

The Journal of the Coalition for a Livable Future

Nature in the City

Forming a Regional Approach to the Endangered Species Act

by Mike Houck, *Urban Naturalist, Audubon Society of Portland and Chair, Natural Resources Working Group, Coalition For A Livable Future*

“The city is a granite garden, composed of many smaller gardens, set in a garden world. Parts of the granite garden are cultivated intensively, but the greater part is unrecognized, neglected...to the idle eye, trees and parks are the sole remnants of nature in the city. But nature in the city is far more than trees and gardens...Nature in the city...is the consequence of a complex interaction between multiple purposes and activities of human beings and other living creatures... the city is part of nature.”

—Anne Whiston Spirn,
*The Granite Garden,
Urban Nature and Human Design, 1984*



Metro's Goal 5 program is not just about fish. It's also about providing recreational activities like hiking on the regional trail system, much of which runs along stream corridors like this greenway path on Fanno Creek.

The Chinook Salmon is one of the species of fish that has been listed as threatened by the National Marine Fisheries Service, highlighting the need to develop our cities in a manner that protects and restores streams, rivers, wetlands and other Greenspaces.
Photos by Michael Wilhelm.



In 1982 when I launched the region's first Goal 5, fish and wildlife habitat inventories, I was told by a local county planning director that fish and wildlife habitat and other natural resources were not meant to be protected inside Urban Growth Boundaries (UGB). I was informed that Goal 5 (see glossary on page 10) did not apply inside the UGB and that the boundary was designed to direct orderly urban development inside that imaginary line.

The UGB, I was told, was intended to protect farm and forest land outside and promote full build-out inside, without regard to natural resource protection. Eighteen years later we have come a long way toward recognizing this view of urban planning is not only bankrupt but contrary to the Region 2040 planning process. It is also antithetical to the Coalition For A Livable Future's mission and objectives, listed on page 15.

In this issue:

Nature in the City: Forming a Regional Approach to the Endangered Species Act

Mike Houck examines how the listing of fish species in the Portland Metro area under the Endangered Species Act relates to Metro and local government natural resource protection programs. (cover)

Putting Food on the Table: Food Policy and Regional Planning

Deb Lippoldt explores ways to incorporate food access, a vital part of livability, into local and regional planning. (page 4)

Regional Transportation Decisions are Critical to Maintaining Livability

Ross Williams demystifies the planning process that determines which transportation projects will get built in the region. (page 6)

Civil Rights and Urban Renewal: Creating a Racial Impact Statement for Interstate Developments

Anna Hendrix describes the Coalition's work towards creating a Racial and Low-Income Impact Statement which would define the likely social effects of Urban Renewal and other developments related to the light rail line planned for North/Northeast Portland. (page 8)

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

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

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

- Rex Burkholder**, Citizen Activist (On Leave)
- Ron Carley**, Conservation Outreach Coordinator, Audubon Society of Portland
- 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 Audubon Society of Portland
- Deb Lippoldt**, Citizen Activist
- Diane Luther**, Executive Director of Northwest Housing Alternatives
- Mary Kyle McCurdy**, Staff Attorney for 1000 Friends of Oregon
- Marcy McInelly**, Architect and Business Owner
- Loretta Pickerell**, Citizen Activist
- Ross Williams**, Outreach Coordinator, Citizens for Sensible Transportation

CLF Staff members include:
Jill Fuglister, Program Coordinator
Teresa Huntsinger, Assistant Coordinator
Joey Lyons, Inner City Outreach Worker

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

In addition to research and public education, the Coalition advocates for progressive regional policy regarding land use, transportation, housing, public investment, economic equity, food access and the environment. CLF draws connections between growth management and social justice. We recognize that the economic and social health of one city depends on the health of its neighbors. Thus, we strive to promote "regionalism," a way of looking for the links between the 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 working groups, as well as our monthly full Coalition and Board of Trustees 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 or Teresa Huntsinger at 503-294-2889 or clf@friends.org. You may also visit our website for more information at www.clfuture.org.

*The Coalition for a Livable Future
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- Rose Tucker Charitable Trust
- The Surdna Foundation
- U.S. Department of Housing and Urban Development

CLF Member Profiles

Meet Two Members of the Coalition's Board of Trustees



Marcy McInelly

Marcy McInelly is an architect, urban designer and president of Urbsworks, Inc. She is also an appointed member of the City of Portland Planning Commission.



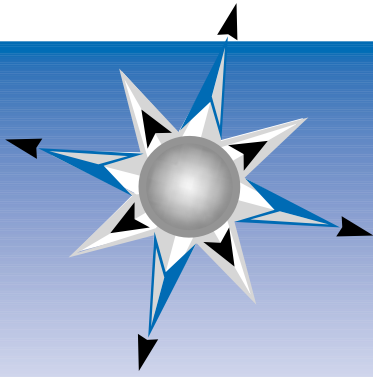
Lenny Dee

Lenny Dee began his community involvement in the early 70's by leading the campaign to save Goose Hollow. He founded the Clinton St. Theater and *Clinton St. Quarterly* and has been active with CLF for the last five years.



