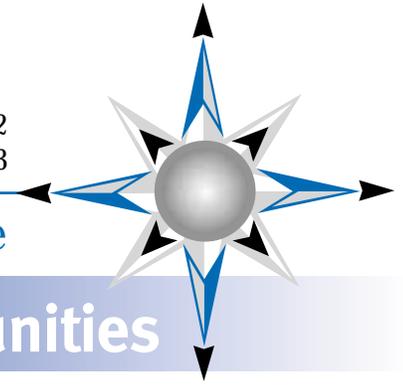


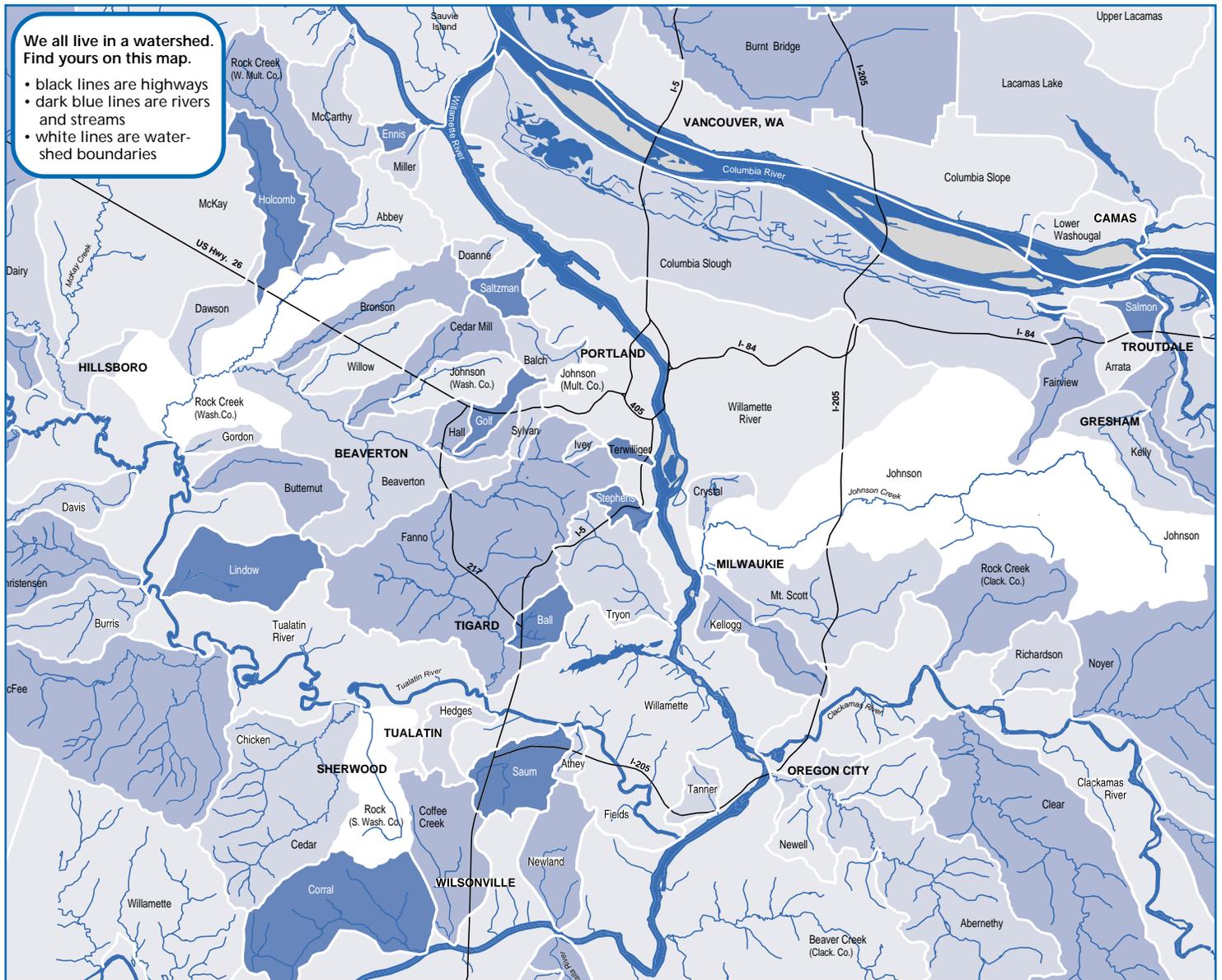
# CONNECTIONS

VOLUME 5, ISSUE 2  
WINTER/SPRING 2002-03



The Journal of the Coalition for a Livable Future

## Healthy Watersheds, Healthy Communities



### In this issue:

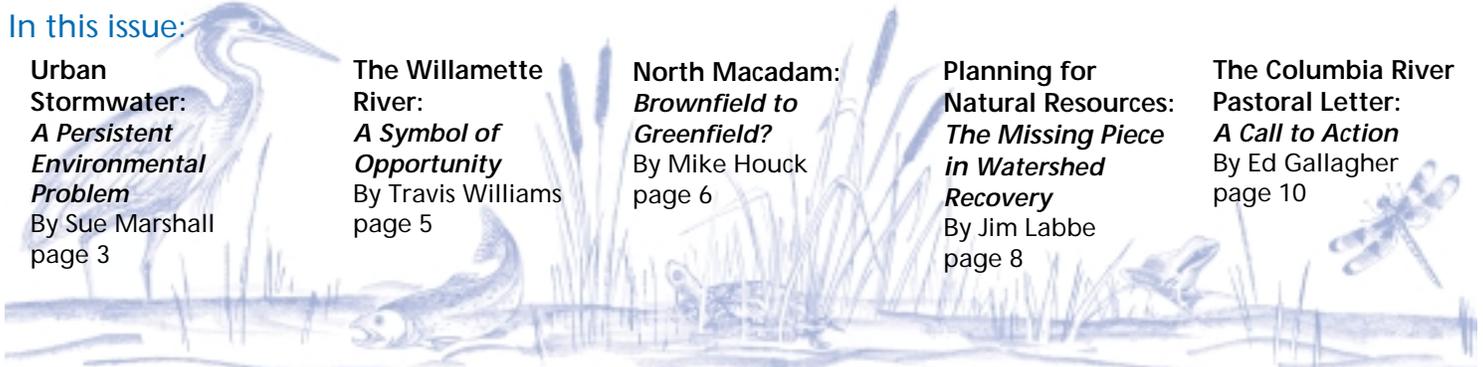
**Urban Stormwater:  
A Persistent Environmental Problem**  
By Sue Marshall  
page 3

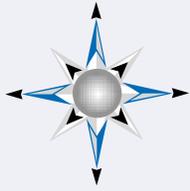
**The Willamette River:  
A Symbol of Opportunity**  
By Travis Williams  
page 5

**North Macadam:  
Brownfield to Greenfield?**  
By Mike Houck  
page 6

**Planning for Natural Resources:  
The Missing Piece in Watershed Recovery**  
By Jim Labbe  
page 8

**The Columbia River Pastoral Letter:  
A Call to Action**  
By Ed Gallagher  
page 10





*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 50 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, food policy, 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.

