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TLAND, OREGON: 97232

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METRO

Meeting:	FUTURE VISION COMMISSION
Date:	April 4, 1994
Day:	Monday
Time:	4:00 p.m 6:30 p.m.
Place:	Metro, Room 370

- 2. ROLL CALL
- 3. PUBLIC COMMENT (two minute limit, please)
- 4. MINUTES March 28 minutes

1. CALL TO ORDER

5. WORK SESSION - Region 2040 Presentation by John Fregonese

- 6. OTHER BUSINESS
- 7. PUBLIC COMMENT on Items not on the Agenda

Materials enclosed: Notes from 3/28 "bullet" discussion

> Please R.S.V.P. to Barbara Duncan at 797-1562 by April 1st if you are unable to attend.

Approximate <u>Time</u> 10 minutes

125 minutes

10 minutes

5 minutes



#### FUTURE VISION COMMISSION Meeting Summary, March 28, 1994

Members in attendance: Len Freiser, Chair; Lisa Barton-Mullins, Judy Davis, Mike Gates, Mike Houck, Wayne Lei, Peggy Lynch, Peter McDonald, John Magnano, Ted Spence, Fred Stewart, Rod Stevens and Robert Textor.

Others in attendance: Karen Buehrig, Barbara Duncan, Ken Gervais and Ethan Seltzer.

#### I. Call to Order and Roll Call

The meeting was called to order at 4:10 a.m. by Chair Freiser.

#### II. Other

Bob Textor introduced Dr. Ruth Love, a sociologist and his neighbor. Peggy Lynch submitted the name of Kathleen Mueller of Hillsboro who is interested in the FVC. Peter McDonald offered his farm for a FVC social and or work event, in August (?) more on this later.

#### III. Minutes

With a clarification on the timeline of documents presented to the Council, the minutes of the March 12th retreat and the March 21st meeting were unanimously accepted.

#### IV. Budget Discussion

Chair Freiser was to testify in front of the Metro Council and asked Commissioners if there was anything they wanted specifically addressed. He stated that the \$255,000 is status quo, while the writer and tabloid items are additions.

Bob Textor asked if there was enough for staff and technical support?

Ethan Seltzer stated that the PSU contract amount contains extra for other reports.

Mike Houck stated that some funds for public involvement should be committed for neighborhood outreach. Name the budget item "creative neighborhood outreach/public involvement". Provide funds for a neighborhood activist to promote an event and for food, etc. for the event.

Dr. Love suggested a broader look at neighborhood outreach. Fred Stewart suggested working on the neighborhood coalition level rather than the neighborhood association level.

Ethan Seltzer stated that this valuing of the neighborhood context is consistent with all the previous FVC discussions so far.

Chair Freiser stated that the "paid advertising" item can include the promotion of the FVC document. The "public relations" money is for planning a public outreach policy.

There was agreement that its important that the public involvement portion of the budget remain flexible.

Ted Spence stated that a question that needs to be addressed is whether the public involvement is to present the vision and then get feedback that may change the vision, or is it to present the

finished vision document.

Mike Houck asked about the Planning department budget in general and suggested that Commissioners show support for full funding of all planning activities at the Council hearings. The next hearing is April 13th.

Mike Gates stated that there are two budgets being proposed, a base budget and then add packages. At the base budget level there would be some cuts in the planning department.

Bob Textor and Ethan Seltzer discussed staffing levels and work plans.

#### V. Work Session

Ethan Seltzer led a discussion working from his March 28th "Vision Values Summary" memo.

re Please see VALUES DISCUSSION NOTES - March 28, 1994

#### FUTURE VISION COMMISSION

Values Discussion Notes - March 28, 1994

Health Performance standards - monitoring action to address issues/trends Urban forestry "Natural resource land" vs. "rural"/ working landscape? Green vs. natural spaces Building on a cultural tradition mindful of collective past making it available Views of your local mountain, not only Mt. Hood Pacific Rim and broader region (Cascadia) - too Metropolitan and Portland, "Regional" better than "Metropolitan", Bi-state region Political leadership should be valued, a virtue, leaders as public servants. Design with nature "physical space" "High degree" or specific standards but state the standard Place..compact urban form explicitly stated Need to decide verb tenses, "Is" or "will..should" Judy Davis' comments Need parks within walking distance Define what kind of quality, "high quality" Broaden opportunities for children

Interaction among all ages

Incorporate other real places in the document

Other urban centers

Aging population

Balance between individual liberty and collective concerns Performing arts as a specific item

Children and community centers - there needs to be discussion of how specific this statement should get

Resource lands to the greenspace that separates and defines communities Well trained managers in the workplace Public library information service - should be <u>free</u> Awareness of changes in transportation technology Of the future vs. for the future History..value history in form of buildings, stories, trees, etc. Appreciation of cultural heritage, what has gone before Experience the accurate cultural history of the place

Preservation of historic buildings, fish runs, herons, etc. Celilo Falls (?) What is bio-diversity? Clarify the ability to "meet basic needs of the household by walking or biking" = shop, play, socialize

Respect women and children, zero tolerance for racism Lessons from the past <u>not</u> to be repeated or forgotten Reinvestment "in" not "to" Inter-generational too long...all ages

Individual/society/place

Geographical separation not possible in all areas

Seek distinct, compact, separated totally or in other combinations Historical preface?

"Synergistic"

"Firms" not "new firms", resilience and sustainability rather than always new

Small business Boundaries...connectedness to our aqueous past, connected communities Benefits accrue to many, even those who have been here for a long time Poor people, poverty should be addressed Rivers, streams, creeks

Governance and efficiency!

PEGGY LYNCH

(503) 646-4580 (503) 646-6286 fax

3840 SW 102nd Avenue Beaverton, OR 97005-3244

March 28, 1994

To: METRO Budget Committee fax: 797-1793

Re: March 28th budget discussion on planning and growth management

As a member of the Future Vision Commission, I'd like to advocate for dollars for materials (and creative means) to let citizens know about the Visioning project and about the critical decisions the Metro Council will be making in 1994-95. As elected officials, you are well aware that decisions you make without a full public discussion are often criticized—that you have to defend your actions, instead of walking in lockstep with the public to move this region forward.

If the decisions you make do not have the public's support, they will be eroded away and, eventually, destroyed. We MUST involve the public in these important decisions so the decisions become "our" decisions and not "their" decisions. The public's money is never better spent than on informing the public.

Dollars for television ads, for a splashy musical or slide show, for a Metro "Festival" or some other creative public outreach must be allocated—and during the 1994-95 budget year. Your support of this effort will be appreciated.

CC: Future Visian Commission

#### Future Vision Commission Values Summary April 1, 1994 - DRAFT

Ours is a bi-state region that rewards those who commit themselves to keeping and making it a great place to live. We will demonstrate that commitment now and in the future with respect to:

1) Each Individual - the development of each individual as a productive, effective member of the regional community.

2) Our Society - the collective interest of individuals as expressed through vehicles for civic involvement, collective action, and societal institutions.

3) Our Place - the physical landscape of the bi-state region, the settlement patterns that have evolved within it, and the economy that continues to evolve.

#### Each Individual

• Education, in its broadest definition, will form the core of our commitment to each other as shown by:

-- the availability of a high quality education to all, emphasizing skills for learning how to learn in the earliest years, and life-long learning opportunities thereafter; -- an emphasis on foreign languages and the ability to engage national and international

opportunities at home, in the community, and on the job;

-- the integration of community institutions...libraries, schools, museums, community centers, etc....with this educational mission; and

-- opportunities for all children and community residents to engage in the performing arts in community centers in their neighborhoods.

• Workforce development will be a key priority of government. A cornerstone for that activity will be the development of a well-educated workforce capable of contributing to the development and intensification of trade and commerce.

• This will be a place where all residents, old and young, rich and poor, men and women, minority and majority, are supported and encouraged to be active participants in the life of their communities and the bi-state region. Ours will be a region that thrives on interaction and engagement of its people to achieve community objectives.

#### **Our Society**

• Personal safety within communities and throughout the region will be a right as well as a shared responsibility involving citizens and all government agencies. Our definition of personal safety will extend from the elimination of racism and sexism, to the physical protection of life and property from criminal harm.

• Our communities will be characterized by a sense of openness and acceptance as shown by a commitment to the provision of a range of housing types and costs, and the creation of inviting public spaces open to all. This region will be distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a narrow separateness.

• Our objective is no less than the greatest individual liberty framed by a high degree of tolerance and individual civic responsibility. Political leadership will be valued and recognized to be in service to community life. Here, civic pride will be a virtue, not a vice.

• Broad-based civic literacy, including the ability to participate in government and communitybased future visioning activities, will be a hallmark of what we have achieved. Individual civic responsibilities will be known and understood at the neighborhood, local, and regional levels. The information needed by informed, involved citizens will be free and easily available throughout the region.

• The neighborhood will be our safety net. Government initiatives and services should be developed to empower neighborhoods to actively meet the needs of their residents. The economic life of the neighborhood will be inseparable from its community life. Coordinated initiatives for health care and support for meeting basic needs will be extended to those in need, where they live.

• We will be well-served by our history, with the lessons of the past remembered and incorporated in our strategies for the future. The cultural history of this region will be evident and will connect human history to the natural history we depend on and value so dearly.

#### **Our Place**

• The landscape outside of our cities, both physically close to and a part of our unique style of urban life, is an important resource for shaping our sense of place and contributing to the environmental and economic productivity of the region. In recognition of this key attribute of our region, it's time to prepare a plan for this rural landscape that:

-- preserves all land currently set aside for farm and forest use;

-- does not add to the supply of rural residential sites currently available; and -- presents a strategy for identifying and sustaining features of the rural landscape that reinforce agricultural and forestry enterprises while providing a link to this region's urban past and future.

• Our region will be composed of numerous communities which offer citizens a wide variety of healthy, appealing housing and neighborhood choices. They will be physically compact and have distinct identities and boundaries. Wherever possible, boundaries between communities will be developed through the use of parks, rivers, streams, creeks, and other landscape features.

• We will design our physical urban future with nature. Our region will be characterized by the intelligent integration of urban and rural development with natural systems as evidenced by:

-- improving air and water quality, and increasing biodiversity;

-- views of mountain ranges, unobstructed by either development or air pollution; -- ribbons of green bringing greenspaces and parks within walking distance of every household;

-- a close and supportive relationship between natural resources, landscape, and the economy of the region; and

-- active efforts to restore damaged ecosystems, complimented by planning and development initiatives that preserve the fruits of those labors.

• Residents of this region will be able to shop, play, and socialize through walking or biking within their neighborhoods. Walking, biking, or using transit will be attractive alternatives for all citizens making all types of trips within neighborhoods, between important regional centers, and outside of the urban area. The development of a complete street system will occur in a manner

which allows this region to be known for the quality of its non-auto transportation alternatives.

• Our bi-state, regional economy will be diverse, with urban and rural economies linked in a common frame. Planning and governmental action will seek to create conditions that support the creation and growth of firms, committed to paying a family wage and linked to national and international economies, throughout the region.

• Downtown Portland will continue to serve an important, defining role for the entire metropolitan region. In addition, we will target reinvestment in historic urban centers throughout the bi-state region as the centerpiece of a regional reinvestment strategy for building and maintaining healthy communities.

• The tradeoffs associated with growth and change will be fairly distributed throughout the region. The true environmental and social cost of new growth will be paid by those, both new to the region and already present, receiving the benefits of that new growth.

• Growth in the region will be managed. Our objective is to live in a great region, not merely a big one. Performance standards will be established for the Future Vision and all other growth management efforts, and citizens of the bi-state region will annually have an opportunity to review and comment on our progress. The results of that review process will be used to frame appropriate actions needed to maintain regional quality of life. Future Vision Commission Values Summary April 1, 1994 - DRAFT

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## Revised Region 2040 Public Involvement Schedule (subject to change)

Mark and a strend of

Student Congress	January 29		
Local Government Meetings	March 1 - May 24		
Youth Involvement	February 2 - June 10		
Business Breakfast	March 10		
Publish and distribute Concept Report	April 15		
Stakeholder Interviews	April 22 - May 26		
Media Advertising	May 18 - May 31		
Tabloid published and distributed	May 27		
Video distributed	May 27		
Region 2040 Information & Comment Phone Line	May 27 - July 11		
Public Open Houses/Workshops	June 4 - June 22		
Analysis of Public Input	June 6 - July 7		
Growth Summit	July 9 (tentative)		
Preparation of Decision Document	July 11 - August 9		
Staff Recommendation Proposed/ Decision Document to Metro Council (Start of Metro Council Consideration)	August 11		

3/16/94

Proposed Preamble to Vision

In 1805, Lewis and Clark came to this region on a journey of peace and friendship, scientific exploration and discovery. Beginning in the 1840's, thousands of pioneers made an arduous 2,000 mile, 8 month trek along the Oregon trail to river valleys with rich farmlands and mountains with vast forests. Today, people are still attracted to this region for its jobs, natural beauty, and reputation for livability. Recognizing that we must act to maintain and enhance these qualities, we offer this vision of the region in 2045 as a first step in developing policies, plans, and actions for the region.

Judy Davis, April 4, 1994

April 3, 1994

#### To: Future Vision Commission From: Mike Houck

Re: Pacific Discovery article on Portland and other urban nature/wild area stories & *The Geography of Childhood* and *The Thunder Tree*.

