

The Journal of the Coalition for a Livable Future

Save it, Don't Pave it!

Building a Balanced Transportation System

by Lynn Peterson,
Transportation Reform Advocate, 1000 Friends of Oregon



Have you ever found yourself sitting on your front step, watching the rain, and pondering big universal questions, like:

- ? *How can we make it safer for my kids to walk to the park?*
- ? *How can we make it easier for me to bicycle to the store?*
- ? *How can we get better, more frequent bus service closer to my home?*
- ? *How come there isn't any affordable housing near my workplace?*

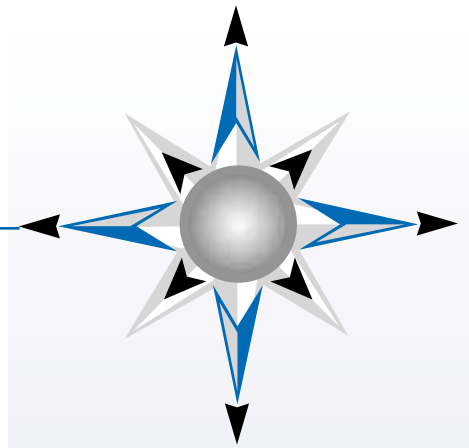
"At the end of the day, there are 75 more people sitting down to dinner with us," says Mike Burton, Executive Officer at Metro, referring to this area's growth. With this kind of population growth, all of our neighborhoods have already experienced – or are about to experience – some type of change. How do we meet the challenge of providing for the needs of our new and existing Portland area citizens as we grow? Part of the answer is that our regional and local transportation

systems must help carry out a larger mission of social justice.

One way to define a socially just transportation system is to look at whether the services meet the needs of different types of households. How do you provide alternative transportation for single working parents who may not be able to afford a car *and* maintain roads for business people who must drive around the region to meet with clients?

Another way to look at a socially just transportation system is to ask whether it carries out our land use goals. If we are truly going to accommodate all 75 people per day within the existing available land, we must provide higher levels of service from all modes of transportation. Yet we have a problem when one city's goals conflict with another's. For instance, how do you balance the desire of Beaverton to reclaim their downtown for cafés and window shopping against the growing number of car trips from Hillsboro *through* downtown Beaverton to jobs in the metro area?

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In this issue:

Save it, Don't Pave it! Building a Balanced Transportation System

Lynn Peterson examines the choices our region faces in terms of how we invest in transportation. Can we solve traffic congestion by building more roads? What do the citizens want? How do we prioritize funding for regional transportation projects?

Portland's Brownfields: Transforming Contaminated Sites into Community Assets

Alan Hipólito explores the social issues around redevelopment of contaminated land in the Portland area. Portland is one of 16 cities throughout the U.S. to be named a "Showcase Community," by the Environmental Protection Agency. This entitles the city to federal assistance in brownfield cleanup and revitalization. (page 4)

In **Clark County Gets Smart**, Mick Weltman talks about the principles of *Smart Growth* and the work of Friends of Clark County. Friends of Clark County is the Coalition's first member organization from Vancouver WA. (page 15)

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

Connections is the journal of the **Coalition for a Livable Future (CLF)**, a network of nonprofit organizations in the Portland 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. Our Steering Committee 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, urban design, religious organizations, food policy and transportation reform.

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

The following people are all active participants in the Coalition and all serve as members of CLF's Steering Committee.

- Ross Williams**, Outreach Coordinator, Citizens for Sensible Transportation
- Rex Burkholder**, Transportation Reform Advocate
- Ron Carley**, Greenspaces Advocate
- Lenny Dee**, Citizen Activist
- Tasha Harmon**, Director of the Community Development Network
- Alan Hipólito**, Director of Environmental Programs for the Urban League of Portland
- Mike Houck**, Urban Naturalist for the Audubon Society of Portland
- Mary Kyle McCurdy**, Staff Attorney for 1000 Friends of Oregon
- Robert Liberty**, Executive Director of 1000 Friends of Oregon
- Marcy McInelly**, Architect and Business Owner
- Britt Parrott**, Affordable Housing Advocate
- Loretta Pickerell**, Board Member of Citizens for Sensible Transportation
- Jill Fuglister**, Program Coordinator for the Coalition
- Geri Washington**, Community Organizer

In addition to research and public education, the Coalition advocates for progressive regional policy regarding land use, transportation, housing, public investment, economic equity 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 24 cities and three 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. There are no membership fees, but we do require members to agree to support our objectives (see page 15). Members may participate in any of our six working groups, as well as our monthly full Coalition and Steering Committee meetings, and other CLF events.

CLF is a network of organizations, but individuals are encouraged to participate. For a membership application, please contact Jill Fuglister at 294-2889 or clf@friends.org.

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

- The Northwest Area Foundation
- The Ford Foundation
- The Surdna Foundation
- Meyer Memorial Trust
- The James C. Penney Foundation
- The Energy Foundation
- U.S. Department of Housing and Urban Development
- Rose Tucker Charitable Trust
- The Ralph Smith Foundation
- The Oregon Community Foundation
- Rejuvenation, Inc.
- John Emerick

CLF Member Profiles

Meet Two of our Coalition Steering Committee Members



Tasha Harmon

Tasha Harmon spent five years as the Executive Director of the Center for Popular Economics and worked on affordable housing issues in Massachusetts, Vermont, and Texas, before relocating to Portland, Oregon in 1994. Ms. Harmon is currently the Executive Director of the Community Development Network – the association of nonprofit housing developers in Multnomah County.



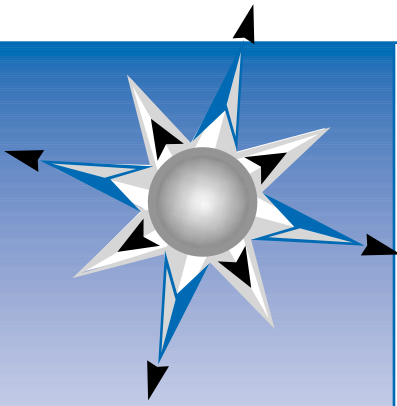
Rex Burkholder

A founder of the Bicycle Transportation Alliance, Rex Burkholder is a long-time advocate for more sustainable and safer transportation. Rex chairs CLF's Transportation Reform Working Group.



We appreciate the efforts and input we receive from our member organizations:

- American Institute of Architects, Portland Chapter
- American Society of Landscape Advocates
- Association of Oregon Rail and Transit Advocates
- Audubon Society of Portland
- Bicycle Transportation Alliance
- Citizens for Sensible Transportation
- Columbia Group Sierra Club
- Columbia River Inter-Tribal Fish Com.
- Columbia River Region Inter-League
- Organization of the League of Women Voters
- Community Action Organization
- Community Alliance of Tenants
- Community Development Network
- Ecumenical Ministries of Oregon
- The Enterprise Foundation
- Environmental Commission of the Episcopal Diocese of Oregon
- Fans of Fanno Creek
- Friends of Arnold Creek
- Friends of Clark County
- Friends of Goal Five
- Friends of Rock, Bronson and Willow Creeks
- Friends of Smith and Bybee Lakes
- Friends of Tryon Creek State Park
- Hillsdale Neighborhood Association
- Housing Partners, Inc.
- Jobs With Justice
- The Justice and Peace Commission of St. Ignatius Catholic Church
- Livable Oregon
- Metro Community Development Corporation
- Multnomah County Community Action Commission
- Network Behavioral Health Care, Inc.
- Northwest Housing Alternatives
- 1000 Friends of Oregon
- Oregon Council of Trout Unlimited
- Oregon Environmental Council
- Oregon Food Bank
- Oregon Housing Now Coalition
- Portland Citizens for Oregon Schools
- Portland Community Design
- Portland Housing Center
- Portland Impact
- REACH Community Development Corporation
- ROSE Community Development Corporation
- Sustainable Communities Northwest
- Sunnyside Methodist Church
- Tualatin Riverkeepers
- Urban League of Portland
- The Wetlands Conservancy
- Willamette Pedestrian Coalition
- Woodlawn Neighborhood Association
- XPAC



The CLF has six active working groups, made up of folks interested in a variety of livability issues. These groups meet regularly. Meetings are open to any who wish to participate! Among them are:

The Transportation Reform Working Group

(Transformers) consists of individuals who are interested in reforming transportation throughout the Portland region. We meet the third Thursday of the month to share information and strategize about how to inform the development of good transportation policy. For more information: Rex Burkholder, Chair, (503) 282-2599 or rex4mc@teleport.com.

