoemaker asked if the Council will decide upon the preferred alternative at the end of the process. He asked if it would have the force of law and be the land use and transportation plan that will be pursued and everything else will be consistent with it.

Andy Cotugno said that is correct. He said that the level of detail is critical. The regional concerns need to be dealt with. There are a lot of details in the local comprehensive plans which do not deal with the regional concerns because it is not appropriate to design the landscape at that level.

Jim Gardner said that it will not be a regional comprehensive plan.

Bob Shoemaker asked what it will be.

Charlie Hales said that it will not be anything until functional plans are adopted. It is just a plan, a study.

Bob Shoemaker said that they select a preferred alternative.

Charlie Hales said that the alternative is not enforced on the ground until it is converted into functional plans.

Jim Gardner said that could be done simultaneously.

Bob Shoemaker said that the functional plans must be consistent with the plan. If they are not, they are illegal.

Jim Gardner said that is correct.

Bob Shoemaker said that it would have the force of law. Functional plans and future planning will have to fit, subject to amendment.

Jim Gardner said that functional plans are adopted by the Council by ordinance.

Bob Shoemaker said that Region 2040 is more than a vision of what it is going to look like. It is a decision on what we are going to cause it to look like.

Ned Look asked if there would be a vote of the people.

Jim Gardner said that it is very likely that the end product is going to contain recommendations, some of which would have to be translated into a functional plan in order to make sure that they get implemented. Others would be recommendations, and assuming that the involvement that RPAC and JPACT will have had, the recommendations may be adopted by the local jurisdictions rather than be put into a Metro functional plan.

Bob Shoemaker asked if a local jurisdiction could go off on its own and develop a local plan that is inconsistent with the framework plan.

Andy Cotugno said that they cannot develop a comprehensive plan that will be inconsistent with the functional plan. There are some elements of the framework plan that would be adopted, for implementation purposes, in a functional plan. They cannot be inconsistent with that.

Jon Egge said that the functional plan is the current tool for trying to do planning. He asked how the framework plan, which is proposed for the charter, impacts the process. He said that he thinks the framework idea gives the Council a little more power than just driving the whole plan and functional plans.

Jim Gardner said he does not understand how the framework plan would function in terms of its relationship with local comprehensive plans. If the framework plan would require consistency from local comprehensive plans, then it is much like the current functional plans. The difference is that the current functional plans deal with specific issues. He said that he has the impression that the framework plan proposed is a group of functional plans, or a single regional functional plan. In terms of a legal impact, it would have about the same status as the functional plans.

Jon Egge said that he sees it as being a little more direct.

Andy Cotugno said he thinks that functional plans are the better approach to be the linkage to local comprehensive plans than having a single framework plan being directly forced upon local plans. It is better to have a framework plan at the regional level being adopted by them. That level of detail is not necessarily wanted to be enforceable at the regional level.

Jon Egge said that level of detail is not being contemplated for the framework plan.

Jim Gardner said that he understands that the Future Vision talks about a bundling of local comprehensive plans.

Jon Egge said that part of the framework plan had been dropped because it was misunderstood.

Larry Derr asked if it would be fair to say that the work plan for phase two has not been finalized, so the steps to be undertaken and the specific end product are still to be laid out.

Andy Cotugno said yes. He said that one of the products of phase one is the evaluation criteria which is the



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

March 20, 1992

The Honorable Rena Cusma
Executive Officer
Metropolitan Service District
2000 S. W. First Avenue
Portland, OR 97201-5398

The Honorable Jim Gardner
Presiding Officer of the Council
Metropolitan Service District
2000 S.W. First Avenue
Portland, OR 97201-5398

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

Dear Executive Officer and Presiding Officer:

Re: Election Season

Once again it is election season in Oregon. As this Office has in the past, every two years, it is time for me to transmit through you to all Metro elected officials and department heads this reminder.

Attached you will find a copy of a notice that has been posted by the Personnel Division throughout all Metro workstations. The notice is required to be posted pursuant to ORS 260.432 as a reminder to all employees and officers of all public agencies what the rules are regarding the conduct of political activities by public employees while on the job during work hours.

I think it goes without saying that all Metro officials understand that it is inappropriate to request Metro employees to do anything to further any political campaign, partisan, non-partisan, or ballot measure during their working hours.

Yours very truly,

Daniel B. Cooper
General Counsel

gl
1541

cc: Council Members
Department Heads

ATTENTION ALL PUBLIC EMPLOYEES

THE RESTRICTIONS IMPOSED BY THE LAW OF THE STATE OF OREGON ON YOUR POLITICAL ACTIVITIES ARE THAT "NO PUBLIC EMPLOYEE SHALL SOLICIT ANY MONEY, INFLUENCE, SERVICE OR OTHER THING OF VALUE OR OTHERWISE PROMOTE ANY POLITICAL COMMITTEE OR PROMOTE OR OPPOSE THE NOMINATION OR ELECTION OF A CANDIDATE, THE ADOPTION OF A MEASURE OR THE RECALL OF A PUBLIC OFFICE HOLDER WHILE ON THE JOB DURING WORKING HOURS. HOWEVER, THIS SECTION DOES NOT RESTRICT THE RIGHT OF A PUBLIC EMPLOYEE TO EXPRESS PERSONAL POLITICAL VIEWS."

IT IS THEREFORE THE POLICY OF THE STATE AND OF YOUR PUBLIC EMPLOYER THAT YOU MAY ENGAGE IN POLITICAL ACTIVITY EXCEPT TO THE EXTENT PROHIBITED BY STATE LAW WHEN ON THE JOB DURING WORKING HOURS.

Betsy Bergstein

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

April 15, 1992

The Honorable Judy Hammerstad
Clackamas County
807 Main Street
Oregon City, OR 97045

RECEIVED

APR 17 1992

METRO SERVICE DISTRICT
EXECUTIVE MANAGEMENT

Re: Metro Headquarters Project

Dear Commissioner:

At your request, we have prepared the following information on the new Metro headquarters building. Please be advised that our analysis contains many estimates and assumptions that are subject to change as the project gets closer to completion.

Square footage and parking spaces -- Our current estimates show that the new headquarters building will contain approximately 95,700 square feet of office space on the top two and a quarter floors, and 95,000 square feet of parking area on the lower two floors. It is our intention to convert the ground floor from parking to office space as required by agency growth. It is important to understand that the two floors of parking referred to above do not include the parking structure that is next to the building. Note that our space planning effort is not yet completed and the final square footage amounts are likely to change from those reported above.

The attached parking structure contains 470 spaces.

Costs -- We have attached a detailed project budget. Total all-in cost per square foot for the building (including acquisition cost, construction, furniture and fixtures, art, and contingency) is \$82.24.

Cost per space for the parking garage is \$7,870.

In FY 1994-95, the first full year of normal operating costs, the net occupancy cost per square foot is projected to be \$16.17.

Financing -- This project is financed with General Revenue Bonds totaling \$22,990,000. Net bond proceeds after deduction of original issue discount and the addition of accrued interest are \$22,975,000. We estimate earning \$651,000 in interest income during the construction period. We have attached a table showing annual debt service and the allocation of debt service between the headquarters

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

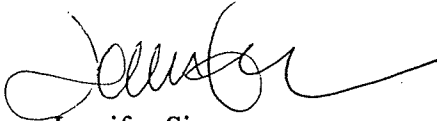
The Honorable Judy Hammerstad
April 15, 1992
Page 2

building and the parking garage. Debt service is allocated to the two facilities on the basis of percentage of total project cost.

* * * * *

I hope this information is helpful. Please contact me if you have any additional questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jennifer Sims", written in black ink.

Jennifer Sims
Director of Finance and Management Information

Enclosures

Exhibit A

Metro Headquarters Building and Parking Garage Budget			
PROJECT COSTS	<i>Headquarters Building</i>	<i>Parking Structure</i>	<i>Total</i>
Real estate	\$2,779,000	\$2,688,000	
Project management	627,000	20,000	
Construction	9,364,000	991,000	
Contingencies	1,472,000		
Other			
Furniture and Fixtures	1,225,000		
Telephone/data wiring	130,000		
Art (1 % of construction)	86,000		
TOTAL PROJECT COSTS	\$15,683,000	\$3,699,000	\$19,382,000
FINANCING COSTS			
Reserve Account for debt service			\$1,808,000
Capitalized interest			1,914,000
Accrued interest			79,000
Other costs of issuance			444,000
TOTAL FINANCING COSTS			\$4,246,000
GRAND TOTAL COSTS			\$23,628,000

EXHIBIT B

METROPOLITAN SERVICE DISTRICT
General Revenue Bonds
Metro Headquarters Building Project
1991 Series A
Semi-Annual Debt Service Schedule

Date	Principal		Interest		Total Debt Service		Total
	Headquarters Offices	Parking Structure	Headquarters Offices	Parking Structure	Headquarters Offices	Parking Structure	Combined Debt Service
7/1/92	\$0.00	\$0.00	\$705,281.71	\$166,411.52	\$705,281.71	\$166,411.52	\$871,693.23
1/1/93	\$0.00	\$0.00	\$604,527.18	\$142,638.45	\$604,527.18	\$142,638.45	\$747,165.63
7/1/93	\$0.00	\$0.00	\$604,527.18	\$142,638.45	\$604,527.18	\$142,638.45	\$747,165.63
1/1/94	\$0.00	\$0.00	\$604,527.18	\$142,638.45	\$604,527.18	\$142,638.45	\$747,165.63
7/1/94	\$250,819.12	\$59,180.88	\$604,527.18	\$142,638.45	\$855,346.30	\$201,819.33	\$1,057,165.63
1/1/95	\$0.00	\$0.00	\$598,695.64	\$141,262.49	\$598,695.64	\$141,262.49	\$739,958.13
7/1/95	\$262,955.53	\$62,044.47	\$598,695.64	\$141,262.49	\$861,651.17	\$203,306.96	\$1,064,958.13
1/1/96	\$0.00	\$0.00	\$592,121.75	\$139,711.38	\$592,121.75	\$139,711.38	\$731,833.13
7/1/96	\$275,091.94	\$64,908.06	\$592,121.75	\$139,711.38	\$867,213.69	\$204,619.44	\$1,071,833.13
1/1/97	\$0.00	\$0.00	\$585,106.90	\$138,056.23	\$585,106.90	\$138,056.23	\$723,163.13
7/1/97	\$291,273.82	\$68,726.18	\$585,106.90	\$138,056.23	\$876,380.72	\$206,782.41	\$1,083,163.13
1/1/98	\$0.00	\$0.00	\$577,460.97	\$136,252.16	\$577,460.97	\$136,252.16	\$713,713.13
7/1/98	\$303,410.23	\$71,589.77	\$577,460.97	\$136,252.16	\$880,871.20	\$207,841.93	\$1,088,713.13
1/1/99	\$0.00	\$0.00	\$569,117.18	\$134,283.45	\$569,117.18	\$134,283.45	\$703,400.63
7/1/99	\$323,637.57	\$76,362.43	\$569,117.18	\$134,283.45	\$892,754.75	\$210,645.88	\$1,103,400.63
1/1/00	\$0.00	\$0.00	\$560,055.33	\$132,145.30	\$560,055.33	\$132,145.30	\$692,200.63
7/1/00	\$339,819.45	\$80,180.55	\$560,055.33	\$132,145.30	\$899,874.78	\$212,325.85	\$1,112,200.63
1/1/01	\$0.00	\$0.00	\$550,285.52	\$129,840.11	\$550,285.52	\$129,840.11	\$680,125.63
7/1/01	\$360,046.80	\$84,953.20	\$550,285.52	\$129,840.11	\$910,332.32	\$214,793.31	\$1,125,125.63
1/1/02	\$0.00	\$0.00	\$539,709.14	\$127,344.61	\$539,709.14	\$127,344.61	\$667,053.75
7/1/02	\$380,274.15	\$89,725.85	\$539,709.14	\$127,344.61	\$919,983.29	\$217,070.46	\$1,137,053.75
1/1/03	\$0.00	\$0.00	\$528,300.92	\$124,652.83	\$528,300.92	\$124,652.83	\$652,953.75
7/1/03	\$404,546.97	\$95,453.03	\$528,300.92	\$124,652.83	\$932,847.89	\$220,105.86	\$1,152,953.75
1/1/04	\$0.00	\$0.00	\$515,962.24	\$121,741.51	\$515,962.24	\$121,741.51	\$637,703.75
7/1/04	\$428,819.79	\$101,180.21	\$515,962.24	\$121,741.51	\$944,782.03	\$222,921.72	\$1,167,703.75
1/1/05	\$0.00	\$0.00	\$502,668.82	\$118,604.93	\$502,668.82	\$118,604.93	\$621,273.75
7/1/05	\$457,138.07	\$107,861.93	\$502,668.82	\$118,604.93	\$959,806.89	\$226,466.86	\$1,186,273.75
1/1/06	\$0.00	\$0.00	\$487,583.27	\$115,045.48	\$487,583.27	\$115,045.48	\$602,628.75
7/1/06	\$485,456.36	\$114,543.64	\$487,583.27	\$115,045.48	\$973,039.63	\$229,589.12	\$1,202,628.75
1/1/07	\$0.00	\$0.00	\$471,563.21	\$111,265.54	\$471,563.21	\$111,265.54	\$582,828.75
7/1/07	\$517,820.12	\$122,179.88	\$471,563.21	\$111,265.54	\$989,383.33	\$233,445.42	\$1,222,828.75
1/1/08	\$0.00	\$0.00	\$454,475.14	\$107,233.61	\$454,475.14	\$107,233.61	\$561,708.75
7/1/08	\$550,183.88	\$129,816.12	\$454,475.14	\$107,233.61	\$1,004,659.02	\$237,049.73	\$1,241,708.75

METROPOLITAN SERVICE DISTRICT
General Revenue Bonds
Metro Headquarters Building Project
1991 Series A
Semi-Annual Debt Service Schedule

Date	Principal		Interest		Total Debt Service		Total Combined Debt Service
	Headquarters Offices	Parking Structure	Headquarters Offices	Parking Structure	Headquarters Offices	Parking Structure	
1/1/09	\$0.00	\$0.00	\$436,319.08	\$102,949.67	\$436,319.08	\$102,949.67	\$539,268.75
7/1/09	\$586,593.10	\$138,406.90	\$436,319.08	\$102,949.67	\$1,022,912.18	\$241,356.57	\$1,264,268.75
1/1/10	\$0.00	\$0.00	\$416,961.50	\$98,382.25	\$416,961.50	\$98,382.25	\$515,343.75
7/1/10	\$627,047.80	\$147,952.20	\$416,961.50	\$98,382.25	\$1,044,009.30	\$246,334.45	\$1,290,343.75
1/1/11	\$0.00	\$0.00	\$396,268.93	\$93,499.82	\$396,268.93	\$93,499.82	\$489,768.75
7/1/11	\$667,502.50	\$157,497.50	\$396,268.93	\$93,499.82	\$1,063,771.43	\$250,997.32	\$1,314,768.75
1/1/12	\$0.00	\$0.00	\$374,241.34	\$88,302.41	\$374,241.34	\$88,302.41	\$462,543.75
7/1/12	\$712,002.66	\$167,997.34	\$374,241.34	\$88,302.41	\$1,086,244.00	\$256,299.75	\$1,342,543.75
1/1/13	\$0.00	\$0.00	\$350,211.25	\$82,632.50	\$350,211.25	\$82,632.50	\$432,843.75
7/1/13	\$760,548.30	\$179,451.70	\$350,211.25	\$82,632.50	\$1,110,759.55	\$262,084.20	\$1,372,843.75
1/1/14	\$0.00	\$0.00	\$324,542.75	\$76,576.00	\$324,542.75	\$76,576.00	\$401,118.75
7/1/14	\$813,139.41	\$191,860.59	\$324,542.75	\$76,576.00	\$1,137,682.16	\$268,436.59	\$1,406,118.75
1/1/15	\$0.00	\$0.00	\$297,099.29	\$70,100.71	\$297,099.29	\$70,100.71	\$367,200.00
7/1/15	\$865,730.51	\$204,269.49	\$297,099.29	\$70,100.71	\$1,162,829.80	\$274,370.20	\$1,437,200.00
1/1/16	\$0.00	\$0.00	\$267,880.89	\$63,206.61	\$267,880.89	\$63,206.61	\$331,087.50
7/1/16	\$922,367.09	\$217,632.91	\$267,880.89	\$63,206.61	\$1,190,247.98	\$280,839.52	\$1,471,087.50
1/1/17	\$0.00	\$0.00	\$236,751.00	\$55,861.50	\$236,751.00	\$55,861.50	\$292,612.50
7/1/17	\$987,094.60	\$232,905.40	\$236,751.00	\$55,861.50	\$1,223,845.60	\$288,766.90	\$1,512,612.50
1/1/18	\$0.00	\$0.00	\$203,436.56	\$48,000.94	\$203,436.56	\$48,000.94	\$251,437.50
7/1/18	\$1,051,822.12	\$248,177.88	\$203,436.56	\$48,000.94	\$1,255,258.68	\$296,178.82	\$1,551,437.50
1/1/19	\$0.00	\$0.00	\$167,937.56	\$39,624.94	\$167,937.56	\$39,624.94	\$207,562.50
7/1/19	\$1,124,640.57	\$265,359.43	\$167,937.56	\$39,624.94	\$1,292,578.13	\$304,984.37	\$1,597,562.50
1/1/20	\$0.00	\$0.00	\$129,980.94	\$30,669.06	\$129,980.94	\$30,669.06	\$160,650.00
7/1/20	\$1,201,504.49	\$283,495.51	\$129,980.94	\$30,669.06	\$1,331,485.43	\$314,164.57	\$1,645,650.00
1/1/21	\$0.00	\$0.00	\$89,430.16	\$21,101.09	\$89,430.16	\$21,101.09	\$110,531.25
7/1/21	\$1,282,413.89	\$302,586.11	\$89,430.16	\$21,101.09	\$1,371,844.05	\$323,687.20	\$1,695,531.25
1/1/22	\$0.00	\$0.00	\$46,148.70	\$10,888.80	\$46,148.70	\$10,888.80	\$57,037.50
7/1/22	\$1,367,368.75	\$322,631.25	\$46,148.70	\$10,888.80	\$1,413,517.45	\$333,520.05	\$1,747,037.50
	<u>\$18,601,069.59</u>	<u>\$4,388,930.41</u>	<u>\$25,664,022.39</u>	<u>\$6,055,437.18</u>	<u>\$44,265,091.98</u>	<u>\$10,444,367.59</u>	<u>\$54,709,459.57</u>

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

DANIEL K. INOUE, HAWAII
ERNEST F. HOLLINGS, SOUTH CAROLINA
J. BENNETT JOHNSTON, LOUISIANA
QUENTIN N. BURDICK, NORTH DAKOTA
PATRICK J. LEAHY, VERMONT
JIM SASSER, TENNESSEE
DENNIS DECONCINI, ARIZONA
DALE BUMPERS, ARKANSAS
FRANK R. LAUTENBERG, NEW JERSEY
TOM HARKIN, IOWA
BARBARA A. MIKULSKI, MARYLAND
HARRY REID, NEVADA
BROCK ADAMS, WASHINGTON
WYCHE FOWLER, JR., GEORGIA
J. ROBERT KERREY, NEBRASKA

MARK O. HATFIELD, OREGON
TED STEVENS, ALASKA
JAKE GARN, UTAH
THAD COCHRAN, MISSISSIPPI
ROBERT W. KASTEN, JR., WISCONSIN
ALFONSE M. D'AMATO, NEW YORK
WARREN RUDMAN, NEW HAMPSHIRE
ARLEN SPECTER, PENNSYLVANIA
PETE V. DOMENICI, NEW MEXICO
DON NICKLES, OKLAHOMA
PHIL GRAMM, TEXAS
CHRISTOPHER S. BOND, MISSOURI
SLADE GORTON, WASHINGTON

JAMES H. ENGLISH, STAFF DIRECTOR
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

April 15, 1992

Jim Gardner, Presiding Officer
Metro Council
2930 S.W. 2nd Avenue
Portland, Oregon 97201

Dear Jim:

We would like to compliment you and Metro's leadership in helping to put together a strong local consensus on both the funding and the alignment of the Westside Light Rail Project.

