

# A G E N D A

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**METRO**

## Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING  
DATE: December 14, 2004  
DAY: Tuesday  
TIME: 2:00 PM  
PLACE: Metro Council Chamber

### CALL TO ORDER AND ROLL CALL

- |         |    |  |               |
|---------|----|--|---------------|
| 2:00 PM | 1. | <b>DISCUSSION OF AGENDA FOR COUNCIL<br/>REGULAR MEETING, DECEMBER 16, 2004/<br/>ADMINISTRATIVE/CHIEF OPERATING OFFICER<br/>AND CITIZEN COMMUNICATIONS</b>                        |               |
|         |    | <ul style="list-style-type: none"><li>• Proposed Regional Planning Director Budget Amendment</li><li>• Formulate regional policy options relating to Ballot Measure 37</li></ul> |               |
| 2:15 PM | 2. | <b>HARD EDGE DISCUSSION</b>  | Weber/O'Brien |
| 2:45 PM | 3. | <b>HOUSING</b>   | Uba           |
| 3:15 PM | 4. | <b>BREAK</b>   |               |
| 3:20 PM | 5. | <b>DREDGE SEDIMENTS POLICY</b>   | Matthews      |
| 3:50 PM | 6. | <b>ZOO ELEPHANT PROGRAM</b>  | Vecchio       |
| 4:20 PM | 7. | <b>COUNCIL BRIEFINGS/COMMUNICATION</b>   |               |

**ADJOURN**

***HARD EDGE DISCUSSION***

Metro Council Work Session  
Tuesday, December 14, 2004  
Metro Council Chamber

## **METRO COUNCIL**

### **Work Session Worksheet**

Presentation Date: 12/14/04 Time: 2:15 Length: 30 min.

Presentation Title: Hard Edge Discussion

Department: Planning

Presenters: Tim O'Brien

#### **ISSUE & BACKGROUND**

On June 24, 2004 the Council passed Councilor Newman's motion to postpone action on Ordinance No. 04-1041 to allow for a regional analysis of hard edges and protected agricultural areas. Planning staff has met with representatives of a number of local jurisdictions to gather their comments on the five specific areas identified in the motion and the hard edge issue in general (see attached summary).

Through these discussions an issue has been raised indicating that a larger region wide discussion on hard edges and the protection of agricultural land is needed.

#### **OPTIONS AVAILABLE**

Direct staff on how to proceed with the identification of hard edges and protected agricultural areas as outlined in the motion.

#### **IMPLICATIONS AND SUGGESTIONS**

Based on the discussion with local jurisdictions potentially impacted by the identified hard edge areas, staff believes there are three possible courses of action.

- 1) Proceed with the current hard edge analysis and define hard edges through the adoption of an ordinance for the four areas that seem to be the most appropriate based on the discussions with local jurisdictions: south of the Willamette River and west of the Pudding River, east of the Sandy River, north and east of the Multnomah Channel, and south of the Clackamas River east of Clear Creek (this does not include east of North Fork Deep Creek). With this option, these areas would be identified in Metro Code and be applied to land use decisions made by the Metro Council.
- 2) Proceed with the current hard edge analysis and define hard edges through the adoption of a resolution that expresses the Council's values regarding the protection of agriculture land for the four areas that seem the most appropriate: south of the Willamette River and west of the Pudding River, east of the Sandy River, north and east of Multnomah Channel, and south of the Clackamas River east of Clear Creek (this does not include east of North Fork Deep Creek). Under this option, delineation of these areas would be a statement of policy of the Metro Council to be examined further as part of a comprehensive review of the 2040 Growth Concept.
- 3) An alternative course of action is to embark on a larger discussion of the region's values regarding hard edges, the protection of agricultural land, and consequences for future UGB expansions within the confines of a larger review of the 2040 Growth Concept.

Options 1 or 2 can be completed in the given time frame and will allow the Chief Operating Officer to forward a recommendation on May 1, 2005 as directed by the motion. Option 3 will require a longer time frame but it would foster a region wide discussion on the protection of

agricultural land that can build upon the previous agricultural land discussion the Council brought to the public in 2003.

**QUESTION(S) PRESENTED FOR CONSIDERATION**

How would you like staff to proceed with the hard edge discussion?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_Yes **x**No

**DRAFT IS ATTACHED** \_\_Yes **x**No

**SCHEDULE FOR WORK SESSION**

Department Director/Head Approval \_\_\_\_\_

Chief Operating Officer Approval \_\_\_\_\_

# M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



**METRO**

Date: December 7, 2004

To: David Bragdon, Metro Council President  
Metro Councilors

From: Tim O'Brien, Senior Regional Planner  
Planning Department

Cc: Michael Jordan, Chief Operating Officer  
Andy Cotugno, Planning Director

Re: ***IDENTIFYING HARD EDGES FOR THE REGION***

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## **PURPOSE**

Evaluate the landscape outside the Urban Growth Boundary (UGB) to identify potential locations to designate as hard lines or edges to act as a limit for future urbanization through the designation of "Protected Agricultural Areas".

## **PROBLEM STATEMENT**

The Metro Council adopted Ordinance No. 04-1040B on June 24, 2004 to meet an identified deficit of land for industrial purposes. As part of the discussion of appropriate areas of land to consider for industrial purposes, the Council also considered Ordinance No. 04-1041, which would have amended the Regional Framework Plan (Framework Plan) to add policy language to guide UGB expansion decisions. Specifically, changes to policy language in Framework Plan Section 1.12.2 would prohibit the Council from choosing agricultural land south of the Willamette River and west of the Pudding River for inclusion into the UGB.

The Metro Council adopted a motion to postpone action on Ordinance 04-1041 to allow time for a regional analysis of hard edges and "protected agricultural areas". The motion directs the Chief Operating Officer (COO) to report to the Council which areas on the perimeter of the UGB should be designated as "Protected Agricultural Areas" that are distinguished from urbanized land by hard edges such as rivers or other geographic features. The report shall be delivered on or before May 1, 2005 and the Council intends to act on the COO recommendation by June 30, 2005. In making this recommendation the COO shall consider, but not be limited to, the following areas:

- Areas south of the Willamette River and west of the Pudding River

- Areas south of the Clackamas River and east of North Fork Deep Creek
- Areas east of the Sandy River
- Areas north and east of Multnomah Channel
- Areas south of the Tualatin River and west of Highway 99W

The motion defined "Protected Agricultural Areas" as farm and forest lands outside the UGB that are considered unique economic and cultural resources and are therefore protected from urbanization.

### **FIRST STEP OF THE ANALYSIS**

Of the five proposed hard edge locations identified in the motion, the area east of the Sandy River, the area south of the Willamette River and the area north and east of Multnomah Channel (Sauvie Island) would seem to be very straightforward. East of the Sandy River is the Columbia River Gorge National Scenic Area that precludes any urbanization from taking place in that area. The City of Wilsonville has supported the identification of a hard edge at the Willamette River. In the past the City of Portland has identified Sauvie Island as an area that is not appropriate for urbanization and is not willing to provide services to that area.