The Urban Design Working Group

This group meets regularly to talk about how design can play an important role in accommodating growth while preserving the charms and human scale of existing neighborhoods. For more information:

Marcy McNelly, Chair
(503) 827-4155 or
urbswrks@teleport.com.

The Natural Resources Working Group

This group meets regularly to affect policy that impacts water quality and fish and wildlife habitat. The Natural Resources Working Group consists of individuals who are interested in maintaining, preserving and expanding our “urban greenfrustructure.” For more information: Mike Houck and Ron Carley, Co-Chairs, (503) 292-6855 or houckm@teleport.com

Brownfields: Transforming Contaminated Sites into Community Assets

by Alan Hipólito,
*Director of Environmental Programs
at the Urban League of Portland*

Brownfields & Greenfields

According to the U.S. Environmental Protection Agency, a brownfield is a site, or portion thereof, that has actual or perceived contamination and an active potential for redevelopment or reuse. In large part due to the dictates of environmental law, this actual or perceived contamination is a barrier to the potential redevelopment or reuse. Generally, the *Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)* — some know it as the Superfund law — places cleanup responsibility (or liability) on a contaminated property’s current owner. This responsibility can be extremely expensive, and likely costs are often difficult

to measure in advance. Thus, contamination — perceived or actual — can lead investors or developers to shy away from an otherwise viable property. Instead, many prefer to invest in undeveloped land at the sub-urban fringe, where such “greenfields” likely do not involve cleanup liability risks.

Promoting brownfield revitalization is a key component of the Portland metropolitan region’s growth management strategy. The Urban League of Portland, a founding member of the Coalition for a Livable Future, has been an active participant in this strategy’s development. The Urban League has been a strong advocate for the meaningful involvement of impacted communities in the process of revitalizing brownfields. The League, the Coalition, and other community-based organizations believe there is a real need for residents to

have a voice in the decision-making around brownfields — these are the people who have lived with contaminated sites in their neighborhoods, and they make up the communities that should have a say in how these sites are redeveloped.

A Short History of Brownfields in Portland

In May 1997, Vice President Gore announced a Brownfields National Partnership to bring together the resources of more than 15 Federal agencies to address local cleanup and reuse issues in a more coordinated manner. Each agency has pledged financial and technical assistance

to several ‘Showcase Communities,’ intended as model communities demonstrating the benefits of collaborative brownfield work. Portland was named one of 16 such communities in the country. Portland’s brownfield sites are con-

centrated in a few areas, including the River District downtown, and the ‘Enterprise Zone’ in North and Northeast Portland — and several brownfields cleanup and redevelopment activities are planned for these neighborhoods.

The first draft of the Portland’s application for the Showcase grant was primarily focused on lucrative redevelopment opportunities in the city’s River District, a section of downtown that is ripe for residential and business redevelopment. Without input from environmental justice advocates and community members, this may have remained the case. However, several

“ The cleanup and productive re-use of brownfield properties is an important piece of our regional growth planning puzzle. ”

community-based organizations in North and Northeast Portland — including the Environmental Justice Action Group (EJAG), the Portland/Multnomah Enterprise Community Commission (P/MECC), and the Urban League of Portland — stepped in and voiced their concerns about the grant. These groups were able to make a difference by submitting an Environmental Justice Initiative, which encouraged the City of Portland to include strong provisions for community involvement in the grant application.

A key element of this initiative was the promise of a Brownfields Policy Board with representatives from community organizations, land use advocates, environmental regulators, business/development, and local elected officials. In addition, the initiative advocated for a specific focus on the portion of the Enterprise Community east of the Willamette River, and a commitment to business development, as well as employment, entrepreneurial, and educational opportunities for community residents. The Coalition for a Livable Future played a supportive role by writing a general letter of support for the Environmental Justice Initiative, as well as a more specific letter urging the City to include environmental justice representatives on the policy board. Most of these suggestions were incorporated into Portland's final grant application, which the EPA rated the highest in the areas of environmental justice and community involvement — further proof that meaningful and proactive community involvement better ensures a project's chances for success.

Former brownfield in the heart of downtown Portland. This site has been cleaned up and is undergoing construction — a good example of revitalization and infill development.



Regional Significance

In October of 1998, Geri Washington, CLF's Inner City Outreach Worker, and Alan Hipólito, Director of Environmental Programs at the Urban League of Portland, received scholarships to attend EPA's Brownfields '98 conference. While they learned a number of valuable things, one thing stood out: Portland is setting the pace on meaningful community involvement in brownfields decision-making. Only one other Showcase community has a centralized brownfields decision-making board, and Portland's is the only one that includes representatives from community-based environmental justice organizations. Portland is one of only a few Showcase communities that has actually been able to refer brownfield sites to the Army Corps of Engineers for assessment and cleanup, due largely to proactive community involvement.

The cleanup and productive re-use of brownfield properties is an important piece of our regional growth planning puzzle. The Coalition's interest in brownfields relates to a variety of growth issues.

Maintaining a Compact Urban Form

The region's growth management strategies discourage the unplanned, uncoordinated expansion, or sprawl, of the Portland metropolitan region. The Urban Growth Boundary (UGB) is one means toward this end, barring urban development outside the boundary. Within the UGB, the efficient use and re-use of land also discourages sprawl by relieving demand for new developable land. Because of the liability risks and the cost of cleanup, brownfield properties are often abandoned or underutilized. These properties, when cleaned up and revitalized, represent tangible development opportunities, opportunities that can ease development pressures on greenfields at the edge of the UGB.

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The Religious Organization Working Group (ROWG)

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

The 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. RAHA's Housing Action Alert Network keeps citizens up to date on important local and statewide decisions that directly affect affordable housing. If you're interested in housing issues specific to Washington County, you are welcome to join the Housing Advocacy Group, which meets the first Wednesday of each month. For more information: Britt Parrott, Chair, (503) 294-2889 or britt@friends.org.

Food Policy

This is our newest working group! They are a group of individuals and representatives of community organizations who meet regularly to explore how to enhance the region's growth management strategies by the inclusion of food policy. This group is interested in food security — ensuring that people have access to nutritionally adequate, culturally appropriate, non-emergency, and locally produced sources of food. The Food Policy group meets 3rd Monday of the month at Metro. For more information: Deb Lippoldt, Chair, (503) 282-0125 or dlippoldt@oregonfoodbank.org.