- Jo Ann Bowman**, Member at Large
- Ron Carley**, Urban Conservationist for Audubon Society of Portland
- Sam Chase**, Executive Director of Community Development Network
- Mike Houck**, Urban Naturalist for Audubon Society of Portland
- Steve Johnson**, Member at Large
- Mary Kyle McCurdy**, Staff Attorney for 1000 Friends of Oregon
- Marcy McNelly**, Board Member of American Institute of Architects
- Brian Newman**, Board Member of Willamette Pedestrian Coalition
- Loretta Pickerell**, Member of Friends of Goal 5
- Ian Slingerland**, Community Organizer for Community Alliance of Tenants
- Ross Williams**, Outreach Coordinator for Citizens for Sensible Transportation

CLF Staff members include:  
**Jill Fuglister**, Coordinator  
**Teresa Huntsinger**, Assistant Coordinator

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

**E**veryone, everywhere lives in a watershed. Every landscape, rural or urban, is made up of many interconnected watersheds. But, what exactly is a watershed? According to ecologists, a watershed is the entire area of land that drains into the same nearest body of water—a river, stream, or lake.

We live at the confluence of two great watersheds—the Columbia and the Willamette. Dozens of smaller watersheds, like veins and capillaries branching through every square inch of the region, connect with these two mighty arteries. Known lovingly as “Puddletown” or “River City,” and officially as “Portland,” our watersheds and the steady winter rain that feeds them are defining characteristics of our city’s identity.

Our watersheds inspire and sustain us. An adequate supply of clean drinking water is essential to our survival. Our watersheds provide clean water for irrigation, industry and recreation. Everything we do on the land affects water quantity and quality, impacting our personal health and that of our watersheds.

As poet Gary Snyder, in his well-known poem, “Coming into the Watershed” wrote, “we who live in terms of centuries rather than of years must hold the watershed and its communities together, so our children might enjoy the clear water fresh life of this landscape we have chosen.” This issue of *Connections* is about our region’s efforts to “hold our watersheds and communities together” for all of us now and in the future.

*Jill*  
Jill Fuglister, Coordinator

## Meet Steve Johnson, CLF Board Member

**Steve Johnson** is an adjunct professor at Portland State University. He teaches courses on civic engagement, interest groups, and planning. He has worked with over 400 nonprofit organizations in the Northwest. He recently completed his Ph.D. in Urban Studies, writing about the transformation of civic life in America. His history with CLF dates back to the first organizing meetings. He is a native Oregonian and lives where his family settled along Johnson Creek 120 years ago.



Steve riding a camel in the Gobi Desert after presenting a paper at the World Planning Congress on Urban Stream Restoration, summer 2001.

## The Work of the Coalition for a Livable Future

**I**n 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 50 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.

# Urban Stormwater: A Persistent Environmental Problem

By Sue Marshall

It hadn't rained for months in the Portland area and as it turned out, the first big rain was the day of the Tualatin Riverkeepers volunteer picnic, the last Sunday in September. Although it poured, being a hardy bunch of volunteers, we launched our canoes and kayaks as planned from Tualatin Community Park. Paddling up the river toward Tigard's Cook Park, the water quality of the river looked surprisingly good. That is, until we approached the confluence of Fanno Creek where a huge plume of muddy gray water engulfed the river. The creek was turning the river brown.



This poorly installed road drainage outfall demonstrates the direct link between streets and streams. © TRK

We were witnessing the "first flush" of urban stormwater. This first flush carries with it a high concentration of pollutants. These pollutants include chemicals that built up on the roads from auto traffic, sediments from construction sites, erosion from scoured stream banks that have been incised from high volumes of stormwater, a myriad of the products we use in our yards and gardens, and our beloved pets' waste. This witches brew of toxics, metals, bacteria, excessive nutrients and sediment discharged to streams via hundreds of stormwater pipes takes a heavy toll on urban water quality. Untreated stormwater sewerage diminishes levels of dissolved oxygen, promotes algal growth, clouds the water, and smothers aquatic habitat.

Stormwater is a problem bigger than just the runoff from the first major rainstorm. The impacts of urban stormwater are measurable even during moderate storm events. It is a ubiquitous environmental concern often overlooked because once the rainwater disappears down the storm drain... it is out of sight.

Strategies to prevent the impact of stormwater include reducing the volume of water that is currently directed to our streams via storm drains and outfall pipes. This can be accomplished by designing streets so that water runoff infiltrates into swales and ditches rather than being funneled by curbs and gutters directly into creeks. Where appropriate, permeable materials like gravel can be used to replace asphalt and concrete, allowing water to filter into the ground naturally. Trees planted across the urban landscape also reduce the volume by absorbing a tremendous amount of water through their leaves and roots.

But unless we apply these design and management practices to our streets and development projects, our urban streams will never recover from this ongoing source of pollutants and damaging high volume flows.

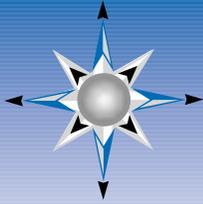
## How is Stormwater Regulated?

Managing urban stormwater is usually a responsibility of local cities and counties and is permitted by the Oregon Department of Environmental Quality (DEQ)

➤ *Urban Stormwater* continued on page 4.

### CLF member organizations:

- American Institute of Architects, Portland Chapter
- American Society of Landscape Architects
- Association of Oregon Rail and Transit Advocates
- Audubon Society of Portland Better People
- Bicycle Transportation Alliance
- Cascadia Behavioral Healthcare
- Citizens for Sensible Transportation
- Clackamas Community Land Trust
- 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
- Fair Housing Council 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 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
- 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 Land Trust
- Portland Housing Center
- Portland Impact
- REACH Community Development Corporation
- ROSE Community Development Corporation
- Sisters of the Road Cafe
- Southeast Uplift Neighborhood Program
- Sunnyside Methodist Church
- Tualatin Riverkeepers
- Tualatin Valley Housing Partners
- Urban League of Portland
- Urban Water Works
- The Wetlands Conservancy
- Willamette Pedestrian Coalition
- Willamette Riverkeeper
- Woodlawn Neighborhood Association



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 call Tualatin Valley Housing Partners, 503-641-5437



**Regional Affordable Housing Advocates (RAHA)** RAHA consists of individuals who are interested in the housing crisis facing the Portland region, as well as those whose lives and work are impacted by the lack of affordable housing. We meet quarterly to strategize about how to inform the development of good affordable housing policy. For more information contact Sam Chase, Community Development Network, sam@cdnportland.org, 503-335-9884, or call Ian Slingerland, Community Alliance of Tenants, ian@aracnet.com, 503-460-9702.

