

February 13, 1975

Board of County Commissioners  
Lane County Courthouse  
Eugene, Oregon 97401

Dear Commissioners Elliot, Hayward and Wood:

Your concern about gaining formal adoption of the Greenway plan by the Land Conservation and Development Commission is shared by me.

I've asked the appropriate people in state government to move the Greenway plan along as quickly as possible.

Thanks very much for your interest.

Sincerely,

Governor

RWS:t

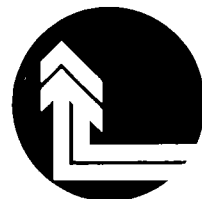
bcc: Ken Johnson

RWS ✓ Lane county

KB ✓

2/11/75 KV ✓

2/11/75 JM ✓



February 4, 1975

BOARD OF COMMISSIONERS

Frank A. Elliott  
Nancy M. Hayward  
Robert E. Wood

The Honorable Robert W. Straub  
Governor of Oregon  
Capitol Building  
Salem, Oregon 97310

Dear Governor,

The Attorney General's interpretation of the Greenway Bill has placed a moratorium on all Greenway acquisitions funded by the bill until the Greenway Plan is formally adopted by the Land Conservation and Development Commission. This not only freezes the state-funded program, but in effect it impounds twice as much in federal Land and Water Conservation Fund money allocated for this purpose.

Lane County and the City of Eugene are waiting to move on one million dollars worth of Greenway acquisitions on the River Road and Willakenzie frontage, in Alton Baker Park, and in the Buford Recreation Area. Timing on these transactions is becoming critical in view of pressures for irrevocable conversion of much of these lands for other uses. We understand that there are also applications from other Willamette River Counties which are similarly stalled.

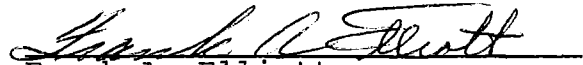
We are also concerned that further prolonged extension of the moratorium will jeopardize our largest financial resource, the federal Greenway grant. This comes from the small Land and Water contingency fund which is allocated at the personal discretion of the Secretary of the Interior. There is very recent precedent for withholding Land and Water funds which have lain idle too long.

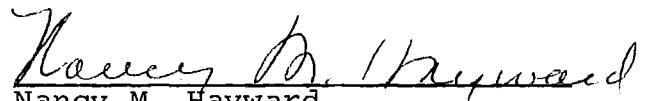
The Honorable Robert W. Straub  
February 4, 1975  
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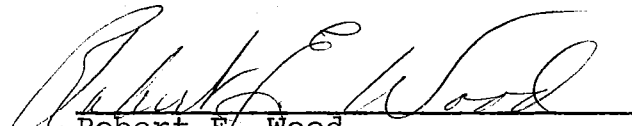
The proposed Greenway Plan has undergone exhaustive review during the planning process and since its completion. We understand that it has not encountered any significant opposition. We urge you to press forcefully for earliest possible LCDC action on the Greenway Plan and terminate the present moratorium on our action programs.

Yours truly,

Board of County Commissioners  
Lane County, Oregon

  
Frank A. Elliott  
Commissioner

  
Nancy M. Hayward  
Commissioner

  
Robert E. Wood  
Commissioner

PRB/df



## OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub  
GOVERNOR

February 18, 1975

F. B. KLABOE  
Administrator of Highways

Mr. Keith Burns  
Governor's Office  
State Capitol  
Salem, OR 97310

Dear Mr. Burns:

The following is our brief analysis of the history of the Greenway project as requested by Governor Straub.

In the 1966 Gubernatorial Campaign, State Treasurer Bob Straub proposed a bold program to preserve the Willamette and its banks as a recreation corridor the length of the rapidly urbanizing Willamette Valley. His opponent, Secretary of State Tom McCall, endorsed the idea enthusiastically.

Shortly after the election, McCall called on the State Parks unit to prepare a Willamette Plan--he needed a platform from which to launch legislative action to get the Greenway going. A volunteer planning team was hastily assembled and the project moved ahead smoothly until discussions began about "how fast and hard to push the project--should it be an aggressive, bold, state agency project or should it be a more subtle, soft sell approach--land acquisition mostly by local government, etc." The planning team was evenly divided on the issue. The Governor's office made the decision--it was to be the soft sell approach--let's don't kill the idea right at the beginning by an over-aggressive start with a request for lots of money, etc., which would frighten the conservatives and, particularly the farming community. The decision had been made.

A bill was quickly drafted which would authorize the Transportation Commission to make 50-50 matching grants for cities and counties to purchase land along the river. During the hearings, the farm lobby objected to condemnation and, it was deleted from the bill. Kess Cannon of the Governor's office asked if I had any objections and I replied no, since it would not affect the State Parks Program--the bill under discussion concerned a local grant-in-aid program and they could probably get along without condemnation since cities and counties only rarely thought of condemnation for parks.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Mr. Keith Burns  
February 18, 1975  
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This is an important point--the farmers later insisted that the ban on condemnation in that 1967 bill was intended for State Parks too.

The bill passed and \$800,000 was allotted to the grant-in-aid program in the 1967-69 Budget period. The program started with lots of fanfare--meetings with local officials, boat trips, etc., but, while there were a respectable number of city and county projects, it became obvious that at the rate of 2 or 3 miles a year, it was going to take forever to protect the some 150 miles identified in the original plan. In this period, the program got a big financial boost when the Federal government agreed to put up some special funds from the Land and Water Conservation Fund to help the Greenway project along. Now, a city or county could get 75% financing for their river front park projects--they would put up 25%, the State 25% and the Federal government 50%.

A review of progress, in terms of miles of river protected, in 1970 showed less than ten miles purchased. The Governor's Greenway Committee searched for ideas to get the program moving faster. Glenn Jackson, Chairman of the Transportation Commission which funded the State's share of the project, suggested that State Parks put a program together for "a State Park in each county along the river."

The State Parks people came back with the suggestion that five fairly large parks located to serve all the counties would be better than the one park per county idea. The proposal was approved by the Governor's Committee, the Parks and Recreation Advisory Committee and, was presented to and approved by each County Court or Board of County Commissioners along the river. State Parks began the long process of land acquisition--which is not yet completed.

In 1971, the Governor's Committee again assessed progress and agreed that "something more was needed" in light of the progress being made by local government.

A new program was born, called the Greenway Corridor Program. The idea was for State Parks to go out and buy the long narrow fringes of vegetation along the river. Governor McCall received \$5 million in special federal aid which was matched by the State--through the normal legislative Budget process. The massive program got underway with as many as 30 highway right-of-way agents contacting river bank property owners in early 1972.

Mr. Keith Burns  
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In this new program, no farm lands were to be purchased except in those instances where the owner was willing to sell all property but not just the river front. In these cases, the farm land was to be leased or resold as quickly as possible.

Most farmers didn't want to sell. At a meeting of the Governor's Committee, the matter was discussed and it was decided to resort to condemnation if necessary. The potential political repercussions were discussed. While no condemnation proceedings were initiated, several farm owners along the river were informed about the condemnation policy decision. The news spread like wildfire! And, this all occurred at about the same time negotiations began with the principle owner of one of the proposed five state parks--a large and beautiful area in Linn County which included some farm land above the flood plain. This was the Van Leeuwen farm, and the wife, Liz Van Leeuwen, became the principle spokesman and lobbyist for the new Greenway Law in the 1973 Legislative session.

The news about condemnation spread fast and the farmers organized quickly--they cried foul, saying that they had allowed the Greenway bill to get through the 1967 session because they had been assured that there would be no condemnation--this was dirty government at its worst!

Influential legislators sympathetic to the farmers moved swiftly to stop the project--at an Emergency Board meeting the acquisition funds in the Parks Budget were quietly shifted to another Budget item. The acquisition program froze.

Glenn Jackson appeared before the next meeting of the Emergency Board and was chastised for circumventing the so called "no condemnation" matter in the 1967 Legislative session. Jackson defended the program saying that it would never be accomplished without condemnation but if they would return the funds to the acquisition Budget, no farm land would be condemned before the upcoming Legislation session (1973 session) had a chance to consider the entire program. It was so agreed and the program moved forward on a "willing seller" basis only. From an acquisition standpoint, this was not very fruitful since all of the willing sellers had been pretty well exhausted before consideration of condemnation became apparent.

The "no farm land" agreement seriously compromised condemnation suits in progress for the "5 state parks" project began a year or so before the corridor project. Voluntary nonsuits were taken by the State resulting in a \$25,000 attorney fee for one file alone.

Mr. Keith Burns  
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The "farmers" were well prepared for the 1973 Legislative session. A bill completely sympathetic to the farmer and gravel operations was introduced by Willamette Valley legislators. The hearings were packed with "anti-parks" witnesses who talked about private property rights, trespassers, the need to save farm land, etc. In all the hearings in the House and Senate, there were only one or two who decried the death of the "old Greenway Program." Who could possibly stand up in favor of condemning the poor hard working farmer! There was no strong effort to present the other side of the case!

As the planning effort prescribed in the law got underway in 1973-74, the anti-greenway forces stayed right on top of the project--attending all the public meetings and workshops. Their push for a "weak" state program was fully supported by local leaders--who are usually jealous of maintaining local prerogatives.

The plan as presently written is an extension of save the farm lands for farming, keep local decisions at the local level thrust emphasized in the early 1970's.

Chairman Jackson wants to stress the need for restoring condemnation authority for the corridor project. The program will fail without this strong negotiating measure. Also, more and more river front property owners are telling us that they would be more willing to sell under threat of condemnation because of the tax benefits.

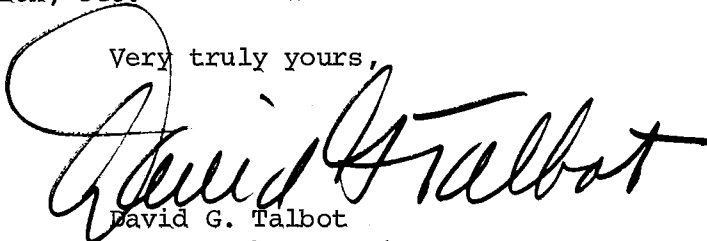
The present Greenway Law is the result of another example of "rule by the minority." The people of Oregon have strongly supported the Scenic Waterway Program and would also support a return to the original concept of the Greenway. As you may recall, we went through this same process on the beach--local interests clamored for local control and talked at length about public abuse of their property. The beach program has been a success, local objections have been proven groundless, but, we would never have gotten the job done without the authority of condemnation behind our negotiations with property owners.

We do not want to condemn and own farm lands. We want to buy and protect the many miles of brush land bordering the river. If farm lands are bought of necessity during negotiations for the river bank vegetation, then the farm lands will be leased or resold as quickly as possible.

Mr. Keith Burns  
February 18, 1975  
Page 5

For those who fear abuse of power in the program, we suggest a special Governor's Committee to review any instances where there's any question about the need for the land, the need for condemnation, etc.

Very truly yours,



David G. Talbot  
State Parks Superintendent

DGT:lb

cc: Glenn Jackson  
Ken Johnson  
Janet McLennan  
George Baldwin  
Fred Klaboe  
Bob Potter



COONS, COLE & ANDERSON  
ATTORNEYS AT LAW  
FORUM BUILDING  
777 HIGH STREET, SUITE 355  
EUGENE, OREGON 97401

ALLAN H. COONS  
HUGH K. COLE, JR.  
BRUCE H. ANDERSON

AREA CODE 503  
TELEPHONE 485-0203

March 7, 1975

*RWS*  
~~to prepare~~  
~~to write the response?~~  
To Ken Johnson ✓

Mr. Robert W. Straub  
Governor  
State Office Building  
Salem, Oregon 97310

Dear Bob:

Needless to say I was thrilled with the results of the last election, particularly the governor's race. Since then I have observed with interest and approval the orderly transition of the office from one executive to the next and the day-to-day emergence of the distinctive characteristics of the Straub administration.

