



**THE MAYOR'S  
ANNUAL MESSAGE  
TO THE  
CITY COUNCIL**

**1967**

**TERRY D. SCHRUNK, MAYOR**  
City of Portland



MAYOR'S ANNUAL REPORT  
ON THE AFFAIRS OF THE CITY

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CITY OF PORTLAND  
OREGON

January 1967 marks the beginning of my eleventh year as Mayor of the City of Portland. As each year has grown into another, it has been my custom, as with mayors before me, to review the progress and problems that the city has known during the previous year, through a report to the City Council. This report has served as a method through which we could all develop a perspective and an appraisal of our government and community affairs and through which recommendations of our present and future needs could be presented.

Our city has made many important and progressive changes during the ten years I have served as Mayor, but there is much yet to be done. We should, from time to time, take an assessment of our public worth as well as our public responsibility. Perhaps, also, it is time to reflect upon the growth and stability we have made throughout the comparatively short time this city has been in existence, as well as making a contemporary evaluation.

According to the United States Census of 1851, the area then known as Portland had a population of 821. On January 14th of that year, the second Legislative Assembly of the Territory of Oregon passed an Act to incorporate the City of Portland. Today, one hundred and sixteen years later, we have a population of 384,000 city residents, and as the hub city, we serve a metropolitan area of 913,400. This points out a serious problem because many of the residents outside of the city make their living here but do not pay any city taxes to provide them the services that are available to them in Portland.

At a time when the discussion of local taxes is critical, it is well to realize that throughout the years we have been developing a sizeable municipal inventory. Many of the properties and functions for which we have paid, are now either irreplaceable, or their value and need have increased tremendously. Many cities throughout our nation were not so provident and are now faced with inflationary prices to establish adequate water, dock and other facilities.

A partial review of our public inventory:

We have invested \$70,975,000 in our water system, and the replacement value, including the Bull Run property, is estimated in excess of \$200,000,000. The current value of the property and facilities of the Commission of Public Docks is in excess of \$40,000,000. When the Auditorium is finished next year, its value, including the land, will be about \$8,000,000. Improvements which include all city-owned buildings such as City Hall, park buildings, and fire stations, is about \$16,231,070. The Stadium when refurbished will be worth about \$3,000,000. The Memorial Coliseum has cost us \$10,220,000 in property, building and facilities. The land value of city properties, excluding the Park Bureau, is over \$11,000,000. Park and recreational properties, not including buildings, are valued at \$15,870,630. We have nearly \$10,000,000 in fire fighting and mechanized equipment, fire boats, street flushers, trucks, motorcycles, and automobiles.

There are 7,159 acres of public property, 7,109 of which belongs to the Park Bureau; 1,500 miles of paved city streets; 2,300 miles of city sidewalks; 1,300 miles of city sewers; 1,400 miles of water mains; and over 24,000 city street lights. This is but a partial inventory since it does not reflect furniture, radio, office, laboratory, crime detection equipment and other important items under the City Property Control Officer.

Private industry and business have made an even more phenomenal record of growth. Local businessmen are expanding and enlarging their operations, and new industries come into our city each year. This indicates the confidence that private investors have in our present and future development and economy.

To chart our future, we must realize that we do have a common purpose and responsibility. You, the members of the City Council, our citizens and I must work together in tireless effort, to make this a safe, prosperous and progressive city. We should develop the best and most economical methods with which to deal with the matters of local government and community needs. At this point it is important to assess our present stature in relation to these.

In an overall review of our local economy in 1966, it is important to note that business continued to make marked gains over previous years. The City of Portland issued \$79,713,565 in building permits, which was exceeded only in 1958, when the building of the Lloyd Center boosted the volume of permits to \$83,826,290.

Building permits in 1967 should be equally as high because of the planned construction of such projects as the new Georgia-Pacific Building; the Bank of California to be built on Broadway; and the new Pacific Northwest Bell Telephone Company's office to be constructed next to the Benson Hotel. Other firms are also planning new or improved structures in the near future.

Continued development in the South Auditorium Urban Renewal Project was marked by the completion and dedication of the new Labor Center, the pedestrian mall and Pettygrove Park and Lovejoy Terrace. In addition, official Federal approval was granted for the extension of the Renewal Project northward to S. W. Jefferson Street. The rebuilding of the Civic Auditorium is now well underway, and should be completed early in 1968.

In December alone, the Oregon income rate was up 8.2 percent, and the employment rate made a gain of 11,400. Much of this employment is in the Portland metropolitan area. These figures are significant because many issues could have caused entirely different statistics. Tight money and military needs have affected the lumber industry in this state and region. Some of the effect of this has been offset because demand for lumber products in Southeast Asia has drastically increased and thereby provided some relief to the slumping market.

### RECREATION

Voters in November elected to retain Multnomah Stadium for an interim sports and recreation facility by authorizing the City of Portland to purchase it from the Multnomah Athletic Club. Purchase agreements have been executed and the Stadium was turned over to the city on the first of January.

Plans are now being made to design new dressing rooms for teams and officials; improve restroom facilities, repair seats and paint and brighten up the whole appearance of the structure. Regrading and replacement of the sod on the playing field is already underway.

It had been my preference that the Stadium matter be a county-wide issue, but Portland voters were wise to make certain that we would not be a major city without a major stadium. Thus we provide the Portland Beaver Baseball Club a place to play and keep this important Pacific Coast League franchise in the city. In addition, Oregon State University has indicated that they will bring the Stanford game to Portland, and the Shrine Benefit All-Star high school football game will be held in August. In professional football, the Kansas City Chiefs are scheduled to play the Oakland Raiders in August.

