

The Journal of the Coalition for a Livable Future

## Myth or Fact?: Debunking Portland's Growth Management Mythology

By Jill Fuglister, *Coalition for a Livable Future*

**Myth:** *Density ruins neighborhoods.*

**Myth:** *Metro made us do it.*

**Myth:** *Affordable housing is bad for my neighborhood.*

**Myth:** *The Urban Growth Boundary causes housing prices to rise.*

**Myth:** *To reduce sprawl, urban wetlands and greenspaces must be developed.*

**Myth:** *Building more roads will reduce traffic congestion.*

**D**o any of the statements above sound familiar? I have read or heard these or similar statements countless times in the media, in public meetings, and in conversations. While usually presented as objective truths, actual facts disprove them.

Why then do we continue to hear these statements? Because they are part of our "growth management mythology." These myths are stories we tell ourselves and each other in an attempt to understand and explain our changing region and the tools we use to manage growth.

In some cases, the stories seem like very logical and rational explanations of problems or potential solutions to a growth-related challenge. In other cases, they are rooted in fear of change and misconceptions about how change will affect people's lives.

Like many other ancient or modern mythologies, our growth management myths are perpetuated also to validate the



Photo by David Hoffman

perspective of certain interests. These interests are not necessarily public interests.

The threat of these myths, if left unrefuted, is that they will continue to undermine our region's efforts to protect livability and create more sustainable and equitable communities in the metro area. That is why we are devoting this issue of *Connections* to debunking some of our most common growth management myths.

Each of the authors brings a wealth of experience and expertise to the issues and offers insightful and well-researched articles on their respective topics. They offer solid reasoning to debunk six of our region's most common growth management myths.

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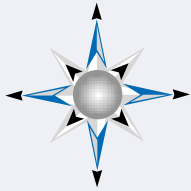
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*Connections* is the journal of the **Coalition for a Livable Future (CLF)**, a network of nonprofit organizations in the Portland-Vancouver metropolitan region who share a commitment to just, affordable and sustainable communities. Founded in 1994,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

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

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

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

- Ron Carley**, Urban Conservationist for Audubon Society of Portland
- Sheara Cohen**, Citizen Activist
- Lenny Dee**, Citizen Activist
- Alan Hipólito**, Citizen Activist
- Mike Houck**, Urban Naturalist for Audubon Society of Portland
- Steve Johnson**, Doctoral Candidate in Urban Studies at Portland State University
- Mary Kyle McCurdy**, Staff Attorney for 1000 Friends of Oregon
- Marcy McInelly**, Architect and Business Owner
- Brian Newman**, Board Member of Willamette Pedestrian Coalition
- Loretta Pickerell**, Member of Friends of Goal 5
- Ross Williams**, Outreach Coordinator for Citizens for Sensible Transportation

**CLF Staff members include:**  
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## The Work of the Coalition for a Livable Future (CLF)

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

### The Benefits of Joining a Coalition

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

### Responsibilities as a Coalition Member

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

## CLF Member Profiles

### Meet Two Members of the Coalition's Board of Trustees



#### Loretta Pickerell

Loretta Pickerell sees the Coalition as an effective catalyst for implementing principles for sustainable living regionally and locally. "Working collaboratively with citizen leaders from all sectors of our region to understand that we truly are an integrated whole leads to a different way of thinking and acting. We have the potential here to create physical and community infrastructures that are socially, economically and ecologically healthy and fulfilling. If not here, where?" Loretta has been involved with CLF since its initial formation, working on transportation issues, natural resources protection, and engaging faith communities in regional planning. She is a member of Friends of Goal Five, a natural resources protection group in Wilsonville. In her spare time, Loretta is an environmental law specialist at Oregon's Department of Environmental Quality.

#### Brian Newman

Brian Newman is on the board of the Willamette Pedestrian Coalition, a core CLF member organization. Brian is a member of the Milwaukie City Council where he has worked to revitalize downtown Milwaukie and improve transit service in Clackamas County. He also serves on the State Public Lands Advisory Committee. Brian is a land use planning consultant and works with the Congress for the New Urbanism, a planning and urban design advocacy organization based in San Francisco, CA. He joined CLF's Board of Trustees in November 2000.



Myth

# Density ruins neighborhoods

By Marcy McInelly, AIA, and Joseph Readdy, NCARB, AIA

**D**ensity is bad, right? Wrong?

The question of density is a circular one. The myth that really needs to be de-bunked is that the livability of our cities is a function of their density. This article is a call to action to consider the issues that truly matter in creating and maintaining livable cities: the design of quality neighborhoods.

It is only useful to talk about density insofar as it justifies some of the benefits of efficient land use. Focusing the debate about growth in our region exclusively on the issue of density for its own sake misses the point and distracts us from the really important issues. It's time for us to focus on the design quality of our neighborhoods and cities.

The livability of neighborhoods is measured by their richness: diversity of population, lifestyle and mobility options, and high quality public services, rather than by numbers: lot size or density per acre. Re-focusing the debate onto the quality of our neighborhoods presents us with the important opportunity to build consensus about things that metropolitan residents really care about, like how to protect and enrich the neighborhoods we treasure, and how to create tomorrow's beloved neighborhoods.

What, exactly, are the essential elements of healthy neighborhoods? We believe it's a waste of time to argue about abstractions such as density when we haven't taken the time to collectively articulate our vision. Developing a common vision for successful neighborhoods requires some disciplined discussion of terms. For a start, the term "density" connotes congestion, traffic, pollution, declining property values, immigration, crime, and loss of identity. But what exactly is density? The critics usually fail to specify. Yet without discussing specifics we will never be able to develop constructive solutions or valuable consensus.