On December 18, 1991 President Bush signed into law the Intermodal Surface Transportation Efficiency Act of 1991. This Act contains the authority to appropriate up to \$515 million of federal funds for the Westside Project to Hillsboro.

In the meantime, members of Tri-Met's technical staff and our staff have been working with the Federal Transit Administration to hammer out the final details of the much anticipated Full Funding Grant Agreement.

We are sure that you can appreciate the magnitude of these negotiations. We are talking about a project that will take more than eight years to construct, involve tens of thousands of workers and hundreds of millions of dollars.

While it has never been our desire to comment on local issue decision making, we feel it is important to provide our perspective on proposals now being discussed at Metro concerning a merger with Tri-Met. It is our belief such a change in management organization at this time may have a negative effect on our ability to expedite the Full Funding Grant Agreement and begin construction this year.

Sincerely,



Mark O. Hatfield
U.S. Senate



Les AuCoin
House of Representatives

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

April 28, 1992

Mr. Hardy Myers, Chairman
METRO Charter Committee
900 SW Fifth Avenue Suite 2300
Portland Oregon 97204

Dear Hardy:

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

At the your public meetings on March 30, 1992 and March 31, 1992 your Committee received some information which was not completely accurate. I would like to provide you with what I believe is the correct data with the hopes that you will convey it to the Committee.

Media coverage of the Sears Building purchase. On the assertion that the Sears building had no press coverage, attached are copies of the print and radio coverage which, as you can see began in June of 1991.

Yard Debris Recycling Charges. On Commissioner Hammerstad's implication that Metro passes on yard debris recycling charges to local governments the following is the current state law. Yard debris recycling was required by the 1991 state legislature when it passed SB 66. (ORS Chapter 459). The State Environmental Quality Commission (EQC) declared that yard debris is a "primary recyclable material" and issued a "Yard Debris Rule" in the summer of 1991. The rule stated that by 1994 all counties must have a curbside recycling system.

The counties set their own rates and method for yard debris recycling. ORS Chapter 459A.010 (2)(e) requires local governments to provide an "effective residential yard debris collection and composting program." The same section (5)(a) describes the way that they can collect money to pay for those services. It assumes they will include in their rates those costs associated with the cost of collection. It does not restrict them or tell them to include all "net" costs incurred in providing the opportunity to recycle. "Net costs" are the normal expenses of running the collection program.

It is up to Clackamas County to decide the best way to implement state law. Metro has no position, program or involvement in how the counties implement state law or what they charge.

(Source: Todd Sadlo, Metro Solid Waste Legal Counsel, Debbie Gorham, Waste Reduction Manager, Solid Waste Department)

Metro Budget Cuts - "No real position cuts, only transfers." Nine positions were cut from the budget. Four positions were filled with "probationary employees" (6 months or less) and were immediately eliminated. Five individuals were laid-off (Rich Carson, Becky Crockett, Larry Sprecher, Henry Markus, Mary Weber). Markus and Weber have been reinstated by the Council, pending receiving grant funds for an economic development project. If the grants are not received, the project does not continue beyond July 1, 1992.

Program areas reduced or eliminated were water quality, housing, emergency management and economic development; position cuts occurred by seniority, not program area.

The emergency management area is an "earthquake preparedness project" which consists of two projects --- a small pilot project between Metro and the State Department of Geology and Mineral Industries (DOGAMI) followed hopefully by a much larger, more comprehensive program funded by the National Earthquake Hazard Eradication and Reduction Program (NEHERP). The latter is a \$3.2 million joint proposal between Metro (\$1.7 million) and DOGAMI (\$1.5 million).

We have Planning Department staff assigned to complete the pilot project (by September 30, 1992) and if the larger NEHERP proposal is funded, it will be staffed through grant-funded positions.

As a final note on this subject, in the area of "housing", the work done to date in this program was a series of "housing forums" and some survey research attempting to identify the barriers to affordable housing. We have found a "home" for the latter at the Center for Urban Studies at Portland State University.

Square Footage Costs of Sears Building.

The total all-in cost per square foot of the building including acquisition cost, construction, furniture and fixtures, art and contingency is \$82.24.

The annual cost of "living in the building" based on the first full year (94-95) is estimated to be \$16.17 square foot.

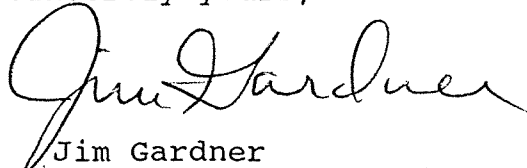
(Source: Jennifer Sims, Metro Manager of Finance and Information Management, see attached letter to Commissioner Judy Hammerstad)

Convention Center Promotion.

The Multnomah County Hotel/Motel tax generates roughly \$3 million per year to support operating costs of the Oregon Convention Center. Through a contract with the Portland Oregon Visitor Association (POVA), the OCC is promoted at an annual cost of \$1 million or roughly one-third of the revenues from the hotel/motel tax.

Please phone me if you have any additional questions or I can provide further information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Jim Gardner".

Jim Gardner
Council Presiding Officer



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

News release

April 17, 1992

For immediate release

For more information, contact Vickie Rucker, 220-1163, or Michel Gregory, 221-1646

Metro receives EPA grant for headquarters renovation project

In constructing its new headquarters, the Metropolitan Service District is practicing what it preaches. The agency is recycling the 73-year-old Sears store in inner northeast Portland into its new headquarters, creating a role model for other commercial building projects in the process. The U.S. Environmental Protection Agency (EPA) wants it to be an example for the nation.

EPA has given Metro a \$30,000 grant to document the "Resourceful Renovation" as a demonstration project. In addition to reusing the existing structure rather than building on vacant land, Metro is salvaging, reusing or recycling most of the waste produced in the renovation process. Recycled building materials are being incorporated where possible. To facilitate recycling once the building is operational, recycling chutes for office paper will be installed in existing shafts.

"We're very proud of the EPA grant and the fact that we're making reuse and recycling work on this public project," said Rena Cusma, Metro executive officer. "Metro's goal is to help contractors deal with construction and demolition waste in a new way."

The grant will fund a part-time, on-site project coordinator, a how-to manual for contractors and developers and an educational slide show. Signs posted outside the construction site are being updated regularly to reflect tons of material recycled or reused on the project. Metro plans to conduct workshops and building tours for the construction industry that focus on the resourceful renovation elements.

- more -

1g!
ge)

day.

miss!
ney
nd,
on-
at-
ng

miss!

ney
nd,
on-
at-
ng

45

DJC Magazine - Green Thumb

Construction waste — the next recycling frontier

By James Goddard

Construction and demolition debris, along with land-clearing waste — primarily tree stumps — constitute about 17 percent of all solid waste generated in the metropolitan area. The construction of a single-family home produces an average of 2.5 tons of waste or the equivalent to the garbage generated by a family of four living in the house for two years.

Construction and demolition debris historically has been landfilled. In the past, when landfill tipping fees were lower, disposal costs were a relatively small part of total construction expenses. But this has changed radically in the past several years. Increased public awareness about environmental issues, more rigorous environmental regulations and shrinking landfill space have driven up landfill disposal fees.

In the metropolitan area, garbage tipping fees have tripled since 1987. This has prompted many members of the building industry to look for ways to reduce the amount of construction and demolition debris waste taken to landfills. "Reduction," "reuse" and "recycling" are becoming familiar terms in the industry.

During the past year, entrepreneurs have led the way in developing the local construction and demolition debris recycling infrastructure. The focus of this development has been waste wood processing. Waste wood such as plywood scraps, the cut off ends of 2-by-4s and used pallets are ground into bits and run through an electromagnet that removes the nails, which also are recycled. The pieces are then used for chip board or boiler fuel. Even huge tree stumps can be split by large machines with powerful hydraulic jaws and ground

into piles of tiny chips.

Processors of other construction and demolition debris recyclables including corrugated cardboard, metals, concrete, drywall, asphalt and bricks also have proliferated. These processors now have the capacity to recycle almost half of the construction and demolition debris generated in the area.

Builders can realize substantial savings, in the form of avoided disposal costs, by recycling construction and demolition debris. Recent studies show that construction and demolition debris recycling can reduce builders' disposal costs by up to 50 percent. In practicing what it preaches, the Metropolitan Service District is "recycling" the former Sears department store in Portland's Lloyd District into its new headquarters.

This project showcases construction and demolition debris recycling, with the enthusiastic cooperation of Hoffman Construction, the primary contractor for the project, in an effort to minimize the amount of material that will be landfilled. The effort includes salvage of carpet and restroom fixtures for re-use and recycling of metals, drywall and rubble. Each subcontractor is asked to complete a one-page disposal plan that lists recycling options. Metro is documenting the amount of material recovered.

The building also incorporates recycling by design. One important feature is a material consolidation and storage area that will conform to new fire codes and provide easy access to haulers. Each floor of offices also will have convenient recycling collection areas. Other features being considered are a paper recycling chute and dishwashers to allow the use of permanent ware instead of disposable cups and plates.

In order to close the recycling loop,

Metro and Hoffman are considering building products made from recyclable materials. Such products include carpet from recycled plastic soft drink bottles, ceramic tiles containing recycled glass, recycled paint and even wood re-milled from recovered timbers.

Although construction and demolition debris recycling is proving to be feasible and beneficial, it is still a relatively new practice. Metro is using the renovation of its future offices to identify potential pitfalls associated with this practice and to demonstrate the opportunities and benefits that can be gained by it.

This is one of the first large-scale, commercial construction recycling projects in the country. Metro waste reduction staff are optimistic that it will help lead the way to a promising future for construction and demolition debris recycling.


James Goddard is a registered professional engineer and a senior solid waste planner with the Metropolitan Service District.


WE BUY PAPER

Specializing In:

- Office Recycling
- Newspaper Drives for Schools & Churches
- Baled Cardboard Pick-up
- Drop Boxes & Trailers Available


4970 N. Basin
Portland, OR 97217
(Swan Island) (503) 285-2299

 **E-Z Recycling**





WE DO IT ALL

(503) 285-7771



Don Ebbeson
Refuse Specialist





Local officials troubled by Metro's power

The panel that's writing a charter for the regional government hears some frank talk about taxation and accountability from "out there"

by JAMES MAYER

The Oregonian staff

4-6-92

"Some of you may not know where we are," Clackamas County Commissioner Audie Hammerstad said, sweeping her eyes over the Metro Charter Committee members assembled before her.

"We are sort of . . . out there," Hammerstad said, gesturing vaguely southward of Portland State University's Smith Memorial Center, where the committee was holding a public hearing last week.

The commissioner's barbed geography lesson made the point: The Portland-area cities and counties have been around a long time, a lot longer than Metro, and the committee that's writing a home-rule charter for the regional government had better not forget it.

For Hammerstad and some other local officials, the 13-year-old Metro is like a teenager behind the wheel of a fast car: irrespon-

sible and dangerous.

The solution they see: Lock up the keys. That is, strictly limit Metro's access to money.

"Has Metro grown up, and is it responsible enough to take on new taxing authority and new functions?" Hammerstad asked. "The record would indicate not so."

She cited Metro's rapid growth in recent years, increases in garbage fees and an excise tax on people who use the agency's services — all accomplished with little public attention.

But what really upsets Hammerstad is Metro's \$23 million purchase and renovation of the former Sears Building for a headquarters.

The project, financed through revenue bonds, did not require voter approval, in painful contrast with the losing battle Clackamas County officials have fought to persuade voters to pay for a new justice center.

"The Metro Council acts in a vacuum. It's unaccountable and unresponsive," Hammerstad said.

Metro officials acknowledge that buying the Sears building turned up the political heat on Metro, but they argue that owning it will save money over the 30-year life of the mortgage.

The debate over Metro's taxing powers mirrors the more general struggle that has

ANALYSIS

characterized the charter committee's efforts so far: a tug of war between those who say Metro is a grown-up government now and should be treated like one, and those who prefer a warning label saying, "Parental discretion advised."

Local governments, banded together in a coalition called the Regional Governance Committee, have persuaded the charter committee to give them a formal role in deciding whether Metro takes on new functions.

And now, local officials want the same leverage over Metro taxes.

A charter subcommittee has recommended keeping Metro's current taxing powers, including those authorized by state law but not now used.

Metro levies property taxes to support the Washington Park Zoo and to repay the Convention Center bonds. It collects an excise tax on use of Metro services and charges local governments a "head tax" to pay for general government functions and planning. It issues revenue bonds to build things, such as the new office building.

But most of its \$120 million in revenues comes from fees for services, especially from

garbage-tipping fees.

Under the subcommittee's plan, voter approval would be required for any income tax, payroll tax other than that imposed by Tri-Met, property tax or sales tax.

But any other tax could be imposed by council ordinance, with a 90-day delay to allow for a referendum. These taxes include: system development charges, hotel/motel taxes, restaurant taxes, admissions taxes, real estate transfer taxes, business license fees, franchise fees and a construction tax.

That goes too far, Hammerstad said.

The Regional Governance Committee has not made a formal recommendation, but Hammerstad said the committee wanted to require a charter amendment for any new property taxes for operations, a limit on the growth of the excise tax, a citizen budget committee, and a process for seeking local government approval for specific taxes, such as the hotel-motel tax.

"How much does Metro need?" she asked. "I think there's strong grounds for saying Metro has more than it needs."

Jim Gardner, presiding officer of the Metro Council, disagreed. He told the charter committee that during the next few years, Metro would have to find more mon-

Please turn to
CHARTER, Page B8

The Oregonian

TUESDAY, MARCH 31, 1992

No new county building

Public hasn't had a chance to measure proposal for new offices for \$31.5 million.

It's very possible that next week taxpayers will be telling themselves the only decisions their Multnomah County commissioners have been able to make this spring were to raise their own salaries and buy new offices overlooking the Willamette River.

Chairwoman Gladys McCoy has slipped onto Thursday's agenda two resolutions, one for acquiring One Main Place, a 20-story, Class-A, downtown office building, and the other for selling \$31.5 million in certificates of participation to pay for it. The certificates are a financing scheme that allows lawmakers to avoid asking voters for authority to sell bonds to buy new buildings.

The debt is to be repaid from rents charged tenants. Since the county already pays rent for offices throughout the community, the move to the office building McCoy is eyeing presumably would not cost taxpayers more than they pay now. Presumably, because that's only what's been whispered around the County Courthouse, following numerous meetings closed to the public.

The public deserves a full analysis of the county's choices — renting or buying. The estimated purchase price for One Main Place amounts to roughly \$100 a square foot. That compares with renting Class-A office space (high-rise, speedy elevators, view, some other amenities) at \$18 to \$25 a square foot, or Class-B space at \$12-\$16 a square foot.

Other questions must be answered. Among them:

- Commissioners accepted a pay

freeze for employees other than themselves and sliced some vital services last year. More traumatic cuts loom as the county and state adapt to the restraints of the Measure 5 property tax limitation. Where does a posh new county office building fit into that scenario?

- The county needs a new juvenile-justice center, and patrons of the central public library have to duck platforms jury-rigged to protect them from possible falling walls and ceilings. How can the commissioners justify spending \$31.5 million for new offices when they haven't addressed those problems?

- Is the county proposing to buy a new office building when it ought to be looking at going out of business — merging services with cities and regional government?

- Metro has just bought the Sears Building. What about consolidating county services in that structure?

- At a time telecommunications and dispersed public-service centers are saving money and improving service, should the county invest in a 20-story office building?

Yet the commissioners' first airing of information about buying the new building will be their informal discussion Tuesday. The resolutions are on Thursday's formal agenda. That suggests a done deal.

Back-room decision-making is not the way Multnomah County should acquire new quarters. The commissioners should encourage full public debate of the issues involved. This hurry-up, secretly negotiated deal casts further discredit on the participants.



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

News release

March 28, 1991

For immediate release

For information, contact Vickie Rocker, 220-1163, or Dave Kanner,
220-1165

Metro task force recommends against purchase of Sears building

The Relocation Task Force of the Metropolitan Service District has determined that the proposed purchase and renovation of the Sears building at 524 NE Grand Ave., Portland, is not feasible for Metro at this time.

Metro had been exploring the possibility of purchasing the building for use as a permanent headquarters, but notified the building's owner, Pacific Development, Inc., of its intention to not proceed with the sale on March 25. In response, PDI has indicated an intention to present a more affordable plan to Metro before April 30, 1991.

The Metro task force determined that the purchase and renovation of the 59-year-old structure would cost \$25.8 million, a figure which exceeds the agency's original estimates. The Metro Council had agreed last October to begin a period of intense examination of costs and construction/leasing alternatives, based on a purchase price of \$5.15 million.

Metro had planned to initially use 55,000 square feet of the four-story 183,000-square-foot building for office space, to convert one floor to parking and to lease the remainder. Metro currently leases 45,000 square feet at 2000 SW First Ave. in Portland.

The Relocation Task Force will continue to explore other options for a new headquarters site for Metro.

MOBA MEDIA INC
Oregon's broadcast monitoring service

(503) 223-1677
BOX 4653
PORTLAND OR
97208

METRO NEW HEADQUARTERS

KOIN TV CH 6

©1992 KOIN-TV CH 6
All Rights Reserved

27 MARCH 1992

4:02 PM

NEWSCASTER SHIRLEY HANCOCK: Amidst the ruins of an abandoned building on Portland's east side a gleaming new headquarters for Metro is rising.

NEWSCASTER ERIC SCHMIDT: But despite a flat economy and Oregon's worries about ballot measure 5, Metro's new place of business carries a major big price tag and many of you will pay for it. Ken Boddie is live at the headquarters site.

NEWSCASTER SHIRLEY HANCOCK: Ken, we're almost afraid to ask. How expensive is that building?

REPORTER KEN BODDIE: Well, Shirley and Eric, this doesn't look like much now but a year from now this huge three-story structure will house Metro, which is the area's tri-county government. Metro officials say this won't be as fancy as the state Archives Building but the fact of the matter is the money it costs to buy and renovate this structure could buy the Archives Building twice over and then some.

And in the shadow of Oregon's Convention Center, the old abandoned Sears Building is transforming. One year from now, Metro's new home will look something like this. The impressive headquarters features tinted glass, an atrium, a public plaza and even a daycare center. Price tag? Twenty three million dollars.

JENNIFER SIMS, METRO FINANCE MANAGER: There was a concern about the cost because it does cost more than where we are now, but over time--in about five or six years--it compares more favorably than continuing to rent. It's really similar to the choice of whether you buy a home or rent a home.

REPORTER: In the strict sense, taxpayers are not footing the bill. Revenue bonds will finance the project, but for the next 30 years everytime you go to the zoo, park at the Convention Center, or pay for solid waste disposal, a part of your money will pay the debt on those bonds. That public interest is why an outside advisory group monitored the process.

BILL NAITO, PORTLAND DEVELOPER: We have this advisory committee--four or five of us--and we are kind of watchdogs so that we don't have an Archives Building out here on Grand Avenue.

(more)

REPORTER: Virtually no one argues that Metro needs a new headquarters. It's current location is so crowded that some of the 200 office employees work in leased space next door. But is a crowded workplace worth a \$23 million solution?

NAITO: Even though I'm a very tight-fished person businesswise, but here I think they made the right decision.

REPORTER: But not everyone agreed with that. In fact, one of the most vocal critics of this structure was Metro councilor Jim Gardner, who voted against building it here. He declined comment on this story. And also Metro executive Rena Cusma is out of town and unavailable for comment.

NEWSCASTER SHIRLEY HANCOCK: Ken, I think a lot of people are still going to wonder why Metro needs such a--what seems like a lavish new building--that has a lot of space. Do they need all that space?

REPORTER: Well, you're right. There's 183,000 square feet here and this is only one floor. That footage includes two other floors above me. But Metro says it is a growing regional government and it needs room to expand. There's plenty of room to do that here. Also there's a lot of parking in this structure. Metro says it will lease some of those parking spaces to other people to make up some of the money.

NEWSCASTER ERIC SCHMIDT: A revenue generating project. Ken Boddie reporting from Metro's new headquarters.