We expect nationally and internationally famous figures will use the facility, such as Dr. Billy Graham, who will appear there in 1968. The facility will attract many schools, organizations and ball teams to appear there, without which there would be no place for those activities in this metropolitan area. I believe the citizens were wise in their decision to buy the stadium and am confident they will be proud of it when it is renovated.

### MEMORIAL COLISEUM

The year 1966 saw the completion of the new Exhibition and Convention Hall, which

adds 25,000 square feet to these facilities in the Memorial Coliseum. Under the excellent direction of the E-R Commission the Coliseum continues to be one of the most successful civic ventures that we City taxpayers have ever undertaken. Attendance continues to race ahead of last year. The last six months of 1966 have brought totals to around 583,933 persons--an increase of nearly 125,000 over any preceding period. Occupancy percentages also are gaining, with some months like February 1967 showing one vacant day of usage on its schedule. The new exhibit area accommodates larger shows, such as the recent Home Show which also saw a drastic increase in attendance.

#### BUREAU OF PARKS AND RECREATION

The Bureau of Parks and Recreation gained recognition in 1966 when a national non-profit organization under the direction of Mr. Max Kaplan analyzed the services of the City of Portland Community Music Schools. Many similar programs were studied throughout cities of this nation and Portland's citation was because we are an outstanding example to the rest of the United States, on how to organize and develop a community participation program for and by the people of the city. The City's development of this cultural program which includes Opera, Civic Contemporary Dance Theatre, the Ballet, Theatre Workshop, the Junior Museum, the Little Loom House, the Art Center are all in this category and places Portland in the forefront of the movement in cultural arts and humanities. Commendation was also given because this program had sufficient advance preparation and good planning and is now a quality service in and to each of the neighborhoods of the city.

In addition the Park Bureau has continued to provide wholesome outdoor recreation for thousands of our youngsters through the fine cooperation of hundreds of volunteer adults who have acted as coaches for amateur baseball, football, basketball and track. Other park and recreation programs have also been accelerated to meet the needs of the people of this city.

#### SUA REPORT

On March 31, 1966 the City of Portland and Multnomah County entered into an agreement to have Space Utilization Associates Inc. conduct a study for the City of Portland and the County of Multnomah space requirements, including jails and courts, and to make recommendations for joint use of facilities. The SUA Report-Analysis of Space Use is now in the hands of the administrators of both governments. It is my desire that we review these recommendations with Multnomah County officials at an early date in order to determine critical projects that should be submitted to the voters in the primary election in 1968.

## HUMAN RELATIONS

In 1950, the City created the Inter-Group Relations Commission and in April of 1966 it was deemed that the work of this commission was increasing to the point that a new organization with a professional staff be created. The Portland Human Relations Commission was appointed and this January a full-time director was hired to expedite and broaden the effort to study and investigate problems arising between groups in the city which could result in tensions or discrimination. They also are to recommend to the City Council any changes of law which the Commission deems beneficial and to cooperate with all groups whose objective is to promote tolerance and understanding among all people within the city.

## NEW LOCAL INTER-GOVERNMENTAL COOPERATION

A significant example of city-county and state planning and cooperation is involved in the widening of North Columbia Boulevard which will provide better access to the important developing Rivergate Area. The State Highway Department, Multnomah County and the City of Portland will share the cost of this development throughout the next three years, plus the commitment of 60% of Federal Secondary Road Funds. It is hoped the success of this project will encourage joint agreements to meet some of the critical traffic problems inside the City, such as the 17th and Powell crossing of the Southern Pacific tracks.

### C. R. A. G.

In October, 1966 city and county representatives met to form the Columbia Region Association of Governments. These include Clackamas, Multnomah, and Washington Counties in Oregon, and Clark County in Washington and 17 Oregon and Washington cities. It is a voluntary organization with the purpose of promoting coordinated planning and development of public improvements in the metropolitan area.

It is obvious that the Oregon and Washington State Highway Departments, the Ports of Vancouver and Portland, and representatives of the school and special districts must be included in CRAG before meaningful planning can be accomplished.

The City of Portland and all CRAG members have a major stake in this organization because of the benefit of coordinated action by governmental units and because we have been informed that future grants for federal aid projects must conform to the plans for the metropolitan area which CRAG will prepare. Therefore it is my intent to proceed with caution as we establish this organization to insure that we select the proper staff, adopt fair and equitable bylaws and thoroughly consider all program proposals. It is my hope that CRAG will be a constructive and meaningful organization and not just window dressing to obtain Federal money.



## CITY-COUNTY

Throughout the years of my service to this community as a public official, I have strongly advocated close cooperation and consolidation of services wherever possible, between the City of Portland and the County of Multnomah.

With the adoption of a Home Rule Charter for Multnomah County in May of 1966, it should be possible for us to make greater advances in these areas. For example: Multnomah County now has the authority to adopt by ordinance and enforce city-type regulations in the unincorporated areas. As a result, the county can assume responsibilities that it was not previously able to undertake, and it will be possible to have uniform regulations and services throughout most of the county.

You will recall that I appeared before the Home Rule Charter Committee to urge that safeguards be placed in the charter to prevent the wasteful competition which now exists between city and county government. I believe the voters in Multnomah County shared my concern when they rejected the charter in its present form at the November election. Nevertheless the charter has become law, and, as Mayor of the City of Portland, I shall do all in my power to cooperate and assist in working for the best interest of all of our citizens.