When presented with abstractions, such as lot sizes or the number of dwellings per acre, many critics of density claim that anything other than the detached single family dwelling on a 6-8,000 square foot lot is "dense." In our work as urban designers around the country we find that, when people are allowed to evaluate the design of buildings and neighborhoods on qualitative terms, they often like

➤ Density continued on page 4.

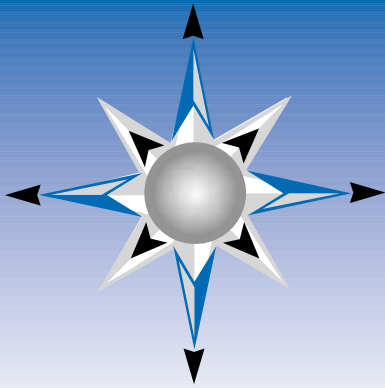
This duplex was designed to fit into a residential neighborhood. The density is twice that of a single-family dwelling, but it looks much the same.



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





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

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

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

**Density, continued.**

designs that happen to be more dense than the typical subdivision single dwelling on a large lot. We find people are remarkably open-minded about more "dense" development when they are allowed to evaluate the building's design, its siting and its relationship with surrounding buildings. And people are also remarkably open-minded about neighborhoods that are more "dense" than the conventional subdivision, but have parks, commercial services and transit within walking distance. Moreover, most people acknowledge that there is an appropriate place for more "dense" development within almost any neighborhood. These are people who may not choose to live in these types of dwellings themselves, or at least not at this particular time in their lives, but they acknowledge the value of a variety of housing types. They might choose one of these housing type alternatives as they age, or as their needs change. That way the one aspect of their lives that need not change is their affiliation with their neighborhood.



These two apartment complexes are similar in density, but have a different style because they were designed for different neighborhoods. While one looks almost like a single-family home, the other mixes well with commercial buildings. Photos by Urbsworks

Single use neighborhoods are the result of zoning and land use patterns that are only about 50 years old. So is the conventional subdivision, a polka-dot pattern of single family residences spread across the landscape, from sea to shining sea, with no regard for topography, important natural areas, no place for parks and open spaces. Urban planning and design, however, is many thousands of years older. We occupy a unique place in history, in that we can choose from among the best practices of this much longer, richer history of urban design. Good urban design creates the ambience that draws visitors to famous cities and neighborhoods all over the world. It also exists right under our noses, here in the Portland metro region. We need to study the great urban design we have and protect, enrich and elaborate on it.

People are justifiably concerned about security, privacy and stable property values. Let's confront these issues specifically, through design. Rich neighborhoods have a place for a range of lot sizes and dwelling types. Good neighborhoods integrate needed services and amenities. Good design of our buildings, streets, neighborhoods and cities ensures security, privacy, stability, and community, regardless of "density." Good design of neighborhoods assures that these positive characteristics will be incorporated. Often, when people raise concerns about increasing density, they are actually concerned about poorly designed developments being imposed upon their neighborhoods, and they want to have more say in making sure that the design of infill development is compatible with their community. The problem here is more about bad design and inadequate community involvement than it is about density.

Density is a distraction from the real issues that we need to consider. We need to collectively create our vision for our region. When we meet together to search for the appropriate answers to our needs for the future we will find that good neighborhood design accommodates a wide spectrum of housing types in neighborhoods with a variety of land uses and lot sizes. The neighborhoods that we will create will make places for every building type — and, by extension, everyone. ✧

Myth

## Metro made us do it

By Charlotte Lehan, *Mayor of Wilsonville*

**M**etro made us do it” is a refrain sometimes heard from local city councils, planning commissions, and other citizen boards when they implement planning policies adopted by the region. While there may be some truth in the statement, it leaves enough unsaid that it contributes to the myth that some amorphous government far removed from us is forcing unpopular policies on the locals and there is nothing that can be done about it.

But it isn't quite that simple. Metro's role is to take the lead in coordinating regional issues that involve multiple jurisdictions in the metropolitan area. Issues like solid waste disposal, regional parks and natural areas, transportation, stream protection, and protecting farm and forest land from being overrun by sprawling development, are all issues that cross city boundaries, yet impact our local quality of life in profound ways.

The voters in the region (that's us) recognized the necessity for a regional view and a regional framework when we created Metro, but we made sure in the charter that Metro would be responsive to citizens' needs. The Metro council is directly elected by local voters. Again, that's us. Metro is guided by the Metropolitan Policy Advisory Committee (MPAC) made up of local officials, also elected by us. Planning efforts such as the creation of the Regional Framework Plan or Metro's 2040 Plan involve years of workshops, open houses, task forces, and hearings at the neighborhood level, the city level, the county and regional levels. Participation is sought from special interest groups, stakeholders, and ordinary folk in order to gather adequate citizen input. Those citizens of course, would be us along with our neighbors.

After we reach general agreement on regional policies, however, it falls to local governments to implement the specifics. Each jurisdiction has the flexibility to determine just how they will meet regional objectives for their city. But implementation is always the hard part. It's relatively easy for most of us to agree that our streams should be healthy and clean, but when it comes down to me being denied a permit to build that addition to my house because it's in a protected riparian area, I'm likely to be unhappy about it. Since the denial came from my local planning commission or city council, that's where I'm going to complain and that's when I'm apt to hear that “Metro made us do it.”

In some cases it's just simpler to blame someone else. In some cases local officials may have legitimate disagreements with a regional policy. Sometimes it's hard to determine whether the regional policy or the local implementation is the real issue. But it is hard to claim that regional policy did not come from a participatory process. Participatory government is rarely unanimous on the specifics of how to achieve our goals, but a very large majority of the region's citizens have agreed on the general objectives of safe, functional neighborhoods, clean air and water, access to parks and open space, and choices in jobs, housing, and transportation.