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

- American Institute of Architects, Portland Chapter
- American Society of Landscape Advocates
- Association of Oregon Rail and Transit Advocates
- Audubon Society of Portland
- Bicycle Transportation Alliance
- Citizens for Sensible Transportation
- Columbia Group Sierra Club
- Columbia River Inter-Tribal Fish Commission
- Columbia River Region Inter-League Organization of the League of Women Voters
- Community Action Organization
- Community Alliance of Tenants
- Community Development Network
- Creative Information Transforming Education
- 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 Trees
- 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
- Keepers of the Water
- Livable Oregon
- Multnomah County Community Action Commission
- Network Behavioral Health Care, Inc.
- Northwest Housing Alternatives
- 1000 Friends of Oregon
- Oregon Council of Trout Unlimited
- Oregon Environmental Council
- Oregon Food Bank
- Portland Citizens for Oregon Schools
- Portland Community Design
- Portland Housing Center
- Portland Impact
- REACH Community Development Corporation
- ROSE Community Development Corporation
- Sisters of the Road Cafe
- Sustainable Communities Northwest
- Sunnyside Methodist Church
- Tualatin Riverkeepers
- Urban League of Portland
- The Wetlands Conservancy
- Willamette Pedestrian Coalition
- Woodlawn Neighborhood Association



The CLF has several working groups made up of folks interested in a variety of livability issues. Working groups guide the Coalition's activities, and they are the best way for interested individuals and organizations to get involved with CLF. Each group operates differently, depending on the needs of those involved. Some have monthly meetings. Others meet less regularly and discuss issues between meetings via email or other methods of communication. Working groups are open to any who wish to participate! For more information, please contact the working group chairperson.

The Washington County Housing Advocates Group consists of individuals who are interested in the housing crisis facing the Portland region, as well as those whose lives and work are impacted by the lack of affordable housing. We meet the first Wednesday of the month, from 8:30-10:30 a.m., to share information and strategize about how to inform the development of good affordable housing policy. For information: Jill Fuglister, The Coalition for a Livable Future 503-294-2889 or clf@friends.org.

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

Putting Food on the Table: Food Policy and Regional Planning

By Deb Lippoldt, *Chair of CLF's Food Policy Working Group*

Food security affects everyone whether they think about it or not. Our land use laws protecting farmland do not guarantee the availability of food for local needs. Our current export-based food production system is increasingly stretched as global food needs increase. The safety of food, especially imported food and the implications of biotechnology, affects everyone. Environmental protection is essential to secure healthy natural resources needed for producing food. The rising cost of housing and other expenses of daily living often impinge on the ability of families to purchase the foods they need. Efficient transportation to food markets and sources (including community gardens and stores) can determine whether or not someone gets the food he or she needs. The informed consumer needs accurate food and nutrition information in order to make wise decisions. In the Metro region, as in most areas across the country, attention to these aspects of food needs is largely absent from planning efforts.



In nearly every example of current efforts to promote sustainable development or smart growth, food is missing. Yet, because food is so taken for granted, most people don't even realize that it is missing! The proven success of the Coalition for a Livable Future's ability to garner widespread support for issues affecting our quality of life provides a great opportunity to work creatively toward meeting the food needs for all our residents, now and especially in the future. The creation of

the Food Policy Working Group (FPWG) allows a comprehensive forum for creating healthy, equitable and sustainable communities. Air, water, shelter, livelihood and FOOD... we all depend on each other.

In January 1999, the Food Policy Working Group became the newest official working group of the CLF. Made up of CLF members from Ecumenical Ministries of Oregon, Oregon Food Bank, Sisters of the Road Café and non-members including Portland's Community Garden program, Chefs Collaborative, and other individuals, the FPWG spent its first year clarifying our

focus and identifying potential issue areas. During the coming year, the FPWG hopes to support efforts in the N/NE Interstate area urban renewal effort, where food access concerns have been raised by the community. By learning how these issues can be addressed through policy efforts, the FPWG hopes to create a model to share with other jurisdictions developing comprehensive plans and addressing redevelopment.

Food Access Issues in the Interstate Corridor Urban Renewal Area

The Urban Renewal Area proposed for the Interstate Corridor in North/Northeast Portland offers a unique opportunity to promote the incorporation of food access into the redevelopment process. Such measures include shopper transit, community and market gardens, rooftop gardens, edible landscaping, school gardens, farmers markets and strategic supermarket access. The Food Policy Working Group hopes to learn from this local experience to develop a model that can be shared with other jurisdictions as they develop and implement local plans.

The Interstate Corridor Food Access Project will assess community interest in food access strategies addressed by policy related to transportation, urban design, environmental protection, economic development, and affordable housing. Community input will lead to the creation of a plan for promotion of policy to include food access in urban development. Potential policy changes might include:

Transportation Policy:

- Creation of a new circular route connecting supermarket with access-poor neighborhoods. Installation of grocery racks on these buses/vans. Anti-hunger groups promote community outreach to increase ridership.
- Rideshare vans through social service and community development programs could be made available during slow-use times to provide transit for seniors/others to supermarket.

Farmers' markets, like this one in Beaverton, provide access to locally-grown food and promote a stronger sense of community. Photos by Tim Jewett.



- Creation of a farmers market shuttle to low vehicle ownership neighborhoods.

Urban Design Policy:

- Incorporation of small farm stand markets or part-time markets to allow seasonal local produce sales in mixed use developments.
- Identify opportunities to incorporate edible landscape into the built landscape, including urban rooftop gardens, parks, apartment gardens and container gardens. Include innovative water retention and compost areas.
- Limit traditional yardscapes in favor of urban food parks and gardens.