It would appear to me that the Board of Commissioners, working without the confidence of all of the voters, will be especially concerned about effective county government and improved City-County relations. Some evidence of this is that the County has now agreed to a partial consolidation of City and County police records. The physical move of fingerprints, mug shots, and other police records into one central file is something that I have urged for several years and I believe it is one, short step in the right direction.

Now we must plan for the future with electronic data processing and computerization as the tools through which we can really consolidate police record functions. Planning should include the surrounding counties and cities, so that we can ultimately create a master system of records-keeping for the metropolitan area that will be keyed into a state-wide and national record system as proposed by the Federal Bureau of Investigation. The City-County Joint Committee is in the process of evaluating this, and I hope that early this year we will be on our way toward final planning and implementation. Our local system should be standardized so that the forms will meet with the requirements of the national and state records. Although complete conversion of these systems will take some time to develop, early agreement must be made on the forms, programming, control, security and cost sharing so the ultimate program will be operational at the outset.

There will be many additional opportunities for combining city-county services. Early discussions must be directed toward combining such services as health bureau, purchasing, radio shops, crime laboratories and planning commissions.

The zoning codes involving our ordinances on electrical, plumbing, heating and ventilation codes should be standard inside the city and in the county. The County officials have a whole year in which to put the Home Rule Charter into effect. I hope that the Board will proceed with caution so that no opportunity for city-county cooperation or consolidation of functions will be overlooked.

I lay so much stress on improved city-county relations because I believe this is an area where great improvements and some economies can be made. I say this with the sober knowledge that the tax revolt began in Portland, its leaders have shown that they can muster enough signatures to place a 1-1/2% property limitation on the ballot. There is no doubt in my mind that city, county and all local government officials must make improvements in government so that each taxpayer will receive the benefits and services to which he is entitled, and at an acceptable price.

#### AIR QUALITY CONTROL

During 1966 our Portland Air Quality Control program made significant advancement in working with industry and building owners in improving the quality of air in Portland. However, we will recognize that air pollution is no respecter of city boundaries and the problem must be approached throughout a much larger area. I appreciate the interest and cooperation by so many of our businessmen and others of this city in working toward a solution of this growing problem.

In the fall of 1966 Portland entered into a contract with Clackamas, Washington, Multnomah and Columbia Counties to provide an area-wide air quality control program. We have good reason to believe that the United States Public Health Service will approve a federal grant to enlarge this program. Under this agreement our City Air Quality Control staff will work closely with County Health Officers in the four counties to fight against air pollution on a wide metropolitan basis. Air pollution is an example of the type of problems that occur in metropolitan areas and must be treated in a coordinated program by all governmental units concerned.

Clark County and the City of Vancouver in Washington are forming a similar district on the north shores of the Columbia River and we will coordinate our efforts closely since we share a common air shed.

I have ordered that exhaust emission control kits be placed on new cars ordered in 1966 for replacement of part of the Police Bureau fleet. This year all orders by the city for automobiles will have these devices specified and required.

Operators of fleets of trucks and buses in Portland have been requested to inspect their equipment for exhaust problems so that there will be a lessening of automobile exhaust fumes.

Secretary Gardner of the Department of Health, Education and Welfare invited me to appear before a National Air Pollution Conference in Washington, D. C. last December to explain about our approach in the Portland-Metropolitan area. I was also to express my views of what mayors of other cities felt should be the Federal government's role in air quality control. In preparing my presentation on this matter I consulted by letter with my colleagues in major cities such as: New York, Los Angeles, San Francisco, St. Petersburg, Pittsburgh, Cleveland, Chicago, Detroit, Philadelphia, Baltimore, Atlanta, Phoenix, Minneapolis, St. Paul and Denver. Over 3000 government officials, top-level industrial leaders, scientists, college professors, engineers and other interested persons were in attendance. It was generally agreed that many areas have waited too long to face up to this problem but that some progress is being made. However, much is yet to be done in the areas of research and control in order to protect the health of our people and make urban areas livable.

I firmly believe that unless we continue to take firm action on a local, state and regional basis, we can and will have an acute problem in our own area. The fantastic increase in motor vehicle registration in itself is constantly causing a deterioration of the quality of the air we breath.

The 1967 session of the State Legislature should concern itself with this problem and strengthen the Oregon State Sanitary Authority staff to develop a more active and effective program for air quality control.

#### WATER POLLUTION CONTROL

Water pollution control is of equal importance to air quality control and the City of Portland is working on this in an accelerated program. During 1966 the Willamette Interceptor Sewer was completed and placed in operation. The affluent gathered by this interceptor is treated at the Tryon Creek Treatment Plant near Lake Oswego. Various local systems that feed into this interceptor have either been completed, or are in process or planning stages.

The Guilds Lake-Linton Interceptor System is under construction and nearly on schedule, in spite of many difficulties that delayed the construction. This interceptor will cross under the Willamette River near the railroad bridge and connect to the North Portland Treatment Plant. Plans are being prepared to enlarge the North Portland Plant and I hope this work will go to bid in 1967.

Portland has applied for a federal grant to provide a pilot study of facilities to separate storm flow from the sanitary sewage in the near eastside area. During periods of heavy runoff following severe storms, both storm and sanitary sewers become overloaded and sometimes affluent is discharged directly into the Willamette River. Wherever possible, storm runoff is being separated from the sanitary sewer systems in order to eliminate overloading of the sewage disposal facilities.

