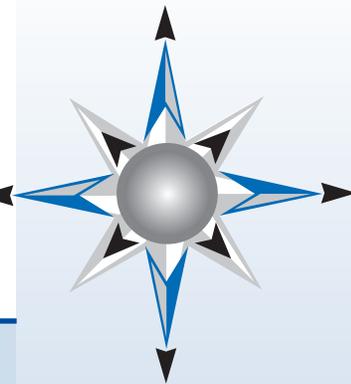


CONNECTIONS

VOLUME 7, ISSUE 2
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The Journal of the Coalition for a Livable Future



IT TAKES A VILLAGE

“We’ve heard that it takes a village to raise a child, and as a parent, I have no doubt that this is true. But it’s also true that it takes all of us to make an urban village that works, and it takes many villages to make a strong and vital region.”

Jill Fuglister,
Executive Director of the
Coalition for a Livable Future

In this issue:

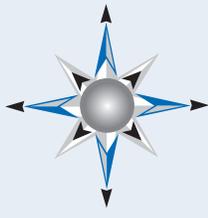
Urban Villages and the Region
By Jill Fuglister
page 3

Designing Habitats for People and Wildlife
By Joseph Readdy and Marcy McInelly
page 4

Gateway Regional Center: a view from the mirror
By Ian Slingerland
page 6

Transportation and Livability in Clackamas County
By Scott Chapman
page 8

Urban Villages Attract a Diverse Bunch
By Michael Tevlin
page 10



Connections is the journal of the Coalition for a Livable Future. Founded in 1994, CLF is an alliance of 60 community organizations working together to strengthen and broaden regional planning efforts to ensure a healthy, equitable, and sustainable future for the greater Portland region. Through research, policy advocacy, and public education, CLF works to create and preserve affordable housing; ensure clean water; protect open space, wildlife habitat and farmland; create living wage jobs; provide real transportation choices; and end hunger in our community.

CLF emphasizes connections between the issues and between the cities, towns and counties that make up our region. Thus, we strive to promote "regionalism," which recognizes that the communities within our urban area are interdependent and that cooperation will improve the economic, social, and environmental health of the metropolitan region as a whole.

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The Benefits of Joining a Coalition

By joining the Coalition, your organization helps 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.

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While only organizations can be voting members of the Coalition, individual members play a very important role as our advisors and supporters. Join CLF by making a donation of \$40 or more. You will receive a subscription to this journal, discounts on our special events, and invitations to participate in our work.

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Use the enclosed envelope to join CLF by making a tax-deductible contribution. If your organization is interested in joining the Coalition, please call 503-294-2889 to request an informational packet for prospective members.

Mt. Hood © Tami Miller



Meet John Mullin, CLF Board Member

John Mullin is the Director of Clackamas County Social Services. He arrived in the Portland area from New York in 1975 "among the hungry and homeless," and he has now worked in human services here for almost 30 years. John is active in numerous community organizations, and he helped found the Oregon Center for Public Policy, Community Action Partnership of Oregon, and Northwest Housing Alternatives.

John lives in Oregon City with his wife, Ellen Whyte, who is a jazz and blues singer. Together John and Ellen own and operate Amallegory Productions Inc., a local music production business. John says, "I had admired CLF from a distance, and I think the title says it all. It is an honor and a privilege to work with so many terrific people about matters that are important to the community."



Urban Villages and the Region

We are blessed to live in a region made up of many distinct and unique places, which are all interconnected. These places, our cities, towns, and “urban villages,” are the places we identify with and belong to. Because of our desire to enhance these unique places and protect the precious farmland and natural landscapes we value, in 1995, our region created a plan – the Region 2040 Plan – that calls for us to focus growth in these places. The 2040 concept provides a framework for focusing development where it makes the most sense – in regional and town centers – so that we grow up and in, rather than out, in order to protect the rural, mountain and coastal landscapes we cherish.

It takes more than putting a circle on a map to make centers, or urban villages, work. It means changing the way we do things. It means shifting away from building strip malls and expansive parking lots, and instead building walkable communities that have a mix of homes, shopping, parks and offices close to one another, so that people can get active, drive less, interact with one another, and meet day-to-day needs. These vibrant villages throughout our region are places where you can take the train to work, pick up some groceries on your way home, walk to the library, play in the park with the kids, and even look out your window to see a red-tailed hawk soaring by.

Some of our region’s new urban villages are already taking off, like the downtowns of Gresham, Vancouver, and Lake Oswego. These places are developing a new identity, and a stronger sense of community as they grow. However, others are struggling without a clear plan for moving forward.

This issue of Connections looks at some of the opportunities and challenges facing us as we work to nurture our urban villages. The articles consider questions such as: How do we grow centers in harmony with nature? How do we revitalize centers without displacing the people who already live there? How do we ensure that our transportation plans create walkable places?

We’ve heard that it takes a village to raise a child, and as a parent, I have no doubt that this is true. But it’s also true that it takes all of us to make an urban village that works, and it takes many villages to make a strong and vital region. Portland has a rich tradition of making great things happen. I look forward to carrying forward that tradition as we work together to make our urban villages the best that they can be.

Jill Fuglister, Executive Director

Terms to Know

2040 Growth Concept

Adopted by Metro, our directly-elected regional government, in 1995 with the unanimous endorsement of local government partners, the 2040 Growth Concept is a plan for future growth and development in our region, looking toward the year 2040. It includes land-use and transportation policies that will allow the Portland metropolitan area cities and counties to manage growth, protect natural resources and make improvements to facilities and infrastructure while maintaining the region’s quality of life.