Attached is a photocopy of the article Blake Edgar wrote on Portland's wild lands...note section on 2040...also please pay special attention to the final page, A Need for Nature. I just returned from Seattle and, as always, found an interesting book in the Eliott Bay Bookstore, The Geography of Childhood. This reference delves into the relationship of children to nature---both in the urban and rural environment---and makes some wonderful observations concerning the "apparent" schism that sometimes comes up in our discussions vis a vis "people vs nature" or are people or natural areas more important?

I trust by now, I've been strident enough on the point that there should be no division and that this is not a *Sophie's Choice*.

The excerpts from The Geography of Childhood and The Thunder Tree should assuage those of you who may think the "E Types" only care about birds and trees. In my opinion, if we don't inculcate a love of nature---by providing wild areas for kids to integrate wildness into their lives---we're pissin in the wind with 2040.

Hope these readings add to your ruminations about how we design a vision with kids and nature.

Regards,

PS Next time in Seattle, be sure to visit The Freeway Park----it's way cool!



# Urban Wildlife

Peregrine Falcons Portland's Protector Green Cities



FRANK ALMEDA ROBERT BOWMAN **ROBERT DREWES ANNE EHRLICH ALAN C. FREELAND JEROLD M. LOWENSTEIN** JOHN E. MCCOSKER **ROBERT T. ORR** DAVID PERLMAN SARAH POLLOCK ERIC W. SCHRIER LEIGHTON TAYLOR

Advertising DOUGLAS CORWIN (415) 750-7116 **ENVIRONMENTAL MAGAZINE** NETWORK JOEL PARK (908) 671-4036

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#### NATURE'S INSISTENCE

EDITORIAL

WO ISSUES AGO WE ASKED you to send us accounts of your urban encounters with wildlife. We had a large and gratifying response and it was difficult to decide which stories to include. The final selections on page 34 depict a spectrum of adventures-planned and accidental, observed and intimatewhich represents the various ways that wildness enters our lives.

My own most recent experience occurred a couple of months ago sitting on a bench cating lunch in Strybing Arboretum in Golden Gate Park. It wasn't long before I was joined on the bench by first one and then a second raccoon. They had obviously not read the guidebooks describing them as nocturnal creatures. Equally obvious as they moved closer was their interest in my burrito. I chose to avoid confrontation and sauntered down to the next seat, only to be accosted again by these aggressive panhandlers. There were no alternatives other than to move on or surrender my fare: hounded out of a city park by a pair of roughneck raccoons.

It is that insistence of nature which inspired this special issue of Pacific Discovery on "Wildness in the City." To wild things the concrete jungle is just another habitat-and, currently, the fastest growing one on Earth. It is an ecosystem dominated by a large bipedal mammal whose peculiar habits seem counterproductive to most other species. Nevertheless, life will have its way, and just as plants soon find places to root in the vast lava fields left by crupting volcanoes, so they quickly find new homes after the cement mixers have left. The city environment has proved accessible to a number of plants and animals, and a positive boon to a few.

One family of creatures reaping the bencfits from cracks in mankind's shell is the cockroach, which Barbara Sleeper writes sympathetically about in "The Sensitive Roach." Another species is the peregrine falcon, which has taken to the skyscrapers and bridges of the metropolis like a duck to water. Douglas A. Bell in "Peregrines Seek High-rise Habitat" describes how these raptors, making a tentative comeback

... between the cracks.

after being devastated by the effects of DDT compounds, are being drawn to artificial cliffs as readily as natural ones.

There are other cracks in the cities' shells, too-human ones. People like. Michael Houck whose 20-year drive to keep significant wild areas within the boundaries of Portland, Oregon, is described by Blake Edgar in "Wild About Portland." Ironically, Houck's very success is helping make Portland a magnet for disgruntled Californians and others, and it is estimated its population will do ble over the next 20 years. And people like the protagonist of Peter Steinhart's "An Evolutionary Crucible," Jake Sigg, who is specifically concerned with which plants take hold in areas disturbed by the backhoe. They had better have a long local history if they are to avoid Sigg's sinewed grasp.

Actually, it is not cities that are the nemesis of nature. Cities, with their dense populations and compact space, could be relatively benign. It is the constant encroachment on wilderness of sprawling automobile-dependent suburbs that demonstrate humanity at its most thoughtless. With this in mind, Gordy Slack in "Emerald Cities" looks at the city as a potential deliverer from our otherwise destructive path. Whether you consider the projects he outlines as hubs of stimulation or as overcrowded ghettos, they, or something like them, represent the most livable of the alternatives our grandchildren will likely inherit.

-KEITH K. HOWELL



# Wild about Portland Mike Houck: The Protector of Place

by BLAKE EDGAR

N A WARM SEPTEMBER evening thousands of Vaux's swifts converge on Chapman School in Portland, Oregon. The fourinch birds home in on the school's tapered brick chimney. Spiraling overhead in a tight, dark cloud, the swifts one by one stall a few feet above the opening and flutter down inside like falling leaves. An occasional errant flyer glances off the rim and swoops back into formation for a second try.

Apparently oblivious to the spectacle overhead, a boy bashes a tennis ball against the wall beneath the chimney. Nearby, parents push their children on swings and teenagers play basketball. A few neighbors, however, stand in doorways or sit on their lawns, riveted by the swirling cyclone of birds.

With the loss of old-growth forests in the Pacific Northwest, Vaux's swifts roost inside such surrogate structures—clinging to the wall with claw-like feet and stiff tail feathers—before their fall migration to South America. The swifts continue to gather for half an hour, but as the sun sets their formations tighten and they descend by the dozen into the chimney.

"Maybe they just fly around until they get up the nerve to go for it," says Mike Houck, Portland's urban naturalist. "Either that or they have to take a number."

Houck spends his time watching wildlife in this city and fighting to ensure that others have that opportunity. His mission is to prevent what writer and naturalist Robert Michael Pyle calls "the extinction of experience," the loss of neighborhood habitats: those areas between the paved and the pristine that offer the most immediate contact with nature. Saving such places is crucial, for, as Pyle writes, "What is the extinction of the condor to a child who has never known a wren?"

If any city can avoid the extinction of experience, Portland may be the place. In good measure, that's because Mike

Houck has led the way for more than two decades. But he's not alone. Portland nurtures more than one hundred grassroots groups—with names like Fans of Fanno Creek and Friends of Beggars Tick Marsh—devoted to a particular patch of creek, marsh, or other habitat; these neighborhood groups gather under an umbrella organization called FAUNA, or Friends and Advocates of Urban Natural Areas.

Yet this city at the confluence of the Willamette and Columbia rivers has seen dramatic change and development for 150 years. The abundance of animals described by Lewis and Clark in 1805 has been greatly reduced. Although about eleven percent of greater Portland consists of parks and natural areas, most of that land is unprotected and privately owned, s and one site, Forest Park, accounts for half of the public land.

A WALK IN FOREST PARK BEGINS my introduction to Portland's urban outdoors. This 4,800-acre refuge along the northeast face of the Tualatin Mountains harbors 110 species of birds and 60 species of mammals. It's twice the size of—and much more wild than—Europe's largest urban park, Richmond Park in London, and is one of North America's largest urban parks. Sixty miles of trails and fire lanes run through it, including the meandering Wildwood Trail that connects to the Coast Ranges via a forest corridor north of the park that occasionally brings elk and black bears within city limits.

Forest Park owes its preservation to storms and screndipity. Residential development had already carved some chunks from the ridge when winter rains washed out the road to another planned community in 1915. That project stalled, and the city gained control of the land when the owners defaulted on taxes. Although park designation became official in 1948, development in parts of the upper watershed remains a threat.



I hike up the Lower Macleay Trail along Balch Creek, one of two yearround streams in Forest Park. Beside the trail, a few native ferns protrude from a tree-choking tangle of exotic English ivy and Himalayan blackberry. Many of the hemlocks, red cedars, and Douglas firs that once covered the slopes have been logged, but scattered large conifers still stand beside hundred-foot-high bigleaf maples and cottonwoods. Sunlight filters through the canopy on this fall morning, and Balch Creek barely gurgles.

In 1987 the Oregon Department of Fish and Wildlife discovered a population of about three thousand cutthroat trout in the creek. The fish are full-time residents, confined by a concrete conduit covering the creek's last mile before it enters the Willamette. A local group, Friends of Balch Creek, places rocks and logs across the creek to ensure that the trout have refuge in pools during low water. A sign proclaims: "Native Cutthroat Trout Stream. Please Respect Habitat."

Later in the morning, Houck points



out another sign on the outskirts of Forest Park that reads: "Entering the Balch Creek Watershed Management Area." Similar placards of place may one day delineate each of Portland's 26 watersheds. Such regional thinking toward local land use dates back to 1903. That year, Frederick Law Olmsted, Jr., and John Charles Olmsted, sons of Frederick Law Olmsted, the renowned landscape architect for Central Park, Boston's city parks, and Stanford University, were brought to Portland by some progressive members of the park board. After a few months the brothers prepared a report. "It is particularly urgent," they advised, "that a city having beautiful local scenery should secure the land. . . lest these natural resources be destroyed or irreparably injured by the owners."

The Olmsteds' vision included preserving green space with corridors connecting the parks. Implicit in their design was the protection of wildlife habitat within the urban boundary. Although parks were established, the vision for an interconnected greenbelt languished. Specifically, the Olmsteds' plan for a "40mile loop" linking natural areas was ignored, but the idea has recently been revived and expanded into a proposed 140-mile chain of hiking and biking trails.

Competing with the efforts to create ecological links, though, are forces that continue to threaten what's left. For example, logging, mining, and the building of roads and houses nibble at the forested corridor north of Forest Park. Now only eight hundred feet wide at its narrowest, if the corridor continues to shrink, Forest Park, which itself cannot sustain populations of large mammals, will be completely isolated.

THE LOWER MACLEAY TRAIL emerges from Forest Park at Audubon House, the office of the Portland Audubon Society, which has been Mike Houck's home base off and on for 20 years. A Portlander by birth, Houck moved around the country, seeing the inside of 13 schools in 12 years, before reUrban naturalist Mike Houck has spent the past two decades fighting to preserve wildlife habitat and natural areas within Portland, Oregon. Houck scans for birds at Oaks Bottom Wildlife Refuge, a site he was instrumental in protecting.

turning to Estacada, Oregon, in high school. A self-declared jock throughout high school and college at Iowa State University, where he studied zoology, Houck planned to teach high-school biology and returned to Oregon in 1969 to pursue a masters degree at Portland State University. It was a week-long camping trip along the John Day River with fellow graduate student Mike Uhtoff that finally-despite downpours and diarrheaopened Houck to the outdoors and forged his bond with nature. Both Houck and Uhtoff began working at the Oregon Museum of Science and Industry, helping students develop science projects at the museum's Community Research Center, and both joined the board of Portland Audubon in 1974. Uhtoff soon

became the chapter's first paid director, and in 1982 Houck created his own job as urban naturalist.

Houck was part of a small group who pushed the Portland Audubon chapter toward focusing on its own turf. Since its inception in 1909, the chapter had been active nationally, but by the early 1970s its primary activities were monthly meetings and regular birding trips. When Houck, Uhtoff, and other new blood arrived, the chapter had no staff and sold its only publication from a card table; today, there is office space for 14 staff, including an urban conservationist, and a new wildlife care facility. Membership has grown from around 1,200 two decades ago to eight thousand today. Houck credits much of that growth to Portland Audubon's efforts to protect nature just beyond backyards. "When we started, there were people who were critical, asking 'Why are you spending money on urban issues," he recalls. "'It's already trashed. Why not just admit it?" Now, over a hundred local organizations have followed Audubon's lead.

Houck started by showing students what wildlife lived in their midst. That led to producing, with a gifted group of volunteer writers, designers, and illustrators, The Urban Naturalist, Portland Audu-

bon's urban wildlife journal. Houck remains editor of the eleven-year-old publication. His current paid position is director of The Wetlands Conservancy's Urban Streams Council. Modeled on California's Urban Creeks Council, this group realizes that along streams lies much of Portland's remaining intact habitat. Streams also make logical corridors between natural areas and serve as focal points for getting a neighborhood behind preservation, restoration, and stewardship. Houck and colleagues Esther Lev, scientific director of the Urban Streams Council, and A.L. Riley, the Urban Creeks Council's co-founder, now help new grassroot groups work with government agencies. Rather than give up the fight, they have merely altered the battle plan.

OUCK'S FIRST BATTLEGROUND L was a 160-acre wetland called Oaks Bottom, Cut off from the Willamette River by railroad tracks, the wetland, which harbors otters, bobcats, herons, and other wildlife, receives its water through a culvert. Houck considers this the flagship of Portland's natural areas, both for its location and long saga. He heard about Oaks Bottom from long-time friend Al Miller in 1971, and, not having seen the place, he (and others) wrote to the City Council to save the marsh from planned ballparks and a motocross course. The letters and persistent dogging worked; the city built a trail instead.

Houck finally visited Oaks Bottom several years later to help clean up the neglected trail. He was captivated by the site's birds-Houck has now seen 140 species at Oaks Bottom, including a bald eagle that favors a particular snag and once dove for a fish in front of a group that he led-and founded The Bottom Watchers (a name which understandably caused some flak) to prevent incursions on the marsh.

In the early 1980s, Houck thwarted a plan to drain Oaks Bottom after residents of neighboring Sellwood complained about mosquitoes. Houck went to Peter DeChant, the county pest control specialist, who learned that the mosquitoes were laying eggs on dry ground. Rather than drain the wetlands, the plan changed to just add wateradding wildlife habitat while subtracting mosquitoes.

