

The Journal of the Coalition for a Livable Future

From Words to Action:

Local implementation of our region's livability policies

by Jill Fuglister, *Coalition For A Livable Future*

In December 1997 Coalition members celebrated the Metro Council's adoption of the Regional Framework Plan (RFP)¹. After three years of collaborative advocacy and organizing, we had succeeded in winning substantial policy victories, especially in the areas of affordable housing, water quality protection, and regional economic vitality.



The implementation of our region's growth management policies can be seen clearly at the edge of the Urban Growth Boundary.

However, these victories only marked the beginning of our work. In addition to sustaining our efforts at the regional policymaking level to achieve the remaining objectives contained in the Regional Framework Plan, we are now also dealing with how to get from policy to implementation on the ground. In the case of implementation of the Regional Framework Plan, this means that each of the 24 cities and three counties that make up the metropolitan region must amend their individual comprehensive plans and codes to conform to the regional plan.

What we mean by "implementation"

Plan implementation means actual changes in regulations, such as zoning codes, development review plans, design standards, impact fees, and fund allocation to ensure policies actually have desired impacts on the ground. It is a critical component of the planning process. While adoption of policy is never easy to achieve, implementation is always more difficult, because it actually means that we must change the status quo.

Thanks to our statewide land use laws and Metro's charter that allows it to require changes in local comprehensive plans in order to ensure consistency with regional plans, we have the strongest growth management system in the nation and are able to achieve measurable results. However, while it is technically possible for all of Metro's plans to be mandatory, it is important to point out that not all of our regional policies require mandatory compliance by local jurisdictions. For example, in 1998 the Coalition mediated a legal challenge led by the City of Gresham of the original mandatory terms of the affordable housing provisions in the RFP. As a result of that mediation, the mandatory terms for affordable housing became recommendations instead.

Implementation is very difficult to achieve for political and practical reasons. The communities in the region are not all the same; they have different infrastructure, histories, culture, economic issues, environmental resources, and social challenges. Communities largely built after 1950 are different from those that were designed and built before then.

➤ Continued on page 10.

In this issue:

**From Words to Action:
Local implementation of our
region's livability policies.**
By Jill Fuglister (cover)

**LOCAL IMPLEMENTATION CASE
STUDIES:**

**Clackamas Community
Land Trust: A new non-
profit implements regional
housing goals**
By Sam Chase (page 4)

**Interstate light rail and
community revitalization**
By Joey Lyons (page 6)

**Wilsonville's Natural
Resources Plan nears
completion**
By Loretta Pickerell (page 7)

**Affordable housing in
Washington County**
By Becky Smith (page 8)

**Measure 7: A blow to our
growth management efforts.**
(page 10)

**In The Spotlight:
Activist Adrienne Stacey**
(page 13)

Connections is the journal of the **Coalition for a Livable Future (CLF)**, a network of nonprofit organizations in the Portland-Vancouver metropolitan region who share a commitment to just, affordable and sustainable communities. Founded in 1994, we have grown from a small group of dedicated activists to over 60 diverse member organizations.

CLF holds regular public forums for discussion of regional livability topics. CLF Members meet six times a year in locations throughout the metro area to learn about and discuss current issues of interest, and make policy decisions for the Coalition. Our Board of Trustees meets monthly to make decisions about budget and fund raising issues, personnel, strategic planning and interim policy issues. Coalition members are invited to join one of several working groups devoted to specific issues, including affordable housing, greenspaces and natural resources, economic vitality, religious outreach, food policy, urban design and transportation reform.

Who's Who in the Coalition for a Livable Future...

The following people are elected members of CLF's Board of Trustees.

- Ron Carley**, Urban Conservationist for Audubon Society of Portland
- Sheara Cohen**, Policy Associate for Community Development Network
- Lenny Dee**, Citizen Activist
- Alan Hipólito**, Citizen Activist
- Mike Houck**, Urban Naturalist for Audubon Society of Portland
- Steve Johnson**, Doctoral Candidate in Urban Studies at Portland State University
- Deb Lippoldt**, Citizen Activist
- Mary Kyle McCurdy**, Staff Attorney for 1000 Friends of Oregon
- Marcy McInelly**, Architect and Business Owner
- Brian Newman**, Willamette Pedestrian Coalition
- Loretta Pickerell**, Citizen Activist, Friends of Goal 5
- Becky Smith**, Homeless Services Manager for Community Action Organization of Hillsboro
- Ross Williams**, Outreach Coordinator for Citizens for Sensible Transportation

CLF Staff members include:

- Jill Fuglister**, Program Coordinator
- Teresa Huntsinger**, Assistant Coordinator
- Joey Lyons**, N/NE Portland Outreach Worker

Coalition for a Livable Future
1220 SW Morrison, Suite 535
Portland, OR 97205
503-294-2889, FAX: 503-225-0333
info@clfuture.org
www.clfuture.org

The Work of the Coalition for a Livable Future (CLF)

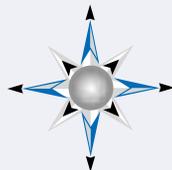
In addition to research and public education, the Coalition advocates for progressive regional policy regarding land use, transportation, housing, public investment, economic equity, food access and the environment. CLF draws connections between growth management and social justice. We recognize that the economic and social health of one city depends on the health of its neighbors. Thus, we strive to promote "regionalism," a way of looking for the links between the cities and counties within our urban area, and beyond.

The Benefits of Joining a Coalition

The Coalition currently consists of over 60 member organizations. By joining the Coalition, your organization is helping to create a stronger, collective voice for a just, sustainable region. A diverse membership allows us to understand each other's issues and concerns, to find common ground, to share resources and information, and to collaborate in seeking funding for our common work.

Responsibilities as a Coalition Member

There are a variety of ways to be involved as a member of the Coalition for a Livable Future. Members must support CLF's mission and objectives (see page 15). Members may participate in any of our working groups, as well as our full Coalition and Board of Trustees meetings, and other CLF events.



The Coalition for a Livable Future appreciates the continued support of our funders! We would like to thank and acknowledge the following:

- The Ford Foundation
- Meyer Memorial Trust
- The Northwest Area Foundation
- The William G. Gilmore Fund of The Oregon Community Foundation
- The Ralph Smith Foundation
- Rose Tucker Charitable Trust
- The Surdna Foundation
- The Herbert A. Templeton Foundation



Photo by Keith Bartholomew

CLF Member Profiles

Meet Two Members of the Coalition's Board of Trustees

Photo by J. Barbieri



Deb Lippoldt

Deb Lippoldt is a nutritionist and consultant on food matters. She strongly believes that eating wholesome, locally grown food is critical to the health of individuals as well as the community. She chairs the CLF Food Policy Working Group and her favorite question is: *"Do you know where your food comes from?"*

Ross Williams

Ross Williams is the outreach coordinator for Citizens for Sensible Transportation, one of CLF's founding members. For the past 30 years, he has been an organizer in citizen action groups. His message: *"The world is run by those who show up."* Ross is currently chair of CLF's Transportation Reform Working Group.

