

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

August 3, 1967

From Mayor Terry D. Schrunk

To

Addressed to Those Concerned

Subject Administrative Review Committee

RECEIVED
JAN 24 1968

HUMAN RELATIONS COMMS.

It is seen to be highly desirable to have a broad-based group of City Staff Personnel to review and coordinate Federal Aid applications. Also, in that many of the same people are involved, it seems possible and desirable to combine their duties with those of the existing Advisory Committee on Annexation.

Accordingly, the persons or positions indicated on the attached list are appointed as members of the Administrative Review Committee. This committee will be advisory to the City Council and will replace the Advisory Committee on Annexation.

Duties and responsibilities of this committee shall be as follows:

A. Federal Aid Programs

1. Recommending whether or not a particular grant or loan would be necessary or desirable to carry out the City's overall plan.
2. Coordinate applications for Federal Aid programs which are to be applied for by the City and involve many areas of City Government (e. g. Beautification). Applications for programs involving one function will continue to be processed in the Department and Bureau involved (e. g. Sewer Construction through Public Works).
3. Review all applications for submission.
4. Individually, each member of this Committee should serve as a liaison to his bureau, keeping the appropriate people advised of all programs under consideration and relaying their ideas back to the Committee.

B. Annexation

Advise on all proposed or requested annexations and broad policy questions thereon.

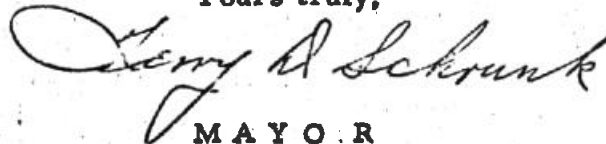
C. Capital Improvements

Coordinate the preparation of a long-range capital improvement program and recommend to the City Council.

D. Model Cities 12/67

Lloyd Keefe will serve as Chairman, with Spencer Vail as Committee Secretary. Any change in or alternates for the committee members herein designated should be made with the approval of the Commissioner in charge.

Yours truly,


MAYOR

TDS. D. d

cc: Commissioner Earl
Commissioner Grayson
Commissioner Ivancie
Commissioner Bowes
Mr. Ray Smith
Committee Members

ADMINISTRATIVE REVIEW COMMITTEE

Committee Members

Finance and Administration

City Attorney's Office

Budget Officer

Executive Assistant I

Police

(Marian C. Rushing)

(James M. Setterberg)

(David H. Dockham) *Vice Chairman*

(~~Chief Donald I. McNamara~~) *PATCARR*

Public Affairs

Commissioner's Assistant

Health

Parks and Recreation

(Earl Bradfish)

(Dr. Thomas L. Meador)

(Harry B. Buckley)

Public Safety

Buildings

Fire

(Clifford N. Christiansen)

(Chief Dale F. Gilman) *or Capt. Dunlop*

Public Utilities

Lighting

Water

(Sam J. Maerz)

(Ted Suderburg)

(H. Kenneth Anderson)

Public Works

Engineer

Planning

Public Works Coordinator

Traffic

(Norman R. Drulard)

(Lloyd T. Keefe) *Chairman*

(Carl J. Wendt)

(Donald Bergstrom)

CONSULTANTS

Auditor's Office

Assessment

Data Processing

(James L. Hamill)

(Robert C. Hyle) *or Leon Beshear*

Federal Aid

(Donald C. Jeffery)

LIAISON

Development Commission

Dock Commission

Housing Authority

Port of Portland

Schools

Model Cities

Human Relations

(John Kenward)

(Thomas P. Guerin)

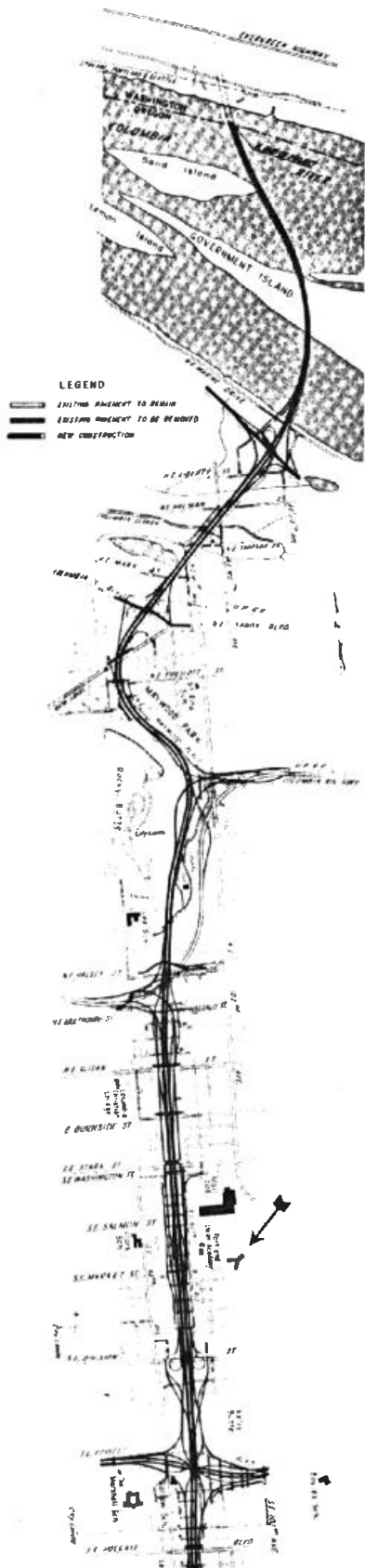
(Gene Rossman)

(George Baldwin)

(Dr. William A. Oliver)

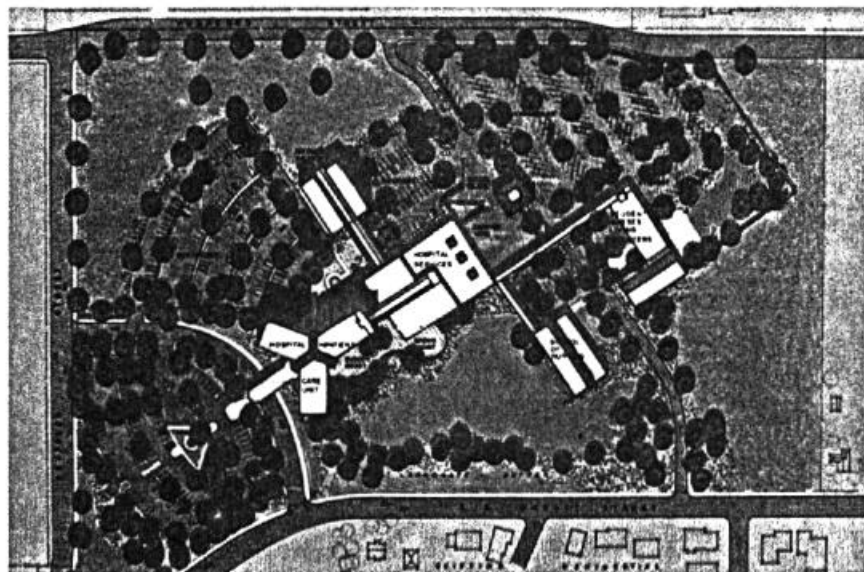
(Rev. Paul Schulze) *1-5-65*

(Russell Peyton) *1-15-65*



Along the byways

I-205 site's accessibility from main arterials will be enhanced by the projected Interstate 205 highway (above). It will carry traffic of principal north-south and east-west routes right by the area of the healthcare center.



Detailed planning begins for new hospital

When on March 27 the Multnomah County Commission approved the I-205 site for the new healthcare center, Portland Adventist Hospital planners were given the go-ahead for detailed plans.