It was clear that Oaks Bottom needed a management plan, so Houck drafted one that was adopted by the City Council in 1987. In the meantime, he and buddy Jimbo Beckmann circumvented foot-dragging bureaucracy by posting

Faced with 500,000 new residents over the next 20 years, Portland and its neighbors are planning for change. A body called Metro, the nation's only regional elected government, guides the future growth of the four-county region that includes Portland. This map shows the present extent of greenspaces inside and outside the current Urban Growth Boundary, and highlights a few of the city's natural areas.

Right: Nearly five thousand acres in size, Forest Park is Portland's largest natural area and one of the nation's largest urban parks. Forest Park harbors 110 bird species, 60 mammal species, and a population of native cutthroat trout. Inset: Occasional visitors to Forest Park via a corridor to the Coast Ranges include Roosevelt elk (Cervus elaphus) and black bears.





dozens of signs declaring Oaks Bottom a wildlife refuge. In 1990, the city erected official signs.

Across the Willamette lies a more modest marsh. Heron Pointe Wetlands, a "postage-stamp refuge," overlooks Ross Island, site of a seasonal heron rookery. Houck saved the wetland by convincing a condominium developer to pull a planned trail back from the river's edge. Today, passers-by can stop at an observation platform, read an interpretive sign, and watch birds and mammals where there would otherwise be pavement. "It's a small site," admits Houck, "but small sites are not insignificant in an urban context."

**P**ORTLAND AND ITS NEIGHBOR to the north, Clark County, Washington, cover more than one thousand square miles and comprise the nation's twenty-sixth largest metropolitan area, with a current population of nearly 1.5 million. Portland has more than 460,000 people, and the region projects a half-million new residents within the next 20 years. Before they become victims of their own popularity, Portland and its neighbors are taking steps to protect what open space they can and to determine the direction of growth.

KEGNER ZOYO

Metro, the nation's only regional elected government, is guiding the process. Metro provides big-picture planning for 23 cities and three counties and handles such issues as garbage, transportation, and land use. In 1990, Metro initiated Region 2040, a program to get the public-governments, citizen's groups, businesses, environmental organizations, and neighborhoods-interested and involved in planning for the next 50 years. Region 2040 considers where and how people will live, where they will work and play, and how they will get there. A primary decision will be how much will become urbanized and what will remain rural and natural. In other words, will the area "grow up" inside its present Urban Growth Boundary (the edge of such services as sewers and some mass transit); will it "grow out" and sprawl across the countryside; or will it confine growth to satellite communities with greenbelt buffers? After evaluating citizen input, Metro will adopt a preferred growth plan in July and plans to have a 50-year "Future





Left: Creekside Marsh, in the booming suburb of Beaverton, is a link in the Fanno Creek Greenway, part of a proposed system of interconnected reserves and pathways that would form a 140-mile loop around Portland. The building in the background was built on pilings as a compromise to avoid filling the marsh. Its subsequent human occupants vied for views of the herons, egrets, and other animals that frequent the site. Below: Portland boasts a pair of great blue heron (Ardea herodias) rookeries. In 1986, Mayor Bud Clark declared it the city's official bird; every June Portland hosts Great Blue Heron Week.





Left: At Smith and Bybee Lakes in north Portland, nine former high-school dropouts from the economically and environmentally strained neighborhood helped construct this eye-catching emerald path made from recycled glass.

Vision<sup>®</sup> in place early next year. Metro has the legal authority to impose its vision on local governments, but it elicits local input now to limit conflicts later.

A key part of Region 2040 is the Metropolitan Greenspaces Program, designed to create an interconnected network of natural areas and open space, with pathways for people and corridors for critters. According to its Master Plan, Greenspaces "seeks to nurture rather than disfigure nature's landscape. It seeks to institutionalize a daily sense of stewardship...." The program has subsisted for three years, largely on federal funding, but its future remains uncertain. In fall 1992, voters narrowly defeated a \$200-million measure to acquire land and develop trails. "Greenspaces should be viewed as part of the urban infrastructure just as much as roads or sewers," says Houck. "They shouldn't be seen as an extra frill."

Although he quips that "many people think Metro is an espresso shop on Broadway," Houck takes great pains to get the word out about Region 2040 and Greenspaces. With Metro, he organizes monthly hikes, canoe trips, and restoration tours to show Portlanders that nature lies nearby. "The notion that you have to get in your car and drive to someplace natural outside the city is totally antithetical to what we're trying to achieve," says Houck. He leads bicycle "rides on the wild side" along urban waterways to educate people about such cross-city corridors as the Willamette Greenway and the Springwater Trail along Johnson Creek. 17 miles of abandoned railway that form the largest existing segment of the proposed 140-mile loop. Using the Springwater, Houck says, "You can literally walk straight from the Willamette River to the Cascades. Turn left, go to Canada. Turn right, go to Mexico."

In order to create an interconnected system of natural areas, Metro needed to know how much existed of what and where. Houck had conducted some small-scale inventories for Audubon in the early 1980s, but the time had come to fill in the big picture. In 1989, Joseph Poracsky, a geography professor at Portland State University, supervised an aerial photo survey and mapping project for the Portland-Vancouver, Washington area. More than six thousand natural sites were mapped. Of the nearly 373,000 acres mapped, natural areas accounted for 29 percent of that total, of which forest made up 80 percent.

Environmental consultants Esther Lev and Lynn Sharp then conducted a biological survey of 350 field sites in 1990 and 1991, sampling a range of habitats and geography. Birds were the most numerous animals counted, with 110 species compared with 24 species of mammals. Although wetlands comprise only 6.2 percent of the remaining natural areas, they support 44 percent of the bird species that live in the region. The surveys also concluded that bird habitat could best be protected by keeping connections between forest patches, especially along streams, and by leaving snags standing.

Similar inventories will continue through the Green City Data Project. Students from Saturday Academy, supported by Metro and the National Science Foundation, will collect field data from targeted sites. Their work will refine the Greenspaces map and add to an existing Geographic Information System (GIS) that will track landscape changes over time.

OUCK DECIDES TO SHOW ME Lone of his favorite oases in the floodplain of Fanno Creek, which runs 14 miles to the Tualatin River from a watershed draining much of southwest Portland. We drive to a "pretty hardcore urban" corner of the suburb of Beaverton and turn into an office complex called Creekside Corporate Park. Against a backdrop of densely packed houses, volleyball and tennis courts, and a looming brown office building lies a small marsh where we watch egrets, a greenbacked heron, and three nutria, non-native, beaver-like mammals that have adapted well to Portland's wetlands.

Houck recalls bitterly that ten years ago, the former owner of this property removed the plant understory a day before Houck surveyed the marsh for wildlife. The Koll Construction Com-

pany then bought the land and planned to fill the marsh. Houck remained a thorn in the company's side, and eventually they struck a compromise; the adjacent office building was built on pilings, and the marsh transferred to the local parks district.

The building's human inhabitants vied for offices with marsh views and kept binoculars beside the windows. When their company, Mentor Graphics, moved recently to an outlying suburb, they converted an agricultural ditch into an artificial wetland to re-create the environment that employees had enjoyed.

Northeast of Creekside Marsh, Fanno Creek runs past the Oregon Episcopal School, where Houck taught science for two years. On his first day there, he received from a student a list of 120 birds that the boy had seen at an adjacent marsh. Houck helped get the place protected from development, and the school later bought the land. Today it serves as a living laboratory, on the edge of the Portland Golf Club, for the wetlands ecology course taught by John LeCavalier. LeCavalier also happens to be president of Fans of Fanno Creek, a neighborhood group that is preparing a management plan for the watershed. A handful of jurisdictions spanning the watershed leaves the creek vulnerable to piecemeal development, and already a third of the greenspaces depicted in an educational brochure on Fanno Creek have disappeared. "It's right on the edge of making it," says LeCavalier about Fanno's prospects. "It's right on the edge of ditch versus creek."

TOT LOST ON HOUCK AND Portland's other environmental Portland's other environmental defenders is the importance of restoration in urban settings. Esther Lev, now scientific director of the Urban Streams Council, has spearheaded restoration projects in the economically and environmentally strained neighborhoods of north Portland. In partnership with a local youth center and Roosevelt High School, she works with nine multi-ethnic, at-risk youth who had become part of the school's 60-percent dropout statistic. In exchange for participating in hands-on restoration and returning to Roosevelt or an alternative school program for the year, each student earns \$1,500 toward college or vocational training.

Last summer, the team participated in

the design and construction of a mile-anda-half-long trail at Smith and Bybee Lakes, learning how to skirt sensitive habitats and replant native vegetation. The resulting trail, an eye-catching emerald path, is made from 185 tons of durable, crushed green glass atop a gravel base. The glass came from a local recycling center and helped fulfill Metro's mandate to find new outlets for recyclable material. At the trail's end, visitors can linger in two observation blinds and watch resident and migratory birds. A flock of up to 40 great blue herons feeds there, flying in from a nearby rookery at Heron Lakes Golf Course.

Lev's team has started work on a new project at Columbia Slough, a waterway that suffers from decades of pollution. When the Wagner Mining Equipment Company decided to turn a steep, blackberry-covered slope on its property into a wetland, it approached the city's Bureau of Environmental Services, which contacted Lev, and she set her crew to work. The students interviewed Wagner employees about what they hoped to see and sought feedback from city planners. The students' plan, now negotiating the permit process, calls for a wetland with emergent vegetation on the edge of the slough and native alder, willow, and cottonwood plantings 'on a terraced slope.

The Columbia Slough project illustrates the emphasis on cooperation among people and government that Houck finds unique to Portland. The city remains' small enough for an individual to be heard, as Houck was in 1986 when he buttonholed Mayor Bud Clark after a speech and convinced him to make the great blue heron Portland's official bird. The proclamation cited Portland as one of few cities with a pair of active heron rookeries and acknowledged the bird's "enormous contribution to our quality of life." (Houck's favorite brewpub named a beer after the bird, and now Portland hosts an annual Great Blue Heron Week during breeding season.)

Esther Lev notes that, "People live here because they care about the landscape they live in and having natural resources." And with people like her and Mike Houck around, there is hope of averting the extinction of experience.  $\Box$ 

BLAKE EDGAR, assistant editor of Pacific Discovery, is co-author of Ancestors: In Search of Human Origins.



Ecocity San Francisco, by Richard Register

N THE OLD ENVIRONMENTAL mythology, modern cities were the guys who would usher in Armageddon. As the offspring of industrialization, civilization's big environmental sin, cities would be the hell in which our descendants would pay for our ecological screwups.

Then the green cities movement turned this myth on its head.

In March 1990'over seven hundred people from around the world attended the First International Ecocity Conference in Berkeley, California. Since then, dozens of similar conferences have convened and hundreds of smaller ones. Suddenly, mainstream architects and city planners are celebrated for designs implementing basic green city concepts. And the expression "sustainable development," a central theme at the Earth Summit in Rio in 1992, is suddenly everywhere.

Yes, the new mythology says, cities are at the root of a lot of the world's environmental problems. That's not because they are cities, but because they are Bad cities. If we could create Good ones—or transform our Bad cities into Good cities—not only would they stop destroying nature, they could aid in her recovery. Furthermore they could bring about a human recovery, too. Australian architect and urban ecologist Paul Downton even claims, "The city can save the world."

CITIES USE BETWEEN TWO-THIRDS and three-quarters of the global consumption of fossil fuels. Acid rain and global warming are caused for the most part by the fuel-consumption patterns of modern cities. They require a constant flow of raw resources from forests, fishing grounds, mines, rivers, aquifers, and farmlands. In payment for these, cities pump back poisons and wastes and create mountains of garbage.

Cities are also crucibles of human misery. Eight-hundred-and-fifty-million urban people worldwide are homeless or squatters. Half of Third World citydwellers have no plumbing or electricity. Disease, prostitution, violent crime, and drug abuse all flourish in cities.

# EMERALD CITIES Visions or Hallucinations?

#### by GORDY SLACK

For sixty centuries, cities have been the center of economic activity. In the future, they must become the center of ecological repair and rebuilding.

-Richard Register

What's more, between 1950 and 1990 the number of urbanites soared from 200 million to over two billion. And as cities expand they devour everything in their path. Three billion people are expected to live in cities by 2025. Three-quarters of North Americans now live in cities, and by the century's end, most of the world's citizens will, too. We have become an urban species, and as Earth's most influential creature, the future of our cities is inextricably tied to the fate of the entire natural world.

There are models for successful green urban planning. Late in the last century, American designer Frederick Law Olmsted believed that weaving the natural world into the urban web would have physical and emotional health benefits, and his City Beautiful movement resulted in such urban triumphs as New York's Central Park. In the first two decades of this century, English architect and city planner Ebenezer Howard designed two "Garden Cities" employing many green city principles. Lechworth and Welwyn, in England, were designed to be as self-supporting and efficient as possible; their outward growth was limited by greenbelts of parklands and farms, which supplied them with food and were fertilized by the city's wastes. Today, both cities remain beautiful, culturally lively, and they have the top two public health ratings in the country.



Jamaica Bay National Wildlife Refuge, New York. As human populations skyrocket, city living poses an alternative to environmentally destructive suburban sprawl. High density, multi-use zoning saves time and money on transportation and pollution cleanup, but it also leaves room for wild areas outside the city's boundaries.

Howard also stressed another modern green city staple, the importance of locating work, home, and play close together.

This trend in urban planning was interrupted by the explosion in popularity of the car. Suddenly, America was about transportation, about going somewhere rather than being somewhere. If you wanted nature, you could drive to it. No need to bring it near or into the city.