Urban Stormwater continued from page 3.

under the Clean Water Act, National Pollution Discharge Elimination System (NPDES) permit for Municipal Separate Stormwater Sewerage System. This permit is referred to as the MS-4. In the Tualatin Basin, Clean Water Services holds the MS-4 for the urban areas of Washington County.

Most of the MS-4 permits for the greater Portland metropolitan area were issued in 1995 and are over two years overdue for renewal. In the upcoming year all of these stormwater permits will be renegotiated and reissued by DEQ. The re-issuance of the stormwater permits provides an incredible opportunity for the public to weigh in on a very persistent and wide spread source of urban pollution.

Management practices fail to capture sediment from an active construction site that drains into Summer Creek in Beaverton. ©TRK

## How to Get Involved

You do not need to be an expert! Do your homework. Find out who holds the MS-4 permit in your area. Ask for a copy of the most recent annual report that they submit to DEQ. Get a copy of the permit and find out how they currently manage stormwater or if they are actually doing what they describe in their permit. Find out at what stage your jurisdiction is in the process of renewing their permit with DEQ.

Historically, the MS-4's have not been treated like typical NPDES permits. Rather than specific effluent limits, these permits rely on implementation plans, a collection of "best management practices" (BMPs) that are intended to address stormwater pollutants to



➤ Urban Stormwater continued on page 11.

## Disconnecting The Streets From Our Streams

To address urban stormwater one needs to look at all the activities that occur across the landscape. Prevention practices that allow water to filter into the soil provide a cost-effective means to reduce pollutants and to help restore a more natural stream flow.



Streets are a big part of the problem. Most traditionally designed curb and gutter streets very effectively transport high volumes of runoff directly into urban streams. Responding to concerns about street design, Metro has recently developed an excellent guidance handbook, *"Green Streets - Innovative Solutions for Stormwater and Stream Crossings."* This handbook describes stormwater management strategies and illustrates street designs with features such as street trees, landscaped swales and paving materials that allow infiltration and limit runoff.

Metro will also be applying green street design criteria in evaluating regionally funded street projects and working with local jurisdictions to help identify code barriers that may discourage or prevent implementation of green streets design.

Designing green streets has also attracted the notice of the development community. The Portland HomeBuilders Foundation has initiated a project working with Washington County local jurisdiction engineers and others to examine development codes with the goal of reducing barriers to implementing green street principles.

Single free copies of Metro's *Green Streets - Innovative Solutions for Stormwater and Stream Crossings*, are available to area residents. Call 503-797-1839 or order online at [www.metro-region.org](http://www.metro-region.org).

# The Willamette River: A Symbol of Opportunity

By Travis Williams



Over 187 miles from South to North, the Willamette River is a natural treasure for Oregon. Draining from the Cascade and Coast Ranges, the Willamette River and its tributaries cover an area of some 12,000 square miles. From the rainforest to the open valley, the river winds its way north through cities, farmlands, and natural areas. Parts of the river flow naturally with functional back channels and abundant wildlife, rekindling images of long ago. However, the river's problems are significant.

The Willamette has always been closely tied to Oregon's livability. In the most basic terms, people relied on the river for their livelihoods. Native peoples used the river to harvest salmon, lamprey, and wapato, a water plant with starchy, edible tubers. With the onset of European-American settlement in the 1840s, the river was seized as a tool for commerce and subsistence. This created a significant tension that still exists today between those who seek to tame and use the river, and those who seek a clean river that functions naturally.

## Pollution Takes its Toll

When cities like Portland and Salem were founded, the river was used for drinking water. It was not long until the demands of growth created a river that was not suitable for drinking. As early as the 1870s, residents of Portland were already seeking other sources of water. As the valley developed and cities grew, the river's clean water and healthy habitat diminished.

In 1938 a group of people became so sickened by fecal and industrial pollution in the Willamette that they put some juvenile salmon into the Willamette River near the Burnside Bridge. Within a short time these tiny fish died. A group of youths went to City Hall, armed with placards that said "Demand Clean Rivers." The event became a symbol for citizen action to clean up the river. It was not long before the state sanitary authority was established, the first true governing body related to water quality in Oregon.

Despite attempts to get a handle on pollution, the river's condition remained poor. In 1962 then journalist Tom McCall produced the famous "Pollution in Paradise" special report that documented the poor condition of the river. When Governor McCall was elected, he led an effort to restore the river, bolstered by strong public sentiment.



Industrial pollution continues to plague our river. The Portland Harbor is a federal Superfund site.

Some conditions did improve as a result of the efforts of Tom McCall, mostly related to "point source" pollution. We still have point source pollution problems, arising from the hundreds of sources that discharge as much as 12 million gallons of waste water into the river each day. These bear careful watch and evaluation. We also have issues with runoff or "non-point source pollution" from everything that is

The Transportation Reform Working Group (Transformers) consists of individuals who are interested in reforming transportation throughout the Portland region. We meet the first Wednesday 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.



The Natural Resources Working Group consists of individuals who are interested in maintaining, preserving and expanding our system of Greeninfrastructure, which includes parks, streams, rivers and wetlands, floodplains 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 more information: Mike Houck or Ron Carley, Audubon Society of Portland 503-292-6855 or houckm@teleport.com.



The Food Policy Working Group explores 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 Jill Fuglister, 503-294-2889, or jill@clfuture.org.

➤ Willamette River continued on page 12.

©Travis Williams

# North Macadam — Brownfield to Greenfield?

By Mike Houck

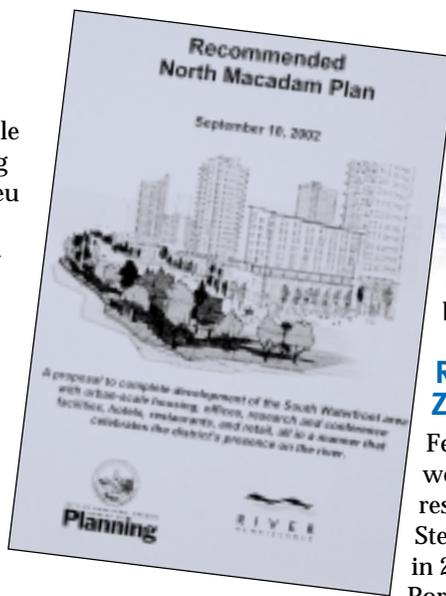
It's hard to imagine, given its current condition, but the 140-acre North Macadam urban renewal area—sandwiched between the Marquam Bridge and the gargantuan, purple-roofed Spaghetti Factory about a mile upstream promises to fulfill the Coalition's longstanding goal of using brownfields' inside the existing UGB, in lieu of urban expansion. But the soon to be renamed "South Waterfront" area offers more than simple urban redevelopment. It is Portland's best hope of forming a new relationship with the Willamette River—and walking its "sustainable development" talk.