During 1967 we will continue to review our entire water pollution control program in order to insure its effectiveness and develop complete control as soon as possible.

### FREEWAYS AND HIGHWAYS

The new Marquam double-deck bridge connecting the Salem, Eastbank, Banfield and Minnesota Freeways was opened in the fall of 1966. Work is progressing rapidly on units of the Stadium-Foothills Freeway, and we can expect to see a sizeable portion operational in about a year from now.

It was necessary to relocate some of the Department of Public Works' Stanton Yard facilities because of freeway locations. We have used this opportunity to develop a long-range plan to combine major public works functions and other functions in a central location which would increase efficiency. Phase one of this program is in the final planning stages and should go to bid early this spring. Funds for the first part of the plan have been accumulated in our Capital Improvement Program, and it appears that it will not be necessary to ask for bonds and/or a tax levy for this first development.

As was recommended in my 1966 report, operation of the City asphalt plant was terminated on July 1, 1966. Asphalt is now being purchased on the open market by bids from local suppliers. The asphalt plant property is being held in case it will be necessary to house public works functions being moved due to freeway construction. Since it is valuable waterfront land, it will ultimately be sold and the funds from the sale should be directed toward further development of the new public works complex.

### HARBOR DEVELOPMENT

Portland's harbor and dock facilities under the direction of the Commission of Public Docks have made new and significant changes throughout the years. The increase in trade and commerce through our port is in direct relation to the excellent and efficient, far-sighted administration of these dock facilities by the Commission. In 1965 there were 15,262 jobs paying \$103.8 million which ultimately depended upon the activities of the port.

The year 1966 kept pace with prior growth. Ground was broken for new berth facilities at Terminal No. 2; the containerized cargo handling operations at Terminal No. 4 were remodeled and expanded; a purchase agreement was consummated in which the Dock Commission acquired the Albina Docks in order to insure the interim continuation of this facility to handle the ever-increasing general cargo that is moving through the harbor.

The U. S. Corps of Army Engineers is moving towards the development of the 40 foot channel between the ocean and Portland and Vancouver. The Port of Portland is making significant progress in the development of Mocks Bottom Industrial Area since the Port's new dredge was put in operation. The Port, in cooperation with the City of Portland and Multnomah County, is preparing plans for the Rivergate Area which has a great potential for our water-oriented industries.

Ship repair and building in the harbor is a very important part of our total economy and this industry should continue to expand in 1967 because of the capable management and engineering abilities of the operators of the private yards involved together with a well stabilized and efficient labor supply.

Union Pacific Railroad announced late in 1966 that it will establish an office in Tokyo, Japan. Portland is the Northwest terminus of this rail line which is a prime mover of cargo in and out of Portland. Representatives of the Commission of Public Docks called upon Union Pacific officials in Omaha, Nebraska suggesting the establishment of a Japan office. Since the Commission of Public Docks and Union Pacific have a common interest in the fast movement of cargo to and from Japan and also to destinations in the United States, this move should be mutually beneficial. It is anticipated that the Japanese office will generate new trade between our countries.

#### AIR TRAVEL AND FREIGHT SERVICE

The operation of the Portland International Airport is not a city function, but we are vitally concerned with the growth and the development of this fine operation. The number of passengers going through the airport is increasing annually and there is a tremendous increase in air freight. The City will continue to join with the Port of Portland and other organizations and agencies to fight for even better service. Presently, better connections with the Southwestern part of the United States, South America, Asia and Transpacific cases are being studied, and your city government is taking an active part in hearings on these matters.

This past year we have seen the inaugurations of two overseas services with Scandinavian Airlines going direct from Seattle to Copenhagen, Denmark and Pan American Airlines direct polar flight from Portland to London and on to Paris. It is extremely important that Portland continue the fight to take its rightful place on the international air map. I am urging that Scandinavian Airlines be given the opportunity to make flights directly from Portland to Europe.

#### OTHER TRANSPORTATION

Portland is increasing in importance as a natural distribution center from the Columbia and Willamette valleys and we must continue to meet the needs for modern cargo handling and storage. Produce and products come to our city

by way of ships, trucks, rail lines and river barges and speedy handling and distribution are vital to their utilization and distribution.

## JAPANESE RELATIONS

### SAPPORO SISTER CITY PROGRAM

In recognition of the growth and success of the Sapporo-Portland Sister City program, Readers Digest last year presented each city with a bronze plaque for outstanding achievement. Those plaques are in recognition of the interest, devotion and participation given to the development of this program by thousands of people in both Portland and Sapporo. It also is a tribute to the fore-sightedness of each group of people to overcome and forget the past and develop a new and better understanding of the culture, history and problems of each country.

I am certain that all of us in Portland were happy to learn that our sister city of Sapporo, on the Island of Hokkaido, was selected as the site for the 1972 Winter Olympic Games.

Many Japanese trading firms have located in Portland and I am proud of their success and belief in the future trading and commerce between the two nations. It is also important to note with commendation the success of the full branch Bank of Tokyo now situated in the Commonwealth Building. After several years of negotiation, the Japanese government raised the status of the Portland Japanese Consul's office from Consul to that of a Consul General. All of these moves are tangible evidence of the importance the Japanese people place in our harbor facilities and the ever-increasing degree of understanding and friendship of the people of this community for their neighbors across the Pacific.

## INTERNATIONAL RELATIONS

Portland is becoming an active center for visitors from other countries, foreign student enrollments, International conferences and exhibitors, Pan American Week programs as well as the expansion of our Japanese-Sister City activities.