To French architect Le Corbusier who felt he was complimenting the city when he called it an "assault on nature"—and other modernists, "green" was little more than a decorative element in the urban "machine," certainly not an intrinsically valuable ingredient. Since World War II, new towns and cities, designed explicitly with the car in mind, have sprawled over miles, paving wild areas and farmland with generic, single-family houses surrounded by exotic landscaping and punctuated by gigantic malls. Not only was Le Corbusier's machine metaphor inadequate for describing the basic human needs in an urban environment, it also proved a tragic irony, as cars, the individualist's machine par excellence, turned the modernist utopian dream into a banal nightmare.

RCHITECT AND SCULPTOR Paolo **A**Soleri resurrected the green city notion in 1970 with the ground breaking at Arcosanti, a model ecocity in the high Arizona desert. Soleri, then in his early fifties, laid down most of the basic principles of what was to become the green city movement, coining the term "arcology" to describe urban architecture and ecology working as one integrated process. Arcosanti is a prototype arcology designed for five thousand residents, combining compact buildings with huge solar greenhouses on a four-thousand-acre preserve about 60 miles north of Phoenix. With help from a small army of interns and students, Soleri has been building his "city" from the ground up. Still incomplete, it remains a formative model and an inspiration to the movement.

Soleri wants to amplify population densities to super-high levels, conserving energy and space, and thus maximizing the wildlands beyond the city's borders. He wants densities at Arcosanti as high as 215



A model of Arcosanti, an ongoing urban experiment in the Arizona desert, designed by architect Paolo Soleri, includes high-density, combined residence and work areas; non-auto-based transport; and an emphasis on vertical rather than horizontal growth.

people per acre. (New York City's average is 33 per acre, Delhi's 72 per acre.) Soleri's designs pack people into buildings that grow upward, rather than outward; at Arcosanti the buildings will rise 250 feet and extend about a quarter of a mile in length, but some of Soleri's designs rise hundreds of stories into the sky.

For Soleri, high density is more than a practical and efficient way to package people. It is a vital way to reconnect them to each other, enriching family life and social ties. No one in Arcosanti lives more than a few minutes from anyone else. People will travel within the city by foot, bicycle, or elevator, rather than by car. Children will live within walking distance of their grandparents, as well as day-care centers, schools, and recreation. "The city," Soleri says, "is a crowding phenomenon. . . a life maker....When the hyper-organism, the city, surrenders its makers and dwellers to the dimly alive pseudo-organism called suburbia, death is dancing."

Richard Register, perhaps Soleri's most articulate and influential student, agrees. "The essential thing," says Register, "is to create more and more diversity closer together so you don't have to travel so far to put your life together-your economy, your social life, cultural life." Author of Ecocity Berkeley: Building Cities for a Healthy Future, published in 1987, Register founded Berkeley's Urban Ecology in 1975 and is now president of Ecocity Builders. Like Soleri, Register envisions the ecocity (he prefers "ecocity" to "green city," arguing that "a city may be green, while its underlying structure may still be ecologically unhealthy") achieving high population densities. "Cities, instead of being flat like a tortilla, should be three-dimensionalmuch more like the old cities of Europe, though not necessarily as three-dimensional as Manhattan. . . . Instituting mixed-use zoning and zoning that concentrates development rather than scattering it is an important part of the solution." To make high density more attractive, Register says, urban buildings would have plenty of terraces and balconies, rooftop gardens, and bridges linking different buildings. Also, everyone would live just a short walk from the relative solitude and consolation of surrounding wildlands.

"For higher densities to work, they also have to be combined with mixed uses," says Register. For instance, a good ecocity would never have a high-density area devoted entirely to office work—like San Francisco's downtown—or to tenement housing, which excludes everything but residential housing. Rather, ecocity inhabitants would live near to, maybe in the same building as, their office.

Register's *Ecocity Berkeley* portrays the city after undergoing its own ecotopian revolution. As Berkeley expands, it grows toward the sky and shrinks horizontally back toward its neighborhood center. Tall buildings of various shapes are connected by elevated walkways and surrounded and covered by gardens and fruit trees; restored creeks meander through downtown.

Register's "restoration development" approach to rebuilding cities links the creation of green sanctuaries with increasing human densities elsewhere. When a developer commits to a project in a residence and business center, he or she also adopts responsibility for restoring or preserving a plot in one of the low-density sections of the city: demolishing a building, say, or restoring a creek, or replanting native grasses in a field left vacant by the removal of a parking lot. In this way the ecological infrastructure would improve with age, rather than merely expand.

To see a transformation of a city like-Berkeley will take a long time, says Register. "Some of the cathedrals took six or seven lifetimes to build. Ecological cities are like that—they're not going to come to culmination till several generations from now."

Register's restoration development program requires a basic shift in values among city dwellers, which raises an important chicken-and-egg dilemma: people won't make ecologically healthy cities till they've undergone a transformation of values. But today's cities, so insulated from most of the natural world, are inimical to the formation of those values.

A BOUT 20 YEARS AGO, PETER BERG, founder of the Planet Drum Foundation in San Francisco, coined the expression "bioregion" to describe an area, usually defined by a watershed boundary, occupied by a community of plants and animals. Bioregionalism, his philosophy





Top: Richard Register working in a garden that Ecocity Builders created from parking spaces at a homeless shelter in Berkeley. The garden provides food for the shelter's residents, a safe patch of green where they can meet and work with their hands, and a bit of habitat for birds, insects, and other urban creatures. Above: Increasing human density frees urban space for wild areas. Register's Ecocity Zoning Map of Berkeley designates areas of high natural value (green) and high cultural and commercial (neighborhood) value (red). White areas in between reflect moderate densities similar to today's. Ecocity zoning gives property owners incentives to develop the multi-use, neighborhood centers and to move out of the surrounding natural areas.

of living attentively and responsibly within that community, caught on among back-to-the-landers in the early 1970s. In the mid-1980s, however, Berg focused his bioregional philosophy on city life, creating the Green City Program. Rather than treating cities as "placeless" human creations that erase the landscapes over which they are built, Berg suggests honoring the natural limits set by a place. "Cities must identify with and put themselves in balanced reciprocity with natural systems," he writes.

Berg's bioregional philosophy, which adopts the metaphor of evolution, is central to the green city ethic. The city is a creation of nature, but a rebellious one in need of reconciliation with its surrounding natural community. Making the city hospitable toward native plants and animals, and respecting the natural features of the landscape it occupies are seen as the most elementary steps in such good citizenship, steps that will keep inhabitants aware of their place in nature.

Today, the kind of urban habitat most celebrated and targeted for restoration is the urban creek. To bioregionalists, there is something almost sacred about the flow of water through a place. To know where you live, poet and bioregionalist Gary Snyder says, you must know where your water comes from and how it journeys through. That most urban creeks have been forced underground is symptomatic of the city's alienation from nature; but that creeks continue to flow beneath our cities represents hope.

In addition to the symbolism and the aesthetics, there is another good reason to restore creeks. Water attracts and sustains life. City streams are ideal wildlife corridors, supporting a high density and diversity of plants and animals.

Where cities have opted against burying their creeks, they become favorite features. A wide creek banded by trees and parkland winds through Christchurch, New Zealand, for instance, and water birds, songbirds, insects, fish, amphibians, people, and all kinds of plants cluster around it, winding biological vitality through downtown. Austin, Texas, is famous for its urban stream, and where San Luis Obispo, California, has restored a downtown creek, property values and business activity were enlivened.

Register was one of the urban creek movement's pioneers, but he warns that though urban creeks, parks, and gardens would be eloquent expressions of a society that took its responsibility to the natural world seriously, overlaying them on cities that are pillaging nature may only mollify urbanites into complacency.

In the early 1970s Soleri's other-worldly designs set a fantastic tone for the green cities movement, but there was another bit of seductive fantasy that fueled it, too. Ernest Callenbach's book, *Ecotopia*, was first published in 1975. The novel is set in an indeterminate time 20 years after the secession of northern California from the Union. The new nation, Ecotopia, is based on strict bioregional and green city principles. Wind, solar, and hydro are the energy sources. The narrator, the first American reporter to enter Ecotopia since the revolution, arrives skeptical. He describes downtown San Francisco:

Market Street has become a mall planted with thousands of trees.... The 'street' itself, on which electric taxis, minibuses, and delivery carts purr along, has shrunk to a two-lane affair. The remaining space, which is huge, is occupied by bicycle lanes, fountains, sculptures, kiosks, and absurd little gardens surrounded by benches. Over it all hangs the almost sinister quiet punctuated by the whir of bicycles and cries of children ... even the occasional song of a bird, unbelievable as that may seem on a capital city's crowded mainstreet....Down Market Street and some other streets, creeks now run.

METIAFI. STUDERAKER

The men in *Ecotopia* are sensitive (anticipating *Iron John*) though they vent their testosteral aggressions in war games. Hot

# Different Shades of Green

WLESS THE GREEN CITIES movement addresses the crushing problems of urban poverty, racism, and violence, it may create little more than elite citadels in which the haves are separated from the have nots by a green corridor or an urban creek rather than train tracks, says Carl Anthony, director of Urban Habitat, a San Francisco program promoting environmental and social justice. Inside the "green city" things might get better, but for the poor, exiled from green areas by high property values, things could get much worse.

Anthony, an architect and city planner and president of the Earth Island Institute, is trying to bridge the gap between urban environmentalists and social justice groups. "Environmental and socioeconomic problems are connected in their causes, and they would have to be connected in any real solutions," he says.

Urban Habitat is trying to seek common ground in the poverty-and-violence-torn neighborhoods surrounding San Francisco's recently decommissioned Hunter's Point Naval Base. Anthony has overseen the formation of a coalition of area transit worker unions, environmental organizations, and community-based groups who together will create a regional transportation proposal "based on principles of social and ecological justice." Anthony is also trying to bring the poor and people of color into the debates about military base redevelopment. The closing of military bases across the nation is seen as a boon to green cities activists, who hope to apply their conversion practices to these areas, says Anthony. But a disproportionate number of people of color are losing their jobs with the base closures. It presents an ideal chance to get minority communities involved in environmental and economic restoration where they live.

"If we are to restore the cities, we must invest in the future of the people who live there," says Anthony.

For more information: Urban Habitat Program, Earth Island Institute, 300 Broadway, Suite 28, San Francisco, CA 94133, (415)788-3666.



Left: Many European cities have a head start over their American counterparts. The streets of Freiberg, Germany, emphasize bicycle lanes, exposed (and clean) urban creeks, and lightrail transportation. Below: Seaside, Florida, designed by Andres Duany and Elizabeth Plater-Zyberk, two of the most celebrated of the "new urbanist" architects and city planners. They advocate mixed-use zoning, communities, and high-density neighborhoods. New urbanist designs cultivate a nostalgia for the styles of the 1910s and 1920s.



Above: Amsterdam is gradually eliminating uto traffic from a three-square-mile section of its downtown in an attempt to reduce congestion and pollution. Bicycle parking stations line the streets.

tubs are plentiful. Unemployment has been erased by a 20-hour work week. People wear sensible clothes, which they repair rather than discard. Everything is recycled again and again. Biodegradable soybean plastics are the trendy packaging material. Ecotopia is low-tech, for the most part, but certain technologies (e.g. communications) are more advanced than their American counterparts. Education stresses bioregional knowledge and practical work experience. People spend less time accumulating wealth and more time engaged in community activities, in their gardens, in the wilderness.

BACK IN THE REAL WORLD, Florida architect and city planner Andres Duany is the leader of a burgeoning architectural movement known as the new urbanism. Duany and his wife, Elizabeth Plater-Zyberk, have designed master plans for 76 new towns, city centers, and

neighborhoods. In 1982, their new town of Seaside, in Florida, won Time magazine's Best of the Decade Award. The new urbanists, like the ecocity advocates, are strong believers in mixed-use zoning. At a recent talk to the planning commission of Palo Alto, Duany recommended altering the zoning codes so that "neighborhood centers" could be established within residential areas. "The corner store (with a place to sit down and hang out) is my vote for the center of the neighborhood," Duany says. "Ideally, it would also include a day-care center, a bank machine, a dry cleaner pickup, a public transportation stop [in the store], and a small room with a desk and phone in it for the local cop."

Though the details of Duany's neighborhood deviate from Callenbach's and Register's (Register isn't sure he's ever used a dry cleaner), there are overlaps, perhaps the most salient being their stress on creating conditions conducive to forming and sustaining local communities.

But whereas Register's sketches of Ecocity Berkeley are futuristic, Duany's new towns look old-fashioned, like New England neighborhoods from the 1910s and 20s. He views these decades, before the automobile became the planner's preoccupation, as the heyday of American city planning. But by the 1970s suburbanization became the rule and megamalls were springing up across the country like weeds.

Unlike the ecocity theorists, who deal mostly in futures, Duany is rebuilding neighborhoods and cities in the present. So it's not surprising that he employs a less radical version of ecocity philosophies. For one thing, whereas the green city ideal is thoroughly integrated cities accommodating both wealthy and poor, virtually all of Duany and Plater-Zyberk's towns are extremely expensive, elite Oakland enjoys one of the largest rooftop gardens in the world. Designed by Theodore Osnundsen, it covers the three-and-a-halfsquare-acre roof of the parking garage at the Kaiser Center. The green space potential of most urban rooftops is underemployed.



communities. Though they pay homage to the ideal of economic and ethnic diversity, they offer no solutions to the fundamental realities of poverty and homelessness. And it is these problems that may finally stand between green fantasies and real, socially just green cities.

Some green city activists also criticize Duany and the new urbanists for their willingness to build new towns beyond current city boundaries. Tasteful new urbanist development is still development, they say. Calling it green and community-oriented is little consolation to the plants and animals who lose to it what remains of their shredded habitats.