Environmental Protection Policy:

- Decrease impervious surfaces through the promotion of rooftop gardens and innovative water catchment design.
- Limit park development reliant on chemical inputs for maintenance; promote chemical-free recreation areas through incentives and bonuses.

Economic Development Policy:

- Allow community gardeners to sell produce grown in community plots.
- Consider local food business when planning for industry.
- Invest in local supermarket infrastructure to allow for competitive prices and job training.

Affordable Housing Policy:

- Design community/apartment/container gardens as part of affordable housing.
- Incorporate rooftop gardens in mixed use residential buildings. ✧

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

The Food Policy Working Group meets the first Friday of the month, from 8:00 to 10:00 a.m. at Metro (600 NE Grand Ave.), to explore how to support regional farming and gardening by increasing access to regionally produced food, and protecting and initiating effective land use policies that strengthen community food security. For more information: Deb Lippoldt, 503-248-9235 or dlippoldt@earthlink.net.

The Economic Vitality Working Group meets regularly to identify ways to bring about changes in regional policy, resources and strategies, which promote economic and social equity throughout the region. For information: Mike Andrews, Enterprise Foundation, 503-223-4848 x15 or mandrews@enterprisefoundation.org.

Regional Transportation Decisions are Critical to Maintaining Livability

By Ross Williams, *Outreach Coordinator, Citizens for Sensible Transportation and chair of CLF's Transportation Reform Working Group*

The Portland region is now close to finalizing its 20-year Regional Transportation Plan (RTP). This plan will guide regional transportation investments for the next five years, when the plan will again be revised. The region's transportation agencies have included many projects in the plan that can move us closer to building the transit and pedestrian oriented communities envisioned in the region's 2040 plan. Unfortunately it also includes several projects which will increase reliance on the automobile, create more traffic, increase vehicle miles and worsen air pollution.

The plan includes three different project lists — the “preferred” list is what would be built if financing was not an issue. The “strategic” list is only slightly smaller but makes some concessions to likely future financing — it still anticipates substantial new resources. The last list is the “financially constrained” list, which is a list of projects limited to those that could be built with resources currently likely to be available in the next 20 years. To be funded with federal money a project must appear on this final list. Even this “financially constrained” list will have at least 10 times the number of projects that can be built with any two-year federal allocation of transportation funds. This means that over the next five years only a small proportion of the projects included in the RTP will actually be built.

Once the RTP is finalized in June, the region will begin the process of deciding which of the projects on the financially constrained project list to fund in the next two years. The region's decisions on these very specific transportation investments over the years will help determine what kind of region we live in.

Should we commit resources to providing transportation options? How quickly will we expand our transit network? Will we invest in walkable and bikable communities? How much do we continue to emphasize reliance on the automobile? Those are questions that will be answered by the choices of specific projects that are made during the allocation of regional transportation funding each year.



Good bike lanes make travel safer for bicyclists and motorists alike. Photo by Tim Jewett.

“ If you want better transit, have an idea for a new bike path or want better local connecting roads, where do you start? Every two years the region has federal transportation funds that could pay for these projects or they could be used to create a new freeway interchange – it's our choice. ”

Because large, expensive freeway projects tend to catch the attention of the broader public and local elected officials, many of the smaller community building projects will not be built unless citizens actively lobby for them. Ensuring that priority is given to the community building projects will

require citizen advocates to press for those projects that benefit their local communities. Bicycle, pedestrian and transit projects are often low priorities for local road building agencies, but they are very important to making our communities livable. CLF is developing a network of project advocates who agree to “bird dog” one or more projects and act as their advocate throughout the process. Here is a brief outline of steps you can take to get a transportation project for your community:

Four Steps to Creating a New Way of Getting from Here to There

- Step 1: Get your local agency to agree to the project
- Step 2: Get the project included in the Regional Transportation Plan (RTP)
- Step 3: Get the project included in the “financially constrained” project list
- Step 4: Get the region to allocate federal funds to build the project

Getting a new transportation project built is a four-step process. If you want better transit, have an idea for a new bike path or want better local connecting roads where do you start? Every two years the region has federal transportation funds that could pay for these projects or they could be used to create a new freeway interchange — it’s our choice. But you need to start now.

Get the project included in the plans for the local agency that is responsible for building it. For transit this is Tri-met, for most other facilities it is your city’s transportation planners or in some cases the counties. Call these planners; explain the situation — they will usually already be aware of it. Ask them their plans for dealing with it. If they don’t have a plan ask them how you can go about getting one made. It is probably too late for this planning cycle but you need to start early if you want to see it built.



Once your local jurisdiction has a project that does what you want, it must be included in the Regional Transportation Plan in order to be considered for federal funding. The region is now in the process of developing this list of projects. Again the place to start is with your local planners — ask them to include the project you want in the list they forward to be considered as part of the regional transportation plan. This list is already mostly complete — but it is still open to minor modifications. Having local support makes it much more likely that the plan will have support at the regional level.

There are three lists of projects in the Regional Transportation Plan but only those on the “financially constrained” list can be funded. The other two lists (the “strategic” and the “preferred”) are there for planning purposes. There are many more projects on the planning lists than can be included in the financially constrained list. So once you have your project on the planning lists you will need to lobby hard for it to be included in the financially constrained list. The first step is to call your local elected officials. Start with the jurisdiction that is responsible for building the project, your mayor, city council or county commission. Ask for their support. The next stop is your elected Metro Council member — while Metro does not have final authority on what projects get built, they can have influence on these decisions. Send a letter to Metro asking them to include the project.