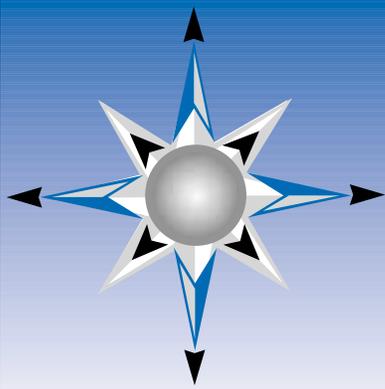


Photo by Melissa Gerr

We would like to thank the individuals who contributed to CLF this year:

- | | | |
|--------------------------|-------------------------|-------------------------|
| Sy Adler | John Emrick | Lewis L. McFarland |
| Debbie Aiona | Dominick Franzini | Edward J. McNamara, Jr. |
| Val Alexander | Peter Finley Fry | Terry and Willy Moore |
| John and Vivian Allison | Anna Geller | Bruce Nichols |
| Daniel Anderson | Paul and Nancy Gerhardt | Lois Okrasinski |
| Roberta Badger | Jessica Glenn | Jose A. Padin and |
| Margot Barnett | Jana Greenberger | Veronica Dujon |
| Bruce and Joan Bartlett | Sheila Greenlaw-Fink | Jean Anderson Pezzi |
| Janet Bauer | Mary Hanlon | Mike Pullen |
| Saul Hillel Benjamin | Jenny Holmes | Bill Resnick |
| Steve Berliner | Deborah Howes | Nick Sauvie |
| Steve and Eileen Brennan | John Kelly | Jeretta Schaefer |
| Dana Brown | Lois Kincaid | Barbara Schaffner and |
| Harry Bruton | David Knowles | Shap Shapiro |
| Tom Bunker | Kim Knox | David Shapiro |
| Kristan Burkert | Leslie Kochan | Howard and |
| Lynne Coward | Kevin Kraus | Manya Shapiro |
| Howard Cutler | Brian Lacy | Robert A. Sims |
| Jillian Detweiler | William B. Lazar | Chris Smith |
| Jacqueline Dingfelder | John LeCavalier | Robert Sam Steiner |
| Lynn Dodson | Allen D. Lee | Bruce Sternberg |
| John Dougal | Deb Lippoldt | Sandra Williams |
| Jane Ediger | Alan Locklear and | Katherina Woodward |
| Jim Emrick | Marie Valleroy | David Yudkin |

- We appreciate the efforts and input we receive from our member organizations:**
- American Institute of Architects, Portland Chapter
 - American Society of Landscape Advocates
 - Association of Oregon Rail and Transit Advocates
 - Audubon Society of Portland
 - Bicycle Transportation Alliance
 - Citizens for Sensible Transportation
 - Columbia Group Sierra Club
 - Columbia River Inter-Tribal Fish Commission
 - Columbia River Region Inter-League
 - Organization of the League of Women Voters
 - Community Action Organization
 - Community Alliance of Tenants
 - Community Development Network
 - Creative Information, Transformation, Education
 - Ecumenical Ministries of Oregon
 - Elders in Action
 - The Enterprise Foundation
 - Environmental Commission of the Episcopal Diocese of Oregon
 - Fans of Fanno Creek
 - Friends of Arnold Creek
 - Friends of Clark County
 - Friends of Goal Five
 - Friends of Rock, Bronson and Willow Creeks
 - Friends of Smith and Bybee Lakes
 - Friends of Trees
 - Friends of Tryon Creek State Park
 - Growing Gardens
 - Hillsdale Neighborhood Association
 - Housing Partners, Inc.
 - Jobs With Justice
 - The Justice and Peace Commission of St. Ignatius Catholic Church
 - Keepers of the Water
 - Livable Oregon
 - Multnomah County Community Action Commission
 - Network Behavioral Health Care, Inc.
 - Northwest Housing Alternatives
 - 1000 Friends of Oregon
 - Oregon Council of Trout Unlimited
 - Oregon Environmental Council
 - Oregon Food Bank
 - Oregon Sustainable Agriculture Land Trust
 - People's Food Co-op
 - Portland Citizens for Oregon Schools
 - Portland Community Design
 - Portland Community Land Trust
 - Portland Housing Center
 - Portland Impact
 - REACH Community Development Corporation
 - ROSE Community Development Corporation
 - Sisters of the Road Cafe
 - Southeast Uplift Neighborhood Program
 - Sustainable Communities Northwest
 - Sunnyside Methodist Church
 - Tualatin Riverkeepers
 - Tualatin Valley Housing Partners
 - Urban League of Portland
 - The Wetlands Conservancy
 - Willamette Pedestrian Coalition
 - Willamette Riverkeeper
 - Woodlawn Neighborhood Association



Case Study

Clackamas Community Land Trust

A new nonprofit implements regional housing goals

By Sam Chase, *Clackamas Community Land Trust*

The CLF has several working groups made up of folks interested in a variety of livability issues. Working groups guide the Coalition's activities, and they are the best way for interested individuals and organizations to get involved with CLF. Working groups are open to any who wish to participate! For more information, please contact the working group chairperson.

The Washington County Housing Advocates Group is a coalition of organizations and individuals working to promote healthy diverse communities in Washington County by stabilizing and increasing the supply of affordable and accessible housing. We strive to achieve four goals: (1) coordinating advocacy, (2) organizing communities, (3) educating the public, and (4) developing resources. We meet the first Wednesday of each month at Beaverton City Hall. For more information: Tualatin Valley Housing Partners, 503-641-5437.

The Transportation Reform Working Group (Transformers) consists of individuals who are interested in reforming transportation throughout the Portland region. We meet the third Thursday of the month, from 3:30-5:00 p.m. at 1000 Friends of Oregon (534 SW 3rd Ave., 3rd floor), to share information and strategize about how to inform the development of good transportation policy. For information call Ross Williams, Citizens for Sensible Transportation 503-225-0003 or ross@cfst.org.

In Clackamas County and throughout the entire Portland metro area, it is hard to ignore the indicators that remind us of the challenges we face regarding affordable housing. *The Oregonian* has reported on districts where more than one half the children do not attend school for a full year, in part because their families cannot find stable housing. Many employees spend as much of their day commuting as they do with their families, often because they cannot afford housing close to their job. Housing costs continue to rise and wages for working families are simply not keeping pace. Not only does this harm individual families, but it also has a negative impact on our communities as a whole. Stable families are more likely to participate in neighborhood organizations, churches or other groups that build safe and healthy communities.

At the same time, federal, state, and local dollars for housing are all declining. Because subsidy dollars are becoming increasingly scarce, it is critical that we design long-term, sustainable solutions to our affordable housing crisis. One such solution is a community land trust.

A Creative Solution for Limited Resources

In the 1970s and 1980s, Section 8 housing was built to remain affordable for 20 years. At the time, 20 years seemed so far in the future that it must have been thought that plenty of other affordable housing options would be available. Now, hundreds of Portland area residents are in jeopardy of homelessness because of this lack of foresight. Thankfully, in response to extensive advocacy work, some of our political leaders and government officials are learning from these mistakes and are requiring longer-term affordability in multifamily housing projects.