While North Macadam will never be restored to the native mixed coniferous and deciduous riparian forest that, along with the wapato-rich Oaks Bottom wetlands, supported a large Native American population, there are unparalleled opportunities to recreate significant native fish and wildlife habitat. For the first time in our city, we could truly integrate the built and natural environments. As early as 1910 forests were being replaced with lumber mills, metal fabrication plants, and chemical manufacturing facilities. During the Second World War the ship-building industry dominated the area.

In the war's aftermath ship construction turned to dismantling and salvage operations. Other portions of the district were converted to concrete, aluminum, and agricultural chemical production. No wonder the site is devoid of any riparian or aquatic vegetation. Little surprise, too, that willow, ash and cottonwood along its 1.2 miles of over-steep riverbank have been replaced with an amalgam of concrete, asphalt and other industrial byproducts.

Situated within Portland's Central City district, North Macadam is a poster child for urban brownfield redevelopment. While there is no question that such redevelopment would fulfill the Coalition's desire for close-in residential, office, and commercial development as a potent antidote to sprawl, it's much less clear that affordability and ecological concerns will play an equally important role at North Macadam. Calls from many of the district's landowners for cutting corners on the Willamette Greenway, affordable housing and other so-called "amenities" have been countered by testimony from the Coalition for a Livable Future, neighbors, and the League of Women Voters. However, it remains to be seen how successfully the city will realize a true River Renaissance at North Macadam.

In my opinion, success at North Macadam will not be measured only by housing units or jobs created—as important as those are to CLF's objectives—but by how successfully stormwater is managed; by how much riverbank is ecologically restored; by



the diversity and size of urban plazas and parks; and by how much of the site is dedicated to a Willamette River Greenway that combines a world class recreational facility with a healthy riparian zone. In short, success will be determined by how well the built and natural environments blend.

## Recommended Plan and Zoning Codes

Few, including the Mayor's office, were satisfied with the first plan that resulted from the North Macadam Steering Committee and city hearings in 2000. Shortly after coming to Portland from Berkeley, CA, to

assume the position of planning director, Gil Kelley was tasked with bringing together city bureaus and Portland Development Commission staff to try again at making a North Macadam redevelopment plan. CLF continued its presence through this process. We sought a plan that would distinguish Portland in the arenas of urban design, stormwater management, and natural resource restoration. The newly released North Macadam Plan and Zoning Codes are a vast improvement over earlier iterations. Why? Because Kelley started with what some would call an "amenity," but is actually the key to the success of the district's revitalization—the Greenway. ➤



Setbacks in Vancouver, B.C. are over 600 feet, allowing for landscaping and recreational trails along the Vancouver waterfront. © Mike Houck.

1. Brownfields are abandoned industrial or commercial sites with real or perceived environmental contamination.

## Moving Toward A Unified, Continuous Greenway

The Willamette River Greenway is Oregon's greatest myth. Not only is there precious little "green" in the Greenway, but the oft-repeated assertion that a continuous natural corridor stretches from Eugene to Portland flies in the face of reality. There is no trail, no ecologically protected swath of land on both sides of the Willamette. Nothing in the state planning program requires cities to create a unified Greenway or to protect natural areas along the Willamette's banks.

Today, Portland requires a scant 25-foot setback from the top of the bank, barely enough to put in the Greenway trail, let alone provide meaningful riparian habitat protection or restoration. In some places such as Riverplace, where privatization dominates the Greenway, it's not clear to a bicyclist or pedestrian that a "greenway" even exists. Throughout the Johns Landing area, between the red brick Forum Building and Willamette Park, the inadequacy of a 25-foot Greenway setback is starkly apparent, as rollerbladers, bicyclists, and pedestrians jostle for space on the woefully inadequate trail.



Most of the 1.2 miles of riverbank in the North Macadam area has been severely degraded, leaving little or no fish and wildlife habitat. The Coalition wants to see the riverbank restored for fish and wildlife habitat both in the water and on the bank. © Mike Houck.

The most promising element of Portland's new vision for North Macadam is a significantly widened Greenway. City Council and planning staff are currently advocating an average 100-foot Greenway, with "aspirations" for 150-foot through granting increased building heights and other incentives to private landowners. We, however, are asking for a minimum 100-foot wide Greenway setback and a 150-foot average Greenway setback. Whatever the decision, there will be a dramatically expanded Greenway, relative to the paltry 25-foot setback currently in city codes. Surprisingly to some, no matter how wide, the Greenway will remain in private, not public ownership—unless it is donated as downtown developer Homer Williams proposes, or it's purchased. The only public land will be a 30-foot trail easement.

## Will 150 feet make a difference? *Absolutely.*

Although one could make sound scientific arguments for a 200 or 300-foot wide Greenway—Vancouver, B. C. has in fact set its newest downtown buildings as far as 600 feet back from its seawall—a 100 to 150-foot wide Greenway should accommodate both recreational and ecological objectives, from the top of bank to the building facades. We have advocated for, and the city seems to be headed in the direction of, creating a greenway that will accommodate bicyclists and pedestrians, as well as leaving room for planting of trees and shrubs. The proposed recreational trail will actually consist of two trails, one for wheels and the other for pedestrians—replicating the waterfront trail system in Vancouver, B. C. The 12-foot wide bifurcated trails will be separated by a six foot wide vegetated median



This wetland and riparian habitat area downstream from North Macadam in Willamette Park is an example of how bank restoration and in-water habitat should look. © Mike Houck.