From radio and newspaper accounts I have only a general understanding of the changes you have suggested for the Willamette Greenway. I understand you are proposing that the state acquire ownership of a strip along one or both sides of the river from Eugene to Wilsonville. I applaud this return to your original concept. It's obviously a much stronger proposal. I would appreciate it if you would have someone from your office send me a copy of the specific recommendations you are making. If they take the form of legislation, a copy of the bill is requested. The Sierra Club and Lane County Willamette Greenway Association will be interested in the specifics of your proposals, and I am confident they will support them.

I am concerned about the delay the preliminary Willamette Greenway Plan has encountered being put into its final form. I understand the need for care, but I am afraid some or all of the federal money may be lost or diminished in value through inflation if too much more delay ensues.

I assume the State Parks Department and Transportation Commission should continue their revision and review of the present plan in the face of your proposal - or do you believe your proposals so radically change the Greenway concept that the planning process must go back to square 1? (You can see my ambivalence. There is the need to proceed quickly to minimize the effects of inflation and avail ourselves of Land and Water Contingency Funds. On the other hand I would be reluctant to settle for a weaker plan now if by so doing the possibility of a stronger plan later would be foreclosed.)

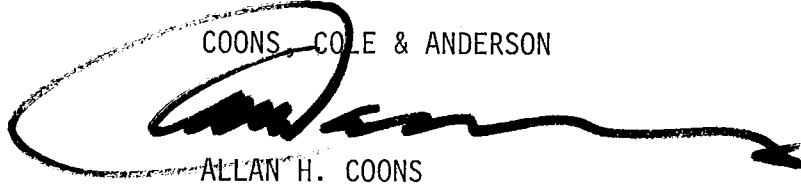
The other matter of immediate concern is the field burning issue. Like most residents of this city, I have a hard time contemplating an extension of the field burning ban deadline. Political realities being what

Mr. Robert W. Straub  
March 7, 1975  
Page 2

they apparently are, however, it appears that the "Straub plan" may be the strongest compromise we can get. I sincerely hope you will continue to express your interest and concern for the health and well-being of the breathers in the upper Willamette Valley.

Yours truly,

COONS, COLE & ANDERSON

A large, stylized handwritten signature in black ink, appearing to read 'Allan H. Coons', is written over the typed name. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

ALLAN H. COONS

AHC:cm

Will. Greenway

1109-1

March 15, 1975

Mr. Allan H. Coons  
Attorney at law  
Forum Building  
777 High Street, Suite 355  
Eugene, Oregon 97401

Dear Allan:

It will be a tremendous benefit if you will help us generate support for the Willamette Greenway Plan we are introducing. The proposal will permit condemnation of the corridors -- which means the wild, wooded stretches along the riverbank. We have made compromises to satisfy agricultural people, but I am sure they still will be fighting our efforts as best they can.

Ken Johnson on my staff is in charge of the Willamette Greenway legislation. I am turning your letter over to him and he will be in touch with you with further details.

Sincerely,

Governor

RWS:b

cc: Ken Johnson

GOVERNOR BOB STRAUB  
STATE OF OREGON  
SALEM, OREGON

WS  
GERALD A. LA PIERRE  
31240 S.W. BOONES-FERRY RD.  
WILSONVILLE, OREGON 97070  
MARCH 6, 1975

DEAR MR. STRAUB:

I READ ABOUT YOUR WILLAMETTE GREENWAY IDEA  
IN THE OREGONIAN YESTERDAY. GREAT!

I ALSO HAVE BEEN WORKING TOWARD A GREAT IDEA  
AND GOAL FOR THE CITY OF WILSONVILLE AND THE STATE  
OF OREGON. A BOTANICAL GARDEN IN THE OLD STATE  
GRAVEL PIT AROUND THE WILSONVILLE WASTEWATER TREATMENT  
PLANT.

THIS PLAN AND IDEA STARTED IN MY MIND TWO YEARS  
AGO. I VISUALIZE THE ENTIRE AREA BETWEEN THE  
TREATMENT PLANT AND I-5 AND THE AREA WEST OF THE  
PLANT, LOT# 200 BELONGING TO THE STATE OF OREGON.  
THE CITY OF WILSONVILLE REQUESTS THIS AREA BE SO  
DESIGNATED AS GREENWAY AREA SO WE COULD START PLANNING  
THE BOTANICAL GARDEN.

THE AREA WILL BE PLANTED IN NATIVE TREES  
SHRUBS AND FLOWERS, WITH A STREAM, WATER FALLS AND  
POOL, WITH A LOW ARCHED ORNAMENTAL FOOT BRIDGE ACROSS  
THE POOL AND FOOT PATHS FOR LEISURELY WALKS AMONG  
THE TREES, SHRUBS AND FLOWERS WHERE A PERSON CAN SMELL  
THE FRAGRANCE OF THE FLOWERS, SEE THE BEAUTY OF IT  
ALL, FEEL THE PLANTS AND FLOWERS AND TREES AND  
LISTEN TO THE RIPPLE OF THE WATER OVER THE ROCKS  
OF THE FALLS. ALSO A BIKE TRAIL AROUND THE OUTER  
EDGE.

INCLOSED ARE SOME ARTICLES AND PICTURES OF THE  
TREATMENT PLANT AND WILSONVILLE CITY HALL WHICH  
I LANDSCAPED, LOCATED ON THE BANK OF THE WILLAMETTE  
YOU ARE MOST WELCOME TO STOP AND SEE THE BEAUTY  
WE HAVE HERE OPEN TO ALL THE PEOPLE.

Sincerely  
Gerald A. LaPierre



## HOUSE BEAUTIFUL'S SPECIAL PUBLICATIONS

717 Fifth Avenue, New York, N.Y. 10022 (212) 935-5900

October 15, 1974

Mr. Gerald A. La Pierre  
P. O. Box 155  
Wilsonville, Oregon 97070

Dear Mr. La Pierre:

Congratulations!

Your entry in the House Beautiful 1974 Gardening & Outdoor Living Contest was one of the winners.

You have won:

1st Prize: Compact Tractor/Mower and Dump Cart  
from J. I. Case.

By copy of this letter we will shortly be advising the company to send your prize directly to you. However, please be patient, it could take a while for them to process the order and ship it.

We appreciate your interest in our magazine and hope your prize increases your enjoyment of gardening and outdoor living.

Sincerely,

A handwritten signature in cursive script that reads 'Harriet N. Cohen'.

Harriet N. Cohen  
Contest Editor

HNC/eam

HOUSE BEAUTIFUL  
GARDENING & OUTDOOR LIVING  
717 FIFTH AVENUE  
N.Y. N.Y. 10022

GERALD A. LA PIERRE  
P.O. BOX 155  
WILSONVILLE, OREGON. 97070  
9-13-74

DEAR SIRSI

ECOLOGY & ENVIRONMENT 1974

A WASTE WATER TREATMENT PLANT CAN BE BEAUTIFUL.

I AM THE SUPT. & OPERATOR OF THE WILSONVILLE WASTEWATER TREATMENT PLANT. THE PLANT WAS PUT INTO OPERATION IN JUNE 1972 AND LANDSCAPED IN AUGUST 1973, THE GROUNDS ARE LOOKING REAL GOOD BUT THERE IS STILL MUCH TO BE DONE.

I LOVE TO DO LANDSCAPING AND GARDENING.

THIS PLANT SITE WAS ONCE A STATE OF OREGON GRAVEL PIT, AND I RECALL THE WORDS OF (ISA. 35:1)  
"THE WILDERNESS AND THE PARCHED LAND SHALL BE GLAD;  
AND THE DESERT SHALL REJOICE; AND BLOSSOM AS  
THE ROSE."

I USE THE WASTE SLUDGE AS FERTILIZER FOR MY LAWN AND PLANTS. AND IT REALLY WORKS GREAT.

IN CLOSED ARE BEFORE AND AFTER SNAPS OF THE PROJECT AREA.

Sincerely yours  
Gerald A. LaPierre.

1109

March 17, 1975

Gerald A. La Pierre  
31240 S.W. Boones-Ferry Rd.  
Wilsonville, Oregon 97070

Dear Mr. La Pierre:

I'm really impressed with the fine work you've done in landscaping the Wilsonville Waste Water Treatment Plant. You deserved that prize.

Your idea for a botanical garden seems to make sense to me. I have forwarded copies of your letter to the State Transportation Commission and to my Willamette Greenway experts to see what can be done about it. You will be hearing from those departments in the near future.

I want to thank you for sending me the excellent pictures and the newspaper clipping. I'm returning them all to you as I am sure you will want to keep them.

Sincerely,

Governor

RWS:tw  
Enclosures

cc: Transportation Commission  
Willamette Greenway Committee

~~000489~~

March 6, 1975  
P.O. Box 53  
Turner OR. 97392

Governor Robert Straub  
Capital Building  
Salem, OR.

TRANSPORTATION

Please prepare ~~and~~ reply  
for Governor's signature  
by 3-21

Dear Governor Straub,

I am for the Willamette Greenway. I think it is a good way to help

beautify Oregon. Putting in hiking trails might spark people to enjoy  
the beautiful out of doors and at the same time get some exercise.

I live in Turner, a small community nine miles south of Salem, and I  
enjoy nature very much. I hope you go all the way with this program.

Could you give me more information on this program?

Sincerely yours,

*Rebecca Jones*

Rebecca Jones

Thank you.



1109-1

March 18, 1975

Ms. Rebecca Jones  
Post Office Box 53  
Turner, OR 97392

Dear Ms. Jones:

Thank you for your support of the Willamette River Greenway Program. It is anticipated that the final Greenway Plan will be available the first part of April. I am enclosing a copy of the Willamette River Recreation Guide.

Sincerely,

Governor

RWS:ky

Enclosure

bcc: Department of Transportation

March 17, 1975

The Honorable Bob Straub  
Governor of Oregon  
State Capitol Building  
Salem, OR 97310

Dear Governor:

The Parade Magazine of this past Sunday had a quote in Jack  
Anderson's Special Feature Page:

"The foundation of the social contract is property;  
and its first condition, that every one should be  
maintained in the peaceful possession of what be-  
longs to him."

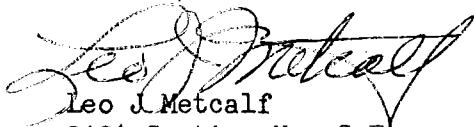
Jean-Jacques,  
Rousseau, 1758

The social order is undergoing a great stress.

I cannot agree with your concept of making the Williamette  
Greenway a State owned property by reason of Eminent Domain.  
For those persons who want the development by the State, they  
have choosen the wrong time. Has the use of tax dollars lost  
all meaning ? The Oregonian carried a report that one congress-  
man stated that the Federal Budget may reach \$100 billions deficit.  
Socially and politically we could say that we live in an "Alice  
in wonderland world".

Please do not pursue this 'taking of property'.

Very truly yours,

  
Leo J. Metcalf  
2121 Santiam Hwy S.E.  
Albany, Ore 97321

1189-1

April 9, 1975

Leo J. Metcalf  
2121 Santiam Highway SE  
Albany, Oregon 97321

Dear Mr. Metcalf:

I'm sorry ~~you~~ you disagree with my contention that we should make the narrow strip of land along the Willamette River available to the public.

The amount of money involved would be equivalent to the few miles of freeway construction.

Even though we disagree, I appreciate the fact that you wrote.

Sincerely,

Governor

RWS:js

Fall Creek, Ore.  
Mar. 17, 1975

Governor Straub  
Salem, Ore.

Governor;

Have recently read an article in the paper about drafting a new Condemnation proposal for the legislature on the Greenway.