For general information contact:
Coalition for a Livable Future
(503) 294-2889, clf@friends.org

Brownfields come in a variety of forms - they can be former businesses such as dry cleaners or gas stations where toxic chemicals have been left behind; they can be residential sites where underground oil tanks have leaked into the soil; they can be factories or industrial sites where lead and other toxics have accumulated; and they can be undeveloped lots that are perceived to be contaminated and thus remain undeveloped. In short, brownfields can be anything from a superfund site to the empty lot next door...the difference is the size of the contaminated area and the degree of cleanup required.

Brownfields can pose a significant health risk to those who live, play or work around them. Toxics from contaminated sites often leech into the soil, which, when stirred up by wind or human activity, can be harmful to inhale. In Northeast Portland, where the majority of brownfields in our area are located, the percentage of residents with asthma and other respiratory illnesses is higher than in other parts of the city. Exposure to brownfields may contribute to these health problems.

Economic Vitality

The Coalition believes that no part of the Portland metropolitan region should bear more than its share of the benefits and burdens of growth; each community has a legitimate right to be economically healthy. The success of our metropolitan planning effort cannot be measured solely by the continued vitality of downtown Portland, or the construction of new, neo-traditional neighborhoods on undeveloped land around suburban lightrail stations. Our success will also be measured by what happens along urban areas that have already declined, such as Martin Luther King, Jr. Blvd. and SE 82nd — areas suffering from concentrated poverty.

One of the underlying themes of the compact growth strategy is maintaining and increasing economic opportunities, as well as a mix of incomes, in the region's older neighborhoods. These neighborhoods are home to a disproportionate number of brownfields in the metropolitan area. Brownfield sites represent a barrier to these communities' economic recovery. Additionally, such communities are burdened by a unique kind of brownfield: smaller sites dispersed throughout the neighborhood, close to homes, schools and churches. Assessment and cleanup can return these lands to productive use, offering potential housing, employment and entrepreneurial opportunities to community residents. Productive use also returns properties to the tax rolls, providing a ripple effect on the local economy and boosting adjacent property values. However, proactive community involvement in brownfield assessment, cleanup, and development decisions is necessary to ensure that the community is revitalized and not gentrified.

Transportation

The Coalition recognizes and advocates for the linkage of transportation and land use. Usually, we mean that land use planning must be integrated with transportation needs and decision-making, and that transportation facilities must support desired land uses. Here, however, we are also emphasizing that development of a comprehensive transportation and transit system will necessarily require cleanup and development of contaminated land. Nationally, EPA and other federal agencies have recognized this connection. For example, EPA prioritizes transportation-related brownfield projects when awarding grants under its Brownfields Economic Development Initiative, particularly its Brownfields Assessment and Demonstration Pilots. Locally, these connections also exist, exemplified by EPA's awarding TriMet a Demonstration Pilot for the southern segment of the proposed South/North lightrail last November. Whatever the ultimate form and location of the lightrail, construction will likely take place on existing brownfields sites in Milwaukee, along the Willamette River, and on Interstate Avenue; sites that will require assessment and cleanup.

Because brownfields are usually found in already developed neighborhoods, they have the advantage of being served by existing roads, sewers and other infrastructure. They are also close to where people live, and therefore accessible. This is in





Natural corridors like this creek in the Portland Metro area provide immeasurable benefits for the surrounding communities.

contrast to most "greenfield" sites, on the edge of our urban area, which are expensive to develop due to infrastructure costs. These sites are often located away from communities with potential employees and customers, and are inaccessible except by car.

Urban Design

Assessment and cleanup are only part of the process. Equally important, especially to the affected community, is the physical form of any new development placed on a cleaned-up brownfield. Brownfields provide important redevelopment and infill opportunities. If they are well-designed, they can contribute to the restoration, maintenance, and creation of socially healthy and economically vital neighborhoods. In N/NE Portland many brownfields sites are relatively small compared with suburban sites and require a creative design approach to realize the most beneficial and productive use of the land.

The Coalition's urban design program is a critical component to ensuring the overall success of the Coalition's brownfield efforts. The urban design "charrette" program (a charrette is a four to seven day period of intense work by all interested parties to develop a detailed and finished design) can help guide a community and government agencies through the design process, resolving issues such as: Does the proposed development fit into the community? Is it of an appropriate scale and character? Does it support community goals? Ultimately, this process helps to build neighborhood and government support and commitment.

Greenspaces

Of course, depending on the quality and quantity of contamination, the final form of any new development doesn't have to be a residence, business, or other structure. The site can become a park or greenspace. This approach may be particularly appropriate to those brown-

fields found in low-income communities and communities of color since these neighborhoods sometimes lack recreational areas. These smaller, more dispersed sites can provide opportunities for so-called "pocket parks," small parks in close proximity to where people live and work. In addition, the efficient reuse of brownfields properties can ease pressures on greenspaces, or undeveloped land outside our urban area.

Affordable Housing

Things are a little different in the affordable housing arena, where brownfields assessment and cleanup can be a double-edged sword. In an ideal situation – where community members are key participants in assessment and cleanup decisions – the ultimate form of redevelopment can offer more housing opportunities to individuals and families with a range of incomes. The cleaned-up land can also be acquired by the community in the form of a community land trust, thereby removing the land from the speculative market and easing inflationary pressures on any eventual housing development.

Such pressures reveal the potential downside of brownfields assessment and cleanup; when done improperly, brownfield redevelopment can contribute to gentrification, which often has unforeseen consequences. Cleanup reverses the site's depressing effect on local property values. As these property values rise, low- and middle-income tenants can be forced out by escalating

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For more information about brownfields, contact:

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rents, be forced to spend more than a third of their income on housing, or share housing with more individuals to make ends meet. Eventually, a significant segment of the population finds it has few opportunities to participate in the neighborhood's newfound economic growth and benefits. Thus, participation by the impacted community — the community living in close proximity to the site — is fundamental to the overall success of assessment and cleanup activities.

Environmental Racism and Justice

According to the National Environmental Justice Advisory Council, environmental racism is "any environmental policy, practice, or directive that, intentionally or unintentionally, differentially impacts or disadvantages individuals, groups, or communities based on race or color; as well as exclusionary or restrictive practices that limit participation by people of color in decision-making boards, commissions, and staffs." Brownfields issues are environmental justice issues by their very nature — inseparable from issues of social equity, racial discrimination, and urban decay. Predominantly located in North, Northeast, and Southeast Portland's low-income communities and communities of color, brownfields are a burden on environmental and economic health.

Northeast Portland is home to a disproportionate number of brownfields, due in part to zoning that includes commercial and industrial sites alongside residential lots. This area is also home to most of the region's African American population — close to 90%. This may seem like mere coincidence, but if we look at some other policies that have impacted this area, we begin to see a pattern emerging. According to our regional government, Metro, the

greatest percentage of the region's culverted streams (natural water-ways that have been put underground in order to make room for development) are located in Northeast Portland. As a result, this part of the city is lacking in natural areas, or greenspaces, and the benefits they provide. The interstate freeway, I-5, runs through North and Northeast Portland, adding to the air and noise pollution in those neighborhoods. And during the "urban renewal" era of the 1960s and '70s, the decision to locate the Rose Garden arena and the Convention Center in Northeast Portland resulted in displacing hundreds of people from their homes and businesses. These are all examples of policies and land use decisions that have negatively impacted neighborhoods and residents in Northeast Portland — perhaps because citizens did not have a voice early on in the planning process.