The site plan (above) shows principal features of the center -

*An eight-story, 204-bed nursing tower of "Y"-shaped design.

*A satellite support services structure of three stories.

*The separate professional building for physicians' offices (center, left).

*The educational facility for the Walla Walla School of Nursing (lower right).

*Student nurses' living quarters (far right).

The hospital will include a "walk-in, walk out" facility offering a 24-hour ser-

vice to outpatients who require immediate care but whose needs fall short of that available in the center's Emergency Room.

Note that the oblique placement of the nursing tower with the entrance oriented southwest (lower left) will lead most traffic to approaches feeding into the site from the north to parking areas opposite the Mall 205 shopping center (northwest of the site) while the "quiet" side of the hospital, with plentiful landscaping, will face Market Street and the residential area which borders that street on the south.

The healthcare center's facilities will occupy 30 of the 40 acres acquired by the hospital.



prOfile

prOfile is a publication of Portland Adventist Hospital, 6040 S.E. Belmont, Portland, Ore. 97215. Phone (503) 235-8871. President: Mardian J. Blair. Executive vice president: Donald R. Ammon. Editors: Harold Wynne and Chris Robinson. Photographer: Ron Robinson.

Vol. II, No. 4, April 1973

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profile



Portland Adventist Hospital



I-205 healthcare center site approved (by Multnomah Co. Commission)

Easterly view shows I-205 site for new healthcare center. All necessary site approvals have now been given. Dirt road oval (center) outlines area where most structures will

cluster. School (center, foreground) is Portland Union Academy, facing 96th Ave. Cleared area (bottom) indicates path of projected Interstate 205 highway. Site is south

of Mall 205 shopping center and is bordered by Market St. In distance is Mt. Hood. For story, site plan, and highway map, see Page 2.

MINUTES OF MEETING
January 5, 1968
ADMINISTRATIVE REVIEW COMMITTEE

The Chairman called the meeting to order at 2:00 p.m.

He then explained the role of the Committee in the organizational structure of the Model Cities Program. The Committee will act as the liaison body for the City in dealing with the Coordinator of the Model Cities Program. He also explained that there were many other areas involved in the Program that were not part of City activities such as employment and education.

The Chairman then introduced Rev. Paul Schulze who was recently appointed the Coordinator of Model Cities Program. Keefe then went over the Committee roster with Schulze and identified each Committee member or his representative and the department represented.

Schulze then told the Committee of the history and progress to date of the Model Cities Program. He told of his duties as the Coordinator and how he intended to guide the Program. He then answered questions for the members.

Keefe read a letter from Acting Mayor Earl which stated that Commissioner Ivancie would be the commissioner in charge of the Model Cities Program.

Keefe also stated that Schulze would be attending all Committee meetings and would be given a position on future agendas so that the Committee can keep abreast of the activities of the Program.

The next item of business was approval of the minutes of the last meeting. There being no corrections or additions, the Chairman ruled the minutes approved as submitted.

Keefe then recapped the actions taken at the last CRAG Executive Committee meeting. They were:

1. Sierra Vista Street Lighting District - approval with the condition that the County try to annex the district to an existing district.
2. Sauvies Island - approval.
3. Rivergate - held in abeyance for two months to give an opportunity for the Port, City, County and Dock Commission to meet jointly to arrive at the most logical method of serving all property involved.

Minutes of Meeting
January 5, 1968
Administrative Review Committee
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4. Columbia River - approval of multi-purpose service district but that the County limit its activities to flood control and drainage only for one year after the formation of the district. This will give the City time to study the area in relation to providing services.

The Chairman then passed out copies of a letter from Dale Christiansen concerning the meeting of the Peninsula No. 2 Drainage District. The letter's main point was that there was no official request by the board of Peninsula No. 2 to Multnomah County concerning the establishment of a county service district.

With regards to the Rivergate proposal, Keefe stated that there was a meeting scheduled next Wednesday between the parties concerned.

Keefe then distributed materials concerning the new proposals coming before CRAG.

The first item considered was a proposal by the City of Canby for a park. There were no objections by the members. Therefore, it was moved and approved that

"the City give approval to the request."

The next item considered was a request from the City of Cornelius for enlargement and improvement of the City's water system. There were no objections by Committee members. Therefore, it was moved and approved that

"the City give approval to the request."

It was then mentioned that the City's approval will be prefaced by the statement that these requests be in keeping with the comprehensive plan for the area involved.

The last item to be discussed was a request from Multnomah County for an additional 10% increase in a grant for Fanno Creek. Keefe explained that Willis West of the District Attorney's Office had appeared before CRAG and discussed the recent Attorney General's ruling on sewer financing.

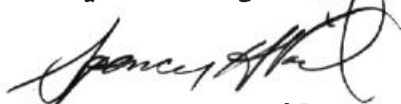
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It was moved and approved by unanimous vote that

"the City comments favorably on the request but
makes no comment on the legal and financial
problems that exist."

There being no other business, the meeting was adjourned at 3:30.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Spencer H. Vail", with a large, stylized flourish at the end.

Spencer H. Vail
Secretary

PROPOSED FEDERAL GRANT PROJECT

NAME OF APPLICANT: Hockinson Water Ass'n., Inc.

TOTAL AMOUNT OF PROJECT: \$ 24,950.00

a. Applicant's Share \$ 850.00

b. Amount of Loan \$ 24,100.00

TYPE OF LOAN AND FEDERAL DEPARTMENT ISSUING LOAN:

Farmers Home Administration loan for domestic rural water system at 5% interest for 40 year period.

NATURE AND BOUNDARIES OF PROJECT: (If project includes other jurisdictions please indicate)

Addition to rural domestic water system for 17 users located in Section 17 and 18, Township 3 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

PROPOSED TIME TABLE FOR PROJECT:

a. Starting Date February 15, 1968

b. Completion Date March 1, 1968

DEPARTMENT OR FIRM CONDUCTING PROJECT:

W. L. Dietrich, Consulting Engineer

Signature of Applicant

W. L. Dietrich

See attached

KELSO-BORING WATER DISTRICT

Redesignated Mountain View Water District

Clackamas County has received a petition complying with the statutory requirements for the initiation of the formation of the Kelso-Boring Water District, recently redesignated Mountain View Water District, to provide for a potable water source and distribution.

The boundaries of the proposed district are contiguous to the boundaries of the City of Sandy on the east and the recently formed Boring Water District on the west. This action was initiated by residents and property owners of the district because of the failure of numerous individual well systems during recent years. This failure has evidently been caused by a lowering of the ground water table due to heavy use of the ground waters for the purposes of irrigation and domestic consumption.

Some preliminary engineering study has been completed by the consulting firm of Carter & Bringle. However, this investigation has not been formulated into a report. The anticipated source of supply for this water district is the City of Portland's Bull Run system.