The next challenge is to address the preservation of affordable home ownership so that the hard sought resources needed to make a house affordable are not lost when a house is sold on the market in 20 or 30 years. What makes a community land trust

(CLT) unique is that future affordability is weighted as heavily as the present situation. A popular saying among CLTs is that the best time to plant a tree was 20 years ago, and the next best time is today.

How Does a CLT Work?

The Land Trust buys and holds land permanently, so market factors that cause prices to rise are kept down. Home prices are based on the house, separate from the cost of the land. Land Trust homeowners sign a unique Land Lease that assures that the house will remain permanently affordable. The lease guarantees the family full rights to the land and they receive the same benefits from their house as market-rate owners. Land Trust homeowners also automatically become members of the organization. Following are some key provisions in the Land Lease:

- **Resale Formula:** The price they can sell the house for in the future is the full amount they purchased the house for plus, depending on how long they occupy the home, a return of between 25 and 35 percent on the increase in value of the house.
- **Land Lease Fee:** They will pay a land lease fee of \$39 per month. This fee covers basic administrative costs and a nominal land use charge. This fee is determined by the membership (which includes the homeowners).
- **Owner Occupied:** The property must remain owner occupied.

The Land Trust provides some other benefits. Clackamas Community Land Trust (CCLT) homeowners have more security in home sales. Because the goal of the CCLT is to make sure the house is always owned by a low- or moderate-income household, the organization will buy the house back from the family when they are ready to sell it. By doing so, the CCLT can then ensure that another income-qualified family moves in and that the house is not just sold on the market.

➤ Continued

Helping Families Become Homeowners

Ruben Vital, Patricia Martinez and their seven children (pictured at right) were homeless just two years ago. Earlier this year, they were the first buyers in Clackamas County to purchase a Land Trust home. The family owns a house that will provide some equity in the future but will also



help many more generations of families. "It's like a dream come true," says Ruben Vital, "If it wasn't for the land trust, we'd be out on the street again." Ruben and Patricia like the idea that they will help another family some day by passing on an affordable home.

Under a traditional subsidized model, they could have bought their home and sold it in 10 or 20 years at market value. It is true that the family would then receive substantial equity that might help pay for children's college or retirement. But at the same time, the home would be sold on the market and become unaffordable. If trends continue as they have since 1990, thousands more families will be unable to buy a home and fewer resources will be available to create more affordable homes. With the Land Trust, a one-time, modest subsidy can help families now and in the future achieve their goal of owning their own home.

Implementing Affordable Housing Goals

As part of Metro's Regional Framework Plan, the Coalition for a Livable Future advocated for a wide range of affordable housing tools and strategies. In order to create healthy communities, it is important for all of the people who live or work there to have access to decent and stable housing options. Homeless shelters, affordable rentals, and starter homes, are all part of the housing continuum. The Clackamas Community Land Trust was started under the sponsorship of

Northwest Housing Alternatives to create a supply of affordable houses for first-time homebuyers in Clackamas County. CCLT is a membership-based, non-profit whose goal is to create affordable home ownership opportunities now and for generations to come. The organization is also strongly committed to providing homebuyer education and counseling to provide people with the information they need to make the right decisions for their families.

There is also a community land trust in Portland. To learn more about the Portland Community Land Trust, call 503-493-0293. For additional information about the Clackamas Community Land Trust or to join us as a member, please call 503-654-1007. ✧



The Religious Outreach Working Group (ROWG) seeks to involve people of faith in shaping our communities, and to emphasize the principles of stewardship and social justice in the creation of policy throughout the Portland region. The ROWG is an inter-denominational group and welcomes diverse religious and spiritual perspectives. For more information: Loretta Pickerell, Chair, 503-638-6999 or lfp@igc.apc.org.

The Natural Resources Working Group consists of individuals who are interested in maintaining, preserving and expanding our system of Green-frastructure, which includes parks, streams, rivers and wetlands, flood-plains and natural hazard lands. They work to affect policy that impacts water quality, fish and wildlife habitat, and other natural resources both within and outside the Urban Growth Boundary. For information: Mike Houck or Ron Carley, Audubon Society of Portland 503-292-6855 or houckm@teleport.com.

The Food Policy Working Group meets the first Friday of the month, from 8 to 10 a.m. at Metro (600 NE Grand Ave.), to explore how to support regional farming and gardening by increasing access to regionally produced food, and protecting and initiating effective land use policies that strengthen community food security. For more information, call Hannah Burton, 503-528-1191, or hannah_burton@hotmail.com.

The Economic Vitality Working Group identifies ways to bring about changes in regional policy, resources and strategies, which promote economic and social equity throughout the region. For more information, call Rob Bole Enterprise Foundation, 503-553-5642 or rbole@enterprisefoundation.org.

The Urban Design Working Group provides a forum for architects, planners and others interested in urban design to exchange ideas about how design can improve community livability by accommodating growth while preserving the charms and human scale of existing neighborhoods. The group contributes policy recommendations on local and regional urban design issues. For more information: Marcy McNelly, 503-827-4155 or urbswrks@teleport.com

Case Study

Interstate Light Rail and Community Revitalization

By Joey Lyons, CLF N/NE Outreach Worker

In 1995, the Coalition for a Livable Future launched an outreach program in N/NE Portland neighborhoods to bring their perspectives, especially those of lower-income people and people of color, to regional conversations about growth and development. Residents and businesses of N/NE Portland neighborhoods have an important stake in regional development. Past development patterns isolated them from many of the region's social and economic opportunities. More recently gentrification has forced some residents and businesses to move because of rising rents and property values. Protecting and stabilizing these neighborhoods and others experiencing this phenomenon is an important CLF concern.

To this end, we are currently engaged in the Interstate MAX project, the light rail project that will run from the Rose Quarter to the Expo Center in North Portland, and associated urban revitalization efforts. The Coalition is directing its resources into the Interstate project because it encompasses many of the issues that define livability, including transportation, affordable housing, urban design, and economic vitality. It is also regionally significant because it creates the next segment of our regional light rail system and it will potentially serve as a model for other implementation projects. CLF activists have been involved in developing a transparent, open and accountable process for community participation, while bringing livability issues to the table.

The Interstate Urban Renewal District (I-URD) spans a half dozen neighborhoods along Interstate and into North and Inner Northeast Portland. The district includes such a large area because community residents and businesses wanted their neighborhoods to benefit from the City's urban renewal investments. The City of Portland authorized the I-URD to generate \$200 million for neighborhood revitalization and capital improvements. Thirty million dollars of the urban renewal funds will make up the City's portion of IMAX's estimated \$350 million price tag.

CLF allies and activists on the Interstate Urban Renewal Citizens Advisory Committee and working groups are working to tie together the community development priorities associated with the planned light rail line. We are using regional housing, transportation, environmental, food security and economic goals to advocate for specific community projects and funding priorities from the \$200 million urban renewal dollars expected to be spent in the Interstate District. A high priority concern is preventing the involuntary displacement of current residents and businesses that can be caused by rising property costs.