Material supplied by Moba Media, Inc of Portland, Oregon may be used for internal review, analysis, or research. Any publication, rebroadcast, or public display for profit is forbidden.



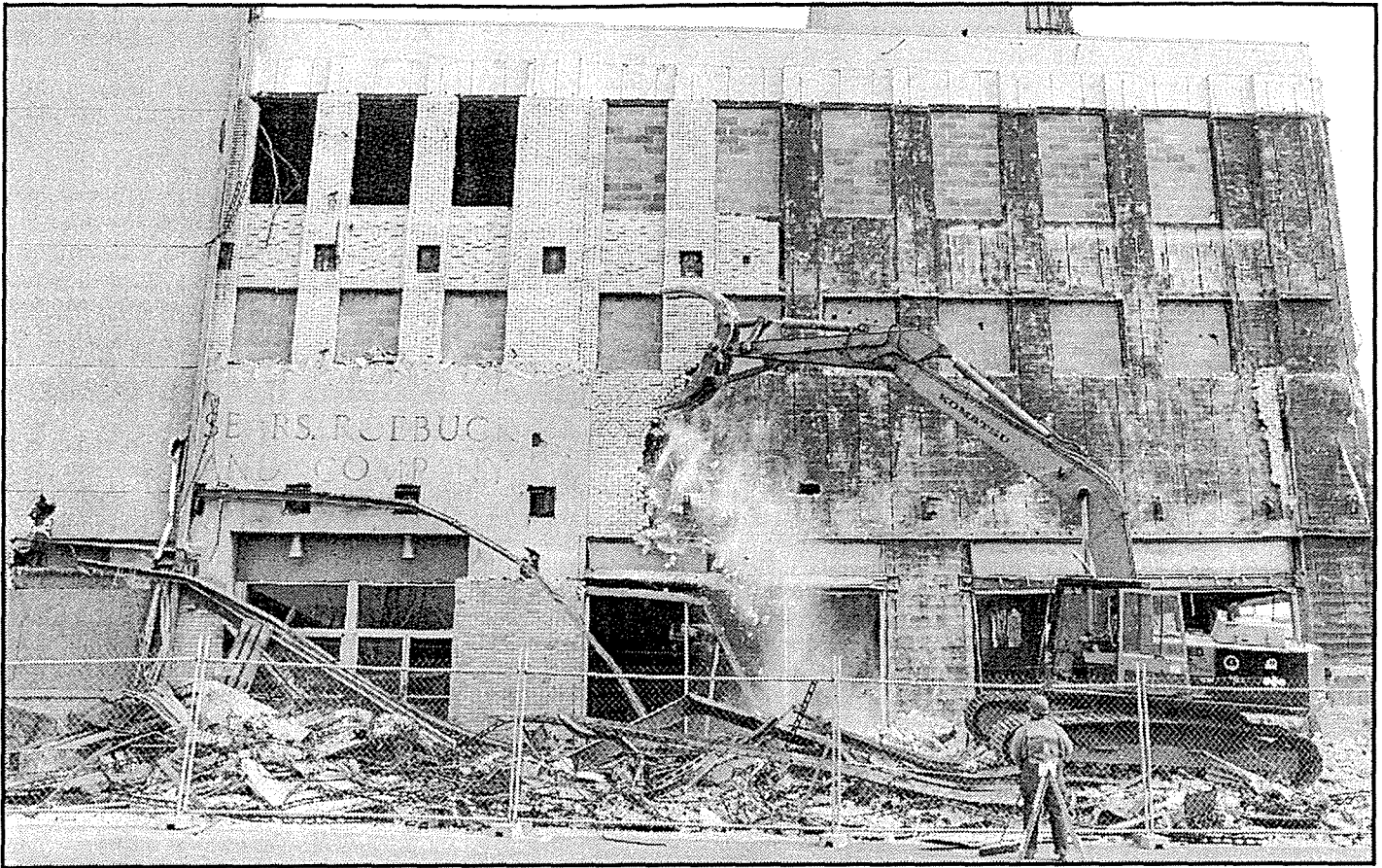
DJC 3/13/92

Greg Paul

Out with the old

Work continues on a \$9 million project to remodel the former Sears building in Northeast Portland into the Metropolitan Service District's new headquarters. Allied Demolition Co. of Troutdale this week removed the facade of the Grand Avenue structure. The 183,000-square-foot project was designed by the development team of Thompson Vaivoda & Associates Architects, Cole Associated Architects and Hoffman Construction Co.

Regional Facilities

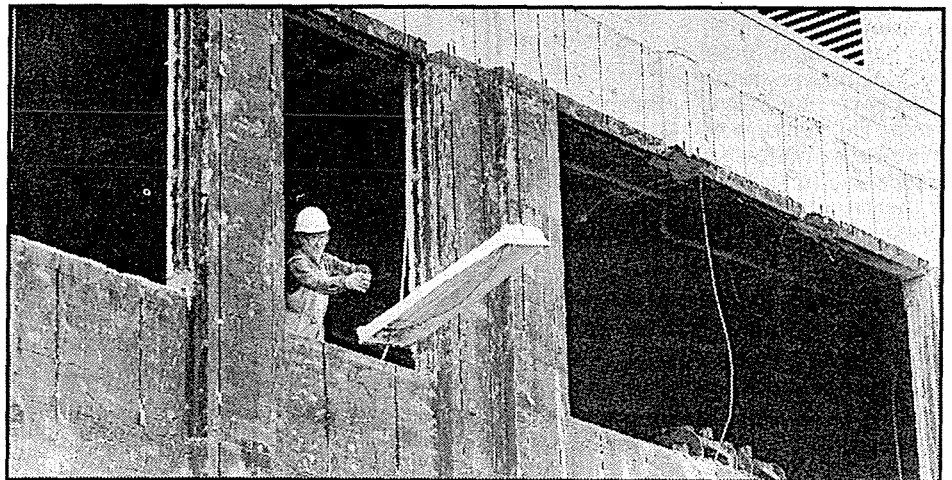


MICHAEL WILHELM

Eastside face-lift

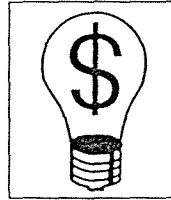
Above: Mathew Harris watches as Jesse Hancock takes the face off the old Sears building on Northeast Grand Avenue. Both men work for Allied Demolition Co., which is preparing the structure for its transformation into the new Metro headquarters building. At right: Marty Lane of Hoffman Construction Co. disposes of a light fixture.

3/4/92 TheO



Construction & Energy

FOCUS



Energy conservation is increasingly being recognized as a valuable resource, but utilities still disagree on who should pay for it ... PAGE 19

The Continental Association of Certified Public Accountants is trying to untangle the problem of efficiency and profitability in the construction trades. Those low bids are just part of the problem ... PAGE 20

Reusing building materials gains favor as trash fees rise

Don't throw away old wood scraps, nails and drywall—recycle it!

By Britta Gordon

THERE IS NOTHING so enjoyable as creating with abandon. Children spew gobs of fingerpaint and squeeze mountains of clay in fits of inspiration; adults shoot endless pictures and ball up reams of paper in the search for the perfect image, the perfect word. Part of the joy in making something is tossing out the part that's not perfect.

But our imperfect efforts are coming back to haunt us. The new house glistening with fresh paint and newly varnished floors doesn't contain the unused nails, drywall, insulation, and odd pieces of wood out of which perfection grew. Those materials have been hauled to the dump.

The reality of our building extravagance can be demonstrated in a few figures. In the United States, nearly 2.5 tons of waste are generated in building each new single-family home. And in 1990, according to figures from the Metropolitan Service District (Metro), 200,000 tons of construction and demolition debris were sent to Portland-area landfills, costing more than \$13 million.

Carrots and sticks

But while ordinary consciences squawk at tossing out perfectly usable items, the translation of the recycling ethic into the construction trades may necessitate a few more carrots—or, as the case may be, sticks. First of all, recycling on a construction site is not the same thing as forcing Junior to throw his pop cans into the proper bin. Each new house and office building is the product of numerous subcontractors, each of whom might be responsible for hauling away extra roofing, drywall and masonry materials. No one wants to pay workers by the hour just to sort out waste materials. And contractors aren't being besieged by companies begging them—much less paying them—to take excess wood and insulation off their hands.

But Debbie Palermini is convinced that building owners, developers and builders

can't afford to ignore the problem much longer. Though she says an ideal recycling system is just in its "infancy," Palermini, an environmental consultant, says new markets for recycling and new economic incentives to recycle should make it more appealing. In the last few years, Palermini has worked with Metro, Portland General Electric Co., building contractors and developers to plan and carry out demonstration projects in construction-site recycling. To her knowledge, Palermini is the only one "brokering" agreements and projects between builders, property owners and recyclers.

Disposal fees rise

One of Palermini's and Metro's biggest arguments in favor of recycling is the increase in landfill disposal fees. According to Jim Goddard, a senior solid waste planner at Metro, fees have risen from \$19.70 per ton in April of 1987 to \$68 per ton in July of 1991. Goddard thinks that even contractors who balked at recycling will now be forced to find more economic alternatives: "Fifty dollars a ton is really over the threshold," he says.

That \$50 figure, Goddard says, also makes recycling products a viable business for more companies, which can now charge rates for materials that are cheaper than the disposal fees, yet will make it feasible to process the materials.

Palermini says her job in the demonstration projects has been to act as a "broker" between builders and recyclers. She finds recyclers willing to take materials, helps builders set up recycling plans and coordinates recycling efforts on the construction sites. Currently, she is helping Metro determine how it will salvage and recycle materials from its remodeling and construction of the old Sears building, which will house its new offices.

Metro funded Palermini's work on last year's Street of Dreams project, in which she helped to plan a recycling effort that coordinated six builders and the construction waste from seven new homes. Their efforts resulted in 56 tons of wood, 20 tons of drywall and five tons of cardboard removed from the construction sites and recycled.



Some may see trash, but environmental consultant Debbie Palermini sees potential in old building materials retrieved from the old Sears building in Northeast Portland.

John Klicker

CONTINUED ON PAGE 21

Recycling building materials works best when group works together

CONTINUED FROM PAGE 17

Working with Roger Spring, PGE's residential new construction program manager, Palermini also coordinated recycling at a Clackamas apartment project developed last year by Gramor Development Inc. The 108-unit Talbert Creek Apartments yielded up 100 tons of wood to be recycled and saved \$5,000 in disposal costs, says Spring.

Palermini appraises the future of construction recycling optimistically. "Most everyone I've been out talking with is willing to think about it," she says. Demonstration projects like Metro's and PGE's, in which these organizations pay for her efforts to locate new recyclers and set up recycling programs, can pave the way for other developers and builders who may not have the time or the money to spend searching for secondary markets or experimenting on how to set up recycling programs. Eventually, she says, the "market will take care of the demand, (though) perhaps not in the very beginning stages of this."

The PGE project resulted in a pamphlet for builders and developers listing recyclers of wood, paint, Sheetrock, nails, cardboard, drywall, asphalt, concrete and scrap metal. Goddard says recycling markets are improving. It is easier to find a recycler for drywall than it was a year ago, he says, and the number of wood recyclers has doubled in that time. But Goddard says other materials won't find such a

happy reception: No one in the Portland area, for example, is yet willing to take asphalt roofing. Also absent from the pamphlet are recyclers for plastic and insulation. Clearly, there are gaps in the recycling markets.

Big push

But even builders who have participated in these demonstration projects say their

"In the old days, you just pushed a bulldozer through (and) took it to the dump."

—Wayne Drinkward

brethren will need convincing. Most agree that the high disposal fees will provide a big push. Wayne Drinkward, executive vice president of Hoffman Construction Co., the general contractor on Metro's overhaul of the Sears building, says that before dumping fees began to increase, the cost of separating the materials to be recycled was too much for most contractors. "In the old days, you just pushed a bulldozer through (and) took it to the dump," he says, claiming this method was "cost-effective" in terms of labor costs.

Drinkward isn't sure how well the recycling program will work for the old Sears

building, or how much money will be saved. Many of the recyclers for construction equipment "haven't existed until the last few months," he says. And the logistics of separating materials and coordinating recyclers haven't been set. The plan needs to work, says Drinkward, "without it being a day-to-day management exercise."

Von Summers, director of marketing services for the Homebuilders Association of Metro Portland, agrees that many companies involved in construction recycling are new to the game. Some of the recyclers, he says, are "fledgling companies (who) live from day to day."

Summers says last year's Street of Dreams project, sponsored by Homebuilders, worked because the six builders shared recycling bins and were coordinated by Palermini's recycling plans. Summers estimates that each builder may have saved nearly \$2,000 in dumping fees; while no money was made on recycling, he says, no money was lost. Still, he acknowledges, "It isn't cheap yet to be able to recycle."

Although "everything's in place for this to be economical (and) efficient," not enough contractors realize that recycling can be done, Summers says. And for single builders not working in a group, the effort may be even more difficult. These contractors will have to be convinced that they'll save money. "In building, where the margins are so narrow, (savings) are a tremendous advantage," he says. "It's got to become a little more affordable to do it."

Craig Eason, president of Mybek Custom Homes Inc., which built two homes in last year's Street of Dreams, says that project worked because of the economies of scale. But Eason feels that for single builders, recycling is still impractical. "If you had to pay to have a (recycling) bin for one house, the cost would be more than paying the (dumping) fee," he says. The process "doesn't even come close to being cost-effective." And Eason says he thinks \$2,000 is probably high: He estimates \$600 may have been saved in disposal fees.

Brian Frank, regional project manager for Keyway National Corp., which built the Talbert Creek Apartments, says money was saved by letting a recycler haul the wood away, rather than sending it to the transfer station. Still, Frank says he paid more than necessary for the recycler to sort trash from the clean wood that was supposed to have filled his box. Frank says he would do it again, but says that subcontractors need to be made accountable in the process.

Tom Kelly, president of Neil Kelly Designers/Remodelers, says he doesn't think recycling is popular yet among builders. "We can't put ourselves in the position of spending a lot of effort and time," and creating more expense than the competition, he says.

Eventually, says Goddard, there will need to be a "communications network set up . . . so recyclers know what projects are going on and vice versa. Right now, it's kind of haphazard." □

Reg 2-14-92

LETTERS

Use ecological model to renovate old Sears building

To the Editor: What a wonderful opportunity the Metropolitan Service District's move to the old Sears building on the east side presents for the Portland metropolitan region. Why not use this renovation to create a model of ecological design and sustainable development?

Metro could include educational references and demonstration projects throughout the building on such topics as energy and water conservation, solar heating and hot water systems, solid waste reduction and recycling systems focused on a minimal-discharge goal, ecological landscaping and xeriscaping (for withstanding dry sum-

mers with minimal watering) and non-toxic building materials, natural and energy-efficient lighting.

These concepts should be incorporated into the design and renovation of the building in addition to simple organizational systems incorporating ecological planning — cafeteria dishwashing, storage space for recyclables, reusable cloth towels, procurement standards and so on. In many cases, the life-cycle costs of this type of planning could be significantly less than traditional construction and operation, not to mention the spinoff educational value for the region.

We should encourage the Metro Council and design teams not to move forward so rapidly as to miss chances for long-term innovation and benefits. Perhaps a citizens' advisory committee on the east side should also provide real opportunities for first-source hiring from the surrounding community in order to contribute to the sustainable revitalization of the area as a whole.

DIANE MEISENHELTER

Reg 2-12-92 Northeast Portland

Use ecological model to renovate old Sears building

To the Editor: What a wonderful opportunity the Metropolitan Service District's move to the old Sears building on the east side presents for the Portland metropolitan region. Why not use this renovation to create a model of ecological design and sustainable development?

Metro could include educational references and demonstration projects throughout the building on such topics as energy and water conservation, solar heating and hot water systems, solid waste reduction and recycling systems focused on a minimal-discharge goal, ecological landscaping and xeriscaping (for withstanding dry sum-

incident rather than have something come up later.

endorsement committee.

mers with minimal watering) and non-toxic building materials, natural and energy-efficient lighting.

These concepts should be incorporated into the design and renovation of the building in addition to simple organizational systems incorporating ecological planning — cafeteria dishwashing, storage space for recyclables, reusable cloth towels, procurement standards and so on. In many cases, the life-cycle costs of this type of planning could be significantly less than traditional construction and operation, not to mention the spinoff educational value for the region.

We should encourage the Metro Council and design teams not to move forward so rapidly as to miss chances for long-term innovation and benefits. Perhaps a citizens' advisory committee on the east side should also provide real opportunities for first-source hiring from the surrounding community in order to contribute to the sustainable revitalization of the area as a whole.

DIANE MEISENHETER

Reg 2-12-92 Northeast Portland

CATALOGING THE PAST

By JULIE TRIPP 1-31-92
of The Oregonian staff

Sighs of relief — cast-stone relief — were issued all around recently when workers at the old Sears building on Northeast Grand Avenue peeled off a concrete skin to reveal Art Deco ornamentation on the original 1929 building.

The intricate designs amid the old brick under the facade were in good shape on the building's east side, reports the architect for the Metro project, Bob Thompson, partner in the Portland firm of Thompson Vaivoda Cole & Associates.

Metro, rebuilding the Sears structure for its headquarters in a \$23 million project, wants to incorporate the original ornamentation into the

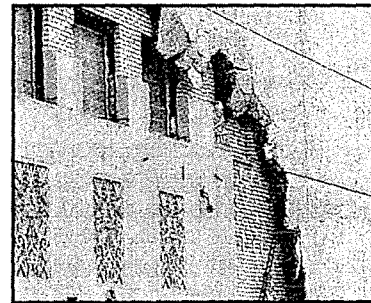
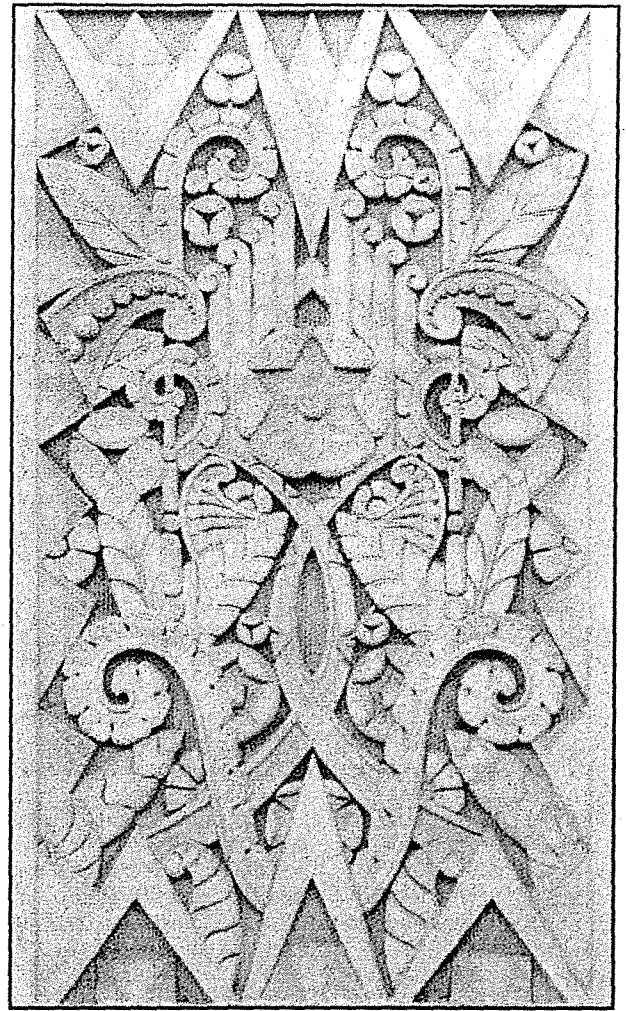
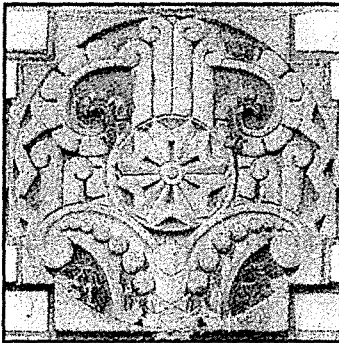
contemporary design, as a bridge to the past.