Metro Planning Department staff met with staff from seven local governments, Wilsonville, Canby, Sherwood, Oregon City, Clackamas County, Multnomah County and Washington County to discuss the areas identified in the motion adopted by the Council. The views summarized below are the local staff's perspective only as this issue has not been discussed with any elected officials with one exception; the Mayor of Wilsonville participated in the City of Wilsonville meeting. The complete meeting notes can be found in Attachment 1.

#### **Wilsonville**

##### **South of the Willamette River and west of the Pudding River**

The Willamette River is a real edge as it meets all three of the criteria the City has identified for evaluating locations for hard edges:

- 1) What is the value of the resource being protected?
- 2) Is there a logical geographic boundary?
- 3) Is the resource to be protected vulnerable?

Cities at the edge are not necessarily set up to service large UGB expansion areas. The existing infrastructure is designed to service the current UGB build-out with minor upgrades.

#### **Canby**

##### **South of the Willamette River and west of the Pudding River**

Canby is supportive of a hard edge at the Willamette River, as it would act as a buffer between the city and the metro area. The City was very supportive of the rural reserve concept and the green corridor designation on Highway 99E on the east edge of town between Canby and Oregon City.

#### **Sherwood**

##### **South of the Tualatin River and west of Highway 99W**

The City is not interested in expanding to the north due to the location of the floodplain and Tualatin River National Wildlife Refuge, which severely limits the ability to do so. Thus, the placement of a hard edge in this general area would not affect the City's future expansion plans, but there is a question as to the consequences for land to the west of Sherwood that is

technically south of the Tualatin River. The I-5/99W Connector could provide a hard edge for the land to the south. In general cities at the edge are not necessarily set up to service large UGB expansion areas. While it may technically be feasible to service additional areas the bigger question is the funding source.

### **Oregon City**

#### **South of the Clackamas River and east of North Fork Deep Creek**

The Oregon City Commission have previously discussed the question what does it mean to be a regional center and how does the City prepare itself to serve as a significant regional center. They felt that in order for a regional center to be successful, it needs a substantial number of households in the market area to sustain it. The area to the east of Oregon City, south of the Clackamas River does not have an obvious boundary or edge that would protect agricultural land. Much of this area is exception land that was considered in previous UGB decisions. S Hatten Road generally formed the eastern edge of the previous Alternative Analysis Study Areas that were considered for UGB expansion. The City feels that an edge in this location, possibly associated with Clear Creek is appropriate for an edge and provides the potential for future residential growth to support a regional center.

### **Clackamas County**

#### **South of the Willamette River and west of the Pudding River and south of the Clackamas River and east of North Fork Deep Creek**

County staff felt there should be a larger discussion on the concept of hard edges prior to identifying any hard edge locations for the areas noted in the Council's motion. It seems by identifying hard edges Metro is restricting where the urban form can go versus developing land that is conducive to the type of urban form we want. The idea of hard edges must be discussed with the outlying communities that are influenced by and also influence the metro region. As part of the Damascus Concept Planning Project, the idea of a hard edge in the area of North Fork Deep Creek is under study, and any decision regarding this area should be delayed until that discussion has occurred.

### **Multnomah County**

#### **East of the Sandy River and north and east of Multnomah Channel**

The area east of the Sandy River is in the Columbia River Gorge National Scenic Area and therefore is not appropriate for this discussion. Also, this area is not a significant agricultural area. The county supports a hard edge for the area east and north of Multnomah Channel (Sauvie Island) since it is not appropriate for urbanization. A dirt dike protects the entire island, which is not practical for an urban area. It is time for a bigger discussion on urban form and density again. It needs to be a large community discussion similar to the original 2040 Plan discussion that was very successful. This philosophical discussion needs to show what the region will need to do to meet future growth demands.

### **Washington County**

#### **South of the Tualatin River and west of Highway 99W**

County staff does not believe that Metro should be identifying hard edges for protection of agricultural lands as a stand-alone project. County staff feels that it is their role to provide agricultural land not Metro's role.

The County has received a grant from DLCD to identify and recommend land areas that should be considered as part of a long-term critical agricultural land mass and a critical urban industry land supply. This project will look at the needs of the agricultural economy and urban economy to provide a plan for long-term urbanization that will allow for assurances and investment in agricultural lands. This project is a natural follow-up discussion to the agricultural symposium that was held last year. The County is the lead for this project and will work in cooperation with the nearby cities, agricultural community, Metro and other interested parties. The region needs a long-term discussion on growth and agricultural preservation not decisions made in an ad hoc manner.

The County does not think the Tualatin River is a good hard edge since it bisects a strong agricultural area thereby signaling that the area to the north of the Tualatin River shouldn't be protected.

### CONCLUSIONS

In general it appears that the local jurisdiction comments can be separated between city and county perspective. From a local city staff perspective there are no major issues or concerns with the idea of a hard edge in four of the Council identified areas: south of the Willamette River and west of the Pudding River, east of the Sandy River, north and east of Multnomah Channel and south of the Tualatin River and west of Highway 99W in close proximity to Sherwood. It was felt that more analysis and coordination is needed to specifically identify the actual hard edge location. In addition, each jurisdiction expressed concern regarding other issues such as the ability to provide services to future expansion areas or the potential for additional hard edges in other parts of the region.

From a local county staff perspective the greater concern is the number of unanswered questions that were raised versus specific direction on the proposed hard edge locations. Generally it was felt that a broader discussion is needed on the topic as a whole and much more coordination with the regional stakeholders and others who may be impacted. Some of the questions included:

- 1) Why is Metro doing this analysis of hard edges? Is it the result of a larger discussion? Metro's rationale for identifying hard edges needs to be articulated to the region.
- 2) What are the broad policy guidelines that will help identify hard edge locations?
- 3) How long are these hard edges expected to be hard edges?
- 4) What is the resource Metro is trying to protect? How do you differentiate between resources to be protected in different parts of the region?
- 5) Where did the idea that agricultural lands, which are separated by geographic features, are areas worth protecting come from? What about other committed agricultural land areas that are not protected by geographic features? Where do they fit in?
- 6) What type of land do you want to develop?
- 7) How will our regional form influence the urban form of the outlying communities?

### NEXT STEPS

Provide direction to staff on how to proceed with the hard edge discussion. The following are three potential courses of action:

- Proceed with the current hard edge analysis and define hard edges through the adoption of an ordinance for the four areas that seem to be the most reasonable based on the



## IDENTIFYING HARD EDGES FOR THE REGION

December 7, 2004

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discussions with local jurisdictions: south of the Willamette River and west of the Pudding River, east of the Sandy River, north and east of Multnomah Channel, and south of the Clackamas River east of Clear Creek (this does not include the area east of North Fork Deep Creek).

- Proceed with the current hard edge analysis and define hard edges through the adoption of a resolution that expresses the Council's values regarding the protection of agriculture land for the four areas that seem the most reasonable: south of the Willamette River and west of the Pudding River, east of the Sandy River, north and east of Multnomah Channel, and south of the Clackamas River east of Clear Creek (this does not include the area east of North Fork Deep Creek). This general course of action has been briefly discussed with Councilors Newman and Hosticka.
- An alternative course of action is to embark on a larger discussion of the region's values regarding hard edges, the protection of agricultural land, and consequences for future UGB expansions within the confines of a larger review of the 2040 Growth Concept.