I'm strictly against Condemnation for anything that's for pleasure. I'll give you an example. I served two years in the Army and saved enough money to buy some acreage along the river. In the meantime (1950-1952) which were years where a person could make some money, and persons who didn't get drafted, did just that. They probably bought homes in the Cities. Now they want Condemnation so they could have access to the river which I sacrificed two years of service.

If they cannot buy without Condemnation then they should leave it alone. Furthermore, trespassing and vandalism will increase where a person cannot stand the loss. Even now in the Lowell area it's so bad that you can't leave the place without something damaged or stolen. Nothing seems to be done about it.

The price and gasoline shortage has decreased the use of the highways. In percentage that should decrease the need of State patrolmen,

So why can't we divert their services to crime instead of these minor traffic tickets they are so anxious to always issue.

One other subject. If you are a big farmer you get farm deferral. But if you are a small farmer where you have to work out, you don't get this benefit. Is this justice? on my 13A. I cannot raise enough cattle to qualify for the deferral so my taxes are high. Across the road there's 2700 acres. They pay smaller taxes but rent it out for grazing which pays their taxes.

do I make sense?

Truly yours  
George Gordon.

1109-1  
April 9, 1975

George Kordon  
38000 Pengra Road  
Fall Creek, Oregon 97438

Dear Mr. Kordon:

Condemnation is a system of land taking that has survived the test of time. It was begun with the Magna Carta in King John's time in the thirteenth century. Before that, the state could confiscate the land with no compensation.

Nevertheless, I understand your concerns about trespassing and vandalism. We've made provision in the bill to repair such damage at state expense and to provide fencing where needed.

The farm deferral you refer to is a legislative action. Let me suggest that you talk with your Senator or Representative about it.

Sincerely,

Governor

RWS:js

Corvallis, Oregon  
April 7, 1975

KG  
Greenway

Governor Straub  
Salem, Oregon

Dear Sir,

So many people are up in arms over some of your plans and proposals. You are really loosing ground with rany. My gripe today is the "Willamette Greenway."

What right have you to recormend the condemnation of people's property? If you had a home along the Willamette, would you still be in favor of it. Some of this conderned land is actual farm land and we will be needing more and more farmable land instead of less. Even if there is only a right away made through their property, how would you like hikers right in your front or back yard? Besides the litter involved, (and where people are, there's litter), things wouldn't be really safe with people right there on your property.

The other thing, what did you think the commission that came up from California and studied the feasibility of this plan would tell you? Are you just disregarding the fact that they said the land along the Willamette River isn't stable enough to handle continual traffic?

It seems that this "land that we love" is becoming less and less "our land" and that we are becoming less proud all of the tire so that it is harder to uphold

some of the laws "made for our benefit and protection."

On closing, I would like to add, I voted for you but I'm sure that will be the last time.

Sincerely,

Mrs. Robert Hughes

P.S. It seems that step by step we are drawing nearer to being a gestapo state or country & I'm sure you don't want that either!



Ken JOHNSON  
000686  
4-7

4-4-75

4-17

Dear Governor Straub,

Last night I attended the ~~quinnway~~ meeting at Wilsonville. Your assistant Mr Johnson did not allay the fears of many concerned property owners. To say the least feelings on the Wilsonville - Butteville river road. are hostile towards bill 3225. Your man presented to us, our worst fears are justifiable I know now what we are facing in Salem.

Mr Johnson made it quite clear that we farmers have no protection from the Bicycle hooligans. You want to encourage vandalism at our expense (I thank him for telling it the way it is.)

Mr Johnson was also unclear about your over all quinnway program. Funds almost like you covet all our land for state playgrounds. Do you intend to relocate us farmers and homeowners?

Also your definition of a farm  
isn't quite clear in your bill. Your  
bill tells me I need state approval  
to make any changes within 500 ft  
of the river. My farm has been the  
Cusell home over 100 years & I'll  
be damned if the ~~law~~ <sup>bureaucrats</sup> tell us  
what to do.

What's wrong with 2497? Do  
you think you really need those  
condemnation powers to achieve  
your objective? As an American  
citizen this Krumlin tactic annoys  
me.

After reading and discussing  
bill, I can't see how a bill  
labeled with <sup>such</sup> inconsistency can get  
off the ground. I just hope  
there are enough fair minded,  
objective minds who recognize  
lead balloons can't fly.

Thank you

Sincerely,  
Randy A. Cusell

P.S. I do believe in ecology  
and scenic beauty but not to  
our detriment.

Rt. 2, Box 494

Aurora, Ore. 97002

San Francisco

RT 2 Box 494  
AURORA, OREGON

March 17, 1975

Dear Governor Straub,

I am writing because of my concern about your Greenway proposal I heard in the news last week. My family has river frontage a mile up stream from Wilsonville. Since this land has been in the Cusell family from 1868, I am very interested in how your proposal will affect us.

We support the San Francisco study of '74' regarding the Greenway. I was wondering how your proposal deviates from this position. What restrictions do you intend to place on us farmer property owners? If you intend to open up our land for public beaches, you can count upon my opposition.

We haven't been involved in the Greenway opposition in the past because Mr McCull didn't appear to have your zeal for this program. We love this great state and our Mod given home but if threatened by insidious state encroachment, we will fight.

My prayer is that you govern our beautiful state with fairness and good judgment for all.

Thank you

Sincerely yours,  
Randy Cusell

1109-1

April 9, 1975

Randy G. Cusell  
Route 2, Box 494  
Aurora, Oregon 97002

Dear Mr. Cusell:

The Greenway measure I am proposing exempts land in farm use from any public use.

It allows the public to use the narrow strip along the river when this land is not in farm use or is not too fragile to allow people to be on it.

The only restrictions on farm property owners would be against allowing them to cut down scenic trees and undergrowth along the river.

Thank you for writing.

Sincerely,

Governor

RWS:js

898 Love Lake Rd  
Junction City, Oreg.  
97448

Governor Robert Straub.  
State Capitol Bldg.  
Salem Oregon.

Dear Governor Straub.

If the state insists on a  
greenway along the Willamette  
River they should build a vandal  
proof fence the entire distance  
including the access roads.

I have a neighbor whose land  
borders Browns Public Landing.

He tried to grow seed pumpkins  
near there.

The thieves weren't satisfied  
to steal big quantities of them  
they squirmed with their pickups  
out in the field & destroyed at  
least as many as they stole &  
protection from the law is just  
a ~~fake~~ fence.

He won't be able to grow  
pumpkins, squash, or sweet corn

or cucumbers Ect. within  $\frac{1}{4}$  mile of  
the greenway and that is some of  
the most productive land.

Its a different thing along the  
ocean where most of the land  
is just brush.

There is plenty of marginal  
land in the hills for play grounds.

The property owners & employers  
have no rights left, but the time  
isnt very far away when the  
American people wont think  
playgrounds are more important  
than food. Too many people  
still think our production ability  
is unlimited.

Thats what they thought about  
the bison too.

yours Truly  
Harold E. Wilde

1109-1

April 9, 1975

Harold E. Wilde  
898 Love Lake Road  
Junction City, Oregon 97448

Dear Mr. Wilde:

We share your concern about protecting property next to the proposed Willamette Greenway. That's why House Bill 3225, the Greenway bill, authorizes the Department of Transportation to build fencing for that purpose. Present law doesn't have such a protection for the landowner in it.

We also share with you a deep concern that all productive farm land in the Willamette Valley be kept in the production of food and fiber and maintained for its quiet beauty. House Bill 3225 exempts land in farm use from condemnation.

What the bill is designed to do is to make undeveloped, non-farm land available for potential recreation use or to be left alone. The alternative to this is eventual development of the Willamette River by industry, commercial builders and housing developers. Thus, neither farmers nor recreationists would be able to use the riverbank land.

Most of the river systems of this country are eyesores with just such concentrated development along them. It can happen in Oregon.

Thank you very much for writing.

Sincerely,

Governor

RWS:js



*Fili*  
*1109-1*  
*Willamette*  
*Greenway*

April 9, 1975

Mrs. Nancy Fadely  
910 F State Capitol  
Salem, Oregon 97310

Dear Mrs. Fadely:

I am writing as a private citizen to urge passage of HB3225 which will further facilitate creation of the Willamette Greenway.

Free access and enjoyment of the Willamette will benefit countless present and future citizens. The alternative of allowing random private development of major rivers has been the rule and its consequence can be viewed and judged in numerous rivers elsewhere.

Any delay in securing access and implementing the Greenway will raise costs and diminish the likelihood of success.

Very truly yours,

John E. Soreng,  
President

cc: Hon. Robert Straub

JES:bs

ROGER E. MARTIN  
105 STATE CAPITOL  
SALEM, OREGON 97310  
PHONE: 378-8772



MINORITY LEADER  
OREGON HOUSE OF REPRESENTATIVES

April 10, 1975

RWS ✓  
HOME ADDRESS  
13750 SW KNAUS ROAD  
LAKE OSWEGO, OREGON 97034

CLACKAMAS COUNTY  
DISTRICT 24

cc: Ken Johnson  
Janet McL

The Honorable Robert W. Straub  
208 State Capitol Building  
Salem, Oregon 97310

Dear Governor:

I think you're making a big mistake in pushing so hard behind the scenes for passage of the Willamette River Greenway bill.

The bill, in its present form, would destroy the river, not save it. It would become a teeming mass of humanity, and the environment and ecology would be trampled under hundreds of thousands of feet.

I'm into the Greenway concept, as you know, and I have always put my vote where my mouth is. But I want to do it the right way, and I respectfully suggest that your plan as it now stands would be an improper vehicle to accomplish what we both want to see.

And neither one of us wants the banks of the river to look like Coney Island on the 4th of July.

On another matter, I want to compliment you for voluntarily jumping-ship on some of your spending requests. We're getting down to the crunch stage of the session--and you will undoubtedly be required to bite the bullet on other items. I do congratulate you for refusing to become involved in the clawing and scratching which many sweaty-palmed bureaucrats are involved in at this time.

Respectfully yours,

A large, stylized handwritten signature of Roger E. Martin, written in black ink.

Roger E. Martin

REM:avo

cc: Representative Nancie Fadeley

1109-1  
Greenway

April 15, 1975

The Honorable Roger Martin  
House Minority Leader  
105 State Capitol  
Salem, Oregon 97310

Dear Roger:

The Pacific Crest Trail on the summit of the Cascades is a very heavily traveled and popular trail in Oregon, somewhat similar to what we could envision along the trails of the Willamette River. If you have hiked the Pacific Crest Trail, you know how seldom you meet people, even though there are many using it. This is because the trail is so long. I think the same would apply to the Greenway. It would not be a Coney Island if properly done because there would be so many different places for hiking or picnicking.

In any event, I appreciate your letter and know of your vigorous interest in properly developing the Willamette for its recreational potential.

Sincerely,

Governor

RWS:b

000745

4-11

Governor Bob Straub  
State Capitol Building  
Salem, Oregon

April 8, 1975

APR 14 1975

Greenway  
KJ

Please prepare draft reply  
for Governor's signature  
by 4-23  
Thank you.

Dear Governor Straub,

I'm writing this letter to let you know that I support your request for condemnation powers for the Willamette Greenway project. I have attended the workshops given in the Eugene area on the Greenway proposals and from the beginning felt that some of the things being proposed for the plan would be very difficult to implement without controls available only when the State owns the land.

Keep up the good work -

Roberta Deering

753 E. 23rd.

Eugene, Or. 97405

1109-1  
Will Green

April 16, 1975

Roberta Deering  
753 East 23rd  
Eugene, Oregon 97405

Dear Roberta:

You were very good to let me know of your support for the condemnation powers in the 'Greenway bill, and I appreciate it.

You're absolutely right that we really couldn't go ahead with the protection of the Greenway for the public without condemnation being available. This doesn't mean we go around using it anymore than we have to, but it does mean that we can keep one or two people from blocking the whole project.