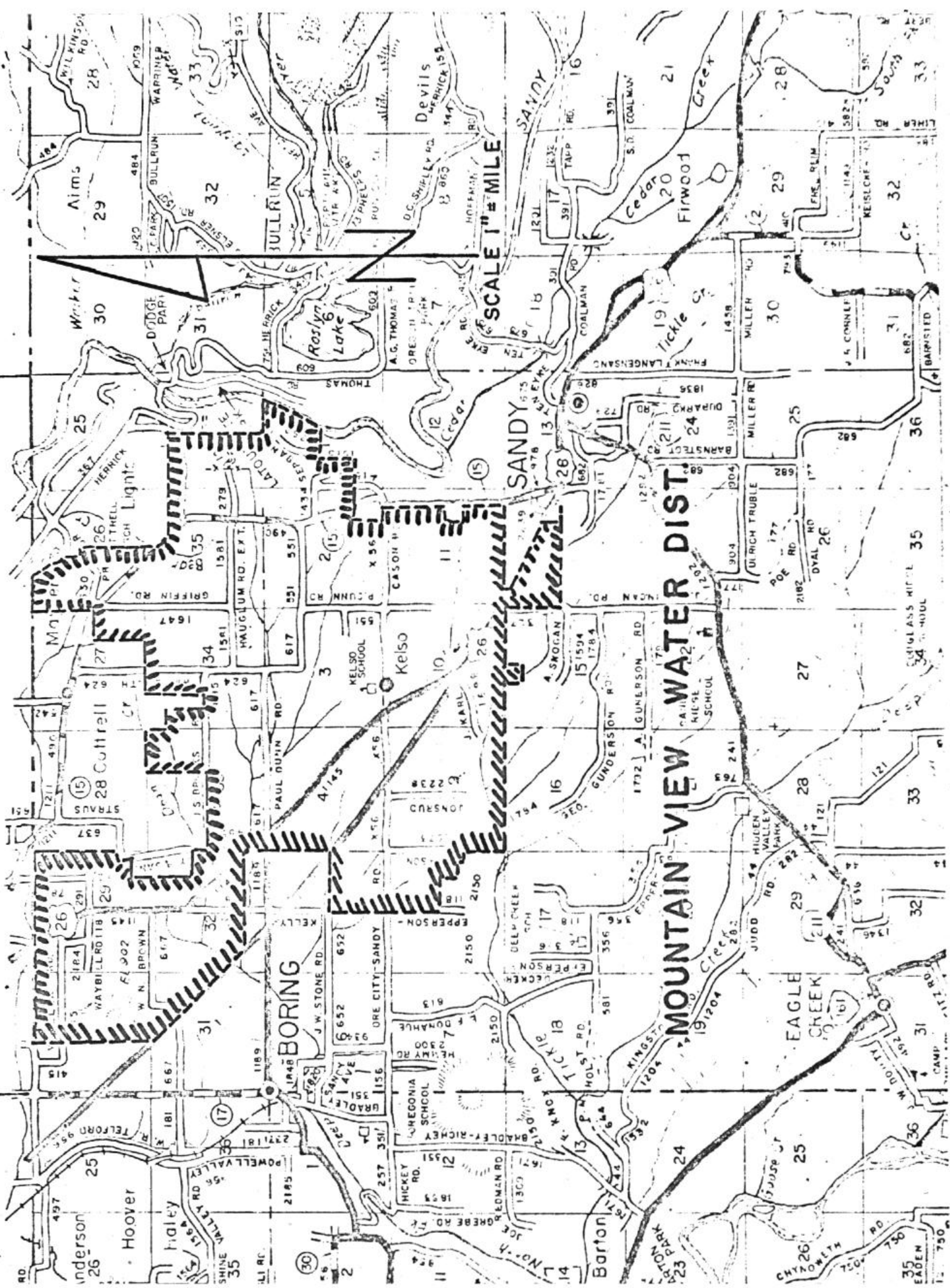
This matter has progressed through the Board of County Commissioners without the benefit of CRAG's appraisal to a point that the Board of Commissioners is ready to recommend the boundaries and hold an election upon the question of formulating the district. The attorney for this proposed district is Mr. Frank L. Whitaker, whose place of business is in the Commonwealth Building, Portland, Oregon.

Financing for this project is expected to be general obligation bonds with such assistance from HUD as might be available in the near future.

As this project has proceeded so far without review by CRAG, it would be appreciated if CRAG could review and pass upon this matter as quickly as possible.

N.O.I

N.4 E



Admin - structure - Next week at D.F. for suggestion.
before city council - Various depts. to -

7 main problem areas

- 1 - health - legal
- 2 - public safety - police fire
- 3 - community participation
- 4 - Employment
- 5 - Housing
- 6 - urban planning - trans. etc.

Residents to plan with participation of
city service - should be approved by
citizens -

A.E. area -

Difficult to include so will not change
according to com. finance -

Special efforts should be made to do something
for this area -

ADMINISTRATIVE REVIEW COMMITTEE
MINUTES OF MEETING
February 2, 1968

The Chairman called the meeting to order at 3:00 p.m.

He then stated that, in order to allow some members to leave early because of conflicting meetings, the items on the agenda would be adjusted accordingly.

The Chairman then asked for approval of the minutes of the last meeting. It was mentioned that the second paragraph should be changed to read "this committee" instead of "the committee". It was then moved and approved by unanimous vote to approve the minutes with the above mentioned correction.

The Rivergate area was the next item on the agenda. Keefe recapped the events thus far in the proposed formation of a county service district and of CRAG's participation in the matter. When the matter of the formation of a service district appeared before CRAG, CRAG recommended that the City, County, Port, and Dock Commission meet to find the best solution in serving all of the area concerned. CRAG suggested that such a study should be completed in two months.

Three meetings of the jurisdictions involved have been held. It was agreed at the last meeting that the City and County would approve the Port's hiring of a consultant to design the system necessary and that the jurisdiction that would eventually install the sewers would reimburse the Port for the cost of the consultant.

Keefe mentioned that the Planning Commission had completed reports concerning annexation of the Rivergate area and had submitted copies to the Port and to DMJM. These reports were done in early 1967.

He also stated that, even within this Committee, there were two views on the possible annexation of the Rivergate area. One view holds that the area should annex now even if the assessed value of the land is low and would have little effect on the City's tax base. The other view holds that annexation should be delayed until the area has developed and has a higher assessed value so as to add a substantial amount to the tax base.

At this point a letter was handed out to the Committee members that requested that a study be done on the Rivergate area. This report would enable the Committee and the Council to make a reasonable decision on the annexation of this area. Keefe requested that the report be completed in one month.

Carl Wendt mentioned that he felt that the entire Rivergate area was too large an area to study in a month, especially since the Port needs an answer soon concerning the supply of water and sewers. He suggested that the study be in two parts; Oregon Ship and the phase one section of Rivergate as the first part and the remainder of Rivergate as the second.

Marion Rushing agreed with this approach to the study. Wendt then read a letter from Homer Chandler of CRAG that recapped the meetings between CRAG, the City, County and Port of Portland. He also stated that the Port had an October, 1968 deadline for providing services to its new tenants in the Rivergate complex.

Mr. Dow, Chief Engineer for the Port, confirmed the October deadline. He also stated that the Port had sent a letter to the Mayor requesting that water and sewer be made available.

It was, therefore, moved and approved that:

"The secretary be directed to redo the study request so that the Oregon Ship and phase one of the Rivergate area be completed first. The remainder of the Rivergate area will be completed at a later date. The deadline for the first part of this study is February 23, 1968".

The next item on the agenda concerned the Mountain Park development of Mr. Carl Halvorson. Mr. Keefe stated that Mr. Halvorson had annexed the first phase of his development to Lake Oswego. Keefe pointed out that a good portion of Mr. Halvorson's development will still have to drain towards Portland for sanitary sewer purposes.

It was then moved and approved that:

"Mr. Keefe be directed to inform Mr. Halvorson that the City of Portland is under no obligation to provide sewers or the transportation of any sewage for that portion of his development that drains towards Portland".

paul Schulze then spoke concerning the Model Cities program. He stated that representatives of the City were going to San Francisco next week to go over the City's approach with federal officials before any Council action is taken.

He then explained how the overall program would be undertaken. A group of seven teams or clusters would work in given areas. These areas include Health, Education, Public Safety, Citizen Participation, Employment, Housing, and Urban Design. Each item will comprise Model City personnel, citizens and professional people. He (Schulze) will coordinate the activities of these teams.