Finally, attend the public hearings and speak out in favor of your project. The

first public hearing on the financially constrained list of the RTP will take place on June 29. If you are successful, your project will be included in the final list and will be eligible for federal funding. But there are still more eligible projects than there are resources to build them.

The next step is to participate in the region’s allocation process for federal funds. You will need to repeat the same steps for getting the project included on the financially constrained list. Talk to your local transportation planner, lobby your local elected officials including your Metro councilor, and attend and testify at the public hearings. Two final things to remember:

If you don’t act now to get the project on the financially constrained list it won’t even be eligible when the money is handed out to build projects. (Technically it is still possible to get it included, but it is much more difficult.)

In the end what projects get built is a political decision based on what the community values and what elected officials decide are priorities. The more they hear from you and your neighbors the more likely it is that they will make your project a priority. ✧



In addition to being more energy-efficient and environmentally friendly, light rail and bus transit offer choices for people who want to avoid driving their cars in freeway traffic.

If you would like more information about regional transportation planning, contact Ross Williams at Citizens for Sensible Transportation, 503-225-0003, info@cfst.org.

Civil Rights and Urban Renewal: Creating a Racial and Low Income Impact Statement

By Anna Hendrix,
Fair Housing Council of Oregon

In response to a suggestion from John Powell, Director of the Institute on Race and Poverty at the University of Minnesota, the Coalition for a Livable Future (CLF) and other community groups have proposed that a Racial and Low Income Impact Statement would help define the likely effects of Urban Renewal and other Interstate MAX-related development in North/Northeast Portland, according to CLF Board of Trustees member Alan Hipólito. The purpose of a Racial and Low Income Impact Statement is to analyze the influence of public policy and funding decisions on vulnerable populations.

At an October 1999 community workshop on rising housing costs in N/NE Portland organized and sponsored by CLF and several other partners, Professor Powell recommended that cities develop “Racial Impact Statements” as an integral part of planning major public projects to avoid the unintended displacement of economically disadvantaged members of the community. Powell identified the inclusion of racial justice awareness into the regional planning process as the most important civil rights issue facing the United States today. He said that economic development in North/Northeast Portland and subsequent displacement of community members of color and those with low incomes is a pattern that has been repeated in cities throughout the United States.

Recent investments in N/NE Portland have provided real benefits to the area, including rising property values, business and service improvements, and new entrepreneurial opportunities. Unfortunately, many long-term N/NE Portland residents are not benefiting from the area’s recent redevelopment. For renters, rising property values mean higher rents without the benefit of wage increases. Property owners on fixed incomes struggle to pay for home repairs and property taxes. Predatory lenders and developers take advantage of community members by purchasing homes for cash at well under their market value. Small community-based businesses



Professor John Powell of the Institute on Race and Poverty believes that bringing racial justice awareness to regionalism is the single most important civil rights task facing the United States today. Photo by Bette Lee.

“Communities negatively impacted by public projects often attempt to mitigate the ill effects of the project after implementation has begun. CLF’s proposal to conduct a Racial and Low Income Impact Study as a part of the project planning process itself provides a more proactive approach.”

face uncertain futures, increased operating costs, and the impact of nearby construction. As a result of these unmitigated effects, N/NE Portland has experienced involuntary “displacement,” the exodus of area residents and businesses due to rising rents and property values. As Professor Powell suggested, a Racial and Low Income Impact Statement is a tool that could be used to address this displacement.

A Racial and Low Income Impact Statement is the human counterpart to an Environmental Impact Study. The statement would seek to determine the effects of public policy and funding decisions upon populations most at risk of displacement — small businesses, people of color, the elderly, and low-income people — and develop specific strategies to address negative effects through project planning. Heretofore, such studies have generally been reactive rather than proactive. Communities negatively impacted by public projects often attempt to mitigate the ill effects of the project after implementation has begun. CLF’s proposal to conduct a Racial and Low Income Impact Study as a part of the project planning process itself provides a more proactive approach.

There are three basic stages to a Racial and Low Income Impact Statement. First, to develop or collect existing data on the needs of community residents, businesses, and organizations, especially in the areas of housing,

jobs, and economic opportunity. Second, to consider the impact of Interstate MAX-related public investments — currently projected at nearly half a billion dollars — on those groups and their needs. Third, to find existing programs and new strategies that prevent or mitigate these impacts, and help raise incomes as living and operating expenses increase.

The Statement should be completed as quickly as meaningful community involvement allows to better ensure its use in public policy and development decisions (hopefully before city planning and permitting cycles begin in mid-2001). If successful, the statement could also promote the use of subsequent racial and low income impact statements in city and regional planning.

As with any new approach to planning, the statement is a work in progress, making it difficult to predict its final format, sources of funding, or which community or public sector organizations will assume implementation roles. “The focus now is on creating the project in partnership with individuals and organizations who want to involve themselves,” Hipólito said. ✧



Community members participate in small group discussions at the October 30, 1999 Community Workshop on Rising Housing Costs in North and Northeast Portland, sponsored by CLF and other community groups and government partners. Photo by Carri Munn.