Achieving those objectives sometimes means making hard choices. And having a regional framework can support local jurisdictions in making those choices. In addition, Metro provides a forum where diverse interest groups as well as neighboring cities and counties, can come together to hammer out agreements on how best to achieve our common goals.

Those goals are so important to us as Oregonians that we created this model for regional governance untried anywhere else. As Metro continues to evolve, cities across the country look to us as an example of cooperation in community planning. Of course, it doesn't always work perfectly and we are never likely to reach agreement on everything. But, after 22 years of refining the model, I believe most local officials are committed to working with Metro as a system of regional cooperation because it is the best way we've found to meet the goals of the region's citizens — and that's all of us. ✧

**The Religious Outreach Working Group (ROWG)** involves people of faith in shaping our communities, emphasizing the principles of good 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, call Loretta Pickerell, 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** explores how to support regional farming and gardening by increasing access to regionally produced food, and protecting and initiating effective land use policies that strengthen community food security. For more information, call Erica Frenay, 503-282-4790, or erica\_frenay@hotmail.com.

**The Economic Vitality Working Group** identifies ways to bring about changes in regional policy, resources and strategies, which promote economic and social equity throughout the region. For more information, call Jill Fuglister, 503-294-2889, or jill@clfuture.org.

**The Urban Design Working Group** provides a forum for architects, planners and others interested in urban design to exchange ideas about how design can improve community livability by accommodating growth while preserving the charms and human scale of existing neighborhoods. The group contributes policy recommendations on local and regional urban design issues. For more information, call Jill Fuglister, 503-294-2889, or jill@clfuture.org.

Myth

# Affordable housing is bad for my neighborhood

By Tasha Harmon



This is an overarching myth made up of many little myths.

To understand it, we need to unpack it and address the smaller pieces. Below are a few of the most central of these little myths — there are many others — and a brief rebuttal to them.

**P**eople who live in affordable housing are deadbeats who should get their acts together and who don't belong in my community.

Debunking this myth is as simple as asking some basic questions:

- Do you own your own home? Could you afford to pay its full market price today?
- How much of your income do you pay for housing? By federal HUD standards, you should pay no more than a third of your income for housing costs including utilities. If you pay less than this, imagine what you would have to give up if you lost your job or your housing costs increased?
- Do you have adult children or elderly parents who cannot afford to live in your neighborhood or community?
- Could you afford to stay in your home if you were injured and had to stop working for 6 months or a year?
- Can the people who check your groceries, pour your coffee, and provide daycare to your children afford to live in your neighborhood?

People who need affordable housing are a lot like you and me, and the people we love.

**A**ffordable housing in my neighborhood will reduce my property value.

A number of national studies demonstrate that on average subsidized housing has a neutral or even positive effect on the value of surrounding properties. Common factors that may reduce property values are:



Affordable housing is part of a livable, healthy community where children and families can thrive. Photo courtesy Tualatin Valley Housing Partners

- redlining by banks and insurance companies (redlining is the unwillingness of banks to provide loans or insurance companies to provide insurance, to people regardless of their individual financial circumstances due either to the location of their home or their race or ethnicity);
- heavily concentrated poverty;
- high crime rates;
- badly designed housing (whether subsidized or not, whether affordable or not); or
- badly run/maintained housing.

The first factor, redlining, which is by far more powerful than any of the others, is not caused by the creation of affordable housing at all, though it generally results in the creation of concentrated poverty and run-down housing. The others are commonly associated with affordable housing, but by no means necessary for the provision of affordable housing.

Contrary to popular beliefs created by a few widely publicized problems, most publicly subsidized housing in the region is well designed and run by people who care a great deal both about the people they are serving and the neighborhood in which they operate. High crime rates are associated not with density, nor with affordable housing per se, but with heavily concentrated poverty, which can be limited by providing affordable housing choices in all communities throughout the region.

**N**eighborhoods with affordable housing have a lower quality of life.

Diverse, mixed-income neighborhoods are far more family-friendly than our mostly economically polarized communities. It is important to recognize that access to affordable housing is strongly related to a critical quality of life issue — schools. In many neighborhoods in Portland, and some suburban communities, school enrollment is shrinking. There is some evidence that a major factor in this shrinkage is a lack of affordable housing for families, particularly rental housing. One important and overlooked factor in these trends is that renter households are more likely to have school-age children than homeowner households, so having a good mix of renters and homeowners should help keep school enrollment up. A second study, *Student Mobility and Its Effects on Student Achievement: A Preliminary Study Prepared for the Leaders Roundtable*, June, 1999, shows that the quality of education at schools is heavily impacted by the number of children who change schools often. It concludes that housing instability leading to frequent changing of schools is a major factor in student success, and a leading stress factor for teachers. Therefore, providing stable, affordable housing can increase education quality in our communities.

Regarding other quality of life factors, poorly designed and/or poorly managed housing (at any price) can be





**P** People who need affordable housing are a lot like you and me, and the people we love.

bad for the surrounding neighborhood. However, affordable housing can and should be well-designed and well-managed. Many neighborhoods contain publicly subsidized housing that you would never know is subsidized. It was designed to fit into the existing community and is well cared for either by low-income homeowners (for instance those homes built by Habitat for Humanity), or the owners of rental properties.

**M**ulti-family, rental housing is bad for our communities because...

- It will cause crime: There is NO correlation between crime and density, or between crime and mixed-income (as opposed to just wealthy) neighborhoods. There is a strong correlation between crime and major concentrations of poverty. This means it is important for affordable housing to be integrated into all of our communities so that we do not create concentrated poverty.
- It will cause traffic: Traffic is caused by people driving, not living someplace. Far more low-income people live without cars and rely on public transportation than do middle or upper-income people. Many of the densest affordable housing in our region is in downtown Portland, and virtually none of the people who live in those buildings own cars. This works because they are situated in areas where there is good public transportation and where they can walk to buy groceries and go to work.
- It will look bad: Badly designed housing comes in all sizes, forms and cost ranges. Yes, we need to design housing well, but that is not a reason to exclude rental housing or multi-family housing, just a reason to get the community involved in designing it.