Centers

Urban centers are one key to the 2040 Growth Concept. These are higher density centers of employment and housing that are well served by transit to form compact areas of retail, cultural and recreational activities in a pedestrian-friendly environment. Centers provide efficient access to goods and services and create vital, attractive neighborhoods and communities. In this issue of *Connections*, we also describe centers as “urban villages.” The 2040 Concept uses interrelated types of centers:

- The **central city**, Portland, is the region’s employment and cultural hub.
- **Regional centers** serve large market areas outside the central city, and connect to it by high capacity transit and highways. Washington Square, Gateway, and Gresham are examples of regional centers.
- Smaller **town centers** with local shopping and employment opportunities connect to each regional center by road and transit. Hollywood, Clackamas Town Center, and Sherwood are examples of town centers.

Mixed Use

Mixed-use developments are developments that combine several uses on one site in a coordinated way, including office, retail, and/or residential development. The different uses can be integrated into one building, for example a retail store on the ground floor and apartments or offices above (vertical mixed use). Different uses can also be located next to one another in the same building or nearby in separate buildings with easy pedestrian access (horizontal mixed use).

Designing Habitats for People and Wildlife

By Joseph Readdy and Marcy McInelly

“There is no area left in the world that has not undergone serious human impact, and this makes the whole planet a manmade planet, and cities are only the extreme example of that,”

Christine Alfsen-Norodom, Coordinator of the UNESCO and Columbia University joint program on the biosphere and society (*New York Times*, 23 November 2002)

This quote appears in an article titled ‘Wild Cities: It’s a Jungle Out There’. Its central thesis is that ecologists are finding that cities are legitimate environments with surprisingly high levels of biodiversity, and that protecting the environments of our cities might be crucial to our environmental future.

Thanks to the vision and dedication of many past and present residents, the Portland region already has one of the most extensive interconnected systems of urban greenspaces, parks, and trails in the nation. Despite this system, we still face many serious environmental challenges, from endangered fish and habitat loss to polluted streams and poor air quality. In order to restore the integrity of our natural systems and ensure their function long into the future, we must build upon the foundation of this system and change the way we think about urban development.

The Portland metropolitan area has the potential to be on the cutting edge of a growing national and international movement to make urban areas vibrant and livable while protecting and restoring wildlife habitat and reducing impacts to the natural environment. We believe that the highest level of sustainable design –habitat, nature, environment– can harmoniously co-exist with the highest level of cultural design –neighborhoods, schools, parks, museums. Achieving this harmony protects the environment for future generations, supports a strong economy, and brings the joys of nature into urban living.

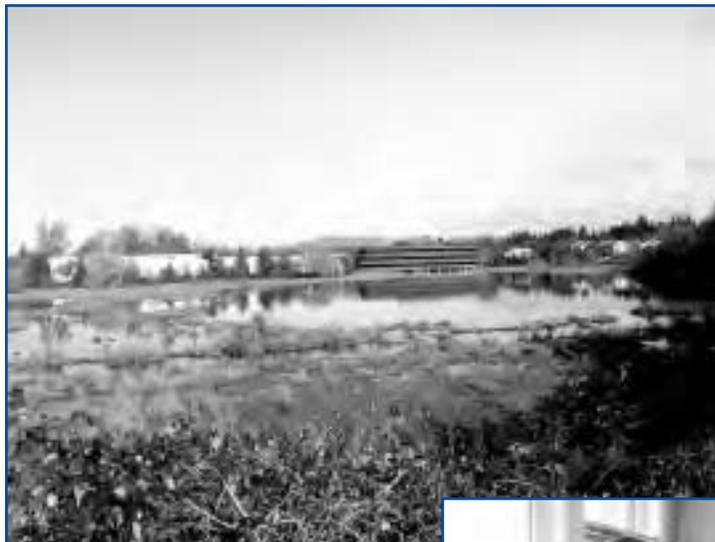
We can speak from personal experience, sitting on the patio outside of our office appreciating the beginning of spring: the emergence of plants from dormancy and their rapid new growth of chartreuse green, and the sound of the birds. The alder and maple trees are full of robins, jays, and one flashy hummingbird. Evidence of nest building is present in the beaks over-filled with grasses and bits of string. We feel fortunate to have all of these things here where we live and work in the middle of the city.

In order to protect and restore the environment within urban areas, we must integrate natural systems and urban development. We believe this can be done, even in our most densely developed areas. To illustrate how this could be done in the Portland area, The Coalition for a Livable Future, Urban Greenspaces Institute, Audubon Society of Portland, and Urbsworks, Inc. are convening a small team with expertise in urban design and natural resources protection to create sample designs for a series of sites in the Portland metropolitan region. We chose sites that have high development value and significant wildlife habitat, including regional centers, town centers, industrial areas, and dense urban areas around transit stations. The Habitats for People and Wildlife project is exploring opportunities to enhance our environment and improve quality of life (health, housing, employment, and community) while simultaneously reducing the ecological footprint of development (the impact upon water, wildlife habitat, energy, materials, and waste).

Our team of natural resources and urban design experts, all of whom are generously volunteering their time to work on this project, includes Tom Puttman of David Evans & Associates, Mike Faha of Green Works, P.C., Ed Starkie of Urban Advisors Ltd., Mike Houck of the Urban Greenspaces Institute, Tom Wolf of Oregon Council of Trout Unlimited, and ourselves.

We began by developing a set of principles to guide our work. Essentially, these principles

Protecting this wetland on Fanno Creek enhances the value of nearby office buildings.
Photo © Mike Houck



CLF’s team of urban design and natural resource experts exchange ideas about how the Washington Square Regional Center could be developed in a more environmentally sustainable way.

envision communities that have all the characteristics of the mixed-use, walkable centers described throughout this issue of *Connections*. In addition, these communities give first consideration to the existing natural areas, ensuring that they are protected, and even restored where possible. The natural areas provide focal points and cohesion for the neighborhoods that touch them, and they are integrated with recreational parks. Plus, the development uses green-building, green streets, and on-site stormwater management techniques to create an urban system that supports, rather than degrades, the natural systems.