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## **Attachment 1**

### **Hard Edge Meeting Oregon City**

09/16/04, Dan Drentlaw, Community Development Director and David Knoll, GIS Coordinator

The following comments are from staff and this issue has not been discussed with elected officials.

The Oregon City Commission have previously discussed the question what does it mean to be a regional center and how does the City prepare itself to serve as a significant regional center. Oregon City may be at the edge of the Metro region, but based on expectations of growth in Molalla and Canby, the regional center will be in the middle of the regional center's service area that would also include West Linn, Gladstone and parts of Damascus. In order for a regional center to be successful, it needs a substantial number of households to sustain it.

The area to the east of the City, south of the Clackamas River does not have an obvious boundary or edge that would protect agricultural land. Much of this area is exception land that was considered in previous UGB decisions.

Carver, which is in the UGB, has a bridge over the Clackamas River that provides a north-south route via S Hatten Road. The land between S Hatten Road and the current UGB is a mixture of exception and resource land that is characterized by numerous hills, rural residences and forested land. The area to the east of S Hatten Road contains larger swaths of uninterrupted resource land. S Hatten Road generally formed the eastern edge of the previous Alternative Analysis Study Areas that were considered for UGB expansion. The City feels that this edge associated with the previous study areas is appropriate for an edge and provides the potential for future residential growth to support a regional center.

Currently the Tri-Cities Treatment Plant is in the planning stages of expansion, based on this expansion the facility will have capacity. If the Damascus/Boring area is expected to utilize this treatment plant then additional expansion of the facility may be needed.

Transportation has always been and will continue to be the biggest issue for Oregon City.

### **Hard Edge Meeting Canby**

09/21/04, John Williams, Community Development and Planning Director

Canby is supportive of a hard edge at the Willamette River, as it would act as a buffer between the city and the metro area. A hard edge would also provide the assurance that Metro would not be expanding in Canby's direction. The City was very supportive of the rural reserve concept and the green corridor designation on Highway 99E.

The City does not have any intentions of expanding west of the Mollala River, as the river and bluff provides a good edge for the city.

The City's UGB was drawn big and only now is the City approaching a 20-year supply of land within the UGB. Any future expansion would be to the east and possibly some to the north. Currently there is a 400-acre industrial park within the city that is not completely occupied.

In the future there may be a concern with providing a buffer or edge between Canby and Oregon City on the eastern edge of the city.

**Hard Edge Meeting Wilsonville**

09/23/04, Mayor Charlotte Lehan, Sandi Young, Planning Director, Mike Stone, City Engineer & Paul Lee, Assistant City Attorney

The Willamette River is the real edge. If you don't go south of the Willamette then the reference to the Pudding River is not necessary.

In evaluating locations for hard edges the City has three criteria:

- 1) What is the value of the resource being protected?
- 2) Is there a logical geographic boundary?
- 3) Is the resource to be protected vulnerable?

The Willamette River as an edge meets all three of these criteria. To the east and west of Wilsonville there are no obvious hard edges that meet all three criteria. There are locations, such as Corral Creek to the west that is not a hard boundary but it does function as an edge for the city due to the adjacent natural resources and dedicated parkland.

Cities at the edge are not necessarily set up to service large UGB expansion areas. Wilsonville has not oversized its infrastructure to service areas outside the current UGB. In order to do so would require huge very expensive upgrades. The existing infrastructure is designed to service the current UGB build-out with minor upgrades. The current city waste facility site has limited land for expansion.

Wilsonville is not in the Tualatin Valley watershed, but wholly in two smaller watersheds that drain directly into the Willamette. Therefore the City is the service district for the area; there are no other service districts in the adjacent rural lands and the City is very strict in only servicing land that is within the city limits.

Clean Water Services' facilities are not sized to meet Wilsonville's sewer needs, and would need to expand their facilities to take any additional flows.

**Hard Edge Meeting Sherwood**

09/28/04, Ross Schultz, City Manager, Kevin Cronin, Senior Planner, Gene Thomas, Senior Project Manager & Heather Austin, Temporary Employee Planning Department

The following comments are from staff and this issue has not been discussed with elected officials.

The City is not interested in expanding to the north due to the location of the floodplain and Tualatin National Wildlife Refuge, which severely limits the ability to do so. Thus, the placement of a hard edge in this general area would not affect the City's future expansion plans. This area is also problematic for traveling to Interstate 5.

The I-5 Connector will provide a hard edge for the land to the south and the City is not interested in expanding in Clackamas County. There are concerns that there will be increased pressure to develop the land around the I-5 Connector that will result in a commercial strip atmosphere. The City does not want to see this happen.

The City feels the Tonquin area to east is appropriate for future industrial use. The land to the west of the city may prove difficult to serve due to topographic and natural resource constraints, but should not be ruled out at this time.

Until a new water transmission line is constructed it will be difficult to serve any new areas beyond what is presently in the city. Currently there are discussions of a new water transmission line passing through the Tonquin area. The Clean Water Services Cedar Creek trunk line is at capacity and additional capacity would need to be added for any future expansion. Transportation will always be a major issue for any future development in Sherwood.

In general cities at the edge are not necessarily set up to service large UGB expansion areas. While it may technically be feasible to service additional areas the bigger question is the funding source.

#### **Hard Edge Meeting Clackamas County**

11/16/04, Doug McLain, Planning Director, and Scott Pemble, Land Use Planning Manager

County staff felt there should be a larger discussion on the concept of hard edges prior to identifying any hard edge locations for the areas noted in the Council's motion.

There are a number of questions that should be answered first:

- 1) Why are we doing hard edges? Need to articulate the rationale for hard edges.
- 2) What are the broad policy guidelines that will help identify hard edge locations?
- 3) How long are these hard edges expected to be hard edges?
- 4) What is the resource you are trying to protect? How do you differentiate between resources in different parts of the region?
- 5) What type of land do you want to develop?
- 6) How will our regional form influence the urban form of the outlying communities?

It seems that by identifying hard edges we are restricting where the urban form can go versus developing land that is conducive to the type of urban form we want. A consequence may be the development of a linear urban form along transportation corridors that do not relate to each other or the other areas that are protected from development.

The idea of hard edges must be discussed with the outlying communities that are influenced by and also influence the metro region.

County staff notes that as part of the Damascus Concept Planning Project the concept of a hard edge in the area of North Fork Deep Creek is to be discussed, and any decision should be delayed until that discussion has occurred. The County Commission has not taken a position on the hard edge issue.

#### **Hard Edge Meeting Multnomah County**

11/24/04, Karen Schilling, Planning Director, Chuck Beasely, Planner, and Gary Clifford, Senior Planner

#### **Questions**

- 1) Where did the concept of hard edges come from? Was it from a larger discussion?
- 2) Where did the idea of agricultural lands that are separated by geographic features are areas worth protecting come from? What about other committed agricultural lands that are not protected by geographic features? Where do they fit in?

- 3) Does the fact that an area is exception land commit it to urbanization in the future?  
Should one political decision in the 1970's (exception versus resource land designation) drive the UGB decision?

The area east of the Sandy River is in the Columbia River Gorge National Scenic Area and therefore is not appropriate for this discussion. Also, this area is not a significant agricultural area. The county supports a hard edge for the area east and north of Multnomah Channel (Sauvie Island) since it is not appropriate for urbanization. A dirt dike protects the entire island, which is not practical for an urban area.