Space will allow the mention of a limited number of these activities. The 1966 American Rose Society Conference and the International Rose Show were held in conjunction with the annual Portland Rose Society's June show. Over 140 visitors from New Zealand attended this conference as well as many other representatives from other countries.

A distinguished delegation from Waldorf, West Germany, headed by Oberbermeister Willinger visited Portland enroute to Astoria, which is Waldorf's Sister City.

In September Mrs. Schrunk and I were guests of Scandinavian Airlines System on an inaugural flight to Copenhagen and other parts of Scandinavia. While in Europe we met with many important government and business officials as well as with the press. Later in the month SAS brought a most distinguished group of Scandinavian government and business leaders over to visit the Northwest. Portland had an official reception and dinner for them, and we have been most gratified by the friendship and business interest that was generated by these visits.

This community is especially benefited by having so many fine citizens of Scandinavian descent who have contributed immensely to the development of the Northwest. The Scandinavian Men's Club of Portland has been a national leader in keeping these bonds so close, through the selection of an Oregon Lucia to send to the International Festival in Stockholm each December. The City of Portland has become well known in Europe through the fortunate selection of outstanding young women to represent us at the Lucia Festival.

Many of our citizens of Scandinavian descent have visited the homeland of their forefathers and have developed a good impression of our community. Throughout the years I have sent greetings and "City of Roses" mementos to mayors in cities throughout Scandinavia. These continuing friendship programs and our strong ties through shipping have created an expanding import and export market for produce and products to and from these countries and our own.

In April the local Pan American Week committee promoted community interest in celebrating the important anniversary of this historic hemispheric alliance between our nations. Students from local high schools and colleges met with Consular Corps members, city officials and business representatives at the City's Pan American Day reception at Portland State College. Each year this program expands and develops more community participation, and I am proud of the fact that we have one of the most successful programs in the United States.

We have continued to support the observance of United Nations Day in order to intensify knowledge about the objectives of this organization. It is my hope that while this organization may not be a perfect vehicle, it is important that we recognize the importance of promoting understanding across the world. The people of our nation will always go more than half way to alleviate the sufferings of people in need and in the promotion of peace and freedom for men of all races and creeds. We certainly must continue and accelerate these aims at this time.



CITY OF PORTLAND  
OREGON

RECOMMENDATIONS

I hereby respectfully submit my recommendations, some of which are being repeated or expanded from reports in the past. They appear again because I feel there is need for careful reconsideration of their merits:

I RECOMMEND:

THAT the city authorize a contract for a complete recodification of our ordinances and codes. This should begin as soon as is practical.

THAT the city, during 1967, review the entire permit, license and fee schedules, in order to lessen the load on the General Fund of the City of Portland. The costs of these services should be more in line with current operating and inspection costs.

THAT the City continue to support Oregon State legislation which will give a larger share of the gasoline tax and vehicle license fees to the cities. The automobile should be as near self-supporting as possible, in order to eliminate



costs to the property taxpayers. This additional money could be used for better street maintenance, signalization, grade separations and street-widening projects.

THAT the City Council with representatives from the Chamber of Commerce, business, cultural and athletic groups, explore the feasibility of enacting a city tax on hotel and motel rooms for transients. A portion of this tax should be used to increase our promotion of conventions and tourism in Portland, in cooperation and through the Chamber of Commerce. Another portion should go toward the promotion of cultural and athletic events which would bring new people to the community. The balance of these funds could be set aside to provide assistance in the operation of public facilities such as the Civic Auditorium and the Municipal Stadium. If the tax revenues were sufficient, a capital improvements fund for the development of a Little Theatre or other projects should also be considered.

Most major cities now have a similar tax. Several Portland citizens, on a recent visit to San Francisco, were impressed by the broadened activities promoted and the number of cultural activities being subsidized and consequently strengthened, by the revenues from such a tax.

THAT unless the Oregon State Legislature takes positive action to provide greater financial assistance to the cities, we seek state legislation to authorize cities to enact their own tax on personal ~~and corporate~~ income earned within its jurisdiction. This surcharge to be collected by the Oregon State Tax

Commission and returned to the cities, after the deduction of minimal administrative costs.

For too long the central city has been providing services and facilities to the entire metropolitan area, and this at the expense of the city, real-property taxpayer. The Memorial Coliseum, Civic Auditorium, our modern docks, the newly acquired Civic Stadium all have been paid for, or are now being paid, through bond retirement by the city taxpayers. These facilities are enjoyed and used by people living both inside and outside of the city. They do not or will not all produce sufficient revenue to retire the capital investment even though the general obligation bonds become a direct cost of the Portland taxpayers.

Many workers on the waterfront or in the shipping industry in jobs made possible by our harbor modernization through the Commission of Public Docks, are not contributing toward the retirement of the general obligation bonds that financed this successful program. Again, these bonds are only paid by the real property owner in the City of Portland. The docks can and do pay their normal operating expenses, but because of competition from many major ports cannot derive sufficient revenue with which to retire the capital improvement bonds.

THAT the City Council and the Board of County Commissioners direct their personnel officers to meet at an early date and attempt to work out a uniform

salary guideline schedule for comparable positions in both city and county. At the present time there is an unrealistic and substantial differential paid city and county employees doing comparable work. These employees are paid out of the same general tax funds in most cases. Public employees morale can only suffer through independent action by the city and county in such matters.

THAT each City Commissioner carefully examine his particular department prior to the preparation of the 1967-1968 budget, in order to set up a priority program of functions and personnel, should it become necessary to reduce activities and services in order to bring city employee salaries more in line with those of Multnomah County and the State of Oregon.