The castings on the south and west sides of the building may not have fared as well, though, Thompson worries. The building's four remodels since 1929 have taken their toll on some of the 18-inch diameter medallions.

Depending upon the number of castings that are found to be undamaged, Thompson will either use them on the column base around the new building or install them at the building's entries.

In another historical bridge, Portland's Hoffman

Construction Co. is Metro's contractor — just as it was in 1929 for Sears Roebuck. The project should be completed in January 1993.



Cast-stone reliefs in the Art Deco style lie hidden under a facade that workers began removing from the old Sears building last week. They'll be used in the new Metro headquarters.

MOBA MEDIA INC
Oregon's broadcast monitoring service

(503) 223-1677
BOX 4653
PORTLAND OR
97208

METRO HQ REMODEL

KPTV CH 12

24 JANUARY 1992

10:23 PM

NEWSCASTER GARY HILL: Construction work has begun to transform the old Sears Building in Northeast Portland into the new headquarters for Metro, the Portland area's regional government. The agency, which has been largely unaffected by measure 5, is spending \$23 million, in fact, on its new digs. Florence Jonic has the story.

REPORTER FLORENCE JONIC: The old Sears department store on Grand Avenue is being gutted to the bare bones for its new role as headquarters for Metro. The work will include removal of the vintage 1929 brick work, now being exposed after years of being covered up with concrete veneer. The finished product will be an architectural style Metro officials call, "Nike campus."

? RICK GUSTAFSON: I think it's going to be great. I mean the sketches and the models that we've seen make us think that we'll be tied in with the state office building and BPA; we won't look like the maiden aunt anymore. It will be the Metro headquarters, it won't be the old Sears Building.

REPORTER: The new building will give Metro 50 percent more space than it currently has in its four-story office building in downtown Portland. Officials say they need the space because the agency has grown from 86 to 220 employees in the past five years.

RENA CUSMA: I know how to get the job done. I ask for your support for Metro executives.

REPORTER: Ironically, Metro Executive Rena Cusma criticized the high rent of the downtown building during her successful 1986 campaign to unseat Rick Gustafson. The new headquarters will cost \$6 more per square foot.

NEIL SALING, METRO: I wasn't around during their particular campaigns so I can't comment on what was said during the campaign, but this was a decision not necessarily just by Rena, but by the entire council that was representative throughout the region and they felt it was an appropriate move.

(more)

- 2-2-2-2 METRO HQ REMODEL, CH 12, 1/24/91

REPORTER: The building is being financed with a \$23 million revenue bond which will be repaid over the next 26 years with taxes and fees collected by Metro. Saling says Metro may have to raise of their fees to pay the mortgage. The new building is expected to be ready for occupancy in February 1993, but Metro may have to pay double rent for a few years. They have a lease on the downtown building until 1996, a lease they're now trying to get out of. In downtown Portland, Florence Jonic, the 10 O'Clock News.

Material supplied by Moba Media, Inc of Portland, Oregon may be used for internal review, analysis, or research. Any publication, rebroadcast, or public display for profit is forbidden.

cm 159

ATTN: JAN, PUBLIC AFFAIRS

MOBA MEDIA INC

Oregon's broadcast monitoring service

(503) 223-1677

BOX 4653
PORTLAND OR
97208

BOTTOM LINE: METRO OFFICE BUILDING

KATU TV CH 2

23 JANUARY 1992

5:15 PM

NEWSCASTER JULIE EMRY: Metro's 200 employees are said to be so cramped in their offices they're bulging at the seams, and the agency anticipates it's going to need even more space in the future. Tonight reporter Currin Snipes looks at the bottom line and what it's costing to build Metro's new home.

REPORTER CURRIN SNIPES: Everything you can sell and resuse, including bathroom fixtures, is being stripped from the bowels of the old Sears building. The aging eyesore will soon be the Metropolitan Service District's new headquarters, and Metro says it's practicing what it preaches: recycling.

JIM GODDARD, METRO: Well, the building itself...the building structure is going to be recycled. That's one of the biggest benefits of this project.

REPORTER: Officials of Metro, which oversees operation of the zoo, landfills and other regional government activities, say they need the new building because they've outgrown their current offices, which are leased for \$290,000 a year. The metamorphosis of the old Sears building is costing \$23 million, and is being financed through the sale of revenue bonds, but the architect says constructing a brand new building would cost several million dollars more.

Critics, however, charge the timing is poor, saying it looks bad for Metro to have such a big project when the rest of state and local government is struggling with the aftermath of ballot measure 5. The director of facilities admits it's an ambitious project, and says when completed the new Metro building will favor Nike shoe corporation's high tech campus, but he says that's what Metro councilors wanted when they approved the project last fall.

NEIL SALING, METRO FACILITIES COORDINATOR: And the council has always wanted to own their own building. That was a premise from the very beginning, and the question is not that we don't need it; the question was whether this is the time to do it.

REPORTER: Plans call for using recycled material during construction, which may or may not be cost effective. The architect called this a model project, something new and untried, and all agreed, good or bad, it's going to attract a lot of public interest. In Portland, Currin Snipes, Channel 2 News.

(more)

2-2-2-2 BOTTOM LINE: METRO OFFICE BUILDING, CH 2, 1/23/92

NEWSCASTER: The architect says details on furniture and interior decoration of Metro's new headquarters are still being worked out, but officials say one advantage the new site will have over the old site is that there will be plenty of parking. If you have any interesting examples of how our government uses tax dollars, call the Channel 2 "Bottom Line" hotline. The number again, 231-4250.

Material supplied by Moba Media, Inc of Portland, Oregon may be used for internal review, analysis, or research. Any publication, rebroadcast, or public display for profit is forbidden.

jh 159J



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

News release

Jan. 22, 1992

Not for release - Photo Opportunity

For more information, call Vickie Rocker, 220-1163, or Michel Gregory, 221-1646

Salvation Army and Hippo Hardware recycle former Sears store

Tons of carpet, toilets, sinks and other fixtures from the former Sears store at **524 NE Grand Ave.** won't end up in the landfill thanks to the Salvation Army and Hippo Hardware. The future Metro headquarters building will be abuzz with crews from the **Salvation Army on Wednesday, Jan. 22, and Hippo Hardware through Friday, Jan. 24.**

To arrange media access to the construction site, call Vickie Rocker at 220-1163, or Michel Gregory at 221-1646.

The Salvation Army will use the recovered carpeting at Harbor Light and other Salvation Army facilities. Hippo Hardware, which is purchasing the salvaged materials, has hired 11 unemployed and homeless workers to remove fixtures that will be sold for reuse.

The salvage effort is part of a recovery, recycling and resource conservation plan Metro is developing for the project with the design/build team, Hoffman Construction and TVA/Cole. The plan will be completed and introduced in March. Metro's goal is to salvage or recycle as much demolition and construction debris as possible, use recycled building materials when feasible and maximize the building's resource efficiency.

ABOUT TOWN

Who's who and what's what around Portland

In the land of the empire builders

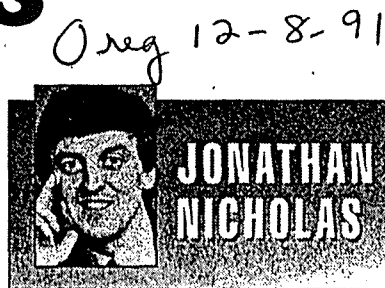
Bud Clark's gone fishin', so Rena Cusma carves out her kingdom. But when Portland gets a new mayor, will the emperor — or empress — strike back?

Don't look now. You're not supposed to be worried about any of all this yet. But some of the most cogent political voices in Portland are just starting to whisper about Metro. What exactly is going on over there anyway?

And when is Joe Citizen going to sit up and take notice?

The regional agency long seemed like some illegitimate offspring of local governments, low both in profile and self-esteem.

For years it was viewed as the garbage agency — the place that couldn't quite keep its trash act together. Then, under the leadership



of Rena Cusma, Metro began to step toward the limelight.

Next thing citizens knew, Metro was wearing the crown jewels of the Convention Center and the Portland Center for the Performing Arts and crashing every party in town.

Heck, Cusma even was eyeing a \$25 million palace on the east side.

Double heck, Cusma even was

threatening to go Goodmanesque on us by getting into the parking lot business on the right bank.

Meanwhile, back across the river, the poor old Schnitz seems all set to go belly up.

What's going on here?

WHAT'S GOING ON HERE is that there's a power vacuum at City Hall. Bud Clark seems already to have retired to the role of elder statesman — beloved, sweet, cuddly. Nobody can remember the last time Clark flexed his political muscle. In the game of metropolitan politics, the city of Portland slips toward the role of sitting on the bench.

Sooner or later — and it will be as soon as we get ourselves a new mayor — the folks in other local government agencies are going to be reminded that there really is only one major league player in this game, only one with real clout. That one is the city of Portland.

Soon it will have a leader again.

STYLE FILE: New York magazine reports that the hottest new nightspot in Manhattan is Supper

12-8-91
Runaway otter finishes term in zoo's quarantine

Desi, Metro Washington Park Zoo's wandering Cape clawless otter, will return Monday to his home in the zoo's African Rain For-

METRO

Council Regional Facilities Committee

4 p.m. Tuesday, Dec. 10



Notice of Public Meeting



Topic: Proposed Administrative Rules governing the City of Portland's Recycling Improvement Program.



POLITICS

Steve Duin

We're so excited, we could scream

Now, let me get this straight.

We're supposed to be excited by Metro's new headquarters? We're supposed to salute this \$23.4 million monument to Rena Cusma's ego?

We're supposed to be thrilled that when we drive by this glass palace, we'll — in the fawning words of project manager Berit Stevenson — “really see people working inside, doing something?”

Doing what? Spending more of the taxpayers' money? Whipping up another fluffy layer of regional bureaucracy? Plotting a takeover of the state office building?

Are we misreading the price tag? Did those tapeworms really say \$23.4 million?

You're telling us that Metro was willing to pay more than \$125 per square foot in remodeling and financing costs... when the sparkling new state office building, by comparison, only cost \$100 per square foot?

Metro is spending 23.4 mill for a new playground while one of its prize show dogs, the Performing Arts Center, is whimpering toward bankruptcy?

And what about the zoo? Torching the petting zoo and jacking up ticket prices wasn't enough? Cusma is forcing another price boost just so each of her troops can have a parking space on the east side?

Did we just enter the Twilight Zone? Metro is hauling out its checkbook and our hand's not supposed to shake?

Metro is putting on the ritz, and we're supposed to be impressed? We're supposed to applaud? Grin and bear it? Take the licking and keep on ticking?

You bet your bippy.

Let's begin with the timing on this deal. Hey, the timing stinks. “It's the right deal at the wrong time,” said Metro Councilor Jim Gardner, who voted against the purchase of the 59-year-old Sears building on Northeast Grand.

“There's nothing wrong with the economics,” Gardner said. “Metro needs

Why do tomorrow what Metro can do today? Because Metro isn't through asking us for money.

On next November's ballot, Metro will have one, two, maybe three hands out, asking us to pay for metropolitan green space and stable funding for regional facilities like the zoo, and give Cusma & Co. taxing authority.

“At the very least, we're going to have a lot of explaining to do,” Gardner said. “The perception will be that here's Metro asking for money for all these worthwhile purchases, and it's spending money on a brand new, shiny headquarters.”

Metro is doing both: the worthwhile and the wacky. But while the taxpayers are still trying to figure out Metro's objectives, Metro acts as if money is no object.

And that act has its price. To pay for Metro's new digs, regional facilities, including the Performing Arts Center, have to fork over an additional \$166,000 each year in tribute to the Empire.

The zoo's annual load will increase by \$47,000. “All we can do,” said McKay Rich, the zoo's assistant director, “is look at the fees we charge. What we charge in the gift shop. What we charge for the train ride.”

While its facilities are in a state of shock, Metro is going state of the art. The Sears building is prime real estate. “A great location,” said developer Bill Naito. If it's not where Naito would have moved Metro, he's not complaining about the selection process: “They know how to run a contest, and I've entered every doggone contest around.”

But Cusma isn't taking her baby where no bureaucracy has dared go before. She's not playing Peter Pan and winging Metro into some North Portland never-neverland, where a \$23 million investment might jump-start the neighborhood economy.

No, Metro is playing it safe and taking shelter in the shadow of the Lloyd Center. The council seemed fixated on the site and its adjacent parking garage.

Twenty years from now, that price may sound cheap, and we may be applauding Metro for being so bold and brash in the face of a recession.

Metro does need more space. Buying is better than renting. And Metro's new parking garage will provide the city with at least 100 more parking spaces that don't belong to Doug Goodman.

But these silver linings fade beside the gold trim on Cusma's glass palace. While times are tight, and the taxpayers are frightened, Metro is wasting little time and creative energy coming up with ways to save us money.

That's particularly disappointing because regional government holds such promise. Cusma may not be the once and future queen, but Metro is the government of the future. Or it will be, once the council figures out it won't win our hearts until it stops abusing our wallets.

skanner 12/18/91

Metro Moves to Buy Sears Building in Northeast Portland

By Patti David

The Metro Council took the final steps toward the \$23.4 million purchase and renovation of the Sears Building as its new headquarters.

The \$24.4 million package includes \$5.5 million for the purchase of the land and buildings and related fees; \$10.3 million for design and construction; \$2.2 million for project management; \$3.6 million in financing costs; and \$1.4 million in other costs.

The project has been criticized because it is being planned at a time when many of Metro's other projects are struggling to survive.

The financing of the project will come from a number of sources, including the sale of revenue bonds.

The project has been called a "\$23.4 million monument to Rena Cusma's ego." It is described as a ritzy glass palace, and has been criticized because it is being planned at a time when many of Metro's other projects are struggling to survive.

Lisa Creel, senior public affairs specialist for Metro did say that the Metro charter committee would probably have at least two funding requests to voters in next November's elections. One is for the funding of the Greenspaces program for Portland, and the other is to decide on whether Metro should be empowered to tax the public for its various programs.

Metro currently pays \$370,000 a year in rent at its present headquarters. The mortgage on the renovated building is expected to cost Metro \$1.8 million a year, according to Metro's director of finance and management information, Jennifer Sims.

"But that includes the whole package," Sims cautioned. "It includes all the financing, the total debt service for both the parking and other part of the whole project per year. You can't compare it to the rent, because it's apples and oranges."

Although Metro facilities director, Neil Saling, said that the 496-space parking garage would start making money for Metro after six years, Sims could not give a projection on how much money the new building would save Metro in the long run, if any.

"We haven't made those kinds of projections," she said. "I don't know how to answer that question because no one has looked into it that far."

The Sears Building, located at 524 N.E. Grand, was chosen partly because of its proximity to the Oregon Convention Center.

"We're also recycling an old building, and you know recycling is something that's near and dear to our hearts at Metro," Creel said.

The action has been criticized as being untimely by Metro Councilor, Jim Gardner. Other newspapers have criticized the project's timing as well.

In response to these criticisms, Creel said that Metro was moving forward to prevent itself from falling behind, despite the immediate problems caused by the recession and Measure 5.

"Obviously we feel that way or we wouldn't have decided to renovate this facility," she told *The Skanner*. "That issue was raised many times and the consensus was that you can't stop for the future simply because the present looks a little clouded at the moment, economically."

She said that quite a few communities fall 20 years behind because they make the mistake of holding off on progress. "We don't want to have to play catch-up--we don't want to fall into that trap."

The council approved the sale of the revenue bonds and also approved the choice of TVA/Cole and Hoffman Construction Co. to design and build the new facility.

"No new taxes will go toward funding this project," Creel said. "There won't be any kind of addition to the property tax or anything like that to fund the project."

Although a percentage of zoo admission will go toward the building, she said that it is minimal.

"Seven-tenths of one cent per admission price to the zoo will go toward the new building," Creel said. "So that's not a lot of money. And the reason the zoo admission prices went up recently has nothing to do with the new building--it has to do with Measure 5."

Quality of life goal of panel

12/12/91
By DOUG BROWNING
Of the Argus

Devising a governance system that will enable the region to preserve its quality of life is the primary goal of the committee writing a charter for the Metropolitan Service District, its chairman says.

"We as a region still have a quality of life that's very, very good," Hardy Meyers told the Washington County Public Affairs Forum Monday.

"We're probably one of the few metropolitan areas anywhere that can say that, including Seattle, where there's an increasing sense that they've lost the opportunity to shape and control growth."

Coping with growth in a metropolitan area with numerous jurisdictions, most experts agree, requires extraordinary cooperation among local governments. Such coordination is difficult without some sort of regional governance structure.

And brainstorming a structure is the responsibility of a 16-member committee, which includes four Washington County representatives, which has been holding weekly discussions for several months now. It plans to submit a proposed charter to voters next November.

A charter is similar to a constitution in that it specifies what responsibilities and what authority a local government should have. It can be changed only by a vote of the people.

Meyers said he is unable to assess

the odds of whether voters will approve a charter. He said one potential stumbling block is that the document will have so many provisions that almost everyone could find something to object to.

If voters reject the proposal, current state laws pertaining to Metro will remain in effect. Those laws can be changed by majority vote in the Legislature.

Metro provides no direct services to residents of the tri-county area. However, it coordinates—and oversees compliance with—regional plans for transportation and solid waste disposal.

Meyers said the question of whether there are other functions which should be handled regionally is one of the threshold issues facing the charter committee.

For example, he said, it's been suggested that Metro should be responsible for ensuring that the region has sufficient water for the 400,000 new residents expected over the next 15 to 20 years.

And that it coordinate efforts to preserve natural areas for parks, recreation, wildlife habitat, water quality and so forth.

However, he said, the charter committee has tentatively discarded the idea of having Metro coordinate a regional library system, even though Metro already has some authority to do so under existing laws which it hasn't exercised.

In January, the committee plans public hearings in each of the three counties of the region so it can get a better idea from citizens whether it's headed in the right direction, Meyers said.

Then it'll start drafting precise charter proposals. These also will be circulated for public comments, probably in late spring, before a final charter proposal is put together for voter consideration.

Metro committee approves Sears building project

12/12/91

By BARRY FINNEMORE
Daily Journal of Commerce

A Metropolitan Service District committee has recommended approval of a design-build contract and sale agreement regarding the former Sears department store in Northeast Portland, which the regional agency wants to renovate for use as its headquarters facility.

In separate actions, the Regional Facilities Committee voted unanimously Tuesday afternoon in favor of a design-build contract with the team of TVA/Cole and Hoffman Construction Co. It also approved by a 3-2 margin a sale agreement to purchase the building and a nearby parking garage from property owner Pacific Development Inc.

Both matters are scheduled to be considered for final approval by the Metro Council this afternoon. The agency would use the top two floors of the 183,000-square-foot building on Grand Avenue as offices and the bottom two floors as parking.

Total project cost is estimated at \$19.4 million.

A jury late last month selected the TVA/Cole and Hoffman proposal as the top entry in a design-build competition that originally involved nine teams.

The winning design features a new exterior skin, large windows and a landscaped entry. Metro, which is now located at 2000 S.W. First Ave., has said it wants to move into the building by January 1993.

New Metro building given wide-open look

By JAMES MAYER

of The Oregonian staff 10-10-91

A design featuring a courtyard and lots of windows has been selected for the Metropolitan Service District's new headquarters in the former Sears Building on Northeast Grand Avenue, officials said Monday.

People will be able to "really see people working inside, doing something" as they drive by, said Berit Stevenson, Metro project manager.

The openness of the design was one major reason a jury picked the proposal by TVA/Cole and Hoffman Construction Co. over two competing teams, Stevenson said. The jury was composed of representatives from the Metro Council, other agency officials, and local architects.

The winning proposal was within the project's \$9.36 million budget, and could meet the required 396-day construction schedule.