The County recently finished the West of Sandy River Plan that includes the area east of Gresham and south of the Sandy River. A result of the conversations County staff had with the local property owners was the resolution the County and the City of Gresham adopted indicating that SE 282<sup>nd</sup> Avenue was the limit to urbanization in this area in an effort to protect the agricultural activities that occurred in this area. This discussion of limiting urbanization to the east has continued through the development of the Springwater Area of Gresham.

It is time for the bigger discussion on urban form and density again. It needs to be a large community discussion that is similar to the original 2040 plan discussion that was very successful. This philosophical discussion needs to show what the region will need to do to meet future growth demands.

The issue of separation of communities with Sandy and how the two areas will continue to grow and influence each other needs to be discussed. The same is true with other nearby cities.

The consequences of defining hard edges as it relates to development on the inside of the UGB must be discussed with all of the cities, even those that do not have UGB boundaries as they will all be impacted by the setting of hard edges.

Maybe the identification of hard edges can be time specific, for twenty years and then revisited. That will set up expectations and an environment in which the farm community can plan for future growth and development with out wondering what is going to happen every five years when the UGB is moved.

#### **Hard Edge Meeting Washington County**

11/02/04 Brent Curtis, Planning Manager, Andy Back, Principal Planner, Steve L. Kelley, Senior Planner, and Gregg Leion, Senior Planner

County staff does not believe that Metro should be identifying hard edges to protect agricultural lands as a stand-alone project. The region needs a long-term discussion on growth and agricultural preservation not decisions made in an ad hoc manner.

The County has received a grant from DLCD to identify and recommend land areas that should be considered as part of a long-term critical agricultural land mass and a critical urban industry land supply. This project will look at the needs of the agricultural economy and urban economy to provide a plan for long-term urbanization that will allow for assurances and investment in agricultural lands. This project is natural follow-up discussion to the agricultural symposium that was held last year. The County is the lead for this project and will work in cooperation with the nearby cities, agricultural community, Metro and other interested parties.

County staff feels that it is their role to provide agricultural land not Metro's role. The land that is being discussed in Washington County is outside the jurisdictional boundary of Metro.

The area south of the Tualatin River and west of Highway 99W is not going to urbanize due to the location of the floodplain and the Tualatin River National Wildlife Refuge. Even so, a hard edge should not be employed, as there are other questions and consequences that need to be discussed at a broader level.

The process for determining the alignment of the I5-99W connector is very complex and any thought of a hard edge in this area will just make the process that much more difficult. There already is a growing resentment against the process in this area due to previous experience with the prison, natural gas line alignment and the UGB industrial land decision. The final road alignment will determine if the road is a logical place for a hard edge.

***HOUSING***

Metro Council Work Session  
Tuesday, December 14, 2004  
Metro Council Chamber

## METRO COUNCIL

### Work Session Worksheet

Presentation Date: December 14, 2004 Time: 2:00 pm Length: 20 minutes

Presentation Title: Formation of the Regional Housing Technical Advisory Committee (HTAC)

Department: Planning

Presenters: Councilor Burkholder and Gerry Uba

#### **ISSUE & BACKGROUND**

On November 2, 2004, Councilor Burkholder presented a proposal on the charge for the new Regional Housing Technical Advisory Committee (HTAC). Councilors expressed interest for the proposal and encouraged Councilor Burkholder to present the proposal to MPAC for comments. The proposal will be presented to MPAC on December 8, 2004. Staff will present the proposal to MTAC for comments on December 15, 2004.

At the Council work session on December 14, 2004, Councilor Burkholder will present the updated version of the proposal to you, including MPAC's comments. A copy of the updated proposal sent earlier to MPAC is attached.

As a background, Title 7 of the Urban Growth Management Functional Plan requires that Metro create an ad hoc affordable housing task force by December 2004. Title 7 also requires that Metro consult with MPAC to create the task force. Metro and the region has learned a lot about affordable housing, and housing in general, during the implementation of Title 7 in the last three years. It is important to reconsider the charge of the new HTAC in light of Metro's recent experience so as to make sure that HTAC discussions and recommendations will ensure progress in the production of housing for the residents of the region.

#### **OPTIONS AVAILABLE**

Councilors can discuss the type of people that have the skill and experience to tackle the proposed charge for HTAC. Councilors can also direct staff to start contacting the organizations and people to sit on HTAC.

#### **IMPLICATIONS AND SUGGESTIONS**

Additional issues and questions that Councilors may have could be addressed in the various research products that staff will be compiling for HTAC.

#### **QUESTION(S) PRESENTED FOR CONSIDERATION**

It is recommended that the Council define the charge for the new HTAC and direct staff to finalize it, and identify appropriate representatives to serve on HTAC.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION \_\_Yes XNo  
DRAFT IS ATTACHED \_\_Yes XNo



## **SCHEDULE FOR WORK SESSION**

Department Director/Head Approval \_\_\_\_\_

Chief Operating Officer Approval \_\_\_\_\_

...gm\long range planning\projects\housing\council\work session form -new htac -charge & potential members-2 -121404.doc

**(Attachment)**

**Charge (Work Program) for the  
2005 Metro Regional Housing Technical Advisory Committee (HTAC)**

**Purpose and Background**

Why is Metro involved in Housing? Metro's policies support involvement in housing from a variety of perspectives:

- To meet State land use requirements to demonstrate that the region has an adequate supply of land to meet a 20-year demand for housing.
- To support the development of housing in the region's mixed use areas as envisioned in the 2040 Growth Concept.
- To address affordable housing adopted in the Regional Framework Plan (after an appeal by some local governments and a mediation process that resulted in adoption of a revised housing and affordable housing policies).

Housing in general, and its affordability in particular, is a multifaceted issue. Housing and its affordability have direct impact on the regional economy. As stated in the Regional Affordable Housing Technical Advisory Committee (HTAC) 2000 report, Regional Affordable Housing Strategy (RAHS), to the Metro Council, housing choices provides family and neighborhood stability, employees' productivity, strong tax base, and complete communities that accommodate people of all income, ages and physical condition. The affordable housing requirements adopted in Title 7 of the Functional were based on the RAHS, and has been implemented since 2001 (see progress summary in the next section).

Metro is obligated by Title 7 to employ the assistance of a new HTAC in the assessment of local governments' efforts in the implementation of Title 7, including the housing tools and strategies used by the private sector, and funding sources and legislative changes that might have enhanced or hindered the production of affordable housing in the region. The assessment offers Metro an opportunity to re-evaluate its own role and the role of local jurisdictions in the production of housing in the region.

**Key Issues and Problems?**

The evaluation of local governments' progress implementing Title 7 requirements and some trends appear to call for a concerted, regional approach to housing supply and affordability as stated below.