Thanks very much for writing.

Sincerely,

Governor

RWS:s

bcc: Executive Department

000756  
4-14

Kg

8070 S.W. Laurel Street  
Portland, Oregon 97225  
April 9, 1975

Governor Robert Straub  
State of Oregon  
State Capitol Building  
Salem, Oregon

*Ken Johnson*  
Please prepare draft reply  
for Governor's signature  
by 4-24  
Thank you.

Dear Governor:

A radio news report concerning the Willamette Greenway proposal prompted me to write this letter. The broadcast indicates that you wish to have the State condemn and purchase various parcels along the Willamette River to prevent future commercial development. Agricultural interests apparently oppose this proposal as they wish the land to remain agricultural but at some time in the future they may wish to sell to commercial developers.

A compromise, which you may wish to consider, is that the state proceed to condemn and acquire ownership, but in turn to lease various parcels back to the former owners for agricultural purposes. The leases could be designed for various periods of length and in some cases, with options to renew.

In this manner, the state has ownership of the land, it is receiving lease income to offset the purchase, and the lease concept keeps the land in agricultural use over a period of time in which the state can plan other uses for particular sections, areas, or parcels, if so desired.

Yours truly,  
*Jon Benedict*  
Jon Benedict

April 17, 1975

Jon Benedict  
8070 SW Laurel Street  
Portland, Oregon 97225

Dear Mr. Benedict:

It's interesting that you should suggest the lease back proposal for the Greenway just after a University of Oregon law professor made the same recommendation to me.

Great minds...and so forth.

In negotiations with a group of farmers over a compromise bill, this is one of the suggestions we will discuss.

I very much appreciate your thought.

Sincerely,

Governor

RWS:js

KJ

Dear Sir,  
I do not like the  
green way. We let any body  
use Our river bank.

And the more land you take  
from a farmer the less food  
there will be!

Plus people will litter

Oregon is getting more  
like Russia

signed Martha Sundhart

age 9

Rt. 1, Box 154  
Shedd, Oregon





KJ

Dear Sir,

I don't like the greenway because you are taking farmers land away that produce or food and animals and vegetables what are we going to do with out wheat for bread and seeds for the animals to live. Cows ~~are~~ need hay to produce milk. We use milk for lots of dairy protduce.

And if you take all the land away ~~so~~ from the farmers we won't have food if we don't have food the cattle and other farm animals will gave eggs or milk and meats!



Your Truly

Selma

Goodhart

Rt. 1, Box 154  
Shedd, Ore.

Age  
11

~~\_\_\_\_\_~~  
4-14

The two  
attached are  
probably sisters.

One letter  
would do.

Please prepare draft reply  
for Governor's signing  
by 4-24  
Thank you.

April 17, 1975

Selma and Martha Gindhart  
Route 1, Box 154  
Shedd, Oregon

Dear Selma and Martha:

You did a fine job telling me how important farming is to all of us. I agree with you.

That's why I had them write into the Greenway bill that farm land couldn't be taken to be used for the Greenway. It has to be left alone, just as it is.

I want to thank you for your good letters and particularly I want to compliment you for the beautiful stationery you used.

Sincerely,

Governor

RWS:js

000765

474

*Ken Johnson*

4-24

Harrisburg, Oregon

April 11, 1975

My Dear Governor Straub:

We have not written to a public official before but at this time we feel it is necessary to write to tell you how we feel about the Willamette Greenway plan. The farm which we own borders the Willamette River and we are very much concerned about this plan.

This farm has been in our family for many years. Our grandfather began buying part of the land in this area about 1875 and added to the acreage as he was able. We have always felt proud to have owned this farm. We know where wild flowers grow on this farm that are never picked or trampled. Ducks and geese spend much time here on this farm in the spring before leaving to go North, unmolested. Deer live here in the dense brush. What will become of the wild flowers, the ducks, geese, deer and other wild life if the public has free access?

This farm is our livelihood and we do not want it trimmed.

Yours truly,

*Bernice Owen*  
*Hazel Owen*  
*Mabel Owen*

April 17, 1975

Bernice, Hazel and Mabel Owen  
6660 Nixon Road  
Harrisburg, Oregon 97446

Dear Bernice, Hazel and Mabel Owen:

You were very kind to take the trouble to write about your lovely farm and about your concerns regarding the Willamette Greenway plan.

The plan and the legislative bill I asked to have introduced consider farm land such as yours to need protection against any future development for any non-farm purpose. That's why we have exempted farm land from the condemnation powers in the bill.

Your concerns are mine, too. I want to see this valley, and particularly the Willamette River area, remain just as beautiful as they are for generations to come.

In undeveloped, non-farm areas I propose that we conserve the riverbanks where human intrusion would damage them. Only in areas that can withstand human traffic would I allow recreation facilities to be installed.

I hope this reassures you about the measure I propose.

Sincerely,

Governor

RWS:js

APR 14 1975

000747

4-11

*Ken Johnson*

Route 2, Box 774  
Eilers Road  
Aurora, Oregon 97002  
April 7, 1975

Dear Governor Straub,

I am writing to you on behalf of myself, my husband, and our five children. We live in Clackamas county, and are buying our home, which happens to front on the Willamette river near Wilsonville. Our acre plus lies entirely "between the Willamette river and that 500 feet landward of the ordinary mean high water mark". We're an outdoor oriented family and fulfilled a dream when we were able to buy our home five years ago. We are proud of Oregon's success in the clean-up of the Willamette and voted for the Greenway.

We felt HB2497, passed by the 1974 legislature, was a fair and responsible bill which should be ample to meet the needs of the Greenway plan. However, we are truly concerned, and in definite opposition to HB3225, and related bills SB647, HB3021, and HB2765.

We feel condemnation, or acquisition by the state, or counties, of existing residential property along the Willamette will be economically unfortunate. It will result in a substantial yearly loss of tax dollars. Our local Canby school district is already feeling a financial pinch and would certainly miss the tax support from homes such as ours from Butteville past Canby.

Just as the farmlands and industries along the Greenway are important the homes along the river are an integral part of the charm and character of the river. Most of us take great pride in our homes and waterfront yards, spend considerable money and work many hours to maintain our portions of the river bank. And each spring following the winter high water this is quite a task--but it's a labor of love.

We are wondering if these bills will take away rights of Oregonians to buy and sell homes along the Willamette--or will homeowners be required to sell only to the state? What a Pandora's box of precedents would that release on us or on homeowners in other recreational areas where similar plans might be desired in the future? We believe enough undeveloped land has been and can be purchased from willing sellers to provide ample land for the Greenway.

The Willamette Greenway can be a plan for every Oregonian to support with pride and enjoy--but only if it is developed with care and wisdom concerning the rights of everyone. We sincerely feel the above mentioned bills would not be in the best interests of the Greenway plan, and urge your reconsideration.

Respectfully yours,

*Prudence A. Latta*  
(Mrs. John S. Latta)

11 09-1  
Will Green

April 17, 1975

Mrs. John S. Latta  
Route 2, Box 774  
Eilers Road  
Aurora, Oregon 97002

Dear Mrs. Latta:

Your concerns about HB 3225, the Greenway bill, are perfectly understandable; and I'm glad to have a chance to set your mind at ease.

We had felt when we drafted the bill that existing laws protected residences against condemnation in the Greenway, but we decided to add language as an amendment to our bill just to make sure of this. The new language reads:

"Notwithstanding any provisions of this Act, real property being used in connection with or necessary for any residential or other permanent structure in existing or under construction on March 1, 1975, shall not be acquired as part of the Willamette River Greenway through exercise of the power of eminent domain as long as the use of the real property does not change to other than farm use."

This means that your residential property can't be condemned as long as it stays in its present use. You could also change it to farm use if you wanted to.

The point of all this is to make it clear that it's undeveloped land, not developed land, that we want protected for Greenway purposes.

House Bill 2765 has been replaced by HB 3225 and it's the latter bill I'm seeking, not the former. As to SB 647 and HB 3021, those are Senator Edward N. Fadelay's bills and you should get in touch with him about them.

Thanks very much for writing.

Sincerely,

Governor

RWS:s

bcc: Executive Department

000727

4-10

APR 14 1975

M. E. WOOD  
1785 N.E. BURRIS STREET  
CORVALLIS, OREGON 97330

April 9, 1975

*Willamette Greenway*

Please prepare draft reply  
for Governor's signature  
by 4-22  
Thank you.

Govenor Bob Straub  
State Capitol  
Salem, Oregon 97310

Dear Govenor:

Re: HB 3225 & 2765

I own land along the Willamette River. I farm that land. Some of my most pleasurable and peaceful moments are to walk down to the river and sit on the bank. I get such a sense of being at one with nature. It is as though there were not another human for miles. I think this is what it was like hundreds of years ago before man came to the Valley. I share your dream of wanting to preserve this for our children and grandchildren and of making it possible for all the people of Oregon to enjoy. However, it is beginning to appear that our dream is turning into a nightmare.

It is beginning to appear that by trying to protect the natural beauty of the Willamette River, you are going to destroy it. People feel threatened by talk of condemnation and rush in and clear vegetation that they otherwise would not. Construction of trails would disturb the natural environment. In an effort to get a bill that will please everybody, concessions are made to this group and to that group, and it ends up that nobody is pleased.

I have reluctantly come to the conclusion that the most beneficial thing we can do to protect this beauty that we love so, is to forget the whole Greenway concept. The present law should be repealed and the present proposed bills, mentioned above, should be dropped. Perhaps a simple State Zoning Law preventing any construction or development along the river would achieve our aim.

Yours truly,



(Mrs.) Erma Jean Wood



1109-1  
Will Green

April 17, 1975

Mrs. Erma Jean Wood  
1785 N.E. Burris Street  
Corvallis, Oregon 97330

Dear Mrs. Wood:

People who are concerned about the use of condemnation to preserve the Greenway should understand that that's only a last resort and that we're hoping to be able to acquire lands and rights in lands from willing sellers.

Also, they should know that my HB 3225 adopts the inventory taken by the California consultants. We agree that there are many places where trails should not go. We agree that any trail system that is developed should be done most carefully so as to protect both the ecology and the agricultural nature of the land.

Finally, people who rush in to clear vegetation should know that the bill has a retroactive clause to March 1, 1975, and that they expose themselves to condemnation by clearing the brush off such land. Normally we'd be content just to leave it in its natural condition, but if we're dealing with the sort of person who would cut down beautiful foliage out of spite, we probably should use condemnation to protect that land for future generations.

The tone of your letter indicates to me that we're pretty much of the same mind about the condition we want to see for the river area. No one proposes, and certainly I wouldn't support, developing the banks of the rivers fully. Only on about two percent of the entire river system would we allow the intensive recreation. Most of the rest of the river would be left in its natural condition, and a small amount would be used for low-density recreation.

If we don't protect this river now, I feel absolutely certain that the real estate developers, the land speculators,

Mrs. Erma Jean Wood  
Page 2  
April 17, 1975

commercial operators, and industrialists will control this river for its entire length. We're going to have at least another million people in this valley within the time it takes to retire a conventional home loan and that kind of pressure can only ruin the Willamette River unless we save it now.

I appreciate the fact that you took the time to write.

Sincerely,

Governor

RWS:s

Don't forget to sign the petition.

~~000838~~

4-17

~~King~~  
5/12/75  
sent out around 4/20 real

KJ  
Please prepare draft rep!  
for Governor's signature  
Thank you.

April 15, 1975 by 4-29

Rt. 2 Box 472 C

Aumsville, Or.

Office of the Governor  
State Capitol  
Salem, Oregon

Dear Gov. Straub,

It is good that much is being done to improve the Willamette River, but I am confused over the controversy over your new Greenway Plan. What does it offer over the 1973 Act and what does it cost to proceed with it?