Fundamentally, environmental justice means that the people and groups impacted by brownfields in their neighborhoods must be active participants in any assessment, cleanup, and revitalization activities. "Urban Revitalization" is a bottom-up process that proceeds from a community-based vision and seeks to build capacity, build partnerships, and mobilize resources to make that vision a reality. Revitalization does not lead to displacement of people through gentrification, which has often been the result of past development policies. Thus, the primary focus of the Coalition's brownfields efforts is to help create a structure for people to participate in brownfields decision-making. By guaranteeing neighborhood residents a place at the decision-making table, we hope to ensure community revitalization that benefits the neighbors — the people who have lived in the community for many years - as well as the neighborhood.

Contaminated site on the Willamette River - Portland, OR



The South Waterfront Urban Renewal Area was a 30 million dollar project. This brownfield redevelopment project once housed a power station, lumber mills and metal scrap yards.



Current Brownfield Efforts

Over the last year, Alan Hipólito and Geri Washington have collaborated — on behalf of the Urban League and CLF — with other brownfields stakeholders, such as EJAG and the City of Portland, to improve the Livable Communities Showcase project. They helped make North and Northeast Portland primary target areas for brownfield cleanup and redevelopment. They also advocated for a locally-recruited outreach worker to be based part-time in Northeast Portland, where s/he can be accessible to community members. Alan has participated regularly in Showcase Policy Board meetings, acting in part as a liaison to the Urban League, CLF, and the Northeast Portland community.

Geri has worked with the Willamette Carpenters Union to create a Brownfields Minority Worker Training Program, which will help teach residents of Northeast Portland brownfield cleanup and construction skills. To date, 21 community residents have been referred to the program. Based on the success of this partnership, the Urban League has submitted an application for an EPA grant to fund a Brownfields Job Training Demonstration Pilot to be used as a national model for other Showcase communities.

Other innovative approaches by Portland's brownfields stakeholders include collaborating on an application for Brownfields Revolving Loan Funds, targeted toward N/NE Portland and Portland's other Urban Renewal areas;

working on a Demonstration Project, using technical assistance from the Army Corps of Engineers to assess a site in North/Northeast Portland; and working with the City of Portland to deliver four Internet-ready computers to community organizations in this area. The Oregon

“ Social justice and equity must be incorporated into all infrastructure improvement and pollution prevention plans. No segment of society should have to bear a disproportionate burden of the nation's pollution problem. ”

— Dr. Robert Bullard, University of California Riverside

Environmental Council and the Environmental Justice Action Group have worked together to produce an environmental justice and pollution prevention resource guide for the Albina Community. This guide includes maps of potential brownfield sites and information about Portland's Livable Community Showcase project.

What's Next

Working with the Multnomah County Health Department, the Urban League sought funding for and established a program to help community members make informed decisions about brownfields and environmental health. This program, the Brownfields Health Awareness Project (see page 10), includes three locally-recruited outreach workers for North/Northeast Portland. The Urban League has assisted in locating office space, interviewing prospective outreach workers, and conducting outreach presentations. The Brownfields Health

Awareness Project has begun receiving informational requests from other health departments, and the League has been asked to share information on its experiences with the project. In short, the project is already viewed as a success; we feel this is largely because it actively solicited the input of groups like EJAG and the Urban League. The Brownfields Health Awareness Project is continuing to make community presentations to educate people about the health risks related to brownfields.

Many opportunities exist for interested community members to involve themselves in a variety of brownfields activities. The Health Awareness Project is recruiting public health teams. These teams, staffed by community members, will receive valuable environmental education — giving community members the information they need to make informed

brownfields decisions. Additionally, the City of Portland has committed to cleaning up and revitalizing three community-chosen brownfields sites in Northeast. Residents will be encouraged to help choose which sites will receive these valuable public investments.

The more activity and community involvement we can foster at this time, the more likely that the Showcase project, and North/Northeast Portland, will be able to access additional resources down the road. Clearly, many doors are opening to new resources for North/Northeast Portland, and many organizations — including the Environmental Justice Action Group, the Urban League's Office of Environmental Programs, and others — are hard at work to ensure community involvement in these resource decisions. This involvement will, in large part, determine whether these resources benefit long-time community members by including them in the revitalization process, or whether redevelopment and gentrification will inadvertently drive out the very people who have shouldered the burden of brownfields for so long.

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**ENVIRONMENTAL JUSTICE
ACTION GROUP -
WORKING FOR THE COMMUNITY**

The Environmental Justice Action Group is a grassroots, membership-based organization committed to education and activism around the issues of health, safety, and environmental justice in North and Northeast Portland. We are dedicated to developing and supporting community based leadership in people of color and low-income communities. We believe that a community that educates itself and speaks out for itself can best protect itself.

Environmental Justice means that all people are entitled to a healthy and safe environment in which to work, live, and play.

EJAG is taking part in the Portland Livable Showcase Community meetings in order that the North/Northeast Portland communities be afforded the opportunity to comment on and contribute to the redevelopment of area brownfields.

If you would like more information about EJAG's work, please call Anna Aguilar at 283-6397.

The Brownfields Health Awareness Project (BHAP)

The Agency for Toxic Substances and Disease Registry awarded funds to the Multnomah County Health Department for a pilot project to develop and implement strategies to ensure that efforts to remediate and redevelop brownfield properties do not present environmental public health hazards to current and future community residents. These grants were available only to Public Health Departments in Showcase cities. BHAP goals are to protect the health and quality of life of people living around brownfields property by focusing on public health issues related to environmental degradation and brownfields revitalization, and to ensure the full representation and participation on all levels of people of color and low-income population groups.

Why is BHAP needed?

- Our community needs to be aware of how brownfields affect health.
- Our community needs to be able to recognize environmental health risks.
- Planning is needed to prevent injury and disease in the future.

What has BHAP done?

- Established a community-based office at the King Neighborhood Facility.
- Participated as a stakeholder in the Portland Livable Community Showcase.
- Monitored EPA Superfund cleanup at the Grant Warehouse site for environmental health concerns.
- Searched for and located former Grant Warehouse residents to screen for heavy metals exposure.

- Hired two outreach interns from N/NE Portland.
- Co-hosted presentations about Brownfields with the Urban League and Coalition for a Livable Future.
- Began recruiting for Brownfields Public Health Awareness Teams in the N/NE Community.

What does BHAP plan to do?

- Increase community awareness of brownfields health risks.
- Assemble Brownfields Public Health Awareness Teams (BPHATs) to build community capacity to address revitalization concerns.
- Enhance resources available to organizations addressing environmental health concerns.
- Provide education and training to develop future leadership.
- Hire one additional intern from the community in order to foster youth leadership building. This position is geared for a high school senior or college freshman age person.
- Assemble health data for GIS mapping that is not currently in a form available to the public.
- Apply for grant to acquire resources to perform assessments on Showcase-selected brownfield sites.

For more information about the Brownfield Health Awareness Project, please call Jennifer Chacono at (503) 736-6930. ✧

“ By guaranteeing neighborhood residents a place at the decision-making table, we hope to ensure community revitalization that benefits the neighbors — the people who have lived in the community for many years - as well as the neighborhood. ”

SAVE IT, DON'T PAVE IT!
continued from cover.

Part of the answer to creating the balance in a transportation system lies in weighing safety, cost, and opportunity. With the rush to provide safe and efficient infrastructure for the automobile, certain basic elements of a transportation system have been forgotten. Sidewalks for our kids to run to the store, safe travel options for family members and friends who can't afford a car or can't drive, and affordable transit that gets people to job centers are just some of the basic elements that must be restored to improve community livability.

Accessibility and Mobility

The two most important elements of transportation planning are accessibility and mobility. When we get in our cars to drive, we do so because the car offers us a high level of accessibility, the ability to reach almost any destination. The only thing that makes us think twice about using our cars is how long we will be stuck in traffic on Highway 217 or 82nd Avenue — which speaks to our ability to move, or our mobility.