The next item on the agenda was a discussion of the items to appear before CRAG. Keefe explained that the only items to be considered were the establishment of two water districts. One is located in Clark County and the other in Clackamas County. Grant Miller of the Portland Water Bureau explained the circumstances involved in the formation of the Mountain View Water District. This district is located in the vicinity of Kelso. The City had agreed to sell the district water direct from a conduit because the proposed district was unable to get water from another source.

It was, therefore, moved and approved that:

"The City recommend approval of both districts by CRAG subject to an attempt to join an existing district".

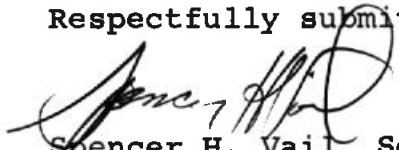
Mr. Buckley then stated that he had heard that the County was going to hold a public hearing on the matter of formation of the multi-purpose Columbia River Service District. Some committee members were uncertain of final CRAG action on this matter so Keefe explained that CRAG had approved the formation of the multi-purpose district on the condition that the County would limit its activities to flood control and drainage for the period of one year from the formation of the district. During this year the City would be free to attempt annexation in this area.

Marion Rushing felt that the City should not allow City property, namely East Delta Park, to be included in this district. It was, therefore, moved and approved that:

"Spencer Vail be directed to prepare all information necessary so the Committee can take action at its next regular meeting".

There being no further business, the meeting was adjourned at 3:00 p.m.

Respectfully submitted,



Spencer H. Vail, Secretary
City Planner

SHV/eb

ADMINISTRATIVE REVIEW COMMITTEE

MINUTES OF MEETING

March 8, 1968

The Chairman called the meeting to order at 2:15 pm.

In addition to the regular Committee members, the following people were also present; Richard Braman, Journal reporter and Oregonian reporter.

Ellis Casson, Deputy Director of the Model Cities Program told the Committee of recent events in the Program area. He then recapped the election of the 16 members for the Model Cities Board. There are still 11 positions to be filled by the Mayor. Two pre-planning meetings have been held thus far but no official Board meetings will be held until the Mayor makes his appointments. Casson then answered questions asked by the Committee members.

Chairman Keefe then presented the Staff Report on the Oregon Ship - Rivergate Phase 1 area. Various departments on the Committee had contributed to the report.

Keefe highlighted the investments required and explained the several tables showing cost comparison both between income and expenditures to be realized by the City if the study area is annexed, if not annexed and if a County Service District were formed.

He then presented the Staff recommendations. (See Enclosure 1 attached).

Richard Braman then passed out a proposal resolution that he said was prepared by the City Attorney's Office at the request of Commissioner Bowes.

Keefe and Vail answered questions concerning the Staff Report.

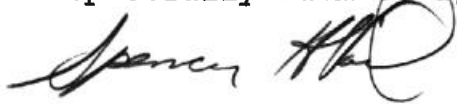
ADMINISTRATIVE REVIEW COMMITTEE
MINUTES OF MEETING
March 8, 1968

Because of the vast amount of material introduced and in order to give the Committee members an opportunity to examine these materials, it was moved and approved that:

"the Committee adjourn to a time on Monday
selected by the Chairman."

Mr. Keefe selected 1:00 pm. as the time of the next meeting.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Spencer H. Vail", with a large, stylized flourish at the end.

Spencer H. Vail
Secretary

enclosure

ADMINISTRATIVE REVIEW COMMITTEE

MINUTES OF MEETING

March 11, 1968

The Chairman called the meeting to order at 2:10 pm.

He then introduced Lt. Deah Littell who will represent the Police Bureau on the Committee.

Spencer Vail then told the Committee of some changes to be made on the Tables in Staff Report. A mathematical error was made in compiling water and sewer user charges.

Dave Dockham then moved that the Staff recommendation be approved; C. N. Christiansen seconded. (last two paragraphs)

Chairman Keefe appointed C. N. Christiansen as Committee Parliamentarian.

Marian Rushing, with second from Carl Wendt, moved that Braman's resolution, as amended and attached, be substituted for Dockham's.

After discussion, Miss Rushing submitted an amendment to the original motion to include parts 1 through 5 of the Braman resolution in lieu of first paragraph of staff recommendation.

The amended motion was moved and approved.

A motion calling for reconsideration and clarification by the Council of annexation policy tied for lack of a second.

Carl Wendt then moved, seconded by Marian Rushing to reconsider the motion. The motion passed by a 6-5 margin.

Miss Rushing then moved to amend the amended recommendation so as to make annexation of the Oregon Steel, Conmetco area a procedure to follow the extension of services to the area rather than a prerequisite.

Since by this time much confusion reigned as to the exact wording to the motion to be approved as the final recommendation of the Committee, the meeting was adjourned until 5:00 pm to allow the Secretary to prepare the motion.

Administrative Review Committee
March 11, 1968

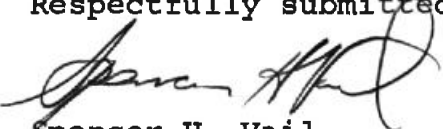
The Chairman called the meeting to order at 5:00 pm.

He then read the motion (attached). Miss Rushing felt that although the motion covered most of what was intended, that part 1-5 of the Braman resolution must be included for clarity. It was so moved and approved.

Much discussion occurred as to whether the annexation of all property currently owned by the Port be a request or a proviso. By a 7 to 5 vote the last part or item 6 of recommendation was to be a request.

Meeting was adjourned at 5:30 pm.

Respectfully submitted,


Spencer H. Vail
Secretary

ENCLOSURE 1

RECOMMENDATION

Examination of the preceding tables indicate that the City would gain more revenues initially if the Study area were annexed to the City at this time. This would entail, however, an immediate outlay of capital for the necessary improvements. However, as the area develops, more monies would be realized by the City through taxes, fees, and other related charges.

As has been brought out at previous meetings, annexation at this time would add little to the City's tax base. Thus, the income from City property taxes as a whole would not be raised any appreciable amount. The overall effect would be that amount of taxes paid by the study area would reduce the amount paid by other property owners in the City.

Although the water and sewer funds realize more monies through outside user charges, other departments that rely on general fund and state shared funds would not benefit by the area remaining outside the City.

Therefore, considering all City Funds, Bureaus and Departments, it is the recommendation of this Committee that the City agree to provide the Port with sewers, on the L.I.D. principle, and water, providing the Port contribute to the cost of the supply lines, provided the Port agree to annex the BPA right-of-way property at this time. This would enable the City to allocate the cost of the entire sewer and water construction to the benefiting property and at a later date, to annex the Oregon Ship area, thus adding to the City's tax base.

Provided further, the City should not extend water, sewer, and fire protection to the Conmetco-Oregon Steel area until that area agrees to annex.

STAFF
Recommendation
as Referred
to in
Minutes
SV

DRAFT SUBMITTED BY RICHARD BRAMAN

REPORT OF THE ADMINISTRATIVE REVIEW BOARD

To: The Mayor and members of the City Council.