**T**F THERE IS ONE THING ALL URBAN environmentalists share, it is a hatred of the car. Register writes: "Without question the most destructive agent of social disintegration, ecological contamination, poisoning of people and environment, waste of energy, and even homicide (outSlugging it Outside

U RBAN GARDENS beautify and refresh neighborhoods; provide food for people's tables; create habitat for other urban wildlife; serve as healthy, open, public spaces for people to interact in; and work as bridges between urban humans and other forms of life. "Not only does gardening put city people in touch with the weather and the seasons," says Pam Pierce, founder of the San Francisco League of Urban Gardeners (SLUG), "it also connects us to other gardeners throughout history."

The eleven-year-old non-profit membership organization oversees about one hundred community gardens in San Francisco, many of these on what were once garbage-strewn vacant lots or neglected parcels of public land. In San Francisco's Sunset District SLUG maintains the Garden for the Environment, a demonstration garden where staff teach the techniques of composting, organic gardening, and basic horticulture to thousands of San Franciscans each year. Open to visitors through the day, the Garden for the Environment is a community gathering place as well as a university in the dirt. All the food grown in the garden is donated to homeless shelters.

stripping violent crime by more than two to one) is the automobile." And yet cars remain at the center of the modern urban economy and lifestyle.

Perhaps the most notable difference between the Berkeley of today and the one in Register's futuristic drawings is that the latter is carless. So is Paolo Soleri's Arcosanti. Another hot new urbanist is architect Peter Calthorpe, whose transit-oriented developments (TODs) are making waves around the world. Again, the idea of TODs, centering high density, mixed-use neighborhoods around public transportation facilities, isn't striking for its novelty. But in the last 40 years it has seldom been accomplished. Calthorpe has recently completed designs for TODs in San Diego, Sacramento, and Portland.

Berg says that cars negate the unique features of a place by insulating people from them—in addition to squashing them (the unique features, and the peo-

A hillside adjoining the one-acre demonstration garden, too steep to plant with vegetables or herbs, is planted with native shrubs, flowers, and trees that are attractive habitat for the birds, butterflies, and bees that pollinate the garden and for other urban wildlife.

"Our aim is for SLUG to cross class and racial boundaries," says Pierce, "to give the affluent help with their roses if they want it, but also to get less privileged people involved, people who might not get a chance to garden otherwise."

SLUG's Green Team is one such outreach effort. Teenagers sentenced to community service can choose to help SLUG build and maintain community gardens. The skills they learn are valuable in themselves, but also boost the teenagers' employability, says Mohammed Nuru, SLUG's executive director.

"Anytime you work close to land, positive feelings come out," says Pierce. "Teaching people to garden is teaching them to nurture. And a lot of these city people have never had nurturing relationships of any kind."

For more information: SLUG, 2088 Oakdale Avenue, San Francisco, CA 94124, (415)285-7584.

ple). And they take up a huge amount of urban space. "If you could eliminate half of the cars in San Francisco, you'd liberate a third of the street space for parks and gardens and creeks." And, Soleri would add, individual living space. Despite his plan to pack people into small areas, he sees personal living spaces increasing in average size partly through the reclamation of urban areas now devoted to cars: street lanes, garages, parking places, and freeway ramps.

Within existing city limits, cars demand all unclaimed space. What could be urban gardens and parks become parking lots and garages. What could be green corridors connecting parks become boulevards. What could, in Olmsted's vision, have been rows of fruit trees become streetside parking spaces.

Some cities are taking the transportation bull by the horns. Oslo and Singapore tax cars entering downtown areas with high fees. The people of Amsterdam are taking an even more radical approach to downtown auto traffic; in 1992, 53 percent of the city voted to ban it. Already they have reduced the amount of parking by half and lowered speed nits in many places to 18 miles per hour. Parking fees are exorbitant, and parking violations cost up to 210 dollars in fines and towing fees. Eventually, almost all cars will be banned from a threesquare-mile area of the city's center. Amsterdam is expanding its tram lines and plans to build garages near the terminals on the city periphery and more and safer locations to park and repair bikes.

The smaller cities of Maastricht, Enschede, Leiden, and Groningen have adopted similar policies, and about 30 more, tempted Dutch communities are watching to see the effects of these changes on the urban economies.

Europe is ahead of the United States in implementing many green city concepts, partly because many European cities, such as Amsterdam, were planned prior to today's destructive habits and technologies, and partly because the environmental crisis is felt more acutely in Europe, where there is so much less remaining wilderness. In Vienna, where an airport has recently been decommissioned, a green city is being planned on strict energy efficiency, high density, multi-use planning principles.

In downtown Adelaide, Australia, Paul Downton and his group of urban environmentalists are breaking ground on their Halifax project, an "ecocity" for one thousand people to be built on a six-acre city block, once the site of Adelaide's incinerator plant. Halifax will put passive solar cooling and heating into rammedearth buildings connected by pedestrian streets, courtyards, and gardens. At least two and a half acres of Halifax will be revegetated and restored.

All profound changes start as visions and the green cities movement, despite its potential for greenwashing and its ascents into fantasy, is tethered to Earth in some fundamental places: its commitment to energy efficiency and conservation; to recognizing the link between the fate of cities and the fate of wilderness; to restoring livable high-diversity neighborhoods; to creating simple public spaces; and to addressing the transportation crises underlying so many urban problems. These obvious concepts, somehow lost since the advent of the automobile, combined with the simple insight that cities are parts of a greater natural community that must be honored and cared for, are enough to freshen even a cynic's hopes for our urban species, and the rest of the natural world.

GORDY SLACK is the associate editor of Pacific Discovery.

# Resources: Urban Ecology

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#### ORGANIZATIONS

Coalition to Restore Urban Waters, c/o Golden State Wildlife Federation, 1250 Addison Street #107, Berkeley, CA 94702, (510) 848-2211. A nationwide network of grassroots groups that pursues urban stream restoration and legislation.

Friends of Portland Audubon Society, 5151 NW Cornell Road, Portland, OR 97210, (503) 292-6855. Works to preserve and educate about urban wildlife in Portland.

The Planet Drum Foundation, P.O. Box 31251, San Francisco, CA 94131, (415)258-6556. Works toward greening cities; places volunteers in wide range of urban restoration projects.

Urban Ecology, P.O. Box 10144, Berkeley, CA 94709, (510)549-1724. Dedicated to making the San Francisco Bay Area a sustainable metropolis. Publishes *The Urban Ecologist*, a good source of information about green city groups worldwide.

Urban Streams Council, The Wetlands Conservancy, P.O. Box 1195, Tualatin, OR 97062, (503) 691-1394. The Conservancy acquires and manages wetlands in Oregon and organizes restoration work.

#### A NEED FOR NATURE Blake Edgar

The Biophilia Hypothesis, edited by Stephen R. Kellert and Edward O. Wilson. Island Press, 1993. 484 pp., \$27.50 cloth.

EN YEARS AGO, Harvard biologist Edward O. Wilson published a book entitled *Biophilia*. Though less well-known than his controversial *Sociobiology* or the epic, Pulitzer Prizewinning tome that he co-authored on ants, this slim volume of philosophical essays may yet become Wilson's most enduring literary legacy.

In *Biophilia*, Wilson proposed that humans have an innate urge to focus on and affiliate with non-human life, that "our existence depends on this propensity, our spirit is woven from it, hope rises on its currents." Although he admitted that biophilia had not been studied, Wilson found the idea worthy of serious scientific attention. Hence the present volume.

Together with co-editor Stephen Kellert of the Yale School of Forestry and Environmental Sciences, Wilson has begun to put some scientific meat on the bare bones of biophilia. To bolster the case, they turned to prominent scholars in anthropology, conservation biology, ecology, philosophy, psychology, and other fields. Several authors, rather than truly approaching biophilia as a hypothesis to be tested and perhaps falsified, are already converts to the idea. Others, including biologist Michael Soulé, suggest specific ways to explore experimentally whether and in what ways biophilia exists.

The result is a mix of science and spirituality that should be read by anyone concerned with the fate of nature and our relationship to it. At times, though, the effort to add scientific rigor detracts from the reading experience. The breezy *Biophilia*, which deftly wove biological insight with a moral and political agenda, stimulated where it didn't substantiate, but not every scientist writes like E.O. Wilson; by comparison, *The Biophilia Hypothesis* is a more challenging read in every way.

There is the intractability of the subject itself. More than one contributor comments that humanity's deep alienation from nature complicates our efforts to quantify—or even to begin to understand—any inborn affinity for that ten billionth of Earth's mass made up by living things. Maybe only people disenfranchised from nature have the perspective to even consider such a prospect.

"The essential question may not be whether biophilia is an innate and universal human tendency, but why a very recent branch of human culture has veered away from it," suggests anthropologist Richard Nelson. "Perhaps our imbalance with the environment and our loss of affinity with life reflect a singleminded pursuit of knowledge and a diminished regard for wisdom."

Kellert's survey of Japanese and American attitudes found "pronounced concern for only a limited number of species and natural objects" and a general "aloofness from the biological matrix of life." He soberly reports no imminent shift in consciousness that might avert environmental destruction and mass extinctions.

Even among native peoples there are warnings of a waning bond with nature. Gary Paul Nabhan and Sara St. Antoine present the results of a survey investigating the generational loss of floral and faunal knowledge among inhabitants of the Arizona desert. They compared the knowledge possessed by O'odham and Yaqui elders and Anglos and Hispanics with that of their grandchildren, whose childhood experiences include television and packaged foods.

Of 52 children interviewed, consider the number who have never spent more than half an hour alone in a wild place: O'odham-58%, Yaqui-100%, Anglo-46%, and Hispanic-44%. More than half the O'odham and all the Yaqui children learned more plant and animal stories from books than from their grandparents, while one Hispanic boy responded, "Neither, Discovery Channel."

It becomes difficult to sort out just what evidence either supports or refutes the hypothesis of innate biophilia. Jared Diamond notes that natives in Papua New Guinea live close enough to the forest to hear 50 bird species from their beds. The Foré people have 110 names for birds

arranged by scientists in 120 species, but they lump all butterflies under the moniker *poponya*. Diamond questions one of Wilson's examples of biophilia—actually biophobia—namely, a universal fear of snakes, by citing a lack of evidence for such fears from New Guinea, where over a third of snake species are poisonous. New Guineans view a general serpentine fear as "a reaction for ignorant white men too stupid to distinguish poisonous from nonpoisonous snakes."

Perhaps, as medical researchers Aaron Katcher and Gregory Wilkins suggest, biophilia's strongest influence could lie in changing how we teach children biology and instilling respect and responsibility in the curriculum. "Children who throw stones at birds and children who feed birds are both responding to what may be an innate tendency to focus their attention on living things," they write, but the chosen behavior is learned. Why not, as one author proposes, have every elementary student choose a species to study and report on for the first six years of schooling? If, as Dorian Sagan and Lynn Margulis believe, our love of life is impure and changeable, then we need innovative ways to encourage biophilia to thrive.

We could combat the cultural categories we often attach to animals, characterizing them by a single, often errant, attribute that subverts their true biology and places our relationship to animals along a continuum from kin to vermin. Despite their limitations, however, the symbols and metaphors we draw from the animal world—and have for the duration of modern human history—do constitute a form of cognitive biophilia that holds clues for how we have treated and will continue to treat other life.

E.O. Wilson challenged us a decade ago to uncover our motivation for why, when, and where we cherish and protect life. But we must also strive to understand why we so often ignore, impair, and extinguish life. Although The Biophilia Hypothesis adds considerable weight to Wilson's argument, the question with which he ended Biophilia—will humanity love life enough to save it?—remains an open one.



GARY PAUL NABHAN STEPHEN TRIMBLE Introduction by Robert Coles ISBN 0-8070-8524-3

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# THE GEOGRAPHY OF Childhood

Why Children Need Wild Places

#### GARY PAUL NABHAN AND STEPHEN TRIMBLE INTRODUCTION BY ROBERT COLES

"All young people ache for nature . . . as part of their bread and water, their creaturely sustenance — and in these pages we get to know in thoughtful detail the depth and extent of that yearning, that aspect of childbood." ROMERT COLES, from the Introduction

In this unique collaboration, naturalists Gary Nabhan and Stephen Trimble investigate how children come to care deeply about the natural world. They ask searching questions about what may happen to children denied exposure to wild places a reality for more children today than at any time in human history.

The authors remember pivotal events in their own childhood that led each to a lifelong relationship with the land: Nabhan's wanderings in the wasteland of steel mills and power plants of Gary, Indiana, and in the Indiana Dunes; Trimble's travels in the West with a geologist father. They tell stories of children learning about wild places and creatures in settings ranging from cities and suburbs to isolated Nevada sheep ranches to Native American communities in the Southwest and Mexico.

The Geography of Childhood draws insights from fields as various as evolutionary biology, child psychology, education, and ethnography. The book urges adults to rethink our children's contact with nature.

CONTINUED ON BACK FLAP

#### CONTINUED FROM FRONT FLAP

Small children have less need for largescale wilderness than for a garden, gully, or field to create a crucial tie to the natural world. Nabhan suggests that traditional wilderness-oriented rites of passage may help cure the alienation of adolescence: \*\*Those who as adolescents fail to pass through such rites remain in an arrested state of immaturity for the remainder of their lives." Trimble's fatherhood leads him to question how we grant different freedoms to girls and boys in their exploration of nature - and how this bias powerfully affects adult lives. Both authors return to their experiences with indigenous peoples in rural settings to show how nature is taught and wilderness understood in cultures historically grounded outside of America's cities and suburbs.