THAT in the 1967-1968 budget we attempt to provide four weeks of paid vacation for employees with 20 years or more service. This will establish vacation benefits more nearly in line with those of the State of Oregon and many private industries.

THAT the City Council formally establish the hours of the operation of City Hall to open not earlier than 8:30 A.M. and close at 5 P.M. on weekdays, except official holidays.

THAT the City Council urge the Board of County Commissioners to jointly sponsor legislation to protect public employees and permit their orderly transfer under certain conditions when functions of each unit of government

are consolidated. Such consolidation which involves employees should protect pension rights, seniority, salary, and other fringe benefits while <sup>not</sup> necessarily retaining a specific title.

THAT a special committee be established to study the possibilities of modernization and revision of Chapter 4 of the Portland City Charter which provides for our present Civil Service system. This committee should have representatives from the general public, the city, and the affected employees. It should make its recommendations to the Portland City Council, which in turn would hold public hearings on the recommendations. Then a decision will be made as to whether or not revisions should be submitted to the voters of this city.

THAT the newly acquired Multnomah Stadium be officially renamed by the City Council and be known as either the Portland Civic Stadium or the Portland Municipal Stadium.

THAT the City Council request the cooperation of the Portland Chamber of Commerce and other civic organizations to develop the fullest possible use of the Portland Municipal Stadium. We should attempt to make the Stadium as near self-sustaining as possible. Oregon State University has committed a game to Portland for 1967. Alumni supporters, friends and press should do all in their power to encourage the University of Oregon to bring at least one major game to Portland each year. Portland business interests should also consider the possibility of acquiring a national professional soccer football franchise with home games played in the Municipal Stadium.

THAT the City Council of Portland continue to stand ready and cooperate with any responsible group, in an area-wide basis of planning, to locate and finance a major stadium complex in the metropolitan area.

THAT while the city has made significant progress through signing of contracts with four adjacent counties for regional air quality control, we continue toward the implementation of a broad-based program. We should stand ready to turn control over to an area-wide body when it has adequate facilities, staff and authority to make such a program workable.

THAT all new motor vehicles purchased from now on, by the City of Portland, be equipped with the latest workable exhaust control equipment available.

THAT the Council continue to strive to find solutions for the proper disposal of waste material both solid and liquid. We are accumulating and producing an ever-increasing amount of such waste, and we have not made sufficient progress in research to develop proper facilities within an economic range to dispose of them. These must be for common garbage and such specialized items as discarded tires, refrigerators, washing machines, auto bodies and various types of oil and chemical waste. Research must be intensified and means developed by industry and all levels of government to either reprocess or destroy such waste through incineration. We should support Federal legislation that would place a disposal tax on such items as tires, refrigerators, dryers, washing machines, automobiles and various types of oil. Funds so collected should

be made available to state and/or local governments to provide for such re-processing and/or destruction and to assist private industry to do so under adequate controls to protect air quality. The City of Portland is faced with the necessity of purchasing at least two large modern incinerators within the next few years. Our present land fill disposal method leaves much to be desired.

THAT the City Council continue to cooperate with Multnomah County, the State Highway Commission and the Southern Pacific Railroad to design and finance a grade separation at S. E. 17th and Powell Boulevard. I would hope that such plans can be agreed upon during 1967 and construction will start either this year or very early the following year.

THAT the Oregon State Highway Commission meet on a regular basis with the city and county officials for the purpose of establishing priorities for highway commission projects in the urban and rural areas of Multnomah County.

THAT the City Council of Portland urge the Commissioners of Multnomah County to meet with them on a regular basis in order to develop priorities for the expenditure of gas tax and other highway revenues such as secondary road funds to be used inside and outside the city limits. There should be the greatest cooperation to meet the overall needs in this area. What is being accomplished in the widening of Columbia Boulevard through joint efforts can be a forerunner of other possible solutions to better meet our overall area needs.

THAT the State Highway Department carefully consider a plan recommended to them by the City of Portland for the preservation of as many trees as possible along S. E. McLoughlin Boulevard, which are now in danger of being lost by a proposed widening program of the State Highway.

THAT the city enter into discussions with the Board of County Commissioners to consider expanding the operation of the Portland Traffic Safety Commission into a city-county function, and eventually a metropolitan one. I have long felt that this is the only practical approach to the problems of traffic safety. I urge that we enter into discussion on this matter with the hope that the Board will be receptive to this proposal and realize the problems of traffic safety and education are of great importance to the total metropolitan area. The excellent work done by the Commission and the support given by other organizations and the news media benefits our entire community and should not be solely supported by the City of Portland.

THAT the City fully explore the potential advantages and the costs of a system of traffic signalization control by a computer in the central business district.

THAT the Oregon State Legislature submit to the voters of this state a Constitutional amendment or a revised state constitution which will permit the people of an urban area to vote on the proposition of withdrawal from various counties and attaching themselves to a central county in an urban area or to initiate proceedings which would permit people to vote on the proposition of consolidating certain counties or parts of counties under certain conditions.

THAT the Multnomah County delegation to the Oregon Legislature initiate legislation which will enable the voters of Multnomah County to vote on the question of consolidating the City of Portland and the County of Multnomah.

THAT the Metropolitan Study Commission meet with the Multnomah County Commission and the City Council of Portland on a regular basis for the purpose of discussing and establishing new areas of city-county cooperation and consolidation in much the same manner as has been done with the air quality control program. Such consolidation and cooperation could lead eventually to city-county consolidation in its entirety.