1. **Difficulty implementing regional affordable housing (Title 7) requirements:**  
Metro annual compliance reports on the implementation of Title 7 (affordable Housing) of the Functional Plan show that only two local governments (Beaverton

and Portland) have adopted voluntary affordable production goals, while another seven have adopted policies to increase the diversity of housing, maintain existing supply of affordable housing and increase affordable housing for all income levels in their jurisdictions. Most local governments declined to adopt the land use strategies recommended in Title 7. Some of the reasons provided by local governments for declining to adopt Title 7 requirements are:

- Limited tax base and demand on general fund will create hardship;
  - Existing land is already developed;
  - City has an ample supply of affordable housing;
  - Developers are not seeking higher densities than those provided in the code;
2. **Rising cost of housing in areas with good access to jobs and services:** we are already experiencing “bidding wars” in conveniently located neighborhoods that price out even middle income buyers and renters.
  3. **Revitalization and unintended gentrification:** revitalization projects implemented in some areas of the region in the 1990s was greeted with changing taste in the American middle class looking for “Victorian fixer-upper” with character, history and texture, and new families and people moving to Portland quickly scooping up low priced houses. We are still experiencing real estate speculation and conversion of often neglected rental housing into houses for sale to new burgeoning middle class market. (Note: gentry-fication means a rise in the ratio of homeowners to renters in a given neighborhood)
  4. **Demographic shifts:** currently 60% of households are made up of one or two people. Over 65 share of population is increasing as baby boomers age. This will affect demand for type and location of housing (smaller units, located near services and transit).
  5. **Decline of cheap fossil fuels:** the cost of motor vehicle transportation will rise significantly in the next couple of decades as global demand for oil exceeds supply, reducing the cost advantage of less convenient locations and increasing the demand for housing in areas with good transportation options and mixed use.
  6. **Real incomes of lower quintiles are dropping and middle quintile wages are stagnant.** The other half of the affordability question is the income of potential renters and buyers. Over the past ten years, middle and lower income households have seen their incomes fail to keep up with inflation of housing prices.

Clearly, in the near future there will be a greatly increased need for housing that is affordable<sup>1</sup> in the Central City and other 2040 centers that the private market is failing to provide.<sup>2</sup> Except for isolated instances such as the Pearl District in Portland, very little new housing is being built in these areas, despite the City’s radical regulatory change directed at facilitating this, including; higher allowed densities, provision of high capacity transit, lower parking requirements, SDC discounts, etc.

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<sup>1</sup> This language intends to broaden the discussion from its focus on housing the poor to include those with incomes in the 80-120% of median who can’t afford the average house today (\$215,000 in Portland)

<sup>2</sup> In *Hidden in Plain Sight: Capturing the Demand for Housing Near Transit*, the Center for Transit Oriented Development estimates that almost 200,000 new households will *want* to locate near light rail stations in the Portland region.



Meanwhile, the predominant focus of the housing industry has been on increasing the land supply available for larger, single family units built on separate lots. These types of developments are hard to service with utilities as well as public transport and don't achieve the densities necessary to support conveniently located services, essentially requiring auto use of their residents. In addition, for the first time since the 1940's housing production isn't keeping up with household growth.

Outside of the question of how to provide decent shelter for the very low income households, there is a bigger question of ensuring that our cities will meet the needs of residents in the future as the trends noted above converge. How do we get more housing built where it is needed - of the appropriate size, cost and configuration - when the private real estate market doesn't seem to be interested or able?

### **The Big Question**

The following is a suggestion for how to frame the issue and how to ask for advice from a re-formed HTAC.

*How do we ensure that the "right type" of housing is built in the "right" places?*

**Definitions:**

- "Right type" means housing that matches needs (income, household size, age and disability).
- "Right places" means those areas in the region with good access to jobs, services, education, etc., including most 2040 centers and corridors.

To answer these questions we would need advice from people with different perspectives and skills than those who served on the original HTAC and are listed in Title 7 of the Functional Plan. In addition, we may want to have staffing for the committee to be based in our Centers program. Certainly we'd want any of this work to coordinate closely with our Centers work.

### **Charge for the new HTAC**

Some specific questions (below) and issues that the new HTAC should address are grouped by:

- Research products (mandated by Title 7) for the new HTAC to use.
- "Right places" to build the "right type" of housing
- Other locations that housing providers builds the "right type" of housing
- Role of governments
- Guideline for articulating recommendations
- Process for reviewing recommendations
- Types of people wanted on the new HTAC

## **Questions**

### **A. Housing Need and Assessment of Regional Efforts**

1. What is the region's housing need (including affordable housing) by income, household size, and age and people with disability?
  - i) (Some ideas: estimating regional affordable housing need is one of the current tasks of the long range planning division)
2. What progress has been made in the region since the adoption of Metro Title 7, including housing tools and strategies used by public and private sectors and funding sources and legislative changes that has enhanced or hindered the production of affordable housing in the region?

### **B. 2040 Centers Housing Capacity and Strategies**

3. What is the housing capacity of the 2040 centers<sup>3</sup> by need: - income, household size and age?
4. What are the characteristics (income, household size and age) of households currently living in the 2040 centers?
5. How much of the region's housing need can the 2040 Centers accommodate?
6. What barriers prevent greater housing production, including affordable housing in 2040 centers?
  - i) (Some ideas: federal tax law favoring new construction and single family housing; focus of housing industry on the "SUV's" of housing—very large, single family houses—rather than smaller, multi-family, mixed use buildings; zoning and building code restrictions on multi-story buildings; negative impact of traffic on main streets and corridors; tax structure that favors speculation and under development; oversupply of cheap land at edge; SDC's that fail to account for true cost of development; lack of interest, fear of risk in financial and building community.)
7. What types of housing projects can be realistically built, and should be promoted, in the 2040 centers?
8. What barriers exist to production of smaller housing units (e.g., 1 and 2 bedroom apartments and condominiums) in the 2040 centers?
9. What are some strategies to increase housing production in 2040 centers?
  - i) (Some ideas: regional revolving loan fund; public/private mixed use development company; traffic calming on main streets; lowering of parking requirements; significant SDC discounts; transfer of development rights, loosening of fire and building regulations; technical assistance to local jurisdictions and potential developers; etc)

### **C. Housing Production in Other Locations in the Region**

10. What barriers prevent the production of affordable housing in other locations across the region?
  - i) (Some ideas: see #6 above)

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<sup>3</sup> 2040 centers include Central City, Regional Centers, Town Centers and Station Communities.

11. What barriers exist to production of smaller housing units (e.g., 1 and 2 bedroom apartments and condominiums) in other locations across the region?
12. What are some strategies to increase housing production in other locations in the region?
  - i) (Some ideas: see #10 above)

**D. Role of Metro**

13. What is the appropriate role for Metro in particular in affecting housing supply in the 2040 Centers and other locations in the region?
14. What Metro programs can affect housing supply? (e.g., Transit Oriented Development program)
15. What is the appropriate and achievable technical assistance Metro could provide to local governments?