- Renters don't care about their neighborhoods and won't contribute anything: It is true that fewer renters tend to be active in their neighborhood associations than homeowners. We need to ask what the barriers are to renters getting involved in their communities. Many renters describe feeling unwanted at neighborhood association meetings. Renters who are displaced regularly due to rising rents, or landlords selling off their homes may not get involved in their neighborhoods since they never know when they will be forced out. And renters who have to work two or three jobs to make enough money to keep a roof over their heads may not have time to participate. Both of these factors argue for creating more stable, affordable housing so these folks can quit worrying about their housing and have more time and energy for their communities.

Affordable housing is not bad for our communities. Badly designed, badly managed housing is. Affordable housing that is subsidized insufficiently and therefore has insufficient funds for management, maintenance, and needed human services can have negative impacts regardless of the good intentions of the owners and most of the residents. Neighborhood activists who are concerned about quality of life in their communities should be joining with affordable housing providers to ensure that sufficient funding is available throughout the region to build, maintain, and manage high quality affordable rental housing and to create good homeownership opportunities for the many people in our communities who are facing devastatingly few options for decent, safe, affordable housing — our elders, our children, our neighbors, people who provide services to us every day, maybe even ourselves. ✧

## What is Affordable Housing in Portland?

Median Family Income\* for a single person in Portland: \$39,150 per year.  
Amount of rent they can afford: \$980 per month.

Median Family Income for a four-person household in Portland: \$55,900 per year.  
Amount of rent they can afford: \$1400 per month.

Social Security (SSI) earnings for someone who is injured and unable to work: \$512 per month (\$6,144 per year).  
Amount of rent they can afford: \$153 per month.

Amount a full time, minimum wage employee (\$13,520 per year) can afford to pay for rent: \$375 per month.

Fair market rent of a one-bedroom apartment in Portland: \$592 per month

Nearly 45% of Oregonians work in the service or retail fields, earning wages that place them between 37.4% and 56.5% of MFI for a family of four.

About half (47%) of job openings in Oregon pay less than the \$10.07 per hour that is considered a living wage for a single person.

Percentage of federal housing subsidies to U.S. households earning less than \$9,000 per year: 18%  
To households earning more than \$123,000: 63%

\*Median Family Income indicates the amount of household income for the middle ranking family among all the families in the city sorted by income.

Myth

# The Urban Growth Boundary causes housing prices to rise

By Evan Manvel and Mary Kyle McCurdy, *1000 Friends of Oregon*

**D**o UGBs drive up the cost of housing?

Independent academic studies have shown that the impact of UGBs on housing prices, if any, is negligible.

Two recent independent academic studies found UGBs are not to blame for housing prices increases. A 1998 study conducted by Eban Goodstein, Economics Professor at Lewis and Clark College, concluded: "Is Portland's UGB responsible for an affordability crisis in that city? Our answer is probably not."<sup>1</sup> A recent study in the peer-reviewed *Journal of the American Planning Association*, finds: "permit caps and growth boundaries, often modeled as supply constraints that will inexorably elevate housing prices, did not consistently reduce housing growth in the 1980s. Neither did they have any consistent average effect on housing unit types, tenure, or affordability..."<sup>2</sup>

**D**o UGBs severely limit land supply?

**No. Cities are required to maintain a 20-year supply of land for residential development, and land costs are only a small portion of housing costs. Other factors are far more significant in determining the cost of housing.**

Oregon Statewide Planning Goal 10, "Housing," requires every community to zone sufficient land for affordable types of housing. Oregon law requires fast-growing cities, cities with populations over 25,000, and metropolitan service districts to include within their urban growth boundaries enough buildable land for the next 20 years of residential growth.<sup>3</sup> A perpetual 20-year supply of residential land clearly is not a severe limit.

A home price includes many factors: raw land, land improvements, home design, home construction, financing, and so forth. The 1999 Oregon Housing Cost Study (OHCS), sponsored by the Oregon

The region needs real tools to preserve and provide for additional affordable housing. To think that simply moving the UGB will make that happen risks not looking for truly effective tools.

Building Industry Association, the Marion-Polk Building Industry Association, the Oregon Association of Realtors, local governments, and others, examined the impact of these various factors on home prices. According to the OHCS, the price of raw land — the part of the home price supposedly affected by UGBs — is currently about one-seventh of the price of new homes in Portland, only 7% in Eugene-Springfield, and only 3% in Salem. That means home prices are being driven by factors other than land supply.

**Is Portland one of the nation's least affordable places to live? No. This "factoid" has been thoroughly discredited.<sup>4</sup>**

This fallacy is based on the affordability rankings put out by the National Association of Home Builders (NAHB), an organization opposed to growth boundaries. These rankings have been thoroughly discredited. Oregon Building Industry Association lobbyist Jon Chandler admits there is no good information linking UGBs and home prices.<sup>5</sup>

For the third quarter of 2000, NAHB ranks Portland's home affordability as 165th out of 177, and Eugene/Springfield as 170th. But at 164th place (i.e., slightly more "affordable"), is New York City, where the average family salary is close to Portland's (\$56,200 vs. \$53,700), but where homes cost 41% more than in Portland. Barnstable-Yarmouth, MA, is also ranked more affordable (163rd), despite median income being 13% (\$6,000) lower than Portland and median home prices being 13% (\$22,000) higher.<sup>6</sup>

**Why have Portland's home prices recently skyrocketed?**

**Recent rapid home price increases are mainly caused by boom economics, a low starting price, and rising costs in a variety of items that affect the price of homes. Homebuilders have also chosen to build more expensive homes.**

The increase in housing prices in the Portland metropolitan area precisely tracks the region's growth in employment and population. "[M]ore conventional demand side housing market dynamics explain housing price increase in Portland. Since the early 1990s, the region has enjoyed above average employment growth..." (Goodstein). At any rate, the increase in Portland's housing prices has slowed recently relative to other Western states, as those states' economies are improving (Oregon Housing Cost Study).