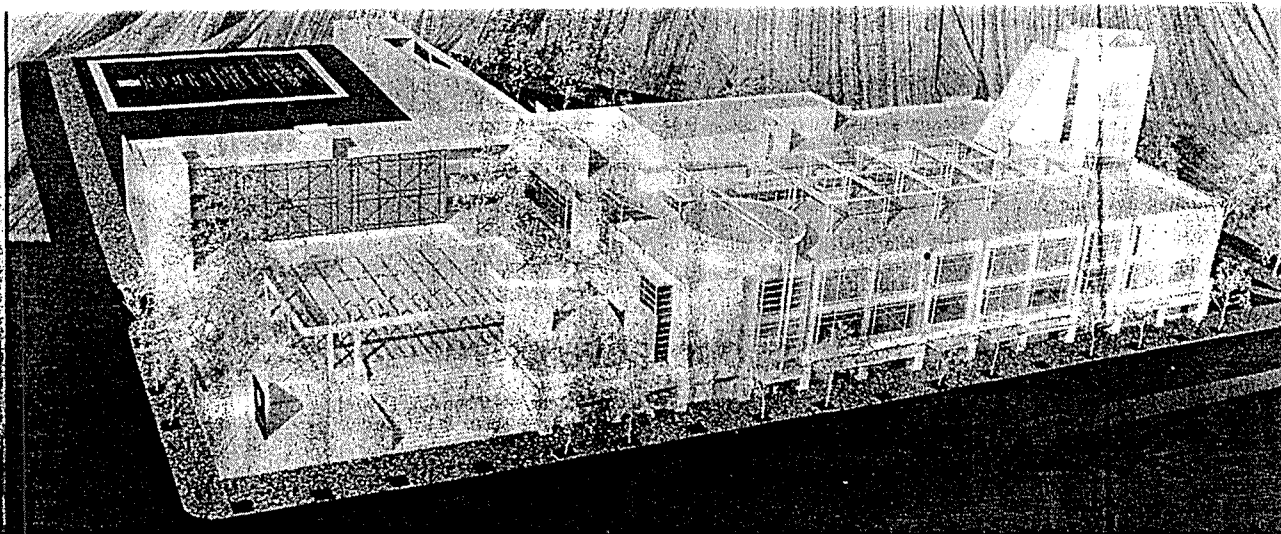
But it was the design that really caught the jury's attention.

"The jury pointed out that the glass facade spoke to Metro's accessibility to the citizens of the region and that the overall strong design made a bold statement regarding Metro's forward-thinking approach to problem solving," Neil Saling, regional facilities director, said in a staff report on the selection.

In October, the Metro Council approved buying the 59-year-old building at 524 N.E. Grand Ave. from Pacific Development Inc. Earlier this month, the council also approved buying the attached 496-space parking garage. The purchase price is \$5.15 million. The total cost, including remodeling and financing, is now estimated to be \$19.4 million.

Current plans call for the first two floors of the four-story, 183,000-square-foot building to be used for Metro parking, with the spaces in the garage rented out.

Stevenson said the idea of a courtyard on the Northeast Irving Street side of the building will add to the building's accessibility.



The design for the new Metropolitan Service District headquarters, located in the former Sears Building on Northeast Grand Avenue, will

"We hope it will get a lot of pedestrian traffic and community use," she said.

Metro had hoped to restore the building's original brick facade, but

Stevenson said that proved to be too expensive.

"We were attracted to that idea originally," she said, "but it looks like the most cost effective idea is to

include a courtyard and many windows. The design was submitted by TVA/Cole and Hoffman Construction Co.

start with a new skin."

The design does retain the tower. One idea is to place a conference room there, Stevenson said.

Resolutions approving the design

contract award and the final sales agreement will be before the Metro Council's regional facilities committee Tuesday, and the full council on Thursday night.

The Oregonian/BRENT WOJAHN

METRO

Council Regional Facilities
Committee

4 p.m. Tuesday, Dec. 10

Council Transportation and
Planning Committee

6 p.m. Tuesday, Dec. 10

Council

5:30 p.m. Thursday, Dec. 12

- Ord. 91-439 establishing plan for financing various facilities and operations (public hearing)
- Ord. 91-440 establishing plan for financing Metro headquarters building (public hearing)
- Ord. 91-421A amending Regional Waste Water Management Plan (public hearing)

For agendas, call 221-1646

Metropolitan Service District
2000 SW First Ave., Portland



Notice of Public Meeting



Topic: Proposed Administrative Rules governing the City of Portland's Recycling Improvement Program.

The Bureau of Environmental Services will accept comment on proposed administrative rules governing Portland's garbage and recycling collection. The rules will go into effect February 3, 1992. Copies of the full set of proposed rules may be obtained from the Bureau of Environmental Services, Solid Waste and Recycling, 1120 SW 5th Ave., Room 400, Portland, OR 97204.

Date: Wednesday, December 18, 1991

Time: 7:30 p.m.

Place: Second Floor Auditorium
Portland Building
1120 SW Fifth Avenue

Solid waste and recycling staff from the Bureau of Environmental Services will be on hand at the hearing to answer questions.

For more information, call 796-7202.

**ENVIRONMENTAL SERVICES
CITY OF PORTLAND**

Oreg 12-8-91

Oreg. 12-9-91



The Oregonian/JOEL DAVIS

Glowing in motion — Mischievous monkeys get into the swing of the season Friday with the opening of the fourth annual Zoolights Festival at the Washington Park Zoo. The Christmas exhibit, open nightly until Jan. 4 (except Dec. 24-25), features 61 animal figures and 140,000 lights:

Oreg. 12-7-91

Oreg. 12-10-91

Metro jury picks design-build team for Sears project

By BARRY FINNEMORE
Daily Journal of Commerce

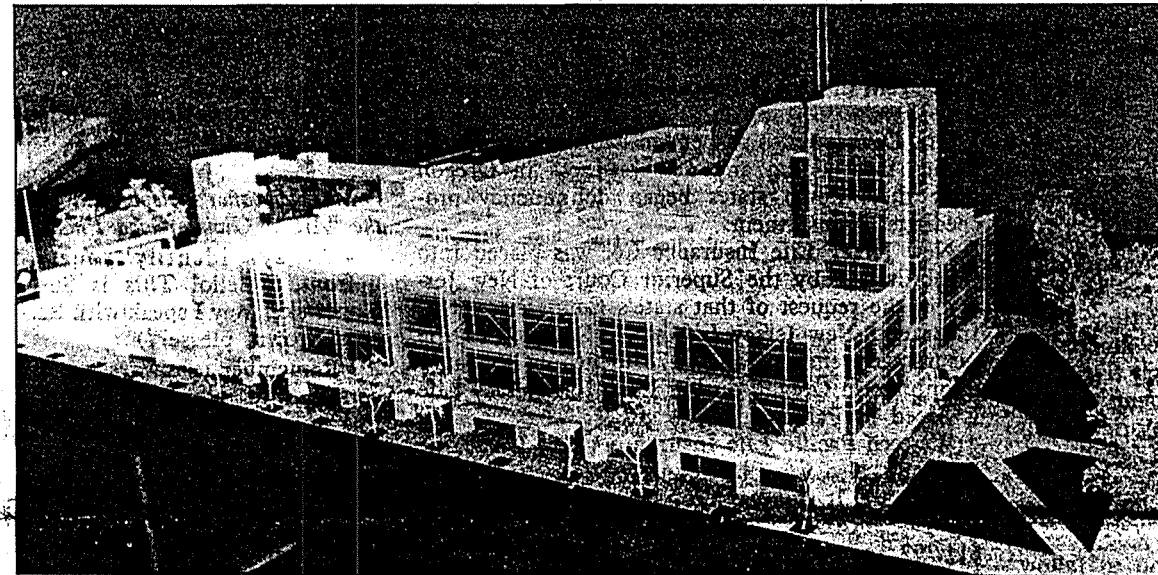
A proposal by the development team of Thompson Vaivoda & Associates Architects, Cole Associated Architects and Hoffman Construction Co. was selected by a jury as the winning design-build entry in a Metropolitan Service District competition involving the former Sears building in Northeast Portland.

Meeting last Wednesday, the seven-member jury recommended the team from among a trio of finalists to renovate the four-story, 183,000-square-foot Grand Avenue building that Metro wants to occupy by January 1993.

Berit Stevenson, Metro project manager, described the winning proposal as a "fairly modern approach" to design that the jury believed "more closely fit the image of Metro as a dynamic and accessible government" agency.

"We felt like we got a lot of design for the dollar," Stevenson added.

Considered a prized commission by many in the develop-



Model shows look envisioned for the former Sears department store on Grand Avenue that will be turned into a headquarters facility for the Metropolitan Service District. A jury last week selected the above design — proposed by the team of Thompson Vaivoda & Associates Architects, Cole Associated Architects and Hoffman Construction Co. — and will forward its recommendation for consideration by the Metro Council on Dec. 12.

ment community, the Sears building project originally attracted nine teams. The other two finalists were: H. Naito Properties, SERA Architects and P&C

Construction; and Andersen Construction Co. and BOOR/A architects.

"We feel very fortunate," said Bob Thompson, principal and

project designer with Thompson Vaivoda. "Both SERA and BOOR/A are excellent design firms."

Stevenson said contract terms

will now be finalized and the jury's recommendation forwarded to the Metro Council for action during its Dec. 12 meeting. At that time, the council is expected to consider the contract and to authorize staff to close the property sale.

Meanwhile, Thompson said the team will meet with Metro officials this week to develop the building program further.

Plans call for, among other things, a new exterior skin, larger windows to take advantage of views to the south and west and a major landscaped entry courtyard at the north end of the building that faces Northeast Irving Street, Thompson said.

He added that architectural plans have to be approved by the Portland Design Commission.

Metro, which is acquiring the property from Pacific Development Inc., plans to use the top two floors as office space and the bottom two floors as parking.

During its meeting last week, the Metro Council voted to buy an adjacent parking garage, which was a purchase option in a sales agreement with PDI.

Jury to name team for Metro HQ project

By BARRY FINNEMORE
Daily Journal of Commerce

DJC 11/27/91

A jury today is expected to select a development team to renovate the former Sears building on Grand Avenue, eyed as the Metropolitan Service District's new headquarters facility.

Three design-build teams are finalists in Metro's design competition involving the now-vacant 183,000-square-foot building. They are:

- H. Naito Properties, SERA Architects and P&C Construction Co.

- Hoffman Construction Co., Thompson Vaivoda & Associates Architects and Cole Associated Architects.

- Andersen Construction Co. and BOOR/A architects.

Neil Saling, Metro's director of regional facilities, said the seven-member jury will make a recommendation to the Metro Council. The council is expected to consider a contract with the win-

ning team and to authorize staff to close the property sale during its Dec. 12 meeting.

Earlier this year, Metro and Pacific Development Inc., which owns the property, settled on a price of \$2.55 million for the four-story, 183,000-square-foot building. Metro also has a \$2.6 million option to purchase an adjacent parking structure.

Metro plans to use the top two floors as office space and the bottom two floors as parking. Construction is expected to begin in the spring and the building would be ready to occupy by January 1993. Total project cost is estimated at \$18.5 million, Saling said.

Nine teams originally responded to Metro's request for qualifications. The field was pared to six, then to three. Finalists developed proposals and models, and went through two interviews. Each of the finalists will receive a \$25,000 honorarium, Saling said.

Sears garage purchase gets OK

By JAMES MAYER

of The Oregonian staff 11-27-91

The Metro Council narrowly approved buying the parking garage to go with the former Sears Building Tuesday night.

The 6-4 vote came after a lively debate about whether government should be in a money-making venture, and whether the regional agency's image could stand any more high finance.

The 469-space garage has been an on-again, off-again affair during the last several months as Metro worked on a deal to buy the 59-year-old Sears building at 524 N.E. Grand Ave. from Pacific Development Inc., for a new headquarters.

An earlier deal that called for Metro to buy the four-story, 183,000-square-foot building for \$2.5 million, and the parking garage for an additional \$2.6 million, fell through in March.

Metro concluded that the \$25.8

million total cost to buy and renovate the building and the garage was too much.

But the under the current plan, the cost is less because the Sears building's first two floors will be used for Metro parking, not remodeled for lease to other tenants, reducing the renovation costs, and the losses that would have resulted from inadequate lease income, said Neil Saling, regional facilities director.

Metro has now estimated the total cost of the project, with the garage included, to be \$21.5 million.

The parking garage would be operated as a separate entity from the Metro headquarters building, and parking space in the garage could be rented to the nearby new state office building and other users. Saling said the garage would lose about \$300,000 over the first six years, but would then begin to turn a profit.

But should Metro be in the business of turning a profit?

Councilors Jim Gardner and Ruth McFarland said no. The council, Gardner said, is acting like frustrated real estate developers "that suddenly have millions of dollars to wheel and deal with, to make a money for the public. I don't think that's an appropriate role for government."

Presiding Officer Tanya Collier disagreed, arguing that it would be "absolutely irresponsible" not to buy the building and the parking garage now, while the agency has the chance.

But Councilor Susan McLain questioned how Metro could justify the huge expense to the public, even if it did make money in the future. She worried about the effect of all this wheeling and dealing on the agency's already fragile public image.

"We said before we couldn't afford it, then we said we could because we wouldn't buy the parking garage. Now here we are again, and here's the garage," McLain said.

Metro Approves Sears Building Sale

The Metropolitan Service District Council has approved the agreement to purchase the former Sears building at 524 N.E. Grand Ave. Metro has agreed to buy the building for \$2.55 million from Pacific Development Inc., a wholly owned subsidiary of PacifiCorp Financial Services.

Renovation costs for the 1931 building are projected at \$10.5 million. The total project cost of \$18.5 million includes financing, equipment, furnishings, a 1 Percent for Art program and project management services. A revenue bond will be issued by Metro to finance the project, which is expected to be completed by mid-January, 1993.

The council also approved issuance of a project design/build request for proposal. Three design/build teams will be chosen through a request for qualifications process which will respond to the request for proposal by Nov. 15. The teams are BOOR/A and Anderson Construction; H. Naito, SERA and P&C Construction; and TVA/Cole and Hoffman Construction.

Metro currently leases 45,000 square feet of space at 2000 S.W. First Ave. in Portland. That lease expires in 1996, and Metro plans to sublet its existing office space after moving to the new building.

Skinner 10/23/91

Regional Facilities

Metro OKs Sears building purchase

By JAMES MAYER 10-15-91
of The Oregonian staff

The Metro Council has approved a sales agreement to buy the former Sears Building for a new headquarters.

But the council balked at immediately changing its minority contracting program in connection with remodeling the building.

Under the sales agreement, Metro will buy the four-story, 183,000-square-foot building at 524 N.E. Grand Ave. from Pacific Development Inc. for \$2.55 million.

The sale has come close to approval before. In the most recent delay, asbestos was found in the building's facade, but further examination showed the substance was not present in amounts requiring expensive special handling, said Neil

Saling, Metro's regional facilities director.

Metro wants to remove the facade to uncover the original brick exterior of the 59-year-old building. Total cost to buy and renovate has been estimated at \$18.5 million.

The council also agreed to issue a "request for proposals" to three design/build teams. The three teams, selected in an earlier competition, are Hoffman and TVA/Cole; BOOR/A and Anderson; and SERA and P & C Construction.

Each of the three teams will receive a \$25,000 honorarium to cover costs of preparing proposals.

It is in the context of the "request for proposals" that Dan Cooper, Metro's attorney, raised the minority contracting problem.

The agency's current enterprise programs for disadvantaged busi-

ness and women-owned business include preferences based on race and gender.

However, race-based contracting preferences have come under legal attack in recent years.

The U.S. Supreme Court invalidated a Richmond, Va., ordinance that was similar to Metro's. But Cooper said Metro's program was probably legal under that ruling because Metro's ordinance provided that the lowest bidder could still beat out competition from minority- or women-owned businesses.

But in a recent case out of King County, Wash., the 9th U.S. Circuit Court of Appeals ruled that all racial classifications were unconstitutional unless local governments could show discrimination against specific firms.



Local owner should get the game ball

The Canadian Football League and the proposed Professional Spring Football League have been flirting with Portland for months.

Imagine our excitement.

That's like having two choices for your prom date: Cousin A or Cousin B.

There's no guarantee that either league will try to put a franchise in Civic Stadium.

But what if either league wants an exclusive pro football lease at Civic, and might be willing to pay for that exclusivity?

The Metropolitan Exposition-Recreation Commission might have to tackle that issue.

At this point, the best answer is that if one of the franchises lines up a well-heeled local majority owner within, say, the next 30 days, that team should get exclusivity . . . for the right price.

Otherwise, there should be no promises made about limited competition — even if that means one of the leagues takes its ball and goes home.

No, I'm not a big fan of the CFL-to-Portland idea. But the CFL suddenly makes a lot more sense if the franchise has a local owner — or an owner with significant local ties — who couldn't just run home to New Orleans or Atlanta, or wherever. There are indications now that the CFL is working to line up a majority owner with Portland ties, and that would be a giant step. Having a local point man, such as Jack O'Billovich, is nice, but it's not enough.

When previous football carpetbaggers bailed out of Portland, many business interests in this market were left with unpaid invoices. When that happens, mistrust lingers.

Unless a sports league carries enough credibility on its own — and neither the CFL nor the spring league does — then local ownership helps lessen that fear of being taken again.

Which league should we be rooting for? (For purposes of this discussion, "Neither of the above" is not one of the choices.)

As shaky as the CFL is, a franchise in that league with local ownership is much more attractive than a team in yet another new league, one which might sound great in somebody's feasibility study, but will look like Mickey Mouse on the field.

If the CFL or the PSFL wants to be taken seriously in Portland, and maybe even get an exclusive pro football lease at Civic, its task becomes: Find local ownership.

Anybody have a rich cousin who likes football?

WED:
■ The Oregon arena project: Legal and political issues, negotiations and management of the project. Speaker: Marshall Glickman, senior vice president of marketing, Portland Trail Blazers. Sponsor: National Contract Management Association, Portland/Vancouver chapter. 11:30 a.m., Red Lion Lloyd Center, 1000 N.E. Multnomah St. \$8, \$9 non-members. Oreg. 9-14-91

Regional Facilities

Metro OKs Sears building purchase

By JAMES MAYER 10-15-91
of The Oregonian staff

The Metro Council has approved a sales agreement to buy the former Sears Building for a new headquarters.

But the council balked at immediately changing its minority contracting program in connection with remodeling the building.

Under the sales agreement, Metro will buy the four-story, 183,000-square-foot building at 524 N.E. Grand Ave. from Pacific Development Inc. for \$2.55 million.

The sale has come close to approval before. In the most recent delay, asbestos was found in the building's facade, but further examination showed the substance was not present in amounts requiring expensive special handling, said Neil

Saling, Metro's regional facilities director.

Metro wants to remove the facade to uncover the original brick exterior of the 59-year-old building. Total cost to buy and renovate has been estimated at \$18.5 million.

The council also agreed to issue a "request for proposals" to three design/build teams. The three teams, selected in an earlier competition, are Hoffman and TVA/Cole, BOOR/A and Anderson, and SERA and P & C Construction.

Each of the three teams will receive a \$25,000 honorarium to cover costs of preparing proposals.

It is in the context of the "request for proposals" that Dan Cooper, Metro's attorney, raised the minority contracting problem.

The agency's current enterprise programs for disadvantaged busi-

ness and women-owned business include preferences based on race and gender.

However, race-based contracting preferences have come under legal attack in recent years.

The U.S. Supreme Court invalidated a Richmond, Va., ordinance that was similar to Metro's. But Cooper said Metro's program was probably legal under that ruling because Metro's ordinance provided that the lowest bidder could still beat out competition from minority or women-owned businesses.

But in a recent case out of King County, Wash., the 9th U.S. Circuit Court of Appeals ruled that all racial classifications were unconstitutional unless local governments could show discrimination against specific firms.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

News Release

October 12, 1990

For Immediate Release

For Information, contact Vickie Rocker, 220-1163, or Dave Kanner, 220-1165

Metro agrees to purchase Sears Building

The Metropolitan Service District will move its offices to Portland's east side Lloyd District, after reaching an agreement in principle to purchase the former Sears Building at 524 NE Grand Ave. from Pacific Development, Inc. (PDI). The purchase price is \$5.15 million.

The execution of the sale agreement is subject to an inspection of the building and a feasibility analysis which Metro will complete within 67 days. If all goes well, it's expected that Metro will renovate the building and move into its new offices in about 18 months.

Renovation is projected to cost about \$9.5 million and could potentially include removal of the facade that now covers the building, as well as construction of an atrium in the center of the building. Metro is still evaluating a number of financing options.