**E. Role of Local Governments**

16. What is the appropriate role for local governments in affecting housing supply in the 2040 Centers and other locations in their jurisdictions?
  - Counties
  - Large cities
  - Smaller cities(Some ideas: smaller cities may focus their resources and energy on the preservation of existing affordable housing or strive not to lose what they have, and seize any opportunity to add new affordable housing units)
17. Should local governments be required to adopt and implement the suggested code changes (diversity policies and land use strategies) in Title 7? (i.e., HTAC should address issues raised in the RAHS)

**F. Guideline for HTAC Recommendations**

18. Use adequate factual information to make recommendations to the Council on:
  - i) Strategies to increase housing production in the 2040 mixed use areas based on characteristics of households (income, size, age and disability).
  - ii) Strategies to increase housing production in other locations in the region based on characteristics of households (income, size, age and disability).
  - iii) Strategies to increase production of smaller housing units based on characteristics of households (income, size, age and disability).
  - iv) Strategies for rationalizing some service deliveries (e.g., Housing Authorities and other organizations providing services and technical assistance to housing providers)
  - v) Local governments' roles in affecting housing and affordable housing supply using suggested code changes (diversity policies and land use

strategies), and/or other strategies including partnership with the private sector; i.e., roles of:

- Counties
- Large cities
- Smaller cities

vi) Metro role in affecting housing supply

vii) Regional housing fund: role of governments in its creation.

**G. Process for Reviewing and Considering HTAC Work and Recommendations**

- MPAC
- MTAC
- Expert Group/s?
- Metro senior staff team?
- Metro Council

**H. Type of Organizations and People Wanted on HTAC**

- Land use regulating agencies (cities and counties)
- Housing providers
- Financiers
- Advocates
- Some key past members of the 1998 HTAC (who are already well tuned with regional housing issues)

**Timeline for HTAC Tasks (and Staff Reports)**

	<b>Tasks</b>	<b>Period/Deadline</b>
1	Identify charge for the new HTAC	November & December 2004
2	Staff report: estimate housing need by income, household size, age	January – March 2005
3	Staff report: estimate housing capacity of the 2040 centers by need (income, household size, age), and document the characteristics of households currently living in the 2040 centers	January – March 2005
4	Staff (and consultant) report: assess housing tools and strategies used by public and private sectors, including funding sources and legislative changes that has enhanced or hindered the production of affordable housing in the region	January – April 2005
5	Recruit HTAC membership	December 2004 & January 2005
6	Metro Council gives charge to HTAC	January (or February) 2005
7	HTAC reports to Council on strategies	September 2005
8	Metro Council consideration and adoption of regional housing strategies	October – November 2005
9	Implementation of strategies by local governments and Metro starts	January 2006

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***DREDGE SEDIMENTS POLICY***

Metro Council Work Session  
Tuesday, December 14, 2004  
Metro Council Chamber

## METRO COUNCIL

### Work Session Worksheet

Presentation Date: December 14, 2004      Time: 3:20 p.m.      Length: 30 minutes

Presentation Title: Dredge sediments policy

Department: Solid Waste & Recycling

Presenter: Janet Matthews

### ISSUE & BACKGROUND

Metro needs to decide whether to continue or modify current policy on landfilled dredge sediments.

Sediments are a soil-like or sandy material. They are increasingly landfilled because of contamination, and because former in-water and upland disposal sites are no longer available. Ready access to new upland alternatives for clean sediments seems to be impeded by Oregon's regulatory structure, and could take years to resolve. The end result is that both clean and contaminated sediments are going to landfills. Over the next ten years, an estimated 225,000 tons of sediments will be dredged from the Willamette River *each year*, and it's very likely that most of that material will be landfilled.

Several years ago, Metro recognized that full fees and taxes on this newly landfill-disposed material would be a large burden on public dredging projects and could potentially delay projects. This led to a reduced fee schedule being applied, i.e., the "clean-up rate" of \$3.50/ton.\* In reality, however, Metro has not received revenue from landfilled dredge material because 100% of the material apparently qualifies for at least one of two exemptions:

- (1) Out-of-region treatment – Sediments taken out of region for treatment prior to disposal (usually de-watering and/or the addition of drying agents) are not subject to the \$3.50/ton charge because they're generally not solid waste in a form that can be accepted at a landfill. There are other waste types (e.g., medical waste) on which fees are not assessed because they are taken out-of-region for processing prior to being disposed.
- (2) Useful material – Sediments accepted at a landfill for no charge to be used as daily cover, for example, are also exempt from Metro fees and taxes. Other material can qualify for this exemption, such as auto fluff from vehicle shredding operations.

Staff proposes reshaping Metro policy on dredge sediments with the following goals in mind:

- Ensure environmentally sound management of contaminated dredge sediments.
- Discourage landfill disposal of non-contaminated dredge sediments for which other higher use options are available.
- Provide a level playing field for all generators and disposal facilities regarding applicable regional fees and taxes.

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\* Metro Code 5.02.047(d) and 7.01.020(e), establish regional system fee credits and excise tax for Clean-up Material Contaminated by Hazardous Substances. Largely applied to clean-ups of petroleum contaminated soil.

## **OPTIONS AVAILABLE**

- 1) Maintain status quo; do not address the goals identified. Keep the current rate (\$3.50/ton) on landfilled dredge sediments, as well as the exemptions for out-of-region treatment and useful material.
- 2) Establish a new policy for dredge sediments that addresses the goals identified.
  - Create a new rate for dredge sediments of \$1.00/ton. This rate takes Metro's low level of regulatory involvement into account (compared to municipal solid waste); recognizes the sodden, heavy properties of the material; and acknowledges the need to limit economic impacts for large-scale publicly-funded dredging projects in the years ahead.
  - The new rate would be applicable to each ton received at a landfill -- no more exemptions -- to provide a greater economic incentive for non-contaminated sediments to find alternatives to landfill disposal.
  - Applying the new rate to each ton of sediment received at a landfill would ensure that all generators of this material and disposal facilities are on the same level playing field.
  - With these changes, Metro can better track tonnage and ensure revenue collection.

## **IMPLICATIONS AND SUGGESTIONS**

The proposed rate will send a price signal that disposal is the least preferred option, and encourage landfill diversion.

Metro has a regulatory role in the landfill disposal of all waste types, including dredge sediments.

Implementation of any new rate for sediments is recommended for January 2006, to allow time for proper notice and to ensure that dredge projects scheduled for 2005 can proceed without unanticipated costs.

## **QUESTION(S) PRESENTED FOR CONSIDERATION**

Should staff proceed with the development of Code amendments to implement the new fee schedule recommended in #2 above?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** ☒ Yes ☐ No  
**DRAFT IS ATTACHED** ☐ Yes ☒ No

## **SCHEDULE FOR WORK SESSION**

Department Director Approval \_\_\_\_\_

Chief Operating Officer Approval \_\_\_\_\_

JM:gbc

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Agenda Item Number 6.0

***ZOO ELEPHANT PROGRAM***

Metro Council Work Session  
Tuesday, December 14, 2004  
Metro Council Chamber

## METRO COUNCIL

### Work Session Worksheet

Presentation Date: December 14, 2004 Time: 3:50 p.m. Length: 20 minutes

Presentation Title: Elephant program

Department: Zoo

Presenters: Tony Vecchio, Mike Keele

#### ISSUE & BACKGROUND

The American Zoo and Aquarium Association Species Survival Plan propagation group for Asian elephants has recommended that the Oregon Zoo accept a bull elephant unrelated to our females to once again begin breeding Asian elephants. The Species Coordinator for Asian elephants, our own Mike Keele, has recommended a bull elephant be brought to the Oregon Zoo on loan from a private facility in California.

#### OPTIONS AVAILABLE

#### IMPLICATIONS AND SUGGESTIONS

Anticipated challenges or issues include the tremendous amount of media attention, most positive, although some negative interest may be received from animal rights activists. A communication plans will be developed to respond to all media interest.