The Geography of Childbood makes clear how human growth remains rooted, as it always has, both in childbood and in wild landscapes. It is an essential book for all parents and teachers who wonder what our children may miss if they never experience local wildlife or wild landscapes.

Gary Paul Nabhan is a MacArthur Fellow and plant conservation biologist whose books include Gathering the Desert, winner of the Burrouglis Medal for Nature Writing, and Songbirds, Truffles, and Wolves. Stephen Trimble is the author and photographer of The People: Indians of the American Southwest and The Sagebrush Ocean: A Natural History of the Great Basin, winner of the Ansel Adams and Chiles awards.

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And in time there's no more telling which is which between them, no sharp distinction, no clear edge of difference where it can be said that here the land ends and here the man begins.

Everybody's

Ditch

- Don Berry, Trask

A GREEN RAVINE creases northeast Seattle, draining into Lake Union near the University of Washington. My mother grew up in a white shingle house beside this ravine and it became her constant haunt. Whenever she was able to return to Seattle, Mother's first impulse was to visit "her" ravine. On one of these pilgrimages she took me along, and I saw in her face the meaning of place. At Ravenna Park she made a personal connection that transformed the way she looked at the land for the rest of her life.

When people connect with nature, it happens somewhere. , Almost everyone who cares deeply about the outdoors can identify a particular place where contact occurred. This may have been a wilderness, a national park, or a stretch of unbounded countryside, but more often the place that makes a difference is unspectacular: a vacant lot, a scruffy patch of woods, a weedy field, a stream, a green ravine like Ravenna — or a ditch.

My own point of intimate contact with the land was a ditch. Growing up on the wrong side of Denver to reach the mountains easily or often, I resorted to the tattered edges of the Great Plains

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### THE GENERAL SITUATION OF THE HIGH LINE CANAL IN COLORADO

(with kind permission of the Denver Board of Water Commissioners)

The Front Range of the Rocky Mountains lies to the left, the western edge of the Great Plains to the right. X marks the Thunder Tree. For a more detailed representation of topography, roads, and towns, see U.S. Geological Survey map "Front Range Urban Corridor, sheet 2 of 3 (Greater Denver Area, Colorado)" 1:100,000 scale, 1972.

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#### XVI PROLOGUE

on the back side of town. There I encountered a century-old irrigation channel known as the High Line Canal. Without a doubt, most of the elements of my life flowed from that canal.

From the time I was six, this weedy watercourse had been my sanctuary, playground, and sulking walk. It was also my imaginary wilderness, escape hatch, and birthplace as a naturalist. Later the canal served as lover's lane, research site, and holy ground of solace. Over the years I studied its natural history, explored much of its length, watched its habitats shrink as the suburbs grew up around it, and tried to help save some of its best bits. Despite the losses, the High Line remained a place to which I would often return. Even when living in national parks, in exotic lands, in truly rural countryside, and in Seattle near Mother's ravine, I've hankered to get back to the old ditch whenever I could.

Around dry Denver, of course, the canal has many adherents. Since the public trail along the canal service road was opened in the seventies, tens of thousands have taken their pleasure there. But even before that, in the days of its unofficial access, I was not alone in finding it. A young woman named Laura Corliss wrote her "Study of the High Line Canal" for school in 1975, telling of her family's longtime dependence on the ditch for recreation. The Corlisses lived along the canal in Denver, between Eisenhower and Bible parks. Laura's dad, Charles, rafted significant portions of the canal, and his children tubed, biked, chased frogs and crawdads, swung, dived, and swam all summer long. It was all against water department rules, but "without the canal I don't know what I would have done," Laura told me, "or what growing up would have been like." She spoke for many kids and many ditches when she wrote, "During those hot and long summer days, I would have been bored stiff if it weren't for that High Line Canal."

It isn't difficult to find lovers of the High Line around Denver, but I've been surprised by the number of people from elsewhere who care for this particular ditch. Three women I've met in the Pacific Northwest exemplify this phenomenon. Evelyn Iritani, a Seattle journalist whose father spent a lot of his time on the ditch when he lived near it in the forties, knows it through his tales. Ellen Lanier-Phelps, a land planner in Portland, gained her appreciation for urban greenspaces from growing up beside the canal in a Denver suburb. Norma Walker now lives in Ocean Park, Washington, near my home, but the High Line was her son's "safety net" when her family lived in Colorado and she was mayor of Aurora. I am no longer surprised when conversation comes around to a common affection for the High Line

Canal. Even if they don't know "my" ditch, most people I speak with seem to have a ditch somewhere — or a creek, meadow, woodlot, or marsh — that they hold in similar regard. These are places of initiation, where the borders between ourselves and other creatures break down, where the earth gets under our nails and a sense of place gets under our skin. They are the secondhand lands, the hand-me-down habitats where you have to look hard of 15 to find something to love.

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This book is my love song to damaged lands, a serenade for all such places. I want to ask: What do shreds and scraps of the natural scene mean, after all, in the shadow of the citified whole? What can one patch of leftover land mean to one person's life, or to the lives of all who dwell in the postindustrial wasteland? In the end, this is not a book about a ditch. It is a book about everybody's ditch, and what Kim Stafford calls "weaving a rooted companionship with home ground."

The Thunder Tree is not a guidebook to the High Line Canal. Neither does it offer a complete chronicle of this venerable watercourse. There is a need for both types of books, which I hope will someday be satisfied. In the meantime, I trust that this very different book will awaken interest in places like the High Line in every community.

Nor is this a personal history. The ditch made the man, yet this is a memoir of a place, not a person. My life stories are

and and a

#### Everybody's Ditch xix

#### xviii prologue

meant to illuminate the land, not the other way around. As for sequence, I agree with Vladimir Nabokov, writing in Speak, Memory: "I confess I do not believe in time. I like to fold my magic carpet, after use, in such a way as to superimpose one part of the pattern upon another. Let visitors trip." Just as recollection and current events mingle in the stew of our awareness, history and happenstance trade places frequently in this narrative. Readers looking for a linear chronology will surely trip.

Instead, I have sought to draw a dense but light-permeable portrait of a changing countryside and the people who depend on it in different ways. The first part, "Lifeline," introduces the ditch through intense personal experience, follows it from top to bottom, and tells of the illimitable importance of water in the West. "Landmarks," the second part, examines the face of the near-urban countryside as a habitat for hope, change, and continuity. Part III, "City Limits," considers the consequences of growth when natural limitations are ignored. The last section, "Still Life," speaks of loss and what's left when trees, people, and landscapes pass from the scene. Leaflike, the book hopes to honor and emulate the woven canopy of the namesake tree.

Nearly forty years have elapsed since I first saw the High Line Canal. The landscape that so touched me has changed almost beyond recognition in those years — until I get down inside the ditch. Except for the proliferation of plastic among the flotsam in the bottom, the scene between the bank grass and the cottonwoods remains much the same as that which first enchanted me so long ago. As a ditchwalker in that silty bed, I have had none of the rights enjoyed by the farmers, no responsibilities such as the ditchriders bear — just the exercise of my free senses in company with the wind, the rain, and the place. What follows is my experience of that place.

It is through close and intimate contact with a particular patch of ground that we learn to respond to the earth, to see that it really matters. We need to recognize the humble places where this alchemy occurs, and treat them as well as we treat our parks and preserves — or better, with less interference. Everybody has a ditch, or ought to. For only the ditches —

and the fields, the woods, the ravines — can teach us to care enough for all the land.

# ∞9∞ The Extinction of Experience

We need not marvel at extinction; if we must marvel, let it be at our own presumption in imagining for a moment that we understand the many complex contingencies on which the existence of each species depends.

> - Charles Darwin, The Origin of Species

I BECAME a nonbeliever and a conservationist in one fell swoop. All it took was the Lutherans paving their parking lot.

One central, unavoidable fact of my childhood was the public school system of Aurora, Colorado. My path to school for ten out of twelve years followed the same route: down Revere Street, left at the fire hall, along Hoffman Park to Del Mar Circle, then around the Circle to Peoria Street, and on to whichever school was currently claiming my time. Detours occurred frequently.

The intersection of Hoffman Boulevard and Peoria Street was two corners sacred, two profane. On the southeast squatted the white brick Baptist church. Across Del Mar lay a vacant lot full of pigweed, where Tom and I cached brown bananas and other castoffs foraged from behind Busley's Supermarket in case we needed provisions on some future expedition. Then came the Phillips 66 gas station and the Kwik Shake, a nineteen-cent hamburger stand whose jukebox played "Peggy Sue" if you so much as tossed a nickel in its direction. On the northeast corner lay Saint Mark's, the red brick lair of the Lutherans, marginally modern, with a stained glass cross in the wall. I spent quite a lot of time dawdling in the vacant lot among the pigweed and haunting the Kwik Shake after school, but I seldom loitered in the precincts of the churchgoers.

Lukewarm Methodists at best, my parents flipped a coin and took us to Saint Mark's for the Easter service. The next Christmas I was roped into being a wise man, and I felt both silly and cold in my terry cloth robe. Later, when my great-grandmother came to live with us, she hauled me off Sundays to the Southern Baptists. Gimma desperately wanted me to go down the aisle and be saved. A shy boy, I wasn't about to prostrate myself in public before a bunch of people with big smiles and bad grammar. Besides, I couldn't see the sense in confessing to sins I didn't feel I had properly enjoyed as yet. Had I been compelled to choose among them, I'd have taken the cool, impersonal approach of the Lutherans over the Baptists' warm-hearted but embarrassing bear hug of a welcome. But Gimma passed on, and my parents pushed in neither direction, so I opted for the corporeal pleasures of "Peggy Sue" and pigweed and put the soul on hold.

Behind the Lutheran Church lay another, smaller vacant lot, where the congregation parked in the mud. The new community of Hoffman Heights had been built partly on a filled-in lake. The water poked up here and there, making marshy spots full of plants that grew nowhere else around, like cattails and curly dock. The far corner of the Lutherans' lot held one of the last of these.

One September day, coming home from school, I cut across the boggy corner, almost dried out with late summer and tall with weeds. Pink knotweed daubed the broken mud and scented the afternoon air. Then I noticed, fully spread on the knotweed bloom, a butterfly. It was more than an inch across, richly brown like last year's pennies, with a purple sheen when the sun caught it just right. I knelt and watched it for a long time. There were others flitting around, some of them orange, some brown, but this one stayed put, basking. Then a car drove by, disturbing it. The last thing I noticed before it flew was a broad, bright zigzag of fiery orange across its hind wings.

A couple of years later, when I became an ardent collector, I

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#### 142 THE THUNDER TREE

remembered the butterfly in the Del Mar marshlet clearly. My Peterson field guide showed me that it was, without question, a bronze copper. The orangey ones had been females. Professor Alexander Klots wrote in his *Peterson Field Guide* that it is "the largest of our coppery Coppers" and "not uncommon, but quite local. Seek a colony," he wrote, "in open, wet meadows." Dr. F. Martin Brown, in my bible, *Colorado Butterflies*, explained that the species extended no farther west than the plains of eastern Colorado, and called it *very* local (which I translated as "rare"). He went on to say that "the best places to seek [*Lycaena*] thoe in Colorado are the weedy borders of well-established reservoirs on the plains," which the Hoffman Heights lake had certainly been. I eagerly prepared to return to the spot at the right time and obtain *Lycaena thoe* for my collection.

Then, in early summer, the Lutherans paved their parking lot. They dumped loads of broken concrete and earthfill into the little marsh, then covered it with thick black asphalt. Gone were the curly docks, the knotweeds, the coppers. Searching all around Aurora over the next few years I failed to find another colony, or even a single bronze copper. Concluding that a good and loving god would never permit his faithful servants to do such a thing, I gave up on the Lutherans and their like for the long run.

Biologists agree that the rate of species extinction has risen sharply since the introduction of agriculture and industry to the human landscape. Soon the decline might mirror ancient mass extinction episodes that were caused by atmospheric or astronomic events. In response, we compile lists and red books of endangered species and seek to manage conditions in their favor. This is good, if only occasionally successful.

Our concern for the absolute extinction of species is highly appropriate. As our partners in earth's enterprise drop out, we find ourselves lonelier, less sure of our ability to hold together the tattered business of life. Every effort to prevent further losses is worthwhile, no matter how disruptive, for diversity is its own reward. But outright extinction is not the only problem. By concentrating on the truly rare and endangered plants and animals, conservationists often neglect another form of loss that can have striking consequences: the local extinction.

Protection almost always focuses on rarity as the criterion for attention. Conservation ecologists employ a whole lexicon of categories to define scarceness. In ascending order of jeopardy, the hierarchy usually includes the terms "of concern" (= "monitor"), "sensitive," "threatened" (= "vulnerable"), and "endangered." All types so listed might fairly be called "rare." But people tend to employ that term when some other word might be more precise.

Most species listed as endangered are genuinely rare in the absolute sense: their range is highly restricted and their total number is never high. Biologists recognize a fuzzy threshold below which the populations of these organisms should not drop, lest their extinction likely follow. That level is a kind of critical mass, the minimum number necessary to maintain mating and other essential functions. A creature is profoundly rare when its members are so few as to approach this perilous line.

Perceived rarity is often a matter of the distribution of a species over time and space. The monarch butterfly, for example, is virtually absent from the Maritime Northwest owing to the lack of milkweed, while across most of North America it is considered a commonplace creature. Patchy and fluctuating from year to year when dispersed in the summertime, monarchs become incredibly abundant in their Mexican and Californian winter roosts. Yet the migration of the North American monarch is listed as a threatened phenomenon because of the extreme vulnerability of the winter clusters.