According to the OHCS, the median home price in the Portland area rapidly increased from 1991 to 1998. Yet in looking at specific developments, the increase in raw land costs was only \$15,704 of the total increase, less than the \$25,317 increase in hard and soft land costs (e.g., installing water and sewer lines, utilities, system development charges, architecture fees). In Eugene-Springfield (which has a UGB) the modest increase in land costs, \$1,778, was dwarfed by the increase in the cost of building the house itself, \$18,772. In Salem (which has a UGB), land costs rose by only \$1,542 while hard and soft land costs rose by \$21,670 and the cost of building the house rose by \$12,791.

Finally, the OHCS found home builders are choosing to build more expensive units instead of lower cost houses to reduce their risk.

**Doesn't low-density sprawling development lead to cheaper housing options?**

**No. Home prices are skyrocketing in cities with and without growth boundaries. Portland's median home prices are similar to, or lower than, comparable cities.**





Average homes costs in Los Angeles are \$37,000 more than in the Portland region, and Orange County homes cost an average of \$99,000 more than in the Portland metro region. Sprawling Denver and Salt Lake City have also seen their home prices increase greatly.

The statistics from NAHB's own website show the median price for a Portland home in the third quarter of 2000 was \$167,000, compared to \$183,000 in Denver, \$220,000 in Seattle, \$235,000 in San Diego, \$448,000 in San Jose, and \$505,000 in San Francisco. The western U.S. tends to be the most expensive area in the country for housing.

*Is Oregon's housing comparatively expensive?*

**No. Oregon's housing is relatively affordable for renters and buyers alike.**

Home prices in the Portland area are still below the average sale price in the western region. (Oregon Housing Cost Study)

According to the National Association of Home Builders, only 28% of the houses for sale were affordable by the median household income in the Portland area. But according to the Oregon Housing Cost Study, "in 1998, households classified as having median incomes (as defined by HUD) could still afford the median house price in Portland..."

However, there are many people in the Portland area who are finding it difficult to afford housing, and that number is increasing. The reasons for this include a statewide recession, a lower wage rate than the national average, and growing unemployment, among other things. The region needs real tools to preserve and provide for additional affordable housing. To think that simply moving the UGB will make that happen risks not looking for truly effective tools. ✧

<sup>1</sup> Eban Goodstein, "Growth Management and Housing Prices: The Case of Portland, OR," December 1998.

<sup>2</sup> Rolf Pendall, "Local Land Use Regulation and the Chain of Exclusion," Spring 2000 *Journal of the American Planning Association*.

<sup>3</sup> Codified at ORS 197.296.

<sup>4</sup> See [www.friends.org/nahb.html](http://www.friends.org/nahb.html).

<sup>5</sup> *Willamette Week*, Jan. 13, 1999.

<sup>6</sup> [www.wweek.com/html/politics011399.html](http://www.wweek.com/html/politics011399.html).

<sup>7</sup> Figures from National Association of Home Builders' website, [www.nahb.com](http://www.nahb.com).

Myth

## To reduce sprawl, urban wetlands and greenspaces must be developed

By Mike Houck, *Audubon Society of Portland*

**O**n the contrary: to reduce sprawl, compact urban areas must be attractive and livable — including healthy environments that support wildlife and provide access to natural areas and parks.

Henry David Thoreau's aphorism, "In wildness is the preservation of the world" has driven this country's conservation agenda for a century, the emphasis being the protection of wilderness and pristine habitats in the rural hinterlands. Today, as we strive to stem the tide of urban sprawl, our new mantra should be, "In livable cities is the preservation of the wild." Unless we create compact, land-conserving cities, the effort to save the "wild" out there in the rural landscape and wilderness areas will be impossible.

To be livable, cities must include a vibrant urban greeninfrastructure with healthy streams, natural areas and neighborhood parks. The Portland metropolitan region has significant parks and natural areas that can provide residents with a healthy environment, open spaces, and access to wildlife. We must protect these resources to create a high quality of life that will make people want to live within the urban area rather than sprawling out onto rural lands.

### What is being done?

Beginning in 1993 Metro initiated a sequence of policy decisions that hold promise to protect and restore greenspaces. The following is a description of the significant milestones in that effort. It is important to note that some local governments have initiated greater greenspace protection as well as park and greenspace acquisition programs. Nonetheless, most of our region's cities and counties still lag far behind in this effort, and natural resource protection and restoration will only occur through regional approaches.

In 1993 Metro began developing goals for the Region 2040 Growth Concept, which redefined infrastructure to include what we refer to as urban greeninfrastructure. One of the first steps Metro took when developing the 2040 Growth Concept was to take a page from Ian McHarg's groundbreaking urban planning book of 1969, *Design With Nature*. McHarg urged urban planners to remove ecologically sensitive and hazardous lands such as floodplains and steep slopes from further consideration of development.

Consistent with McHarg's principles, Metro removed over 16,000 acres from the region's buildable lands inventory. All wetlands, stream corridors (200 feet on both sides of streams), floodplains and slopes exceeding 25% were removed from the region's buildable lands inventory. Metro then calculated the acreage needed to accommodate growth without these "unbuildable" lands. The significance of this action is that none of these lands are "needed" to meet the region's housing, transportation or other development needs.