On the flip side, bicycling and walking offer many people cost-effective personal mobility, but there are very few places that are accessible. Many kids in this region can ride their bikes around the subdivisions they live in but find it difficult to go visit their friends who live a mile away. Most of us shy away from bicycling or walking because the route to the store doesn't have sidewalks, and there are a lot of fast-moving cars competing for road space. Another reason may be that there are simply no stores within walking or bicycling distance.

This same story holds true with using the bus. If the bus stop is too far away from work or home, or the bus service is infrequent or slow, riders lack accessibility to employment areas and mobility during high travel times.

Portland History

The Portland metropolitan region did not begin to develop on the east side of the river until bridges provided accessibility. Even then, people were fairly mobile on foot or horseback. Yet, they didn't move far from the river until trolley lines were built to increase accessibility to new developments, such as Westmoreland and Ainsworth. As land developed along the trolley lines, walkable communities were built at the station areas. Shops clustered around the trolley stops

“The amount of road space to be provided in a city is not an engineering question. It is first and foremost a question of social justice.”

— David Engwicht author of *Reclaiming our Cities and Towns: Better Living with Less Traffic*

and wide sidewalks brought people to their homes nearby. These trolley lines are now some of our most vibrant shopping, eating, and living areas: Hawthorne Boulevard, Northwest 23rd Ave., Belmont, Clinton St., Broadway ... and the list goes on.

Sometime in the late 1950s, we lost our focus on community and began —

inadvertently perhaps — increasing barriers to transit and walking by emphasizing accessibility and mobility for the automobile. The era of freeway-building put most of the region's transportation funds into expensive projects designed solely for the automobile.

Every city, including Portland, lobbied for a portion of the federal interstate system that would bring people from far away right to the heart of downtown. This change in policy direction brought chaos to inner-city neighborhoods as they were destroyed or divided by large tracts of paved freeway. The only connection given to the neighborhoods were overpasses for cars to drive across the highways. In the Portland area, regional funds were re-directed to the building of I-84, I-5, the Ross Island/I-5 interchange, and McLoughlin Boulevard. The newly constructed freeway interchanges at the edge of the region increased accessibility to the countryside for people who wanted to live in more rural areas and work downtown.

What followed was the provision of new sewer, water, and local streets for new development at the suburban fringe of the Portland area. North and Southeast residents watched people pass through their communities on their way to highway interchanges where there were retail outlets, employment centers, and new

➤ Continued on page 12.



housing opportunities. In the meantime, inner-city neighborhoods that were once flourishing communities lost transit service, business investment, and jobs.

Over the years, the people in this region came to the realization that an over-emphasis on one transportation choice was leading us to abandon our inner-cities and pave over our valuable farm and forest lands. Since the early 1970s, citizens have been trying to shift the focus of regional transportation planning from moving a great number of people *through* our neighborhoods to providing safe and convenient choices for people to move *within* communities. There have been several victories in the Portland region since the connection between land use and transportation planning became an established process for determining how to manage growth or spur economic development. Here are just a few of the success stories from around the region:

- Gresham has reclaimed their downtown and increased pedestrian accessibility to light rail stations by simply providing sidewalks.
- Downtown Portland removed a freeway to build Tom McCall Waterfront Park along the Willamette River.
- Southeast Portland residents rallied against the proposed Mount Hood Freeway, which would have divided communities, and put their energies into building a light rail line to provide commuter options to the congested I-84 corridor.
- The City of Portland has established separate pedestrian, bicycle, and traffic calming programs to reduce the impact of the automobile on neighborhood mobility.
- Transit ridership has increased due to efforts to develop transit-friendly areas, increased transit service, and incentives such as reduced monthly fares. In fact, in the last seven years, the Portland area's transit ridership has grown faster than that of any other city in the U.S.

Where Are the Challenges?

While the Portland region has become the national example for meeting tough economic and social challenges through the years, we can't afford to rest on our laurels. As Lewis Mumford wrote, "Trend is not destiny." We may be rated the number one mid-sized region for bicycling in the nation, but decisions that are being made today may not reflect the same value system as in the past.

Metro, our regionally elected government, made a commitment in 1995 to improve livability within our communities by adopting a 20-year land-use plan. This plan focuses development and redevelopment in areas identified as existing and future community centers. Clackamas, Hillsboro, Beaverton, Washington Square, Gresham, and Gateway, as well as downtown Portland, are all areas where investment in transportation options is needed to make the land use plan a reality.

A regional transportation plan that serves regional centers, as well as neighborhoods, is critical to our future quality of life. As citizens, we must prove that we need a variety of transportation options to offset increasing congestion problems. What evidence do we have? The most important evidence is our own experience of difficulties in getting to the places that are important to us. Second, the path chosen by Seattle, San Francisco, Denver, and Salt Lake City has demonstrated that pouring money into highways isn't the answer. A recent study by the Texas Transportation Institute

compared cities that spent all of their transportation funds on more, wider highways to cities like Portland that have invested in other transportation options. The cities choosing highways have not improved the quality of life for their citizens. They experience as much congestion as we do (see page 14).

"Trend is not destiny"

— Lewis Mumford

The 75 people a day that we add to the region will add approximately 800 more trips by autos in our region daily. Should we assume that all these trips be made by automobile?

Metro studies have shown that if we were to accommodate the demand for all the predicted car trips made during the evening commute in 20 years, we would need to spend over \$13 billion on freeway and arterial road widening. This would mean that Portland could look like Dallas, Texas, with 10 lanes of freeway along the entire length of I-5, I-84, and Hwy. 26. We could have arterial roads up to seven lanes wide through neighborhoods, such as 99E, 99W, Tualatin Valley Highway, and Farmington. Can you imagine the demand to expand the urban growth boundary onto our precious Willamette Valley farm and forest lands if the region decided to only focus on accessibility and mobility for the automobile?

The region expects only \$1 billion in revenue from the state and federal gas tax during the next 20 years. Should we spend it all on road-widening? Or should we spend it on building roads that accommodate all modes of travel, with wider sidewalks, bike lanes, and transit stops with bus shelters?



Transportation Plan for Everybody

In 1998, the Coalition for a Livable Future developed a **Transportation Plan for Everybody** based on our vision of a people-oriented transportation system that supports communities by:

1. Providing convenient, affordable, accessible transportation choices;
2. Conserving resources, open space and the natural environment; and
3. Adding to the vitality, character and health of our communities and economy.

To make this vision a reality, we must speak up for projects in Metro's *Regional Transportation Plan*, currently under consideration, and our own local *Transportation System Plans* that support livable communities. To secure the future livability of our communities we need to:

- Invest wisely. Maintain and support our past investments in neighborhood infrastructure, such as schools, parks, sewers, and streets and transit.
- Provide travel options. We have an excellent and extensive auto system, but it is difficult to walk, bike or use transit in many areas. Investments should be made to improve these networks for safety and efficiency reasons.
- Build needed local connections for people! We could spend massive amounts of money on highways and get short-term gain for a small number of people - OR - strengthen communities by building sidewalks, bike paths, and/or streets that allow for a choice of travel options.

For a copy of the **Transportation Plan for Everybody**, with information about specific transportation projects throughout the region, please call the Coalition for a Livable Future at (503) 294-2889.