Specific outcomes we hope to achieve include:

- Dedication of funds, especially in the first few years of the urban renewal district's existence, to prevent displacement by investing in affordable housing that is at risk NOW.
- Adoption of strategies designed to improve food access by low-income people such as creation of shopper transit, community gardens or siting of a supermarket.
- Commitment of funds for job training and employment opportunities for local residents arising from redevelopment projects.
- Implementation of community design projects, involving design charrettes* and follow-up to execute the charrettes' results. Possible projects involve a locally owned supermarket, a neighborhood target area, a brownfield redevelopment site, and/or future light rail station area.

CLF is currently focusing on increasing public involvement in urban renewal decision-making, and as the process unfolds we hope to educate and activate dozens of community members and leaders around anti-displacement housing issues and economic development. CLF serves as a networking center for the various organizations and community groups in N/NE Portland. Our activists and friends of CLF work at the grass-roots level serving in urban renewal working groups and on advisory committees, and holding the City, region and state accountable for the decisions that will affect their neighborhoods into the future. CLF works with these activists by synthesizing information, advocating for meaningful public participation, and coordinating communication.

What can you do?

- Join the CLF N/NE Outreach E-List
CLFNNEOutreach-subscribe@egroups.com
- Volunteer to do public involvement around the I-URD in the next 6 months
- Attend the next CLF N/NE Luncheon
- Make a contribution to CLF to help our efforts

For more information, contact CLF's N/NE Outreach Worker:

Joey Lyons, PO Box 3011
Portland, OR 97208-3011, 503-288-6464
joeyl@hevanet.com, www.clfuture.org

*A charrette is a 5-7 day intensive design and planning process that involves residents, public agency staff, and business owners in creating a finished design and implementation strategy for a particular neighborhood design challenge.

Case Study

Wilsonville's Natural Resources Plan Nears Completion

By Loretta Pickerell, *Friends of Goal 5*

The City of Wilsonville is ahead of the region in crafting a Natural Resources Plan that will enhance the City's green infrastructure and satisfy new regional, state and federal requirements for protecting natural resources. Wilsonville's experience may inform others in the region facing the same mandates.

The City has been working on the Natural Resources Plan for the past 18 months as part of an overhaul of its Comprehensive Plan and Zoning Code. The Plan addresses together the distinct but related requirements of Title 3 of Metro's Urban Growth Management Functional Plan, Statewide Planning Goal 5, and the federal Endangered Species Act. Chinook salmon and steelhead trout are both listed as threatened in the Willamette River under the ESA. It also furthers the City's vision of more fully integrating the built and natural environments to make the community more livable for generations to come.

The Plan is designed to protect the ecological viability of the streams and river corridors and their adjacent upland habitats. The initial step in its development was to identify the resource areas warranting protection. Wilsonville has been collecting natural resource data for a number of years and had already inventoried its wetland and riparian corridors. To supplement this data, the City consulted with Fishman Environmental Services LLC to complete inventories of upland forest habitat, reassess existing riparian data, and visit most resource sites to collect detailed field information. They prepared data sheets for each site and mapped resource boundaries from field information and aerial photography into a Geographic Information System (GIS) which links attributes to each resource unit. Using this data, the City prepared maps, matrices with criteria to evaluate significance of resource areas, and analyses of conflicting uses and their economic, environmental, energy and social impacts. The City conferred with land owners and environmentalists in developing these inventories and analyses and engaged the public in a series of workshops to supplement and refine this information.

Based on this process, the City designated those natural areas to be maintained and restored throughout the city as a Significant Resource Overlay Zone (SROZ). This SROZ forms mosaics of connected wetland, riparian, urban forest, and meadow habitat important to the ecological integrity of the stream and river corridors. Limited development may be allowed within the SROZ. Property owners proposing development in the SROZ must prepare a Significant Resource Impact Report that



Photo by Mirth Walker

Charlotte Lehan, Mayor of Wilsonville and a group of citizens tour the "Wilsonville Tract," a property owned by the Department of State Lands and under consideration for sale.

evaluates more specifically the natural resources within their site and the impacts of development. The City must evaluate the impact report based on criteria designed to minimize and mitigate impacts. With few exceptions, development will be allowed only in the portions of the SROZ referred to as areas of limited conflicting use, typically the upland forested areas. Development may also be limited in a 25-foot impact area around the SROZ if it would impact natural resources within the SROZ. The Plan also includes a few escape valves. For example, parcels one acre or larger located almost entirely within the SROZ may use up to 10% of the area in the SROZ for development if impacts to natural resources are minimal.

As expected, restricting development to protect natural resources has engendered opposition, particularly from major landowners. Despite the controversy, the Wilsonville Planning Commission, which includes both strong property rights and environmental advocates, unanimously approved the Natural Resources Plan in October. The City Council had planned to conduct hearings for final consideration this winter, but has stopped to consider the implications of Measure 7. Nevertheless, much in the Plan satisfies federal ESA protections, so it will likely move forward in Wilsonville.

➤ Continued on page 9

Case Study

Affordable Housing in Washington County

By Becky Smith, Homeless Services Manager for Community Action Organization of Hillsboro

Washington County is well known for its high tech industries and for the affluence that this has brought to the region. Certainly Washington County is one of the most prosperous counties in the region, but 15% of its residents qualify as "Low-Income" by earning 50% or less of the area median income (AMI). For a family of four this amounts to an annual income of \$26,850 or less. "When you look at the demographics of the three county region (Washington, Multnomah and Clackamas), specifically at the percentages of lower income families, the stats are identical throughout the region. It is just not true that there aren't any poor people out here," says Susan Wilson, Director of the Department of Housing Services, which is responsible for operating the Housing Authority of Washington County. A report by the National Low Income Housing Coalition titled "Out of Reach," states that Washington County rents for the coming year are expected to average \$730 for a two-bedroom apartment, \$1,015 for a three-bedroom. Throughout the county an estimated 15,000 households are currently living in poverty and pay more than 50% of their income for housing. Washington County's Consolidated Plan predicts that this number will increase to 25,467 by the year 2005.

The Housing Authority of Washington County currently owns and operates 309 units of public housing, which they have acquired from existing housing stock and renovated. Three Community Development Corporations are also working to preserve existing affordable housing and develop new units. All integrate housing and support services into their projects. All attempt to locate their housing developments close to public transportation and employment centers.



Villa la Paz, owned by Community Partners for Affordable housing, has 84 remodeled units and a new community center.