Yours truly,  
Joan Mann

1109-1

April 21, 1975

Ms. Joan Mann  
Route 2, Box 472C  
Aumsville, Oregon

Dear Ms. Mann:

The Greenway plan that I am proposing can best be summarized by the enclosed summary.

House Bill 3225 could be enacted at a minimal cost, comparable to the construction of a mile or two of freeway.

Sincerely,

Governor

RWS:js

Enclosure

WILLAMETTE RIVER GREENWAY

<u>CONDEMNATION</u>	Current Law	HB 3225 (A-Engrossed)
1. Allow condemnation, with compensation, of <u>undeveloped, non-farm lands</u> within Greenway:		
a. For scenic easement to allow public viewing	Y	Y
b. For easement to allow public use	N	Y*
c. For fee title to allow public ownership	N	Y*
2. Allow condemnation, with compensation, of <u>developed, non-farm lands</u> within Greenway:		
a. For scenic easement to allow public viewing	Y	Y
b. For easement to allow public use	N	N
c. For fee title to allow public ownership	N	N
3. Allow condemnation, with compensation, of <u>farm lands</u> within Greenway:		
a. For scenic easement to allow public viewing	N	Y
b. For easement to allow public use	N	N
c. For fee title to allow public ownership	N	N
4. Provide for condemnation appeal committee	N	Y
<u>OTHER ACQUISITION</u>		
5. Give state right of first refusal on proposed land sales within Greenway	N	Y
<u>CHANGED USE</u>		
6. Require owner to notify state of proposed change in use	N	Y
7. Restrict intensification and change within Greenway to compatible uses	N	Y
<u>PLANNING</u>		
8. Plan and define boundaries	Y	Y
9. Permit revision of plan	N	Y
10. Redefine farm use to that necessary to farming	N	Y
<u>PROTECTIONS TO ADJACENT PROPERTY</u>		
11. Authorize repair of unnatural damage	N	Y

\*After July 1, 1977

~~000840~~  
4-17

KJ

Please prepare draft reply  
for Governor's signature  
by 4-29  
Thank you.

P.O. Box 465  
Beaverton, Oregon 97005  
April 15, 1975

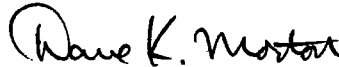
Robert Straub, Governor  
State of Oregon  
Salem, Oregon

Dear Governor Straub,

As an environmentally minded citizen, I would like to thank you for your work on submitting draft bill 3225 to the legislature.

Through a lot of people's continued efforts, a viable plan for a Willamette River Greenway may eventually be possible. Again, thank you.

Sincerely yours,



Dave K. Morton

c.c. Oregon Environmental Council

11097

April 21, 1975

Dave K. Morton  
P.O. Box 465  
Beaverton, Oregon 97005

Dear Mr. Morton:

It was good of you to send the nice note of encouragement about the Willamette River Greenway.

We're having rough sledding in this session, but I hope you will continue to give the concept your support.

Sincerely,

Governor

RWS:js

April 22, 1975

*file*  
1109-1

Robert W. Straub  
Office of the Governor  
State Capitol  
Salem, Oregon 97310

Dear Governor:

Your letter of April 21, 1975 is received and acknowledged.  
You have not changed my opinion or position.

Your former friend--

Sincerely, .

*Margaret Heckman*

Mrs. Margaret Heckman  
Leaburg Dam Road  
Leaburg, Oregon 97401



000491

Transportation

APR 23 1975

Please prepare ~~and~~ reply  
for Governor's signature  
by 3-21  
Thank you.

6 March 1975

Governor Robert Straub  
State Capitol  
Salem, Oregon 97301

x6500

Dear Governor Straub:

The Willamette Greenway Project appears to be a good idea. As an outdoor enthusiast, I would delight in having access to more natural area along the river for hiking, fishing and hunting. But I believe the Project is having the opposite effect by accelerating the destruction of natural habitat along the river rather than preserving it for our citizens.

I live in Corvallis and have hiked, canoed and hunted along the Willamette River between Corvallis and Peoria every year since 1960. During that time, I have witnessed the clearing of large acreages of woodlands along the river. Most of the bull-dozing occurred between 1967 and 1972, after the Greenway Plan was passed. I believe most of this clearing was a direct result of the farmers' fear of having their lands condemned and having hordes of hunters and motorcycles along their property. I have talked to several farmers about this and some freely admit this is the reason for clearing. To keep their land, they level it so it's not a Greenway candidate.

One of the saddest moments for me was when I returned to a large woodland of big douglas fir, big leaf maple and cottonwoods to find that it had been all cleared. The owner was tempted to leave several large fir but decided they made it look "too much like a park", so down they came. He had no real need for more income farmland, but didn't want the State moving in.

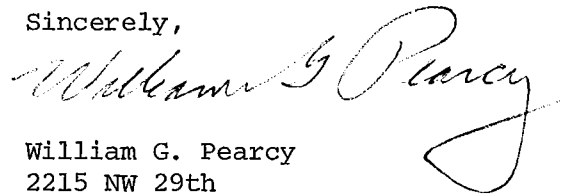
I am aware that the State did not have condemnation rights in the past. The fact that most landowners knew this did not save the trees. They were worried and still are. If you are successful in obtaining powers of condemnation, I'm afraid the bull-dozers will become very busy and little will remain for either Greenway or for those, like myself, who have our own personal "Greenways". In short, the plan is destroying the resources for its most avid users, people who have been enjoying the woods along the river for years. Others can do this too without State maintained trails and land.

My view is shared by many others. In fact I have informally discussed the problem with our local Audubon Society and most members agree that the plan has back-fired. It's killing what we want to save. I would be happy to obtain signatures or letters from environmental groups supporting this view if you want more documentation.

In summary, I strongly oppose any power of condemnation for Greenway. A clear statement to the contrary will help to save the shrinking natural woodlands along the river. I honestly don't think that we want an extensive trail system along the river anyway. The best way to enjoy the river and its surroundings is by boat; many do this now, and the State owns the water. Purchase of large parcels of land along the river for parks is fine, but "Greenway" is now an ingrained threat to farmers and landowners, and when their hackles are up, our trees come down.

Please call (754-2601) or write if I can help in any way.

Sincerely,



William G. Percy  
2215 NW 29th  
Corvallis, Oregon 97330

cc: Senator Cliff Trow  
Representative Tony Van Vliet  
Audubon Society of Corvallis  
Mary's Peak Chapter, Sierra Club

1109-1

April 22, 1975

Mr. William S. Percy  
2215 N.W. 29th  
Corvallis, Oregon 97330

Dear Mr. Percy:

Your recent letter about the Willamette Greenway is perhaps the most thoughtful of the many I have received. I have delayed answering because it seemed to require a personal response and time has been very limited.

It also saddens me when I see some of the destructive things which have been done along the river in ignorance and fear and, I am afraid, sometimes in anger. These acts made no sense when they were committed and they make none now. One is reminded of a pathologically jealous husband who brutalizes and scars his wife to drive away imaginary suitors. I think you hit upon it squarely when you said, "The fact that most landowners knew (the State did not have condemnation rights) did not save the trees."

The threat you describe so well is real and has been very much on my mind as we search for ways to make the Greenway a reality. I have a good deal of confidence in people generally and, where land use is involved, in farm people particularly. Most, I believe, will not react as you fear. If they love the land and the river as they say, they surely will not.

Indirectly, your letter points out what I think is the essence of the problem. Today protection of the banks of the Willamette depends almost entirely on the sensitivity and good faith of the farm owners. By and large, they are doing a good job of preservation, but the process of erosive, piecemeal, unplanned development is working away at the riverbanks. You probably know as many examples as I do--dig-and-run gravel operations, strip riverfront housing developments and the like are more numerous each year. If allowed to continue without effective regulation, such things will in time consume the riverbanks. Experience has proven that zoning alone cannot do the job of protection. It is very, very difficult for an individual landowner to resist the creeping pressures for conversion of farm land to development area.

Mr. William G. Percy  
April 22, 1975  
Page two

In terms of protection, the existing Greenway law is an illusion. The restricted power of condemnation it affords to the State has had little or no practical effect for these reasons:

1. It may be used only after a change of land use occurs, when there may be nothing left to protect.
2. It may not be used if the land involved is part of a larger parcel which remains in agricultural use. This, as you know, applies to most of the undeveloped rural land along the river.
3. It may not be used beyond 150 feet from ordinary low water until the Greenway Plan is adopted. Miles of wide gravel bars mean that the corridor of protection often does not even reach the tree line and may be under water much of the year.

In combination, these provisions have tied the State's hands. Development has continued almost unchecked.

My original concept of the Greenway has, over the years and of necessity, been modified. A continuous riverbank trail system just is not possible now. Our thrust now is for careful, detailed planning--in effect designing--to show just where and how public recreational use can be provided without damage to the river resource or the landowner. I know from your reasoned, sensitive letter that your feeling for the river matches mine. I hope you will give us your support.

Sincerely,

Governor

RMS:pb

cc: The Honorable Cliff Trow  
The Honorable Tony Van Vleet

bcc Department of Transportation

~~CONFIDENTIAL~~  
4-14

1620 SW 132nd Ave.  
Beaverton, Or. 97005  
April 12, 1975

*Ken Johnson*

Governor Robert W. Straub  
State Capitol  
Salem, Or. 97310

APR 15 1975  
U.S. DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
BY  
4-24  
THANK YOU

Dear Governor Straub:

I agree in general with your Willamette River Greenway project but question your authority to use the Port of Portland boat "SACAJAWEA" to promote your bill with the State Legislature.

In 1973 Ed Westerdal "railroaded" Senate Bill 325 placing Washington County in the Port of Portland taxing district through the legislature over the opposition of Washington County senators and representatives and the taxpayers of the county. Since that time, I have paid taxes to the Port of Portland under protest as I consider this to be taxation without representation. All other port districts in the State of Oregon, elect their port commissioners. I have no control over the Commissioners who run the Port of Portland as they are appointed by you. I have had experience with several major ports in the United States and several other countries, and have found that most of them are managed by professional port managers. What port management experience background does the Executive Director of the Port of Portland have?

Washington County receives far less benefit from the Port of Portland than does the wheat farmer in Umatilla County who ships his wheat through the Port of Portland. Also the logging company in Marion County whose logs and timber products are shipped through the Port of Portland. Wheat and timber products are the leading cargoes shipped through the Port of Portland and very little of these cargoes come from Washington County. Fuel and imported autos are leading imports through the Port of Portland. These imports go to most all the counties of Oregon. The taxpayers of Columbia, Yamhill and most other counties throughout the state, use the Portland International Airport as much as I do. Can you tell me why the taxpayers of Washington County should support the Port of Portland and not the taxpayers of Marion County or Polk County? If the Port of Portland is to be a state body with the commissioners appointed by the State Governor, it should be supported by all state taxpayers.

If you have legal authority to use the Port of Portland boat "SACAJAWEA" in Salem for political purposes, outside the boundaries of the Port of Portland, please inform me of the source of this legal authority. If I find that this use was illegal, I will attempt to organize the taxpayers of Washington and Clackamas County to bring suit in court for illegal use of facilities supported by our tax money outside the boundaries of our tax district.

Sincerely,  
*Rubin E. Young, Jr.*  
Rubin E. Young, Jr.

April 24, 1975

Rubin H. Young, Jr.  
1620 SW 132nd Avenue  
Beaverton, Oregon 97005

Dear Mr. Young:

I am pleased to learn (your April 12 letter) that you agree with the Willamette Greenway program. I hope your concern about the Port of Portland and our use of the Sacagawea won't cost us your support of that project. It is, I think, as important to the people in Washington County as to those on the riverbank.

The Willamette River trip was arranged by Bob Potter, of the State Parks staff, at the request of the House Committee for Environment and Energy. For better or worse, Bob tells me, the thought of jurisdictional questions simply did not occur to him.