How to Get Involved

Over the last five years, Metro has been engaged in planning for our region's future transportation needs. This June, Metro will release a draft of proposed transportation projects, policies, and funding strategies for public comment. After incorporating citizen input, Metro plans to release a working draft of the 20-year Regional Transportation Plan (RTP) in September, followed by a 45-day public comment period, including public hearings. These hearings provide an opportunity for citizens to speak up for our transportation priorities — such as fixing our existing roads, improving transit, and providing bicycle and pedestrian routes — and a chance for us to have a say in how our total transportation dollars for the region are spent. For more information about the Regional Transportation Plan and specific proposed projects, please call Pamela Peck at Metro (503) 797-1866. You may also want to contact your county government and local city council to find out about transportation projects in your community.

Citizens for Sensible Transportation and Bicycle Transportation Alliance, two

1997 Metro Regional Framework Survey

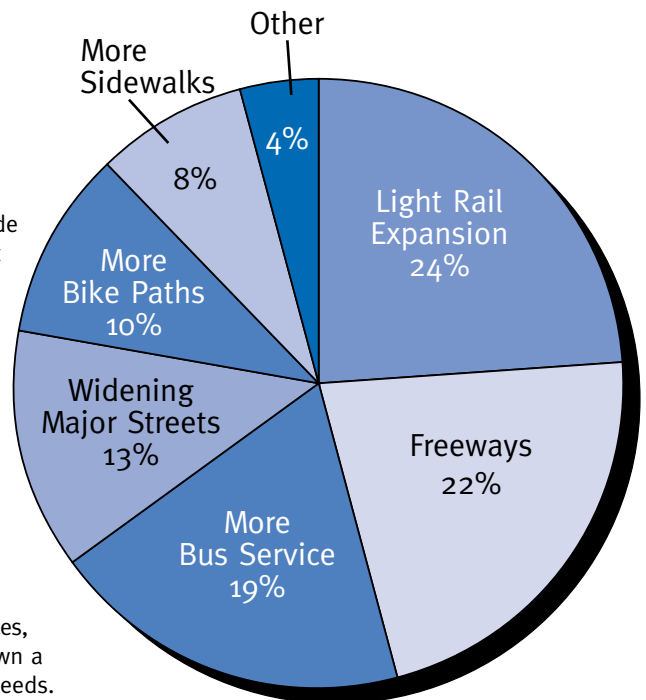
In 1997, Metro conducted a survey to find out how citizens of this region wish to spend their transportation money.

The survey asked people to divide a dollar between all the different transportation options. Interestingly enough, most respondents emphasized bike paths, sidewalks, and bus service. According to the survey, people only wanted to spend 35% of our transportation funds on freeways and road-widening. The results of the survey provide a clear message for Metro to invest in higher levels of safe, cost-effective transportation choices, so that people aren't forced to own a car in order to meet their daily needs.

Coalition member organizations, have been combining their efforts to reach out to the public and educate people about opportunities to make a difference in our transportation system.

With the help of intern Becky Douglas, they have made over 25 presentations about the *Transportation Plan for Everybody* to neighborhood associations, churches, and social organizations. A volunteer phone bank helped reach over 2000 community members with information on upcoming opportunities to have community dialogue about light rail and other transportation issues. Geri Washington, CLF's inner city outreach worker, organized residents of Northeast Portland who were concerned about how light rail might impact their community. She conducted a series of community tours and meetings with elected officials to discuss how the development of a North light rail line could benefit the area without displacing jobs or homes. These efforts led to broad public participation in a series of 'listening posts' sponsored by Metro to gather community input about the future of transportation planning and spending. The Coalition's goal is to encourage ongoing citizen involvement in transportation decision-making.

➤ Continued on page 14.



Study Shows Adding New Lanes is Not a Solution

Graph 1: Fails to Ease Congestion

An analysis of the Texas Transportation Institute's (TTI) annual report on metropolitan congestion shows that the most common congestion-fighting strategy — building more roads — has had virtually no impact on the increase in traffic congestion in major urban areas during the last 15 years. The analysis compared metropolitan areas that have added extensive new road capacity with those that have not, and found no significant difference in the rise in traffic congestion.

Graph 2: Fails to Lower Costs

The analysis also found that between the two groups, the urban areas that added more new lanes spent roughly \$22 billion more on construction, but their drivers are still paying high costs due to congestion delays. According to Roy Kienitz, Executive Director of the Surface Transportation Policy Project (STPP), "Widening roads to ease traffic congestion is ineffective and expensive at the same time. It's like trying to cure obesity by loosening your belt."

Putting Congestion Relief Claims to the Test

"Communities that are investing in strategies that give people alternatives to driving, such as transit, bike lanes, and land use planning, are finding these techniques can be both a popular and effective means of fighting traffic congestion," says Kienitz.

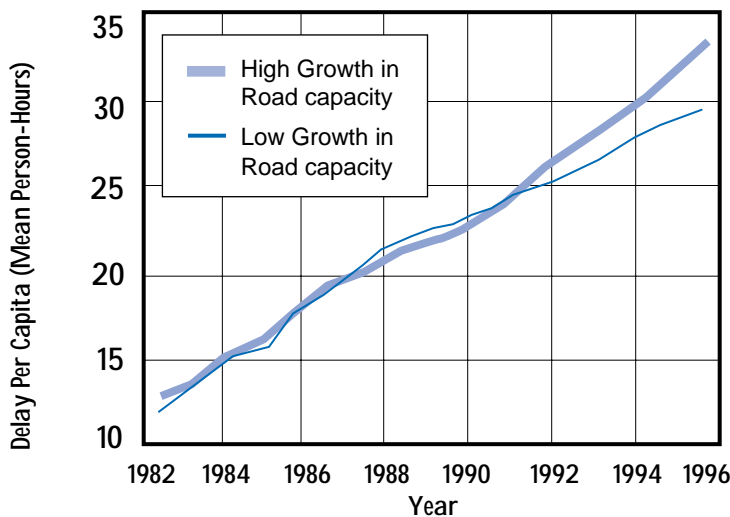
The Texas Transportation Institute's annual report on the impact of traffic congestion in major urban areas has become the accepted national benchmark of congested conditions. Each year the report calculates hours of delay per person, excess fuel consumption, and congestion costs to reach a "congestion index" for each area. Surface Transportation Policy Project is a coalition of over 200 environmental and consumer groups interested in promoting a transportation system that is energy efficient and environmentally responsible.

For a complete copy of the report, visit STPP's website at www.transact.org. The Texas Transportation Institute's latest congestion index figures can be obtained at their website, <http://mobility.tamu.edu>.

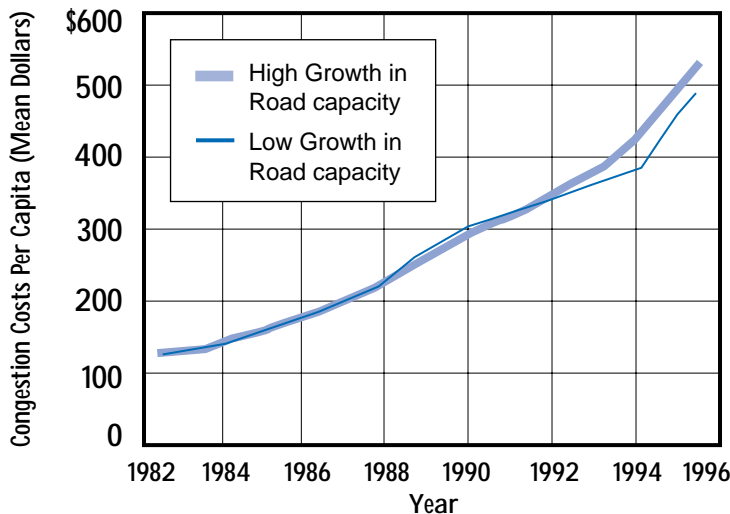
If you are interested in learning more about specific transportation projects being proposed for your neighborhood, please call Citizens for Sensible Transportation at (503) 225-0003. ✧



GRAPH 1: Delay Per Capita (Mean Person-Hours)



GRAPH 2: Congestion Costs Per Capita (Mean Dollars)



Clark County Gets Smart

by Mick Weltman
Executive Director, Friends of Clark County

According to The Columbian, Southwest Washington's leading daily newspaper, the population of Clark County grows by 31 people daily. The current population, now over 330,000, has grown by 37.8 % in the 1990s, with 11,200 new residents in 1997 alone. Population is projected to grow by another 140,000 people in the next 20 years.