### Regulating For Floodplains and Water Quality Protection: Title 3

The first step in protecting a portion of the region's 16,000 acres of "unbuildable" lands has come through Title 3 of Metro's Urban Growth Management Functional Plan. In the summer of 1998, Metro Council adopted this new regulatory program that governs development in floodplains and along streams and must be implemented in each of our 24 cities and three counties. Title 3 addresses statewide

➤ Sprawl vs Greenspaces continued on page 10.

**Sprawl vs Greenspaces, continued.**

planning Goal 7 (floodplain hazard and steep slopes) and Goal 6 (water quality). Some local jurisdictions have not yet implemented these regulations.

**Fish and Wildlife Habitat Protection**

Metro is currently engaged in an effort to develop both stream-side (riparian) and upland fish and wildlife habitat protection standards. It is critical to note that the regional Goal 5 program goes far beyond any previous local fish and wildlife program by providing for restoration of currently degraded habitats, especially riparian zones. This will be crucial to the recovery of Chinook salmon and steelhead trout, which are currently listed as threatened under the federal Endangered Species Act, and to avoid future listings of other species since so many of our streams are currently in a degraded condition.



Both habitat protection and restoration of currently degraded areas like the mining operation at Ross Island are needed to provide habitat for fish and wildlife, and people, inside the UGB. Photo by Bill Hall

**Metropolitan Greenspaces Initiative**

Beginning in 1989, Audubon Society of Portland, 40-Mile Loop Land Trust, and other parks and greenspace groups advocated for a regional greenspaces program. As a result, the Metro Council adopted a regional Greenspaces Master Plan, and in May of 1995 over 60 percent of voters passed a region-wide \$135.6 million bond measure to acquire greenspaces.

Using funds from the bond, Metro has acquired over 7,300 acres of new greenspaces throughout the metropolitan region, including more than 50 miles of stream and river corridors. Local park providers have improved parks and added even more acreage to the inventory with their \$25 million share of the regional bond. Metro still has \$22.5 million to purchase additional “essential” sites — the best of what remains in the target areas outlined in the 1995 bond measure.



Photo by Mike Houck

Access to nature in the city is an important element of regional planning.

**Green Streets Project**

More than 40% of stormwater runoff in this region comes from the transportation system and parking lots. No issue threatens the health of our urban streams more than impervious surfaces, such as rooftops and concrete, which cause an increased water flow after each of our many rain events. Water that would naturally filter into the ground is trapped by curbs and gutters and channeled via pipes to the nearest stream. This results in abnormally high winter flows that scour streams and destroy important fish and wildlife habitat. Impervious surfaces also prevent groundwater from being stored to cool down summer stream temperatures and support our native cold-water fish. Metro’s regional Green Streets project and parallel efforts at the local level are working to develop street designs that improve the health of urban streams by both minimizing stream crossings that destroy habitat directly and reducing stormwater runoff that indirectly degrades habitat.

**Metropolitan Greenspaces Resolution**

Perhaps the most salient point regarding the UGB and greenspace protection is the Metropolitan Greenspaces Resolution, passed by Metro. The resolution states that environmentally sensitive lands classified as “unbuildable” should be protected from development to the maximum extent possible by local jurisdictions, and that local jurisdictions should actively protect in perpetuity other greenspaces and natural areas through property acquisition, even if the lands are currently classified as “buildable” and a UGB expansion may result.

**How can citizens get involved?**

The Coalition’s Natural Resource Working Group meets regularly to bring CLF member organizations and individuals concerned about natural resource issues up to speed on the most current regional and local issues. For more information about the working group, email Mike Houck, houckm@teleport.com. If you wish to be put on an email-based activist list for natural resource issues contact Ron Carley, Urban Conservationist, Audubon Society of Portland, 5151 NW Cornell Road, Portland, OR 97210 (rcarley@audubonportland.org). Visit [www.audubonportland.org](http://www.audubonportland.org) for information about upcoming hearings, meetings, and field tours. ✧

Myth

# Building more roads will reduce traffic congestion

By Ross Williams, *Citizens for Sensible Transportation*

**M**ore Roads =  
Less Traffic Congestion

It seems that adding a lane to a congested road or freeway ought to make it less congested. In fact, this intuitively obvious solution doesn't work. Instead we have a Field of Dreams syndrome: "Build it and they will come." The new capacity attracts more traffic, often adding to congestion elsewhere. There are three reasons for this.

First, people's individual travel behavior changes. A study in California found that increase in travel used up most new capacity within a few years. In London, the forced permanent closure of a major bridge was expected to result in traffic congestion on alternate routes. Instead, much of the traffic just disappeared as people changed their behavior and reduced the number and length of their trips. We saw this same impact in the Portland region during repairs on the Interstate Bridge crossing the Columbia. Dire predictions of massive traffic jams never materialized as people avoided unnecessary crossings of the bridge and used transit and car-pooling to get to work.

Second, business locations change. Adding new capacity, especially at the urban edge, has dramatic impacts on land use decisions that in turn use up the capacity. The outlet mall in Woodburn is an excellent example of the kind of development that can occur on high capacity roads at the urban edge. Despite being 20 miles away, the mall serves primarily customers coming from the Portland and Salem urban areas. In essence, shopping trips that may have been made locally on transit, instead are being made by auto. In addition to shoppers, the mall draws employees from the urban areas, creating additional traffic.

Third, residential decisions change. The dramatic population growth in Clark County is an example. Auto capacity created by the I-205 bridge has created a huge market for new homes in eastern Clark County. The result is sprawling

development dependent on automobiles and increasing congestion throughout the region. It is also one of the main contributors to the growing problem of air pollution in the Columbia Gorge Scenic Area. The congestion from Clark County commuters is now threatening the movement of goods in and out of the ports that continue to be one of Portland's important economic assets.