North Macadam is an opportunity to ensure a high quality urban design, while realizing our goal of integrating the built and natural environments. I reject the argument that some have made, that "nature" is available at Ross Island or Oaks Bottom Wildlife Refuge and is, therefore, an unnecessary frill at North Macadam. There are places in the city that are given wholly to nature, as at Ross Island and Oaks Bottom. Others, such as the downtown core, are totally dominated by the built environment. North Macadam is an unparalleled opportunity to integrate the two in a new, normative urban landscape where excellence in design of the built and natural environment is coequal. It's also an important opportunity for Portland to send a strong message to those who argue that urbanites are unwilling to take meaningful steps to improve the ecological health of the Willamette River. ✧

*Mike Houck is the Urban Naturalist for Audubon Society of Portland and co-chair of CLF's Natural Resources Working Group. He has worked on urban Greenspace issues in the Portland area for 30 years.*



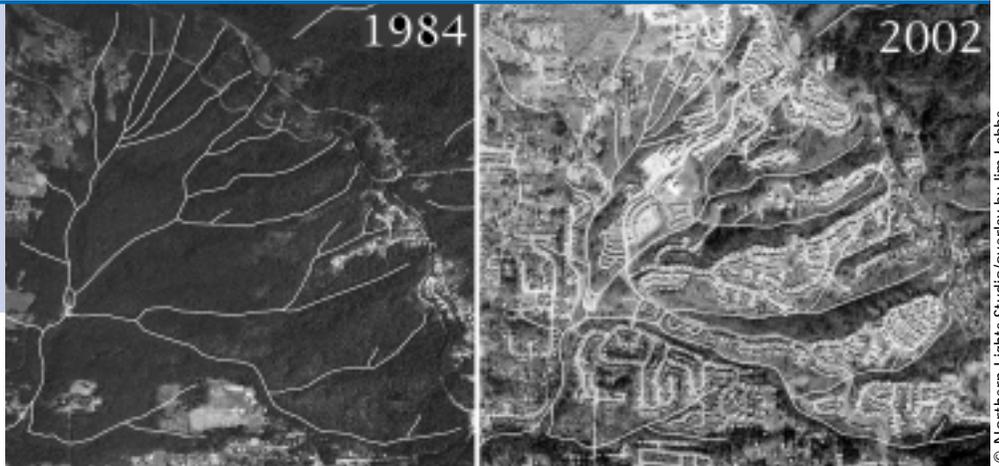
## Planning for Natural Resources: The Missing Piece in Watershed Recovery

By Jim Labbe

**H**ealthy urban streams and watersheds, isn't that an oxymoron? It wasn't an oxymoron to John Charles Olmsted who wrote in his famed 1903 Report to the Park Board of Portland: "Marked economy may also be effected by laying out parks... so as to embrace streams that carry at times more water than can be taken care of by drain pipes. Thus brooks or little rivers which would otherwise be put in large underground conduits at enormous public expense, may be attractive park ways." Olmsted's vision for an interconnected system of parks, natural areas, and open space, linked by trail, stream, and wildlife corridors inspired generations of Portlanders to shape a more organic urban landscape and ensure access to nature for all people.

Yet, a century of urban development has not been kind to the region's streams and watersheds and the fish and wildlife habitat they support. An estimated 388 miles of streams have vanished—most of them piped or paved-over as the region grew. Many remaining streams suffer from encroachment by development, channelization, and run-off from streets, yards, and roof-tops. As of 1996, the Department of Environmental Quality's incomplete list of water quality limited streams included over 213 miles in the Portland Metro region.

Urban forests and wildlife habitat have fared no better. An October 2001 study by American Forests on urban forest canopy found 12% tree cover in the Willamette Valley's urban areas, down from 21% in 1972. The cumulative impacts to urban streams and watersheds continued during the rapid growth of the 1990s. Watershed impacts were most glaring in areas with new sprawling subdivisions, such as the upscale Lexington Hills development in Southeast and Forest Heights in Northwest Portland.



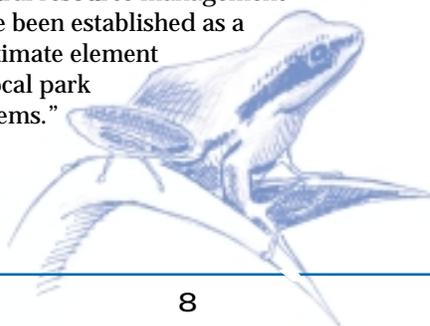
Aerial view of Cedar Mill Creek watershed between 1984 and 2002 (Forest Heights Neighborhood). We need better planning to protect watersheds and increase access to urban natural areas.

© Northern Lights Studio/overlay by Jim Labbe

### Natural Resources and the 2040 Growth Concept

These trends notwithstanding, the Portland Metro region has made important progress in protecting urban greenspaces, providing the foundation for urban watershed restoration. In adopting the Regional Framework and Urban Growth Management Functional Plans, Metro established regional policy directives for the conservation and enhancement of parks, natural areas, water quality, and fish and wildlife habitat. Hence, the Region 2040 Growth Concept provides the region the best hope for realizing a renewed and expanded version of Olmsted's vision, one that can protect and restore urban watersheds in the rapidly growing metropolitan area.

The 1995 Greenspace bond measure marked a major first step. It provided \$135.6 million to purchase 8,000 acres of ecologically significant habitat and trail linkages throughout the region. Meanwhile, local watershed councils, surface water management agencies, and parks departments have pushed forward with natural area acquisition, restoration, and enhancement. As urban naturalist Mike Houck observes, "for the first time since the 1903 Olmsted Master Plan, natural resources and natural resource management have been established as a legitimate element of local park systems."



### A Regional Fish and Wildlife Habitat Plan

Despite these efforts, regulations remain an imperative to protecting and restoring the connective stream and wildlife corridors that are essential to making the 2040 vision a reality. In 1998, Metro took the first regional step in adopting standards to protect floodplains and restore water quality to streams, wetlands and rivers. A comparable process for fish and wildlife habitat, required under state planning Goal 5, was to follow. The same year, the National Marine Fisheries Service began listing several salmon and steelhead stocks in the Willamette and Lower Columbia rivers as threatened species. The listings made the Portland-Metro region one of the nation's first major urban areas directly affected by the Endangered Species Act (ESA). Hence, a synergistic convergence of federal, state, and regional laws now fueled Metro's regional Fish and Wildlife Habitat Plan.

Over the next three years, Metro conducted extensive natural resource inventories with input from citizens, local jurisdictions, and scientists. This first phase culminated this summer with Metro Council adopting an inventory of regionally significant fish and wildlife habitat. Over 45 CLF members and allies, including citizens, scientists, religious leaders, homeowners, developers and other organizations testified at the July 31st hearing in an overwhelming show of support.

The inventory includes 588 stream-miles and 73,000 acres, approximately one-third of the total land and water acreage inside



the UGB. While it remains to be seen how much inventoried habitat will be protected, the inventory represents a tremendous step forward in implementing the 2040 Vision. We now have baseline natural resource information we can use to balance jobs, housing, transportation, and environmental protection when making our growth management decisions.

Currently, Metro is beginning the next phase of the Goal 5 process: conducting an economic, social, environmental and energy (ESEE) analysis to determine the consequences of protecting or not protecting fish and wildlife habitat areas. Metro has hired the economic consulting firm EcoNorthwest and convened an economic technical advisory Committee to advise and review the ESEE process.

## ESA Response and Healthy Portland Streams

In anticipation of Metro's plan and in response to the ESA, some local jurisdictions are already updating their environmental zoning and Goal 5 plans. For example, the City of Portland has pledged an ambitious response to the fish listings, laying out the intent to "push past the minimum standards set by the Endangered Species Act to help attain the goal of recovering native fish."