Our team's first case study was the Washington Square Regional Center. When you visualize Washington Square, a shopping mall surrounded by vast parking lots is probably the first thing that comes to mind. But the regional center is ringed by Ash Creek and Fanno Creek, beautiful streams and wetlands that provide valuable habitat for fish, birds, and other wildlife. Many parts of these natural areas are already protected as parks, but they are often abutted by parking lots or the backyards of private residences. Orienting development to embrace these natural assets could create a much stronger sense of place for Washington Square and provide ecological benefits. In our plan we proposed daylighting a stream, enhancing an oak savannah, and creating two mixed-use neighborhoods, one of which is along the proposed commuter rail line. We crunched some numbers and found that by redeveloping these two neighborhoods, we could meet the employment and residential goals for the entire area while providing full protection for its fish and wildlife habitat and improving livability.

The design project is still underway, and as we progress we will develop visual products to present our ideas. Our work is already informing Metro's effort to develop a regional "Nature in Neighborhoods" fish and wildlife habitat protection program, and we expect it will also be useful for promoting these concepts in Metro's "Big Look"¹ at the 2040 regional growth concept, and in Metro's ongoing efforts to develop regional centers and town centers.



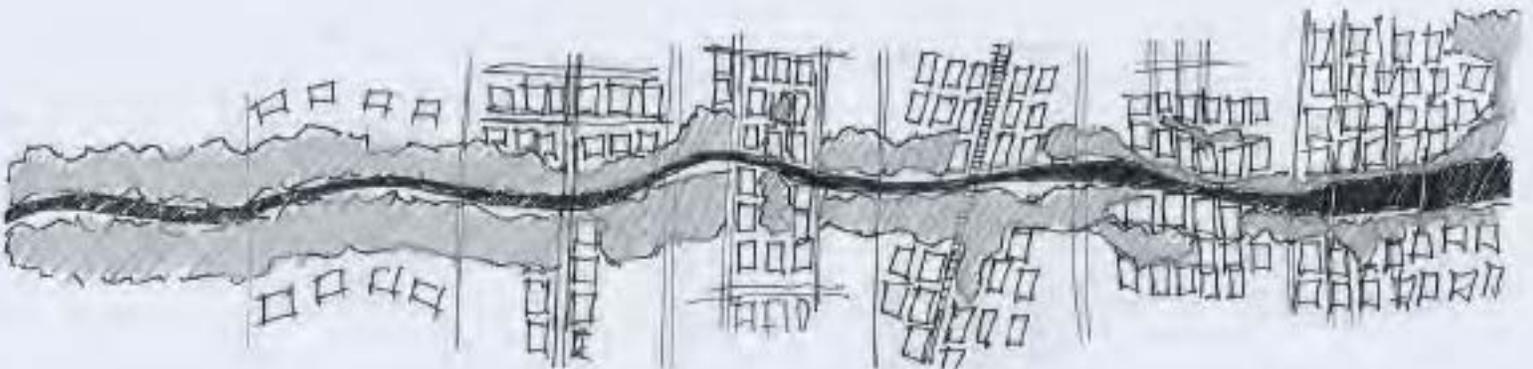
CLF's design team gets a tour of wildlife habitat areas, with the help of knowledgeable local residents. Photo by Mike Houck.

Our interest in the overlap between urban design and the natural environment is long-standing and evolving: dating back to the beginning of our careers in architecture and urban design. Some members of the Congress for the New Urbanism claim that there is no place for the natural environment in cities, and that places like New York's Central Park are intended to be artificial urban parks. We have been disagreeing with these people for years, and we believe that we are having an impact. There is now a significant movement within this group of urban advocates for full and complete integration of natural systems within all parts of our cities. In addition to influencing the way the Portland region develops, this project will help articulate and illustrate our views to a national audience of designers. ✦

Joseph Readdy and Marcy McNelly are the principal designers of Urbsworks, Inc., a Portland-based architecture and urban design firm.

¹Metro intends to conduct a public review of its 2040 Growth Concept during 2005-2006.

This drawing shows a stream passing through areas that are developed at increasing levels of intensity, from rural, to suburban, to a main street, a town center, a transit station, a region center, and the urban core. Wildlife habitat areas are preserved throughout the system, and are integrated with urban development.



Gateway Regional Center: A View from the Mirror

By Ian Slingerland

For poor people, urban renewal still means urban removal. Despite public aspirations to address displacement, projects designed to revitalize neighborhoods have the effect of forcing people to move away. By criticizing revitalization as it currently plays out, I am not saying we must choose between vibrancy and blight. Nor is this about choosing between density and sprawl. This is about choosing between equity and the status quo. We can do better, but so far we have chosen not to.

The story of the Gateway Apartments is a case in point. It's a story of how our planning efforts focus too narrowly on a future vision and ignore the path we take to get there. It's a story of how we plan for places and disregard people, and it's the same old story of winners and losers. Can you guess who loses? Here's a hint: they're the folks with the eviction notices taped to their doors.

The Gateway Apartments

The Gateway Apartments were located in the 800 block of NE 102nd Ave. in Portland, right in the heart of the Gateway regional center. They were poorly maintained, privately owned apartments. (In May of 2004, city inspectors found a staggering 139 code violations while inspecting only 14 of the units.) For neighbors, the apartments were an eyesore. For the City, the apartments were unrealized development potential. For the tenants who lived there, the apartments were home -- a diverse and thriving community of dozens of low-income families.

This is how tenants themselves described their community before they were displaced from it: "Most of us have lived at the Gateway Apartments for years and many of us for over a decade. Despite the dangerous and deteriorated condition of the complex, we still consider this place our home. We have a strong community and several generations of some families live here together. We like being close to public transportation, shopping and the schools our children attend."