Community Partners for Affordable Housing (CPAH) is a comprehensive organization with extensive local partnerships and resident services. They are piloting an Individual Account Program that will enable residents to build savings toward home-ownership or advanced education. Based in Tigard and Tualatin, CPAH owns and operates 117 units, which are located in two complexes and one single family home. One of CPAH's properties was recently designated the first "Enhanced Safety Property" in the Portland metro area. CPAH currently has 26 units of new construction under development. **Tualatin Valley Housing Partners (TVHP)** owns and operates 306 units of affordable housing targeted at those earning 60% AMI and below. Their housing complexes are located in Beaverton, Aloha and Tigard. TVHP recently signed a 99-year lease with the City of Beaverton for the development of 18 units targeting developmentally disabled adults. In addition, TVHP has a new project underway on two sites in Hillsboro near the MAX line. These will yield 40 units of housing for low-income seniors and people with special needs. **The Housing Development Corporation of Washington County (HDC)** has been developing farmworker housing since 1991 and is the largest farmworker family housing non-profit in Oregon. They own and operate 183 units in multifamily housing and maintain five lease-to-own homes. An additional 50 units of scattered site housing are now under development. Ten of these new units will be reserved for migrant farmworkers and their families. HDC's properties are located in Forest Grove, Cornelius and Hillsboro.

Despite these efforts, there are still only 10,000 units of housing which are affordable to families at or below 50% AMI located in Washington County. By comparison, there are 45,000 units affordable to low-income people in the City of Portland alone. The Washington County Commissioners have adopted the strategy of capturing and preserving existing units. According to Wilson, it is not cost-effective for the county to build new construction when they can acquire two units from existing stock for every one they could produce. Linda Netherton of HDC says that unlike Portland, which has provided millions of dollars towards the development of affordable housing, Washington County does not contribute local revenue. However, Washington County Commissioner Tom Brian has been sympathetic to housing advocates and has been prominent at events where affordable



These children live in housing provided by the Housing Development Corporation of Washington County.

housing has been featured. “I think that there is a general appreciation of the need for affordable housing but it is perplexing and it is such a daunting task,” says Wilson.

There is a presumption that the private market will provide additional units through new construction. However few jurisdictions have enacted incentives that would make developing affordable housing feasible for the private market. Advocates and analysts tend to agree that there are more regulatory barriers to developing affordable housing in Washington County than elsewhere in the region. System development charges and utility costs tend to be higher and development codes favor single family homes.



Local governments can demonstrate their commitment to affordable housing without experiencing financial hardship. Tax abatements for low-income housing, and the deferral and/or waiver of fees are two steps that local government could take which would remove specific impediments to developing affordable housing

Spencer House is an apartment complex owned by Tualatin Valley Housing Partners.

in the area. Other options recommended in Metro’s Regional Affordable Housing Strategy should be explored as well.

The City of Tigard is commended for having enacted a tax abatement ordinance in 1998 and a housing code in 1999. The City of Beaverton should also be noted for their willingness to explore possible strategies for promoting affordable housing. Being discussed are tax abatements, the creation of a revolving fund for land banking, developing a discretionary fund to help pay service development charges and building permits, and a master plan for revitalizing the central business district.

There is growing recognition in the county that affordable housing is an important component of thriving communities. A variety of housing choices enhances the livability of our region by providing family and neighborhood stability. The Housing Advocacy Group of Washington County (HAG) has been meeting since 1995 to promote awareness of the need for affordable housing. Its members include non-profit housing developers, social service providers, employees of local and state government, residents of low-income housing and concerned members of the community. HAG also coordinates its efforts with other housing advocates in the region. Working with organizations such as HAG, local governments can generate creative solutions for developing affordable housing.

For information about the Washington County Housing Advocacy Group, contact Tualatin Valley Housing Partners at 503-641-5437.



Wilsonville, continued from page 7

Other cities in the region face the same requirements to protect stream corridors. Highlights from Wilsonville’s process may support their efforts:

1. City leaders and staff support a strong Natural Resources Plan. They understand the importance of healthy ecosystems for enhancing quality of life and economic vitality and are committed to making regulatory requirements work well for Wilsonville.
2. Diverse citizens have been involved at every step in creating the Plan, and the City has valued and encouraged their involvement. Diverse citizens have informed and reviewed draft inventories and maps, helped determine significance of resources, balanced conflicting uses, and shaped ordinances. City staff and consultants spent countless hours conferring with individuals, neighborhood representatives, corporations, and citizen groups in addition to the series of public

workshops. They encouraged involvement through the media and other networks and numerous notices to property owners in or near potential resource areas. As a result, the public is better informed about regulatory programs and the Natural Resources Plan. They helped shape it. Myths have been dispelled, and considerable consensus has emerged around the value of our green infrastructure and the Plan itself.

3. The City worked hard and creatively to accommodate interests of individual property owners while still protecting natural areas.
4. The Plan builds on a history of natural resource protection and existing designations of Primary and Secondary Open Spaces. Rather than a radical change, the Plan updates and refines these 20-year old designations using more accurate field data vs. primary reliance on maps.

5. As part of its commitment, the City invested money in developing credible data to inform the process and support a plan tailored to Wilsonville. Funding for data development and planning may be a bigger threshold issue in other cities.

The Natural Resources Plan is much more than a zoning code. If finally adopted and carefully implemented, it will allow Wilsonville to develop around healthy ribbons of green that support critical ecosystems and make the City and its economy more livable and vital. The Plan will also contribute to our region’s efforts to improve the ecological functions of the Willamette River and its tributaries and recover our native salmon.

Wilsonville’s process provides the region with one model for developing strong natural resource plans that benefit communities and the region as a whole. ✧

Measure 7: A blow to our growth management efforts

Thanks to our progressive land use and transportation planning efforts, we have succeeded in combating sprawl as seen in places like Houston, Los Angeles, and Atlanta. Portland has a reputation for being one of the most livable metropolitan areas in the nation. *Money* magazine recently named Portland this year's best big city, not only because of our booming economy, but also because of our high quality of life, which is attributed in large part to our forward-thinking regional planning.

A recent study by Professor Arthur C. Nelson of the Georgia Institute of Technology demonstrates the positive impacts our growth management strategies have had on the quality of life of Portland area residents, when compared with the quality of life in Atlanta. The study compares the development of Portland and Atlanta from the mid-1980s to the mid-1990s. During this time the Portland metro region invested in public transportation and maintained the urban growth boundary. Meanwhile, Atlanta built highways and developed land faster than any other area in the country. (See chart below.)

Even though both metro areas experienced similar rates of population growth and job growth, Portland area residents said the quality of their neighborhoods improved by 19 percent while neighborhood quality declined by 11 percent in

Atlanta. Despite Atlanta's ambitious and expensive freeway widening program, the area's commute times actually lengthened during the study. As shown in the accompanying table, Portland's air quality improved dramatically and energy consumption decreased.

Despite the many benefits of our growth management strategies, Oregon voters passed Ballot Measure 7 last month. The so-called "takings" measure, which requires state and local governments to compensate property owners when a regulation reduces the value of their property, could make it difficult for these positive trends to continue. The constitutional amendment will either make taxpayers pay to implement our land use planning laws and natural resource protections, or cause governments to stop enforcing the laws due to budget restraints. While the implications of Measure 7 are still unclear, it will potentially hamper many of the implementation efforts highlighted in this issue of *Connections*. Already, some government land use planning efforts have been put on hold temporarily or decisions put off until the ramifications of Measure 7 are clarified.