© Metro Regional Parks and Greenspaces

Summarizing the plan, Commissioner Erik Sten notes, "The fish are tough, but they're not superheroes. In some areas it's not reasonable to think they can survive now. But if we restore the habitat it's reasonable to think the fish will come back."

The City of Portland's initial efforts built on existing programs to eliminate combined sewer overflows to the Willamette, fund water quality improvement activities, develop watershed restoration plans, and improve fish passage. For example, Portland allocated \$1 million to upgrading the intersection of Southeast 162nd and Foster in order to ensure fish passage to Kelly Creek, a Johnson Creek tributary with some of the city's best salmon and steelhead habitat.

However, it has become increasingly clear that the city may be working at cross-purposes with existing regulations that still allow clearing and development in sensitive streamside areas.

Commissioner Sten describes the weak link in the City's efforts: "Although we may have the best example of land use planning... the way we treat rivers and streams is the glaring underbelly." State and local governments, non-profits and many private landowners are currently investing considerable resources towards restoring streams and watersheds.



© Jim Labbe

Metro's Fish and Wildlife Plan could provide better protections for areas like this relatively healthy stream reach on upper Johnson Creek near Gresham (left) while encouraging restoration in degraded sites like this reach near SE 82nd Ave. (above). Both sites are along the popular Springwater Corridor trail.

Inadequate standards for streamside development exacerbate the problems of flooding, erosion, and exotic species invasion while compromising the efficacy and the incentive for future restoration investments. Without adequate habitat protections, salmon recovery is swimming up stream.

To address these problems, the Planning Bureau performed a yearlong review of existing regulations and conducted extensive natural resource inventories. The result is a draft program—dubbed Healthy Portland Streams (HPS)—that expands the city's environmental zoning and updates protection and restoration measures. The proposal would curtail construction on roughly 5,000 acres of environmentally sensitive land in private ownership, approximately 5% of the City.

HPS represents a vital complement to existing voluntary, acquisition and incentive-based restoration programs. Over the long-term, the regulatory and non-regulatory tools in HPS will be essential in producing urban development that complements and enhances urban ecosystems for their multiple social, ecological, and esthetic values.

Protecting and sustaining space for nature and human access to it lies at the core of our sense of place in this region and at the heart of the 2040 Vision for a more compact, efficient urban form. Yet, the success of Metro's Fish and Wildlife Plan and HPS may depend on more citizens in the region helping actualize this vision. Recent polls indicate that 60% of Oregonians consider the decline of salmon has become "the No. 1 environmental issue" in the State while the same percentage of residents in the region favor stronger regulations to protect urban greenspaces. Whether this public sentiment will translate into public policy, will clearly depend on broad citizen participation as regional and local natural resource planning moves forward. ✦

*Jim Labbe grew up in Portland and has 15 years of experience working on natural resource planning and watershed issues in Oregon as a citizen planner, environmental consultant, and natural area enthusiast. He is co-founder of the Portland-Vancouver Regional Stream Coalition.*

# The Columbia River Pastoral Letter: A Call to Action

By Ed Gallagher



## The words call us to our senses, and to action!

“We cannot interfere in one area of the ecosystem without paying due attention both to the consequences of such interference in other areas and to the well-being of future generations . . . an education in ecological responsibility is urgent: responsibility for oneself, for others, and for the earth.”

Whose words? Maybe Thomas Berry, or Jane Goodall, or Rachel Carlson? No, these are the words of Pope John Paul II, from *The Ecological Crisis, A Common Responsibility*, 1990.

Inspired by these words and by the growing Catholic social teachings on the environment, in 1997 the Catholic Bishops of the Columbia River Watershed embarked on writing a “pastoral letter.” A pastoral letter is a statement by the Bishops to the Catholic community and all people of good will on an issue of common concern. Bishops from British Columbia, Washington, Oregon, Idaho and Montana expressed a growing concern about economic and ecological conditions in the Columbia River watershed, and they sought a vision that promoted justice for people and stewardship for creation.



Southeast Portland parishes organized a Watershed Fair this fall, where they partnered with local organizations to educate the public about the 10 “considerations” of the Columbia River pastoral letter. Photos pages 10 and 11 by Sister Janet Ryan.

## Creating a Common Vision

The pastoral letter, called “*The Columbia River Watershed: Caring for Creation and the Common Good*,” was the fruit of over three years of research, listening and reflection involving hundreds of participants from throughout the Northwest and British Columbia. The result is an internationally recognized, award winning project that will serve to educate, organize and inspire people in the Columbia River watershed for years to come.

The pastoral letter addresses the complete reality of our lives in the Columbia River watershed—our natural environment, our economy, our history and our spiritual and social values. Social justice and environmental responsibility are seen as sides of the same coin. The letter includes 10 considerations that ask us to reflect on our responsibilities for our own lives, the lives of others and for the earth:

- Consider the Common Good
- Conserve the Watershed as a Common Good
- Conserve and Protect Species of Wildlife
- Respect the Dignity and Traditions of the Region’s Indigenous Peoples
- Promote Justice for the Poor, Linking Economic Justice and Environmental Justice
- Promote Community Resolution of Economic and Ecological Issues
- Promote Social and Ecological Responsibility among Reductive and Reproductive Enterprises (like mining and agriculture)
- Conserve Energy and Establish Environmentally Integrated Alternative Energy Sources
- Respect Ethnic and Racial Cultures, Citizens and Communities
- Integrate Transportation and Recreation Needs with Sustainable Ecosystem Requirements

For the full version of the Columbia River pastoral letter, including descriptions of these 10 considerations, visit the web site [www.columbiariver.org](http://www.columbiariver.org) (in English, Spanish and French).

## Beyond “Preaching to the Choir”

To create change and a new vision for the future of the Columbia River watershed will require courage, conviction, perseverance and vision. It also will require thoughtful outreach to all peoples of our region—we can’t be content to just “preach to the choir.” Listed below are several examples of how the pastoral letter has already inspired an increased focus in furthering a new vision for the Columbia River region:

### Southeast Vicariate Watershed Fair

This fall, 10 parishes in Southeast Portland joined to put on a Watershed Fair at Portland’s St. Francis Park to get the pastoral letter “off the shelf and into the hearts of people,” ➤

according to Sister Janet Ryan. Each parish set up displays that discussed the issues in the 10 “considerations” of the pastoral letter. The parishes invited local organizations to join in, with booths set up by the Coalition for a Livable Future, Bicycle Transportation Alliance, Trout Unlimited, Oregon Farm Worker Ministry and Ecumenical Ministries of Oregon, to name a few.