Few boats are capable of carrying a party of more than 20 people on the fast-flowing, shallow Willamette above the Falls. The Sacagawea may, in fact, be the only one; she is jet-propelled, draws only six inches of water at speed, and is able to land on beaches and bars.

As to the legal question you have raised, I think you should, if you feel you must, address the Port. On reflection, it seems to me quite reasonable and normal for the Port to assist the Legislature and my office in such a matter. The Port was created by the Legislature and, as you know, its Commission is appointed by the Governor. In that sense it may be regarded as an agency of the state. Portland Harbor is within the Willamette Greenway and future planning there will involve continuing coordination with the state.

I certainly hope there will be no action to make cooperation more difficult.

Sincerely,

RWS:js

Governor

bcc: Lloyd Anderson, Executive Director, Port of Portland

# Your Realty

000846

APR 18 1975

KB ✓  
RWS  
KJ

18850 SOUTH PACIFIC HIGHWAY

WEST LINN, OREGON 97068

TELEPHONE 636-1360

The Honourable Bob Straub  
Governor of Oregon  
State Capitol Building  
Salem, Oregon 97310

HIGHWAY  
Please prepare draft reply  
for Governor's signature  
by 4/28  
Thank you.

APR 30 1975

RECEIVED						
STATE HWY ENGR						
APR 18 '75						
REFER TO						
<u>Salbut</u>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
		✓				

April 15, 1975

Dear Sir;

We own about 300 feet of Willamette River frontage in West Linn, located just north of The Mary Young State Park.

About 3 years ago, the State Hiway Department contacted us, appraised the property and said they would be buying this property. We agreed to the price and purpose, and we discouraged private parties from purchasing.

Later the State Hiway department advised us that they were short of funds and would not be taking any action.

The 1973 Session of the Legislature introduced and passed House Bill 2497 (The Willamette River Greenway Bill). We presumed that the State Hiway Department would be buying our property. But, Alas--No Funds, and very little interest from state officials.

Now the Willamette River Greenway is again in the spotlight. We have repeatedly turned down or discouraged private purchasers. But now, for economic reasons (property taxes) we must sell. We have two additional parcels listed for sale, offering a total of about 430 feet of Willamette River frontage.

For our personal property (the parcels we own) we are willing to accept the tax appraised value (\$47,000). The two parcels that we have listed for sale are priced at \$15,000 each. Both of these owners have expressed desire to sell and willingness to discount to the State for their Willamette River Greenway.

We are anxious sellers and would appreciate your attention to this matter!

12,000  
20,000  
9500

RECEIVED	
APR 22 1975	
RIVER PROGRAMS	
FILE #	_____

RECEIVED	
APR 18 1975	
OFFICE	
DIRECTOR of TRANSPORTATION	

Sincerely,  
M.W. Kingsborough  
M.W. Kingsborough

M. W. KINGSBOROUGH, REALTOR

1109-1

April 29, 1975

Mr. M. W. Kingsborough, Realtor  
18850 South Pacific Highway  
West Linn, OR 97068

Dear Mr. Kingsborough:

Thank you for writing to tell me of your property near Mary S. Young State Park. In checking with the Willamette Greenway staff, I find that our interest in purchase of the property was diminished when it was found that the river frontage (that is, the bank itself) has been acquired from Mr. and Mrs. Baker by Clackamas County. Apparently there has been some misunderstanding in your area in regard to ownership of the frontage.

I will, however, ask the Greenway staff to review the situation again to be sure that the proper final decision is made.

Sincerely,

Governor

RWS:py

bcc: Department of Transportation



000969  
4-25

KJ

April 22, 1975  
10622 N.E. Wygant #E  
Portland, Oregon 97220

The Honorable Robert Straub  
Governor of Oregon  
Capitol Building  
Salem, Oregon 97310

Please prepare draft reply  
for Governor's signature  
by 5-2  
Thank you.

Dear Sir:

It has come to my attention that the Willamette River Greenway Project may be violating and offending many people's rights as landowners in the state of Oregon.

As I understand it, the bill would authorize the state to condemn land along the Willamette up to 500 feet beyond the high water level. This would then allow the state to acquire the land along the river at a reduced price from the private landowners. This is definitely an advantage to the state's budget, but where does it leave the private landowner?

Over 60 years ago, my grandfather bought and cleared many acres along the Willamette River at the mouth of the Yamhill, for his family to farm and live on. He spent his entire life clearing and farming that land and now his son is farming it. The 60 year tradition of getting the family together on various occasions on their river frontage is still carried on and very much cherished by the entire family and many friends. If the land up to 500 feet beyond the high water level was sold to the state, undoubtedly my uncle would lose money, but more than that a very much valued family tradition would be broken up and many feelings hurt. I'm certain that there are many other landowners along the Willamette who share these same feelings. I sincerely feel that it is an injustice to force private landowners to sell their river frontage land along the Willamette and open it for public use through the state.

I propose the planning committee meet with the purpose of perhaps opening more areas along the Willamette to the public and assisting private landowners along the Willamette in the development of their river frontage property.

Thankyou for your  
Consideration,

*Janetta Colbert*

Mrs. T.L. Colbert.

cc: Pat Whiting  
cc: Nancy Fadeley

*P.S. It may also be worth considering that this 90,000 acres that the state would be buying consists of some of the most fertile land in the Willamette Valley!*

1109-1

April 29, 1975

Mrs. T. L. Colbert  
10622 NE Wygant #E  
Portland, Oregon 97220

Dear Mrs. Colbert:

House Bill 3225, the Willamette River Greenway bill, would not allow the state to acquire land along the river at a reduced price from private landowners.

The bill would allow negotiations with landowners for purchase, and if the negotiations did not produce a price that could be agreed upon by both parties, the courts would decide what was a fair price.

Neither would the measure allow any farm land to be taken or even used by the public. Farms are specifically exempted under the measure.

Thank you for writing.

Sincerely,

Governor

RWS:js

P#1 Box 412 Salem Ore 4-25-75

000976KJ

Dear Governor: 4-29

You and  
not God the creator who made  
the heavens and the earth in the  
beginning, then provided the laws  
and means of maintaining the  
balances as they should be. When  
man upsets these balances he  
makes trouble for himself.

Fire is part of God's creation and it  
has an indispensable place, it was  
and still is meant to be used in  
cooperation with the Creator and his  
plans. Regulate it somewhat yes.  
Ban its use never, unless you  
want to do more damage than God  
The devil and his followers have  
always been self-minded egotists.

L. J. Mickey

Please prepare draft reply  
for Governor's signature  
by 5-9  
Thank you.

MAY 2

1975

4-25 '75

L. J. Mickey

I've been in charge of the supervision & care of part of the river frontage for 38 years as an owner. It's been a headache.

I've been ripraping with woven wire & non floating materials ever since I came here to keep the river from continuing to cut into my frontage where, road culverts before I came here cut the bank down so they could get gravel out.

That man made cutting permitted the river the next time it came up to cut the bank & wash out & and away the witness tree that had been the starting point for the whole area west & south of Old Lincoln.

Keep trails for bicycles next to highways. private personal supervision has and will beat state or federal non supervision & care.

1109-1

May 1, 1975

L. I. Mickey  
Route 1, Box 412  
Salem, Oregon

Dear Mr. Mickey:

I don't understand your concern about my Willamette River Greenway plan.

The bill specifically exempts farm land from the Greenway. No trails can be built on farm land. No one can use farm land without the owner's permission.

Sincerely,

Governor

RWS:js

001017  
4-30

April 28, 1975

KT

Please prepare draft reply  
for Governor's signature  
by 5-12  
Thank you.

MAY 2 1975

Gov. Robert Straub  
State Capitol  
Salem, Oregon 97310

Dear Gov. Straub,

We urge you to reconsider supporting any new Willamette Greenway bill for the following reasons:

1. The state now has rights to buy scenic easements to use as parks.
2. The costs of such a plan are unrealistic including costs of land, fencing, upkeep, patrolling and protecting of the property.
3. The taking of several thousand acres off the tax rolls is not practical.
4. Large portions of the river banks are not safe places for recreation because of the steep banks, drop-offs and soft (easy to cave-off) banks. The swift river and deep holes are understood by few people.
5. The farmers owning this vast acreage are dedicated conservationists. In the 135 years or so of time they have taken excellent care of the area.
6. Oregon has enough land in public ownership for parks now. We can not afford to develop and keep these existing lands and parks going, let alone one the size of this Greenway monstrosity.

Sincerely,

*Darrell Danner*  
*Mary Ann Danner*

Darrell & Mary Ann Danner  
Rt. 1 Box 335  
Shedd, Oregon 97310

P.S.

Governor Straub, you are batting 0 on a scale of 1-10. Remember we have to earn a living before we have time to play. You have also forgotten that agriculture is Oregon's No. 1 industry since timber and recreation set backs have occurred. If you continue to allow and press for agricultural set-backs the loss in productivity will cripple our great State.

1109-1

May 1, 1975

Mr. and Mrs. Darrell Dannen  
Route 1, Box 335  
Shedd, Oregon 97377

Dear Mr. and Mrs. Dannen:

The state does not have rights to use scenic easements for parks. Scenic easements only allow the state to prevent the clearing of scenic vegetation.

My budget request for the next biennium for the Greenway is 40 percent lower than the budget approved by the Legislature for this biennium.

The acreage to be taken off the tax rolls would increase the tax cost to other property by less than six one-hundredths of one percent.

No one proposes that the unsafe portions of the riverbanks be developed for the Greenway.

I agree with you that the farmers take excellent care of their area. That's why I have exempted farm land from condemnation in my bill so that it will remain as it is.

The park areas of the state are already insufficient to meet the needs of the population.

Finally, there can be no loss of farm productivity under my Greenway bill because the bill exempts farm land from public ownership or use.

Sincerely,

Governor

RWS:js

~~0010 Fi~~  
5-1

April 28, 1975

*Ken Johnson*

Please prepare draft reply  
for Governor's signature  
by 5-13  
Thank you.

Gov. Robert Straub  
State Capitol  
Salem, Oregon 97310

Dear Gov. Straub,

Please forget any new Willamette Greenway bill. River banks are not safe places for family recreation. Existing bike paths are little used and our camping areas are abused.

I do not own land along the Willamette river. I'am proud of the excellent care these farmers have taken of this beautiful area. Let us not spoil this with people pollution.

Remember the state now has rights to buy scenic easements to use as parks.

I agree with a letter in the Statesman--"It won't be Bob Straub's Greenway, but Bob Straub's Rape and Robway." Wake up Governor, you can do better than this.

Sincerely,

*Neva Alyson,  
235 Oak Way N.E.  
Salem, Oreg. 97301*



1109-1

May 5, 1975

Ms. Neva Alford  
235 Oak Way NE  
Salem, Oregon 97301

Dear Ms. Alford:

The Willamette River Greenway bill I am proposing uses very little land for recreation, but it allows some development of recreation in areas not now used for farming, residences, commercial and industrial sites.

Contrary to your understanding of present law, the state does not now have rights to buy scenic easements to use as parks. Scenic easements only allow the maintenance of vegetation and do not give the public any right to use the land.

Thank you for writing.

Sincerely,

Governor

RWS:js

May 5, 1975

KJ

001124

5-7  
Governor Straub,

MAY 14

Anti-Governor  
Please prepare draft reply  
for Governor's signature  
5/19  
Thank you.

This is a copy of the letter I have submitted to the Albany Democrat Herald Mailbag.

On Sunday morning I listened to Governor Bob Straub answer questions on a program called Urban Focus. It was televised on channel 2 and the questions were being ask by students.

Several questions dealt with his support of wildlife sanctuaries and increasing natural habitat areas in this state. A project, which he said he heavily supported. Then, in his continuing text, he also reaffirmed his support of the Willamette greenway project. A project which has a basic aim of making nice, clean rolling lawns of our river banks. This would sterilize them of their natural beauty and make them the habitat of only the human animal.