The Coalition will be actively involved in working with other allies to determine the best strategy for undoing the negative impacts of Measure 7 and ensuring enforcement of our land use and environmental laws.

Implementation, cont'd from cover.

Therefore, how our regional policies work on the ground will take on different forms in different places throughout the region.

Water Quality Protection

In the last issue of *Connections* ("Nature in the City," Spring/Summer 2000), Mike Houck, Urban Naturalist with Audubon Society of Portland wrote about regional policies designed to protect, conserve and restore water resources, fish and wildlife habitat, and Greenspaces. The article noted that one of the first natural resource policy successes was Metro's adoption in the summer of 1998 of Title 3 of the Urban Growth Management Functional Plan – Metro's program for protection of floodplains, erosion control and water quality. Metro's approval also required local jurisdictions to implement Title 3 by December 1999. It is important to note that this phase of Title 3 did not address fish and wildlife habitat, compliance with the Endangered Species Act, region-wide stormwater management or regional watershed planning.

In December 1999 all jurisdictions in Washington County adopted ordinances that referred to the Title 3 regulations developed by Unified Sewerage Agency (USA) of Washington County. USA took the lead on this phase of Title 3 because it is a special district that has authority for managing surface water for all urban areas in the Tualatin basin. It made both political and practical sense for USA to take the lead in implementing Title 3 so that each city within the county did not have to interpret the provisions individually. Under USA's old buffer standards (pre-Title 3), local jurisdictions implemented the standards; however, interpretation was often inconsistent. To address past problems, the cities agreed to have USA take on responsibility for review and approval of all development permits that involve Title 3 resources. At this point, it is difficult to judge the impact of Washington County's standards since they have only been in effect for one building season.

➤ Continued on page 11.

WE'RE ON THE RIGHT TRACK: Comparing Portland and Atlanta Changes between Mid-1980s and Mid-1990s

Measure	Portland	Atlanta
Population Growth	+26%	+32%
Job Growth	+43%	+37%
Income	+72%	+60%
Government Revenue	+34%	+56%
Property Tax	-29%	+22%
Vehicle Miles Traveled	+2%	+17%
Single Occupant Vehicle	-13%	+15%
Commute Time	-9%	+1%
Poor Air Quality Days	-86%	+5%
Energy Consumption per Capita	-8%	+11%
Neighborhood Quality	+19%	-11%

Source: Arthur C. Nelson, "Effects of Urban Containment on Housing Prices and Landowner Behavior." Lincoln Institute of Land Policy, *Land Lines*, May 2000.

Other jurisdictions that have moved forward with implementing Title 3 are Troutdale and Oregon City. A few jurisdictions have requested an extension of the implementation deadline, some because they argue they lack staff to get the work done, others such as the City of Portland because they argue they wish to integrate Title 3 into their fish and wildlife (Goal 5) programs. They have made the argument that they do not want to go through two separate public processes, one for water quality and the second for fish and wildlife habitat. Portland will be allowed to take this approach but must put interim measures into place between now and the summer of 2001 when they expect to come to Metro with a combined Title 3 and Goal 5, fish and wildlife habitat program. The Audubon Society of Portland has been actively engaged in Portland's Goal 5 Environmental Zoning update and the Coalition will be monitoring this joint program closely. The City of Wilsonville is also using an integrated approach, which you can read about on page 7 in this issue of *Connections*.

Voluntary Affordable Housing Goals

In June 2000 Metro accepted the Regional Affordable Housing Strategy that recommends provisions for preserving and increasing the supply of affordable housing to meet regional needs and long term housing goals. The strategy includes guidelines, best practices, voluntary model ordinances and affordable housing targets for every community in the region. Some of the possible strategies include land use regulations, reducing the costs of housing through incentives to developers, and expanding funding strategies.

However, since the strategy recommendations to Metro have yet to be adopted as legal mandates, and the local affordable housing recommendations are not mandatory, we anticipate much effort will be needed in terms of monitoring, advocacy, and outreach. Our first challenge is getting the recommendations of the Strategy legally incorporated into the Regional Framework Plan or Metro Code and reconvening the Affordable Housing Technical Advisory Committee (H-TAC). Our next

challenges will be ensuring that local jurisdictions make affordable housing a high priority and pushing Metro to establish an in-house, ongoing capacity for monitoring and evaluating local efforts.

Several of the Coalition's member organizations and other affordable housing providers are working to increase the region's supply of affordable housing, with varying levels of government support. Some of those efforts are described on pages 4 and 8 in this issue of *Connections*. As CLF members begin to focus attention on rebuilding the Affordable Housing Working Group, we will need to plan for the best way to mobilize a vocal and active constituency in key districts to assure solid implementation of our efforts.

Transportation Planning Challenges

In August, the Metro Council unanimously adopted the 20-year Regional Transportation Plan (RTP). Its policies provide for a more balanced transportation system, closely related to land use, that will begin to implement the 2040 Growth Concept. Implementing those policies will involve hundreds of individual transportation funding decisions by a variety of local jurisdictions. That process starts this winter and spring when Metro determines priorities for allocation of federal transportation funds. However, even the list of highest priority projects has at least 10 times the number of projects that can be built with the region's allocation of transportation funds.

One of the biggest challenges we face with respect to these decisions, and given limited resources, is choosing where to begin. The parochial interests of jurisdictions often drive prioritization of transportation projects. While it is difficult to think regionally and for the long term, it is essential that this shift occur if we are to create a multi-modal system that works for everyone in the region.

Another significant hurdle to overcome is that we need to shift how we think



Good design is critical to creating a development that fosters community livability.

about the structure of our region. We continue to treat Portland as the primary destination for our transit system. But as jobs have moved to the suburbs, transit stations throughout the region have become destinations that require pedestrian and transit access to nearby businesses. We need increased focus on connections between suburbs, to regional and town centers and within those centers. Without a conscious effort to change this focus, our transportation system will be burdened by unnecessary auto trips forced by a lack of available alternatives.

Creating Livable Neighborhoods

Maintenance of a compact urban growth boundary and infill development are cornerstones of our region's development strategy. However, some poorly designed infill development projects have resulted in considerable citizen anxiety about redevelopment and changes occurring in their neighborhoods. Concerned and sometimes angry newspaper letters and testimony at public hearings are evidence of this high level of anxiety. To overcome this, it is critical that our redevelopment and infill development projects assure quality design and benefits for existing residents.

Another challenge contributing to residents' concerns about change is the over-emphasis of numeric targets as part of the local compliance with jobs and housing goals in the Urban Growth Management Functional Plan¹. This contributes to citizen anxieties about

➤ Continued on page 12.

density and mistrust of planning, because the larger purpose behind the numeric targets gets lost. Part of the preoccupation with “numbers” has been caused by House Bill 2709 lobbied for by the Oregon Building Industry. The requirement in that bill to “look-back” five years when determining future residential development patterns and land consumption trends as the primary basis for deciding how, when, and where to expand the urban growth boundary has led to an over-concentration on meeting numeric targets. We need to recapture the livability goals that are behind the numbers and shift public focus to these objectives.