It would be a mistake to think that opportunities taken by new transportation capacity are always negative. New capacity creates the opportunities to live further from work, giving people a wider choice of jobs and housing. It allows businesses to consolidate operations in larger single stores rather than having multiple locations in every community. It allows service providers to reach larger parts of the region from a single location. While many of these uses may be beneficial to both the individual and society, they all increase the total amount of traffic on streets and roads. What new capacity won't do is relieve the congestion created when people decide to drive during the peak congested hours.

Before we add new capacity — whether roads or transit — we need to think about what opportunities it provides and who will take those opportunities. For example, congestion may reduce the competitiveness of Portland's ports, but adding general purpose road capacity to I-5 is unlikely to solve that problem. Instead it will provide opportunities for more people to commute from homes in Vancouver to jobs in Portland, recreating the congestion the additional capacity was intended to relieve and increasing traffic on other roads as the traffic from I-5 finds its way to its ultimate destinations.

**R**ush-hour congestion is caused mostly by commuters.

In fact, even at rush hour, most trips are not commute trips. Instead the peak hours are also the hours when we make many of our non-commute trip such as dropping off and picking up kids, going

to the grocery store and running errands. These non-commute trips contribute to rush-hour congestion. Many of these auto trips can often be fulfilled through changes in urban design and providing transportation alternatives. If kids can walk and bike to school, if there is a grocery store down the street and a dry-cleaner on the corner, these trips become unnecessary or far shorter, reducing congestion.

**S**Spreading out over a wider area will make roads less crowded.

Some people think that we can reduce congestion by spreading out over a larger area. The opposite is the case. The further we spread, the harder it is for people to access services. Longer trips result in more traffic on the roads. In addition, use of transit, walking and biking become more difficult. Every trip requires an auto. The result is more traffic and congestion, not less.

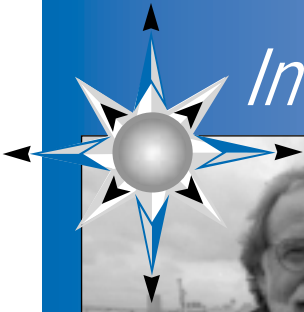
### What does reduce traffic?

So if new capacity doesn't work, commuters aren't the only problem and spreading out won't do the job. What can we do to reduce the impacts of congestion and maintain our quality of life?

- 1) Create mixed development, where people can use transit to get to work and run errands without needing a car.
- 2) Concentrate employment along transit routes and provide good pedestrian connections between transit stops and places of employment.
- 3) Concentrate residential development near jobs and with good transit connections to major employers.
- 4) Locate schools and other destinations centrally, adjacent to transit with safe access routes for walking and biking.
- 5) Encourage smaller scale retail development that serves local neighborhoods, and locate larger facilities in regional centers served by transit.
- 6) Provide walkable environments with good transit and bike facilities throughout the region. ✧



*In the spotlight...* **Activist Lenny Anderson**



**L**enny Anderson was not always a transportation activist. His commitment to alternative transportation was cemented during the 1991 gulf war when, because of his desire not to support oil companies,

their cameras to cover the traffic jam were shocked to find that there wasn't one. The auto traffic had been replaced by other options, and people were getting to work despite the almost complete bridge closure. This demonstrated how much can be accomplished by building community and providing transportation choices.

A network of Swan Island businesses had coalesced around the bridge closure to coordinate transit for their employees, and this group eventually became the Swan Island Transit Management Association (TMA). With federal and local funding through Metro and area businesses, the TMA hired Lenny as its first Project Manager in February of 2000.

Lenny gave up his 15-minute car ride for a 35-minute, three-bus commute to his job at Boise Cascade, located on Swan Island. The former printing press operator, union member, and folksinger is interested in transportation because, "How people get around in many ways defines the character of a community." He finds that using transit or riding a bike enables him to connect more closely with his community than he could through the glass windows of a car.

Now, Lenny's passion for transportation is a full-time job. He currently represents North Portland businesses and residents on the Portland/Vancouver I-5 Transportation and Trade Partnership Task Force, and represents Swan Island on the Interstate Corridor Urban Renewal Citizen Advisory Committee. He is actively involved in CLF's Transportation Reform Working Group and serves on the board of CLF founding member Citizens for Sensible Transportation. Lenny believes community involvement is important because, "The people on the street often have solutions staff never thought of." He feels lucky to be able to help shape his hometown and make sure he will always have a smog-free view of Mt. Hood on Portland's sunny days.

Lenny's daily experience with the challenges of getting to work via transit led him to become the Tri-Met transportation coordinator for his company. The 1997 closure of the Interstate Bridge brought a new urgency to this role. Lenny worked with other businesses in the area to arrange for carpools and CTRAN buses from Vancouver. When bridge traffic was reduced to one lane in each direction, the news reporters who arrived with

*How You Can Get Involved*

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

**Join the Coalition for a Livable Future**

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

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

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

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

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

## CLF Staff Update:

**Kristin Teigen** has joined CLF as a half-time Development Coordinator. The decision to hire a professional fundraiser is part of CLF's forward-thinking strategy to ensure our continued financial success and program stability. Kristin comes to CLF with 13 years of development experience, having worked in the anti-intervention, children's services, health care, gay and lesbian and feminist communities. She is also a student at Portland State University with plans of becoming a high school teacher. She lives in Southeast Portland with her husband, Philip, and they are expecting their first child in January.

**Joseph Lyons** accepted a full-time position with the Unitarian Universalist Association in September, and resigned as CLF's N/NE Portland Outreach Worker. Joseph (the organizer formerly known as Joey) helped N/NE residents actively participate in public decision-making processes, including the Interstate Urban Renewal Area and the I-5 Trade Corridor. He also created lasting relationships among CLF members and other community organizations in N/NE Portland. Because these working partnerships are being integrated into CLF as a whole, CLF does not plan to hire another N/NE Outreach Worker. Joseph wants to continue being involved with CLF as a volunteer.