### Pudding River Shalom Connection

Over a year ago, the Benedictine Sisters of the Queen of Angels Monastery in Mt. Angel convened a community meeting to see what could be done to further energize environmental stewardship in their watershed—the Pudding River. With the pastoral letter as a guide, the group of interested participants grew to include members of the local watershed council, other churches, state and local government representatives and local community members.

They decided to call themselves the Pudding River Shalom Connection. As a first major project, they partnered with the watershed council and the Oregon Garden to sponsor the first Oregon Garden Watershed Fair. The Oregon Garden staff and watershed council organized dozens of information booths throughout the Garden. The event was deemed a great success and the plan is to make this an annual event at the Garden.

### Parish Facility Managers Throughout the Region Focus on Sustainable Practices

Catholic Church facility and business managers from throughout the Northwest met in Spokane this summer to discuss ways to have church properties better model sustainable practices. Representatives from every diocese in the Columbia River watershed received Natural Step training courtesy of Jane Emrick and Derek Smith of Norm Thompson. Participants learned they can conserve resources in their church facilities, while serving as an example to help parishioners create change in their homes and businesses. Parishes throughout the watershed are beginning to initiate changes in how they manage their facilities. For example, St. Philip Neri Parish in S.E. Portland recently constructed bioswales to catch parking lot runoff.

### Connecting to a Broader Community

The words of commitment and hope in the pastoral letter point to a future filled with possibilities that will create real change within the Columbia River watershed. Clearly, one of the greatest opportunities for real change is in connecting to the broader community. A major force in bringing the faith-based community together in Oregon around the environment is Ecumenical Ministries of Oregon. ([www.emoregon.org](http://www.emoregon.org)). A committee within the Catholic Church in Western Oregon is currently reaching out to parishes, Newman Centers at universities, Catholic schools and religious orders to better understand the challenges and opportunities to educate and inspire. Whatever the specifics of a future action plan, the Catholic Church will move forward with enthusiasm, commitment and collaboration to further the care for creation and the common good. ✧

*Ed Gallagher is a member of the Archdiocese of Portland Justice and Peace Commission. He works for the state as the Director of the Community Solution Office in Salem.*

*Urban Stormwater continued from page 4.*

the “maximum extent practicable.” Maximum extent practicable is definitely in the eye of the beholder and back in 1995 DEQ went easy on the MS-4 permit holders.

The permits must also provide “reasonable assurance” that the pollutants of concern, the parameters identifying a stream as water quality limited, will be addressed. Public scrutiny and input on draft permits will go a long way toward improving stormwater management. The time to weigh in is during DEQ’s public comment period. Let DEQ know you would like to be notified of upcoming MS-4 permits. Provide examples of any stormwater impacts, lack of enforcement, or management practices that should be addressed.

The Tualatin Riverkeepers will be monitoring the stormwater permit process as it unfolds in the next couple of years. They are advocating increased accountability of DEQ MS-4 permits to address identified pollutant limits that are both measurable and enforceable. The Riverkeepers have also developed some useful guides to help residents report stormwater problems.

### Local contacts for information about urban stormwater permits and Clean Water Act tools:

DEQ: [www.deq.state.or.us](http://www.deq.state.or.us)

River Network: [www.rivernetwork.org](http://www.rivernetwork.org)

*Guide to the Clean Water Act, an Owners Manual* (a great overview of the Clean Water Act tools and how use them to protect public waters).

Tualatin Riverkeepers: *Field Guide to Erosion Prevention and Sediment Control: Urban Construction, Field and Resource Guide to Prevent Erosion: Agriculture, and How to Protect Wetlands and Streams in the Tualatin Watershed: A Guide for Community Involvement*. Free, single copies of these three guides are available by contacting Tualatin Riverkeepers [www.tualatinriverkeepers.org](http://www.tualatinriverkeepers.org). ✧

*Sue Marshall is the Executive Director of the Tualatin Riverkeepers and serves on several policy committees dealing with state, regional and local environmental issues. She has decades of organizing and public policy work related to economic justice and environmental issues. The Tualatin Riverkeepers is a member of the Coalition for a Livable Future and the National Waterkeeper Alliance.*

Willamette River continued from page 5.



© Travis Williams

Recreational activities like PADDLE OREGON 2001 help connect people with the river and build momentum for its restoration.

washed into the river from our streets, our yards, and our farms. The river is also host to areas like Portland Harbor that have been polluted to the extreme over the decades by a host of contaminants like PCBs, heavy metals, and others. Today this is a federal Superfund site.

The river readily shows the effects of this pollution. A fish consumption health advisory has been issued for all resident fish of the Willamette. Some native resident fish, especially the northern pikeminnow, exhibit high levels of skeletal deformities that are known to be caused by the river. In addition, spring chinook and steelhead are federally listed as threatened species.

## Altered Habitat

In tandem with our pollution of the river over the decades, the river's habitat was drastically altered. Historically the river was dynamic, with a main channel and numerous side channels. These meandering channels were active, moving and changing over the years with the rise and fall of floods and deposition of debris. These areas also provided critical habitat for a range of species. Yet over the years these side channels were cut off from the main river to provide protection from flooding and create new farmland. It is estimated that from 1850 to 1995, the total area of river channels decreased from 41,000 acres to approximately 23,000 acres. In addition to a decrease in channel complexity, the river has been restricted by multiple dams.

In an interesting turn of events reflecting national trends, in 1932 the US Army Corps of Engineers said flood control was not needed for the Willamette. Ironically, a few short years after the declaration, Congress passed the Flood Control Act in 1936 and suddenly the Willamette needed a dam, or two, or three. Today we have 13 Corps dams that regulate natural flows in the Willamette. In addition to creating unnatural flow volumes in the river, the dams have altered temperature and have created an impediment to migrating salmon.

## Our Challenge Today

In all of the work we do to create a livable future, our task can perhaps be seen most starkly in the health of our rivers. They bear the marks of our neglect and abuse most visibly. The Willamette River is a public resource, we all own it, and for this reason no one has the right to sully its waters, contaminate its sediments, or change its flows to the point where the river no longer functions as a

river should. This is our challenge today. A clean river with functioning habitat is not only a benefit (or perhaps a right) for fish and wildlife, but also for the people of Portland, and the Willamette Valley. Need we continue to fear fishing from the river, let alone swimming in it? The answer is "no."

We have the opportunity today to make gains for the river, by cleaning up highly polluted areas and restoring habitat. There is growing understanding of what the river needs, and clear steps can be taken to improve its condition across multiple Willamette Valley communities.

Connecting with the river is critical as we continue to build awareness about what can be done today to improve its condition. As more people begin to take a stroll by the water, canoe or kayak around Ross Island, and visit natural areas along the river, we can indeed experience what the river can bring to all of us. It will take time, and patience to reclaim a river that is fully healthy and poses no risks to us or to our children.