While Washington State's Growth Management Act has moderated the impact of this growth to some degree during the 1990s, pro-development property-rights advocates have influenced policy, and skyrocketing growth is affecting all aspects of the community, including transportation, education, economic development, housing and the environment.

With growth continuing today, Clark County is experiencing an increase in traffic congestion, leap-frog development and overcrowded schools. For example, the Evergreen School District, one of the state's fastest growing school districts, made four unsuccessful attempts at passing a bond measure before voters finally narrowly approved a plan to fund the addition of new schools. Repeatedly, voters told school officials that they were voting "no" because they opposed the runaway growth that has been occurring in the eastern segment of the county. Students bore the brunt of this voter attempt at putting the brakes on growth.

Near the north end of the urban part of the county, traffic bottlenecks are increasing in proximity to a new high school and the expanding Washington State University - Vancouver Campus. In the northern part of the county, growth issues have erupted in an area where rural residents want to block construction of an outdoor amphitheater.

Beginning in the spring of 1996, several environmental activists and neighborhood leaders organized the Friends of Clark County (FOCC) with the intention of educating the community about the importance of growth management. Our goal was to build local support for thoughtful land-use

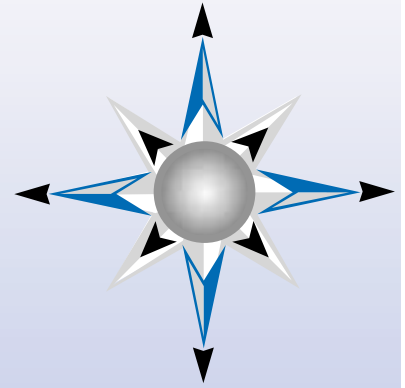
planning with an eye toward our ability to set an example statewide of how to preserve the health of the environment.

In order to conserve limited land and public resources in and around Clark County, FOCC has acted on its belief that the best way to manage rapid growth is to educate and empower citizens to help shape their community. Friends of Clark County's *Smart Growth/Smart Community* project will educate citizens about growth management and provide opportunities for citizens to channel their combined concerns into action to reshape the patterns of development and growth. Clark County's growth management will only be as strong as the participation and level of involvement by the community.

We believe that focusing on *Smart Growth* is both a philosophy and a series of practical measures to build livable communities. What makes a community livable? One central theme of a livable community is that it is designed around *people* and their needs. This seems obvious, but it is a principle that is often overlooked. We've all been in neighborhoods where there are no sidewalks, no parks nearby, no grocery store or coffee shops within walking distance...all simple things that add to our quality of life.

Smart Growth incorporates many of the values and design principles that made the communities of our parents' and grandparents' day healthy and vibrant:

- Compact, mixed-use urban centers and neighborhoods;
- Diverse housing types and a range of affordable housing;
- Services conveniently located in neighborhoods, which helps reduce traffic;
- Transportation options other than the automobile;
- Increased open spaces and parks;
- Growth that pays for itself;
- Design elements (more sidewalks and smaller streets) that promote greater neighbor-to-neighbor interaction. People meeting people strengthens neighborhoods — and communities.



Clark County is experiencing an increase in traffic congestion, leap-frog development and overcrowded schools.

Clark County's growth management will only be as strong as the participation and level of involvement by the community.

Friends of Clark county sees *Smart Growth* as a means of promoting strong and sustainable economic development — a key ingredient of livability — but not growth for the sake of growth. *Smart Growth* emphasizes quality economic development, not a “laissez faire” approach to development where we often destroy the town by building more sprawl and increasing traffic in order to save it by creating more jobs. Jobs are critical to economic development, but the way in which they are created and fit into the community is also important. Family wage jobs are needed to promote economic growth in Clark County and to offset the jobs/housing imbalance. It is estimated that 50,000 Clark County residents commute to Portland every day to work. If we can attract and create quality jobs in Clark County, we may reduce traffic over the I-5 bridge and build a sustainable economic base for the future.

Smart Growth is not against the automobile. Rather, it is for reducing dependency on the car and offering a diverse range of transportation options to meet our communities' needs in a safe, efficient, economic way. More cars mean more auto-focused development, leading to communities that are built around the car — not around people. *Smart Growth* acknowledges that the car is merely one part of a transportation system, and that driving should be a choice, not a requirement.

Recognizing that we need to conserve our limited natural resources, *Smart Growth* says communities can't keep expanding and building outward because eventually there will be no more “out.” *Smart Growth* supports the development of both rural and urban communities, understanding that both fail when one is promoted at the expense of the other. Healthy, vibrant urban centers and productive rural areas are mutually supportive.

Friends of Clark County has established a strong, positive presence in the Vancouver area. Our goal is to ensure that decisions made by local government officials and the community at-large support the county's 20-Year Comprehensive Growth Management Plan and move the community towards a stronger *Smart Growth* philosophy in both spirit and practice.

In our first year, Friends of Clark County held five public forums and a conference on growth management attended by more than 475 people and broadcast locally by the community cable station. Included in the forum series was the only *Candidates' Night Debate* in Clark County, co-sponsored by the League of Women Voters, in which more than 150 citizens came to hear county commissioner and state representative candidates answer questions. In February 1999, we sponsored a day-long conference on “*Growing Smart: Neighbors Working Together to Stop Sprawl and Build Better Communities*” with more than 110 people participating. We plan to build on these efforts by hosting a seminar for developers on “*Building Smart,*” and by sponsoring a “*Future Search Conference*” to bring together diverse residents and create a long-term vision and action plan for the community.

This year FOCC will also continue to expand our outreach to neighborhood associations and will continue to strengthen the bridges we have built with community leaders, organizations and others concerned about growth management issues. Moreover, we will work in all of our efforts to integrate the philosophy and practice of *Smart Growth* principles with Clark County's growth policies.

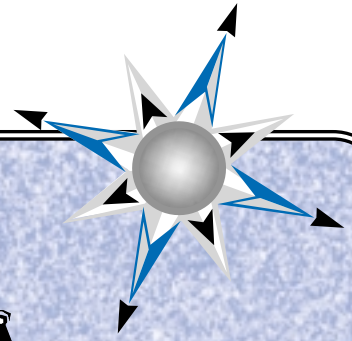
We are pleased to be the first nonprofit in the Portland-Vancouver metropolitan area north of the Columbia River to join the Coalition for a Livable Future and believe that our participation will benefit communities on both sides of the river. ✧

Mick Weltman is Executive Director of Friends of Clark County and can be reached at:
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Email: focc@teleport.com
Web: www.teleport.com/~focc/



Officers Row in Vancouver WA, once residential housing for soldiers and officers, is today an historic site overlooking the Columbia River.

CLF Notes



Urban Reserves Victory!