Metro will renovate the interior of the four-story, 183,000 square foot building for use as office and retail space. The agency plans to use about 55,000 square feet of office space and lease the remainder. The interior is currently 100% open space.

The purchase price includes an attached parking garage with 460 spaces. The basement of the building will be converted to indoor parking, giving the building a total of more than 600 parking spaces. As part of the sale agreement, Metro will assume PDI's obligation to provide up to 346 parking spaces for the new state office building being built nearby.

Rena Cusma, Metro executive officer, has long expressed a desire to move the agency to the Lloyd District in order to be closer to the Oregon Convention Center and Memorial Coliseum, for which Metro has management responsibility, and to provide better accessibility for the public. Metro currently leases 45,000 square feet of space at 2000 SW First Ave. in Portland. That lease expires in 1996. It's expected that Metro will sublet its existing office space after moving to its new building. This transaction and future leasing is being handled by Coldwell Banker.

The Sears Building
524 NE Grand Ave.
Portland, OR 97232

Age: Built in 1931. Expanded and remodeled in the 1950s.
Size: 183,000 sq. ft., 4 stories
Garage: 460 spaces (additional 58 spaces of off-street surface parking)
Purchase price: \$5.15 million
Renovation cost: \$9.5 million (anticipated)
Financing: Certificates of Participation or revenue bonds (anticipated)
Planned uses: Metropolitan Service District offices
Leased office space
Retail space
Day care facilities
Restaurant tenants
Parking: Attached parking structure has 460 spaces
Basement will be converted to parking (110 spaces)
State of Oregon will use up to 346 spaces



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

News release

Oct. 11, 1991

For immediate release

For more information, contact Vickie Rucker, 220-1163

Metro Council approves sale agreement for Sears building

The Metropolitan Service District Council has adopted a resolution authorizing execution of a sale agreement to purchase the former Sears building at 524 NE Grand Ave. Metro will purchase the building for \$2,550,000 from Pacific Development, Inc., a wholly owned subsidiary of PacifiCorp Financial Services.

Renovation costs for the 1931 building are projected to be \$10.5 million. The total project cost, \$18.5 million, also includes financing, equipment and furnishings, a 1 Percent for Art program and project management expenses. Metro will issue a revenue bond to finance the project, expected to be completed by mid-January 1993.

The council also approved issuance of a project design/build request for proposal (RFP). Three design/build teams selected through a request for qualifications process will respond to the RFP by Nov. 15, 1991. They are BOOR/A and Anderson Construction; H. Naito, SERA and P&C Construction; and TVA/Cole and Hoffman Construction.

Rena Cusma, Metro executive officer, has advocated moving the agency to the Lloyd District in order to be closer to the Oregon Convention Center and Memorial Coliseum, for which Metro has management responsibility, and to provide better accessibility for the public.

Metro currently leases 45,000 square feet of space at 2000 SW First Ave. in Portland. That lease expires in 1996. It is expected that Metro will sublet its existing office space after moving to the new building.

Bernie Foster, Publisher



Vigilance by Metro Council Applauded

An Oct. 10 meeting by the Metro council could have yielded a decision disastrous to women- and minority-owned businesses. The vigilance of the Metro council sidestepped the problem.

It was during this meeting that the Rena Cusma administration tried to railroad an emergency ordinance effectively replacing a program to provide contracts to minority- and women-owned businesses by one which will provide the contracts to emerging small businesses.

The ordinance was put on emergency status because of the Sears building contract, according to Metro director of Regional Facilities, Neil Saling. While minority business owners are interested in working on the Sears contract, this measure would have meant that as usual, minority participation would not have been required.

When some north and northeast Portland community members objected to the ordinance, which

would be difficult to overturn because of its emergency status, the Metro council heard them and elected to delay the decision, based on the need for further study. Saling argued that amendments could be made to the ordinance after it is pushed through the system, but the council decided against it.

Metro has not awarded a minority firm a contract worth over \$100,000 that we've heard about, and in the past three years, less than about a dozen minority contracts have been signed. Minority businesses are not looking for a handout--they just want a piece of the pie, like everyone else. They do not have the luxury of not paying taxes to support Metro--they should be given a fair shake.

The Skanner soundly applauds the Metro council's efforts and vigilance, their sense of fair play, vision and foresight. They said they could not vote for anything of this magnitude, especially when people were not informed of it. Their efforts show that the system works, and their refusal prevents the building of more roadblocks to the success of minority- and women-owned businesses.

Metro names design-build team finalists for headquarters project

By BARRY FINNEMORE
Daily Journal of Commerce

Three development teams have been selected as finalists in a Metropolitan Service District design competition involving the former Sears building in Northeast Portland.

The short list was announced late Friday by Metro, which wants to renovate the vacant retail property on Grand Avenue for use as a headquarters facility. The competition attracted some of the biggest names in local

development community.

Contractors, developers and architects, selected from among nine teams that had submitted qualifications in late August are:

- H. Naito Properties, SERA Architects and P&C Construction Co.

- Hoffman Construction Co., Thompson Vaivoda & Associates and Cole Associated Architects.

- Andersen Construction Co. and BOOR/A architects. Berit Stevenson, Metro pro-

See FINALISTS, Page 27

FINALISTS

Continued from Page 1

ject manager, said the selections were based in large part on whether teams had experience working on similar projects and whether they had worked together previously.

"It was a very difficult decision," Stevenson said.

The short list was made public despite the fact that the Metro Council has yet to formally approve the purchase of the property. In mid-September, the council delayed a scheduled vote on the sale agreement because additional asbestos was discovered in the building.

The council at that time sought environmental tests and further discussion with property owner Pacific Development Inc.

Results of those tests are not yet back, Stevenson said.

Metro and Pacific Development settled on a price of \$2.55 million for the four-story, 183,000-square-foot building. Metro also has a \$2.6 million option to purchase an adjacent parking structure.

The exact timeline for the design-build competition will not be known until after the Metro Council meeting Oct. 10. If Metro officials approve the sale, Metro staff will issue a request for proposals that will include an updated development timeline, Stevenson said.

Teams will have about a month to prepare their proposals, and Metro staff will take three to four weeks to evaluate them, she said.

Teams will follow a strict set of guidelines regarding the building's mechanical, electrical, heating and air conditioning systems. However, they will be allowed creative license on the exterior treatment of the building, as well as a proposed front entrance and courtyard along Irving Street, Stevenson said.

"It's all up to the design-build team's imagination," she said.

Teams that did not make the final cut are:

- Kitchell Construction and GBD Architects.

- Hoffman Construction Co. and Yost Grube Hall Johnson architecture.

- Walsh Construction Co., Shields & Obletz and Ankrom Moisan Associated Architects.

- Architectural firm GSA Partnership and builder L.D. Mattson.

- Turner Construction Co. and SERA Architects.

- Baugh Construction Co. and Zimmer Gunsul Frasca Partnership.

Metro names design-build team finalists for headquarters project

By BARRY FINNEMORE
Daily Journal of Commerce

Three development teams have been selected as finalists in a Metropolitan Service District design competition involving the former Sears building in Northeast Portland.

The short list was announced late Friday by Metro, which wants to renovate the vacant retail property on Grand Avenue for use as a headquarters facility. The competition attracted some of the biggest names in local

development community.

Contractors, developers and architects, selected from among nine teams that had submitted qualifications in late August are:

- H. Naito Properties, SERA Architects and P&C Construction Co.
- Hoffman Construction Co., Thompson Vaivoda & Associates and Cole Associated Architects.
- Andersen Construction Co. and BOOR/A architects.
- Berit Stevenson, Metro pro-

See FINALISTS, Page 27

FINALISTS

Continued from Page 1

ject manager, said the selections were based in large part on whether teams had experience working on similar projects and whether they had worked together previously.

"It was a very difficult decision," Stevenson said.

The short list was made public despite the fact that the Metro Council has yet to formally approve the purchase of the property. In mid-September, the council delayed a scheduled vote on the sale agreement because additional asbestos was discovered in the building.

The council at that time sought environmental tests and further discussion with property owner Pacific Development Inc.

Results of those tests are not yet back, Stevenson said.

Metro and Pacific Development settled on a price of \$2.55 million for the four-story, 183,000-square-foot building. Metro also has a \$2.6 million option to purchase an adjacent parking structure.

The exact timeline for the design-build competition will not be known until after the Metro Council meeting Oct. 10. If Metro officials approve the sale, Metro staff will issue a request for proposals that will include an updated development timeline, Stevenson said.

Teams will have about a month to prepare their proposals, and Metro staff will take three to four weeks to evaluate them, she said.

Teams will follow a strict set of guidelines regarding the building's mechanical, electrical, heating and air conditioning systems. However, they will be allowed creative license on the exterior treatment of the building, as well as a proposed front entrance and courtyard along Irving Street, Stevenson said.

"It's all up to the design-build team's imagination," she said.

Teams that did not make the final cut are:

- Kitchell Construction and GBD Architects.
- Hoffman Construction Co. and Yost Grube Hall Johnson architecture.
- Walsh Construction Co., Shiels & Obletz and Ankrom Moisan Associated Architects.
- Architectural firm GSA Partnership and builder L.D. Mattson.
- Turner Construction Co. and SERA Architects.
- Baugh Construction Co. and Zimmer Gunsul Frasca Partnership.

PDC members defend meeting

By BARNES C. ELLIS
of The Oregonian staff

Three members of the Portland Development Commission attended a private meeting of about 50 citizens opposing anti-urban-renewal initiatives.

Three members constitute a quorum of the PDC, and Oregon's public meetings law says in part that "no quorum of a governing body shall meet in private for the purpose of deciding on or deliberating toward a decision on any matter."

No public notice was issued for the Sept. 26 meeting in the First Interstate Bank Tower. PDC Chairman Douglas McGregor and Com-

missioners Robert D. McCracken and Harry L. Demorest attended, according to Becky Carter, spokeswoman for the PDC.

Jeannette Launer, legal counsel for the agency, said she considered the issue before the meeting and did not believe state law applied.

"The commissioners were not there in their capacity as PDC commissioners," she said, "and they were not either receiving information in order to make a decision or deliberating on a decision to be made as PDC commissioners."

Defeat of the initiatives is important, however, to the PDC, which administers the city's urban renewal

programs. One of the initiatives would cancel the district around the Oregon Convention Center. Another would require a public vote on all such districts in the future.

In a 1988 opinion, the state attorney general said that a governing body's "collective gathering of information on a subject within its jurisdiction constitute(s) deliberations" for purposes of the public meetings law.

McCracken said the group came to no decision about how to fight the initiatives.

"We're very sensitive about appearing in groups of three," he added of the commissioners.

10/1/91

Asbestos discovery stalls sale of old Sears building

By JAMES MAYER

of The Oregonian staff

9-14-91

The last-minute discovery of asbestos in the former Sears Building facade has delayed the Metro Council's approval of an agreement to buy the building for a new headquarters.

The Metropolitan Service District council was scheduled to act on an agreement to buy the four-story, 183,000-square-foot building from Pacific Development Inc. for \$2.55 million.

Neil Saling, director of regional facilities for Metro, said that the proposed agreement included a method for paying for removal of hazardous materials. Metro had agreed to pay for demolition it planned to do anyway, and Pacific Development would pay for any special procedures needed to handle a list of known hazardous materials. Earlier studies had revealed asbestos inside the building, but no one had ever tested the outside.

Metro would like to remove the facade to uncover the original brick exterior of the 59-year-old building at 524 N.E. Grand Avenue.

The cost of solving the asbestos removal problem could be several hundred thousand dollars, Saling

said. How those costs would be paid will be the subject of further negotiations, he said.

Metro's total cost to buy and renovate had been estimated to be \$18.5 million.

Saling said the problem came to light after one of the potential contractors for the renovation job mentioned the possibility of asbestos in the facade. Test results confirming the suspicion came in three hours before the council meeting.

It's not the first time the Sears Building deal has been waylaid.

An earlier deal that called for

Metro to buy the building and the attached parking garage fell through in March. The current proposal does not include the garage.

In other business, the council adopted a redistricting plan that brings all districts within a 5-percent difference between the least and most populous, and began the process of raising zoo admission prices.

The redistricting plan creates a 13th council district, adjusts boundaries to reflect suburban growth and concentrates Portland's black voters in one district.

Each district must be roughly equal in population. This turns out to be about 80,000 people with the new district.

The council also heard the first reading of an ordinance that would increase admission prices at the Washington Park Zoo by 50 cents in January.

The ordinance, which was referred to the council's regional facilities committee for public hearings, would bring the cost of an adult ticket to \$5 and a child's admission to \$3.

Commissioners still ducking

Across-the-board cuts no substitute for targeting county spending cuts

Multnomah County commissioners Thursday finally adopted a budget for the fiscal year that began last July. Or did they?

Commissioner Pauline Anderson says no. She wants to return to modify the budget very soon. Commissioners Gary Hansen and Sharon Kelly said no Thursday, losing 3-2 in the budget-approval vote to Anderson, Rick Bauman and Chairwoman Gladys McCoy.

What the majority did, sadly, was let the county's department heads make their cuts for them. McCoy asked the managers to cut by 5.5 percent the budgets approved by the commissioners last spring pending a tax increase that the commissioners eventually decided not to impose.

Among the intolerable results of the managers' cuts:

• Sheriff Bob Skipper offered up to the chopping block 160 jail beds in order to hang onto his neighborhood police patrols. This, despite his having to release prisoners every month solely because of overcrowding.

• Assessment and taxation spending was reduced by \$152,000. This, despite recent legislative funding assistance to help Multnomah County get back into compliance with state

assessment and taxation laws. • Cuts will be made in health, dental and mental-health spending for the poor, the aged and troubled youth.

Entirely eliminated would be one of the most cost-effective human service/safety programs the county administers: Chiers—the Inebriate Emergency Response Service contracted to Central City Concern. If it isn't restored, already overburdened police will be called upon to replace the paramedics who now assist nearly 5,000 inebriates a year from the curbs of downtown Portland to county detox and other care centers.

Anderson says the county may need the support of other governments and the private sector for some of her suggestions. It should be there, particularly for Chiers.

More important, the commissioners should quit sidestepping their decision-making responsibilities and measure their cuts last week of human services, corrections and libraries against their continued funding of lower-priority county programs. For example, parks, planning, neighborhood police patrols and services that more logically and cost-effectively could be provided by cities or Metro.

DJC Classified
Advertising
Pages 15-17

Multnomah County
Public Record
Pages 18-20

Daily Journal of Commerce

TriQuint appoints
Sharp new CEO
Page 2

Residents oppose
146-unit development
Page 3

Wednesday, Sept. 4, 1991

Portland, Oregon

Daily Journal of Commerce
All Rights Reserved

Vol. 179, No. 3

Metro HQ project brings out city's design-build elite

By DAN McMILLAN
Daily Journal of Commerce

Portland construction, architecture and development heavyweights found dates last week because the firms cannot go stag to the Metropolitan Service District's headquarters design competition.

Nine teams submitted qualifications to Metro by Friday afternoon's deadline, the first step in finding a team to design and build a new Metro headquarters in the former Sears building on Grand Avenue. A final decision likely will wait until November.

Bert Stevenson, Metro project manager, said this first stage in the process was one of gathering resumes and background information. No dollar figures were discussed, nor were the respondents asked to discuss specific proposals.

The nine responding teams are:

- GSA Partnership, architects, and L.D. Mattson, builder.

- H. Naito Properties, SERA Architects, and P and C Construction.

- Hoffman Construction, Thompson, Vaivoda and Associates Architects, and Cole and Associates Architects.

- Andersen Construction and BOOR/A architects.

- Walsh Construction, Shields

and Obletz and Ankrom Moisan Associated Architects.

- Kitchell Construction and GBD Architects.

- Hoffman Construction and Yost Grube Hall Johnson architects.

- Turner Construction and SERA Architects.

- Baugh Construction, Oregon Inc. and Zimmer Gunsul Frasca Partnership.

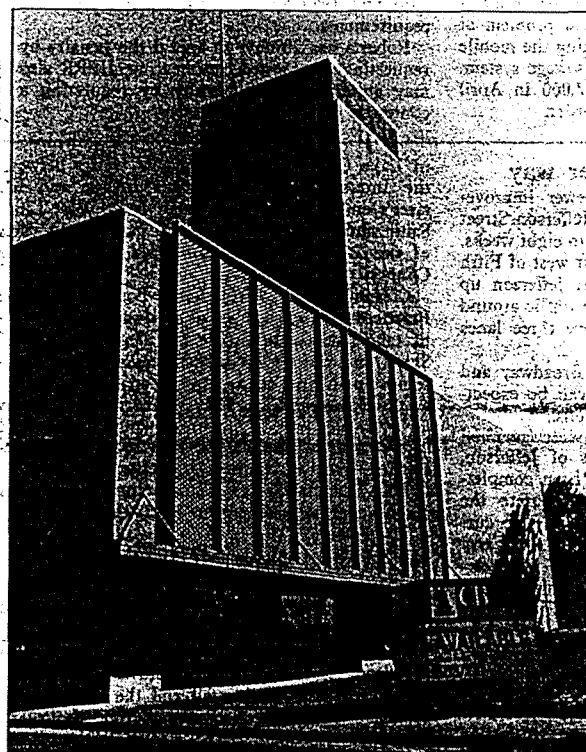
Before the real work begins, the Metro Council must approve the purchase of the Sears building, a matter up for council consideration at its Sept. 12 meeting.

Metro and Pacific Development Inc., the owner of the property, negotiated a price of \$2.55 million for the building, and a \$2.6 million option for a parking structure.

The four-story building totals 183,000 square feet, but how much of that space would be used by Metro and how much could be converted to parking or left for other uses is still unknown.

For now, Stevenson said Metro staff wants to get a feel for the different design-build teams and start paring its list.

Metro staff wants to know if the teams have worked together before, what approach the teams would take, and what other firms would be brought in to round out the teams, Stevenson said.



Greg Paul

Nine design-build teams have submitted their qualifications to the Metropolitan Service District — the first step in the process to select a designer and builder to convert the former Sears store on Grand Avenue into a new headquarters facility for Metro. Selection of a team is expected in November.

"At this point, we haven't addressed the building, at all," she commented.

By the end of this week, Metro staff will narrow the field to an unspecified number and will interview firms the following week.

"The interview is really important," Stevenson said. "At this stage, we are really looking at personalities."

By Sept. 16, after the Metro Council action, a trio of teams will be in the running. At that point, the three finalists will be given requests for proposals and a budget to work with, Stevenson said.

The three will take a month to work on the project and then report back for another evaluation.

"The price, obviously, will be a consideration," Stevenson commented.

Even with a formal request for proposals from which to work, Stevenson said the service district plans to leave the teams plenty of room for creativity.

A winner will be picked sometime in November and construction could start as early as December, she said.

For the two losing finalists, Stevenson said Metro is providing a \$25,000 honorarium for each to compensate for time spent on the project.

Regional Facilities

■ RENA'S EMPIRE STRIKES BACK ... AGAIN:

Remember that Metro plan to buy the old Sears building and turn it into a new high-profile headquarters?

The plan that was launched on a \$15 million budget, then foundered on the rocks of the Broome Oringdolph report that it would actually cost \$25 million to buy and renovate the old place?

The plan that refloated when Bob Naito said he could do it for half that much?

Here's the latest word on the voyage. Metro went ahead and bought the place for \$2.55 million, then sent out a request for interest from designer/builder teams.

Local construction types have plenty of free time these days to dream.

By Wednesday, no fewer than 51 firms had requested information. Neil Saling, director of Metro's regional facilities, expects to be busy come Friday's deadline when Metro staff will begin the culling. Three finalists will be announced Sept. 9., with the final decision due Nov. 11.

Aug 8-21-91

SATURDAY, AUGUST 24, 1991

Downtown moves east

Lloyd Center, other new investment promise enormous benefits to entire metropolitan area

Investment of \$200 million in any community is worth noting. But when it takes advantage of sizable public investment in its area and reinforces a long-held civic dream of tying Portland's east and west sides together, as the renewed Lloyd Center does, it is worth outright celebration.