Your Administrative Review Board makes the following findings and submits the following recommendations for providing municipal services to the area formerly occupied by Oregon Shipyard and an area adjacent thereto, consisting of approximately 335 acres known as Phase I of the precise plan for the Rivergate Industrial District (hereafter called "Oregon Shipyard" and "Rivergate Phase I", respectively):

FINDINGS:

1. The Portland Commission of Public Docks is under notice from the State Sanitary Authority to install sanitary sewers at its Terminal No. 4 to replace the present septic tanks.
2. Certain businesses in the Oregon Shipyard area have received abatement orders from the State Sanitary Authority to discontinue the discharge of pollutants into the Willamette River.
3. Engineering studies show that the most feasible manner of providing the required sewer service to Terminal No. 4 is by a trunk sewer line through the Oregon Shipyard area, which would require only one pumping station.
4. The Port of Portland has indicated willingness to finance installation of a connection to the said trunk sewer line from Rivergate Phase I, which presently has no sewers, and to contract with the City for treatment of the sewage discharged into the City system through this connection.
5. The Portland Commission of Public Docks has acquired and intends to develop the riverfront property between Terminal No. 4 and N. St. Louis Avenue, and desires water supply for this area as well as an increased supply capability at Terminal No. 4 to lower fire insurance rates.
6. Rural Fire Protection District No. 26 of Multnomah County (hereafter called "RFPD #26"), serving the Oregon Shipyard area, must obtain additional water supply from the City or otherwise replace its well system in order to maintain its fire insurance rating.
7. The Portland Commission of Public Docks, RFPD #26 and the Port of Portland have agreed to finance 75% of the cost of installing a 24-inch water line from the existing St. Johns water tank to the City boundary, and the benefit to the City grid of the supply this line would provide warrants a financial contribution of the remaining 25% of that cost by the City.

8. The businesses in the Oregon Shipyard area and in Rivergate Phase I, being relatively few in number, can most economically be served directly by the City at the retail rates provided in the City water rates schedule for out-of-city services, rather than indirectly through another governmental unit.

9. The City, through its Bureau of Fire, presently is providing fire protection service by contract to the area served by RFPD #26, and can extend that service to the adjacent Rivergate Phase I without a major additional capital outlay, if that area obtains a water supply.

RECOMMENDATIONS:

1. That the City provide sewerage to the Oregon Shipyard area by creation of a local improvement district to be served by the trunk sewer and pumping station required for serving Terminal No. 4.

2. That the City provide sewerage to Rivergate Phase I by contract negotiated with the Port of Portland. *And the businesses in said Area.*

3. That the City install a 24-inch water line from the existing St. Johns water tank to the city boundary, routed to best supply Terminal No. 4, the Oregon Shipyard area and Rivergate Phase I, and pay 25% of the installation cost, provided that the remaining cost is shared between the Portland Commission of Public Docks, RFPD #26 and the Port of Portland as agreed upon.

4. That the City supply water to individual users in the Oregon Shipyard area and Rivergate Phase I directly at rates provided in the water rates schedule for out-of-city services, *Notwithstanding the City's Annexation Policy now in effect until the entire Area is Annexed.*

5. That the City continue fire protection service under contract with RFPD #26 and to provide equivalent service to Rivergate Phase I under that contract when the area is annexed to RFPD #26.

6. That the Port of Portland be requested to petition *within 1 yr.* for annexation to the City of that strip of land leased as a right of way to the Bonneville Power Administration which lies North of and adjacent to Terminal No. 4 of the Portland Dock Commission.

7. That while it is feasible for the City to deviate from its policy toward annexation under the particular circumstances stated above, the City should continue its present policy of encouraging the growth and development of Portland by seeking annexations on a voluntary basis.

Respectfully submitted this 11th day of March, 1968.

It is the recommendation of the Administrative Review Committee, after thorough consideration of all City Funds, Departments and Bureaus,

- 1. That the City provide sewerage to the Oregon Ship area by the formation of a local improvement district (L.I.D.) and extend water lines, if the Oregon Ship area will share in the cost of the installation of said water lines; thus, enabling the City to allocate the cost of these improvements to the benefiting property.**
- 2. That the sewerage, water supply and fire protection be extended to the Rivergate Phase 1 area pending the annexation to Portland by the private property owners in said area.**

Provided the Port of Portland petition for annexation of all its remaining property within said area including the BPA Right-of-way and extend its assistance in obtaining appropriate annexation petitions from others.

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

March 12, 1968

From Dept. of Lloyd T. Keefe, Chairman
Administrative Review Committee

To Dept. of

Addressed to Members of City Council

Subject Action of Administrative Review Committee concerning the request by the Port of Portland for certain City services.

Gentlemen:

At its March 11, 1968 meeting, the Administrative Review Committee, after much study and deliberation on a staff report, makes the following recommendations:

"It is the recommendation of the Administrative Review Committee, after thorough consideration of all City Funds, Departments and Bureaus, that:

1. The City provide sewerage to the Oregon Shipyard area by creation of a local improvement district to be served by the trunk sewer and pumping station required for serving Terminal No. 4.

2. The City provide sewerage to Rivergate Phase I by contract negotiated with the Port of Portland and the business in said area.

3. The City install a 24-inch water line from the existing St. Johns water tank to the city boundary, routed to best supply Terminal No. 4, the Oregon Shipyard area and Rivergate Phase I, and pay 25% of the installation cost, provided that the remaining cost is shared between the Portland Commission of Public Docks, RFPD #26 and the Port of Portland as agreed upon.

4. The City supply water to individual users in the Oregon Shipyard area and Rivergate Phase I directly at rates provided in the water rates schedule for out-of-city services, notwithstanding the City's annexation policy now in effect, until entire area is annexed.

March 12, 1968

5. The City continue fire protection service under contract with RFPD #26 and to provide equivalent service to Rivergate Phase I under that contract when the area is annexed to RFPD #26.

6. The Port of Portland is requested to petition for annexation of all its remaining property within said area including the BPA Right-of-way and extend its assistance in obtaining appropriate annexation petitions from others."

A copy of the staff report is attached.

Respectfully submitted,

Lloyd T. Keefe
Planning Director


BY: Spencer H. Vail
Secretary

SHV/mm

Attachment

Ed. —

Pub. Safety -

Employ.

Economic Devel.

Health Social

Housing + physical

~~services~~ - people

Latin Planning

2 fr. each of 8 sch. dist.

Negro about $\frac{1}{2}$ of area.

Administrative Review Committee

Minutes of Meeting

September 12, 1968

Chairman Lloyd Keefe called the meeting to order at 9:08 a.m. It was moved and approved by unanimous vote of the Committee that the minutes of the August 2 meeting be approved as submitted.

Keefe then stated that Paul Schulze, Director of the Model Cities Program, had called him and said that due to conflicting meetings his staff had this morning no one would be able to appear to give a progress report.

Keefe then called upon Dale Cannady to tell the Committee about the SE Uplift Program. Cannady said that the SE Uplift Program has held meetings concerning a variety of topics since last May. These meetings covered such areas as education, employment planning, and other such related fields.

He said that a committee had been appointed by the Mayor similar to that of the Model Cities.

The Portland Development Commission together with the Planning Commission have donated personnel and have rented an office on SE 43rd Hawthorne.

Cannady stated that the limits of the SE area as far as the program was concerned were the Banfield Freeway on the north, the Willamette River on the west, and the city limits on the east and south. This encompasses approximately 160,000 people.

The next item on the agenda was a report from the Capital Improvement Budget Subcommittee. Keefe then asked Dave Dockham to report on the Subcommittee's findings. Dockham distributed proposed definitions and forms to be used for the consideration of the various department heads. Discussion then revolved around various items on the proposal.

It was then moved and approved by the Committee that Chairman Keefe submit a letter to the members of the Committee requesting that they study the proposal and the workability of the proposed forms. Any questions arising should be discussed with Dockham. After this examination period new forms (revised if necessary) will be distributed to the Committee for completion. These completed forms are to be ready by this Committee's December meeting.

Dockham than took this opportunity to explain to the Committee members some of the effects that could be anticipated if the 1½% tax limit measure was passed by the voters this November.

Keefe than told the Committee that the Rivergate Annexation report had been completed and given to the Port of Portland. For the information of the Committee copies of this report were distributed.