In February 1999, the Land Use Board of Appeals (LUBA) ruled against Metro's designation of 18,600 acres as urban reserve lands - land reserved for future expansions of the regional urban growth boundary. The Coalition for a Livable Future joined with 1000 Friends of Oregon, Ecumenical Ministries of Oregon, and Malinowski Farm in appealing Metro's decision because it designated too much land for urban reserves, and because too much of that land is excellent farmland (about 3,000 acres). Attorney Mary Kyle McCurdy argued the case, pointing out the negative impacts on agriculture and the risk of perpetuating inefficient and unbalanced development patterns. Ms. McCurdy, staff attorney at 1000 Friends of Oregon and member of CLF's Steering committee, called the ruling "a major victory for the region, for sound planning, and for farmland protection throughout the state."

CLF Sponsors Study of Displacement



The Coalition for a Livable Future, working with the Center for Community Research and Portland Metropolitan Studies Institute, is conducting a study of the social impacts of rising housing costs in Multnomah County. The report resulting from this research includes: maps depicting changes in neighborhoods; a set of interviews with people directly affected by displacement; and examples of effective tools that communities nationwide have developed to fight displacement. The report illustrates that while Portland has taken many important steps toward creating affordable housing, the region still needs a comprehensive housing affordability strategy as part of its regional growth management efforts. This study will be available in Summer 1999. For more information, please contact Jill Fuglister at (503) 294-2889 or jill@friends.org.

New Members

The Coalition welcomes three new member organizations!

- Friends of Clark County
- The Enterprise Foundation
- Sustainable Communities Northwest

CLF

HAS A WEB PAGE!

The address is:
www.friends.org/clf/clf.html
 check it out!

A Wake-Up Call for the Region —

In this comprehensive analysis of the Portland area's growth patterns, nationally-acclaimed demographer **Myron Orfield** praises many of our region's efforts to address the side effects of growth, including urban decay and suburban sprawl. He also warns that the seeds of social and economic polarization, which have devastated cities like Chicago and Minneapolis-St. Paul, are present and growing in our metropolitan area.

If you would like to order a copy of Myron Orfield's report, please see the order form on page 18.



CLF Staff Updates

Meet Our Newest Staff Member Jill Fuglister

Farewell to Zack Semke, Geri Washington and Lisa Jackson

I moved to the Pacific Northwest (Tacoma, WA) in 1991 to do a year of volunteer service working with at-risk youth through the Jesuit Volunteer Corps. I fell in love with the landscape and mild climate of the Pacific Northwest (as compared to the unending flatlands and bitter cold of Minnesota where I grew up) and moved to Portland the following year.

As an undergraduate at the University of Notre Dame, I studied political science and French. In 1998, I received a masters degree from the University of Oregon Environmental Studies Program.

My work experience is a combination of social justice and environmental work: I worked with homeless and low-income residents of Portland's Old Town neighborhood as operations manager of Sisters of The Road Café for two years. I was an environmental educator in Vermont, taught biology as a graduate student, and worked at the Oregon Chapter Sierra Club for one year, while I finished my Masters' thesis on Portland's Local Food System.

One of the reasons I find the Coalition's work so compelling is that it connects social justice and environmental issues in recognition that this is vital to creating a sustainable and equitable Portland region. I look forward to learning from, and working with, the member organizations of CLF as we pursue this important effort.

The Coalition is sorry to say good-bye to three very important people. **Zack Semke** held the position of CLF's Program Coordinator for four years, since the Coalition was founded in November 1994. Zack helped establish the Coalition as a hard-working, unique collaboration of individuals and organizations, and he fostered an atmosphere of trust, professionalism and community within the organization. Zack left CLF to pursue his career as co-director of Portland Taiko, an Asian-American drumming and performance group. **Geri Washington** will be leaving her position as CLF's Inner City Outreach Worker at the end of May 1999. Geri has made great strides in involving the community in North/Northeast Portland in regional transportation and brownfield decision-making. She will continue to make a difference in Northeast Portland by serving as a member of the Multnomah Education Service District Board. And finally, **Lisa Jackson** is leaving her position as CLF's Assistant Coordinator to move to Anacortes, Washington. She will continue to play music with her band, *The Crabs*, and bring her awareness of growth management issues to her new home town.

Thank you, Zack, Geri and Lisa for all your hard work. We will miss you!



To order a copy of Myron Orfield's analysis of growth patterns in the Portland region, please fill out this form and mail to: **The Coalition for a Livable Future, 534 SW 3rd Ave., Suite 300, Portland, Oregon, 97204 - or call (503) 294-2889.**

"Portland Metropolitcs: A Regional Agenda for Community and Stability"

Executive Summary.....\$ 2

Full Report.....\$ 15

Amount enclosed \$ _____ Please make checks payable to **1000 Friends of Oregon.**

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THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

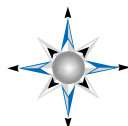
- 1. Protecting, maintaining and restoring the social and economic health of our urban, suburban, and rural communities, especially the distressed parts of the region;**
 - (a) Preventing displacement of low and moderate income residents and people of color as neighborhoods improve;
 - (b) Assuring easy and equitable access to employment and affordable housing throughout the region;
 - (c) Promoting the preservation and development of housing affordable to low and moderate income residents throughout the region;
 - (d) Protecting, maintaining and encouraging the development of living wage jobs, small businesses, and community-based and sustainable economic development throughout the region;
 - (e) Reversing the polarization of income and raising income and opportunities for the region's low-income residents;
 - (f) Preserving and enhancing a high quality public education system for all parts of the region and all residents;

- 2. Developing a more sustainable relationship between human residents and the ecosystems of this region;**
 - (a) Reducing consumption (particularly of non-renewable resources), pollution, and waste;
 - (b) Changing the patterns of urban expansion from low-density suburban sprawl, which relies on the automobile and wastes valuable farm and forest lands and other natural resources, to more compact neighborhoods with a mix of uses conveniently served by public transportation;
 - (c) Expanding transportation options, including reducing dependency on automobiles and vehicle miles traveled per capita and increasing transit, bike and walking opportunities throughout the region;
 - (d) Protecting, restoring and maintaining healthy watersheds, fish and wildlife and their habitats, greenspaces, and other natural resources within and outside urban growth boundaries;
 - (e) Ensuring that the built and natural environment are integrated in a sustainable manner that supports neighborhood livability and protects wetlands, streams, water quality, air quality and the natural landscape and recognizes that both natural resources and humans are part of the urban ecosystem;
 - (f) Addressing past, present and future issues of environmental equity including: the siting and cleanup of polluting industries and waste disposal sites, remediation of toxic waste sites and water pollution, and the distribution of neighborhood parks, trails, and greenspaces;

- 3. Assuring the fair distribution of tax burdens and government investment within the region;**

- 4. Promoting a diverse and tolerant society;**

- 5. Increasing public understanding of these regional growth management issues, developing effective democratic discourse, and promoting broader citizen participation in decision-making regarding growth in our region.**



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

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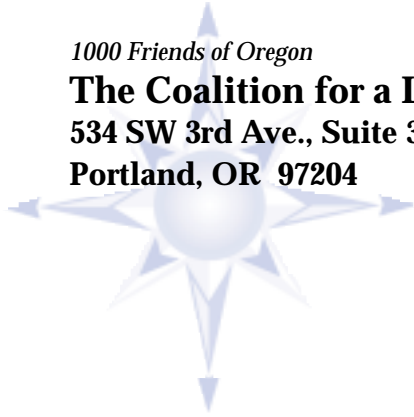
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The Coalition for a Livable Future

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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.

Please send information about :

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Name _____

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I want to subscribe to CLF's e-mail list to receive information about events and opportunities related to our region's livability.

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