Residents throughout the metropolitan area ought to join in the center's grand opening continuing through this weekend. As they do, however, they should look beyond the sales and remodeled architecture to the promise of urban revival, east-west connection and progress toward regional goals implicit in the redevelopment.

The 31-year-old renewed Lloyd Center today is linked to downtown by MAX. The entire region invested transportation dollars — initially assigned to a Mount Hood Freeway — in light rail that makes the inner east side convenient to both Gresham and the westside downtown. When the Westside Light Rail Project is completed, it will be equally convenient to residents of Beaverton and Hillsboro in Washington County.

The Portland Development Commission is investing tax-increment dollars in improving streets and other facilities to support other public and private investment: the Oregon Convention Center, a new state office building, a Trail Blazers arena,

a convention-center headquarters hotel and new apartment towers, the latter on the drawing boards of a Seattle development company.

New jobs, tax returns and retail attractions are apparent. Benefits, however, cannot be allowed to leapfrog the immediate neighborhood to the north.

All investors should recognize that PDC's JobNet, the Northeast Coalition of Neighborhoods jobs committee and the Northeast Workforce Center at Portland Community College's Cascade Center, for example, are there to help them include underemployed inner-northeast residents in their job opportunities.

The region's clean-air goals, too, must be integral to the eastside renewal. Despite significant parking investment, Lloyd Center retailers — and other Lloyd District employers — should join their westside counterparts in bus-pass, carpool and other transit programs. The inner east and west sides are evolving into one downtown, but the entire metropolitan area, including Clark County, Wash., shares one fragile airshed.

A revitalized inner eastside has much to offer the region in terms of added tax base, jobs, housing and support for transportation, wise land use and other public goals. The Lloyd Center-Convention Center area promises to be the incubator from which that revitalization will grow. ✓

Business, money flow to section of city that was once neglected

By STEVE MAYES

of The Oregonian staff

7-29-91

Look! Over there on the eastside.

It's a renaissance. It's a trend. It's inevitable. Finally able to leap over downtown Portland's shadow in a single sustained bound: It's Lloyd District!

Let's face it. Except for visits to the 31-year-old Lloyd Center or plain-vanilla government buildings near the mall, most Portlanders didn't spend much time strolling around the inner-Northeast neighborhood.

There wasn't much to see or do there. It was about as exciting as playing canasta with Clark Kent.

But in the late 1980s, the area started its transformation from sleeper to super neighborhood. Several actions coincided to spark the change.

- Melvin Simon & Associates bought Lloyd Center
- Pacific Development Inc., PacificCorp's real-estate subsidiary, snapped up 70 blocks around the mall.
- Voters passed a bond issue to finance the Oregon Convention Center.

- Tri-Met completed its 15-mile light-rail line that connected downtown Portland and Gresham and passed through the Lloyd district.

The spotlight focused most brightly on the convention center, which is expected to draw groups from across the nation and around the world.

The Portland Development Commission, the city's major urban renewal agency, sprang into action and began planning public improvements and overall design standards to spruce up the area.

Investors jumped in and renovated nearby hotels.

Meantime, the light-rail line opened and turned Lloyd Center into an easy-to-reach destination for eastside residents and a short hop from the downtown.

The largest private land owner in the area, Pacific Development is coordinating a master plan for its holdings between the convention center and Lloyd Center. Operating as a planner rather than a developer, the company sells to other developers who will comply with its game plan of high-quality office, retail and apartment buildings.

And Melvin Simon began its \$200 million renovation of the aging Lloyd Center into a modern eye-catching retail center on a par with its newer suburban competitors.

After decades as downtown Portland's overlooked eastside cousin, the Lloyd district is on the road to equal stature, said Pat LaCrosse, PDC executive director.

Someday soon, LaCrosse said, Portlanders will stop thinking of downtown only in terms of the westside, largely because of public and private investment that occurred in the late 1980s.

"I think you'll look back five or 10 years from now and say, 'Yeah, that's when it started to happen,'" LaCrosse said.

Those who haven't dropped by for a while may be surprised. Northeast Broadway between Northeast Ninth and 33rd avenues is slowly taking on the look of boutique Northwest Portland's 21st and 23rd avenues.

Many of the same retailers that flocked to the hot westside retail couplet a few years back are now hotfooting it to Broadway.

Casa-U-Betcha, Papa Hayden's, Jamie's Great Hamburgers, Starbucks Coffee Co. and Kitchen Kaboodle are — or will soon be — on Broadway.

"We're leaving Northwest 23rd Avenue because its so maxed out," said Scott Timberlake, a broker and owner of The Real Estate Firm. "The rents just don't make sense anymore." Timberlake said that he is moving his business the Northeast Broadway while he can afford to.

"Nothing that has happened has dissuaded us that it was a good and smart thing to do," said Reuel Fish, a McMinnville attorney and developer who built a small retail building on Broadway in 1989.

East side: Remodeled Lloyd Center boosts area

■ Continued from Page B1

Northwest Portland as it developed into a popular pedestrian shopping district.

Take commercially zoned houses along Broadway.

"You couldn't give them away last year for \$40,000 or \$50,000," Timberlake said. "Now, they're getting \$100,000 for them."

Same thing with apartment houses. Selling only two years ago for \$25,000 a unit, the same buildings today are fetching \$40,000 a unit — a very healthy price in any part of town. Likewise, Timberlake said, rents are climbing, too.

Another Portland real-estate broker, Barry Menashe, recently bought the vacant Irvington Theater and is converting the old neighborhood movie house to retail use. Menashe also bought a block near Lloyd Center.

"The Lloyd Center area is really on the move with lots more on the drawing boards," Menashe said.

Other changes are in the works that will further enhance the area.

A \$5 million upgrading of Northeast Holladay Street will begin next year. The street will connect the convention center and Lloyd Center with a corridor similar to the downtown transit mall.

A vintage trolley should start service along the light-rail line between Lloyd Center and downtown. The old-time streetcar should prove popular with conventioners and shoppers.

✓ The Metropolitan Service District may relocate its headquarters to the old Sears department store on Northeast Grand Avenue if money can be found to buy and renovate the building.

Intrawest Corp., a Seattle developer, plans to build two upscale apartment towers next to Lloyd Center. The \$45 million project will be the first high-rise apartment project built in the inner-eastside area in several years.

The state of Oregon's new office building at 800 N.E. Oregon St. will open and pump hundreds of new workers into the area, providing more customers for shops and restaurants.

The PDC is pushing ahead with plans to build an 800-room hotel to serve the convention center.



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

News release

July 3, 1991

For immediate release

For more information, contact Vickie Rocker, 220-1163, or Dave Kanner, 220-1165

Metro, PDI reach new agreement on Sears building

The Metropolitan Service District (Metro) and Pacific Development, Inc. (PDI), have reached a new agreement in principle under which Metro will purchase the former Sears building at 524 NE Grand Ave., Portland, and renovate the building for use as its new headquarters site.

The purchase price, which does not include an attached parking garage, is \$2.55 million. Under the terms of the agreement, which must still be approved by the Metro Council, Metro would place a \$250,000 deposit on the building (to be applied to the purchase price at the time of closing) but would not close the sale until such time as a satisfactory proposal for renovation was approved. Renovation proposals would need to be received and approved later this fall. Proposals could potentially include removal of the facade that now covers the building and conversion of the basement and first floor to parking, leaving 76,000 square feet on the upper floors for office space.

The agreement in principle will be reviewed by the council's Regional Facilities Committee on July 9. The meeting will be at 4 p.m. at Metro Center, 2000 SW First Ave., Portland.

An earlier sales agreement between Metro and PDI was not executed after the agency determined that the cost of purchasing and renovating the building and parking structure was too high. Under that agreement, Metro would have paid \$5.15 million for the Sears building and parking garage, then used 55,000 square feet in the 183,000-square-foot building for office space. The remainder would have been leased out. Under the new agreement, Metro would purchase the four-story Sears building outright and option the adjacent parking garage for future purchase.

- more -

By BARRY FINNEMORE
Daily Journal of Commerce

Portland's close-in east side has undergone revitalization recently and is poised for further development in the way of transportation, parks, building rehabilitation and new construction, a trio of officials said.

Recent development in the area and future prospects were outlined this week at a Society of Marketing Professional Services luncheon by Greg Wentworth, a local auto dealer and president of Central Eastside Industrial Council, and Portland Development Commission project coordinators Ken Swan and Les Prentice.

Some \$400 million to \$500 million has been invested in the east side during the past five to seven years, according to Prentice, project coordinator for the Oregon Convention Center Urban Renewal District.

With the Central City Plan as a blueprint, officials are seeking a more cohesive approach to development on both sides of the river, Prentice said.

Public and private projects either completed or under way include the Oregon Convention Center, the new Oregon Museum of Science and Industry, the state office building, the Lloyd

Center renovation, housing and transportation improvements along Interstate 5 and connecting streets.

What does the future hold?

Swan, PDC's project coordi-

nator for the Central Eastside Urban Renewal Area, said one project being discussed is an extension of Water Avenue from

See DEVELOPMENT, Page 23

DEVELOPMENT Continued from Page 3

Clay to Division streets that would open up additional properties for development.

Street improvements also are under consideration for Grand Avenue and Martin Luther King Jr. Boulevard that would make the thoroughfares more "friendly" to pedestrians and motorists who shop in the area, Swan said.

In addition, Swan said he expects improvements to the east bank of the Willamette River to begin in two to three years, including trails and pedestrian access to bridges.

Prentice said it is anticipated a convention headquarters hotel would be developed by public and private interests by 1996. Envisioned with 700 to 800

rooms, the hotel would be a marketing tool to lure larger groups to the convention center, which is "proving to be all it was promised" to be, Prentice added.

Other construction or renovation projects proposed in the Lloyd District include a new arena for the Portland Trail Blazers and Metro's possible purchase of the former Sears building for use as its headquarters.

Wentworth noted that more development has occurred on the east side during the past two years than ever before. However, he said the "strength" of the central eastside neighborhood will continue to be its industrial base, which provides jobs and serves as a catalyst for growth.

Dozono Elected POVA President

The board of directors of the Portland/Oregon Visitors Association elected Sho Dozono president of the organization its June 20 meeting.

Dozono's term began July 1, and extends through the 1991-92 fiscal year.

President and chief executive officer of Azumano Travel Agency, Dozono is a Port of Portland commissioner. He serves on the boards of the Oregon Tourism Alliance, Portland Future Focus, Japan America Society of Oregon, Portland-Sapporo Sister City Committee, and the Japanese Garden Society. Dozono has been a POVA director since 1987 and has served on the executive committee since 1990.

Other newly elected officers are: Harold Pollin, president elect; Ron Miller, vice president and John Jenkins, treasurer. POVA is responsible for marketing the Oregon Convention Center to potential users nationally. Their services are provided under contract to the Metropolitan Exposition-Recreation Commission.

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

April 28, 1992

Mr. Hardy Myers, Chairman
METRO Charter Committee
900 SW Fifth Avenue Suite 2300
Portland Oregon 97204

Dear Hardy:

At the your public meetings on March 30, 1992 and March 31, 1992 your Committee received some information which was not completely accurate. I would like to provide you with what I believe is the correct data with the hopes that you will convey it to the Committee.

Media coverage of the Sears Building purchase. On the assertion that the Sears building had no press coverage, attached are copies of the print and radio coverage which, as you can see began in June of 1991.

Yard Debris Recycling Charges. On Commissioner Hammerstad's implication that Metro passes on yard debris recycling charges to local governments the following is the current state law. Yard debris recycling was required by the 1991 state legislature when it passed SB 66. (ORS Chapter 459). The State Environmental Quality Commission (EQC) declared that yard debris is a "primary recyclable material" and issued a "Yard Debris Rule" in the summer of 1991. The rule stated that by 1994 all counties must have a curbside recycling system.

The counties set their own rates and method for yard debris recycling. ORS Chapter 459A.010 (2)(e) requires local governments to provide an "effective residential yard debris collection and composting program." The same section (5)(a) describes the way that they can collect money to pay for those services. It assumes they will include in their rates those costs associated with the cost of collection. It does not restrict them or tell them to include all "net" costs incurred in providing the opportunity to recycle. "Net costs" are the normal expenses of running the collection program.

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

It is up to Clackamas County to decide the best way to implement state law. Metro has no position, program or involvement in how the counties implement state law or what they charge.

(Source: Todd Sadlo, Metro Solid Waste Legal Counsel, Debbie Gorham, Waste Reduction Manager, Solid Waste Department)

Metro Budget Cuts - "No real position cuts, only transfers." Nine positions were cut from the budget. Four positions were filled with "probationary employees" (6 months or less) and were immediately eliminated. Five individuals were laid-off (Rich Carson, Becky Crockett, Larry Sprecher, Henry Markus, Mary Weber). Markus and Weber have been reinstated by the Council, pending receiving grant funds for an economic development project. If the grants are not received, the project does not continue beyond July 1, 1992.

Program areas reduced or eliminated were water quality, housing, emergency management and economic development; position cuts occurred by seniority, not program area.

The emergency management area is an "earthquake preparedness project" which consists of two projects --- a small pilot project between Metro and the State Department of Geology and Mineral Industries (DOGAMI) followed hopefully by a much larger, more comprehensive program funded by the National Earthquake Hazard Eradication and Reduction Program (NEHERP). The latter is a \$3.2 million joint proposal between Metro (\$1.7 million) and DOGAMI (\$1.5 million).

We have Planning Department staff assigned to complete the pilot project (by September 30, 1992) and if the larger NEHERP proposal is funded, it will be staffed through grant-funded positions.

As a final note on this subject, in the area of "housing", the work done to date in this program was a series of "housing forums" and some survey research attempting to identify the barriers to affordable housing. We have found a "home" for the latter at the Center for Urban Studies at Portland State University.

Square Footage Costs of Sears Building.

The total all-in cost per square foot of the building including acquisition cost, construction, furniture and fixtures, art and contingency is \$82.24.

The annual cost of "living in the building" based on the first full year (94-95) is estimated to be \$16.17 square foot.

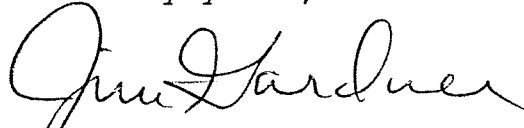
(Source: Jennifer Sims, Metro Manager of Finance and Information Management, see attached letter to Commissioner Judy Hammerstad)

Convention Center Promotion.

The Multnomah County Hotel/Motel tax generates roughly \$3 million per year to support operating costs of the Oregon Convention Center. Through a contract with the Portland Oregon Visitor Association (POVA), the OCC is promoted at an annual cost of \$1 million or roughly one-third of the revenues from the hotel/motel tax.

Please phone me if you have any additional questions or I can provide further information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Jim Gardner".

Jim Gardner
Council Presiding Officer



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 1, 1992

Mr. Donald S. McClave
Portland Metropolitan Chamber of Commerce
221 N.W. Second Avenue
Portland, Oregon 97209-3999

Dear Mr. McClave:

A member of the Planning Department at Metro attended your April 24, 1992 meeting with the Executive Directors of the Portland Metropolitan Area Chambers of Commerce and forwarded your April 24, 1992 memorandum to me.

I understand that this memo was a "draft" but that it was distributed and discussed at your meeting. Unfortunately, your memo goes far beyond the action taken by the Metro Council on April 23. The memo also strongly implies Council approval of the process you proposed for further study of the merger issue.

I'd like to correct the Council position as described in your memo and request that you forward a copy of this letter to individuals who attended the April 24, 1992 meeting or have received your memo.

At the Metro Council meeting on Thursday, April 23, 1992, the Council discussed the revised RFP for a Financial Impact Study of a Tri-Met/Metro Merger. Resolution No. 92-1631 had been prepared to allow the Council to authorize the issuance of the RFP immediately. After receiving public testimony from yourself and Tom Walsh, General Manager of Tri-Met, the Council unanimously (12-0) passed a motion with these provisions:

- to delay Council action on Resolution 92-1631 until the May 28 meeting;
- to direct Executive Officer Cusma to work with Mr. Walsh to develop, in conjunction with Presiding Officer Gardner, a work plan for the two agencies to examine merger issues;
- to jointly come forward with that work plan, in resolution form, under the "Executive Officer Communication" agenda item at the May 28 meeting so that the resolution could be referred to the Council Governmental Affairs Committee for consideration;

Executive Officer
Rena Cusma

Metro Council

Jim Gardner
Presiding Officer
District 3

Judy Wyers
Deputy Presiding
Officer
District 8

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Tanya Collier
District 9

Roger Buchanan
District 10

Ed Washington
District 11

Sandi Hansen
District 12

- to reschedule Resolution 92-1613 on the May 28 agenda for adoption if the work plan is not submitted.

The Council expects the Executive Officer, the Presiding Officer and the General Manager of Tri-Met to come back with a mutual work plan and a process for the two agencies to jointly explore the issues related to a possible future merger.

This is the action the Council passed unanimously April 23, 1992.

Please phone me if you have any questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jim Gardner", written in a cursive style.

Jim Gardner
Council Presiding Officer

Enclosures

cc: Metro Council Members, Executive Officer



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 7, 1992

The Honorable Earl Blumenauer
City Commissioner
City Hall
1220 S.W. Fifth Ave.
Portland, OR 97204

Dear Earl:

Executive Officer
Rena Cusma

Metro Council

Jim Gardner
Presiding Officer
District 3

Judy Wyers
Deputy Presiding
Officer
District 8

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Tanya Collier
District 9

Roger Buchanan
District 10

Ed Washington
District 11

Sandi Hansen
District 12

I trust you have received the April 28 memo from Rena Cusma regarding the Multnomah County lodging and its partial allocation for marketing the Oregon Convention Center. Rena and I often don't speak as with one voice, but in this case her memo does an excellent job of responding to the substance of your April 22 memo.

I especially agree that MERC needs to be the place where those fundamental management decisions are made for the Oregon Convention Center and the remainder of the regional system of facilities. Their relationship with P/OVA will be a close and long one, if the two organizations work together to improve their communications and their mutual trust. Why don't we let them work it out?

Sincerely,

Jim Gardner
Presiding Officer

c: Rena Cusma, Executive Officer
Sam Brooks, MERC Chair



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

DATE: May 14, 1992
TO: Metro Council
FROM: Jim Gardner, Presiding Officer
RE: INFORMATION PACKET ON TRI-MET

Attached is a copy of my May 10 memorandum to you, "Tri-Met Merger, progress to date on 'Workplan'"; a copy of my May 1 letter to Donald S. McLave; and materials provided by Mr. McLave dated May 4.

Attachments



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

MEMORANDUM

May 10, 1992

TO: Metro Council

FROM: Jim Gardner

RE: Tri-Met merger, progress to date on "workplan"

I am attaching copies of a series of letters/memos between myself and Don McClave of the Portland Metropolitan Area Chamber. This has been a totally amicable exchange, with me phoning him before sending my May 1 letter to make sure he would not misunderstand. I did feel it was necessary to formally set things straight regarding the Council's action on April 23, however. Mr. McClave's April 24 memo was distributed and discussed at his meeting with the Executive Directors. After reading it, I was concerned that the impression was created that the Council had agreed already to the proposal he described in his memo -- i.e., jointly agreeing with Tri-Met to put the current study "on hold," agreeing to the 3-5 year decision process, etc.

As my letter to Don made clear, what the Council did do on April 23 was to delay release of the merger study RFP until May 28, and on that date to take up both the resolution dealing with the RFP and whatever workplan proposal has been brought forward by the Executive Officer. This workplan is to be jointly developed by Metro administrative staff and Tri-Met, in consultation with your presiding officer.

Frankly, regarding my involvement so far in developing this workplan for a merger process, I must say there has been next to none. I have been very busy with efforts to secure reelection and have not initiated discussion about the Tri-Met workplan. On the other hand, no discussion has been initiated with me, either. I did ask Rena about the matter last Thursday, and she said Betsy Bergstein had talked with Dick Feeney of Tri-Met at least once about the subject. May 28 is not far away, though, and there are many issues to be addressed in that workplan, to the Council's satisfaction, before I believe we would find it a better approach than the RFP we had before us on April 23.

I'll keep you posted.