In some ways, the tenants of the Gateway apartments were living the town center dream, with work, school, shopping, and excellent transit just blocks away. Many had given up their cars as an unnecessary expense. Then came "Opportunity Gateway," and the Gateway Urban Renewal Area. With their eviction notices, tenants got the "opportunity" to find new homes in different neighborhoods and cities, farther away from transit, farther from shopping, farther from work, farther from healthcare, and with different schools.

Planning for a Regional Town Center in Gateway

Portland's planning for the revitalization of Gateway as a Regional Center has included two coordinated tracks. The Gateway Planning Regulations Project, led by the Bureau of Planning, addressed changes to the comprehensive plan and the zoning code that moved the City toward its Gateway Regional Center vision. "Opportunity Gateway," the Gateway Regional Center Urban Renewal Area, led by the Portland Development Commission (PDC), invests public dollars and



Residents of the Gateway Apartments gather in downtown Portland's Pioneer Square before testifying at a Portland City Council hearing.

spurs private development in Gateway that matches the City's revitalization goals for the Gateway Regional Center.

Over years, the City developed a vision for the plot of land on which the Gateway Apartments sat, and that vision was redevelopment. The Planning Commission recommended and received a change of zoning for the land, and the clear goal of the rezoning was to encourage redevelopment. The parcel of land on which the Gateway apartments sit was mentioned three times in the Portland Planning Commission's recommendation to City Council. One of those instances reads, "The decision to change a portion of the residential along 102nd to commercial acknowledges that the intersection of 102nd and Pacific, particularly if a comparable project is built on the opposite corner, could act as a catalyst for high-quality development that is the aspiration for Gateway."¹

As the visioning process proceeded, the tenants of the Gateway Apartments were not invited to participate. Tenants did not learn of the City's efforts to encourage the redevelopment of their homes until April 12th, 2004, just nine days before the Planning Commission's recommendations went to Council, and just two weeks after 10 families sent a letter to the building owner demanding repairs. Tenants only learned of the City's plan when all the tenants of Gateway Apartments received eviction notices. The eviction notices read in part, "As you may be aware, the City of Portland has designated the Gateway area as an Urban Renewal District. One purpose of the District is to encourage redevelopment of property. Over the last three years, your landlord has been working diligently on a plan to redevelop the site on which the Gateway Apartments stand. The first phase of this plan involves the demolition of the apartments and construction of an office/retail building. . . As a result, all tenants need to vacate their units."

Tenants asked the City to take responsibility for the outcomes of their actions, but to no avail. Dozens of tenants facing eviction testified to Council asking that no rezoning take place until plans to mitigate tenants' displacement were developed.

Council went ahead and approved the zoning changes over the protest of the families.

Tenants asked the Portland Development Commission to fulfill its commitments outlined in the Gateway Urban Renewal Planning documents, including commitments to “address the threat of displacement,”² and “prioritize the needs of residents most at risk of displacement.”³

PDC chose instead to attempt to avoid accountability and distance itself from the tenants’ displacement.

After being instructed to do so by PDC, the owner of the Gateway Apartments rescinded the original eviction notices, and issued new eviction notices with an alternate rationale that was unrelated to the redevelopment of the site. But even after rescinding the original notice, the owner moved forward with his plans to redevelop the property, and that redevelopment has now begun.

The displacement of tenants in this instance is, without a doubt, tied to urban renewal. The owner of the property sat on the advisory bodies that guided the planning for the Gateway Regional Center- the Urban Renewal Area’s “Gateway Housing Strategy Committee” and the “Opportunity Gateway Design and Development Subcommittee.” The Portland Development Commission worked for some time with the property owner and the Bureau of Planning on redevelopment proposals. A redevelopment proposal for the property was part of an unsuccessful New Market Tax Credit Application, and a letter from PDC to the owner from December 2003, shows that PDC was in conversations with the owner of the property about specific redevelopment proposals.

Despite the clear evidence to the contrary, PDC has denied any responsibility. The agency has taken the position that because PDC has not committed funding for a redevelopment project on the site, the displacement of tenants was not related to urban

renewal. PDC’s narrow interpretation of what is and what is not urban renewal, based on the timing of funding commitments, does not reflect low-income residents’ actual experiences with urban renewal. Tenants in urban renewal areas are displaced as property owners take advantage of zoning changes, changing development opportunities, and market conditions that result from revitalization. PDC’s continuing efforts to distance itself from the displacement at Gateway, and its refusal to acknowledge the impact of urban renewal beyond project-specific funding decisions, reflects a shallow commitment to equity in urban renewal.

“Tenants only learned of the City’s plan when they received eviction notices.”

Making Equity a Part of Revitalization

If true sustainability is our goal, we must make our commitment to equity real. We must take action to ensure that the development of town centers and other revitalization efforts protect and benefit existing residents. Here is how we can start choosing to do better:

- Cities and property owners must take meaningful steps to engage low-income residents in planning processes. When property is targeted for redevelopment, tenants must be notified. We should go door to door to provide real opportunities for understanding and involvement in decision-making, and information should be provided to tenants in their first language.
- More urban renewal money should be used for affordable housing, and it should be spent early to provide housing opportunities for low-income residents before they are priced out of neighborhoods.
- Cities should take responsibility for both the good and bad that result when planning efforts successfully encourage redevelopment. When zoning changes increase development options, and redevelopment results in displacement, cities should assist tenants with relocation.

These are the first steps we must take to make redevelopment fair for low-income people, and end this city’s legacy of urban removal. ✨

Ian Slingerland is the Executive Director of the Community Alliance of Tenants, a grassroots, tenant-membership organization whose mission is to educate and empower tenants to promote affordable, stable and safe rental homes.