The next item on the agenda was discussion of the items that were to appear on the next C.R.A.G. agenda:

1. Request of the State Highway Department for a bridge across the Clackamas River near Estacada. No comments on this item were forthcoming.
2. Request from the State Highway Department for the widening of SW Canyon Road from the tunnels to the Zoo intersection. Carl Wendt and Don Bergstron commented that this proposal would call for filling rather than the Highway Department's original proposal of making cuts.

Harry Buckley expressed concern over the effect that this would have on the Park Bureau's property located south of Canyon Road. It was then agreed that access to the Park Bureau property could be worked out so, therefore, approval to the Highway Department's request should be given.

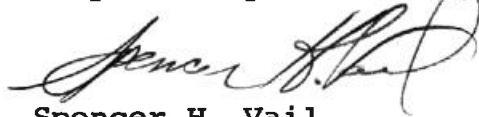
3. A request from Clackamas County for matching funds to be used for the improvement of Hebb-Memorial Park. This park is located on the Willamette south of Oregon City. The Committee had no comment on this proposal.
4. Request from the State Highway Department for the Harmony Road Interchange. In that this plan is part of a predetermined system approval was given by the Committee.

Chairman Keefe than told the committee that he was going to attend a U. S. Census Bureau Seminar in Washington D.C. the first part of October. He asked that if any of the Committee had

recommendations or suggestions that could be brought to the attention of the Census Bureau to let him know before he left for the meeting.

As there was no other business the meeting was adjourned at 10:45 a.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Spencer H. Vail", written in dark ink.

Spencer H. Vail
Secretary



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

ADVISORY COMMITTEE MEETING AGENDA

NOVEMBER 8, 1968

429 S. W. Fourth Avenue
Suite 500

9:00 a. m.

I. Project Applications:

A. City of Troutdale - Water System Supply Study:

Decision X

B. City of Portland - Acquisition of river frontage (Drake Property):

Decision X

C. City of Portland - Acquisition of river frontage (Portland Shipbuilding Company):

Decision X

D. Panavista Street Lighting District:

Decision X

E. Hockinson Water District:

Review X

II. Report -- Fanno Creek Interim Sewage Program

RECEIVED
NOV 6 1968

Portland
City Planning Commission

MEASURE SUMMARY

Creates local government boundary commissions in the three metropolitan areas (Portland, Salem and Eugene); authorizes the establishment of additional commissions in other areas by one or more counties. Requires all boundary change proceedings, from formation to dissolution, for cities and certain named special districts to be referred to the commission, if any, for review and recommendation. Permits a commission to initiate boundary changes and to make a final determination of an annexation or withdrawal proposal, unless voters or the city or district object. Provides an appropriation. Declares an emergency.

TO:

FROM:

SUBJECT: Capital Improvements Program - City of Portland

A formal capital improvements program is to be established for the City of Portland. The program has a twofold purpose: 1. To coordinate the planning and funding of all capital improvement projects, and 2. To meet the requirements of the federal government and others in order to qualify for grants.

The capital improvements program will provide (1) detailed project estimates by fiscal year for the 5-year period beginning July 1, 1969, (2) estimates for projects in the succeeding 5-year period beginning July 1, 1974, not phased by year, and (3) estimates for major projects only in the 10-year period beginning July 1, 1979, not phased by year.

A capital improvement for the City of Portland is a project estimated to cost \$25,000 or more which will result in (1) the acquisition of or the addition to or the replacement of a fixed asset or (2) the acquisition of or the addition to or the replacement of a non-capitalized facility such as a traffic signal installation, street lighting installation, street, sewer, etc., except a local improvement project assessed against the benefitted property.

To clarify projects or items that should be considered as capital improvements the following guide lines should be referred to:

A. Capitalized Fixed Assets

1. Land - All expenditures for the acquisition of land in fee simple, including such costs as appraisals, taxes, damage claims arising from the taking of or the use of the land, etc., and expenditures for major demolition related to the initial city use.
2. Structures - All expenditures for the acquisition, construction or remodeling of a structure including architectural, engineering, legal and related expenses.
3. Machinery - All expenditures for machinery which is required for a structure at the time of initial acquisition or construction or when the structure is remodeled.
4. Furnishings and Equipment
 - a. All expenditures for:
Furnishings and equipment for a structure required at the time of initial acquisition or construction or when the structure is remodeled.
 - b. All expenditures for:
Equipment (not including passenger vehicles and trucks) in excess of \$25,000 and expenditures less than \$25,000 if in the opinion of the department head, the scope of the project is substantially larger than normal.

For additional clarification, the following object number accounts cover the capitalized fixed assets in the budget:

760 - Improvements

765 - Sewage Disposal System

770 - Water Supply, Transmission and Distribution System

780 - Land

B. Non-Capitalized Facilities

1. **Street Lighting** - All expenditures for the installation of street lighting when the City pays for the installation directly. This does not include installations made by the power company and amortized as part of the company's monthly charge.
2. **Streets, Viaducts, Bridges, Traffic Control System, Etc.-**
All expenditures for streets, such as but not limited to paving, resurfacing, widening, corner cut backs, viaducts, bridges, traffic control systems, etc., which are not assessed against benefitted property.

For the non-capitalized facilities, individual projects of relatively nominal value would not be proposed individually but in an omnibus category such as street widening, street resurfacing, etc., with an attached schedule of individual projects for the ensuing year (1969-70) only.

Object number accounts for non-capitalized projects are in the operation and maintenance series rather than the 700 series.

A separate project detail form will be required for each project proposed except that some non-capitalized projects are to be consolidated as described above.

All capital improvement project proposals are due in this office by in order that they can be in the budget office by December 1, 1968.

**CAPITAL IMPROVEMENTS
Project Detail Form**

Date Prepared _____

Bureau _____ Division _____ Function No. _____
 Department _____ Bureau Priority No. _____
 Fund _____ Dept. Priority No. _____

1. Project Name	2. Location (Attach Map if Available)																																																																																												
3. Narrative Description																																																																																													
4. Justification																																																																																													
5. Status of Project: <input type="checkbox"/> concept only <input type="checkbox"/> survey in progress <input type="checkbox"/> survey completed <input type="checkbox"/> plans in preparation <input type="checkbox"/> plans & specifications completed <input type="checkbox"/> construction underway	11. Cost Breakdown of Project Amt. Expended to date _____ Amt. budgeted for ex- penditure in current budget _____ Amt. projected to be spent in the next fiscal year _____ Balance required to complete program _____																																																																																												
6. Status of Land: <input type="checkbox"/> not yet acquired <input type="checkbox"/> partly acquired <input type="checkbox"/> city owned <input type="checkbox"/> no land involved	12. Effect on City Income by Fund (+ or -) gain from sale of replace facility _____ new revenues _____ no effect _____ Net effect _____																																																																																												
7. Land Costs: <table style="width:100%; border: none;"> <tr> <td style="width: 40%;">_____ acre</td> <td style="width: 10%;"></td> <td style="width: 10%;">_____ total</td> <td style="width: 40%;"></td> </tr> <tr> <td>_____ front ft.</td> <td></td> <td>_____ total</td> <td></td> </tr> <tr> <td>_____ sq. ft.</td> <td></td> <td>_____ total</td> <td></td> </tr> </table>	_____ acre		_____ total		_____ front ft.		_____ total		_____ sq. ft.		_____ total		13. Proposed Sources of Financing (Delete last 3 digits to list amounts in thousands of dollars)																																																																																
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8. Building Construction: <table style="width:100%; border: none;"> <tr> <td style="width: 40%;">_____ sq. ft.</td> <td style="width: 10%;"></td> <td style="width: 10%;">_____ total</td> <td style="width: 40%;"></td> </tr> <tr> <td>_____ cu. ft.</td> <td></td> <td>_____ total</td> <td></td> </tr> </table> Air Conditioning yes___no___	_____ sq. ft.		_____ total		_____ cu. ft.		_____ total		<table style="width:100%; border: none;"> <thead> <tr> <th></th> <th style="text-align: center;">City^a</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">State</th> <th style="text-align: center;">Other^b</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr><td>1969-70</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>1970-71</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>1971-72</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>1972-73</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>1973-74</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td colspan="6"> </td></tr> <tr><td>Next 5</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Yr Per.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td colspan="6"> </td></tr> <tr><td>Next 10</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Yr Per.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td colspan="6"> </td></tr> <tr><td>Grand Total</td><td></td><td></td><td></td><td></td><td>_____</td></tr> </tbody> </table>		City ^a	Federal	State	Other ^b	Total	1969-70	_____	_____	_____	_____	_____	1970-71	_____	_____	_____	_____	_____	1971-72	_____	_____	_____	_____	_____	1972-73	_____	_____	_____	_____	_____	1973-74	_____	_____	_____	_____	_____							Next 5						Yr Per.	_____	_____	_____	_____	_____							Next 10						Yr Per.	_____	_____	_____	_____	_____							Grand Total					_____
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Approved _____:
 (Date)