THAT the City Council continue to work toward a solution of our very acute City Jail problem and urge the submission to the voters of this city and county at the next Primary Election a measure to provide for a joint jail-public safety facility and possibly a joint court facility. I am very hopeful that we will be wise enough to utilize to good advantage the SUA space study on joint facilities and move forward toward the implementation of at least most of the recommendations contained therein.

THAT we re-examine the preliminary studies done by the City of Portland and Multnomah County Planning Commission on zoning and building codes, involving electrical, plumbing, heating and ventilation. In a former recommendation of this office I asked for this study. No action has been taken to date to provide uniformity of these codes, and I now heartily recommend that we take up this



matter with the County Commissioners and its Executive Officer. It is still my opinion that before too long we will be wise enough to combine the city and county planning functions in entirety.

THAT the City Council again explore with the Board of County Commissioners the possibility of combining the city and county radio and electronic shops. Considerable work has been done at staff level by both bodies, and while there were recommendations for implementation from both units of government, nothing has been accomplished. It is entirely possible that now under the Home Rule Charter such a consolidation could take place with increased efficiency and the elimination of the costly duplication of shops, equipment and inventories.

THAT the City Council confer with the Board of Multnomah County Commissioners on the feasibility of Multnomah County taking over the complete financing of the operation of the Metropolitan Youth Commission, and then enter into negotiations with Clackamas and Washington County to develop a tri-county program for the operation and expansion of the work of the Metropolitan Youth Commission. Problems of our youth are common to the entire social and economic unit in the three county area, and should be approached on that basis.

THAT the City continue to work with Multnomah County to bring about as many consolidations as possible at an early date, of our various health services. Eventually there should be a combined Health Bureau Department for the City and County.

THAT the City and County through the offices of the City Probation and Parole Director and the County Correctional Officer, attempt to work out a program whereby the facilities of the County Minimum Security Center be more fully utilized through the addition of a day parole program.

THAT the City Council continue to support the increase in the number of public units of housing scattered throughout the city to provide safe, sanitary housing for some of our less fortunate citizens and some of our low-income citizens who cannot find or afford adequate, safe private housing. We should continue to support the proposition that wherever free enterprise and private capital can meet the needs that the city will not become involved in competition with free enterprise. We should continue our code enforcement program in order to upgrade present housing throughout the city.

THAT the City Council, working through the Commissioner in charge of the Bureau of Parks, move forward as rapidly as possible in finalizing the complete plans for the ultimate full development of West Vanport, and that as soon as complete plans are available, we explore revenue bond financing for the early installation of a drag race strip and road race track together with other racing facilities which prove economically feasible. At the same time, we should move forward through revenue bonds to construct the first of two projected golf courses.

There is a great opportunity to place in operation a long-range plan for the full development of this area. Revenue derived from the racing facilities, after

expenses and the retirement of the revenue bonds, should be credited to a capital improvement fund for the additional improvement of the park with facilities that cannot pay for themselves but that are of tremendous importance to the enjoyment of all of our people.

THAT the City Council and the people of Portland continue to work closely with the Commission of Public Docks to make it possible to build and maintain adequate cargo handling facilities to process the ever-increasing tonnage in this major distribution city. All forms of transportation are vital to this community and we should encourage, through both public and private cooperation, new methods to meet the needs for both warehousing and handling of such cargo. We should continue to support the Portland Freight Traffic Association to insure competitive rates.

THAT the City Council continue to work with our Congressional Delegation for an early completion of the 40 foot channel to the sea and support the necessary appropriations to expedite this important project.

THAT the City Council attempt to generate support from our Congressional Delegation, our state and county governments and other governmental units along the Columbia River and in the City of Vancouver and the Washington State ports to have the Army Engineers start at an early date the engineering studies to develop a program to be submitted to Congress to plan for the development of a 50 foot channel from the sea to the Portland-Vancouver area.

THAT the City of Portland, its Council and staff continue to cooperate with the Port of Portland, Multnomah County and the State of Oregon in the full, planned development of the Rivergate Industrial area at the juncture of the Willamette and Columbia Rivers. Planning should now be in process to render complete city services to this area. As early as possible this area should be annexed to the City of Portland and the city boundary should run to the state line in the Columbia River.

THAT the city continue its program of attempting to preserve as much as possible the upper river area frontage for public use and parkways. Future waterfront development for commercial use by private industry in the upper river area above the Steel Bridge should be discouraged and wherever economically possible, the city should acquire the water frontage in the upper river area for public use and beautification. Wherever practical and economically feasible, existing industry in the upper river area that is water-oriented should be encouraged and assisted to relocate in the lower harbor area.

THAT the City Council continue to support the general purposes of the Columbia Region Association of Governments and aid wherever possible, both financially and through staff help, this embryonic organization to become a real means of communication, understanding, planning and action programs. This should discourage the unrealistic proliferation and fragmentation of this metropolitan area and will make it possible to move forward in implementing such plans for the benefit of the entire area. Miracles should not be expected,

but I am confident that men of good will from all of the jurisdictions involved can learn to understand each others problems and then relate them to the overall need of the area. We can thus develop programs that will best serve all of the people and agencies affected.

THAT the Council continue to vigorously support programs that will insure that all of our citizens are treated equally before the law and have equal opportunities to develop based solely upon their own ability in business, industry and government.