¹ Gateway Planning Regulations Project, Recommendations to City Council, Part I- page 28.

² Facts about Urban Renewal in Gateway, Portland Development Commission

³ Gateway Regional Center Urban Renewal Area Housing Strategy, Portland Development Commission



Gateway residents asked the City Council not to evict them from their homes for the sake of urban renewal. For many, this was the first time they had testified at a hearing.

Transportation and Livability in Clackamas County

By Scott Chapman

Whether we realize it or not, we've all seen the impacts that transportation policy has on a community. Multiple-lane arterial roads lined with strip malls have created corridors such as Hwy 99E where automobile travel is the only way to get around. High-speed traffic makes it unsafe for children to walk or bike even to destinations close to their home. Noise, air and water pollution, safety, health impacts and congestion created by transportation facilities place burdens on communities. Neighborhoods lacking political power are often dissected by highways and interchanges, resulting in environments that are very unfriendly for pedestrians.

While there is no single formula for making the right transportation investment decisions, livability advocates ask the following types of questions:

- Can your children walk to the local library or do you have to drive them?
- Do you require an automobile to commute to work, go shopping and socialize?
- Is it safe to walk and bicycle around your neighborhood?
- Can you buy something like a pair of shoes or socks in your downtown, or do you have to travel to strip malls and big box stores on the outskirts of town?

The goals exemplified by such questions are codified in Metro's 2040 Growth Concept, the plan for our region's future. 2040 focuses growth in village-like regional centers and town centers, which are connected by important transportation corridors. Each center has a mix of homes and shops that people can easily walk to and from. Sidewalks, narrower streets, bike access, street tree canopy and on-street parking provide an environment that slows traffic, improves safety and improves the livability of a community.

What's Clackamas County doing?

Clackamas County and its cities have the opportunity to set policies and make investments that create the kind of communities residents desire. While livable communities, sustainability and transit are now in the vernacular of most elected officials, residents and business owners in Clackamas County, there are still some elected officials who wish to continue to develop in conventional, non-economic, non-environmentally sustainable and unhealthy ways. Specifically, these folks are still advocating for reliance on highways, low-wage employment centers and low-density developments.

Of primary concern is the County's focus on seeing the Sunrise Corridor implemented as an automobile-only highway. The Sunrise is a new transportation corridor that would run from I-205 to U.S. 26 west of Sandy. Planning for the corridor began in

the late 80s, well before Metro's 2040 plan encouraging centers was created. The Federal Highway Administration has determined that the western half of the corridor (from I-205 to Rock Creek Junction, the junction of highways 212 and 224) has its own independent purpose, and can be advanced as a separate project from later phases that may connect to the Damascus area. However, the promotion of a limited-access highway in the first phase is not compatible with more people-friendly ideas for the second phase being advanced by Damascus planning efforts. These include improved arterials or a parkway that would accommodate bikes and pedestrians in addition to automobiles. For more information about the Sunrise Corridor project, visit www.deainc.com/sunrise/index.html.

Historically, Clackamas County has focused on growing new areas, outside of existing cities. One such unincorporated area is the Clackamas Town Center. In the 2040 plan, this shopping mall is actually designated as a town center. Plans are underway for a new light rail running alongside I-205, from Gateway to Clackamas Town Center. Light rail provides a key opportunity for helping the mall and its surrounding area become more like a mixed-use town center rather than remaining dominated by commercial-only buildings, automobiles, and parking lots. However, it will be critical to ensure that new development is appropriately designed and that light rail does not only connect park and ride facilities to jobs, but also facilitates mixed-use, inclusive development in station areas and along the line.

Clackamas County Cities – Opportunities and Challenges

Damascus is the newest city in the region and has a great opportunity to create a very livable community with plans for 50,000 new households and almost as many jobs. Local residents have said that they want their new city to embody sustainable development. The Damascus/Boring Concept Planning process is currently defining the vision for future growth in the area. The project advisory committee is studying four alternative development models, which show different ways to integrate key land use, transportation and natural resources elements to address the community's values and the project goals. Transportation choices will be important for creating a strong community, and the committee is looking at varying transit requirements and regional automobile and freight connections ranging from a connected street network to a 45 mph parkway to a 65mph highway. For more information about planning for the Damascus area, visit www.co.clackamas.or.us/dtd/Ingplan/damascus/.



Highway 99E, with its high-speed traffic and strip malls, is one of our region's most automobile-dominated corridors.

Oregon City has developed a promising downtown plan, but at the same time it promotes freeway expansions and development that could draw growth away from its core. The downtown plan aims to reinvigorate the existing business district by addressing parking, streetscapes, parks and open space, and bicycle and pedestrian access. River access, management of traffic on McLoughlin Blvd, and light rail extensions from either Milwaukie or Clackamas Town Center are valuable components of the plan. Despite the downtown plan, growth in Oregon City is occurring mostly at the edge and is automobile-oriented, running along Hwy 213, away from the historic downtown. In addition, the City continues to advocate for an expansion of I-205 from Oregon City to I-5, which may undermine its downtown plan and raises questions about the City's growth strategy and potential regional traffic problems.



Milwaukie is working to make its Main Street area a friendly, walkable, and vibrant place.

A number of positive accomplishments have taken place in **Milwaukie**. These include funding of the Hwy 99E Plan, moving forward on light rail plans, and working to revive the industrial areas along McLoughlin and Hwy 224/221. One red flag within these plans that has raised community concern is the proposal to move Milwaukie's transit center out of downtown to a new site adjacent to a wetland at Kellogg Lake. To help realize the City's good plans for future development, including possible annexation and large project execution, the County must provide leadership and assistance that is not currently evident.