If our governor is truly the environmentalist he claims to be, he would act to preserve these river lowlands in their natural state. They are the last foothold of many animals formerly abundant in this valley.

This area which he proposes changing is also one of the last areas of access to sportsmen, who are the primary supporters and nearly the sole contributors to wildlife management programs. As a life time resident, who grew up hunting and fishing along our beautiful rivers, I strongly urge that our governor stop and take notice of Oregons' 1/2 million plus sportsmen and leave these rivers in their natural state.

Rodney Hammagren  
Rt. 2 Box 282-A  
Albany, Oregon  
97321

1104  
May 12, 1975

Rodney Hammagren  
Route 2, Box 282-A  
Albany, Oregon 97321

Dear Mr. Hammagren:

Thank you for sending me the copy of your letter to the Albany Democrat Herald.

You are mistaken if you think my basic aim is to make lawns out of our Willamette River banks. My proposal is to leave the great majority of the river in its natural state, but I think that the only way to guarantee this in the years to come is for the public to own the narrow strip along the river.

Sincerely,

Governor

RWS:js

001094

5-5

K.T.

Please return to exact reply  
for [unclear] signature  
by [unclear] 5-15  
Thank you  
MAY 14

Rt. 2 Box 707 H.  
Roseburg, Oregon  
5-1-75

Governor Bob Straub  
State Capital  
Salem, Oregon

Honorable Governor:

Subject: LCDC.

Our Government is too but! Starting from county all the way up to the Federal. All of those employees and with big wages, Where have all the public servants gone? We need a budget and that budget be voted on by the tax payers for that purpose.

We have enough beaurocracies to take care of for what you now propose the L.C.D.C. Please do not harness us with another beaurocracie, which will be several times reduplication of services, necessitating more taxes on our already overvalued property.

Eleven years ago when we came home from the service of our country, we bought less then two acres of 60% floodland, 40% we thought building area. In October 1964 we moved in and less then 2 weeks later we had a flood and 8 1/2 inches of water in the house. We bought this for \$18,000.00 Today it is assessed at \$38,480.00 with a 23 year old house. 25% up valuing each year is far more then we thought our constitution permits? Just how do you feel we can pay these taxes and keep on paying? There has to be a light at the end of the tunnel somewhere. Of a 15,000 dollar wage after taxes and retirements and all there is not much to live on. What we have left is far below poverty level for a family of four.

Now about this Greenway you are proposing. All well and good "IF". If you would be doing it for the total population to use. but, no. Only for the few who have time, are not allergic to poison oak, want a place to take their pets to run, and for murderers hindouts. Yet 100% of the population will be taxed for it. Taking all of those taxable acres out off tax roll and out of production. Wildernesses we have plenty of to raise rackwart tansy to be spread to valuable farm land, so the owner has another thing to clean up or suffer loss of cattle which are poisoned by it.

We thought you were going to help us, not hurt us when you became Governor? Or was it just till you got in there? Then you start playing as if there was no other need?

I expect a personal answer to this letter and not a form thank you as a concerned citizen.

Thanking you,  
Sincerely Yours,

Mr & Mrs H Tipton.

*Mrs. H. Tipton*

1109-1

May 12, 1975

Mr. and Mrs. H. Tipton  
Route 2, Box 707 H  
Roseburg, Oregon

Dear Mr. and Mrs. Tipton:

I'm sorry to read of your problems with home valuation and local property taxes. Let me point out, however, that the state has nothing to do with local taxes which are set by the taxpayers voting for the budgets in your area.

My intention in proposing the Willamette River Greenway is that it will be available to everyone. I think it should be treated the same way as the ocean beaches. We all pay for the access roads to those, too, even though some Oregonians aren't interested in using them.

I do want to assure you that we are not taking very much land off the tax rolls in our Willamette River Greenway. The amount of land that we propose to acquire for the public would cost \$.03 a month for the person who paid \$500 a year in property taxes, so you can see it doesn't amount to much.

Thanks very much for writing.

Sincerely,

Governor

RWS:js



# FARRELL'S®

## ICE CREAM PARLOUR RESTAURANTS

April 28, 1975

*Anti Greenway*

*K.T.*

The Honorable Robert Straub  
Governor of the State of Oregon  
State Capitol Building  
Salem, Oregon

001069

*Ken Johnson*

The Honorable Ralph Groener  
House of Representatives  
State of Oregon  
Salem, Oregon

MAY 2 1975

Please prepare draft reply  
for Governor's signature  
by 5/9  
Thank you.

The Honorable Richard Groener  
State Senator  
State of Oregon  
Salem, Oregon

MAY 1

Gentlemen:

I am writing this letter to all three of you because it is important that you as representatives of the public are written the exact same letter and not a letter going to just one intending to get special favors for special reasons.

First to the Governor, congratulations on your election. I think you should know I voted for you and would still vote for you if you ran again no matter what I happen to say in this letter.

My reason for writing this letter is that I cannot believe the legislation you are trying to put through for the greenway on the Willamette River. It sounds like a nightmare. In fact, it is hard to believe that such a bill would even get as far as it has.

Yes, I do happen to live on the Willamette River. I'm an Eastern boy just like you, Governor, who came out here with a dream to get away from the masses. I made my mark in business, made a few dollars, and finally purchased my dream spot on a flowing river here in beautiful Oregon. Now what happens, the politicians as they did in the East want to ruin everything we've got here for the individual who's able to strike out for himself in the American way.

Oh sure, you're making this greenway for everyone. You and I know this is the most insane move ever heard of. There is no way on God's green earth that the people of the Portland area would ever use this greenway for their own benefit. To chop up people's property along a 50 to 100 mile stretch of river is absolutely the most insane thing I have ever heard and the most unconstitutional, unlawful move ever to be even thought of in any government.

You bet it is personal with me. I've worked hard for what I have and I'm not saying I don't share my place with others because I do. Although it doesn't make any difference to you, I have had over 2,000 people in my home to go water skiing, picnicking, and using this wonderful river we have. To think that all of a sudden what I have built up to use in my own way would become public property is certainly a blow to my feelings toward the freedoms of this country.

Each of you, please consider what you are attempting to do and how you are attempting to do it. What you are saying is that you are going to take half my property away, and that means you've got all of it because if you want half I don't want the rest. I cannot visualize the people of this community even using the property. But if they did, I can visualize nothing but fences would line the Willamette River along with the beer cans, coke bottles left by the masses if you say what should happen will happen. I have seen this done in other areas in New York and New Jersey. I have seen the areas that were kept up by private citizens like myself slowly deteriorate into a slum district only because the great politicians thought they were going to remake the American dream and put everyone in the same boat, regardless of race, color, creed or economic ability. Gentlemen, it can't be done. All you do is ruin what really made America.

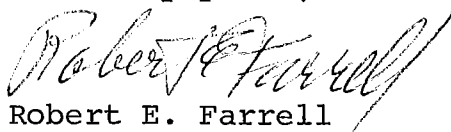
Sure, I'm for public beaches and I think the state should go out and legally purchase large areas of the Willamette River and open them up for state parks. There's nothing wrong with that. But to go all the way down the river wacking off private property, which citizens such as myself after a long dream and a lot of hard work have built for themselves, and just take it away and say, "Here it is public", to me is a crime. If this bill goes through, my property will be worthless.

Believe me, I don't know how to handle it. In fact, it's hard to believe it's even happening. I don't know what I can do to stop you because this type of bill is so easy to pass because so few of us really get hurt. Those of us that do

will suffer probably more emotionally than economically, but believe me it really hurts to have to even write a letter on such a move as you are expecting to take place in this state. All I can say is have you really thought it through? Is this the only way you can accomplish the goals you've set forth to open up the natural resources to the masses? Is it necessary to take the whole river with you and ruin it when in the end most of what you are taking will never be used by the masses but only the few who have the leisure time to get the true value out of what you are proposing? Think it over.

I guess I can't say anymore because emotionally I am so uptight that I know I have not really said what I wanted to say because I want to remain the gentleman that I strive to be. Thank you for taking the time to read this.

Sincerely yours,

  
Robert E. Farrell

amc



1109-1

May 12, 1975

Robert E. Farrell  
10795 SW Cascade Avenue  
Portland, Oregon 97223

Dear Bob:

There's no way that the Willamette River Greenway bill would take any of your property. Someone has been giving you some bad information.

The bill exempts from condemnation any property that is currently developed for either residential, commercial, industrial or farm use.

I'm sending you a copy of HB 3225 (A-Engrossed) which is now the bill that is most likely to be passed. Page 6, lines 1-6, exempt your property from condemnation. If you have any suggestions for amendments I'd be glad to have them.

If, after reading the bill, you feel more comfortable with it, I'd appreciate it if you'd let the Groeners and me know your feeling.

Best regards,

Governor

RWS:js

Enclosure

001117

Sunday May 4, 1975

Dear Governor

KJ.

I watched the Sunday program with the youngsters!

You mentioned in one breath that we should preserve farm land etc.

Next you said that the public should have access to the Corridor along the river. Bike trails picnic areas. Have you thought seriously about what that will do to farm land, pasture land cattle & orchards that will now be more accessible to a wide variety of people.

You know, of course, what havoc vandals can cause!! How would you like the state to put a bike trail + picnic area on the back of your land in addition to



taking it away from you. I do not mean that as a casual sentence, I want you to think about that a few minutes as if it were a real possibility!

Aside from that point of view, how are you going to keep the bike trails from washing away, and who pays for replacing them?!!

What about the possibility of mugging + raping that can happen in secluded places?? I don't think I have to point out to you that places like this are more often misused than used.

Have you given any thought to making bike trails along all major roads + picnic areas similar to the rest areas?



I think the general public would prefer that alternative. It would be somewhat safer (not secluded) + would be accessible to more people going more places.

The Greenway bike trail would be greatly utilized on nice spring + summer week-ends but the road-way bike trails could + would be used everyday if connected through out towns.

Do you agree.

I can understand you wanting to keep the river banks from becoming dumping places or to many houses or sheds, but I think our County government can handle that very well.

I think you are saying that you won't touch farm land, but



you know hardly anyone farm  
right up to the river bank. You  
also know that the bike trail  
is only the beginning next you  
will force some of us to  
give more land for roads  
for more access roads down  
to the trails. So you see you  
are asking a lot of the  
farmer that you don't want to  
over run!!!!

We bought our land a  
long time ago, have put up  
with bird hunters, some  
deer hunters breaking our  
fences & letting out cattle  
etc, suffered with high  
water, some floods,  
taxes, (on the level of building  
sites)

and now you want us  
to hold still while you



take our land & let the general  
Public have greater access.

You also know that if this  
comes to a vote of the people,  
the only ones that are even aware  
of the ramifications are the river  
bank owners, most people (not involved)  
will think what a lovely idea &  
we will be greatly out voted.

I wish you would think  
this over, imagining that it was  
your land under consideration.

Thank You  
Mrs Jack Pyburn  
3246 N.W. Highway 200  
Albany Ore 97321

Mrs. Oscar Olson



1109-1

May 12, 1975

Mrs. Jack Pyburn  
3246 NW Highway 20  
Albany, Oregon 97321

Dear Mrs. Pyburn:

Thank you for your thoughtful and well-considered letter about the Willamette River Greenway.

I have thought this matter through very carefully and while I understand your concerns I feel that the overriding public interest is to have access to the banks of the Willamette River in places where it is appropriate and feasible for people to be.

People who own land near the ocean beaches, highways, public buildings and public parks and recreation areas have the same concerns that you do about giving the public access to lands near them. Unfortunately, we're going to have another million people in the Willamette Valley within the next 20 years and there's no way that we can guarantee that private property rights won't be compromised in isolated cases.