Approved _____:
 (Date)

 Bureau Head

 Commissioner

ADMINISTRATIVE REVIEW COMMITTEE
MINUTES OF MEETING
July 23, 1970

The Chairman called the meeting to order at 9:08 a.m. Mr. Keefe then introduced Mr. Hal Johnson, Commissioner Anderson's new assistant, to the members of the Committee and explained the functions of the Committee to him.

Mr. Keefe asked Spencer Vail to invite Mr. Jim Holl and Mr. Ed Wermoth, to the next Committee meeting so that the Committee Members could hear a progress report on Model City activities and discuss the various proposals.

Since there were no additions or corrections to the minutes of the last meeting, they were approved as submitted.

The first items on the agenda were those which were coming up before CRAG. Mr. Keefe stated he did not get any information on the Clark County Master Sewer Plan.

The Committee discussed the Camas Water Project. Mr. Keefe pointed out that Mr. Frost attended the last CRAG meeting and since there was no one there representing the project, it was tabled for further information on what Washougal was going to do.

The next item on the agenda was the University of Oregon Medical School. Chief Riopelle stated the Medical School has a permit for remodeling; however, it appears that there were to be major alterations. Chief Riopelle stated he felt there would be a problem of fire access and water supply. Mr. Keefe stated there are opportunities to work on the details with the Medical School. He also stated perhaps the consideration is on the principal of whether they should or should not have Federal Aid to add on to the facility. Mr. Keefe felt the Committee should decide whether they disapprove or approve of Federal Aid in this case.

Mr. Keefe stated it would be a good idea if the Medical School would prepare a master plan to show access.

The Committee discussed the other CRAG item and felt there were no objections.

Mr. Frost then discussed the Capital Improvement Budget and thanked the department heads for their cooperation in getting the information available. A completed report will be distributed at the next meeting.

With regard to the "Spheres of Influence" study, Mr. Vail stated, a week ago, he gave to Bob Hyle, Ken Anderson, Mr. Apperson and Chief Riopelle, several articles: a 4000 scale base map of the entire metropolitan area to be used to show where their services are provided and where they can provide service. He also sent them CRAG's land use map, and a report that CRAG made on How Should Our Community Grow, which was provided mainly for their general information. He then discussed the annexation in the Delta Park area and North Columbia Boulevard area.

There being no further business the meeting was adjourned at 11:10 a.m.

Respectfully submitted,



Spencer H. Vail
Secretary

SV:ag

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

July 24, 1970

From Dept. of Finance and Admin. - Personnel Office
To Dept. of Finance and Admin. - Office of the Mayor
Addressed to Mayor Terry D. Schruk
Subject Clarification of Vacation Carryover Policy

RECEIVED
JUL 24 1970
MAYOR'S OFFICE

There has been an expressed desire on the part of Police personnel to have you, as the Commissioner in charge of that Bureau, to clarify your policy on the carryover of vacation from one year to the next.

Section 4.16.040 of the Municipal Code was adopted late in 1969. It reads as follows:

- (a) Except as otherwise provided in this section, annual vacation leave is forfeited if not taken during the calendar year following the year in which it was earned and at the time designated by the commissioner in charge, or by the city auditor as to his department.
- (b) With the approval of the commissioner in charge, or of the city auditor as to his department, vacation leave not used in a current year may be carried forward to the next year, but the number of hours carried forward cannot exceed the number of hours of vacation leave earned by the employee in the preceding year of his service. After the 1970 calendar year, approval to carry accrued vacation forward to the next year may be given only upon an administrative finding that the work demands of the city prevented the employee from taking his vacation leave in the calendar year following the year in which it was earned.

In February of 1970 the Memorandum of Agreement with the Police was adopted. Paragraph 11 of that Agreement reads as follows:

- (11) Policemen will be permitted to carry over vacation time, subject to approval of the Commissioner in charge, equivalent to the annual vacation allowance earned by the officer in the preceding calendar year.

It is apparent that the Memorandum of Agreement as it relates to vacation carryover is less restrictive. The Code limits the Commissioner to approve carryover only when he finds the City is at fault for not allowing the employee to take his vacation.

There are of course other legitimate reasons for which the Commissioner would be justified in allowing some carryover, i.e., an injury in the line of duty that could have interfered with a scheduled vacation or an employee may wish to carryover a portion of a vacation allowance so that he may have extra time the following year for travel abroad.

SEARCHED	
SERIALIZED	
INDEXED	
FILED	
JUL 24 1970	
FBI - PORTLAND	
M. C. COOK.	

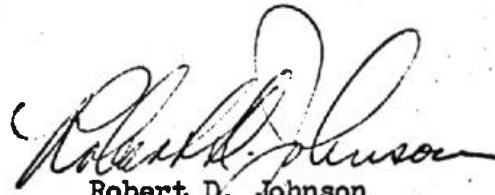
Mayor Terry D. Schrunk

- 2 -

July 24, 1970

This office is concerned that there be a standard policy used by all Commissioners when approving carryover. There should be sufficient justification for this privilege and not just a desire on the part of the employee to have an extra year's vacation on the books.

There are a number of employees who have questioned their Bureau Chiefs about the carryover of their 1970 vacation into 1971. If the privilege is to be denied, they feel the need to schedule the use of their current vacation credits before the end of the year. It is therefore suggested that you advise your Bureau Chiefs as to the type of justification that you will require for the carryover of all or part of vacation credits. Other Commissioners should be advised of your policy.



Robert D. Johnson
Personnel Officer

RDJ/bp



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

MEMORANDUM

TO: City Managers, Planning Directors
Public Works Directors
Grant Application Coordinators

FROM: Homer C. Chandler, Executive Director

SUBJECT: A-95 and Section 204 Reviews

DATE: July 27, 1970

RECEIVED
JUL 29 1970

Portland
City Planning Commission

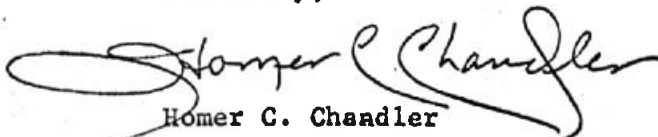
Please be informed that the Advisory Committee of the Columbia Region Association of Governments, in attempting to provide a more meaningful review of all grant applications that fall under the A-95 and Section 204 review requirements, has adopted the following procedure:

- A. The Advisory Committee will meet on the 2nd and 4th Fridays of each month at 9 a.m. in the CRAG Board Room, 429 S. W. Fourth Avenue.
- B. That all applications to be placed on the agenda must be received in the CRAG Office not less than 10 days prior to the Committee's meetings.
- C. That no application will be considered unless a spokesman for the applicant is in attendance and able to speak on the application. The spokesman should be someone other than your representative on the Advisory Committee.

