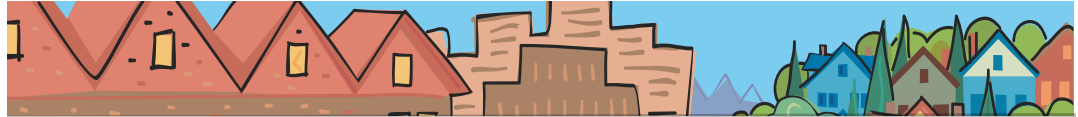


# Carl Hosticka

## METRO COUNCIL DISTRICT 3 NEWS



**METRO**

PEOPLE PLACES  
OPEN SPACES

**Carl Hosticka**  
represents  
**District 3, which**  
**includes portions**  
**of Washington and**  
**Clackamas counties**  
**and the cities of**  
**Beaverton, Durham,**  
**King City, Sherwood,**  
**Tigard, Tualatin and**  
**Wilsonville.**



### **A message from Carl Hosticka: Ask the candidates**

As we move into September with November election day fast approaching, the campaign season is upon us. Land use is one of the issues candidates may—or may not—discuss.

Projections show that about a million more people will be living in the region by the year 2030. We need to start planning now, at all levels of government, how we are going to accommodate them, with housing, jobs, transportation, schools, natural areas, utilities, health care, etc.

Metro has embarked on its “New Look” program to update the region’s long-range plan for growth. We are asking residents for feedback on how we invest in our existing communities to maintain and improve them. We also want to know how to proceed with creating great new communities when we need to expand the urban growth boundary.

The Oregon Legislature created a “Big Look” task force that is charged with conducting a comprehensive review of the Oregon Statewide Planning Program and making recommendations to the 2009 Legislature for any needed changes to land-use policy.

As voters, you ultimately have the power to shape the region as you want. What kind of quality of life do you want? How are we going to accommodate growth? Whatever your views are about the land-use system, I believe you should ask questions of all candidates. Become informed and even better, get involved.

— *Carl Hosticka*

### **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) in 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. Some target areas in Washington County include the Chehalem Mountain ridge tops to river bottom lands; the Tonquin Geologic Area from Wilsonville to Sherwood and Tualatin, including a 12-mile trail corridor; additions to the Fanno Creek Greenway; Tualatin River and tributaries in the Stafford Basin; and a 24-mile Westside Trail from the Tualatin River in Tigard north through Beaverton, unincorporated Washington County and Forest Park, to the Willamette River.

Metro would also provide \$44 million to local cities, counties and park districts—including Hillsboro, Cornelius, Forest Grove, Washington County and Tualatin Hills Park and Recreation District—to purchase land for neighborhood parks and protect water quality and wildlife habitat.

*continued*

## Metro bond measure

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For more information on the bond measure, please visit [www.metro-region.org/bondmeasure](http://www.metro-region.org/bondmeasure).

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

As mentioned in the previous newsletter, the Metro Council recently 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](http://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.

## 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 is continuing to have a positive effect on the local industry's recycling operations.

The construction and demolition industry has one of the largest effects 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 reveals 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](http://www.metro-region.org/toolkit), and also as a mini CD. In addition to the Toolkit, Metro offers a "Salvage Planning Guide," which helps architects and developers design and specify construction projects that generate less waste.

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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.

## Your Metro representatives

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David Bragdon

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Brian Newman, District 2  
Carl Hosticka, District 3  
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