#### QUESTION(S) PRESENTED FOR CONSIDERATION

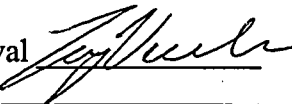
No response is required at this time.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION \_\_Yes XNo  
DRAFT IS ATTACHED \_\_Yes \_\_No

#### SCHEDULE FOR WORK SESSION

Department Director/Head Approval

Chief Operating Officer Approval



12/16/04 W-01

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING  
DATE: December 16, 2004  
DAY: Thursday  
TIME: 2:00 PM  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

**1. INTRODUCTIONS**

**2. CITIZEN COMMUNICATIONS**

**3. DAMASCUS UPDATE** Valone

**4. CONSENT AGENDA**

4.1 Consideration of Minutes for the December 9, 2004 Metro Council Regular Meeting.

4.2 **Resolution No. 04-3510**, For the Purpose of Accepting the November 2, 2004 General Election Abstract of Votes for Metro.

**5. ORDINANCES - SECOND READING**

5.1 **Ordinance No. 04-1063**, For the Purpose of Denying a Solid Waste Franchise Application of Columbia Environmental, LLC to Operate a Local Transfer Station. Park

5.2 **Ordinance No. 04-1067**, For the Purpose of Amending the FY 2004-05 Budget and Appropriations Schedule For the Purpose of Transferring \$92,902 From Contingency to Personal Services in the Planning Fund to Add 1.0 FTE Regional Planning Director (Program Director II); and Declaring an Emergency. Burkholder

**6. RESOLUTIONS.**

6.1 **Resolution No. 04-3513**, For the Purpose of Receiving the Performance Measures Report and directing the Chief Operating Officer to Submit the Report to the Oregon Department of Land Conservation and Development. McLain

6.2 **Resolution No. 04-3520**, For the purpose of directing the Chief Operating Officer to formulate regional policy options relating to Ballot Measure 37. Newman

7. **CHIEF OPERATING OFFICER COMMUNICATION**

- Urban Growth Management Functional Plan Annual Compliance report

8. **COUNCILOR COMMUNICATION**

**ADJOURN**

**METRO COUNCIL WILL BE ON RECESS UNTIL JANUARY 6, 2005**

**Television schedule for December 16, 2004 Metro Council meeting**

<b>Clackamas, Multnomah and Washington counties, and Vancouver, Wash.</b> Channel 11 -- Community Access Network <a href="http://www.yourtv.org">www.yourtv.org</a> -- (503) 629-8534 Thursday, December 16 at 2 p.m. (live)	<b>Portland</b> Channel 30 (CityNet 30) -- Portland Community Media <a href="http://www.pcatv.org">www.pcatv.org</a> -- (503) 288-1515 Sunday, December 19 at 8:30 p.m. Monday, December 20 at 2 p.m.
<b>Gresham</b> Channel 30 -- MCTV <a href="http://www.mctv.org">www.mctv.org</a> -- (503) 491-7636 Monday, December 20 at 2 p.m.	<b>Washington County</b> Channel 30 -- TVTV <a href="http://www.yourtv.org">www.yourtv.org</a> -- (503) 629-8534 Saturday, December 18 at 11 p.m. Sunday, December 19 at 11 p.m. Tuesday, December 21 at 6 a.m. Wednesday, December 22 at 4 p.m.
<b>Oregon City, Gladstone</b> Channel 28 -- Willamette Falls Television <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> -- (503) 650-0275 Call or visit website for program times.	<b>West Linn</b> Channel 30 -- Willamette Falls Television <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> -- (503) 650-0275 Call or visit website for program times.

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website [www.metro-region.org](http://www.metro-region.org) and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

# Toward a New Metropolis: The Opportunity To Rebuild America

by Arthur C. Nelson  
December 2004

 Full in PDF (321KB)

## Executive Summary

Most American states and metropolitan areas have some idea as to the amount of growth they expect over the next several decades, based on estimates of projected demographic, household, market and industry trends. These estimates form the foundation of public policies and are vital for use in goal setting, planning, and implementation of a variety of growth and development strategies.

However, there is not a general sense of how the projected changes in demographic, household, and market trends will impact our nation's built environment—that is, how many new homes, office buildings, and other physical structures will need to be built to accommodate future growth. To that end, this paper examines a series of projected trends at the national, state, and metropolitan level to determine the estimated demand for new housing, commercial, and industrial space over the next quarter century.

In short, this paper finds that:

- **In 2030, about half of the buildings in which Americans live, work, and shop will have been built after 2000.** The nation had about 300 billion square feet of built space in 2000. By 2030, the nation will need about 427 billion square feet of built space to accommodate growth projections. About 82 billion of that will be from replacement of existing space and 131 will be new space. Thus, 50 percent of that 427 billion will have to be constructed between now and then.
- **Most of the space built between 2000 and 2030 will be residential space.** The largest component of this space will be homes. Over 100 billion square feet of new residential space will be needed by 2030. However, percentage-wise, the commercial and industrial sectors will have the most new space with over 60 percent of the space in 2030 less than 30 years old.
- **Overall, most new growth will occur in the South and the West.** There is tremendous variation in the total amount of buildings to be built between regions. In the Northeast, for example, less than 50 percent of the space in 2030 will have been built since 2000, while in the West that figure is about 87 percent, a near doubling of built space. Fast growing southern and western places—states like Nevada and Florida and metropolitan areas like Austin and Raleigh—will see the most dramatic growth.
- **Though a small component of overall growth, the projected demand for industrial space in the Midwest outpaces that of the other regions, unlike the other major land uses.** States with a strong industrial presence will see the largest amount of growth in industrial space even though other areas may witness faster growth. After California, which far outpaces the nation in terms of absolute square feet of new industrial construction, the next four largest producers of industrial space are all Rust Belt states in the Midwest: Ohio, Michigan, Illinois, and Indiana. By 2030, 70 percent of the Midwest's industrial space will be less than 30 years old.
- **While these projections may seem overwhelming, they also demonstrate that nearly half of what will be the built environment in 2030 doesn't even exist yet, giving the current generation a vital opportunity to reshape future development.** Recent trends indicate that demand is increasing for more compact, walkable, and high quality living, entertainment, and work environments. The challenge for leaders is to create the right market, land use, and other regulatory climates to accommodate new growth in more sustainable ways.

## Additional Resources

- ▶ Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns
- ▶ Smart Growth: The Future of the American Metropolis?