**Sheara Cohen** was an employee of CLF for two months this summer, researching anti-displacement policies that could be used in Portland. Sheara has completed her research project, and will continue to serve on the Coalition's Board of Trustees.

**Nancy Smith** has been hired through a grant CLF's Food Policy Working Group received from Portland's Bureau of Housing and Community Development's Community Initiatives Program. She is working out of the Growing Gardens office on a seven-month project to assess food access needs in N/NE Portland. Nancy has lived and worked in the community for 30 years.

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

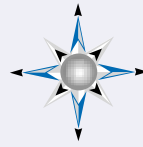
Community Initiatives Program  
of the Bureau of Housing and  
Community Development

Lifton Family Fund

Meyer Memorial Trust

The Rex Burkholder and Lydia Rich Fund  
of the McKenzie River Gathering

Phileo Foundation



**We would also like to thank current and recent volunteers!**

Shannon Beck  
Marj Cannon  
Sheara Cohen  
Lynn Dodson  
Joan Frederiksen

Lauren Golden  
Diane Kahl  
Mike Litt  
Anthony Roy  
Lori Shippy

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

### Sustainers Circle (\$500+)

Nancie McGraw  
Norm Thompson

### Friends

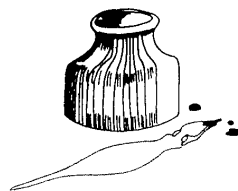
John L. Anderson  
Thomas Armstrong  
Meeky Blizzard  
Troy Clark  
Howard Cutler  
Steve Dotterer  
James Emrick  
Karen Garber and John Desmarais  
Jay Graves  
Bill Haack  
A. N. Haroun  
Miriam Hecht  
Ron and Barbara Higbee  
Elizabeth A. Joffe  
Karen Kruse  
Eugene Lewins  
Bev Logan  
Dan and Chris McFarling  
Joan Pinkert  
Ruth Roth  
Jill R. Sherman  
Janet Stein  
Janet Stein - in honor  
of James Cagan

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

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

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

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



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

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

# CLF Notes

## CLF Project Updates

### Damascus Community Design Project

1000 Friends of Oregon received a \$100,000 grant from the Packard Foundation to conduct an independent community design workshop in the Damascus area, which is likely to be the next area brought inside the Urban Growth Boundary. The goal of the workshop is to develop a plan for the area that meets all of CLF's objectives for a sustainable and equitable community. Patrick Condon, a professor at the University of British Columbia who specializes in designing developments with a low environmental impact, will work with CLF members, residents and other stakeholders in the design process, which is expected to begin this Spring. Contact Karen Perl Fox at 1000 Friends of Oregon, 503-497-1000, or Karen@friends.org or more information.

### Interstate Alliance to End Displacement

This October, CLF joined the Community Alliance of Tenants and other members of the Interstate Alliance to End Displacement (IAED) in welcoming Kalima Rose and Dwayne Marsh, of PolicyLink to Portland. PolicyLink is a national organization based in Oakland, CA, which developed a "Beyond Gentrification Toolkit." Their website is www.policylink.org. Rose and Marsh participated in a series of meetings with residents, community-based organizations, and policy-makers, to assess how gentrification and displacement are taking place in Portland and determine how PolicyLink can assist our local anti-displacement advocacy efforts.

The Interstate Alliance To End Displacement is made up of allies who work to increase the power of low-income residents and residents of color in the Interstate Urban Renewal Area to prevent further forced housing displacement and preserve affordable housing. CLF encourages its members to join the

IAED by signing the "Declaration of Rights to Stable and Affordable Homes." Contact Teresa Huntsinger at CLF, 503-294-2889, or teresa@clfuture.org to request a copy of the declaration.

### State of the Region Report

The Coalition for a Livable Future is partnering with Portland State University's Institute of Portland Metropolitan Studies to create an updated and expanded version of CLF's 1998 "Portland Metropolitica" study. The new report will be produced locally and set the stage for regular 2-3 year updates to track regional economic and social equity trends. The report and its accompanying database and web-based mapping resource will be tools for advocates, governments, and community members to help make informed decisions about regional planning. CLF is seeking community partners to help fund the project, and a graduate class at PSU is currently finishing up the first stage of research. Contact Jill Fuglister at CLF, 503-294-2889, or jill@clfuture.org for information.

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

The clfinfo list is moderated by CLF staff. Most weeks you will receive one email message that is a compilation of action alerts and announcements from CLF members.

To subscribe, send email to:

**info@clfuture.org**

**VISIT CLF'S WEB PAGE!**

**www.clfuture.org**

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

## CLF Wish List

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

**Easel**

**Overhead projector**

**Laptop computer**

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

**THANKS TO:**

**John Russell for a slide projector,  
Adam Kramer for a computer,  
FreeGeek for a fax machine, and the  
Housing Development Center  
for a photocopier.**

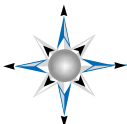


## *Our Mission*

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

## THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

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




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

Editor: Teresa Huntsinger

Graphic Design: BeBop Graphics

Printing: EcoPrint

Printed on  
Recycled Paper 

# Coalition for a Livable Future Publications

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

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

**Displacement: The Dismantling of a Community**

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

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

**TOTAL**

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

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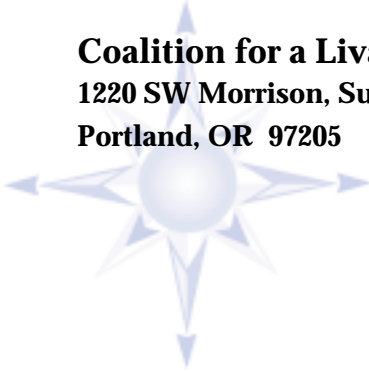
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



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**Coalition for a Livable Future**  
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