Another orange and black butterfly, the painted lady, appears in northern latitudes by the millions from time to time. In certain springs, such as those of 1991 and 1992, these butterflies block entire highways with their very numbers. In drier years, when their southern winter habitat produces little nectar, nary a lady

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might be seen in the temperate regions come summertime. Nevertheless, this thistle-loving immigrant is so widespread globally that its alternate name is the cosmopolite. Are these insects common or rare? Evidently they can be either. Painted ladies and monarchs stretch our sense of rarity.

The concept becomes a little less slippery when we speak of sedentary or specialized animals and plants such as the bronze copper. But are such creatures actually rare, or merely "local," as Professor Klots described the copper in 1951? The fact is that as the countryside condenses under human influence, that which was only local has a way of becoming genuinely scarce. Somewhere along the continuum from abundance to extinction, a passenger pigeon becomes a pileated woodpecker, then a northern spotted owl, then nothing at all.

In light of the relativity of rarity, it is not surprising that scarce wildlife preservation resources go almost entirely to the more truly rare species. But, as with Ronald Reagan's decision to restrict federal aid to those he considered "truly needy," this practice leaves many vulnerable populations subject to extinction at the local level.

Local extinctions matter for at least three major reasons. First, evolutionary biologists believe that natural selection operates intensely on "edge" populations. This means that the cutting edge of evolution can be the extremities of a species' range rather than the center, where it is more numerous. The protection of marginal populations therefore becomes important. Local extinctions commonly occur on the edges, depriving species of this important opportunity for adaptive change.

Second, little losses add up to big losses. A colony goes extinct here, a population drops out there, and before you know it, you have an endangered species. Attrition, once under way, is progressive. "Between German chickens and Irish hogs," wrote San Francisco entomologist H. H. Behr to his Chicago friend Herman Strecker in 1875, "no insect can exist besides louse and flea." Behr was lamenting the diminution of native insects on the San Francisco Peninsula. Already at that early date, butterflies such as the Xerces blue were becoming difficult to find as colony after colony disappeared before the expanding city. In the early 1940s the Xerces blue became absolutely extinct. Thus local losses accumulate, undermining the overall flora and fauna.

The third consequence amounts to a different kind of depletion. I call it the *extinction of experience*. Simply stated, the loss of neighborhood species endangers our experience of nature. If a species becomes extinct within our own radius of reach (smaller for the very old, very young, disabled, and poor), it might as well be gone altogether, in one important sense. To those whose access suffers by it, local extinction has much the same result as global eradication.

Of course, we are all diminished by the extirpation of animals and plants wherever they occur. Many people take deep satisfaction in wilderness and wildlife they will never see. But direct, personal contact with other living things affects us in vital ways that vicarious experience can never replace.

I believe that one of the greatest causes of the ecological crisis is the state of personal alienation from nature in which many people live. We lack a widespread sense of intimacy with the living world. Natural history has never been more popular in some ways, yet few people organize their lives around nature, or even allow it to affect them profoundly. Our depth of contact is too often wanting. Two distinctive birds, by the ways in which they fish, furnish a model for what I mean.

Brown pelicans fish by slamming directly into the sea, great bills agape, making sure of solid contact with the resource they seek. Black skimmers, graceful ternlike birds with longer lower mandibles than upper, fly over the surface with just the lower halves of their bills in the water. They catch fish too, but avoid bodily immersion by merely skimming the surface.

In my view, most people who consider themselves nature lovers behave more like skimmers than pelicans. They buy the right outfits at L. L. Bean and Eddie Bauer, carry field guides,

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and take walks on nature trails, reading all the interpretive signs. They watch the nature programs on television, shop at the Nature Company, and pay their dues to the National Wildlife Federation or the National Audubon Society. These activities are admirable, but they do not ensure truly intimate contact with nature. Many such "naturalists" merely skim, reaping a shallow reward. Yet the great majority of the people associate with nature even less.

When the natural world becomes chiefly an entertainment or an obligation, it loses its ability to arouse our deeper instincts. Professor E. O. Wilson of Harvard University, who has won two Pulitzer prizes for his penetrating looks at both humans and insects, believes we all possess what he calls "biophilia." To Wilson, this means that humans have an innate desire to connect with other life forms, and that to do so is highly salutary. Nature is therapeutic. As short-story writer Valerie Martin tells us in "The Consolation of Nature," only nature can restore a sense of safety in the end. But clearly, too few people ever realize their potential love of nature. So where does the courtship fail? How can we engage our biophilia?

Everyone has at least a chance of realizing a pleasurable and collegial wholeness with nature. But to get there, intimate association is necessary. A face-to-face encounter with a banana slug means much more than a Komodo dragon seen on television. With rhinos mating in the living room, who will care about the creatures next door? At least the skimmers are aware of nature. As for the others, whose lives hold little place for nature, how can they even care?

The extinction of experience is not just about losing the personal benefits of the natural high. It also implies a cycle of disaffection that can have disastrous consequences. As cities and metastasizing suburbs forsake their natural diversity, and their citizens grow more removed from personal contact with nature, awareness and appreciation retreat. This breeds apathy toward environmental concerns and, inevitably, further degradation of the common habitat. So it goes, on and on, the extinction of experience sucking the life from the land, the intimacy from our connections. This is how the passing of otherwise common species from our immediate vicinities can be as significant as the total loss of rarities. People who care conserve; people who don't know don't care. What is the extinction of the condor to a child who has never known a wren?

In teaching about butterflies, I frequently place a living butterfly on a child's nose. Noses seem to make perfectly good perches or basking spots, and the insect often remains for some time. Almost everyone is delighted by this, the light tickle, the closeup colors, the thread of a tongue probing for droplets of perspiration. But somewhere beyond delight lies enlightenment. I have been astonished at the small epiphanies I see in the eyes of a child in truly close contact with nature, perhaps for the first time. This can happen to grown-ups too, reminding them of something they never knew they had forgotten.

We are finally discovering the link between our biophilia and our future: With new eyes, planners are leaving nature in the suburbs and inviting it back into the cities as never before. For many species the effort comes too late, since once gone, they can be desperately difficult to reestablish. But at least the adaptable types can be fostered with care and forethought.

The initiatives of urban ecologists are making themselves felt in many cities. In Portland, Oregon, Urban Naturalist Mike Houck worked to have the great blue heron designated the official city bird, to have a local microbrewery fashion an ale to commemorate it, and to fill in the green leaks in a forty-mileloop greenway envisioned decades ago. Now known as the 140-Mile Loop, it ties in with a massive urban greenspaces program on both sides of the Columbia River. An international conference entitled "Country in the City" takes place annually in Portland, pushing urban diversity. These kinds of efforts arise from a recognition of the extinction of experience and a fervid desire to avoid its consequences.

#### 500 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736 TEL 503 797 1700 | FAX 503 797 1797



METRO

March 16, 1994

JVNOIS

TO: School Principals

FROM: Rena Cusma, Executive Officer

SUBJECT: Youth Involvement Project for Region 2040

Metro, the regional government in the tri-county area, is conducting a major longrange planning process known as Region 2040. During this process, we are examining how this region could grow over the next 50 years. As part of our process, we wanted to get the youth of this region involved in planning their future.

Enclosed are applications for Metro's Youth Involvement Project for Region 2040 and an information kit of multi-disciplinary classroom project ideas. I hope that you will let every student in your school know of the opportunity to participate in this project. We believe that citizens must be involved in the government process and what better time or place to begin than in schools.

The information kit includes suggestions of activities that may be undertaken. We did not begin to list all of the conceivable projects. The exciting part of projects like this is to see all of the creative ideas students really do have. We will compile all of the ideas and present them to the Metro Council and will display as many of the projects as possible.

Metro will kickoff the Youth Involvement Project for Region 2040 with a press conference in one of the schools the week after spring vacation. We would like to continue featuring schools and projects that classes are working on during April through the middle of May. If any of your classes are undertaking projects that you think would make good photo opportunities, please call Sherry Oeser at 797-1721. You can also contact Sherry if you need more applications or information.

Thank you for your assistance.





Metro's Youth Involvement Project for Region 2040 Elementary School Student Application

# **Be a Regional Futurist!**

#### WHAT DO YOU WANT YOUR NEIGHBORHOOD TO BE LIKE IN THE YEAR 2040?

Our present population may double by the year 2040. Where will we all live, play, and work? The Metro Council wants to use your ideas on what your neighborhood will look like in 2040 when they decide later this year how our region will grow. Tell us in an essay, a letter, diary or journal, speech, poem, play, piece of music, drawing, painting, map, model, or other ways. Issues you may wish to consider are:

Parks and Open Space Housing Jobs Roads and Streets Land Use Safety Transportation Forest and Farmland

We hope you will let your imaginations soar!

The project is open to every public, private, or home schooled student in Clackamas, Multnomah, and Washington counties. Every student who submits an idea will receive a prize. Please complete this form and send, with your entry, to: 2040 Youth Involvement Project, Planning Department, Metro, 600 NE Grand Ave., Portland, OR 97232-2736. For more information, call Sherry Oeser at 797-1721. Entries are due by Friday, May 20, 1994

Name of Student		Age	Grade
Homeaddress	_City	Zipcode	Phone
SchoolTe	acher		Phone
Type of entry (check those that apply)			· · · · ·
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model (photograph only at this time) Thank you for becoming a <i>Metro Futurist!</i>	other (specify	7)	
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Metro's Youth Involvement Project for Region 2040 Middle School Student Application

# **Be a Regional Futurist!**

#### WHAT DO YOU WANT YOUR NEIGHBORHOOD TO BE LIKE IN THE YEAR 2040?

Our present population may double by the year 2040. Where will we all live, play, and work? The Metro Council wants to use your ideas on what your neighborhood will look like in 2040 when they decide later this year how our region will grow. Tell us in an essay, a letter, diary or journal, speech, poem, play, piece of music, drawing, painting, map, model, or other ways. Issues you may wish to consider are:

Parks and Open Space
Housing
Jobs
Roads and Streets

Land Use Safety Transportation Forest and Farmland

We hope you will let your imaginations soar!

The project is open to every public, private, or home schooled student in Clackamas, Multnomah, and Washington counties. Every student who submits an idea will receive a prize. Please complete this form and send, with your entry, to: 2040 Youth Involvement Project, Planning Department, Metro, 600 NE Grand Ave., Portland, OR 97232-2736. For more information, call Sherry Oeser at 797-1721. Entries are due by Friday, May 20, 1994

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Home address	City	_Zip code	Phone
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Type of entry (check those that apply)			
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model (photograph only at this time) Thank you for becoming a <i>Metro Futurist!</i>	other (specif	fy)	
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Metro's Youth Involvement Project for Region 2040 High School Student Application

## **Be a Regional Futurist!**

#### WHAT DO YOU WANT YOUR REGION TO BE LIKE IN THE YEAR 2040?

Our present population may double by the year 2040. Where will we all live, play, and work? The Metro Council wants to use your ideas on what the tri-county area will look like in 2040 when they decide later this year how our region will grow. Tell us in an essay, a letter, diary or journal, speech, poem, play, piece of music, drawing, painting, map, model, or other ways. Issues you may wish to consider are:

Parks and Open Space Housing Jobs Roads and Streets Land Use Safety Transportation Forest and Farmland

We hope you will let your imaginations soar!

The project is open to every public, private, or home schooled student in Clackamas, Multnomah, and Washington counties. Every student who submits an idea will receive a prize. Please complete this form and send, with your entry, to: 2040 Youth Involvement Project, Planning Department, Metro, 600 NE Grand Ave., Portland, OR 97232-2736. For more information, call Sherry Oeser at 797-1721. Entries are due by Friday, May 20, 1994

Name of Student	· · · · · · · · · · · · · · · · · · ·	Age	Grade
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#### MULTI-DISCIPLINARY CLASSROOM PROJECT IDEAS FOR METRO'S REGION 2040

#### **TEACHERS:**

To aid you in participating in Metro's Youth Project, we have compiled some classroom project ideas. Although they are labeled according to grade level, you are welcome to adapt any of them for your class. Of course, new and creative approaches are welcome and will make the project even better. These project ideas can be used in such classes as social studies, science, music, or English.

A definition of planning precedes the project ideas and a glossary of terms follows. If you would like further ideas or planning information, your community's or Metro's planning department (Sherry Oeser, 797-1721) are good resources.

#### What is Planning?

Today planning is concerned with more than just how we use the land. It also takes into consideration things like pollution, jobs and day care. There are many specialties within the planning field such as transportation planning; housing and community development; health and human services planning; historic preservation planning; environmental planning; and economic development, to name a few.

Oregon is admired for its high quality of planning by both the people who live here and the people who visit. But, like other communities, ours have their good points and their bad.

If you could change anything about your neighborhood, community, or our region, what would it be? Are there certain things we need more of? Perhaps there are things the community should try to eliminate or things that should be preserved.

Planning allows us to have a say in our community's future, helping us determine both our immediate and future needs, particularly in relation to how we use our land. Planning provides ways to analyze what we have and allows us to forecast what we will need as our community grows.

Every city and county in Oregon must have a comprehensive land use plan and update it periodically. Each plan must conform to statewide goals developed and administered by the Land Conservation and Development Commission (LCDC). This plan indicates where the best places are for houses and apartments, stores and offices, factories and warehouses, parks and playgrounds, farms, roads, bridges, and sewer systems.

