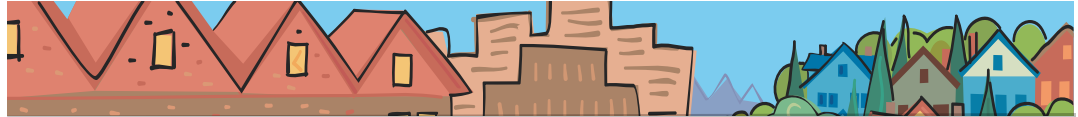


Brian Newman

METRO COUNCIL DISTRICT 2 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Brian Newman represents District 2, which includes a portion of Southwest Portland and much of urban Clackamas County including Gladstone, Johnson City, Lake Oswego, Milwaukie, Oak Grove, Oregon City, Rivergrove and West Linn.



A message from Brian Newman

This spring, the Metro Council appointed me Co-Chair of the Oregon Zoo Future Vision Committee to help guide an update to the Zoo's master plan. Over the past few months, the committee has been meeting to learn about the Zoo, its history, budget, business challenges and opportunities.

September will be a busy month for the committee. To learn from other zoos, committee members will take a field trip to visit three zoos in Washington: the Point Defiance Zoo and NW Trek near Tacoma and the Woodland Park Zoo in Seattle. Committee members will tour the facilities and speak to their directors to learn how they have coped with similar challenges that the Oregon Zoo is facing.

Then, toward the end of the month, the committee will choose a consultant team who will work with the committee along with the Zoo's employees, visitors and neighbors to help craft the new master plan. The plan will integrate an updated site plan, improved conservation and education programming and operating reforms to address fiscal challenges.

The committee will release its recommendations to the Metro Council in June 2007. In the meantime, I would love to hear from you about ways you think we can make our Zoo better. I can be reached at (503) 797-1887 or newmanb@metro.dst.or.us.

— *Brian Newman*

Metro bond measure aims to protect natural areas, parks and streams

The Metro Council's proposed \$227.4 million bond measure (Measure 26-80) asks voters whether to direct Metro to protect natural areas and lands near rivers and streams throughout the metro region, safeguarding the quality of our water while managing the impacts of growth and maintaining the area's quality of life for future generations.

Should Measure 26-80 pass, property owners would likely pay 19 cents per \$1,000 of assessed value (not market value) on property taxes to fund continued acquisitions of, and improvements to, natural areas. For the average homeowner, the total annual cost is likely to be \$30 to \$35.

If voters approve the measure, Metro would acquire properties from willing sellers in 27 targeted areas identified as providing ecological benefits to the entire region. Areas

in or near this district include the East Buttes; Deep Creek and Tributaries which includes the Cazadero Trail that will link Gresham and Barton and will complete the Springwater Corridor; the Clackamas River Bluffs and Greenway; Clear Creek; Johnson Creek and Watershed; Abernathy and Newell Creeks; and the Willamette Narrows and Canemah Bluff, which forms the corridor gateway to Willamette Falls, Oregon City and urbanizing areas of the lower Willamette River.

Metro would also provide \$44 million to several local cities, counties and park districts—including Clackamas County, Happy Valley, Milwaukie, Gladstone, Oregon City, Portland, West Linn and Lake Oswego.

For more information on the bond measure, please visit www.metroregion.org/bondmeasure.

Metro and partners increase construction recycling

A year-end survey of contractors, architects and engineers indicates that a Metro program aimed at reducing waste from the construction and demolition industry (C&D) is continuing to have a positive effect on the local industry's recycling operations.

The C&D industry has one of the largest impacts on the region's landfills. Metro estimates that 20 percent of the region's 1.3 million tons of waste brought to regional landfills comes directly from building activity, and of that waste, as much as 60 percent could be recycled, reused or otherwise diverted from the landfills.

The program is a partnership with several organizations representing more than 2,000 area construction professionals. The centerpiece is Metro's "Construction Industry Recycling Toolkit," a comprehensive directory of more than 100 recycling and salvage facilities in the metro region.

The survey indicates that 67 percent of the members of the partner organizations have seen the Toolkit, up from 63 percent in 2005 and 60 percent in 2004. It also shows that overall awareness of sustainable construction techniques is increasing, and that recycling among partnership members is up. Wood, cardboard, metal and glass were all categories that saw increased recycling rates among those surveyed between 2005 and 2006.

The Toolkit is available as a printed guide, on-line at www.metro-region.org/toolkit, and also as a mini CD. In addition to the Toolkit, Metro also offers a "Salvage Planning Guide," which helps architects and developers design and specify construction projects that generate less C&D waste.

New Look regional forum asked, "How do we grow from here?"

As mentioned in the July newsletter, the Metro Council hosted a regional forum as part of its New Look at Regional Choices. The New Look is divided into three broad policy categories:

1. Investing in our communities—how we steer growth into existing commercial areas and promote vibrant mixed-use

centers that use land most efficiently and provide more housing and transportation options for residents.

2. The shape of the region—how we manage expansion of the urban growth boundary in a way that protects valuable agricultural land, but also allows for responsible growth in outlying areas.
3. The Regional Transportation Plan—how we update the plan to make it financially realistic and support the region's growth management values.

At the June 23 forum, nearly 300 citizens, elected officials, business leaders, planners and environmental advocates were asked to think of new, creative ways to implement the 2040 Growth Concept.

Several themes emerged, including suggestions on making strategic investments, especially in centers, corridors and employment areas; adapting and changing policies and legal requirements in order to create greater flexibility; encouraging more development in specific areas while limiting it in others; continuing to protect the natural environment; and providing housing choices for people at all stages in their lives.

A more detailed summary of suggestions will be available soon on the New Look web site: www.metro-region.org/newlook.

As the New Look continues, this input will be used to refine new financial investment strategies and potential changes to state law and local policies that will help this region remain a great place to live and work, even as about a million more people are born or move here in the next 25 years.

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About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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