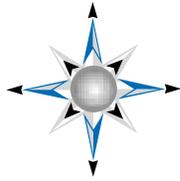
Now is a time for action, from getting involved in restoration projects, to sampling for water quality, or promoting policies that protect the river. This connection to the river will help build momentum for an enduring process of restoration. The time is now to finish the job for this river. ✧

*Travis Williams is Riverkeeper for Willamette Riverkeeper, a non-profit organization that works to protect and restore water quality and habitat for the Willamette River from Eugene to Portland. For general information on its programs or to volunteer, call 503-223-6418 or visit [www.willamette-riverkeeper.org](http://www.willamette-riverkeeper.org).*

The river flows through some beautiful and healthy natural areas, including this one on the Upper Willamette.

© Travis Williams



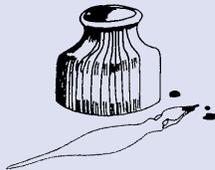


**Don't Forget!  
It's Year-End Giving Time!**

**A**s the weather cools, many of our thoughts turn to the holidays, apple picking and raking leaves. Yet it's also the time to be sure to make your year-end gift to Coalition for a Livable Future!

By making a donation on or before December 31, you will ensure that CLF stays strong and that you will receive valuable tax benefits come April 15th.

And remember, if you prefer to give stocks, CLF can work with you to ensure a professional and timely transfer. Please give our coordinator, Jill Fuglister, a call if you have any questions, 503-294-2889.



**Have You Considered  
Providing for the  
Future of Greater Portland  
through Your Estate Plans?  
*Now's the Time!***

**I**f you thought planned giving was only for the wealthy, you might be surprised about how easy it is for those with modest means to garner significant tax savings while ensuring a livable region for future generations. Planned giving, also known as estate planning, can meet two valuable goals at once! By including CLF in your plans, you can be guaranteed that a vision of a sustainable and equitable Portland region will continue for years to come. To discuss planned giving with CLF, please call Jill at 503-294-2889. Questions regarding the details of your plan and financial goals should be directed towards an independent, qualified financial advisor.

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

Amici-Mueller Oregon Fund  
of the Oregon Community Foundation

Bullitt Foundation

Clark County

Community Initiatives Program of the Bureau of  
Housing and Community Development

Fannie Mae Foundation

The Lazar Foundation

Multnomah County

Rose E. Tucker Charitable Trust

United Way Focus Funding Program

Washington County



This "Healthy Watersheds, Healthy Communities" issue of *Connections* is partially funded by the Port of Portland environmental grant partnership program.  
Thank you!

**We would like to thank the individuals who contributed to CLF in the last six months.**

**Sustainers Circle (\$500+)**

Daniel Anderson and Joy Strand  
Norm Thompson

**Friends**

Charles and  
Kathryn Bates  
Rob Bennett  
John Broome  
Jan and Larry Cartmill  
M'Lou Christ  
William Church  
Troy Clark  
H. Kay and  
Clayton L. Derochie  
Lynn and Rebecca Dodson  
Steve Dotterer  
Veronica Dujon and  
Jose Padin  
Ron Ennis  
Dominick Franzini  
Karen Garber and  
John Desmarais  
Nancy Gerhardt

Sheila Greenlaw-Fink  
Nancy Gronowski  
Pamela Guettler  
Marjory Hamann  
Susan Hanson  
Jeanne Harrison  
Jenny Holmes  
R. Hudson  
Cynthia Irvine  
Larry Jordan  
Shannon Katterle  
Kim Knox  
Robert Krueger  
Robert Krum  
Ketzell Levine  
Jay Margulies  
James Marshall  
Kay Mattson  
Nancie McGraw

Sharon Meross  
Beth Parmenter and  
Al Miller  
Jean Anderson Pezzi  
Tomm Pickles and  
Barb Fitzpatrick  
Mike Pullen  
Susan and  
Chuck Quarterman  
George Reinheimer  
Mark Riesmeyer  
Janice Savidge  
Peggy Scheer  
Chris Smith and  
Staci Paley  
Dawn and  
Sadafumi Uchiyama  
Dean and Barbara Wilson  
Miriam H. Wingfield

# CLF Notes

Visit CLF's web site!  
[www.clfuture.org](http://www.clfuture.org)

- The site includes :
- free downloads of our publications
  - results of the Damascus Community Design Workshop
  - information about our working groups
  - an updated calendar of events
  - links to member organizations



## 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
- Digital camera
- Laptop computer with CD ROM
- InFocus digital projector

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

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

The clfinfo 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 your email address to:  
**info@clfuture.org**

*For more information on Healthy Watersheds check out these publications from CLF members:*

Audubon Society of Portland. Call 503-292-6855.

- *Wild in the City: A guide to Portland's natural areas*
- *Urban Natural Resources Directory*

Tualatin Riverkeepers. Call 503-590-5813.

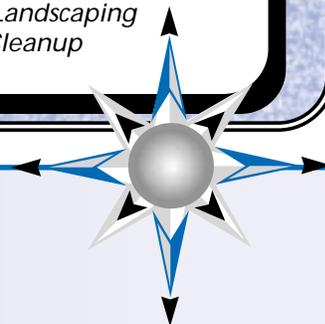
- *Exploring the Tualatin River Basin: A Nature and Recreation Guide*

The Wetlands Conservancy. Call 503-691-1394.

- *Heroic Tales of Wetland Restoration*
- *Trees, Tools, and Transformation: A collection of restoration stories from schools and community groups in and around Portland*

Willamette Riverkeeper. Call 503-223-6418.

- *Riverscaping: A Guide to River-Friendly Landscaping*
- *Citizen's Guide to the Portland Harbor Cleanup*



## 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](http://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.

You can participate in one or more of the following working groups: food policy; natural resources; affordable housing; and transportation reform. Please call 503-294-2889 to get connected.

Join our mailing list to receive *Connections*, the Coalition's biannual journal, and invitations to our educational forums.

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

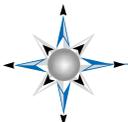
Financial contributions will help the Coalition continue to coordinate the regional advocacy and education work of our non-profit members. Please make checks payable to the Coalition for a Livable Future. For your convenience, a remit envelope is included in this journal.

## *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;
  - (g) Encouraging the development of food production, processing, and distribution strategies that contribute to the local economy and ensure access by all community members to healthful and affordable foods within each neighborhood;
- 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;
  - (g) Encouraging the development of food production, processing, and distribution systems that regenerate and support natural systems and biodiversity, enrich neighborhood development patterns, and build community;
- 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](mailto:info@clfuture.org)

Editor: Teresa Huntsinger

Graphic Design: BeBop Graphics

Printing: B&B Print Source

Printed on  
Recycled Paper 