Your compliance with these procedures will allow the CRAG staff to make its review of the applications, plus submit a written report containing recommendations to the Advisory Committee prior to its regular meetings.

Your cooperation in this matter will be greatly appreciated.

Sincerely,


Homer C. Chandler
Executive Director

HCC:jec



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

ADVISORY COMMITTEE MEETING AGENDA

AUGUST 14, 1970

429 S. W. Fourth Avenue
Suite 500

9:00 a.m.

I. Project Applications:

- A. Washington State--Grouse Creek Vista Park
- B. City of Vancouver Mass Transportation Capital Grant
- C. Tualatin Hills Park and Recreation District
 - (1) Acquisition of park site, Washington County
 - (2) Acquisition of access property to an existing lake
- D. Clark County Regional Planning Council Park Acquisition Project
- E. Multnomah County Acquisition of Willamette Greenway
- F. Multnomah County--Improvement Exposition Center
- G. City of Gresham Acquisition of Park Property
- H. Oregon State Highway Department:
 - 1. Acquisition of Park Site, Multnomah County
 - 2. Milwaukie River Front Park #1
 - 3. Willamette Park and Moorage Project, Multnomah County
 - 4. Columbia River Highway Improvement Sandy River--Multnomah Falls
 - 5. Harmony Road Interchange--Clackamas County
 - 6. Pacific Highway, East Portland Freeway--Hubbard Interchange
- I. Clackamas Water District--Water and Sewer Facilities Grant

ADVISORY COMMITTEE MEETING AGENDA

ITEMS REPORT

A. WASHINGTON STATE--GROUSE CREEK VISTA PARK

This proposes to develop five acres as a vista or scenic attraction point in the Yacolt area. This has been studied by comparing it with the requirements for BOR funds. It is recommended that this project be approved.

B. CITY OF VANCOUVER MASS TRANSPORTATION CAPITAL GRANT

The City of Vancouver proposes to acquire six, 33 passenger transit buses to be used in that City's transit system. This matter has been reviewed to determine its relationship with the mass transit study. Please be aware that the Department of Transportation has required that the bus operations in Vancouver be included as part of the mass transit planning study; therefore, the continued operation of the City of Vancouver's transit lines must be considered as an integral part of the total transportation system. Improvement of the operations will enhance the total transportation program; therefore, this project is recommended for approval.

C. TUALATIN HILLS PARK AND RECREATION DISTRICT

The Tualatin Hills Park and Recreation District proposes to acquire 5.6 acres of land to develop into a neighborhood park in one of the rapidly growing sections of eastern Washington County. The area is not now served by a neighborhood park and is quite removed from any other park facilities. The size of the site is compatible with the needs of the neighborhood and is also in keeping with one of the elements of the total park and recreation regional planning program. Approval is recommended.

D. CLARK COUNTY REGIONAL PLANNING COUNCIL PARK ACQUISITION PROJECT

This application proposes to purchase 199 acres of land at a cost of approximately \$560 per acre to be used for park and recreational purposes. This site is near the proposed Port of Vancouver Industrial Tract and the suggested airport that would serve said tract. It will preserve the water front of Vancouver Lake and does comply with the land use plan for that area that has been adopted by Clark County. At the price of approximately \$560 per acre, one cannot afford to turn it down.

E. MULTNOMAH COUNTY ACQUISITION OF WILLAMETTE GREENWAY SITES

Multnomah County proposes to purchase approximately \$1,600 acres of land along the Willamette River as an addition to the Willamette River Park system. This project is a continuation of Multnomah County's attempt to preserve Sauvie Island as open space and recreational site. CRAG has previously approved other phases of this overall planning program; therefore, it is recommend that this project be approved.

F. MULTNOMAH COUNTY--IMPROVEMENT OF EXPOSITION CENTER

The plan to upgrade the Exposition Center with land scaping is wholeheartedly supported and recommended for approval.

G. CITY OF GRESHAM ACQUISITION OF PARK PROPERTY

This project encompasses the acquisition of two sites to be used for neighborhood parks. They are both located in residential areas and close to major highways; therefore, they can serve the purpose of providing recreational sites for residents as well as tourists. The development of these two sites is in keeping with the principle of having a well-balanced park and recreational program. These sites are recommended for approval.

H. OREGON STATE HIGHWAY DEPARTMENT

1. Indian John Acquisition of Park Site, Multnomah County

This project calls for the acquisition of Indian John Island located in the Sandy River. This is another part of an effort by Multnomah County to preserve the Sandy River for recreation and scenic attractions. This complements the beaches, picnic and camping in the Sandy River and Bull Run River sheds. It is compatible with the State recreation plan as well as the regional recreation recommendations contained in the Metropolitan Planning Commissions program of 1962.

2. Milwaukie River Front Park

This project is another phase of the development of the Willamette Greenway program in which the preservation of the scenic lands along the Willamette will be guaranteed. This project is included in the in the State recreation and scenic attraction goals and is compatible

with the criteria set forth in the recreation outlook proposal made by the Metropolitan Planning Commission and utilized by CRAG.

3. Willamette Park and Moorage Project

This proposed project is another phase of all preservation of the Willamette River as it runs through the City of Portland. It will complement existing park and recreation sites along the Willamette. It is also similar to other projects previously approved by the CRAG organization.

4. Columbia River Highway Improvement Project

The proposed road project is compatible with the State of Oregon Highways goals and the G-5 State and Highway Plan for this metropolitan area. It constitutes an improvement of an existing facility, and does not, to the best of our review, destroy or deface scenic attractions in the Columbia Gorge area.

5. Harmony Road Interchange, Clackamas County

This project is for beautification of an existing highway. This proposal is harmonious with the State of Oregon beautification goals and the concepts set forth in the recreation outlook proposal made by the Metropolitan Planning Commission.

6. East Portland Highway--Hubbard Interchange

This project calls for the beautification of the freeway between Wilsonville and Tualatin that is presently undergoing construction geared to widening the freeway. The proposed beautification program calls for a continuation of medium strip plantings that exist in the freeway south of this area as well as other beautification aspects. This is harmonious with the State beautification programs and the goals set forth in CRAG's Guidelines for Comprehensive planning.

I. CLACKAMAS WATER DISTRICT--WATER & SEWER FACILITIES GRANT

CRAG's Regional Master Plan generally makes three regional planning recommendations:

1. General boundaries of regional service areas.
2. The economic source of supply.
3. Economical major transmission.

As these relate to Clackamas County Water District's proposal:

1. CRAG's Plan indicated that census tracts 1 through 26 or a water sub-areas 3 to be served by Clackamas River water. This includes Milwaukie, Lake Oswego, West Linn, Oregon City, and Gladstone. Thus the Clackamas Water District falls within this sub-area and thus meets requirement.
2. CRAG's Plan indicated the economical water source for this sub-area was Clackamas River, as does Clackamas County Water District's report.
3. CRAG's Plan did not indicate transmission in this area as the supplies are local.

In regard to the future water requirements rights, prior to 1909 should be adjudicated (from Page VI-14 of the CRAG Water Plan). It should also be noted that low flows in the Clackamas will require upstream regulation as the domestic demands increase.