If you or your organization would like to become involved in this innovative work, please call CLF Outreach Worker Joey Lyons (503/490-5639), PDC Program Manager John Southgate (503/823-3257), or Alan Hipólito (503/280-2628).

ESA, continued from cover

Metro has incorporated in its Future Vision Document, Regional Growth Goals and Objectives and Regional Framework Plan the idea that nature belongs in the city and we must protect it. The Future Vision statement includes the following: “Any future development within the targeted urban reserves must be sensitive to increased stormwater runoff, erosion, and sources of pollution and flooding downstream communities. An integrated, multi-objective floodplain management strategy shall be developed which recognizes the multiple values of stream and river corridors including: enhanced water quality, fish and wildlife habitat, open space, increased property values, education, flood reduction, aesthetics, and recreation. An interconnected system of streams, rivers, and wetlands that are managed on an ecosystem basis and restoration of currently degraded streams and wetlands are important elements of this ecosystem approach.”

Title 3, The First Step

CLF members will recall that the summer of 1998 Metro approved the first set of policies that addresses the protection and restoration of fish and wildlife habitat inside the UGB with Title 3, Metro’s floodplain and water quality

program. Title 3 has survived a challenge at the Land Use Board of Appeals (LUBA) and local jurisdictions must not put in place policies that do not provide enough protection of floodplains (Goal 7) to truly protect their full range of functions. They must also provide for a 15-foot wide vegetated corridor in head-water areas and up to 200 feet of streamside vegetation in areas where there are slopes over 25% along all perennial streams in the region.

Next Steps and The Endangered Species Act (ESA)

Title 3 took three years to develop and get adopted by Metro Council. It will be another year before all local jurisdictions

have implemented Title 3. Metro must still develop and adopt a region wide fish and wildlife habitat plan (Goal 5) as well as region wide stormwater management and watershed planning.

We cannot wait another five or six years to plod through another rule-making process to protect rapidly dwindling fish and wildlife habitat and improve water quality in over 200 miles of streams and rivers in the region that the Department of Environmental Quality considers polluted. That’s where the Endangered Species Act (ESA) comes into play. This federal program will be an important lever in accelerating the development and implementation of the remainder of Metro’s mandates under the Urban Growth Management Functional Plan and Regional Framework Plan.

➤ Continued on page 10.



Sensitive species like this Western Pond Turtle and Red-legged Frog, both of which are on the state of Oregon’s sensitive species list, will be addressed under Metro’s Goal 5 program. Photos by Mike Houck.

GLOSSARY

Goal 5 is the statewide land use planning goal for cultural and natural resource planning. It mandates local governments to plan for natural, scenic, and historical areas including fish and wildlife habitat and riparian corridors. It is one of the few tools in Oregon's land-use system for explicitly protecting areas for ecological and esthetic values

Goal 6 is the statewide land use planning goal that pertains to water quality. This is the most important aspect of the Flood-plain Management program and the basis for requiring vegetated corridors along the region's streams, rivers and wetlands. Vegetated "buffers" are known to assist in filtering pollutants before they reach water bodies. The reason Metro is now considering larger, 200-foot riparian areas for the fish and wildlife habitat (Goal 5) program is that only 15-foot to 200-foot vegetated corridors could be justified for water quality purposes. A vast array of scientific literature supports larger riparian areas for fish habitat and even larger areas, over 600-1000 feet, for some species of wildlife.

Goal 7 is the statewide land use planning goal that is intended to protect property from natural disasters and hazards. The goal establishes a process for limiting or preventing development on lands prone to stream flooding, ocean flooding, erosion and deposition, landslides, earthquakes, unstable soils and other hazards unique to local or regional areas. This includes lands containing floodplains and areas important for water resources.

Region 2040 is Metro's planning process for the future of the region until the year 2040. It includes the Regional Urban Growth Goals and Objectives (RUGGO's), the 2040 Vision Document, the Regional Framework Plan, and the Urban Growth Management Functional Plan, which outlines policies designed to meet the goals of the Regional Framework Plan.

ESA, continued from page 9

The 4 d Rule, What Is It?

You will read a great deal about the "4 d rule" in the coming months. The simplest explanation for this rule is that it will "shield" local cities and counties from third party lawsuits under the ESA. That is to say, if local jurisdictions wish to be immune from citizen lawsuits for "taking" threatened steelhead or Chinook salmon, the two species of immediate concern in the lower Willamette River, they have to address the issues that the National Marine Fisheries Service (NMFS) puts into its final 4 d rule (Section 4 d of the ESA).

This provision is critical to the work we are doing in the Portland metropolitan region because NMFS has referenced Metro's Urban Growth Management Functional Plan in the rule itself. Therefore, if we can ensure there are adequate protection and restoration provisions in Metro's Functional Plans we can be more certain we are, in fact, doing what's needed not only to protect threatened salmonid fish but that we have begun to address their recovery as well.

The initial draft of the NMFS 4 d rule was open for comments in early March of this year. NMFS is scheduled to issue the final rule this June, about the same time Metro has said it will adopt its Goal 5 fish and wildlife habitat program. The 4 d rule allows local cities and counties, in addition to Metro, to submit their own plans to NMFS. I have paraphrased the following issues that have been identified by NMFS as necessary for our region under the initial draft 4 d rule.