We have made significant progress in developing a good Human Relations program through the establishment of a full-time director and staff for the Human Relations Commission. Good communication has already been achieved with various minority groups and the general public's attention has been focused upon the importance of all citizens, regardless of race or creed, being treated equally and fairly in this community.

People must be given the opportunity to live in any section of the city that they desire, attend churches of their own choice and shop where they please. The progress that we have seen in the area of human relations has come about because of the understanding and belief of so many responsible citizens, both in the majority and minority groups. The anti-poverty program in Portland has been so much more successful and meaningful than programs in many other major cities. However, at times progress has been made most difficult

by what I consider arbitrary and unrealistic interference by the Federal Government, which holds the purse strings on all of the programs.

I am especially proud of the progress in human understanding and education by the School Board and the administration of School District No. 1. They have received national recognition for their outstanding work. They will continue to move aggressively ahead to insure educational opportunities for all of our students.

THAT while the development of the Portland International Airport is a state function, I do urge that the City Council continue to keep itself informed on its programs. I respectfully call your attention to the importance of the airport to the City of Portland and the entire metropolitan area. We must take aggressive action in cooperation with others who are interested to insure that we have adequate air services for domestic transportation as well as to take our rightful place on the international air map of the world.

Custom facilities should be available at the Portland International Airport, or their availability assured, when we do become a point of departure or entry from other nations. The City should continue to intervene in route cases which affect the service and/or routes that concern our airport in cooperation with the Port of Portland and other interested agencies.



CITY OF PORTLAND  
OREGON

COMMENDATIONS

The progress and development that the City of Portland has experienced throughout the years is due to the cooperative efforts of many. Public officials working with people from every walk of life, serving on boards, committees and commissions, have charted our paths and directed our pattern of growth. It is to all of them that I direct my wholehearted commendations.

Countless hours are given to the public welfare by members of citizen committees who represent the experience and ability of their respective fields and professions. The benefits that the city derives from their unselfishness and contributions is incalculable.

As your Mayor for these ten years, I am most aware of the dedication and contributions given by your other elected City officials. I would like to publicly thank and commend each of them for their support, advice and cooperation. I would also especially like to cite Ormond Bean for his outstanding service to this community. His contributions to this city will be evident for many, many years. Under his direction our City Bureau of Parks, the Zoo and Recreation have grown and become nationally and internationally recognized, and I am most

grateful for his cooperation and advice throughout the years that I have served with him.

In order to reflect the thinking and knowledge of the entire community, men and women are appointed to the boards, committees and commissions of the City. We are benefited by their business, scholastic and economic experience and direction. I would like to thank each one of them for dedicated and unselfish service.

While official actions do in a measure guide a city in its growth patterns, many other organizations and people contribute to the public image. Outstanding among these are the Portland Chamber of Commerce and its vital committee activities; the Portland Rose Society which brings international attention to the beautiful "City of Roses" and whose shows are outstanding in organization and participation; the Portland Rose Festival Association, whose many activities bring all of our community into a cohesive organization to celebrate this annual festival. Through the Junior, Grand Floral and the Merrykana parades and all of the other attendant festivities, they turn our city into a happy wonderland for a brief period each June: the Royal Rosarians whose colorful uniforms and austere ceremonies lend the proper regal note to many of our year-round activities; the Rainmakers whose antics play up our bountiful and beneficent rain fall, which is one of Oregon's most important assets.



Aside from the above mentioned public service groups, there are many organizations and clubs which contribute much of their time and interest to working for the public welfare through their programs. I hesitate to mention any of these for fear that I will inadvertently miss many, but I would like especially to cite the volunteers and staff of the United Good Neighbors organizations for their continued, unselfish contributions to the social service needs of our community. Each of us has benefited from the services of some of their member agencies. Our children learn to swim at the Y or take a Red Cross course; or we or a family member has been given blood from the Red Cross Blood Bank; or research by the various health agencies has contributed to the extension of life by a family member; or many, many other humanitarian services which we could not personally provide to a neighbor were provided by this agency. By support of this annual drive, we are truly a good neighbor.

I will always be in debt to the official family of the City of Portland. Included in this term are not only my fellow members of the City Council, for whom I have already given my accolades, but the men and women who work in each of the offices of City government. They are a dedicated group of public servants of whom I am most proud and to whom I would like to give a public "Thank you".

There are also many people who work in a semi-official capacity for our city, and who are not very often recognized for their major contributions to all of us. Among these are the men who serve as auxiliary police officers who give thousands of hours each year to support our excellent Police Department in

their work and devote their time and energy toward maintaining peace and order throughout periods of stress and pressure. I would like to commend each of them for his bravery and dedication.

Portland also has two dedicated quasi-official organizations that have won national recognition for their contributions to this City. The Sunshine Division, through the support of individuals and the business community, has made it possible to provide thousands of people with emergency provisions of food, clothing and furniture. The Portland Fire Bureau's Toy and Joy Makers supplement and cooperate with the work of the Sunshine Division and other altruistic agencies to provide toys and games to thousands of unfortunate children in this community at Christmas time. Throughout the year our Portland Firemen repair and renovate toys that are given to our community's needy children at Christmas time.

To my personal office staff, I reserve the final tribute. Their continued, unselfish and loyal support and cooperation have contributed immeasurably to the progress and harmony of this office. I am deeply grateful to them for their understanding in dealing with the many people and problems that come to the attention of the Mayor's office throughout each year.

The last ten years, and especially 1966, have seen many advancements for our city and community. I am sure that with the continued support and cooperation of the people of Portland, we will see many new and important changes and growth in the year 1967.