## Selected Media Coverage

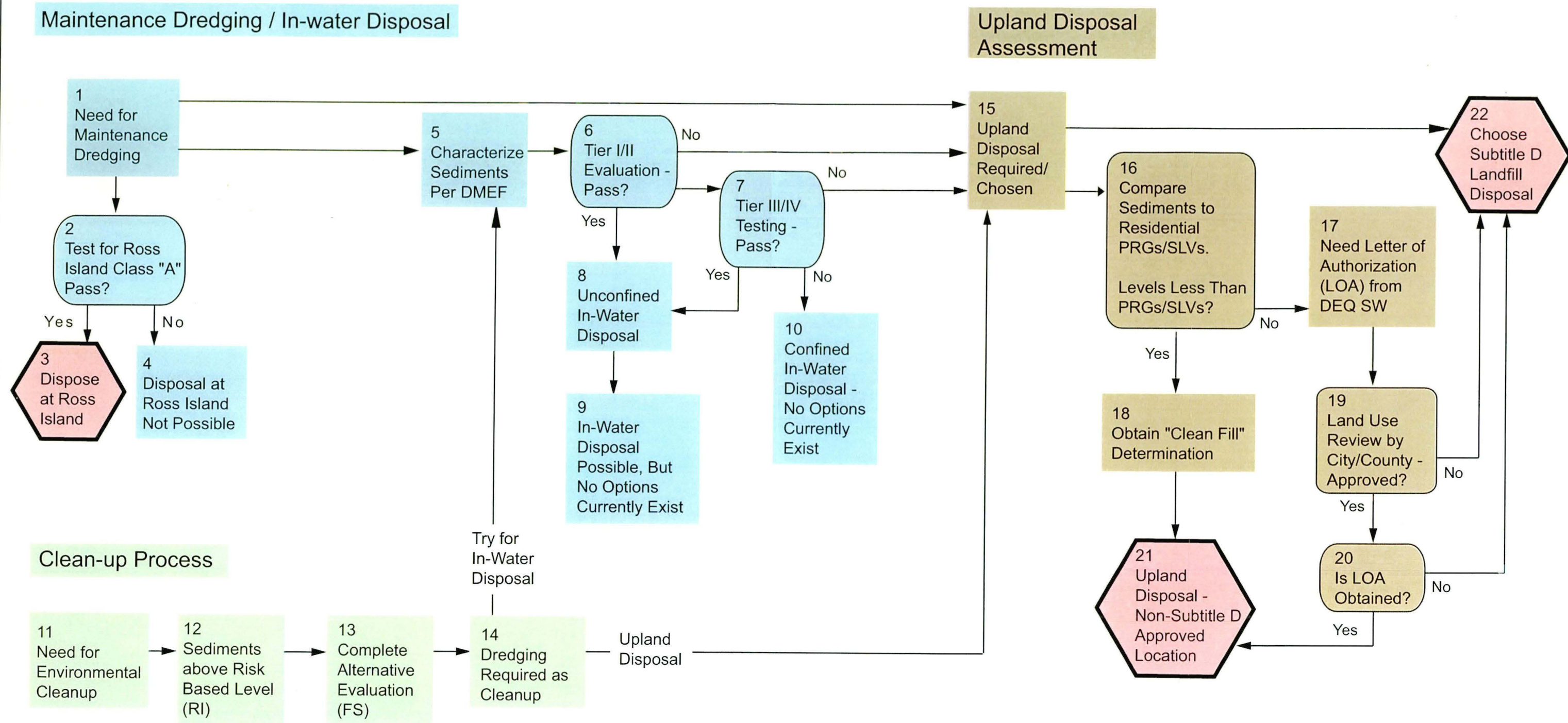
- ▶ Buildings To Go Up Like Never Before
- ▶ Report Gives Communities a Tool to Match Development to Growth
- ▶ Construction Boom Ahead (Subscription required)
- ▶ Building Surge Forecast to Transform Indy Area



The challenges to accommodate future development vary by region of the country. In general, Western states—like California, Washington, and Oregon—have a strong history of growth management and will need to continue to find ways to improve upon and implement existing laws and approaches. However, neighboring states like Nevada and Arizona, where explosive growth is expected to occur, will need to find their own comprehensive solutions to manage the development boom, while facing limitations on land and water. Overall, the West will not see reduced growth pressures, and will need to find innovative ways to accommodate growth on existing land, in cities and suburban areas. By contrast, the rapidly-growing South is more resistant to regulating growth and must make some important choices about the kind of economic and overall quality of life it hopes to achieve.

Although growth will not be as dramatic in the Northeast and Midwest, these places are not off the hook in needing to rethink its development future. The modest growth in the Northeast, if left unchecked, will likely disrupt the small town tranquility and abundant outdoors that define much of the quality of life, tourism, and natural resource industries of that region. For the Midwest, where state and local strategies to address patterns of sprawl and disinvestment have been uneven, the continued stagnation of cities with rapid land consumption in outlying areas will further erode the overall economic competitiveness of whole metropolitan areas.

So the question for policy makers, planners, and ordinary citizens is clear: Should we maintain the status quo in terms of development patterns, or can we envision a different pattern of growth? There may be no better time than now to plan the shape American landscape for the next generation.



**Figure 1**

Regulatory Process for the Disposition of Sediments in the Willamette River

121604 CW-DB

As a part of the American Zoo and Aquarium Association, Oregon Zoo agrees to participate in Species Survival Plans (SSP) and Population Management Plans (PMP). Both are intended to manage captive population growth, while SSPs are intended to develop self-sustaining captive populations of threatened and endangered species. The Zoo currently cooperates in 36 PMPs where recommendations to breed or transfer individual animals are accomplished through voluntary compliance. SSPs, on the other hand, are managed to a higher standard and AZA accredited zoos are expected to make a good faith effort to comply with recommendations to breed or transfer animals. The Zoo currently cooperates in 27 SSPs for endangered species including chimpanzee, Humboldt Penguin, California condor, and Asian elephant.

Mike Keele, the Zoo's Deputy Director, Chairs the AZA Elephant SSP. The Steering Committee consists of 14 peer elected members from AZA facilities all holding either African or Asian elephants. The Steering Committee is responsible for developing a husbandry resource manual, a conservation action plan, as well as a regional collection plan. The Steering Committee is also responsible for developing breeding strategies for both African and Asian elephants that will result in a long-term self-sustaining population of elephants in North America. The Steering Committee distributed recommendations for Asian elephants in 2003 and they included 27 natural breeding, 8 breedings through artificial insemination, 9 transfers of male elephants, 9 transfers of female elephants, and 66 reproductive assessments for both male and female elephants. The Steering Committee recommended that Oregon Zoo obtain a male elephant for another AZA facility to breed with a female elephant, Sung Surin, at Oregon Zoo.

The elephant is an unrelated bull from Have Trunk Will Travel, Inc., an accredited AZA organization. This male elephant, named Tusko, is a proven breeder and a trained artificial insemination semen-donor. Have Trunk Will Travel, Inc. is licensed and inspected by federal, state and local animal welfare agencies and is involved in national and international conservation efforts such as the International Elephant Foundation, American Zoo and Aquarium Association, Elephant Managers Association and the Species Survival Plan. The organization is dedicated to sharing knowledge to benefit elephants in zoological and private facilities.

Our breeding loan agreement will allow the transfer of Tusko to the Zoo and satisfy the Elephant SSP recommendation. We plan on introducing Tusko to our female elephant Sung Surin for breeding. This bull will be an important addition to the Oregon Zoo's elephant herd because he is genetically underrepresented in the North American population. Courtship, breeding, pregnancy, and birthing are all important to the full-life experience of elephants. Additionally, inexperienced females in the herd learn important social behaviors through observations and this prepares them for future motherhood. Two of our young females, Rose Tu and Chendra, do not have sufficient experience with birthing or social interactions with young elephant calves and will benefit from a pregnancy and birth by Sung Surin. An elephant birth could occur approximately two years after the acquisition date of Tusko.