Lake Oswego has taken positive steps to create a transportation system that supports walkable, bikeable communities. The City has made progress on creating a pedestrian-friendly main street corridor in Lake Grove Town Center, and bringing streetcar or rapid transit buses to the newly revitalized downtown Lake Oswego. Efforts to develop high capacity transit should provide an alternative to Hwy 43, which is often congested with regional traffic. The Foothills Development Area, at the end of the existing trolley line, is looking to provide over 30 acres of mixed-use development between Hwy 43 and the Willamette River along the proposed streetcar line. While the development is primarily focused on a range of higher density

housing types, it should also include some commercial space and provide for affordable housing, something that is increasingly scarce in Lake Oswego.

Wilsonville was originally incorporated without a 2040 town center plan and is located between two freeway interchanges. While early development resulted in strip malls forming a suburban commercial core, the community has worked to create great streets that are pedestrian and bike-friendly with slow vehicle speeds.

The City is promoting livability, and plans for future development embody the goals described above. For example, a new development in the works called Villebois is designed to be connected, sustainable, and diverse, and is inspired by the traditional European village.

Many important decisions remain ahead of us. We all need to make sure that positive transportation projects are carried out, and help promote alternatives to projects that would negatively impact community-building efforts. Elected officials will be more likely to make good transportation planning decisions if residents actively speak up in support of livable communities. ✨

Scott Chapman is the chair of the Transportation and Land Use Committee of the Columbia Group Sierra Club.



Oregon City includes a municipal elevator among the transportation options it offers people for getting around town.

Damascus and the Region: Planning for a Healthy Future

You're invited to join us at this CLF forum to learn about the alternative proposals for the future of Damascus, our region's newest city. New growth in Damascus will affect the entire region. Wherever you live, this is an opportunity to consider how the alternatives perform in terms of natural resource protection, urban design, land use, transportation and health.

July 14, 6:00 - 8:30 pm
Clackamas County Commission
Hearing Room
Public Services Building
2051 Kaen Rd., Oregon City

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Urban Villages Attract a Diverse Bunch

By Michael Tevlin

As a real estate broker in downtown Gresham, Sue O'Halloran has noticed an odd phenomenon. People from out of state looking for "the Oregon experience" are more likely to go for the big single-family detached house on a large lot. Meanwhile, people from Gresham are looking to scale down from the big house and move downtown.

And when she says downtown, she means downtown Gresham. As in the walkable, boutique, restaurant and mixed-use residential-filled downtown Gresham that has sprung up in the last decade or so. Today, nearly 200 units of housing in seven developments can be found in the small downtown area. A new arts center is also in the works.

Amid the subdivisions and strip malls outside Portland's urban core, a new kind of development is attracting a new kind of resident. Across the region, people are moving into condominiums, row houses, townhouses, apartments and even traditional but smaller single-family homes that are clustered in more dense, mixed-use communities where people can leave their cars behind—or not even own a car—and walk or bicycle to shops, restaurants, schools, trails and grocery stores. And they can either work at home or walk to a bus or rail stop to get to work.

These are people who enjoy an urban lifestyle but for diverse reasons don't want to live in downtown Portland. In places as varied as Gresham, Hillsboro, Vancouver, Lake Oswego and Wilsonville, they're forming the nucleus of a new breed of metropolitan resident. These urban villagers are real, and the real estate industry is discovering that they are a market to be reckoned with.

These people are as different as the places they live. Some are young and just starting out. Others are baby-boomers with empty nests who are ready to leave the lawn mower and soccer games to the next generation. There are retirees who want to stay in their communities but downsize. Still others are working people who crave a respite from the daily commute.

As different as they are, they share common traits. They want to drive less and walk more. They want access to public transportation. And they want something less tangible yet just as important: a sense of community.

Yet they like where they live. They want to stay put. They just want an alternative to the big house, the big yard and the auto-centric lifestyle.

Peg Watry is a case in point. She works in information management for the U.S. Forest Service at the Mt. Hood National Forest

headquarters in Sandy. She tried commuting from Vancouver, Wash., where her husband works, to Sandy—and it nearly drove her crazy. "I didn't want to commute from Vancouver anymore," Watry said. "I did that for three years and I developed road rage. That's why I'm an urban dweller. We decided it was better to have two different apartments, one car and see each other on weekends."

Watry traded in her four-door sedan for a two-bedroom unit in downtown Gresham's Central Point Apartments, while her husband got the car and an efficiency apartment in Vancouver. Peg Watry lives in a four-story, 30-unit building right in the thick of the revitalized downtown. She can get her nails done or pick up a bouquet in the street-level shops downstairs. Or she can spy the waiting line at a nearby restaurant from her balcony and decide if she's in the mood for Italian, Thai or burgers and microbrew.

Watry likes her transit options. She walks one block to a bus stop and boards a free bus that delivers her to the front door of her workplace. If the itch to go farther catches her, she can walk four blocks to a light rail station.

And yet, the self-described "transit junkie" considers the ability to walk to places even more important than access to public transit. She feels safe walking in downtown, even at night, and loves being able to walk two blocks to Gresham City Park and, for recreation, to the Springwater Trail.

If there's any complaint, it's a mild one: She would like to have a grocery store closer. The closest grocery is about one mile away. But she doesn't mind slipping on a backpack and walking. And she can always wait for the weekend, her husband, and the car.

"These urban villagers are real, and the real estate industry is discovering that they are a market to be reckoned with."



The Central Point Apartments in downtown Gresham offer the convenience of nearby shops, restaurants, and transit service, without the Portland price.