Local ordinances or Metro's Functional Plan must assure that urban reserve plans or developments will:

1. ..avoid unstable slopes, wetlands, areas of high habitat value, and similarly constrained sites
2. Avoid stormwater discharge impacts to water quality and quantity, and preserve, or move stream flow patterns closer to the historic peak flow...through a combination of reduction of impervious surfaces, runoff detention, and other techniques

3. Require adequate riparian buffers along all perennial and intermittent streams...retain all existing vegetation... where the area contains non-native vegetation, maintained lawn, or is cropped, add or substitute native vegetation... the development setback should be approximately 200 feet or at least to the break in slope for steep slopes from the outer edge of the channel...within the set-back the first 50 feet should be protected from any mechanical entry or disturbance...the outer 100-plus feet should be entirely in native vegetation.
4. Avoid any stream crossings by roads wherever possible
5. Protect historic stream meander patterns, flood plains and channel migration zones; do not allow hardening of stream banks...bank erosion should be controlled through vegetation or carefully bioengineered solutions.
6. Protect wetlands and the vegetation surrounding them
7. Preserve the hydrologic capacity of all intermittent and perennial streams to pass peak flows
8. Landscape to reduce need for watering and use of herbicides and pesticides
9. Prevent erosion and sediment run-off
10. Assure water supply demands for new development can be met without impacting flows needed for salmonids
11. Identify a commitment to monitor and maintain detention basins
12. Provide enforcement, funding and monitoring needed to assure the ultimate development will comply with the ordinances of Metro's Urban Growth Management Functional Plan

If you wish to read the entire 4 d rule go to NMFS's website: www.nwr.noaa.gov/1salmon/salmesa/fedreg/4d03ja00.pdf

The NMFS 4 d rule closely mirrors Metro's Urban Growth Management Functional Plan and Regional Framework Plan. The significance of that is that Metro — and by

extension local governments must move expeditiously to develop and implement the Goal 5 (fish and wildlife habitat) and stormwater elements of its planning process. Assuming NMFS retains language specific to Metro's planning effort and each of the 12 issues that local governments must address, we stand a good chance of moving more rapidly toward our goal of protecting, restoring and maintaining healthy watersheds, fish and wildlife habitat, and Greenspaces both within and outside the Urban Growth Boundary.

Frequently Asked Questions:

Won't the NMFS 4 d rule mean an expansion of the Urban Growth Boundary?

Yes, and no. First, remember that Metro removed 16,000 acres of land from the "buildable lands" inventory and has already accounted for not having those acres available to urban development. That 16,000 acres included 200 feet on each side of all streams in the region, as well as all floodplains, wetlands and slopes over 25%. Therefore, the impact on "developable" land is far less than some have characterized it. Second, yes, if we need to take some additional land out of the buildable lands inventory, assuming that we first have done everything conceivable to use existing buildable land more efficiently, then there may be a need to expand the UGB onto non-farm land to preserve quality of life and respond to the ESA inside the UGB.

We can no longer treat our urban streams like the development (above) where all vegetation has been removed and lawns run right up to the stream's edge. Top photo by Mike Houck.

Won't the ESA and Metro's Goal 5 Program "shut down" redevelopment in Downtown Portland and other urban centers?

No, CLF's Natural Resources Working Group is working with Metro and local jurisdictions to craft a "Local Riparian District" that would allow for areas like the Portland harbor, including North Macadam, to address ESA and Goal 5 through a district planning process that recognizes they are already highly degraded and in need of restoration. ✧



Streams protected by the provisions in Metro's Goal 5 program and National Marine Fisheries Service's 4 d rule would look more like this: a high density apartment complex called Reflections At Summer Creek, where a healthy riparian and wetland system have been protected as part of the development. Above photo by Kristen Finnegan.



To recover salmon and other sensitive and threatened species, we will have to design our developments in a manner that prevents stormwater from running off into our streams. The increased volume of water from parking lots, roads and rooftops scours stream channels and destroys wildlife habitat. This development at Buckman Heights in Southeast Portland was designed to allow 100% of its stormwater to infiltrate into the ground, removing thousands of gallons of water from Portland's combined sewer system. Photo by Ed McNamara.

GLOSSARY

Title 3: Metro's floodplain and water quality program. Title 3 of the Urban Growth Management Functional Plan specifically implements Oregon Statewide Land Use Goals 6 and 7 by protecting streams, rivers, wetlands and floodplains by avoiding, limiting or mitigating the impact on these areas from development. Title 3 also includes Goal 5, and Metro is only now developing the Goal 5 element of Title 3. It is being developed after the Water Quality and Floodplain Management (Goals 6 and 7) elements due to lack of staff resources and other factors.

The 4 d Rule: The National Marine Fisheries Service has outlined a number of conditions that it believes are necessary to prevent "take" or loss of species of fish that are listed under the Endangered Species Act (ESA). The 4 d rule is from Section 4 d of the ESA. There is an Urban Element of the 4 d rule that lists twelve "issues" that cities must address if they wish to be "exempt" from a "taking" of threatened species. By voluntarily following the conditions outlined in the final 4 d rule, a city or individual developer can be shielded from certain law suits. This will provide cities, landowners, and natural resource advocates with certainty regarding what needs to be done to avoid "taking" of salmon and steelhead trout. It will not be known until NMFS adopts its final rule this summer what the specific elements will be, based on public input throughout the winter and spring of 2000.