Jim Gardner
Councilor
District 3

2930 SW 2nd Avenue
Portland, OR 97201
221-2444 (work)
227-2096 (home)



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 1, 1992

Mr. Donald S. McClave
Portland Metropolitan Chamber of Commerce
221 N.W. Second Avenue
Portland, Oregon 97209-3999

Dear Mr. McClave:

A member of the Planning Department at Metro attended your April 24, 1992 meeting with the Executive Directors of the Portland Metropolitan Area Chambers of Commerce and forwarded your April 24, 1992 memorandum to me.

I understand that this memo was a "draft" but that it was distributed and discussed at your meeting. Unfortunately, your memo goes far beyond the action taken by the Metro Council on April 23. The memo also strongly implies Council approval of the process you proposed for further study of the merger issue.

I'd like to correct the Council position as described in your memo and request that you forward a copy of this letter to individuals who attended the April 24, 1992 meeting or have received your memo.

At the Metro Council meeting on Thursday, April 23, 1992, the Council discussed the revised RFP for a Financial Impact Study of a Tri-Met/Metro Merger. Resolution No. 92-1631 had been prepared to allow the Council to authorize the issuance of the RFP immediately. After receiving public testimony from yourself and Tom Walsh, General Manager of Tri-Met, the Council unanimously (12-0) passed a motion with these provisions:

- to delay Council action on Resolution 92-1631 until the May 28 meeting;
- to direct Executive Officer Cusma to work with Mr. Walsh to develop, in conjunction with Presiding Officer Gardner, a work plan for the two agencies to examine merger issues;
- to jointly come forward with that work plan, in resolution form, under the "Executive Officer Communication" agenda item at the May 28 meeting so that the resolution could be referred to the Council Governmental Affairs Committee for consideration;

Executive Officer
Rena Cusma

Metro Council

Jim Gardner
Presiding Officer
District 3

Judy Wyers
Deputy Presiding
Officer
District 8

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Tanya Collier
District 9

Roger Buchanan
District 10

Ed Washington
District 11

Sandi Hansen
District 12

- to reschedule Resolution 92-1613 on the May 28 agenda for adoption if the work plan is not submitted.

The Council expects the Executive Officer, the Presiding Officer and the General Manager of Tri-Met to come back with a mutual work plan and a process for the two agencies to jointly explore the issues related to a possible future merger.

This is the action the Council passed unanimously April 23, 1992.

Please phone me if you have any questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jim Gardner", with a stylized, cursive script.

Jim Gardner
Council Presiding Officer

Enclosures

cc: Metro Council Members, Executive Officer

April 24, 1992

TO: Executive Committee
FROM: Donald S. McClave
RE: Metro Takeover of Tri-Met

Last night, the Metro Council voted unanimously to accept a Chamber proposal to resolve the long-simmering controversy over whether or not it would be advisable for Metro to absorb Tri-Met. Tri-Met's management has also agreed to the proposal and will be taking it to their board of directors in the next week or so.

At issue presently is a proposal by a Metro Council committee that Metro immediately conduct a feasibility study and possibly absorb Tri-Met by November 1. The haste is brought on partially by a clause in the present draft of the Metro Charter Review Commission which would restrict Metro's present authority to effect such action. It is also caused by frustration over years of delay in doing a feasibility study to determine whether or not a takeover is appropriate.

These are several reasons why a Metro takeover of Tri-Met at the present time is undesirable:

- o No business case has been made for such a move, nor have its consequences been thoroughly evaluated.
- o A takeover is likely to upset the negotiations with federal authorities concerning funding for a Beaverton-Hillsboro extension of the West Side Light Rail Project.
- o The prospect of a Metro takeover may make it impossible for Tri-Met to negotiate a new labor contract because union representatives may feel that they should hold out for a better deal from Metro.
- o A Metro takeover in the present environment will be viewed by many as simply an action taken to secure a new source of revenue for that agency.

A long, acrimonious dispute between Metro and Tri-Met would be damaging to both agencies. In addition, it has the strong potential for further undermining the credibility of local government - thus adding to the already difficult task of passing any sort of tax reform package to deal with Ballot Measure 5.

The provisions of the Chamber's proposal are as follows:

- o Metro puts its present study plans on hold.

- o Tri-Met and Metro jointly agree to study the pros and cons of various types of potential affiliation arrangements, to determine what action, if any, is appropriate. Both sides agree in advance on a fixed decision date well into the future (3 - 5 years) to allow time for reasoned study and evaluation and to remove the study from current controversies surrounding Tri-Met's labor contract, Metro's funding problems, and difficulties which it would otherwise present for Tri Met in completing a full funding agreement with Federal officials.
- o Tom Walsh and I have agreed to request that Charter Review Commission not change any of Metro's authority in its soon-to-be-proposed ballot measure, as this simply puts pressure on Metro to act hastily lest they lose their present authority.

We believe that the proposal outlined in this memo is a means of resolving a long standing and potentially disruptive dispute between Metro and Tri-Met. Tom Walsh and Rena Cusma will be working out the details of a joint agreement during the next two weeks and plan to make their recommendations to the Metro Council on May 28.

Please let me know if you have any questions or concerns.

1313D/dmp



Portland Chamber

May 4, 1992

Jim Gardner
Council Presiding Officer
Metro
2000 S.W. First
Portland, OR 97201

Dear Jim:

Thanks for your letter of May 1 and the copy of resolution 92-1613, both of which I have forwarded to other area chambers of commerce who attended the April 24 meeting here. The actions described in your letter are exactly what I believe all of us understood to be the action taken by the Metro Council at its April 23 meeting.

I'm a little confused at what might have been in my memo to cause concern. As we understand it, you have delayed a vote on Tanya Collier's resolution 92-1613 until Thursday, May 28. The reason for the delay is to see if you, Rena and Tom Walsh can work out a mutually agreeable schedule for evaluating the pros and cons of a merger or other affiliation which would then need to be approved by both the Tri-Met Board and Metro Council. At the same time, Tom Walsh and I both pledged to the Council to try and see if a way can be found to persuade the Metro Charter Review Committee to modify the portion of its draft language which would restrict Metro's authority with respect to Tri-Met.

It is also our understanding that if these steps can be taken in a manner which is satisfactory to the Metro Council, then it may approve going ahead with a joint study which would result in a decision by a specified future date, which I have suggested be well in the future - after the present uncertainties are behind us.

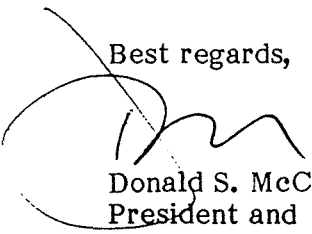
In addition, we understand that by agreeing to a joint study, neither Tri-Met nor Metro would be in any way committing to a merger or other combination. Each organization would simply be committing to a process to systematically evaluate and resolve this long-standing issue.

I hope this letter clarifies the Chamber's views on the Tri-Met study. In addition, I hope that you, Tom and Rena will be able to arrive at a mutually satisfactory proposal for a joint study which can be taken to the Metro Council on May 28.

So that you'll have it for your records, I'm enclosing a copy of the actual memo which was distributed at the Chamber meeting, as well as a letter which I sent to Rena a couple of days later. Jim, we are all on the same team here and the Chamber is delighted at the Council's willingness to delay action for a month to see if a better way to deal with the Tri-Met/Metro issue can be found.

If there are still any questions in your mind, or in the minds of any of the Council members, I hope you'll let me know. Otherwise, I'll look forward to seeing what you, Tom and Rena come up with.

Best regards,



Donald S. McClave
President and
Chief Executive Officer

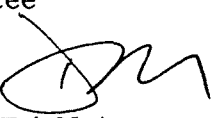
1318D/bjb

cc: Metro Council Members
Metro Executive Officer
Metro Chamber Executives



Portland Chamber

April 24, 1992

TO: Executive Committee
FROM: Donald S. McClave 
RE: Metro Takeover of Tri-Met

Last night, the Metro Council voted unanimously to accept a Chamber proposal to resolve the long-simmering controversy over whether or not it would be advisable for Metro to absorb Tri-Met. Tri-Met's management has also agreed to the proposal.

Background

At issue presently is a proposal by a Metro Council committee that Metro immediately conduct a feasibility study and possibly absorb Tri-Met by November 1. The haste is brought on partially by a clause in the present draft of the Metro Charter Review Commission which would restrict Metro's present authority to effect such action. It is also caused by frustration over years of delay in doing a feasibility study to determine whether or not a takeover is appropriate.

These are several reasons why a Metro takeover of Tri-Met at the present time is undesirable:

- o No business case has been made for such a move, nor have its consequences been thoroughly evaluated.
- o A takeover is likely to upset the negotiations with federal authorities concerning funding for a Beaverton-Hillsboro extension of the West Side Light Rail Project.
- o The prospect of a Metro takeover could make it impossible for Tri-Met to negotiate a new labor contract because union representatives may feel that they should hold out for a better deal from Metro.
- o A Metro takeover in the present environment will be viewed by many as simply an action taken to secure a new source of revenue for that agency.

A long, acrimonious public battle between Metro and Tri-Met would be damaging to both agencies. In addition, it has the strong potential for further undermining the credibility of local government - thus adding to the already difficult task of passing any sort of tax reform package to deal with Ballot Measure 5.

Proposal Details

Key provisions of the Chamber's proposal are as follows:

- o Metro puts its present study plans on hold.

- o Tri-Met and Metro jointly agree to study the pros and cons of various types of potential affiliation arrangements, to determine what action, if any, is appropriate. Both sides agree in advance on a fixed decision date well into the future (3 - 5 years) to allow time for reasoned study and evaluation and to remove the study from current controversies surrounding Tri-Met's labor contract, Metro's funding problems, and difficulties which it would otherwise present for Tri Met in completing a full funding agreement with Federal officials.
- o Tom Walsh and I have agreed to request that Charter Review Commission not change any of Metro's authority in its soon-to-be-proposed ballot measure, as this simply puts pressure on Metro to act hastily lest they lose their present authority.

We believe that the proposal outlined in this memo is a means of resolving a long standing and potentially disruptive dispute between Metro and Tri-Met. Tom Walsh and Rena Cusma will be working out the details of a joint agreement during the next two weeks and plan to make their recommendations to the Metro Council on May 28.

Please let me know if you have any questions or concerns.

1313D/dmp



Portland Chamber

April 27, 1992

Rena Cusma
Executive Officer
Metropolitan Service District
2000 S.W. First
Portland, OR 97201

Dear Rena:

Thanks for your willingness to work with Tom Walsh in exploring the concept of a joint Metro/Tri-Met study to determine the feasibility of a merger or other form of affiliation. I hope that the two of you can come up with a mutually agreeable process to arrive at a decision and put this issue to bed once and for all.

As we discussed, I believe it is absolutely imperative that the decision date regarding a merger be established well into the future (5 years would be ideal):

- o To allow time for adequate study and evaluation.
- o To remove any perception that Metro is "doing this for the money."
- o To avoid interfering with Tri-Met's labor negotiations.
- o To avoid jeopardizing the signing of a full funding agreement with the Federal government.

As promised, I will join Tom in urging the Metro Charter Review Commission not to alter the authority which Metro currently has with respect to Tri-Met, so as to remove that cloud from the horizon.

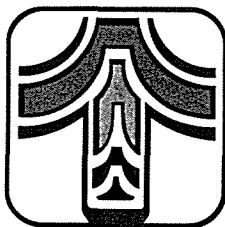
If I can be helpful to you or to Tom in any way as you work toward a study agreement, please let me know. Otherwise, I'll look forward to hearing your recommendations on May 28.

Best regards,

Donald S. McClave
President and
Chief Executive Officer

1315D/bjb

cc: Tom Walsh



CITY OF TUALATIN

PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

May 14, 1992

Mr. Jim Gardner
Presiding Officer, Metro Council
2000 S.W. First Avenue
Portland, OR 97201-5398

Dear Mr. Gardner:

I read with interest and concern your comments to Clackamas Commissioner Darlene Hooley last week as reported in Saturday's Oregonian. You indicated that it was difficult to support Clackamas County's request for regional funding for the End of the Oregon Trail project in light of Commissioner Judie Hammerstad's critical comments to the Charter Committee regarding METRO financial issues.

First, I want to make it clear that Commissioner Hammerstad's testimony to the Charter Committee on METRO financial issues was as a representative of the Regional Governance Committee (RGC). Her comments reflect the consensus opinions of the governments participating in that organization, not solely of Clackamas County.

Second, it does not seem appropriate for METRO Councilors to link their opinions on public policy issues affecting local governments to positions taken by them in invited testimony before the Charter Committee. The RGC has arrived at its positions on the charter as a result of examining issues on their merits and recommending what we believe is best for this region. I would encourage you to arrive at your decision on the End of Oregon Trail project using the same test - what is best for this region. Certainly the local governments have not withheld their support for, and participation in, METRO programs (e.g. Greenspaces, 2040, RUGGOs) because you have not supported our positions on the appropriate functions, process, structure and financing for METRO in the charter.

I realize that the charter process is a difficult one for you. Any city or county which happened to have a charter on the ballot in today's political climate would doubtless also be sensitive to some of the criticism which public scrutiny inevitably brings. Nevertheless, I encourage you and other METRO Councilors to realize that RGC's participation in the charter process is well intended and constructive. We may disagree on specific points, but we are in agreement with the goals of a charter: a strong, effective, accountable regional government which local governments can work with as constructive and cooperative partners.

Sincerely yours,


Steve Stolze
Chair, Regional Governance Committee

cc: RGC
METRO Council



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 27, 1992

Steve Stolze
Chair, Regional Governance Committee
City of Tualatin
PO Box 369
Tualatin, OR 97062-0369

Executive Officer
Rena Cusma

Metro Council

Jim Gardner
Presiding Officer
District 3

Judy Wyers
Deputy Presiding
Officer
District 8

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Tanya Collier
District 9

Roger Buchanan
District 10

Ed Washington
District 11

Sandi Hansen
District 12

Dear Steve:

Your May 14, 1992 letter proves the truth of at least a couple of old sayings: Don't believe everything you read in the newspaper, and make sure of your facts before acting. The Oregonian article in which I was quoted, while accurate, was not very clear in describing the issue before the Council at our May 7, 1992 meeting. We were not discussing the End of the Oregon Trail project nor Metro's policy decisions regarding regional support and financial participation in the project. The issue that night was a budget question, whether to approve one additional staff position beyond the 1.3 FTEs recommended by the Council Budget Committee for Metro's coordination with the regional facilities financing task force and with the End of the Oregon Trail project. The question wasn't to support or not support the project, but simply how many Metro staff positions are needed for the coming fiscal year.

Commissioner Judie Hammerstad, in testimony before the Metro Charter Committee, has said that Metro's spending is "out of control." To support this contention she has cited examples that are flat-out misstatements of fact. A number of these are mentioned in my letter (enclosed) to the chair of the Charter Committee. While Commissioner Hammerstad was representing the Regional Governance Committee (RGC) at the March 31, 1992, hearing, I assumed her vehemence and her words were her own. Please let me know which of the factual misstatements should be attributed to the RGC rather than to Commissioner Hammerstad.

So, on May 7, 1992, the Metro Council was being asked to spend an additional \$63,041 of excise tax money, the only funds we have for growth management and other planning programs, for this additional position. Five Councilors, including the chair of our Regional Facilities Committee, felt the staffing level recommended by our Budget Committee was adequate. Seven Councilors were persuaded otherwise. Commissioner Darlene Hooley, whom I admire and consider a friend, in effect was

STEVE STOLZE
May 27, 1992
Page 2

asked to carry a message. The message, which she has since delivered, was that the Metro Council makes its spending decisions carefully and even more so when it is being told Metro spending is out of control.

I assure you that regional policy decisions of the Metro Council are based on our best judgment and analysis of each situation from a regional perspective. We do not make policy decisions because of what someone may have said about us lately. I'm surprised you would have entertained such a notion. Remember, don't believe everything you read in the paper.

Sincerely,



Jim Gardner
Presiding Officer

cc: Metro Council
Rena Cusma, Executive Officer
Regional Governance Committee

S:\RGC.JG

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

April 28, 1992

Mr. Hardy Myers, Chairman
METRO Charter Committee
900 SW Fifth Avenue Suite 2300
Portland Oregon 97204

Dear Hardy:

At the your public meetings on March 30, 1992 and March 31, 1992 your Committee received some information which was not completely accurate. I would like to provide you with what I believe is the correct data with the hopes that you will convey it to the Committee.

Media coverage of the Sears Building purchase. On the assertion that the Sears building had no press coverage, attached are copies of the print and radio coverage which, as you can see began in June of 1991.

Yard Debris Recycling Charges. On Commissioner Hammerstad's implication that Metro passes on yard debris recycling charges to local governments the following is the current state law. Yard debris recycling was required by the 1991 state legislature when it passed SB 66. (ORS Chapter 459). The State Environmental Quality Commission (EQC) declared that yard debris is a "primary recyclable material" and issued a "Yard Debris Rule" in the summer of 1991. The rule stated that by 1994 all counties must have a curbside recycling system.

The counties set their own rates and method for yard debris recycling. ORS Chapter 459A.010 (2)(e) requires local governments to provide an "effective residential yard debris collection and composting program." The same section (5)(a) describes the way that they can collect money to pay for those services. It assumes they will include in their rates those costs associated with the cost of collection. It does not restrict them or tell them to include all "net" costs incurred in providing the opportunity to recycle. "Net costs" are the normal expenses of running the collection program.

Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Richard Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Roger Buchanan
District 10

David Knowles
District 11

Sandi Hansen
District 12

It is up to Clackamas County to decide the best way to implement state law. Metro has no position, program or involvement in how the counties implement state law or what they charge.

(Source: Todd Sadlo, Metro Solid Waste Legal Counsel, Debbie Gorham, Waste Reduction Manager, Solid Waste Department)

Metro Budget Cuts - "No real position cuts, only transfers."

Nine positions were cut from the budget. Four positions were filled with "probationary employees" (6 months or less) and were immediately eliminated. Five individuals were laid-off (Rich Carson, Becky Crockett, Larry Sprecher, Henry Markus, Mary Weber). Markus and Weber have been reinstated by the Council, pending receiving grant funds for an economic development project. If the grants are not received, the project does not continue beyond July 1, 1992.

Program areas reduced or eliminated were water quality, housing, emergency management and economic development; position cuts occurred by seniority, not program area.

The emergency management area is an "earthquake preparedness project" which consists of two projects --- a small pilot project between Metro and the State Department of Geology and Mineral Industries (DOGAMI) followed hopefully by a much larger, more comprehensive program funded by the National Earthquake Hazard Eradication and Reduction Program (NEHERP). The latter is a \$3.2 million joint proposal between Metro (\$1.7 million) and DOGAMI (\$1.5 million).

We have Planning Department staff assigned to complete the pilot project (by September 30, 1992) and if the larger NEHERP proposal is funded, it will be staffed through grant-funded positions.

As a final note on this subject, in the area of "housing", the work done to date in this program was a series of "housing forums" and some survey research attempting to identify the barriers to affordable housing. We have found a "home" for the latter at the Center for Urban Studies at Portland State University.

Square Footage Costs of Sears Building.

The total all-in cost per square foot of the building including acquisition cost, construction, furniture and fixtures, art and contingency is \$82.24.

The annual cost of "living in the building" based on the first full year (94-95) is estimated to be \$16.17 square foot.

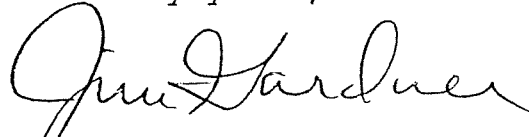
(Source: Jennifer Sims, Metro Manager of Finance and Information Management, see attached letter to Commissioner Judy Hammerstad)

Convention Center Promotion.

The Multnomah County Hotel/Motel tax generates roughly \$3 million per year to support operating costs of the Oregon Convention Center. Through a contract with the Portland Oregon Visitor Association (POVA), the OCC is promoted at an annual cost of \$1 million or roughly one-third of the revenues from the hotel/motel tax.

Please phone me if you have any additional questions or I can provide further information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Jim Gardner".

Jim Gardner
Council Presiding Officer