However, in my judgment, the best way to handle this flood of people is to pick out appropriate recreation spots where we can allow highly-intensive recreation use. These should generally be in and near cities and urban areas. At the same time, we have to provide some limited amount of recreation for those who enjoy more strenuous activities like hiking but we must hold down the numbers of people that we allow to use these facilities at one time.

You're right, of course, that we should provide bicycle trails and footpaths along our roadways and we are doing some of that.

Again, thank you for writing.

Sincerely,

Governor

RWS:js

001187

5-13

~~Kerr Tolness~~  
Please prepare draft reply  
for Governor's signature  
5-23

Leeburg, Oregon  
May 6, 1975.

Dear Sir -  
by  
Thank you.

MAY ??

Sure does a persons heart glad to see a governor come in office and immediately want all our river, river banks, so far back from river, our money, and what else? our jobs? our lives? or what? Arent we allowed to keep anything we have tried to acquire through a lot of hard work and more hard work, a tremendous amount of sacrifice while trying to raise a family? What for?

We havent stopped anyone from fishing our rivers, or standing on our land to fish, why condemn it or take it?

I thought surely when we got in a Democratic Governor that finally the working people had a chance. But I guess not! But I'm sure all of this will be well remembered at the next election



PLEASE REPLY TO  
GOVERNOR'S OFFICE  
1000  
MAY 1961

but what a shame it is so  
far away -

Sincerely  
Mrs. John L. Jones  
Star St  
Seaburg, Oregon 97401

May 21, 1975

Mrs. John L. Jones  
Star Route  
Leaburg, Oregon 97401

Dear Mrs. Jones:

I'm sorry you feel the way you do about the  
Greenway proposal.

You don't mention whether you're farming the  
land, but if you are, let me assure you that  
the measure I proposed exempted farm land from  
condemnation. Our measure, as amended, would  
basically only allow the state to buy land from  
a willing seller unless the owner proposed to  
change the use of the land into something that  
would be incompatible with the Greenway.

Thank you for writing.

Sincerely,

Governor

RWS:js

000749  
4-14

Rt. 1, Box 269  
Germania, Oreg. 97026  
April 12, 1975

Governor Robert Straub  
State Capitol  
Salem, Oreg.

Please prepare draft reply  
for Governor's signature  
by 4-24  
Thank you.

Dear Sir:

I hope you and your colleagues enjoyed your party yesterday and I daresay at taxpayers expense. Mr. Straub, you were elected to be an administrator of the state and not one to give away or to take away that which does not belong to you or the state. When you crossed our line - even though you were on moving water - you were sailing over our property because we own to low water mark. This spot was <sup>and is</sup> a good distance ~~to~~ to the left of you as you went down the river so we own the river bed if not the water. Maybe the state better move its water where it belongs.

No doubt you and your colleagues enjoyed the beauty of the bank because we have been reluctant to remove ~~the~~ <sup>the</sup> plants because of erosion problems, but that doesn't mean that we are not using the area in our farming operation. There is no need to repeat why we do not want the whole state, nation or the world for that matter tramping over our beautiful bottomland. So many others have already told you.

Maybe you would enjoy being kicked by a cow while applying the milking machine because someone shot buckshot on her back.

Also remember that your boats used only a third of the fuel. The rest was discharged into the river to collect on the rocks. Hopefully that will be good for the fish and aquatic life.

We do not need bureaucrats to tell us when we can cut a tree or remove a stick. These have shown us in the past their inadequacy. In the first place so many of them know only what they find in books and secondly a little green folding stuff will go a long way in convincing them when it comes to granting variances.

Just as the highway department has parks and rest areas along the highways so with the pieces of land it already owns they can build way stations (properly fenced) along the river. This orderly development can be lived with but not this overambitious scheme of yours. In my observation those bicycle paths now built with gas tax money are not being used that much. I have even seen bicyclists riding on the road when the path was right beside the road.

We want no part of your Greenway and we want no more parties like the one yesterday. We gave up one farm to the government<sup>(U.S.)</sup> and didn't like what we received. We felt patriotic

and felt perhaps that our safety required  
the sacrifice but this recreation thing is  
another matter. I'm sure the people, wherever,  
can't get much nourishment out of recreation.  
Maybe you've never been hungry but that  
isn't saying you won't and it isn't saying  
that you won't have to live a simpler life  
either. Please leave us alone! Please don't  
force us to the gun either.

Sincerely,  
Mrs. Lily Kaup.

1109-1

April 17, 1975

Mrs. Lily Kaup  
Route 1, Box 269  
Gervais, Oregon 97026

Dear Mrs. Kaup:

I'm sorry you feel so strongly opposed to my Willamette Greenway proposal because I suspect, from my experience with talking face to face with other people along the river, that we come a lot closer to wanting the same result than you might think we do.

A keystone to my proposal is leaving farm land as it is. That's why the bill has no condemnation in it for either taking or using farm land.

I appreciate the fact that you took the trouble to write.

Sincerely,

Governor

RWS:js

000866  
4-21

Jerwas, Oreg. 97026  
Apr. 19, 1975

Gov. Robert Straub  
State Capitol  
Salem, Oreg.

Ken Johnson  
Please prepare draft reply  
for Governor's signature  
by 5-1  
Thank you.

Dear Sir:

In reply to your letter of April 17 may I say that there is some double talk somewhere. You say you will not take farm ground and yet the legislature is seriously considering 3225 a Greenway Bill, 3021 the shorelines bill and Senate Bill 647 for condemnation of land for local government for any purpose. Also the Zu Greenway Study prepared by Royston, Hamamoto, Beck and Abbey is certainly a far greater project than you are trying to lead us to believe.

In the hearing not too long ago your aid, Ken Johnson, spoke of 500 ft from the river and then some 2000 ft. beyond. If this is true I would not be able to sweep my floor and sweep the dirt out my back door.

Not too long ago we were approached by the highway department to clear up a title to a piece of ground we own across the river. This is a piece that was cut off when the river was pushed into its present

channel. This is ground that we bought and have been paying taxes on for many years. This is land we have that is covered by title insurance. Yet the highway department wanted to buy it from people on Grand Island and suggested we compromise on the deal. Since that time the department has had no offer. Yes, it would be very nice to sell property that cost nothing. Wouldn't it?

The argument is made comparing the Greenway with the coast. There really is no comparison. The corridor along the coast is sand and salt water. There is a strip of more or less rough land and salt grass. You did not save this from encroachment of agriculture. If you saved it from any kind of encroachment it was from developers and all kinds of hot dog stands, high and low class restaurants and what have you. Bonafide agriculture is suffering at the coast as it is in any scenic area. No doubt the farmers at the coast are having the same problems as are we. Even the sands of the sea and the wild life is suffering from the hordes of people invading them now the year around.

If your bill goes through we will be broke, finished, we certainly want no part of the Greenway whatever.

Sorry,

Lily Kaup.

P.S. How about us, the farmers, having a hiking trail through your back pasture. We might even pick some berries from Mrs. Straub's garden. L 1.



1109-1

April 23, 1975

Ms. Lily Kaup  
Cervais, Oregon 97026

Dear Ms. Kaup:

You're reading a lot into the Willamette River Greenway bill that isn't there.

House Bill 3225 does exempt land in farm use from the Greenway, regardless of whether it is 500 feet or five feet from the river. That includes farm houses and so forth.

I hope you will read the enclosed copy of the engrossed bill. It is full of protections for farm land.

Thank you for writing.

Sincerely,

Governor

RWS:js

Enclosure

001289

5-21

JUN 10

*Ken Johnson*

May 20, 1975

Please prepare draft reply  
for Governor's signature  
by 6-2  
Thank you.

Governor Straub  
State Capitol  
Salem, OR

Dear Mr. Straub:

I would like to receive any information (pro and con) available on the Willamette Greenway project. There are some confusions about the objectives and after effects this project might have on Sauvies Island residents.

Thank you for your co-operation and time. Who may I contact to receive further information?

Sincerely yours,

*Sheila Donovan*

Sheila Donovan  
Rt. 1 Box 642  
Scappoose, OR 97056

cc: Dick Magruder

1109-1

June 13, 1975

Sheila Donovan  
Route 1, Box 642  
Scappoose, Oregon 97056

Dear Ms. Donovan:

The Willamette River Greenway measure is expected to die in committee and will, therefore, have no effect on Sauvie Island residents.

Sincerely,

Governor

RWS:s

cc: Executive Department

1109-11

June 27, 1975

Mr. Eric W. Allen, Jr.  
Editor  
Medford Mail Tribune  
P.O. Box 1108  
Medford, Oregon 97501

Dear Eric:

Even though our effort fell a little short of the mark, I want to express my deep appreciation to you for your outstanding editorial support of the Willamette River Greenway measure.

Emotional reaction overcame reason on this matter, as it sometimes does, but we'll just have to keep trying.

My warm thanks for your excellent support.

Sincerely,

Governor

RWS:dd KEJ

110971

June 30, 1975

Mr. Frank A. Moore  
Box 36, Toketsee Route  
Idlewild Park, Oregon 97447

Dear Frank:

Your excellent testimony in support of my Willamette River Greenway bill was a bright spot in the whole effort, and I deeply appreciate it.

It was a real disappointment to me to have this bill die for the lack of a few votes on the House floor, but I am compensated by the fact that loyal supporters such as you gave it their best shot.

We now must do our best to make the present law accomplish all that it can, and prepare ourselves for another battle to make the Greenway dream a reality.

My warmest thanks for all you did.

Sincerely,

Governor

RWS:dd

1109-1

July 1, 1975

Mr. Scott M. English  
850 Sunnybrook Ln.  
Corvallis, Oregon 97330

Dear Scott:

Your support for my Willamette River Greenway bill gave me hope that we could get it through the Legislature, and I thank you for that ray of light.

It was a worthwhile effort, and I'm glad we tried it.

We now must do our best to make the present law accomplish all that it can, and prepare ourselves for another battle to make the Greenway dream a reality.

My warmest thanks for all you did.

Sincerely,

Governor

RWS:dd

JAMES A. MOUNT  
3060 S. GLENMORRIE DRIVE  
LAKE OSWEGO, OREGON 97034

RWS

September 29, 1975  
RECEIVED

Governor Robert W. Straub  
State Capitol  
Salem, Oregon 97310

OCT 6 1975

Dear Bob:

Thanks for your letter and the information for the LCDC hearings. Vera Springer and I drove to Salem for the first hearing on September 12. Due to Vera's help with Mr. Day I had a good place on the program and spoke for the need of prompt action, at the very least on zoning.

Unfortunately at these hearings the oponents are all present and those that have personal fears of the Greenway while the general public which simply likes the idea do not show up.

Fortunately I had a good discussion and made the point that no one has been injured by the Greenway nor needs fear it for their own homes or farms, but there are miles and miles of natural banks to be protected. I think your statement is very fine and I believe the Commission will be fair but in all of the proposed hearings they'll listen mostly to objections.

I also thank you for the kindness and assistance for the Green Survival Proclamation which I read at the Chamber meeting today. Here's hoping that Oregon will make something important of it.

Kindest regards,

Jim

October 9, 1975

Mr. James A. Mount  
3060 S. Glenmorrie Drive  
Lake Oswego, Oregon 97034

Dear Jim:

Your testimony and help on the Greenway is deeply appreciated. It is through stalwarts such as yourself that I think we eventually will triumph.

On my visit to Japan, I met with the Governor of Osaka. Through his interpreter, he said, "Tell me about things in your state -- like your Greenway Project." Governor Evans of Washington and Lt. Governor Evans of Idaho were also there, but the only thing he inquired about was Oregon's Greenway!

I slid off the chair and fell flat on the floor in amazement. He went on to say that his state has been overbuilt with concrete, and they are trying to retain some greenery for aesthetic purposes.

Best regards,

Governor

G

RWS:b