Displacement Study Now Available

The Coalition for a Livable Future released in September 1999 a report showing that some of the metropolitan region's most vulnerable community members — the elderly, disabled, low-income families and renters, could lose their housing as neighborhoods gentrify.

The report, titled, *Displacement: The Dismantling of a Community* documents the social impacts of rising housing costs by examining changes in poverty rates, median incomes, and housing costs between 1990 and 1996 in Multnomah County. It also contains interviews with people affected by displacement, and provides examples of effective tools for fighting displacement.

"This report should sound a wake-up call to policy makers and community members," said Tasha Harmon, Executive Director of Community Development Network, an association of non-profit housing providers. "It reinforces anecdotal evidence about gentrification and displacement we have been hearing for years, and clearly demonstrates the pressing need for new solutions, both regulatory or incentive-based."

"Reinvesting in existing communities is an important strategy for supporting a healthy region," Harmon continued. "However, we need to find ways to revitalize neighborhoods that include, rather than displace low-income people."

What is affordable housing?

The US Department of Housing and Urban Development (HUD) defines affordable housing as costing a household no more than 30 percent of its income. Housing costs include rent plus utilities, or mortgage plus utilities and taxes. By the year 2020 the Portland metropolitan region's shortage of housing units that are affordable for people who earn less than 30 percent of median family income is expected to reach 60,000 units.

Report highlights include the following:

- > While the region as a whole experienced an increase in house values of 102% between 1990 and 1996, most inner eastside neighborhoods experienced increases of more than 125%.
- > Some inner eastside neighborhoods, including Piedmont, Humboldt, Boise, King, Vernon, Sabin, Irvington, Sullivan's Gulch and Grant Park, experienced increases from 125-200%, and Eliot Neighborhood experienced an increase of over 200%.
- > Renters face displacement much more frequently than homeowners do.
- > High moving costs and loss of community networks that are peoples' social safety nets are common challenges for people facing displacement.
- > People with medical problems and families with children face special challenges in finding new housing.

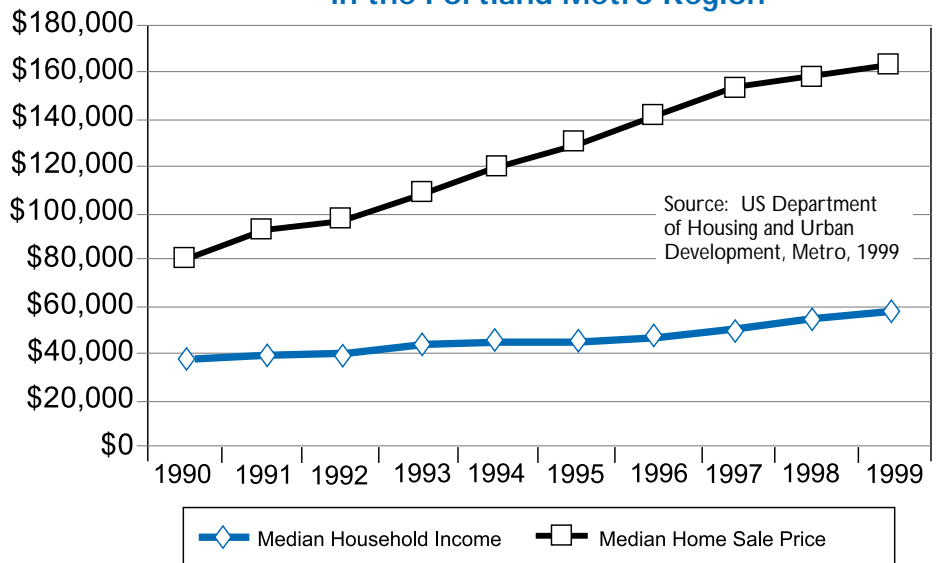
The maps show that some areas are demonstrating decreasing poverty rates, rising median incomes and rising housing prices all at the same time and other areas show the opposite trends. Interviews

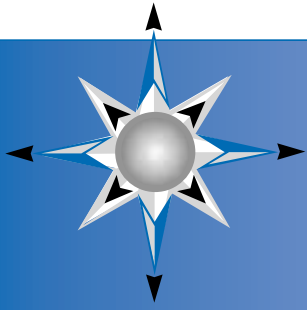
with neighborhood residents reinforce this trend, and together paint a picture of low-income people moving from inner eastside neighborhoods to outer eastside neighborhoods or concentrating in several inner eastside neighborhoods. Moving forces residents to leave social support networks — churches, neighbors, and services — that they have come to rely upon. It also further concentrates poverty, compounding social distress and social needs.

Harmon noted that displacement affects not only the inner eastside of Portland but also the entire region. "The Coalition for a Livable Future has been working since 1994 to increase affordable housing in the region through its policy work at Metro regional government and its involvement in local public investment," said Harmon, who sits on CLF's board of trustees. "However, it is going to take even broader community involvement and greater leadership to prevent the involuntary displacement of many of our most vulnerable citizens."

The executive summary is available at www.cfuture.org/displacement/displace.html. You may also request a hard copy of the executive summary by calling CLF at 503-294-2889. Please see the back page of this journal to order the full report.

Changes in Housing Prices vs. Household Income in the Portland Metro Region





Exciting News!

There's a new way for you to demonstrate your support for CLF's collaborative work to improve the livability of our region.