Information Kit

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#### Suggested Elementary School Project PERSONALIZING THE PLANNING PROCESS

**Concept:** Bring the problem-solving and planning process down to the neighborhood.

#### STEP 1 - The world in your bedroom

Have students spend some time thinking about their bedroom, which is one of the few environments most of them have any control over, i.e. they can choose where objects are placed and how clean or dirty they want it.

#### STEP 2 - Through your bedroom door

Ask the students to imagine walking through their bedroom door into the hallway and notice how it connects to the other rooms.

#### STEP 3 - Connections with your everyday world

Continue the exercise by having them imagine walking out of the house, noticing how their home sits on the land, and how the land connects to neighboring homes, businesses or vacant or farm land.

#### STEP 4 - Your neighborhood and your city

Finally, have the students continue their explorations by noting how they feel as they leave their homes and travel to school, taking their usual route and usual method of transportation. Remind students to use their best instincts and all of their five senses as they explore their everyday world from their bedroom outward.

#### **STEP 5** - Some questions

These are just a few of the questions you might ask at the end of the exercise: "Were there places that made you feel fearful or comfortable?" "Were there places that smelled terrible or places you always avoid?" "Are there places you always choose to travel past or think could be improved?" "How and what would you change to have a better environment?" The students' answers will lead to the discovery of real problems in need of solutions that will improve their everyday environment.

(Adapted from KIDSPEAK, Project 2000, of Salt Lake City, Utah)

#### Suggested Elementary School Project MAPPING

Create a map or model of the area around the school. Place the existing types of housing, businesses, parks, public agencies, churches, farmland, forest land, streets and roads. Where are the services you need - grocery store, post office, bank, clothing stores? Other? Are buses convenient? Where do they go? How frequently? Look for information and pictures of what the neighborhood looked like 50 years ago. (The Oregon Historical Society or county historical societies may be able to help. Youth need to be accompanied by an adult to use the library.)

It is estimated that the population in our region will double by the year 2040. Is there room in your neighborhood for more people? If you live in an area with a lot of vacant or farmland, would it be better to keep the land as farmland, build houses or apartments, office buildings or an industrial park or a shopping center? If you add more people, what does that do for the roads, schools, parks, sewers, transportation and other public utilities? Create a map of how the students envision their neighborhood will look in 50 years. Each student may draw a picture of a different block or land section.

#### Suggested Middle School Project HOW I'D MAKE MY COMMUNITY BETTER

Stop for a moment and think about the community in which you live. What do you like most about it? What would you like to change? As your community's planning director, what would be the first three things you would change? Write down your suggestions and explain how these changes would affect the quality of life in your community. Also, think about how you would get the money to pay for them. Would you raise taxes or charge fees? Would you ask for donations? How much do you think your improvements would cost?

#### Suggested Middle School Project MAPPING

Create a map or model of your community or a new community you feel needs to be built to accommodate the population growth we are anticipating. Include housing, public buildings, businesses and shopping centers, transportation lines, and parks and greenspaces including farms and forest land. If you have vacant property in your community, identify its best use — wetland, farmland, housing or a business or shopping center.

Information Kit

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#### Suggested Middle School Project JOURNAL WRITING

Create a journal or diary covering the next fifty years. Describe the changes that take place during a five or ten year period including information about roads, transportation, green spaces, new or demolished parks, elimination of farmland, new shopping centers, housing areas, businesses, new industry, schools. The journals may also be illustrated.

#### Suggested Middle School Project LOOKING AT YOUR COMMUNITY

Concept: Identify and solve a planning/design problem.

#### **STEP 1** - Identify concerns

Identify areas of concern in your community, neighborhood or school boundary which affect your lives in some way. Make a list of all the ways you and other people are affected. Have each student present the problem in a class discussion.

#### STEP 2 - List ideas for problem solving, choose one

Have the students make a list of ideas which would positively affect the area of concern they have identified. Have each student write a short description, poem, essay, etc. of his or her ideas for a class discussion.

#### **STEP 3** - List steps to solving problems

In a class discussion, identify ways students may, with some assistance actually implement some of the ideas for change they have. For instance, the class could clean up a vacant lot, but could not build a mass-transit system, though they could write letters to the Mayor. Summarize in a short paper.

#### STEP 4 - Begin steps to solve problem

Turn the problem into a class project making students responsible for carrying through with the steps they identified in Step 3. This is their chance to get actively involved and learn how to affect change in their community.

(Adapted from KIDSPEAK, Project 2000, of Salt Lake City, Utah)

#### Suggested Middle or High School Project CITY SONGS

Music has always been an important part of our lives and culture. Many of the most popular tunes talk about life in the city. When our grandparents were in school they listened to songs like "Downtown" and "New York, New York." A few years ago songs such as "You Belong to the City," by Glenn Fey of the Eagles, and "We Built This City," by Jefferson Starship, were at the top of the charts.

Can you think of any songs that speak about the city? What do they say about city life? Do you agree or disagree with the message? Why? Have the messages changed over the years?

Imagine yourself as a songwriter. What would you want to say about your city? Compose a short song that tells about city life. Either make up your own tune or use the music from another song.

(Adapted from PLAN - O - GRAM, A publication of the American Planning Association)

#### Suggested High School Project SIM CITY <sup>M</sup>: A VIDEO PLANNING GAME

Suppose you were Planning Director of your city and, suddenly, an earthquake hit, knocking down buildings and starting fires. What would you do? Or, what if a large lizard-like monster rose out of a nearby lake and attacked your city? How would you handle it?

These are just a few of the possible things that can happen when you play the computer video game  $Sim City^{m}$ . In this game, you are the city planner. It is up to you to decide how the land in your city will be used. You also must figure out where the parks and roads will go, as well as the airport, sports stadium, police station, and hospital.

The computer displays a map of the land where you will plan your city. You'll see where the lakes and rivers are, as well as the mountains and valleys. It is up to you to decide what natural features to preserve. If you let people build factories near the water, make sure they do not pollute it or your city could be in trouble.

As with real cities, there are only a few "correct" answers to any problem. Each choice you make will cause something else to happen. You win when your city prospers; you lose if everyone leaves town.

#### Information Kit

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#### Suggested High School Project PLAN THE REGION

Given the projection that the population in the Portland Metropolitan Area will double by the year 2040, where will we put the people, the business, schools, and needed services? Will we need new roads, freeways, or transportation systems?

What kinds of business and industry should we attract to help employ the increased population? Should we build upon the recreational business started by Columbia Sportswear, Avia, and Nike and others and/or add on to the Silicon Forest or should we further diversify and attract another type of industry? If so, how might we do that?

Should we develop clustered communities with all jobs and services included nearby so everyone can walk or bike almost anywhere? Or should we continue to encourage suburban development with bedroom communities and long distances between home and jobs?

Describe how you would approach or handle one or more of these issues.

#### Suggested High School Project RAPIDLY GROWING COMMUNITIES

Undertake a study of some of the rapidly growing communities in our region such as Tigard, Gresham, and West Linn. What was the area like ten or twenty or fifty years ago? Under ideal conditions, what should it look like in 2040?

Meet with city planners to discuss how they are planning for growth in one or more of these rapidly growing communities. What do they have to consider in the planning process? How do citizens participate in the process? How do builders and business and industry participate? What do you think of the planning process for the community you investigated?

#### Suggested High School Project REGION 2040 FORUM

Clubs and or classes may sponsor forums on Region 2040 and discuss the alternative growth concepts developed by Metro. Explore what each person's values are. What do they like about living in this region? What do they dislike? Attendees can discuss their values, the advantages and disadvantages of the concepts, and the tradeoffs that are likely to occur under each concept. Is economic growth more important than environmental protection? Is environmental protection more important than privacy? Is privacy more important than preservation of farm and forest lands? Is preservation of farm land more important than building more highways and freeways?

Before hosting the forum, the class would have to investigate Region 2040, invite members of Metro staff and perhaps the Metro Council, an urban planner, a PSU professor of urban planning, an extension agent knowledgeable about farm and forest lands, and/or anyone else the students think could provide important information. Then invite the most appropriate people to be the "expert" speakers at the forum.

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Other classes could be invited, as well as the community.

#### GLOSSARY OF TERMS

Metro – the directly elected regional government that serves more than one million residents in Clackamas, Multnomah and Washington counties and the 24 cities that comprise the Portland metropolitan area (see map). Metro is responsible for solid waste management, operation of the Metro Washington Park Zoo, transportation and land-use planning, Metropolitan Greenspaces, and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium and the Portland Center for the Performing Arts.

Open Space – developed parks with active recreational facilities such as ball fields, tennis courts, playgrounds, community gardens, golf courses, cemeteries, vacant lands with the potential of becoming a park or natural area.

Region 2040 – planning effort led by Metro to develop a strategy of how this region should allocate land to accommodate projected growth over the next 50 years.

Tri-county region - all land in Clackamas, Multnomah, and Washington counties

Urban Growth Boundary (UGB) (see map) – land set aside for urban levels of development. Every city and county as well as the metropolitan region has a UGB which is expected to contain enough land zoned for residential, commercial and industrial uses to meet the expected demand for a twenty-year period.

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600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736 (,) () は、「「「「ない」」というない」と 

METRO FUTURE VISION COMMISSION

For I dipp'd into the future, far as human eye could see, Saw the Vision of the world, and all the wonder that would be. Alfred Tennyson.

2 ALLINN



known for its tremendous livability and aesthetic

beauty - is a matter of considerable interest

and discussion. There are those who believe

the future is what happens to us ... and there

are those who believe we can make the

future happen.

Metro's Future Vision Commission falls

into the latter category. Its mission is to devise a visionary roadmap for the Portland metropolitan region to guide us into the next 50 years and beyond. It will shape a vision, in whatever creative form or forms necessary, that will serve as a guiding light for citizens, regional leaders, businesses, interest groups, and educa-

tors who believe that, with hard work and

forward-thinking, tomorrow can be even

better than today.

FUTURE VISION COMMENN

Len Freiser, chair Former symphony conductor/librarian

Susan McLain, vice-chair Metro councilor and public schookeacher

> Lisa Barton-Mullins Gresham City councilor

Ron Correnti Regional manager, United Postal Service

Judy S. Davis Portland State University professor

Mike Gates Metro councilor and insurance broker

> Mike Houck Environmentalist

Wayne Lei Environmental manager Portland General Electric Co.

Robert Liberty Director of 1000 Friends of Oregon

> Peggy A. Lynch Citizen activist

John C. Magnano Clark County commissioner

> Peter G. McDonald Farmer

Alice L. Schlenker Mayor, city of Lake Oswego

> Rod Stevens Financier

Robert B. Textor Cultural anthropologist

Kim Katsion (alternate) Washington County commissioner

> Ted Spence (alternate) Transportation planner

Fred Stewart (alternate) Real estate businessman

#### What is the Forme Vision Commission?

It is a 18-member volunteer group, created as a result of the voter-approved 1992 Metro Charter, whose members and alternates were appointed in March 1993 by the Metro Council, the governors of Oregon and Washington, and the Metro Policy Advisory Committee. The Future Vision Commission serves as an advisory group to the Metro Council and will forward a recommended vision to the council in 1995. The council must adopt a vision by July 1, 1995.

The Future Vision Commission was created as a result of the voter-approved 1992 Metro Charter, which states in part that:

"The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life."

# What issues is the commission examining?

Commission members are looking at and discussing all the pieces that comprise the livability puzzle. They are addressing factors – both tangible and intangible – that make our community a unique and desirable place to live. Some of those factors include: using, restoring and preserving land for future generations; determining how and where to accommodate growth without sacrificing quality of life; seeking ways to preserve natural and green areas; and developing new communities and making additions to existing urban areas. The commisstudying growth's effect on the region's educational and economic resources.

#### How does the "vision" relate to Metro's other planning efforts?

Region 2040, Metro's long-range planning program that addresses regional growth issues between now and the year 2040, provides an important link to the work being done by the Future Vision Commission. Region 2040 is providing the commission with technical and policy information related to land use and transportation. The commission, however, takes a broader look at regional livability. In addition to land-use and transportation issues addressed in Region 2040, the Future Vision Commission examines issues such as economics, education, safety, social services, and natural resources.

#### How were members selected?

Members were appointed by the Metro Council, the governors of Oregon and Washington, and the Metro Policy Advisory Committee. The charter specified that the commission be broadly representative of both public and private sectors, including the academic community. Its members provide valuable perspectives and expertise in areas such as land development, finance, the arts, human services, the role of neighborhoods, natural resources, and transportation.

#### What is Metro?

Metro is the directly elected regional government that serves more than I million residents in Clackamas, Multnomah and Washington counties and the 24 cities within the Portland metropolitan area. Metro is respons for solid waste management; operation of the Metro Washington Park Zoo; transportation and land-use planning; Metropolitan Greenspaces and regional parks; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by a 13-member council (changing to a seven members in January 1995) and an executive officer. Councilors are elected within subdistricts; the executive officer is elected regionwide.

#### How do I get involved in shaping the Future Vision?

The commission meets every other Monday, 4 p.m. – 6:30 p.m., at Metro, 600 NE Grand Ave. The meetings are open to the public, and public comment is encouraged. For meeting schedules or other information, call 797-1750. Written materials may be sent to commission members c/o Metro Planning Department, 600 NE Grand Ave., Portland, OR 97232.

the Future Vision Commission? z Do you want to be placed on our mailing list? Yes Comments/ideas for members of City, State, ZIP

# **YOUR OPINION COUNTS**

Name (please print)

Address

he Future Vision Commission is committed wolving the public in helping shape a vision f ar region. If you want to become involved, lease fill out and return the following inform on to: Future Vision Commission c/o Metrc lanning Department, 600 NE Grand Ave., ortland, OR 97232.