What Implementation Will Require

Given the decentralized and diffuse nature of implementation, the Coalition will need much greater capacity to ensure that local jurisdictions fully implement our “good” regional policies and that citizen interests are consistently represented in decisions. CLF is currently working with its members and allies to build our network of activists in order to monitor progress in local communities and augment citizen advocacy efforts. We are also developing criteria to help us prioritize where we should get involved based on our current capacity. However, it will take extensive grassroots organizing to realize fully the opportunity presented by our unique regional planning process and ensure strong local implementation of our regional policies.

As Wallace Stegner wrote in *The Sound of Mountain Water*, “...one cannot be pessimistic about the West. This is the native home of hope. When it fully learns that cooperation, not rugged individualism, is the quality that most characterizes and preserves it, then it will have achieved itself and outlived its origins. Then it has a chance to create a society to match its scenery.”

In the Portland region, we have come far in building our commitment to cooperation. The accomplishments represented by our land use laws, creation of Metro, and adoption of Metro’s regional policies demonstrate a capacity to put the betterment of our region before parochial needs and individual interests. We must continue to foster and broaden this sense of shared responsibility and common good to continue building a livable future. ✧

¹ Metro’s primary planning documents are the 2040 Growth Concept, the Urban Growth Management Functional Plan, and the Regional Framework Plan. The 2040 Growth Concept is Metro’s long-range growth strategy. The Urban Growth Management Functional Plan establishes specific requirements and tools for local governments to help the region meet the goals established in the 2040 Growth Concept. While the Functional Plan sets out requirements for cities and counties, the Regional Framework Plan (RFP) is an integrated set of planning policies that direct Metro’s efforts to manage the impacts of growth.

How You Can Get Involved

The Coalition for a Livable Future is a network of organizations, but individuals can participate, too. Please contact Jill Fuglister or Teresa Huntsinger at 503-294-2889 or info@clfuture.org. You may also visit our website for more information at www.clfuture.org.

Join the Coalition for a Livable Future

While only organizations can be voting members of the Coalition, individuals play a very important role as our advisors and supporters.

As a member you can participate in one or more of the following working groups: food policy; natural resources; urban design; religious outreach; economic vitality; and transportation reform. Please call 503-294-2889 to get connected.

Members receive *Connections*, the Coalition’s biannual journal, and invitations to our educational forums.

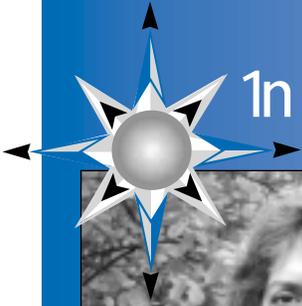
To keep up to date you can subscribe to the clinfo electronic mail listserve, a weekly digest of Coalition activities and announcements. Just send your email address to info@clfuture.org.

Financial contributions will help the Coalition continue to coordinate the regional advocacy and education work of our non-profit members. Please make checks payable to the Coalition for a Livable Future. For your convenience, a remit envelope is included in this journal.



Some CLF members visit Zenger Farm during a membership meeting. Photo by Mike Houck

In the spotlight... **Activist Adrienne Stacey**



Adrienne Stacey has been involved with the Coalition for a Livable Future's Religious Outreach Working Group since it formed in 1995. As a member of the St. Ignatius Catholic Church's Justice and Peace Commission,

Adrienne strives to bring community livability to the forefront of her parish's mission. For many years, Adrienne has worked to help others learn about the ethical and spiritual foundations of community involvement and regional planning.

Adrienne created the curriculum for and facilitates a three-session class for people of faith called "Creating Just and Livable Communities." During the class, Adrienne helps participants explore their values, their vision of a healthier and more just society, and their commitment to making that vision a reality. With the help of speakers from the Coalition for a Livable Future and Metro, participants realize they can collectively expand their social involvement from acts of charity to creating social change.

A potter by trade, Adrienne has lived in the Portland area for more than 20 years. She has raised two daughters, and she notes that her Southeast Portland home would have been in the path of the Mt. Hood Freeway if that project had been built. Adrienne's focus has evolved over many years, from nuclear disarmament to community organizing and land use planning, but underlying everything she has always had an awareness of humans' capacity to damage the earth. "I saw how existing social structures cause devastation of both the urban and rural environment," Adrienne says.

Adrienne's activism is grounded in Catholic social teachings and an understanding of Jesus' life as a community organizer who gathered people together to work collectively in not only caring for others, but challenging unjust social structures as well. She feels that in Portland and the Pacific Northwest, we have an opportunity to do environmental work that can serve as a resource to other

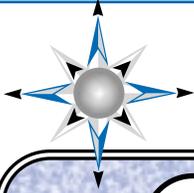
parts of the world. She strives to bring this message to churches because they are an established community network that is only beginning to be tapped into by the environmental and social change movements.

In Adrienne's own church, the "Creating Just and Livable Communities Class" acted as a catalyst to deepen the involvement of a small group of parishioners in regional livability issues. Adrienne decided to broaden that message to the rest of the parish. She raised funds to hire Sister Janet Ryan, snjm to work with the parish to integrate civic concerns into the whole church's activities. It was an important victory this year when St. Ignatius Catholic Church committed to keeping Sister Janet on staff, to continue integrating the Coalition for a Livable Future's message into the church's existing structures. Adrienne hopes that this experiment will serve as a model for other congregations, and she strongly suggests CLF continue striving to give church staff the building blocks of understanding they need to create just and livable communities.

The Justice and Peace Commission of St. Ignatius Catholic Church has initiated several projects in the past year to educate others in the parish about livability issues. They held a forum on affordable housing issues, organized a walking tour of housing and transportation projects in their neighborhood, and inserted information about their activities into the church's Sunday bulletins. They plan to focus on working with other committees and groups in the parish, using the parish's existing networks and communication channels, and collaborating with other parishes in Southeast Portland to widen their circle of involvement.

This winter, Adrienne is moving to the East Coast with her husband and she plans to return to Portland after six months. Her contributions to CLF's Religious Outreach Working Group are greatly appreciated and she will be sorely missed. We are currently working to train others in facilitating the "Creating Just and Livable Communities" classes.

If you are interested in helping your congregation get active through CLF's Religious Outreach Working Group, contact Loretta Pickerell at (503) 638-6999. For more information about St. Ignatius Catholic Church's efforts to integrate community livability into the regular activities of the parish, contact Sister Janet Ryan, snjm at (503) 777-1491.



CLF Notes

New Members

The Coalition welcomes eight new member organizations!
 Elders in Action • Growing Gardens
 Oregon Sustainable Agriculture Land Trust
 People's Food Co-op • Portland Community Land Trust
 Southeast Uplift Neighborhood Program
 Tualatin Valley Housing Partners
 Willamette Riverkeeper

VISIT CLF'S WEB PAGE!

www.clfuture.org

The site includes an updated calendar of events, information about our working groups, links to member organizations, and our publications.

You are invited to subscribe to the clinfo electronic mail list.