For the first time ever, you can make a fully tax-deductible contribution directly to the Coalition!

Dear Friends,

As you know, the Coalition for a Livable Future has been linking the efforts of the Portland area's community organizations to build a healthy region for the past five years. We have shared many important victories together, including persuading Metro to develop a regional affordable housing strategy, improving water quality protections, and involving thousands of citizens in creating a more livable region.

Despite these successes, our quality of life is threatened on many fronts. The fish in our waters are threatened with extinction, an increasing number of metro-area residents face poverty and hunger, and we spend more and more time each day sitting in our cars. Important decisions about these issues are being made now and the Coalition's participation is critical.

The good news is that now you can help solve these problems and others by making a tax-deductible contribution to the Coalition for a Livable Future.

For your convenience, please use the remit envelope in this newsletter to send in your donation.

Thank you for helping create a more livable region for us all!

Sincerely,

Mary Kyle McCurdy

Mary Kyle McCurdy
President, Board of Trustees

CLF Staff Updates

Meet Our Newest Staff Members:

Teresa
Huntsinger



Teresa Huntsinger became the Coalition's Assistant Coordinator in June 1999. Teresa was raised in the Portland area and she recently spent two years overseas with the Peace Corps in Togo, West Africa working on rural community development projects. She studied Biology and Environmental Studies at the University of Oregon, where she founded a student organization that puts on an annual conference for environmental justice activists, students and scholars.

Joey
Lyons



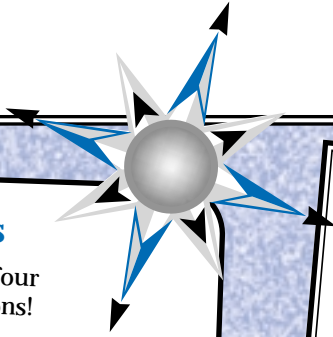
In August 1999, CLF welcomed **Joey Lyons** as our outreach worker for North and Northeast Portland. Joey is a life-long Oregonian, currently living in NE Portland in the Eliot Neighborhood. He is a graduate of the University of Oregon, with experiences in political science, environmental justice and cross cultural organizing. Joey also works part-time as the young adult/campus ministry organizer for the Unitarian Universalist Church, and he plays in Portland Taiko for fun and energy.

Farewell to Britt Parrott

Britt Parrott is leaving his position as CLF's Affordable Housing Advocate for Washington County, in order to devote more time to starting his own business. Britt is pursuing his passion for web design, video, and multimedia production. This is not the last we will see of Britt, however. He will continue to manage the Coalition's website, www.clfuture.org.

Best of luck to you, Britt, in your new endeavors!

CLF Notes



New Members

The Coalition welcomes four new member organizations!

- Creative Information Transforming Education (CITE)
- Friends of Trees
- Sisters of the Road Café
- Keepers of the Waters

Organizational Changes at CLF

This Fall, after Coalition members drafted and approved a set of official bylaws and articles of incorporation, CLF applied for tax-exempt non-profit 501(c)3 status. Until now, the Coalition was an unincorporated association. Our success and growth prompted us to incorporate as a non-profit organization. We received our tax-exempt designation letter from the IRS in March, and are now busy developing all of the internal procedures and infrastructure CLF needs to be an independent organization. This process has helped the Board of Trustees (formerly called the Steering Committee) to revisit how the Coalition works and strategize about how CLF can be more effective in serving its members and continuing our education and advocacy work.

**VISIT CLF'S
NEW WEB PAGE!**
www.clfuture.org

The site includes an updated calendar of events, information about our working groups, links to member organizations, and the executive summary of *Displacement: The Dismantling of a Community*.

You are invited to subscribe to our electronic mail list serve.

The clfinfo list is moderated by CLF staff. You will receive messages including action alerts and announcements from CLF members. To subscribe, send an email to:

clf@friends.org

CLF Wish List

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

Desks and chairs

Conference table

Bookshelves

Easels

Fax machine

Photocopier

Slide projector

Overhead projector

Laptop computer

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

WE'RE MOVING!

As of this journal's publication date, we do not know where CLF's new central office will be located.

We would like to rent office space where two people can share a photocopier and fax machine with another organization. If you know of available office space, please contact Jill or Teresa at 503-294-2889.

THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

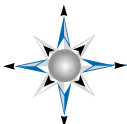
- 1. Protecting, maintaining and restoring the social and economic health of our urban, suburban, and rural communities, especially the distressed parts of the region;**
 - (a) Preventing displacement of low and moderate income residents and people of color as neighborhoods improve;
 - (b) Assuring easy 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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Coalition for a Livable Future Publications

Portland Metropolitcs: A Regional Agenda for Community and Stability

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

Displacement: The Dismantling of a Community

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

To order publications from CLF, please fill out this form and mail it with a check or money order to: the Coalition for a Livable Future, 534 SW Third Ave., Suite 300, Portland, Oregon 97204.

TOTAL

- Portland Metropolitcs Full Report _____ Copies @ \$15 each = _____
- Portland Metropolitcs Executive Summary: _____ Copies @ \$2 each = _____
- Displacement Full Report: _____ Copies @ \$6 each = _____
- Displacement Executive Summary: _____ Copies Free/no cost 0

Amount Enclosed: \$ _____

Name _____

Address _____

City _____ State _____ Zip _____



Our Mission

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

The Coalition for a Livable Future
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