The lack of a grocery store within walking distance is a common complaint among new urban villagers. When Monica Miller, 43, and husband Cary Miller, 44, moved to their Fairview home, for example, they were told that a grocery store was in the plan. When the plan never got off the drawing boards, Monica and other neighbors signed a petition asking for Trader Joe's, the California-based specialty food store, to move in. While the petition so far has been fruitless, the exercise yielded an important secondary benefit for Miller: She met her neighbors. Fairview, next door to Gresham, is a community that arose from former agricultural lands. It features a small core area with a brick-themed city hall, library, a few boutique shops and live-work spaces along a single main street. Surrounding it is a mix of apartments, attached row houses and single-family detached homes. The homes sit close to the street on small lots and often hide their garages in back.

The library, walking paths, community-minded neighbors and the integration of nature are what drew the Millers to Fairview. When they decided to move from their Troutdale home, they found a home in Fairview that featured a tree-shaded creek running behind their backyard. While they own the land up to the creek, they must leave the riparian area wild.

The Millers' two girls can ride their bikes and scooters most everywhere in the community. Cary Miller rides his bike to the nearby Fred Meyer store for groceries. On weekends, the family walks to the library or to the weekend farmer's market near city hall.

"We liked the idea that we wouldn't have to get in a car," Miller said.

Across the Columbia River, Kristen Black shares the Millers' affinity for getting places on her own two feet. Black, a 22-year-old senior at Washington State University's Vancouver campus, rents an 865-square-foot apartment at Esther Short Commons in downtown Vancouver with her husband, Colin Black.

The downtown Vancouver location suits the Blacks' lifestyle, Kristen Black said. While they own two cars, they don't use them much. Instead, Colin walks to the C-TRAN bus for his downtown Portland job. They walk to downtown restaurants, a new movie theater five blocks away and the across-the-street park. The open-air farmer's market is close by, and a new indoor farmer's market is now open year-round.

Proximity to Portland—without Portland rents—also was attractive to the native Washingtonian. While Black grew up in a typical Vancouver suburban neighborhood, she and her husband enjoy their new urban lifestyle, as well as being close

to a larger city like Portland. But as much as she likes the Vancouver location, Black said a couple more improvements would make it ever better: a good grocery store downtown and light rail to Portland.

Black should talk with Joyce Yakas. Joyce and her husband, Bob Yakas, have the grocery store and the light rail stop in their Orenco Station neighborhood. Self-described "new community junkies," the couple heard about Orenco Station early on through Bob's work with Hillsboro as an urban designer on the West Side Light Rail Station Area Planning Program.

"This is the neighborhood I'd hoped I'd grow up in."

After the Yakases moved to Orenco Station in September 1998, Joyce took a job with Costa Pacific Communities selling homes at Orenco Station. She currently works as Costa Pacific's sales manager and is busy marketing Villebois, the company's ambitious new urban village taking shape in Wilsonville. At Orenco Station, they liked the idea of being close to the train link to downtown and Hillsboro.

"It matched how we think about where we live," she said. "We were the least likely people to want to hook up with the suburban lifestyle." Price was another factor. Yakas said they were able to afford "twice the residence" at Orenco Station compared with what they could afford in downtown Portland.

She loves the familiarity with merchants and the sense of community that comes from living close to shopping. "The New Seasons store is to die for," she said.

Yakas has a theory about what attracts people to the new urban villages. Upwards of 60 percent of her Orenco Station neighbors are composed of medical professionals, educators and technology workers. This group shares an affinity for order in their lives, Yakas says, calling it the "unspoken backbone of what they do." *continued on page 12*



Residents of Esther Short Commons, in Vancouver, Washington, enjoy a year-round farmers market on-site, and restaurants and shops within walking distance.



Fairview Village's mix of houses, rowhouses, apartments, retail stores, and parks gives it the cohesive feel of a small town.

"They gravitate toward parks, streets, public transit, shops and access to highways," Yakas said.

Some people move to Orenco Station because of the change of lifestyle it offers. It's the idea of community, the ability to walk and bicycle to shops. Many like its nearness to jobs. For others, the architectural style evokes nostalgic visions of "cute little cottages." "People think, 'This is the neighborhood I'd hoped I'd grow up in,'" Yakas said.

Back in Gresham, Sue O'Halloran, the broker, is considering a lifestyle change herself. After promoting the downtown revitalization, she's sold on the idea of selling the big house on the golf course and moving into a smaller condo downtown. Her only problem: There's not enough supply to fill the demand.

"There's not enough product for people who might decide to sell their homes," she said. "I'm a perfect example. I want something closer to things but right now I'd have to build it myself to get what I want." ✨

Michael F. Teolin is a freelance writer with a focus on helping progressive executives and organizations. A New York native, Michael studied journalism at the University of Oregon and currently lives in Lake Oswego.



Sing it Loud!

Supporters of a strong fish and wildlife habitat protection program sang a rousing rendition of "What is the Nature in Your Neighborhood" at a Metro Council hearing this May. Metro has finalized its Nature in Neighborhoods program, and will formally adopt it in September.

CLF Notes



Brought to you by KBOO FM and the Coalition for a Livable Future, the Whole Communities Radio Project explores the connections between the physical design of communities and the health of their residents.

Tune in to special programming on KBOO FM 90.7 Community Radio, from 7:30 to 9:00 am:

June 29: Preserving natural spaces within urban areas, for wildlife and human health.

July 27: Healthy urban design and environmental justice: Which neighborhoods are the most polluted or have the fewest livable amenities and why.

August 31: How urban design affects what we eat, where we eat and where our food is grown. What role can community gardens play in encouraging healthy, active living?

September 28: How does cultural development foster healthy, sustainable communities, and create the kinds of neighborhood places to which people want to walk?

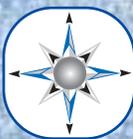
October 26: Getting young people active early in life through walk to school programs.

November 30: Community designs that keep people active as they age.