The clinfo list is moderated by CLF staff. Most weeks you will receive one email message that is a compilation of action alerts and announcements from CLF members. To subscribe, send email to:

info@clfuture.org

CLF Wish List

In-kind donations to the Coalition for a Livable Future are tax-deductible and warmly welcomed! We are in need of:

- Easel
- File cabinet
- Slide projector
- Overhead projector
- Laptop computer
- Digital camera
- Fax machine

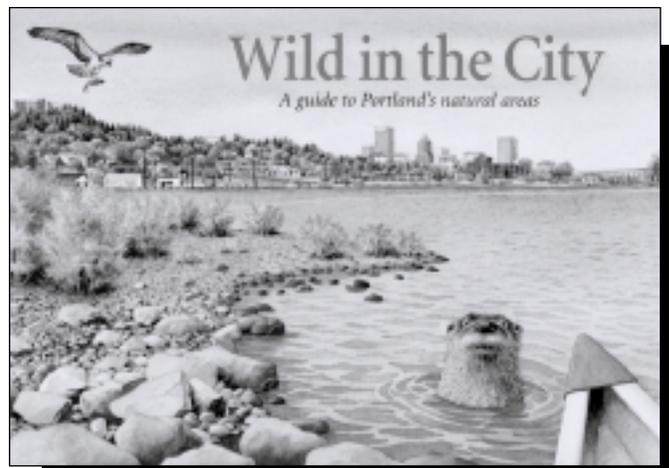
Please contact Jill or Teresa at 503-294-2889 if you can help us with donation or discounts on any of these items.

Wild in the City

Mike Houck and M J Cody release long-awaited guidebook

Wild In the City is a comprehensive guide to the Greenspaces of the Portland-Vancouver metropolitan region. Organized by watersheds, it emphasizes the important ecological linkages among natural areas and offers nearly 100 metro area site guides with detailed maps, to natural spaces, trails, waterways, parks, golf courses, and even cemeteries, where significant habitat or other natural history features can be viewed. The book is interspersed with engaging, lively natural history essays and colorful "tidbits" of information representing the work of over 60 contributors. It is the culmination of almost 20 years of work by Audubon Society of Portland's Urban Naturalist staff and volunteers.

No comprehensive guidebook of this nature exists for the Portland-Vancouver metropolitan region. Guidebooks to hiking and biking do exist, but because of *Wild in the City's* extensive coverage and the variety and expertise of its contributors, there is nothing comparable on the market. *Wild in the City* will be the "must have" reference book and field guide for birdwatchers, hikers and nature enthusiasts who want to know where the best



natural areas, trails and wildlife viewing opportunities are throughout the Portland-Vancouver metropolitan region.

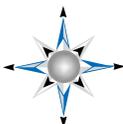
At \$21.95, this 448-page book is like having a personal tour guide in your pocket and makes the whole city a wilderness playground. *Wild in the City* is available at the Audubon Society of Portland Nature Store, Oregon History Center, and bookstores throughout the Portland metropolitan region.

Our Mission

The purpose of the Coalition for a Livable Future is to protect, restore, and maintain healthy, equitable, and sustainable communities, both human and natural, for the benefit of present and future residents of the greater metropolitan region.

THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

- 1. Protecting, maintaining and restoring the social and economic health of our urban, suburban, and rural communities, especially the distressed parts of the region;**
 - (a) Preventing displacement of low and moderate income residents and people of color as neighborhoods improve;
 - (b) Assuring easy and equitable access to employment and affordable housing throughout the region;
 - (c) Promoting the preservation and development of housing affordable to low and moderate income residents throughout the region;
 - (d) Protecting, maintaining and encouraging the development of living wage jobs, small businesses, and community-based and sustainable economic development throughout the region;
 - (e) Reversing the polarization of income and raising income and opportunities for the region's low-income residents;
 - (f) Preserving and enhancing a high quality public education system for all parts of the region and all residents;
- 2. Developing a more sustainable relationship between human residents and the ecosystems of this region;**
 - (a) Reducing consumption (particularly of non-renewable resources), pollution, and waste;
 - (b) Changing the patterns of urban expansion from low-density suburban sprawl, which relies on the automobile and wastes valuable farm and forest lands and other natural resources, to more compact neighborhoods with a mix of uses conveniently served by public transportation;
 - (c) Expanding transportation options, including reducing dependency on automobiles and vehicle miles traveled per capita and increasing transit, bike and walking opportunities throughout the region;
 - (d) Protecting, restoring and maintaining healthy watersheds, fish and wildlife and their habitats, greenspaces, and other natural resources within and outside urban growth boundaries;
 - (e) Ensuring that the built and natural environment are integrated in a sustainable manner that supports neighborhood livability and protects wetlands, streams, water quality, air quality and the natural landscape and recognizes that both natural resources and humans are part of the urban ecosystem;
 - (f) Addressing past, present and future issues of environmental equity including: the siting and cleanup of polluting industries and waste disposal sites, remediation of toxic waste sites and water pollution, and the distribution of neighborhood parks, trails, and greenspaces;
- 3. Assuring the fair distribution of tax burdens and government investment within the region;**
- 4. Promoting a diverse and tolerant society;**
- 5. Increasing public understanding of these regional growth management issues, developing effective democratic discourse, and promoting broader citizen participation in decision-making regarding growth in our region.**



Connections is the Journal of the Coalition for a Livable Future. Contact us at (503) 294-2889 or info@clfuture.org

Editor: Teresa Huntsinger

Graphic Design: BeBop Graphics

Printing: NW Printing Company

Printed on
Recycled Paper 

Coalition for a Livable Future Publications

Portland Metropolitcs: A Regional Agenda for Community and Stability

Myron Orfield's analysis of growth patterns in the Portland region. The full report includes 24 full-color maps.
(Published 1998) Executive Summary.....\$2.00 Full Report.....\$15.00

Displacement: The Dismantling of a Community

An in-depth study of the social effects of rising housing costs. The report consists of three sections: an Atlas of Affordability, showing changes that have taken place between 1990 and 1996; a set of interviews with people directly affected by displacement; and examples of effective tools that communities nationwide have developed to fight displacement.
(Published 1999) Executive Summary.....Free Full Report.....\$6.00
Downloadable at www.clfuture.org

To order publications from CLF, please fill out this form and mail it with a check or money order to: Coalition for a Livable Future, 1220 SW Morrison, Suite 535, Portland, Oregon 97205.

TOTAL

- Portland Metropolitcs Full Report _____ Copies @ \$15 each = _____
- Portland Metropolitcs Executive Summary _____ Copies @ \$2 each = _____
- Displacement Study _____ Copies @ \$6 each = _____

Amount Enclosed: \$ _____

Name _____

Address _____

City _____ State _____ Zip _____



Our Mission

The purpose of the Coalition for a Livable Future is to protect, restore, and maintain healthy, equitable, and sustainable communities, both human and natural, for the benefit of present and future residents of the greater metropolitan region.

Coalition for a Livable Future
1220 SW Morrison, Suite 535
Portland, OR 97205

NON-PROFIT ORG.
U.S. POSTAGE
PAID
PORTLAND, OREGON
Permit No. 88