December 28: Designing a healthy community from scratch: The Damascus Concept Plan.

www.wholecommunitiesradio.org

Visit www.clfuture.org to download past issues of *CONNECTIONS* and other CLF publications and other re-designed website with added features, coming this summer!



Welcome to our newest members!
Humanists Society of Greater Portland
Rachel's Friends Breast Cancer Coalition
Urban Greenspaces Institute

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

Subscribers receive a weekly digest of action alerts and announcements from CLF member organizations. To subscribe, send your email address to:

info@clfuture.org

CLF Presents Regional Leadership Award and Lifetime Achievement Award to Two Auduboners

At the Regional Livability Summit on March 4, CLF presented this year's Robert L. Liberty Regional Leadership Award to **Jim Labbe**, Urban Conservationist for the Audubon Society of Portland, in recognition of his exceptional work leading citizen efforts to shape regional plans for protecting fish and wildlife habitat.

CLF also honored **Mike Houck** with a special Lifetime Achievement Award. While we have no doubt that Mike will have many more achievements in his lifetime, we felt it was an appropriate time to honor his many accomplishments and tireless work over the past 30 years for our urban parks, habitat lands, wildlife and waterways.



Award winners Mike Houck (left) and Jim Labbe.

CLF Hires New Development Director



We are pleased to introduce you to **Cassie Wieden**, our new Development Director. Cassie first joined CLF in December as an intern helping to organize the Regional Livability Summit. We were impressed with Cassie's experience and abilities, and we're thrilled that she decided to stay on as our half-time Development Director. Cassie is a native Oregonian, and she was the Founding Director of Caldera, a children's arts camp in Central Oregon. Cassie also worked in marketing and development for Illahee, the convener of the popular environmental lecture series. **Please join us in welcoming Cassie to the CLF family!**

You may think I'm crazy, but...

Approximately two years ago I took a job with a local government agency after working for the Audubon Society of Portland for nearly 12 years. While it was not an easy choice, it was the right one for my family at that time. However, after watching the increasing erosion of policies that protect the things that make this region one of the best places to live in the world, culminating in last fall's election... I feel I must do more! Therefore, after much soul-searching and more than a few thoughtful conversations with my wife, I've decided to resign my stable, well-paying position and devote myself as a volunteer for the Coalition. Crazy? Maybe...considering the economic times we're currently living in. But, as a family...particularly thinking about what kind of community we want our four-year old son to grow up in and the example we want to set for him...we think this is the right thing to do!



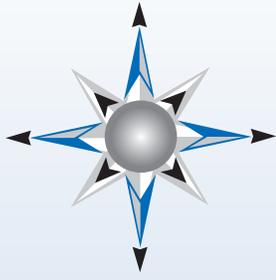
I'm not asking you to become a full-time volunteer, but please join me in supporting the Coalition in whatever way you can. By joining CLF or renewing your membership with a contribution of \$40, \$75 or more, you will receive a subscription to this journal, Connections, special reports like our Regional Equity Atlas, discounts on special events, invitations to public forums on critical regional issues, and a subscription to our weekly electronic mail listserv, clfinfo.

Also, your contribution will be matched by the Meyer Memorial Trust, doubling its impact. Please use the enclosed envelope to send your contribution today.

Thank you for your dedication to our community!

A blue ink signature of Ron Carley.

Ron Carley, CLF Board President



Thank you to the individuals and businesses that contributed to CLF in the last six months

You are part of what makes the Coalition work

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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.**

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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
Clackamas Community Land Trust
Columbia Group Sierra Club
Columbia River Inter-Tribal Fish Commission
Community Action Organization
Community Alliance of Tenants
Community Development Network
Creative Information, Transformation, Education
Ecumenical Ministries of Oregon
Elders in Action
The Enterprise Foundation
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Episcopal Diocese of Oregon
Fair Housing Council of Oregon
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Friends of Arnold Creek
Friends of Clark County
Friends of Forest Park
Friends of Goal Five
Friends of Rock, Bronson and Willow Creeks
Friends of Smith and Bybee Lakes
Friends of Tryon Creek State Park
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Hillsdale Neighborhood Association
Humanists Society of Greater Portland
Jobs With Justice
Johnson Creek Watershed Council
The Justice and Peace Commission of
St. Ignatius Catholic Church
League of Women Voters
of the Columbia River Region
Mercy Enterprise
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 Community Land Trust
Portland Community Reinvestment Initiatives
Portland Housing Center
Portland Impact
Rachel's Friends Breast Cancer Coalition
REACH Community Development Corp.
ROSE Community Development Corp.
Sisters of the Road Cafe
Southeast Uplift Neighborhood Program
Sunnyside Methodist Church
Tualatin Riverkeepers
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Willamette Pedestrian Coalition
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Community joins together at Regional Livability Summit

Close to 200 people participated in the third annual Regional Livability Summit this March, representing a broad range of interests from throughout the region. The theme of this year's event was "Connecting People, Policy & Practice: Creating Livable Communities." The Summit is the annual networking and information-sharing event for people in the Portland area who are involved in shaping the future of their communities. Our speaker presentations were informative and thought-provoking, and the community caucuses provided a chance for people working on different issues in the same parts of the region to get to know one another and build strategic partnerships. If you couldn't attend this year, please read the Summit proceedings on our website, www.clfuture.org, and plan to join us next year.

Rally for Housing Justice

250 affordable housing supporters and residents, including Portland Mayor Tom Potter and Multnomah County Chair Diane Linn, rallied in front of Portland City Hall this May to draw attention to proposed federal budget cuts that would reduce the availability of affordable housing for seniors, people with disabilities, families and veterans. The rally was bolstered by the Portland City Council's passage of a resolution opposing the federal cuts. To get involved in Affordable Housing NOW! activities, visit www.cdnportland.org/ahn.html.



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

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